Plan Commission Agenda

Techny Prairie Activity Center
180 Anets Drive Northbrook, IL 60062
Tuesday, October 6, 2026

6:00 PM

1. **ROLL CALL**
2. **MINUTES APPROVAL**
   A. Minutes for Approval - September 1, 2026
   Review and approve September 1, 2026 Plan Commission meeting minutes.
3. **COMMUNITY PLANNING REPORT**
4. **PUBLIC COMMENT TIME**

   This agenda item is reserved for members of the public who desire to address the Public Body on a topic that is within purview and jurisdiction of the Public Body, but that is not listed in another location on the agenda. If you would like to speak about a matter that is listed on the agenda, we ask that you wait until that agenda item is called, and we will give you an opportunity to speak then. Anyone desiring to speak should fill out a written speaker form (located in the back of the meeting room) and submit it to the Staff Liaison. “Public Comment Time” is not a forum for open dialogue or engagement with members of the Public Body. Rather, it is intended as an opportunity for you to make comments to the Public Body. While the Public Body will not immediately respond to public comments at this meeting, or engage in a back and forth discussion during the meeting, please be assured that the Public Body is actively listening to all comments, thoughts, and suggestions. All speakers will be limited to a total of three minutes. We request that everyone be respectful, civil, and non-repetitive; and we ask that members of the audience refrain from applauding or making any other comments during or after any speaker. Thank you for your understanding and taking the time to contribute to the success of our community.
5. **REVIEW OF DRAFT RESOLUTIONS**
   A. DOCKET NO. PCD-26-06: 1370-1380 ROSEMARY LANE - MINOR SUBDIVISION (Public Meeting) - An application filed by Syeda Batool Abbas to request approval of a Minor Subdivision application for lot line adjustment between two single-family residential lots
   The applicant is requesting approval of a lot line adjustment along the interior lot line of two single-family residential parcels under common ownership in R-2 Single-Family Residential District.
6. **PUBLIC HEARING**
   A. DOCKET NO. PCD-26-05: 1901 â€“ 1975 CHERRY LANE & 1807 SHERMER ROAD (Public Hearing) - An application filed by Pulte Home Company LLC as contract purchaser of the property commonly known as Meadow Plaza and located at 1901 â€“ 1975 Cherry Lane & 1807 Shermer Road, which is owned by Chicago Title Land Trust Company, As Trustee u/t/d April 22, 1953, u/t/a #36116, for the purposes of:Â (1) Tentative Plat of Subdivision for parcels consisting of both residential and commercial; (a) A waiver or other relief to allow a reduction in the minimum size of land to be dedicated for park and recreational purposes to be less than 87,120 square feet; and (b) A variation of

the Subdivision Code to reduce the required public right of way from 60 feet to 44 feet for the proposed Riverview Drive and from 60 feet to 59 feet for the proposed Keystone Avenue extension. (2) Planned Unit Development for a mixed-use development consisting of single-story commercial structures, indoor first floor residential parking below the residential units, residential buildings at a height of 68 feet and six (6) stories, and the following variations: (a) Rear (south) yard from 25 feet to 21 feet in C-2 District; (b) Parking lot perimeter landscape setback from 7 feet to 4 feet (adjacent to Building 1); (c) Transition Landscape Area B setback from 20 feet to 6 feet along a portion of east property line, adjacent to the drive aisle. (3) The Subject Property includes a small parcel off Shermer Road adjacent to the river which is under separate zoning (but common ownership). Therefore, the following relief has also been requested to create one cohesively zoned lot: (a) Comprehensive Plan Amendment from Institutional Facility to Village Center Mixed Use (for the small sliver of land on the eastside fronting on Shermer Road); (b) Rezoning from IB Institutional Building District to C-2 Neighborhood Commercial District (for the small portion for consistency purposes). (4) Approval of any other such variations, waivers, and zoning relief as may be necessary to accomplish development and use of the Subject Property as requested by the Applicant. *Pulte Home Company LLC is requesting approval for a Planned Unit Development along with other zoning relief to allow a mixed-use development consisting of 150 for-sale condominium units and two approximately 5,500 square-foot buildings for commercial/retail use on the Subject Property.*

7. DISCUSSION TOPICS

8. REMARKS FOR THE GOOD OF THE ORDER

9. ADJOURN

The Village of Northbrook is subject to the requirements of the Americans with Disabilities Act of 1990. Individuals with disabilities who plan to attend this meeting and who require certain accommodations in order to allow them to observe or participate in this meeting, or who have questions regarding the accessibility of the meeting or facilities, are requested to promptly contact the Village of Northbrook at (847) 272-5050 to allow the Village of Northbrook to make reasonable accommodations for those persons.

MEMORANDUM

To: Plan Commission
From: Deputy Director Michaela Kohlstedt
Date: 2026-10-06
Subject: Minutes for Approval - September 1, 2026

Overview
Review and approve September 1, 2026 Plan Commission meeting minutes.

Fiscal Impact
N/A

Recommendation
Review and Approval.

Strategic Priority

Background

MEMORANDUM

To: Plan Commission
From: Deputy Director of Development & Planning Services Michaela Kohlstedt
Date: 2026-10-06
Subject: DOCKET NO. PCD-26-06: 1370-1380 ROSEMARY LANE - MINOR SUBDIVISION (*Public Meeting*) - An application filed by Syeda Batool Abbas to request approval of a Minor Subdivision application for lot line adjustment between two single-family residential lots

Overview
The applicant is requesting approval of a lot line adjustment along the interior lot line of two single-family residential parcels under common ownership in R-2 Single-Family Residential District.

Fiscal Impact
N/A.

Recommendation
Review the final plat of resubdivision for a requested minor subdivision and consider a draft Resolution recommending approval.

Strategic Priority
N/A.

Background
See attachments.

1370-1380 Rosemary - Staff Report 10-6-26
1370-1380 Rosemary - Draft Plan Commission Resolution
1370-1380 Rosemary - Applicant Submittal

MEMORANDUM

To: Plan Commission
From: Swati Pandey, Senior Planner
CC: Michaela Kohlstedt, Deputy Director
Date: October 6, 2026
Subject: PCD-26-06: 1370-1380 Rosemary Lane – Minor Subdivision – Lot Line Adjustment

Requested Action

On October 6, 2026 the Plan Commission will conduct a public meeting on an application filed by Syeda Batool Abbas (the "Applicant") as owner of 1370-1380 Rosemary Lane (the "Subject Property"), requesting a minor subdivision for approval of a lot line adjustment per the requirements of the Subdivision and Development Code.

Proposed Scope of Work

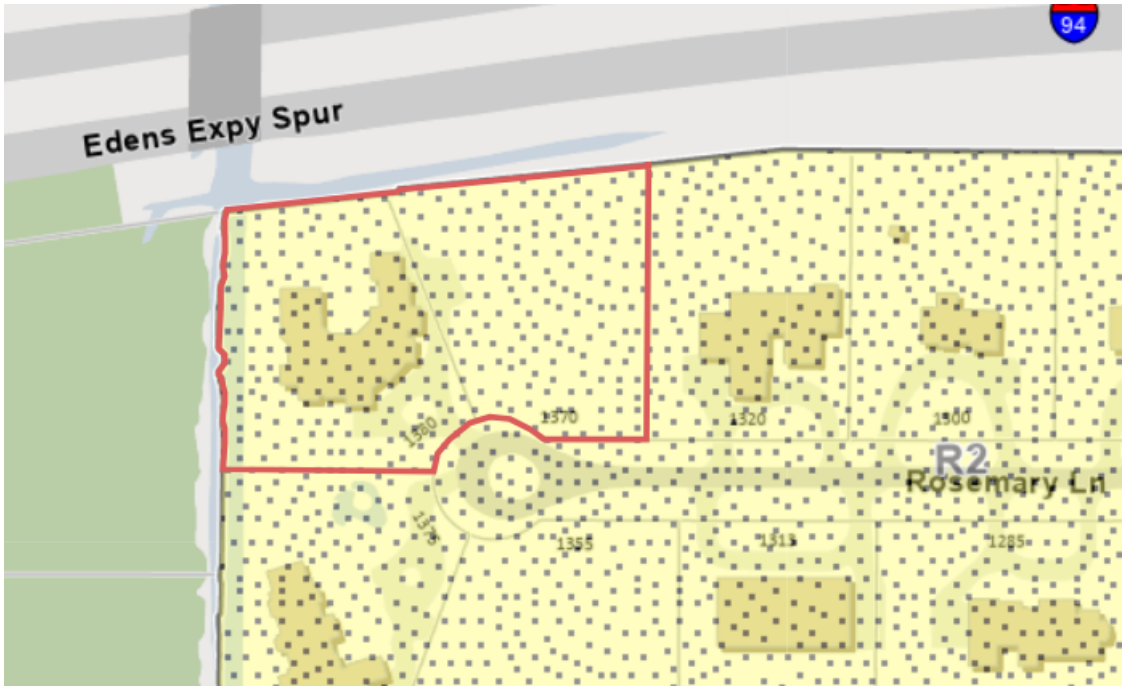
The Applicant requests to adjust the shared interior lot line between the two properties to include the entire driveway for 1380 Rosemary on its own parcel; currently a portion of the driveway is located on adjacent parcel (to the east side). There are no new improvements/development proposed at this time. The applicant has stated that they will install a new property fence along the adjusted lot line. A fence permit application will be required prior to installation.

Property Description

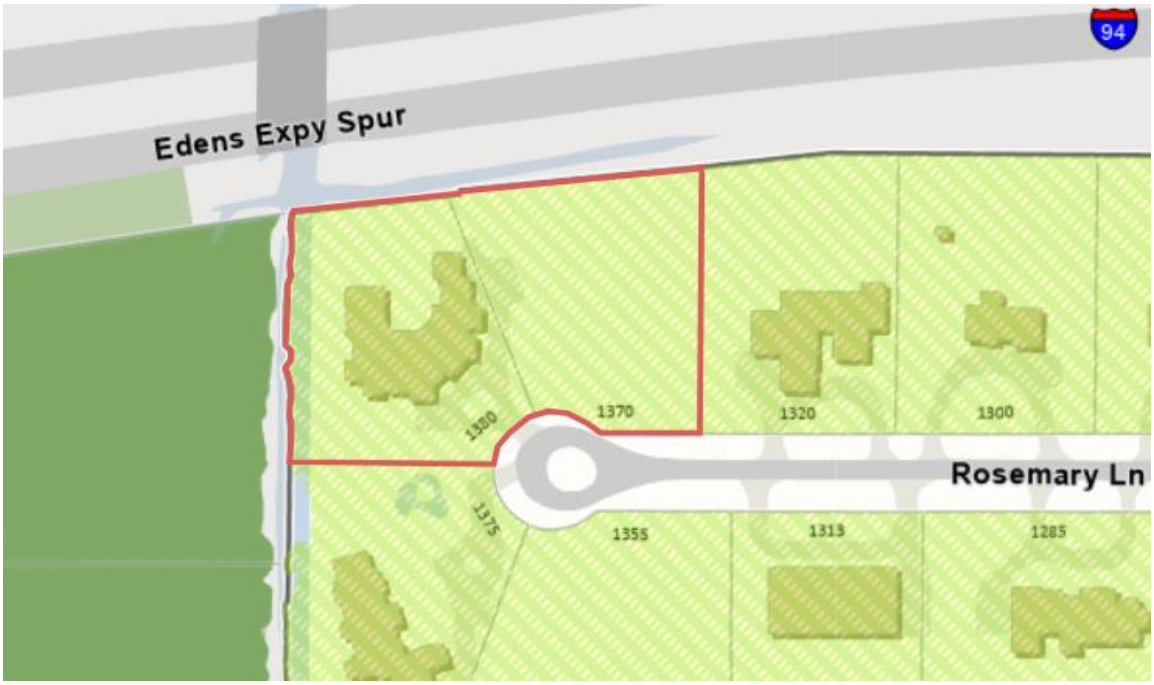
- is 75,105 square feet approximately (1.72 acres) in size;
- is located on the north side of Rosemary Lane (end of the cul-de-sac);



- is zoned R-2 Single Family Residential District;



- contains a single-family residence on one lot, with vacant second lot all under one ownership;
- is surrounded by:
    - North: I-94; Right-of-Way
    - East: R-2 Single Family Residential; single family home
    - South: R-2 Single Family Residential; single family home
    - West: Not in Village; Somme Woods;
- the Comprehensive Plan's Future Land Use designation is Single Family Large Lot;



- portion is located within the 100-year flood plain;

Staff Review

Prior to scheduling a public meeting the application underwent the standard review process and was reviewed by the following departments/entities all of whom have found the proposed plan acceptable:

- ✓ Development and Planning Services (Planning & Zoning)
- ✓ Public Works (Engineering)
- ✓ Village Attorney

Compliance with Village Plans

- The Comprehensive Plan identifies the property for Single-Family Large Lot.
- The Village's Bicycle and Pedestrian Plan does not designate Rosemary Lane in front of the Subject Property as appropriate for bicycle and pedestrian infrastructure. The closest proposed bicycle infrastructure will be a sidepath on Dundee Road.
- The property at 1380 Rosemary Lane is located within the 100-year flood plain.

ZONING RELIEF

Minor Subdivision

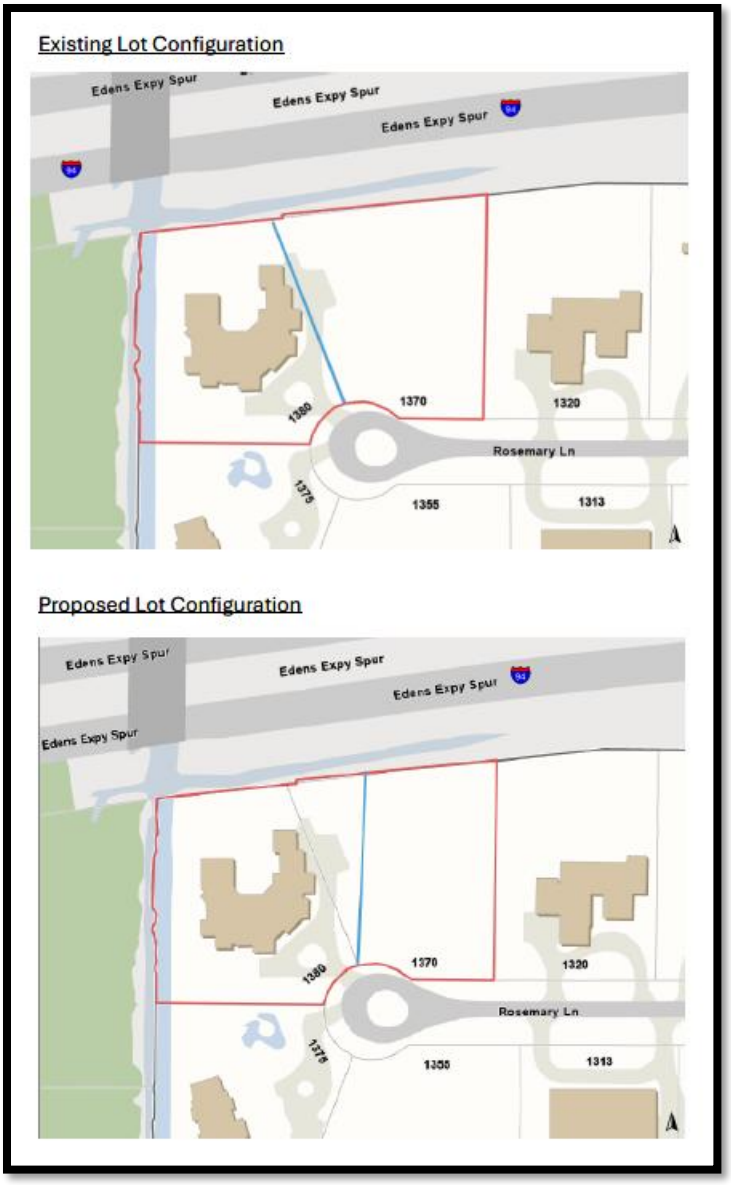
It should be noted that this request is considered a minor subdivision (no public improvements required) so **no public hearing is required**, solely a public meeting before the Plan Commission prior to final approval by the Board of Trustees.

To assist in the review of this request, the Applicant has submitted the attached application, as well as a plat of re-subdivision. The following page contains an image of the current configuration of the two lots, followed by an image depicting the proposed reconfiguration of the two lots.

The Applicant is requesting the lot line adjustment to allow the entire existing driveway to be located on its own lot. The lot line adjustment will bring the driveway into compliance and separate the vacant lot for future development with a new single-family home.

- **1380 Rosemary Lane (Lot 1)** – Upon subdivision, the lot area will be 42,686 square feet (approximately) which exceeds the R-2 District's minimum lot area (30,000 square feet). The proposed lot width of 113.38 feet is not in compliance with the minimum lot width requirement of 125 feet; however, it improves the existing non-conforming lot width of 89.17 feet. In similar circumstances, the Village Attorney has confirmed in the past that a relief will not be required, considering the non-conformity will not increase with the proposed subdivision. The property contains a single-family residential home, which is occupied by the owner. The driveway along the east property line will be brought into compliance with the Zoning Code.
- **1370 Rosemary Lane (Lot 2)** – Upon subdivision, the lot area will be 32,418 square feet which exceeds the R-2 District's minimum lot area requirements of 30,000 square feet. The lot width will be in compliance at 143.77 feet. The property is vacant. Any future single-family home will be built in compliance with the bulk requirements of the Zoning Code.

As outlined above, both the existing and proposed lots are in conformance with the Zoning Code's R-2 requirements; with the exception of the lot width for Lot 1; however it does not increase the existing non-conforming condition. In addition, the existing home on Lot 1 will remain in compliance with the district bulk standards.



SUMMARY

As a reminder, this request does not require a public hearing.

The Applicant has submitted evidence that the mailed notice requirements of the Subdivision and Development Code have been satisfied. Staff has received no public comments on the application.

In reviewing this request, staff suggests the Plan Commission consider the following policy question:

- Is the proposed lot line adjustment for the Subject Property appropriate for the area in general and the Subject Property specifically?

Staff has prepared the attached draft resolution for consideration by the Commission. If the Commission should choose to take action on this resolution, it would be **Resolution No. 26-PC-08.**

The Applicant and staff will attend the October 6, 2026 Plan Commission meeting to answer any questions.

DRAFT

RESOLUTION NO. 26-PC-__

VILLAGE OF NORTHBROOK PLAN COMMISSION
DOCKET NO. PCD-26-06
(1370 – 1380 ROSEMARY LANE)

WHEREAS, an application has been filed by Syeda Batool Abbas (the "Applicant") as owner of the property commonly known as 1370 – 1380 Rosemary Lane (collectively the "Subject Property"), and

WHEREAS, the Applicant has filed an application (Docket No. PCD-26-06) with the Village of Northbrook requesting a minor subdivision approval to allow a lot line adjustment between the properties at 1370 – 1380 Rosemary Lane; and

WHEREAS, the Applicant has submitted evidence that the mailed notice requirements of the Village's Subdivision and Development Code have been satisfied indicating the time and date of the Commission hearing; and

WHEREAS, the Plan Commission has considered all the evidence presented to it, including, but not limited to, the following:

1. Village of Northbrook Plan Commission Application form & attachments received August 4, 2026, and all subsequent additions and revisions to these application materials and attachments.
2. All written and oral testimony concerning the application.

NOW, THEREFORE, BE IT RESOLVED by the Plan Commission of the Village of Northbrook, Cook County, Illinois, THAT:

1. **Findings:** The Northbrook Plan Commission does hereby find that with respect to Docket No. PCD-26-06, the Plan Commission does hereby find that the 1370 and 1380 Rosemary Lane parcels are lots of record and that the adjustment of the common lot line does meet the criteria for a minor subdivision, established in Section 3-301 of the Northbrook Subdivision and Development Code.

2. **Recommendations:** The Northbrook Plan Commission does hereby recommend to the Board of Trustees of the Village of Northbrook **approval** of Docket No. PCD-26-06 based on the findings established herein, to allow a minor subdivision of 1370 and 1380 Rosemary Lane to adjust a common lot line on the Subject Property.

ADOPTED THIS __ day of October 2026.

AYES: ()

NAYS: ()

ABSENT: ()

ABSTAIN: ()

_____
Steven Elisco, Chairman
Northbrook Plan Commission

ATTEST:

_____
Amy McEwan, Director
Development and Planning Services

*Project narrative

northbrook

DEVELOPMENT & PLANNING SERVICES DEPARTMENT

FORMAL APPLICATION – ZONING & SUBDIVISION RELIEF**

Prior to submitting this formal application, contact the Development & Planning Services Department of Northbrook to determine if your application requires a Preliminary Review by the Board of Trustees. The following materials are the minimum required for the processing of a formal application by the Village of Northbrook's Plan Commission and Board of Trustees. A public hearing or public meeting for an application will not be scheduled until all required materials have been submitted and revised as necessary to meet Code requirements, as determined by Village staff. If you have questions regarding the completion of this application please contact the Development & Planning Services Department at 847-664-4050.

Applications for zoning relief from the Zoning Board of Appeals must use a different application form.

The initial submittal MUST contain:

- ☐ **1 electronic version (PDF)** of ALL application materials **(refer to application section regarding instructions for naming files).**

Applicant Information

Legal Name SYEDA BATOOL ABBAS

Company

Address 1380 ROSEMARY LANE

City, State, Zip NORTHBROOK, IL 60062

[redacted]

Primary Contact Person

Name SYEDA BATOOL ABBAS

Company

Address 1380 ROSEMARY LANE

City, State, Zip NORTHBROOK, IL 60062

[redacted]

Consultants *(as applicable)*

Attorney

Name

Company

Address

City, State, Zip

Phone No.

Email

Architect/Planner

Name

Company

Address

City, State, Zip

Phone No.

Email

Civil Engineer

Name

Company

Address

City, State, Zip

Phone No.

Email

Other

Name

Company

Address

City, State, Zip

Phone No.

Email

Property Information *(if more than one parcel is involved in the request please include the information for all parcels)*

Site Location/Address: 1380 Rosemary Lane / 1370 Rosemary Lane

Property Index Numbers: ① 04-03-401-018-0000

② 04-03-401-017-0000

Size of Property: 41,257 SQ + 42,889 SQ. (square feet/acres)

Size of Building Space, if applicable: 9,200 SQ. (square feet)

Comprehensive Plan Land Use Designation[1]: _____

Current Zoning: _____

Current Use of the Property: Residential

Is any portion of the property within the 100-year floodplain?[1] Yes: ✓ No: _____

Requested Action(s) *(check all that are applicable)*

- ☐ Comprehensive Plan Amendment
- ☐ Annexation (*separate form required*)
- ☐ Rezoning from _____ to _____
- ☐ Special Permit for _____
- ☐ Renewal of Special Permit Ord. No. _____
- ☐ Amendment to Existing Special Permit Ord. No. _____
- ☐ Site Plan Approval
- ☐ Zoning Code Text Amendment
- ☐ Zoning Variation (in conjunction with other relief) for _____
- ☐ Planned Development
- ☐ Subdivision - Tentative Plat
- ☐ Subdivision - Final Plat
- ☐ Subdivision - Variations/Waiver for _____
- ☐ Exception for _____
- ☐ Other _____

☐ **Plat of Survey & Parcel Legal Description(s)**

Attach the most recent plat of survey of the Subject Property, certified by a registered land surveyor, showing existing lot lines and dimensions, lot area, all easements, all public and private rights-of-way, and all streets across and adjacent to the subject property.

☐ **Conformity with Comprehensive Plan**

Include a written statement explaining the conformity, or lack of conformity, of the approval being requested to the Village's Official Comprehensive Plan and Official Map. Where the approval being requested does not conform to the Official Comprehensive Plan or Official Map, provide reasons justifying the requested approval.

☐ **Surrounding Property Owners Addresses**

Please attach the names and mailing addresses of all property owners of record (not tenants) within 250 feet of the property, excluding public rights-of-way, based on current County tax records. See page 9 of this document for instructions on how to obtain the addresses.

[1] As found on the Village website www.northbrook.il.us/Government/Departments/Planning/GIS/index.php

SITE OWNERSHIP AND CONTROL

Current Property Owner Information

Legal Name: Syeda Batool Abbas

Primary Contact: Syeda Batool Abbas
Address 1380 Rosemary Lane
City, State, Zip Northbrook, IL 60062
[redacted]

Proposed Property Owner Information

Legal Name: SAME

Primary Contact: _____
Address _____
City, State, Zip _____
Phone No. _____
Email _____

Attach a copy of a title policy or deed showing current ownership of the property. If property is held in a trust, also include a certified copy of the trust agreement or a simple affidavit (under oath before a notary) as to who are the beneficiaries of the trust. *(Check which document(s) are attached):*

- ☐ Deed
- ☒ Title Policy or Title Commitment ***(Required for Subdivision Applications & Plats of Consolidation Applications)***
- ☐ Certified Copy of Trust Agreement OR a simple Affidavit Identifying Trust Beneficiaries

☐ **Complete Attachment A, listing all individuals/entities that have a beneficial interest in the legal entity that currently owns the property**

☐ **Complete Attachment B, listing all individuals/entities that have a beneficial interest in the legal entity that is proposed to own the property upon receiving necessary approvals.**

Applicants Involvement with the Property

If the Applicant does not own the property, please also provide documentation showing the applicant's interest in the property *(Check which document is attached. The dollar amounts in documents may be blacked-out)*:

- ☒ Owner (see the previous box)
- ☐ Real Estate Contract
- ☐ Lease
- ☐ Other _____

☐ **Complete Attachment C, listing all individuals/entities that have a beneficial interest in the legal entity that is the Applicant.**

Additional Required Attachment(s)

Submit all relevant attachments specified in the below worksheet(s) that correspond with your application request(s) selected on page two of this application; the worksheets can be found on the Village of Northbrook website www.northbrook.il.us. *(Check all that are applicable)*

- ☐ Comprehensive Plan Amendment Worksheet
- ☐ Annexation Worksheet
- ☐ Rezoning Worksheet
- ☐ Special Permit Worksheet
- ☐ Site Plan Approval Worksheet
- ☐ Zoning Code Text Amendment Worksheet
- ☐ Zoning Variation Worksheet
- ☐ Planned Development Worksheet
- ☐ Subdivision Worksheet – Tentative Plat
- ☐ Subdivision Worksheet - Final Plat
- ☐ Subdivision Worksheet - Variations/Waiver
- ☐ Plat of Consolidation Worksheet

Filing Fees

All applications require payment of a non-refundable fee, as well as additional funds that are held in escrow to off-set anticipated recoverable expenses. Please attach a check with your application and indicate below the amount of the fee submitted. A copy of the fee schedule is attached to the application form.

$ 100 Amount of Non-Refundable Fee

$ 2500 Amount of Escrow

$ 2600 Total Application Fee (Non-Refundable Fee plus Escrow)

The escrow covers such items as Village attorney time (currently billing at approx. $400.00 per hour), public notice expenses, public meetings ($50.00 per mtg), & staff review time. If these expenses exceed the initial escrow deposit, the applicant is responsible for additional payment to the Village prior to completing approval process. If the expenses are less than the escrow deposit, the applicant will be issued a refund.

Northbrook Ethics Code *(potential conflicts of interest)*
On a separate sheet of paper list the name, address, nature, and extent of any current or potential interest that any Village officer or employee may have in, or with respect to the owner, the applicant, or the property. **If none, check here:** ____

Repeat Application

Has any other application for this property been submitted to the Village and denied within the last two years?
____ yes __X__ no (check one)
If yes, attach a statement of the grounds justifying reconsideration.

Applicant/Owner Acknowledgments

By execution of this application in the space provided below, the Applicant and Owner(s) do hereby certify, acknowledge, agree and affirm to the Village of Northbrook that:

1. The Village and its representatives have the right, and are hereby granted permission and license, to enter upon the property, and into any structures located thereon, for purposes of conducting any inspections that may be necessary in connection with this application.

2. I (We) have carefully read this application, the Northbrook Zoning Code and Northbrook Subdivision & Development Code and fully understand the terms and provisions of each.

3. I (We) waive any rights to exemption from disclosure under the Illinois Freedom of Information Act of any and all documents and information submitted in connection with this application.

4. I (We), in accordance with the requirements of the Annual Fee Ordinance, the Northbrook Zoning Code and the Northbrook Subdivision & Development Code, agree to pay all applicable filing fees and be responsible for the payment of all reimbursable expenses associated with the processing of this application.

Applicants may attach additional materials or exhibits to this application if necessary or helpful in explaining the relief requested.

Signature of Applicant: _____ **Date** _____
Print Name & Title: SYEDA B ABBAS (OWNER)
Signatures of Property Owner(s): _____ **Date** _____
Print Name & Title: SYEDA B ABBAS **Property Address:** 1380 ROSEMARY LANE

****If more than one applicant or property owner, please copy this page and have additional applicants/property owners sign form.**

Note: Village review and approval of rezoning, special permit, and subdivision applications may be dependent upon the Applicant first receiving necessary approvals from State and County regulatory agencies such as, but not limited to, the Illinois Department of Transportation, Illinois Environmental Protection Agency, the Metropolitan Water Reclamation District of Greater Chicago, & the Cook County Highway Department.

ATTACHMENT A: Current Property Owner – Beneficial Interest

Please check which of the following describes the current property owner's beneficial interest in the property and complete this sheet as instructed for each type of beneficial interest:

❑ Corporation	If **current property owner** is a corporation, please list the name and addresses of all officers and directors of the corporation and all shareholders who own individually or beneficially 5% or more of the stock of the corporation. In addition, this application must be accompanied by a resolution of the corporation authorizing the execution and submittal of this application.
❑ Partnership or LLC	If **current property owner** is a partnership or an LLC, please list all partners, general and/or limited, with an individual or beneficial interest of 5% or greater.
❑ Trust	If **current property owner** is a trust, please provide the trust number _____ and name and address of the Trustee _____ _____, as well as list below the names and address of all beneficiaries of the Trust, together with their respective interests in the trust. The application shall be further verified by the **current property owner** in his capacity as trustee or by the beneficiary as a beneficial owner of an interest in the Trust and the application shall be signed individually by as many beneficiaries as are necessary to constitute greater than 50% ownership of the beneficial interest of the Trust

Name: Syeda B Abbas

Address: 1380 Rosemary Lane Northbrook IL 60062

Ownership or Trust Interest: 100 %

Name: _____

Address: _____

Ownership or Trust Interest: _____ %

Name: _____

Address: _____

Ownership or Trust Interest: _____ %

Name: _____

Address: _____

Ownership or Trust Interest: _____ %

Name: _____

Address: _____

Ownership or Trust Interest: _____ %

Name: _____

Address: _____

Ownership or Trust Interest: _____ %

ATTACHMENT B - Proposed Property Owner (if applicable) – Beneficial Interest

Please check which of the following describes the proposed property owner's beneficial interest in the property and complete this sheet as instructed for each type of beneficial interest:

❑ Corporation	If the **proposed property owner** is a corporation, please list the name and addresses of all officers and directors of the corporation and all shareholders who own individually or beneficially 5% or more of the stock of the corporation. In addition, this application must be accompanied by a resolution of the corporation authorizing the execution and submittal of this application.
❑ Partnership or LLC	If **proposed property owner** is a partnership or an LLC, please list all partners, general and/or limited, with an individual or beneficial interest of 5% or greater.
❑ Trust	If **proposed property owner** is a trust, please provide the trust number _____ and name and address of the Trustee _____ _____, as well as list below the names and address of all beneficiaries of the Trust, together with their respective interests in the trust. The application shall be further verified by the **proposed property owner** in his capacity as trustee or by the beneficiary as a beneficial owner of an interest in the Trust and the application shall be signed individually by as many beneficiaries as are necessary to constitute greater than 50% ownership of the beneficial interest of the Trust

Name: _____
_____
Address: _____
_____
Ownership or Trust Interest: _____ %

Name: _____
_____
Address: _____
_____
Ownership or Trust Interest: _____ %

Name: _____
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Ownership or Trust Interest: _____ %

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Ownership or Trust Interest: _____ %

Name: _____
_____
Address: _____
_____
Ownership or Trust Interest: _____ %

Name: _____
_____
Address: _____
_____
Ownership or Trust Interest: _____ %

ATTACHMENT C - Applicant – Beneficial Interest

Please check which of the following describes the beneficial interest in the legal entity that is the applicant and complete this sheet as instructed for each type of beneficial interest:

❑ Corporation	If **applicant** is a corporation, please list the name and addresses of all officers and directors of the corporation and all shareholders who own individually or beneficially 5% or more of the stock of the corporation. In addition, this application must be accompanied by a resolution of the corporation authorizing the execution and submittal of this application.
❑ Partnership or LLC	If **applicant** is a partnership or an LLC, please list all partners, general and/or limited, with an individual or beneficial interest of 5% or greater.
❑ Trust	If the **applicant** is a trust, please provide the trust number _____ and name and address of the Trustee _____ _____, as well as list below the names and address of all beneficiaries of the Trust, together with their respective interests in the trust. The application shall be further verified by the **applicant** in his capacity as trustee or by the beneficiary as a beneficial owner of an interest in the Trust and the application shall be signed individually by as many beneficiaries as are necessary to constitute greater than 50% ownership of the beneficial interest of the Trust

Name: Syeda B Abbas

Address: 1380 Rosemary Lane
Northbrook IL 60062

Ownership or Trust Interest: 100 %

Name: _____

Address: _____

Ownership or Trust Interest: _____ %

Name: _____

Address: _____

Ownership or Trust Interest: _____ %

Name: _____

Address: _____

Ownership or Trust Interest: _____ %

Name: _____

Address: _____

Ownership or Trust Interest: _____ %

Name: _____

Address: _____

Ownership or Trust Interest: _____ %

Archived: Friday, July 31, 2026 3:15:14 PM
From: batool abbas
Sent: Friday, July 31, 2026 3:06:51 PM
To: Pandey, Swati
Subject: Project narrative for Lot division request
Sensitivity: Normal

Beware External Email - Think Before You Act

Dear Village of Northbrook ,

I am submitting this project narrative in support of my application for 1380 / 1370 Rosemary Lane Northbrook Illinois 60062.

The project involves dividing my existing property into two separate lots. Following approval and completion of the lot split, we plan to install a fence along the new property line to clearly delineate the parcels. One lot will be retained, and the other may be sold in the future.

We respectfully request review and approval of the proposed lot division. We will comply with all applicable Village requirements, zoning regulations, and any conditions of approval.

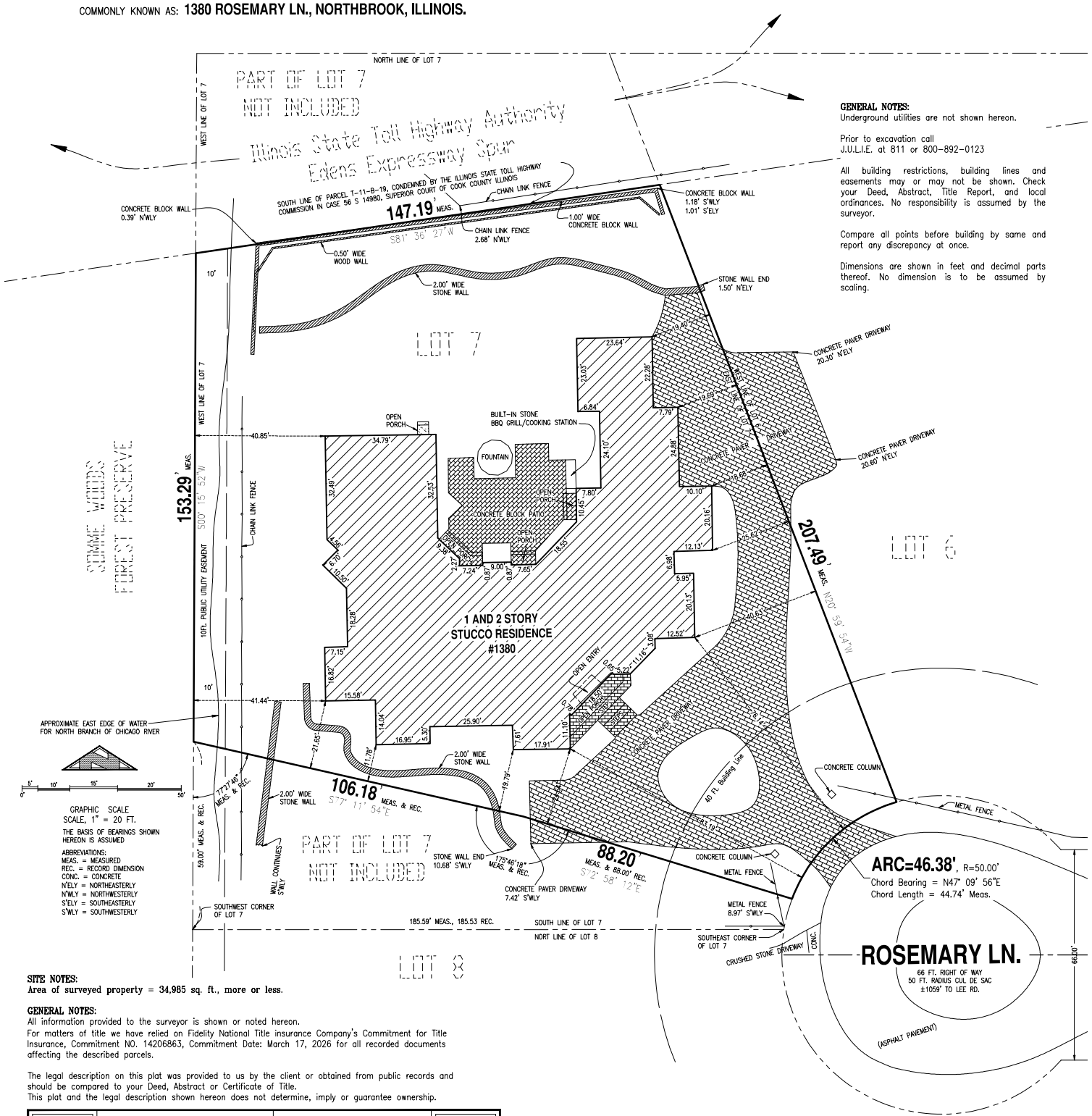
Please let me know if any additional information is required. Thank you for your time and consideration.

Sincerely,
Syeda Abbas

PLAT of SURVEY

LEGAL DESCRIPTION: LOT 7 (EXCEPT THE PART OF SAID LOT CONDEMNED BY THE ILLINOIS STATE TOLL HIGHWAY COMMISSION IN CASE 56 S 14980, SUPERIOR COURT OF COOK COUNTY ILLINOIS; ALSO EXCEPT THAT PART OF SAID LOT 7 DESCRIBED AS FOLLOWS: BEGINNING AT THE SOUTHEAST CORNER OF LOT 7; THENCE WEST ALONG THE SOUTH LINE LOT 7, A DISTANCE OF 185.53 FEET TO THE SOUTHWEST CORNER OF LOT 7; THENCE NORTH ALONG THE WEST LINE OF SAID LOT 7, 59.00 FEET; THENCE SOUTHEASTERLY ALONG A LINE MAKING AN ANGLE OF 77 DEGREES 27 MINUTES 46 SECONDS WITH LAST DESCRIBED LINE, AS MEASURED FROM SOUTH TO EAST, A DISTANCE OF 106.18 FEET, THENCE CONTINUING SOUTHEASTERLY ALONG A LINE MAKING AN ANGLE OF 175 DEGREES 46 MINUTES 18 SECONDS WITH THE LAST DESCRIBED LINE, AS MEASURED FROM WEST TO SOUTHEAST, A DISTANCE OF 88.00 FEET TO A POINT ON A NON TANGENT CURVE, SAID CURVE BEING THE EASTERLY LINE OF SAID LOT 7; THENCE SOUTHERLY ALONG THE ARC OF A CURVE CONCAVE TO THE EAST, HAVING A RADIUS OF 50.00 FEET, AN ARC DISTANCE OF 9.51 FEET TO THE POINT OF BEGINNING OF THE EXCEPTION HEREIN DESCRIBED) IN FAIR ACRES, BEING A SUBDIVISION OF PART OF THE NORTH 555 FEET OF THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 3, TOWNSHIP 42 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS

COMMONLY KNOWN AS: **1380 ROSEMARY LN., NORTHBROOK, ILLINOIS.**



THE BASIS OF BEARINGS SHOWN HEREON IS ASSUMED

ABBREVIATIONS:
MEAS. = MEASURED
REC. = RECORD DIMENSION
CONC. = CONCRETE
N'ELY = NORTHEASTERLY
N'WLY = NORTHWESTERLY
S'ELY = SOUTHEASTERLY
S'WLY = SOUTHWESTERLY

GENERAL NOTES:
Underground utilities are not shown hereon.

Prior to excavation call
J.U.L.I.E. at 811 or 800-892-0123

All building restrictions, building lines and easements may or may not be shown. Check your Deed, Abstract, Title Report, and local ordinances. No responsibility is assumed by the surveyor.

Compare all points before building by same and report any discrepancy at once.

Dimensions are shown in feet and decimal parts thereof. No dimension is to be assumed by scaling.

SITE NOTES:
Area of surveyed property = 34,985 sq. ft., more or less.

GENERAL NOTES:
All information provided to the surveyor is shown or noted hereon.
For matters of title we have relied on Fidelity National Title insurance Company's Commitment for Title Insurance, Commitment NO. 14206863, Commitment Date: March 17, 2026 for all recorded documents affecting the described parcels.

The legal description on this plat was provided to us by the client or obtained from public records and should be compared to your Deed, Abstract or Certificate of Title.
This plat and the legal description shown hereon does not determine, imply or guarantee ownership.

B.H. SUHR & COMPANY, INC.
SURVEYORS ESTABLISHED 1911
450 SKOKIE BLVD. SUITE 105, NORTHBROOK, ILLINOIS, 60062
TEL. (847) 864-6315 / FAX (847) 864-9341
E-MAIL: SURVEYOR@BHSUHR.COM
Professional Design Firm License No. 184.008027-0008

LOCATION 1380 Rosemary Lane SURVEY DATE, June 23 20 26
ORDER No. 26-052-A ORDERED BY : Syeda Abbas
DRAFTER

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FIELD MEASUREMENTS COMPLETED June 23 20 26

STATE OF ILLINOIS } ss.
COUNTY OF COOK }

This professional service conforms to the current Illinois Minimum Standards for a boundary survey.

By Michael E Farrell Dated July 15 20 26

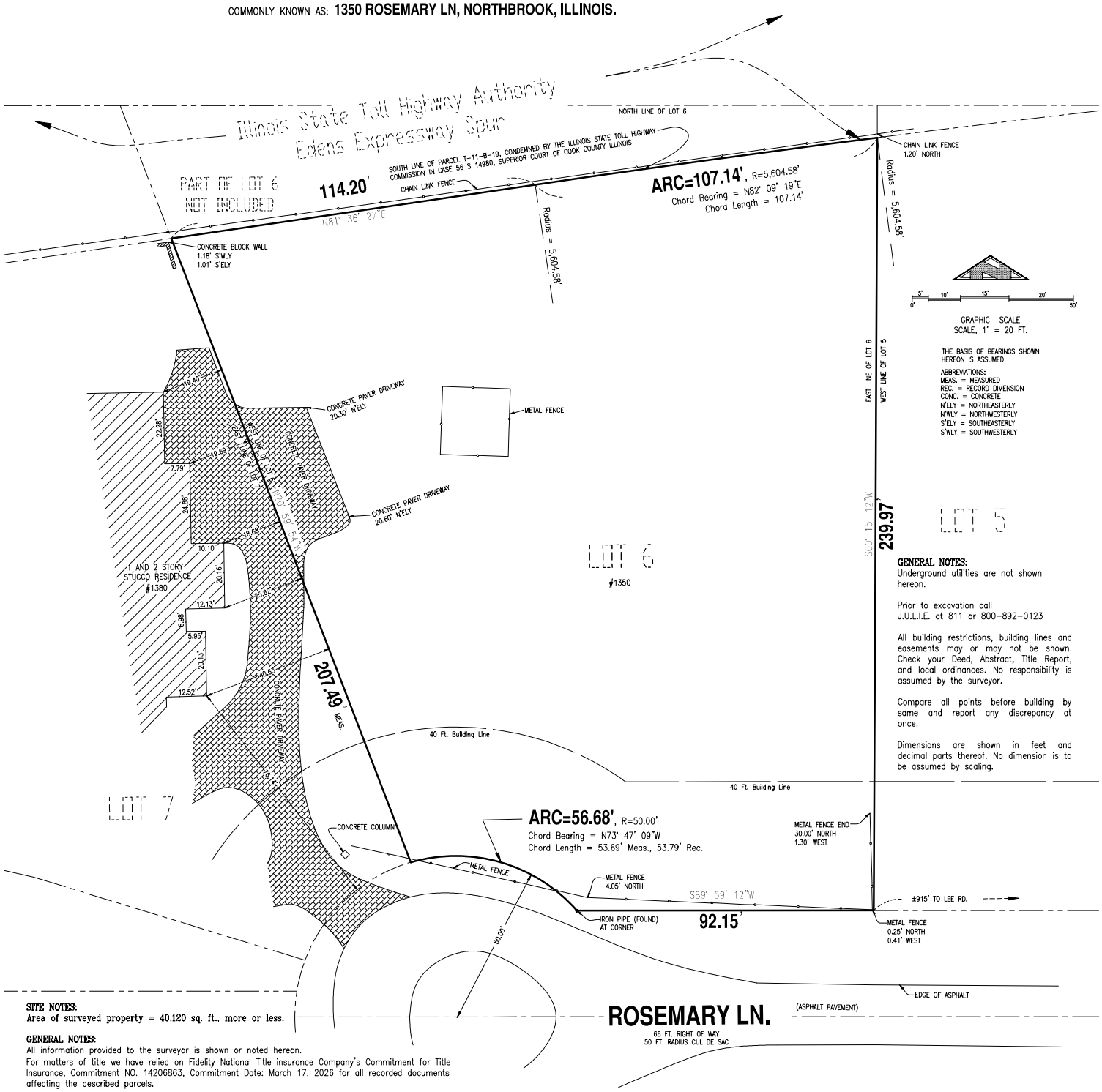
Michael E. Farrell
Illinois Professional Land Surveyor No. 035-002639
License Expiration Date 11/30/26

PROFESSIONAL LAND SURVEYOR
MICHAEL E FARRELL
035.002639
NORTHBROOK ILLINOIS
STATE OF ILLINOIS

PLAT of SURVEY

LEGAL DESCRIPTION:
LOT 6 (EXCEPT THAT PART OF SAID LOT CONDEMNED BY THE ILLINOIS STATE TOLL HIGHWAY COMMISSION IN CASE 56S14980, SUPERIOR COURT OF COOK COUNTY, ILLINOIS) IN FAIR ACRES, BEING A SUBDIVISION OF PART OF THE NORTH 555 FEET OF THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 3, TOWNSHIP 42 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

COMMONLY KNOWN AS: **1350 ROSEMARY LN, NORTHBROOK, ILLINOIS.**



GENERAL NOTES:
Underground utilities are not shown hereon.

Prior to excavation call J.U.L.I.E. at 811 or 800-892-0123

All building restrictions, building lines and easements may or may not be shown. Check your Deed, Abstract, Title Report, and local ordinances. No responsibility is assumed by the surveyor.

Compare all points before building by same and report any discrepancy at once.

Dimensions are shown in feet and decimal parts thereof. No dimension is to be assumed by scaling.

SITE NOTES:
Area of surveyed property = 40,120 sq. ft., more or less.

GENERAL NOTES:
All information provided to the surveyor is shown or noted hereon.
For matters of title we have relied on Fidelity National Title insurance Company's Commitment for Title Insurance, Commitment NO. 14206863, Commitment Date: March 17, 2026 for all recorded documents affecting the described parcels.

The legal description on this plat was provided to us by the client or obtained from public records and should be compared to your Deed, Abstract or Certificate of Title.
This plat and the legal description shown hereon does not determine, imply or guarantee ownership.

B.H. SUHR & COMPANY, INC.
SURVEYORS ESTABLISHED 1911
450 SKOKIE BLVD. SUITE 105, NORTHBROOK, ILLINOIS, 60062
TEL. (847) 864-6315 / FAX (847) 864-9341
E-MAIL: SURVEYOR@BHSUHR.COM
Professional Design Firm License No. 184.008027-0008

LOCATION 1350 Rosemary Lane SURVEY DATE, June 23 20 26
ORDER No. 26-052-B ORDERED BY : Syeda Abbas

MEF/RB © 2026 B. H. Suhr & Company, Inc. All rights reserved.

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FIELD MEASUREMENTS COMPLETED June 23 20 26

STATE OF ILLINOIS } ss.
COUNTY OF COOK }

This professional service conforms to the current Illinois Minimum Standards for a boundary survey.

By Michael E Farrell Dated July 15 20 26

Michael E. Farrell
Illinois Professional Land Surveyor No. 035-002639
License Expiration Date 11/30/26

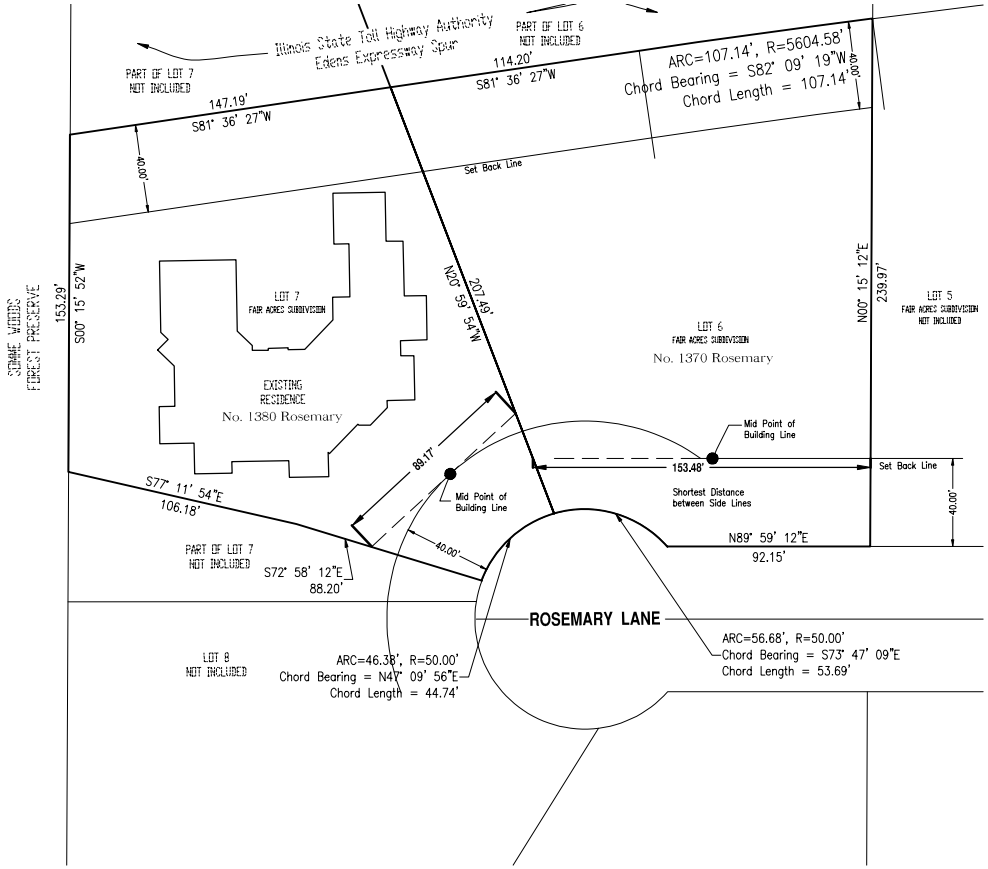
PROFESSIONAL LAND SURVEYOR
MICHAEL E FARRELL
035.002639
NORTHBROOK ILLINOIS
STATE OF ILLINOIS

Exhibit

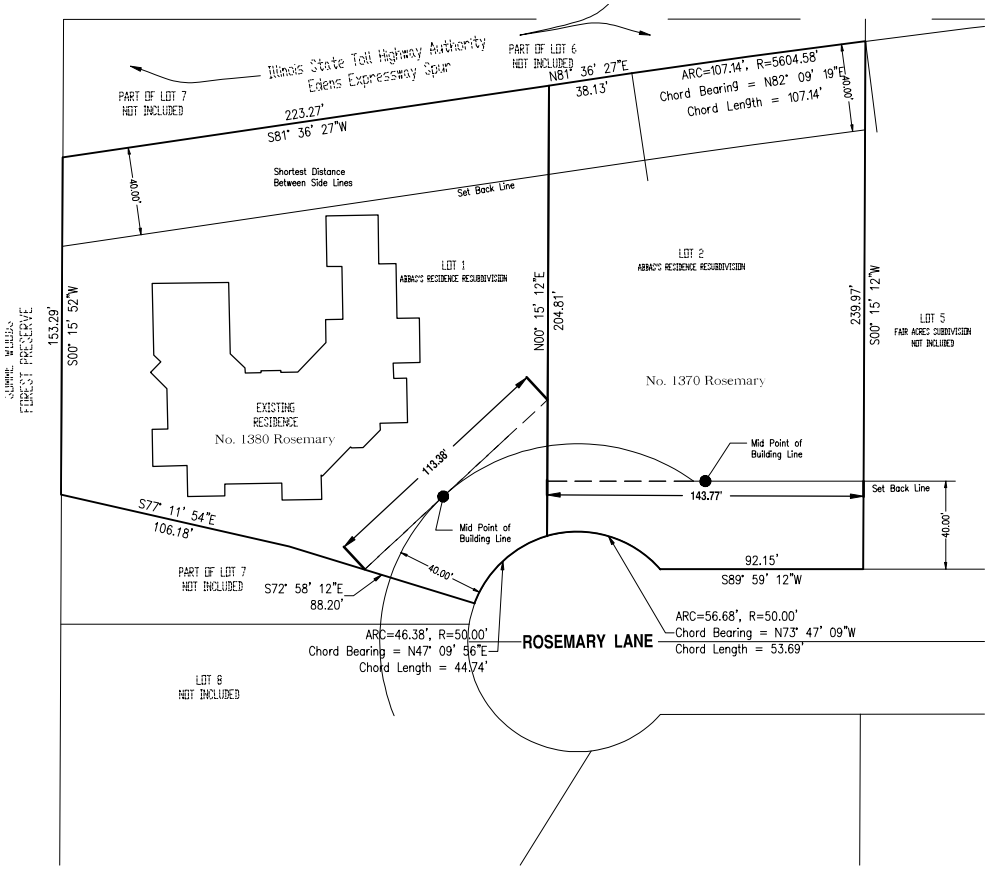
SHOWING

EXISTING AND PROPOSED LOT WIDTHS AT 1380 AND 1370 ROSEMARY LANE IN NORTHBROOK, COOK COUNTY, ILLINOIS

EXISTING



PROPOSED



B.H. SUHR & COMPANY, INC.

SURVEYORS ESTABLISHED 1911

Professional Design Firm License No. 184.008027-0008

450 SKOKIE BLVD. SUITE 105, NORTHBROOK, ILLINOIS, 60062
TEL. (847) 864-6315 / FAX (847) 864-9341
E-MAIL: SURVEYOR@BHSUHR.COM

LOCATION 1380 – 1370 Rosemary Ln. DATE, August 26 20 26

ORDER No. 26-052 ORDERED BY : Syeda Abbas

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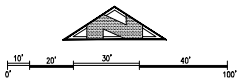
Address	Existing Lot Width	Proposed Lot Width
1370 Rosemary	153.48 Ft.	143.77 Ft.
1380 Rosemary	89.17 Ft.	113.38 Ft.



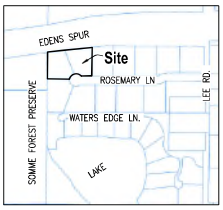
GRAPHIC SCALE
SCALE, 1" = 40 FT.

ABBAS'S RESIDENCE RESUBDIVISION

PLAT of RESUBDIVISION

BEING A RESUBDIVISION IN THE EAST HALF OF THE SOUTHEAST QUARTER OF SECTION 3, TOWNSHIP 42 NORTH, RANGE 12 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

PRELIMINARY PLAT FOR REVIEW ONLY 08/28/2026



Location Map
(Not to Scale)

SUBMITTED BY AND RETURN PLAT TO:

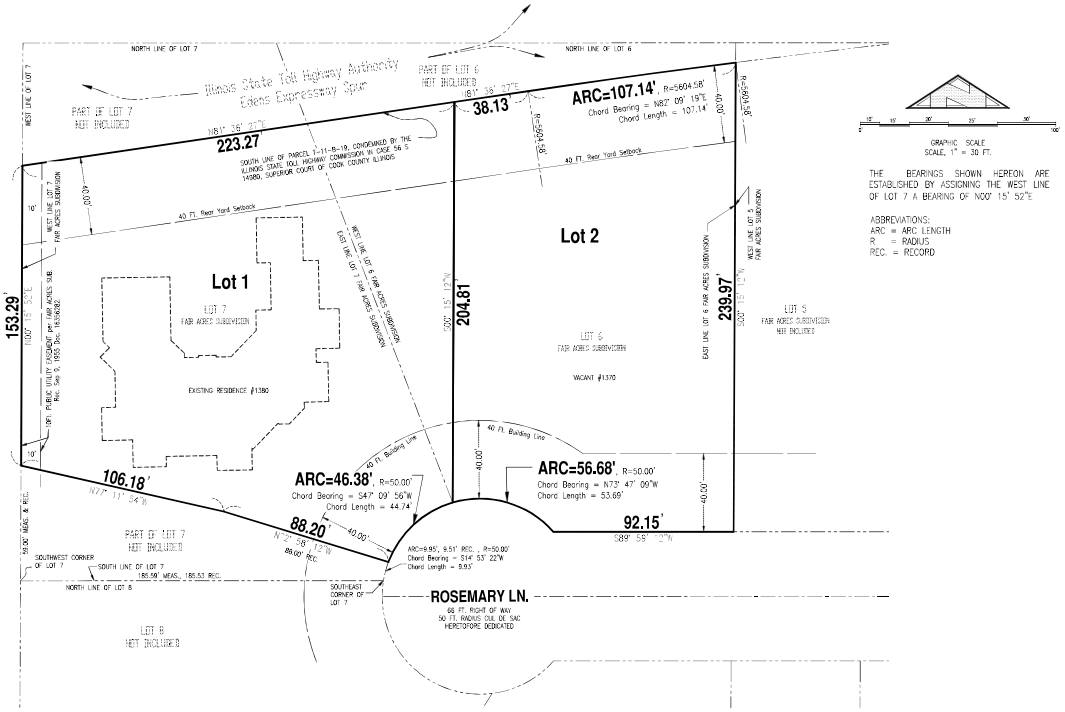
Village of Northbrook
PLAN COMMISSION
1225 Cedar Lane
Northbrook, IL 60062

LOT 1 SEND TAX BILL TO:

Lot 2 SEND TAX BILL TO:

EXISTING P.I.N.'S	
ORIGINAL LOT 6	04-03-401-018-0000
ORIGINAL LOT 7	04-03-401-017-0000

RESUBDIVIDED LOT AREA
Lot 1 Area : 42,686 Square Feet
Lot 2 Area : 32,418 Square Feet



THE BEARINGS SHOWN HEREON ARE ESTABLISHED BY ASSIGNING THE WEST LINE OF LOT 7 A BEARING OF N00° 15' 52"E

ABBREVIATIONS:
ARC = ARC LENGTH
R = RADIUS
REC. = RECORD

OWNER CERTIFICATE:

STATE OF ILLINOIS)
) SS
COUNTY OF COOK)

I, Syeda Batool Abbas do hereby certify that I am the Owners of record of the property described heron, and that I have caused the same to be surveyed for the purpose of Resubdividing it into Two (2) lot as shown hereon.

Dated this _____ day of _____, A.D., 20____.

_____
Owner

NOTARY CERTIFICATE:

STATE OF ILLINOIS)
) SS
COUNTY OF COOK)

I, _____ a Notary Public, in and for said County, in the State aforesaid, do hereby certify that Syeda Batool Abbas, is personally known to me to be the same person whose name is subscribed to the foregoing instrument as Owner, appeared before me this day in person and acknowledged that she signed and delivered the said instrument as her own free and voluntary act, for the use and purposes therein set forth.

Given under my hand and Notarial Seal, this _____ day of _____ A.D., 20___.

_____
Notary Public

SURFACE WATER STATEMENT

STATE OF ILLINOIS)
) SS
COUNTY OF COOK)

To the best of our knowledge and belief, the drainage of surface waters will not be changed by the construction of such resubdivision or any part there, or, that if such surface water drainage will be changed, reasonable provisions have been made for the collection and discharge of surface waters into public or private areas and/or drains which the resubdivision has a right to use, and that such surface waters will be planed for in accordance with generally accepted engineering practices so as to reduce the likelihood of substantive damage to the adjoining property because of the construction of the resubdivision.

Dated this _____ day of _____, A.D., 20 ____.

_____
OWNER

SURVEYOR PERMISSION TO RECORD:

The undersigned hereby authorizes the Village of Northbrook and/or its designated agents to record this Plat of Resubdivision with the Office of the Cook County Recorder of deeds on behalf of the undersigned.

Dated: _____ A.D., 2026.

By: _____
MICHAEL E. FARRELL
Illinois Professional Land Surveyor No. 035-002639
License Expiration Date 11/30/2026

COUNTY CLERK CERTIFICATE:

STATE OF ILLINOIS)
) SS.
COUNTY OF COOK)

I, _____, County Clerk of Cook County, Illinois, do hereby certify that there are no delinquent general taxes and no redeemable tax sales against any of the land included in the plat of resubdivision. I further certify that I have received all statutory fees in connection with the attached plat.

Given under my hand and seal of the County Clerk at _____, Illinois.

Dated this _____ day of _____, A.D., 20____.

_____
County Clerk

VILLAGE TREASURER/COLLECTOR CERTIFICATE:

STATE OF ILLINOIS)
) SS.
COUNTY OF COOK)

I, _____, Collector for the Village of Northbrook, Cook County, Illinois, do hereby certify that there are no delinquent general taxes, delinquent special assessments or unpaid current special assessments, or any deferred installments thereon that have been apportioned against the tract of land included in this plat of resubdivision.

Dated this _____ day of _____, A.D., 20____.

_____
Village Treasurer/Collector

VILLAGE ENGINEER CERTIFICATE:

STATE OF ILLINOIS)
) SS.
COUNTY OF COOK)

Approved this _____ day of _____, A.D., 20 ___, by the Village Engineer of the Village of Northbrook, Cook County, Illinois.

_____
Village Engineer

EASEMENT FOR PUBLIC UTILITIES PROVISIONS

A PERMANENT AND PERPETUAL NON-EXCLUSIVE EASEMENT IS HEREBY RESERVED FOR AND GRANTED TO THE VILLAGE OF NORTHBROOK, COOK COUNTY, ILLINOIS ("VILLAGE"), ITS SUCCESSORS AND ASSIGNS TO SURVEY, CONSTRUCT, RECONSTRUCT, USE, OPERATE, MAINTAIN, TEST, INSPECT, REPAIR, REPLACE, ALTER, ABANDON, REMOVE, WATER, SANITARY SEWER AND STORM SEWER MAINS TOGETHER WITH RELATED ATTACHMENTS, EQUIPMENT, APPURTENANCES AND OTHER FACILITIES RELATED THERETO (FACILITIES"), IN, UPON, UNDER, ALONG AND ACROSS THE AREAS DESIGNATED "EASEMENT FOR PUBLIC UTILITIES"ON THIS PLAT OF RESUBDIVISION TOGETHER WITH THE RIGHT TO ENTER UPON THE PROPERTY RESUBDIVIDED BY THIS PLAT OF RESUBDIVISION FOR ANY OR ALL SUCH PURPOSES. THE VILLAGE CONSENTS TO THE PLACEMENT OVER THE FACILITIES OR REPLACEMENTS OR REPAIRS THEREOF OR THERETO, PROVIDED HOWEVER, THAT THE PLACEMENT, REPLACEMENT, OR REPAIR OF ANY SUCH IMPROVEMENTS SHALL NOT PREVENT OR UNREASONABLE INTERFERE WITH THE EXERCISE BY THE VILLAGE OF THE RIGHTS GRANTED HEREUNDER. FUTURE IMPROVEMENTS THAT DO NOT PREVENT OR UNNECESSARY INTERFERE WITH THE EXERCISE BY THE VILLAGE OF THE EASEMENT AND OTHER RIGHTS GRANTED HEREBY MAY BE INSTALLED OR PLACED ON AND OVER THE EASEMENT FOR PUBLIC UTILITIES. THE OWNERS OF THE PROPERTY DEPICTED ON THIS PLAT OF RESUBDIVISION SHALL NOT PERMANENTLY OR TEMPORARILY IMPROVE, DISTURB, DAMAGE, DESTROY, INJURE, OR OBSTRUCT THE FACILITIES, NOR PERMIT THE FACILITIES FROM BEING PERMANENTLY OR TEMPORARILY IMPROVE, DISTURB, DAMAGE, DESTROY, INJURE OR OBSTRUCTED AT ANY TIME WHATSOEVER; WITHOUT THE EXPRESS PRIOR WRITTEN CONSENT OF THE VILLAGE. THE GRADE OF THE RESUBDIVIDED PROPERTY SHALL NOT BE ALTERED IN A MANNER SO AS TO INTERFERE WITH THE PROPER OPERATION AND MAINTENANCE OF THE FACILITIES.

PLAN COMMISSION CERTIFICATE:

STATE OF ILLINOIS)
) SS.
COUNTY OF COOK)

Approved by the Plan Commission of the Village of Northbrook, Cook County, Illinois,

at a meeting held the _____ day of _____, A.D., 20___.

By:_____
Chair of the Plan Commission

VILLAGE PRESIDENT AND VILLAGE BOARD OF TRUSTEES CERTIFICATE:

STATE OF ILLINOIS)
) SS.
COUNTY OF COOK)

Approved and accepted by the President and Board of Trustees of the Village of Northbrook, Cook County, Illinois, at a meeting held this _____ day of _____ A.D., 20___.

By:_____ Attest: _____
Village President Village Clerk

LAND SURVEYOR'S CERTIFICATE:

STATE OF ILLINOIS)
) SS.
COUNTY OF COOK)

I, Michael E. Farrell, an Illinois Licensed Land Surveyor do hereby certify that I have surveyed and subdivided the following described property:

LOT 7 (EXCEPT THE PART OF SAID LOT CONDEMNED BY THE ILLINOIS STATE TOLL HIGHWAY COMMISSION IN CASE 56 S 14980, SUPERIOR COURT OF COOK COUNTY ILLINOIS; ALSO EXCEPT THAT PART OF SAID LOT 7 DESCRIBED AS FOLLOWS: BEGINNING AT THE SOUTHEAST CORNER OF LOT 7; THENCE WEST ALONG THE SOUTH LINE LOT 7, A DISTANCE OF 185.53 FEET TO THE SOUTHWEST CORNER OF LOT 7; THENCE NORTH ALONG THE WEST LINE OF SAID LOT 7, 59.00 FEET; THENCE SOUTHEASTERLY ALONG A LINE MAKING AN ANGLE OF 77 DEGREES 27 MINUTES 46 SECONDS WITH LAST DESCRIBED LINE, AS MEASURED FROM SOUTH TO EAST, A DISTANCE OF 106.18 FEET, THENCE CONTINUING SOUTHEASTERLY ALONG A LINE MAKING AN ANGLE OF 175 DEGREES 46 MINUTES 18 SECONDS WITH THE LAST DESCRIBED LINE, AS MEASURED FROM WEST TO SOUTHEAST, A DISTANCE OF 88.00 FEET TO A POINT ON A NON TANGENT CURVE, SAID CURVE BEING THE EASTERLY LINE OF SAID LOT 7; THENCE SOUTHERLY ALONG THE ARC OF A CURVE CONCAVE TO THE EAST, HAVING A RADIUS OF 50.00 FEET, AN ARC DISTANCE OF 8.51 FEET TO THE POINT OF BEGINNING OF THE EXCEPTION HEREIN DESCRIBED) IN FAIR ACRES, BEING A SUBDIVISION OF PART OF THE NORTH 555 FEET OF THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 3, TOWNSHIP 42 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.
AND
LOT 6 (EXCEPT THAT PART OF SAID LOT CONDEMNED BY THE ILLINOIS STATE TOLL HIGHWAY COMMISSION IN CASE 56S14980, SUPERIOR COURT OF COOK COUNTY, ILLINOIS) IN FAIR ACRES, BEING A SUBDIVISION OF PART OF THE NORTH 555 FEET OF THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 3, TOWNSHIP 42 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

I further certify that the property shown hereon is situated in ZONE X (an area determined to be outside the 0.2% annual chance floodplain; an area of 0.2% annual chance flood; Area of 1% annual chance flood with average depth of less than 1 foot or with drainage area less than 1 square mile; and areas protected by levees from 1% annual chance flood.) and in ZONE AE (Base flood elevations determined.) as identified by the Federal Emergency Management Agency, on FIRM panel No. 17031C0089J, with an Effective Date 08/19/2008.

I further certify that the hereon described property is within the Village of Northbrook.
I further certify that the plat hereon drawn is a correct representation of said survey and resubdivision and monuments have been placed as shown hereon.

Dated this _____ day of _____, A.D., 20____.

_____
MICHAEL E. FARRELL
Illinois Professional Land Surveyor No. 035-002639
License Expiration Date 11/30/2026

B.H. SUHR & COMPANY, INC.
SURVEYORS ESTABLISHED 1911
Professional Design Firm License No. 184.000327-0008
450 SKOKIE BLVD. SUITE 105, NORTHBROOK, ILLINOIS, 60062
TEL. (847) 864-6315 / FAX (847) 864-5341
E-MAIL: SURVEYOR@BHSUHR.COM

LOCATION 1370 and 1380 Rosemary Ln.
ORDER No. 26-052-Sub ORDERED BY Syeda Abbas

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Revised 08/28/2026 – Address and Plan Cert

MEMORANDUM

To: Plan Commission
From: Deputy Director of Development & Planning Services Michaela Kohlstedt
Date: 2026-10-06
Subject: DOCKET NO. PCD-26-05: 1901 – 1975 CHERRY LANE & 1807 SHERMER ROAD (*Public Hearing*) - An application filed by Pulte Home Company LLC as contract purchaser of the property commonly known as Meadow Plaza and located at 1901 – 1975 Cherry Lane & 1807 Shermer Road, which is owned by Chicago Title Land Trust Company, As Trustee u/t/d April 22, 1953, u/t/a #36116, for the purposes of: (1) Tentative Plat of Subdivision for parcels consisting of both residential and commercial; (a) A waiver or other relief to allow a reduction in the minimum size of land to be dedicated for park and recreational purposes to be less than 87,120 square feet; and (b) A variation of the Subdivision Code to reduce the required public right of way from 60 feet to 44 feet for the proposed Riverview Drive and from 60 feet to 59 feet for the proposed Keystone Avenue extension. (2) Planned Unit Development for a mixed-use development consisting of single-story commercial structures, indoor first floor residential parking below the residential units, residential buildings at a height of 68 feet and six (6) stories, and the following variations: (a) Rear (south) yard from 25 feet to 21 feet in C-2 District; (b) Parking lot perimeter landscape setback from 7 feet to 4 feet (adjacent to Building 1); (c) Transition Landscape Area B setback from 20 feet to 6 feet along a portion of east property line, adjacent to the drive aisle. (3) The Subject Property includes a small parcel off Shermer Road adjacent to the river which is under separate zoning (but common ownership). Therefore, the following relief has also been requested to create one cohesively zoned lot: (a) Comprehensive Plan Amendment from Institutional Facility to Village Center Mixed Use (for the small sliver of land on the eastside fronting on Shermer Road); (b) Rezoning from IB Institutional Building District to C-2 Neighborhood Commercial District (for the small portion for consistency purposes). (4) Approval of any other such variations, waivers, and zoning relief as may be necessary to accomplish development and use of the Subject Property as requested by the Applicant.

Overview
Pulte Home Company LLC is requesting approval for a Planned Unit Development along with other zoning relief to allow a mixed-use development consisting of 150 for-sale condominium units and two approximately 5,500 square-foot buildings for commercial/retail use on the Subject Property.

Fiscal Impact
N/A.

Recommendation
Conduct a public hearing.

Strategic Priority
N/A.

Background
See attachments.

1901 Cherry - Staff Report 10-6-26
1901 Cherry - Sustainability Addendum
1 - Formal Application Project Narrative and Worksheets
2a - Pulte Group 2025 Annual Report
2b - PULTE GROUP_IL Projects
3 - Affordable Housing Compliance Plan_090426
4 - Traffic Study
5 - Fiscal Study
6 - The Flats at North Branch Renderings
7 - Residential Elevations - VGO Design_090326
8 - Retail Elevations
9 - Tentative Plat of Subdivision (09-03-2026)
10 - PUD Site Plan (09-03-2026)
10a - Proposed Site Plan Revisions to Address Fire Comments
10b - Conceptual Building Layout Floor Plans_090426
10c - Conceptual Unit Floor Plans 090426
11 - Landscape Plans_090326
12 - Preliminary Engineering Plans (09-03-2026)
13 - PUD Utility Overlay Exhibit (09-03-2026)
14 - Truck Turning Exhibit_(09-03-2026)
15 - 150-FT Hydrant Radius Exhibit_(09-03-2026)
16 - Engineering_SWM Report (07-28-2026)
17 - Survey_Topographic Survey (07-21-2026)
18 - Permit_NCCSWCD Submittal_(07-29-2026)
19 - Survey_ALTA Survey (07-28-2026)
20 - Engineering_Geotechnical Report (01-14-2026)
21 - Engineering_Environmental Final NFR letter_1901 Cherry Lane (06-30-2026)
22 - Engineering_Environmental NR Assessment Report (07-27-2026)
23 - Engineering_SHGWE Determination Letter (07-06-2026)
24 - Flats at Northbrook -Retail Market Memorandum
25 - Gardner Advisory - Meadow Plaza Redevelopment Professional Assessment
26 - Applicant Response to Most Recent Village and Consultant Comments
A - Update Fire Review Comments
B - 1901 Cherry - Board of Trustees Preliminary Minutes
C - Taxing Bodies Responses
D - Public Comments

MEMORANDUM

To: Plan Commission
From: Swati Pandey, Senior Planner
CC: Michaela Kohlstedt, Deputy Director
Date: October 6, 2026
Subject: PCD-26-05: 1901-1975 Cherry Lane & 1807 Shermer Road – The Flats & Shops at North Branch

Requested Action

On October 6, 2026 the Plan Commission will conduct a public hearing on an application filed by Pulte Home Company LLC (the "Applicant") as contract purchaser of the property commonly known as Meadow Shopping Plaza and located at 1901 – 1975 Cherry Lane & 1807 Shermer Road (collectively the "Subject Property"), which is owned by Chicago Title Land Trust Company, As Trustee u/t/d April 22, 1953, u/t/a #36116 (the "Owner"). The Applicant is requesting approval to allow a mixed-use development consisting of 150 for-sale condominium units and two approximately 5,500 square-foot buildings for commercial/retail use on the Subject Property, requiring the following relief:

1) Tentative Plat of Subdivision for parcels consisting of both residential and commercial:
    a) A waiver or other relief to allow a reduction in the minimum size of land to be dedicated for park and recreational purposes to be less than 87,120 square feet; and
    b) A variation of the Subdivision Code to reduce the required public right of way from 60 feet to 44 feet for the proposed Riverview Drive and from 60 feet to 59 feet for the proposed Keystone Avenue extension.
2) Planned Unit Development for a mixed-use development consisting of single-story commercial structures, indoor first floor residential parking below the residential units, residential buildings at a height of 68 feet and six (6) stories, and the following additional deviations from the base district:
    a) Rear (south) yard from 25 feet to 21 feet in C-2 District;
    b) Parking lot perimeter landscape setback from 7 feet to 4 feet (adjacent to Building 1);
    c) Transition Landscape Area B setback from 20 feet to 6 feet along a portion of east property line, adjacent to the drive aisle.
3) The Subject Property includes a small parcel off Shermer Road adjacent to the river which is under separate zoning (but common ownership). Therefore, the following relief has also been requested to create one cohesively zoned lot:
    a) Comprehensive Plan Amendment from Institutional Facility to Village Center Mixed Use (for the small sliver of land on the eastside fronting on Shermer Road);
    b) Rezoning from IB Institutional Building District to C-2 Neighborhood Commercial District (for the small portion for consistency purposes).
4) Approval of any other such variations, waivers, and zoning relief as may be necessary to accomplish development and use of the Subject Property as requested by the Applicant.

Proposed Scope of Work

- The Applicant is proposing to construct a new mixed-use residential and commercial development on the Subject Property consisting of 150 for-sale condominium units in three buildings and two parcels for commercial redevelopment. Additional details regarding the proposed development are outlined in

the attached materials submitted by the applicant.

- The Subject Property will be subdivided into six parcels – one for each building and the associated parking lot, and a separate lot for the riverwalk, park and pathway, and stormwater management area.

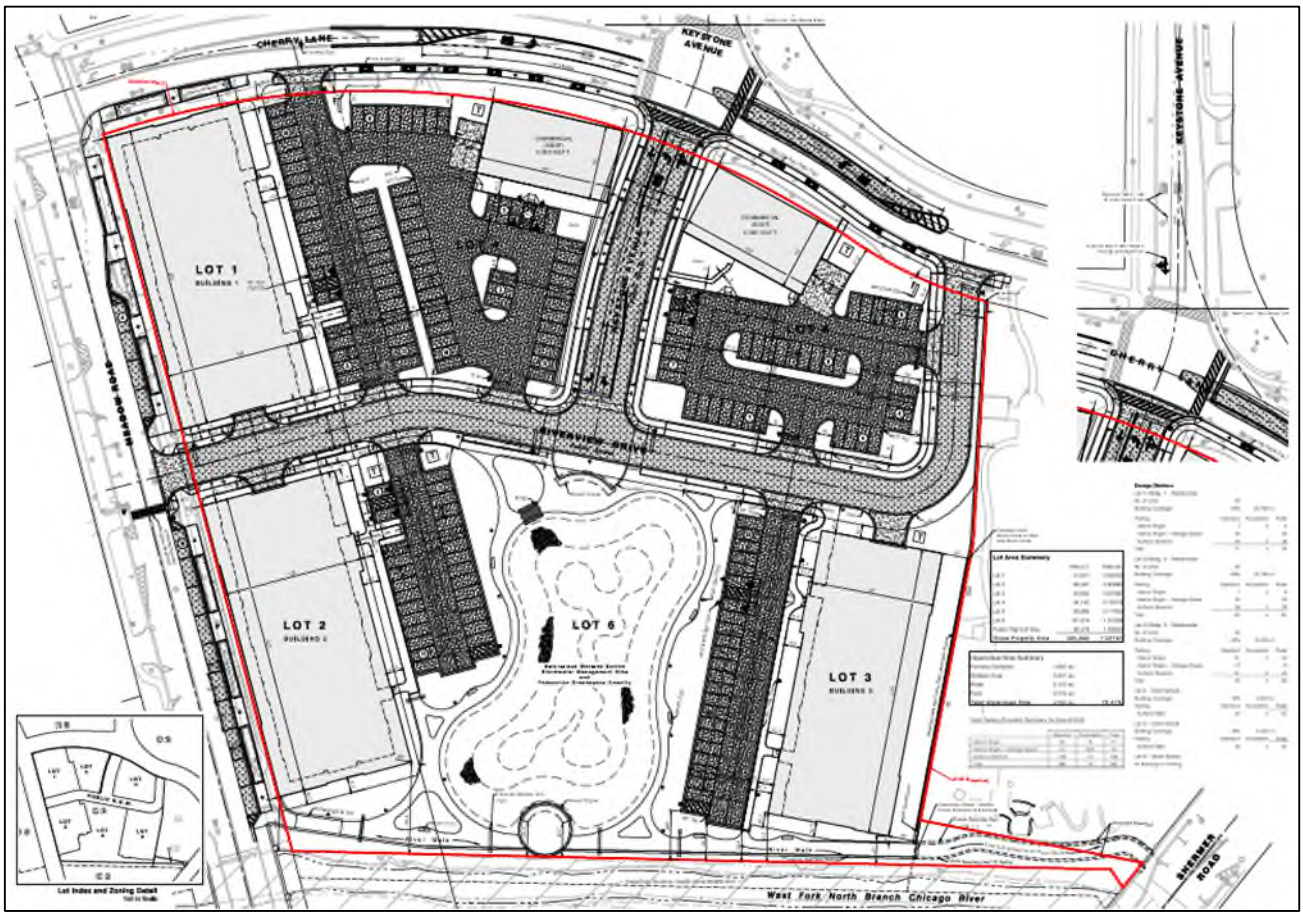


Figure 1: Proposed PUD Site Plan

- The site plan contains three full-access curb-cuts along Cherry Lane – the middle curb-cut would align with Keystone Avenue. Plans show one curb-cut along Meadow Road – all internal roads will be public. Pedestrian paths and sidewalks provide connection both within the development and to the adjacent public sidewalks.
- A riverwalk, park and pathway, and surface stormwater management area will be provided near the southern portion of the site, between Building 2 and 3.
- The commercial parcels front Cherry Lane and Keystone Avenue.
- The plans have three condominium buildings with 50 units each. All buildings are six stories and 68 feet in height when measured from grade to the top of the parapet with the roof deck at 63'6".
    - o There is a mix of one-to-two-bedroom units with some units having an optional den, ranging in size from 1,177 to 1,703 square feet.
- The applicant has submitted elevations showing the second through sixth floors stepped back as required in the Village Green Overlay District. The residential buildings design and materials noted on the elevation plans are in compliance with the requirements of the Village Green Overlay (VGO) District. The commercial building elevations also appear to comply with the VGO design requirements and the applicant has requested zoning relief for construction of single-story constructed to appear like two story commercial buildings and with only a single floor, where two stories are required.
- The development is compliant with the Village of Northbrook Inclusionary Housing requirements of

the Zoning Code with 23 affordable units equally divided among Tier I and Tier II income levels.

- The development amenities include a riverwalk along the south property line including common open space with seating, and a connected pedestrian walkway. The proposed site plan shows a pedestrian path connecting the riverwalk area to Shermer Road through a small portion of the property along the river and behind 'The Village Church of Northbrook', which will require coordination, easement, and approval from the adjacent property owner.
- The site is located within the ½ mile radius of the downtown Metra station resulting in the administering of the Illinois People Over Parking Act, 50 ILCS 845/5-1 *et seq*., which will became effective June 1, 2026, so no parking requirement will be assessed on this property. The applicant proposed parking includes 194 parking spaces for the residential portion of the development, which includes 114 indoor parking spaces on the first floor of the buildings, and 80 surface parking spaces. Each commercial lot will provide additional parking on its own lot as shown on the proposed site plan, bringing the site total parking to 275 spaces.

Property Description

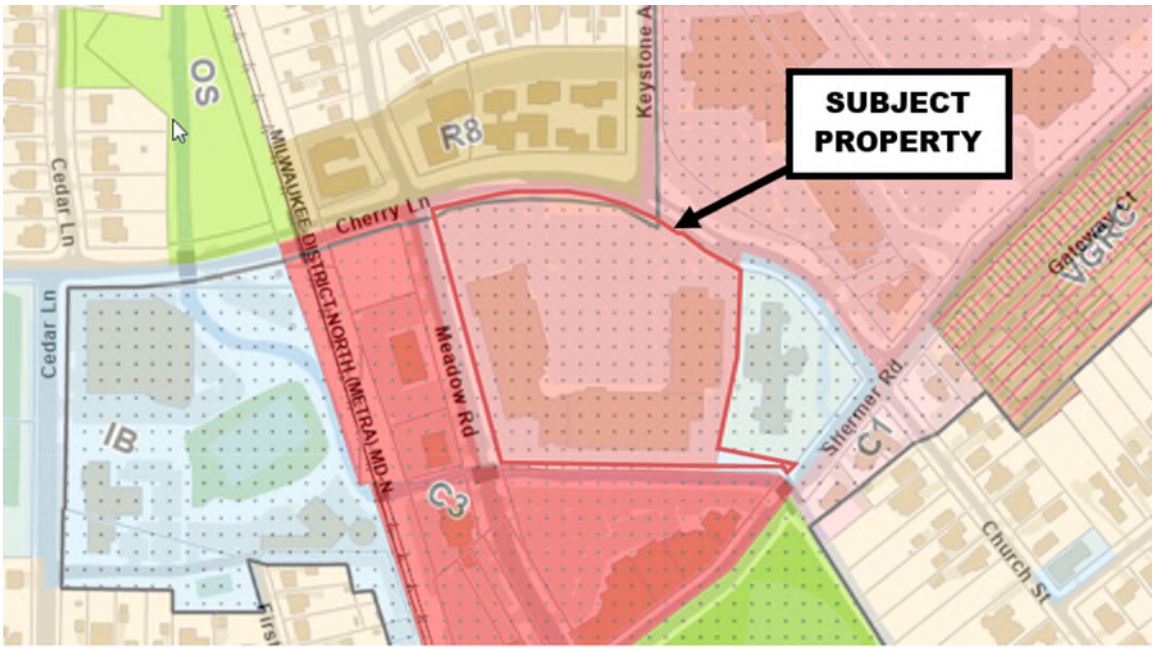
The Subject Property is identified as being:

- located at the southeast corner of Cherry Lane and Meadow Road;
- approximately 7.02 acres in size;
- improved with a 90,000 square foot multi-tenant shopping center & parking lot with 272 spaces;

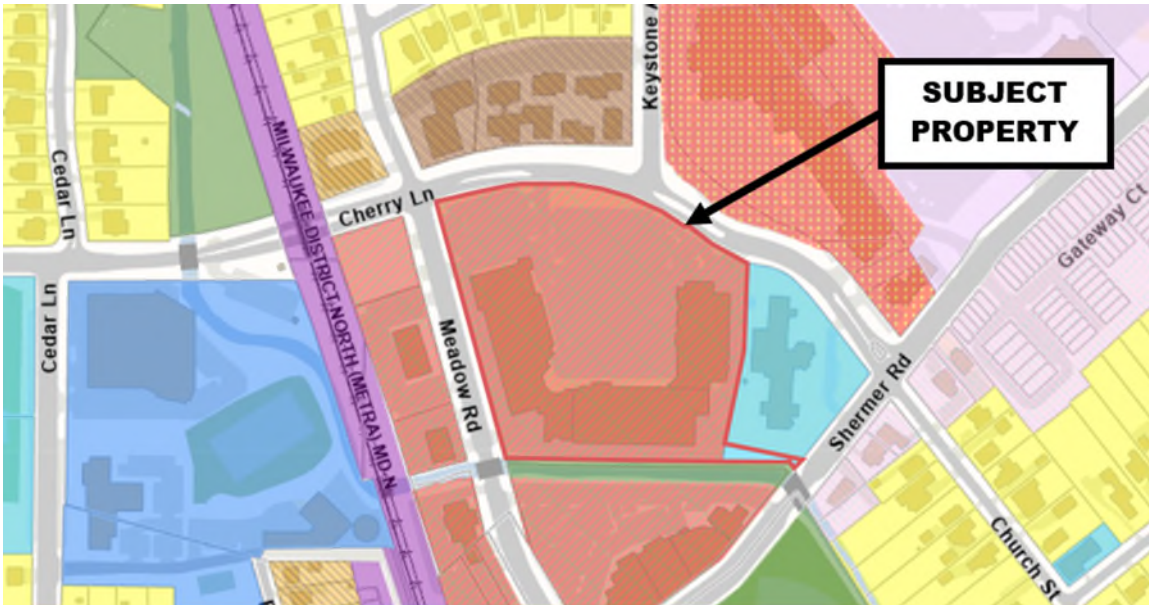


- primarily zoned C-2 Neighborhood Commercial District and a small portion is zoned IB Institutional Building District in Village Green Overlay (VGO) District;

- surrounded by:
    - North: C-2 Neighborhood Commercial; Northbrook Shopping Plaza
      R-8 Multi-Family Residential; multi-family residential
    - South: C-3 Central Business District; Village Green shopping center
    - East: IB Institutional Building District; church
    - West: C-3 Central Business District; office buildings



- designated as appropriate for Village Center Mixed-Use uses in the Comprehensive Plan (and Institutional facility – requested relief)



Preliminary Review

On May 26, 2026, the Board of Trustees conducted a preliminary review and found the proposed use to be appropriate but wanted additional review of traffic study and sustainability items. The Board also reserved the right to hold a public hearing for this application per the Zoning Code regulations with an invitation to the Plan Commission to participate. The approved minutes for this Board of Trustees meeting can be found here and are also attached. The following is a table of the summarized comments made by members of the Board:

Trustee	Title	Status	Comments
Kathryn Ciesla	Village President	Present	The plan should move forward; detailed plans should be submitted for review; community feedback sessions by developer; access for emergency vehicles should be reviewed; Public Hearing to be conducted by Board of Trustees with an invitation to PC.
Robert Israel	Trustee	Present	Proceed to review; like the riverwalk idea; stormwater improvements; PUD should be submitted including commercial parcel details; Building height adjacent to the church could be lower in height.
Heather Ross	Trustee	Present	Proceed to review; like the housing type; riverwalk feature is positive; Affordable housing compliance; include sustainability plan; traffic to be reviewed.
Johannah Hebl	Trustee	Present	Downtown will benefit from density; Condos in downtown is the right housing at this location;
Joy Ebhomielen	Trustee	Present	Density in downtown will be beneficial; include sustainability items.
Tamara Reese	Trustee	Present	Proceed to review; Riverwalk is good feature; detailed renderings including riverwalk; community feedback important.
Matt Cassidy	Trustee	Present	Proceed to review; density important for revitalization of downtown; activates the riverwalk; detention area; new commercial parcels; Comparative traffic study on Cherry and Meadow of existing traffic and proposed.

Following the Preliminary Review, the Board of Trustees continued to hear comments from members of the public at the regularly schedule Village Board public meetings: June 23, 2026, July 14, 2026, July 28, 2026, August 11, 2026, August 25, 2026, September 8, 2026, and September 22, 2026.

On August 25, 2026, the Board of Trustees amended the prior decision to retain the public hearing to itself, and directed the Plan Commission to conduct the public hearing on the application. During this discussion the Trustees provided the following comments for the Plan Commission to consider when reviewing the application. The approved minutes for this Board of Trustees meeting can be found here and are also attached.

Trustee	Title	Status	Comments
Kathryn Ciesla	Village President	Present	Traffic study should be reviewed; Fire should review ingress/egress on the site; Expert testimony on retail development trends; Retail/restaurant against the riverwalk;
Robert Israel	Trustee	Present	Traffic study to be reviewed; Retail proposal should be complete (not just an outlot); What is the proper amount of commercial on this

			property?; PC to review C-2/VGO district requirements; Building height allowance review.
Heather Ross	Trustee	Present	2012 Downtown plan to be considered; Residential building to face the river and save one commercial building on-site; Residential over retail is desirable; Reduction in density to be considered; Affordable Housing is appreciated.
Johannah Hebl	Trustee	Present	Compliance with affordable housing and CAP; Traffic, Fire requirements review; School Impact/projections should be reviewed; Burying the detention is ideal; Retail on the street front is ideal.
Joy Ebhomielen	Trustee	Present	Commercial detail should be provided; Land-use and zoning issues should be reviewed by PC; 2012 Downtown Plan to be used as a vision.
Tamara Reese	Trustee	Present	Stormwater management to be reviewed.
Matt Cassidy	Trustee	Present	Would reserve the comments to September 8

Lastly, on September 8, 2026 the Board provided additional comments for the Plan Commission to consider when reviewing this application. The approved minutes for this Board of Trustees meeting were not available at the time of writing of this report.

Trustee	Title	Status	Comments
Kathryn Ciesla	Village President	Absent	N/A
Robert Israel	Trustee	Present	Value the riverwalk; first floor retail opportunity; PUD needs to be submitted as a single submittal with retail/commercial component fully expressed and developed; consider the impact to church and bell tower height; PC/staff to justify the reduction in retail/commercial from 90,000sf to 11,000sf is warranted.
Heather Ross	Trustee	Present	Comments stand from 8/25/26; PC to review this property as C-2; developer could not come-in as a matter of right and build residential; proportion of commercial being proposed to be reviewed; Look at the Downtown Plan – seemed open layout versus proposed looks 'boxed out'; Height concerns given the preliminary layout; PUD provides creative options.
Johannah Hebl	Trustee	Present	The comments stand from 5/26/26
Joy Ebhomielen	Trustee	Absent	N/A
Tamara Reese	Trustee	Present	Quality checks regarding infrastructure construction by Pulte; easement on Church property review; Riverwalk should be accessible to greater Northbrook community.
Matt Cassidy	Trustee	Present	Retail balance; PUD to still consider C-2 and VGO code intent; Standards of Review for

			PUD should be closely understood with the help of the Attorney; Does the parking on the first floor fit?

As a reminder, all of the above referenced meetings can be viewed on the Village website as well to hear the commentary from the Trustees.

Staff Review

Prior to scheduling a public hearing the application underwent the standard review process and was reviewed by the departments/entities listed below. While the application was undergoing review by the below departments and agencies, members of the public continued to provide comments at public Board of Trustees meetings, and members of the Board of Trustees also made additional comments. Noting that the project was continuing to be discussed, the Applicant requested to proceed with a public hearing to obtain feedback from the Plan Commission and members of the public before making additional revisions to the development plans.

Staff found the proposed plan acceptable for a public hearing and conditionally approved the current submittal, noting that the Applicant would be submitting a revised concept to address an outstanding Fire comment. On September 24, 2026 the Applicant submitted a revised drawing for consideration to address the outstanding Fire comments which underwent review. Attached is a third review comment form from the Fire Department approving the proposed plan with the amended items to address Fire comments.

If additional modifications are made throughout the public hearing process, another staff review will be required prior to any formal action being taken on the application by the Board of Trustees while also noting that some outstanding items can be addressed at the time of building permit.

Village of Northbrook Departments:

- ✓ Development and Planning Services (Planning & Zoning)
- ✓ Village Manager's Office (Sustainability and Finance)
- ✓ Public Works (Village Engineer and Tree Preservation)
- ✓ Fire
- ✓ Police

Non-Village Entities:

- ✓ Village Attorney
- ✓ Stormwater and Engineering Consultant
- ✓ Traffic Consultant
- ✓ Affordable Housing Consultant (Community Partners for Affordable Housing)
- o Northbrook School District #28 – no responses provided
- o Northbrook School District #225 - no response provided
- o Northbrook Park District – response attached
- o Northbrook Public Library – no response provided

During the staff review process, several comments were raised which the Applicant has responded to indicating the preference to undergo a public hearing and receive direct public feedback and comments from the Plan Commission prior to additional modifications being made to the plan. Items that staff has asked the Applicant to consider include:

- Elimination of the two minor curb cuts on Cherry Lane;
- Reversing the location of Residential building 3 with its accessory outdoor parking lot;
- Consideration of Private roads within the development where public roads are proposed; and
- Consideration of an alternative design to preserve existing parkway trees.

Lastly, it should be noted that after the second staff review period, the Applicant did resubmit one modified design to address an outstanding comment from the Fire Department which reduced the overall on-site parking from the originally proposed 282 spaces to 275 spaces. This does not impact the overall development as the Village cannot require parking on the Subject Property.

Compliance with Village Plans

- The Comprehensive Plan identifies the property for Village Center Mixed-Use which is intended to accommodate a mixture of higher density multi-family housing, retail, restaurant, business and professional offices, personal and business services, as well as entertainment, fitness, and religious and other membership organizations that are predominately integrated vertically on a development site. The developer is proposing a multi-story 150-unit condominium development along with commercial development for retail and restaurant uses which aligns with the comprehensive plan classification for a mixture of higher density multi-family housing and commercial uses.
- The Village's Bicycle and Pedestrian Plan is applicable, it shows Meadow Road and Cherry Lane in front of the Subject Property having existing 'Signed and Marked Roadway' (bikeways where bicyclists and cars operate within the same travel lane, either side by side or in a single file) facilities; including a proposed 'Conventional Bike Lane' (signage and striping to delineate the right-of-way assigned to bicyclists and motorists) along Cherry Lane. The portion of the Subject Property on Shermer Road is proposed for a Buffered Bike Lane (similar to conventional bicycle lanes but provide additional width between bicyclists and motor vehicle travel or parking lanes with a striped buffer zone). The Plan also recommends the intersection of Cherry/Shermer and Meadow/Shermer for an improvement.
- The Subject Property is located within the 100-year flood plain, and it is located within a stormwater project area as identified in the Master Stormwater Management Plan. The relevant Master Stormwater Management project (Cherry Lane Underpass) was completed in 2016 and will be unaffected by the proposed development. As a result of developing in a flood plain, the applicant has identified additional requirements which will be applicable to the project which are identified in the stormwater management report.
- Following the adoption of the Climate Action Plan (CAP), it is important to reference action items found in the CAP as they relate to development proposals. The Village's Sustainability Coordinator has drafted a Sustainability Addendum attached to this report, which goes into further detail on CAP items that are relevant to the Subject Property and the proposed plan.

ZONING RELIEF

The Subject Property is located in the C-2 Neighborhood Commercial District along with a small parcel in IB District (rezoning requested), and located within the Village Green Overlay (VGO) District. Within the VGO:

> "*all new development or redevelopment in the VG-O District that will impact more than 50,000 square feet of gross floor area or total development site area, shall be subject to the PUD process regardless of whether deviations from base and overlay district standards are sought*".

A Planned Unit Development allows multiple parcels (within the same zoning designation), subject to zoning regulations as one lot. Hence, the following relief is requested:

Tentative Plat of Subdivision

The Subject Property currently consists of two parcels. The Applicant proposes resubdividing the property and creating six lots – a lot for each proposed building with the associated parking and one lot for the Riverwalk, park pathway and stormwater management area. The proposed new lots will be in compliance with the minimum lot area and dimensions of the C-2 district of the Zoning Code. The Applicant is seeking approval of a tentative plat at this time, per the requirements of the Subdivision Code.

The Applicant is requesting a waiver (under the purview of the Board of Trustees) and one Subdivision Code variation for the development as noted below:

- A waiver or other relief to allow a reduction in the minimum size of land to be dedicated for park and recreational purposes to be less than 87,120 square feet; and

- A variation of the Subdivision Code to reduce the required public right of way from 60 feet to 44 feet for the proposed Riverview Drive and from 60 feet to 59 feet for the proposed Keystone Avenue extension.

It is common for planned developments to request the above listed variation of the Subdivision Code to reduce the required right of way. The items have been reviewed by the Village Engineer and have been conditionally approved as presented, and the Applicant has provided the attached Subdivision Variation Worksheet to address the requested relief.

Planned Unit Development

As stated earlier, the Subject Property exceeds the minimum threshold of 50,000 square feet within the VGO District for a new development, therefore, is required to request approval as a Planned Unit Development in C-2/VGO District. Per the Zoning Code:

> "*The Planned Unit Development (PUD) process is established to achieve high quality, creative, and innovative land planning and site design that furthers the objectives of the Village, as detailed in Table 4-102, but which cannot be achieved through the strict application of the development and design standards of this Code. The PUD is a process by which deviations from base district development and design standards, that meet the needs and character of the site-specific features and context of the district, may be approved*".

As a reminder to the Plan Commission, the planned development technique is intended to allow the relaxation of certain standard Zoning Code regulations to help achieve other important community objectives, such as design, placemaking, and protection of open space or other natural resources.

In a standard subdivision, each lot must comply with the bulk, space, and yard requirements of its designated zoning district. However, in a planned development, these standards are applied across the entire property. This means that when applying the minimum lot area, minimum lot width, and minimum yards for the proposed planned development, the Village uses the perimeter property lines of the entire site when determining these minimum development standards. By applying the PUD mechanism, the developer is given the tools to provide the public benefits mentioned above. With the proposed development, the Commission will need to determine if the size and placement of condominium buildings, and commercial buildings; integrated design; and public open spaces on the site are appropriate.

The review criteria for considering the Planned Unit Development is noted below:

Zoning Code Article 2-118 Planned Unit Development
2-118.D Review Criteria
1. **General Review Criteria**. In the review of all PUDs, the Board of Trustees shall find that all of the following objectives are met: a. **Plan Alignment**. The PUD is consistent with and clearly puts into effect the goals, objectives, and policies set forth in adopted plans and policy documents of the Village. b. **Placemaking**. The PUD has a distinctive identity and brand that is utilized in signs, streetscape, public art, architecture, public gathering spaces, and open spaces. c. **Integrated Design with Identifiable Centers and Edges**. The PUD is laid out and developed as a unit in accordance with an integrated overall design. The design provides identifiable centers and edges through the harmonious grouping of buildings, uses, facilities, community spaces, and open spaces. The design is highly connected internally and externally and maximizes multimodal transportation. d. **Compatibility with Adjacent Land Uses**. The PUD includes uses which are generally compatible with the uses of adjacent parcels, with consideration given to the level of activity

or intensity, noise, light, and odor. If the uses are not generally compatible, adverse impacts are mitigated through building design, height, and placement; significant screening; landscaping; public open space; and other buffering features that protect uses within the development and surrounding properties beyond what is otherwise required by this Code.

e. **Landscape Conservation and Visual Enhancement**. The PUD preserves and enhances existing natural features and amenities, such as stands of mature trees, riparian areas, wildlife habitat, unique landforms or topography, and significant viewsheds, beyond that which is required by the Village.

f. **Open and Public Gathering Space**. The PUD includes prominent and accessible open space and public gathering space, meeting the ownership and maintenance standards of Article 8. The Board of Trustees may elect to condition their approval of the PUD on the dedication of open space and public gathering space to the Village for public use.

g. **Archaeological, Historical, or Cultural Impact**. The PUD does not substantially, adversely impact archaeological, historical, or cultural resources, including historic properties eligible for or listed in the National Register of Historic Places located on or off the parcel(s) proposed for development. Examples of adverse impacts include but are not limited to:

   i. Neglect, destruction, damage, or removal of resources; alteration of property inconsistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties,

   ii. Change of the character of the physical features of the resource's setting and association that contribute to its historic significance, and

   iii. Introduction of visual, atmospheric, or audible elements that diminish the integrity of the property's significant historic features.

2. **Modification Standards**. A PUD shall justify any request(s) for deviation from base or overlay district development and design standards by meeting at least one of the following standards that further the Village's adopted policies and goals.

   a. **Environmentally Sustainable Site and Building Design**. The PUD is designed with consideration given to various methods of site design and building location, architectural design of individual buildings, and landscaping design in order to:

      i. Substantially reduce energy, waste and water consumption, for example, by meeting environmentally friendly building or site certification standards or adaptive reuse,

      ii. Enhance local food systems, or

      iii. Improve onsite stormwater management and water quality, for example, by designing to the 100-year storm event.

   b. **Other**. The applicant may propose an alternative modification standard for consideration by the Board of Trustees.

The Applicant is seeking the following deviations from the C-2 base district:

- single-story commercial structures constructed with a two-story appearance in lieu of the required two

story structures;

- indoor first floor residential vehicle parking below the residential units;
- residential structures at a height of 68 feet and 6 stories;
- rear (south) yard variation from 25 feet to 21 feet
- parking lot perimeter landscape setback from 7 feet to 4 feet (adjacent to building 1); and
- transitional landscape requirement of Type B requiring a 20 foot setback along the east property line where 6 feet is proposed adjacent to the drive aisle.

Included with the material submitted by the Applicant is a narrative and additional supporting documentation pertaining to the requested deviations.

Comprehensive Plan Amendment & Rezoning

As small parcel 3,752 square feet in size off Shermer Road is under separate zoning (but common ownership). Therefore, a comprehensive plan amendment and rezoning would be required to create one cohesively zoned lot. The majority of the Subject Property will remain under its current comprehensive plan and zoning designation, which is C-2 District. Consideration is only requested for the smaller parcel for consistency purposes.

The Applicant is requesting a Comprehensive Plan Amendment to allow Lot 2 (smaller parcel facing Shermer Road) to be designated from Institutional Facility (IF) to Village Center Mixed Use (MU-VC); and rezone from IB Institutional Building District to C-2 Neighborhood Commercial District. Ultimately, due to resubdivision the designation would shift and merge with the proposed lot lines, however, no new designation is requested for the primary property.

The review criteria for considering the Comprehensive Plan Amendment and Rezoning are noted below:

Zoning Code Article 2-116 Comprehensive Plan Amendment
2-116.D Review Criteria
In the review of a Comprehensive Plan Amendment application, the Plan Commission and Board of Trustees shall ensure the amendment is generally consistent with the overall policies, goals, objectives, principles and standards of the Official Comprehensive Plan.

Zoning Code Article 2-117 Code and Zoning Map Amendment
2-117.D Review Criteria; weigh the following factors
a. The existing uses and zoning classifications of properties in the vicinity of the subject property. b. The trend of development in the vicinity of the subject property, including changes, if any, in such trend since the subject property was placed in its present plan designation or zoning classification. c. The extent to which the value of the subject property is diminished by the existing plan designation or zoning classification applicable to it. d. The extent to which such diminution in value is offset by an increase in the public health, safety, and welfare. e. The extent, if any, to which the use and enjoyment of adjacent properties would be affected by the proposed amendment.

f. The extent, if any, to which the value of adjacent properties would be affected by the proposed amendment.

g. The extent, if any, to which the future orderly development of adjacent properties would be affected by the proposed amendment.

h. The suitability of the subject property for uses permitted or permissible under its present plan designation and zoning classification.

i. The length of time, if any, that the subject property has been vacant, considered in the context of the pace of development in the vicinity of the subject property.

j. The community need for the proposed map amendment and for the uses and development it would allow.

SUMMARY

Public notice signs have been posted on the Subject Property indicating the time and date of the Plan Commission public hearing. The Applicant has submitted evidence that the mailed notice requirements of the Zoning Code have been satisfied. The Plan Commission hearing was properly noticed on the Northbrook Public Notice Webpage.

Staff has received 34 public comment for this application, which are attached, a majority in opposition of the proposed density and loss of the existing shopping center and businesses.

In reviewing this request, staff suggests the Plan Commission consider the following policy questions:

1) Is it appropriate to subdivide the property and approve a tentative plat of subdivision?
    a) Is it appropriate to grant a variation of the Subdivision Code to reduce the required public right of way from 60 feet to 44 feet for the proposed Riverview Drive and from 60 feet to 59 feet for the proposed Keystone Avenue extension?
2) Is a Planned Unit Development for a mixed-use development appropriate on this site? If so, is it appropriate to consider the following deviations from the base district:
    a) Single-Story Commercial buildings;
    b) Indoor first floor parking below residential units;
    c) Residential buildings at a height of 68 feet and 6 stories;
    d) Rear (south) yard from 25 feet to 21 feet in C-2 District;
    e) Parking lot perimeter landscape setback from 7 feet to 4 feet (adjacent to Building 1); and
    f) Transition Landscape Area B setback from 20 feet to 6 feet along a portion of east property line, adjacent to the drive aisle.
3) Is the proposed site access and interior circulation of the Subject Property appropriate?
4) Is there adequate green space and buffering around the Subject Property?
5) For a small portion of the parcel on the east side to align with the majority of the property:
    a) Is it appropriate to amend the comprehensive plan from Institutional Facility to Village Center Mixed Use?
    b) Consistent with the Comprehensive Plan designation is it appropriate to rezone the small IB parcel into the C-2 district for consistent zoning across the property?

The Applicant and staff will attend the October 6, 2026 Plan Commission meeting to answer any questions.

MEMORANDUM

To: Plan Commission
From: Kate Carney, Sustainability Coordinator
cc: Amy McEwan, DPS Director
Date: October 6, 2026
Subject: PCD-26-05: 1901 Cherry – The Flats & Shops at North Branch – Sustainability Addendum

Northbrook's Climate Action Plan (CAP) calls to foster sustainability and reduce 80% of community-wide carbon emissions by 2050 through strategic planning and action item implementation. With CAP adoption, development proposals are reviewed with respect to best environmental practices.

Village staff provided Sustainability Comments in response to all submittals for the proposed planned development solely regarding applicable measures from the CAP. Under each section are a list of Climate Action Plan items as they relate to the proposed development. Staff confirms the proposed project partially addresses CAP items requested of the Applicant.

Of the items presented to the Applicant 87% were realized according to CAP standards, to the extent detailed below in italics.

Transportation and Land Use
In the Transportation and Land Use section of the CAP, recommendations are made to enhance active mobility and fossil fuel-free transit:

TL 3- 1 Consider identifying locations where additional bike parking facilities could be installed on site.

Bicycle parking will be provided for the units in the garages. Bicycle parking can also be provided in the public areas and adjacent to the commercial lots.

TL 5- 8 Design for 100% EV-capable parking per Illinois Electric Vehicle Charging Act (765 ILCS 1085/). Consider installing EV charging stations in designated parking spots.

The Applicant will comply with statutory requirements and regulations in effect at the time of construction. Some EV charging stations will be installed in designated parking spaces. The number of charging stations is still being determined.

TL 7- 2 The Village has enacted a partial ban on gas powered leaf blowers – ensure compliance on site.

The development will comply with the Village ban.

Buildings and Energy
The Building Energy section of the CAP provides the following items pertaining to reducing our community-wide carbon footprint and preserving wildlife:

BE 2- 1 Consider conducting a Solar PV Site Assessment. Assessment should include estimated installation cost, and projections for both energy generation potential and economic payback potential over a minimum 20-year timeframe. Based on the Solar PV Site Assessment, consider incorporating renewable energy installation to offset emissions generated from the development. Work with CPACE, Illinois Shines, or similar programs for incentives. If installation will not be realized, reserve space for solar-ready roof zone and plan for structural design loads and electrical service to allow for future installation of a dual pole circuit breaker if possible.

Solar power will not be incorporated into this development. The rooftop air conditioning condensers for the

residential units and the elevator equipment will take up the majority of the rooftop space.

BE 5- 1 Explore opportunities for the property to utilize smart lights that can save energy through conservation. Achieve 100% LED installation if possible.

The project with utilize 100% LED lights.

BE 5- 4 Require purchase and installation of ENERGY STAR appliances when available.

The initial appliances installed by Pulte will be ENERGY STAR to the extent available.

BE 6- 1 Consider establishing operation and maintenance practices that improve affordability, comfort, indoor air quality, energy efficiency, and smart metering in development.

The residential buildings will include humidifiers to improve indoor air quality, and will include 95% efficient furnaces with wifi thermostats and Energy Star certified bathroom fans for maximum energy efficiency.

BE 7- 2 Consider the benefits of replacing fossil fuel burning heating equipment and with air-source heat-pumps, or other efficient electric heating options in development. Strive for zero on-site fossil fuel combustion with air-source heat-pumps, geo-thermal systems, solar thermal, electric cooktops, etc.

The project will be using natural gas furnaces, water heaters, ovens and ranges.

BE 8- 1 Provide interior LED lighting development-wide if possible. Promote and distribute education and information to residents on advantages of and options for LED technology. In addition to energy cost savings, maintenance costs are greatly reduced.

Interior LED lighting will be provided throughout the development.

Waste Management
The CAP points to procedures that may facilitate waste reduction (with a goal of at least 50% landfill wasted diverted by 2030) in its Waste Management section:

WM 2- 5 Assure compliance with the Cook County Construction & Demolition Debris Diversion Ordinance and encourage contractors and subcontractors to exceed minimum requirements where applicable.

The project will comply with any ordinances in place at time of construction.

WM 2- 7 Consider planning for accommodations for recycling and compost collection services.

Recycling collection service will be provided.

Water and Wastewater
In the Water and Wastewater category, the CAP states to prioritize mitigating stormwater before it enters the sewer system through multiple capture techniques:

WW 1- 1 Consider landscaping practices that reduce water consumption and chemical use on site.

This has been taken into consideration in the landscape design by use of predominantly native and drought tolerant species

WW 1- 2 Reduce landscaping water use with water-efficient irrigation systems, grass replacement, and planting native and drought-resistant trees and vegetation in landscaping plans.

Native and drought resistant trees and vegetation are included in the landscaping plans. There will be no permanent landscape irrigation in the non-public areas. Mown turf areas are used minimally and will be of a drought tolerant fescue type turf.

WW 1- 4 Consider utilizing water conservation programs that focus on outdoor irrigation, which may also support better identification of water-related carbon sequestering opportunities such as using soil amendments, native grasses and proper tree watering.

There will be no permanent landscape irrigation in the non-public areas. Predominantly native and drought tolerant species will be utilized.

WW 2- 1 Prioritize managing stormwater before it enters the sewer system through a combination of overland flow, detention, and infiltration strategies (for example, permeable surfaces) where feasible.

An extensive, cutting-edge wetland filter system to treat and purify the stormwater prior to exiting the site is being proposed.

WW 2- 3 Consider revegetation, tree preservation planting and maintenance, de-paving and porous pavement, green infrastructure like bioswales and Eco-roofs in site development.

The site currently is almost 100% impervious today and will be converted into an eco-friendly development with filtered wetland detention, vegetated areas, and native plantings. Public streets will include infiltration planters.

WW 3- 3 Reduce or offset impervious surfaces where possible and consider use of lighter colored pavements and building materials to lessen the impact of urban heat island effect.

The site currently is almost 100% impervious today and will be converted into an eco-friendly development with filtered wetland detention, vegetated areas, and native plantings. High albedo pedestrian paving systems will be used.

Greenspace and Ecosystem Health
The Plan's Greenspace category includes the following for expansion of tree canopy coverage, transforming beneficial lawns, and mitigation of heat island impacts:

GS 1- 12 Plan for diversity of native tree cover and performance-based tree island within landscaping plan and parking lots with goals on percentage of pavement shaded. Consider a mix of canopy trees, shrubs, groundcovers, and raingarden components appropriate to the lot and its surroundings in any new landscaping where possible.

A diverse use of predominantly native and drought tolerant tree, shrubs, and groundcover species will be used. In the public ROW infiltration planters will be used. Parking lot islands will contain native trees and low non-turf shrubs, native grasses or groundcovers. The storm water management pond water will be filtered 24/7/365 with a cutting-edge wetland filter.

GS 2- 1 Encourage invasive species control programs including Integrated Pest Management, Protect the Best, Early Detection and Rapid Response and invasive species identification and control for future residents.

Our landscape maintenance speciation requires Integrated Pest Management practices.

GS 2- 2 Increase the ability of green space to withstand drought conditions through replacement of turf with native prairie, wildflower, and native savanna plantings where possible in landscaping plans.

Mown turf areas are used minimally and will be of a drought tolerant fescue type turf. A diverse use of predominantly native and drought tolerant tree, shrubs, and groundcover species will be used.

GS 2- 3 Establish and effectively manage native-habitat corridors along sidewalks, trails and utility easement areas to restore and maintain landscape connectivity where possible.

Parkways are provided along street corridors and planted with diverse, predominantly native and drought tolerant tree, shrubs, and groundcover species. Planted perimeter landscape buffers connect to the new public Riverwalk and public street corridors.

GS 2- 5 Consider including exterior lighting design a policy to protect native plants, species, biodiversity, and improve night sky quality.

Dark sky compliant pedestrian lights will be used.

GS 2- 7 Consider eliminating neonicotinoids and reduce use of long-lasting chemical pesticides for landscaping, if applicable.

Our landscape maintenance specifications can prohibit neonicotinoids.

GS 4- 8 Consider utilizing shade and water absorbing trees and replacing turf landscaping with native prairie, wild flower, and savanna plantings.

Mown turf areas are used minimally and will be of a drought tolerant fescue type turf. A diverse use of predominantly native and drought tolerant tree, shrubs, and groundcover species will be used.

FORMAL APPLICATION – ZONING & SUBDIVISION RELIEF**

Prior to submitting this formal application, contact the Development & Planning Services Department of Northbrook to determine if your application requires a Preliminary Review by the Board of Trustees. The following materials are the minimum required for the processing of a formal application by the Village of Northbrook's Plan Commission and Board of Trustees. A public hearing or public meeting for an application will not be scheduled until all required materials have been submitted and revised as necessary to meet Code requirements, as determined by Village staff. If you have questions regarding the completion of this application please contact the Development & Planning Services Department at 847-664-4050.

****Applications for zoning relief from the Zoning Board of Appeals must use a different application form.***

The initial submittal MUST contain:

- ❑ **1 electronic version (PDF)** of ALL application materials **(refer to application section regarding instructions for naming files).**

Applicant Information

Legal Name: Pulte Home Company, LLC

Company:

Address: 1900 E. Golf Road, Suite 300

City, State, Zip: Schaumburg, IL 60173

[redacted]

Primary Contact Person

Name: Rob Getz

Company: Pulte Home Company, LLC

Address: 1900 E. Golf Road, Suite 300

City, State, Zip: Schaumburg, IL 60173

[redacted]

Consultants *(as applicable)*

Attorney

Name: Katriina McGuire

Company: Thompson Coburn LLP

Address: 55 East Monroe Street, 37th Floor

City, State, Zip: Chicago, IL 60603

[redacted]

Architect/Planner

Name:

Company:

Address:

City, State, Zip:

Phone No.:

Email:

Civil Engineer

Name: Todd A. Shaffer

Company: Haeger Engineering

Address: 915 West Huron, Suite C-103

City, State, Zip: Chicago, Illinois 60642

[redacted]

Other - Landscape Architect

Name: Geoff Roehll

Company: RVi Planning + Landscape Architecture

Address: 22 E. Chicago Ave., Ste. 200a

City, State, Zip: Naperville, IL 60540

[redacted]

Property Information *(if more than one parcel is involved in the request please include the information for all parcels)*

Site Location/Address: 1901-1975 Cherry Lane - southeast corner of Cherry Lane and Meadow Road

Property Index Numbers: 04-10-300-041 and 04-10-300-042

Size of Property: 305,858 s.f./7.02 acres (square feet/acres)

Size of Building Space, if applicable: Approx. 90,000 sf (existing, to be demolished) (square feet)

Comprehensive Plan Land Use Designation[1]: Village Center Mixed Use and Institutional Facility

Current Zoning: C-2 (Neighborhood Commercial District) and IB (Institutional Building District); VGO (Village Green Overlay District)

Current Use of the Property: multi-tenant shopping center and surface parking lot

Is any portion of the property within the 100-year floodplain?[1] Yes: X No: _____

Requested Action(s) *(check all that are applicable)*

- ☒ Comprehensive Plan Amendment
- ☐ Annexation (*separate form required*)
- ☒ Rezoning from IB to C-2
- ☐ Special Permit for _____
- ☐ Renewal of Special Permit Ord. No. _____
- ☐ Amendment to Existing Special Permit Ord. No. _____
- ☐ Site Plan Approval
- ☐ Zoning Code Text Amendment
- ☐ Zoning Variation (in conjunction with other relief) for _____
- ☒ Planned Development
- ☒ Subdivision - Tentative Plat
- ☐ Subdivision - Final Plat
- ☐ Subdivision - Variations/Waiver for _____
- ☐ Exception for _____
- ☐ Other _____

☒ Plat of Survey & Parcel Legal Description(s)

Attach the most recent plat of survey of the Subject Property, certified by a registered land surveyor, showing existing lot lines and dimensions, lot area, all easements, all public and private rights-of-way, and all streets across and adjacent to the subject property.

☒ Conformity with Comprehensive Plan

Include a written statement explaining the conformity, or lack of conformity, of the approval being requested to the Village's Official Comprehensive Plan and Official Map. Where the approval being requested does not conform to the Official Comprehensive Plan or Official Map, provide reasons justifying the requested approval.

☒ Surrounding Property Owners Addresses

Please attach the names and mailing addresses of all property owners of record (not tenants) within 250 feet of the property, excluding public rights-of-way, based on current County tax records. See page 9 of this document for instructions on how to obtain the addresses.

[1] As found on the Village website www.northbrook.il.us/Government/Departments/Planning/GIS/index.php

SITE OWNERSHIP AND CONTROL

Current Property Owner Information

Legal Name: Chicago Title Land Trust Company, As Trustee u/t/d Apr. 22, 1953, u/t/a #36116

Primary Contact: Sven Dahlquist

Address 1812 Glenview Road, Suite 210

City, State, Zip Glenview, IL 60025

[redacted]

Proposed Property Owner Information

Legal Name: Pulte Home Company, LLC

Primary Contact: Rob Getz

Address 1900 E. Golf Road, Suite 300

City, State, Zip Schaumburg, IL 60173

[redacted]

Attach a copy of a title policy or deed showing current ownership of the property. If property is held in a trust, also include a certified copy of the trust agreement or a simple affidavit (under oath before a notary) as to who are the beneficiaries of the trust. *(Check which document(s) are attached):*

- ☐ Deed
- ☒ Title Policy or Title Commitment ***(Required for Subdivision Applications & Plats of Consolidation Applications)***
- ☒ Certified Copy of Trust Agreement OR a simple Affidavit Identifying Trust Beneficiaries

☐ **Complete Attachment A, listing all individuals/entities that have a beneficial interest in the legal entity that currently owns the property**

☐ **Complete Attachment B, listing all individuals/entities that have a beneficial interest in the legal entity that is proposed to own the property upon receiving necessary approvals.**

Applicants Involvement with the Property

If the Applicant does not own the property, please also provide documentation showing the applicant's interest in the property *(Check which document is attached. The dollar amounts in documents may be blacked-out)*:

- ☐ Owner (see the previous box)
- ☒ Real Estate Contract
- ☐ Lease
- ☐ Other _____

☐ **Complete Attachment C, listing all individuals/entities that have a beneficial interest in the legal entity that is the Applicant.**

Additional Required Attachment(s)

Submit all relevant attachments specified in the below worksheet(s) that correspond with your application request(s) selected on page two of this application; the worksheets can be found on the Village of Northbrook website www.northbrook.il.us. *(Check all that are applicable)*

- ☒ Comprehensive Plan Amendment Worksheet
- ☐ Annexation Worksheet
- ☒ Rezoning Worksheet
- ☐ Special Permit Worksheet
- ☐ Site Plan Approval Worksheet
- ☐ Zoning Code Text Amendment Worksheet
- ☐ Zoning Variation Worksheet
- ☒ Planned Development Worksheet
- ☒ Subdivision Worksheet – Tentative Plat
- ☐ Subdivision Worksheet - Final Plat
- ☐ Subdivision Worksheet - Variations/Waiver
- ☐ Plat of Consolidation Worksheet

Filing Fees

All applications require payment of a non-refundable fee, as well as additional funds that are held in escrow to off-set anticipated recoverable expenses. Please attach a check with your application and indicate below the amount of the fee submitted. A copy of the fee schedule is attached to the application form.

$ 1,800 Amount of Non-Refundable Fee

$ 20,000 Amount of Escrow

$ 21,800 Total Application Fee (Non-Refundable Fee plus Escrow)

The escrow covers such items as Village attorney time (currently billing at approx. $400.00 per hour), public notice expenses, public meetings ($50.00 per mtg), & staff review time. If these expenses exceed the initial escrow deposit, the applicant is responsible for additional payment to the Village prior to completing approval process. If the expenses are less than the escrow deposit, the applicant will be issued a refund.

Northbrook Ethics Code *(potential conflicts of interest)*
On a separate sheet of paper list the name, address, nature, and extent of any current or potential interest that any Village officer or employee may have in, or with respect to the owner, the applicant, or the property. **If none, check here:** ____

Repeat Application

Has any other application for this property been submitted to the Village and denied within the last two years?
____ yes __X__ no (check one)
If yes, attach a statement of the grounds justifying reconsideration.

Applicant/Owner Acknowledgments

By execution of this application in the space provided below, the Applicant and Owner(s) do hereby certify, acknowledge, agree and affirm to the Village of Northbrook that:

1. The Village and its representatives have the right, and are hereby granted permission and license, to enter upon the property, and into any structures located thereon, for purposes of conducting any inspections that may be necessary in connection with this application.

2. I (We) have carefully read this application, the Northbrook Zoning Code and Northbrook Subdivision & Development Code and fully understand the terms and provisions of each.

3. I (We) waive any rights to exemption from disclosure under the Illinois Freedom of Information Act of any and all documents and information submitted in connection with this application.

4. I (We), in accordance with the requirements of the Annual Fee Ordinance, the Northbrook Zoning Code and the Northbrook Subdivision & Development Code, agree to pay all applicable filing fees and be responsible for the payment of all reimbursable expenses associated with the processing of this application.

Applicants may attach additional materials or exhibits to this application if necessary or helpful in explaining the relief requested.

Signature of Applicant: _____ **Date** July 29, 2026
Print Name & Title: Robert Gach, Vice President
Signatures of Property Owner(s): _____ **Date** _____
Print Name & Title: _____ **Property Address:** _____
****If more than one applicant or property owner, please copy this page and have additional applicants/property owners sign form.**

Note: Village review and approval of rezoning, special permit, and subdivision applications may be dependent upon the Applicant first receiving necessary approvals from State and County regulatory agencies such as, but not limited to, the Illinois Department of Transportation, Illinois Environmental Protection Agency, the Metropolitan Water Reclamation District of Greater Chicago, & the Cook County Highway Department.

Filing Fees

All applications require payment of a non-refundable fee, as well as additional funds that are held in escrow to off-set anticipated recoverable expenses. Please attach a check with your application and indicate below the amount of the fee submitted. A copy of the fee schedule is attached to the application form.

$ 1,800 Amount of Non-Refundable Fee

$ 20,000 Amount of Escrow

$ 21,800 Total Application Fee (Non-Refundable Fee plus Escrow)

The escrow covers such items as Village attorney time (currently billing at approx. $400.00 per hour), public notice expenses, public meetings ($50.00 per mtg), & staff review time. If these expenses exceed the initial escrow deposit, the applicant is responsible for additional payment to the Village prior to completing approval process. If the expenses are less than the escrow deposit, the applicant will be issued a refund.

Northbrook Ethics Code *(potential conflicts of interest)*
On a separate sheet of paper list the name, address, nature, and extent of any current or potential interest that any Village officer or employee may have in, or with respect to the owner, the applicant, or the property. **If none, check here:** ____

Repeat Application

Has any other application for this property been submitted to the Village and denied within the last two years?
____ yes __X__ no (check one)
If yes, attach a statement of the grounds justifying reconsideration.

Applicant/Owner Acknowledgments

By execution of this application in the space provided below, the Applicant and Owner(s) do hereby certify, acknowledge, agree and affirm to the Village of Northbrook that:

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4. I (We), in accordance with the requirements of the Annual Fee Ordinance, the Northbrook Zoning Code and the Northbrook Subdivision & Development Code, agree to pay all applicable filing fees and be responsible for the payment of all reimbursable expenses associated with the processing of this application.

Applicants may attach additional materials or exhibits to this application if necessary or helpful in explaining the relief requested.

Signature of Applicant: _____ **Date** _____
Print Name & Title: _____
Signatures of Property Owner(s): _____ **Date** 28 July 26
Print Name & Title: _____ **Property Address:** 1901 - 1975 CHERRY LANE
****If more than one applicant or property owner, please copy this page and have additional applicants/property owners sign form.**

Note: Village review and approval of rezoning, special permit, and subdivision applications may be dependent upon the Applicant first receiving necessary approvals from State and County regulatory agencies such as, but not limited to, the Illinois Department of Transportation, Illinois Environmental Protection Agency, the Metropolitan Water Reclamation District of Greater Chicago, & the Cook County Highway Department.

SVEN DAHLQUIST, AGENT OF THE BENEFICIARIES AND HOLDER OF THE POWER OF DIRECTION OVER THE LAND TRUST

ATTACHMENT A: Current Property Owner – Beneficial Interest

Please check which of the following describes the current property owner's beneficial interest in the property and complete this sheet as instructed for each type of beneficial interest:

❑ Corporation	If **current property owner** is a corporation, please list the name and addresses of all officers and directors of the corporation and all shareholders who own individually or beneficially 5% or more of the stock of the corporation. In addition, this application must be accompanied by a resolution of the corporation authorizing the execution and submittal of this application.
❑ Partnership or LLC	If **current property owner** is a partnership or an LLC, please list all partners, general and/or limited, with an individual or beneficial interest of 5% or greater.
☒ Trust	If **current property owner** is a trust, please provide the trust number 36116 dated 4/22/53 and name and address of the Trustee Chicago Title Land Trust Company, as well as list below the names and address of all beneficiaries of the Trust, together with their respective interests in the trust. The application shall be further verified by the **current property owner** in his capacity as trustee or by the beneficiary as a beneficial owner of an interest in the Trust and the application shall be signed individually by as many beneficiaries as are necessary to constitute greater than 50% ownership of the beneficial interest of the Trust

Name: _____

Address: _____

Ownership or Trust Interest: _____ %

Name: _____

Address: _____

Ownership or Trust Interest: _____ %

Name: _____

Address: _____

Ownership or Trust Interest: _____ %

Name: _____

Address: _____

Ownership or Trust Interest: _____ %

Name: _____

Address: _____

Ownership or Trust Interest: _____ %

Name: _____

Address: _____

Ownership or Trust Interest: _____ %

ATTACHMENT B - Proposed Property Owner (if applicable) – Beneficial Interest

Please check which of the following describes the proposed property owner's beneficial interest in the property and complete this sheet as instructed for each type of beneficial interest:

❑ Corporation	If the **proposed property owner** is a corporation, please list the name and addresses of all officers and directors of the corporation and all shareholders who own individually or beneficially 5% or more of the stock of the corporation. In addition, this application must be accompanied by a resolution of the corporation authorizing the execution and submittal of this application.
☒ Partnership or LLC	If **proposed property owner** is a partnership or an LLC, please list all partners, general and/or limited, with an individual or beneficial interest of 5% or greater.
❑ Trust	If **proposed property owner** is a trust, please provide the trust number _____ and name and address of the Trustee _____ _____, as well as list below the names and address of all beneficiaries of the Trust, together with their respective interests in the trust. The application shall be further verified by the **proposed property owner** in his capacity as trustee or by the beneficiary as a beneficial owner of an interest in the Trust and the application shall be signed individually by as many beneficiaries as are necessary to constitute greater than 50% ownership of the beneficial interest of the Trust

Name: PulteGroup, Inc. (publicly-traded)

Address: 3350 Peachtree Road NE, Suite 1500
Atlanta, GA 30326

Ownership or Trust Interest: 100 %

Name: _____

Address: _____

Ownership or Trust Interest: _____ %

Name: _____

Address: _____

Ownership or Trust Interest: _____ %

Name: _____

Address: _____

Ownership or Trust Interest: _____ %

Name: _____

Address: _____

Ownership or Trust Interest: _____ %

ATTACHMENT C - Applicant – Beneficial Interest

Please check which of the following describes the beneficial interest in the legal entity that is the applicant and complete this sheet as instructed for each type of beneficial interest:

❑ Corporation	If **applicant** is a corporation, please list the name and addresses of all officers and directors of the corporation and all shareholders who own individually or beneficially 5% or more of the stock of the corporation. In addition, this application must be accompanied by a resolution of the corporation authorizing the execution and submittal of this application.
❑ Partnership or LLC	If **applicant** is a partnership or an LLC, please list all partners, general and/or limited, with an individual or beneficial interest of 5% or greater.
❑ Trust	If the **applicant** is a trust, please provide the trust number _____ and name and address of the Trustee _____ _____, as well as list below the names and address of all beneficiaries of the Trust, together with their respective interests in the trust. The application shall be further verified by the **applicant** in his capacity as trustee or by the beneficiary as a beneficial owner of an interest in the Trust and the application shall be signed individually by as many beneficiaries as are necessary to constitute greater than 50% ownership of the beneficial interest of the Trust

Name: _____

_____

Address: _____

_____

Ownership or Trust Interest: _____ %

Name: _____

_____

Address: _____

_____

Ownership or Trust Interest: _____ %

Name: _____

_____

Address: _____

_____

Ownership or Trust Interest: _____ %

Name: _____

_____

Address: _____

_____

Ownership or Trust Interest: _____ %

Name: _____

_____

Address: _____

_____

Ownership or Trust Interest: _____ %

Name: _____

_____

Address: _____

_____

Ownership or Trust Interest: _____ %

Pulte Homes - Mixed-Use Redevelopment at 1901-1957 Cherry Lane
Flats at North Branch
Shops at North Branch

Project Narrative

Introduction

Pulte Home Company LLC (the "Applicant") seeks a Planned Unit Development ("PUD") and Tentative Plat of Subdivision approval for a mixed-use project consisting of three 50-unit condominium buildings, two commercial lots, and a public riverwalk and open space area, as shown on the Site Plan submitted herewith. The residential portion is proposed as "The Flats at North Branch," and the commercial parcels are proposed as "The Shops at North Branch."

The PUD process is appropriate because the site is located within the Village Green Overlay District ("VG-O") and the redevelopment exceeds the PUD applicability threshold for new development or redevelopment in the VG-O. The proposed project is an integrated redevelopment that advances adopted Village planning policies and is consistent with the Village's zoning ordinance requirements and policies for planned unit developments, in that it addresses site-specific constraints and opportunities that cannot be fully realized through strict application of the base and overlay district standards. As set forth in Sec. 2-118.A., the PUD is a process by which deviations from the base district development and design standards, that meet the needs and character of the site-specific features and context of the district, may be approved. Specifically, the Applicant is seeking deviations of the underlying base and overlay district development and design standards, including:

1. To reduce the minimum allowed building height of 2 stories to 1 story for the proposed commercial buildings. The buildings will be designed to appear as 2 story structures.
2. To increase the maximum permitted building height from 55 feet and 4 stories by right and 65 feet or 5 stories, with a special permit to 68 feet (to top of parapets) and 6 stories for the three residential buildings.
3. To reduce the rear (south) yard from 25 feet to 21 feet (adjacent to Building 3).
4. To reduce the parking lot perimeter setback from 7 feet to 4 feet (adjacent to Building 1).
5. To reduce the transition landscape area setback from 20 feet to 6 feet along a portion of the east property line, adjacent to the drive aisle.

As described below, the proposal converts an aged, outdated and poorly-maintained shopping center into a coordinated mixed-used development with luxury condominiums adding needed density to the Village Center area, complementary commercial uses, and a public riverwalk and open-space amenity. These elements will support a stronger Village Center mixed-use environment and the project will provide public benefits commensurate with the requested PUD approval. Additionally, consistent with Sec. 2-118.D.2., the justification for the requested deviations is met by compliance with Sec. 2-118.D.2.a.iii as the proposed development provides on-site stormwater management, replacing a condition in which virtually the entire existing shopping center and parking areas are paved and provide no stormwater detention.

Existing Zoning and Planning Context

The subject property consists of 7.02 acres at the southeast corner of Cherry Lane and Meadow Road in Downtown Northbrook. The West Fork of the North Branch of the Chicago River is directly south of the site, and the Village Church of Northbrook is directly to the east.

The property is currently improved with the Northbrook Meadow Shopping Center, an approximately 90,000-square-foot multi-tenant shopping center with approximately 272 parking spaces. The site is substantially paved and does not provide any onsite stormwater detention. The shopping center is approximately 75 years old, and in poor overall condition from its age and lack of maintenance. Current tenants in the shopping center have short term leases with below market rents. The site has been for sale for some time and ownership has indicated they will not be making further investment in the property.

The majority (6.9 acres) of the site is zoned C-2 Neighborhood Commercial District and is located within the VG-O Village Green Overlay District. The Village's Comprehensive Plan designates the majority of the parcel as "Village Center Mixed Use," a classification intended to accommodate higher-density multi-family housing together with retail, restaurant, office, service, entertainment, fitness, religious, and membership-organization uses, principally in the Meadow Road area and within the C-2, C-3, and VG-O regulatory framework. A small 3,459 s.f. sliver of the site, in the far southeast corner adjacent to the River is zoned IB Institutional Building and is designated as Institutional Facility in the Comprehensive Plan. The Applicant is seeking to rezone this small parcel to C-2 and to amend its Comprehensive Plan land use designation to Village Center Mixed Use in order make it consistent with the remainder of the development parcel.

The site is a transit-served location, 1,100 feet from the Milwaukee District North Metra commuter rail line which provides daily service to Chicago's Union Station and Fox Lake. The site is also served by the Pace 422 bus which provides hourly weekday service from Wilmette to Northbrook. The project aligns with studies and policies issued by RTA, CMAP, Metropolitan Planning Council, and the CTA stressing the importance of building high density residential near train stations.

Project Description
The project is a mixed-use development consisting of residential, commercial and public open space.

Residential Component:
The proposed PUD consists of three residential condominium buildings, each containing 50 units, for a total of 150 residential units. Two of the residential buildings will front Meadow Road on the west, and the third building is proposed at the southeast corner of the site along the River. The residential buildings fronting Meadow Road and Cherry Lane are sited directly adjacent to the rights-of-way, with the residential floors set back above the ground level consistent with the Village's zoning ordinance.

Each residential building will include approximately ten one-bedroom plus den/1.5-bath units, fifteen two-bedroom/two-bath units, and twenty-five two-bedroom-plus-den/two-bath units. Units are proposed to range from approximately 1,177 square feet to 1,703 square feet, and each building will include two elevators and a heated garage.

Twenty-three units will be affordable consistent with the Village's Affordable Housing Plan, with one-half at Tier 1 and one-half at Tier 2. The affordable units are proposed to be divided evenly between one-bedroom and two-bedroom units, providing a balanced mix of affordable ownership opportunities within the development.

The residential buildings will be 6 stories, with a maximum height of 68 feet to the highest parapet. Height of the roof deck for the buildings is 63'-6". The buildings are set back beginning at the second floor consistent with the Village's design guidelines. The residential buildings are

proposed to be primarily brick with Hardie Board siding and trim; second-floor units will have private terraces due to the upper-floor setbacks, and upper-floor units will have balconies. The buildings meet the VG-O design standards.

Commercial Component:
The project also includes two approximately 5,500 s.f. commercial buildings on two lots at the north end of the parcel fronting Cherry Lane. The two commercial parcels will be conveyed to a commercial developer, which will develop those parcels consistent with the underlying C-2 zoning.

The commercial buildings are situated flanking the main access drive and located so they maximize frontage on Cherry Lane. The architecture and design of the buildings conforms to the Village Green Overlay design guidelines. While the zoning ordinance requires that commercial buildings in the Village Green area be two stories, the proposed buildings will be single-story but designed so as to give the appearance of two stories, thereby meeting the intent of the ordinance to avoid the visual impact of single-story commercial buildings in the area. Ample parking is located on each of the commercial lots to accommodate a variety of commercial uses.

Riverwalk and Open Space Component:
A key feature and benefit of the proposed development is the large open space with access to the riverwalk which will be constructed by the Applicant. The 1.5 acre open space will be landscaped and will include numerous amenities accessible to the public which will enhance the Downtown area: native planted pond basin using native mesic prairie and aquatic plantings and natural open water area; decorative paved surrounding walking paths and riverwalk with periodic bench seating and decorative lighting; brick and precast seat walls; brick and metal riverwalk gateway arches; two shade pergolas; decorative pedestrian bridge; riverwalk seating overlook; decorative stone outcroppings; predominately native trees and shrubs; and a wetland aquatic filter. Pedestrian access for residents within the development as well as the public is provided. The Applicant will be constructing the riverwalk along the entire length of the proposed project and subject to the approval of required easements, will connect it to Shermer Road.

Parking and Loading
A total of 275 parking spaces will be provided for the development, as follows: (a) 161 exterior surface spaces with 81 provided for the commercial lots; and (b) 114 interior garage spaces for the residential buildings. Fourteen (14) on-street parking spaces are provided along Meadow Road. Loading areas are provided for the commercial lots.

Consistency with Village Planning Objectives
The proposed development will replace an aging and heavily paved shopping-center with a coordinated Village Center mixed-use development that combines condominiums, complementary commercial uses, pedestrian connections, public open space, and improved stormwater management. This objective is consistent with the PUD purpose of allowing high-quality, creative, and innovative land planning and site design where strict application of base standards would not fully address the site-specific context.

The proposal implements the Village Center Mixed Use designation by providing higher-density multi-family housing together with commercial uses within the Meadow Road mixed-use area. The PUD will maintain commercial uses at Cherry Lane while concentrating residential buildings and open-space improvements in a coordinated site plan, thereby creating a development that

complements the Downtown area enhancing pedestrian connectivity, creating recreational space along the river, and providing more gathering spaces for the public to enjoy.

The project also responds to the Downtown Area Policies by promoting a complementary mix of uses, supporting residential density that can help sustain Downtown-serving retail and services, encouraging a pedestrian-friendly Village atmosphere, and contributing to river-oriented open space and flood-mitigation objectives.

The residential unit mix for the condominiums with one-bedroom-plus-den, two-bedroom, and two-bedroom-plus-den configurations, will meet the high demand in Northbrook for new construction condominiums popular with people seeking to down-size from single family homes, desiring to live in single-level maintenance-free homes within walking distance to the Downtown area's restaurants and retail. Additionally, the provision of 23 affordable units within the development will provide a significant influx of much-needed affordable units available for purchase.

Access and Circulation
Vehicular access is proposed from two access points on Cherry Lane, with the main access point aligned with Keystone Avenue to the north, improving vehicular flow and circulation in the Downtown area. The internal roads will be public, and pedestrian circulation will be provided through sidewalks and walkways connecting the development internally, to the public open area and riverwalk, as well as to the surrounding Downtown area. Based on the traffic analysis for the project, the development will generate a similar amount or even less traffic than the existing shopping center. The volume of traffic will be further reduced due to the availability of transit, the interaction of nearby and proposed uses, as well as its Downtown location with pedestrian accommodations.

Environmental Benefits
Stormwater for the entire planned development will be managed partially underground, allowing for a large publicly-accessible open space and a riverwalk. The project's stormwater management is a significant improvement over the existing shopping center, replacing a condition in which the existing shopping center is paved and provides no stormwater detention. The proposed storm water basin is not only a storm water management facility, but also an attractive amenity. Pond water quality is very important and to enhance the pond's look and ecosystem, it will be using an innovative technology that is summarized as follows:

- A wetland filter removes excess sediment and nutrients from the water.
- A recirculating water pump is placed at the one end of the pond and sends water to the opposite end of the pond at bottom of the wetland filter 4' below the surface, where the water velocity is dramatically slowed and sediment dissipates.
- The slow-moving water works its way up through several layers of gravel that help trap excess nutrients and harbors helpful bacteria that neutralizes the ammonia in the nutrients.
- The top layer of the filter is home to aquatic plants with roots extending into the gravel also helping to absorb more nutrients.
- The water flows from the wetland filter back to the basin and cascades down to the basin across layers of outcropping stone riffles which its agitation provides dissolved oxygen back into the water, helping the bacteria to consume additional organic compounds.
- The filtered water is returned to the pond basin, and the entire cycle is continuously repeated.

Maintaining clear and clean water creates a healthy environment for fish and aquatic plants while minimizing undesirable algae growth.

The proposed project's stormwater management facilities will also materially improve onsite stormwater management from the existing conditions and provides, along with the 1.5 acre open space, the principal environmental basis for the requested PUD modifications. This improvement directly responds to Village objectives to avoid or lessen flooding and stormwater run-off hazards, enhance the river, mitigate flooding, and establish a continuous and usable open-space system along the river.

Phasing and Development Schedule

The residential buildings will be constructed one at a time, with construction anticipated to commence with the building proposed at the northwest corner of Meadow Road and Cherry Lane. If the PUD is approved by the end of 2026, and final engineering, MWRD approvals and the site development permit are approved in the first quarter of 2027, demolition and site development would commence in early second quarter of 2027. The construction of Building 1 is projected to then commence in fall of 2027, with first closings in late fall 2028. Dependent on the pace of sales, construction of Building 2 would commence in summer 2028, and Building 3 in spring 2029.

The commercial buildings would be constructed once site work and rights-of-way have been constructed and upon selection of a tenant or tenants for the commercial buildings. The riverwalk and open space elements would be constructed once the construction of the adjacent buildings would no longer disturb the open space or riverwalk areas.

Project Financing

The Applicant will not require any lender financing for the completion of the project. A list of the open communities the Pulte Group has open in the Chicagoland area is submitted herewith, along with the 2025 Annual Report.

PLANNED DEVELOPMENT WORKSHEET

In addition to submitting the *Formal Application* form for a planned development concept plan approval application, the Applicant must include the following information with your application. A Plan Commission public hearing for an application will not be scheduled until all required materials have been submitted and revised as necessary to meet Code requirements, as determined by Village staff. All of the required application materials must be submitted to the Community Planning Department.

The initial submittal MUST contain:

☒ **1 electronic version (PDF)** of all application materials submitted in a format as described on the last page of the Formal Application form.

This worksheet summarizes the planned development requirements of the Northbrook Zoning Code. An applicant is responsible for referring to the Northbrook Zoning Code and other Village Codes to ensure that the application is complete and in compliance with all regulations.

REQUIRED MATERIALS FOR SUBMISSION

☒ Written Statement – Project Description

Attach a written statement explaining a general description of the proposed planned development, the planning objectives to be achieved by it, including the rationales and assumptions of the applicant supporting the proposed planned development, and the market it is intended to serve. Also explain how the proposed planned development is to be designed, arranged and operated so as not to adversely affect the development and use of neighboring property in accordance with applicable regulations of this Code.

The written statement must also include an outline of the Applicant's intent with respect to ownership, sale, and leasing of the various completed units, structures, spaces, and areas within the proposed development.

The statement must also include a development schedule for the phases of development that will occur. This schedule must include an approximate start and completion date for all phases of the proposed development.

Lastly the written statement must identify existing natural and environmental resources and features on the subject property, including its topography, vegetation, soils, geology, and scenic view, and the impact of the proposed planned development on such resources and features, including proposals to preserve or protect such resources and features.

Schematic Graphic Depiction of Proposed Plan

☒ Submit schematic graphic drawings, drawn to scale, of the proposed site plan depicting the below items:

- Public and/or Private rights-of-way on or adjacent to the Subject Property
- Proposed dimensions and locations of vehicular and pedestrian circulation and parking elements
- Public and private open space
- Residential, commercial, office, and/or industrial and other land use designation locations
- General location and purpose of all easements

☒ Submit Preliminary Engineering Plans depicting the adequacy of the existing and proposed sanitary sewer, storm sewer, and water distribution systems

☒ Submit soft-line architectural elevations indicating the general style of architecture and typical building materials.

☒ Tax Impact Study

The Tax Impact Study should indicate the possible tax consequences and/or benefits the proposed planned development will have upon the Village of Northbrook and other affected taxing bodies.

☒ Traffic & Transit Study

The Traffic Study must include a list of new street construction and traffic control improvements necessary to accommodate the estimated increase in traffic and traffic related problems occasioned by the proposed development, as well as a statement of the Applicant's proposals for providing those needed improvements.

Natural and Environmental Resources and Features

☒ Copy of an application for Natural Resource Assessment to the North Cook County Soil and Water Conservation District *(this is solely for parcels over 2 acres in size)*

☒ Written description of natural and environmental resources and features on the subject property including its topography, vegetation, soils, geology, and scenic view, and the impact of the proposed planned development on such resources and features, including proposals to preserve or protect such resources. This includes providing a Tree Survey for the existing conditions.

☐ **Detailed Financial Assurance – Financing Plan**
Submit a detailed description of the financial assurances to be presented to guarantee completion of all public improvements and private open space to be provided in connection with the proposed planned development. The Applicant must also submit evidence of the financing plan proposed to use to complete the proposed development (an applicant's prior success in completing projects of similar scope may be offered in support of this requirement).

☒ **Tentative Plat of Subdivision Worksheet** (if required)

☒ **Statements of Justification Satisfying the Standards for a Planned Development**
All applicants must submit detailed written responses to all of the below listed items.

a. Plan Alignment. The PUD is consistent with and clearly puts into effect the goals, objectives, and policies set forth in adopted plans and policy documents of the Village.

b. Placemaking. The PUD has a distinctive identity and brand that is utilized in signs, streetscape, public art, architecture, public gathering spaces, and open spaces.

c. Integrated Design with Identifiable Centers and Edges. The PUD is laid out and developed as a unit in accordance with an integrated overall design. The design provides identifiable centers and edges through the harmonious grouping of buildings, uses, facilities, community spaces, and open spaces. The design is highly connected internally and externally and maximizes multimodal transportation.

d. Compatibility with Adjacent Land Uses. The PUD includes uses which are generally compatible with the uses of adjacent parcels, with consideration given to the level of activity or intensity, noise, light, and odor. If the uses are not generally compatible, adverse impacts are mitigated through building design, height, and placement; significant screening; landscaping; public open space; and other buffering features that protect uses within the development and surrounding properties beyond what is otherwise required by this Code.

e. Landscape Conservation and Visual Enhancement. The PUD preserves and enhances existing natural features and amenities, such as stands of mature trees, riparian areas, wildlife habitat, unique landforms or topography, and significant viewsheds, beyond that which is required by the Village.

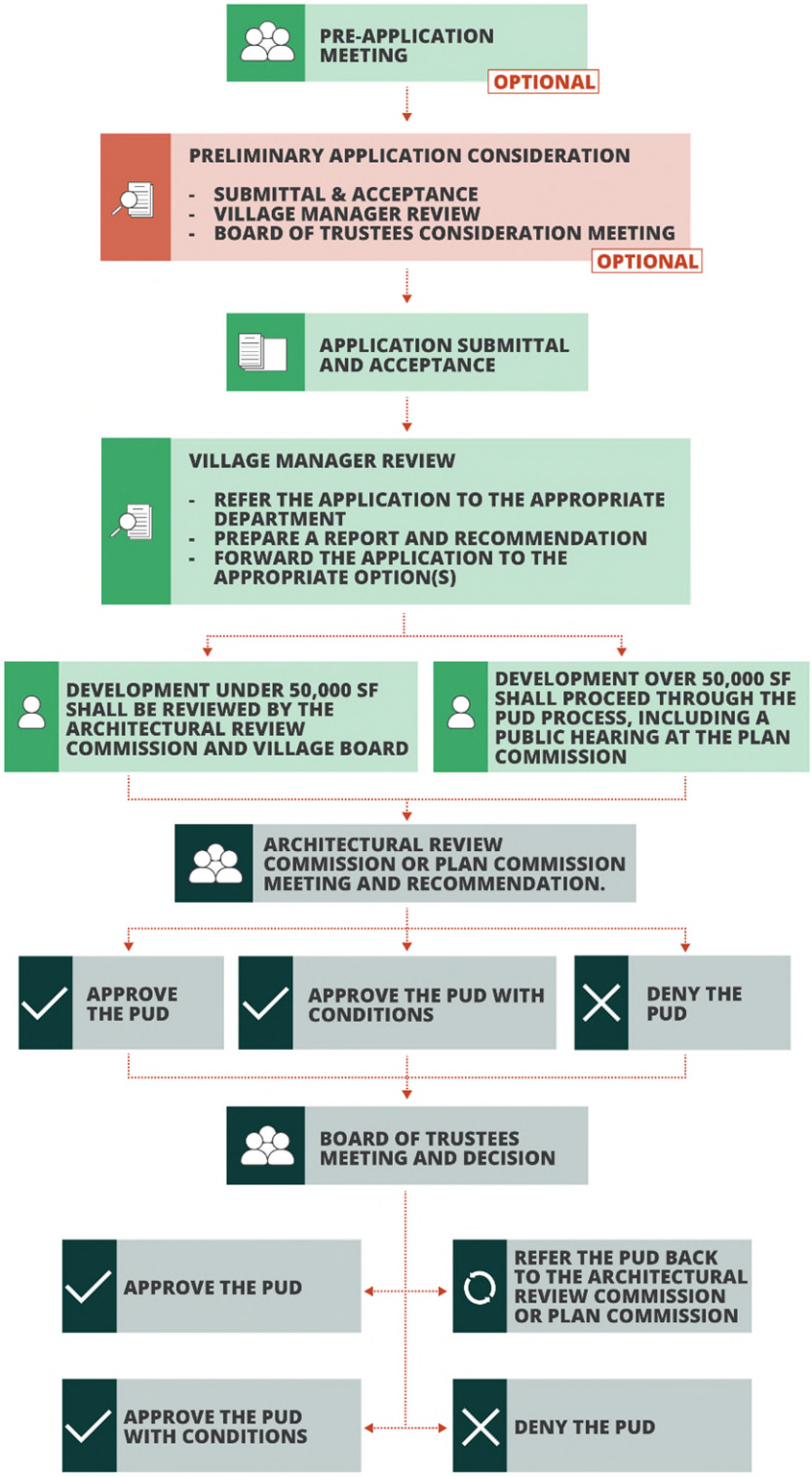
f. Open and Public Gathering Space. The PUD includes prominent and accessible open space and public gathering space, meeting the ownership and maintenance standards of Article 8 of the Zoning Code. The Board of Trustees may elect to condition their approval of the PUD on the dedication of open space and public gathering space to the Village for public use.

g. Archaeological, Historical, or Cultural Impact. The PUD does not substantially, adversely impact archaeological, historical, or cultural resources, including historic properties eligible for or listed in the National Register of Historic Places located on or off the parcel(s) proposed for development. Examples of adverse impacts include but are not limited to:

i. Neglect, destruction, damage, or removal of resources; alteration of property inconsistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties,

ii. Change of the character of the physical features of the resource's setting and association that contribute to its historic significance, and

iii. Introduction of visual, atmospheric, or audible elements that diminish the integrity of the property's significant historic features.


PRE-APPLICATION MEETING
OPTIONAL
PRELIMINARY APPLICATION CONSIDERATION
- SUBMITTAL & ACCEPTANCE
- VILLAGE MANAGER REVIEW
- BOARD OF TRUSTEES CONSIDERATION MEETING
OPTIONAL
APPLICATION SUBMITTAL AND ACCEPTANCE
VILLAGE MANAGER REVIEW
- REFER THE APPLICATION TO THE APPROPRIATE DEPARTMENT
- PREPARE A REPORT AND RECOMMENDATION
- FORWARD THE APPLICATION TO THE APPROPRIATE OPTION(S)
DEVELOPMENT UNDER 50,000 SF SHALL BE REVIEWED BY THE ARCHITECTURAL REVIEW COMMISSION AND VILLAGE BOARD
DEVELOPMENT OVER 50,000 SF SHALL PROCEED THROUGH THE PUD PROCESS, INCLUDING A PUBLIC HEARING AT THE PLAN COMMISSION
ARCHITECTURAL REVIEW COMMISSION OR PLAN COMMISSION MEETING AND RECOMMENDATION.
APPROVE THE PUD
APPROVE THE PUD WITH CONDITIONS
DENY THE PUD
BOARD OF TRUSTEES MEETING AND DECISION
APPROVE THE PUD
REFER THE PUD BACK TO THE ARCHITECTURAL REVIEW COMMISSION OR PLAN COMMISSION
APPROVE THE PUD WITH CONDITIONS
DENY THE PUD

Planned Development
Statement of Justification

a. **Plan Alignment**. The PUD is consistent with and clearly puts into effect the goals, objectives, and policies set forth in adopted plans and policy documents of the Village.

   The proposed PUD advances adopted Village policies by locating a mixed-use redevelopment in an area designated for Village Center Mixed Use and within the Downtown planning area. The project involved an integrated and coordinated plan that implements Village policies for mixed use, housing choice, pedestrian activity, river/open-space improvement, and stormwater management.

b. **Placemaking**. The PUD has a distinctive identity and brand that is utilized in signs, streetscape, public art, architecture, public gathering spaces, and open spaces.

   The PUD's identity centered around its proximity to the river creates a distinctive brand: The Flats at North Branch and the Shops at North Branch. Signage and landscaping, along with attractive architecture meeting the Village Green design standards will create a sense of place and community complementing and enhancing the downtown.

c. **Integrated Design with Identifiable Centers and Edges**. The PUD is laid out and developed as a unit in accordance with an integrated overall design. The design provides identifiable centers and edges through the harmonious grouping of buildings, uses, facilities, community spaces, and open spaces. The design is highly connected internally and externally and maximizes multimodal transportation.

   The coordinated residential and commercial building placement focused on the street with public internal roads, pedestrian walkways, the riverwalk, and large public open space provides a framework for a distinctive, integrated development. The transit-served location and pedestrian connections allow for the public to easily access the development, the open space, riverwalk and other downtown amenities.

d. **Compatibility with Adjacent Land Uses**. The PUD includes uses which are generally compatible with the uses of adjacent parcels, with consideration given to the level of activity or intensity, noise, light, and odor. If the uses are not generally compatible, adverse impacts are mitigated through building design, height, and placement; significant screening; landscaping; public open space; and other buffering features that protect uses within the development and surrounding properties beyond what is otherwise required by this Code.

   The site is bounded by public streets, the West Fork of the North Branch of the Chicago River, and the Village Church of Northbrook. This 7-acre site creates an opportunity for a place-making development in downtown that further enhances the downtown area retailers and restaurants while providing significant density in the form of for-sale condominiums. The 1.5 acre open space and riverwalk area mitigate the impacts of the new development by providing substantial public open space and greatly enhances the stormwater management of the property.

e. **Landscape Conservation and Visual Enhancement**. The PUD preserves and enhances existing natural features and amenities, such as stands of mature trees, riparian areas, wildlife habitat, unique landforms or topography, and significant viewsheds, beyond that which is required by the Village.

   The current site is substantially paved and lacks stormwater detention, while the proposed plan includes naturalized detention, a riverwalk, and public open space These elements directly support the PUD criteria for landscape enhancement, accessible open space, and public gathering space.

f. Open and Public Gathering Space. The PUD includes prominent and accessible open space and public gathering space, meeting the ownership and maintenance standards of Article 8 of the Zoning Code. The Board of Trustees may elect to condition their approval of the PUD on the dedication of open space and public gathering space to the Village for public use.

The project provides significant public open space and a riverwalk. The project is design to connect to the Downtown area, drawing not only residents of the development but the public into its central gathering space and riverwalk.

g. Archaeological, Historical, or Cultural Impact. The PUD does not substantially, adversely impact archaeological, historical, or cultural resources, including historic properties eligible for or listed in the National Register of Historic Places located on or off the parcel(s) proposed for development.

Not applicable.

COMPREHENSIVE PLAN AMENDMENT WORKSHEET

In addition to submitting the *Formal Application* form for a comprehensive plan amendment request, the Applicant must include the following information with your application. A Plan Commission public hearing for an application will not be scheduled until all required materials have been submitted and revised as necessary to meet Code requirements, as determined by Village staff. All the required application materials must be submitted to the Department of Development and Planning Services.

The initial submittal MUST contain:

☒ **1 electronic version (PDF)** of all application materials submitted in a format as described on the last page of the Formal Application form.

REQUIRED MATERIALS FOR SUBMISSION

☒ **Statement of Justification** - see attached

A written statement of need for the requested comprehensive plan amendment is required. The statement shall address the consistency with the overall policies, goals, objectives, principles and standards of the Official Comprehensive Plan. The staff, Plan Commission and Board of Trustees will use these standards in making a determination whether the proposed Comprehensive Plan Amendment is appropriate. Please provide a written response for each below item to submit with the formal application.

a) The trend of development in the vicinity of the subject property, including changes, if any, in such trend since the subject property was placed in its present plan designation or zoning classification.

b) The extent to which the value of the subject property is diminished by the existing plan designation or zoning classification applicable to it.

c) The extent, if any, to which the use and enjoyment of adjacent properties would be affected by the proposed amendment.

d) The extent, if any, to which the value of adjacent properties would be affected by the proposed amendment.

e) The extent, if any, to which the future orderly development of adjacent properties would be affected by the proposed amendment.

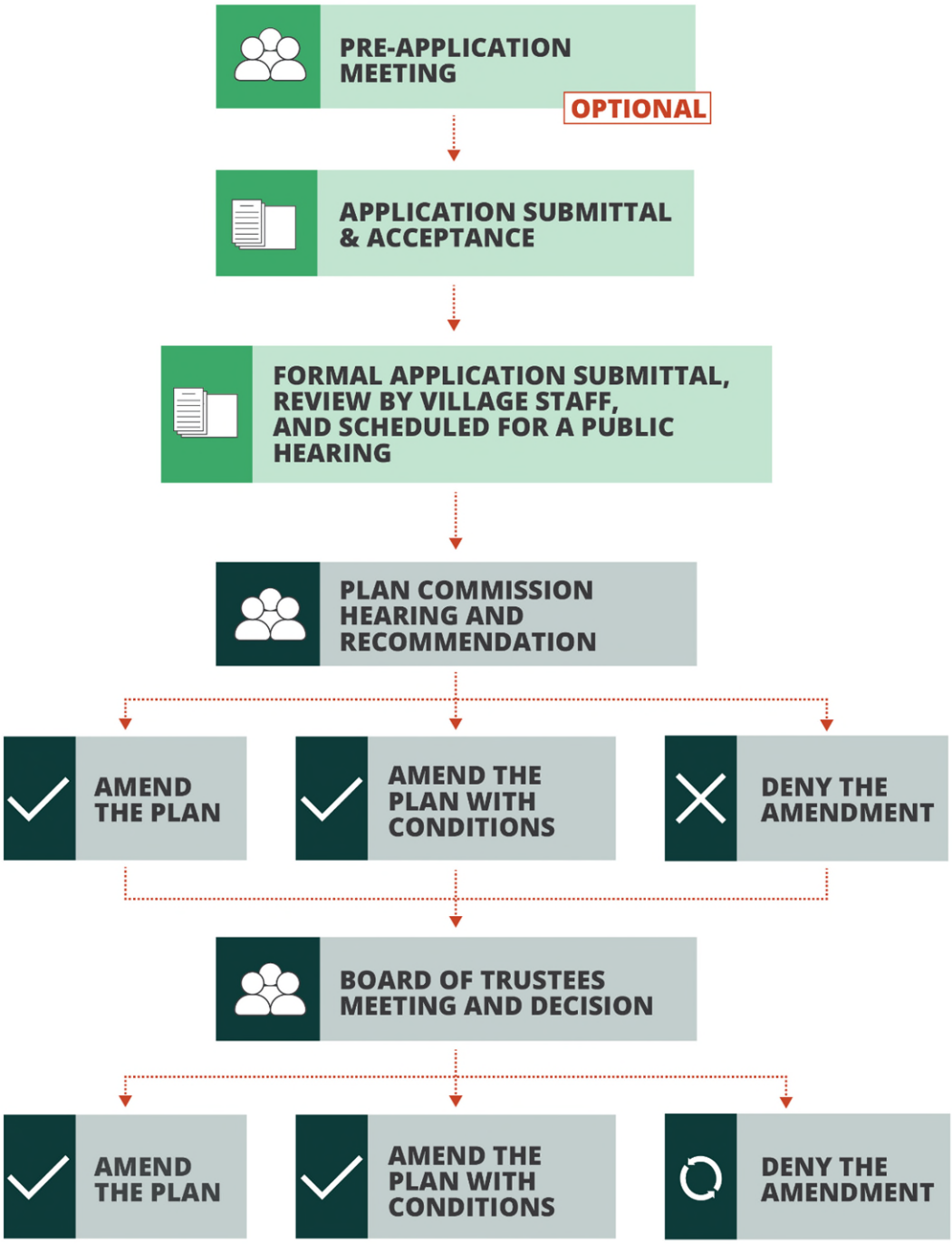
f) The suitability of the subject property for uses permitted or permissible under its present plan designation and zoning classification.

g) The availability of adequate ingress to and egress from the subject property and the extent to which traffic conditions in the immediate vicinity of the subject property would be affected by the proposed amendment.

h) The availability of adequate utilities and essential public services to the subject property to accommodate the uses permitted or permissible under its present plan designation and zoning classification.

i) The length of time, if any, that the subject property has been vacant, considered in the context of the pace of development in the vicinity of the subject property.

j) The community need for the proposed map amendment and for the uses and development it would allow.


PRE-APPLICATION MEETING
OPTIONAL
APPLICATION SUBMITTAL & ACCEPTANCE
FORMAL APPLICATION SUBMITTAL, REVIEW BY VILLAGE STAFF, AND SCHEDULED FOR A PUBLIC HEARING
PLAN COMMISSION HEARING AND RECOMMENDATION
AMEND THE PLAN
AMEND THE PLAN WITH CONDITIONS
DENY THE AMENDMENT
BOARD OF TRUSTEES MEETING AND DECISION
AMEND THE PLAN
AMEND THE PLAN WITH CONDITIONS
DENY THE AMENDMENT

Comprehensive Plan Map Amendment
Statement of Justification

a) The trend of development in the vicinity of the subject property, including changes, if any, in such trend since the subject property was placed in its present plan designation or zoning classification.

The 3,459 s.f. sliver of property is part of the larger development parcel and should be designated Village Center Mixed Use in order to bring the entire property under the same land use classification. The trend of development for this area is consistent with the planning and land use objectives of the Village Center Mixed Use classification, in that it is intended to accommodate higher-density multi-family housing together with retail, restaurant, office, service, entertainment, fitness, religious, and membership-organization uses, principally in the Meadow Road area and within the C-2, C-3, and VG-O regulatory framework.

b) The extent to which the value of the subject property is diminished by the existing plan designation or zoning classification applicable to it.

The future development and value of this parcel is tied directly to the larger parcel. Without a consistent land use and zoning classification, its value is greatly diminished.

c) The extent, if any, to which the use and enjoyment of adjacent properties would be affected by the proposed amendment.

The change in land use classification will have no adverse impact on the use and enjoyment of adjacent properties as this parcel will be part of the public open space and riverwalk.

d) The extent, if any, to which the value of adjacent properties would be affected by the proposed amendment.

The change in land use classification will have no adverse impact on the value of adjacent properties as this parcel will be part of the public open space and riverwalk.

e) The extent, if any, to which the future orderly development of adjacent properties would be affected by the proposed amendment.

The inclusion of this parcel under the same land use and zoning classification as the larger development parcel allows for it to be included as part of the public open space and riverwalk. The adjacent property will not be impacted.

f) The suitability of the subject property for uses permitted or permissible under its present plan designation and zoning classification.

The parcel is too small for any independent development but is critical for the larger development parcel in that it allows for the construction, subject to required easements, of a continuous riverwalk along the length of the river in this area.

g) The availability of adequate ingress to and egress from the subject property and the extent to which traffic conditions in the immediate vicinity of the subject property would be affected by the proposed amendment.

The consolidation of this parcel under unified land use and zoning classifications will be beneficial in providing public riverwalk access from Shermer (subject to required easements) and will not impact traffic conditions.

h) The availability of adequate utilities and essential public services to the subject property to accommodate the uses permitted or permissible under its present plan designation and zoning classification.

The parcel is too small for any development without consolidation into the larger parcel.

i) The length of time, if any, that the subject property has been vacant, considered in the context of the pace of development in the vicinity of the subject property.

The parcel has always been vacant and without consolidation, is not developable.

j) The community need for the proposed map amendment and for the uses and development it would allow.

Consolidating this parcel with the larger development parcel will benefit the community as it will allow for the construction of open space and the riverwalk.

REZONING & ZONING MAP WORKSHEET

In addition to submitting the *Formal Application* form for a rezoning request, also known as a zoning map amendment, the Applicant must include the following information with your application. A public hearing for an application will not be scheduled until all required materials have been submitted and revised as necessary to meet Code requirements, as determined by Village staff. All the required application materials must be submitted to the Department of Development & Planning Services.

The initial submittal MUST contain:

- ☑ **1 electronic version (PDF)** of all application materials submitted in a format as described on the last page of the Formal Application form.

REQUIRED MATERIALS FOR SUBMISSION

- ☑ **Specify Current Zoning District(s)**: IB-Institutional Building
- ☑ **Specify Requested Zoning District(s)**: C-2 Neighborhood Commercial District
- ☑ **Statement of Justification**

A written statement of need for the requested rezoning and zoning map amendment is required. The statement of justification shall address the following factors as outlined in Article 2 of the Zoning Code. The staff, Plan Commission and Board of Trustees will use these standards in making a determination whether or not the proposed rezoning is appropriate. Please provide a written response for each item below to submit with the formal application.

a) The existing uses and zoning classifications of properties in the vicinity of the subject property.

b) The trend of development in the vicinity of the subject property, including changes, if any, in such trend since the subject property was placed in its present plan designation or zoning classification.

c) The extent to which the value of the subject property is diminished by the existing plan designation or zoning classification applicable to it.

d) The extent to which such diminution in value is offset by an increase in the public health, safety, and welfare.

e) The extent, if any, to which the use and enjoyment of adjacent properties would be affected by the proposed amendment.

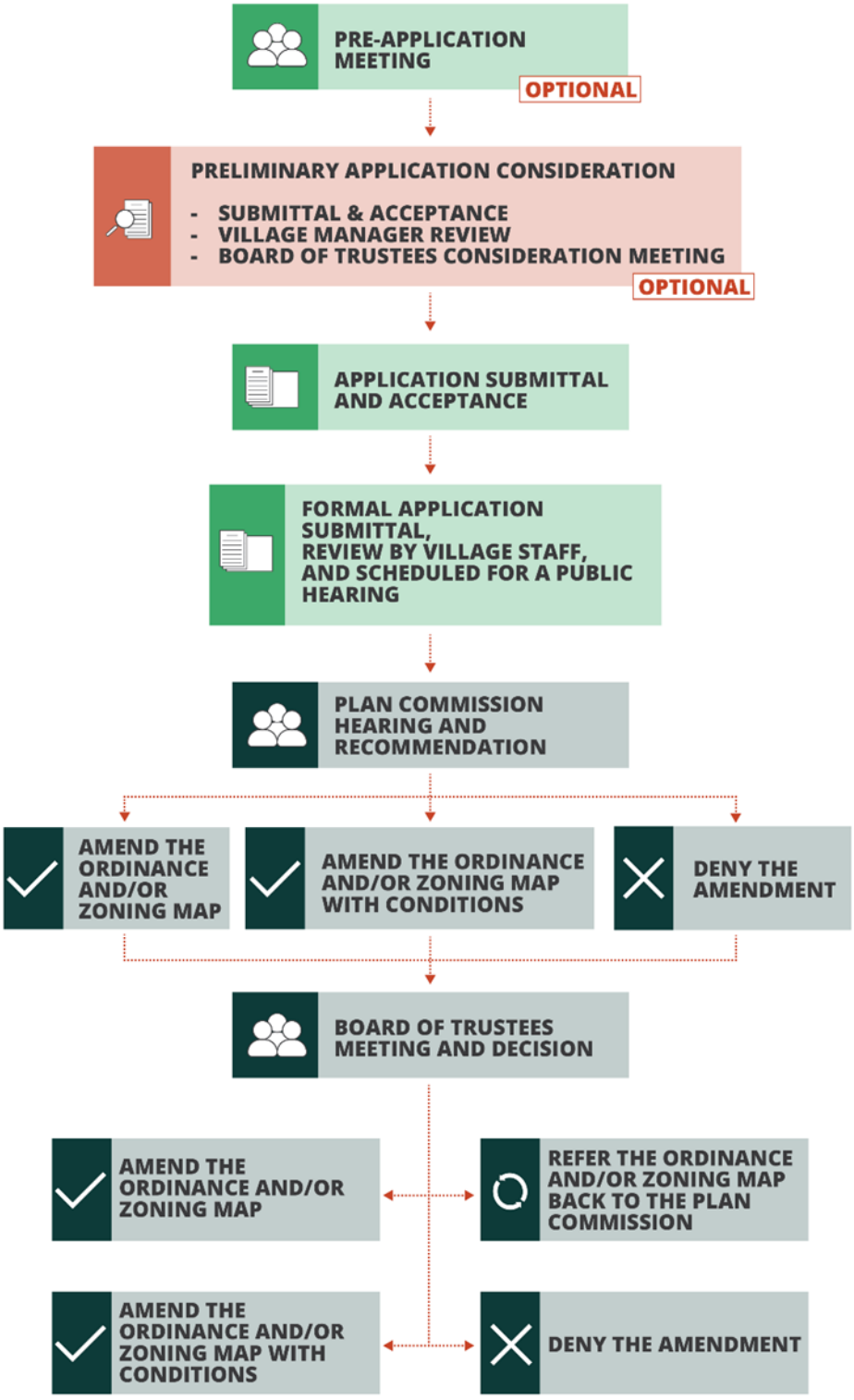
f) The extent, if any, to which the value of adjacent properties would be affected by the proposed amendment.

g) The extent, if any, to which the future orderly development of adjacent properties would be affected by the proposed amendment.

h) The suitability of the subject property for uses permitted or permissible under its present plan designation and zoning classification.

i) The length of time, if any, that the subject property has been vacant, considered in the context of the pace of development in the vicinity of the subject property.

j) The community need for the proposed map amendment and for the uses and development it would allow.


PRE-APPLICATION MEETING
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AMEND THE ORDINANCE AND/OR ZONING MAP
AMEND THE ORDINANCE AND/OR ZONING MAP WITH CONDITIONS
DENY THE AMENDMENT
BOARD OF TRUSTEES MEETING AND DECISION
AMEND THE ORDINANCE AND/OR ZONING MAP
REFER THE ORDINANCE AND/OR ZONING MAP BACK TO THE PLAN COMMISSION
AMEND THE ORDINANCE AND/OR ZONING MAP WITH CONDITIONS
DENY THE AMENDMENT

Rezoning - Statement of Justification

a) The existing uses and zoning classifications of properties in the vicinity of the subject property.

The subject parcel is approximately 3,500 s.f. and bound by the river to the south, a church to the north and the Northbrook Meadow shopping center parcel to the west. This parcel is included in the proposed development of Northbrook Meadow shopping center, which is zoned C-2.

b) The trend of development in the vicinity of the subject property, including changes, if any, in such trend since the subject property was placed in its present plan designation or zoning classification.

The parcel is too small for development without consolidation in to the larger development piece and has been zoned IB for a long period of time without redevelopment opportunities.

c) The extent to which the value of the subject property is diminished by the existing plan designation or zoning classification applicable to it.

The parcel's value is diminished by being a small , undevelopable parcel without consolidation into the larger C-2 zoned property.

d) The extent to which such diminution in value is offset by an increase in the public health, safety, and welfare.

The public health, safety and welfare will be enhanced by allowing this parcel to be part of the open space and riverwalk that will be created as part of the larger development.

e) The extent, if any, to which the use and enjoyment of adjacent properties would be affected by the proposed amendment.

The change in zoning classification will have no adverse impact on the use and enjoyment of adjacent properties as this parcel will be part of the public open space and riverwalk.

f) The extent, if any, to which the value of adjacent properties would be affected by the proposed amendment.

The change in zoning classification will have no adverse impact on the value of adjacent properties as this parcel will be part of the public open space and riverwalk.

g) The extent, if any, to which the future orderly development of adjacent properties would be affected by the proposed amendment.

The inclusion of this parcel under the same land use and zoning classification as the larger development parcel allows for it to be included as part of the public open space and riverwalk. The adjacent property will not be impacted.

h) The suitability of the subject property for uses permitted or permissible under its present plan designation and zoning classification.

The parcel is too small for any independent development but is critical for the larger development parcel in that it allows for the construction, subject to required easements, of a continuous riverwalk along the length of the river in this area.

i) The length of time, if any, that the subject property has been vacant, considered in the context of the pace of development in the vicinity of the subject property.

The parcel has always been vacant and without consolidation, is not developable.

j) The community need for the proposed map amendment and for the uses and development it would allow.

Consolidating this parcel with the larger development parcel will benefit the community as it will allow for the construction of open space and the riverwalk.

TENTATIVE PLAT OF SUBDIVISION WORKSHEET

In addition to submitting the *Formal Application* form for a tentative plat of subdivision application, the Applicant must include the following information with your application. A tentative plat of subdivision cannot be reviewed by the Village unless and until a complete application has been filed. All of the required application materials must be submitted to the Department of Development & Planning Services.

The initial submittal MUST contain:

☒ **1 electronic version (PDF)** of all application materials submitted in a format as described on the last page of the Formal Application form.

REQUIRED MATERIALS FOR SUBMISSION

☒ **Written Explanation of Request**
Provide a letter or written statement explaining the proposed subdivision, the proposed subdivision name for file identification, and a description of the property location.

☒ **Legal Descriptions**
Legal descriptions for all lots involved in consolidation must be provided on the plat.

☐ **Title Insurance Policy**
Provide title insurance policy or documents showing any relevant easement, covenant or other deed.

☒ **Title Policy Report**
Provide current title policy report or deed and title search.

☐ **Statement of Justification for Subdivision Variations**
If the applicant is requesting a variation of the standards of the Village of Northbrook Subdivision and Development Code, a written statement of need for the requested subdivision variation is required.

☒ **School District(s), Park District(s), and Sanitary and Drainage District(s)**
Provide the names of the school district(s), park districts(s), and sanitary and drainage districts within which the property is located.

☐ **North Cook County Soil and Water Conservation District Application**
If the property exceeds two (2) acres in size, evidence of an application to the North Cook County Soil and Water Conservation District requesting preparation of Natural Resources Assessment Report is required.

☒ **Proposed Tentative Plat of Subdivision**
A proposed tentative plat of subdivision pursuant to Section 3-101 (B) of the Subdivision and Development Code must be provided. The tentative plat must contain the following information. Specific details of these requirements can be found in Section 3-101 (B).

1. General Graphic Standards of Tentative Plat of Subdivision
2. General Subdivision Information
3. Transportation and Circulation System
4. Environmental Information
5. Utility Information
6. Other information as deemed necessary and reasonable for the review of any tentative Subdivision application may be requested by the Village Manager, Village Engineer, Plan Commission or Board of Trustees.

☒ **Preliminary Engineering and Tree Preservation Plans**

The following plan sheets or a combination of the following sheets must be included with a tentative plat application:

- Title & Note Sheet
- Preliminary Grading and Erosion Control Plan
- Stormwater Calculations
- Preliminary Utility Plan
- Existing Conditions, Preliminary Tree Removal/Preservation, and Demolition Plan
- Preliminary Landscape Plan

SUBDIVISION VARIATION WORKSHEET

In addition to submitting the *Plan Commission Application* form **for a subdivision variation**, the Applicant must include the following information with your application. A public hearing for a Subdivision Variation application will not be scheduled until all required materials have been submitted and revised as necessary to meet Code requirements, as determined by Village staff. All of the required application materials must be submitted to the Department of Development & Planning Services.

The initial submittal MUST contain:

☑ **1 electronic version (PDF)** of all application materials submitted in a format as described on the last page of the Formal Application form.

REQUIRED MATERIALS FOR SUBMISSION

☑ **Describe Variation Being Requested:**

To reduce the required public ROW from 60' to 44' for Riverview Dr. and from 60' to 59' for the Keystone Ave. extension.

☑ **Statement of Justification**

Every application filed pursuant to Article III of the Subdivision Code shall provide a statement of how the variation sought would satisfy the standards set forth in Section 2-102:A of the Subdivision Code. The staff, Board of Trustees, and Plan Commission, will use these standards in making a determination whether or not the proposed variation is appropriate. Please complete the below form (use additional paper if needed) and submit this form with the formal application.

1. The requested variation is in keeping with the overall purpose and intent of the Subdivision and Development Code.

   Even with the reduced ROW, the project promotes orderly development and ensures the proper coordination and installation of street and promotes the logical arrangement of lots for future development. The pavement width for each ROW is a minimum of 27 feet, which complies with the Village code.

2. The granting of the variation will not be to the detriment of adjacent properties.

   The ROWs in question are contained entirely within the proposed development and do not impact adjacent properties.

3. The granting of the variation will not be contrary to the public health, safety and general welfare.

   The pavement width (from back of curb to back of curb) conforms to the Village requirement of 27 feet, allowing for the safe passage of automobiles. Pedestrian safety is accommodated throughout the development with sidewalks connecting this site to the rest of downtown and to the public open space within the development.

4. The situation of the applicant is not of a general or recurring nature for similarly situated properties within the Village or its jurisdiction.

   The site is currently developed such that there is no connectivity to the outside community beyond access to the shopping center. It also borders the river rather than the Village's ROW system. The proposed development introduces access to the neighborhood at large and the river amenity through a framework of pedestrian and automobile connectivity.

2024 Tax Map

Page 0410E

42-12-10E

Cook County, Illinois
W½ SW¼ Section 10 - 42 - 12
NORTHFIELD

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"A"

ASSESSOR'S DIV. of Sec. 10-42-12.

Rec. 03/14/1874 Doc. 156005

"B"

WALTER'S RESUB. of part of the N.E.1/4 of the S.E.1/4 of Sec. 9-42-12 and the N.W.1/4 of the S.W.1/4 of Sec. 10-42-12 in Geo. A. Kiest's Second Sub. of land in the N.W.1/4 of Sec. 10-42-12, being a part of Lot 8 in Sec. 10 and part of Lot 4 in Sec. 9 in Assessor's Div. (see "A").

Rec. 06/05/1905 Doc. T2609

"C"

SUB. of part of the W.1/2 of Sec. 10-42-12, part of Lot 19 of Assessor's Div. (see "A").

Rec. 11/12/1881 Doc. 358659

"D"

LORENZ SUB. of part of the N.W.1/4 of the S.W.1/4 of Sec. 10-42-12.

Rec. 04/15/1957 Doc. T1733252

"E"

GEORGE A. KIEST'S SUB. of Blks. 2 & 4 in Sub. of part of the W.1/2 (see "C").

Rec. 01/14/1893 Doc. 1801047

"F"

OWNER'S SUB. of Lot 2 in George A. Kiest's Sub. (see "E").

Rec. 05/29/1918 Doc. 6332430

"G"

FIRST ADD. TO NORTHBROOK MANOR, a sub. of the S.1/2 of the S.W.1/4 of Sec. 10-42-12.

Rec. 05/21/1926 Doc. 9283406

"H"

NORTHBROOK COMMERICAL TRUST SUB. of part of LOT 41 in Walter's Resub. of part of N.E.1/4 S.E.1/4 Sec. 9-42-12 and part of N.W.1/4 S.W.1/4 Sec. 10-42-12, also part of N.E.1/4 Sec. 9 and part of N.W.1/4 Sec. 10.

Rec. Doc. T1794684

"J"

STASH'S-MAPLE AVENUE CONSOLIDATION OF LOTS 3 & 4 IN BLOCK 5 IN THE FIRST ADDITION TO NORTHBROOK MANOR (SEE "G")

Rec. 04/10/2013 Doc. 1310029058

"K"

VILLAGE GREEN CENTER PLAT OF CONSOLIDATION, being a resub of Lot 1 in the Sub (See "C").

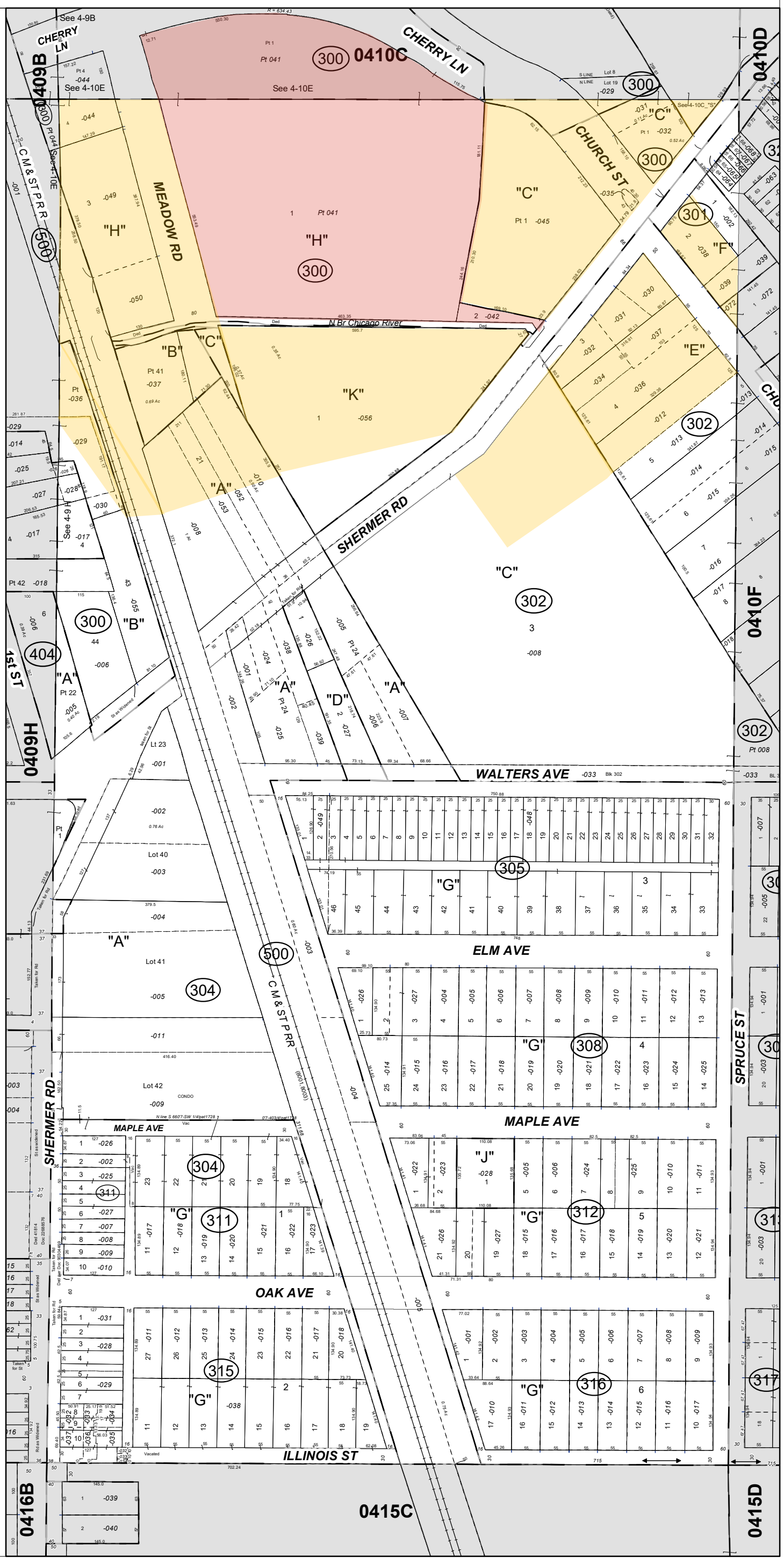
Rec. 06/30/2016 Doc. 1618234077

CONDOMINIUM: 04-09-412-030
THE LAURAL TOWN HOMES CONDO
Rec. 12/08/2006 Doc. 0634209128

Unit	Unit	Unit
2001 = 1001	2003 = 1002	2005 = 1003
2007 = 1004	2009 = 1005	2011 = 1006
2013 = 1007	2015 = 1008	2017 = 1009
2019 = 1010	2021 = 1011	2023 = 1012
1420 A = 1013	1420 B = 1014	1420 C = 1015
1420 D = 1016	1420 E = 1017	1420 F = 1018
1420 G = 1019	1420 H = 1020	1420 J = 1021
1400 = 1022	1402 = 1023	1404 = 1024
1406 = 1025	1408 = 1026	1410 = 1027
1412 = 1028	1414 = 1029	1416 = 1030
1418 = 1031	2004 = 1032	2006 = 1033
2008 = 1034	2010 = 1035	2012 = 1036
2014 = 1037	2016 = 1038	2018 = 1039
2020 = 1040	2022 = 1041	

CONDOMINIUM: 04-10-304-009
THE CITADEL CONDO. OF NORTHBROOK
Rec. 09/30/1977 Doc. 24130130

Unit	Unit	Unit
1A = 1001	2A = 1002	3A = 1003
4A = 1004	5A = 1005	6A = 1006
7A = 1007	8A = 1008	101B = 1009
102B = 1010	103B = 1011	104B = 1012
105B = 1013	106B = 1014	201B = 1015
202B = 1016	203B = 1017	204B = 1018
205B = 1019	206B = 1020	101C = 1021
102C = 1022	201C = 1023	202C = 1024
203C = 1025	204C = 1026	205C = 1027
206C = 1028	207C = 1029	208C = 1030
209C = 1031	210C = 1032	301C = 1033
302C = 1034	303C = 1035	304C = 1036
305C = 1037	306C = 1038	307C = 1039
308C = 1040	309C = 1041	310C = 1042
401C = 1043	402C = 1044	403C = 1045
404C = 1046	405C = 1047	406C = 1048
407C = 1049	408C = 1050	409C = 1051
410C = 1052	501C = 1053	502C = 1054
503C = 1055	504C = 1056	505C = 1057



2024 Tax Map

Page 0410C

42-12-10C

Cook County, Illinois
W½ NW¼ Section 10 - 42 - 12
NORTHFIELD

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"A"

ASSESSOR'S DIV. of Sec. 10-42-12.

Rec. 03/14/1874 Doc. 156005

"B"

NORTHBROOK ESTATES UNIT NO. 5, a sub. in Sections 9 & 10-42-12.

Rec. 10/13/1955 Doc. T1627188

"C"

R.S HAMBLY & CO.'S FOREST VISTA SUB. of part of the N.W. 1/4 of Sec. 10-42-12.

Rec. 03/02/1927 Doc. 9566084

"D"

GEORGE A. KIEST'S SECOND SUB. of land in the N.W. 1/4 of Sec. 10-42-12, being part of Lot 8 in Assessor's Div. (see "A").

Rec. 11/24/1894 Doc. 2138311

"E"

SANTUCCI'S SUB. of Lot 45 in George A. Kiest's Second Sub. of land (see "D").

Rec. 06/01/1956 Doc. 16597635

"F"

ST. GILES SUB. of Lot 49 (except the E. 50 ft. thereof) and (except the W. 7 ft. of Lot 49) in George A. Kiest's Second Sub. of land (see "D").

Rec. 04/24/1957 Doc. 16886016

"G"

HESSE'S SUB. of part of the S. 1/2 of the N.W. 1/4 of Sec. 10-42-12.

Rec. 06/12/1929 Doc. 10397577

"H"

CENTRAL SUB. UNIT NO. 1, a sub. of part of the W. 1/2 of Sec. 10-42-12.

Rec. 05/23/1957 Doc. 16912340

"J"

CENTRAL SUB. UNIT NO. 2 of part of the W. 1/2 of Sec. 10-42-12.

Rec. 05/23/1957 Doc. T1739621

"K"

NORTHBROOK ESTATES UNIT NO. 1, a sub. in Sec. 10-42-12.

Rec. 05/25/1953 Doc. T1463515

"L"

NORTHBROOK ESTATES UNIT NO. 3, a sub. in Section 9 & 10-42-12.

Rec. 06/02/1955 Doc. 16158263

"M"

NORTHBROOK ESTATES UNIT NO. 2, a sub. in Sections 9 & 10-42-12.

Rec. 09/15/1954 Doc. 16016166

"N"

NORTHBROOK COMMERICAL TRUST SUB. of part of LOT 41 in Walter's Resub. of part of N.E.1/4 S.E.1/4 Sec. 9-42-12 and part of N.W.1/4 S.W.1/4 Sec. 10-42-12, also part of N.E.1/4 Sec. 10.

Rec. Doc. T1794684

"O"

CHERRY LANE RESUB. of part of Lot 6 in Northbrook Commerical Trust Sub. (see "N")

Rec. 12/15/1967 Doc. 20356197

"P"

NORTHBROOK TRUST SUB. of NW1/4 of Sec. 10-42-12 & a Resub. of Lot 2 in Central Sub. Unit 1 (see "H") & Lots 1,2,3 and 4 in Hesse's Sub. (See "G") & Lot 41 in Geo. Kiest's 2nd Sub. (See "D").

Rec. 05/28/1980 Doc. 25468856

"Q"

TOM & ANNA MAE GRANT SUB. of Lot 44 (except the E. 66.10 ft. of the N. 139.75 ft. thereof) of George A. Kiest's Second Sub. (See "D").

Rec. 11/12/1986 Doc. 86535692

"R"

LINCOLN SUB. of the S. 1/2 of Lots 46 & 47 of George A. Kiest's Second Sub. (See "D").

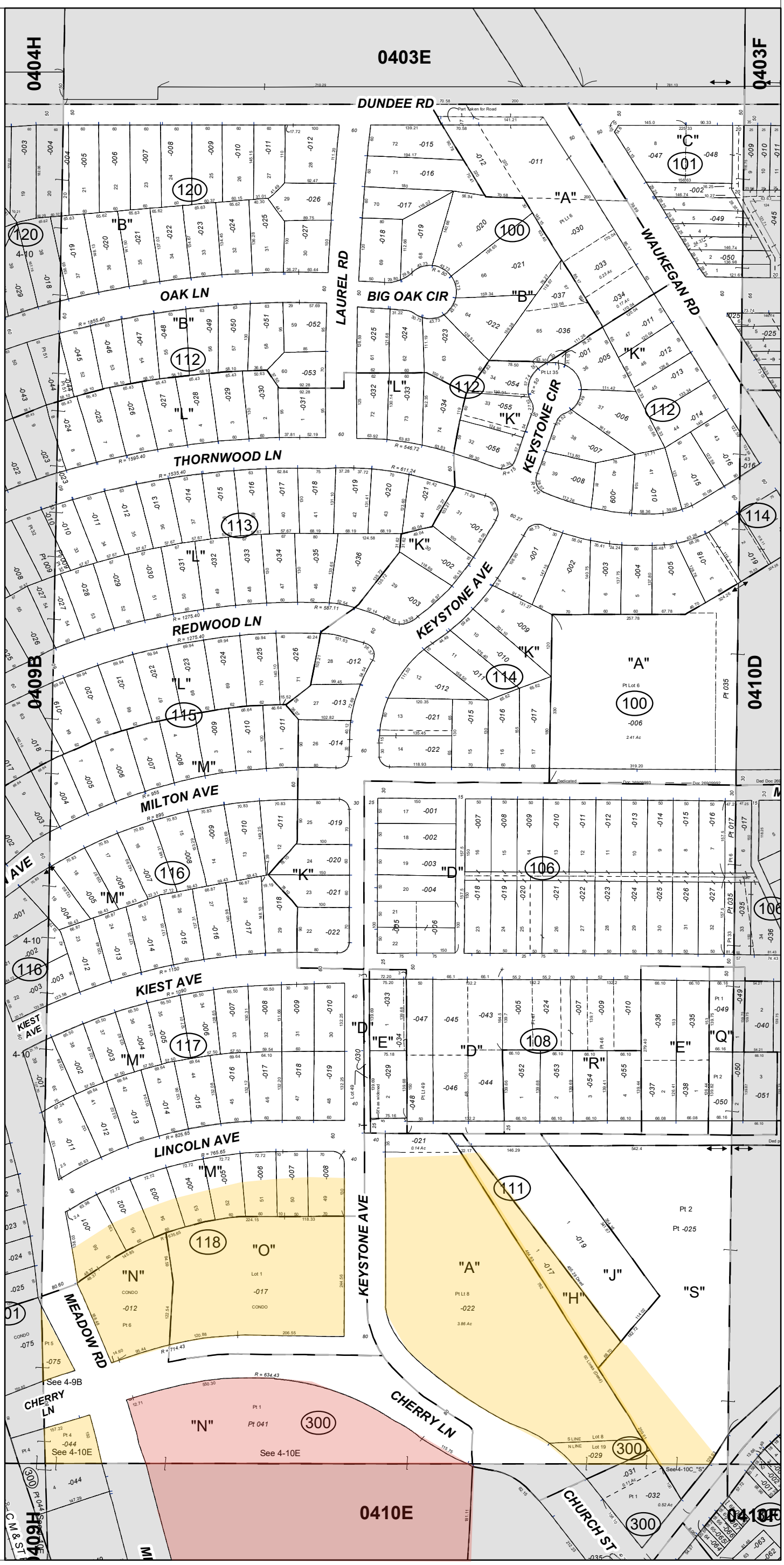
Rec. 01/22/1987 Doc. 87044369

"S"

BOA - NORTHBROOK RESUB of Lot 1 in Northbrook Trust Sub (See "P").

CONDOMINIUM: 04-09-201-075
MEADOW CONDOMINIUM
Rec. 05/23/1985 Doc. 27098483

Unit	Unit	Unit
1140 = 1001	1142 = 1002	1144 = 1003
1146 = 1004	1148 = 1005	1150 = 1006
1152 = 1007	1154 = 1008	1156 = 1009
1158 = 1010		



Cook County, Illinois
E½ NE¼ Section 9 - 42 - 12
NORTHFIELD

2024 Tax Map

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42-12-9B

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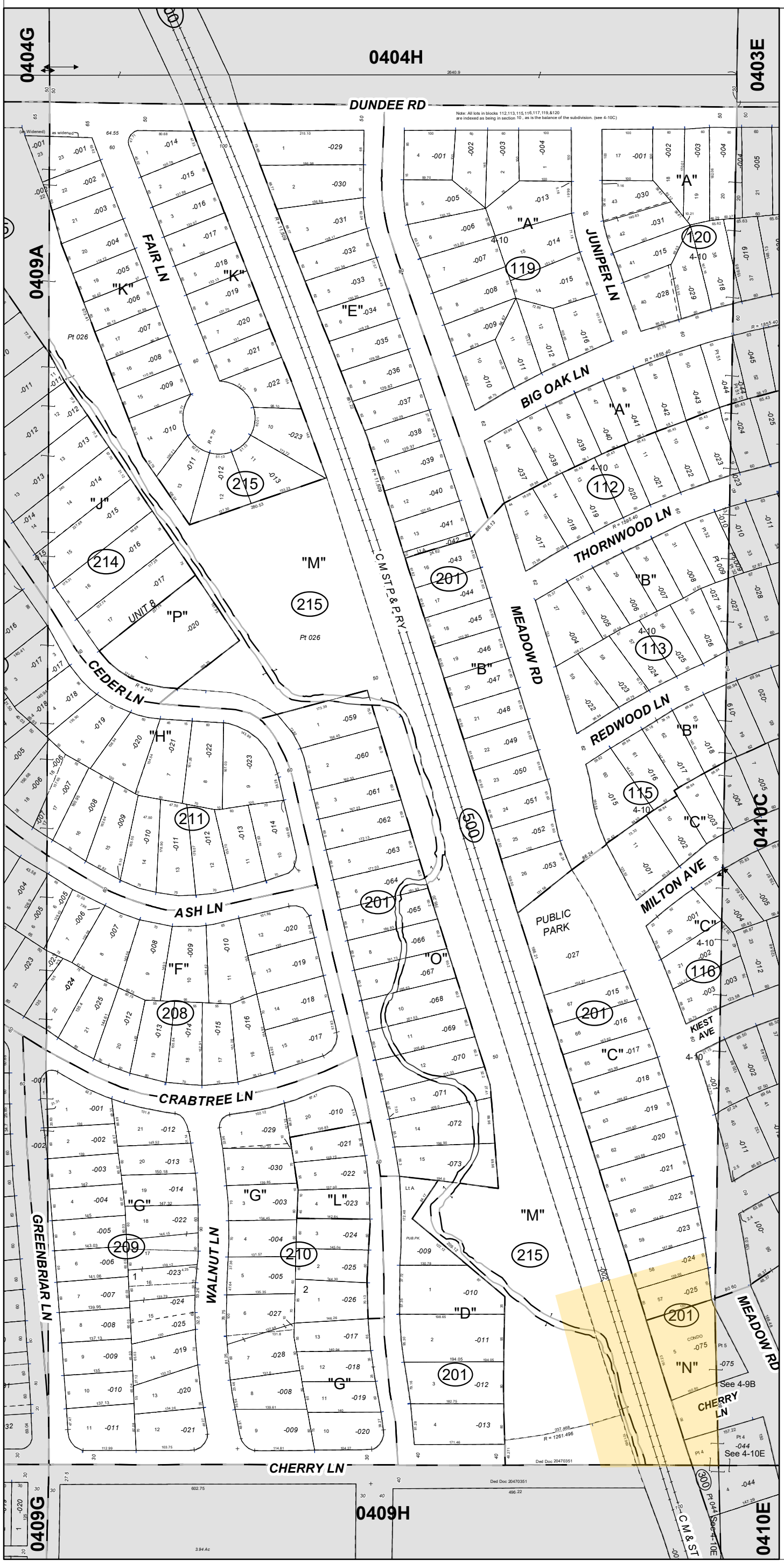

"A"

NORTHBROOK ESTATES UNIT NO. 5, a sub. in Sections 9 & 10-42-12. Correction of dimensions. Rec. Mar 22, 1956 Doc. T1658783.

Rec. 10/13/1955 Doc. T1627188

"B"

NORTHBROOK ESTATES UNIT NO. 3, a sub. in Sections 9 & 10-42-12.

Rec. 02/24/1955 Doc. 16158263

"C"

NORTHBROOK ESTATES UNIT NO. 2, a sub. in Sections 9 & 10-42-12.

Rec. 03/30/1954 Doc. 15868248

"D"

THEO. MEYER'S SUB., a sub. of part of the S.E. 1/4 of the N.E. 1/4 of Sec. 9-42-12.

Rec. 03/06/1952 Doc. 15288817

"E"

NORTHBROOK ESTATES UNIT NO. 4, a sub. of Sec. 9-42-12.

Rec. 03/31/1955 Doc. T1585015

"F"

NORTHBROOK HIGHLANDS UNIT NO. 4A, a sub. in the N.E. 1/4 of Sec. 9-42-12.

Rec. 08/01/1946 Doc. 13859169

"G"

NORTHBROOK HIGHLANDS UNIT NO. 6, a sub. in the N.E. 1/4 of Sec. 9-42-12.

Rec. 08/01/1946 Doc. 13859171

"H"

NORTHBROOK HIGHLANDS UNIT NO. 7, a sub. in the N.E. 1/4 of Sec. 9-42-12.

Rec. 10/26/1953 Doc. 15753502

"J"

JOHN S. CLARK'S RESUB. of Units 8 & 12A of Northbrook Highlands Units 8 & 12A in Sec. 9-42-12.

Rec. Doc. T1650623

"K"

FAIR MEADOWS SUB. in the N.E. 1/4 of Sec. 9-42-12.

Rec. Doc. T1644248

"L"

RESUB. of Lots 14 to 19, both incl., of Blk. 2 of Northbrook Highlands Unit No. 6, a sub. in the N.E. 1/4 of Sec. 9-42-12.

Rec. 12/13/1949 Doc. 14695121

"M"

ASSESSOR'S DIV. of the E. 1/2 of Sec. 9-42-12.

Rec. 04/09/1874 Doc. 156004

"N"

NORTHBROOK COMMERICAL TRUST SUB. of part of Lot 41 in Walter's Resub. of part of N.E. 1/4 S.E. 1/4 Sec. 9-42-12 and part of N.W. 1/4 S.W. 1/4 Sec. 10-42-12, also part of N.E. 1/4 Sec. 9 and part of N.W. 1/4 Sec. 10.

Rec. Doc. T1794684

"O"

NORTHBROOK HIGHLANDS UNIT NO. 14, a Sub. in the N.E. 1/4 Sec. 9-42-12.

Rec. Doc. T1793289

"P"

COYLE'S CONSOLIDATION of Lots 18 & 19 in John S. Clark's Resub (See "J").

Rec. 12/10/2014 Doc. 1434419116

CONDOMINIUM: 04-09-201-075
MEADOW CONDOMINIUM
Rec. 05/23/1985 Doc. 27098483

Unit	Unit	Unit
1140 = 1001	1142 = 1002	1144 = 1003
1146 = 1004	1148 = 1005	1150 = 1006
1152 = 1007	1154 = 1008	1156 = 1009
1158 = 1010		

Cook County, Illinois
E½ SE¼ Section 9 - 42 - 12
NORTHFIELD

2024 Tax Map

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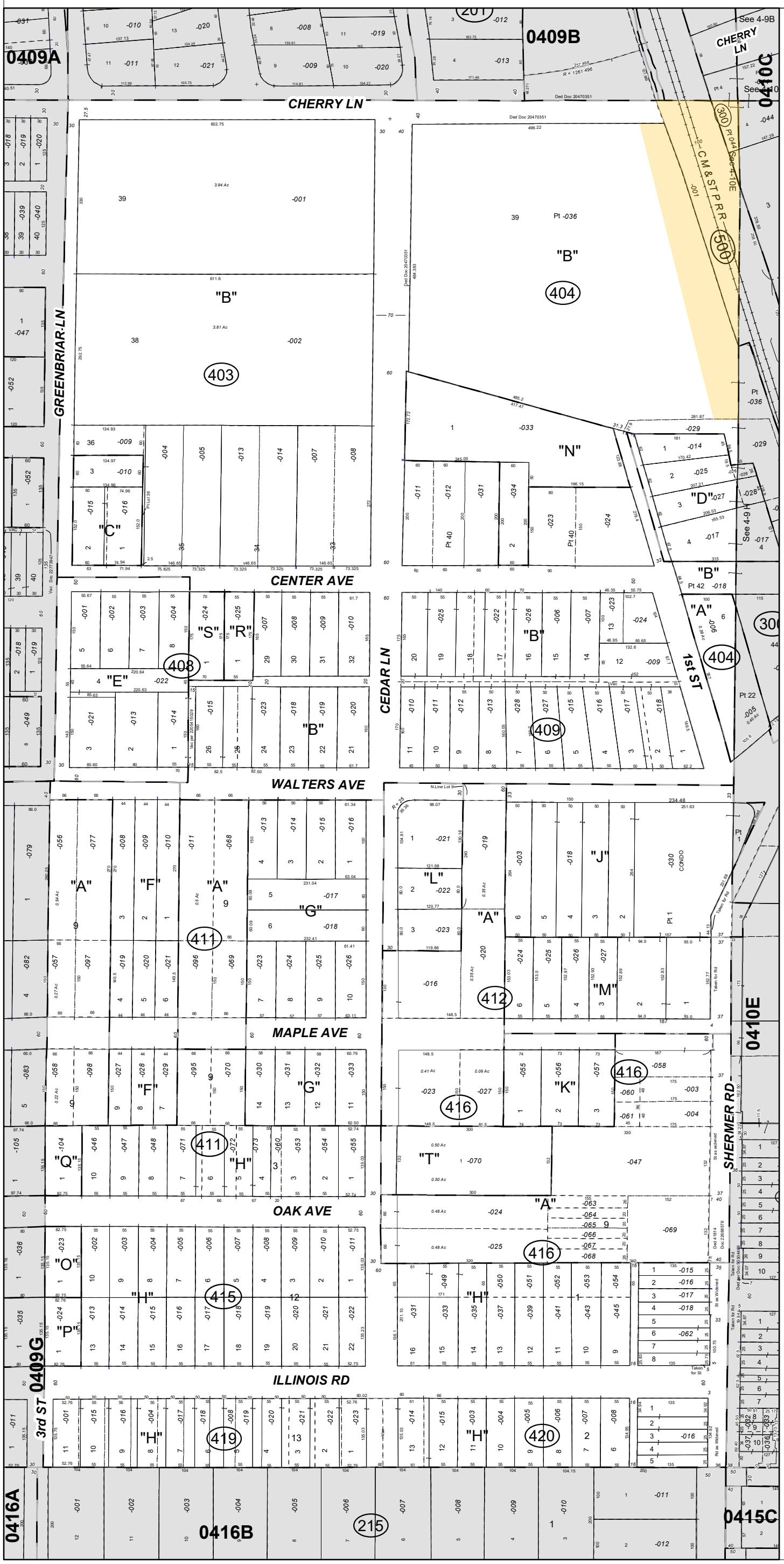

"A"

ASSESSOR'S DIV. of the E.1/2 of Sec. 9-42-12.

Rec. 04/09/1874 Doc. 156004

"B"

WALTER'S RESUB. of part of the N.E.1/4 of the S.E.1/4 of Sec. 9-42-12 and part of the N.W.1/4 of the S.W.1/4 of Sec. 10-12-12 (except the right of way of the C.M. & St. P.R.R. and that part conveyed to Daniel E. Beaver by Henry Walter) described as f ollows: Beginning at a stone at the S.E. corner of the N.E.1/4 of the S.E.1/4 of Sec. 9, thence W. along the S. line of said N.E.1/4 of the S.E.1/4 1280.6 ft. to a stone, thence N. 1319.75 ft. to a stone in the E. & W.1/2 of section line of said Sec . 9, thence E. 1280.4 ft. to a stone at the E.1/4 corner of said Sec. 9, thence S. 30 degrees 10 minutes E. 659.6 ft. to a stake, thence S. 47 degrees, 35 minutes W. 211 ft. to a stake, thense S. 16 degrees, 52 minutes E. along the E.'ly right of way

Rec. 06/05/1905 Doc. T2609

"C"

SUB of Lot 36 (except the E. 2-1/2 ft. thereof, except the N. 60 ft. thereof and except that part of said lot taken for street as shown on plat registered as Doc. 113983) in Walter's Resub. of part of the N.E.1/4 of the S.E.1/4 of Sec. 9 and part of the N.W.1/4 of the S.W.1/4 of
the S.W.1/4 of Sec. 10-42-12, etc., as platted and filed in office of Registrar of Titles.

Rec. 09/14/1954 Doc. T1546641

"D"

MICHEHL'S RESUB. of Lot 42 (except the S.'ly 64.5 ft. measured on E.'ly & W.'ly lines of Lot. 42) and part of Lot 40 described as a srip of land of uniform width of 32 ft. along the E.'ly side of Lot 40, all in Walter's Resub. of part of the N.E.1/4 of the S.E.1/4 of Sec. 9 -42-12, and part of the N.W.1/4 of the S.W.1/4 of Sec. 10-42-12.

Rec. 08/28/1952 Doc. 1420388

"E"

C. NEUMANN RESUB. of Lot 37 (except that part taken for the street of Walter's Resub. (see "B").

Rec. 12/29/1924 Doc. T240417

"F"

SUB. of the E. 132 ft. of the W. 1584 ft. of the N.1/2 of the S.1/2 of the S.E.1/4 of Sec. 9-42-12.

Rec. 09/10/1928 Doc. 10151765

"G"

GRAHAM'S SUB., being part of the N.1/2 of the S.1/2 of the S.E.1/4 of Sec. 9-42-12.

Rec. 10/20/1926 Doc. T324723

"H"

NORTHBROOK MANOR, a sub. of the S.1/2 of the S.1/2 of the S.E.1/4 (except the N.'ly 16 rods of the E.'ly 40 rods) and the E.1/2 of the S.1/2 of the S.1/2 of the S.W.1/4 of Sec. 9-42-12.

Rec. 08/12/1924 Doc. 8548672

"J"

E. KLANDER'S SUB. of land in the S.1/2 of the S.1/2 of Sections 9 & 10-42-12.

Rec. 02/15/1907 Doc. 3991363

"K"

MATHEIN'S SUB. of W. 220 ft.-E. 440 ft. of S. 150 ft. N.1/2-S.1/2-S.E.1/4-Sec. 9-42-12.

Rec. 12/05/1963 Doc. T2125479

"L"

FRED C. HIEBNER SUB. of part of the N.1/2 S.1/2 - S.E.1/4 - Sec. 9-42-12.

Rec. 07/10/1963 Doc. T2100567

"M"

LORENZ, MURPHY & JACOBSON SUB., of the S. 153 ft. of the the E. 440 ft. of the N. 450 ft. of the S.1/2 - S.E.1/4 - Sec. 9-42-12.

Rec. Doc. T2341082

"N"

VILLAGE'S RESUB. of part of Lot 40 in Walter's Resub. (See "B").

Cook County, Illinois
E½ SW¼ Section 10 - 42 - 12
NORTHFIELD

2024 Tax Map

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42-12-10F

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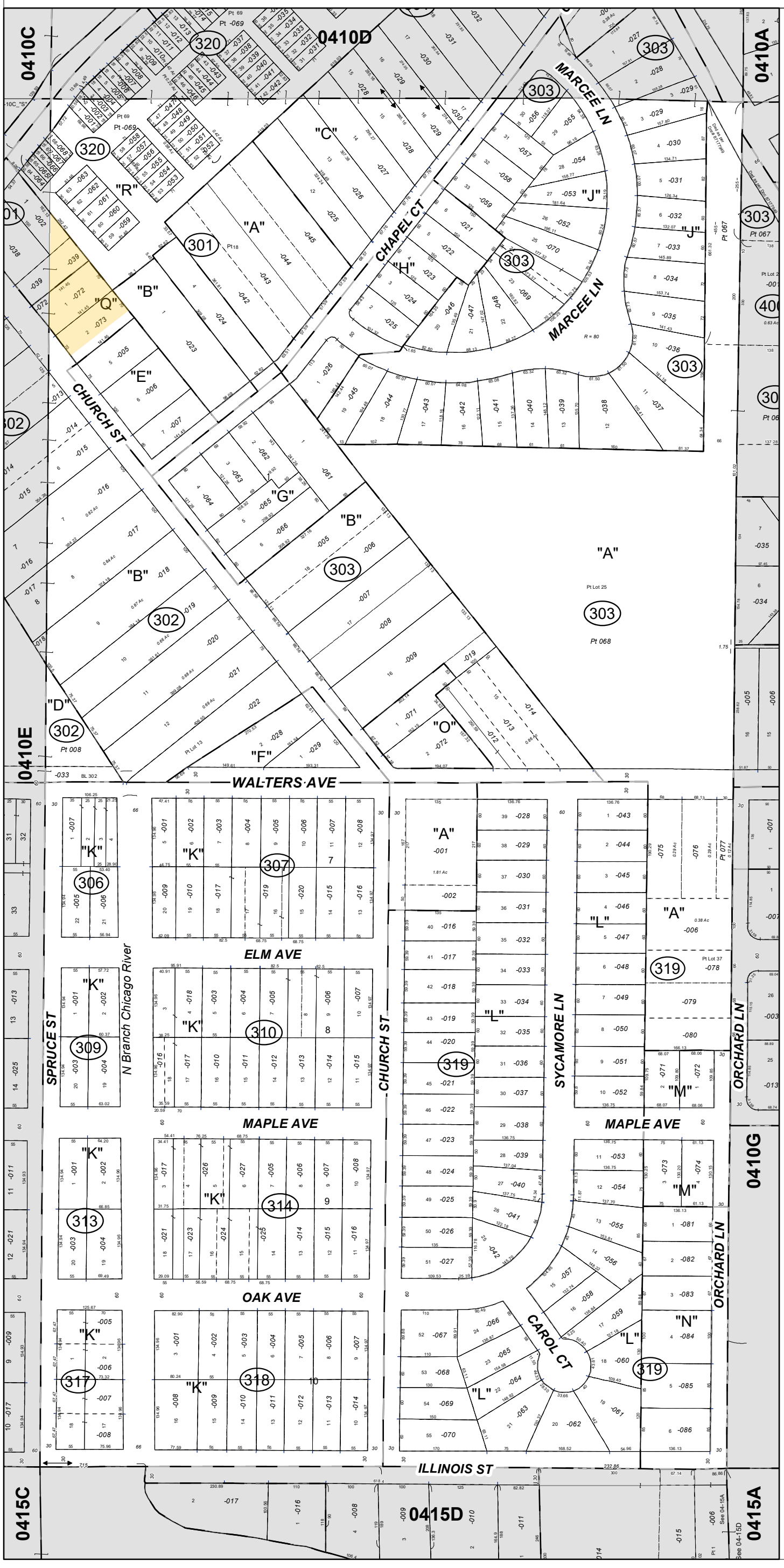


"A"

ASSESSOR'S DIV. of Sec. 10-42-12.

Rec. 03/14/1874 Doc. 156005

"B"

GEORGE A. KIEST'S SUB. of Blks. 2 & 4 in Sub. of part of the W.1/2 of Sec. 10-42-12.

Rec. 01/14/1893 Doc. 1801047

"C"

WEBER'S ADD. TO SHERMERVILLE, a sub. of part of Lot 17 in Assessor's Div. (see "A").

Rec. 09/12/1903 Doc. 3440449

"D"

SUB. of part of the W.1/2 of Sec. 10-42-12, of part of Lot 19 in Assessor's Div. (see "A").

Rec. 11/12/1881 Doc. 358659

"E"

OWNER'S SUB of Lot 2 in George A. Kiest's Sub. (see "B").

Rec. 05/29/1918 Doc. 6332430

"F"

SANDSTROM'S RESUB. of part of Lot 13 in George A. Kiest's Sub. (see "B").

Rec. 12/19/1957 Doc. T1774403

"G"

A.E. WOLFF'S SUB. of Lots 19 & 20 in George A. Kiest's Sub. (see "B").

Rec. 05/18/1954 Doc. 15910270

"H"

NORTHBROOK-VILLA, a sub. of part of Lot 6 in Assessor's Div. of the S. 1/2 of the N.W. 1/4 and the N. 1/2 of the S.W.1/4 of Sec. 10-42-12.

Rec. 11/10/1948 Doc. 14439645

"J"

NORTHBROOK-OAKS, a sub. of part of Lot 6 in Assessor's Div. of the S.1/2 of the N.W.1/4 and the N.1/2 of the S.W.1/4 of Sec. 10-42-12.

Rec. 07/12/1953 Doc. 15642620

"K"

FIRST ADD. TO NORTHBROOK MANOR, a sub. of the S.1/2 of the S.W.1/4 of Sec. 10-42-12.

Rec. 05/21/1926 Doc. 9283406

"L"

SYCAMORE LANE ADD., a sub. of the E.1/2 of the S.E.1/4 of the S.W.1/4 of Sec. 10 -42-12.

Rec. 12/18/1946 Doc. 13961552

"M"

ORCHARD GROVE, a sub. of part of the S.E.1/4 of the S.W.1/4 of Sec. 10-42-12.

Rec. 05/26/1950 Doc. T1297447

"N"

ORCHARD LANE SUB. of pat of Lot 37 in Assessor's Div. of Sec. 10-42-12 (See "A")

Rec. 07/27/1966 Doc. T2283558

"O"

FINLAYSON RESUB. of part of Lots 14 and 16 in George A. Kiest's Sub. (see "B").

Rec. 08/31/1973 Doc. T2714376

"P"

ORSCHEL'S RESUB. of the N.1/2-Lot 1 and part of Blk. 4 in George A. Kiest's Sub. in the W.1/2 - Sec. 10-42-12.

Rec. 05/26/1977 Doc. 23944215

"Q"

ROBERT A. ARENDS RESUB. of Lots 3 & 4 in Owner's Sub. (see "E").

Rec. 05/12/1994 Doc. 94427144

"R"

GATEWAY SUB, being a resub of Lot 7 (ex the N. 8 ft) & Lots 8 to 12 in Weber's Add to Shermerville (See "C"), as well as, part of Lot 18 in the Assessor's Div (See "A") plus Lot 1 in Orschel's Resub (See "P").

Rec. 04/06/2018 Doc. 1809629036

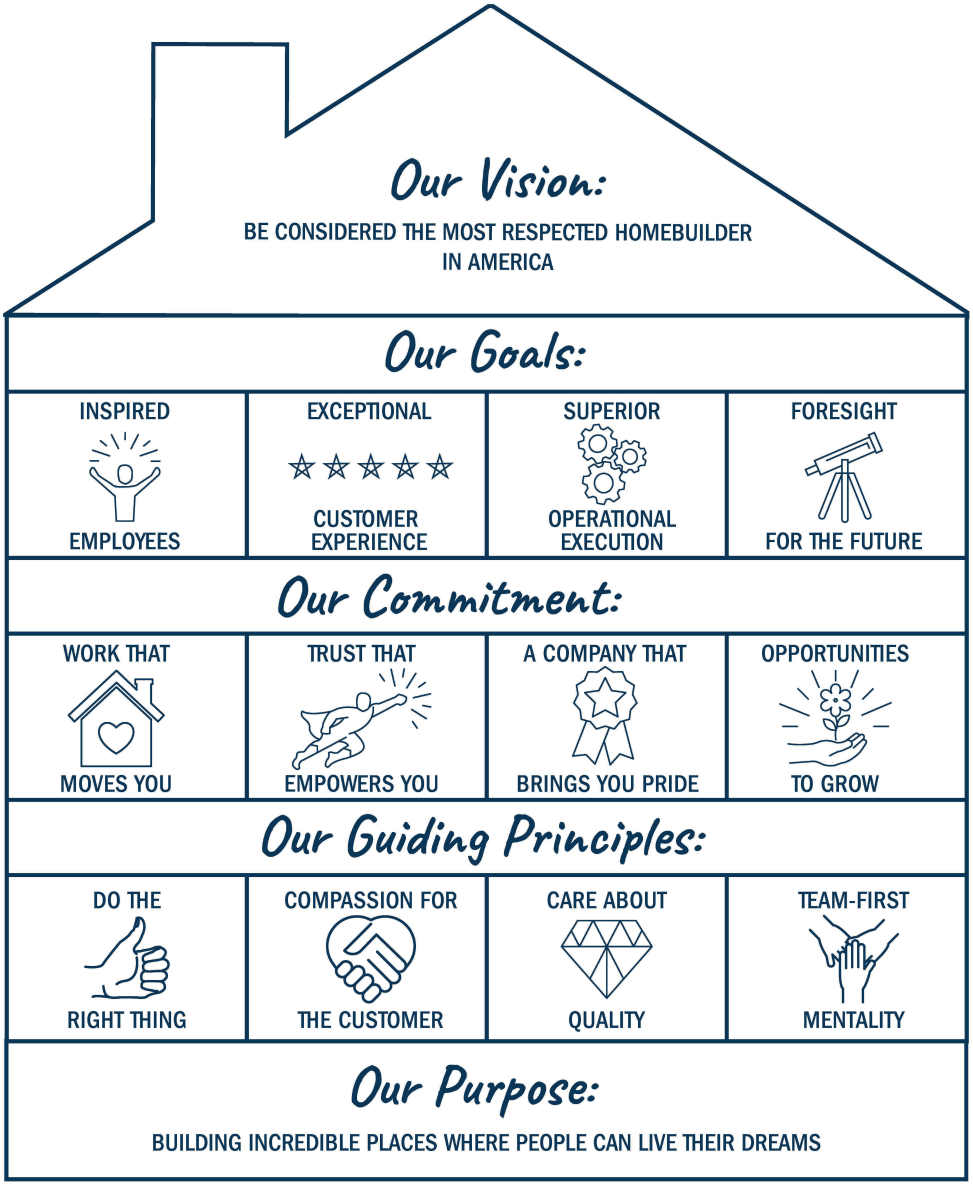




PULTEGROUP

2025 ANNUAL REPORT





About PulteGroup, Inc.

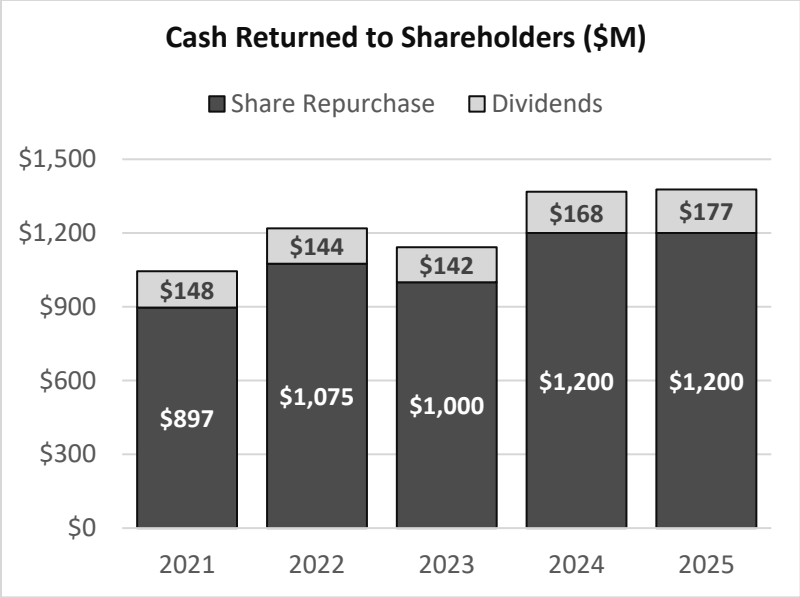
PulteGroup, Inc. (NYSE: PHM), based in Atlanta, Georgia, is one of America's largest homebuilding companies with operations in more than 45 markets throughout the country. Through its brand portfolio that includes Centex, Pulte Homes, Del Webb, DiVosta Homes, and John Wieland Homes and Neighborhoods, the company is one of the industry's most versatile homebuilders able to meet the needs of multiple buyer groups and respond to changing consumer demand. PulteGroup's purpose is building incredible places where people can live their dreams.

For more information about PulteGroup, Inc. and PulteGroup brands, go to pultegroup.com; pulte.com; centex.com; delwebb.com; divosta.com; and jwhomes.com. Follow PulteGroup, Inc. on X: @PulteGroupNews.

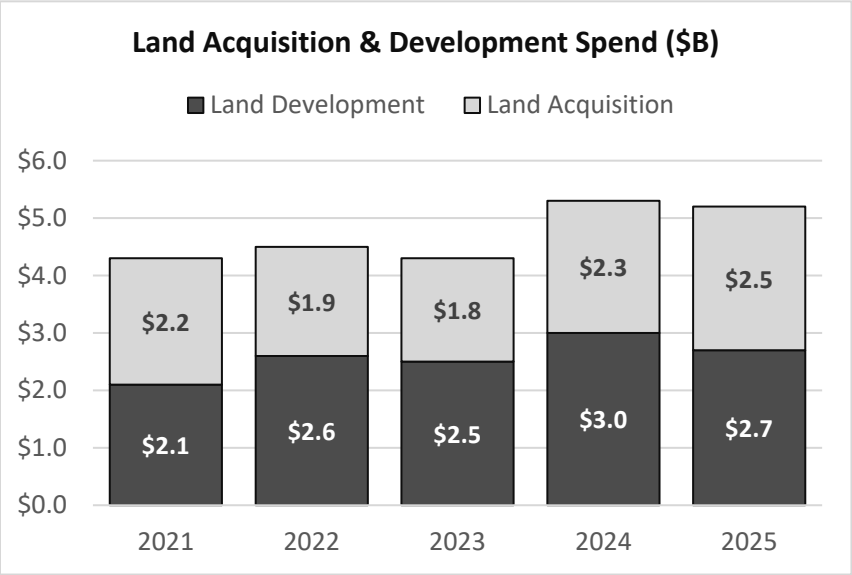
PulteGroup's Annual Letter to Owners, Customers, Team Members and Business Partners

Despite what was arguably the toughest demand environment for housing in more than a decade, I am extremely proud to report that PulteGroup generated full year revenues, gross margins and earnings that rank among the highest in the 75-year history of our company.

Such performance does not come by accident. Our 2025 results are a direct reflection of the operating strategies and business platform we established in 2011 and have continued to refine and build upon over time. In particular, the geographic and homebuyer diversification we have purposefully constructed, in combination with our balanced approach to homebuilding, allowed PulteGroup to not only successfully navigate 2025's difficult market conditions, but also deliver outstanding financial performance.



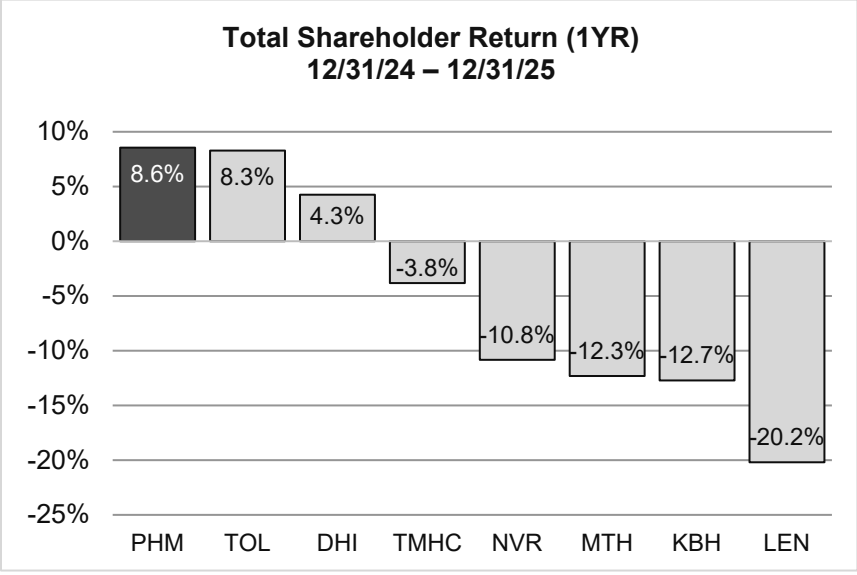
Among the 2025 financial results that demonstrate PulteGroup's ongoing success include total revenues of $17.3 billion and home sale revenues of $16.7 billion. Home sale revenues reflect closings of 29,572 homes and an average sales price of $566,000. It is important to note that customer-selected options and lot premiums contributed approximately $111,000 to Pulte's average sales price, helping to raise 2025 home sale revenues to the second highest year in the history of the Company. Options and lot premiums in 2025 were up 8% over 2024, which is consistent with the strength of demand among our move-up and active-adult homebuyers.



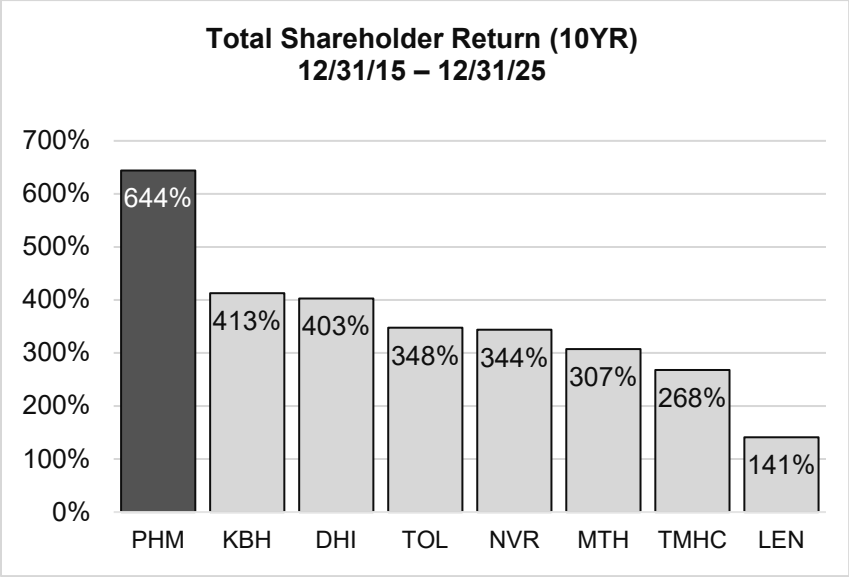
Benefitting from strong home sale revenues and an operating margin of 16.9%, PulteGroup reported net income of $2.2 billion, or $11.12 per share, and cash flow from operations of $1.9 billion. In alignment with our long-established capital allocation priorities, strong cash flows allowed us to invest $5.2 billion into the business through land acquisition and development, while returning $1.4 billion to shareholders through share repurchases and dividends. I want to highlight that over the past five years we have invested $23.5 billion in land and returned $6.2 billion of capital to our shareholders. Our capital allocation supports our desire to intelligently grow our business while returning excess capital to our shareholders.

PulteGroup's outstanding income and cash flow generation also allowed us to further strengthen our balance sheet and overall financial flexibility, as we ended 2025 with $2.0 billion of cash and a debt-to-capital ratio of 11.2%. When adjusted for cash on hand, we ended 2025 with a net debt-to-capital ratio of negative 3%.

These exceptional financial results have been widely recognized, with the Company ranked #1 in total shareholder returns (TSR) for the past one-year and 10-year periods ended December 2025. Such performance over the short- and long-term is a testament to the consistent and disciplined approach we apply to running our business.

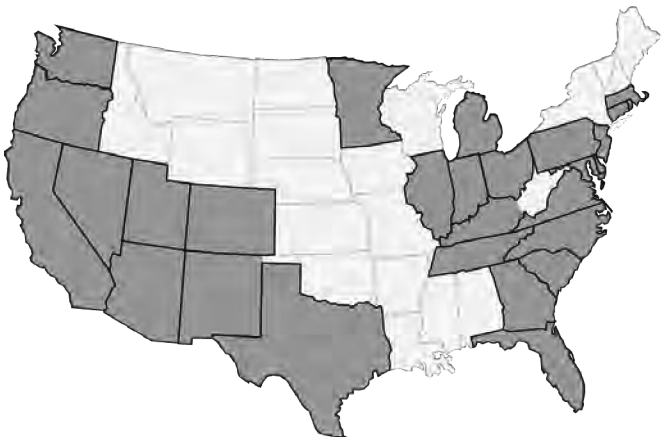


For PulteGroup, we emphasize a handful of key business practices that drive our sustained delivery of superior operating and financial results:



- PulteGroup has a strong presence across all buyer groups, with 38% of our 2025 home closings among first-time buyers, 40% move-up, and 22% active-adult. In a year in which demand among first-time and move-up buyers was pressured, signups among our active-adult buyers increased 6%. In addition to benefiting future closing volumes, our Del Webb communities routinely deliver some of our highest gross margins. Del Webb has been and will continue to be an important driver of PulteGroup's superior gross margins, and, most importantly, high returns.
- We have established homebuilding operations in 47 markets, including the 9 markets we have entered since 2020. Such geographic diversification has been critical over the past several years, as markets experiencing better demand and pricing dynamics help offset or minimize the impact of softer demand in other parts of the country.

Broad Operating Platform



- The process of building a more personalized home with extensive option selections is complex and requires a different approach from building a standardized spec floor plan with a defined, curated set of design features. Our homebuilding platform has been purposefully built in a way that allows us to sell **both** built-to-order (BTO) and more standardized spec homes. After several years during which spec homes routinely accounted for more than 50% of our closings, heading into 2026 we are focused on selling more BTO

homes which make the business more predictable and which can carry higher margins given typically higher lot premiums and options.

And finally, we continue to actively manage our land pipeline to ensure we have access to this critical resource, while maximizing returns and minimizing associated financial risks. We ended 2025 with 234,632 lots under control, of which 57% were held via option. By systematically increasing our lots under option, we can enhance returns while maintaining the flexibility to forgo future purchases if market conditions change and required returns on invested capital can no longer be achieved. Reflective of our dynamic approach to land management, in 2025, we put approximately 27,000 lots into production, placed 87,000 new lots under control, and we elected to not exercise options on 58,000 lots which is reflective of our disciplined underwriting standards and the strategic value of having a high percentage of lots controlled via options. By continuing to strategically invest in and manage our land portfolio, we are positioning the Company to grow community count by 3% to 5% in 2026, and beyond.

Responding to Market Conditions

Over the course of 2025, consumers were battered by the swirling winds of economic uncertainty, interest rate volatility and ultimately a meaningful slowdown in the economy. Beyond any financial implications arising from these conditions, consumer confidence, which is a vital element in the homebuying process, fell 20 points from December 2024 through December 2025.

These demand headwinds conspired to have an impact on homebuying demand, as existing home sales for 2025 totaled 4.1 million houses, matching 2024 as the lowest annual level in the past 25 years. Weak demand was not limited to the existing home market, as new homes sales in 2025 were down from 2024, even though builders took action to increase sales by lowering prices and/or increasing incentives.

Depending upon the market, pricing for new and existing homes experienced a period of notable appreciation in the years 2018 through 2023, which stretched affordability for all homebuyers, but particularly first-time buyers. I believe housing is now going through a period of adjustment which will help bring overall affordability back in line, but this process takes time.

I am a firm believer that the American dream of homeownership remains alive and well. I also believe in the data which show the United States has a housing deficit of several million homes. In other words, I believe there is the potential for a sustained uptrend in housing demand. What I do not know is when demand will accelerate higher, so we have taken important actions to position PulteGroup for success now and into the future.

For example, in 2025 we strategically adjusted our cadence of housing starts to better match buyer demand. For the year, we started construction on 27,000 homes, which aligned with the

27,900 homes sold, but was a decrease 13% from the 30,900 homes started in 2024. By taking this action, we finished 2025 with approximately 1,500 fewer unsold "spec" homes in production. By lowering spec inventory, we allowed our salespeople to sell from a position of strength, while also reducing house inventory on our balance sheet by $578 million.

We will continue to closely monitor homebuying demand in 2026, and work to maintain an appropriate balance of new home starts to sales. By the end of 2025, we had reduced our company-wide average build cycle back to 105 working days, with many divisions well below 100 working days. A sub five-month build cycle, in combination with a supply of finished lots, means we can respond quickly to any increase in buyer demand.

Having made significant progress in managing our starts cadence, lowering our spec inventory levels, and shrinking our construction timeline, at the start of 2026 we set a goal of increasing the sale of built-to-order (BTO) homes. Our goal is for BTO to make up approximately 60% of our sales, which is much more typical for our business. Increasing BTO sales would allow us to grow our "sold" backlog, which makes scheduling future production easier and more efficient. Plus, BTO sales typically carry higher margins. We will be thoughtful in this transition and responsive to buyer demand, but we see an important opportunity to position our business for even greater success.

Commitment to Build Quality (or Delighting our Homebuyers)

Regardless of whether a home is BTO or spec, first-time or active adult, built in Dallas or Detroit, we are committed to delivering unmatched construction quality and great customer experience. Inside our Company, superior build quality and customer satisfaction are not just words on paper, but outcomes we train for, we measure and we build into compensation packages.

Given the significant investments we make, I am proud to report that in 2025 we set Company records for quality and customer satisfaction. Our internal Pulte Quality Index, which considers everything from our Pulte Construction Standards and Home Complete to Warranty Spend and Professional Service, increased to 97 out of 100, up from 94 last year and 88 just five years ago. For measuring customer satisfaction, we use the highly regarded Net Promotor Score (NPS), a single-question metric that measures customer loyalty and satisfaction. Our 2025 NPS score of 75 is considered world class.

It has been a decade-long journey and an organization-wide commitment to deliver truly unrivaled quality and customer satisfaction. Beyond the obvious financial benefit we realize, our efforts have helped to create a culture of trust and empowerment, and a business where people are genuinely proud to say: "I work at PulteGroup."

Thoughts on the Year Ahead

On a year-over-year basis, we enter 2026 with mortgage rates almost a full percentage point lower than 2025 and, whether through price reductions or increased incentives, new home prices in many markets have been reset lower. Along with reductions in home prices and financing costs, consumers are benefiting from a year of income growth as U.S. wages increased by approximately 4% in 2025. In sum, a more financially capable consumer and better overall affordability have us optimistic as we head into the new year.

With a clear strategy to continue guiding us, we have worked tirelessly to build a business platform and operating model that allows PulteGroup to consistently generate superior returns while delivering the quality demanded of us by our homebuyers. Such performance can only be achieved by having a team of people who are passionate about every aspect of our business. From acquiring land and selling homes to offering financial services and warranty care, every PulteGroup employee is committed to supporting our customers and each other.

The passionate dedication within our culture allowed PulteGroup to again be named a Fortune 100 Best Companies to Work For® by Great Place to Work® and Fortune®. This marks the fifth year our company has been named to this prestigious list. And nothing more clearly demonstrates the true heart of our team and valued trade partners than the delivery of our 100th Built to Honor home to a worthy veteran in 2025. Whether recovering from injury or navigating the long-term effects of PTSD, the stories of these brave men, women and their families remind us that what we do is about more than land, construction costs and returns. It is about building incredible places where people can live their dreams.

Sincerely,



Ryan Marshall
President and CEO

2025

FORM 10-K



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UNITED STATES SECURITIES AND EXCHANGE COMMISSION
Washington, D.C. 20549

FORM 10-K

☒ **ANNUAL REPORT PURSUANT TO SECTION 13 OR 15(d) OF THE SECURITIES EXCHANGE ACT OF 1934**

For the fiscal year ended December 31, 2025
OR

☐ **TRANSITION REPORT PURSUANT TO SECTION 13 OR 15(d) OF THE SECURITIES EXCHANGE ACT OF 1934**

For the Transition Period From _____ To _____

Commission File Number 1-9804



PULTEGROUP, INC.

(Exact name of registrant as specified in its charter)

Michigan	**38-2766606**
(State or other jurisdiction of incorporation or organization)	(I.R.S. Employer Identification No.)

3350 Peachtree Road NE, Suite 1500
Atlanta, Georgia 30326
(Address of principal executive offices) (Zip Code)

Registrant's telephone number, including area code: 404 978-6400

Securities registered pursuant to Section 12(b) of the Act:

Title of each class	**Trading Symbol**	**Name of each exchange on which registered**
Common Shares, par value $0.01	PHM	New York Stock Exchange

Securities registered pursuant to Section 12(g) of the Act:
NONE

Indicate by check mark if the registrant is a well-known seasoned issuer, as defined in Rule 405 of the Securities Act. Yes ☒ No ☐

Indicate by check mark if the registrant is not required to file reports pursuant to Section 13 or Section 15(d) of the Act. Yes ☐ No ☒

Indicate by check mark whether the registrant (1) has filed all reports required to be filed by Section 13 or 15(d) of the Securities Exchange Act of 1934 during the preceding 12 months (or for such shorter period that the registrant was required to file such reports), and (2) has been subject to such filing requirements for the past 90 days. Yes ☒ No ☐

Indicate by check mark whether the registrant has submitted electronically every Interactive Data File required to be submitted pursuant to Rule 405 of Regulation S-T (§ 232.405 of this chapter) during the preceding 12 months (or for such shorter period that the registrant was required to submit such files). Yes ☒ No ☐

Indicate by check mark whether the registrant is a large accelerated filer, an accelerated filer, a non-accelerated filer, a smaller reporting company, or an emerging growth company. See the definitions of "large accelerated filer", "accelerated filer", "smaller reporting company", and "emerging growth company" in Rule 12b-2 of the Exchange Act

Large accelerated filer	Accelerated filer	Non-accelerated filer	Smaller reporting company	Emerging growth company
☒	☐	☐	☐	☐

If an emerging growth company, indicate by check mark if the registrant has elected not to use the extended transition period for complying with any new or revised financial accounting standards provided pursuant to Section 13(a) of the Exchange Act. [ ]

Indicate by check mark whether the registrant has filed a report on and attestation to its management's assessment of the effectiveness of its internal control over financial reporting under Section 404(b) of the Sarbanes-Oxley Act (15 U.S.C. 7262(b)) by the registered public accounting firm that prepared or issued its audit report. ☑

If securities are registered pursuant to Section 12(b) of the Act, indicate by check mark whether the financial statements of the registrant included in the filing reflect the correction of an error to previously issued financial statements. ☐

Indicate by check mark whether any of those error corrections are restatements that required a recovery analysis of incentive-based compensation received by any of the registrant's executive officers during the relevant recovery period pursuant to §240.10D-1(b). ☐

Indicate by check mark whether the registrant is a shell company (as defined in Rule 12b-2 of the Exchange Act). Yes ☐ No ☒

The aggregate market value of the registrant's voting shares held by nonaffiliates of the registrant as of June 30, 2025, based on the closing sale price per share as reported by the New York Stock Exchange on such date, was approximately $20.7 billion. As of January 22, 2026, the registrant had 192,327,885 shares of common shares outstanding.

Documents Incorporated by Reference

Applicable portions of the Proxy Statement for the 2026 Annual Meeting of Shareholders are incorporated by reference in Part III of this Form.

PULTEGROUP, INC.
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PART I

ITEM I. BUSINESS

PulteGroup, Inc. is a Michigan corporation organized in 1956, though we date our founding to 1950, when our founder, Bill Pulte, built our first home. Over our history, we have delivered over 875,000 homes. We are one of the largest homebuilders in the United States ("U.S."), and our common shares are included in the S&P 500 Index and trade on the New York Stock Exchange under the ticker symbol "PHM". Unless the context otherwise requires, the terms "PulteGroup", the "Company", "we", "us", and "our" used herein refer to PulteGroup, Inc. and its subsidiaries. While our subsidiaries engage primarily in the homebuilding business, we also have financial services businesses, which include mortgage banking, title, and insurance agency operations, through Pulte Mortgage LLC ("Pulte Mortgage") and other subsidiaries.

Available information

We file annual, quarterly, and current reports, proxy statements, and other information with the Securities and Exchange Commission (the "SEC"). These filings are available at the SEC's website at sec.gov. Our internet website address is pultegroupinc.com. Our annual reports on Form 10-K, quarterly reports on Form 10-Q, current reports on Form 8-K, and amendments to those reports filed or furnished pursuant to Section 13(a) or 15(d) of the Securities Exchange Act are available free of charge through our website as soon as reasonably practicable after we electronically file them with or furnish them to the SEC. Our code of ethics for our principal executive officer, principal financial officer, principal accounting officer, and persons performing similar functions, our code of ethical business conduct, our corporate governance guidelines, and the charters of the Audit, Compensation and Management Development, Nominating and Governance, and Finance and Investment Committees of our Board of Directors are also posted on our website and are available in print, free of charge, upon request.

Homebuilding Operations

Homebuilding, our core business, involves the acquisition and development of land primarily for residential purposes within the U.S. and the construction of housing on such land. Homebuilding generated 98% of our consolidated revenues of $17.3 billion in 2025, 98% of our consolidated revenues of $17.9 billion in 2024, and 98% of our consolidated revenues of $16.1 billion in 2023. Our Homebuilding operations are geographically diverse within the U.S. As of December 31, 2025, we operated out of 1,014 active communities in 47 markets across 26 states. We offer a broad product line to meet the needs of homebuyers in our targeted markets. Through our brands, which include Centex, Pulte Homes, Del Webb, DiVosta Homes, and John Wieland Homes and Neighborhoods, we offer a wide variety of home designs with varying levels of options and amenities to our major customer groups: first-time, move-up, and active adult. During 2025, we delivered closings totaling 29,572 homes, compared with 31,219 homes in 2024 and 28,603 homes in 2023.

We predominantly sell single-family detached homes, which represented 83% of our home closings in each of 2025, 2024 and 2023. The remaining units consist of attached homes, such as townhomes, condominiums, and duplexes. Sales prices of home closings during 2025 ranged from approximately $150,000 to over $3,000,000, with 82% falling within the range of $250,000 to $750,000. The average unit selling price was $566,000 in 2025, compared with $555,000 in 2024, and $545,000 in 2023.

Strategy

We believe that national publicly-traded builders have a competitive advantage over local builders through their ability to: access more reliable and lower cost financing through the capital markets; control and entitle large land positions; gain better access to scarce labor resources; and achieve greater geographic and product diversification. We believe that builders with broad geographic and product diversity and sustainable capital positions will benefit from this scale and diversification in any market conditions. Our strategy to enhance shareholder value is centered around the following operational objectives:

- Drive operational gains and asset efficiency in support of high returns over the housing cycle;
- Increase our lot optionality within our land pipeline for increased flexibility, improved returns, and lower risk;
- Achieve scale within our existing markets by appropriately expanding market share among our primary buyer groups: first-time, move-up, and active adult;
- Maintain an appropriate balance of built-to-order and speculative homes; and
- Manage the Company's capital consistent with our stated priorities: invest in the business, fund our dividend, and routinely return excess funds to shareholders through share repurchases, while maintaining a modest leverage profile and ample liquidity.

Land acquisition and development

We acquire land primarily for the construction of homes for sale. We select locations for development of homebuilding communities after completing a feasibility study, which includes, among other things, soil tests, independent environmental studies and other engineering work, an evaluation of necessary zoning and other governmental entitlements, and extensive market research that enables us to match the location with our product offering to meet the needs of consumers. We consider factors such as proximity to developed areas, population and job growth patterns, and, if applicable, estimated development costs. We frequently manage a portion of the risk of controlling our land positions through the use of land option agreements, which enable us to defer acquiring portions of properties owned by land sellers until we have determined whether and when to exercise our option. Our use of land option agreements can serve to enhance our expected returns on our land investments and reduce the financial risk associated with long-term land holdings. We typically acquire land with the intent to complete sales of housing units within 24 to 36 months from the date of opening a community, except in the case of certain Del Webb active adult developments and other large master-planned projects for which the completion of community build-out requires a longer time period. While our overall supply of controlled land is in excess of our short-term needs in certain of our markets, some of our controlled land consists of long-term positions that will not be converted to home sales in the near term. Accordingly, we remain active in our pursuit of new land investment. We also periodically sell select parcels of land to third parties for commercial or other development or if we determine that such parcels no longer fit into our strategic operating plans.

Land is generally purchased after it is zoned and developed, or is ready for development, for our intended use. Where we develop land, we engage directly in many phases of the development process, including: land and site planning; obtaining environmental and other regulatory approvals; and constructing roads, sewers, water and drainage facilities, and community amenities, such as parks, pools, and clubhouses. We use our staff and the services of independent engineers and consultants for land development activities. Land development work is performed primarily by independent contractors and, when needed, local government authorities who construct roads and sewer and water systems in some areas. At December 31, 2025, we controlled 234,632 lots, of which 101,104 were owned and 133,528 were under land option agreements.

Sales and marketing

We are dedicated to improving the quality and value of our homes through innovative architectural and community designs. Analyzing various qualitative and quantitative data obtained through extensive market research, we stratify our potential customers into well-defined homebuyer groups. Such stratification provides a method for understanding the business opportunities and risks across the full spectrum of consumer groups in each market. Once the needs of potential homebuyers are understood, we link our home design and community development efforts to the specific lifestyle of each consumer group. Through our understanding of each consumer group, we seek to provide homes that better meet the needs and wants of each homebuyer.

Our homes targeted to first-time homebuyers tend to be smaller with product offerings geared toward higher density and lower average selling prices relative to the local market. Move-up homebuyers tend to place more of a premium on location and amenities. These communities typically offer larger homes at higher price points. Through our Del Webb brand, we address the needs of active adults. Many of these active adult communities are age-restricted to homebuyers aged fifty-five and over and are highly amenitized, offering a variety of features, including athletic facilities, recreational centers, and educational classes, to facilitate the homebuyer maintaining an active lifestyle. In order to make the cost of these highly amenitized communities affordable to the individual homeowner, Del Webb communities tend to be larger than first-time or move-up homebuyer communities. During 2025, 38%, 40%, and 22% of our home closings were to first-time, move-up, and active adult customers, respectively.

We believe that we are an innovator in home design, and we view our design capabilities as an integral aspect of our marketing strategy. Our in-house architectural services teams, supplemented by outside consultants, follow a disciplined product development process to introduce new features and technologies based on customer-validated data. Following this disciplined process results in distinctive design features, both in exterior facades and in interior options and features. We typically offer a variety of house floor plans and elevations in each community, including potential options and upgrades, such as different flooring, countertop, fixture, and appliance choices, and we design our base house and option packages to meet the needs of our customers as defined through rigorous market research. Energy efficiency represents an important source of value for new homes compared with existing homes and represents a key area of focus for our home designs, including high efficiency heating, ventilation, and air conditioning systems and insulation, low-emissivity windows, solar power in certain geographies, and other energy-efficient features. We also pre-wire homes for internet connectivity and various smart home features and products.

We market our homes to prospective homebuyers through internet listings and link placements, social media, mobile applications, media advertising, and other advertising displays. We have made significant enhancements in our tools and business practices to adapt our selling efforts to today's tech-enabled customers. This includes our websites (*pulte.com, centex.com, delwebb.com, divosta.com,* and *jwhomes.com)*, which provide tools to help users find a home that meets their needs, investigate financing alternatives, maintain a home, learn more about us, and communicate directly with us.

Our sales teams consist primarily of commissioned employees, and the majority of our home closings also involve independent third party sales agents. Our sales consultants are responsible for guiding the customer through the sales process, including selecting the community, house floor plan, and options that meet the customer's needs. We are committed to industry-leading customer service through a variety of quality initiatives, including our customer care program, which seeks to ensure that homebuyers are engaged and satisfied at every stage of the process. Fully furnished and landscaped model homes physically located in our communities, which leverage the expertise of our interior designers, are generally used to showcase our homes and their distinctive design features. We have also introduced virtual reality walkthroughs of our house floor plans in certain communities to provide prospective homebuyers with a more cost-effective means to provide a realistic vision of our homes.

Many of our homes are sold on a built-to-order basis where we do not begin construction of the home until we have a signed contract with a customer. However, we also build speculative homes in most of our communities, which allow us to compete more effectively with existing homes available in the market, especially for homebuyers that require a home within a short time frame. We determine our speculative home strategy for each community based on local market factors and maintain a level of speculative home inventory based on our current and planned sales pace and construction cadence for the community.

Our sales contracts with customers generally require payment of a deposit at the time of contract signing and sometimes additional deposits upon selection of certain options or upgrade features for their homes. Our sales contracts also typically include a financing contingency that provides customers with the right to cancel if they cannot obtain mortgage financing at specified interest rates within a specified period. Our contracts may also include other contingencies, such as the sale of an existing home. Backlog, which represents orders for homes that have not yet closed, was $5.3 billion (8,495 units) at December 31, 2025 and $6.5 billion (10,153 units) at December 31, 2024. For orders in backlog, we have received a signed customer contract and customer deposit, which is refundable in certain instances. Of the orders in backlog at December 31, 2025, substantially all are scheduled to be closed during 2026, though all orders are subject to potential cancellation by or final negotiations with the customer. In the event of contract cancellation, the majority of our sales contracts stipulate that we have the right to retain the customer’s deposit, though we may choose to refund the deposit in certain instances.

Construction

The construction of our homes is conducted under the supervision of our on-site construction field managers. Substantially all of our construction work is performed by independent subcontractors under contracts that establish a specific scope of work at an agreed-upon price. Using a selective process, we have aligned with what we believe are premier subcontractors and suppliers to deliver quality throughout all aspects of the house construction process. In addition, our construction field managers and customer care associates interact with our homebuyers throughout the construction process and instruct homebuyers on post-closing home maintenance.

Continuous improvement in our house construction process is a key area of focus. We seek to build superior quality homes while maintaining efficient construction operations by using standard materials and components from a variety of sources and by following industry and company-specific construction practices. We maintain high quality product offerings and production processes through the following programs:

- Common management of house plans to deliver house designs that customers value the most and that can be built at the highest quality and at an efficient cost;
- Value engineering our house plans to optimize house designs in terms of material content and ease of construction while still providing a clear value to the customer;
- Utilizing our proprietary construction standards and practices, training of our field leadership and construction personnel, communication with our suppliers, and auditing our compliance through the use of both internal and third party construction experts; and
- Working with our suppliers using a data-driven, collaborative method to reduce construction costs.

Generally, the construction materials used in our operations are readily available from numerous sources. However, the cost of certain building materials, especially lumber, steel, concrete, resin, copper, and petroleum-based materials, is influenced by changes in global commodity prices, national tariffs, and other trade factors. Additionally, the ability to consistently source qualified labor at reasonable prices remains challenging as labor supply growth has not kept pace with construction demand. To

protect against changes in construction costs, labor and materials costs are generally established prior to or near the time when related sales contracts are signed with customers. In addition, we leverage our size by actively negotiating for certain materials on a national or regional basis to minimize costs. However, we cannot determine the extent to which necessary building materials and labor will be available at reasonable prices in the future. For example, labor shortages in certain of our markets have become acute at various times in recent years in response to industry growth and increased demand outpacing the growth of the residential construction labor pool. Additionally, the supply of certain building materials has been impacted at various times by the combination of volatile consumer demand and periodic disruptions in the global supply chain. This volatility in demand, supply chain disruptions, and the consolidation of ownership of the source of supply for certain building materials have combined to increase the prices of those materials over time and could do so again in the future.

Competition

The housing industry in the U.S. is fragmented and highly competitive. While we are one of the largest homebuilders in the U.S., our national market share represented only approximately 4% of U.S. new home sales in 2025. In each of our local markets, there are numerous national, regional, and local homebuilders with whom we compete. Additionally, new home sales have traditionally represented less than 20% of overall U.S. home sales (new and existing homes). Therefore, we also compete with sales of existing house inventory and any provider of for-sale or rental housing units, including apartment operators. We compete primarily on the basis of location, price, quality, reputation, design, community amenities, and our customers' overall sales and homeownership experiences.

Seasonality

Although significant changes in market conditions have impacted our seasonal patterns in the past and could do so again, we have historically experienced variability in our quarterly results from operations due to the seasonal nature of the homebuilding industry. We generally experience increases in revenues and cash flow from operations during the fourth quarter based on the timing of home closings. This seasonal activity increases our working capital requirements in our third and fourth quarters to support our home production and loan origination volumes. As a result of the seasonality of our operations, our quarterly results of operations are not necessarily indicative of the results that may be expected for the full year. Additionally, given the disruption in economic activity, fluctuations in mortgage interest rates, and other macroeconomic factors over the last several years, our quarterly results in 2025 and 2024 are not necessarily indicative of results that may be achieved in the future.

Regulation and environmental matters

Our operations are subject to extensive regulations imposed and enforced by various federal, state, and local governing authorities. These regulations are complex and include building codes, land zoning and other entitlement restrictions, health and safety regulations, labor practices, marketing and sales practices, environmental regulations, rules and regulations relating to mortgage financing and title operations, and various other laws, rules, and regulations. Collectively, these regulations have a significant impact on the site selection and development of our communities; our house design and construction techniques; our relationships with customers, employees, suppliers, and subcontractors; and many other aspects of our business. The applicable governing authorities frequently have broad discretion in administering these regulations, including inspections of our homes prior to closing with the customer in the majority of municipalities in which we operate. Additionally, we may experience extended timelines for receiving required approvals from municipalities or other government agencies that can delay our anticipated development and construction activities in our communities.

Financial Services Operations

We conduct our financial services business, which includes mortgage banking, title, and insurance agency operations, through Pulte Mortgage and other subsidiaries. Pulte Mortgage arranges financing through the origination of mortgage loans primarily for the benefit of our homebuyers. We are a lender approved by the Federal Housing Administration ("FHA"), Department of Veterans Affairs ("VA"), and Department of Agriculture ("USDA") and are a seller/servicer approved by Government National Mortgage Association ("Ginnie Mae"), Federal National Mortgage Association ("Fannie Mae"), Federal Home Loan Mortgage Corporation ("Freddie Mac"), and other investors. In our conventional mortgage lending activities, we follow underwriting guidelines established by Fannie Mae, Freddie Mac, and private investors. We believe that our customers’ use of our in-house mortgage and title operations provides us with a competitive advantage by enabling more control over the quality of the overall home buying process for our customers, while also helping us align the timing of the house construction process with our customers’ financing needs.

Operating through a captive business model targeted to supporting our Homebuilding operations, the business levels of our Financial Services operations are highly correlated to Homebuilding. Our Homebuilding customers continue to account for substantially all of our loan production. We originated the mortgage loans for 64% of the homes we closed in 2025, 63% in 2024, and 61% in 2023. Other home closings are settled via either cash or third party lenders. Cash buyers represented 21% of home closings in each of 2025 and 2024, and 22% of home closings in 2023.

In originating mortgage loans, we initially use our own funds, including funds available pursuant to credit agreements with third parties, and subsequently sell such mortgage loans to third party investors in the secondary market. Substantially all of the loans we originate are sold in the secondary market within a short period of time after origination, generally within 30 days. We also sell the servicing rights for the loans we originate through fixed-price servicing sales contracts to reduce the risks and costs inherent in servicing loans. This strategy results in owning the loans and related servicing rights for only a short period of time.

The mortgage industry in the U.S. is highly competitive. We compete with other mortgage companies and financial institutions to provide attractive mortgage financing to our homebuyers. We utilize a centralized fulfillment center for our mortgage operations that performs underwriting, processing, and closing functions. We believe centralizing both the fulfillment and origination of our loans improves the speed, efficiency, and quality of our mortgage operations, improving our profitability and allowing us to focus on providing attractive mortgage financing opportunities for our customers.

In originating and servicing mortgage loans, we are subject to the rules and regulations of the government-sponsored investors and other investors that purchase the loans we originate, as well as to those of other government agencies that have oversight of the government-sponsored investors or consumer lending rules in the U.S. These government agencies and government-sponsored investors include, but are not necessarily limited to, the Consumer Financial Protection Bureau, Federal Housing Finance Agency, U.S. Department of Housing and Urban Development, FHA, VA, USDA, Fannie Mae, Freddie Mac, and Ginnie Mae. In addition to being affected by changes in these programs, our mortgage banking business is also affected by many of the same factors that impact our homebuilding business.

Our mortgage operations may be responsible for losses associated with mortgage loans originated and sold to investors in the event of errors or omissions relating to representations and warranties made by us that the loans met certain requirements, including representations as to underwriting standards, the existence of primary mortgage insurance, and the validity of certain borrower representations in connection with the loan. If a loan is determined to be faulty, we either indemnify the investor for potential future losses, repurchase the loan from the investor, or reimburse the investor's actual losses.

Our subsidiary title insurance companies serve as title insurance agents and underwriters in select markets by providing title insurance policies and examination and closing services to buyers of homes we sell. Historically, we have not experienced significant claims related to our title operations.

Our insurance agency operations serve as an agency for home, auto, and other personal insurance policies in select markets to buyers of homes we sell. All such insurance policies are placed with third party insurance carriers.

Human Capital Resources

Workforce

At December 31, 2025, we employed 6,506 people, of which 1,034 were employed in our Financial Services operations. Of our homebuilding employees, 433 are involved in land acquisition and development functions; 2,228 are involved in construction and post-closing customer care functions; 1,465 are involved in the sales function; and 1,346 are involved in procurement, corporate, and other functions. Our employees are not represented by any union. Contracted work, however, may be performed by union contractors. We consider our employee relations to be good.

Compensation and Benefits

We offer our employees a competitive wage plus a broad range of Company-paid benefits, including medical, dental, and vision healthcare coverage, paid parental leave, adoption benefits, and a 401(k) retirement plan. The majority of our employees also participate in various performance-based incentive compensation plans. We believe that our compensation and benefits packages are competitive within our industry.

Culture and Objectives

Our key human capital management objectives are designed to attract, develop, and retain top talent. To support this goal, our human resources programs are designed to develop talent to prepare for key roles and leadership positions for the future; reward employees through competitive industry pay, benefits, and other programs; instill our culture with a focus on ethical behavior; and enhance our employees' performance through investment in technology, tools, and training to enable our employees to operate at a high level. Our commitment to the aforementioned goals is evidenced through our certification as a Great Place to Work®.

We believe that a workforce consisting of employees with diverse backgrounds and experiences produces unique perspectives in the workplace that serve to drive innovation and change, which we believe benefits the overall organization. We believe our employees are an integral part of the success of our business and the cultivation and development of their collective skillsets is an entity-wide priority and critical to our success. Our management teams are expected to exhibit and promote honest, ethical, and respectful conduct in the workplace. All of our employees must adhere to a code of ethical business conduct that sets standards for appropriate ethical behavior.

Recruitment and Retention

Our management team supports a culture of developing future leaders from our existing workforce, enabling us to promote from within for many leadership positions. We believe this provides long-term focus and continuity to our operations while also providing opportunities for the growth and advancement of our employees. Our focus on retention is evident in the length of service of our executive, area, and divisional management teams. The average tenure of our executive team and homebuilding area presidents is 17 years, and the average tenure of our homebuilding division presidents is also 17 years.

Information About Our Executive Officers

Set forth below is certain information with respect to our executive officers.

Name	Age	Position	Year Became An Executive Officer
Ryan R. Marshall	51	President and Chief Executive Officer	2012
Kevin A. Henry	58	Executive Vice President and Chief People Officer	2023
Matthew W. Koart	62	Executive Vice President and Chief Operating Officer	2023
James L. Ossowski	57	Executive Vice President and Chief Financial Officer	2025
Todd N. Sheldon	58	Executive Vice President, General Counsel and Corporate Secretary	2017
Robert T. O'Shaughnessy	60	Executive Vice President	2011
Brien P. O'Meara	53	Vice President and Controller	2020

The following is a brief account of the business experience of each executive officer during the past five years:

Mr. Marshall was appointed President in February 2016 and was additionally appointed Chief Executive Officer in September 2016.

Mr. Henry was appointed Executive Vice President and Chief People Officer in June 2023. Prior to joining our Company, he served as Chief People Officer at BlueLinx Corporation, a publicly-traded building product distributor, from March 2022 to June 2023 and, previously, as the Chief People Officer at Extended Stay America, a national operator of extended stay hotels, from August 2014 to February 2022.

Mr. Koart was appointed Executive Vice President and Chief Operating Officer in May 2023. Prior to joining our Company, he served as Chief Executive Officer of Koart Residential, Inc., a California residential developer, from December 2011 to May 2023.

Mr. Ossowski was appointed Senior Vice President, Finance in February 2017. On February 7, 2025 (the "Transition Date"), Mr. Ossowski succeeded Mr. O'Shaughnessy and was promoted to Executive Vice President and Chief Financial Officer.

Mr. Sheldon was appointed Executive Vice President, General Counsel and Corporate Secretary in March 2017.

Mr. O'Shaughnessy was appointed Executive Vice President and Chief Financial Officer in May 2011. In July 2024, the Company disclosed that Mr. O’Shaughnessy notified the Company of his intention to retire. Pursuant to the terms of his retirement, he served as the Company’s Chief Financial Officer until the Transition Date, at which time Mr. Ossowski succeeded him. Mr. O'Shaughnessy has since served as Executive Vice President and is expected to remain in this role until March 2026.

Mr. O'Meara was appointed Vice President and Controller in February 2017 and was designated the Company's principal accounting officer in February 2020.

There is no family relationship between any of our executive officers or between any of our executive officers and any of our directors. Each executive officer serves at the pleasure of the Board of Directors.

ITEM 1A. RISK FACTORS

Discussion of our business and operations included in this Annual Report on Form 10-K should be read together with the risk factors set forth below. They describe various risks and uncertainties to which we are, or may become, subject. These risks and uncertainties, together with other factors described elsewhere in this report, have the potential to affect our business, financial condition, results of operations, cash flows, strategies, or prospects in a material and adverse manner.

Risks Associated With Our Industry

Increases in interest rates, reductions in mortgage availability, or other increases in the effective costs of owning a home have prevented potential customers from buying our homes and adversely affected our business and financial results.

A large majority of our customers finance their home purchases through mortgage loans, many through Pulte Mortgage. Increases in interest rates can adversely affect the market for new homes, as potential homebuyers may be less willing or able to pay the increased monthly costs resulting from higher interest rates or to obtain mortgage financing. Up until 2022, mortgage interest rates in recent years had been at or near historic lows, thereby making new homes more affordable. However, in the second quarter of 2022, in response to the Federal Reserve's increases to the federal funds rate as part of their effort to reduce inflation, mortgage rates increased, reaching their highest levels since 2008. Despite recent interest rate cuts by the Federal Reserve beginning in September 2024, home mortgage interest rates have remained elevated. Ongoing volatility in interest rates may negatively impact our operations and financial results.

A decrease in the availability of mortgage financing generally could also adversely impact the market for new homes, which could result from lenders increasing the qualifications needed for mortgages or adjusting their terms to address any increased credit risk. Even if potential customers do not need financing, changes in interest rates and mortgage availability could make it harder for them to sell their current homes to potential buyers who need financing. These factors could adversely affect the sales or pricing of our homes and could also reduce the volume or margins in our financial services business. Our financial services business could also be impacted to the extent we are unable to match interest rates and amounts on loans we have committed to originate through the various hedging strategies we employ. These developments have historically had, and may in the future have, a material adverse effect on the overall demand for new housing and thereby on the results of operations of our business.

The liquidity provided by Fannie Mae and Freddie Mac to the mortgage industry is also critical to the housing market. The impact of the federal government’s conservatorship of Fannie Mae and Freddie Mac on the short-term and long-term demand for new housing remains unclear. Any limitations or restrictions on the availability of financing by these agencies could adversely affect interest rates, mortgage financing, and our sales of new homes and mortgage loans. Additionally, the availability of FHA and VA mortgage financing, which is subject to the same interest rate and lending term risks, is an important factor in marketing some of our homes, and reduced availability of these financing options could negatively impact our results of operations.

The homebuilding industry is cyclical and deteriorations in industry conditions or downward changes in general economic or other business conditions have historically affected our business and financial results and could do so in the future.

The residential homebuilding industry is sensitive to changes in economic conditions and other factors, such as the level of employment, consumer confidence, consumer income, product affordability, availability of financing, inflation, and interest rate levels. As we have seen with elevated inflation and interest rates the last three years, adverse changes in any of these conditions generally, or in the markets where we operate, can decrease demand and pricing for new homes and result in customer cancellations of pending contracts, which could adversely affect the number of home deliveries we make or reduce the prices we can charge for homes, either of which could result in a significant decrease in our revenues and earnings that could materially and adversely affect our financial condition.

For example, beginning in 2006 and continuing through 2011, the U.S. housing market was unfavorably impacted by severe weakness in new home sales attributable to, among other factors, weak consumer confidence, tightened mortgage standards, significant foreclosure activity, a more challenging appraisal environment, higher than normal unemployment levels, and significant uncertainty in the global economy. During this period, we incurred significant losses, including impairments of our land inventory and certain other assets, and some aspects of the housing industry have yet to return to pre-2007 production levels. Beginning in 2020, the COVID-19 pandemic also impacted our business and resulted in a significant slowdown in our business and impacts to our financial results, followed by historically high inflation, increased interest rates and weaker economic conditions, all of which impacted the affordability of our homes and consumer sentiment.

Inflation has resulted in increased costs that we may not be able to recoup and has impacted home affordability and consumer sentiment.

Inflation can adversely affect us by increasing costs of land, materials, and labor. In addition, significant inflation is often accompanied by higher interest rates, which have had a negative impact on demand for our homes in recent years. In an inflationary environment like the one we experienced in years following the COVID-19 pandemic, economic conditions and other market factors may make it difficult for us to raise home prices enough to keep up with the rate of inflation, which could reduce our profit margins or reduce the number of consumers who can afford to purchase one of our homes. Heightened labor and material prices resulting from inflation can increase operational costs as well. If inflation persists or increases, we may not be able to adjust the pricing we charge for homes to offset these increased costs, which would adversely impact our results of operations and cash flows. In addition, inflation through the broader economy, especially when combined with higher mortgage interest rates, can negatively impact home affordability and consumer sentiment and created significant volatility in demand for new housing.

Supply shortages and other risks related to the demand for skilled labor and building materials could increase costs and delay deliveries.

The homebuilding industry is highly competitive for skilled labor. Labor shortages could limit the availability of construction labor. Additionally, the supply of certain building materials, especially lumber, wood-based materials such as roof and floor trusses and oriented strand boards, steel, resin, concrete, copper, and petroleum-based materials, could be limited by factors such as strong consumer demand, disruptions in the global supply chain, and major weather events at the point of manufacture of certain products. Supply constraints can also be further exacerbated by government policies that make it more difficult and/or expensive for suppliers to produce materials needed for our business. For instance, changes in laws, government regulations, or enforcement priorities, such as the imposition of tariffs (in particular on materials imported from Canada or Mexico) or other import or export restrictions, penalties or sanctions, including modification or elimination of international agreements covering trade or investment, or changes in immigration laws and/or their enforcement, could result in higher component costs, tighter overall labor conditions and a shortage of skilled tradespeople, which could in turn adversely affect our business. Several of these factors, along with the consolidation of ownership of the source of supply for certain building materials, could result in increases to the prices of some materials. Increased costs and shortages of labor and materials can cause increases in construction costs, and construction delays. We may not be able to pass on increases in construction costs to customers and generally are unable to pass on any such increases to customers who have already entered into sales contracts as those sales contracts generally fix the price of the home at the time the contract is signed, which may be well in advance of the construction of the home. Sustained increases in construction costs may, over time, erode our margins, and pricing competition may restrict our ability to pass on any such additional costs, thereby decreasing our margins.

Our success depends on our ability to acquire land suitable for residential homebuilding in accordance with our land investment criteria.

The homebuilding industry is highly competitive for suitable land. The availability of finished and partially finished lots and undeveloped land for purchase that meet our internal criteria depends on a number of factors outside our control, including land availability, competition with other homebuilders and land buyers for desirable property, inflation in land prices, zoning, allowable housing density, and other regulatory requirements. Should suitable lots or land become less available, the number of homes we may be able to build and sell could be reduced, and the cost of land could be increased, perhaps substantially, which could adversely impact our results of operations.

Our long-term ability to build homes depends on our acquiring land suitable for residential building at reasonable prices in locations where we want to build. We experience significant competition for suitable land as a result of land constraints in many of our markets. As competition for suitable land increases, and as available land is developed, the cost of acquiring suitable land could rise, and the availability of suitable land at acceptable prices may decline. Any land shortages or any decrease in the supply of suitable land at reasonable prices could limit our ability to develop new communities or result in increased land costs. We may not be able to pass through to our customers any increased land costs, which could adversely impact our earnings and margins.

If the market value of our land drops significantly, our profits could decrease and result in write-downs of the carrying values of land we own.

The market value of land can fluctuate significantly as a result of changing market conditions, and the measures we employ to manage inventory risk may not be adequate to insulate our operations from a severe drop in inventory values. We acquire land for expansion into new markets and for replacement of land inventory and expansion within our current markets. If housing demand decreases below what we anticipated when we acquired our inventory, our profitability could be adversely affected, we may experience less-than-anticipated profits, and/or we may not be able to recover our costs when we sell and build homes. When market conditions are such that land values are not appreciating, land option or land banking arrangements previously entered into may become less desirable, at which time we may elect to forgo deposits and pre-acquisition costs and terminate the agreements. In the face of adverse market conditions, we may have substantial inventory carrying costs, we may have to write down our inventory to its fair value, and/or we may have to sell land or homes at a loss. At times we have been required to record significant write-downs of the carrying value of our land inventory, and we have elected not to exercise options to purchase land, even though that required us to forfeit deposits and write-off pre-acquisition costs. If market conditions were to deteriorate in the future, we could elect to not execute additional options and again be required to record significant write-downs to our land inventory, which would decrease the asset values reflected on our balance sheet and could materially and adversely affect our earnings and our shareholders' equity.

Competition for homebuyers could reduce our deliveries or decrease our profitability.

The U.S. housing industry is highly competitive. Homebuilders compete for homebuyers in each of our markets with numerous national, regional, and local homebuilders on the basis of location, price, quality, reputation, design, community amenities, and our customers' overall sales and homeownership experiences. This competition with other homebuilders could reduce the number of homes we deliver or cause us to accept reduced margins to maintain sales volume.

We also compete with resales of existing or foreclosed homes, housing speculators, and available rental housing. Increased competitive conditions in the residential resale or rental market in the regions where we operate could decrease demand for new homes or unfavorably impact pricing for new homes.

An inability to accurately predict customer preferences or demand, or to respond effectively to technological developments, including artificial intelligence, could materially impact the business.

Our development, integration, and use of artificial intelligence ("AI") technology in our operations remains in the early phases. We have started to assess the use of AI technology to drive productivity and analyze data. While we aim to develop, integrate, and use AI responsibly, we may ultimately be unsuccessful in identifying or resolving issues, such as accuracy limitations, cybersecurity risks, unintended biases, and discriminatory outputs, before they arise. AI is a new and emerging technology in early stages of commercial use and presents a number of risks inherent in its use, including, but not limited to, ethical considerations, public perception, intellectual property protection, regulatory compliance, privacy concerns, and data security, all of which could have a material adverse effect on our business, results of operations, and financial position. In addition, we cannot predict future developments in AI or their potential impact on our business and our industry. If we are unable to successfully and accurately develop, integrate, and use AI technology, as well as address the risks and challenges associated with AI, our business, results of operations, and financial position could be negatively impacted. Further, if our competitors are able to develop or leverage AI technologies more effectively than we do, including to better anticipate customer preferences, improve operational efficiency, or enhance products or services, our competitive position could be adversely affected. Additionally, if the content, analyses, or recommendations that AI applications assist in producing are or are alleged to be deficient, inaccurate, or biased, our reputation, business, financial condition, and results of operations may be adversely affected.

Government regulations could increase the cost and limit the availability of our development and homebuilding projects or affect our related Financial Services operations and adversely affect our business or financial results.

Our operations are subject to building, safety, environmental, and other regulations imposed and enforced by various federal, state, and local governing authorities. New housing developments may also be subject to various assessments for schools, parks, streets, and other public improvements. These assessments have increased over recent years as other funding mechanisms have decreased, causing local governing authorities to seek greater contributions from homebuilders. Although recently imposed tariffs have not had a material impact on our construction costs, newly imposed or increased tariffs, duties and/or trade restrictions on imported materials and goods that are used in connection with the construction and delivery of our

homes may raise our costs for these items or for the products made with them. All of these factors have caused and could in the future cause an increase in the effective cost of our homes.

We also are subject to a variety of local, state, and federal laws and regulations concerning protection of health, safety, and the environment, including laws and regulations governing the disclosure of certain information relating to the environmental impact of our operations. The impact of environmental laws on our operations varies depending upon the prior uses of the building site or adjoining properties and may be greater in areas with less supply where undeveloped land or desirable alternatives are less available. These matters may result in delays, may cause us to incur substantial compliance, remediation and other costs, and could prohibit or severely restrict development and homebuilding activity in environmentally sensitive regions or areas. More stringent requirements could be imposed in the future on homebuilders, developers, and financial services companies, thereby increasing the cost of compliance.

Our Financial Services operations are also subject to numerous federal, state, and local laws and regulations. These include eligibility requirements for participation in federal loan programs and compliance with consumer lending and similar requirements such as disclosure requirements, prohibitions against discrimination, and real estate settlement procedures. They also subject our operations to examination by applicable agencies, pursuant to which those agencies may limit our ability to provide mortgage financing or title services to potential purchasers of our homes. For example, for our homes to qualify for FHA or VA mortgages, we must satisfy valuation standards and site, material, and construction requirements of those agencies.

Homebuilding is subject to warranty and other claims in the ordinary course of business that can be significant.

As a homebuilder, we are subject to home warranty, construction defect, and other claims arising in the ordinary course of business. We rely on subcontractors to perform the actual construction of our homes and, in some cases, to select and procure building materials. Despite our detailed specifications and quality control procedures, in limited cases, subcontractors may use improper construction processes or defective materials. In such cases, it can result in the need to perform repairs to homes. We record warranty and other reserves relating to the homes we sell based on historical experience in our markets.

We have, and require our subcontractors to have, general liability, property, errors and omissions, workers compensation, and other business insurance. These insurance policies protect us against a portion of our risk of loss from claims, subject to certain self-insured per occurrence and aggregate retentions, deductibles, and available policy limits. In certain instances, we may offer our subcontractors the opportunity to purchase insurance through one of our captive insurance subsidiaries or participate in a project-specific insurance program. Policies issued by our captive insurance subsidiaries represent self-insurance of those risks by us. We reserve for costs to cover our self-insured and deductible amounts under these policies and for any costs of claims and lawsuits based on actuarial analyses of our historical claims, which include estimates of claims incurred but not yet reported. Our insurance coverage, our subcontractor arrangements, and our reserves may not be adequate to address all our warranty and construction defect claims in the future, and there is typically a lag between our payment of claims and reimbursements from applicable insurance carriers or other third parties. Contractual indemnities can be difficult to enforce, we may be responsible for applicable self-insured retentions, and some types of claims may not be covered by insurance or may exceed applicable coverage limits. Additionally, the coverage offered by and the availability of general liability insurance for construction defects have become more costly and limited. There can be no assurance that coverage will not be further restricted, become more costly, or even become unavailable in the future. Additionally, we are exposed to counterparty default risk related to our subcontractors, our insurance carriers, and our subcontractors' insurance carriers.

We can be injured by improper acts of persons over whom we do not have control or by the attempt to impose liabilities or obligations of third parties on us.

Although we expect all of our subcontractors, employees, officers, and directors to comply at all times with all applicable laws, rules, and regulations, there may be instances in which subcontractors or others through whom we do business engage in practices that do not comply with applicable laws, regulations, or governmental guidelines. When we learn of practices that do not comply with applicable laws, regulations, or government guidelines, including practices relating to homes, buildings, or multifamily properties we build or finance, we endeavor to move to stop the non-complying practices as soon as possible, and we have taken disciplinary action regarding subcontractors and employees of ours who were aware of non-complying practices and did not take steps to address them, including in some instances terminating their employment or engagement. However, regardless of the steps we take after we learn of practices that do not comply with applicable laws, regulations, or government guidelines, we can in some instances be subject to fines or other governmental penalties, and our reputation can be injured, due to the practices having taken place.

The homes we sell are built by employees of subcontractors and other contract parties. We do not have the ability to control what these contract parties pay their employees or subcontractors or the work rules they impose on their employees or subcontractors. However, various governmental agencies have attempted to hold contract parties like us responsible for violations of wage and hour laws and other work-related laws by firms whose employees are performing contracted services. Governmental rulings or changes in state or local laws that make us responsible for labor practices by our subcontractors could create substantial exposures for us in situations that are not within our control.

Natural disasters, severe weather conditions and changing climate patterns could delay deliveries, increase costs, and decrease demand for new homes in affected areas.

Our Homebuilding operations are located in many areas that are subject to natural disasters and severe weather. The occurrence of natural disasters or severe weather conditions can delay new home deliveries, increase costs by damaging inventories, reduce the availability of materials, and negatively impact the demand for new homes in affected areas. For instance, in recent years, hurricanes have caused significant disruptions in Florida and our Southeastern markets but did not result in a material impact to our results of operations. In addition, the increased prevalence of forest fires in recent years in our western markets has caused disruptions to our sales operations and development delays, and significant weather events have contributed to plant closures and transportation delays that have exacerbated stress on our supply chain. Furthermore, if our insurance does not fully cover losses or business interruptions resulting from these events, our earnings, liquidity, or capital resources could be adversely affected.

Across various regions in which we operate, costs associated with homeowner, hazard, and flood insurance have increased in recent years, driven in part by the increasing frequency and severity of weather-related losses. In some cases, these conditions have constrained homeowners' ability to obtain adequate coverage. While these issues have not had a material impact on our business thus far, continued increases in insurance costs, further limitations on coverage availability, or insufficient insurance coverage for business interruptions or losses could adversely affect home affordability, demand, and our operating results in the future.

The impact of climate change or other governmental regulation may adversely impact our business.

In addition to more frequent extreme weather events, global climate change can also impact our operations through extensive governmental policy developments and shifts in consumer sentiment, which have the potential individually or collectively to significantly disrupt our business as well as negatively affect our suppliers, independent contractors, and customers. For instance, the requirement to modify our home designs mandated by upgraded building codes or recommended practices given a region's particular exposure to climate conditions can increase our costs, which we may not be able to recoup by increasing the price of our homes. Government restrictions, standards, or regulations intended to reduce greenhouse gas emissions or potential climate change impacts are also likely to result in restrictions on land development in certain areas and may increase energy, transportation, or raw material costs, which could reduce our housing gross profit margins and adversely affect our results of operations. For example, as the risk of flooding in coastal and other flood prone areas increases or the results of climate change result in water scarcity, local governments may increase the requirements on new home builders for zoning approvals and restrict areas where new homes may be built, resulting in increased development costs and greater competition for more desirable land parcels. In addition, as local governmental authorities and utilities are required to spend increasing amounts of their resources responding to and remediating weather and climate-related events, their ability to provide approvals and service to new housing communities may be impaired.

Risks Related to Our Business Model and Capital Structure

Adverse capital and credit market conditions may significantly affect our access to capital and cost of capital.

The capital and credit markets can experience significant volatility. We may need credit-related liquidity for the future development of our business and other capital needs. Without sufficient liquidity, we may not be able to purchase additional land or develop land, which could adversely affect our financial results. At December 31, 2025, we had cash, cash equivalents, and restricted cash of $2.0 billion as well as $892.9 million available under our revolving credit facility, which was amended effective February 4, 2026 to extend its maturity date to February 4, 2031, increase the total committed capacity to $1.75 billion, and expand the uncommitted accordion feature to $750 million, providing for potential capacity of $2.5 billion, subject to certain conditions and the availability of additional bank commitments ("Revolving Credit Facility"). However, our internal sources of liquidity and Revolving Credit Facility may prove to be insufficient, and, in such case, we may not be able to successfully obtain additional financing on terms acceptable to us, or at all.

Another source of liquidity is our ability to use letters of credit and surety bonds relating to certain performance-related obligations and as security for certain land option agreements and insurance programs. The majority of these letters of credit and surety bonds are in support of our land development and construction obligations to various municipalities, other government agencies, and utility companies related to the construction of roads, sewers, and other infrastructure. At December 31, 2025, we had outstanding letters of credit and surety bonds totaling $357.1 million and $3.1 billion, respectively. These letters of credit are generally issued via our unsecured Revolving Credit Facility, which contains certain financial covenants and other limitations. If we are unable to obtain letters of credit or surety bonds when required, or the conditions imposed by issuers increase significantly, our liquidity and cost of operations could be adversely affected.

Our income tax provision and tax reserves may be insufficient if a taxing authority is successful in asserting positions that are contrary to our interpretations and related reserves, if any.

Significant judgment is required in determining our provision for income taxes and our reserves for federal, state, and local taxes. In the ordinary course of business, there may be matters for which the ultimate outcome is uncertain. Our evaluation of our tax matters is based on a number of factors, including relevant facts and circumstances, applicable tax law, correspondence with tax authorities during the course of audits, and effective settlement of audit issues. Although we believe our approach to determining the tax treatment for such items is appropriate, no assurance can be given that the final tax authority review will not be materially different than that which is reflected in our income tax provision and related tax reserves. Such differences could have a material adverse effect on our income tax provision in the period in which such determination is made and, consequently, on our financial position, cash flows, or net income.

We are periodically audited by various federal, state, and local authorities regarding tax matters. Our current audits are in various stages of completion; however, no outcome for a particular audit can be determined with certainty prior to the conclusion of the audit, appeal, and, in some cases, litigation process. As each audit is concluded, adjustments, if any, are recorded in our financial statements in the period determined. To provide for potential tax exposures, we consider a variety of factors, including those described above in relation to our evaluation of tax matters. If these reserves are insufficient upon completion of an audit, there could be an adverse impact on our financial position, cash flows, and results of operations.

We may not realize our deferred tax assets.

As of December 31, 2025, we had deferred tax assets of $70.6 million, against which we provided a valuation allowance of $21.4 million. The ultimate realization of our deferred tax assets is dependent upon generating future taxable income. While we have recorded valuation allowances against certain of our deferred tax assets, the valuation allowances are subject to change as facts and circumstances change. The value of our deferred tax assets and liabilities are also dependent upon the tax rates expected to be in effect at the time they are realized. A change in enacted corporate tax rates in our major jurisdictions, especially the U.S. federal corporate tax rate, would change the value of our deferred taxes, which could be material.

Our inability to sell mortgages into the secondary market could significantly reduce our ability to sell homes unless we are willing to become a long-term investor in loans we originate.

We sell substantially all of the residential mortgage loans we originate within a short period in the secondary mortgage market. If we were unable to sell loans into the secondary mortgage market or directly to Fannie Mae and Freddie Mac, we would have to either (a) curtail our origination of residential mortgage loans, which, among other things, could significantly reduce our ability to sell homes, or (b) commit our own funds to long-term investments in mortgage loans, which, in addition to requiring us to deploy substantial amounts of our own funds, could delay the time when we recognize revenues from home sales on our statements of operations.

We are subject to claims related to mortgage loans we sold in the secondary mortgage market that may be significant.

Our mortgage operations may be responsible for losses arising out of claims associated with mortgage loans originated and sold to investors in the event of errors or omissions relating to certain representations and warranties made by us that the loans met certain requirements, including representations as to underwriting standards, the type of collateral, the existence of primary mortgage insurance, and the validity of certain borrower representations in connection with the loan. To date, the significant majority of these claims made by investors against our mortgage operations relate to loans originated prior to 2009, during

which time inherently riskier loan products became more common in the origination market. We may also be asked to indemnify underwriters that purchased and securitized loans originated by a former subsidiary of Centex Corporation ("Centex"), which we acquired in 2009, for losses incurred by investors in those securitized loans based on similar breaches of representations and warranties.

The resolution of claims related to alleged breaches of these representations and warranties and repurchase claims could have a material adverse effect on our financial condition, cash flows and results of operations. Given the unsettled nature of these claims, changes in values of underlying collateral over time, and other uncertainties regarding the ultimate resolution of these claims, actual costs could differ from our current estimates. Accordingly, there can be no assurance that such reserves will not need to be increased in the future.

We are implementing a new enterprise resource planning system, and challenges with the implementation of the system may impact our business and operations.

We are in the process of a multi-year implementation of new enterprise resource planning systems ("ERP"). The ERP implementation will require the integration of the new ERP systems with multiple new and existing information systems and business processes and will be designed to accurately maintain our books and records and provide information to our management teams important to the operation of the business. Our ERP implementation will continue to require ongoing maintenance and monitoring. Conversion from our old systems to the new ERP systems may cause inefficiencies until the ERP systems are stabilized and mature. The implementation of our new ERP systems will mandate new procedures and certain modifications to our disclosure controls and procedures and internal control over financial reporting, and it will take time for such procedures and controls to become mature in their operation. If we are unable to adequately implement and maintain procedures and controls relating to our new ERP systems, our ability to produce timely and accurate financial statements or comply with applicable regulations could be impaired and impact our assessment of the effectiveness of our internal controls over financial reporting. The ERP implementation is costly and may not ultimately result in the operational benefits to the Company that are currently anticipated.

General Risk Factors

Information technology failures or data security breaches could harm our business and result in substantial costs.

We use information technology and other computer resources to conduct important operational activities and to maintain our business records. Our computer systems, including our back-up systems, are subject to damage or interruption from power outages, computer and telecommunications failures, computer viruses, security breaches (through cyber-attacks from computer hackers and sophisticated organizations), catastrophic events such as fires, tornadoes and hurricanes, usage errors by our employees, or cyber-attacks or errors by third party vendors who could gain access to our confidential data or that of our customers, vendors, or employees. In particular, the frequency, severity and novelty of cyber-attacks on companies has increased significantly in recent years, including significant ransomware attacks and foreign attacks on prominent companies and computer software programs, as threat actors become increasingly sophisticated and employ techniques, including malicious uses of AI such as deepfakes, to launch attacks that are increasingly difficult to detect and defend against. We, like many organizations, have experienced and expect to continue to experience varying degrees of cybersecurity incidents in the course of our business, including phishing and social engineering intrusions which could lead, in turn, to ransomware attacks or other incidents that could impact our business.

While to our knowledge we have not experienced a significant cybersecurity incident that has materially affected our business strategy, results of operations or financial condition in the last three years, and we are frequently working to improve our information technology systems and provide employee awareness training around phishing, malware, and other cyber risks to enhance our levels of protection, to the extent possible, against cyber risks and security breaches, and to enhance our monitoring to prevent, detect, contain, address, and mitigate the risk of unauthorized access, misuse, computer viruses, and other events that could have an impact on our business, there is no assurance that advances in computer capabilities, new technologies, methods, or other developments will detect or prevent security breaches and safeguard access to proprietary or confidential information or otherwise prevent material consequences for our business and reputation.

If our computer systems and our back-up systems are damaged, breached, or cease to function properly, or if there are intrusions or failures of critical infrastructure such as the power grid or communications systems, we could suffer extended interruptions in our operations. Any such disruption could damage our reputation, result in lost customers, lost revenue, and market value declines, lead to legal proceedings against us by affected third parties resulting in penalties or fines, result in government investigations or related inquiries, and require us to incur significant costs to remediate or otherwise resolve these

issues. In addition to direct cyber-attacks on, or other disruptions of, our systems, cyber-attacks on, or other disruptions of, the systems of our suppliers, financial service companies, service providers, and other parties on which we rely to conduct our business can result in their inability to provide services to us and impact our ability to conduct our business in the ordinary course.

Breaches of our computer or data systems, including those operated by third parties on our behalf, could also result in the unintended public disclosure or the misappropriation of our proprietary information or personal and confidential information, about our employees, customers, and business partners, requiring us to incur significant expense to address and resolve. Improper conduct by our employees who have access to such information could also result in the misuse of such information. The misappropriation and/or release of confidential information may also lead to legal or regulatory proceedings against us by affected individuals or otherwise, and the outcome of such proceedings could include penalties or fines and require us to incur significant costs to remediate or otherwise resolve. Depending on its nature, a particular breach or series of breaches of our systems may result in the unauthorized use, appropriation or loss of confidential or proprietary information on a one-time or continuing basis, which may not be detected for a period of time.

The costs of maintaining adequate protection and insurance against such threats, as they develop in the future (or as legal requirements related to data security increase), could be material. While we currently have insurance coverage for losses incurred as a result of cyber-attacks, there is no assurance that future coverage will not be restricted or become more costly. In addition, there is no assurance that any such insurance would make us whole for any losses incurred by our Company. If we suffer cybersecurity incidents or data security issues in the future, we could suffer material liabilities, our reputation could be materially damaged, and our operations could be materially disrupted.

Negative publicity could negatively impact sales, which could cause our revenues or results of operations to decline.

Our business strategy relies heavily on our reputation and brands, which are critical to our success. Unfavorable media or investor and analyst reports related to our industry, Company, brand, marketing, personnel, operations, business performance, or prospects may affect our stock price and the performance of our business, regardless of their accuracy or inaccuracy. Furthermore, the speed at which negative publicity is disseminated has increased dramatically through the use of electronic communication, including social media outlets, websites and other digital platforms. Our success in maintaining and enhancing our brand depends on our ability to adapt to this rapidly changing media environment. Adverse publicity or negative commentary from any media outlets could damage our reputation and reduce the demand for our homes, which would adversely affect our business.

We can also be affected by poor relations with the residents of communities we develop because efforts made by us to resolve issues or disputes that may arise in connection with the operation or development of their communities, or in connection with the transition of a homeowners association, could be deemed unsatisfactory by the affected residents and subsequent actions by these residents could adversely affect sales or our reputation. In addition, we could decide or be required to make material expenditures related to the settlement of such issues or disputes, which could adversely affect our results of operations.

The loss of the services of members of our senior management or a significant number of our operating employees could negatively affect our business.

Our success depends upon the skills, experience, and active participation of our senior management, many of whom have been with the Company for a significant number of years. If we were to lose members of our senior management, we might not be able to find appropriate replacements on a timely basis, and our operations could be negatively affected. Also, the loss of a significant number of operating employees in key roles or geographies where we are not able to hire qualified replacements could have a material adverse effect on our business.

We have significant intangible assets. If these assets become impaired, then our profits and shareholders' equity may be reduced.

We have significant intangible assets related to business combinations. If the carrying value of intangible assets is deemed impaired, the carrying value is written down to fair value. This would result in a charge to our earnings. If management's expectations of future results and cash flows decrease significantly, impairments of intangible assets may occur.

Our business could be materially and adversely affected by epidemics, pandemics, or other public health emergencies.

Our business could be materially and adversely disrupted by the outbreak and spread of contagious diseases, including epidemics, pandemics, or other serious public health threats, such as the COVID-19 pandemic, as well as by the fear of such events. Public health emergencies may result in measures taken by international, federal, state, and local governments, agencies, law enforcement, and or health authorities, including travel restrictions, quarantines, business closures, workforce limitations, and other regulatory or emergency actions. These measures could significantly disrupt or prevent us from operating our business in the ordinary course for an extended period of time.

Any epidemic, pandemic, or similar public health issue, including events like COVID-19, and the related governmental, regulatory, or private sector responses could adversely affect our operations, supply chain, workforce availability, customer demand, and ability to deliver products or services. Such events and responses could also contribute to broader macroeconomic effects, including inflation, labor shortages, changes in consumer behavior, and supply chain disruptions, which could further negatively impact our business, financial condition, and results of operations.

The extent to which future public health emergencies may affect our business will depend on a number of factors, including the duration and severity of the outbreak, the timing and effectiveness of containment measures, the impact on global and regional economic conditions, and our ability to adapt our operations in response to changing circumstances. Any of these factors, individually or in the aggregate, could have a material adverse impact on our consolidated financial statements.

ITEM 1B. UNRESOLVED STAFF COMMENTS

None.

ITEM 1C. CYBERSECURITY

Risk Management and Strategy

We have established processes and policies for assessing, identifying, and managing material risks posed by cybersecurity threats. Our processes and policies are designed to be based upon the National Institute of Standards and Technology (NIST) Cybersecurity Framework with our processes focused on: (i) developing organizational understanding to manage cybersecurity risks, (ii) applying safeguards to protect our systems, (iii) detecting the occurrence of a cybersecurity incident, (iv) responding to a cybersecurity incident and (v) recovering from a cybersecurity incident. Where appropriate, these processes and policies are integrated into our overall risk management systems and processes. For instance, all of our employees with network access are required to complete information security and privacy training on an annual basis. We are also frequently working to improve our information technology systems and provide employee awareness training around phishing, malware, and other cyber risks to enhance our levels of protection. We have engaged independent consultants and other third-parties to assist us in establishing and improving our policies. We conduct tabletop simulation exercises with outside consultants at least annually to test our processes and policies and use feedback from those exercises to improve our processes. Our senior management team members are active participants in each of those exercises, and members of the Audit Committee of our Board of Directors have participated in some of those exercises as well. Our processes and policies include the identification of those third-party relationships that have the greatest potential to expose us to cybersecurity threats and, upon identification, we conduct additional due diligence as a part of establishing those relationships. We also maintain insurance coverage for cybersecurity matters as part of our overall insurance portfolio. For additional information concerning cybersecurity risks we face to our business strategy, results of operations, and financial condition, see Item 1A Risk Factors – Information technology failures or data security breaches could harm our business and result in substantial costs.

Governance

Cybersecurity and risks related to our information technology and other computer resources are an important focus of our Board of Directors' risk oversight. Our Audit Committee receives materials on a frequent basis to address the identification and status of information technology cybersecurity risks, and management, including our Chief Information Officer ("CIO") and Chief Information Security Officer ("CISO"), provides quarterly updates to our Audit Committee and an update to our Board of Directors at least annually with respect to cybersecurity matters. Our Audit Committee regularly reviews and discusses with management the strategies, processes, procedures, and controls pertaining to the management of the Company's information technology operations, including cybersecurity risks. This enables management to provide oversight, set risk tolerances, and support a comprehensive cybersecurity program that manages material cybersecurity risks to the Company. Aspects of the information systems of our Homebuilding operations and our Financial Services operations are separate where appropriate

based on differences in business needs, though our information technology operations are centralized under a single CIO and a single CISO, each with enterprise-wide responsibilities. Our CISO reports to our CIO and is responsible for managing the information security team and working to ensure the team is assessing and managing cybersecurity risks in accordance with our processes and procedures. Our CIO has over 30 years' experience managing enterprise information technology systems. Our CISO has over 30 years' experience working in information technology and cybersecurity roles and is a certified information security manager as certified by the Information Systems Audit and Control Association ("ISACA").

Pursuant to our Cybersecurity Incident Response Plan ("CIRP"), when a cybersecurity event has been identified through our detection processes, it is assessed in order to determine whether the event is a cybersecurity incident. Our CIRP designates the primary manager of a cybersecurity incident, describes the parties who should be informed about the incident, and outlines the processes for containment, eradication, recovery, and resolution of the incident. Depending on the severity and impact of a cybersecurity threat, members of our senior management team and Board of Directors are notified of an incident and kept informed of the mitigation and remediation of the incident. We are not aware of any material cybersecurity incidents in the last three years.

ITEM 2. PROPERTIES

Our homebuilding and corporate headquarters are located in leased office facilities at 3350 Peachtree Road NE, Suite 1500, Atlanta, Georgia 30326. Pulte Mortgage leases its primary office facilities in Denver, Colorado. Our Homebuilding divisions and Financial Services branches lease office space in the geographic locations in which they conduct their daily operations. In total across our organization, we lease approximately 1.6 million square feet of office space. The Company considers its properties suitable and adequate for its current business operations.

Because of the nature of our Homebuilding operations, significant amounts of property are held as inventory in the ordinary course. Such properties are not included in response to this Item.

ITEM 3. LEGAL PROCEEDINGS

We are involved in various legal and governmental proceedings incidental to our continuing business operations, many involving claims related to certain alleged construction defects. The consequences of these matters are not presently determinable but, in our opinion, after consulting with legal counsel and taking into account insurance and reserves, the ultimate liability is not expected to have a material adverse impact on our results of operations, financial position, or cash flows. However, to the extent the liability arising from the ultimate resolution of any matter exceeds our estimates reflected in the recorded reserves relating to such matter, we could incur additional charges that could be significant.

ITEM 4. MINE SAFETY DISCLOSURES

This Item is not applicable.

PART II

ITEM 5. MARKET FOR THE REGISTRANT'S COMMON EQUITY, RELATED SHAREHOLDER MATTERS AND ISSUER PURCHASES OF EQUITY SECURITIES

Our common shares are listed on the New York Stock Exchange (Symbol: PHM). At January 22, 2026, there were 1,842 shareholders of record.

In November 2025, our Board of Directors approved a quarterly cash dividend of $0.26 per common share, payable on January 6, 2026, to shareholders of record on December 16, 2025. The declaration of future cash dividends is at the discretion of our Board of Directors and will depend upon our future earnings, capital requirements and liquidity, cash flows, and financial conditions.

Issuer Purchases of Equity Securities

	Total number of shares purchased (1)	Average price paid per share	Total number of shares purchased as part of publicly announced plans or programs	Approximate dollar value of shares that may yet be purchased under the plans or programs ($000's omitted)
October 1, 2025 to October 31, 2025	839,372	$ 124.81	839,372	$ 1,178,138 (2)
November 1, 2025 to November 30, 2025	759,867	119.07	759,867	$ 1,087,663 (2)
December 1, 2025 to December 31, 2025	847,009	123.68	847,009	$ 982,902 (2)
Total	2,446,248	$ 122.64	2,446,248	

(1) During 2025, participants surrendered shares for payment of minimum tax obligations upon the vesting or exercise of previously granted share-based compensation awards. Such shares were not repurchased as part of our publicly-announced share repurchase programs and are excluded from the table above.

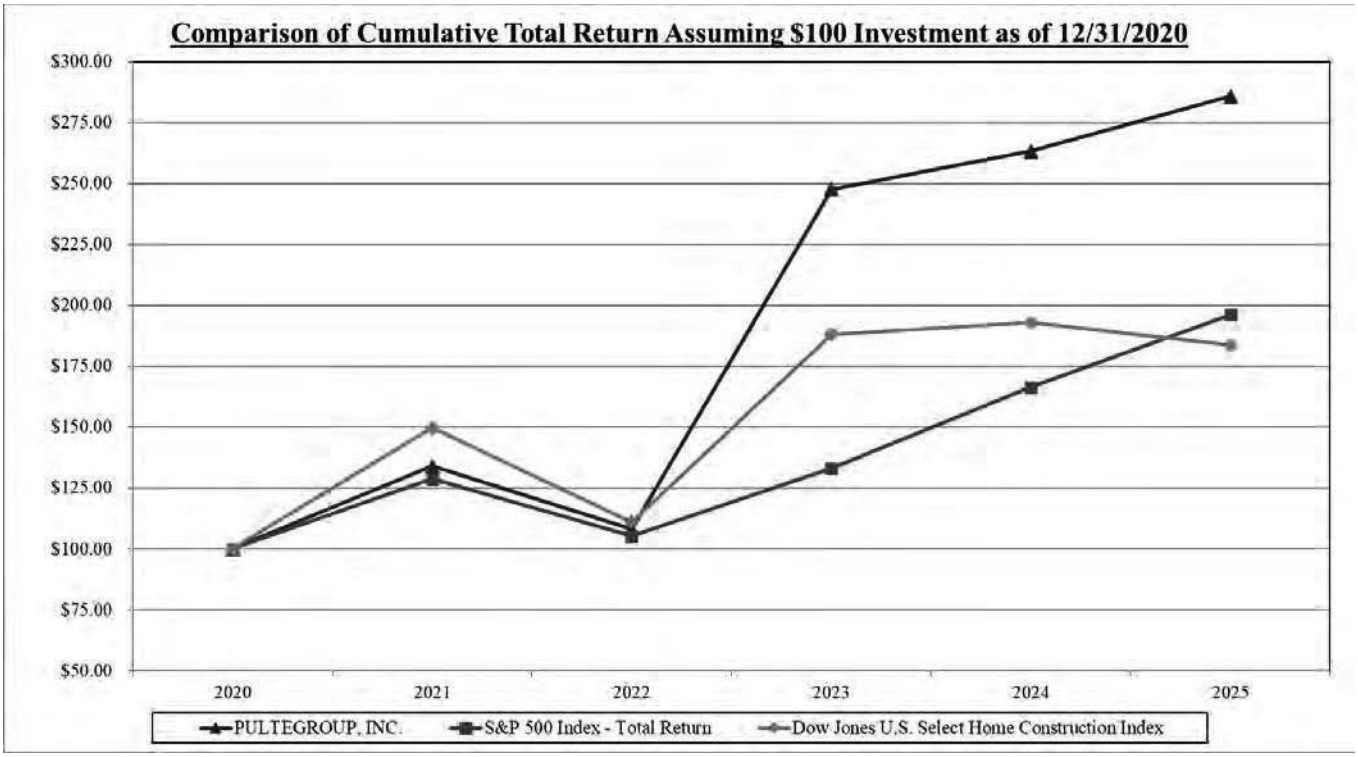
(2) On January 29, 2025, the Board of Directors approved an increase to our share repurchase authorization of $1.5 billion, which was publicly announced on January 30, 2025. There is no expiration date for this program, under which $982.9 million remained available as of December 31, 2025. During 2025, we repurchased 10.6 million shares for a total of $1.2 billion under this program.

The information required by this item with respect to equity compensation plans is set forth under Item 12 of this Annual Report on Form 10-K and is incorporated herein by reference.

Performance Graph

The following line graph compares, for the fiscal years ended December 31, 2021, 2022, 2023, 2024, and 2025, (a) the yearly cumulative total shareholder return (i.e., the change in share price plus the cumulative amount of dividends, assuming dividend reinvestment, divided by the initial share price, expressed as a percentage) on PulteGroup's common shares, with (b) the cumulative total return of the Standard & Poor's 500 Stock Index and with (c) the Dow Jones U.S. Select Home Construction Index. The Dow Jones U.S. Select Home Construction Index is a widely-recognized index comprised primarily of large national homebuilders. We believe comparison of our shareholder return to this index represents a meaningful analysis for investors.

COMPARISON OF FIVE YEAR CUMULATIVE TOTAL RETURN*
AMONG PULTEGROUP, INC., S&P 500 INDEX, AND PEER INDEX
Fiscal Year Ended December 31, 2025



	2020	2021	2022	2023	2024	2025
PULTEGROUP, INC.	$ 100.00	$ 134.05	$ 108.29	$ 247.74	$ 263.19	$ 285.70
S&P 500 Index - Total Return	100.00	128.71	105.40	133.10	166.40	196.16
Dow Jones U.S. Select Home Construction Index	100.00	149.77	110.95	188.14	192.88	183.73

* Assumes $100 invested on December 31, 2020, and the reinvestment of dividends.

ITEM 6. [RESERVED]

ITEM 7. MANAGEMENT'S DISCUSSION AND ANALYSIS OF FINANCIAL CONDITION AND RESULTS OF OPERATIONS

The following discussion and analysis of our financial condition and results of operations are provided as a supplement to and should be read in conjunction with the consolidated financial statements and related notes included in Item 8 in this Annual Report on Form 10-K. It also should be read in conjunction with the disclosure under "Special Notes Concerning Forward-Looking Statements" found in Item 7A of this Annual Report on Form 10-K. The following tables and related discussion set forth key operating and financial data as of and for the fiscal years ended December 31, 2025 and 2024. For similar operating and financial data and discussion of our fiscal 2024 results compared to our fiscal 2023 results, refer to Item 7, "Management's Discussion and Analysis of Financial Condition and Results of Operations" under Part II of our Annual Report on Form 10-K for the fiscal year ended December 31, 2024, which was filed with the SEC on February 6, 2025.

The following is a summary of our operating results by line of business ($000's omitted, except per share data):

	Years Ended December 31,	
	2025	2024
Income before income taxes:		
Homebuilding	$ 2,753,291	$ 3,795,924
Financial Services	158,030	209,955
Income before income taxes	2,911,321	4,005,879
Income tax expense	(692,591)	(922,617)
Net income	$ 2,218,730	$ 3,083,262
Diluted earnings per share	$ 11.12	$ 14.69

Overview

In 2025, consumer demand weakened due to ongoing affordability challenges, resulting from elevated mortgage interest rates and higher housing costs, as well as volatility in other macroeconomic and geopolitical conditions, including higher job losses and weakened consumer confidence. We have responded to these conditions by adjusting production cadence and sales prices where necessary and focusing sales incentives on discounts on spec inventory (houses without customer orders) and closing cost incentives, especially mortgage interest rate buydowns. Despite these efforts, net new orders in units decreased 4% in 2025 versus 2024.

We expect that many homebuyers will continue to face affordability challenges, so our sales paces may remain volatile on a monthly basis. In response, we expect our sales incentives to remain elevated and for our pace of house starts to remain dynamic. Additionally, we continue to face pressure in the cost of land acquisition and development. Due to the length of our land development and construction cycle times, there is a lag between when such cost changes occur and when they impact our operating results. This is evidenced in our gross margin from home sales, which decreased to 26.3% in 2025 versus 28.9% in 2024. Additionally, gross margin from home sales decreased each quarter in 2025, from 27.5% in the first quarter of 2025 to 24.7% in the fourth quarter of 2025. These decreases are primarily due to the aforementioned elevated sales incentives combined with higher land costs. While we expect to continue to generate healthy gross margins, they may decline somewhat in future periods as a result of these factors.

In response to the significant shift in market conditions in 2025, we have slowed the pace of our housing starts, have increased sales incentives, and are taking additional pricing actions in many of our communities, which resulted in $77.4 million of land inventory impairments in 2025. We continue to update the underwriting for our land option contracts prior to buying additional land and have made decisions to walk away from a number of land option agreements, which resulted in write-offs of deposits and pre-acquisition costs totaling $48.4 million in 2025. We will continue working with our trade partners to update the costs for materials, labor, and services to reflect changes in market conditions and will continue to adjust our overhead cost structure as necessary to align with demand.

Although elevated mortgage interest rates and volatile macroeconomic and geopolitical conditions may persist for some time, we believe the demographics supporting housing demand remain favorable over the long term. Inventories of new and existing homes have increased in the majority of our geographies as a result of the weakened demand experienced this year, so we are taking a measured approach to our capital allocation strategy as we anticipate continued volatility in demand. Accordingly, we

are focused on protecting liquidity and closely managing our cash flows while also continuing to emphasize shareholder returns, including the following actions:

- Increasing our lot optionality within our land pipeline for increased flexibility;
- Producing sufficient levels of spec inventory to service buyers seeking to close within 30 to 90 days;
- Maintaining a focus on shareholder return through dividends and share buybacks, including an 18% increase in our dividends from $0.22 to $0.26 per share effective with our January 2026 dividend payment and approving an additional $1.5 billion share repurchase authorization effective January 2025, bringing our total remaining share repurchase authorization to $1.0 billion as of December 31, 2025, after $1.2 billion of share repurchases in 2025; and
- Maintaining a modest leverage profile and ample liquidity.

We believe our strategic approach with respect to balancing sales price with sales pace, including actions taken related to sales incentives and our production cadence, will enable us to meet consumer demand at the selling prices necessary to turn our inventory, maintain market share, and generate healthy returns. We remain confident in our ability to navigate the future environment and to position the Company to take advantage of opportunities as they arise and support future growth and continued profitability and financial strength.

Homebuilding Operations

The following is a summary of income before income taxes for our Homebuilding operations ($000's omitted):

	Years Ended December 31,		
	2025	FY 2025 vs. FY 2024	2024
Home sale revenues	$16,743,522	(3)%	$17,318,521
Land sale and other revenues	179,764	(8)%	195,435
Total Homebuilding revenues	16,923,286	(3)%	17,513,956
Home sale cost of revenues *(a)*	(12,341,421)	— %	(12,311,766)
Land sale and other cost of revenues	(166,041)	(13)%	(189,893)
Selling, general, and administrative expenses ("SG&A") *(b)*	(1,573,928)	19 %	(1,321,276)
Equity income from unconsolidated entities *(c)*	2,897	*(d)*	43,151
Other income (expense), net *(e)*	(91,502)	*(d)*	61,752
Income before income taxes	$ 2,753,291	(27)%	$ 3,795,924
Supplemental data:			
Gross margin from home sales *(a)*	26.3 %	(260) bps	28.9 %
SG&A % of home sale revenues *(b)*	9.4 %	180 bps	7.6 %
Closings (units)	29,572	(5)%	31,219
Average selling price	$ 566	2 %	$ 555
Net new orders *(f)*:			
Units	27,914	(4)%	29,226
Dollars	$15,518,916	(6)%	$16,493,524
Cancellation rate	15 %		15 %
Average active communities	993	5 %	945
Backlog at December 31:			
Units	8,495	(16)%	10,153
Dollars	$ 5,270,112	(19)%	$ 6,494,718

(a) Includes the amortization of capitalized interest.

(b) Includes insurance reserve reversals of $42.3 million and $333.9 million in 2025 and 2024, respectively.

(c) Equity income from unconsolidated entities includes a gain of $39.5 million in 2024 related to the sale of our minority interest in a joint venture.

(d) Percentage not meaningful.

(e) See "Other income (expense), net" for a table summarizing significant items (Note 1).

(f) Net new order dollars represent a composite of new order dollars combined with other movements of the dollars in backlog related to cancellations and change orders.

Home sale revenues

Home sale revenues for 2025 were lower than 2024 by $575.0 million, or 3%. The decrease was attributable to a 5% decrease in closings, partially offset by a 2% increase in average selling price. The decrease in closings in 2025 was primarily attributable to lower net new orders in 2025 and a weaker order backlog entering the year, partially offset by a higher community count and improved production cycle times. Average selling price increased primarily due to product and geographic mix, including a slightly higher mix of closings toward our move-up buyers and in our Northeast segment, both of which carry a higher average selling price, partially offset by higher sales incentives.

Home sale gross margins

Home sale gross margins were 26.3% in 2025, compared with 28.9% in 2024. The lower home sale gross margins were primarily attributable to the aforementioned pricing actions we took in 2025, including elevated sales incentives, increased land acquisition and development costs, and higher land impairments as the result of the more challenging market conditions. We expect these factors to continue to impact our gross margins over the near term. Gross margins in 2025 were also unfavorably impacted by our efforts to reduce completed spec inventory to more appropriate levels, which we expect will continue to be an area of focus in 2026. While we have made significant progress in reducing the level of spec inventory during 2025, the level of completed spec inventory remains elevated for the current demand environment.

Land sale and other revenues

We periodically elect to sell parcels of land to third parties in the event such assets no longer fit into our strategic operating plans or are zoned for commercial or other development. Land sale and other revenues and their related gains or losses vary between periods, depending on the timing of land sales and our strategic operating decisions. Land sales and other revenues contributed income of $13.7 million and $5.5 million in 2025 and 2024, respectively.

SG&A

SG&A as a percentage of home sale revenues was 9.4% and 7.6% in 2025 and 2024, respectively. The gross dollar amount of our SG&A increased $252.7 million, or 19%, in 2025 compared with 2024. This increase resulted primarily from insurance reserve reversals of $42.3 million in 2025 compared to $333.9 million in 2024. Additionally, SG&A in 2025 reflects headcount and technology costs to support ongoing production volumes and investments for future growth. We expect to continue managing and balancing our overhead costs consistent with the demand environment.

Other income (expense), net

Other income (expense), net includes the following ($000's omitted):

	2025	2024
Write-offs of deposits and pre-acquisition costs (Note 2)	$ (48,442)	$ (18,266)
Amortization of intangible assets (Note 1)	(20,093)	(10,034)
Goodwill impairment (Note 1)	(28,553)	—
Property and equipment impairments	(49,629)	—
Gain (loss) on debt retirement	—	(222)
Interest income	44,428	59,486
Interest expense	(605)	(479)
Miscellaneous, net *(a)*	11,392	31,267
Total other income (expense), net *(b)*	$ (91,502)	$ 61,752

(a) Includes a gain of $17.5 million in 2024 related to the sale of a non-homebuilding property.

(b) Other income (expense), net includes impairments in 2025 resulting from our expected divestiture of certain manufacturing assets. The net assets and operating results related to such manufacturing assets are immaterial.

Net new orders

Net new orders in units decreased 4% in 2025 compared with 2024, while net new orders in dollars decreased by 6% compared with 2024. The decreased net new order volume and dollars in 2025 were primarily due to lower order volume in our Texas and West segments. The annual cancellation rate (canceled orders for the period divided by gross new orders for the period) was 15% in each of 2025 and 2024. Ending backlog dollars, which represents orders for homes that have not yet closed, decreased 19% in 2025 compared with 2024 due to the aforementioned lower order volume.

Homes in production

The following is a summary of our homes in production at December 31, 2025 and 2024:

	2025	2024
Sold	6,489	7,680
Unsold		
Under construction	5,217	6,897
Completed	1,999	1,862
	7,216	8,759
Models	1,759	1,593
Total	15,464	18,032

The number of homes in production at December 31, 2025 was 14% lower compared to December 31, 2024. This decrease was primarily due to lower order volumes and improved production cycle times, which reduces the length of time a home remains under construction.

Controlled lots

The following is a summary of our lots under control at December 31, 2025 and 2024:

	December 31, 2025			December 31, 2024		
	Owned	Optioned	Controlled	Owned	Optioned	Controlled
Northeast	3,671	7,202	10,873	3,946	6,693	10,639
Southeast	18,853	36,519	55,372	17,843	32,770	50,613
Florida	25,849	34,345	60,194	27,041	34,499	61,540
Midwest	10,319	21,660	31,979	11,271	20,061	31,332
Texas	16,220	19,162	35,382	15,420	23,663	39,083
West	26,192	14,640	40,832	26,655	14,727	41,382
Total	101,104	133,528	234,632	102,176	132,413	234,589
	43 %	57 %	100 %	44 %	56 %	100 %
Developed (%)	50 %	25 %	36 %	48 %	24 %	34 %

While competition for well-positioned land is robust, we have continued to pursue land investments that we believe can achieve appropriate risk-adjusted returns on invested capital. We have also continued to seek to maintain a high percentage of our lots that are controlled via land option agreements as such contracts enable us to defer acquiring portions of properties owned by third parties or unconsolidated entities until we have determined whether and when to exercise our option, which reduces our financial risks associated with long-term land holdings. The remaining purchase price under our land option agreements totaled $10.0 billion at December 31, 2025.

Homebuilding Segment Operations

Our Homebuilding operations represent our core business. Homebuilding offers a broad product line to meet the needs of homebuyers in our targeted markets. As of December 31, 2025, we conducted our operations in 47 markets located throughout 26 states. For reporting purposes, our Homebuilding operations are aggregated into six reportable segments:

Northeast:	*Maryland, Massachusetts, New Jersey, Pennsylvania, Rhode Island, Virginia*
Southeast:	*Georgia, North Carolina, South Carolina, Tennessee*
Florida:	*Florida*
Midwest:	*Illinois, Indiana, Kentucky, Michigan, Minnesota, Ohio*
Texas:	*Texas*
West:	*Arizona, California, Colorado, Nevada, New Mexico, Oregon, Utah, Washington*

We also have a reportable segment for our Financial Services operations, which consist principally of mortgage banking, title, and insurance agency operations. The Financial Services segment operates generally in the same markets as the Homebuilding segments.

The following table presents selected financial information for our reportable Homebuilding segments:

	Operating Data by Segment ($000's omitted) Years Ended December 31,		
	2025	FY 2025 vs. FY 2024	2024
Revenues:			
Northeast	$ 1,242,515	16 %	$ 1,068,199
Southeast	2,959,063	3 %	2,880,882
Florida	4,264,540	(9)%	4,706,048
Midwest	2,727,733	5 %	2,590,309
Texas	1,675,539	(22)%	2,140,699
West	3,876,804	(1)%	3,933,430
Other Homebuilding	177,092	(9)%	194,389
	$ 16,923,286	(3)%	$ 17,513,956
Income before income taxes *(a)*:			
Northeast	$ 293,867	28 %	$ 229,996
Southeast	560,480	(11)%	631,527
Florida	821,646	(27)%	1,121,311
Midwest	539,061	10 %	490,185
Texas	162,179	(53)%	345,594
West	378,997	(31)%	552,839
Other homebuilding *(b)*	(2,939)	*(c)*	424,472
	$ 2,753,291	(27)%	$ 3,795,924
Closings (units):			
Northeast	1,649	9 %	1,518
Southeast	5,598	(2)%	5,697
Florida	7,442	(6)%	7,906
Midwest	5,026	6 %	4,750
Texas	4,352	(20)%	5,452
West	5,505	(7)%	5,896
	29,572	(5)%	$ 31,219
Average selling price:			
Northeast	$ 753	7 %	$ 704
Southeast	529	5 %	506
Florida	573	(4)%	595
Midwest	543	0 %	545
Texas	385	(2)%	393
West	704	6 %	667
	$ 566	2 %	$ 555

(a) Includes land-related charges as summarized in the following land-related charges table (Notes 2 and 3).

(b) Other homebuilding includes income from unconsolidated entities, interest, the amortization of intangible assets,impairment of intangible assets, the amortization of capitalized interest, and other items not allocated to the operating segments, and the elimination of internal capital charges allocated to the operating segments. Also includes insurance reserve reversals of $42.3 million and $333.9 million in 2025 and 2024, respectively (Note 11), goodwill impairment of $28.6 million in 2025 (Note 1), impairment of property and equipment of $49.6 million in 2025 (Note 1), and a gain of $39.5 million in 2024 related to the sale of our minority interest in a joint venture.

(c) Percentage not meaningful.

The following table presents additional selected financial information for our reportable Homebuilding segments:

Operating Data by Segment ($000's omitted)	Years Ended December 31,		
	2025	FY 2025 vs. FY 2024	2024
Net new orders - units:			
Northeast	1,541	(2)%	1,566
Southeast	5,437	1%	5,363
Florida	7,068	2%	6,909
Midwest	4,829	(1)%	4,860
Texas	4,195	(12)%	4,763
West	4,844	(16)%	5,765
	27,914	(4)%	29,226
Net new orders - dollars:			
Northeast	$ 1,112,945	(5)%	$ 1,165,949
Southeast	2,861,575	3%	2,786,663
Florida	3,974,320	(1)%	4,015,536
Midwest	2,622,300	(1)%	2,642,969
Texas	1,572,662	(15)%	1,841,487
West	3,375,114	(16)%	4,040,920
	$ 15,518,916	(6)%	$ 16,493,524
Cancellation rates:			
Northeast	9%		7%
Southeast	13%		12%
Florida	15%		16%
Midwest	10%		10%
Texas	17%		17%
West	21%		19%
	15%		15%
Unit backlog:			
Northeast	507	(18)%	615
Southeast	1,751	(8)%	1,912
Florida	2,421	(13)%	2,795
Midwest	1,605	(11)%	1,802
Texas	791	(17)%	948
West	1,420	(32)%	2,081
	8,495	(16)%	10,153
Backlog dollars:			
Northeast	$ 376,551	(26)%	$ 506,121
Southeast	1,030,029	(9)%	1,127,517
Florida	1,520,814	(16)%	1,808,363
Midwest	958,730	(10)%	1,064,162
Texas	328,300	(24)%	431,177
West	1,055,688	(32)%	1,557,378
	$ 5,270,112	(19)%	$ 6,494,718

The following table presents additional selected financial information for our reportable Homebuilding segments:

	Operating Data by Segment ($000's omitted) Years Ended December 31,	
	2025	2024
Land-related charges *(a)*:		
Northeast	$ 1,779	$ 8,142
Southeast	20,216	4,006
Florida	11,743	2,804
Midwest	4,905	1,598
Texas	24,967	9,643
West	59,259	7,412
Other homebuilding	4,045	967
	$ 126,914	$ 34,572

(a) Land-related charges include land impairments, net realizable value adjustments for land held for sale, and write-offs of deposits and pre-acquisition costs. Other homebuilding consists primarily of write-offs of capitalized interest resulting from land-related charges. See Notes 2 and 3 to the Consolidated Financial Statements for additional discussion of these charges.

Northeast:

For 2025, Northeast home sale revenues increased 16% compared with 2024 due to a 9% increase in closings combined with a 7% increase in average selling price. The increase in closings occurred across the majority of markets, while the increase in average selling price occurred across all markets. Income before income taxes increased 28%, primarily due to increased revenues across the majority of markets, and higher gross margins across all markets. Net new orders decreased across the majority of markets.

Southeast:

For 2025, Southeast home sale revenues increased 3% compared with 2024 due to a 5% increase in average selling price partially offset by a 2% decrease in closings. The increase in average selling price was mixed among markets, while the decrease in closings occurred across the majority of markets. Income before income taxes decreased 11% primarily due to lower gross margins across all markets. Net new orders increased across the majority of markets.

Florida:

For 2025, Florida home sale revenues decreased 9% compared with 2024 due to a 6% decrease in closings combined with a 4% decrease in average selling price. The decrease in closings and average selling price occurred across the majority of markets. Income before income taxes decreased 27%, primarily due to lower revenue across the majority of markets and lower gross margins across all markets. Net new orders increased across the majority of markets.

Midwest:

For 2025, Midwest home sale revenues increased 5% compared with 2024 due to a 6% increase in closings partially offset by a slight decrease in average selling price. The increase in closings and decrease in average selling price occurred across the majority of markets. Income before income taxes increased 10%, primarily due to increased revenues and gross margins across the majority of markets. The decrease in net new orders was mixed among markets.

Texas:

For 2025, Texas home sale revenues decreased 22% compared with 2024 due to a 20% decrease in closings combined with a 2% decrease in average selling price. The decrease in closings occurred across all markets, while the decrease in average selling price was primarily due to decreases in Central Texas. Income before income taxes decreased 53%, primarily due to decreased gross margins across the majority of markets. Net new orders decreased across all markets.

West:

For 2025, West home sale revenues decreased 1% compared with 2024 primarily due to an 7% decrease in closings partially offset by a 6% increase in average selling price. The decrease in closings occurred across the majority of markets while the increase in average selling price occurred across the majority of markets. Income before income taxes decreased 31%, primarily due to decreased gross margin across the majority of markets. Net new orders decreased across the majority of markets.

Financial Services Operations

We conduct our Financial Services operations, which include mortgage banking, title, and insurance agency operations, through Pulte Mortgage and other subsidiaries. In originating mortgage loans, we initially use our own funds, including funds available pursuant to credit agreements with third parties. Substantially all of the loans we originate are sold in the secondary market within a short period of time after origination, generally within 30 days. We also sell the servicing rights for the loans we originate through fixed-price servicing sales contracts to reduce the risks and costs inherent in servicing loans. This strategy results in owning the loans and related servicing rights for only a short period of time. Operating as a captive business model primarily targeted to supporting our Homebuilding operations, the business levels of our Financial Services operations are highly correlated to Homebuilding. Our Homebuilding customers continue to account for substantially all Financial Services activities. We believe that our capture rate, which represents loan originations from our Homebuilding operations as a percentage of total loan opportunities from our Homebuilding operations, excluding cash closings, is an important metric in evaluating the effectiveness of our captive mortgage business model. The following tables present selected financial information for our Financial Services operations ($000's omitted):

	Years Ended December 31,		
	2025	FY 2025 vs. FY 2024	2024
Mortgage revenues	$ 283,799	(5)%	$ 298,128
Title services revenues	97,669	(1)%	99,103
Insurance agency commissions	7,199	(80)%	35,763
Total Financial Services revenues	388,667	(10)%	432,994
Expenses	(231,887)	3 %	(224,086)
Equity income from unconsolidated entities	1,250	19 %	1,050
Other expense, net	—	*(a)*	(3)
Income before income taxes	$ 158,030	(25)%	$ 209,955
Total originations:			
Loans	18,977	(4)%	19,770
Principal	$ 8,229,007	(1)%	$ 8,340,836

(a) Percentage not meaningful

	Years Ended December 31,	
	2025	2024
Supplemental Pulte Mortgage data:		
Capture rate	84.7 %	85.9 %
Average FICO score	752	750
Funded origination breakdown:		
Government (FHA, VA, USDA)	26 %	25 %
Other agency	70 %	72 %
Total agency	96 %	97 %
Non-agency	4 %	3 %
Total funded originations	100 %	100 %

Revenues

Total Financial Services revenues during 2025 decreased 10% compared with 2024 reflective of the lower homebuilding volume and lower margins on loan production in a more competitive environment. Insurance agency commissions reflect lower policy retention and commission rates as a result of the evolving environment for home insurance as carriers adjust their premiums, geographic markets, and product coverages.

Income before income taxes

The decrease in income before income taxes for 2025 as compared with 2024 was primarily due to lower insurance agency commissions.

Income Taxes

Our effective income tax rate was 23.8% and 23.0% for 2025 and 2024, respectively. Our effective tax rate for each of these periods differs from the federal statutory rate primarily due to state income tax expense and federal tax credits. See Note 8 for additional discussion of our effective income tax rate.

Liquidity and Capital Resources

We finance our land acquisition, development, and construction activities and Financial Services operations using internally-generated funds, supplemented by credit arrangements with third parties and capital market financing. We routinely monitor current and expected operational requirements and financial market conditions to evaluate accessing available financing sources, including revolving bank credit and securities offerings.

At December 31, 2025, we had unrestricted cash and equivalents of $2.0 billion, restricted cash balances of $27.9 million, and $892.9 million available under our Revolving Credit Facility (as defined below). Our ratio of debt-to-total capitalization, excluding our Financial Services debt, was 11.2% at December 31, 2025 as compared with 11.8% at December 31, 2024.

We follow a diversified investment approach for our cash and equivalents by maintaining such funds with a broad portfolio of banks within our group of relationship banks in high quality, highly liquid, short-term deposits and investments, which helps mitigate banking concentration risk. In response to recent volatility in the banking system, we have shifted a larger percentage of our cash and equivalents to money market funds to reduce the balances held in bank accounts.

For the next 12 months, we expect our principal demand for funds will be for the acquisition and development of land inventory, construction of house inventory, and operating expenses, including our general and administrative expenses. Though we generated significant cash flows from operations in 2024 and 2025, as we increase the number of homes under production in the future, this will require a greater use of cash. Additionally, we plan to continue our dividend payments and repurchases of common stock. In August 2026, we need to repay or refinance Pulte Mortgage's master repurchase agreement with third-party lenders (as amended, the "Repurchase Agreement"). While we intend to refinance the Repurchase Agreement, there can be no assurances that the Repurchase Agreement can be renewed or replaced on commercially reasonable terms upon its expiration.

However, we believe we have adequate liquidity to meet Pulte Mortgage's anticipated financing needs. Beyond the next twelve months, we will need to repay or refinance our Revolving Credit Facility, which matures in 2031, and our unsecured senior notes, the next tranche of which becomes due in March 2026. We may from time to time repurchase our unsecured senior notes through open market purchases, privately negotiated transactions, or otherwise.

We believe that our current cash position and other available financing resources, coupled with our ongoing operating activities, will provide sufficient liquidity to fund our business needs over the next twelve months and beyond. To the extent the sources of capital described above are insufficient to meet our needs, we may also conduct additional public offerings of our securities, refinance debt, dispose of certain assets to fund our operating activities, or draw on existing or new debt facilities.

Unsecured senior notes

At December 31, 2025, we had $1.6 billion of unsecured senior notes outstanding with no repayments due until March 2026, when $251.9 million of notes are scheduled to mature.

Other notes payable

Other notes payable include non-recourse and limited recourse secured notes with third parties that totaled $47.2 million at December 31, 2025. These notes have maturities ranging up to 4 years, are secured by the applicable land positions to which they relate, and generally have no recourse to other assets. The stated interest rates on these notes range up to 9%.

Joint venture debt

At December 31, 2025, aggregate outstanding debt of unconsolidated joint ventures was $43.9 million.

Revolving credit facility

As of December 31, 2025, we maintained a revolving credit facility ("Revolving Credit Facility") scheduled to mature in June 2027 with a maximum borrowing capacity of $1.3 billion and an uncommitted accordion feature that could increase the capacity to $1.8 billion, subject to certain conditions and availability of additional bank commitments. Effective February 4, 2026, we amended and restated the Revolving Credit Facility to (i) extend the maturity date to February 4, 2031, (ii) increase total committed capacity to $1.75 billion, and (iii) expand the uncommitted accordion feature to $750 million, providing for potential capacity of $2.5 billion, subject to certain customary conditions and additional lender commitments. The Revolving Credit Facility also provides for the issuance of letters of credit that reduce the available borrowing capacity under the Revolving Credit Facility, up to the maximum borrowing capacity. The interest rate on borrowings under the Revolving Credit Facility may be based on either the Secured Overnight Financing Rate or a base rate plus an applicable margin, as defined therein. The Revolving Credit Facility contains financial covenants that require us to maintain a minimum Tangible Net Worth and a maximum Debt-to-Capitalization Ratio (as each term is defined in the Revolving Credit Facility). As of December 31, 2025, we were in compliance with all covenants and requirements. Outstanding amounts and other obligations under the Revolving Credit Facility are guaranteed by certain of our wholly-owned subsidiaries.

At December 31, 2025, we had no borrowings outstanding, $357.1 million of letters of credit issued, and $892.9 million of remaining capacity under the Revolving Credit Facility.

Financial Services debt

Pulte Mortgage provides mortgage financing for the majority of our home closings by utilizing its own funds and funds made available pursuant to credit agreements with third parties. Pulte Mortgage uses these resources to finance its lending activities until the loans are sold in the secondary market, which generally occurs within 30 days.

Pulte Mortgage maintains a master repurchase agreement with third-party lenders entered into in August 2025 (the "Repurchase Agreement") that matures on August 12, 2026. The maximum aggregate commitment was $625.0 million at December 31, 2025, which continues until maturity. The Repurchase Agreement also contains an accordion feature that could increase the commitment by $50.0 million above its active commitment level. Borrowings under the Repurchase Agreement are secured by residential mortgage loans available-for-sale. The Repurchase Agreement contains various affirmative and negative covenants applicable to Pulte Mortgage, including quantitative thresholds related to net worth, net income, and liquidity. At December 31, 2025, Pulte Mortgage had $532.3 million outstanding at a weighted average interest rate of 5.51%, and $92.7 million of remaining capacity under the Repurchase Agreement. Pulte Mortgage was in compliance with all of its covenants and requirements as of such dates.

Dividends and share repurchase program

We declared quarterly cash dividends totaling $183.0 million and $171.4 million in 2025 and 2024, respectively, and repurchased 10.6 million and 10.1 million shares in 2025 and 2024, respectively, for a total of $1.2 billion and $1.2 billion in 2025 and 2024, respectively. On January 29, 2025, the Board of Directors increased our share repurchase authorization by $1.5 billion, which was publicly announced on January 30, 2025. At December 31, 2025, we had remaining authorization to repurchase $982.9 million of common shares.

Contractual obligations

We are a party to many contractual obligations involving commitments to make payments to third parties. These obligations impact our short-term and long-term liquidity and capital resource needs. Certain contractual obligations are reflected on the Consolidated Balance Sheet as of December 31, 2025, while others are considered future commitments. Our contractual obligations primarily consist of long-term debt and related interest payments, purchase obligations related to expected acquisitions and development of land, operating leases, and obligations under our various compensation and benefit plans.

We use letters of credit and surety bonds to guarantee our performance under various contracts, principally in connection with the development of our homebuilding projects. The expiration dates of the letter of credit contracts coincide with the expected completion date of the related homebuilding projects. If the obligations related to a project are ongoing, annual extensions of the letters of credit are typically granted on a year-to-year basis. At December 31, 2025, we had outstanding letters of credit of $357.1 million. Our surety bonds generally do not have stated expiration dates; rather, we are released from the bonds as the contractual performance is completed. These bonds, which approximated $3.1 billion at December 31, 2025, are typically outstanding over a period of approximately three to five years. Because significant construction and development work has been performed related to the applicable projects but has not yet received final acceptance by the respective counterparties, the aggregate amount of surety bonds outstanding is in excess of the projected cost of the remaining work to be performed.

In the ordinary course of business, we enter into land option agreements in order to procure land for the construction of houses in the future. At December 31, 2025, these agreements had an aggregate remaining purchase price of $10.0 billion. Pursuant to these land option agreements, we provide a deposit to the seller as consideration for the right to purchase land at different times in the future, usually at predetermined prices. At December 31, 2025, outstanding deposits totaled $724.2 million, of which $23.9 million is refundable.

We are under contract to purchase federal transferable tax credits that we expect to use to offset future federal income tax obligations totaling $354.1 million. The timing of such purchases is intended to approximate the timing of our expected federal income tax obligations.

For further information regarding our primary obligations, refer to Note 5, "Debt" and Note 11, "Commitments and Contingencies" to the Consolidated Financial Statements included elsewhere in this Annual Report on 10-K for amounts outstanding as of December 31, 2025, related to debt and commitments and contingencies, respectively.

Cash flows

Operating activities

Net cash provided by operating activities in 2025 was $1.9 billion, compared with net cash provided by operating activities of $1.7 billion in 2024. Generally, the primary drivers of our cash flow from operations are profitability and changes in inventory levels and residential mortgage loans available-for-sale, each of which experiences seasonal fluctuations. Our positive cash flow from operations for 2025 was primarily due to our net income of $2.2 billion, which was partially offset by a $213.4 million net increase in inventories primarily attributable to investment in land inventory.

Net cash provided by operating activities in 2024 was primarily due to our net income of $3.1 billion, which was partially offset by a $787.5 million net increase in inventories primarily attributable to investment in land inventory.

Investing activities

Net cash used in investing activities totaled $80.4 million in 2025, compared with $94.5 million in 2024. The 2025 cash outflows primarily reflect capital expenditures of $122.7 million related to our ongoing investment in new communities, construction operations, and information technology applications, partially offset by distributions of capital from unconsolidated entities of $63.7 million.

Net cash used in investing activities in 2024 primarily reflects capital expenditures of $118.5 million related to our ongoing investment in new communities, construction operations, and information technology applications.

Financing activities

Net cash used in financing activities was $1.4 billion in 2025 compared with $1.8 billion during 2024. The net cash used in financing activities for 2025 resulted primarily from the repurchase of 10.6 million common shares for $1.2 billion under our repurchase authorization, cash dividends of $176.7 million, and repayments of debt of $24.5 million.

Net cash used in financing activities for 2024 resulted primarily from the repurchase of 10.1 million common shares for $1.2 billion under our repurchase authorization, cash dividends of $167.7 million, and repayments of debt of $355.8 million.

Seasonality

Although significant changes in market conditions have impacted our seasonal patterns in the past and could do so again, we have historically experienced variability in our quarterly results from operations due to the seasonal nature of the homebuilding industry. We generally experience increases in revenues and cash flow from operations during the fourth quarter based on the timing of home closings. This seasonal activity increases our working capital requirements in our third and fourth quarters to support our home production and loan origination volumes. As a result of the seasonality of our operations, our quarterly results of operations are not necessarily indicative of the results that may be expected for the full year. Additionally, given the disruption in economic activity, supply chain challenges, increase in mortgage interest rates, and other macroeconomic factors, our quarterly results in 2025 and 2024 are not necessarily indicative of results that may be achieved in the future.

Supplemental Guarantor Financial Information

As of December 31, 2025 PulteGroup, Inc. had outstanding $1.6 billion principal amount of unsecured senior notes due at dates from March 2026 through February 2035 and noamounts outstanding on its Revolving Credit Facility.

All of our unsecured senior notes and the Revolving Credit Facility are fully and unconditionally guaranteed, on a joint and several basis, by certain subsidiaries of PulteGroup, Inc. ("Guarantors" or "Guarantor Subsidiaries"). Each of the Guarantor Subsidiaries is 100% owned, directly or indirectly, by PulteGroup, Inc. Our subsidiaries associated with our Financial Services operations and certain other subsidiaries do not guarantee the unsecured senior notes or the Revolving Credit Facility (collectively, "Non-Guarantor Subsidiaries"). The guarantees are senior unsecured obligations of each Guarantor and rank equal with all existing and future senior debt of such Guarantor and senior to all subordinated debt of such Guarantor. The guarantees are effectively subordinated to any secured debt of such Guarantor to the extent of the value of the assets securing such debt.

A court could void or subordinate any Guarantor’s guarantee under the fraudulent conveyance laws if existing or future creditors of any such Guarantor were successful in establishing that such Guarantor:

(a) incurred the guarantee with the intent of hindering, delaying or defrauding creditors; or

(b) received less than reasonably equivalent value or fair consideration in return for incurring the guarantee and, in the case of any one of the following is also true at the time thereof:

- such Guarantor was insolvent or rendered insolvent by reason of the issuance of the incurrence of the guarantee;
- the incurrence of the guarantee left such Guarantor with an unreasonably small amount of capital or assets to carry on its business;
- such Guarantor intended to, or believed that it would, incur debts beyond its ability to pay as they mature;
- such Guarantor was a defendant in an action for money damages, or had a judgment for money damages docketed against it, if the judgment is unsatisfied after final judgment.

The measures of insolvency for purposes of determining whether a fraudulent conveyance occurred would vary depending upon the laws of the relevant jurisdiction and upon the valuation assumptions and methodology applied by the court. However, in general, a court would deem a company insolvent if:

- the sum of its debts, including contingent and unliquidated liabilities, was greater than the fair saleable value of all of its assets;
- the present fair saleable value of its assets was less than the amount that would be required to pay its probable liability on its existing debts, including contingent liabilities, as they become absolute and mature; or
- it could not pay its debts as they became due.

The guarantees of the senior notes contain a provision to limit each Guarantor's liability to the maximum amount that it could incur without causing the incurrence of obligations under its guarantee to be a fraudulent transfer. However, under recent case law, this provision may not be effective to protect such guarantee from being voided under fraudulent transfer law or otherwise determined to be unenforceable. If a court were to find that the incurrence of a guarantee was a fraudulent transfer or conveyance, the court could void the payment obligations under that guarantee, could subordinate that guarantee to presently existing and future indebtedness of the Guarantor or could require the holders of the senior notes to repay any amounts received with respect to that guarantee. In the event of a finding that a fraudulent transfer or conveyance occurred, holders may not receive any repayment on the senior notes.

Finally, as a court of equity, a bankruptcy court may subordinate the claims in respect of the guarantees to other claims against us under the principle of equitable subordination if the court determines that (1) the holder of senior notes engaged in some type of inequitable conduct, (2) the inequitable conduct resulted in injury to our other creditors or conferred an unfair advantage upon the holders of senior notes and (3) equitable subordination is not inconsistent with the provisions of the bankruptcy code.

On the basis of historical financial information, operating history and other factors, we believe that each of the Guarantors, after giving effect to the issuance of the guarantees when such guarantees were issued, was not insolvent, did not have unreasonably small capital for the business in which it engaged and did not and has not incurred debts beyond its ability to pay such debts as they mature. We cannot provide assurance, however, as to what standard a court would apply in making these determinations or that a court would agree with our conclusions in this regard.

The following tables present summarized financial information for PulteGroup, Inc. and the Guarantor Subsidiaries on a combined basis after intercompany transactions and balances have been eliminated among PulteGroup, Inc. and the Guarantor Subsidiaries, as well as their investment in and equity in earnings from the Non-Guarantor Subsidiaries ($000's omitted):

PulteGroup, Inc. and Guarantor Subsidiaries

Summarized Balance Sheet Data	December 31,	
ASSETS	**2025**	**2024**
Cash, cash equivalents, and restricted cash	$ 1,632,196	$ 1,218,207
House and land inventory	12,635,442	12,354,274
Amount due from Non-Guarantor Subsidiaries	1,083,631	1,024,762
Total assets	16,507,470	15,589,227
LIABILITIES		
Accounts payable, customer deposits, accrued and other liabilities	$ 2,601,837	$ 2,735,190
Notes payable	1,631,098	1,618,586
Total liabilities	4,682,755	4,801,056

	Years Ended December 31,	
Summarized Statement of Operations Data	**2025**	**2024**
Revenues	$ 16,594,878	$ 17,200,473
Cost of revenues	12,220,999	12,228,331
Selling, general, and administrative expenses	1,508,055	1,314,547
Income before income taxes	3,047,519	3,789,812

Critical Accounting Estimates

The preparation of the Company's financial statements in conformity with U.S. generally accepted accounting principles and the discussion and analysis of its financial condition and operating results requires management to make estimates and assumptions, including estimates about the future resolution of existing uncertainties that affect the amounts reported. As a result, actual results could differ from these estimates. Management bases its estimates on historical experience and on various other assumptions it believes to be reasonable under the circumstances. We believe the following critical accounting estimates reflect the more significant judgments and estimates used in the preparation of our consolidated financial statements. For a discussion of all of our significant accounting policies, refer to Note 1, "Summary of Significant Accounting Policies".

Inventory and cost of revenues

Cost of revenues includes the construction cost, average lot cost, estimated warranty costs, and closing costs applicable to the home. The construction cost of the home includes amounts paid through the closing date of the home, plus an accrual for costs incurred but not yet paid, based on an analysis of budgeted construction costs. This accrual is reviewed for accuracy based on actual payments made after closing compared with the amount accrued, and adjustments are made if needed. Land acquisition and development costs are allocated to individual lots using an average lot cost determined based on the total expected land acquisition and development costs and the total expected home closings for the community. Total community land acquisition and development costs are based on an analysis of budgeted costs compared with actual costs incurred to date and estimates to complete. The development cycles for our communities range from under one year to in excess of 10 years for certain master planned communities. Adjustments to estimated total land acquisition and development costs for the community affect the amounts costed for the community’s remaining lots.

We test inventory for impairment when events and circumstances indicate that the undiscounted cash flows estimated to be generated by the community may be less than its carrying amount. Such indicators include gross margins or sales paces significantly below expectations, construction costs or land development costs significantly in excess of budgeted amounts, significant delays or changes in the planned development for the community, and other known qualitative factors. Communities that demonstrate potential impairment indicators are tested for impairment by comparing the expected undiscounted cash flows for the community to its carrying value. For those communities whose carrying values exceed the expected undiscounted cash

flows, we determine the fair value of the community and impairment charges are recorded if the fair value of the community's inventory is less than its carrying value.

We generally determine the fair value of each community using a combination of discounted cash flow models and market comparable transactions, where available. These estimated cash flows are significantly impacted by estimates related to expected average selling prices, expected sales paces, expected land development and construction timelines, and anticipated land development, construction, and overhead costs. The assumptions used in the discounted cash flow models are specific to each community. Due to uncertainties in the estimation process, the significant volatility in demand for new housing, the long life cycles of many communities, and potential changes in our strategy related to certain communities, actual results could differ significantly from such estimates.

Generally, a community must have projected gross margin percentages in the single digits or lower to potentially fail the undiscounted cash flow step and proceed to the fair value step. Our overall gross margin realized during 2025 and our average gross margin in backlog at December 31, 2025 both exceeded 25%, and we have only a small minority of communities with gross margins below 10%. However, in the event of an extended economic slowdown that leads to moderate or significant decreases in the price of new homes in certain geographic or buyer submarkets, we could have a larger number of communities that begin to approach these levels such that more detailed impairment analyses would be necessary, and the resulting impairments could be material. Additionally, we have $1.3 billion of deposits and pre-acquisition costs at December 31, 2025 related to option agreements to acquire additional land. In the event of an extended economic slowdown, we could elect to cancel a large portion of such land option agreements, which would generally result in the write-off of the related deposits and pre-acquisition costs.

Self-insured risks

At any point in time, we are managing numerous individual claims related to general liability, property, errors and omission, workers compensation, and other business insurance coverages. We reserve for costs associated with such claims (including expected claims management expenses) on an undiscounted basis at the time product revenue is recognized for each home closing and periodically evaluate the recorded liabilities based on actuarial analyses of our historical claims. The actuarial analyses calculate estimates of the ultimate cost of all unpaid losses, including estimates for incurred but not reported losses ("IBNR"). IBNR represents losses related to claims incurred but not yet reported plus development on reported claims.

Our recorded reserves for all such claims totaled $259.4 million and $267.5 million at December 31, 2025 and 2024, respectively, the vast majority of which relate to general liability claims. The recorded reserves include loss estimates related to both (i) existing claims and related claim expenses and (ii) IBNR and related claim expenses. Liabilities related to IBNR and related claim expenses represented approximately 74% and 68% of the total general liability reserves at December 31, 2025 and 2024, respectively. The actuarial analyses that determine the IBNR portion of reserves consider a variety of factors, including the frequency and severity of losses, which are based on our historical claims experience supplemented by industry data. The actuarial analyses of the reserves also consider historical third party recovery rates and claims management expenses. Because of the inherent uncertainty in estimating future losses related to these claims, actual costs could differ significantly from estimated costs. Based on the actuarial analyses performed, we believe the range of reasonably possible losses related to these claims is $175 million to $325 million. While this range represents our best estimate of our ultimate liability related to these claims, due to a variety of factors, including those factors described above, there can be no assurance that the ultimate costs realized by us will fall within this range.

Volatility in both national and local housing market conditions can affect the frequency and cost of construction defect claims. Additionally, IBNR estimates comprise the majority of our liability and are subject to a high degree of uncertainty due to a variety of factors, including changes in claims reporting and resolution patterns, third party recoveries, insurance industry practices, the regulatory environment, and legal precedent. State regulations vary, but construction defect claims are typically reported and resolved over an extended period often exceeding ten years. Changes in the frequency and timing of reported claims and estimates of specific claim values can impact the underlying inputs and trends utilized in the actuarial analyses, which could have a material impact on the recorded reserves. Additionally, the amount of insurance coverage available for each policy period also impacts our recorded reserves. Because of the inherent uncertainty in estimating future losses and the timing of such losses related to these claims, actual costs could differ significantly from estimated costs.

Adjustments to reserves are recorded in the period in which the change in estimate occurs. During 2025 and 2024, we reduced general liability reserves by $42.3 million and $333.9 million, respectively, as a result of changes in estimates resulting from actual claim experience being less than anticipated in previous actuarial projections. The changes in actuarial estimates were driven by changes in actual claims experience that, in turn, impacted actuarial estimates for potential future claims. These

changes in actuarial estimates did not involve any significant changes in actuarial methodology but did impact the development of estimates for future periods, which resulted in adjustments to the IBNR portion of our recorded liabilities. There were no material adjustments to individual claims. Rather, the adjustments reflect an overall lower level of losses related to construction defect claims in recent years as compared with our previous experience. We attribute the favorable experience in more recent years to a variety of factors, including improved construction techniques, rising home values, and increased participation from our subcontractors in resolving claims. The cumulative effect of these factors, as evidenced by the favorable claims experience for an extended period, have resulted in our actuarial estimates placing less weight on older, higher cost policy years and relatively more weight on more recent, lower cost policy years.

ITEM 7A. QUANTITATIVE AND QUALITATIVE DISCLOSURES ABOUT MARKET RISK

We are subject to market risk on our debt instruments primarily due to fluctuations in interest rates. We utilize both fixed-rate and variable-rate debt. For fixed-rate debt, changes in interest rates generally affect the fair value of the debt instrument but not our earnings or cash flows. Conversely, for variable-rate debt, changes in interest rates generally do not affect the fair value of the debt instrument but could affect our earnings and cash flows. Except in very limited circumstances, we do not have an obligation to prepay our debt prior to maturity. As a result, interest rate risk and changes in fair value should not have a significant impact on our fixed-rate debt until we are required or elect to refinance or repurchase such debt.

The following tables set forth the principal cash flows by scheduled maturity, weighted-average interest rates, and estimated fair value of our debt obligations as of December 31, 2025 and 2024 ($000's omitted).

	As of December 31, 2025 for the Years Ended December 31,							
	2026	2027	2028	2029	2030	Thereafter	Total	Fair Value
Rate-sensitive liabilities:								
Fixed rate debt	$ 282,084	$ 342,348	$ 7,556	$ 4,341	$ —	$ 1,000,000	$1,636,329	$ 1,755,396
Average interest rate	5.16 %	5.03 %	6.64 %	5.00 %	— %	6.71 %	6.09 %	
Variable rate debt *(a)*	$ 532,338	$ —	$ —	$ —	$ —	$ —	$ 532,338	$ 532,338
Average interest rate	5.51 %	— %	— %	— %	— %	— %	— %	

	As of December 31, 2024 for the Years Ended December 31,							
	2025	2026	2027	2028	2029	Thereafter	Total	Fair Value
Rate-sensitive liabilities:								
Fixed rate debt	$ 10,563	$ 268,390	$ 337,277	$ 4,340	$ 4,340	$ 1,000,000	$1,624,910	$ 1,701,270
Average interest rate	2.82 %	5.30 %	5.00 %	5.00 %	5.00 %	6.71 %	6.09 %	
Variable rate debt *(a)*	$ 526,906	$ —	$ —	$ —	$ —	$ —	$ 526,906	$ 526,906
Average interest rate	6.13 %	— %	— %	— %	— %	— %	6.13 %	

(a) Includes the Pulte Mortgage Repurchase Agreement. There were no borrowings outstanding under our Revolving Credit Facility at either December 31, 2025 or 2024.

Derivative instruments and hedging activities

Pulte Mortgage is exposed to market risks from commitments to lend, movements in interest rates, and canceled or modified commitments to lend. A commitment to lend at a specific interest rate (an interest rate lock commitment ("IRLC")) is a derivative financial instrument (interest rate is locked to the borrower). The interest rate risk continues through the loan closing and until the loan is sold to an investor. We are generally not exposed to variability in cash flows of derivative instruments for more than approximately 90 days. In periods of rising interest rates, the length of exposure will generally increase due to customers locking in an interest rate sooner as opposed to letting the interest rate float. In periods of low interest rates, the length of exposure will also generally increase as customers desire to lock before the possibility of rising rates.

In order to reduce these risks, we use derivative financial instruments, principally cash forward contracts on mortgage-backed securities and whole loan investor commitments, to economically hedge the IRLC. We generally enter into one of the aforementioned derivative financial instruments upon accepting IRLCs. Changes in the fair value of IRLCs and the other

derivative financial instruments are recognized in Financial Services revenues. We do not use any derivative financial instruments for trading purposes.

At December 31, 2025 and 2024, residential mortgage loans available-for-sale had an aggregate fair value of $613.7 million and $629.6 million, respectively. At December 31, 2025 and 2024, we had aggregate IRLCs of $820.2 million and $469.4 million, respectively, which were originated at interest rates prevailing at the date of commitment. Unexpired forward contracts totaled $1.3 billion and $977.0 million at December 31, 2025 and 2024, respectively, and whole loan investor commitments totaled $270.6 million and $237.1 million, respectively, at such dates. Hypothetical changes in the fair values of our financial instruments arising from immediate parallel shifts in long-term mortgage rates would not be material to our financial results due to the offsetting nature in the movements in fair value of our financial instruments.

SPECIAL NOTES CONCERNING FORWARD-LOOKING STATEMENTS

As a cautionary note, except for the historical information contained herein, certain matters discussed in Item 7, *Management's Discussion and Analysis of Financial Condition and Results of Operations*, and Item 7A, *Quantitative and Qualitative Disclosures About Market Risk*, are "forward-looking" statements within the meaning of the Private Securities Litigation Reform Act of 1995. These statements are subject to a number of risks, uncertainties and other factors that could cause our actual results, performance, prospects or opportunities, as well as those of the markets we serve or intend to serve, to differ materially from those expressed in, or implied by, these statements. You can identify these statements by the fact that they do not relate to matters of a strictly factual or historical nature and generally discuss or relate to forecasts, estimates or other expectations regarding future events. Generally, the words "believe," "expect," "intend," "estimate," "anticipate," "plan," "project," "may," "can," "could," "might," "should," "will" and similar expressions identify forward-looking statements, including statements related to any potential impairment charges and the impacts or effects thereof, expected operating and performing results, planned transactions, planned objectives of management, future developments or conditions in the industries in which we participate and other trends, developments and uncertainties that may affect our business in the future.

Such risks, uncertainties and other factors include, among other things: interest rate changes and the availability of mortgage financing; the impact of any changes to our strategy in responding to the cyclical nature of the industry or deteriorations in industry conditions or downward changes in general economic or other business conditions, including any changes regarding our land positions and the levels of our land spend; economic changes nationally or in our local markets, including inflation, deflation, changes in consumer confidence and preferences and the state of the market for homes in general; supply shortages and the cost of labor and building materials; the availability and cost of land and other raw materials used by us in our homebuilding operations; a decline in the value of the land and home inventories we maintain and resulting possible future writedowns of the carrying value of our real estate assets; competition within the industries in which we operate; rapidly changing technological developments including, but not limited to, the use of artificial intelligence in the homebuilding industry; governmental regulation directed at or affecting the housing market, the homebuilding industry or construction activities, slow growth initiatives and/or local building moratoria; the availability and cost of insurance covering risks associated with our businesses, including warranty and other legal or regulatory proceedings or claims; damage from improper acts of persons over whom we do not have control or attempts to impose liabilities or obligations of third parties on us; weather related slowdowns; the impact of climate change and related governmental regulation; adverse capital and credit market conditions, which may affect our access to and cost of capital; the insufficiency of our income tax provisions and tax reserves, including as a result of changing laws or interpretations; the potential that we do not realize our deferred tax assets; our inability to sell mortgages into the secondary market; uncertainty in the mortgage lending industry, including revisions to underwriting standards and repurchase requirements associated with the sale of mortgage loans, and related claims against us; risks associated with the implementation of a new enterprise resource planning system; risks related to information technology failures, data security issues, and the effect of cybersecurity incidents and threats; the impact of negative publicity on sales; failure to retain key personnel; the impairment of our intangible assets; disruptions associated with epidemics, pandemics or other serious public health threats (as well as fear of such events), and the measures taken to address it; the effect of cybersecurity incidents and threats; and other factors of national, regional and global scale, including those of a political, economic, business and competitive nature. See Item 1A – Risk Factors for a further discussion of these and other risks and uncertainties applicable to our businesses. We undertake no duty to update any forward-looking statement, whether as a result of new information, future events or changes in our expectations.

ITEM 8. FINANCIAL STATEMENTS AND SUPPLEMENTARY DATA

PULTEGROUP, INC.
CONSOLIDATED BALANCE SHEETS
December 31, 2025 and 2024
($000's omitted, except per share data)

	2025	2024
ASSETS		
Cash and equivalents	$ 1,980,869	$ 1,613,327
Restricted cash	27,907	40,353
Total cash, cash equivalents, and restricted cash	2,008,776	1,653,680
House and land inventory	12,925,413	12,692,820
Residential mortgage loans available-for-sale	613,665	629,582
Investments in unconsolidated entities	167,342	215,416
Other assets	2,217,483	2,001,991
Goodwill	40,377	68,930
Other intangible assets	26,210	46,303
Deferred tax assets	49,157	55,041
	$ 18,048,423	$ 17,363,763
LIABILITIES AND SHAREHOLDERS' EQUITY		
Liabilities:		
Accounts payable, including book overdrafts of $78,613 and $112,639 at December 31, 2025 and 2024, respectively	$ 724,885	$ 727,995
Customer deposits	387,837	512,580
Deferred tax liabilities	448,493	443,566
Accrued and other liabilities	1,338,330	1,412,166
Financial Services debt	532,338	526,906
Notes payable	1,631,098	1,618,586
Total liabilities	5,062,981	5,241,799
Shareholders' equity:		
Common shares, $0.01 par value; 500,000,000 shares authorized, 192,724,978 and 202,912,881 shares issued and outstanding at December 31, 2025 and 2024, respectively	1,927	2,029
Additional paid-in capital	3,488,924	3,425,384
Retained earnings	9,494,591	8,694,551
Total shareholders' equity	12,985,442	12,121,964
	$ 18,048,423	$ 17,363,763

See Notes to Consolidated Financial Statements.

PULTEGROUP, INC.
CONSOLIDATED STATEMENTS OF OPERATIONS
For the years ended December 31, 2025, 2024, and 2023
(000's omitted, except per share data)

	2025	2024	2023
Revenues:			
Homebuilding			
Home sale revenues	$ 16,743,522	$ 17,318,521	$ 15,598,707
Land sale and other revenues	179,764	195,435	142,116
	16,923,286	17,513,956	15,740,823
Financial Services	388,667	432,994	320,755
Total revenues	17,311,953	17,946,950	16,061,578
Homebuilding Cost of Revenues:			
Home sale cost of revenues	(12,341,421)	(12,311,766)	(11,030,206)
Land sale and other cost of revenues	(166,041)	(189,893)	(124,607)
	(12,507,462)	(12,501,659)	(11,154,813)
Financial Services expenses	(231,887)	(224,086)	(187,280)
Selling, general, and administrative expenses	(1,573,928)	(1,321,276)	(1,312,642)
Equity income from unconsolidated entities, net	4,147	44,201	4,561
Other income (expense), net	(91,502)	61,749	37,863
Income before income taxes	2,911,321	4,005,879	3,449,267
Income tax expense	(692,591)	(922,617)	(846,895)
Net income	$ 2,218,730	$ 3,083,262	$ 2,602,372
Net income per share:			
Basic	$ 11.21	$ 14.82	$ 11.79
Diluted	$ 11.12	$ 14.69	$ 11.72
Cash dividends declared	$ 0.92	$ 0.82	$ 0.68
Number of shares used in calculation:			
Basic	197,966	208,107	219,958
Effect of dilutive securities	1,571	1,722	1,205
Diluted	199,537	209,829	221,163

See Notes to Consolidated Financial Statements.

PULTEGROUP, INC.
CONSOLIDATED STATEMENTS OF SHAREHOLDERS' EQUITY
For the years ended December 31, 2025, 2024, and 2023
(000's omitted)

	Common Shares		Additional Paid-in Capital	Retained Earnings	Total
	Shares	$			
Shareholders' equity, December 31, 2022	225,840	$ 2,258	$ 3,330,138	$ 5,581,702	$ 8,914,098
Share issuances	511	6	4,835	—	4,841
Dividends declared	—	—	—	(149,806)	(149,806)
Share repurchases	(13,793)	(138)	—	(999,862)	(1,000,000)
Excise tax on share repurchases	—	—	—	(9,691)	(9,691)
Cash paid for shares withheld for taxes	—	—	—	(11,991)	(11,991)
Share-based compensation	—	—	33,434	—	33,434
Net income	—	—	—	2,602,372	2,602,372
Shareholders' equity, December 31, 2023	212,558	$ 2,126	$ 3,368,407	$ 7,012,724	$ 10,383,257
Share issuances	422	4	9,288	—	9,292
Dividends declared	—	—	—	(171,390)	(171,390)
Share repurchases	(10,067)	(101)	—	(1,199,898)	(1,199,999)
Excise tax on share repurchases	—	—	—	(11,550)	(11,550)
Cash paid for shares withheld for taxes	—	—	—	(18,597)	(18,597)
Share-based compensation	—	—	47,689	—	47,689
Net income	—	—	—	3,083,262	3,083,262
Shareholders' equity, December 31, 2024	202,913	$ 2,029	$ 3,425,384	$ 8,694,551	$ 12,121,964
Share issuances	454	4	8,558	—	8,562
Dividends declared	—	—	—	(182,979)	(182,979)
Share repurchases	(10,642)	(106)	—	(1,199,890)	(1,199,996)
Excise tax on share repurchases	—	—	—	(11,482)	(11,482)
Cash paid for shares withheld for taxes	—	—	—	(24,339)	(24,339)
Share-based compensation	—	—	54,982	—	54,982
Net income	—	—	—	2,218,730	2,218,730
Shareholders' equity, December 31, 2025	192,725	$ 1,927	$ 3,488,924	$ 9,494,591	$ 12,985,442

See Notes to Consolidated Financial Statements.

PULTEGROUP, INC.
CONSOLIDATED STATEMENTS OF CASH FLOWS
For the years ended December 31, 2025, 2024, and 2023
($000's omitted)

	2025	2024	2023
Cash flows from operating activities:			
Net income	$ 2,218,730	$ 3,083,262	$ 2,602,372
Adjustments to reconcile net income to net cash from operating activities:			
Deferred income tax expense	10,779	151,097	104,266
Land-related charges	126,914	34,572	43,115
Goodwill impairment	28,553	—	—
Property and equipment impairments	49,629	—	—
Depreciation and amortization	112,507	89,162	80,824
Equity income from unconsolidated entities	(4,147)	(44,201)	(4,561)
Distributions of earnings from unconsolidated entities	4,222	2,557	4,564
Share-based compensation expense	54,823	54,690	48,200
Other, net	311	(13,460)	(1,421)
Increase (decrease) in cash due to:			
Inventories	(213,372)	(787,475)	(354,016)
Residential mortgage loans available-for-sale	15,917	(113,327)	160,934
Other assets	(293,904)	(489,623)	(290,631)
Accounts payable, accrued and other liabilities	(239,713)	(286,460)	(196,884)
Net cash provided by operating activities	1,871,249	1,680,794	2,196,762
Cash flows from investing activities:			
Capital expenditures	(122,716)	(118,545)	(92,201)
Investments in unconsolidated entities	(15,744)	(16,037)	(23,403)
Distributions of capital from unconsolidated entities	63,743	9,179	3,265
Other investing activities, net	(5,707)	30,927	(16,756)
Net cash used in investing activities	(80,424)	(94,476)	(129,095)
Cash flows from financing activities:			
Repayments of notes payable	(24,508)	(355,826)	(123,290)
Financial Services borrowings (repayments), net	5,432	27,279	(87,084)
Debt issuance costs	(1,446)	(1,534)	(1,572)
Proceeds from liabilities related to consolidated inventory not owned	44,095	50,047	129,656
Payments related to consolidated inventory not owned	(46,733)	(105,787)	(76,303)
Share repurchases	(1,199,996)	(1,199,999)	(1,000,000)
Excise tax on share repurchases	(11,550)	(9,691)	—
Cash paid for shares withheld for taxes	(24,339)	(18,597)	(11,991)
Dividends paid	(176,684)	(167,707)	(142,459)
Net cash used in financing activities	(1,435,729)	(1,781,815)	(1,313,043)
Net increase (decrease)	355,096	(195,497)	754,624
Cash, cash equivalents, and restricted cash at beginning of period	1,653,680	1,849,177	1,094,553
Cash, cash equivalents, and restricted cash at end of period	$ 2,008,776	$ 1,653,680	$ 1,849,177
Supplemental Cash Flow Information:			
Interest paid (capitalized), net	$ 17,248	$ 26,052	$ 10,786
Income taxes paid, net	$ 698,756	$ 739,680	$ 784,453

See Notes to Consolidated Financial Statements.

PULTEGROUP, INC.
NOTES TO CONSOLIDATED FINANCIAL STATEMENTS

1. Summary of significant accounting policies

Basis of presentation

PulteGroup, Inc. is one of the largest homebuilders in the U.S., and our common shares trade on the New York Stock Exchange under the ticker symbol “PHM”. Unless the context otherwise requires, the terms "PulteGroup", the "Company", "we", "us", and "our" used herein refer to PulteGroup, Inc. and its subsidiaries. While our subsidiaries engage primarily in the homebuilding business, we also have mortgage banking operations, conducted principally through Pulte Mortgage LLC (“Pulte Mortgage”), and title and insurance agency operations.

The consolidated financial statements have been prepared in accordance with U.S. generally accepted accounting principles and include the accounts of PulteGroup, Inc. and all of its direct and indirect subsidiaries and variable interest entities in which PulteGroup, Inc. is deemed to be the primary beneficiary. All significant intercompany accounts, transactions, and balances have been eliminated in consolidation.

Use of estimates

The preparation of financial statements in conformity with U.S. generally accepted accounting principles requires management to make estimates and assumptions that affect the amounts reported in the financial statements and accompanying notes. Actual results could differ from those estimates.

Subsequent events

We evaluated subsequent events up until the time the financial statements were filed with the Securities and Exchange Commission ("SEC").

Cash and equivalents

Cash and equivalents include institutional money market investments and time deposits with an original maturity of three months or less. Cash and equivalents at December 31, 2025 and 2024 also included $15.4 million and $21.3 million, respectively, of cash from home closings held in escrow for our benefit, typically for less than five days, which are considered deposits in-transit.

Restricted cash

We maintain certain cash balances that are restricted as to their use, including customer deposits on home sales that are temporarily restricted by regulatory requirements in certain states until title transfers to the homebuyer.

Investments in unconsolidated entities

We have investments in a number of unconsolidated entities, including joint ventures, with independent third parties. The equity method of accounting is used for unconsolidated entities over which we have significant influence; generally this represents ownership interests of at least 20% and not more than 50%. Under the equity method of accounting, we recognize our proportionate share of the earnings and losses of these entities. Certain of these entities sell land to us. We defer the recognition of profits from such activities until the time we ultimately sell the related land.

We evaluate our investments in unconsolidated entities for recoverability in accordance with ASC 323, “Investments – Equity Method and Joint Ventures”. If we determine that a loss in the value of the investment is other than temporary, we write down the investment to its estimated fair value. Any such losses are recorded to equity in (earnings) loss of unconsolidated entities, which is reflected in other income (expense), net. Due to uncertainties in the estimation process and the significant volatility in demand for new housing, actual results could differ significantly from such estimates. See Note 4.

Goodwill and goodwill impairment

Goodwill, which represents the cost of acquired businesses in excess of the fair value of the net assets of such businesses at the acquisition date, totaled $40.4 million and $68.9 million at December 31, 2025 and 2024, respectively.

We assess goodwill for impairment annually in the fourth quarter and if events or changes in circumstances indicate the carrying amount may not be recoverable. In accordance with ASC 350, management evaluates the recoverability of goodwill by comparing the carrying value of the Company's reporting units to their fair value. Fair value is determined using accepted valuation methods, including the use of discounted cash flows supplemented by market-based assessments of fair value. In conjunction with our annual impairment test in the fourth quarter of 2025, it was determined that $28.6 million of goodwill was not recoverable based on the estimated fair value of the related assets.

Other intangible assets

Other intangible assets consist primarily of tradenames acquired in connection with acquisitions and totaled $26.2 million, net of accumulated amortization of $128.4 million, at December 31, 2025, and $46.3 million, net of accumulated amortization of $108.3 million, at December 31, 2024. Such tradenames are generally being amortized over 20-year lives. Amortization expense totaled $20.1 million, $10.0 million, and $10.5 million in 2025, 2024 and 2023, respectively, and is expected to be $5.7 million in 2026, 2027, and 2028, $3.9 million in 2029, and $0.9 million in 2030. The ultimate realization of these assets is dependent upon the future cash flows and benefits that we expect to generate from their use.

We assess intangibles for impairment if events or changes in circumstances indicate the carrying amount may not be recoverable. In 2025, we reassessed the recoverability of certain intangible assets, which resulted in impairments totaling $10.8 million.

Property and equipment

Property and equipment are recorded at cost. Maintenance and repair costs are expensed as incurred. Depreciation is computed by the straight-line method based upon estimated useful lives as follows: office furniture and equipment - 3 to 10 years; leasehold improvements - life of the lease; software and hardware - 3 to 5 years; model park improvements and furnishings - 1 to 5 years. Property and equipment are included in other assets and totaled $238.6 million, net of accumulated depreciation of $343.5 million, at December 31, 2025 and $253.1 million, net of accumulated depreciation of $286.8 million, at December 31, 2024. Depreciation expense totaled $92.4 million, $79.1 million, and $70.3 million in 2025, 2024, and 2023, respectively.

Advertising costs

Advertising costs are expensed to selling, general, and administrative expense as incurred and totaled $81.6 million, $74.6 million, and $57.5 million, in 2025, 2024, and 2023, respectively.

Employee benefits

We maintain a defined contribution retirement plan that covers substantially all of our employees. Company contributions to the plan totaled $33.0 million, $31.2 million, and $27.8 million in 2025, 2024, and 2023, respectively.

Other income (expense), net

Other income (expense), net consists of the following ($000's omitted):

	2025	2024	2023
Write-offs of deposits and pre-acquisition costs (Note 2)	$ (48,442)	$ (18,266)	$ (23,512)
Amortization of intangible assets (Note 1)	(20,093)	(10,034)	(10,538)
Goodwill impairment (Note 1)	(28,553)	—	—
Property and equipment impairments	(49,629)	—	—
Gain (loss) on debt retirement	—	(222)	663
Interest income	44,428	59,486	61,533
Interest expense	(605)	(479)	(469)
Miscellaneous, net *(a)*	11,392	31,264	10,186
Total other income (expense), net *(b)*	$ (91,502)	$ 61,749	$ 37,863

(a) Includes a gain of $17.5 million in 2024 related to the sale of a non-homebuilding property.

(b) Other income (expense), net includes impairments in 2025 resulting from our expected divestiture of certain manufacturing assets. The net assets and operating results related to such manufacturing assets are immaterial.

Earnings per share

Basic earnings per share is computed by dividing income available to common shareholders (the "Numerator") by the weighted-average number of common shares, adjusted for unvested shares, (the "Denominator"), for the period. Computing diluted earnings per share is similar to computing basic earnings per share, except that the Denominator is increased to include the dilutive effects of unvested restricted share units and other potentially dilutive instruments. Anti-dilutive shares were immaterial in 2025, 2024, and 2023.

In accordance with Accounting Standards Codification ("ASC") 260, "Earnings Per Share", the two-class method determines earnings per share for each class of common stock and participating securities according to an earnings allocation formula that adjusts the Numerator for dividends or dividend equivalents and participation rights in undistributed earnings. Unvested share-based payment awards that contain non-forfeitable rights to dividends or dividend equivalents are participating securities and, therefore, are included in computing earnings per share pursuant to the two-class method. A decreasing number of our outstanding restricted share units are considered participating securities such that there was no impact for the years ended December 31, 2025 and 2024. The following table presents a reconciliation of the Numerator used in the earnings per share calculation for the year ended December 31, 2023 ($000's omitted):

	December 31, 2023
Numerator:	
Net income	$ 2,602,372
Less: earnings distributed to participating securities	(511)
Less: undistributed earnings allocated to participating securities	(8,990)
Numerator for basic earnings per share	$ 2,592,871
Add: undistributed earnings allocated to participating securities	8,990
Less: undistributed earnings reallocated to participating securities	(8,923)
Numerator for diluted earnings per share	$ 2,592,938

Share-based compensation

We measure compensation cost for share-based compensation on the grant date. Fair value for restricted share units is determined based on the quoted price of our common shares on the grant date. We recognize compensation expense for restricted share units, the majority of which cliff vest at the end of three years, ratably over the vesting period. For share-based awards containing performance conditions, we recognize compensation expense ratably over the vesting period when it is probable that the stated performance targets will be achieved and record cumulative adjustments in the period in which estimates change. Compensation expense related to our share-based awards is included in selling, general, and administrative expense, except for a small portion recognized in Financial Services expenses. Forfeitures of share-based awards are recognized as a reduction of expense as incurred. See Note 7.

Income taxes

The provision for income taxes is calculated using the asset and liability method, under which deferred tax assets and liabilities are recognized by identifying the temporary differences arising from the different treatment of items for tax and accounting purposes. In assessing the realizability of deferred tax assets, we consider whether it is more likely than not that some portion or all of the deferred tax assets will not be realized. The ultimate realization of deferred tax assets is primarily dependent upon the generation of future taxable income. In determining the future tax consequences of events that have been recognized in the financial statements or tax returns, judgment is required. Differences between estimated and actual results could result in changes in the valuation of our deferred tax assets that could have a material impact on our consolidated results of operations or financial position. Changes in existing tax laws could also affect actual tax results including the valuation and realization of deferred tax assets and liabilities over time.

Unrecognized tax benefits represent the difference between tax positions taken or expected to be taken in a tax return and the benefits recognized for financial statement purposes. We follow the provisions of ASC 740, "Income Taxes", which prescribes a minimum recognition threshold a tax position is required to meet before being recognized in the financial statements. Significant judgment is required to evaluate uncertain tax positions. Our evaluations of tax positions consider a variety of factors, including relevant facts and circumstances, applicable tax law, correspondence with taxing authorities, and effective settlements of audit issues. Changes in the recognition or measurement of uncertain tax positions could result in material increases or decreases in income tax expense (benefit) in the period in which the change is made. Interest and penalties related to income taxes and unrecognized tax benefits are recognized as a component of income tax expense (benefit). See Note 8.

Revenue recognition

Home sale revenues - Home sale revenues and related profit are generally recognized when title to and possession of the home are transferred to the buyer at the home closing date. Our performance obligation to deliver the agreed-upon home is generally satisfied at the home closing date. Home sale contract assets consist of cash from home closings held in escrow for our benefit, typically for less than five days, which are considered deposits in-transit and classified as cash. Contract liabilities include customer deposit liabilities related to sold but undelivered homes, which totaled $387.8 million and $512.6 million at December 31, 2025 and 2024, respectively. Substantially all of our home sales are scheduled to close and be recorded to revenue within one year from the date of receiving a customer deposit. See Note 11 for information on warranties and related obligations.

Land sale and other revenues - We periodically elect to sell parcels of land to third parties in the event such assets no longer fit into our strategic operating plans or are zoned for commercial or other development. Land sales are generally outright sales of specified land parcels with cash consideration due on the closing date, which is generally when performance obligations are satisfied. Other revenues related to our construction services operations are generally recognized as materials are delivered and installation services are provided.

Financial Services revenues - Loan origination fees, commitment fees, and discount points are recognized upon loan origination. Expected gains and losses from the sale of residential mortgage loans and their related servicing rights are included in the measurement of interest rate lock commitments ("IRLCs") that are accounted for at fair value through Financial Services revenues at the time of commitment. Subsequent changes in the fair value of IRLCs and residential mortgage loans available for sale are reflected in Financial Services revenues as they occur. Interest income is accrued from the date a mortgage loan is originated until the loan is sold. Mortgage servicing fees represent fees earned for servicing loans until the loans are sold. Servicing fees are based on a contractual percentage of the outstanding principal balance and are credited to income when related mortgage payments are received.

Revenues associated with our title operations are recognized as closing services are rendered and title insurance policies are issued, both of which generally occur as each home is closed. Insurance agency commissions relate to commissions on home and other insurance policies placed with third party carriers through various agency channels. Our performance obligations for policy renewal commissions are considered satisfied upon issuance of the initial policy. The related contract assets for estimated future renewal commissions are included in other assets and totaled $82.6 million and $91.1 million at December 31, 2025 and 2024, respectively.

Sales incentives

Sales incentives primarily relate to discounts on the selling price of the home, payment of closing costs, including mortgage interest rate buydowns, or free products or services offered to the customer. Sales incentives are recorded as a reduction of home sale revenues at the home closing date.

Inventory and cost of revenues

Inventory is stated at cost unless the carrying value is determined to not be recoverable, in which case the affected inventory is written down to fair value. Cost includes land acquisition, land development, and home construction costs, including interest, real estate taxes, and certain direct and indirect overhead costs related to development and construction. For those communities for which construction and development activities have been idled, applicable interest and real estate taxes are expensed as incurred. Land acquisition and development costs are allocated to individual lots using an average lot cost determined based on the total expected land acquisition and development costs and the total expected home closings for the community. The specific identification method is used to accumulate home construction costs.

We capitalize interest cost into homebuilding inventories. Each layer of capitalized interest is amortized over a period that approximates the average life of communities under development. Interest expense is allocated over the period based on the timing of home closings.

Cost of revenues includes the construction cost, average lot cost, and estimated warranty costs applicable to the home. Sales commissions are classified within selling, general, and administrative expenses. The construction cost of the home includes amounts paid through the closing date of the home, plus an accrual for costs incurred but not yet paid. Total community land acquisition and development costs are based on an analysis of budgeted costs compared with actual costs incurred to date and estimates to complete. The development cycles for our communities range from under one year to in excess of ten years for certain master planned communities. Adjustments to estimated total land acquisition and development costs for the community affect the amounts costed for the community’s remaining lots.

We test inventory for impairment when events and circumstances indicate that the undiscounted cash flows estimated to be generated by the community may be less than its carrying amount. Such indicators include gross margins or sales paces significantly below expectations, construction costs or land development costs significantly in excess of budgeted amounts, significant delays or changes in the planned development or strategy for the community, and other known qualitative factors. Communities that demonstrate potential impairment indicators are tested for impairment by comparing the expected undiscounted cash flows for the community to its carrying value. For those communities whose carrying values exceed the expected undiscounted cash flows, we estimate the fair value of the community, and impairment charges are recorded if the fair value of the community's inventory is less than its carrying value. See Note 2.

Land held for sale

We periodically elect to sell parcels of land to third parties in the event such assets no longer fit into our strategic operating plans or are zoned for commercial or other development. Land held for sale is recorded at the lower of cost or fair value less costs to sell. In determining the fair value of land held for sale, we consider recent offers received, prices for land in recent comparable sales transactions, and other factors. We record net realizable value adjustments for land held for sale within Homebuilding land sale cost of revenues. See Note 2.

Warranty liabilities

Homebuyers are provided with a limited warranty against certain building defects, including a one-year comprehensive limited warranty and coverage for certain other aspects of the home's construction and operating systems for periods of up to (and in

limited instances exceeding) 10 years. We estimate the costs to be incurred under these warranties and record a liability in the amount of such costs at the time revenue is recognized (see Note 11).

Self-insured risks

We maintain, and require the majority of our subcontractors to maintain, general liability insurance coverage, including coverage for certain construction defects. We also maintain builders' risk, property, errors and omissions, workers compensation, and other business insurance coverage. These insurance policies protect us against a portion of the risk of loss from claims, subject to certain self-insured per occurrence and aggregate retentions, deductibles, and available policy limits. However, we retain a significant portion of the overall risk for such claims. We reserve for these costs on an undiscounted basis at the time revenue is recognized for each home closing and evaluate the recorded liabilities based on actuarial analyses of our historical claims, which include estimates of claims incurred but not yet reported. Adjustments to estimated reserves are recorded in the period in which the change in estimate occurs. Costs associated with our insurance programs are classified within selling, general, and administrative expenses. In certain instances, we have the ability to recover a portion of our costs under various insurance policies or from our subcontractors or other third parties. Estimates of such amounts are recorded when recovery is considered probable. See Note 11.

Residential mortgage loans available-for-sale

Substantially all of the loans originated by us and their related servicing rights are sold in secondary markets within a short period of time after origination, generally within 30 days. In accordance with ASC 825, “Financial Instruments”, we use the fair value option to record residential mortgage loans available-for-sale. Election of the fair value option for these loans allows a better offset of the changes in fair values of the loans and the derivative instruments used to economically hedge them without having to apply complex hedge accounting provisions. We do not designate any derivative instruments as hedges or apply the hedge accounting provisions of ASC 815, “Derivatives and Hedging". See Note 11 for discussion of the risks retained related to mortgage loan originations.

Expected gains and losses from the sale of residential mortgage loans and their related servicing rights are included in the measurement of IRLCs that are accounted for at fair value through Financial Services revenues at the time of commitment. Subsequent changes in the fair value of these loans are reflected in Financial Services revenues as they occur. At December 31, 2025 and 2024, residential mortgage loans available-for-sale had an aggregate fair value of $613.7 million and $629.6 million, respectively, and an aggregate outstanding principal balance of $621.6 million and $645.7 million, respectively. These changes in fair value were substantially offset by changes in fair value of the corresponding derivative instruments. Net gains from the sale of mortgages during 2025, 2024, and 2023 were $227.9 million, $235.1 million, and $149.8 million, respectively, and have been included in Financial Services revenues.

Mortgage servicing rights

We sell the servicing rights for the loans we originate through fixed price servicing sales contracts to reduce the risks and costs inherent in servicing loans. This strategy results in owning the servicing rights for only a short period of time. The servicing sales contracts provide for the reimbursement of payments made by the purchaser if loans prepay within specified periods of time, generally within 90 to 120 days after sale. We establish reserves for this exposure at the time the sale is recorded. Such reserves were immaterial at December 31, 2025 and 2024.

Interest income on mortgage loans

Interest income on mortgage loans is recorded in Financial Services revenues, accrued from the date a mortgage loan is originated until the loan is sold, and totaled $27.9 million, $26.8 million, and $20.4 million in 2025, 2024, and 2023, respectively. Loans are placed on non-accrual status once they become greater than 90 days past due their contractual terms. Subsequent payments received are applied according to the contractual terms of the loan. Mortgage discounts are not amortized as interest income due to the short period the loans are held until sale to third party investors.

Derivative instruments and hedging activities

We are party to IRLCs with customers resulting from our mortgage origination operations. At December 31, 2025 and 2024, we had aggregate IRLCs of $820.2 million and $469.4 million, respectively, which were originated at interest rates prevailing at the date of commitment. Since we can terminate a loan commitment if the borrower does not comply with the terms of the

contract, and some loan commitments may expire without being drawn upon, these commitments do not necessarily represent future cash requirements. We evaluate the creditworthiness of these transactions through our normal credit policies.

We hedge our exposure to interest rate market risk relating to residential mortgage loans available-for-sale and IRLCs using forward contracts on mortgage-backed securities, which are commitments to either purchase or sell a specified financial instrument at a specified future date for a specified price, and whole loan investor commitments, which are obligations of an investor to buy loans at a specified price within a specified time period. Forward contracts on mortgage-backed securities are the predominant derivative financial instruments we use to minimize market risk during the period from the time we extend an interest rate lock to a loan applicant until the time the loan is sold to an investor. At December 31, 2025 and 2024, we had unexpired forward contracts of $1.3 billion and $977.0 million, respectively, and whole loan investor commitments of $270.6 million and $237.1 million, respectively. Changes in the fair value of IRLCs and other derivative financial instruments are recognized in Financial Services revenues, and the fair values are reflected in other assets or other liabilities, as applicable.

There are no credit-risk-related contingent features within our derivative agreements, and counterparty risk is considered minimal. Gains and losses on IRLCs are substantially offset by corresponding gains or losses on forward contracts on mortgage-backed securities and whole loan investor commitments. We are generally not exposed to variability in cash flows of derivative instruments for more than approximately 90 days.

The fair values of derivative instruments and their location in the Consolidated Balance Sheets are summarized below ($000's omitted):

	December 31, 2025		December 31, 2024	
	Other Assets	Other Liabilities	Other Assets	Other Liabilities
IRLCs	$ 1,459	$ 20,829	$ 1,452	$ 14,946
Forward contracts	3,316	3,407	13,233	1,943
Whole loan commitments	24	85	50	80
	$ 4,799	$ 24,321	$ 14,735	$ 16,969

Credit losses

We are exposed to credit losses primarily through our vendors and insurance carriers. We assess and monitor each counterparty's ability to pay amounts owed by considering contractual terms and conditions, the counterparty's financial condition, macroeconomic factors, and business strategy. Our assets exposed to credit losses consist primarily of insurance receivables, contract assets related to insurance agency commissions, accounts receivable, and vendor rebate receivables. Counterparties associated with these assets are generally highly rated. Allowances on the aforementioned assets were not material as of December 31, 2025 or 2024.

New accounting pronouncements

In 2025, we adopted ASU 2023-09, "Income Taxes (Topic 740): Improvements to Income Tax Disclosures" ("ASU 2023-09"), which requires expanded disclosure of our income rate reconciliation and income taxes paid. We adopted ASU 2023-09 following the prospective method. Accordingly, prior period disclosures have not been modified. See Note 8.

In November 2024, the FASB issued ASU 2024-03, "Income Statement—Reporting Comprehensive Income - Expense Disaggregation Disclosures (Subtopic 220-40): Disaggregation of Income Statement Expenses" ("ASU 2024-03"), which requires disaggregated disclosure of certain costs and expenses on an interim and annual basis in the notes to the financial statements. ASU 2024-03 is effective for us for annual periods beginning after December 31, 2026. We are currently evaluating the impact ASU 2024-03 will have on our financial statement disclosures.

2. Inventory

Major components of inventory at December 31, 2025 and 2024 were ($000's omitted):

	2025	2024
Homes under construction	$ 5,192,711	$ 5,770,355
Land under development	6,955,016	6,243,745
Raw land	637,936	548,848
Consolidated inventory not owned *(a)*	120,160	102,865
Land held for sale	$ 19,590	$ 27,007
	$ 12,925,413	$ 12,692,820

(a) Consolidated inventory not owned includes land sold to third parties for which the Company retains a repurchase option.

In all periods presented, we capitalized all Homebuilding interest costs into inventory because the level of our active inventory exceeded our debt levels. Activity related to interest capitalized into inventory is as follows ($000's omitted):

	Years Ended December 31,		
	2025	2024	2023
Interest in inventory, beginning of period	$ 139,960	$ 139,078	$ 137,262
Interest capitalized	104,479	112,416	126,040
Interest expensed	(122,112)	(111,534)	(124,224)
Interest in inventory, end of period	$ 122,327	$ 139,960	$ 139,078

Land option agreements

We enter into land option agreements in order to procure land for the construction of homes in the future. Pursuant to these land option agreements, we generally provide a deposit to the seller as consideration for the right to purchase land at different times in the future, usually at predetermined prices. Such contracts enable us to defer acquiring portions of properties owned by third parties or unconsolidated entities until we have determined whether and when to exercise our option, which may serve to reduce our financial risks associated with long-term land holdings. Option deposits and pre-acquisition costs (such as environmental testing, surveys, engineering, and entitlement costs) are capitalized if the costs are directly identifiable with the land under option, the costs would be capitalized if we owned the land, and acquisition of the property is probable. Such costs are reflected in other assets and are reclassified to inventory upon taking title to the land. We write off deposits and pre-acquisition costs when it becomes probable that we will not go forward with the project or recover the capitalized costs. Such decisions take into consideration changes in local market conditions, the timing of required land purchases, the availability and best use of necessary incremental capital, and other factors. We record any such write-offs of deposits and pre-acquisition costs within other income (expense), net. See Note 1.

If an entity holding the land under option is a variable interest entity ("VIE"), our deposit represents a variable interest in that entity. No VIEs required consolidation at either December 31, 2025 or 2024 because we determined that we were not the primary beneficiary. Our maximum exposure to loss related to these VIEs is generally limited to our deposits and pre-acquisition costs under the applicable land option agreements. The following provides a summary of our interests in land option agreements ($000's omitted):

	December 31, 2025		December 31, 2024	
	Deposits and Pre-acquisition Costs	Remaining Purchase Price	Deposits and Pre-acquisition Costs	Remaining Purchase Price
Land options with VIEs	$ 436,258	$ 3,307,698	$ 358,066	$ 3,104,196
Other land options	830,642	6,695,156	700,397	6,127,486
	$ 1,266,900	$ 10,002,854	$ 1,058,463	$ 9,231,682

Land-related charges

We recorded the following land-related charges ($000's omitted):

	Statement of Operations Classification	2025	2024	2023
Land impairments	Home sale cost of revenues	77,357	11,988	19,603
Net realizable value adjustments ("NRV") - land held for sale	Land sale and other cost of revenues	$ 1,115	$ 4,318	$ —
Write-offs of deposits and pre-acquisition costs	Other income (expense), net	48,442	18,266	23,512
Total land-related charges		$ 126,914	$ 34,572	$ 43,115

Our evaluations for land-related charges are based on our best estimates of the future cash flows for our communities. Due to uncertainties in the estimation process, the significant volatility in demand for new housing, the long life cycles of certain of our communities, and potential changes in our strategy related to certain communities, actual results could differ significantly from such estimates. As land impairments were not significant in 2025, 2024, or 2023, we have not disclosed certain unobservable inputs and ranges used to determine the fair value of associated communities.

3. Segment information

Our Homebuilding operations are engaged in the acquisition and development of land primarily for residential purposes within the U.S. and the construction of housing on such land. Home sale revenues are composed of single-family detached homes, as well as attached homes, such as townhomes, condominiums, and duplexes. For reporting purposes, our Homebuilding operations are aggregated into six reportable segments:

Northeast:	*Maryland, Massachusetts, New Jersey, Pennsylvania, Rhode Island, Virginia*
Southeast:	*Georgia, North Carolina, South Carolina, Tennessee*
Florida:	*Florida*
Midwest:	*Illinois, Indiana, Kentucky, Michigan, Minnesota, Ohio*
Texas:	*Texas*
West:	*Arizona, California, Colorado, Nevada, New Mexico, Oregon, Utah, Washington*

We also have a reportable segment for our Financial Services operations, which consist principally of mortgage banking, title, and insurance agency operations. The Financial Services segment operates generally in the same markets as the Homebuilding segments. Evaluation of segment performance is generally based on income before income taxes. Each reportable segment generally follows the same accounting policies described in Note 1.

Our Chief Executive Officer ("CEO"), who has been identified as the chief operating decision maker for the purposes of the following reportable segment disclosures, is regularly provided operating results of individual operating segments which comprise our reportable segments. These operating results include key operating metrics which inform the CEO's decisions regarding allocation of resources and assessment of our overall operational performance. These operating results are reviewed against actual and forecasted figures, with income before income taxes being the key operating metric used to measure profit or loss.

	Operating Data by Segment ($000's omitted) Years Ended December 31,		
	2025	2024	2023
Revenues:			
Northeast	$ 1,242,515	$ 1,068,199	$ 969,107
Southeast	2,959,063	2,880,882	2,669,065
Florida	4,264,540	4,706,048	4,650,355
Midwest	2,727,733	2,590,309	2,084,807
Texas	1,675,539	2,140,699	2,040,164
West	3,876,804	3,933,430	3,182,947
Other homebuilding *(a)*	177,092	194,389	144,378
	16,923,286	17,513,956	15,740,823
Financial Services	388,667	432,994	320,755
Consolidated revenues	$ 17,311,953	$ 17,946,950	$ 16,061,578
Cost of Revenues			
Northeast	$ (840,045)	$ (729,284)	$ (665,616)
Southeast	(2,069,322)	(1,948,510)	(1,792,371)
Florida	(3,010,191)	(3,153,767)	(3,040,705)
Midwest	(1,930,473)	(1,854,693)	(1,521,994)
Texas	(1,273,133)	(1,526,930)	(1,434,639)
West	(3,115,723)	(3,017,970)	(2,476,076)
Other homebuilding *(b)*	(268,575)	(270,505)	(223,412)
	(12,507,462)	(12,501,659)	(11,154,813)
SG&A:			
Northeast	$ (102,160)	$ (94,925)	$ (85,666)
Southeast	(295,164)	(287,274)	(255,327)
Florida	(401,278)	(427,392)	(396,978)
Midwest	(246,908)	(236,195)	(196,159)
Texas	(221,400)	(257,490)	(224,434)
West	(343,738)	(341,613)	(284,392)
Other homebuilding *(c)*	36,720	323,613	130,314
	(1,573,928)	(1,321,276)	(1,312,642)

	Operating Data by Segment ($000's omitted) Years Ended December 31,		
	2025	2024	2023
Other Segment Items *(d)*:			
Northeast	$ (6,443)	$ (13,994)	$ (7,317)
Southeast	(34,097)	(13,571)	(17,524)
Florida	(31,425)	(3,578)	(19,191)
Midwest	(11,291)	(9,236)	(12,688)
Texas	(18,827)	(10,685)	(9,189)
West	(38,346)	(21,008)	(42,486)
Other homebuilding *(e)*	51,824	176,975	151,102
	(88,605)	104,903	42,707
Financial Services	(230,637)	(223,039)	(187,563)
	$ (319,242)	$ (118,136)	$ (144,856)
Income (loss) before income taxes *(e)*:			
Northeast	$ 293,867	$ 229,996	$ 210,508
Southeast	560,480	631,527	603,843
Florida	821,646	1,121,311	1,193,481
Midwest	539,061	490,185	353,966
Texas	162,179	345,594	371,902
West	378,997	552,839	379,993
Other homebuilding	(2,939)	424,472	202,382
	2,753,291	3,795,924	3,316,075
Financial Services	158,030	209,955	133,192
Consolidated income before income taxes	$ 2,911,321	$ 4,005,879	$ 3,449,267

(a) Other Homebuilding includes revenues from land sales and construction services.

(b) Other Homebuilding includes cost of revenues related to land sales, construction services, and amortization of capitalized interest.

(c) Other Homebuilding includes insurance reserve reversals of $42.3 million, $333.9 million, and $130.8 million in 2025, 2024 and 2023, respectively (see Note 11). Other Homebuilding also includes eliminations of corporate overhead allocated to the operating segments.

(d) Other Segment Items reflects other sources of income and expense, including internal capital charge allocations that are eliminated within Other Homebuilding.

(e) Other Homebuilding includes income from unconsolidated entities, interest, the amortization of intangible assets, impairment of intangible assets, and other items not allocated to the operating segments. Also includes goodwill impairment of $28.6 million in 2025 (Note 1), impairment of property and equipment of $49.6 million in 2025 (Note 1), and a gain of $39.5 million in 2024 related to the sale of our minority interest in a joint venture.

	Operating Data by Segment ($000's omitted) Years Ended December 31,		
	2025	2024	2023
Land-related charges *(a)*:			
Northeast	$ 1,779	$ 8,142	$ 497
Southeast	20,216	4,006	7,853
Florida	11,743	2,804	2,683
Midwest	4,905	1,598	7,786
Texas	24,967	9,643	3,661
West	59,259	7,412	19,343
Other homebuilding	4,045	967	1,292
	$ 126,914	$ 34,572	$ 43,115

(a) Land-related charges include land impairments, NRV adjustments for land held for sale, and write-offs of deposits and pre-acquisition costs for land option contracts we elected not to pursue. See Note 2 for additional discussion of these charges.

	Operating Data by Segment ($000's omitted) Years Ended December 31,		
	2025	2024	2023
Depreciation and amortization:			
Northeast	$ 3,409	$ 2,882	$ 3,365
Southeast	10,809	6,940	6,056
Florida	19,063	15,623	13,471
Midwest	9,150	8,229	8,207
Texas	7,961	6,911	6,214
West	27,025	15,482	12,438
Other homebuilding	24,942	23,997	22,992
	102,359	80,064	72,743
Financial Services	10,148	9,098	8,081
	$ 112,507	$ 89,162	$ 80,824

Operating Data by Segment
($000's omitted)
December 31,

	2025		2024	
	Total Inventory	Total Assets	Total Inventory	Total Assets
Northeast	$ 735,538	$ 830,114	$ 716,530	$ 807,922
Southeast	2,224,780	2,646,216	2,006,958	2,298,692
Florida	3,204,259	3,664,325	3,246,588	3,676,910
Midwest	1,406,118	1,560,397	1,401,747	1,529,602
Texas	1,545,253	1,829,532	1,645,213	1,905,394
West	3,720,564	4,224,604	3,684,393	4,212,636
Other homebuilding *(a)*	88,901	2,400,496	(8,609)	1,934,728
	12,925,413	17,155,684	12,692,820	16,365,884
Financial Services	—	892,739	—	997,879
	$ 12,925,413	$ 18,048,423	$ 12,692,820	$ 17,363,763

(a) Other homebuilding primarily includes cash and equivalents, capitalized interest, intangibles, deferred tax assets, other corporate items that are not allocated to the operating segments, and eliminations of certain inventory not owned and land held for sale allocated to the operating segments. Other homebuilding also includes goodwill of $40.4 million, net of cumulative impairment charges of $48.7 million at December 31, 2025, and goodwill of $68.9 million, net of cumulative impairment charges of $20.2 million at December 31, 2024.

4. Investments in unconsolidated entities

We participate in a number of joint ventures and other investments with independent third parties. These entities generally purchase, develop, and sell land, including selling land to us for use in our Homebuilding operations. Our investments in such entities totaled $167.3 million and $215.4 million at December 31, 2025 and 2024, respectively. In 2025, 2024, and 2023, we recognized earnings from unconsolidated joint ventures of $4.1 million, $44.2 million, and $4.6 million, respectively. We received distributions of capital from our unconsolidated joint ventures of $63.7 million, $9.2 million, and $3.3 million in 2025, 2024, and 2023, respectively. We made capital contributions to our unconsolidated joint ventures of $15.7 million, $16.0 million, and $23.4 million in 2025, 2024, and 2023, respectively.

At December 31, 2025, aggregate outstanding debt of unconsolidated joint ventures was $43.9 million.

The timing of cash flows related to a joint venture and any related financing agreements varies by agreement. If additional capital contributions are required and approved by the joint venture, we would need to contribute our pro rata portion of those capital needs in order to not dilute our ownership in the joint ventures. While future capital contributions may be required, we believe the total amount of such contributions will be limited. Our maximum financial exposure related to joint ventures is unlikely to exceed the combined investment and limited recourse guaranty totals.

5. Debt

Our notes payable are summarized as follows ($000's omitted):

	December 31,	
	2025	**2024**
5.500% unsecured senior notes due March 2026 *(a)*	$ 251,867	$ 251,867
5.000% unsecured senior notes due January 2027 *(a)*	337,277	337,277
7.875% unsecured senior notes due June 2032 *(a)*	300,000	300,000
6.375% unsecured senior notes due May 2033 *(a)*	400,000	400,000
6.000% unsecured senior notes due February 2035 *(a)*	300,000	300,000
Net premiums, discounts, and issuance costs *(b)*	(5,231)	(6,324)
Total senior notes	$ 1,583,913	$ 1,582,820
Other notes payable	47,185	35,766
Notes payable	$ 1,631,098	$ 1,618,586
Estimated fair value	$ 1,755,396	$ 1,701,270

(a) Redeemable prior to maturity; guaranteed on a senior basis by certain wholly-owned subsidiaries.

(b) The carrying value of senior notes reflects the impact of premiums, discounts, and issuance costs that are amortized to interest cost over the respective terms of the senior notes.

The indentures governing the senior notes impose certain restrictions on the incurrence of additional debt along with other limitations. At December 31, 2025, we were in compliance with all of the covenants and requirements under the senior notes.

We retired outstanding debt totaling $355.8 million and $123.3 million during 2024 and 2023, respectively. The retirements in 2024 included open market repurchases of $193.4 million and $106.6 million of our unsecured senior notes scheduled to mature in 2026 and 2027, respectively. Our total repurchases during the twelve months ended 2024, including open market repurchases, were $310.2 million.

Other notes payable

Other notes payable include non-recourse and limited recourse collateralized notes with third parties that totaled $47.2 million and $35.8 million at December 31, 2025 and 2024, respectively. These notes have maturities ranging up to 4 years, are secured by the applicable land positions to which they relate, and generally have no recourse to any other assets. The stated interest rates on these notes range up to 9%. We recorded inventory through seller financing of $70.9 million, $54.9 million, and $46.7 million in 2025, 2024, and 2023, respectively.

Revolving credit facility

As of December 31, 2025, we maintained a revolving credit facility ("Revolving Credit Facility") scheduled to mature in June 2027 with a maximum borrowing capacity of $1.3 billion and an uncommitted accordion feature that could increase the capacity to $1.8 billion, subject to certain conditions and availability of additional bank commitments. Effective February 4, 2026, we amended and restated our Revolving Credit Facility to (i) extend the maturity to February 4, 2031, (ii) increase total committed capacity to $1.75 billion, and (iii) expand the uncommitted accordion feature to $750.0 million, providing for potential capacity of up to $2.5 billion, subject to customary conditions and additional lender commitments. The Revolving Credit Facility also provides for the issuance of letters of credit that reduce the available borrowing capacity under the Revolving Credit Facility, up to the maximum borrowing capacity. The interest rate on borrowings under the Revolving Credit Facility may be based on either the Secured Overnight Financing Rate or a base rate, plus an applicable margin, as defined therein. The Revolving Credit Facility contains financial covenants that require us to maintain a minimum Tangible Net Worth and a maximum Debt-to-Capitalization Ratio (as each term is defined in the Revolving Credit Facility). As of December 31, 2025, we were in compliance with all covenants and requirements. Outstanding amounts and other obligations under the Revolving Credit Facility are guaranteed by certain of our wholly-owned subsidiaries.

At December 31, 2025, we had no borrowings outstanding, $357.1 million of letters of credit issued, and $892.9 million of remaining capacity under the Revolving Credit Facility. At December 31, 2024, we had no borrowings outstanding, $321.1 million of letters of credit issued, and $928.9 million of remaining capacity under the Revolving Credit Facility.

Financial Services debt

Pulte Mortgage maintains a master repurchase agreement with third-party lenders entered into in August 2023 (the "Original Repurchase Agreement", and as amended, the "Repurchase Agreement") that matures on August 12, 2026. The maximum aggregate commitment was $625.0 million at December 31, 2025 which continues until maturity. The Repurchase Agreement also contains an accordion feature that could increase the commitment by $50.0 million above its active commitment level. Borrowings under the Repurchase Agreement are secured by residential mortgage loans available-for-sale. The Repurchase Agreement contains various affirmative and negative covenants applicable to Pulte Mortgage, including quantitative thresholds related to net worth, net income, and liquidity. At December 31, 2025, Pulte Mortgage had $532.3 million outstanding at a weighted average interest rate of 5.51%, and $92.7 million of remaining capacity under the Repurchase Agreement. At December 31, 2024, Pulte Mortgage had $526.9 million outstanding at a weighted average interest rate of 6.13% and $148.1 million of remaining capacity under the Original Repurchase Agreement, as amended, replaced by the Repurchase Agreement. Pulte Mortgage was in compliance with all of its covenants and requirements as of such dates.

6. Shareholders' equity

We declared quarterly cash dividends totaling $183.0 million, $171.4 million, and $149.8 million in 2025, 2024, and 2023, respectively. Under a share repurchase program authorized by our Board of Directors, we repurchased 10.6 million, 10.1 million, and 13.8 million shares in 2025, 2024, and 2023, respectively, for a total of $1.2 billion, $1.2 billion, and $1.0 billion in 2025, 2024, and 2023, respectively. On January 29, 2025, the Board of Directors increased our share repurchase authorization by $1.5 billion, which was publicly announced on January 30, 2025. At December 31, 2025, we had remaining authorization to repurchase $982.9 million of common shares.

Under our stock compensation plans, we accept shares as payment under certain conditions related to vesting of restricted shares and share units, generally related to the payment of tax obligations. During 2025, 2024, and 2023, employees surrendered shares valued at $24.3 million, $18.6 million, and $12.0 million, respectively, under these plans. Such share transactions are excluded from the above noted share repurchase authorization.

7. Stock compensation plans

We maintain a stock award plan for both employees and non-employee directors. The plan provides for the grant of a variety of equity awards, including time-based and performance-based restricted share units ("RSUs") to key employees for periods not to exceed ten years. Non-employee directors are awarded an annual distribution of common shares. RSUs represent the right to receive an equal number of common shares and are converted into common shares upon distribution. Time-based RSUs generally cliff vest after three years, and RSU holders earn cash or accrued dividends during the vesting period. Performance-based RSUs vest upon attainment of the stated performance targets and minimum service requirements and are converted into common shares upon distribution. As of December 31, 2025, there were 9.9 million shares that remained available for grant under the plan. Our stock compensation expense is presented below ($000's omitted):

	2025	2024	2023
RSUs	$ 33,388	$ 31,821	$ 28,112
Other long-term incentive plans	21,435	22,869	20,088
	$ 54,823	$ 54,690	$ 48,200

RSUs

A summary of RSUs is presented below (000's omitted, except per share data):

	2025		2024		2023	
	Shares	Weighted-Average Per Share Grant Date Fair Value	Shares	Weighted-Average Per Share Grant Date Fair Value	Shares	Weighted-Average Per Share Grant Date Fair Value
Outstanding, beginning of year	1,431	$ 67	1,659	$ 54	1,628	$ 48
Granted	317	111	307	107	714	59
Distributed	(573)	55	(496)	46	(550)	44
Forfeited	(40)	90	(39)	66	(133)	52
Outstanding, end of year	1,135	$ 85	1,431	$ 67	1,659	$ 54

During 2025, 2024, and 2023, the total fair value of shares vested during the year was $66.2 million, $52.6 million, and $33.8 million, respectively. Unamortized compensation cost related to share awards was $29.3 million at December 31, 2025. These costs will be expensed over a weighted-average period of approximately two years. Additionally, there were 0.2 million deferred shares at December 31, 2025, that had vested but had not yet been paid out because the payout date had been deferred by the holders.

Other long-term incentive plans

We maintain long-term incentive plans for senior management and other employees that provide awards based on the achievement of stated performance targets over three-year periods. Awards are denominated in either restricted stock units or dollars that are settled in common shares based on the stock price at the end of the performance period. We recognize the expense associated with the awards based on the probability of achieving the stated performance targets at each reporting period.

8. Income taxes

Components of current and deferred income tax expense (benefit) are as follows ($000's omitted):

	2025	2024	2023
Current expense			
Federal	$ 560,980	$ 649,308	$ 622,205
State and other	120,832	122,212	120,424
	$ 681,812	$ 771,520	$ 742,629
Deferred expense			
Federal	$ 4,677	$ 120,415	$ 72,854
State and other	6,102	30,682	31,412
	$ 10,779	$ 151,097	$ 104,266
Income tax expense	$ 692,591	$ 922,617	$ 846,895

The following table reconciles the statutory federal income tax rate to the effective income tax rate ($000's omitted, expect percentages):

	2025		2024	2023
	Amount	Percent	Percent	Percent
Income taxes at federal statutory rate	$ 611,377	21.0 %	21.0 %	21.0 %
State and local income taxes, net of federal tax *(a)*	101,631	3.5	3.6	3.5
Domestic federal reconciling items				
Federal tax credits	(23,001)	(0.8)	(1.1)	(0.2)
Other	2,584	0.1	(0.5)	0.3
Effective rate	$ 692,591	23.8 %	23.0 %	24.6 %

(a) State taxes in Florida, California, and Illinois comprised the majority (greater than 50 percent) of the tax effect in this category in 2025.

The effective tax rates differ from the federal statutory rate primarily due to state income tax expense and benefits associated with various federal energy tax credits.

The following table presents our income taxes paid, net of any refunds, by jurisdiction ($000's omitted):

	2025
US federal *(a)*	$ 570,413
State and local	
Florida	46,543
Other	81,800
Total	$ 698,756

(a) Includes cash payments of $341.4 million to acquire transferable tax credits, which were applied to our federal income tax obligations.

Deferred tax assets and liabilities reflect temporary differences arising from the different treatment of items for tax and accounting purposes. Components of our net deferred tax liability are as follows ($000's omitted):

	At December 31,	
	2025	2024
Deferred tax assets:		
Accrued insurance	$ 92,004	$ 92,283
Inventory valuation reserves	49,564	51,370
Capitalized inventory expenses	42,325	43,338
State NOL carryforwards	67,511	73,550
Other	78,408	66,055
	329,812	326,596
Deferred tax liabilities:		
Deferred income	(637,003)	(630,888)
Fixed assets and intangibles	(26,089)	(21,882)
Other	(44,639)	(39,983)
	(707,731)	(692,753)
Valuation allowance	(21,417)	(22,368)
Net deferred tax liability	$ (399,336)	$ (388,525)

We have state NOLs in various jurisdictions that may generally be carried forward up to 20 years, depending on the jurisdiction. Our state NOL carryforward deferred tax assets will expire if unused at various dates as follows: $27.5 million from 2026 to 2030 and $40.0 million from 2031 and thereafter.

We evaluate our deferred tax assets each period to determine if a valuation allowance is required based on whether it is "more likely than not" that some portion of the deferred tax assets would not be realized. The ultimate realization of these deferred tax assets is dependent upon the generation of sufficient taxable income during future periods. We conduct our evaluation by considering all available positive and negative evidence, including, among other factors, historical operating results, forecasts of future profitability, the duration of statutory carryforward periods, and the outlooks for the U.S. housing industry and broader economy.

The accounting for deferred taxes is based upon estimates of future results. Differences between estimated and actual results could result in changes in the valuation of our deferred tax assets that could have a material impact on our consolidated results of operations or financial position. Changes in existing tax laws could also affect actual tax results and the realization of deferred tax assets over time.

Unrecognized tax benefits represent the difference between tax positions taken or expected to be taken in a tax return and the benefits recognized for financial statement purposes. We had $29.9 million and $38.7 million of gross unrecognized tax benefits at December 31, 2025 and 2024, respectively. If recognized, $23.6 million and $30.6 million, respectively, of these amounts would impact our effective tax rate. Additionally, we had accrued interest and penalties of $0.6 million and $1.9 million at December 31, 2025 and 2024, respectively.

We do not expect the total amount of gross unrecognized tax benefits to increase or decrease by a material amount within the next twelve months. A reconciliation of the change in the unrecognized tax benefits is as follows ($000’s omitted):

	2025	2024	2023
Unrecognized tax benefits, beginning of period	$ 38,715	$ 58,228	$ 23,612
Increases related to positions taken during a prior period	—	544	34,687
Decreases related to positions taken during a prior period	—	(17,992)	—
Increases related to positions taken during the current period	—	—	—
Decreases related to settlements with taxing authorities	(5,552)	(1,994)	—
Decreases related to lapse of the applicable statute of limitations	(3,248)	(71)	(71)
Unrecognized tax benefits, end of period	$ 29,915	$ 38,715	$ 58,228

We continue to participate in the Compliance Assurance Process (“CAP”) with the IRS as an alternative to the traditional IRS examination process. Through the CAP program, we work with the IRS to achieve tax compliance by resolving issues prior to filing the tax return. We are also currently under examination by state taxing jurisdictions and anticipate finalizing certain of the examinations within the next twelve months. The outcome of these examinations is not yet determinable, and we are not aware of unrecorded liabilities. The statute of limitations for our major tax jurisdictions generally remains open for examination for tax years 2021 to 2025.

We are under contract to purchase federal transferable tax credits that we expect to use to offset future federal income tax obligations totaling $354.1 million. The timing of such purchases is intended to approximate the timing of our expected federal income tax obligations.

9. Fair value disclosures

ASC 820, "Fair Value Measurements and Disclosures," provides a framework for measuring fair value in generally accepted accounting principles and establishes a fair value hierarchy which requires an entity to maximize the use of observable inputs and minimize the use of unobservable inputs when measuring fair value. The fair value hierarchy can be summarized as follows:

Level 1 Fair value determined based on quoted prices in active markets for identical assets or liabilities.

Level 2 Fair value determined using significant observable inputs, generally either quoted prices in active markets for similar assets or liabilities or quoted prices in markets that are not active.

Level 3 Fair value determined using significant unobservable inputs, such as pricing models, discounted cash flows, or similar techniques

Our assets and liabilities measured or disclosed at fair value are summarized below ($000's omitted):

Financial Instrument	Fair Value Hierarchy	Fair Value December 31, 2025	Fair Value December 31, 2024
Measured at fair value on a recurring basis:			
Residential mortgage loans available-for-sale	Level 2	$ 613,665	$ 629,582
IRLCs	Level 2	(19,370)	(13,494)
Forward contracts	Level 2	(91)	11,290
Whole loan commitments	Level 2	(61)	(30)
Measured at fair value on a non-recurring basis:			
House and land inventory	Level 3	$ 55,119	$ 20,016
Disclosed at fair value:			
Cash and equivalents (including restricted cash)	Level 1	$ 2,008,776	$ 1,653,680
Financial Services debt	Level 2	532,338	526,906
Senior notes payable	Level 2	1,708,211	1,665,504
Other notes payable	Level 2	47,185	35,766

Fair values for agency residential mortgage loans available-for-sale are determined based on quoted market prices for comparable instruments. Fair values for non-agency residential mortgage loans available-for-sale are determined based on purchase commitments from whole loan investors. Fair values for IRLCs, including the value of servicing rights, and forward contracts on mortgage-backed securities are valued based on market prices for similar instruments. See Note 1 for a more detailed discussion of these derivative instruments.

Certain assets are required to be recorded at fair value on a non-recurring basis when events and circumstances indicate that the carrying value may not be recoverable. The non-recurring fair values included in the above table represent only those assets whose carrying values were adjusted to fair value during the quarterly period ended as of the respective balance sheet dates. See Note 1 for a more detailed discussion of the valuation methods used for inventory.

The carrying amounts of cash and equivalents, Financial Services debt, Other notes payable and the Revolving Credit Facility approximate their fair values due to their short-term nature and floating interest rate terms. The fair values of the Senior notes payable are based on quoted market prices, when available. If quoted market prices are not available, fair values are based on quoted market prices of similar issues. The carrying value of the senior notes payable was $1.6 billion at both December 31, 2025 and December 31, 2024.

10. Other assets and accrued and other liabilities

Other assets are presented below ($000's omitted):

	December 31,	
	2025	2024
Accounts and notes receivable	252,308	248,308
Deposits and pre-acquisition costs (Note 1)	1,266,900	1,058,463
Prepaid expenses	287,802	283,815
Property and equipment, net (Note 1)	238,614	253,097
Right-of-use assets (Note 11)	109,704	93,895
Income taxes receivable	13,545	11,733
Other	48,610	52,680
	$ 2,217,483	$ 2,001,991

We record receivables from various parties in the normal course of business, including amounts due from insurance companies (Note 11) and municipalities. In certain instances, we may accept consideration for land sales or other transactions in the form of a note receivable.

Accrued and other liabilities are presented below ($000's omitted):

	December 31,	
	2025	2024
Self-insurance liabilities (Note 11)	$ 259,410	$ 267,474
Compensation-related liabilities	211,886	283,255
Land development and construction liabilities	157,987	158,957
Liabilities related to consolidated inventory not owned (Note 2)	120,160	102,865
Warranty liabilities (Note 11)	128,717	130,538
Lease liabilities (Note 11)	133,243	109,021
Income tax liabilities	60,843	76,002
Dividends payable	53,566	47,442
Accrued interest	26,425	29,095
Other *(a)*	186,093	207,517
	$ 1,338,330	$ 1,412,166

(a) Other liabilities primarily include liabilities associated with property taxes, derivative instruments related to mortgage operations, and other miscellaneous liabilities.

11. Commitments and contingencies

Letters of credit and surety bonds

In the normal course of business, we post letters of credit and surety bonds pursuant to certain performance-related obligations, as security for certain land option agreements, and under various insurance programs. The majority of these letters of credit and surety bonds are in support of our land development and construction obligations to various municipalities, other government agencies, and utility companies related to the construction of roads, sewers, and other infrastructure. We had outstanding letters of credit and surety bonds totaling $357.1 million and $3.1 billion, respectively, at December 31, 2025, and $321.1 million and $2.9 billion, respectively, at December 31, 2024. In the event any such letter of credit or surety bonds is drawn, we would be obligated to reimburse the issuer of the letter of credit or surety bond. We do not believe that a material amount, if any, of the letters of credit or surety bonds will be drawn. Our surety bonds generally do not have stated expiration dates; rather, we are released from the surety bonds as the underlying contractual performance is completed. Because significant construction and development work has been performed related to the applicable projects but has not yet received final acceptance by the

respective counterparties, the aggregate amount of surety bonds outstanding is in excess of the projected cost of the remaining work to be performed.

Litigation and regulatory matters

We are involved in litigation and legal claims in the normal course of our business operations, including actions brought on behalf of various classes of claimants. We are also subject to a variety of local, state, and federal laws and regulations related to land development activities, house construction standards, sales practices, mortgage lending operations, employment practices, and protection of the environment. As a result, we are subject to periodic examination or inquiry by various governmental agencies that administer these laws and regulations.

We establish liabilities for legal claims and regulatory matters when such matters are both probable of occurring and any potential loss is reasonably estimable. We accrue for such matters based on the facts and circumstances specific to each matter and revise these estimates as the matters evolve. In such cases, there may exist an exposure to loss in excess of any amounts currently accrued. In view of the inherent difficulty of predicting the outcome of these legal and regulatory matters, we generally cannot predict the ultimate resolution of the pending matters, the related timing, or the eventual loss. While the outcome of such contingencies cannot be predicted with certainty, we do not believe that the resolution of such matters will have a material adverse impact on our results of operations, financial position, or cash flows. However, to the extent the liability arising from the ultimate resolution of any matter exceeds the estimates reflected in the recorded reserves relating to such matter, we could incur additional charges that could be significant.

Warranty liabilities

Factors that affect our warranty liabilities include the number of homes sold, historical and anticipated rates of warranty claims, and the projected cost of claims. We periodically assess the adequacy of the warranty liabilities for each geographic market in which we operate and adjust the amounts as necessary. Actual warranty costs in the future could differ from the current estimates. Changes in warranty liabilities were as follows ($000's omitted):

	2025	2024	2023
Warranty liabilities, beginning of period	$ 130,538	$ 120,393	$ 108,348
Reserves provided	85,866	110,344	107,522
Payments	(101,992)	(106,661)	(99,613)
Other adjustments	14,305	6,462	4,136
Warranty liabilities, end of period	$ 128,717	$ 130,538	$ 120,393

Self-insured risks

We maintain, and require our subcontractors to maintain, general liability insurance coverage. We also maintain builders' risk, property, errors and omissions, workers compensation, and other business insurance coverages. These insurance policies protect us against a portion of the risk of loss from potential claims. However, we retain a significant portion of the overall risk for such claims either through our own self-insured per occurrence and aggregate retentions, deductibles, policies issued by our captive insurance subsidiaries, and any potential claims in excess of available insurance policy limits.

Our general liability insurance includes coverage for certain construction defects. While construction defect claims may relate to a variety of issues, the majority of our claims relate to alleged problems with siding, windows, roofing, and foundations. The availability of general liability insurance for the homebuilding industry and its subcontractors has become increasingly limited, and the insurance policies available require companies to retain significant per occurrence and aggregate retention levels. In certain instances, we may offer our subcontractors the opportunity to purchase general liability insurance through one of our captive insurance subsidiaries or participate in a project-specific insurance program. Policies issued by our captive insurance subsidiaries represent self-insurance of these risks by us, limited by reinsurance policies that we purchase. General liability coverage for the homebuilding industry is complex, and our coverage varies from policy year to policy year. Our insurance coverage requires a per occurrence retention as well as an overall aggregate amount. Amounts paid to resolve insured claims apply to our per occurrence and aggregate retention obligations. Any amounts incurred in excess of the occurrence or aggregate retention levels are covered by insurance up to the purchased coverage levels. Our insurance policies, including the captive

insurance subsidiaries' reinsurance policies, are maintained with highly-rated carriers for whom we believe counterparty default risk is not significant.

At any point in time, we are managing numerous individual claims related to general liability, property, errors and omission, workers compensation, and other business insurance coverages. We reserve for costs associated with these claims (including expected claims management expenses) on an undiscounted basis at the time revenue is recognized for each home closing and evaluate the recorded liabilities based on actuarial analyses of our historical claims. The actuarial analyses calculate estimates of the ultimate net cost of all unpaid losses, including estimates for incurred but not reported losses ("IBNR"). IBNR represents losses related to claims incurred but not yet reported plus development on reported claims.

Our recorded reserves for all such claims totaled $259.4 million and $267.5 million at December 31, 2025 and 2024, respectively, the vast majority of which relate to general liability claims. The recorded reserves include loss estimates related to both (i) existing claims and related claim expenses and (ii) IBNR and related claim expenses. Liabilities related to IBNR and related claim expenses represented approximately 74% and 68% of the total general liability reserves at December 31, 2025 and 2024, respectively. The actuarial analyses that determine the IBNR portion of reserves consider a variety of factors, including the frequency and severity of losses, which are based on our historical claims experience supplemented by industry data. The actuarial analyses of the reserves also consider historical third party recovery rates and claims management expenses.

Volatility in both national and local housing market conditions may affect the frequency and cost of construction defect claims. Additionally, IBNR estimates comprise the substantial majority of our liability and are subject to a high degree of uncertainty due to a variety of factors, including changes in claims reporting and resolution patterns, third party recoveries, insurance industry practices, the regulatory environment, and legal precedent. State regulations vary, but construction defect claims are typically reported and resolved over an extended time period often exceeding ten years. Changes in the frequency and timing of reported claims and estimates of specific claim values can impact the underlying inputs and trends utilized in the actuarial analyses, which could have a material impact on the recorded reserves. Because of the inherent uncertainty in estimating future losses and the timing of such losses related to these claims, actual costs could differ significantly from estimated costs.

Adjustments to reserves are recorded in the period in which the change in estimate occurs. During 2025, 2024, and 2023, we reduced reserves, primarily general liability reserves, by $42.3 million, $333.9 million, and $130.8 million, respectively, as a result of changes in estimates resulting from actual claim experience being less than anticipated in previous actuarial projections. The changes in actuarial estimates were driven by changes in actual claims experience that, in turn, impacted actuarial estimates for potential future claims. These changes in actuarial estimates did not involve any significant changes in actuarial methodology but did impact the development of estimates for future periods, which resulted in adjustments to the IBNR portion of our recorded liabilities. There were no material adjustments to individual claims. Rather, the adjustments reflect an overall lower level of claims and related losses in recent years as compared with our previous experience. We attribute the favorable experience in more recent years to a variety of factors, including improved construction techniques, higher home values, and increased participation from our subcontractors in resolving claims. The cumulative effect of these factors, as evidenced by the favorable claims experience for an extended period, resulted in our actuarial estimates placing less weight on older, higher cost policy years and relatively more weight on our more recent, lower cost policy years, which is the primary driver of the change in actuarial estimate in 2024.

Costs associated with our insurance programs are classified within selling, general, and administrative expenses. Changes in these liabilities were as follows ($000's omitted):

	2025	2024	2023
Balance, beginning of period	$ 267,474	$ 563,103	$ 635,857
Reserves provided	51,143	83,340	92,399
Adjustments to previously recorded reserves	(42,298)	(333,853)	(130,841)
Payments, net *(a)*	(16,909)	(45,116)	(34,312)
Balance, end of period	$ 259,410	$ 267,474	$ 563,103

(a) Includes net changes in amounts expected to be recovered from our insurance carriers, which are recorded in other assets (see below).

Estimates of anticipated recoveries of our costs under various insurance policies or from subcontractors or other third parties are recorded when recovery is considered probable. Recoveries relate to costs incurred or to be incurred to perform corrective repairs, settle claims, and other costs related to both known and anticipated future construction defect claims that we believe to be insured related to previously closed homes. Given the complexity inherent with resolving construction defect claims in the homebuilding industry, there generally exists a significant lag between our payment of claims and our recoveries from applicable insurance carriers or third parties.

Leases

We lease certain office space and equipment for use in our operations. We recognize lease expense for these leases on a straight-line basis over the lease term and combine lease and non-lease components for all leases. Right-of-use ("ROU") assets and lease liabilities are recorded on the balance sheet for all leases with an expected term of at least one year. Some leases include one or more options to renew. The exercise of lease renewal options is generally at our discretion. The depreciable lives of ROU assets and leasehold improvements are limited to the expected lease term. Certain of our lease agreements include rental payments based on a pro-rata share of the lessor's operating costs, which are variable in nature. Our lease agreements do not contain any residual value guarantees or material restrictive covenants.

ROU assets are classified within other assets on the balance sheet, while lease liabilities are classified within accrued and other liabilities. Leases with an initial term of 12 months or less are not recorded on the balance sheet. ROU assets and lease liabilities were $109.7 million and $133.2 million, respectively, at December 31, 2025, and $93.9 million and $109.0 million, respectively, at December 31, 2024. We recorded an additional $43.2 million and $37.2 million of lease liabilities under operating leases during 2025 and 2024, respectively. Payments on lease liabilities during 2025, 2024, and 2023 totaled $23.4 million, $23.1 million, and $23.4 million respectively.

Lease expense includes costs for leases with terms in excess of one year as well as short-term leases with terms of less than one year. Our total lease expense was $59.8 million, $66.2 million, and $56.4 million during 2025, 2024, and 2023, respectively. Our total lease expense in 2025, 2024, and 2023 is inclusive of variable lease costs of $9.2 million, $12.9 million, and $11.8 million respectively, and short-term lease costs of $22.7 million, $24.1 million, and $17.3 million, respectively. Sublease income was de minimis. The future minimum lease payments required under our leases as of December 31, 2025 were as follows ($000's omitted):

Years Ending December 31,	
2026	$ 26,776
2027	28,440
2028	26,241
2029	22,353
2030	18,086
Thereafter	31,459
Total lease payments *(a)*	153,355
Less: Interest *(b)*	(20,112)
Present value of lease liabilities *(c)*	$ 133,243

(a) *Lease payments include options to extend lease terms that are reasonably certain of being exercised and exclude $6.5 million of legally binding minimum lease payments for leases signed but not yet commenced at December 31, 2025.*

(b) *Our leases do not provide a readily determinable implicit rate. Therefore, we must estimate our discount rate for such leases to determine the present value of lease payments at the lease commencement date.*

(c) *The weighted average remaining lease term and weighted average discount rate used in calculating our lease liabilities were 5.8 years and 4.6%, respectively, at December 31, 2025.*

Report of Independent Registered Public Accounting Firm

To the Shareholders and the Board of Directors of PulteGroup, Inc.

Opinion on the Financial Statements

We have audited the accompanying consolidated balance sheets of PulteGroup, Inc. (the Company) as of December 31, 2025 and 2024, the related consolidated statements of operations, shareholders' equity and cash flows for each of the three years in the period ended December 31, 2025, and the related notes (collectively referred to as the “consolidated financial statements”). In our opinion, the consolidated financial statements present fairly, in all material respects, the financial position of the Company at December 31, 2025 and 2024, and the results of its operations and its cash flows for each of the three years in the period ended December 31, 2025, in conformity with U.S. generally accepted accounting principles.

We also have audited, in accordance with the standards of the Public Company Accounting Oversight Board (United States) (PCAOB), the Company's internal control over financial reporting as of December 31, 2025, based on criteria established in Internal Control-Integrated Framework issued by the Committee of Sponsoring Organizations of the Treadway Commission (2013 framework), and our report dated February 4, 2026 expressed an unqualified opinion thereon.

Basis for Opinion

These financial statements are the responsibility of the Company's management. Our responsibility is to express an opinion on the Company’s financial statements based on our audits. We are a public accounting firm registered with the PCAOB and are required to be independent with respect to the Company in accordance with the U.S. federal securities laws and the applicable rules and regulations of the Securities and Exchange Commission and the PCAOB.

We conducted our audits in accordance with the standards of the PCAOB. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free of material misstatement, whether due to error or fraud. Our audits included performing procedures to assess the risks of material misstatement of the financial statements, whether due to error or fraud, and performing procedures that respond to those risks. Such procedures included examining, on a test basis, evidence regarding the amounts and disclosures in the financial statements. Our audits also included evaluating the accounting principles used and significant estimates made by management, as well as evaluating the overall presentation of the financial statements. We believe that our audits provide a reasonable basis for our opinion.

Critical Audit Matter

The critical audit matter communicated below is a matter arising from the current period audit of the financial statements that was communicated or required to be communicated to the audit committee and that: (1) relates to accounts or disclosures that are material to the financial statements and (2) involved our especially challenging, subjective or complex judgments. The communication of the critical audit matter does not alter in any way our opinion on the consolidated financial statements, taken as a whole, and we are not, by communicating the critical audit matter below, providing a separate opinion on the critical audit matter or on the account or disclosures to which it relates.

Self-insured Risks

Description of the Matter	The Company's reserves for self-insured risks totaled $259.4 million at December 31, 2025, of which the majority relates to incurred but not reported (IBNR) losses associated with exposures to construction defects on previously closed homes. As discussed in Notes 1 and 11 of the consolidated financial statements, the Company reserves for costs associated with construction defect claims (including IBNR losses and expected claims management expense) based on actuarial analyses of the Company's historical claims activity. The actuarial analyses that determine the IBNR reserves consider a variety of factors, which principally include the frequency and severity of losses. Auditing the Company's IBNR reserve for construction defects is complex due to the significant measurement uncertainty associated with the estimate, the use of various actuarial methods, and management's application of significant judgment. In addition, the reserve estimate is sensitive to significant assumptions, including the frequency and severity assumptions used in the computation of the IBNR reserve.
How We Addressed the Matter in Our Audit	We obtained an understanding, evaluated the design, and tested the operating effectiveness of the Company's controls that address the risks of material misstatement relating to the measurement and valuation of the IBNR reserve. For example, we tested controls over management's review of the significant actuarial assumptions and the data inputs used by management when estimating IBNR losses. To test the IBNR reserve associated with construction defects exposures, our audit procedures included, among others, testing the completeness and accuracy of the underlying claims data used in the actuarial analyses. Furthermore, we involved our actuarial specialists to assist in our assessment of the methodologies used by management to estimate the IBNR reserve. We compared the Company's self-insurance reserve (inclusive of the IBNR estimate) to a range developed by our actuarial specialists based on independently selected assumptions.

/s/ Ernst & Young LLP

We have served as the Company's auditor since 1973.

Atlanta, Georgia
February 4, 2026

ITEM 9. CHANGES IN AND DISAGREEMENTS WITH ACCOUNTANTS ON ACCOUNTING AND FINANCIAL DISCLOSURE

This Item is not applicable.

ITEM 9A. CONTROLS AND PROCEDURES

Disclosure Controls and Procedures

Management, including our President and Chief Executive Officer and Executive Vice President and Chief Financial Officer, evaluated the effectiveness of the design and operation of our disclosure controls and procedures as of December 31, 2025. Based upon, and as of the date of that evaluation, our President and Chief Executive Officer and Executive Vice President and Chief Financial Officer concluded that the disclosure controls and procedures were effective as of December 31, 2025.

Internal Control Over Financial Reporting

(a) Management's Annual Report on Internal Control Over Financial Reporting

Management is responsible for the preparation and fair presentation of the consolidated financial statements included in this annual report. The consolidated financial statements have been prepared in conformity with U.S. generally accepted accounting principles and reflect management's judgments and estimates concerning events and transactions that are accounted for or disclosed.

Management is also responsible for establishing and maintaining effective internal control over financial reporting, as such term is defined in Exchange Act Rule 13a-15(f). Management recognizes that there are inherent limitations in the effectiveness of any internal control and effective internal control over financial reporting can provide only reasonable assurance with respect to financial statement preparation. Additionally, because of changes in conditions, the effectiveness of internal control over financial reporting may vary over time.

In order to ensure that the Company's internal control over financial reporting is effective, management regularly assesses such controls and did so most recently for its financial reporting as of December 31, 2025. Management's assessment was based on criteria for effective internal control over financial reporting described in Internal Control – Integrated Framework issued by the Committee of Sponsoring Organizations of the Treadway Commission (2013 Framework). Based on this assessment, management asserts that the Company has maintained effective internal control over financial reporting as of December 31, 2025.

Ernst & Young LLP, the independent registered public accounting firm that audited the Company's consolidated financial statements included in this Annual Report on Form 10-K, has issued its report on the effectiveness of the Company's internal control over financial reporting as of December 31, 2025.

(b) Report of Independent Registered Public Accounting Firm

To the Shareholders and the Board of Directors of PulteGroup, Inc.

Opinion on Internal Control Over Financial Reporting

We have audited PulteGroup, Inc.'s internal control over financial reporting as of December 31, 2025, based on criteria established in Internal Control— Integrated Framework issued by the Committee of Sponsoring Organizations of the Treadway Commission (2013 framework) (the COSO criteria). In our opinion, PulteGroup, Inc. (the Company) maintained, in all material respects, effective internal control over financial reporting as of December 31, 2025, based on the COSO criteria.

We also have audited, in accordance with the standards of the Public Company Accounting Oversight Board (United States) (PCAOB), the consolidated balance sheets of the Company as of December 31, 2025 and 2024, the related consolidated statements of operations, shareholders' equity and cash flows for each of the three years in the period ended December 31, 2025, and the related notes and our report dated February 4, 2026 expressed an unqualified opinion thereon.

Basis for Opinion

The Company's management is responsible for maintaining effective internal control over financial reporting and for its assessment of the effectiveness of internal control over financial reporting included in the accompanying Management's Annual Report on Internal Control Over Financial Reporting. Our responsibility is to express an opinion on the Company's internal control over financial reporting based on our audit. We are a public accounting firm registered with the PCAOB and are required to be independent with respect to the Company in accordance with the U.S. federal securities laws and the applicable rules and regulations of the Securities and Exchange Commission and the PCAOB.

We conducted our audit in accordance with the standards of the PCAOB. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether effective internal control over financial reporting was maintained in all material respects.

Our audit included obtaining an understanding of internal control over financial reporting, assessing the risk that a material weakness exists, testing and evaluating the design and operating effectiveness of internal control based on the assessed risk, and performing such other procedures as we considered necessary in the circumstances. We believe that our audit provides a reasonable basis for our opinion.

Definition and Limitations of Internal Control Over Financial Reporting

A company's internal control over financial reporting is a process designed to provide reasonable assurance regarding the reliability of financial reporting and the preparation of financial statements for external purposes in accordance with generally accepted accounting principles. A company's internal control over financial reporting includes those policies and procedures that (1) pertain to the maintenance of records that, in reasonable detail, accurately and fairly reflect the transactions and dispositions of the assets of the company; (2) provide reasonable assurance that transactions are recorded as necessary to permit preparation of financial statements in accordance with generally accepted accounting principles, and that receipts and expenditures of the company are being made only in accordance with authorizations of management and directors of the company; and (3) provide reasonable assurance regarding prevention or timely detection of unauthorized acquisition, use, or disposition of the company's assets that could have a material effect on the financial statements.

Because of its inherent limitations, internal control over financial reporting may not prevent or detect misstatements. Also, projections of any evaluation of effectiveness to future periods are subject to the risk that controls may become inadequate because of changes in conditions, or that the degree of compliance with the policies or procedures may deteriorate.

/s/ Ernst & Young LLP

Atlanta, Georgia
February 4, 2026

(c) Changes in Internal Control Over Financial Reporting

There has been no change in our internal control over financial reporting during the quarter ended December 31, 2025 that has materially affected, or is reasonably likely to materially affect, our internal control over financial reporting.

ITEM 9B. OTHER INFORMATION

On February 4, 2026, the Company entered into a an Amended and Restated Credit Agreement credit facility with Bank of America, N.A., as Administrative Agent, and other Lenders party thereto. The amendment (i) extended the maturity to February 4, 2031, (ii) increased total committed capacity to $1.75 billion, and (iii) expanded the uncommitted accordion feature to $750.0 million, providing for potential capacity of up to $2.5 billion, subject to customary conditions and additional lender commitments.

The foregoing description is qualified in its entirety by reference to the Amended and Restated Credit Agreement, which is filed as Exhibit 10(t) to this Annual Report on Form 10-K and is incorporated herein by reference.

During the fourth quarter of 2025, no director or officer of the Company adopted or terminated a “Rule 10b5-1 trading arrangement” or “non-Rule 10b5-1 trading arrangement,” as each term is defined in Item 408(a) of Regulation S-K.

ITEM 9C. DISCLOSURE REGARDING FOREIGN JURISDICTIONS THAT PREVENT INSPECTIONS

This Item is not applicable.

PART III

ITEM 10. DIRECTORS, EXECUTIVE OFFICERS AND CORPORATE GOVERNANCE

Information required by this Item with respect to our executive officers is set forth in Part I, Item 1 of this Annual Report on Form 10-K. Information required by this Item with respect to members of our Board of Directors and with respect to our Audit Committee will be contained in the Proxy Statement for the 2026 Annual Meeting of Shareholders (“2026 Proxy Statement”), which will be filed no later than 120 days after December 31, 2025, under the captions “Proposal 1: Election of Directors” and “Committees of the Board of Directors - Audit Committee” and in the chart disclosing Audit Committee membership and is incorporated herein by this reference. Information required by this Item with respect to our code of ethics will be contained in the 2026 Proxy Statement under the caption “Corporate Governance - Governance Guidelines; Code of Ethical Business Conduct; Code of Ethics; Prohibition on Hedging” and is incorporated herein by this reference.

Our code of ethics for our principal executive officer, principal financial officer, principal accounting officer and persons performing similar functions, our code of ethical business conduct, our corporate governance guidelines, and the charters of the Audit, Compensation and Management Development, Nominating and Governance, and Finance and Investment committees of our Board of Directors are also posted on our website and are available in print, free of charge, upon request.

The Company has adopted an insider trading policy governing the purchase and sale and other disposition of Company securities by our directors, officers and employees, and by the Company itself. The Company believes this policy is reasonably designed to promote compliance with insider trading laws, rules and regulations, and NYSE listing standards. A copy of the PulteGroup, Inc. Insider Trading and Confidentiality Policy is filed as Exhibit 19 to this Annual Report on Form 10-K.

ITEM 11. EXECUTIVE COMPENSATION

Information required by this Item will be contained in the 2026 Proxy Statement under the captions "Compensation Discussion and Analysis", "Compensation and Management Development Committee Report", "2025 Executive Compensation" and "2025 Director Compensation" and is incorporated herein by this reference, provided that the Compensation and Management Development Committee Report shall not be deemed to be “filed” with this Annual Report on Form 10-K.

ITEM 12. SECURITY OWNERSHIP OF CERTAIN BENEFICIAL OWNERS AND MANAGEMENT AND RELATED STOCKHOLDER MATTERS

Information required by this Item will be contained in the 2026 Proxy Statement under the captions “Beneficial Security Ownership” and “Equity Compensation Plan Information” and is incorporated herein by this reference.

ITEM 13. CERTAIN RELATIONSHIPS AND RELATED TRANSACTIONS AND DIRECTOR INDEPENDENCE

Information required by this Item will be contained in the 2026 Proxy Statement under the captions “Certain Relationships and Related Transactions” and “Board of Directors Information” and is incorporated herein by this reference.

ITEM 14. PRINCIPAL ACCOUNTANT FEES AND SERVICES

Information required by this Item will be contained in the 2026 Proxy Statement under the captions “Audit and Non-Audit Fees” and “Audit Committee Preapproval Policies” and is incorporated herein by reference.

PART IV

ITEM 15. EXHIBITS AND FINANCIAL STATEMENT SCHEDULES

(a) The following documents are filed as part of this Annual Report on Form 10-K:

(1) Financial Statements

Consolidated Balance Sheets at December 31, 2025 and 2024	41
Consolidated Statements of Operations for the years ended December 31, 2025, 2024, and 2023	42
Consolidated Statements of Shareholders' Equity for the years ended December 31, 2025, 2024, and 2023	43
Consolidated Statements of Cash Flows for the years ended December 31, 2025, 2024, and 2023	44
Notes to Consolidated Financial Statements	45
Report of Independent Registered Public Accounting Firm (PCAOB ID: 42)	68

(2) Financial Statement Schedules

All schedules are omitted because the required information is not present, is not present in amounts sufficient to require submission of the schedule, or because the required information is included in the financial statements or notes thereto.

(3) Exhibits

The following exhibits are filed with this Annual Report on Form 10-K or are incorporated herein by reference:

Exhibit Number and Description

(3) (a) Restated Articles of Incorporation, of PulteGroup, Inc. (Incorporated by reference to Exhibit 3.1 of our Current Report on Form 8-K, filed with the SEC on August 18, 2009)

(b) Certificate of Amendment to the Articles of Incorporation, dated March 18, 2010 (Incorporated by reference to Exhibit 3(b) of our Quarterly Report on Form 10-Q for the quarter ended March 31, 2010)

(c) Certificate of Amendment to the Articles of Incorporation, dated May 21, 2010 (Incorporated by reference to Exhibit 3(c) of our Quarterly Report on Form 10-Q for the quarter ended September 30, 2010)

(d) Certificate of Amendment to the Articles of Incorporation, dated May 6, 2024 (Incorporated by reference to Exhibit 3.1 of our Current Report on Form 8-K, filed with the SEC on May 8, 2024)

(e) Amended and Restated By-laws of PulteGroup, Inc. (Incorporated by reference to Exhibit 3.1 of our Current Report on Form 8-K, filed with the SEC on May 6, 2025)

(f) Certificate of Designation of Series A Junior Participating Preferred Shares, dated August 6, 2009 (Incorporated by reference to Exhibit 3(b) of our Registration Statement on Form 8-A, filed with the SEC on August 18, 2009)

(g) Certificate of Elimination of Series A Junior Participating Preferred Shares of PulteGroup, Inc., dated June 2, 2025 (Incorporated by reference to Exhibit 3.1 of PulteGroup, Inc.'s Current Report on Form 8-K, filed with the SEC on June 3, 2025).

(4) (a) Any instrument with respect to long-term debt, where the securities authorized thereunder do not exceed 10% of the total assets of PulteGroup, Inc. and its subsidiaries, has not been filed. The Company agrees to furnish a copy of such instruments to the SEC upon request.

(b) Description of the Registrant's Securities (Filed herewith)

(10) (a) PulteGroup, Inc. 2019 Senior Management Incentive Plan (Incorporated by reference to Exhibit 10.1 of our Current Report on Form 8-K, filed with the SEC on February 8, 2019)*

(b) PulteGroup, Inc. 2013 Stock Incentive Plan (Incorporated by reference to Exhibit 10.1 of our Current Report on Form 8-K, filed with the SEC on May 13, 2013)*

(c) PulteGroup, Inc. 2022 Stock Incentive Plan (Incorporated by reference to Appendix III to the Registrant's Definitive Proxy Statement on Schedule 14A, filed with the Commission on March 22, 2022)*

(d) Amendment Number One to the PulteGroup, Inc. 2013 Stock Incentive Plan dated February 10, 2017 (Incorporated by reference to Exhibit 10 of our Quarterly Report on Form 10-Q for the quarter ended March 31, 2017)*

(e) Amendment Number Two to the PulteGroup, Inc. 2013 Stock Incentive Plan dated December 3, 2020 (Incorporated by reference to Exhibit 10(k) of our Annual Report on Form 10-K for the year ended December 31, 2020)*

(f) Form of 2023 Restricted Stock Unit Award Agreement (as Amended) under PulteGroup, Inc. 2022 Stock Incentive Plan (Incorporated by reference to Exhibit 10(h) of our Annual Report on Form 10-K for the year ended December 31, 2023)*

(g) Form of 2024 Restricted Stock Unit Award Agreement (as Amended) under PulteGroup, Inc. 2022 Stock Incentive Plan (Incorporated by reference to Exhibit 10(i) of our Annual Report on Form 10-K for the year ended December 31, 2023)*

(h) Form of 2025 Restricted Stock Unit Award Agreement (as Amended) under PulteGroup, Inc. 2022 Stock Incentive Plan (Incorporated by reference to Exhibit 10(i) of our Annual Report on Form 10-K for the year ended December 31, 2024)*

(i) Form of 2023 Long-term Incentive Program Award Agreement (as Amended) under PulteGroup, Inc. 2022 Stock Incentive Plan (Incorporated by reference to Exhibit 10(k) of our Annual Report on Form 10-K for the year ended December 31, 2023)*

(j) Form of 2024 Long-term Incentive Program Award Agreement (as Amended) under PulteGroup, Inc. 2022 Stock Incentive Plan (Incorporated by reference to Exhibit 10(l) of our Annual Report on Form 10-K for the year ended December 31, 2023)*

(k) Form of 2025 Long-term Incentive Program Award Agreement (as Amended) under PulteGroup, Inc. 2022 Stock Incentive Plan (Incorporated by reference to Exhibit 10(m) of our Annual Report on Form 10-K for the year ended December 31, 2024)*

(l) PulteGroup, Inc. Long Term Compensation Deferral Plan (As Amended and Restated Effective January 1, 2004) (Incorporated by reference to Exhibit 10(a) of our Quarterly Report on Form 10-Q for the quarter ended March 31, 2006)*

(m) PulteGroup, Inc. Deferred Compensation Plan For Non-Employee Directors, as amended and restated effective as of December 31, 2021 (Incorporated by reference to Exhibit 10(i) of our Annual Report on Form 10-K for the year ended December 31, 2021)*

(n) PulteGroup, Inc. Executive Severance Policy (Effective February 6, 2023) (Incorporated by reference to Exhibit 10.1 of our Current Report on Form 8-K, filed with the SEC on February 12, 2013)*

(o) PulteGroup, Inc. Amended Executive Severance Policy (Effective January 31, 2024) (Incorporated by reference to Exhibit 10(p) of our Annual Report on Form 10-K for the year ended December 31, 2023)*

(p) PulteGroup, Inc. Amended Retirement Policy (Effective May 12, 2021) (Incorporated by reference to Exhibit 10(q) of our Annual Report on Form 10-K for the year ended December 31, 2023)*

(q) PulteGroup, Inc. Amended Retirement Policy (Effective January 31, 2024) (Incorporated by reference to Exhibit 10(r) of our Annual Report on Form 10-K for the year ended December 31, 2023)*

(r) Form of Director and Officer Indemnification Agreement (Effective January 31, 2024) (Incorporated by reference to Exhibit 10(s) of our Annual Report on Form 10-K for the year ended December 31, 2023)*

(s) Third Amended and Restated Credit Agreement dated as of June 14, 2022 among PulteGroup, Inc., as Borrower, Bank of America, N.A., as Administrative Agent, and the other Lenders party thereto (Incorporated by reference to Exhibit 10.1 of our Current Report on Form 8-K, filed with the SEC on June 16, 2022)

(t) Fourth Amended and Restated Credit Agreement dated as of February 4, 2026 among PulteGroup, Inc., as Borrower, Bank of America, N.A., as Administrative Agent, and the other Lenders party thereto (Filed herewith)**

(u) Master Repurchase Agreement dated as of August 16, 2023, among JPMorgan Chase, as Agent, Lead Arranger and a Buyer, the other Buyers party thereto and Pulte Mortgage LLC, as Seller (Incorporated by reference to Exhibit 10.1 of PulteGroup, Inc.'s Current Report on Form 8-K, filed with the SEC on August 17, 2023)

	(v)	Second Omnibus Amendment and Joinder to Transaction Documents to Master Repurchase Agreement dated as of August 14, 2024, among JPMorgan Chase, as Agent, Lead Arranger and a Buyer, the other Buyers party thereto and Pulte Mortgage LLC, as Seller (Incorporated by reference to Exhibit 10.1 of PulteGroup, Inc.'s Current Report on Form 8-K, filed with the SEC on August 15, 2024)
	(w)	Amendment No. 3 to Master Repurchase Agreement dated as of August 13, 2025, among JPMorgan Chase, as Agent, Lead Arranger and a Buyer, the other Buyers party thereto and Pulte Mortgage LLC, as Seller (Incorporated by reference to Exhibit 10.1 of PulteGroup, Inc.'s Current Report on Form 8-K, filed with the SEC on August 14, 2025)
(19)		PulteGroup, Inc. Insider Trading and Confidentiality Policy (Filed herewith)
(21)		Subsidiaries of the Registrant (Filed herewith)
(22)		List of Guarantor Subsidiaries (Filed herewith)
(23)		Consent of Independent Registered Public Accounting Firm (Filed herewith)
(24)		Power of Attorney (Filed herewith)
(31)	(a)	Rule 13a-14(a) Certification by Ryan R. Marshall, President and Chief Executive Officer (Filed herewith)
	(b)	Rule 13a-14(a) Certification by James L. Ossowski, Executive Vice President and Chief Financial Officer (Filed herewith)
(32)		Certification Pursuant to 18 United States Code § 1350 and Rule 13a-14(b) of the Securities Exchange Act of 1934 (Furnished herewith)
(97)		PulteGroup, Inc. Executive Compensation Recovery (Clawback) Policy (Incorporated by reference to Exhibit 97 of our Annual Report on Form 10-K for the year ended December 31, 2023)*
101.INS		Inline XBRL Instance Document - the instance document does not appear in the Interactive Data File because its XBRL tags are embedded within the inline XBRL document.
101.SCH		Inline XBRL Taxonomy Extension Schema Document
101.CAL		Inline XBRL Taxonomy Extension Calculation Linkbase Document
101.DEF		Inline XBRL Taxonomy Extension Definition Linkbase Document
101.LAB		Inline XBRL Taxonomy Extension Label Linkbase Document
101.PRE		Inline XBRL Taxonomy Extension Presentation Linkbase Document
104		Cover Page Interactive Data File (embedded within the Inline XBRL document)

* Indicates a management contract or compensatory plan or arrangement

** Certain schedules and exhibits to this agreement have been omitted in accordance with Item 601(b)(2) of Regulation S-K. A copy of any omitted schedules and/or exhibits will be furnished to the Securities and Exchange Commission upon request.

ITEM 16. FORM 10-K SUMMARY

None.

SIGNATURES

Pursuant to the requirements of Section 13 or 15(d) of the Securities Exchange Act of 1934, the Registrant has duly caused this report to be signed on its behalf by the undersigned, thereunto duly authorized.

PULTEGROUP, INC.
(Registrant)

February 4, 2026

By: /s/ James L. Ossowski
James L. Ossowski
Executive Vice President and Chief Financial Officer

Pursuant to the requirements of the Securities Exchange Act of 1934, this report has been signed below by the following persons on behalf of the Registrant and in the capacities and on the date indicated:

February 4, 2026

/s/ Ryan R. Marshall	/s/ James L. Ossowski	/s/ Brien P. O'Meara
Ryan R. Marshall President and Chief Executive Officer (Principal Executive Officer) and Member of Board of Directors	James L. Ossowski Executive Vice President and Chief Financial Officer (Principal Financial Officer)	Brien P. O'Meara Vice President and Controller (Principal Accounting Officer)

Kristen Actis-Grande	Member of Board of Directors	}
Brian P. Anderson	Member of Board of Directors	}
Bryce Blair	Member of Board of Directors	}
Thomas J. Folliard	Non-Executive Chairman of Board of Directors	}
Cheryl W. Grisé	Member of Board of Directors	}
André J. Hawaux	Member of Board of Directors	}
John R. Peshkin	Member of Board of Directors	}
Scott F. Powers	Member of Board of Directors	}
Lila Snyder	Member of Board of Directors	}

/s/ James L. Ossowski
James L. Ossowski
Executive Vice President and Chief Financial Officer

BOARD OF DIRECTORS, SENIOR LEADERSHIP AND AREA MANAGEMENT

BOARD OF DIRECTORS

Kristen Actis-Grande (1)(4)
Chief Financial Officer
Sealed Air Corporation

Brian P. Anderson (1)(4)
Former Executive Vice President of Finance and Chief Financial Officer
Office Max, Inc.

Bryce Blair (3)(4)
Former Chairman of the Board and Chief Executive Officer
AvalonBay Communities, Inc.

Thomas J. Folliard (5)
Former President and Chief Executive Officer
CarMax, Inc.

Cheryl W. Grisé (1)(2)
Former Executive Vice President
Northeast Utilities (now Eversource Energy)

André J. Hawaux (1)(3)
Former Executive Vice President and Chief Operating Officer
Dick's Sporting Goods, Inc.

Ryan R. Marshall (4)
President and Chief Executive Officer
PulteGroup, Inc.

John R. Peshkin (2)(4)
Founder and Managing Partner
Vanguard Land, LLC.

Scott F. Powers (3)(4)
Former President and Chief Executive Officer
State Street Global Advisors

Lila Snyder (2)(4)
Chief Executive Officer
Bowes Corporation

(1) Audit Committee Member
(2) Compensation and Management Development Committee Member
(3) Nominating and Governance Committee Member
(4) Finance and Investment Committee Member
(5) Non-Executive Chairman

SENIOR LEADERSHIP

Ryan R. Marshall
President and Chief Executive Officer

Kevin Henry
Executive Vice President and Chief People Officer

Matt Koart
Executive Vice President and Chief Operating Officer

Robert T. O'Shaughnessy
Executive Vice President

James L. Ossowski
Executive Vice President and Chief Financial Officer

Todd N. Sheldon
Executive Vice President, General Counsel and Corporate Secretary

David Beznos
Senior Vice President, Growth and Strategic Partnerships

David Carrier
Senior Vice President, Finance

Mike Guhl
Senior Vice President, Chief Information Officer

Anthony W. Barbee
Area President, North Area

Charles J. Tipton
Area President, Central Area

Richard H. McCormick
Area President, Southeast Area

Christopher A. Edgar
Area President, West Area

Ryan Melin
Area President, Manufacturing/ICG

Kimberly M. Hill
Vice President, Tax and Assistant Secretary

D. Bryce Langen
Vice President and Treasurer

Brien P. O'Meara
Vice President and Controller

Lisa Sharp
Vice President, Compliance

Manish M. Shrivastava
Vice President, Chief Marketing Officer

James P. Zeumer
Vice President, Investor Relations

Eric Hart
Chief Executive Officer, Pulte Financial Services

Information Requests

The Company's annual report to shareholders and proxy statement together contain substantially all the information presented in the Form 10-K report filed with the Securities and Exchange Commission. Individuals interested in receiving the annual report, Form 10-K, Form 10-Qs or other printed corporate literature should email the Investor Relations Department at InvestorRelations@PulteGroup.com.

Investor Inquiries

Shareholders, securities analysts, portfolio managers and others with inquiries about the Company should contact Jim Zeumer, Vice President of Investor Relations, at the corporate office or call (800) 777-8583. Shareholders with inquiries relating to shareholder records, stock transfers, change of ownership, and change of address or dividend payments should contact:

Computershare Trust Company N.A.
P.O. Box 30170
College Station, TX 77842-3170
(877) 282-1168
www.computershare.com

Internet Address

Additional information about PulteGroup may be obtained by visiting our website at pultegroup.com.

Annual Meeting of the Shareholders

The annual meeting of shareholders of PulteGroup, Inc. will be conducted virtually at 3:00 p.m. (EDT), Wednesday, April 29, 2026, at www.virtualshareholdermeeting.com/PHM2026.

Common Stock Information

Ticker Symbol: PHM

PulteGroup, Inc. is a component of the S&P 500 Composite Stock Price Index. Common stock of PulteGroup, Inc. is listed and traded on the New York Stock Exchange, which is the principal market for the common stock. Option trading in PulteGroup, Inc. is conducted on the Chicago Board of Exchange.

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PULTE GROUP
CURRENT OPEN PROJECTS IN ILLINOIS

- Ashton Ridge – Batavia – 74 Single Family Detached Homes
- Ashton Ridge Towns – Batavia – 92 townhomes
- Harvest Gate at Southbury – Oswego – 86 Single Family Detached Homes
- Eola Preserve – Aurora – 56 Townhomes
- Lincoln Crossing – Aurora – 168 Single Family Detached Homes
- Towns at Bell Works – Hoffman Estates – 177 Row Homes
- Bronk Farm Townhomes – Plainfield – 142 Townhomes
- Estates at Rivers Edge – Lisle – 76 Single Family Detached Homes
- Gleneagles – Lemont - 412 Single Family Homes and Duplexes
- Rivers Edge – Woodridge – 110 Row Homes and Duplexes (Also developed three 1.5 acre commercial lots)
- Prosperita – Naperville – 76 Row Homes
- Harvest Point – Aurora – 66 Single Family Detached Homes
- Naperville Polo Club – Naperville - 402 Townhomes and Single Family Detached Homes
- Estates at Ravinia Meadow – Orland Park -144 Single Family Detached Homes
- Kensington Fields – Hoffman Estates – 72 Townhomes
- Townes at Sawgrass – Bolingbrook – 102 Townhomes
- Wise Commons – Schaumburg – 68 Row Homes
- Bronk Farm – Plainfield – 442 Single Family Detached Homes – Also built pool and clubhouse.
- Briargate – Lindenhurst – 382 Single Family Detached Homes
- Teerling Lakes – New Lennox – 414 Single Family Homes – Also built indoor pickleball facility and clubhouse
- Leclair Estates – Deerfield – 43 single Family Detached Homes
- Lincoln Prairie Del Webb – Aurora – 914 Single Family Detached Homes – Also built $20mm indoor / outdoor lifestyle facility – Also developed 20 acre commercial site that was sold to Albertson’s

VILLAGE OF NORTHBROOK
THE FLATS AT NORTH BRANCH
AFFORDABLE HOUSING COMPLIANCE PLAN

(a) General description of the development.

The proposed development is a mixed-use redevelopment of the approximately 7.0-acre site located at 1901-1957 Cherry Lane (the former Northbrook Meadow Shopping Center) at the southeast corner of Cherry Lane and Meadow Road in Downtown Northbrook, Illinois. The project replaces an approximately 90,000-square-foot multi-tenant shopping center with approximately 272 surface parking spaces.

The redevelopment consists of three 50-unit residential condominium buildings (150 units total), two commercial lots with approximately 5,500-square-foot commercial buildings at the north end of the parcel fronting Cherry Lane, and a publicly accessible riverwalk and open space area along the West Fork of the North Branch of the Chicago River.

Vehicular access is proposed from two access points on Cherry Lane, with the main access point aligned with Keystone Avenue to the north. Internal roads will be public, and pedestrian circulation will be provided through sidewalks and walkways connecting the development internally, to the public open area and riverwalk, and to the surrounding downtown area.

(b) Total number of market rate and affordable housing units, and total number of attached and detached units.

The Applicant intends to comply with the Village's Inclusionary Housing Ordinance ("IHO") by providing affordable units on-site. Accordingly, twenty-three (23) units will be sold as affordable homes in compliance with the IHO and the related Policies and Procedures for the Administration of the Inclusionary Housing Ordinance, with one-half at Tier 1 and one-half at Tier 2. The remaining one-hundred twenty-seven (127) units will be sold at market rate.

All 150 residential units are attached condominium units contained within three multi-story buildings. There are no detached units in the development.

(c) Number of bedrooms in each market rate and affordable unit.

Each of the three residential buildings will include approximately:

- Ten (10) one-bedroom-plus-den / 1.5-bath units
- Fifteen (15) two-bedroom / 2-bath units
- Twenty-five (25) two-bedroom-plus-den / 2-bath units

The affordable units are proposed to be divided evenly between one-bedroom and two-bedroom units, providing a balanced mix of affordable ownership opportunities within the development.

(d) Floor area of each market rate and affordable unit.

The market rate units will range from approximately 1,177 square feet to 1,703 square feet of living area, with unit configurations including one-bedroom-plus-den, two-bedroom, and two-bedroom-plus-den floor plans.

The one-bedroom affordable unit (Unit L, as shown on the conceptual floor plan) is approximately 1,117 s.f. The two-bedroom affordable units (Unit C, as shown on the conceptual floor plan) is approximately 1,330 s.f.

(e) Location of the market rate and affordable units within the development.

The twenty-three (23) affordable units will be dispersed throughout all three residential buildings and will not be clustered in any single building or floor. There will be 7 affordable units in Building 1 with 1 2-bedroom unit and 2 1-bedroom (plus den) unit on floor 3 and 1 1-bedroom (plus den) unit and 1 2-bedroom unit on floors 4 and 5. There will be 8 units each in Buildings 2 and 3, with 2 2-bedroom unit and 1 1-bedroom (plus den) unit on floor 3, 2 1-bedroom (plus den) and 1 2-bedroom unit on floor 4, and 1 1-bedroom (plus den) unit and 1 2-bedroom unit on floor 5.

Attached hereto is a conceptual typical floor plan with the affordable units identified.

(f) Floor plans for the affordable units.

See attached.

(g) Amenities and any associated fees that will be provided to the market rate and affordable units.

All residents within the development will have access to the publicly accessible open space and riverwalk as well as all building features and amenities.

The development will be governed by a homeowners' association funded by association fees that will be responsible for maintenance of the common areas, stormwater facilities, and landscaping throughout the development.

(h) Pricing for the market rate and affordable units.

The estimated price for market rate units will vary by type of unit as well as building location, and will range from the upper $500,000 to $900,000.

The pricing for the affordable units shall comply with the applicable sales price as calculated by the Village in accordance with the Technical Guide -- Village of Northbrook Affordable Unit Pricing Schedule at the time of sale. Prices will be based on what is attainable per the Inclusionary Housing Ordinance for one-half of the affordable units for households at 65% AMI that have an income limit of 80% AMI (Tier 1), and for one-half of the affordable units for households at 100% AMI that have an income limit of 120% AMI (Tier 2).

(i) Phasing and construction schedule for each market rate and affordable unit.

The residential buildings will be constructed one at a time, with construction anticipated to commence with the building proposed at the northwest corner of Meadow Road and Cherry Lane. If the PUD is approved by the end of 2026, and final engineering, MWRD approvals and the site development permit are approved in the 1st quarter of 2027, the anticipated schedule is as follows, subject also to sales velocity:

- Early Q2 2027: Demolition and site development commence
- Fall 2027: Commencement of Building 1 construction.
- Late Fall 2028: First closings of market rate and affordable units.
- Summer 2028: Commencement of Building 2 construction

- Spring 2029: Commencement of Building 3 construction

Each phase of construction will include a proportionate number of affordable units relative to market rate units. The affordable units in each building will be offered for sale upon completion of such building.

(j) Documentation and plans regarding exterior and interior appearances.

The residential buildings are proposed to be six stories with a maximum height of 68 feet. The buildings are set back beginning at the second floor consistent with the Village's design guidelines. The residential buildings will be primarily brick with Hardie Board siding and trim; second-floor units will have private terraces due to the upper-floor setbacks, and upper-floor units will have balconies.

As required, the affordable units will be dispersed throughout the development in all three buildings, which will be architecturally identical on the exterior. The units are essentially identical on the interior, except for limited differences in certain finishes.

(k) Marketing Plan for Affordable Units.

The Developer shall partner with CPAH in the marketing of the affordable units. Marketing of individual units shall commence once the units have been constructed, and will include the following activities:

- Training of sales staff on the inclusionary housing program
- Cooperation relative to the qualification process of prospective buyers with CPAH
- Showing affordable units to qualified buyers and coordinating execution of contracts and preparation for closing
- Marketing campaign to the general public that may be eligible to purchase the affordable units, including:
    - Online marketing, including on CPAH’s website
    - Outreach to households in the community through local schools and the Village
    - Outreach to local employers

(l) Description of efforts to provide affordable housing to eligible households.

In collaboration with CPAH, the Developer will direct inquiries and requests for the affordable units to CPAH and provide information as necessary in order for the affordable units to be marketed online and in local newspapers. The Developer will cooperate fully with the Village's affordable housing administrator to ensure that eligible households are identified and qualified in accordance with the IHO.

Design and Location of Affordable Housing Units

On-site affordable housing units must meet the following standards unless the development is granted an exception by the Village Board as part of the Affordable Housing Compliance Plan:

(1) Affordable units must be dispersed throughout the development and not clustered.

Response: The project complies with this standard. The twenty-three (23) affordable units will be dispersed throughout all three residential buildings and will not be clustered in any single building or on any single floor. Each building will provide affordable units on three different floors. Each floor only contains 10 units and at most 3 units are set out as affordable on any given floor. They are located generally across the hallway from each other.

(2) Unit size must be similar to the size of the corresponding market rate unit.

Response: The project complies with this standard. The affordable units will be similar in size to the corresponding market rate one-bedroom and two-bedroom units (Units C and L), which range from approximately 1,177 to 1,330 square feet.

(3) Each phase of construction must include a proportionate number of affordable units relative to market rate units.

Response: The project complies with this standard. Each building phase will include a proportionate number of affordable units. The affordable units in each building will be offered for sale upon completion of such building.

(4) Affordable unit exteriors must be visually compatible with and indiscernible from the market rate units and finishes must be substantially the same for market and affordable units.

Response: The project complies with this standard. All three residential buildings are architecturally identical on the exterior, constructed primarily of brick with Hardie Board siding and trim. The units are essentially identical on the interior, except for limited differences in certain finishes.

(5) Affordable units may have different interior finishes and appearance than market rate units. Materials for affordable units must be contractor grade or higher.

Response: The project complies with this standard. The units are essentially identical on the interior, except for limited differences in certain finishes, but will be contractor grade.

(6) Affordable unit bedroom mix must be proportionate to the bedroom mix of the market rate units.

Response: While the affordable unit mix proposed is evenly split between one-bedroom and two-bedroom units, the provision of proportionately more one-bedroom units meets a particular demand in Northbrook for smaller new construction affordable units in light of the recent additional of 3 bedroom affordable units in the Village.

(7) Affordable units must have similar access to common areas, facilities, and services as the market rate units.

Response: The project complies with this standard. All residents, including affordable unit owners, will have identical access to building amenities.

(8) Affordable units must include a minimum of one parking space each at no additional charge. Additional spaces may be made available to the tenant or owner of an affordable unit at the same price as for the market rate units.

Response: The project complies with this standard. Each affordable unit will include a minimum of one parking space at no additional charge.

(9) If the market rate units include storage, affordable units must also include storage at no additional charge. If storage space is not allocated to all units, then the affordable units should have access to storage in the same manner and proportion as do the market rate housing units at a discounted cost equivalent to the ratio of the affordable unit rent or price compared to the rent or price of a similar market rate unit.

Response: The project complies with this standard. Garage storage cages will be available for purchase for all unit owners.

(10) Affordable units must have the same energy efficiency features as the market rate units.

Response: The project complies with this standard. The affordable units will have the same energy efficiency features as market rate units.

(11) If a development is both rental and owner-occupied housing units, the ratio of rental to owner-occupied must be the same as for the market rate units.

Response: Not applicable. All 150 residential units in the development are owner-occupied condominium units. There are no rental units proposed.

Standards of Review. The Designee of the Board of Trustees may not recommend the approval of a preliminary or final Inclusionary Housing Plan, and the Village Board may not approve a preliminary or final inclusionary housing compliance plan, except upon making the following findings:

1. That the developer has demonstrated that the proposed inclusionary housing units are designed to accommodate the needs of the target households;

Response: The inclusionary housing units are designed to meet the needs of the targeted households with separate bedroom and living areas, and balconies with storage space for each unit. In unit laundry is included. The 2 bedroom units have a primary suite and 2 bathrooms and the 1 bedroom units have a den.

2. That the location, floor plan, fixtures and finishes, and amenities of each proposed inclusionary housing unit satisfy the applicable provisions of this Part and are suitable for the needs of the target households;

Response: The affordable units are dispersed evenly among the three buildings and on three different floors with no more than 3 affordable units on any given floor. Each unit will have a parking space and limited variation in finishes from the market-rate units and identical energy efficient features.

3. That each inclusionary housing unit is designed to accommodate family living needs for common space and dining areas;

Response: The units are designed to accommodate family living needs with gathering/dining space, balconies and in unit laundry.

4. That the proposed inclusionary housing units, and the development as a whole, conform to the applicable standards and requirements of this Part;

Response: As noted in the Applicant's Affordable Housing Compliance Plan (above), the standards and requirements are being met.

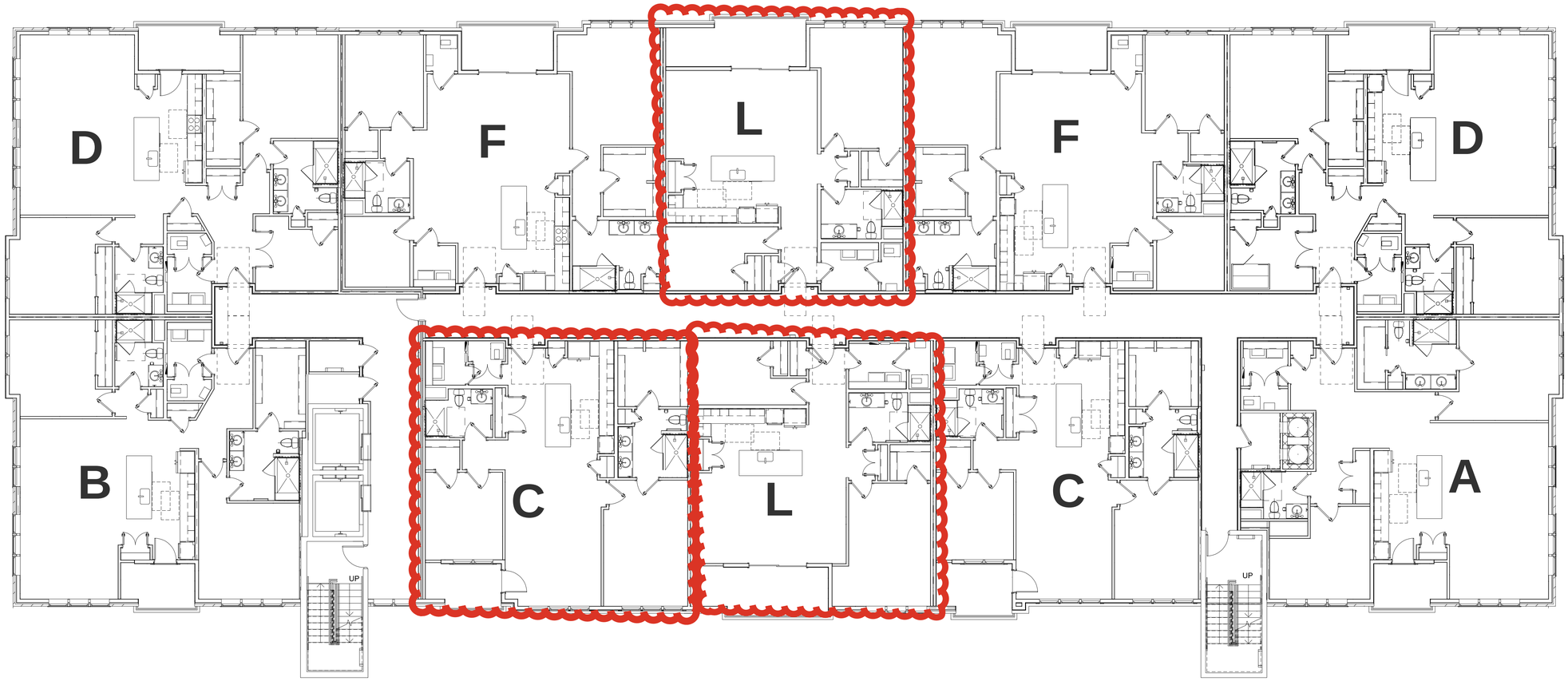
5. That any alternative methods for providing required inclusionary housing units satisfy the respective standards set forth in Section 13-106 of this Part;

Response: No alternative method of compliance is being sought.

6. That the application of any development incentives satisfy the standards set forth in Section 13-107 of this Part.

Response: The Applicant has not specifically sought any development incentives linked solely to the provision of on-site affordable housing. However, the Applicant is seeking additional height than what is permitted as of right via the PUD approval process.

Affordable Unit Locations - Building 1



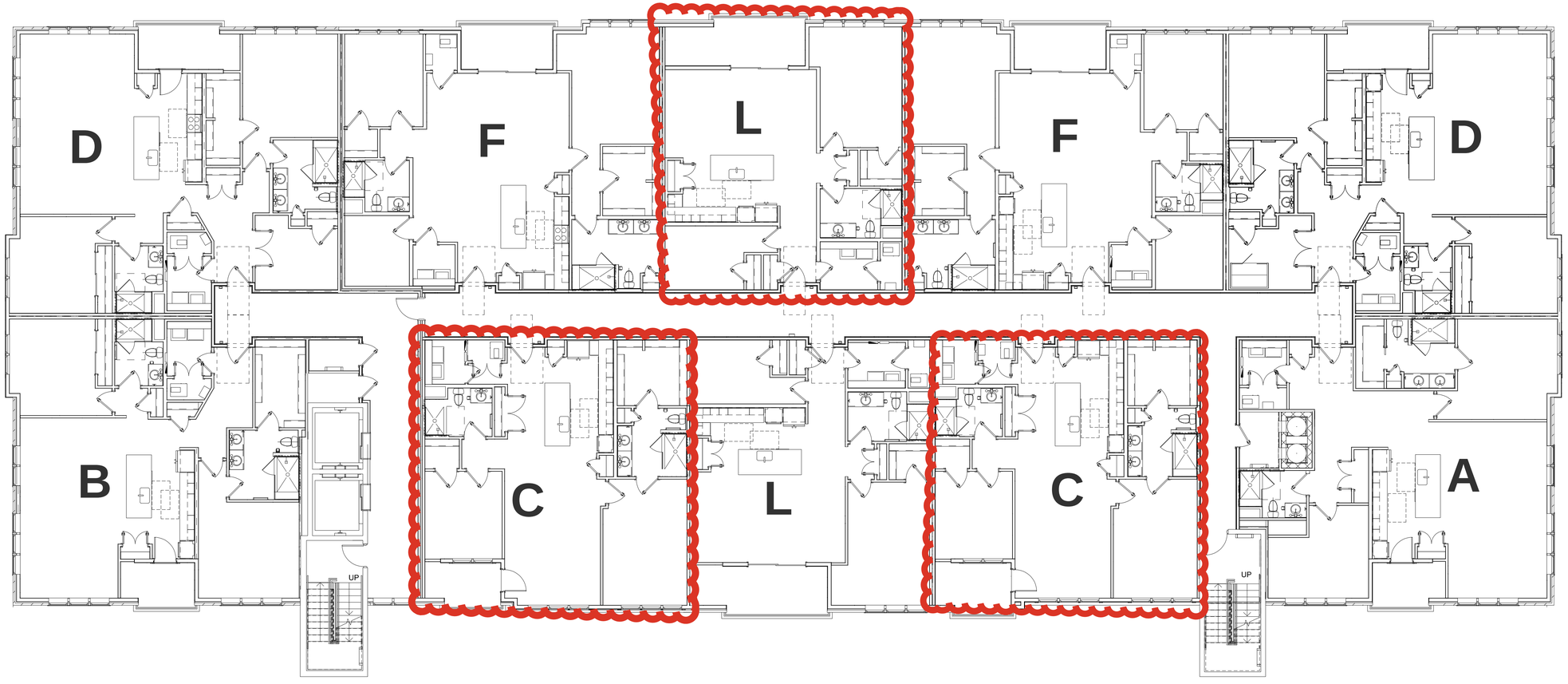
3RD FLOOR

Affordable Unit Locations - Building 1



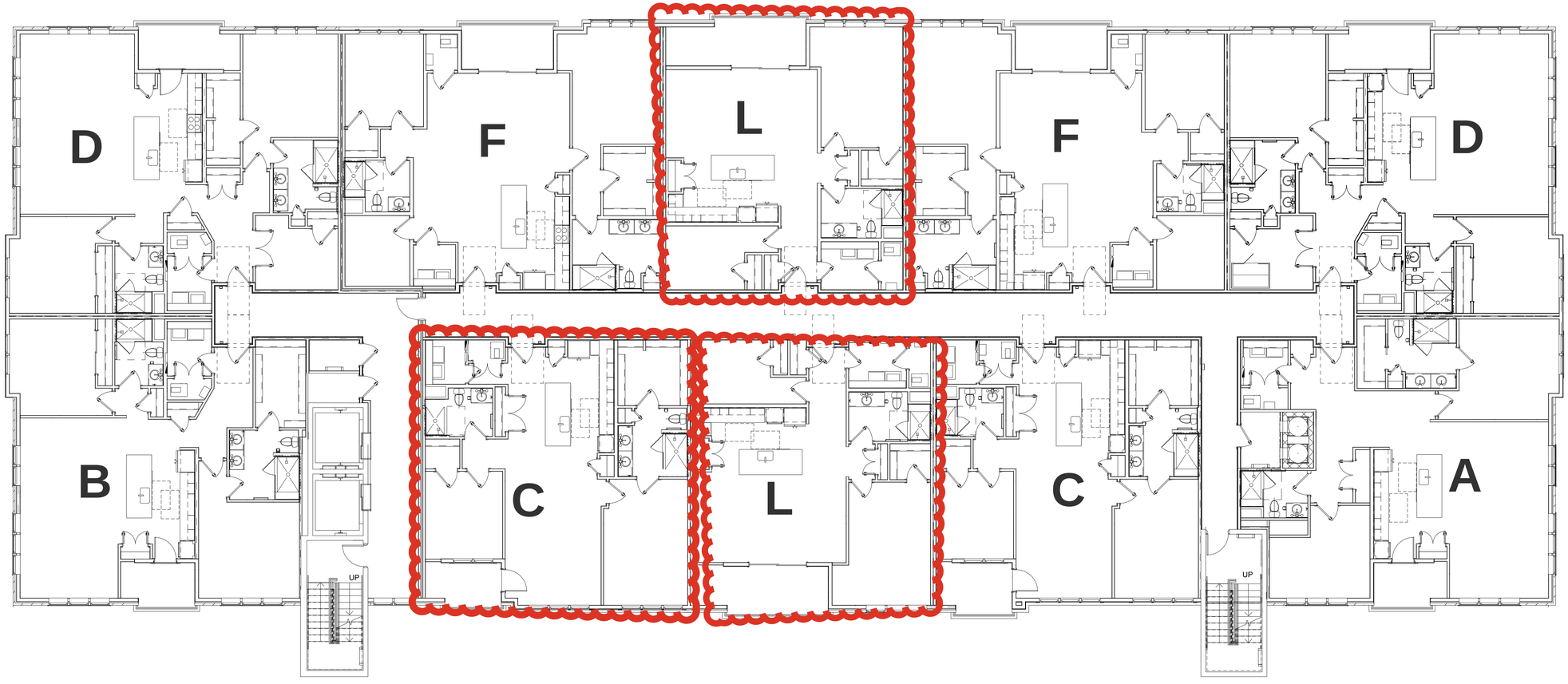
4TH - 5TH FLOORS

Affordable Unit Locations - Building 2 and 3



3RD FLOOR

Affordable Unit Locations - Building 2 and 3



4TH FLOOR

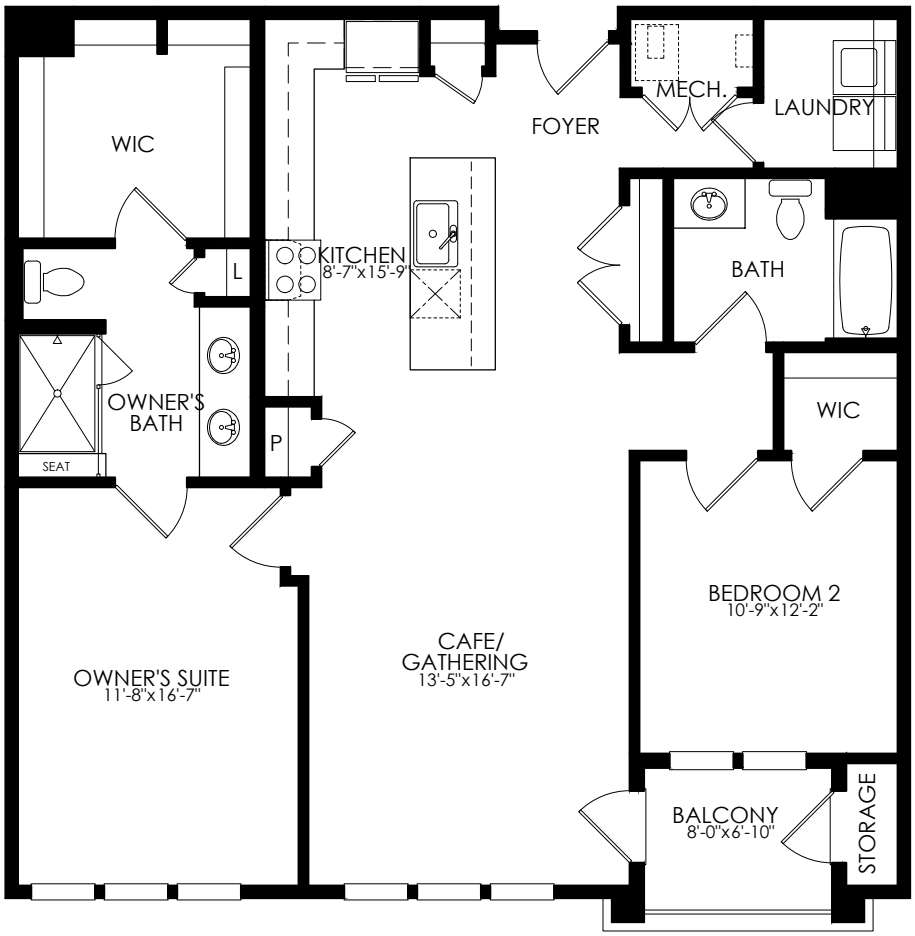
Affordable Unit Locations - Building 2 and 3



5TH FLOOR

Flats at North Branch

Unit C- Affordable



Unit Floor Plan

EQUAL HOUSING OPPORTUNITY

Floor plans, Elevations and Options will vary from Community to Community and are subject to change without notice or may not reflect current changes. Dimensions shown are approximate.

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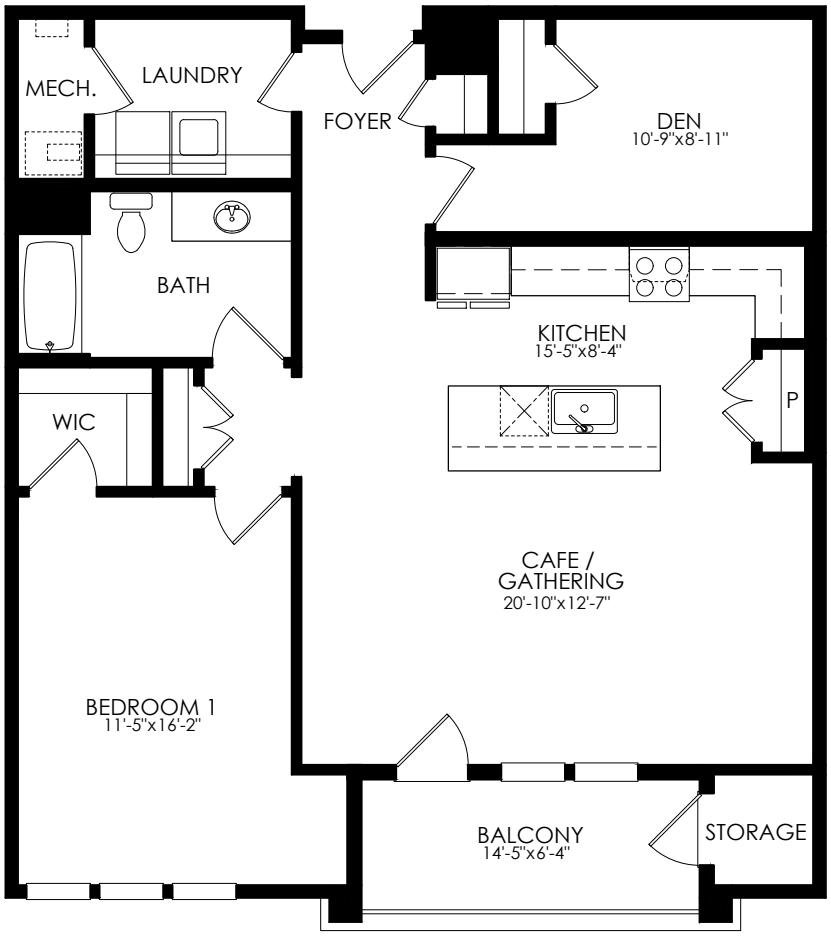
Flats at North Branch

Unit L - Affordable



Unit Floor Plan

EQUAL HOUSING OPPORTUNITY

Floor plans, Elevations and Options will vary from Community to Community and are subject to change without notice or may not reflect current changes. Dimensions shown are approximate.

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Prepared For:

PULTEGROUP

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

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 The Flats at North Branch, a proposed mixed-use development in Northbrook, Illinois. The site, which contains the Meadow Plaza retail center, is located in the southeast corner of Meadow Road with Cherry Lane. As proposed, the site will be redeveloped with three, five-story condominium buildings with 150 total units and two 5,500 square-foot commercial buildings. Access to the development will be provided via the existing access system serving the site which will be modified to provide one less access drive on Meadow Road and one additional access drive on Cherry Lane opposite Keystone Avenue. The condominium buildings will have 201 parking spaces while the two commercial buildings will be provided with 81 parking spaces.

The purpose of this study was to examine background traffic conditions, assess the impact that the proposed development will have on traffic conditions in the area, and determine if any roadway or access improvements are necessary to accommodate traffic generated by the proposed 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:

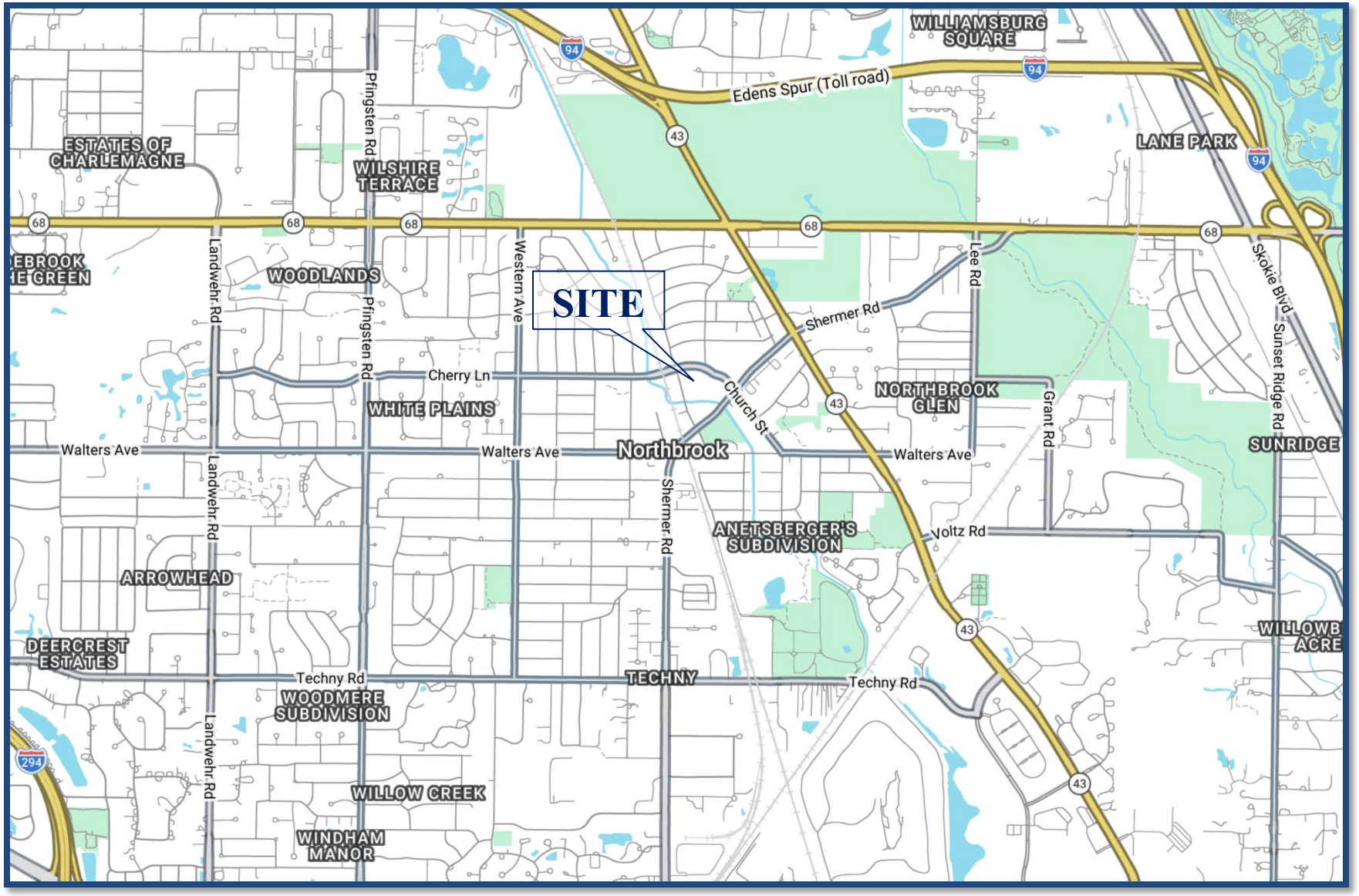
- Existing roadway conditions
- A description of the proposed development
- Directional distribution of the development traffic
- Vehicle trip generation for the development
- Future traffic conditions including access to the development
- Traffic analyses for the weekday morning, afternoon, and evening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

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

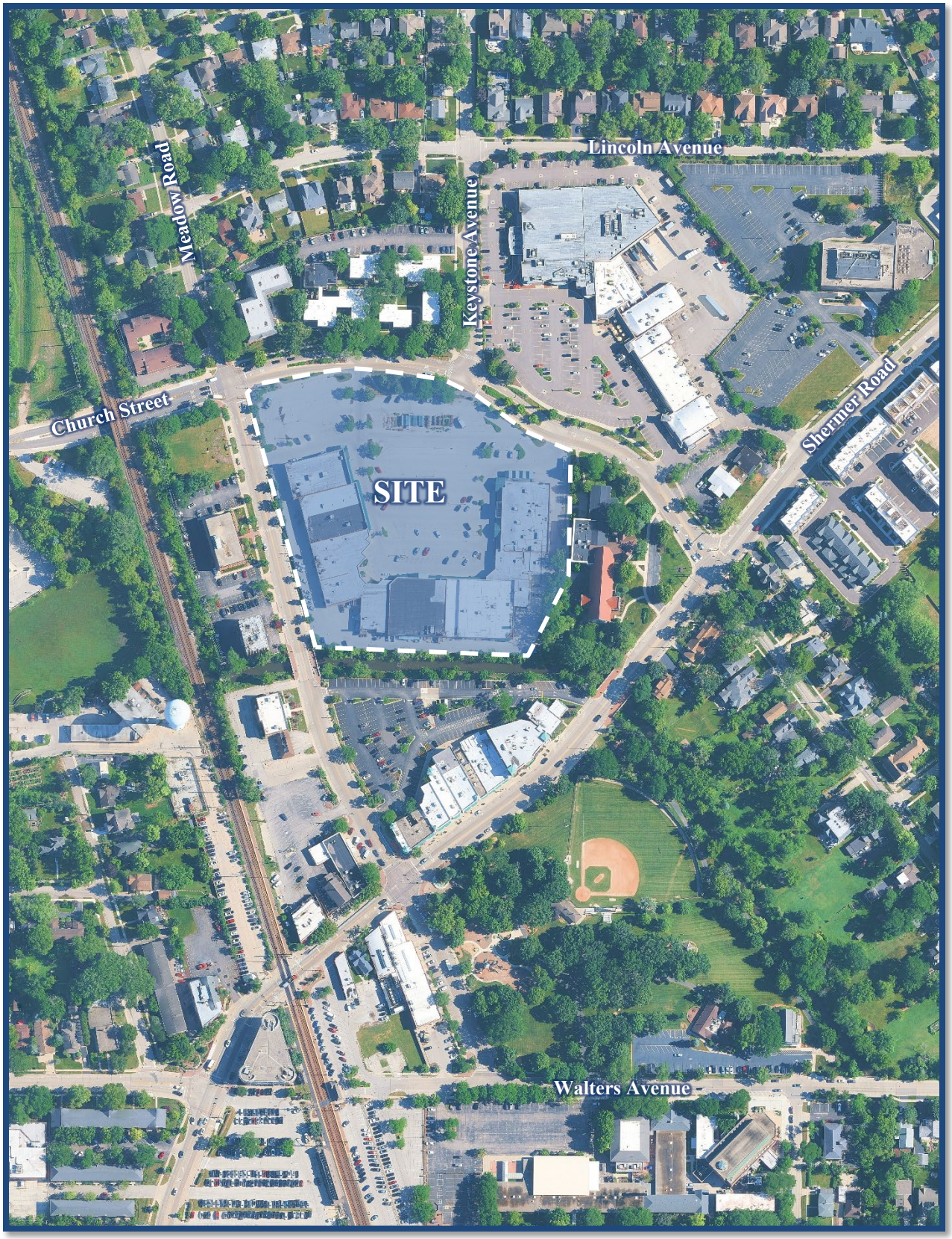
1. Existing Conditions – Analyzes the capacity of the existing roadway system using peak hour traffic volumes from traffic counts conducted in 2026.

2. Year 2032 No-Build Conditions – Analyzes the capacity of the future roadway system using existing traffic volumes increased by an ambient area growth factor not attributable to any particular development and the traffic that will be generated by other planned or under-construction developments in the area.

3. Year 2032 Total Projected Conditions – Analyzes the capacity of the future roadway system assuming the projected traffic volumes that include the no-build traffic volumes and the traffic estimated to be generated by the proposed residential development.



Site Location **Figure 1**



Site Aerial **Figure 2**

2. Existing Conditions

Existing transportation conditions in the vicinity of the site were documented based on field visits conducted by KLOA, Inc. in order to obtain a database for projecting future 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 west site, which currently contains Meadows Plaza, is bounded by Cherry Lane/Church Street to the north, Good Shepherd Church to the east, a parking lot for the Village Green retail center to the south, and Meadow Road to the west. Land uses in the vicinity of the site are primarily office and commercial with residential uses to the north. The Northbrook Shopping Plaza, anchored by Sunset Foods, is located on the north side of Church Street.

Existing Roadway System Characteristics

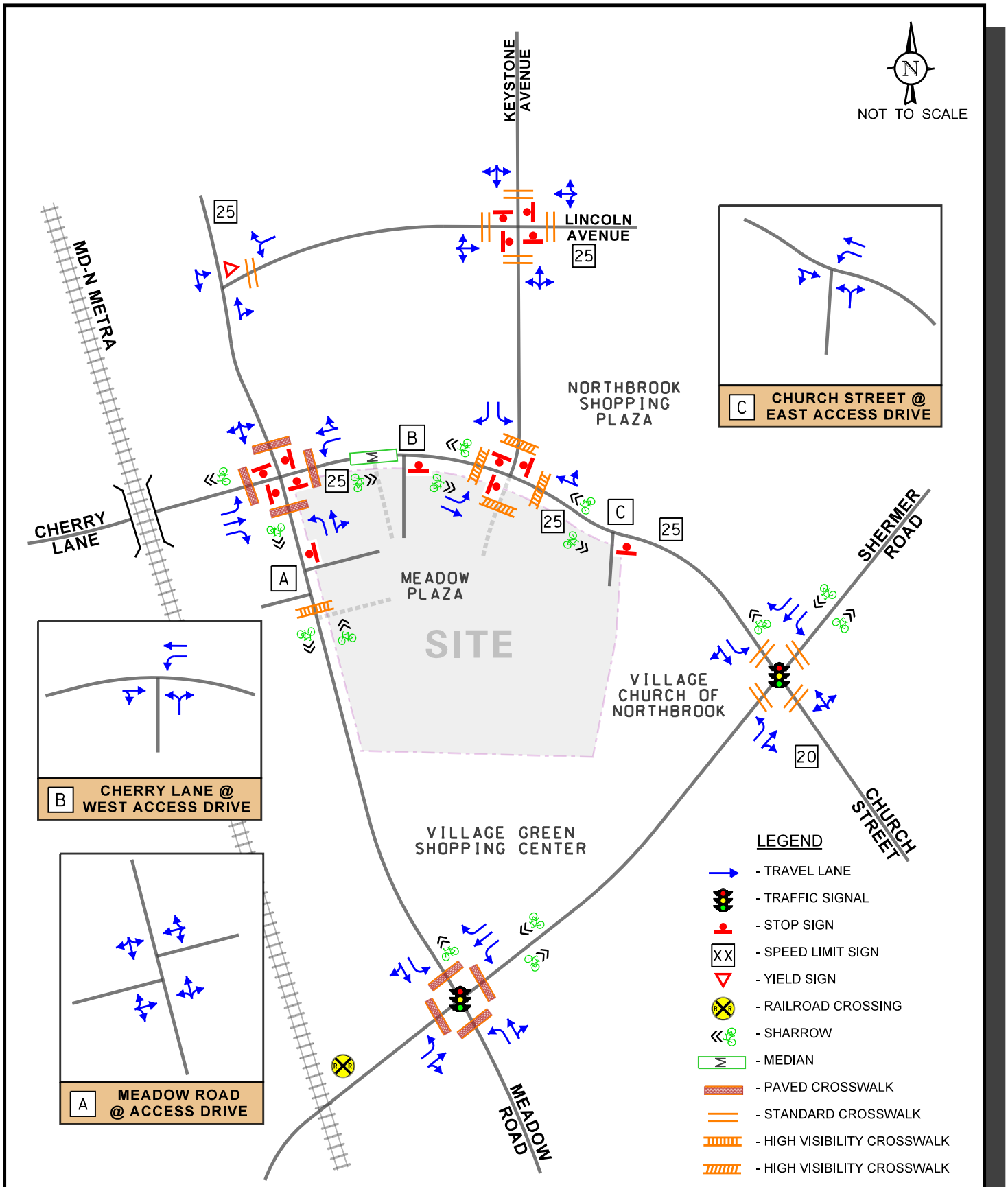
The characteristics of the existing roadways near the development are described below and illustrated in **Figure 3**. All roads are under the jurisdiction of the Village of Northbrook.

Shermer Road

- North-south major collector roadway
- Provides one travel lane in each direction
- Carries an Annual Average Daily Traffic (AADT) volume of 10,000 vehicles (Illinois Department of Transportation [IDOT] 2025)
- Posted speed limit of 25 miles per hour
- On-street parking provided south of Church Street
- Has signalized intersections with Church Street and Meadow Road

Meadow Road

- North-south local roadway
- Provides one lane in each direction
- Carries an annual AADT volume of 3,050 vehicles (IDOT 2022)
- Posted speed limit of 25 miles per hour
- On-street parking provided south of Cherry Lane
- Has a signalized intersection with Shermer Road
- Bike “Sharrows” are provided between south of Cherry Lane



The Flats at North Branch
Northbrook, Illinois

Existing Roadway Characteristics

KLOA
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Job No: 26-242 Figure: 3

Cherry Lane

- East-west minor collector roadway
- Provides one travel lane in each direction
- Carries an annual AADT volume of 1,750 vehicles west of Meadow Road and 4,700 vehicles east of Meadow Road (IDOT 2022)
- Posted speed limit of 25 miles per hour
- No on-street parking
- Bike "sharrows" are provided east of Meadow Road

Church Street

- East-west minor collector roadway
- Provides one travel lane in each direction
- Carries an annual AADT volume of 3,000 vehicles (IDOT 2022)
- Posted speed limit of 25 miles per hour
- No on-street parking
- Bike "sharrows" are provided west of Shermer Road

Keystone Avenue

- North-south local roadway
- Provides one travel lane in each direction
- Posted speed limit of 25 miles per hour
- No on-street parking

Lincoln Avenue

- East-west local roadway
- Provides one travel lane in each direction
- Posted speed limit of 25 miles per hour
- On-street parking is generally permitted

Public Transportation

The public transportation serving the area is summarized below.

Metra Commuter Rail

The area is served by the Milwaukee District North (MD-N) Metra commuter rail. The MD-N line operates daily from Union Station to Fox Lake. The Northbrook MD-N station is located south of the development site in downtown Northbrook. Pedestrian accommodations are provided between the site and station with a walking travel distance of approximately 1,100 feet and walking travel time of approximately five minutes.

Pace Bus Routes

The area is served by the Pace 422 bus route which provides hourly weekday service from Wilmette to Northbrook. Multiple bus stops are located along Shermer Road with the closet stops at the intersections of Shermer Road with Church Street and Shermer Road with Meadow Road.

Pedestrian Accommodations

Sidewalks are provided on all roadways within the study area. The pedestrian crossing accommodations within the site area are summarized below.

High Visibility Crosswalks

- Meadow Road mid-block crossing
- Shermer Road with Meadow Road (all legs)
- Keystone Avenue with Cherry Lane/Church Street (all legs)

Standard Style Crosswalks

- Meadow Road with Lincoln Avenue (east leg)
- Meadow Road with Cherry Lane (all legs)
- Shermer Road with Church Street (all legs)
- Keystone Avenue with Lincoln Avenue (all legs)

Signalized Pedestrian Crossings

- Shermer Road with Meadow Road (countdown)
- Shermer Road with Church Street (standard)

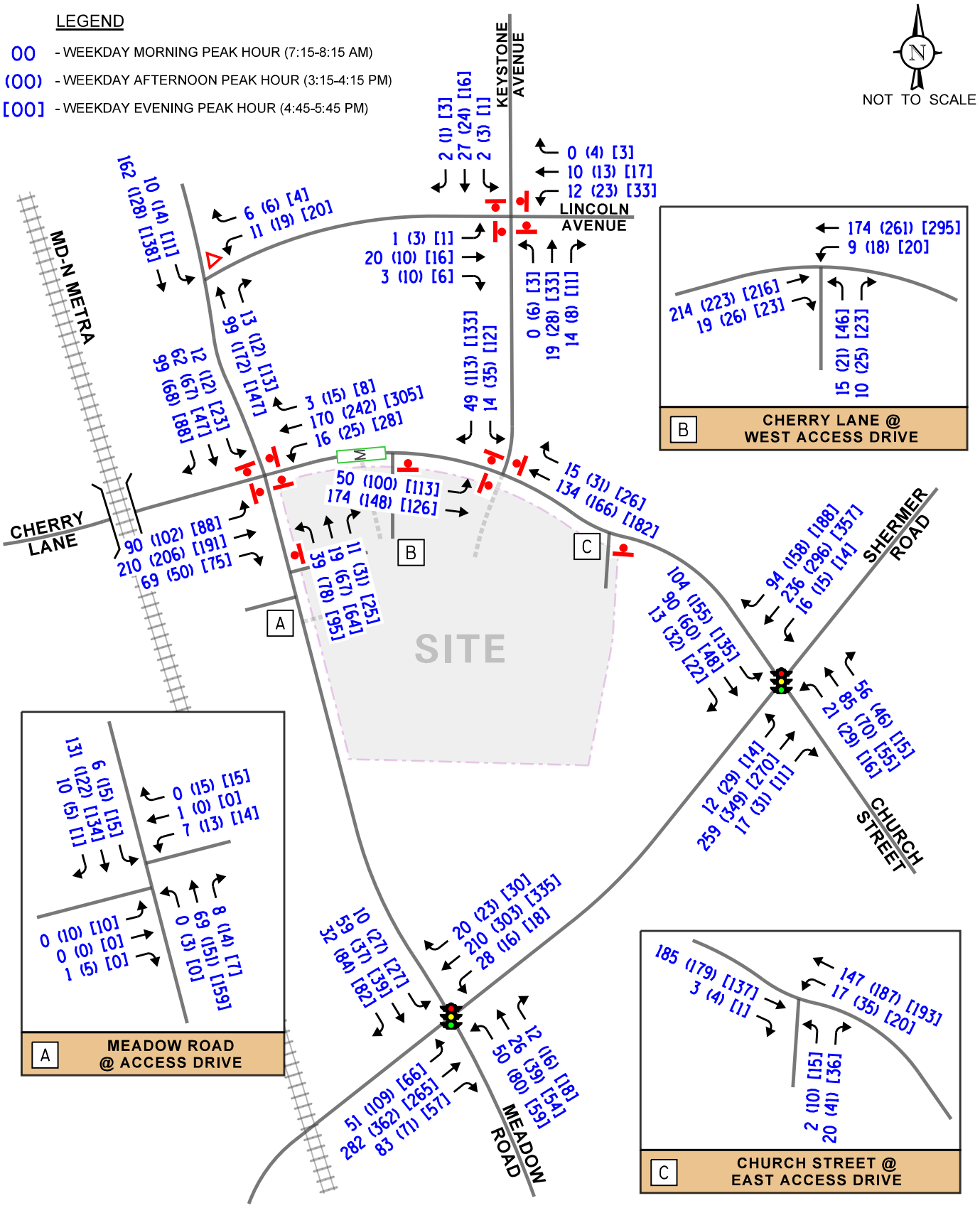
Existing Traffic Volumes

In order to determine current traffic conditions within the study area, KLOA, Inc. conducted peak period traffic counts at the following intersections:

- Meadow Road with Lincoln Avenue
- Meadow Road with Cherry Lane
- Meadow Road with the Meadow Plaza access drive
- Shermer Road with Meadow Road
- Shermer Road with Church Street
- Keystone Avenue with Lincoln Avenue
- Keystone Avenue with Cherry Lane/Church Street
- Cherry Lane with the west Meadow Plaza access drive
- Church Street with the east Meadow Plaza access drive

The traffic counts were conducted on Thursday, August 20, 2026 during the weekday morning (7:00 A.M. to 9:00 A.M.) and weekday afternoon/evening (2:00 P.M. to 6:00 P.M.) peak periods. The peak hours of traffic occurred from 7:45 A.M. to 8:45 A.M. during the weekday morning peak hour, from 3:15 P.M. to 4:15 P.M. during the weekday afternoon peak hour, and from 4:45 P.M. to 5:45 P.M. during the weekday evening peak hour. Area schools (Greenbriar, Meadowbrook School, Glenbrook North) were in session when the counts were conducted. Copies of the traffic count summary sheets are included in the Appendix. The existing peak hour traffic volumes are illustrated in **Figure 4.** The existing peak hour pedestrian and bike volumes are illustrated in **Figure 5.** It should be noted that the bike volumes shown are only bikes on the street system. Bikes on sidewalks/crosswalks, which is common for students, are counted as pedestrians.

The counts were compared to counts conducted on July 7, 2026 when schools were not in session. The August weekday morning peak hour traffic volumes were found to be approximately 17 percent higher than the July counts during the weekday morning peak hour. The August weekday afternoon and evening peak hours were within five percent of the July weekday evening peak hour volumes. Pedestrian and bike volumes were also higher during the August counts.



The Flats at North Branch
Northbrook, Illinois

Existing Traffic Volumes

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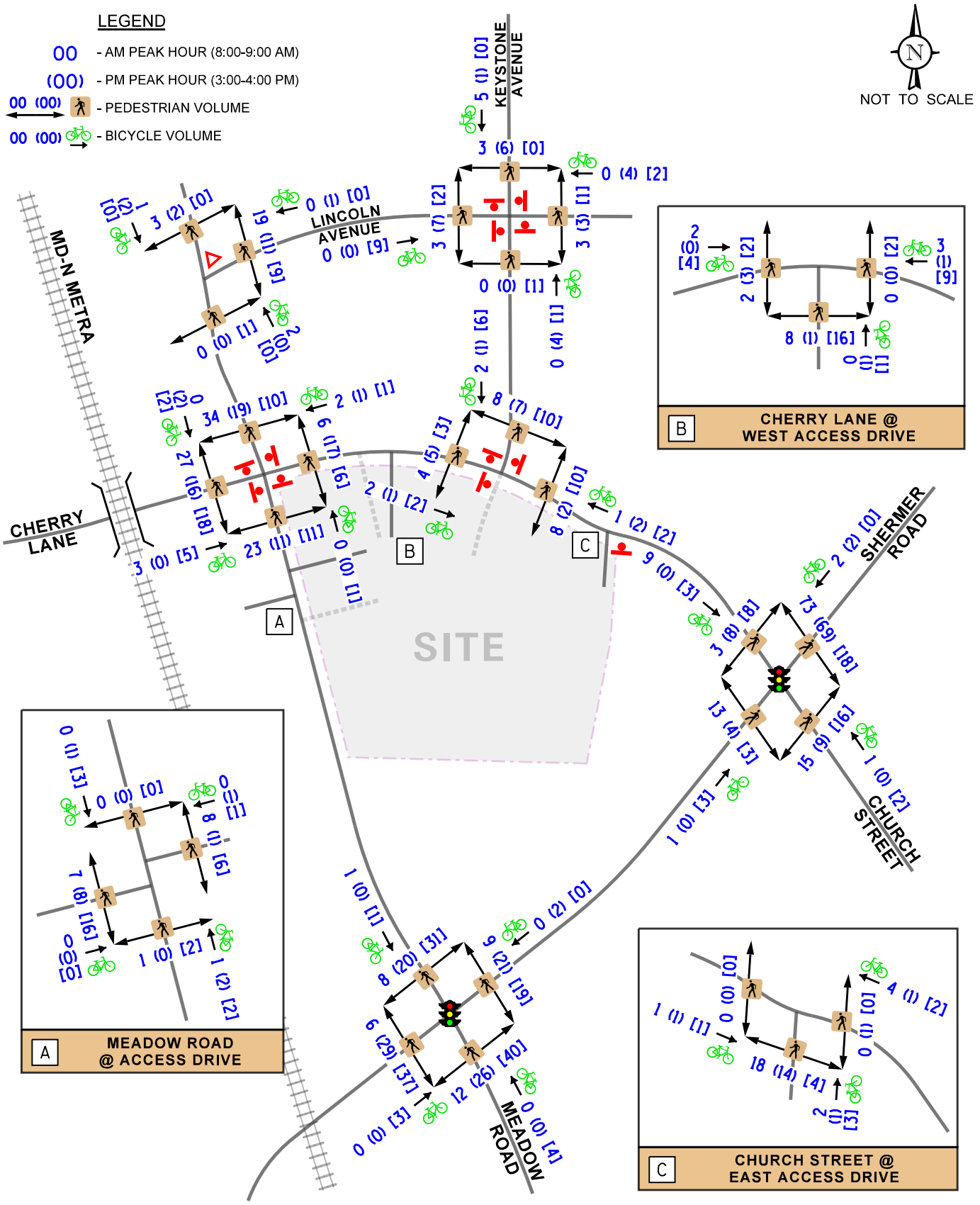
Job No: 26-242 Figure: 4



Existing Pedestrian and Bicycle Traffic Volumes

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

Job No: 26-242 Figure: 5

Greenbriar School

The Greenbriar elementary school is located west of the site on Cherry Lane. The traffic generated by the school was accounted for within the traffic study:

- The school was open on the day the counts were conducted.
- The weekday morning peak hour (7:45 A.M. to 8:45 A.M.) overlaps with the drop-off traffic for Greenbriar School which starts at 8:30 A.M.
- The weekday afternoon peak hour (3:15 P.M. to 4:15 P.M.) overlaps with pick-up traffic from Greenbriar School which releases at 3:30 P.M.
- The analysis in this study utilizes a "Peak Hour Factor" which is used to account for variations in traffic flow over a peak hour. For example, the peak hour factor at the intersection of Meadow Road with Cherry Lane was lower during the weekday morning and weekday afternoon peak hours than the weekday evening peak hour, in part due to surges of traffic related to school activity.

Observations at the intersection of Meadow Road with Cherry Lane during the peak periods of school activity indicated the following:

- Between approximately 8:05 A.M and 8:20 A.M. the volume of vehicle and pedestrian traffic was observed to be higher.
    - A crossing guard was present to aid in pedestrian crossing.
    - Eastbound queues of up to four vehicles were observed.
    - Westbound queues of up to five vehicles were observed.
    - Northbound and southbound queues of up to three vehicles were observed.
    - While volumes were higher, the intersection continued to operate efficiently.
- Between approximately 3:40 P.M and 3:55 P.M. the volume of vehicle and pedestrian traffic was observed to be higher.
    - A crossing guard was present to aid in pedestrian crossing.
    - An eastbound queue of approximately ten vehicles was observed resulting after traffic was stopped by the crossing guard. The queue had cleared within three minutes.
    - Eastbound queues were otherwise observed to not exceed five vehicles.
    - Westbound queues of up to five vehicles were observed.
    - Northbound and southbound queues of up to four vehicles were observed.
    - While volumes were higher, the intersection continued to operate efficiently.
- Outside of these 15 minute peak periods, the intersection was observed to operate efficiently with less queuing.

Railroad Crossing

Shermer Road has an at-grade crossing with the MD-N Metra Commuter Railroad. This railroad carries 27 inbound and 27 outbound trains per day with three crossings during the weekday morning peak hour and two crossings during the weekday evening peak hour. Observations of the railroad crossing indicated that vehicles did queue but were able to quickly clear as the train did not stop within the crossing. Observations of the intersection of Shermer Road with Meadow Road found that the queues from the railroad crossing extended to the intersection once during the weekday evening peak hour and no times during the weekday morning peak hour.

Crash Summary

KLOA, Inc. obtained crash data for the most recent available past five years (2020 to 2024) at the study area intersections.[1] A review of the crash data revealed the following:

- No fatalities were reported at any intersection during the review period.
- Two crashes were reported at the intersection of Cherry Lane and the site access drive and Lincoln Avenue with Keystone Avenue.
- No crashes were reported at the intersection of Meadow Road with Lincoln Avenue.

A summary of the crash data for the remaining intersections is shown in **Tables 1** through **3**.

Table 1
CRASH SUMMARY – SHERMER ROAD WITH MEADOW ROAD

Year	Type of Crash								Severity		
	A	HO	O	RE	S	T	Other	Total	PD	I	F
2020	0	0	0	0	0	2	0	2	1	1	0
2021	0	0	0	0	0	0	0	0	0	0	0
2022	0	0	0	0	0	1	0	1	1	0	0
2023	0	0	0	1	0	0	0	1	1	0	0
2024	0	0	0	0	0	1	0	1	1	0	0
Total	**0**	**0**	**0**	**1**	**0**	**4**	**0**	**5**	**4**	**1**	**0**
Avg	**--**	**--**	**--**	**<1.0**	**--**	**<1.0**	**--**	**1.0**	**<1.0**	**<1.0**	**--**

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
CRASH SUMMARY – SHERMER ROAD WITH CHURCH STREET

Year	Type of Crash								Severity		
	A	HO	O	RE	S	T	Other	Total	PD	I	F
2020	1	0	0	0	0	0	0	1	1	0	0
2021	1	0	0	0	0	2	1	4	0	4	0
2022	0	0	0	0	0	2	0	2	1	1	0
2023	0	0	1	0	0	1	0	2	2	0	0
2024	0	0	0	1	0	0	0	1	1	0	0
Total	**2**	**0**	**1**	**1**	**0**	**5**	**0**	**10**	**5**	**5**	**0**
Avg	**<1.0**	**--**	**<1.0**	**<1.0**	**--**	**1.0**	**--**	**2.0**	**1.0**	**1.0**	**--**

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

Table 3
CRASH SUMMARY – MEADOW ROAD WITH CHERRY LANE

Year	Type of Crash								Severity		
	A	HO	O	RE	S	T	Other	Total	PD	I	F
2020	1	0	0	0	0	1	0	2	2	0	0
2021	1	0	0	0	0	0	0	1	1	0	0
2022	4	0	0	1	0	1	0	6	5	1	0
2023	2	0	0	0	0	2	1	5	4	1	0
2024	2	0	0	0	0	1	2	5	4	1	0
Total	**10**	**0**	**0**	**1**	**0**	**5**	**3**	**19**	**16**	**3**	**0**
Avg	**2.0**	**--**	**--**	**<1.0**	**--**	**1.0**	**<1.0**	**3.8**	**3.2**	**<1.0**	**--**

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

In order to properly evaluate future traffic conditions in the surrounding area, 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

As proposed, the site will be redeveloped with three, five-story condominium buildings with 150 total units and two 5,500 square-foot commercial buildings assumed to be occupied by sit down restaurants for the purposes of the analyses. A copy of the proposed site plan is included in the Appendix.

Site Access

Access to the site will be provided via the existing site access system serving the site modified as follows:

- The north full-movement access drive on Meadow Road will be relocated approximately 110 feet further south.
    - This access drive will continue to provide one inbound lane and one outbound lane.
    - Outbound movements should be placed under stop sign control.
    - The relocation will not result in a net loss of on-street parking on Meadow Road.
    - The mid-block crosswalk on Meadow Road will remain.
- The south full-movement access drive on Meadow Road will be eliminated.
- The west full-movement access drive on Cherry Lane will be relocated approximately 70 feet further west.
    - This access drive will be restricted to right-turn movements only.
    - The existing left-turn lane on Cherry Lane will be removed and the existing landscape median will be extended past this access drive.
    - Outbound movements should be placed under stop sign control.
- The east full-movement access drive on Church Road.
    - The access drive will be rebuilt and will be located at approximately the same location.
    - Outbound movements should be placed under stop sign control.

- A proposed full-movement access drive that will form the fourth (south) leg of the all-way stop sign controlled intersection of Church Street/Cherry Lane with Keystone Avenue.

    - The intersection will continue to operate under all-way stop control.
    - This access drive will provide one inbound lane and two outbound lanes striped for an exclusive left-turn lane and a shared through/right-turn lane.
    - The north leg should be restriped for an exclusive left-turn lane and a shared through/right-turn lane.
    - The existing eastbound left-turn lane will be extended to provide approximately 115 feet of storage.
    - A westbound left-turn lane will be provided on Church Street within the existing median. The access drive will provide approximately 120 feet of storage and a 50-foot taper.

Parking Supply

The proposed development will provide 282 total parking spaces as follows:

- 114 garage parking spaces on the first floor of each of the proposed residential buildings.
- 87 surface parking spaces in three parking lots adjacent to the residential buildings.
- 44 surface parking spaces in a parking lot adjacent to the west restaurant building.
- 37 surface parking spaces in a parking lot adjacent to the east restaurant building.

Development-Generated Traffic Volumes

The number of trips estimated to be generated by the proposed development was based on trip generation rates published by the Institute of Transportation Engineers (ITE) in *Trip Generation Manual*, 12th Edition. The "Multifamily Housing, Mid-Rise" (Land-Use Code 221) rate was used for the residential buildings and the "High-Turnover (Sit-Down) Restaurant" rate was used for the restaurant buildings. The volume of traffic generated by the development during the weekday afternoon peak hour was based on the daily trip generation and the hourly rate for the 3:15 P.M. to 4:15 P.M. hour from ITE's Vehicle Time of Day Distribution tables. **Table 4** summarizes the trips projected to be generated by the development. Copies of the ITE trip generation sheets are included in the Appendix.

As indicated earlier, the site is located approximately one-quarter mile north of the Northbrook station for the Milwaukee District North (MD-N) Metra Commuter railroad. Census data for the area indicates that approximately 17.5 percent of residents within one-half mile of the Northbrook Metra station utilize public transportation to commute. A 17.5 percent reduction applied to the residential trip generation would result in a reduction of 16 trips during the weekday peak hours and 184 trips on a daily basis. However, to provide a conservative analysis, no reduction was taken to account for transit.

In addition, given the location of the development in a walkable, urban area near downtown Northbrook, the number of trips generated will likely be reduced due to the interaction that will occur with the surrounding uses. It is anticipated that residents of the proposed development will walk to the area retail and restaurant uses and that the residents of the surrounding area will walk to the proposed restaurants. However, to provide a conservative analysis, no reduction was taken to account for interaction.

Trip Generation Comparison

The peak hour vehicle trips estimated to be generated by the proposed development were compared to the traffic that is currently generated by Meadow Plaza during the peak hours based on the traffic counts and to the traffic that could be generated by Meadow Plaza per ITE at full occupancy. **Table 5** summarizes the trip generation comparison.

The comparison shows that the proposed development will generate a similar volume of traffic as the existing Meadow Plaza during the weekday morning peak hour and significantly less traffic during the weekday evening peak hour and on a daily basis. This significant reduction in trips generated will result in a reduced traffic impact on the area roadways than currently experienced by the traffic generated by Meadows Plaza.

Directional Distribution

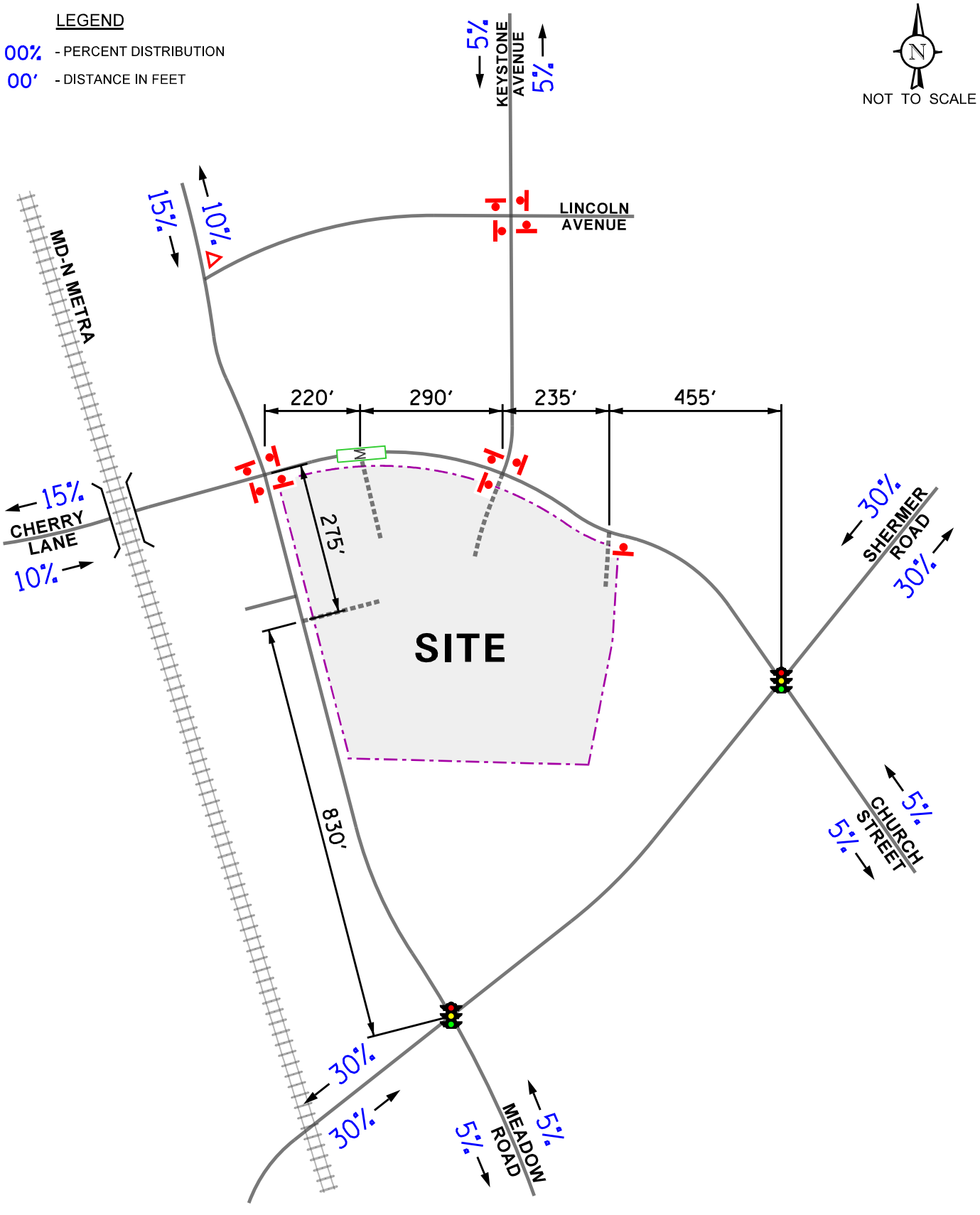
The directions from which development generated traffic will approach and depart the site were estimated based on existing travel patterns, as determined from the traffic counts. **Figure 6** illustrates the directional distribution of the site-generated traffic. Figure 6 also shows the distance, in feet, between the existing and proposed access intersections.

Table 4
ESTIMATED DEVELOPMENT TRIP GENERATION

ITE Land-Use Code	Type/Size	Weekday Morning Peak Hour			Weekday Afternoon Peak Hour			Weekday Evening Peak Hour			Daily Traffic		
		In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
221	Multifamily Housing, Mid-Rise (150 Units)	13	42	55	22	29	51	37	20	57	333	333	666
932	High-Turnover (Sit-Down) Restaurant (11,000 s.f.)	54	45	99	20	20	40	62	39	101	571	571	1,142
	Total	**67**	**87**	**154**	**42**	**49**	**91**	**99**	**59**	**158**	**904**	**904**	**1808**

Table 5
TRIP GENERATION COMPARISON

ITE Land-Use Code	Type/Size	Weekday Morning Peak Hour			Weekday Afternoon Peak Hour			Weekday Evening Peak Hour			Daily Traffic		
		In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
Proposed Development		67	87	154	42	49	91	99	59	158	904	904	1808
Trip Generation from Count Data													
	Meadow Plaza	62	55	117	112	125	237	86	149	235	--	--	--
	Difference	**+5**	**+32**	**+37**	**-70**	**-76**	**-146**	**+13**	**-90**	**-77**	**--**	**--**	**--**
Trip Generation per ITE Trip Generation Rates													
821	Shopping Plaza (No Supermarket) (89,925 s.f.)	89	54	143	213	213	426	210	218	428	2,940	2,940	5,880
	Difference	**-22**	**+33**	**+11**	**-171**	**-164**	**-335**	**-111**	**-159**	**-270**	**-2036**	**-2036**	**-4,072**



The Flats at
North Branch
Northbrook, Illinois

Directional Distribution

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

Job No: 26-242 Figure: 6

4. Projected Traffic Conditions

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

Development Traffic Assignment

The estimated weekday morning and weekday evening 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 6). **Figure 7** illustrates the traffic assignment of new vehicle trips.

Background (No-Build) Traffic Conditions

The following traffic growth was accounted for in the no-build traffic volumes:

- 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 AADT projections provided by the Chicago Metropolitan Agency for Planning (CMAP), the area roadways are projected to experience a compounded growth rate of approximately 0.52 percent per year. As such, a total background growth of 3.2 percent was added to project Year 2032 conditions. A copy of the CMAP projections letter is included in the Appendix.

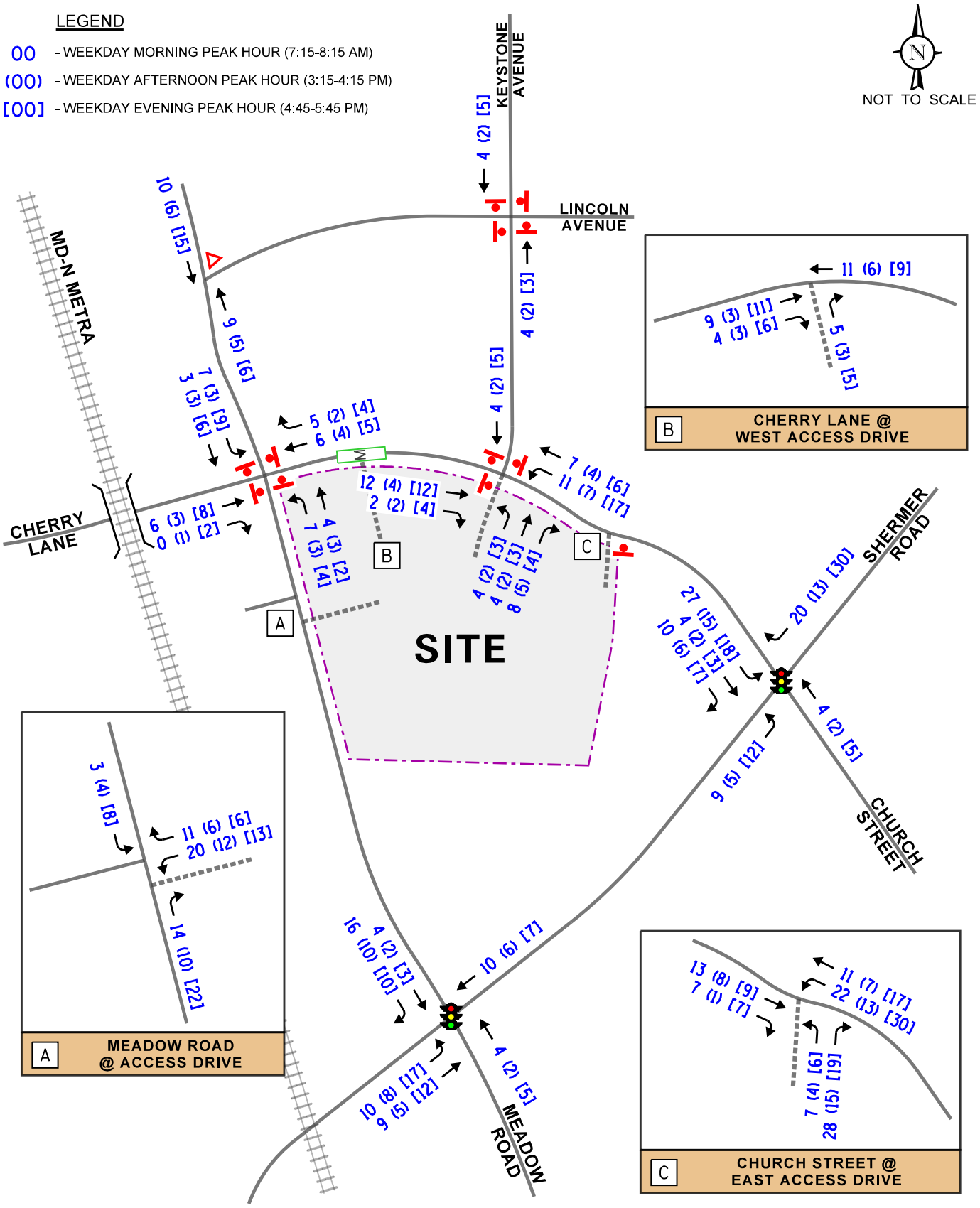
- The existing pedestrian and bike volumes were increased by 10 percent.

- The traffic projected to be generated by the under construction townhome development in the northeast corner of Shermer Road with Church Street. It should be noted that this development is partially completed, but traffic for the whole development was added to the roadway network to provide a conservative analysis. The volume of traffic estimated to be generated by this development was based on the traffic impact study prepared by KLOA, Inc.

- The traffic projected to be generated by the proposed Hometown Coffee and Juice to be located in the north corner of the intersection of Shermer Road with Church Street. The volume of traffic estimated to be generated by this development was based on ITE rates for a 4,463 square-foot building size.

- The traffic projected to be generated by the proposed residential development to be built on the east site of Shermer Road opposite Woodlawn Road. The volume of traffic estimated to be generated by this development was based on the traffic impact study prepared by KLOA, Inc.

The Year 2032 no-build traffic volumes are illustrated in **Figure 8**.



The Flats at North Branch
Northbrook, Illinois

Site-Generated Traffic Volumes

KLOA
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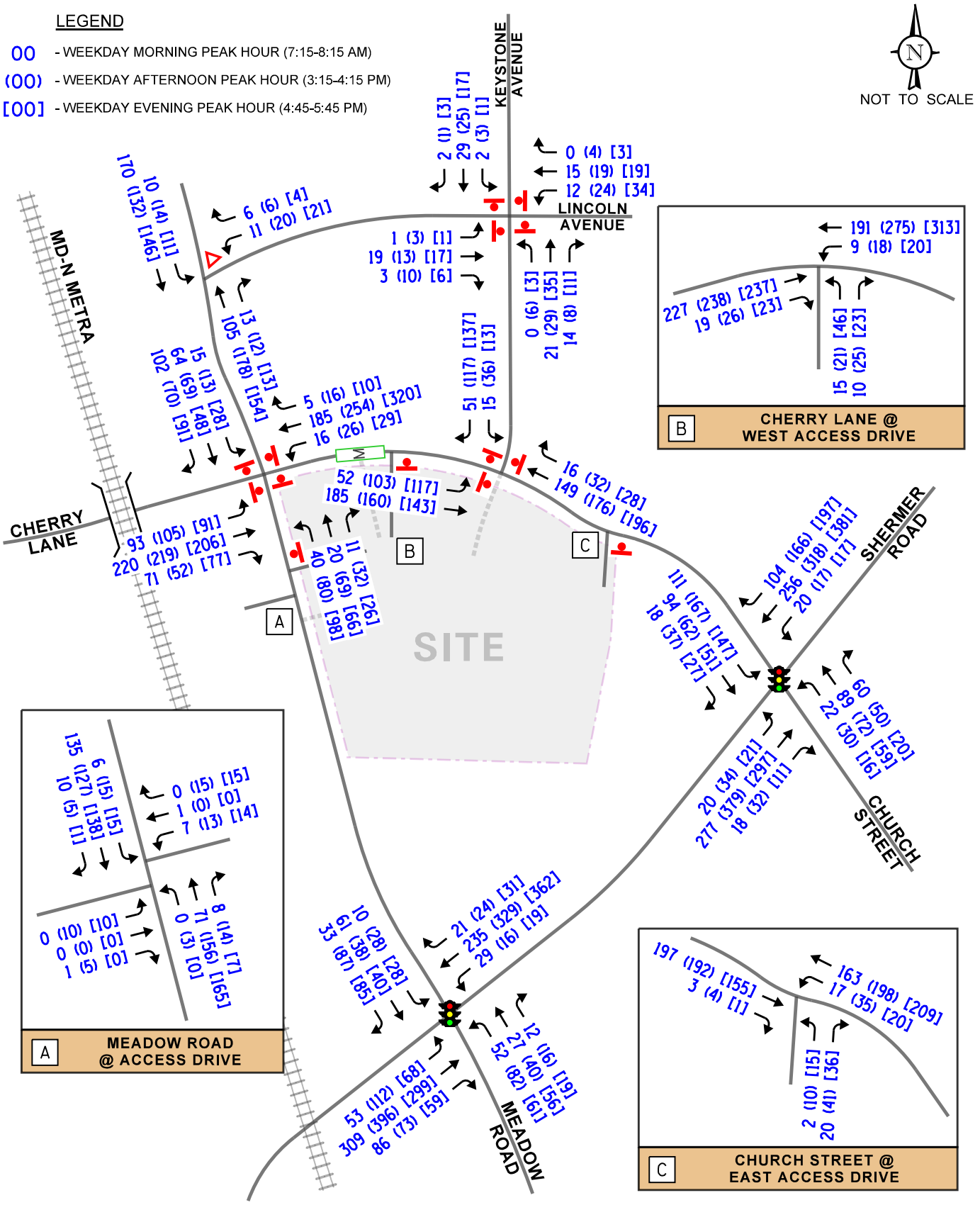
Job No: 26-242 Figure: 7



The Flats at North Branch
Northbrook, Illinois

Year 2032 No-Build Traffic Volumes

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

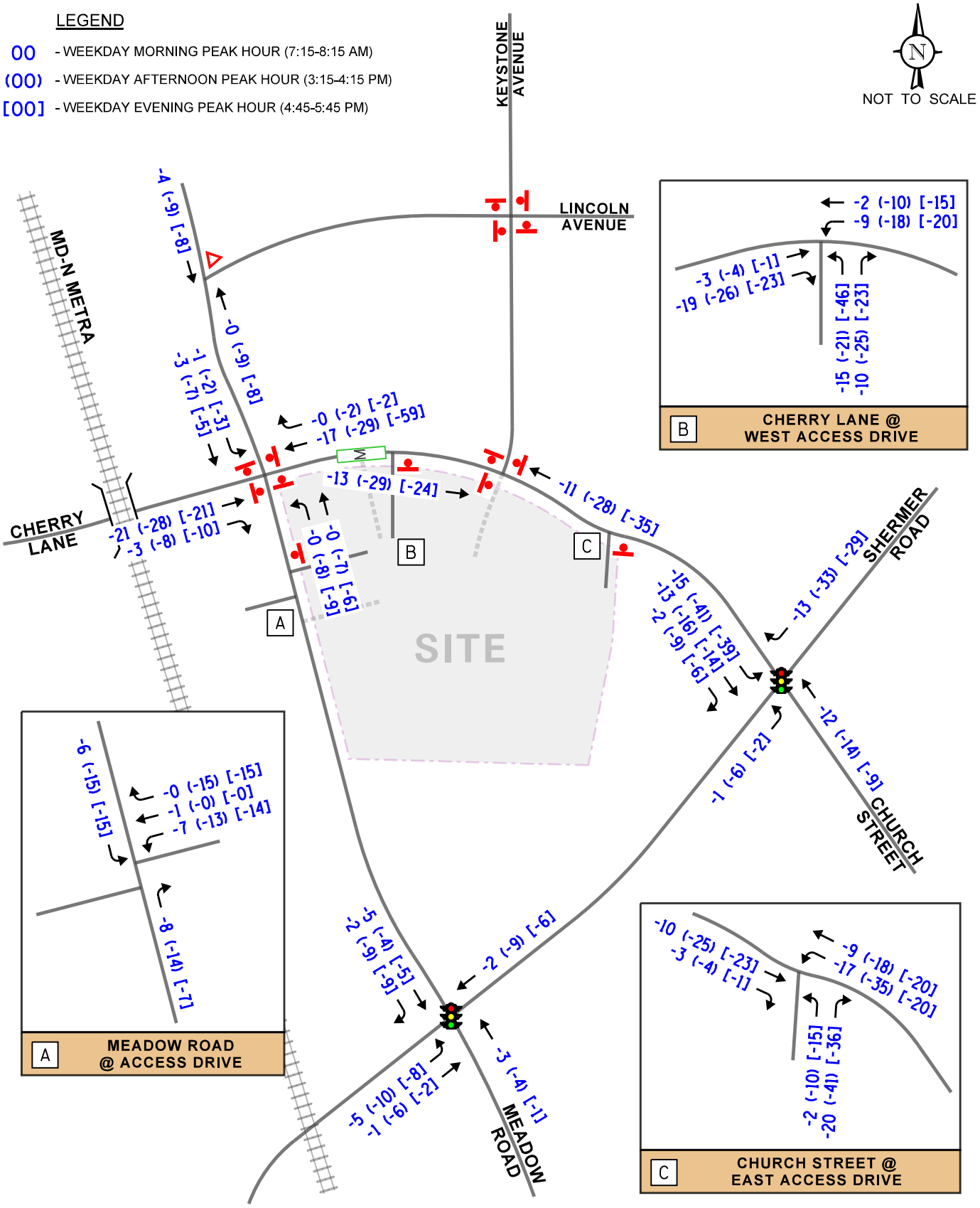
Job No: 26-242 Figure: 8

Removal of Existing Site Traffic

The existing traffic generated by Meadow Plaza based on the traffic counts was removed from the roadway network. The removal of traffic is shown in as shown in **Figure 10.**

Year 2032 Projected Conditions

The development-generated traffic (Figure 7) was added to the Year 2032 no-build traffic volumes (Figure 8) to determine the projected Year 2032 total projected traffic volumes, as shown in **Figure 9**.



The Flats at North Branch
Northbrook, Illinois

Reassignment of Existing Site Traffic

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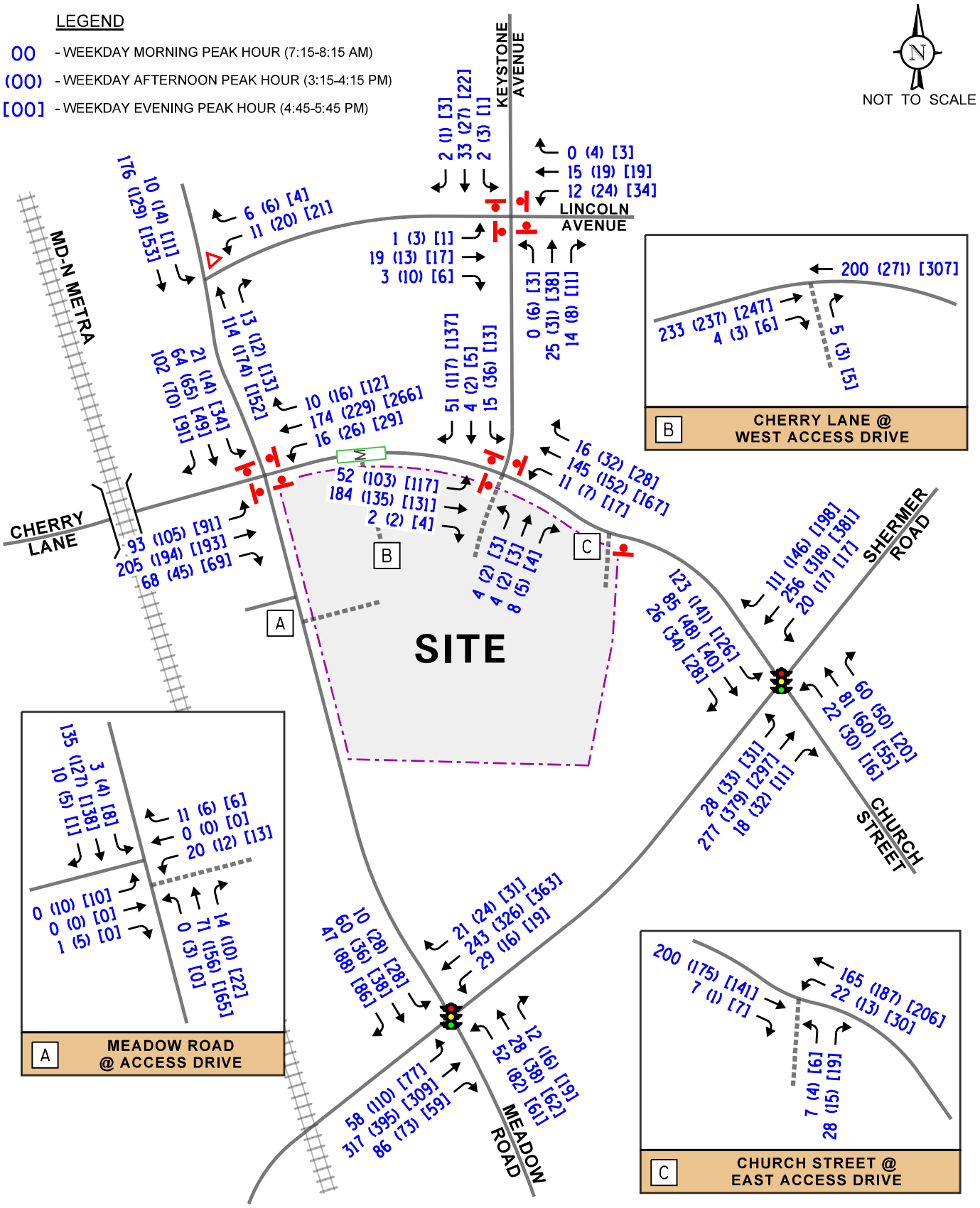
Job No: 26-242 Figure: 9



The Flats at North Branch
Northbrook, Illinois

Year 2032 Total Traffic Volumes

KLOA
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Job No: 26-242 Figure: 10

5. Traffic Analysis and Recommendations

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

Traffic Analyses

Roadway and adjacent or nearby intersection analyses were performed for the weekday morning, afternoon, and evening peak hours for the existing, Year 2032 no-build, and Year 2032 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 analyzed using Synchro/SimTraffic 12 software. The analyses for the traffic-signal controlled intersections were accomplished using actual cycle lengths and phasings to determine the average overall vehicle delay and levels of service.

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.

Summaries of the traffic analysis results showing the level of service and overall intersection delay (measured in seconds) for the existing, Year 2032 no-build, and Year 2032 total projected conditions are presented in **Tables 6** through **10**.

A discussion of each intersection follows. Summary sheets for the capacity analyses are included in the Appendix.

Table 6
CAPACITY ANALYSIS RESULTS – SIGNALIZED – SHERMER ROAD WITH MEADOW ROAD

	Peak Hour	Southeast-bound		Northwest-bound		Northeast-bound		Southwest-bound		Overall
		L	T/R	L	T/R	L	T/R	L	T/R	
Existing Conditions	Weekday Morning	B 11.4	A 9.3	B 12.5	A 9.3	A 9.4	B 16.5	A 9.2	B 11.7	B 13.2
		A - 9.5		B - 11.1		B - 15.6		B - 11.4		
	Weekday Afternoon	B 12.8	A 7.1	B 14.0	B 10.3	B 11.4	B 15.9	A 8.3	B 13.1	B 13.2
		A - 8.2		B - 12.5		B - 15		B - 12.9		
	Weekday Evening	B 11.3	A 6.5	B 12.0	A 9.5	B 11.6	B 13.7	A 8.7	B 16.6	B 13.2
		A - 7.4		B - 10.7		B - 13.4		B - 16.2		
No Build Conditions	Weekday Morning	B 12.5	B 10.1	B 13.7	B 10.2	A 9.1	B 16.6	A 9.0	B 11.6	B 13.4
		B - 10.3		B - 12.2		B - 15.7		B - 11.4		
	Weekday Afternoon	B 13.9	A 7.6	B 15.2	B 11.2	B 11.3	B 16.0	A 8.0	B 12.9	B 13.4
		A - 8.7		B - 13.6		B - 15.1		B - 12.7		
	Weekday Evening	B 12.0	A 6.8	B 12.8	B 10.0	B 11.7	B 14.1	A 8.6	B 16.8	B 13.6
		A - 7.8		B - 11.3		B - 13.8		B - 16.4		
Total Projected Conditions	Weekday Morning	B 12.7	A 9.5	B 13.9	B 10.4	A 9.2	B 16.7	A 8.9	B 11.7	B 13.4
		A - 9.8		B - 12.4		B - 15.8		B - 11.4		
	Weekday Afternoon	B 13.9	A 7.5	B 15.2	B 11.1	B 11.1	B 15.9	A 8.0	B 12.8	B 13.4
		A - 8.7		B - 13.6		B - 15		B - 12.6		
	Weekday Evening	B 12.1	A 6.8	B 12.9	B 10.3	B 12.4	B 14.4	A 8.6	B 16.7	B 13.7
		A - 7.8		B - 11.4		B - 14.1		B - 16.4		

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

Table 7
CAPACITY ANALYSIS RESULTS – SIGNALIZED – SHERMER ROAD WITH CHURCH STRET

	Peak Hour	Southeast-bound		Northwest-bound		Northeast-bound		Southwest-bound			Overall
		L	T/R	L	T/R	L	T/R	L	T	R	
Existing Conditions	Weekday Morning	B 11.5	A 9.0	A 8.6		A 9.2	B 11.9	A 9.3	B 11.3	A 3.4	A 10.0
		B - 10.3				B - 11.8		A - 9			
	Weekday Afternoon	B 16.5	A 8.9	B 10.6		A 9.3	B 12.2	A 9	B 11.1	A 2.7	B 10.8
		B - 13.7				B - 12		A - 8.2			
	Weekday Evening	B 14.4	A 9.1	B 10.3		A 8.3	B 10.4	A 8.2	B 11.1	A 2.5	A 9.6
		B - 12.6				B - 10.3		A - 8.1			
No Build Conditions	Weekday Morning	B 12.4	A 9.3	A 9.1		A 9.2	B 11.9	A 9.2	B 11.2	A 3.2	B 10.1
		B - 10.8				B - 11.7		A - 8.9			
	Weekday Afternoon	B 15.9	A 9.3	B 11.3		A 9.4	B 12.5	A 9.3	B 11.2	A 2.6	B 11.0
		B - 13.4				B - 12.3		A - 8.3			
	Weekday Evening	B 15.2	A 9.0	B 10.4		A 8.8	B 10.8	A 8.6	B 11.5	A 2.5	A 10.0
		B - 13.1				B - 10.7		A - 8.4			
Total Projected Conditions	Weekday Morning	B 12.9	A 8.8	A 8.8		A 9.5	B 11.9	A 9.3	B 11.2	A 3.2	B 10.1
		B - 10.9				B - 11.7		A - 8.8			
	Weekday Morning	B 16.8	A 8.8	B 10.6		A 9.0	B 12.3	A 8.8	B 11	A 2.6	B 10.8
		B - 13.8				B - 12		A - 8.3			
	Weekday Afternoon	B 14.6	A 8.6	B 10.3		A 8.6	B 10.4	A 8.1	B 11.1	A 2.4	A 9.6
		B - 12.5				B - 10.3		A - 8.1			

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

Table 8
CAPACITY ANALYSIS RESULTS – UNSIGNALIZED INTERSECTIONS - EXISTING CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Midday Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay	LOS	Delay
Meadow Road with Cherry Lane[1]						
• Overall	B	11.9	C	15.2	C	16.5
• Eastbound Approach	B	11.6	B	14.1	B	13.4
• Westbound Approach	B	12.5	C	18.9	C	22.5
• Northbound Approach	B	10.6	B	12.7	B	12.9
• Southbound Approach	B	12.2	B	14.1	B	14.4
Cherry Lane with West Site Access Drive[2]						
• Westbound Left Turn	A	7.8	A	7.9	A	7.9
• Northbound Approach	B	11.1	B	12.0	B	13.2
Cherry Lane/Church Street with Keystone Avenue[1]						
• Overall	A	8.9	A	9.8	A	9.6
• Eastbound Approach	A	9.0	A	9.7	A	9.4
• Westbound Approach	A	9.0	B	10.5	B	10.2
• Southbound Approach	A	8.1	A	9.2	A	9.0
Church Street with East Site Access Drive[2]						
• Westbound Left Turn	A	7.9	A	7.8	A	7.8
• Northbound Approach	A	9.9	B	10.4	B	10.8
Meadow Road with Site Access Drive[2]						
• Eastbound Approach	A	9.1	B	11.1	B	10.5
• Westbound Approach	B	10.6	B	10.7	B	10.2
• Northbound Left Turn	A	--	A	7.6	--	--
• Southbound Left Turn	A	7.4	A	7.7	A	7.6
Meadow Road with Lincoln Avenue[3]						
• Overall	A	26.7%	A	29.1%	A	26.3%
Keystone Avenue with Lincoln Avenue[1]						
• Overall	A	7.7	A	7.6	A	7.4

LOS = Level of Service
Delay is measured in seconds.

1 – All way stop control
2 – Two way stop control
3 – Yield control

Table 9
CAPACITY ANALYSIS RESULTS – UNSIGNALIZED INTERSECTIONS – NO-BUILD CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Midday Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay	LOS	Delay
Meadow Road with Cherry Lane[1]						
• Overall	B	12.4	C	16.4	C	18.3
• Eastbound Approach	B	12.1	B	15.0	B	14.4
• Westbound Approach	B	13.2	C	21.0	D	26.3
• Northbound Approach	B	10.9	B	13.1	B	13.4
• Southbound Approach	B	12.8	B	14.8	B	15.4
Cherry Lane with West Site Access Drive[2]						
• Westbound Left Turn	A	7.8	A	7.9	A	8.0
• Northbound Approach	B	11.3	B	12.2	B	14.4
Cherry Lane/Church Street with Keystone Avenue[1]						
• Overall	A	9.0	B	10.1	A	9.9
• Eastbound Approach	A	9.1	A	10.0	A	9.6
• Westbound Approach	A	9.2	B	10.8	B	10.6
• Southbound Approach	A	8.2	A	9.3	A	9.2
Church Street with East Site Access Drive[2]						
• Westbound Left Turn	A	8.0	A	7.8	A	7.6
• Northbound Approach	B	10.0	B	10.5	B	10.3
Meadow Road with Site Access Drive[2]						
• Eastbound Approach	A	9.2	B	11.3	B	11.7
• Westbound Approach	B	10.7	B	10.8	B	10.5
• Northbound Left Turn	A	--	A	7.6	--	--
• Southbound Left Turn	A	7.4	A	7.7	A	7.6
Meadow Road with Lincoln Avenue[3]						
• Overall	A	27.1%	A	29.3%	A	26.7%
Keystone Avenue with Lincoln Avenue[1]						
• Overall	A	7.7	A	7.7	A	7.5

LOS = Level of Service
Delay is measured in seconds.

1 – All way stop control
2 – Two way stop control
3 – Yield control

Table 10

CAPACITY ANALYSIS RESULTS – UNSIGNALIZED INTERSECTIONS – PROJECTED CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Midday Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay	LOS	Delay
Meadow Road with Cherry Lane[1]						
• Overall	B	12.4	B	14.6	C	15.2
• Eastbound Approach	B	11.9	B	13.5	B	13.3
• Westbound Approach	B	13.2	C	17.6	C	19.2
• Northbound Approach	B	11.0	B	12.5	B	12.7
• Southbound Approach	B	13.0	B	13.9	B	14.7
Cherry Lane with West Site Access Drive[2]						
• Northbound Approach	A	9.8	A	9.8	A	10.0
Cherry Lane/Church Street with Keystone Avenue[1]						
• Overall	A	9.1	A	9.7	A	9.7
• Eastbound Approach	A	9.3	A	9.7	A	9.6
• Westbound Approach	A	9.1	B	10.3	B	10.1
• Northbound Approach	A	8.3	A	8.6	A	8.7
• Southbound Approach	A	8.3	A	9.2	A	9.3
Church Street with East Site Access Drive[2]						
• Westbound Left Turn	A	8.0	A	7.7	A	7.6
• Northbound Approach	B	10.5	A	10.0	A	9.9
Meadow Road with Site Access Drive[2]						
• Eastbound Approach	A	9.2	B	10.9	B	11.5
• Westbound Approach	B	10.2	B	10.9	B	10.8
• Northbound Left Turn	A	--	A	7.6	--	--
• Southbound Left Turn	A	7.4	A	7.6	A	7.7
Meadow Road with Lincoln Avenue[3]						
• Overall	A	28.4%	A	29.1%	A	27.1%
Keystone Avenue with Lincoln Avenue[1]						
• Overall	A	7.7	A	7.7	A	7.5

LOS = Level of Service
Delay is measured in seconds.

1 – All way stop control
2 – Two way stop control
3 – Yield 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.

Shermer Road with Meadow Road

The results of the capacity analysis indicate that this intersection currently operates at Level of Service (LOS) B during the weekday morning, afternoon, and evening peak hours and is projected to continue to do under no-build conditions. Under Year 2032 total projected conditions, this intersection is projected to continue to operate at LOS B during all three peak hours with approximately the same overall delay compared to no-build conditions.

This intersection is projected to operate with the same overall delay as no-build conditions as the proposed development is a redevelopment of a site that currently generates similar or more traffic than the proposed development is expected to generate.

- The projected change in traffic at this intersection between no-build and total projected conditions is an increase of four percent during the weekday morning peak hour, a decrease of one percent during the weekday afternoon peak hour, and an increase of two percent during the weekday evening peak hour.

- The proposed development is projected to account for only three to six percent of total projected traffic volumes at this intersection.

As such, this intersection has sufficient reserve capacity to accommodate the traffic projected to be generated by the proposed development and no roadway improvements and/or traffic control modifications are required.

Shermer Road with Church Street

The results of the capacity analysis indicate that this intersection currently operates at LOS A during the weekday morning and evening peak hours and at LOS B during the weekday afternoon peak hour. Under Year 2032 no-build conditions, this intersection is projected to operate at LOS B during the weekday morning and afternoon peak hours and at LOS A during the weekday evening peak hour.

Under Year 2032 total projected conditions, this intersection is projected to operate at the same LOS as no-build conditions during all three peak hours with the same or lower overall delay compared to no-build conditions.

This intersection is projected to operate with the same or lower overall delay as no-build conditions as the proposed development is a redevelopment of a site that currently generates similar or more traffic than the proposed development is expected to generate.

- The projected change in traffic at this intersection between no-build and total projected conditions is an increase of two percent during the weekday morning peak hour, a decrease of six percent during the weekday afternoon peak hours, and a decrease of two percent during the weekday evening peak hour.

- The proposed development is projected to account for only three to seven percent of total projected traffic volumes at this intersection.

As such, this intersection has sufficient reserve capacity to accommodate the traffic projected to be generated by the proposed development and no roadway improvements and/or traffic control modifications are required.

Meadow Road with Cherry Lane

The results of the capacity analysis indicate that this intersection currently operates at LOS B during the weekday morning peak hour and at LOS C during the weekday afternoon and evening peak hour and is projected to continue to do so under no-build conditions. Under Year 2032 total projected conditions, this intersection is projected to operate at LOS B during the weekday morning and weekday afternoon peak hours and LOS C during the weekday evening peak hour with a lower overall delay compared to no-build conditions.

This intersection is projected to operate with the same or lower overall delay as no-build conditions as the proposed development is a redevelopment of a site that currently generates similar or more traffic than the proposed development is expected to generate.

- The projected change in traffic at this intersection between no-build and total projected conditions is a decrease of one percent during the weekday morning peak hour and a decrease of seven percent during the weekday afternoon and evening peak hours.

- The proposed development is projected to account for only two to five percent of projected traffic volumes at this intersection.

As previously discussed, traffic at this intersection is increased during the 15-minute periods before drop-off and after pick-up at Greenbriar School. However, this intersection was observed to operate efficiently during these time periods. This intersection is projected to continue to operate efficiently during the peak periods as the proposed development will have a limited impact on the operations of this intersection due to the projected net decrease in traffic.

As such, this intersection has sufficient reserve capacity to accommodate the traffic projected to be generated by the proposed development and no roadway improvements and/or traffic control modifications are required.

Cherry Lane/Church Street Access System

Access to the development from will be provided from Cherry Lane and Church Street as follows:

- The existing west full-movement access drive on Cherry Lane will be relocated approximately 70 feet further west and will be restricted to right-turn movements only.

- The existing east full-movement access drive on Church Road will be rebuilt and will be located at approximately the same location.

- A proposed full-movement access drive that will form the fourth (South) leg of the all-way stop controlled intersection of Church Street/Cherry Lane with Keystone Avenue.

The results of the capacity analysis indicate the following:

- All turning movements and approaches at these three access intersections are projected to operate at LOS B or better during the weekday peak hours.

- Left-turn lanes will be provided for all left-turn movements at all three intersections. 95th percentile left-turn queues for all left-turn movements can be accommodated within the existing and proposed left-turn lanes.

As such, the site access system will adequately accommodate the traffic projected to be generated by the proposed development.

Meadow Road with the Site Access Drive

As proposed, the north full-movement access drive on Meadow Road will be relocated approximately 110 feet further south. The south full-movement access drive on Meadow Road will be eliminated. The results of the capacity analysis indicate that all turning movements at this intersection are projected to continue to operate at LOS B or better during the weekday peak hours. As such, this access drive will adequately accommodate the traffic projected to be generated by the proposed development.

Neighborhood Intersections (Lincoln Avenue with Meadow Road and Keystone Avenue)

The results of the capacity analysis indicate that these intersections currently operate at LOS A during the weekday peak hours. These intersections are projected to operate at LOS A during both peak hours under no-build and total projected conditions. It should be noted that proposed development is projected to only add approximately one vehicle every three minutes to either intersection during the peak hours. As such, the proposed development will have a limited impact on the operations of these intersections and no improvements or traffic control changes are recommended at these intersections or elsewhere in the neighborhood.

Overall Development Impact Considerations

The overall impact of the development on the roadway network will be lessened given the following:

- The proposed development is a redevelopment of a site that currently generates similar or more traffic than the proposed development is expected to generate.
- The volume of traffic that will be generated by the proposed development will be reduced due to the availability of transit, including the Northbrook Metra station and Pace Bus.
- The location of the development within a downtown area with pedestrian accommodations will reduce the need for residents to drive.
- The flexible site access system with multiple access points will distribute site traffic across the roadway system.

6. Parking Evaluation

The proposed development will provide 282 total parking spaces as follows:

- 201 residential parking spaces (1.34 spaces per unit)
    - 114 garage parking spaces on the first floor of each of the proposed residential buildings.
    - 87 surface parking spaces in three parking lots adjacent to the residential buildings.
- 81 restaurant parking spaces (7.4 spaces per 1,000 square feet)
    - 44 surface parking spaces in a parking lot adjacent to the west restaurant building.
    - 37 surface parking spaces in a parking lot adjacent to the west restaurant building.

The parking demand for the proposed development was estimated based on the Northbrook Code of Ordinances and on parking rates published by ITE. The following should be noted:

- The proposed development's location near the Northbrook Metra station will decrease the demand for parking at this development.
- The proposed development's location in an urban walkable area will decrease the demand for parking at this development.
- The proposed restaurant and residential uses will have different hours of peak parking demand. Allowing some surface parking spaces to be used by both residents and patrons would reduce the total peak parking demand of the development.

ITE *Parking Generation Manual*

In reviewing the survey data published in the Institute of Transportation Engineers' (ITE) 6th Edition of the *Parking Generation Manual*, the following peak parking demand ratios were determined:

- Low-Rise Multifamily Housing, 1 Bedroom: 0.93 spaces per dwelling unit
    - 30 one-bedroom or studio units require 28 spaces
- Low-Rise Multifamily Housing, 2+ Bedrooms:1.27 spaces per dwelling unit
    - 120 two or more-bedroom units require 153 spaces
- High Turnover (Sit-Down) Restaurant: 8.97 spaces per 1,000 square feet
    - 11,000 square feet of restaurant space requires 99 spaces

Evaluation

Based on this evaluation, the following is concluded:

- Based on the ITE peak parking demand rates, the development should provide 280 parking spaces, which results in a parking surplus of two parking spaces.

- Actual parking demand may be lower due to the location of the development in an urban area with access to transit and the mixed-use nature of the development with different hours of peak parking demand.

7. Conclusion

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

- As proposed, the existing Meadow Plaza will be redeveloped with three, five-story condominium buildings with 150 total units and two outlot restaurant buildings.

- The volume of traffic that will be generated by the proposed development will be reduced due to the availability of transit, including the Northbrook Metra station and Pace Bus; interaction between the existing and proposed uses; and the location of the development within a downtown area with pedestrian accommodations.

- The proposed development is projected to generate a similar number of trips to Meadow Plaza during the weekday morning peak hour and significantly less trips during the weekday evening peak hour and on a daily basis.

- Area intersections have sufficient reserve capacity to accommodate the traffic projected to be generated by the proposed development.

- Area intersections experience a surge of traffic during pick-up and drop-off periods for area schools, especially Greenbriar School.

    - The peak periods for these surges last approximately 15 minutes.
    - While delay may be increased during these periods, in part due to pedestrian traffic, intersections were observed to continue to operate efficiently.
    - The proposed development will have a limited impact on operations of these intersections during these periods.
    - The peak hours of the proposed uses do not align with the weekday afternoon peak hour and the school pick-up period.

- Access to the proposed residential development will be provided via the existing access system which will be modified as follows:

    - The north full movement access drive on Meadow Road will be relocated approximately 110 feet further south. The relocation will not result in a net loss of on-street parking on Meadow Road.

    - The south full-movement access drive on Meadow Road will be eliminated.

    - The west full-movement access drive on Cherry Lane will be relocated approximately 70 feet further west and will be restricted to right-turn movements only.

- The east full-movement access drive on Church Road will be rebuilt and will be located at approximately the same location.

- A proposed full-movement access drive that will form the fourth (South) leg of the all-way stop controlled intersection of Church Street/Cherry Lane with Keystone Avenue. The intersection will continue to operate under all-way stop sign control.

- The site access system will adequately accommodate projected site-generated traffic volumes.

- The proposed parking supply of 282 parking spaces will be adequate in meeting the parking demand of the proposed development.

Appendix

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

Traffic Count Summary Sheets

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

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

Count Name: Cherry+Ln+and+ western Access+Dr TMC
Site Code:
Start Date: 08/20/2026

Turning Movement Data

Start Time	Cherry Ln Eastbound					Cherry Ln Westbound					Access Drive Northbound					
	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
7:00 AM	0	17	2	0	19	0	1	20	0	21	0	0	0	3	0	40
7:15 AM	0	26	2	0	28	0	2	24	1	26	0	0	0	0	0	54
7:30 AM	0	36	7	1	43	0	1	31	0	32	0	1	1	1	2	77
7:45 AM	0	54	3	0	57	0	1	42	0	43	0	2	1	3	3	103
Hourly Total	0	133	14	1	147	0	5	117	1	122	0	3	2	7	5	274
8:00 AM	0	64	4	0	68	0	1	42	0	43	0	2	1	2	3	114
8:15 AM	0	52	4	1	56	0	5	53	0	58	0	5	1	2	6	120
8:30 AM	0	45	8	1	53	0	2	35	0	37	0	6	7	1	13	103
8:45 AM	0	46	2	0	48	0	5	38	0	43	0	5	2	5	7	98
Hourly Total	0	207	18	2	225	0	13	168	0	181	0	18	11	10	29	435
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	1	51	8	0	60	0	4	40	0	44	0	6	5	0	11	115
2:15 PM	0	42	12	1	54	0	2	56	0	58	0	9	5	0	14	126
2:30 PM	0	47	12	0	59	0	8	59	0	67	0	12	6	1	18	144
2:45 PM	0	46	12	1	58	0	9	55	0	64	0	6	6	0	12	134
Hourly Total	1	186	44	2	231	0	23	210	0	233	0	33	22	1	55	519
3:00 PM	0	48	13	1	61	0	5	54	0	59	0	7	7	0	14	134
3:15 PM	0	50	7	0	57	0	6	58	0	64	0	9	5	0	14	135
3:30 PM	0	56	1	0	57	0	3	63	0	66	0	3	5	1	8	131
3:45 PM	0	67	8	0	75	0	4	78	0	82	0	4	8	0	12	169
Hourly Total	0	221	29	1	250	0	18	253	0	271	0	23	25	1	48	569
4:00 PM	0	48	10	3	58	0	5	63	0	68	0	5	8	0	13	139
4:15 PM	0	57	11	1	68	0	7	60	0	67	0	6	12	0	18	153
4:30 PM	0	51	6	0	57	0	4	69	0	73	0	3	5	6	8	138
4:45 PM	0	55	6	1	61	0	3	78	0	81	0	11	3	6	14	156
Hourly Total	0	211	33	5	244	0	19	270	0	289	0	25	28	12	53	586
5:00 PM	0	54	11	0	65	0	13	80	0	93	0	12	10	3	22	180
5:15 PM	0	61	4	0	65	0	5	68	0	73	0	10	6	0	16	154
5:30 PM	0	43	4	1	47	0	6	72	2	78	0	13	5	7	18	143
5:45 PM	0	49	2	3	51	0	3	60	0	63	0	7	2	0	9	123
Hourly Total	0	207	21	4	228	0	27	280	2	307	0	42	23	10	65	600
Grand Total	1	1165	159	15	1325	0	105	1298	3	1403	0	144	111	41	255	2983
Approach %	0.1	87.9	12.0	-	-	0.0	7.5	92.5	-	-	0.0	56.5	43.5	-	-	-
Total %	0.0	39.1	5.3	-	44.4	0.0	3.5	43.5	-	47.0	0.0	4.8	3.7	-	8.5	-
Lights	1	1146	157	-	1304	0	97	1273	-	1370	0	144	105	-	249	2923
% Lights	100.0	98.4	98.7	-	98.4	-	92.4	98.1	-	97.6	-	100.0	94.6	-	97.6	98.0

Buses	0	2	0	-	2	0	0	6	-	6	0	0	0	-	0	8
% Buses	0.0	0.2	0.0	-	0.2	-	0.0	0.5	-	0.4	-	0.0	0.0	-	0.0	0.3
Single-Unit Trucks	0	7	0	-	7	0	1	10	-	11	0	0	1	-	1	19
% Single-Unit Trucks	0.0	0.6	0.0	-	0.5	-	1.0	0.8	-	0.8	-	0.0	0.9	-	0.4	0.6
Articulated Trucks	0	3	0	-	3	0	0	0	-	0	0	0	0	-	0	3
% Articulated Trucks	0.0	0.3	0.0	-	0.2	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.1
Bicycles on Road	0	7	2	-	9	0	7	9	-	16	0	0	5	-	5	30
% Bicycles on Road	0.0	0.6	1.3	-	0.7	-	6.7	0.7	-	1.1	-	0.0	4.5	-	2.0	1.0
Pedestrians	-	-	-	15	-	-	-	-	3	-	-	-	-	41	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

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Count Name: Cherry+Ln+and+ western Access+Dr TMC
Site Code:
Start Date: 08/20/2026

Turning Movement Peak Hour Data (7:45 AM)

Start Time	Cherry Ln Eastbound					Cherry Ln Westbound					Access Drive Northbound					
	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
7:45 AM	0	54	3	0	57	0	1	42	0	43	0	2	1	3	3	103
8:00 AM	0	64	4	0	68	0	1	42	0	43	0	2	1	2	3	114
8:15 AM	0	52	4	1	56	0	5	53	0	58	0	5	1	2	6	120
8:30 AM	0	45	8	1	53	0	2	35	0	37	0	6	7	1	13	103
Total	0	215	19	2	234	0	9	172	0	181	0	15	10	8	25	440
Approach %	0.0	91.9	8.1	-	-	0.0	5.0	95.0	-	-	0.0	60.0	40.0	-	-	-
Total %	0.0	48.9	4.3	-	53.2	0.0	2.0	39.1	-	41.1	0.0	3.4	2.3	-	5.7	-
PHF	0.000	0.840	0.594	-	0.860	0.000	0.450	0.811	-	0.780	0.000	0.625	0.357	-	0.481	0.917
Lights	0	212	19	-	231	0	9	166	-	175	0	15	9	-	24	430
% Lights	-	98.6	100.0	-	98.7	-	100.0	96.5	-	96.7	-	100.0	90.0	-	96.0	97.7
Buses	0	1	0	-	1	0	0	1	-	1	0	0	0	-	0	2
% Buses	-	0.5	0.0	-	0.4	-	0.0	0.6	-	0.6	-	0.0	0.0	-	0.0	0.5
Single-Unit Trucks	0	0	0	-	0	0	0	2	-	2	0	0	1	-	1	3
% Single-Unit Trucks	-	0.0	0.0	-	0.0	-	0.0	1.2	-	1.1	-	0.0	10.0	-	4.0	0.7
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	2	0	-	2	0	0	3	-	3	0	0	0	-	0	5
% Bicycles on Road	-	0.9	0.0	-	0.9	-	0.0	1.7	-	1.7	-	0.0	0.0	-	0.0	1.1
Pedestrians	-	-	-	2	-	-	-	-	0	-	-	-	-	8	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	-	-	100.0	-	-

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Count Name: Cherry+Ln+and+ western Access+Dr TMC
Site Code:
Start Date: 08/20/2026

Turning Movement Peak Hour Data (3:15 PM)

Start Time	Cherry Ln Eastbound					Cherry Ln Westbound					Access Drive Northbound					
	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
3:15 PM	0	50	7	0	57	0	6	58	0	64	0	9	5	0	14	135
3:30 PM	0	56	1	0	57	0	3	63	0	66	0	3	5	1	8	131
3:45 PM	0	67	8	0	75	0	4	78	0	82	0	4	8	0	12	169
4:00 PM	0	48	10	3	58	0	5	63	0	68	0	5	8	0	13	139
Total	0	221	26	3	247	0	18	262	0	280	0	21	26	1	47	574
Approach %	0.0	89.5	10.5	-	-	0.0	6.4	93.6	-	-	0.0	44.7	55.3	-	-	-
Total %	0.0	38.5	4.5	-	43.0	0.0	3.1	45.6	-	48.8	0.0	3.7	4.5	-	8.2	-
PHF	0.000	0.825	0.650	-	0.823	0.000	0.750	0.840	-	0.854	0.000	0.583	0.813	-	0.839	0.849
Lights	0	219	26	-	245	0	18	257	-	275	0	21	25	-	46	566
% Lights	-	99.1	100.0	-	99.2	-	100.0	98.1	-	98.2	-	100.0	96.2	-	97.9	98.6
Buses	0	0	0	-	0	0	0	2	-	2	0	0	0	-	0	2
% Buses	-	0.0	0.0	-	0.0	-	0.0	0.8	-	0.7	-	0.0	0.0	-	0.0	0.3
Single-Unit Trucks	0	2	0	-	2	0	0	2	-	2	0	0	0	-	0	4
% Single-Unit Trucks	-	0.9	0.0	-	0.8	-	0.0	0.8	-	0.7	-	0.0	0.0	-	0.0	0.7
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	-	0	0	0	1	-	1	0	0	1	-	1	2
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	0.4	-	0.4	-	0.0	3.8	-	2.1	0.3
Pedestrians	-	-	-	3	-	-	-	-	0	-	-	-	-	1	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	-	-	100.0	-	-

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Count Name: Cherry+Ln+and+ western Access+Dr TMC
Site Code:
Start Date: 08/20/2026

Turning Movement Peak Hour Data (4:45 PM)

Start Time	Cherry Ln Eastbound					Cherry Ln Westbound					Access Drive 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	55	6	1	61	0	3	78	0	81	0	11	3	6	14	156
5:00 PM	0	54	11	0	65	0	13	80	0	93	0	12	10	3	22	180
5:15 PM	0	61	4	0	65	0	5	68	0	73	0	10	6	0	16	154
5:30 PM	0	43	4	1	47	0	6	72	2	78	0	13	5	7	18	143
Total	0	213	25	2	238	0	27	298	2	325	0	46	24	16	70	633
Approach %	0.0	89.5	10.5	-	-	0.0	8.3	91.7	-	-	0.0	65.7	34.3	-	-	-
Total %	0.0	33.6	3.9	-	37.6	0.0	4.3	47.1	-	51.3	0.0	7.3	3.8	-	11.1	-
PHF	0.000	0.873	0.568	-	0.915	0.000	0.519	0.931	-	0.874	0.000	0.885	0.600	-	0.795	0.879
Lights	0	208	23	-	231	0	20	293	-	313	0	46	23	-	69	613
% Lights	-	97.7	92.0	-	97.1	-	74.1	98.3	-	96.3	-	100.0	95.8	-	98.6	96.8
Buses	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
Single-Unit Trucks	0	2	0	-	2	0	0	3	-	3	0	0	0	-	0	5
% Single-Unit Trucks	-	0.9	0.0	-	0.8	-	0.0	1.0	-	0.9	-	0.0	0.0	-	0.0	0.8
Articulated Trucks	0	1	0	-	1	0	0	0	-	0	0	0	0	-	0	1
% Articulated Trucks	-	0.5	0.0	-	0.4	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.2
Bicycles on Road	0	2	2	-	4	0	7	2	-	9	0	0	1	-	1	14
% Bicycles on Road	-	0.9	8.0	-	1.7	-	25.9	0.7	-	2.8	-	0.0	4.2	-	1.4	2.2
Pedestrians	-	-	-	2	-	-	-	-	2	-	-	-	-	16	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

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9575 W. Higgins Rd., Suite 400

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(847)518-9990 abowen@kloainc.com

Count Name: Cherry+Ln+and+Meadow+Rd
TMC
Site Code:
Start Date: 08/20/2026

Turning Movement Data

Start Time	Cherry Ln Eastbound						Cherry Ln Westbound						Meadow Rd Northbound						Meadow 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	
7:00 AM	0	8	12	7	1	27	0	1	21	0	1	22	0	2	5	1	3	8	0	1	10	21	0	32	89
7:15 AM	0	14	25	4	0	43	0	0	24	0	3	24	0	7	0	0	1	7	0	3	17	19	1	39	113
7:30 AM	0	25	42	8	3	75	0	3	24	0	1	27	0	5	4	0	2	9	0	4	30	39	7	73	184
7:45 AM	0	19	46	18	8	83	0	6	36	0	3	42	0	9	5	1	13	15	0	3	26	30	6	59	199
Hourly Total	0	66	125	37	12	228	0	10	105	0	8	115	0	23	14	2	19	39	0	11	83	109	14	203	585
8:00 AM	0	19	58	29	11	106	0	4	45	0	0	49	0	11	7	4	2	22	0	3	12	28	19	43	220
8:15 AM	0	24	49	15	4	88	0	3	51	2	1	56	0	9	1	3	4	13	0	3	13	28	7	44	201
8:30 AM	0	29	46	7	4	82	0	4	35	2	2	41	0	10	2	3	4	15	0	3	11	13	2	27	165
8:45 AM	0	19	37	15	1	71	0	3	39	2	0	44	0	18	9	7	3	34	0	5	15	11	2	31	180
Hourly Total	0	91	190	66	20	347	0	14	170	6	3	190	0	48	19	17	13	84	0	14	51	80	30	145	766
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	0	8	38	16	3	62	0	5	42	1	1	48	0	19	13	15	1	47	0	2	11	16	2	29	186
2:15 PM	0	12	41	8	3	61	0	7	53	4	2	64	0	17	9	11	0	37	0	5	13	23	4	41	203
2:30 PM	0	14	47	10	4	71	0	11	62	3	2	76	0	8	13	6	0	27	0	2	11	23	2	36	210
2:45 PM	0	13	48	10	1	71	0	3	52	3	0	58	0	16	8	6	1	30	0	6	13	15	2	34	193
Hourly Total	0	47	174	44	11	265	0	26	209	11	5	246	0	60	43	38	2	141	0	15	48	77	10	140	792
3:00 PM	0	11	40	11	0	62	0	4	55	3	1	62	0	21	7	10	0	38	0	8	10	23	0	41	203
3:15 PM	0	14	46	12	4	72	0	9	50	4	3	63	0	15	15	7	1	37	0	1	16	21	2	38	210
3:30 PM	0	26	53	12	10	91	0	10	54	3	3	67	0	19	19	5	4	43	0	2	15	12	13	29	230
3:45 PM	0	38	52	18	1	108	0	5	68	4	10	77	0	20	15	14	6	49	0	4	12	20	1	36	270
Hourly Total	0	89	191	53	15	333	0	28	227	14	17	269	0	75	56	36	11	167	0	15	53	76	16	144	913
4:00 PM	0	24	46	8	1	78	0	1	64	4	1	69	0	24	17	5	0	46	0	5	16	17	3	38	231
4:15 PM	0	16	55	8	1	79	0	6	55	3	1	64	0	27	9	10	4	46	0	7	13	16	3	36	225
4:30 PM	0	18	45	8	1	71	0	3	75	1	1	79	0	17	14	5	4	36	0	2	12	22	2	36	222
4:45 PM	0	17	50	21	3	88	0	10	71	3	2	84	0	26	14	10	0	50	0	6	9	21	2	36	258
Hourly Total	0	75	196	45	6	316	0	20	265	11	5	296	0	94	54	30	8	178	0	20	50	76	10	146	936
5:00 PM	0	24	49	19	3	92	0	8	82	2	2	92	0	34	15	7	1	56	0	5	11	23	3	39	279
5:15 PM	0	18	51	22	6	91	0	5	73	1	1	79	0	17	6	5	5	28	0	10	12	21	4	43	241
5:30 PM	0	29	44	15	6	88	0	5	78	2	1	85	0	19	15	3	5	37	0	2	14	23	1	39	249
5:45 PM	0	16	37	20	0	73	0	5	58	4	3	67	0	25	9	3	0	37	0	6	18	9	0	33	210
Hourly Total	0	87	181	76	15	344	0	23	291	9	7	323	0	95	45	18	11	158	0	23	55	76	8	154	979
Grand Total	0	455	1057	321	79	1833	0	121	1267	51	45	1439	0	395	231	141	64	767	0	98	340	494	88	932	4971
Approach %	0.0	24.8	57.7	17.5	-	-	0.0	8.4	88.0	3.5	-	-	0.0	51.5	30.1	18.4	-	-	0.0	10.5	36.5	53.0	-	-	-
Total %	0.0	9.2	21.3	6.5	-	36.9	0.0	2.4	25.5	1.0	-	28.9	0.0	7.9	4.6	2.8	-	15.4	0.0	2.0	6.8	9.9	-	18.7	-
Lights	0	447	1043	313	-	1803	0	118	1251	49	-	1418	0	385	221	137	-	743	0	98	334	480	-	912	4876

% Lights	-	98.2	98.7	97.5	-	98.4	-	97.5	98.7	96.1	-	98.5	-	97.5	95.7	97.2	-	96.9	-	100.0	98.2	97.2	-	97.9	98.1
Buses	0	1	3	2	-	6	0	0	6	0	-	6	0	5	1	0	-	6	0	0	0	2	-	2	20
% Buses	-	0.2	0.3	0.6	-	0.3	-	0.0	0.5	0.0	-	0.4	-	1.3	0.4	0.0	-	0.8	-	0.0	0.0	0.4	-	0.2	0.4
Single-Unit Trucks	0	4	4	0	-	8	0	1	5	1	-	7	0	1	8	2	-	11	0	0	3	4	-	7	33
% Single-Unit Trucks	-	0.9	0.4	0.0	-	0.4	-	0.8	0.4	2.0	-	0.5	-	0.3	3.5	1.4	-	1.4	-	0.0	0.9	0.8	-	0.8	0.7
Articulated Trucks	0	2	0	0	-	2	0	1	2	0	-	3	0	1	0	1	-	2	0	0	1	1	-	2	9
% Articulated Trucks	-	0.4	0.0	0.0	-	0.1	-	0.8	0.2	0.0	-	0.2	-	0.3	0.0	0.7	-	0.3	-	0.0	0.3	0.2	-	0.2	0.2
Bicycles on Road	0	1	7	6	-	14	0	1	3	1	-	5	0	3	1	1	-	5	0	0	2	7	-	9	33
% Bicycles on Road	-	0.2	0.7	1.9	-	0.8	-	0.8	0.2	2.0	-	0.3	-	0.8	0.4	0.7	-	0.7	-	0.0	0.6	1.4	-	1.0	0.7
Pedestrians	-	-	-	-	79	-	-	-	-	-	45	-	-	-	-	-	64	-	-	-	-	-	88	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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

Count Name: Cherry+Ln+and+Meadow+Rd
TMC
Site Code:
Start Date: 08/20/2026

Turning Movement Peak Hour Data (7:45 AM)

Start Time	Cherry Ln Eastbound						Cherry Ln Westbound						Meadow Rd Northbound						Meadow 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	
7:45 AM	0	19	46	18	8	83	0	6	36	0	3	42	0	9	5	1	13	15	0	3	26	30	6	59	199
8:00 AM	0	19	58	29	11	106	0	4	45	0	0	49	0	11	7	4	2	22	0	3	12	28	19	43	220
8:15 AM	0	24	49	15	4	88	0	3	51	2	1	56	0	9	1	3	4	13	0	3	13	28	7	44	201
8:30 AM	0	29	46	7	4	82	0	4	35	2	2	41	0	10	2	3	4	15	0	3	11	13	2	27	165
Total	0	91	199	69	27	359	0	17	167	4	6	188	0	39	15	11	23	65	0	12	62	99	34	173	785
Approach %	0.0	25.3	55.4	19.2	-	-	0.0	9.0	88.8	2.1	-	-	0.0	60.0	23.1	16.9	-	-	0.0	6.9	35.8	57.2	-	-	-
Total %	0.0	11.6	25.4	8.8	-	45.7	0.0	2.2	21.3	0.5	-	23.9	0.0	5.0	1.9	1.4	-	8.3	0.0	1.5	7.9	12.6	-	22.0	-
PHF	0.000	0.784	0.858	0.595	-	0.847	0.000	0.708	0.819	0.500	-	0.839	0.000	0.886	0.536	0.688	-	0.739	0.000	1.000	0.596	0.825	-	0.733	0.892
Lights	0	90	196	68	-	354	0	15	165	3	-	183	0	36	14	11	-	61	0	12	62	97	-	171	769
% Lights	-	98.9	98.5	98.6	-	98.6	-	88.2	98.8	75.0	-	97.3	-	92.3	93.3	100.0	-	93.8	-	100.0	100.0	98.0	-	98.8	98.0
Buses	0	0	1	1	-	2	0	0	1	0	-	1	0	2	0	0	-	2	0	0	0	0	-	0	5
% Buses	-	0.0	0.5	1.4	-	0.6	-	0.0	0.6	0.0	-	0.5	-	5.1	0.0	0.0	-	3.1	-	0.0	0.0	0.0	-	0.0	0.6
Single-Unit Trucks	0	0	0	0	-	0	0	0	1	0	-	1	0	1	1	0	-	2	0	0	0	2	-	2	5
% Single-Unit Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.6	0.0	-	0.5	-	2.6	6.7	0.0	-	3.1	-	0.0	0.0	2.0	-	1.2	0.6
Articulated Trucks	0	0	0	0	-	0	0	1	0	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	1
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	5.9	0.0	0.0	-	0.5	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.1
Bicycles on Road	0	1	2	0	-	3	0	1	0	1	-	2	0	0	0	0	-	0	0	0	0	0	-	0	5
% Bicycles on Road	-	1.1	1.0	0.0	-	0.8	-	5.9	0.0	25.0	-	1.1	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.6
Pedestrians	-	-	-	-	27	-	-	-	-	-	6	-	-	-	-	-	23	-	-	-	-	-	34	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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

Count Name: Cherry+Ln+and+Meadow+Rd
TMC
Site Code:
Start Date: 08/20/2026

Turning Movement Peak Hour Data (3:15 PM)

Start Time	Cherry Ln Eastbound						Cherry Ln Westbound						Meadow Rd Northbound						Meadow 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
3:15 PM	0	14	46	12	4	72	0	9	50	4	3	63	0	15	15	7	1	37	0	1	16	21	2	38	210
3:30 PM	0	26	53	12	10	91	0	10	54	3	3	67	0	19	19	5	4	43	0	2	15	12	13	29	230
3:45 PM	0	38	52	18	1	108	0	5	68	4	10	77	0	20	15	14	6	49	0	4	12	20	1	36	270
4:00 PM	0	24	46	8	1	78	0	1	64	4	1	69	0	24	17	5	0	46	0	5	16	17	3	38	231
Total	0	102	197	50	16	349	0	25	236	15	17	276	0	78	66	31	11	175	0	12	59	70	19	141	941
Approach %	0.0	29.2	56.4	14.3	-	-	0.0	9.1	85.5	5.4	-	-	0.0	44.6	37.7	17.7	-	-	0.0	8.5	41.8	49.6	-	-	-
Total %	0.0	10.8	20.9	5.3	-	37.1	0.0	2.7	25.1	1.6	-	29.3	0.0	8.3	7.0	3.3	-	18.6	0.0	1.3	6.3	7.4	-	15.0	-
PHF	0.000	0.671	0.929	0.694	-	0.808	0.000	0.625	0.868	0.938	-	0.896	0.000	0.813	0.868	0.554	-	0.893	0.000	0.600	0.922	0.833	-	0.928	0.871
Lights	0	101	195	50	-	346	0	25	231	15	-	271	0	76	65	30	-	171	0	12	57	67	-	136	924
% Lights	-	99.0	99.0	100.0	-	99.1	-	100.0	97.9	100.0	-	98.2	-	97.4	98.5	96.8	-	97.7	-	100.0	96.6	95.7	-	96.5	98.2
Buses	0	0	1	0	-	1	0	0	2	0	-	2	0	2	0	0	-	2	0	0	0	1	-	1	6
% Buses	-	0.0	0.5	0.0	-	0.3	-	0.0	0.8	0.0	-	0.7	-	2.6	0.0	0.0	-	1.1	-	0.0	0.0	1.4	-	0.7	0.6
Single-Unit Trucks	0	1	1	0	-	2	0	0	0	0	-	0	0	0	1	1	-	2	0	0	2	0	-	2	6
% Single-Unit Trucks	-	1.0	0.5	0.0	-	0.6	-	0.0	0.0	0.0	-	0.0	-	0.0	1.5	3.2	-	1.1	-	0.0	3.4	0.0	-	1.4	0.6
Articulated Trucks	0	0	0	0	-	0	0	0	2	0	-	2	0	0	0	0	-	0	0	0	0	0	-	0	2
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.8	0.0	-	0.7	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.2
Bicycles on Road	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	2	-	2	3
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.4	0.0	-	0.4	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	2.9	-	1.4	0.3
Pedestrians	-	-	-	-	16	-	-	-	-	-	17	-	-	-	-	-	11	-	-	-	-	-	19	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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

Count Name: Cherry+Ln+and+Meadow+Rd
TMC
Site Code:
Start Date: 08/20/2026

Turning Movement Peak Hour Data (4:45 PM)

Start Time	Cherry Ln Eastbound						Cherry Ln Westbound						Meadow Rd Northbound						Meadow 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	17	50	21	3	88	0	10	71	3	2	84	0	26	14	10	0	50	0	6	9	21	2	36	258
5:00 PM	0	24	49	19	3	92	0	8	82	2	2	92	0	34	15	7	1	56	0	5	11	23	3	39	279
5:15 PM	0	18	51	22	6	91	0	5	73	1	1	79	0	17	6	5	5	28	0	10	12	21	4	43	241
5:30 PM	0	29	44	15	6	88	0	5	78	2	1	85	0	19	15	3	5	37	0	2	14	23	1	39	249
Total	0	88	194	77	18	359	0	28	304	8	6	340	0	96	50	25	11	171	0	23	46	88	10	157	1027
Approach %	0.0	24.5	54.0	21.4	-	-	0.0	8.2	89.4	2.4	-	-	0.0	56.1	29.2	14.6	-	-	0.0	14.6	29.3	56.1	-	-	-
Total %	0.0	8.6	18.9	7.5	-	35.0	0.0	2.7	29.6	0.8	-	33.1	0.0	9.3	4.9	2.4	-	16.7	0.0	2.2	4.5	8.6	-	15.3	-
PHF	0.000	0.759	0.951	0.875	-	0.976	0.000	0.700	0.927	0.667	-	0.924	0.000	0.706	0.833	0.625	-	0.763	0.000	0.575	0.821	0.957	-	0.913	0.920
Lights	0	86	189	75	-	350	0	27	301	8	-	336	0	95	50	25	-	170	0	23	44	88	-	155	1011
% Lights	-	97.7	97.4	97.4	-	97.5	-	96.4	99.0	100.0	-	98.8	-	99.0	100.0	100.0	-	99.4	-	100.0	95.7	100.0	-	98.7	98.4
Buses	0	1	0	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1
% Buses	-	1.1	0.0	0.0	-	0.3	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.1
Single-Unit Trucks	0	1	2	0	-	3	0	1	2	0	-	3	0	0	0	0	-	0	0	0	0	0	-	0	6
% Single-Unit Trucks	-	1.1	1.0	0.0	-	0.8	-	3.6	0.7	0.0	-	0.9	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.6
Articulated Trucks	0	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	0.0	-	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	3	2	-	5	0	0	1	0	-	1	0	1	0	0	-	1	0	0	2	0	-	2	9
% Bicycles on Road	-	0.0	1.5	2.6	-	1.4	-	0.0	0.3	0.0	-	0.3	-	1.0	0.0	0.0	-	0.6	-	0.0	4.3	0.0	-	1.3	0.9
Pedestrians	-	-	-	-	18	-	-	-	-	-	6	-	-	-	-	-	11	-	-	-	-	-	10	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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Count Name: Church+St+and+ eastern Access+Dr TMC
Site Code:
Start Date: 08/20/2026

Turning Movement Data

Start Time	Church St Eastbound					Church St Westbound					Access Drive Northbound					
	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
7:00 AM	0	12	0	0	12	0	1	18	0	19	0	1	2	1	3	34
7:15 AM	0	24	1	0	25	0	2	20	0	22	0	1	2	1	3	50
7:30 AM	0	28	1	0	29	0	4	20	0	24	0	0	1	1	1	54
7:45 AM	0	48	0	0	48	0	4	28	0	32	0	2	8	7	10	90
Hourly Total	0	112	2	0	114	0	11	86	0	97	0	4	13	10	17	228
8:00 AM	0	58	1	0	59	0	3	45	0	48	0	0	4	2	4	111
8:15 AM	0	45	0	0	45	0	4	46	0	50	0	0	4	2	4	99
8:30 AM	0	35	2	0	37	0	8	25	0	33	0	0	6	7	6	76
8:45 AM	0	26	1	0	27	0	7	28	0	35	0	0	4	2	4	66
Hourly Total	0	164	4	0	168	0	22	144	0	166	0	0	18	13	18	352
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	0	32	0	0	32	0	11	35	2	46	0	1	9	1	10	88
2:15 PM	0	28	0	0	28	0	7	22	0	29	0	5	14	0	19	76
2:30 PM	0	33	0	0	33	0	10	31	0	41	0	0	12	3	12	86
2:45 PM	0	45	0	0	45	0	11	38	0	49	0	3	15	0	18	112
Hourly Total	0	138	0	0	138	0	39	126	2	165	0	9	50	4	59	362
3:00 PM	0	34	1	0	35	0	5	37	0	42	0	2	9	1	11	88
3:15 PM	0	48	0	0	48	0	7	32	1	39	0	1	8	1	9	96
3:30 PM	0	49	2	0	51	0	16	49	0	65	0	2	8	7	10	126
3:45 PM	0	43	3	0	46	0	4	59	0	63	0	5	6	5	11	120
Hourly Total	0	174	6	0	180	0	32	177	1	209	0	10	31	14	41	430
4:00 PM	0	37	0	0	37	0	8	42	0	50	0	3	19	1	22	109
4:15 PM	0	39	0	0	39	0	9	45	1	54	0	0	8	3	8	101
4:30 PM	0	30	0	0	30	0	9	41	0	50	0	1	13	0	14	94
4:45 PM	0	33	0	0	33	0	10	51	0	61	0	5	11	0	16	110
Hourly Total	0	139	0	0	139	0	36	179	1	215	0	9	51	4	60	414
5:00 PM	0	42	1	0	43	1	2	53	0	56	0	4	12	0	16	115
5:15 PM	0	37	1	0	38	0	7	41	0	48	0	3	13	1	16	102
5:30 PM	0	21	0	0	21	0	1	49	0	50	0	3	3	3	6	77
5:45 PM	0	29	0	0	29	0	6	39	0	45	0	1	5	0	6	80
Hourly Total	0	129	2	0	131	1	16	182	0	199	0	11	33	4	44	374
Grand Total	0	856	14	0	870	1	156	894	4	1051	0	43	196	49	239	2160
Approach %	0.0	98.4	1.6	-	-	0.1	14.8	85.1	-	-	0.0	18.0	82.0	-	-	-
Total %	0.0	39.6	0.6	-	40.3	0.0	7.2	41.4	-	48.7	0.0	2.0	9.1	-	11.1	-
Lights	0	839	12	-	851	1	150	875	-	1026	0	42	190	-	232	2109
% Lights	-	98.0	85.7	-	97.8	100.0	96.2	97.9	-	97.6	-	97.7	96.9	-	97.1	97.6

Buses	0	5	0	-	5	0	0	7	-	7	0	0	0	-	0	12
% Buses	-	0.6	0.0	-	0.6	0.0	0.0	0.8	-	0.7	-	0.0	0.0	-	0.0	0.6
Single-Unit Trucks	0	5	0	-	5	0	1	2	-	3	0	0	0	-	0	8
% Single-Unit Trucks	-	0.6	0.0	-	0.6	0.0	0.6	0.2	-	0.3	-	0.0	0.0	-	0.0	0.4
Articulated Trucks	0	1	0	-	1	0	1	3	-	4	0	0	0	-	0	5
% Articulated Trucks	-	0.1	0.0	-	0.1	0.0	0.6	0.3	-	0.4	-	0.0	0.0	-	0.0	0.2
Bicycles on Road	0	6	2	-	8	0	4	7	-	11	0	1	6	-	7	26
% Bicycles on Road	-	0.7	14.3	-	0.9	0.0	2.6	0.8	-	1.0	-	2.3	3.1	-	2.9	1.2
Pedestrians	-	-	-	0	-	-	-	-	4	-	-	-	-	49	-	-
% Pedestrians	-	-	-	-	-	-	-	-	100.0	-	-	-	-	100.0	-	-

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

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

Count Name: Church+St+and+ eastern Access+Dr TMC
Site Code:
Start Date: 08/20/2026

Turning Movement Peak Hour Data (7:45 AM)

Start Time	Church St Eastbound					Church St Westbound					Access Drive Northbound					
	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
7:45 AM	0	48	0	0	48	0	4	28	0	32	0	2	8	7	10	90
8:00 AM	0	58	1	0	59	0	3	45	0	48	0	0	4	2	4	111
8:15 AM	0	45	0	0	45	0	4	46	0	50	0	0	4	2	4	99
8:30 AM	0	35	2	0	37	0	8	25	0	33	0	0	6	7	6	76
Total	0	186	3	0	189	0	19	144	0	163	0	2	22	18	24	376
Approach %	0.0	98.4	1.6	-	-	0.0	11.7	88.3	-	-	0.0	8.3	91.7	-	-	-
Total %	0.0	49.5	0.8	-	50.3	0.0	5.1	38.3	-	43.4	0.0	0.5	5.9	-	6.4	-
PHF	0.000	0.802	0.375	-	0.801	0.000	0.594	0.783	-	0.815	0.000	0.250	0.688	-	0.600	0.847
Lights	0	183	3	-	186	0	15	138	-	153	0	2	20	-	22	361
% Lights	-	98.4	100.0	-	98.4	-	78.9	95.8	-	93.9	-	100.0	90.9	-	91.7	96.0
Buses	0	1	0	-	1	0	0	2	-	2	0	0	0	-	0	3
% Buses	-	0.5	0.0	-	0.5	-	0.0	1.4	-	1.2	-	0.0	0.0	-	0.0	0.8
Single-Unit Trucks	0	1	0	-	1	0	1	1	-	2	0	0	0	-	0	3
% Single-Unit Trucks	-	0.5	0.0	-	0.5	-	5.3	0.7	-	1.2	-	0.0	0.0	-	0.0	0.8
Articulated Trucks	0	0	0	-	0	0	1	1	-	2	0	0	0	-	0	2
% Articulated Trucks	-	0.0	0.0	-	0.0	-	5.3	0.7	-	1.2	-	0.0	0.0	-	0.0	0.5
Bicycles on Road	0	1	0	-	1	0	2	2	-	4	0	0	2	-	2	7
% Bicycles on Road	-	0.5	0.0	-	0.5	-	10.5	1.4	-	2.5	-	0.0	9.1	-	8.3	1.9
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	18	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

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Count Name: Church+St+and+ eastern Access+Dr TMC
Site Code:
Start Date: 08/20/2026

Turning Movement Peak Hour Data (3:15 PM)

Start Time	Church St Eastbound					Church St Westbound					Access Drive Northbound					
	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
3:15 PM	0	48	0	0	48	0	7	32	1	39	0	1	8	1	9	96
3:30 PM	0	49	2	0	51	0	16	49	0	65	0	2	8	7	10	126
3:45 PM	0	43	3	0	46	0	4	59	0	63	0	5	6	5	11	120
4:00 PM	0	37	0	0	37	0	8	42	0	50	0	3	19	1	22	109
Total	0	177	5	0	182	0	35	182	1	217	0	11	41	14	52	451
Approach %	0.0	97.3	2.7	-	-	0.0	16.1	83.9	-	-	0.0	21.2	78.8	-	-	-
Total %	0.0	39.2	1.1	-	40.4	0.0	7.8	40.4	-	48.1	0.0	2.4	9.1	-	11.5	-
PHF	0.000	0.903	0.417	-	0.892	0.000	0.547	0.771	-	0.835	0.000	0.550	0.539	-	0.591	0.895
Lights	0	173	4	-	177	0	35	178	-	213	0	10	41	-	51	441
% Lights	-	97.7	80.0	-	97.3	-	100.0	97.8	-	98.2	-	90.9	100.0	-	98.1	97.8
Buses	0	3	0	-	3	0	0	2	-	2	0	0	0	-	0	5
% Buses	-	1.7	0.0	-	1.6	-	0.0	1.1	-	0.9	-	0.0	0.0	-	0.0	1.1
Single-Unit Trucks	0	1	0	-	1	0	0	0	-	0	0	0	0	-	0	1
% Single-Unit Trucks	-	0.6	0.0	-	0.5	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.2
Articulated Trucks	0	0	0	-	0	0	0	1	-	1	0	0	0	-	0	1
% Articulated Trucks	-	0.0	0.0	-	0.0	-	0.0	0.5	-	0.5	-	0.0	0.0	-	0.0	0.2
Bicycles on Road	0	0	1	-	1	0	0	1	-	1	0	1	0	-	1	3
% Bicycles on Road	-	0.0	20.0	-	0.5	-	0.0	0.5	-	0.5	-	9.1	0.0	-	1.9	0.7
Pedestrians	-	-	-	0	-	-	-	-	1	-	-	-	-	14	-	-
% Pedestrians	-	-	-	-	-	-	-	-	100.0	-	-	-	-	100.0	-	-

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Count Name: Church+St+and+ eastern Access+Dr TMC
Site Code:
Start Date: 08/20/2026

Turning Movement Peak Hour Data (4:45 PM)

Start Time	Church St Eastbound					Church St Westbound					Access Drive 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	33	0	0	33	0	10	51	0	61	0	5	11	0	16	110
5:00 PM	0	42	1	0	43	1	2	53	0	56	0	4	12	0	16	115
5:15 PM	0	37	1	0	38	0	7	41	0	48	0	3	13	1	16	102
5:30 PM	0	21	0	0	21	0	1	49	0	50	0	3	3	3	6	77
Total	0	133	2	0	135	1	20	194	0	215	0	15	39	4	54	404
Approach %	0.0	98.5	1.5	-	-	0.5	9.3	90.2	-	-	0.0	27.8	72.2	-	-	-
Total %	0.0	32.9	0.5	-	33.4	0.2	5.0	48.0	-	53.2	0.0	3.7	9.7	-	13.4	-
PHF	0.000	0.792	0.500	-	0.785	0.250	0.500	0.915	-	0.881	0.000	0.750	0.750	-	0.844	0.878
Lights	0	131	1	-	132	1	19	193	-	213	0	15	36	-	51	396
% Lights	-	98.5	50.0	-	97.8	100.0	95.0	99.5	-	99.1	-	100.0	92.3	-	94.4	98.0
Buses	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
Single-Unit Trucks	0	2	0	-	2	0	0	0	-	0	0	0	0	-	0	2
% Single-Unit Trucks	-	1.5	0.0	-	1.5	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.5
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
Bicycles on Road	0	0	1	-	1	0	1	1	-	2	0	0	3	-	3	6
% Bicycles on Road	-	0.0	50.0	-	0.7	0.0	5.0	0.5	-	0.9	-	0.0	7.7	-	5.6	1.5
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	4	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

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Count Name: Church+st+and+Keystone+Ave
TMC
Site Code:
Start Date: 08/20/2026

Turning Movement Data

Start Time	Church st Eastbound					Church St Westbound					Keystone Ave Southbound					
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
7:00 AM	0	6	11	0	17	0	15	3	2	18	0	1	6	0	7	42
7:15 AM	0	8	17	2	25	0	18	1	0	19	0	7	7	1	14	58
7:30 AM	0	15	23	1	38	0	16	3	2	19	0	4	14	5	18	75
7:45 AM	0	13	42	3	55	0	29	4	3	33	0	5	15	3	20	108
Hourly Total	0	42	93	6	135	0	78	11	7	89	0	17	42	9	59	283
8:00 AM	0	11	55	1	66	0	36	3	4	39	0	5	10	1	15	120
8:15 AM	0	7	42	0	49	0	45	5	0	50	0	1	14	2	15	114
8:30 AM	0	20	35	0	55	0	25	3	1	28	0	3	12	2	15	98
8:45 AM	0	25	24	1	49	0	26	4	1	30	0	5	18	0	23	102
Hourly Total	0	63	156	2	219	0	132	15	6	147	0	14	54	5	68	434
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	0	25	30	4	55	0	26	8	1	34	0	4	16	0	20	109
2:15 PM	0	21	24	2	45	0	23	2	0	25	0	4	37	0	41	111
2:30 PM	0	25	32	1	57	0	28	5	1	33	0	5	38	2	43	133
2:45 PM	0	16	35	0	51	0	35	5	0	40	0	8	29	2	37	128
Hourly Total	0	87	121	7	208	0	112	20	2	132	0	21	120	4	141	481
3:00 PM	0	22	32	4	54	0	31	5	1	36	0	2	28	2	30	120
3:15 PM	0	18	36	0	54	0	32	6	0	38	0	9	30	2	39	131
3:30 PM	0	19	40	0	59	0	31	8	0	39	0	12	36	1	48	146
3:45 PM	0	36	40	5	76	0	57	14	2	71	0	7	21	2	28	175
Hourly Total	0	95	148	9	243	0	151	33	3	184	0	30	115	7	145	572
4:00 PM	0	28	32	0	60	0	42	4	0	46	0	7	27	2	34	140
4:15 PM	0	35	32	2	67	0	39	6	3	45	0	6	29	5	35	147
4:30 PM	1	29	24	0	54	0	39	2	1	41	0	5	33	0	38	133
4:45 PM	0	30	29	2	59	0	52	7	1	59	0	5	26	4	31	149
Hourly Total	1	122	117	4	240	0	172	19	5	191	0	23	115	11	138	569
5:00 PM	0	22	38	0	60	0	47	8	4	55	0	0	47	2	47	162
5:15 PM	0	31	36	0	67	0	40	6	0	46	0	6	33	1	39	152
5:30 PM	0	31	21	1	52	0	42	7	5	49	0	1	33	3	34	135
5:45 PM	0	30	23	0	53	0	35	8	3	43	0	4	29	1	33	129
Hourly Total	0	114	118	1	232	0	164	29	12	193	0	11	142	7	153	578
Grand Total	1	523	753	29	1277	0	809	127	35	936	0	116	588	43	704	2917
Approach %	0.1	41.0	59.0	-	-	0.0	86.4	13.6	-	-	0.0	16.5	83.5	-	-	-
Total %	0.0	17.9	25.8	-	43.8	0.0	27.7	4.4	-	32.1	0.0	4.0	20.2	-	24.1	-
Lights	1	514	737	-	1252	0	791	121	-	912	0	110	575	-	685	2849
% Lights	100.0	98.3	97.9	-	98.0	-	97.8	95.3	-	97.4	-	94.8	97.8	-	97.3	97.7

Buses	0	0	3	-	3	0	6	2	-	8	0	3	0	-	3	14
% Buses	0.0	0.0	0.4	-	0.2	-	0.7	1.6	-	0.9	-	2.6	0.0	-	0.4	0.5
Single-Unit Trucks	0	3	5	-	8	0	5	0	-	5	0	1	3	-	4	17
% Single-Unit Trucks	0.0	0.6	0.7	-	0.6	-	0.6	0.0	-	0.5	-	0.9	0.5	-	0.6	0.6
Articulated Trucks	0	0	2	-	2	0	4	0	-	4	0	1	0	-	1	7
% Articulated Trucks	0.0	0.0	0.3	-	0.2	-	0.5	0.0	-	0.4	-	0.9	0.0	-	0.1	0.2
Bicycles on Road	0	6	6	-	12	0	3	4	-	7	0	1	10	-	11	30
% Bicycles on Road	0.0	1.1	0.8	-	0.9	-	0.4	3.1	-	0.7	-	0.9	1.7	-	1.6	1.0
Pedestrians	-	-	-	29	-	-	-	-	35	-	-	-	-	43	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

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Count Name: Church+st+and+Keystone+Ave
TMC
Site Code:
Start Date: 08/20/2026

Turning Movement Peak Hour Data (7:45 AM)

Start Time	Church st Eastbound					Church St Westbound					Keystone Ave Southbound					
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
7:45 AM	0	13	42	3	55	0	29	4	3	33	0	5	15	3	20	108
8:00 AM	0	11	55	1	66	0	36	3	4	39	0	5	10	1	15	120
8:15 AM	0	7	42	0	49	0	45	5	0	50	0	1	14	2	15	114
8:30 AM	0	20	35	0	55	0	25	3	1	28	0	3	12	2	15	98
Total	0	51	174	4	225	0	135	15	8	150	0	14	51	8	65	440
Approach %	0.0	22.7	77.3	-	-	0.0	90.0	10.0	-	-	0.0	21.5	78.5	-	-	-
Total %	0.0	11.6	39.5	-	51.1	0.0	30.7	3.4	-	34.1	0.0	3.2	11.6	-	14.8	-
PHF	0.000	0.638	0.791	-	0.852	0.000	0.750	0.750	-	0.750	0.000	0.700	0.850	-	0.813	0.917
Lights	0	49	172	-	221	0	131	13	-	144	0	13	49	-	62	427
% Lights	-	96.1	98.9	-	98.2	-	97.0	86.7	-	96.0	-	92.9	96.1	-	95.4	97.0
Buses	0	0	1	-	1	0	1	2	-	3	0	1	0	-	1	5
% Buses	-	0.0	0.6	-	0.4	-	0.7	13.3	-	2.0	-	7.1	0.0	-	1.5	1.1
Single-Unit Trucks	0	1	0	-	1	0	1	0	-	1	0	0	0	-	0	2
% Single-Unit Trucks	-	2.0	0.0	-	0.4	-	0.7	0.0	-	0.7	-	0.0	0.0	-	0.0	0.5
Articulated Trucks	0	0	0	-	0	0	1	0	-	1	0	0	0	-	0	1
% Articulated Trucks	-	0.0	0.0	-	0.0	-	0.7	0.0	-	0.7	-	0.0	0.0	-	0.0	0.2
Bicycles on Road	0	1	1	-	2	0	1	0	-	1	0	0	2	-	2	5
% Bicycles on Road	-	2.0	0.6	-	0.9	-	0.7	0.0	-	0.7	-	0.0	3.9	-	3.1	1.1
Pedestrians	-	-	-	4	-	-	-	-	8	-	-	-	-	8	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

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Count Name: Church+st+and+Keystone+Ave
TMC
Site Code:
Start Date: 08/20/2026

Turning Movement Peak Hour Data (3:15 PM)

Start Time	Church st Eastbound					Church St Westbound					Keystone Ave Southbound					
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
3:15 PM	0	18	36	0	54	0	32	6	0	38	0	9	30	2	39	131
3:30 PM	0	19	40	0	59	0	31	8	0	39	0	12	36	1	48	146
3:45 PM	0	36	40	5	76	0	57	14	2	71	0	7	21	2	28	175
4:00 PM	0	28	32	0	60	0	42	4	0	46	0	7	27	2	34	140
Total	0	101	148	5	249	0	162	32	2	194	0	35	114	7	149	592
Approach %	0.0	40.6	59.4	-	-	0.0	83.5	16.5	-	-	0.0	23.5	76.5	-	-	-
Total %	0.0	17.1	25.0	-	42.1	0.0	27.4	5.4	-	32.8	0.0	5.9	19.3	-	25.2	-
PHF	0.000	0.701	0.925	-	0.819	0.000	0.711	0.571	-	0.683	0.000	0.729	0.792	-	0.776	0.846
Lights	0	99	145	-	244	0	157	31	-	188	0	32	113	-	145	577
% Lights	-	98.0	98.0	-	98.0	-	96.9	96.9	-	96.9	-	91.4	99.1	-	97.3	97.5
Buses	0	0	1	-	1	0	2	0	-	2	0	2	0	-	2	5
% Buses	-	0.0	0.7	-	0.4	-	1.2	0.0	-	1.0	-	5.7	0.0	-	1.3	0.8
Single-Unit Trucks	0	1	2	-	3	0	0	0	-	0	0	0	0	-	0	3
% Single-Unit Trucks	-	1.0	1.4	-	1.2	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.5
Articulated Trucks	0	0	0	-	0	0	2	0	-	2	0	1	0	-	1	3
% Articulated Trucks	-	0.0	0.0	-	0.0	-	1.2	0.0	-	1.0	-	2.9	0.0	-	0.7	0.5
Bicycles on Road	0	1	0	-	1	0	1	1	-	2	0	0	1	-	1	4
% Bicycles on Road	-	1.0	0.0	-	0.4	-	0.6	3.1	-	1.0	-	0.0	0.9	-	0.7	0.7
Pedestrians	-	-	-	5	-	-	-	-	2	-	-	-	-	7	-	-
% 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 abowen@kloainc.com

Count Name: Church+st+and+Keystone+Ave
TMC
Site Code:
Start Date: 08/20/2026

Turning Movement Peak Hour Data (4:45 PM)

Start Time	Church st Eastbound					Church St Westbound					Keystone Ave Southbound					
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
4:45 PM	0	30	29	2	59	0	52	7	1	59	0	5	26	4	31	149
5:00 PM	0	22	38	0	60	0	47	8	4	55	0	0	47	2	47	162
5:15 PM	0	31	36	0	67	0	40	6	0	46	0	6	33	1	39	152
5:30 PM	0	31	21	1	52	0	42	7	5	49	0	1	33	3	34	135
Total	0	114	124	3	238	0	181	28	10	209	0	12	139	10	151	598
Approach %	0.0	47.9	52.1	-	-	0.0	86.6	13.4	-	-	0.0	7.9	92.1	-	-	-
Total %	0.0	19.1	20.7	-	39.8	0.0	30.3	4.7	-	34.9	0.0	2.0	23.2	-	25.3	-
PHF	0.000	0.919	0.816	-	0.888	0.000	0.870	0.875	-	0.886	0.000	0.500	0.739	-	0.803	0.923
Lights	0	113	121	-	234	0	180	26	-	206	0	12	131	-	143	583
% Lights	-	99.1	97.6	-	98.3	-	99.4	92.9	-	98.6	-	100.0	94.2	-	94.7	97.5
Buses	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
Single-Unit Trucks	0	0	2	-	2	0	1	0	-	1	0	0	2	-	2	5
% Single-Unit Trucks	-	0.0	1.6	-	0.8	-	0.6	0.0	-	0.5	-	0.0	1.4	-	1.3	0.8
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	1	1	-	2	0	0	2	-	2	0	0	6	-	6	10
% Bicycles on Road	-	0.9	0.8	-	0.8	-	0.0	7.1	-	1.0	-	0.0	4.3	-	4.0	1.7
Pedestrians	-	-	-	3	-	-	-	-	10	-	-	-	-	10	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

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Count Name: Keystone+Ave+and+Lincoln+Ave+
TMC
Site Code:
Start Date: 08/20/2026

Turning Movement Data

Start Time	Lincoln Ave Eastbound						Lincoln Ave Westbound						Keystone Ave Northbound						Keystone Ave Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:00 AM	0	0	2	0	0	2	0	0	2	0	0	2	0	0	1	1	0	2	0	0	2	0	0	2	8
7:15 AM	1	0	3	1	3	5	0	4	1	0	0	5	0	0	3	1	0	4	0	0	5	0	0	5	19
7:30 AM	0	0	3	1	1	4	0	1	4	0	1	5	0	1	2	3	0	6	0	0	12	0	1	12	27
7:45 AM	0	1	7	0	0	8	0	1	0	0	1	1	0	0	6	2	0	8	0	1	7	1	0	9	26
Hourly Total	1	1	15	2	4	19	0	6	7	0	2	13	0	1	12	7	0	20	0	1	26	1	1	28	80
8:00 AM	0	0	4	0	2	4	0	7	5	0	0	12	0	0	5	5	0	10	0	2	10	1	1	13	39
8:15 AM	0	0	2	1	0	3	0	2	4	0	1	6	0	0	4	0	0	4	0	0	5	0	2	5	18
8:30 AM	0	0	7	2	1	9	0	2	1	0	1	3	0	0	4	7	0	11	0	1	8	0	0	9	32
8:45 AM	0	1	5	1	0	7	0	5	0	0	1	5	0	1	2	6	0	9	0	0	6	2	1	8	29
Hourly Total	0	1	18	4	3	23	0	16	10	0	3	26	0	1	15	18	0	34	0	3	29	3	4	35	118
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	0	0	2	1	3	3	0	2	2	0	0	4	0	2	3	1	0	6	0	1	6	0	0	7	20
2:15 PM	0	0	2	1	2	3	0	4	5	0	0	9	0	1	3	0	0	4	0	0	7	1	0	8	24
2:30 PM	0	0	2	1	2	3	0	5	3	2	1	10	0	1	6	0	0	7	0	0	4	0	1	4	24
2:45 PM	0	0	1	0	0	1	0	6	8	2	0	16	0	0	2	1	0	3	0	0	4	0	0	4	24
Hourly Total	0	0	7	3	7	10	0	17	18	4	1	39	0	4	14	2	0	20	0	1	21	1	1	23	92
3:00 PM	0	0	3	4	4	7	0	6	3	1	1	10	0	0	4	1	1	5	0	1	4	0	0	5	27
3:15 PM	0	0	2	4	0	6	0	6	3	2	1	11	0	1	4	1	0	6	0	0	8	0	0	8	31
3:30 PM	0	1	2	3	2	6	0	4	2	2	0	8	0	2	5	2	0	9	0	0	5	1	2	6	29
3:45 PM	0	1	3	1	3	5	0	7	2	3	2	12	0	3	18	2	0	23	0	2	8	0	3	10	50
Hourly Total	0	2	10	12	9	24	0	23	10	8	4	41	0	6	31	6	1	43	0	3	25	1	5	29	137
4:00 PM	0	1	3	2	2	6	0	7	6	0	0	13	0	1	4	3	0	8	0	1	4	0	1	5	32
4:15 PM	0	0	1	0	5	1	0	6	3	1	3	10	0	6	8	0	0	14	0	1	5	1	2	7	32
4:30 PM	0	1	1	4	2	6	0	6	2	3	0	11	0	0	8	1	0	9	0	0	1	0	2	1	27
4:45 PM	0	1	6	0	1	7	0	6	4	1	0	11	0	3	9	0	0	12	0	1	3	2	0	6	36
Hourly Total	0	3	11	6	10	20	0	25	15	5	3	45	0	10	29	4	0	43	0	3	13	3	5	19	127
5:00 PM	0	0	9	7	1	16	0	14	6	0	1	20	0	1	8	4	0	13	0	0	4	0	0	4	53
5:15 PM	0	0	0	7	0	7	0	6	5	2	0	13	0	0	8	3	0	11	0	0	5	1	0	6	37
5:30 PM	0	0	1	1	0	2	0	8	3	0	0	11	0	0	8	4	1	12	0	0	4	0	0	4	29
5:45 PM	0	1	0	1	0	2	0	8	3	1	1	12	0	1	10	4	0	15	0	0	6	0	0	6	35
Hourly Total	0	1	10	16	1	27	0	36	17	3	2	56	0	2	34	15	1	51	0	0	19	1	0	20	154
Grand Total	1	8	71	43	34	123	0	123	77	20	15	220	0	24	135	52	2	211	0	11	133	10	16	154	708
Approach %	0.8	6.5	57.7	35.0	-	-	0.0	55.9	35.0	9.1	-	-	0.0	11.4	64.0	24.6	-	-	0.0	7.1	86.4	6.5	-	-	-
Total %	0.1	1.1	10.0	6.1	-	17.4	0.0	17.4	10.9	2.8	-	31.1	0.0	3.4	19.1	7.3	-	29.8	0.0	1.6	18.8	1.4	-	21.8	-
Lights	1	5	67	34	-	107	0	117	74	16	-	207	0	18	126	52	-	196	0	8	121	9	-	138	648

% Lights	100.0	62.5	94.4	79.1	-	87.0	-	95.1	96.1	80.0	-	94.1	-	75.0	93.3	100.0	-	92.9	-	72.7	91.0	90.0	-	89.6	91.5
Buses	0	3	1	0	-	4	0	2	1	0	-	3	0	0	0	0	-	0	0	1	1	0	-	2	9
% Buses	0.0	37.5	1.4	0.0	-	3.3	-	1.6	1.3	0.0	-	1.4	-	0.0	0.0	0.0	-	0.0	-	9.1	0.8	0.0	-	1.3	1.3
Single-Unit Trucks	0	0	2	0	-	2	0	2	1	1	-	4	0	2	3	0	-	5	0	0	3	0	-	3	14
% Single-Unit Trucks	0.0	0.0	2.8	0.0	-	1.6	-	1.6	1.3	5.0	-	1.8	-	8.3	2.2	0.0	-	2.4	-	0.0	2.3	0.0	-	1.9	2.0
Articulated Trucks	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	2
% Articulated Trucks	0.0	0.0	1.4	0.0	-	0.8	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.8	0.0	-	0.6	0.3
Bicycles on Road	0	0	0	9	-	9	0	2	1	3	-	6	0	4	6	0	-	10	0	2	7	1	-	10	35
% Bicycles on Road	0.0	0.0	0.0	20.9	-	7.3	-	1.6	1.3	15.0	-	2.7	-	16.7	4.4	0.0	-	4.7	-	18.2	5.3	10.0	-	6.5	4.9
Pedestrians	-	-	-	-	34	-	-	-	-	-	15	-	-	-	-	-	2	-	-	-	-	-	16	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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9575 W. Higgins Rd., Suite 400

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

Count Name: Keystone+Ave+and+Lincoln+Ave+TMC
Site Code:
Start Date: 08/20/2026

Turning Movement Peak Hour Data (7:45 AM)

Start Time	Lincoln Ave Eastbound						Lincoln Ave Westbound						Keystone Ave Northbound						Keystone Ave Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:45 AM	0	1	7	0	0	8	0	1	0	0	1	1	0	0	6	2	0	8	0	1	7	1	0	9	26
8:00 AM	0	0	4	0	2	4	0	7	5	0	0	12	0	0	5	5	0	10	0	2	10	1	1	13	39
8:15 AM	0	0	2	1	0	3	0	2	4	0	1	6	0	0	4	0	0	4	0	0	5	0	2	5	18
8:30 AM	0	0	7	2	1	9	0	2	1	0	1	3	0	0	4	7	0	11	0	1	8	0	0	9	32
Total	0	1	20	3	3	24	0	12	10	0	3	22	0	0	19	14	0	33	0	4	30	2	3	36	115
Approach %	0.0	4.2	83.3	12.5	-	-	0.0	54.5	45.5	0.0	-	-	0.0	0.0	57.6	42.4	-	-	0.0	11.1	83.3	5.6	-	-	-
Total %	0.0	0.9	17.4	2.6	-	20.9	0.0	10.4	8.7	0.0	-	19.1	0.0	0.0	16.5	12.2	-	28.7	0.0	3.5	26.1	1.7	-	31.3	-
PHF	0.000	0.250	0.714	0.375	-	0.667	0.000	0.429	0.500	0.000	-	0.458	0.000	0.000	0.792	0.500	-	0.750	0.000	0.500	0.750	0.500	-	0.692	0.737
Lights	0	0	19	3	-	22	0	11	10	0	-	21	0	0	18	14	-	32	0	2	26	2	-	30	105
% Lights	-	0.0	95.0	100.0	-	91.7	-	91.7	100.0	-	-	95.5	-	-	94.7	100.0	-	97.0	-	50.0	86.7	100.0	-	83.3	91.3
Buses	0	1	1	0	-	2	0	1	0	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	3
% Buses	-	100.0	5.0	0.0	-	8.3	-	8.3	0.0	-	-	4.5	-	-	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	2.6
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	0	0	1	0	-	1	2
% Single-Unit Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	-	0.0	-	-	5.3	0.0	-	3.0	-	0.0	3.3	0.0	-	2.8	1.7
Articulated Trucks	0	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	-	-	0.0	-	-	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	2	3	0	-	5	5
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	-	0.0	-	-	0.0	0.0	-	0.0	-	50.0	10.0	0.0	-	13.9	4.3
Pedestrians	-	-	-	-	3	-	-	-	-	-	3	-	-	-	-	-	0	-	-	-	-	-	3	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

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Rosemont, Illinois, United States 60018
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Count Name: Keystone+Ave+and+Lincoln+Ave+TMC
Site Code:
Start Date: 08/20/2026

Turning Movement Peak Hour Data (3:15 PM)

Start Time	Lincoln Ave Eastbound						Lincoln Ave Westbound						Keystone Ave Northbound						Keystone Ave 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	
3:15 PM	0	0	2	4	0	6	0	6	3	2	1	11	0	1	4	1	0	6	0	0	8	0	0	8	31
3:30 PM	0	1	2	3	2	6	0	4	2	2	0	8	0	2	5	2	0	9	0	0	5	1	2	6	29
3:45 PM	0	1	3	1	3	5	0	7	2	3	2	12	0	3	18	2	0	23	0	2	8	0	3	10	50
4:00 PM	0	1	3	2	2	6	0	7	6	0	0	13	0	1	4	3	0	8	0	1	4	0	1	5	32
Total	0	3	10	10	7	23	0	24	13	7	3	44	0	7	31	8	0	46	0	3	25	1	6	29	142
Approach %	0.0	13.0	43.5	43.5	-	-	0.0	54.5	29.5	15.9	-	-	0.0	15.2	67.4	17.4	-	-	0.0	10.3	86.2	3.4	-	-	-
Total %	0.0	2.1	7.0	7.0	-	16.2	0.0	16.9	9.2	4.9	-	31.0	0.0	4.9	21.8	5.6	-	32.4	0.0	2.1	17.6	0.7	-	20.4	-
PHF	0.000	0.750	0.833	0.625	-	0.958	0.000	0.857	0.542	0.583	-	0.846	0.000	0.583	0.431	0.667	-	0.500	0.000	0.375	0.781	0.250	-	0.725	0.710
Lights	0	2	10	10	-	22	0	22	13	4	-	39	0	6	27	8	-	41	0	2	22	1	-	25	127
% Lights	-	66.7	100.0	100.0	-	95.7	-	91.7	100.0	57.1	-	88.6	-	85.7	87.1	100.0	-	89.1	-	66.7	88.0	100.0	-	86.2	89.4
Buses	0	1	0	0	-	1	0	1	0	0	-	1	0	0	0	0	-	0	0	1	1	0	-	2	4
% Buses	-	33.3	0.0	0.0	-	4.3	-	4.2	0.0	0.0	-	2.3	-	0.0	0.0	0.0	-	0.0	-	33.3	4.0	0.0	-	6.9	2.8
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	1
% Single-Unit Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	3.2	0.0	-	2.2	-	0.0	0.0	0.0	-	0.0	0.7
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	1
% 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	-	0.0	4.0	0.0	-	3.4	0.7
Bicycles on Road	0	0	0	0	-	0	0	1	0	3	-	4	0	1	3	0	-	4	0	0	1	0	-	1	9
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	4.2	0.0	42.9	-	9.1	-	14.3	9.7	0.0	-	8.7	-	0.0	4.0	0.0	-	3.4	6.3
Pedestrians	-	-	-	-	7	-	-	-	-	-	3	-	-	-	-	-	0	-	-	-	-	-	6	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

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

Count Name: Keystone+Ave+and+Lincoln+Ave+TMC
Site Code:
Start Date: 08/20/2026

Turning Movement Peak Hour Data (4:45 PM)

Start Time	Lincoln Ave Eastbound						Lincoln Ave Westbound						Keystone Ave Northbound						Keystone Ave 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	1	6	0	1	7	0	6	4	1	0	11	0	3	9	0	0	12	0	1	3	2	0	6	36
5:00 PM	0	0	9	7	1	16	0	14	6	0	1	20	0	1	8	4	0	13	0	0	4	0	0	4	53
5:15 PM	0	0	0	7	0	7	0	6	5	2	0	13	0	0	8	3	0	11	0	0	5	1	0	6	37
5:30 PM	0	0	1	1	0	2	0	8	3	0	0	11	0	0	8	4	1	12	0	0	4	0	0	4	29
Total	0	1	16	15	2	32	0	34	18	3	1	55	0	4	33	11	1	48	0	1	16	3	0	20	155
Approach %	0.0	3.1	50.0	46.9	-	-	0.0	61.8	32.7	5.5	-	-	0.0	8.3	68.8	22.9	-	-	0.0	5.0	80.0	15.0	-	-	-
Total %	0.0	0.6	10.3	9.7	-	20.6	0.0	21.9	11.6	1.9	-	35.5	0.0	2.6	21.3	7.1	-	31.0	0.0	0.6	10.3	1.9	-	12.9	-
PHF	0.000	0.250	0.444	0.536	-	0.500	0.000	0.607	0.750	0.375	-	0.688	0.000	0.333	0.917	0.688	-	0.923	0.000	0.250	0.800	0.375	-	0.833	0.731
Lights	0	1	16	6	-	23	0	31	17	3	-	51	0	3	33	11	-	47	0	1	16	3	-	20	141
% Lights	-	100.0	100.0	40.0	-	71.9	-	91.2	94.4	100.0	-	92.7	-	75.0	100.0	100.0	-	97.9	-	100.0	100.0	100.0	-	100.0	91.0
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	0	0	-	0	0	2	0	0	-	2	0	0	0	0	-	0	0	0	0	0	-	0	2
% Single-Unit Trucks	-	0.0	0.0	0.0	-	0.0	-	5.9	0.0	0.0	-	3.6	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	1.3
Articulated Trucks	0	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	0.0	-	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	9	-	9	0	1	1	0	-	2	0	1	0	0	-	1	0	0	0	0	-	0	12
% Bicycles on Road	-	0.0	0.0	60.0	-	28.1	-	2.9	5.6	0.0	-	3.6	-	25.0	0.0	0.0	-	2.1	-	0.0	0.0	0.0	-	0.0	7.7
Pedestrians	-	-	-	-	2	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-

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Count Name: Meadow Rd and Access Dr TMC
Site Code:
Start Date: 07/07/2026

Turning Movement Data

Start Time	Access Dr Eastbound						Access Dr Westbound						Meadow Rd Northbound						Meadow 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	
7:00 AM	0	0	0	0	2	0	0	0	0	1	1	1	0	0	7	2	0	9	0	1	11	1	0	13	23
7:15 AM	0	0	0	0	5	0	0	3	0	0	2	3	0	1	4	2	0	7	0	2	18	2	0	22	32
7:30 AM	0	0	0	1	2	1	0	1	0	0	2	1	0	0	9	0	0	9	0	2	19	1	0	22	33
7:45 AM	0	0	0	0	1	0	0	0	0	0	2	0	0	0	11	2	0	13	0	1	31	1	0	33	46
Hourly Total	0	0	0	1	10	1	0	4	0	1	7	5	0	1	31	6	0	38	0	6	79	5	0	90	134
8:00 AM	0	0	0	1	0	1	0	3	0	0	4	3	0	0	17	5	1	22	0	1	35	2	0	38	64
8:15 AM	0	0	0	0	4	0	0	1	1	0	1	2	0	0	14	0	0	14	0	3	32	4	0	39	55
8:30 AM	0	0	0	0	2	0	0	3	0	0	1	3	0	0	19	1	0	20	0	1	24	3	0	28	51
8:45 AM	0	0	0	0	1	0	0	2	0	1	4	3	0	0	14	3	0	17	0	4	37	6	0	47	67
Hourly Total	0	0	0	1	7	1	0	9	1	1	10	11	0	0	64	9	1	73	0	9	128	15	0	152	237
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	0	1	0	0	8	1	0	4	0	2	2	6	0	0	32	8	2	40	0	4	30	2	0	36	83
2:15 PM	0	2	1	0	0	3	0	3	0	6	0	9	0	0	37	3	2	40	0	4	25	1	0	30	82
2:30 PM	0	3	0	1	6	4	0	3	0	4	0	7	0	0	29	8	0	37	0	1	32	3	0	36	84
2:45 PM	0	1	0	2	1	3	0	7	0	3	5	10	0	0	29	11	0	40	0	2	31	6	0	39	92
Hourly Total	0	7	1	3	15	11	0	17	0	15	7	32	0	0	127	30	4	157	0	11	118	12	0	141	341
3:00 PM	0	4	0	1	5	5	0	6	0	6	2	12	0	2	43	10	2	55	0	6	40	1	0	47	119
3:15 PM	0	4	0	1	2	5	0	3	0	10	0	13	0	2	36	3	0	41	0	3	41	2	0	46	105
3:30 PM	0	0	0	1	5	1	0	4	0	2	1	6	0	0	34	1	0	35	0	2	23	2	0	27	69
3:45 PM	0	2	0	2	0	4	0	3	0	3	0	6	0	0	29	4	0	33	0	3	18	0	0	21	64
Hourly Total	0	10	0	5	12	15	0	16	0	21	3	37	0	4	142	18	2	164	0	14	122	5	0	141	357
4:00 PM	0	4	0	1	1	5	0	3	0	1	0	4	0	1	33	6	0	40	0	7	27	1	0	35	84
4:15 PM	0	1	0	1	3	2	0	2	0	2	0	4	0	0	42	2	1	44	0	4	22	1	0	27	77
4:30 PM	0	2	0	1	0	3	0	3	1	8	0	12	0	0	49	4	0	53	0	6	27	2	0	35	103
4:45 PM	0	0	0	0	5	0	0	3	0	9	0	12	0	0	31	0	0	31	0	2	21	0	0	23	66
Hourly Total	0	7	0	3	9	10	0	11	1	20	0	32	0	1	155	12	1	168	0	19	97	4	0	120	330
5:00 PM	0	3	0	0	4	3	0	1	0	4	1	5	0	0	42	5	1	47	0	5	37	0	0	42	97
5:15 PM	0	5	0	0	3	5	0	8	0	2	4	10	0	0	37	1	1	38	0	2	39	1	0	42	95
5:30 PM	0	2	0	0	4	2	0	2	0	1	1	3	0	0	51	1	0	52	0	7	29	0	0	36	93
5:45 PM	0	2	0	0	1	2	0	1	0	2	1	3	0	0	43	2	0	45	0	1	43	0	0	44	94
Hourly Total	0	12	0	0	12	12	0	12	0	9	7	21	0	0	173	9	2	182	0	15	148	1	0	164	379
Grand Total	0	36	1	13	65	50	0	69	2	67	34	138	0	6	692	84	10	782	0	74	692	42	0	808	1778
Approach %	0.0	72.0	2.0	26.0	-	-	0.0	50.0	1.4	48.6	-	-	0.0	0.8	88.5	10.7	-	-	0.0	9.2	85.6	5.2	-	-	-
Total %	0.0	2.0	0.1	0.7	-	2.8	0.0	3.9	0.1	3.8	-	7.8	0.0	0.3	38.9	4.7	-	44.0	0.0	4.2	38.9	2.4	-	45.4	-
Lights	0	36	1	13	-	50	0	65	1	65	-	131	0	6	669	81	-	756	0	70	671	42	-	783	1720

% Lights	-	100.0	100.0	100.0	-	100.0	-	94.2	50.0	97.0	-	94.9	-	100.0	96.7	96.4	-	96.7	-	94.6	97.0	100.0	-	96.9	96.7
Buses	0	0	0	0	-	0	0	1	0	0	-	1	0	0	3	1	-	4	0	0	2	0	-	2	7
% Buses	-	0.0	0.0	0.0	-	0.0	-	1.4	0.0	0.0	-	0.7	-	0.0	0.4	1.2	-	0.5	-	0.0	0.3	0.0	-	0.2	0.4
Single-Unit Trucks	0	0	0	0	-	0	0	1	0	0	-	1	0	0	7	1	-	8	0	2	12	0	-	14	23
% Single-Unit Trucks	-	0.0	0.0	0.0	-	0.0	-	1.4	0.0	0.0	-	0.7	-	0.0	1.0	1.2	-	1.0	-	2.7	1.7	0.0	-	1.7	1.3
Articulated Trucks	0	0	0	0	-	0	0	2	0	0	-	2	0	0	4	0	-	4	0	1	1	0	-	2	8
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	2.9	0.0	0.0	-	1.4	-	0.0	0.6	0.0	-	0.5	-	1.4	0.1	0.0	-	0.2	0.4
Bicycles on Road	0	0	0	0	-	0	0	0	1	2	-	3	0	0	9	1	-	10	0	1	6	0	-	7	20
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	50.0	3.0	-	2.2	-	0.0	1.3	1.2	-	1.3	-	1.4	0.9	0.0	-	0.9	1.1
Pedestrians	-	-	-	-	65	-	-	-	-	-	34	-	-	-	-	-	10	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-

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Count Name: Meadow Rd and Access Dr TMC
Site Code:
Start Date: 07/07/2026

Turning Movement Peak Hour Data (7:45 AM)

Start Time	Access Dr Eastbound						Access Dr Westbound						Meadow Rd Northbound						Meadow 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
7:45 AM	0	0	0	0	1	0	0	0	0	0	2	0	0	0	11	2	0	13	0	1	31	1	0	33	46
8:00 AM	0	0	0	1	0	1	0	3	0	0	4	3	0	0	17	5	1	22	0	1	35	2	0	38	64
8:15 AM	0	0	0	0	4	0	0	1	1	0	1	2	0	0	14	0	0	14	0	3	32	4	0	39	55
8:30 AM	0	0	0	0	2	0	0	3	0	0	1	3	0	0	19	1	0	20	0	1	24	3	0	28	51
Total	0	0	0	1	7	1	0	7	1	0	8	8	0	0	61	8	1	69	0	6	122	10	0	138	216
Approach %	0.0	0.0	0.0	100.0	-	-	0.0	87.5	12.5	0.0	-	-	0.0	0.0	88.4	11.6	-	-	0.0	4.3	88.4	7.2	-	-	-
Total %	0.0	0.0	0.0	0.5	-	0.5	0.0	3.2	0.5	0.0	-	3.7	0.0	0.0	28.2	3.7	-	31.9	0.0	2.8	56.5	4.6	-	63.9	-
PHF	0.000	0.000	0.000	0.250	-	0.250	0.000	0.583	0.250	0.000	-	0.667	0.000	0.000	0.803	0.400	-	0.784	0.000	0.500	0.871	0.625	-	0.885	0.844
Lights	0	0	0	1	-	1	0	6	1	0	-	7	0	0	56	7	-	63	0	6	120	10	-	136	207
% Lights	-	-	-	100.0	-	100.0	-	85.7	100.0	-	-	87.5	-	-	91.8	87.5	-	91.3	-	100.0	98.4	100.0	-	98.6	95.8
Buses	0	0	0	0	-	0	0	1	0	0	-	1	0	0	2	1	-	3	0	0	0	0	-	0	4
% Buses	-	-	-	0.0	-	0.0	-	14.3	0.0	-	-	12.5	-	-	3.3	12.5	-	4.3	-	0.0	0.0	0.0	-	0.0	1.9
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	0	0	2	0	-	2	3
% Single-Unit Trucks	-	-	-	0.0	-	0.0	-	0.0	0.0	-	-	0.0	-	-	1.6	0.0	-	1.4	-	0.0	1.6	0.0	-	1.4	1.4
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	1
% Articulated Trucks	-	-	-	0.0	-	0.0	-	0.0	0.0	-	-	0.0	-	-	1.6	0.0	-	1.4	-	0.0	0.0	0.0	-	0.0	0.5
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	0	0	0	0	-	0	1
% Bicycles on Road	-	-	-	0.0	-	0.0	-	0.0	0.0	-	-	0.0	-	-	1.6	0.0	-	1.4	-	0.0	0.0	0.0	-	0.0	0.5
Pedestrians	-	-	-	-	7	-	-	-	-	-	8	-	-	-	-	-	1	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-

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Count Name: Meadow Rd and Access Dr TMC
Site Code:
Start Date: 07/07/2026

Turning Movement Peak Hour Data (3:15 PM)

Start Time	Access Dr Eastbound						Access Dr Westbound						Meadow Rd Northbound						Meadow 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
3:15 PM	0	4	0	1	2	5	0	3	0	10	0	13	0	2	36	3	0	41	0	3	41	2	0	46	105
3:30 PM	0	0	0	1	5	1	0	4	0	2	1	6	0	0	34	1	0	35	0	2	23	2	0	27	69
3:45 PM	0	2	0	2	0	4	0	3	0	3	0	6	0	0	29	4	0	33	0	3	18	0	0	21	64
4:00 PM	0	4	0	1	1	5	0	3	0	1	0	4	0	1	33	6	0	40	0	7	27	1	0	35	84
Total	0	10	0	5	8	15	0	13	0	16	1	29	0	3	132	14	0	149	0	15	109	5	0	129	322
Approach %	0.0	66.7	0.0	33.3	-	-	0.0	44.8	0.0	55.2	-	-	0.0	2.0	88.6	9.4	-	-	0.0	11.6	84.5	3.9	-	-	-
Total %	0.0	3.1	0.0	1.6	-	4.7	0.0	4.0	0.0	5.0	-	9.0	0.0	0.9	41.0	4.3	-	46.3	0.0	4.7	33.9	1.6	-	40.1	-
PHF	0.000	0.625	0.000	0.625	-	0.750	0.000	0.813	0.000	0.400	-	0.558	0.000	0.375	0.917	0.583	-	0.909	0.000	0.536	0.665	0.625	-	0.701	0.767
Lights	0	10	0	5	-	15	0	13	0	15	-	28	0	3	128	14	-	145	0	15	105	5	-	125	313
% Lights	-	100.0	-	100.0	-	100.0	-	100.0	-	93.8	-	96.6	-	100.0	97.0	100.0	-	97.3	-	100.0	96.3	100.0	-	96.9	97.2
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	1
% Buses	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.9	0.0	-	0.8	0.3
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	0	0	1	0	-	1	2
% Single-Unit Trucks	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.8	0.0	-	0.7	-	0.0	0.9	0.0	-	0.8	0.6
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	0	0	1	0	-	1	2
% Articulated Trucks	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	0.8	0.0	-	0.7	-	0.0	0.9	0.0	-	0.8	0.6
Bicycles on Road	0	0	0	0	-	0	0	0	0	1	-	1	0	0	2	0	-	2	0	0	1	0	-	1	4
% Bicycles on Road	-	0.0	-	0.0	-	0.0	-	0.0	-	6.3	-	3.4	-	0.0	1.5	0.0	-	1.3	-	0.0	0.9	0.0	-	0.8	1.2
Pedestrians	-	-	-	-	8	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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Count Name: Meadow Rd and Access Dr TMC
Site Code:
Start Date: 07/07/2026

Turning Movement Peak Hour Data (4:45 PM)

Start Time	Access Dr Eastbound						Access Dr Westbound						Meadow Rd Northbound						Meadow 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	0	0	0	5	0	0	3	0	9	0	12	0	0	31	0	0	31	0	2	21	0	0	23	66
5:00 PM	0	3	0	0	4	3	0	1	0	4	1	5	0	0	42	5	1	47	0	5	37	0	0	42	97
5:15 PM	0	5	0	0	3	5	0	8	0	2	4	10	0	0	37	1	1	38	0	2	39	1	0	42	95
5:30 PM	0	2	0	0	4	2	0	2	0	1	1	3	0	0	51	1	0	52	0	7	29	0	0	36	93
Total	0	10	0	0	16	10	0	14	0	16	6	30	0	0	161	7	2	168	0	16	126	1	0	143	351
Approach %	0.0	100.0	0.0	0.0	-	-	0.0	46.7	0.0	53.3	-	-	0.0	0.0	95.8	4.2	-	-	0.0	11.2	88.1	0.7	-	-	-
Total %	0.0	2.8	0.0	0.0	-	2.8	0.0	4.0	0.0	4.6	-	8.5	0.0	0.0	45.9	2.0	-	47.9	0.0	4.6	35.9	0.3	-	40.7	-
PHF	0.000	0.500	0.000	0.000	-	0.500	0.000	0.438	0.000	0.444	-	0.625	0.000	0.000	0.789	0.350	-	0.808	0.000	0.571	0.808	0.250	-	0.851	0.905
Lights	0	10	0	0	-	10	0	14	0	15	-	29	0	0	158	7	-	165	0	15	123	1	-	139	343
% Lights	-	100.0	-	-	-	100.0	-	100.0	-	93.8	-	96.7	-	-	98.1	100.0	-	98.2	-	93.8	97.6	100.0	-	97.2	97.7
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
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	0	0	1	0	-	1	2
% Single-Unit Trucks	-	0.0	-	-	-	0.0	-	0.0	-	0.0	-	0.0	-	-	0.6	0.0	-	0.6	-	0.0	0.8	0.0	-	0.7	0.6
Articulated Trucks	0	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	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	0	-	0	0	0	0	1	-	1	0	0	2	0	-	2	0	1	2	0	-	3	6
% Bicycles on Road	-	0.0	-	-	-	0.0	-	0.0	-	6.3	-	3.3	-	-	1.2	0.0	-	1.2	-	6.3	1.6	0.0	-	2.1	1.7
Pedestrians	-	-	-	-	16	-	-	-	-	-	6	-	-	-	-	-	2	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-

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(847)518-9990 abowen@kloainc.com

Count Name: Meadow+Rd+and+Lincoln+Ave
TMC
Site Code:
Start Date: 08/20/2026

Turning Movement Data

Start Time	Lincoln Ave Westbound					Meadow Rd Northbound					Meadow Rd Southbound					
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	Int. Total
7:00 AM	0	2	0	3	2	0	14	0	0	14	0	2	28	0	30	46
7:15 AM	0	1	0	3	1	0	13	3	0	16	0	2	37	0	39	56
7:30 AM	0	2	1	1	3	0	27	1	0	28	0	2	72	2	74	105
7:45 AM	0	2	1	1	3	0	21	7	0	28	0	3	55	1	58	89
Hourly Total	0	7	2	8	9	0	75	11	0	86	0	9	192	3	201	296
8:00 AM	0	7	2	14	9	0	22	1	0	23	0	1	36	0	37	69
8:15 AM	0	2	1	1	3	0	28	0	0	28	0	2	39	1	41	72
8:30 AM	0	0	2	3	2	0	30	5	0	35	0	4	22	1	26	63
8:45 AM	0	2	1	0	3	0	25	4	0	29	0	5	28	0	33	65
Hourly Total	0	11	6	18	17	0	105	10	0	115	0	12	125	2	137	269
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	0	0	2	4	2	0	18	0	1	18	0	2	27	0	29	49
2:15 PM	0	6	4	6	10	0	20	3	0	23	0	1	31	1	32	65
2:30 PM	0	2	2	3	4	0	30	1	0	31	0	3	34	0	37	72
2:45 PM	0	7	1	5	8	0	23	0	0	23	0	0	25	1	25	56
Hourly Total	0	15	9	18	24	0	91	4	1	95	0	6	117	2	123	242
3:00 PM	0	2	0	0	2	0	15	0	0	15	0	7	36	0	43	60
3:15 PM	0	4	0	2	4	0	33	1	0	34	0	5	40	0	45	83
3:30 PM	0	6	2	2	8	0	47	4	0	51	0	4	24	0	28	87
3:45 PM	0	3	3	4	6	0	53	4	0	57	0	3	35	0	38	101
Hourly Total	0	15	5	8	20	0	148	9	0	157	0	19	135	0	154	331
4:00 PM	0	7	1	3	8	0	39	3	0	42	0	2	31	2	33	83
4:15 PM	0	5	2	2	7	0	24	3	0	27	0	0	30	0	30	64
4:30 PM	0	2	1	3	3	0	30	1	0	31	0	6	35	0	41	75
4:45 PM	0	5	2	0	7	0	29	3	0	32	0	4	30	0	34	73
Hourly Total	0	19	6	8	25	0	122	10	0	132	0	12	126	2	138	295
5:00 PM	0	6	0	2	6	0	34	6	0	40	0	4	34	0	38	84
5:15 PM	0	5	2	3	7	0	27	0	1	27	0	3	38	0	41	75
5:30 PM	0	4	0	4	4	0	34	4	0	38	0	0	35	0	35	77
5:45 PM	0	2	2	1	4	0	33	1	0	34	0	1	35	0	36	74
Hourly Total	0	17	4	10	21	0	128	11	1	139	0	8	142	0	150	310
Grand Total	0	84	32	70	116	0	669	55	2	724	0	66	837	9	903	1743
Approach %	0.0	72.4	27.6	-	-	0.0	92.4	7.6	-	-	0.0	7.3	92.7	-	-	-
Total %	0.0	4.8	1.8	-	6.7	0.0	38.4	3.2	-	41.5	0.0	3.8	48.0	-	51.8	-
Lights	0	80	32	-	112	0	654	53	-	707	0	61	819	-	880	1699
% Lights	-	95.2	100.0	-	96.6	-	97.8	96.4	-	97.7	-	92.4	97.8	-	97.5	97.5

Buses	0	1	0	-	1	0	3	0	-	3	0	3	1	-	4	8
% Buses	-	1.2	0.0	-	0.9	-	0.4	0.0	-	0.4	-	4.5	0.1	-	0.4	0.5
Single-Unit Trucks	0	2	0	-	2	0	8	1	-	9	0	2	8	-	10	21
% Single-Unit Trucks	-	2.4	0.0	-	1.7	-	1.2	1.8	-	1.2	-	3.0	1.0	-	1.1	1.2
Articulated Trucks	0	0	0	-	0	0	1	1	-	2	0	0	1	-	1	3
% Articulated Trucks	-	0.0	0.0	-	0.0	-	0.1	1.8	-	0.3	-	0.0	0.1	-	0.1	0.2
Bicycles on Road	0	1	0	-	1	0	3	0	-	3	0	0	8	-	8	12
% Bicycles on Road	-	1.2	0.0	-	0.9	-	0.4	0.0	-	0.4	-	0.0	1.0	-	0.9	0.7
Pedestrians	-	-	-	70	-	-	-	-	2	-	-	-	-	9	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

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Count Name: Meadow+Rd+and+Lincoln+Ave
TMC
Site Code:
Start Date: 08/20/2026

Turning Movement Peak Hour Data (7:45 AM)

Start Time	Lincoln Ave Westbound					Meadow Rd Northbound					Meadow Rd Southbound					
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	Int. Total
7:45 AM	0	2	1	1	3	0	21	7	0	28	0	3	55	1	58	89
8:00 AM	0	7	2	14	9	0	22	1	0	23	0	1	36	0	37	69
8:15 AM	0	2	1	1	3	0	28	0	0	28	0	2	39	1	41	72
8:30 AM	0	0	2	3	2	0	30	5	0	35	0	4	22	1	26	63
Total	0	11	6	19	17	0	101	13	0	114	0	10	152	3	162	293
Approach %	0.0	64.7	35.3	-	-	0.0	88.6	11.4	-	-	0.0	6.2	93.8	-	-	-
Total %	0.0	3.8	2.0	-	5.8	0.0	34.5	4.4	-	38.9	0.0	3.4	51.9	-	55.3	-
PHF	0.000	0.393	0.750	-	0.472	0.000	0.842	0.464	-	0.814	0.000	0.625	0.691	-	0.698	0.823
Lights	0	11	6	-	17	0	99	13	-	112	0	9	149	-	158	287
% Lights	-	100.0	100.0	-	100.0	-	98.0	100.0	-	98.2	-	90.0	98.0	-	97.5	98.0
Buses	0	0	0	-	0	0	0	0	-	0	0	1	0	-	1	1
% Buses	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	10.0	0.0	-	0.6	0.3
Single-Unit Trucks	0	0	0	-	0	0	0	0	-	0	0	0	2	-	2	2
% Single-Unit Trucks	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	1.3	-	1.2	0.7
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	-	0	0	2	0	-	2	0	0	1	-	1	3
% Bicycles on Road	-	0.0	0.0	-	0.0	-	2.0	0.0	-	1.8	-	0.0	0.7	-	0.6	1.0
Pedestrians	-	-	-	19	-	-	-	-	0	-	-	-	-	3	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	-	-	100.0	-	-

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Count Name: Meadow+Rd+and+Lincoln+Ave
TMC
Site Code:
Start Date: 08/20/2026

Turning Movement Peak Hour Data (3:15 PM)

Start Time	Lincoln Ave Westbound					Meadow Rd Northbound					Meadow Rd Southbound					
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	Int. Total
3:15 PM	0	4	0	2	4	0	33	1	0	34	0	5	40	0	45	83
3:30 PM	0	6	2	2	8	0	47	4	0	51	0	4	24	0	28	87
3:45 PM	0	3	3	4	6	0	53	4	0	57	0	3	35	0	38	101
4:00 PM	0	7	1	3	8	0	39	3	0	42	0	2	31	2	33	83
Total	0	20	6	11	26	0	172	12	0	184	0	14	130	2	144	354
Approach %	0.0	76.9	23.1	-	-	0.0	93.5	6.5	-	-	0.0	9.7	90.3	-	-	-
Total %	0.0	5.6	1.7	-	7.3	0.0	48.6	3.4	-	52.0	0.0	4.0	36.7	-	40.7	-
PHF	0.000	0.714	0.500	-	0.813	0.000	0.811	0.750	-	0.807	0.000	0.700	0.813	-	0.800	0.876
Lights	0	19	6	-	25	0	170	12	-	182	0	13	124	-	137	344
% Lights	-	95.0	100.0	-	96.2	-	98.8	100.0	-	98.9	-	92.9	95.4	-	95.1	97.2
Buses	0	0	0	-	0	0	0	0	-	0	0	1	1	-	2	2
% Buses	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	7.1	0.8	-	1.4	0.6
Single-Unit Trucks	0	0	0	-	0	0	2	0	-	2	0	0	3	-	3	5
% Single-Unit Trucks	-	0.0	0.0	-	0.0	-	1.2	0.0	-	1.1	-	0.0	2.3	-	2.1	1.4
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	1	0	-	1	0	0	0	-	0	0	0	2	-	2	3
% Bicycles on Road	-	5.0	0.0	-	3.8	-	0.0	0.0	-	0.0	-	0.0	1.5	-	1.4	0.8
Pedestrians	-	-	-	11	-	-	-	-	0	-	-	-	-	2	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	-	-	100.0	-	-

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Count Name: Meadow+Rd+and+Lincoln+Ave
TMC
Site Code:
Start Date: 08/20/2026

Turning Movement Peak Hour Data (4:45 PM)

Start Time	Lincoln Ave Westbound					Meadow Rd Northbound					Meadow Rd Southbound					
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	Int. Total
4:45 PM	0	5	2	0	7	0	29	3	0	32	0	4	30	0	34	73
5:00 PM	0	6	0	2	6	0	34	6	0	40	0	4	34	0	38	84
5:15 PM	0	5	2	3	7	0	27	0	1	27	0	3	38	0	41	75
5:30 PM	0	4	0	4	4	0	34	4	0	38	0	0	35	0	35	77
Total	0	20	4	9	24	0	124	13	1	137	0	11	137	0	148	309
Approach %	0.0	83.3	16.7	-	-	0.0	90.5	9.5	-	-	0.0	7.4	92.6	-	-	-
Total %	0.0	6.5	1.3	-	7.8	0.0	40.1	4.2	-	44.3	0.0	3.6	44.3	-	47.9	-
PHF	0.000	0.833	0.500	-	0.857	0.000	0.912	0.542	-	0.856	0.000	0.688	0.901	-	0.902	0.920
Lights	0	20	4	-	24	0	122	13	-	135	0	11	137	-	148	307
% Lights	-	100.0	100.0	-	100.0	-	98.4	100.0	-	98.5	-	100.0	100.0	-	100.0	99.4
Buses	0	0	0	-	0	0	1	0	-	1	0	0	0	-	0	1
% Buses	-	0.0	0.0	-	0.0	-	0.8	0.0	-	0.7	-	0.0	0.0	-	0.0	0.3
Single-Unit Trucks	0	0	0	-	0	0	1	0	-	1	0	0	0	-	0	1
% Single-Unit Trucks	-	0.0	0.0	-	0.0	-	0.8	0.0	-	0.7	-	0.0	0.0	-	0.0	0.3
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	-	-	-	9	-	-	-	-	1	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	-	-	-

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Count Name: Sherman+Rd+and+Meadow+Rd
TMC
Site Code:
Start Date: 08/20/2026

Turning Movement Data

Start Time	Sherman Rd Eastbound						Sherman Rd Westbound						Meadow Rd Northbound						Meadow 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	
7:00 AM	0	8	46	8	0	62	0	4	41	0	1	45	0	8	5	1	2	14	0	1	8	4	2	13	134
7:15 AM	0	8	29	9	0	46	0	5	52	4	1	61	0	7	1	1	2	9	0	3	7	7	2	17	133
7:30 AM	0	9	54	15	0	78	0	4	87	1	0	92	0	21	2	1	6	24	0	3	8	18	1	29	223
7:45 AM	0	14	81	22	3	117	0	10	51	4	5	65	0	10	5	0	4	15	0	1	11	17	3	29	226
Hourly Total	0	39	210	54	3	303	0	23	231	9	7	263	0	46	13	3	14	62	0	8	34	46	8	88	716
8:00 AM	0	19	70	34	2	123	0	3	59	8	1	70	0	6	6	6	4	18	0	4	29	3	2	36	247
8:15 AM	0	11	51	16	0	78	0	5	42	5	3	52	0	19	7	2	2	28	0	3	14	7	1	24	182
8:30 AM	0	7	80	11	1	98	0	10	58	3	0	71	0	15	8	4	2	27	0	2	6	5	2	13	209
8:45 AM	0	14	68	7	2	89	0	0	52	10	4	62	0	21	20	2	1	43	0	8	10	9	3	27	221
Hourly Total	0	51	269	68	5	388	0	18	211	26	8	255	0	61	41	14	9	116	0	17	59	24	8	100	859
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	0	27	66	11	15	104	0	5	75	4	9	84	0	12	7	4	8	23	0	9	10	13	16	32	243
2:15 PM	0	18	62	5	2	85	0	6	65	8	13	79	0	16	5	1	11	22	0	8	5	20	5	33	219
2:30 PM	0	19	61	11	7	91	0	6	83	5	5	94	0	5	6	0	5	11	0	5	10	20	4	35	231
2:45 PM	0	14	46	10	0	70	0	7	97	9	4	113	0	9	7	5	2	21	0	4	4	22	4	30	234
Hourly Total	0	78	235	37	24	350	0	24	320	26	31	370	0	42	25	10	26	77	0	26	29	75	29	130	927
3:00 PM	0	19	43	9	3	71	0	5	62	5	9	72	0	13	8	3	10	24	1	5	8	14	1	28	195
3:15 PM	0	24	106	24	1	154	0	6	74	5	0	85	0	13	6	2	6	21	0	5	12	22	0	39	299
3:30 PM	0	31	106	22	4	159	0	1	81	5	3	87	0	15	15	5	4	35	0	5	4	23	2	32	313
3:45 PM	0	31	81	13	17	125	0	4	81	9	7	94	0	33	10	5	10	48	0	8	9	18	11	35	302
Hourly Total	0	105	336	68	25	509	0	16	298	24	19	338	0	74	39	15	30	128	1	23	33	77	14	134	1109
4:00 PM	0	23	69	12	7	104	0	5	68	5	11	78	0	19	8	4	6	31	0	9	12	21	7	42	255
4:15 PM	0	24	56	14	3	94	0	3	64	8	11	75	0	14	6	5	0	25	0	8	5	20	5	33	227
4:30 PM	0	19	67	10	5	96	0	5	85	8	1	98	0	10	11	9	9	30	0	5	12	18	8	35	259
4:45 PM	0	14	43	15	7	72	0	4	82	6	4	92	0	12	11	3	12	26	0	5	9	18	2	32	222
Hourly Total	0	80	235	51	22	366	0	17	299	27	27	343	0	55	36	21	27	112	0	27	38	77	22	142	963
5:00 PM	0	20	78	13	15	111	0	3	87	12	5	102	0	20	19	7	12	46	0	6	8	27	10	41	300
5:15 PM	0	16	68	16	6	100	0	4	87	6	6	97	0	12	10	4	10	26	0	5	13	18	11	36	259
5:30 PM	0	16	76	16	9	108	0	7	79	6	4	92	0	16	17	4	6	37	0	11	9	20	8	40	277
5:45 PM	0	16	90	17	13	123	0	6	55	5	14	66	0	11	12	7	15	30	0	6	12	10	16	28	247
Hourly Total	0	68	312	62	43	442	0	20	308	29	29	357	0	59	58	22	43	139	0	28	42	75	45	145	1083
Grand Total	0	421	1597	340	122	2358	0	118	1667	141	121	1926	0	337	212	85	149	634	1	129	235	374	126	739	5657
Approach %	0.0	17.9	67.7	14.4	-	-	0.0	6.1	86.6	7.3	-	-	0.0	53.2	33.4	13.4	-	-	0.1	17.5	31.8	50.6	-	-	-
Total %	0.0	7.4	28.2	6.0	-	41.7	0.0	2.1	29.5	2.5	-	34.0	0.0	6.0	3.7	1.5	-	11.2	0.0	2.3	4.2	6.6	-	13.1	-
Lights	0	406	1527	327	-	2260	0	111	1595	140	-	1846	0	333	205	82	-	620	1	128	227	360	-	716	5442

% Lights	-	96.4	95.6	96.2	-	95.8	-	94.1	95.7	99.3	-	95.8	-	98.8	96.7	96.5	-	97.8	100.0	99.2	96.6	96.3	-	96.9	96.2
Buses	0	3	17	3	-	23	0	5	16	0	-	21	0	1	2	2	-	5	0	0	1	1	-	2	51
% Buses	-	0.7	1.1	0.9	-	1.0	-	4.2	1.0	0.0	-	1.1	-	0.3	0.9	2.4	-	0.8	0.0	0.0	0.4	0.3	-	0.3	0.9
Single-Unit Trucks	0	9	40	4	-	53	0	2	46	0	-	48	0	2	2	1	-	5	0	1	2	11	-	14	120
% Single-Unit Trucks	-	2.1	2.5	1.2	-	2.2	-	1.7	2.8	0.0	-	2.5	-	0.6	0.9	1.2	-	0.8	0.0	0.8	0.9	2.9	-	1.9	2.1
Articulated Trucks	0	0	12	3	-	15	0	0	6	0	-	6	0	0	0	0	-	0	0	0	0	0	-	0	21
% Articulated Trucks	-	0.0	0.8	0.9	-	0.6	-	0.0	0.4	0.0	-	0.3	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.4
Bicycles on Road	0	3	1	3	-	7	0	0	4	1	-	5	0	1	3	0	-	4	0	0	5	2	-	7	23
% Bicycles on Road	-	0.7	0.1	0.9	-	0.3	-	0.0	0.2	0.7	-	0.3	-	0.3	1.4	0.0	-	0.6	0.0	0.0	2.1	0.5	-	0.9	0.4
Pedestrians	-	-	-	-	122	-	-	-	-	-	121	-	-	-	-	-	149	-	-	-	-	-	126	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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Count Name: Sherman+Rd+and+Meadow+Rd
TMC
Site Code:
Start Date: 08/20/2026

Turning Movement Peak Hour Data (7:45 AM)

Start Time	Sherman Rd Eastbound						Sherman Rd Westbound						Meadow Rd Northbound						Meadow 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
7:45 AM	0	14	81	22	3	117	0	10	51	4	5	65	0	10	5	0	4	15	0	1	11	17	3	29	226
8:00 AM	0	19	70	34	2	123	0	3	59	8	1	70	0	6	6	6	4	18	0	4	29	3	2	36	247
8:15 AM	0	11	51	16	0	78	0	5	42	5	3	52	0	19	7	2	2	28	0	3	14	7	1	24	182
8:30 AM	0	7	80	11	1	98	0	10	58	3	0	71	0	15	8	4	2	27	0	2	6	5	2	13	209
Total	0	51	282	83	6	416	0	28	210	20	9	258	0	50	26	12	12	88	0	10	60	32	8	102	864
Approach %	0.0	12.3	67.8	20.0	-	-	0.0	10.9	81.4	7.8	-	-	0.0	56.8	29.5	13.6	-	-	0.0	9.8	58.8	31.4	-	-	-
Total %	0.0	5.9	32.6	9.6	-	48.1	0.0	3.2	24.3	2.3	-	29.9	0.0	5.8	3.0	1.4	-	10.2	0.0	1.2	6.9	3.7	-	11.8	-
PHF	0.000	0.671	0.870	0.610	-	0.846	0.000	0.700	0.890	0.625	-	0.908	0.000	0.658	0.813	0.500	-	0.786	0.000	0.625	0.517	0.471	-	0.708	0.874
Lights	0	51	263	80	-	394	0	24	198	20	-	242	0	50	24	11	-	85	0	10	58	32	-	100	821
% Lights	-	100.0	93.3	96.4	-	94.7	-	85.7	94.3	100.0	-	93.8	-	100.0	92.3	91.7	-	96.6	-	100.0	96.7	100.0	-	98.0	95.0
Buses	0	0	5	1	-	6	0	2	5	0	-	7	0	0	1	1	-	2	0	0	1	0	-	1	16
% Buses	-	0.0	1.8	1.2	-	1.4	-	7.1	2.4	0.0	-	2.7	-	0.0	3.8	8.3	-	2.3	-	0.0	1.7	0.0	-	1.0	1.9
Single-Unit Trucks	0	0	10	2	-	12	0	2	7	0	-	9	0	0	1	0	-	1	0	0	0	0	-	0	22
% Single-Unit Trucks	-	0.0	3.5	2.4	-	2.9	-	7.1	3.3	0.0	-	3.5	-	0.0	3.8	0.0	-	1.1	-	0.0	0.0	0.0	-	0.0	2.5
Articulated Trucks	0	0	4	0	-	4	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	4
% Articulated Trucks	-	0.0	1.4	0.0	-	1.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.5
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	1
% 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	1.7	0.0	-	1.0	0.1
Pedestrians	-	-	-	-	6	-	-	-	-	-	9	-	-	-	-	-	12	-	-	-	-	-	8	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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(847)518-9990 abowen@kloainc.com

Count Name: Sherman+Rd+and+Meadow+Rd
TMC
Site Code:
Start Date: 08/20/2026

Turning Movement Peak Hour Data (3:15 PM)

Start Time	Sherman Rd Eastbound						Sherman Rd Westbound						Meadow Rd Northbound						Meadow 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
3:15 PM	0	24	106	24	1	154	0	6	74	5	0	85	0	13	6	2	6	21	0	5	12	22	0	39	299
3:30 PM	0	31	106	22	4	159	0	1	81	5	3	87	0	15	15	5	4	35	0	5	4	23	2	32	313
3:45 PM	0	31	81	13	17	125	0	4	81	9	7	94	0	33	10	5	10	48	0	8	9	18	11	35	302
4:00 PM	0	23	69	12	7	104	0	5	68	5	11	78	0	19	8	4	6	31	0	9	12	21	7	42	255
Total	0	109	362	71	29	542	0	16	304	24	21	344	0	80	39	16	26	135	0	27	37	84	20	148	1169
Approach %	0.0	20.1	66.8	13.1	-	-	0.0	4.7	88.4	7.0	-	-	0.0	59.3	28.9	11.9	-	-	0.0	18.2	25.0	56.8	-	-	-
Total %	0.0	9.3	31.0	6.1	-	46.4	0.0	1.4	26.0	2.1	-	29.4	0.0	6.8	3.3	1.4	-	11.5	0.0	2.3	3.2	7.2	-	12.7	-
PHF	0.000	0.879	0.854	0.740	-	0.852	0.000	0.667	0.938	0.667	-	0.915	0.000	0.606	0.650	0.800	-	0.703	0.000	0.750	0.771	0.913	-	0.881	0.934
Lights	0	106	352	70	-	528	0	16	287	23	-	326	0	79	38	15	-	132	0	27	36	83	-	146	1132
% Lights	-	97.2	97.2	98.6	-	97.4	-	100.0	94.4	95.8	-	94.8	-	98.8	97.4	93.8	-	97.8	-	100.0	97.3	98.8	-	98.6	96.8
Buses	0	1	1	1	-	3	0	0	6	0	-	6	0	1	1	1	-	3	0	0	0	0	-	0	12
% Buses	-	0.9	0.3	1.4	-	0.6	-	0.0	2.0	0.0	-	1.7	-	1.3	2.6	6.3	-	2.2	-	0.0	0.0	0.0	-	0.0	1.0
Single-Unit Trucks	0	2	8	0	-	10	0	0	9	0	-	9	0	0	0	0	-	0	0	0	1	1	-	2	21
% Single-Unit Trucks	-	1.8	2.2	0.0	-	1.8	-	0.0	3.0	0.0	-	2.6	-	0.0	0.0	0.0	-	0.0	-	0.0	2.7	1.2	-	1.4	1.8
Articulated Trucks	0	0	1	0	-	1	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	2
% Articulated Trucks	-	0.0	0.3	0.0	-	0.2	-	0.0	0.3	0.0	-	0.3	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.2
Bicycles on Road	0	0	0	0	-	0	0	0	1	1	-	2	0	0	0	0	-	0	0	0	0	0	-	0	2
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.3	4.2	-	0.6	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.2
Pedestrians	-	-	-	-	29	-	-	-	-	-	21	-	-	-	-	-	26	-	-	-	-	-	20	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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9575 W. Higgins Rd., Suite 400

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

Count Name: Sherman+Rd+and+Meadow+Rd
TMC
Site Code:
Start Date: 08/20/2026

Turning Movement Peak Hour Data (4:45 PM)

Start Time	Sherman Rd Eastbound						Sherman Rd Westbound						Meadow Rd Northbound						Meadow 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	14	43	15	7	72	0	4	82	6	4	92	0	12	11	3	12	26	0	5	9	18	2	32	222
5:00 PM	0	20	78	13	15	111	0	3	87	12	5	102	0	20	19	7	12	46	0	6	8	27	10	41	300
5:15 PM	0	16	68	16	6	100	0	4	87	6	6	97	0	12	10	4	10	26	0	5	13	18	11	36	259
5:30 PM	0	16	76	16	9	108	0	7	79	6	4	92	0	16	17	4	6	37	0	11	9	20	8	40	277
Total	0	66	265	60	37	391	0	18	335	30	19	383	0	60	57	18	40	135	0	27	39	83	31	149	1058
Approach %	0.0	16.9	67.8	15.3	-	-	0.0	4.7	87.5	7.8	-	-	0.0	44.4	42.2	13.3	-	-	0.0	18.1	26.2	55.7	-	-	-
Total %	0.0	6.2	25.0	5.7	-	37.0	0.0	1.7	31.7	2.8	-	36.2	0.0	5.7	5.4	1.7	-	12.8	0.0	2.6	3.7	7.8	-	14.1	-
PHF	0.000	0.825	0.849	0.938	-	0.881	0.000	0.643	0.963	0.625	-	0.939	0.000	0.750	0.750	0.643	-	0.734	0.000	0.614	0.750	0.769	-	0.909	0.882
Lights	0	66	262	56	-	384	0	18	330	30	-	378	0	59	54	18	-	131	0	27	39	81	-	147	1040
% Lights	-	100.0	98.9	93.3	-	98.2	-	100.0	98.5	100.0	-	98.7	-	98.3	94.7	100.0	-	97.0	-	100.0	100.0	97.6	-	98.7	98.3
Buses	0	0	1	0	-	1	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	2
% Buses	-	0.0	0.4	0.0	-	0.3	-	0.0	0.3	0.0	-	0.3	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.2
Single-Unit Trucks	0	0	1	1	-	2	0	0	4	0	-	4	0	0	0	0	-	0	0	0	0	1	-	1	7
% Single-Unit Trucks	-	0.0	0.4	1.7	-	0.5	-	0.0	1.2	0.0	-	1.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	1.2	-	0.7	0.7
Articulated Trucks	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1
% Articulated Trucks	-	0.0	0.4	0.0	-	0.3	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.1
Bicycles on Road	0	0	0	3	-	3	0	0	0	0	-	0	0	1	3	0	-	4	0	0	0	1	-	1	8
% Bicycles on Road	-	0.0	0.0	5.0	-	0.8	-	0.0	0.0	0.0	-	0.0	-	1.7	5.3	0.0	-	3.0	-	0.0	0.0	1.2	-	0.7	0.8
Pedestrians	-	-	-	-	37	-	-	-	-	-	19	-	-	-	-	-	40	-	-	-	-	-	31	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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Count Name: Shermer+Road+with+Church+Street TMC
Site Code:
Start Date: 08/20/2026

Turning Movement Data

Start Time	Church st Eastbound						Church st Westbound						Sherman Rd Northbound						Sherman 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	
7:00 AM	0	10	2	1	0	13	0	2	9	6	1	17	0	3	43	0	0	46	0	1	43	13	0	57	133
7:15 AM	0	14	8	2	1	24	0	1	10	5	6	16	0	0	31	1	1	32	0	5	60	16	0	81	153
7:30 AM	0	10	17	2	2	29	0	10	3	3	2	16	0	6	52	3	0	61	0	7	81	22	2	110	216
7:45 AM	0	25	31	3	2	59	0	6	17	6	3	29	0	4	74	8	5	86	0	2	54	21	0	77	251
Hourly Total	0	59	58	8	5	125	0	19	39	20	12	78	0	13	200	12	6	225	0	15	238	72	2	325	753
8:00 AM	0	23	36	2	0	61	0	7	24	9	4	40	0	1	71	4	0	76	0	9	64	20	40	93	270
8:15 AM	0	27	24	5	1	56	0	6	34	33	2	73	0	1	46	3	1	50	0	5	49	26	32	80	259
8:30 AM	0	29	7	4	0	40	0	2	11	8	6	21	0	6	69	2	7	77	0	0	69	29	1	98	236
8:45 AM	0	40	6	4	1	50	0	5	15	3	3	23	0	3	71	3	1	77	0	2	60	22	1	84	234
Hourly Total	0	119	73	15	2	207	0	20	84	53	15	157	0	11	257	12	9	280	0	16	242	97	74	355	999
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	0	48	7	5	1	60	0	4	12	1	0	17	0	6	71	2	1	79	0	0	71	36	1	107	263
2:15 PM	0	40	5	10	0	55	0	2	4	2	8	8	0	4	70	1	0	75	0	4	73	37	0	114	252
2:30 PM	0	44	12	5	1	61	0	4	9	8	1	21	0	7	57	2	0	66	0	3	85	37	1	125	273
2:45 PM	0	41	10	14	0	65	0	2	8	3	3	13	0	2	51	2	2	55	0	5	98	50	0	153	286
Hourly Total	0	173	34	34	2	241	0	12	33	14	12	59	0	19	249	7	3	275	0	12	327	160	2	499	1074
3:00 PM	0	35	16	1	1	52	0	2	7	2	0	11	0	6	41	2	1	49	0	6	79	36	0	121	233
3:15 PM	0	31	20	7	6	58	0	7	6	3	0	16	0	10	97	8	1	115	0	6	74	42	1	122	311
3:30 PM	0	34	18	12	0	64	0	6	13	16	1	35	0	6	99	10	0	115	0	2	74	35	17	111	325
3:45 PM	0	40	11	6	0	57	0	11	38	19	7	68	0	4	81	6	1	91	0	4	82	43	48	129	345
Hourly Total	0	140	65	26	7	231	0	26	64	40	8	130	0	26	318	26	3	370	0	18	309	156	66	483	1214
4:00 PM	0	50	11	7	2	68	0	5	13	8	1	26	0	9	72	7	2	88	0	4	67	38	3	109	291
4:15 PM	0	50	7	8	2	65	0	3	15	6	7	24	0	15	58	0	3	73	0	4	72	41	5	117	279
4:30 PM	0	39	10	2	7	51	0	3	8	5	3	16	0	4	71	4	3	79	0	8	96	41	3	145	291
4:45 PM	0	38	9	2	1	49	0	3	9	5	6	17	0	3	48	1	1	52	0	4	101	59	5	164	282
Hourly Total	0	177	37	19	12	233	0	14	45	24	17	83	0	31	249	12	9	292	0	20	336	179	16	535	1143
5:00 PM	0	43	14	7	2	64	0	6	16	2	3	24	0	6	74	3	1	83	0	1	74	40	5	115	286
5:15 PM	0	37	17	8	1	62	0	5	18	3	3	26	0	3	69	4	0	76	0	4	95	43	5	142	306
5:30 PM	0	19	9	5	4	33	0	2	13	6	4	21	0	2	82	3	1	87	0	5	87	46	3	138	279
5:45 PM	0	27	10	3	6	40	0	1	8	6	6	15	0	8	88	4	1	100	0	1	63	40	1	104	259
Hourly Total	0	126	50	23	13	199	0	14	55	17	16	86	0	19	313	14	3	346	0	11	319	169	14	499	1130
Grand Total	0	794	317	125	41	1236	0	105	320	168	80	593	0	119	1586	83	33	1788	0	92	1771	833	174	2696	6313
Approach %	0.0	64.2	25.6	10.1	-	-	0.0	17.7	54.0	28.3	-	-	0.0	6.7	88.7	4.6	-	-	0.0	3.4	65.7	30.9	-	-	-
Total %	0.0	12.6	5.0	2.0	-	19.6	0.0	1.7	5.1	2.7	-	9.4	0.0	1.9	25.1	1.3	-	28.3	0.0	1.5	28.1	13.2	-	42.7	-
Lights	0	785	300	122	-	1207	0	102	312	162	-	576	0	117	1514	80	-	1711	0	90	1697	819	-	2606	6100

% Lights	-	98.9	94.6	97.6	-	97.7	-	97.1	97.5	96.4	-	97.1	-	98.3	95.5	96.4	-	95.7	-	97.8	95.8	98.3	-	96.7	96.6
Buses	0	2	2	2	-	6	0	2	2	1	-	5	0	1	19	1	-	21	0	1	17	3	-	21	53
% Buses	-	0.3	0.6	1.6	-	0.5	-	1.9	0.6	0.6	-	0.8	-	0.8	1.2	1.2	-	1.2	-	1.1	1.0	0.4	-	0.8	0.8
Single-Unit Trucks	0	1	1	0	-	2	0	1	3	3	-	7	0	1	39	2	-	42	0	0	49	1	-	50	101
% Single-Unit Trucks	-	0.1	0.3	0.0	-	0.2	-	1.0	0.9	1.8	-	1.2	-	0.8	2.5	2.4	-	2.3	-	0.0	2.8	0.1	-	1.9	1.6
Articulated Trucks	0	2	2	0	-	4	0	0	0	1	-	1	0	0	8	0	-	8	0	0	5	4	-	9	22
% Articulated Trucks	-	0.3	0.6	0.0	-	0.3	-	0.0	0.0	0.6	-	0.2	-	0.0	0.5	0.0	-	0.4	-	0.0	0.3	0.5	-	0.3	0.3
Bicycles on Road	0	4	12	1	-	17	0	0	3	1	-	4	0	0	6	0	-	6	0	1	3	6	-	10	37
% Bicycles on Road	-	0.5	3.8	0.8	-	1.4	-	0.0	0.9	0.6	-	0.7	-	0.0	0.4	0.0	-	0.3	-	1.1	0.2	0.7	-	0.4	0.6
Pedestrians	-	-	-	-	41	-	-	-	-	-	80	-	-	-	-	-	33	-	-	-	-	-	174	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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

Count Name: Shermer+Road+with+Church+Street TMC
Site Code:
Start Date: 08/20/2026

Turning Movement Peak Hour Data (7:45 AM)

Start Time	Church st Eastbound						Church st Westbound						Sherman Rd Northbound						Sherman 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	
7:45 AM	0	25	31	3	2	59	0	6	17	6	3	29	0	4	74	8	5	86	0	2	54	21	0	77	251
8:00 AM	0	23	36	2	0	61	0	7	24	9	4	40	0	1	71	4	0	76	0	9	64	20	40	93	270
8:15 AM	0	27	24	5	1	56	0	6	34	33	2	73	0	1	46	3	1	50	0	5	49	26	32	80	259
8:30 AM	0	29	7	4	0	40	0	2	11	8	6	21	0	6	69	2	7	77	0	0	69	29	1	98	236
Total	0	104	98	14	3	216	0	21	86	56	15	163	0	12	260	17	13	289	0	16	236	96	73	348	1016
Approach %	0.0	48.1	45.4	6.5	-	-	0.0	12.9	52.8	34.4	-	-	0.0	4.2	90.0	5.9	-	-	0.0	4.6	67.8	27.6	-	-	-
Total %	0.0	10.2	9.6	1.4	-	21.3	0.0	2.1	8.5	5.5	-	16.0	0.0	1.2	25.6	1.7	-	28.4	0.0	1.6	23.2	9.4	-	34.3	-
PHF	0.000	0.897	0.681	0.700	-	0.885	0.000	0.750	0.632	0.424	-	0.558	0.000	0.500	0.878	0.531	-	0.840	0.000	0.444	0.855	0.828	-	0.888	0.941
Lights	0	103	90	12	-	205	0	20	83	54	-	157	0	11	242	15	-	268	0	15	222	92	-	329	959
% Lights	-	99.0	91.8	85.7	-	94.9	-	95.2	96.5	96.4	-	96.3	-	91.7	93.1	88.2	-	92.7	-	93.8	94.1	95.8	-	94.5	94.4
Buses	0	1	0	1	-	2	0	1	1	0	-	2	0	1	7	1	-	9	0	1	5	0	-	6	19
% Buses	-	1.0	0.0	7.1	-	0.9	-	4.8	1.2	0.0	-	1.2	-	8.3	2.7	5.9	-	3.1	-	6.3	2.1	0.0	-	1.7	1.9
Single-Unit Trucks	0	0	0	0	-	0	0	0	1	1	-	2	0	0	9	1	-	10	0	0	9	0	-	9	21
% Single-Unit Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	1.2	1.8	-	1.2	-	0.0	3.5	5.9	-	3.5	-	0.0	3.8	0.0	-	2.6	2.1
Articulated Trucks	0	0	0	0	-	0	0	0	0	1	-	1	0	0	1	0	-	1	0	0	0	2	-	2	4
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	1.8	-	0.6	-	0.0	0.4	0.0	-	0.3	-	0.0	0.0	2.1	-	0.6	0.4
Bicycles on Road	0	0	8	1	-	9	0	0	1	0	-	1	0	0	1	0	-	1	0	0	0	2	-	2	13
% Bicycles on Road	-	0.0	8.2	7.1	-	4.2	-	0.0	1.2	0.0	-	0.6	-	0.0	0.4	0.0	-	0.3	-	0.0	0.0	2.1	-	0.6	1.3
Pedestrians	-	-	-	-	3	-	-	-	-	-	15	-	-	-	-	-	13	-	-	-	-	-	73	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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(847)518-9990 abowen@kloainc.com

Count Name: Shermer+Road+with+Church+Street TMC
Site Code:
Start Date: 08/20/2026

Turning Movement Peak Hour Data (3:15 PM)

Start Time	Church st Eastbound						Church st Westbound						Sherman Rd Northbound						Sherman 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
3:15 PM	0	31	20	7	6	58	0	7	6	3	0	16	0	10	97	8	1	115	0	6	74	42	1	122	311
3:30 PM	0	34	18	12	0	64	0	6	13	16	1	35	0	6	99	10	0	115	0	2	74	35	17	111	325
3:45 PM	0	40	11	6	0	57	0	11	38	19	7	68	0	4	81	6	1	91	0	4	82	43	48	129	345
4:00 PM	0	50	11	7	2	68	0	5	13	8	1	26	0	9	72	7	2	88	0	4	67	38	3	109	291
Total	0	155	60	32	8	247	0	29	70	46	9	145	0	29	349	31	4	409	0	16	297	158	69	471	1272
Approach %	0.0	62.8	24.3	13.0	-	-	0.0	20.0	48.3	31.7	-	-	0.0	7.1	85.3	7.6	-	-	0.0	3.4	63.1	33.5	-	-	-
Total %	0.0	12.2	4.7	2.5	-	19.4	0.0	2.3	5.5	3.6	-	11.4	0.0	2.3	27.4	2.4	-	32.2	0.0	1.3	23.3	12.4	-	37.0	-
PHF	0.000	0.775	0.750	0.667	-	0.908	0.000	0.659	0.461	0.605	-	0.533	0.000	0.725	0.881	0.775	-	0.889	0.000	0.667	0.905	0.919	-	0.913	0.922
Lights	0	153	59	31	-	243	0	28	69	45	-	142	0	29	338	31	-	398	0	15	280	157	-	452	1235
% Lights	-	98.7	98.3	96.9	-	98.4	-	96.6	98.6	97.8	-	97.9	-	100.0	96.8	100.0	-	97.3	-	93.8	94.3	99.4	-	96.0	97.1
Buses	0	1	1	1	-	3	0	1	1	1	-	3	0	0	2	0	-	2	0	0	4	0	-	4	12
% Buses	-	0.6	1.7	3.1	-	1.2	-	3.4	1.4	2.2	-	2.1	-	0.0	0.6	0.0	-	0.5	-	0.0	1.3	0.0	-	0.8	0.9
Single-Unit Trucks	0	1	0	0	-	1	0	0	0	0	-	0	0	0	8	0	-	8	0	0	10	0	-	10	19
% Single-Unit Trucks	-	0.6	0.0	0.0	-	0.4	-	0.0	0.0	0.0	-	0.0	-	0.0	2.3	0.0	-	2.0	-	0.0	3.4	0.0	-	2.1	1.5
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	0	0	2	1	-	3	4
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.3	0.0	-	0.2	-	0.0	0.7	0.6	-	0.6	0.3
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	1	1	0	-	2	2
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	6.3	0.3	0.0	-	0.4	0.2
Pedestrians	-	-	-	-	8	-	-	-	-	-	9	-	-	-	-	-	4	-	-	-	-	-	69	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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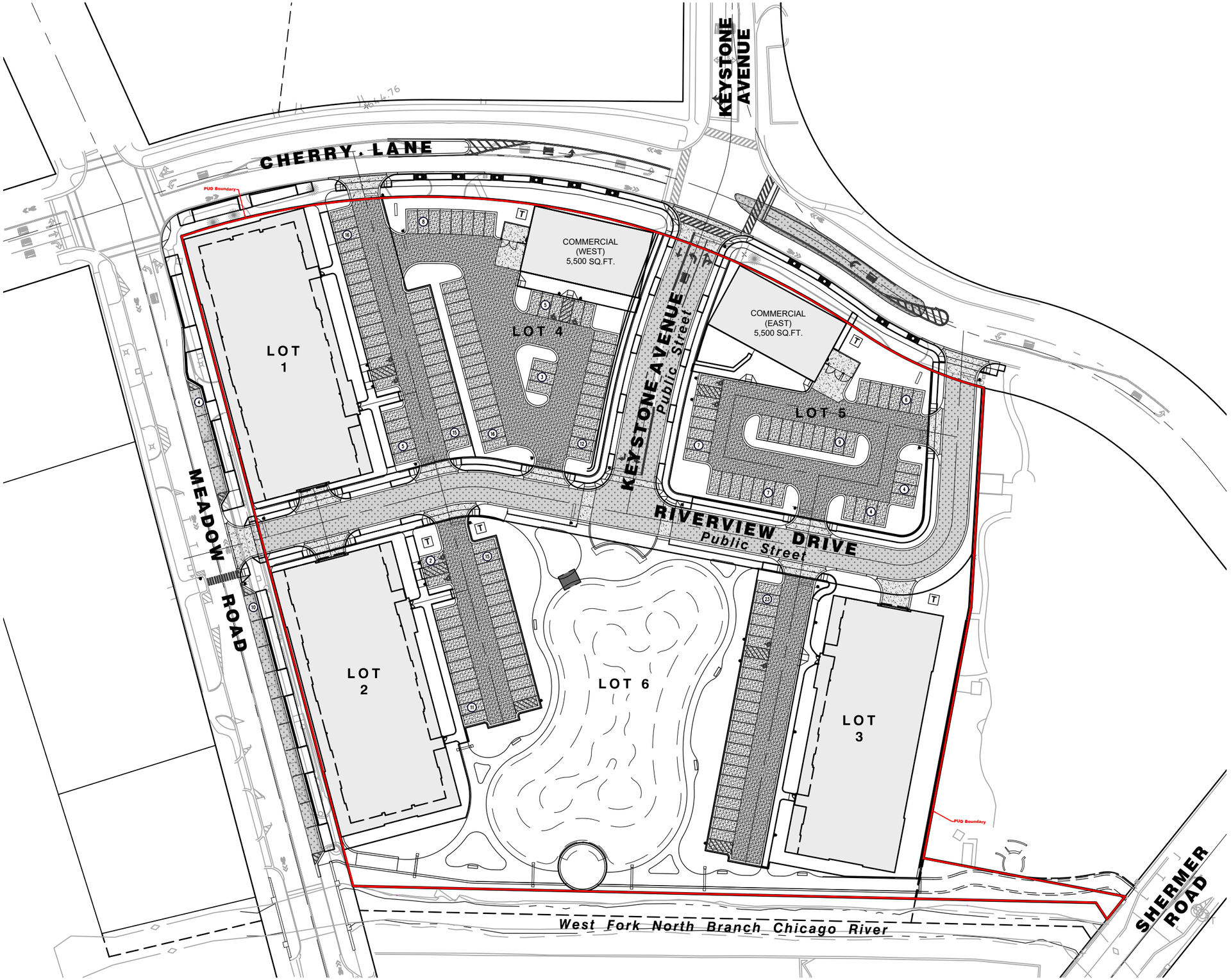
Count Name: Shermer+Road+with+Church+Street TMC
Site Code:
Start Date: 08/20/2026

Turning Movement Peak Hour Data (4:45 PM)

Start Time	Church st Eastbound						Church st Westbound						Sherman Rd Northbound						Sherman 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	38	9	2	1	49	0	3	9	5	6	17	0	3	48	1	1	52	0	4	101	59	5	164	282
5:00 PM	0	43	14	7	2	64	0	6	16	2	3	24	0	6	74	3	1	83	0	1	74	40	5	115	286
5:15 PM	0	37	17	8	1	62	0	5	18	3	3	26	0	3	69	4	0	76	0	4	95	43	5	142	306
5:30 PM	0	19	9	5	4	33	0	2	13	6	4	21	0	2	82	3	1	87	0	5	87	46	3	138	279
Total	0	137	49	22	8	208	0	16	56	16	16	88	0	14	273	11	3	298	0	14	357	188	18	559	1153
Approach %	0.0	65.9	23.6	10.6	-	-	0.0	18.2	63.6	18.2	-	-	0.0	4.7	91.6	3.7	-	-	0.0	2.5	63.9	33.6	-	-	-
Total %	0.0	11.9	4.2	1.9	-	18.0	0.0	1.4	4.9	1.4	-	7.6	0.0	1.2	23.7	1.0	-	25.8	0.0	1.2	31.0	16.3	-	48.5	-
PHF	0.000	0.797	0.721	0.688	-	0.813	0.000	0.667	0.778	0.667	-	0.846	0.000	0.583	0.832	0.688	-	0.856	0.000	0.700	0.884	0.797	-	0.852	0.942
Lights	0	134	48	22	-	204	0	16	55	15	-	86	0	14	267	11	-	292	0	14	351	187	-	552	1134
% Lights	-	97.8	98.0	100.0	-	98.1	-	100.0	98.2	93.8	-	97.7	-	100.0	97.8	100.0	-	98.0	-	100.0	98.3	99.5	-	98.7	98.4
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	0	0	1	0	-	1	2
% Buses	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.4	0.0	-	0.3	-	0.0	0.3	0.0	-	0.2	0.2
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	2	0	-	2	0	0	5	1	-	6	8
% Single-Unit Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.7	0.0	-	0.7	-	0.0	1.4	0.5	-	1.1	0.7
Articulated Trucks	0	1	0	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1
% Articulated Trucks	-	0.7	0.0	0.0	-	0.5	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.1
Bicycles on Road	0	2	1	0	-	3	0	0	1	1	-	2	0	0	3	0	-	3	0	0	0	0	-	0	8
% Bicycles on Road	-	1.5	2.0	0.0	-	1.4	-	0.0	1.8	6.3	-	2.3	-	0.0	1.1	0.0	-	1.0	-	0.0	0.0	0.0	-	0.0	0.7
Pedestrians	-	-	-	-	8	-	-	-	-	-	16	-	-	-	-	-	3	-	-	-	-	-	18	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Site Plan



NORTH

0 80

Scale: 1" = 80'

HAEGER ENGINEERING
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Illinois Professional Design Firm License No. 184-003152
www.haegerengineering.com

SITE PLAN EXHIBIT

THE FLATS AND SHOPS AT NORTH BRANCH

1901 - 1975 CHERRY, NORTHBROOK, COOK COUNTY, ILLINOIS

REVISED: 09/03/2026

Project Manager:	TAS
Engineer:	PAC
Date:	7/27/2026
Project No.	25089
Sheet	1 / 1

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Plot Date: Sep 03, 2026 - 4:56pm Plotted By: todd-s Layout: 11x17 LS
File Name: P:\2025\25089\Drawings\Preliminary\25089-PRELIM-PUD-SP.dwg

ITE Trip Generation Sheets

Multifamily Housing (Mid-Rise)
Not Close to Rail Transit (221)

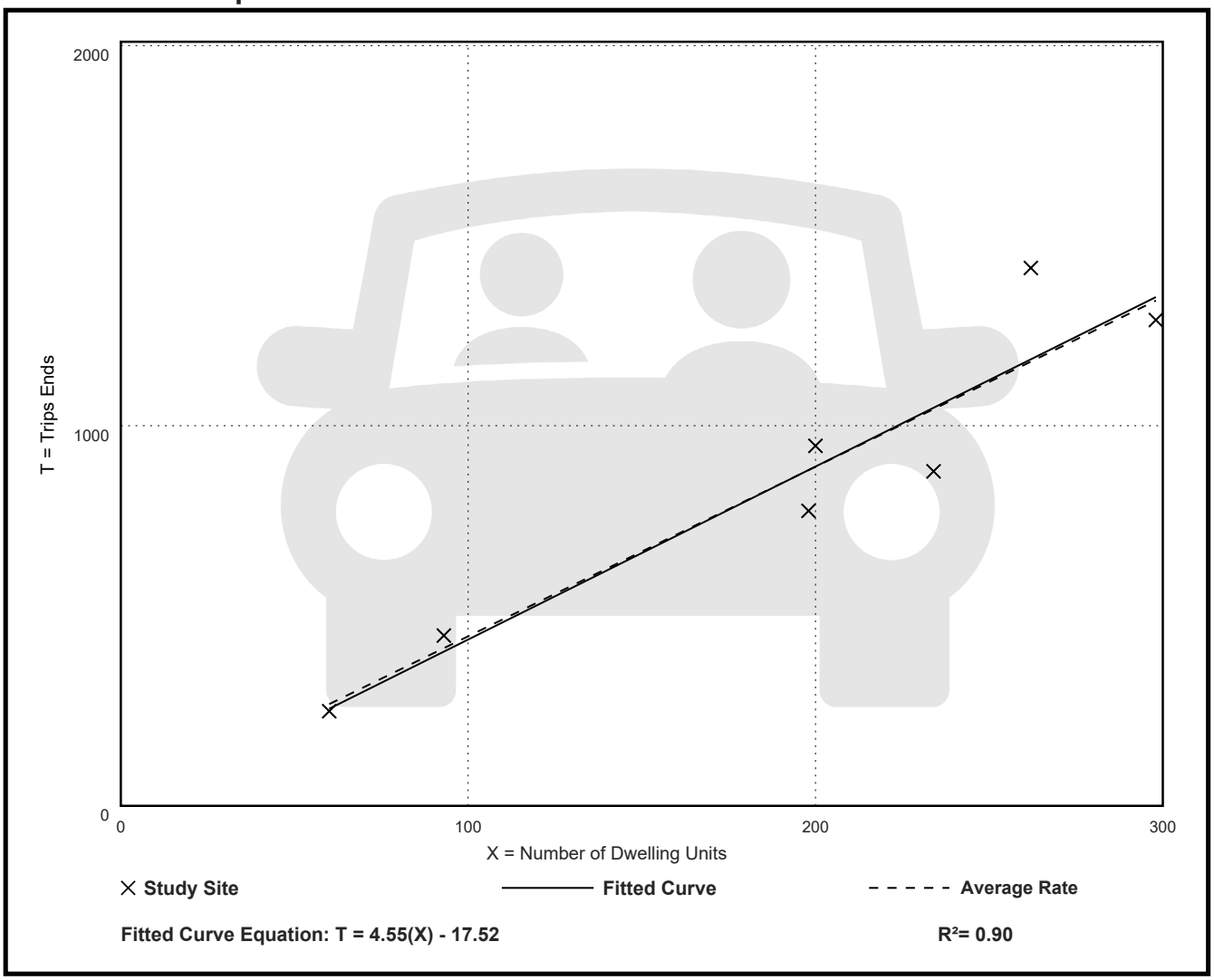
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 7
Avg. Num. of Dwelling Units: 192
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
4.46	3.76 - 5.40	0.62

Data Plot and Equation



Fitted Curve Equation: T = 4.55(X) - 17.52

R^2= 0.90

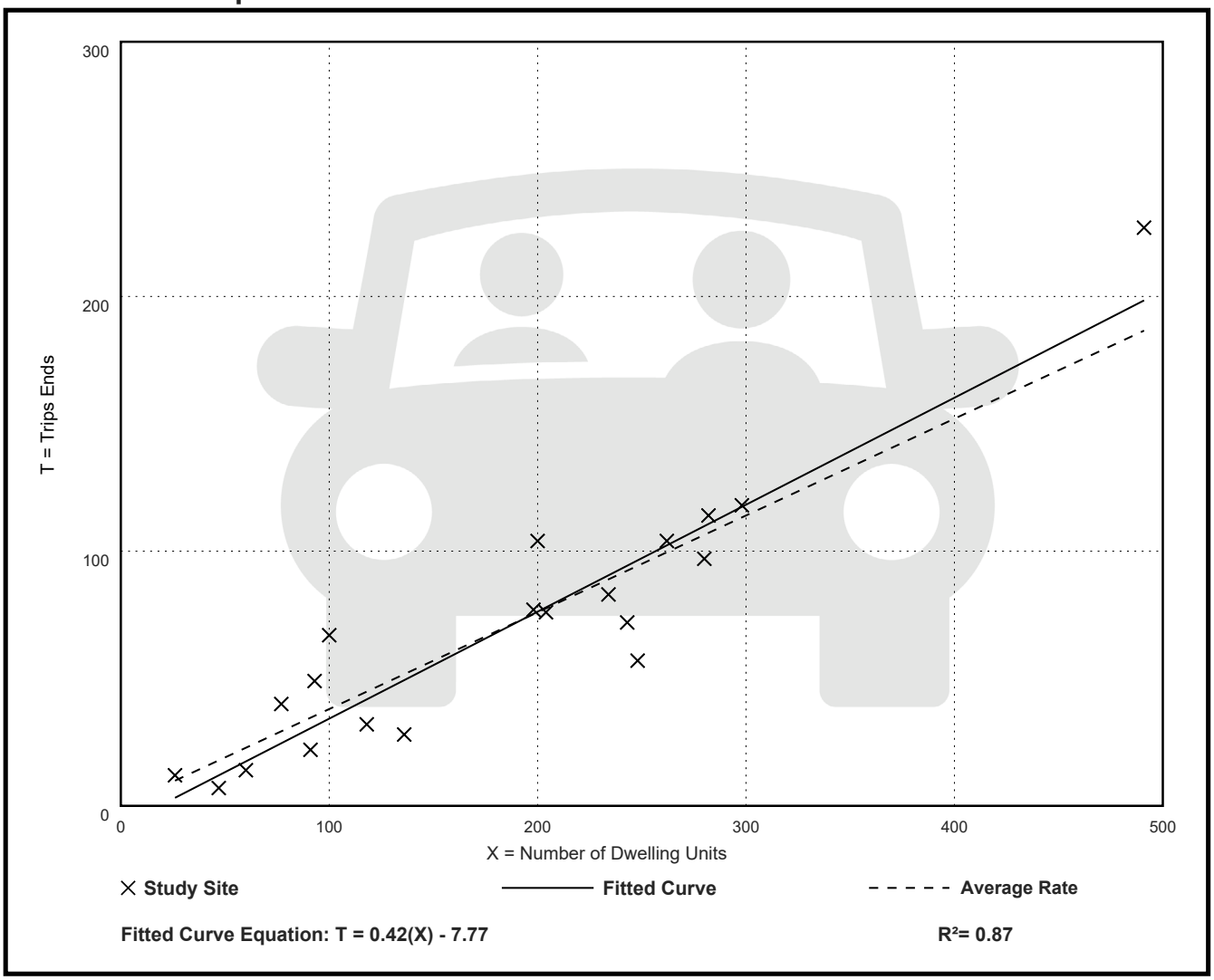
Multifamily Housing (Mid-Rise)
Not Close to Rail Transit (221)

Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 20
Avg. Num. of Dwelling Units: 184
Directional Distribution: 23% entering, 77% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.38	0.15 - 0.67	0.10

Data Plot and Equation



Fitted Curve Equation: T = 0.42(X) - 7.77

R^2= 0.87

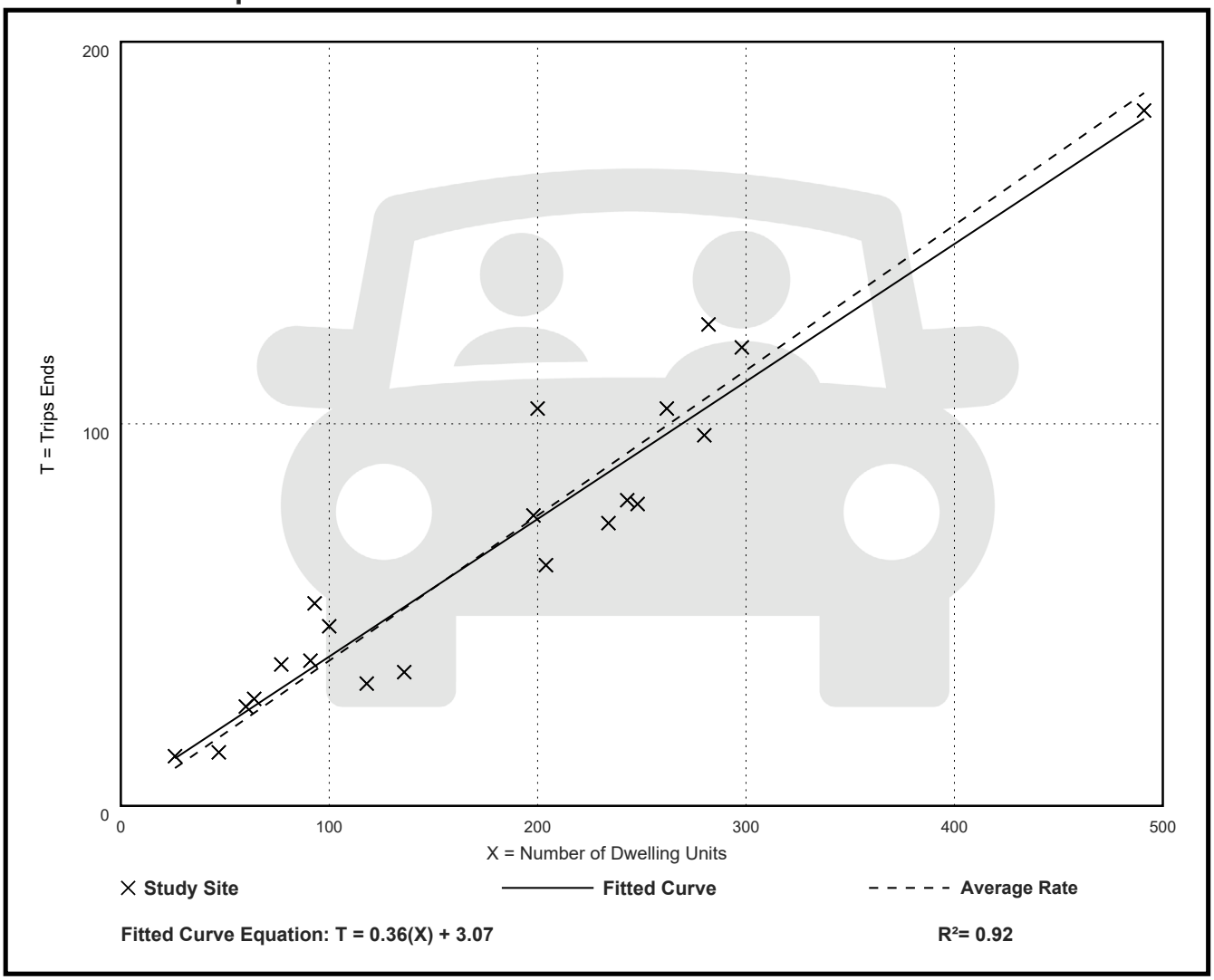
Multifamily Housing (Mid-Rise)
Not Close to Rail Transit (221)

Vehicle Trip Ends vs:	**Dwelling Units**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 4 and 6 p.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	21
Avg. Num. of Dwelling Units:	179
Directional Distribution:	64% entering, 36% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.38	0.26 - 0.57	0.07

Data Plot and Equation



Multifamily Housing (Mid-Rise)
Not Close to Rail Transit (221)

Vehicle Trip Ends vs: **Dwelling Units**
On a: **Saturday, Peak Hour of Generator**

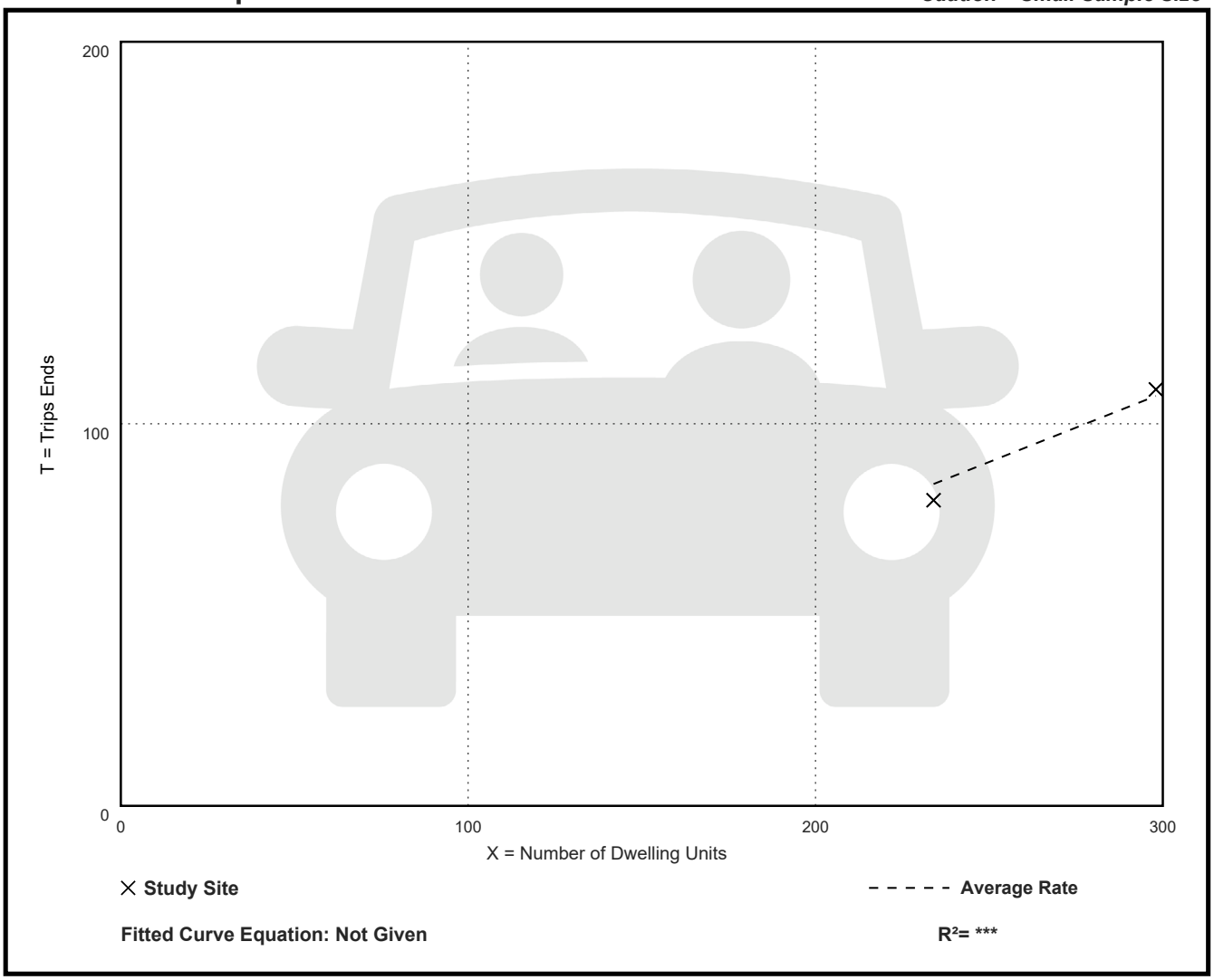
Setting/Location: **General Urban/Suburban**
Number of Studies: 2
Avg. Num. of Dwelling Units: 266
Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.36	0.34 - 0.37	***

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= ***

Shopping Plaza (40-150k) - Supermarket - No (821)

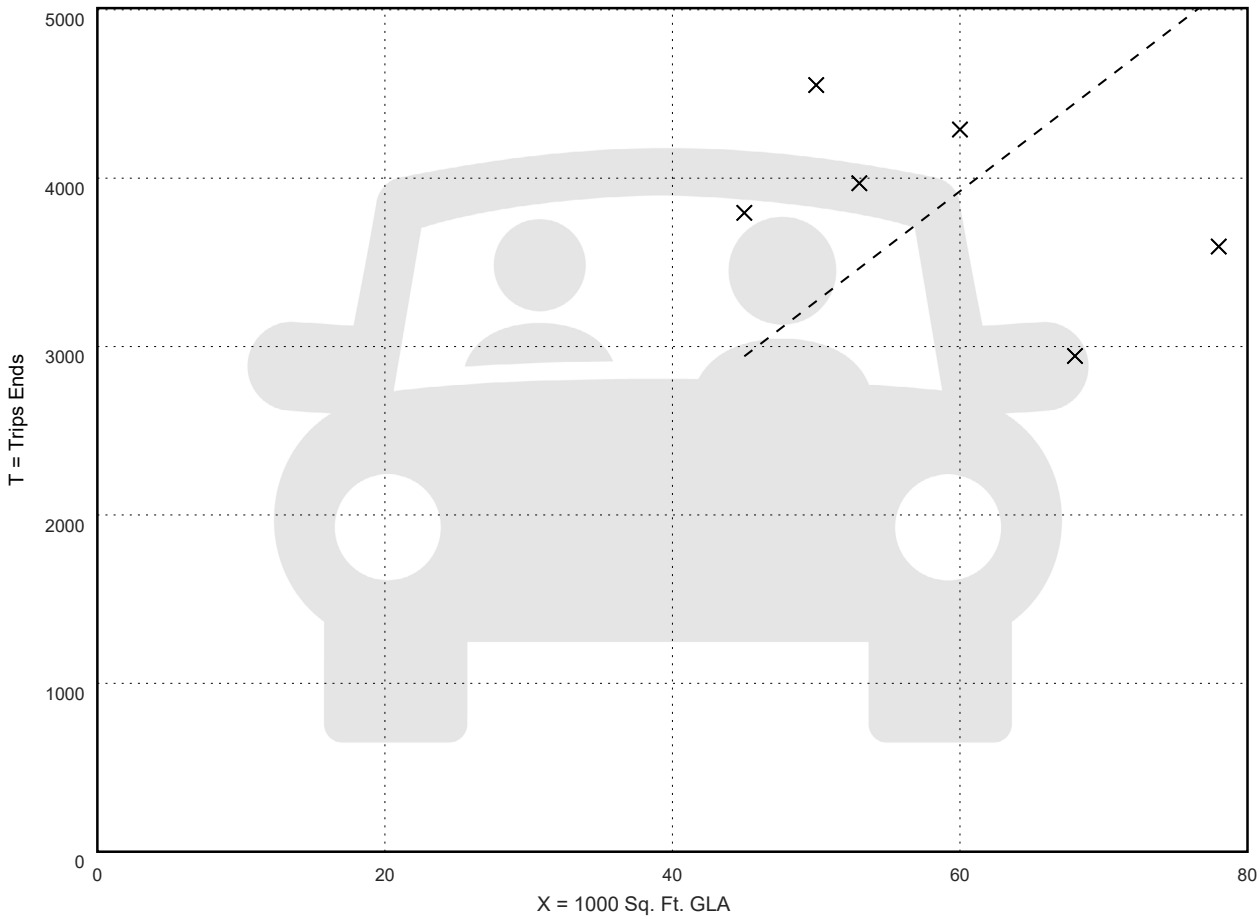
Vehicle Trip Ends vs: **1000 Sq. Ft. GLA**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 6
Avg. 1000 Sq. Ft. GLA: 59
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
65.38	43.29 - 91.06	20.03

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= *

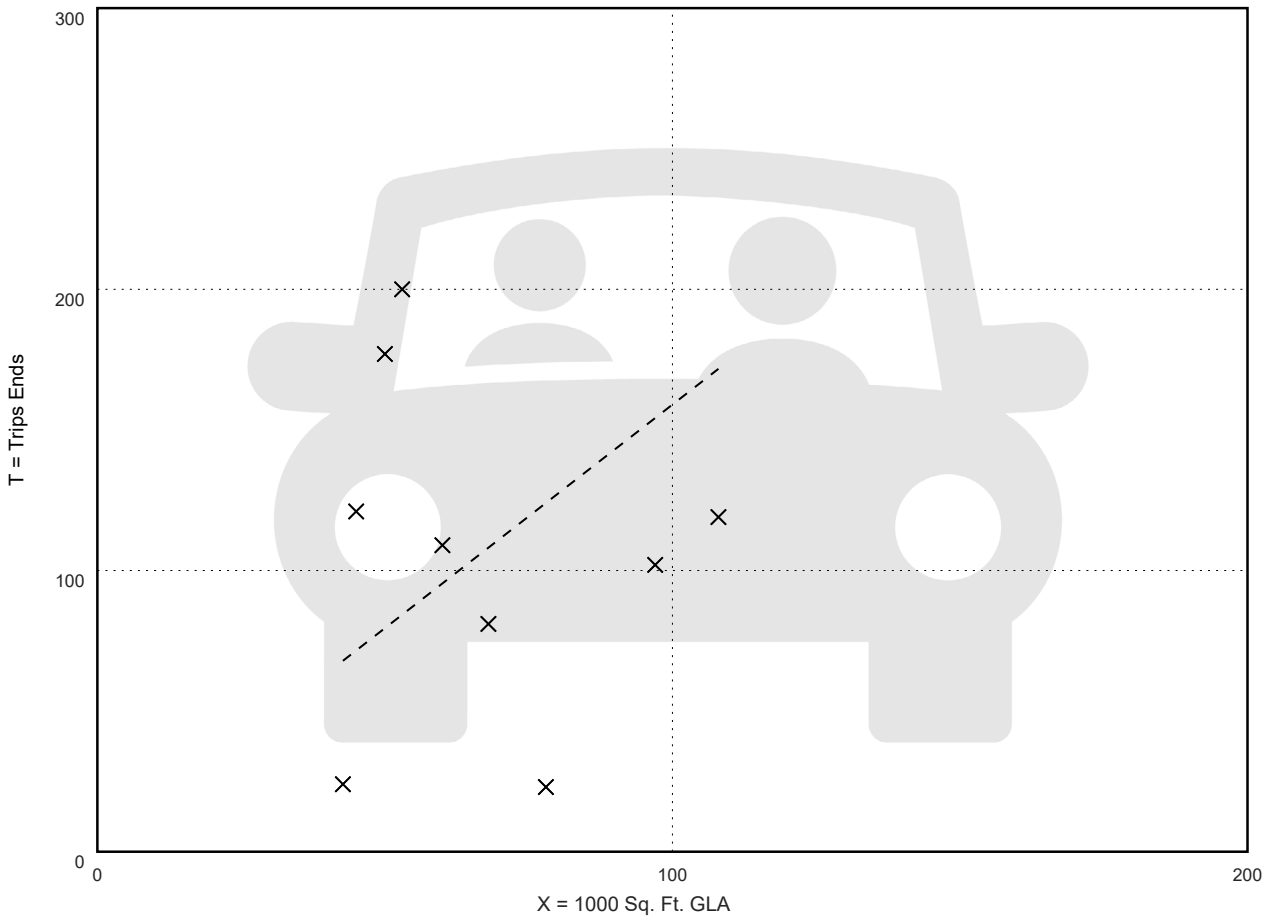
Shopping Plaza (40-150k) - Supermarket - No (821)

Vehicle Trip Ends vs:	**1000 Sq. Ft. GLA**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 7 and 9 a.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	9
Avg. 1000 Sq. Ft. GLA:	67
Directional Distribution:	62% entering, 38% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
1.59	0.29 - 3.77	1.18

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= ***

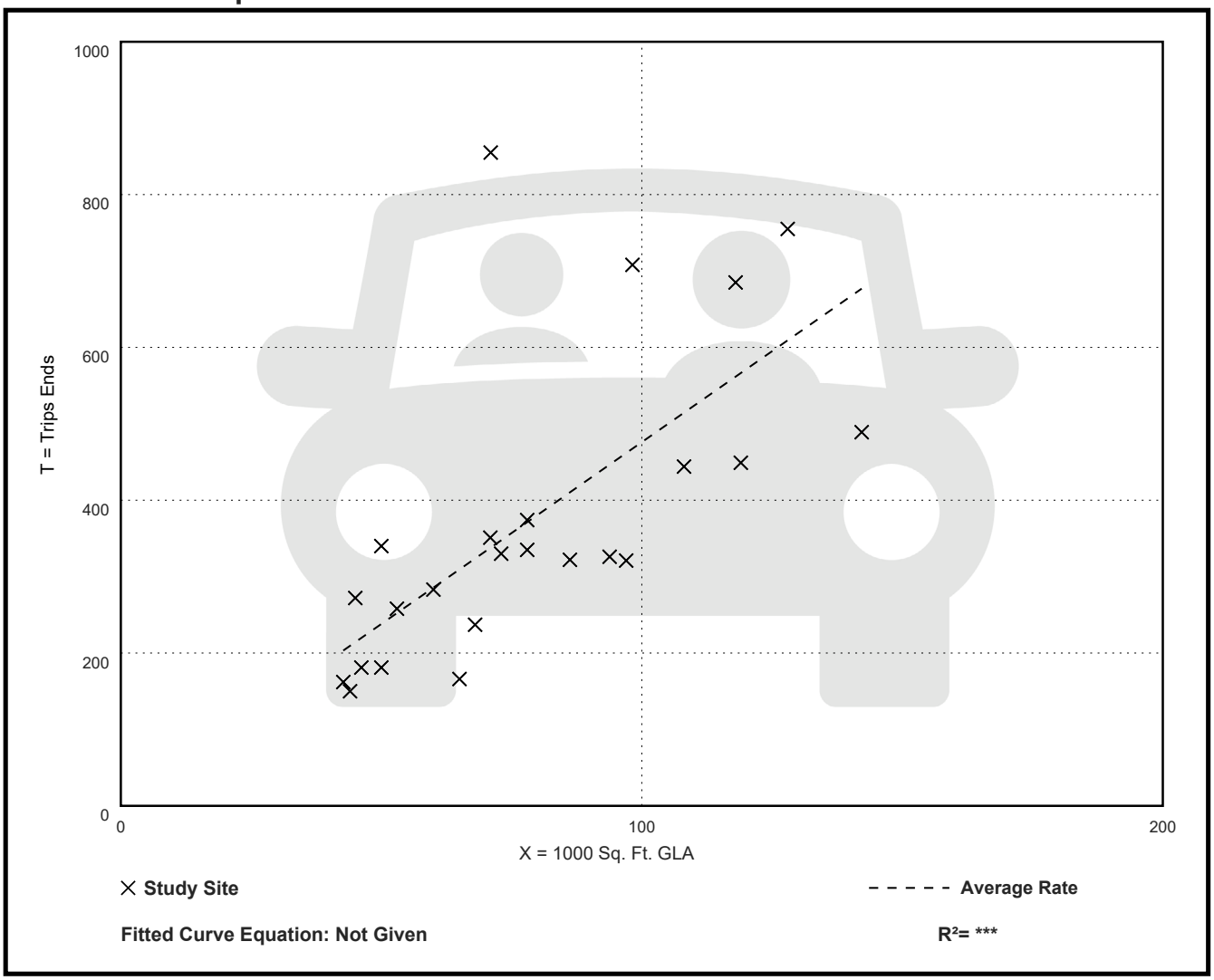
Shopping Plaza (40-150k) - Supermarket - No (821)

Vehicle Trip Ends vs:	**1000 Sq. Ft. GLA**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 4 and 6 p.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	24
Avg. 1000 Sq. Ft. GLA:	79
Directional Distribution:	49% entering, 51% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
4.76	2.55 - 12.04	1.89

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= ***

Shopping Plaza (40-150k) - Supermarket - No (821)

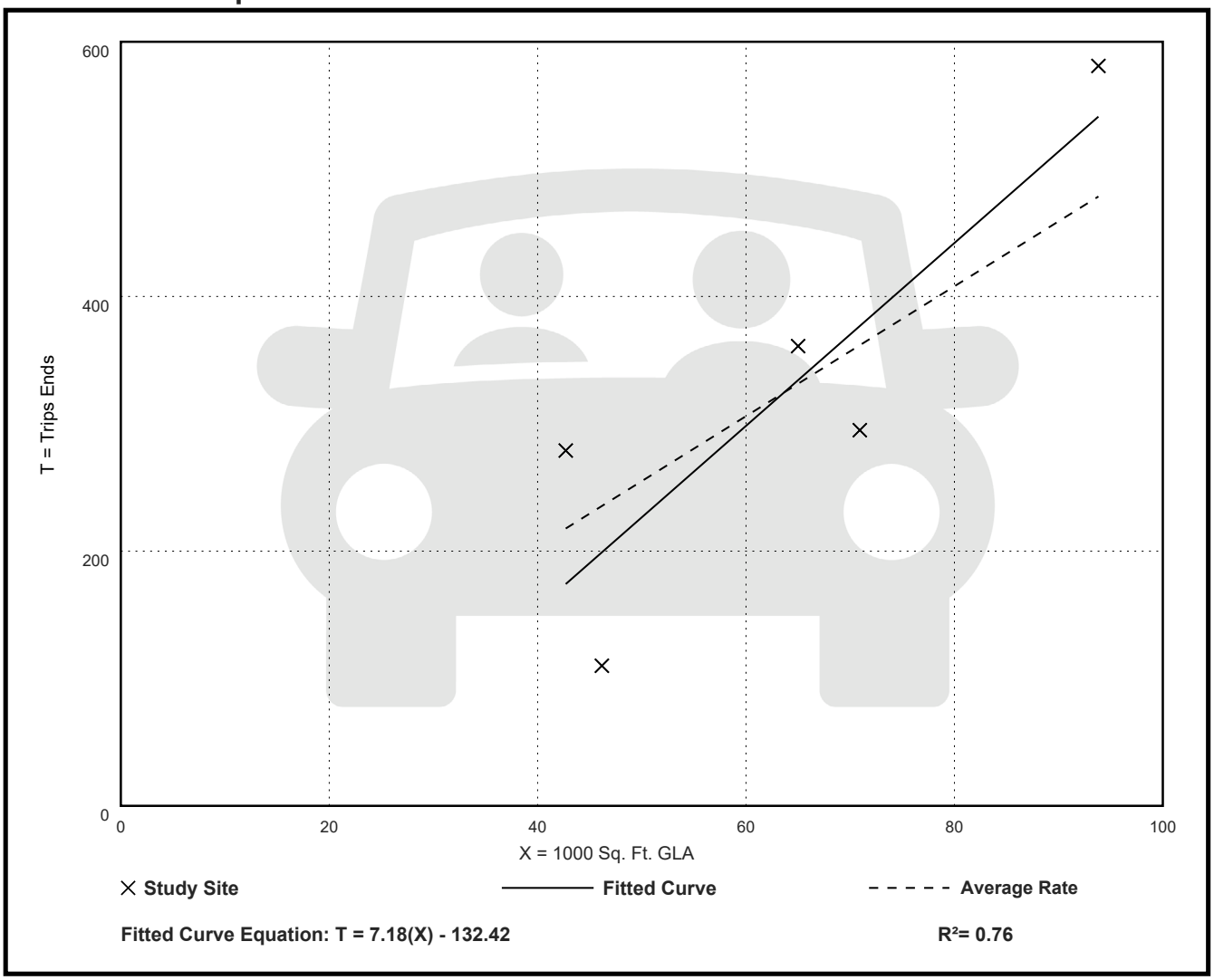
Vehicle Trip Ends vs: **1000 Sq. Ft. GLA**
On a: **Saturday, Peak Hour of Generator**

Setting/Location: **General Urban/Suburban**
Number of Studies: 5
Avg. 1000 Sq. Ft. GLA: 64
Directional Distribution: 52% entering, 48% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
5.10	2.38 - 6.53	1.56

Data Plot and Equation



Fitted Curve Equation: T = 7.18(X) - 132.42

R^2= 0.76

High-Turnover (Sit-Down) Restaurant (932)

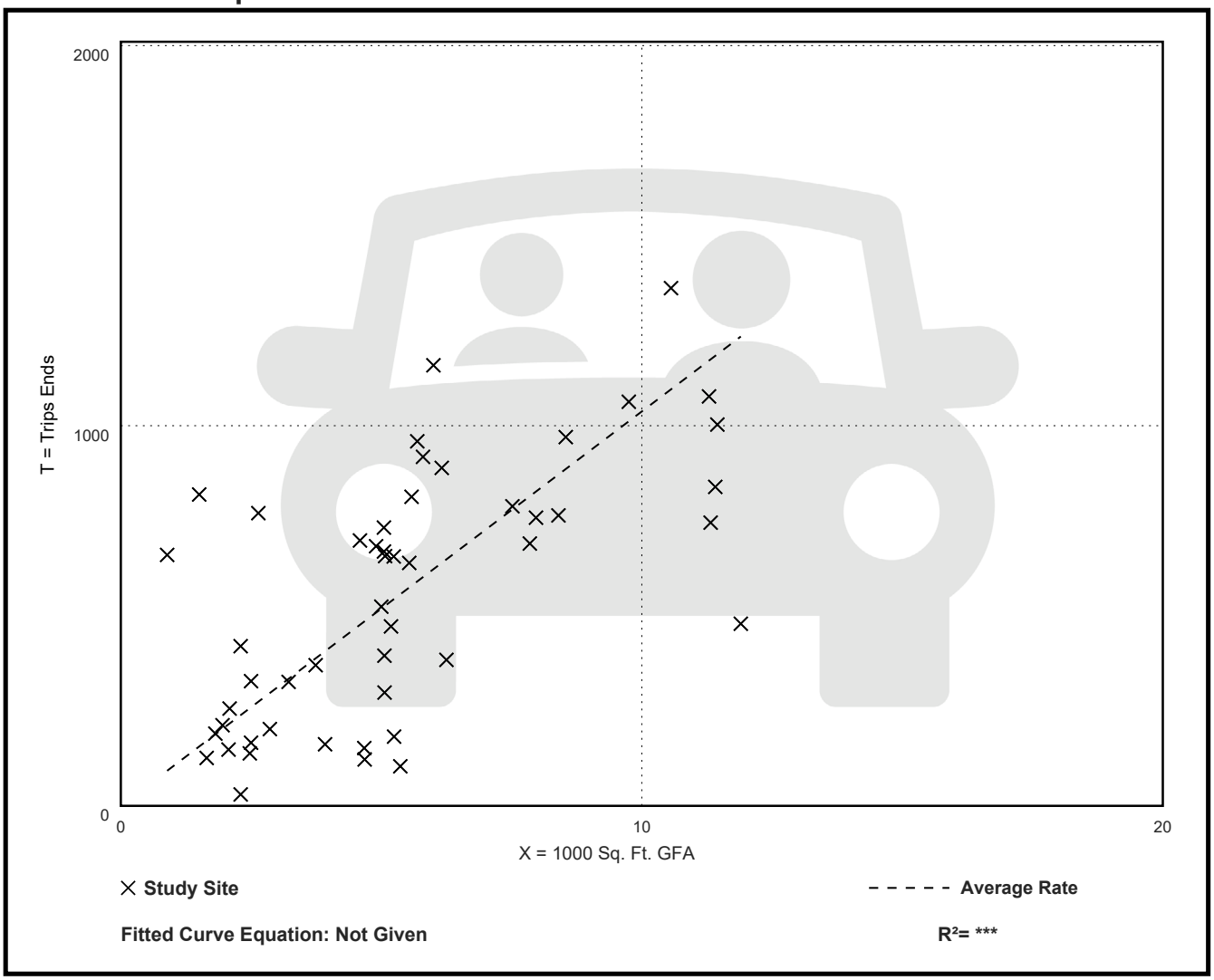
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 50
Avg. 1000 Sq. Ft. GFA: 5
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
103.75	13.04 - 742.41	67.15

Data Plot and Equation



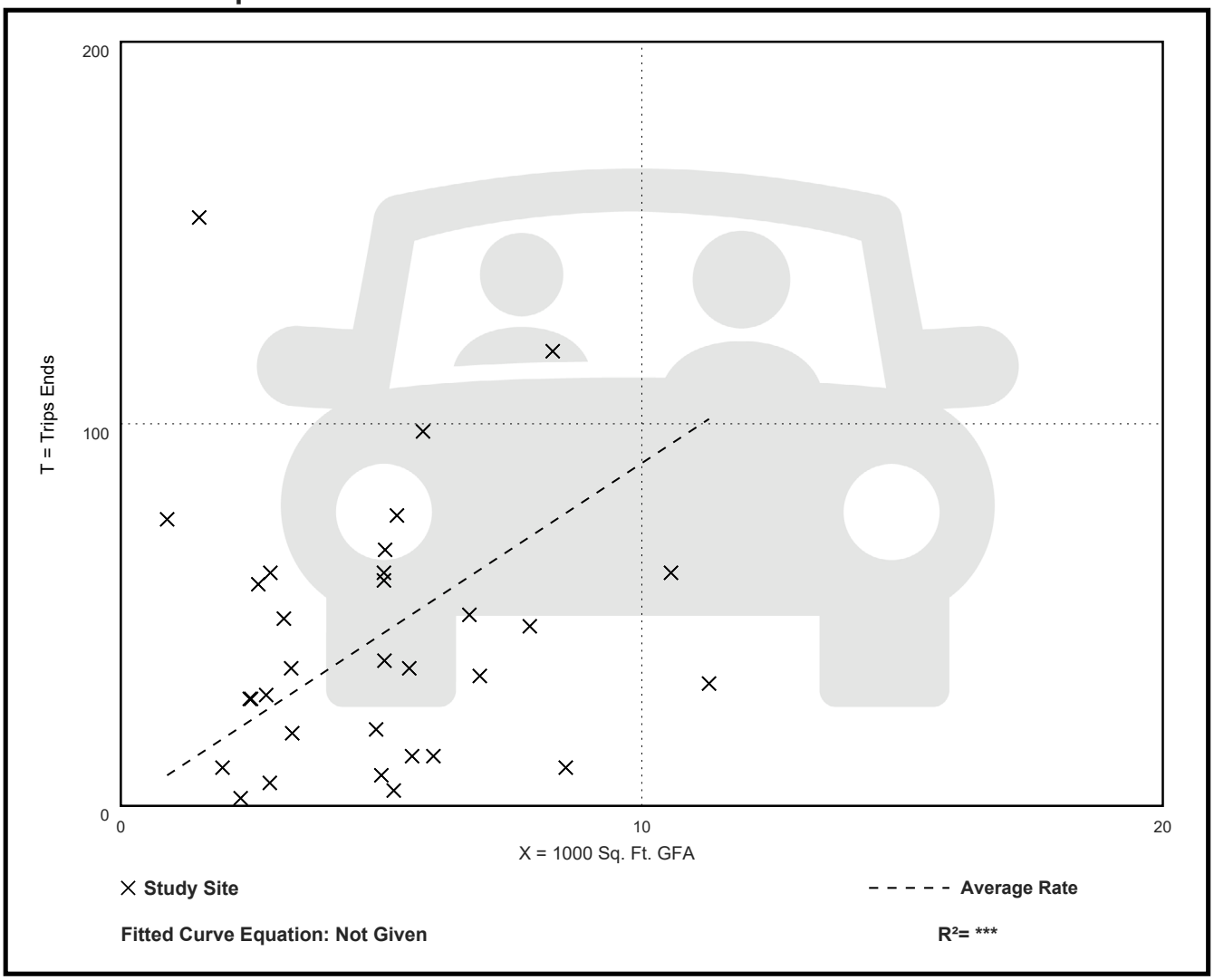
High-Turnover (Sit-Down) Restaurant (932)

Vehicle Trip Ends vs:	**1000 Sq. Ft. GFA**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 7 and 9 a.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	32
Avg. 1000 Sq. Ft. GFA:	5
Directional Distribution:	55% entering, 45% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
8.97	0.76 - 102.39	12.35

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= ***

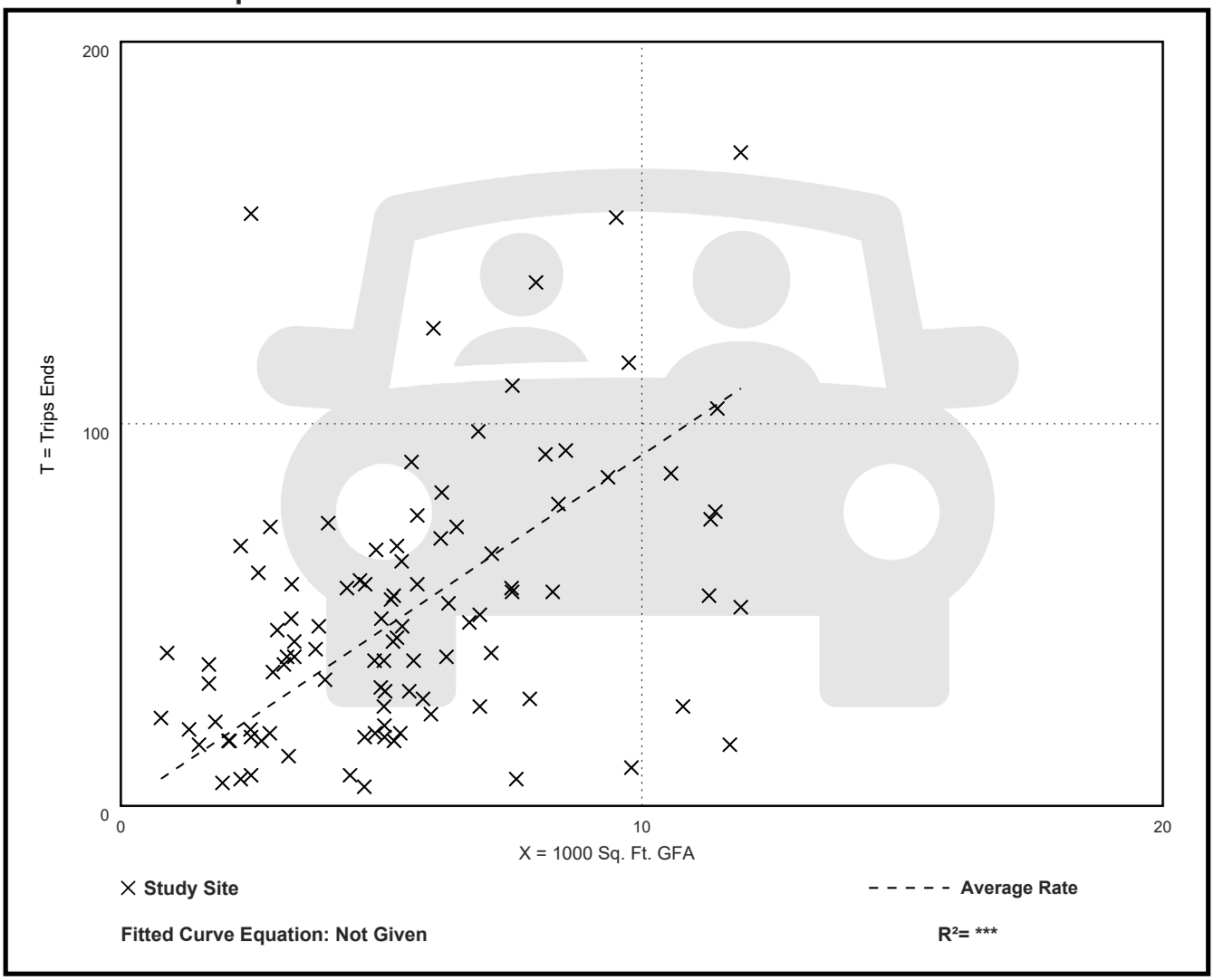
High-Turnover (Sit-Down) Restaurant
(932)

Vehicle Trip Ends vs:	**1000 Sq. Ft. GFA**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 4 and 6 p.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	100
Avg. 1000 Sq. Ft. GFA:	5
Directional Distribution:	61% entering, 39% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
9.18	0.92 - 62.00	6.36

Data Plot and Equation



High-Turnover (Sit-Down) Restaurant (932)

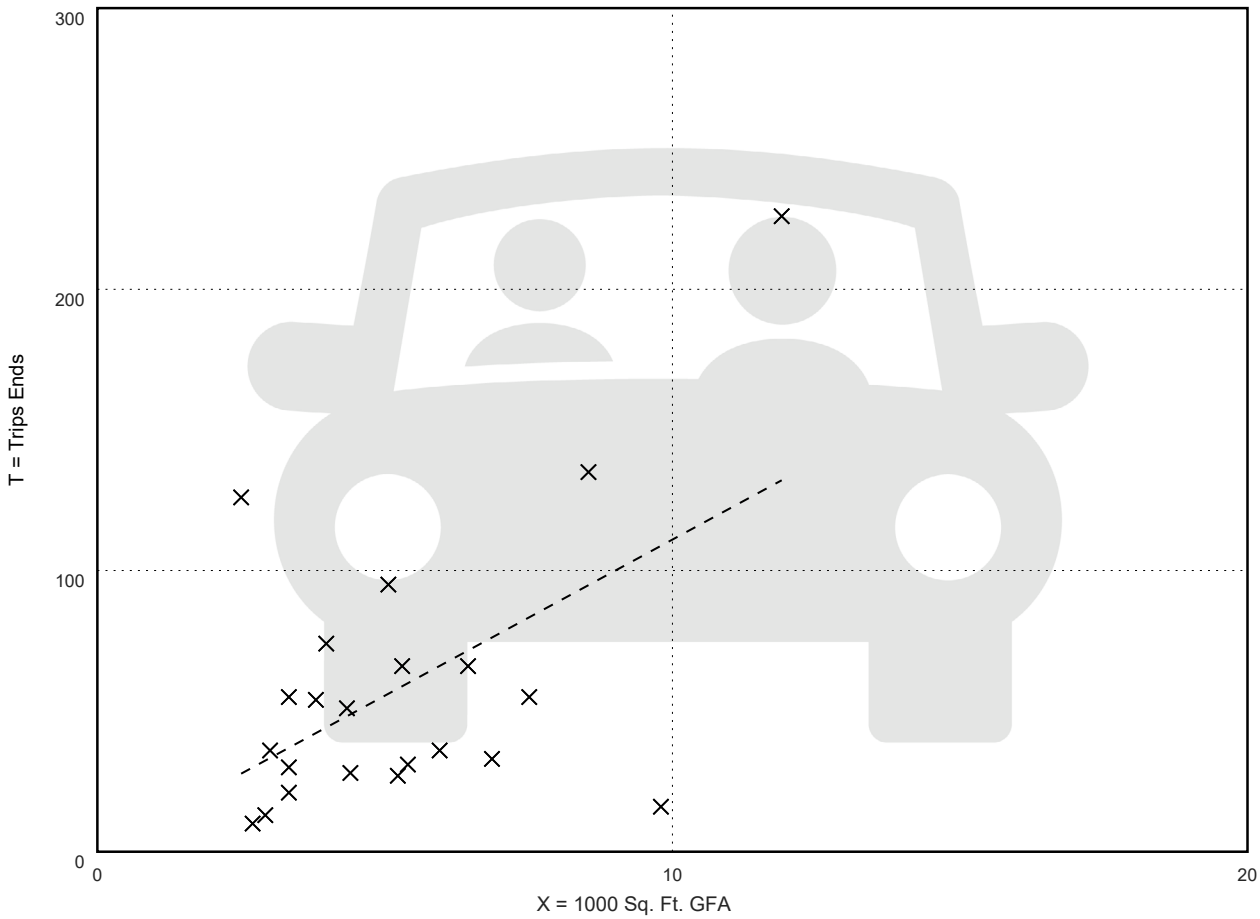
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Saturday, Peak Hour of Generator**

Setting/Location: **General Urban/Suburban**
Number of Studies: 22
Avg. 1000 Sq. Ft. GFA: 5
Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
11.10	1.63 - 50.40	8.34

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= *

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

July 9, 2026

Ryan May
Project Coordinator
Kenig, Lindgren, O'Hara and Aboona, Inc.
9575 West Higgins Road
Suite 400
Rosemont, IL 60018

Subject: Meadow Road with Cherry Lane and Shermer Road, Church Street with Shermer Road
IDOT

Dear Ms. May:

In response to a request made on your behalf and dated July 8th, 2026, we have developed year 2050 average daily traffic (ADT) projections for the subject location.

ROAD SEGMENT	Current ADT	Year 2050 ADT
Meadow Road at Cherry Lane	3,050	**3,500**
Cherry Lane west of Meadow Road	1,750	**1,900**
Cherry Lane east of Meadow Road	4,700	**5,000**
Meadow Road south of Shermer Road	1,800	**2,100**
Shermer Road west of Meadow Road	11,700	**14,000**
Shermer Road east of Meadow Road	10,000	**12,000**
Church Street at Shermer Road	3,000	**3,600**

Traffic projections are developed using existing ADT data provided in the request letter and the results from the December 2025 CMAP Travel Demand Analysis. The regional travel model uses CMAP 0 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)
2026_TrafficForecasts\Northbrook\ck-75-26\ck-75-26.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

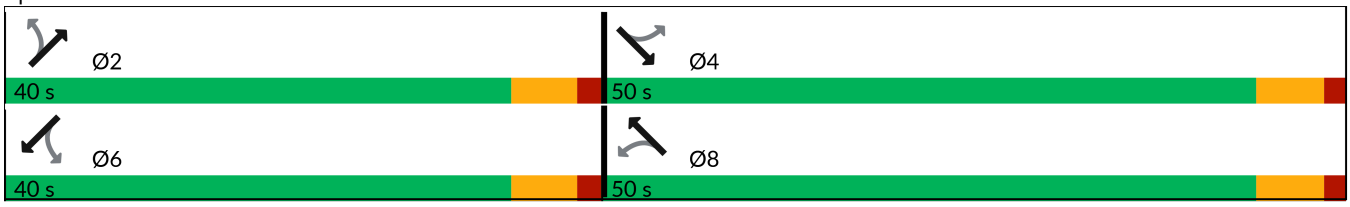


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	10	59	32	50	26	12	51	282	83	28	210	20
Future Volume (vph)	10	59	32	50	26	12	51	282	83	28	210	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	2000	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	50		0	50		0	70		0	50		50
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	50			50			25			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99	0.99		0.99	0.99		0.99	0.99		0.99	1.00	
Frt		0.947			0.952			0.966			0.987	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1511	0	1583	1550	0	1805	1687	0	1805	1740	0
Flt Permitted	0.728			0.689			0.596			0.444		
Satd. Flow (perm)	1373	1511	0	1136	1550	0	1127	1687	0	839	1740	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		37			14			19			6	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		242			335			335			387	
Travel Time (s)		6.6			9.1			9.1			10.6	
Confl. Peds. (#/hr)	8		12	12		8	6		9	9		6
Confl. Bikes (#/hr)												1
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	7%	4%	14%	6%	0%	0%	8%	8%	0%	2%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)		0			0	0					0	0
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	11	105	0	57	44	0	59	419	0	32	264	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	15.0	15.0		15.0	15.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	21.0	21.0		21.0	21.0		14.0	14.0		14.0	14.0	
Total Split (s)	50.0	50.0		50.0	50.0		40.0	40.0		40.0	40.0	
Total Split (%)	55.6%	55.6%		55.6%	55.6%		44.4%	44.4%		44.4%	44.4%	
Yellow Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Act Effct Green (s)	15.1	15.1		15.1	15.1		15.6	15.6		15.6	15.6	
Actuated g/C Ratio	0.35	0.35		0.35	0.35		0.36	0.36		0.36	0.36	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
v/c Ratio	0.02	0.19		0.14	0.08		0.14	0.67		0.10	0.41	
Control Delay (s/veh)	11.4	9.3		12.5	9.3		9.4	16.5		9.2	11.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	11.4	9.3		12.5	9.3		9.4	16.5		9.2	11.7	
LOS	B	A		B	A		A	B		A	B	
Approach Delay (s/veh)		9.5			11.1			15.6			11.4	
Approach LOS		A			B			B			B	
Queue Length 50th (ft)	2	11		10	5		9	82		5	45	
Queue Length 95th (ft)	10	43		36	23		24	144		16	83	
Internal Link Dist (ft)		162			255			255			307	
Turn Bay Length (ft)	50			50			70			50		
Base Capacity (vph)	1336	1471		1105	1508		901	1353		671	1393	
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	0.01	0.07		0.05	0.03		0.07	0.31		0.05	0.19	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 42.9			
Natural Cycle: 40			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.67			
Intersection Signal Delay (s/veh): 13.2		Intersection LOS: B	
Intersection Capacity Utilization 54.3%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 1: Shermer Road & Meadow Road

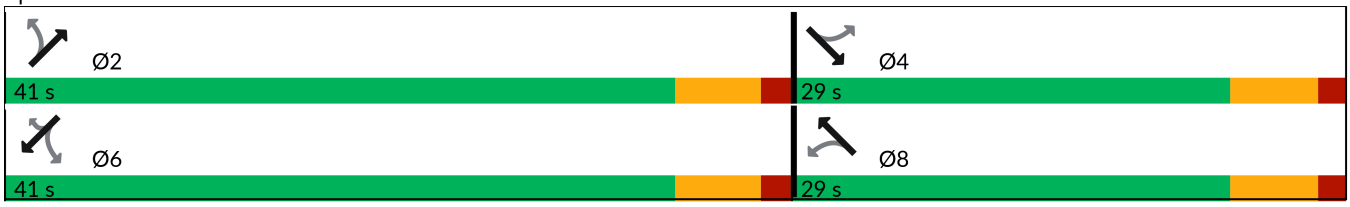


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	104	90	13	21	85	56	12	259	17	16	236	94
Future Volume (vph)	104	90	13	21	85	56	12	259	17	16	236	94
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	2000	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	90		0	0		0	90		0	110		220
Storage Lanes	1		0	0		0	1		0	1		1
Taper Length (ft)	70			25			55			75		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.92	0.99			0.95		0.95	1.00		1.00		0.91
Frt		0.981			0.953			0.991				0.850
Flt Protected	0.950				0.994		0.950			0.950		
Satd. Flow (prot)	1787	1834	0	0	1667	0	1671	1752	0	1703	1887	1583
Flt Permitted	0.649				0.946		0.603			0.580		
Satd. Flow (perm)	1119	1834	0	0	1583	0	1009	1752	0	1037	1887	1442
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11			41			7				100
Link Speed (mph)		25			20			25			25	
Link Distance (ft)		425			1402			570			506	
Travel Time (s)		11.6			47.8			15.5			13.8	
Confl. Peds. (#/hr)	73		13	13		73	69		4	4		69
Confl. Bikes (#/hr)			9			1			1			2
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	0%	8%	5%	2%	4%	8%	7%	12%	6%	6%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	111	110	0	0	172	0	13	294	0	17	251	100
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		6
Detector Phase	4	4		8	8		2	2		6	6	6
Switch Phase												
Minimum Initial (s)	8.0	8.0		15.0	15.0		8.0	8.0		8.0	8.0	8.0
Minimum Split (s)	21.0	21.0		21.0	21.0		14.0	14.0		14.0	14.0	14.0
Total Split (s)	29.0	29.0		29.0	29.0		41.0	41.0		41.0	41.0	41.0
Total Split (%)	41.4%	41.4%		41.4%	41.4%		58.6%	58.6%		58.6%	58.6%	58.6%
Yellow Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	4.5
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0			6.0		6.0	6.0		6.0	6.0	6.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Min	Min		None	None	None
Act Effct Green (s)	13.5	13.5			15.3		17.1	17.1		17.1	17.1	17.1
Actuated g/C Ratio	0.36	0.36			0.41		0.45	0.45		0.45	0.45	0.45

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
v/c Ratio	0.28	0.17			0.26		0.03	0.37		0.04	0.29	0.14
Control Delay (s/veh)	11.5	9.0			8.6		9.2	11.9		9.3	11.3	3.4
Queue Delay	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	11.5	9.0			8.6		9.2	11.9		9.3	11.3	3.4
LOS	B	A			A		A	B		A	B	A
Approach Delay (s/veh)		10.3			8.6			11.8			9.0	
Approach LOS		B			A			B			A	
Queue Length 50th (ft)	15	13			17		2	53		3	44	0
Queue Length 95th (ft)	50	42			57		10	104		12	87	20
Internal Link Dist (ft)		345			1322			490			426	
Turn Bay Length (ft)	90						90			110		220
Base Capacity (vph)	744	1223			1066		915	1590		941	1712	1318
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	0.09			0.16		0.01	0.18		0.02	0.15	0.08

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 37.6			
Natural Cycle: 40			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.37			
Intersection Signal Delay (s/veh): 10.0		Intersection LOS: A	
Intersection Capacity Utilization 48.9%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 2: Shermer Road & Church Street



Intersection	
Intersection Delay, s/veh	7.7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	20	3	12	10	0	0	19	14	2	27	2
Future Vol, veh/h	1	20	3	12	10	0	0	19	14	2	27	2
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74
Heavy Vehicles, %	100	5	0	8	0	0	0	5	0	0	4	0
Mvmt Flow	1	27	4	16	14	0	0	26	19	3	36	3
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	9.1	7.5	7.1	7.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	4%	55%	6%
Vol Thru, %	58%	83%	45%	87%
Vol Right, %	42%	13%	0%	6%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	33	24	22	31
LT Vol	0	1	12	2
Through Vol	19	20	10	27
RT Vol	14	3	0	2
Lane Flow Rate	45	32	30	42
Geometry Grp	1	1	1	1
Degree of Util (X)	0.048	0.051	0.036	0.047
Departure Headway (Hd)	3.869	5.708	4.321	4.016
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	914	626	823	882
Service Time	1.94	3.753	2.375	2.085
HCM Lane V/C Ratio	0.049	0.051	0.036	0.048
HCM Control Delay, s/veh	7.1	9.1	7.5	7.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.2	0.1	0.1

Intersection	
Intersection Delay, s/veh	11.9
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	90	210	69	16	170	3	39	19	11	12	62	99
Future Vol, veh/h	90	210	69	16	170	3	39	19	11	12	62	99
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, %	0	1	1	6	1	0	8	7	0	0	0	2
Mvmt Flow	101	236	78	18	191	3	44	21	12	13	70	111
Number of Lanes	1	1	1	1	1	0	1	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	3	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	3	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	2	3
HCM Control Delay, s/veh	11.6	12.5	10.6	12.2
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	SBLn1
Vol Left, %	100%	0%	100%	0%	0%	100%	0%	7%
Vol Thru, %	0%	63%	0%	100%	0%	0%	98%	36%
Vol Right, %	0%	37%	0%	0%	100%	0%	2%	57%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	39	30	90	210	69	16	173	173
LT Vol	39	0	90	0	0	16	0	12
Through Vol	0	19	0	210	0	0	170	62
RT Vol	0	11	0	0	69	0	3	99
Lane Flow Rate	44	34	101	236	78	18	194	194
Geometry Grp	6	6	6	6	6	6	6	6
Degree of Util (X)	0.092	0.064	0.185	0.399	0.116	0.035	0.349	0.338
Departure Headway (Hd)	7.587	6.803	6.576	6.088	5.379	7.069	6.464	6.261
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	471	524	544	590	664	505	554	571
Service Time	5.36	4.576	4.33	3.841	3.132	4.832	4.226	4.023
HCM Lane V/C Ratio	0.093	0.065	0.186	0.4	0.117	0.036	0.35	0.34
HCM Control Delay, s/veh	11.1	10	10.8	12.9	8.8	10.1	12.7	12.2
HCM Lane LOS	B	A	B	B	A	B	B	B
HCM 95th-tile Q	0.3	0.2	0.7	1.9	0.4	0.1	1.6	1.5

Intersection	
Intersection Delay, s/veh	8.9
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	50	174	134	15	14	49
Future Vol, veh/h	50	174	134	15	14	49
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	1	2	13	7	0
Mvmt Flow	54	189	146	16	15	53
Number of Lanes	1	1	1	0	1	1

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	2	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	2	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	2	2
HCM Control Delay, s/veh	9	9	8.1
HCM LOS	A	A	A

Lane	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	100%	0%
Vol Thru, %	0%	100%	90%	0%	0%
Vol Right, %	0%	0%	10%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	50	174	149	14	49
LT Vol	50	0	0	14	0
Through Vol	0	174	134	0	0
RT Vol	0	0	15	0	49
Lane Flow Rate	54	189	162	15	53
Geometry Grp	5	5	3b	5	5
Degree of Util (X)	0.081	0.254	0.212	0.026	0.07
Departure Headway (Hd)	5.35	4.832	4.713	6.089	4.762
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	674	747	763	589	753
Service Time	3.05	2.532	2.731	3.813	2.486
HCM Lane V/C Ratio	0.08	0.253	0.212	0.025	0.07
HCM Control Delay, s/veh	8.5	9.2	9	9	7.8
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0.3	1	0.8	0.1	0.2

Intersection	
Int Delay, s/veh	0.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	214	19	9	174	15	10
Future Vol, veh/h	214	19	9	174	15	10
Conflicting Peds, #/hr	0	8	8	0	2	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	65	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	2	0	10
Mvmt Flow	233	21	10	189	16	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	261	0	462	251
Stage 1	-	-	-	-	251	-
Stage 2	-	-	-	-	211	-
Critical Hdwy	-	-	4.1	-	6.4	6.3
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.39
Pot Cap-1 Maneuver	-	-	1315	-	562	769
Stage 1	-	-	-	-	796	-
Stage 2	-	-	-	-	829	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1305	-	552	763
Mov Cap-2 Maneuver	-	-	-	-	552	-
Stage 1	-	-	-	-	789	-
Stage 2	-	-	-	-	821	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.38	11.06
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	621	-	-	1305	-
HCM Lane V/C Ratio	0.044	-	-	0.007	-
HCM Ctrl Dly (s/v)	11.1	-	-	7.8	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	185	3	17	147	2	20
Future Vol, veh/h	185	3	17	147	2	20
Conflicting Peds, #/hr	0	18	18	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	1	0	12	3	0	0
Mvmt Flow	218	4	20	173	2	24

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	239	0	450	237
Stage 1	-	-	-	-	237	-
Stage 2	-	-	-	-	213	-
Critical Hdwy	-	-	4.22	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.308	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1271	-	570	807
Stage 1	-	-	-	-	807	-
Stage 2	-	-	-	-	827	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1249	-	552	793
Mov Cap-2 Maneuver	-	-	-	-	552	-
Stage 1	-	-	-	-	793	-
Stage 2	-	-	-	-	814	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.82	9.89
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	762	-	-	1249	-
HCM Lane V/C Ratio	0.034	-	-	0.016	-
HCM Ctrl Dly (s/v)	9.9	-	-	7.9	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	1	7	1	0	0	69	8	6	131	10
Future Vol, veh/h	0	0	1	7	1	0	0	69	8	6	131	10
Conflicting Peds, #/hr	0	0	1	1	0	0	7	0	8	8	0	7
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	0	0	0	14	0	0	0	7	13	0	2	0
Mvmt Flow	0	0	1	8	1	0	0	82	10	7	156	12

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	266	283	170	266	284	95	175	0	0	100	0	0
Stage 1	183	183	-	95	95	-	-	-	-	-	-	-
Stage 2	83	100	-	171	189	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.24	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.24	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.24	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.626	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	691	629	879	663	628	967	1414	-	-	1506	-	-
Stage 1	823	752	-	883	820	-	-	-	-	-	-	-
Stage 2	930	816	-	803	747	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	681	617	873	653	616	960	1404	-	-	1494	-	-
Mov Cap-2 Maneuver	681	617	-	653	616	-	-	-	-	-	-	-
Stage 1	813	743	-	876	814	-	-	-	-	-	-	-
Stage 2	929	810	-	797	739	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.13	10.64	0	0.3
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1404	-	-	873	648	72	-	-
HCM Lane V/C Ratio	-	-	-	0.001	0.015	0.005	-	-
HCM Ctrl Dly (s/v)	0	-	-	9.1	10.6	7.4	0	-
HCM Lane LOS	A	-	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	11	6	99	13	10	162
Pedestrians		3		19	19	
Ped Button	Yes		Yes			
Pedestrian Timing (s)	16.0		16.0			
Free Right		No		No		
Ideal Flow	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120
Volume Combined (vph)	17	0	112	0	0	172
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.92	0.85	0.98	0.85	0.95	1.00
Saturated Flow (vph)	1741	0	1867	0	0	1894
Ped Intf Time (s)	0.1	0.4	0.3	2.2	0.0	0.0
Pedestrian Frequency (%)	0.10		0.47			0.00
Protected Option Allowed	No		No			No
Reference Time (s)		0.0		0.0		
Adj Reference Time (s)		0.0		0.0		
Permitted Option						
Adj Saturation A (vph)	116		1867		0	1029
Reference Time A (s)	17.7		7.5		0.0	20.1
Adj Saturation B (vph	NA		NA		0	0
Reference Time B (s)	NA		NA		8.7	18.9
Reference Time (s)			7.5			18.9
Adj Reference Time (s)			15.5			22.9
Split Option						
Ref Time Combined (s)	1.3		7.5		0.0	10.9
Ref Time Seperate (s)	0.9		6.6		0.7	10.2
Reference Time (s)	1.3		7.5		10.9	10.9
Adj Reference Time (s)	9.1		15.5		14.9	14.9

Summary	WB	NB SB	Combined
Protected Option (s)	NA	NA	
Permitted Option (s)	Err	22.9	
Split Option (s)	9.1	30.4	
Minimum (s)	9.1	22.9	32.0

Right Turns
Adj Reference Time (s)
Cross Thru Ref Time (s)
Oncoming Left Ref Time (s)
Combined (s)

Intersection Summary			
Intersection Capacity Utilization	26.7%	ICU Level of Service	A

Reference Times and Phasing Options do not represent an optimized timing plan.

Capacity Analysis Summary Sheets

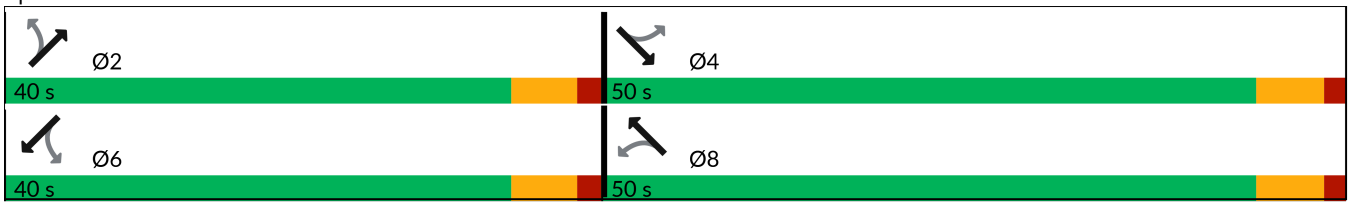
Existing Weekday Afternoon Peak Hour

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	27	37	84	80	39	16	109	362	71	16	303	23
Future Volume (vph)	27	37	84	80	39	16	109	362	71	16	303	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	2000	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	50		0	50		0	70		0	50		50
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	50			50			25			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.98	0.97		0.98	0.99		0.98	0.99		0.99	1.00	
Frt		0.896			0.957			0.975			0.989	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	1460	0	1805	1561	0	1787	1776	0	1805	1724	0
Flt Permitted	0.719			0.674			0.532			0.396		
Satd. Flow (perm)	1301	1460	0	1252	1561	0	980	1776	0	744	1724	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		90			17			13			5	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		242			335			335			387	
Travel Time (s)		6.6			9.1			9.1			10.6	
Confl. Peds. (#/hr)	20		26	26		20	29		21	21		29
Confl. Bikes (#/hr)						2						
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	1%	0%	5%	0%	1%	3%	6%	0%	3%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)		0			0	0					0	0
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	29	130	0	86	59	0	117	465	0	17	351	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	15.0	15.0		15.0	15.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	21.0	21.0		21.0	21.0		14.0	14.0		14.0	14.0	
Total Split (s)	50.0	50.0		50.0	50.0		40.0	40.0		40.0	40.0	
Total Split (%)	55.6%	55.6%		55.6%	55.6%		44.4%	44.4%		44.4%	44.4%	
Yellow Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Act Effct Green (s)	15.2	15.2		15.2	15.2		17.2	17.2		17.2	17.2	
Actuated g/C Ratio	0.34	0.34		0.34	0.34		0.39	0.39		0.39	0.39	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
v/c Ratio	0.07	0.23		0.20	0.11		0.31	0.67		0.06	0.52	
Control Delay (s/veh)	12.8	7.1		14.0	10.3		11.4	15.9		8.3	13.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	12.8	7.1		14.0	10.3		11.4	15.9		8.3	13.1	
LOS	B	A		B	B		B	B		A	B	
Approach Delay (s/veh)		8.2			12.5			15.0			12.9	
Approach LOS		A			B			B			B	
Queue Length 50th (ft)	5	7		15	7		20	91		3	65	
Queue Length 95th (ft)	22	43		50	32		46	162		11	118	
Internal Link Dist (ft)		162			255			255			307	
Turn Bay Length (ft)	50			50			70			50		
Base Capacity (vph)	1242	1398		1195	1491		757	1375		575	1333	
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	0.02	0.09		0.07	0.04		0.15	0.34		0.03	0.26	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 44.5			
Natural Cycle: 45			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.67			
Intersection Signal Delay (s/veh): 13.2		Intersection LOS: B	
Intersection Capacity Utilization 75.4%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 1: Shermer Road & Meadow Road

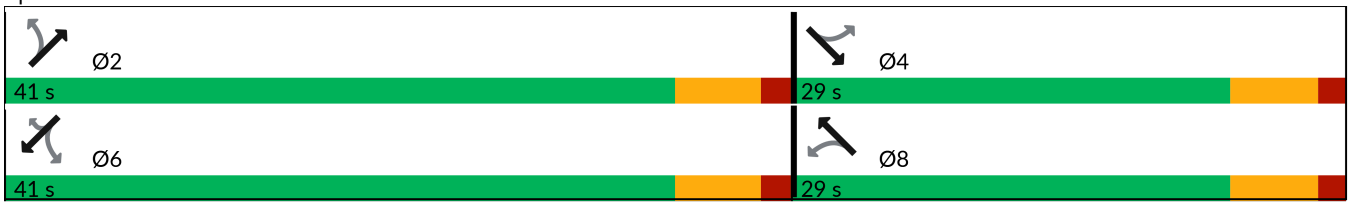


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	155	60	32	29	70	46	29	349	31	15	296	158
Future Volume (vph)	155	60	32	29	70	46	29	349	31	15	296	158
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	2000	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	90		0	0		0	90		0	110		220
Storage Lanes	1		0	0		0	1		0	1		1
Taper Length (ft)	70			25			55			75		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.92	0.99			0.96		1.00	1.00		1.00		0.97
Frt		0.947			0.957			0.988				0.850
Flt Protected	0.950				0.990		0.950			0.950		
Satd. Flow (prot)	1787	1742	0	0	1701	0	1805	1823	0	1805	1905	1599
Flt Permitted	0.657				0.915		0.566			0.490		
Satd. Flow (perm)	1135	1742	0	0	1570	0	1070	1823	0	927	1905	1552
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		35			35			9				172
Link Speed (mph)		25			20			25			25	
Link Distance (ft)		425			1402			570			506	
Travel Time (s)		11.6			47.8			15.5			13.8	
Confl. Peds. (#/hr)	69		4	4		69	8		9	9		8
Confl. Bikes (#/hr)												2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	2%	3%	3%	1%	2%	0%	3%	0%	0%	5%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	168	100	0	0	158	0	32	413	0	16	322	172
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		6
Detector Phase	4	4		8	8		2	2		6	6	6
Switch Phase												
Minimum Initial (s)	8.0	8.0		15.0	15.0		8.0	8.0		8.0	8.0	8.0
Minimum Split (s)	21.0	21.0		21.0	21.0		14.0	14.0		14.0	14.0	14.0
Total Split (s)	29.0	29.0		29.0	29.0		41.0	41.0		41.0	41.0	41.0
Total Split (%)	41.4%	41.4%		41.4%	41.4%		58.6%	58.6%		58.6%	58.6%	58.6%
Yellow Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	4.5
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0			6.0		6.0	6.0		6.0	6.0	6.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Min	Min		None	None	None
Act Effct Green (s)	14.3	14.3			16.2		21.2	21.2		21.2	21.2	21.2
Actuated g/C Ratio	0.34	0.34			0.38		0.50	0.50		0.50	0.50	0.50

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
v/c Ratio	0.44	0.16			0.25		0.06	0.45		0.03	0.34	0.20
Control Delay (s/veh)	16.5	8.9			10.6		9.3	12.2		9.0	11.1	2.7
Queue Delay	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	16.5	8.9			10.6		9.3	12.2		9.0	11.1	2.7
LOS	B	A			B		A	B		A	B	A
Approach Delay (s/veh)		13.7			10.6			12.0			8.2	
Approach LOS		B			B			B			A	
Queue Length 50th (ft)	29	10			20		5	78		2	59	0
Queue Length 95th (ft)	91	42			67		18	161		12	123	27
Internal Link Dist (ft)		345			1322			490			426	
Turn Bay Length (ft)	90						90			110		220
Base Capacity (vph)	640	997			900		886	1512		768	1578	1315
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	0.26	0.10			0.18		0.04	0.27		0.02	0.20	0.13

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 42.4			
Natural Cycle: 40			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.45			
Intersection Signal Delay (s/veh): 10.8		Intersection LOS: B	
Intersection Capacity Utilization 50.4%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 2: Shermer Road & Church Street



Intersection	
Intersection Delay, s/veh	7.6
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	10	10	23	13	4	6	28	8	3	24	1
Future Vol, veh/h	3	10	10	23	13	4	6	28	8	3	24	1
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71
Heavy Vehicles, %	33	0	0	4	0	0	0	4	0	33	8	0
Mvmt Flow	4	14	14	32	18	6	8	39	11	4	34	1
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.7	7.6	7.4	8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	14%	13%	57%	11%
Vol Thru, %	67%	43%	33%	86%
Vol Right, %	19%	43%	10%	4%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	42	23	40	28
LT Vol	6	3	23	3
Through Vol	28	10	13	24
RT Vol	8	10	4	1
Lane Flow Rate	59	32	56	39
Geometry Grp	1	1	1	1
Degree of Util (X)	0.066	0.04	0.066	0.051
Departure Headway (Hd)	3.998	4.442	4.22	4.662
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	887	798	841	762
Service Time	2.065	2.513	2.286	2.726
HCM Lane V/C Ratio	0.067	0.04	0.067	0.051
HCM Control Delay, s/veh	7.4	7.7	7.6	8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.1	0.2	0.2

Intersection	
Intersection Delay, s/veh	15.2
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	102	206	50	25	242	15	78	67	31	12	67	68
Future Vol, veh/h	102	206	50	25	242	15	78	67	31	12	67	68
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles, %	1	1	0	0	2	0	3	2	3	0	3	1
Mvmt Flow	117	237	57	29	278	17	90	77	36	14	77	78
Number of Lanes	1	1	1	1	1	0	1	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	3	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	3	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	2	3
HCM Control Delay, s/veh	14.1	18.9	12.7	14.1
HCM LOS	B	C	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	SBLn1
Vol Left, %	100%	0%	100%	0%	0%	100%	0%	8%
Vol Thru, %	0%	68%	0%	100%	0%	0%	94%	46%
Vol Right, %	0%	32%	0%	0%	100%	0%	6%	46%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	78	98	102	206	50	25	257	147
LT Vol	78	0	102	0	0	25	0	12
Through Vol	0	67	0	206	0	0	242	67
RT Vol	0	31	0	0	50	0	15	68
Lane Flow Rate	90	113	117	237	57	29	295	169
Geometry Grp	6	6	6	6	6	6	6	6
Degree of Util (X)	0.204	0.233	0.246	0.463	0.101	0.061	0.588	0.348
Departure Headway (Hd)	8.185	7.433	7.551	7.041	6.309	7.686	7.168	7.425
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	438	482	475	511	567	466	502	483
Service Time	5.939	5.187	5.301	4.79	4.058	5.436	4.917	5.18
HCM Lane V/C Ratio	0.205	0.234	0.246	0.464	0.101	0.062	0.588	0.35
HCM Control Delay, s/veh	13	12.4	12.8	15.8	9.8	10.9	19.7	14.1
HCM Lane LOS	B	B	B	C	A	B	C	B
HCM 95th-tile Q	0.8	0.9	1	2.4	0.3	0.2	3.7	1.5

Intersection	
Intersection Delay, s/veh	9.8
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	100	148	166	31	35	113
Future Vol, veh/h	100	148	166	31	35	113
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	1	2	2	0	9	0
Mvmt Flow	118	174	195	36	41	133
Number of Lanes	1	1	1	0	1	1

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	2	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	2	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	2	2
HCM Control Delay, s/veh	9.7	10.5	9.2
HCM LOS	A	B	A

Lane	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	100%	0%
Vol Thru, %	0%	100%	84%	0%	0%
Vol Right, %	0%	0%	16%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	100	148	197	35	113
LT Vol	100	0	0	35	0
Through Vol	0	148	166	0	0
RT Vol	0	0	31	0	113
Lane Flow Rate	118	174	232	41	133
Geometry Grp	5	5	3b	5	5
Degree of Util (X)	0.186	0.252	0.324	0.074	0.187
Departure Headway (Hd)	5.694	5.207	5.039	6.431	5.066
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	628	686	712	555	705
Service Time	3.447	2.961	3.092	4.191	2.826
HCM Lane V/C Ratio	0.188	0.254	0.326	0.074	0.189
HCM Control Delay, s/veh	9.8	9.7	10.5	9.7	9
HCM Lane LOS	A	A	B	A	A
HCM 95th-tile Q	0.7	1	1.4	0.2	0.7

Intersection	
Int Delay, s/veh	1.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	223	26	18	261	21	25
Future Vol, veh/h	223	26	18	261	21	25
Conflicting Peds, #/hr	0	1	1	0	3	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	65	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	1	0	0	2	0	0
Mvmt Flow	262	31	21	307	25	29

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	294	0	631	279
Stage 1	-	-	-	-	279	-
Stage 2	-	-	-	-	352	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1279	-	448	765
Stage 1	-	-	-	-	773	-
Stage 2	-	-	-	-	716	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1278	-	439	764
Mov Cap-2 Maneuver	-	-	-	-	439	-
Stage 1	-	-	-	-	772	-
Stage 2	-	-	-	-	702	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.51	11.96
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	571	-	-	1278	-
HCM Lane V/C Ratio	0.095	-	-	0.017	-
HCM Ctrl Dly (s/v)	12	-	-	7.9	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-

Intersection	
Int Delay, s/veh	1.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	179	4	35	187	10	41
Future Vol, veh/h	179	4	35	187	10	41
Conflicting Peds, #/hr	0	14	14	0	0	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	0	0	2	0	0
Mvmt Flow	201	4	39	210	11	46

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	220	0	506	218
Stage 1	-	-	-	-	217	-
Stage 2	-	-	-	-	289	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1362	-	530	826
Stage 1	-	-	-	-	824	-
Stage 2	-	-	-	-	765	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1344	-	507	815
Mov Cap-2 Maneuver	-	-	-	-	507	-
Stage 1	-	-	-	-	813	-
Stage 2	-	-	-	-	743	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	1.22	10.37
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	728	-	-	1344	-
HCM Lane V/C Ratio	0.079	-	-	0.029	-
HCM Ctrl Dly (s/v)	10.4	-	-	7.8	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	0	5	13	0	15	3	151	14	15	122	5
Future Vol, veh/h	10	0	5	13	0	15	3	151	14	15	122	5
Conflicting Peds, #/hr	0	0	0	0	0	0	8	0	1	1	0	8
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	77	77	77	77	77	77	77	77	77	77	77	77
Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	0	3	0
Mvmt Flow	13	0	6	17	0	19	4	196	18	19	158	6

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	413	432	170	411	426	206	173	0	0	215	0	0
Stage 1	209	209	-	214	214	-	-	-	-	-	-	-
Stage 2	204	223	-	197	212	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	553	520	879	554	524	839	1416	-	-	1367	-	-
Stage 1	798	733	-	793	729	-	-	-	-	-	-	-
Stage 2	803	723	-	809	731	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	526	506	873	539	509	839	1405	-	-	1365	-	-
Mov Cap-2 Maneuver	526	506	-	539	509	-	-	-	-	-	-	-
Stage 1	779	716	-	790	726	-	-	-	-	-	-	-
Stage 2	782	720	-	790	714	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	11.13	10.71	0.14	0.81
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	32	-	-	607	667	189	-	-
HCM Lane V/C Ratio	0.003	-	-	0.032	0.055	0.014	-	-
HCM Ctrl Dly (s/v)	7.6	0	-	11.1	10.7	7.7	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.2	0	-	-



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	19	6	172	12	14	128
Pedestrians		2		11	11	
Ped Button	Yes		Yes			
Pedestrian Timing (s)	16.0		16.0			
Free Right		No		No		
Ideal Flow	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120
Volume Combined (vph)	25	0	184	0	0	142
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.93	0.85	0.99	0.85	0.95	1.00
Saturated Flow (vph)	1762	0	1881	0	0	1891
Ped Intf Time (s)	0.1	0.3	0.1	1.4	0.0	0.0
Pedestrian Frequency (%)	0.06		0.31			0.00
Protected Option Allowed	No		No			No
Reference Time (s)		0.0		0.0		
Adj Reference Time (s)		0.0		0.0		
Permitted Option						
Adj Saturation A (vph)	117		1881		0	771
Reference Time A (s)	25.6		11.8		0.0	22.1
Adj Saturation B (vph	NA		NA		NA	NA
Reference Time B (s)	NA		NA		NA	NA
Reference Time (s)			11.8			22.1
Adj Reference Time (s)			17.1			26.1
Split Option						
Ref Time Combined (s)	1.8		11.8		0.0	9.0
Ref Time Seperate (s)	1.4		11.1		0.9	8.1
Reference Time (s)	1.8		11.8		9.0	9.0
Adj Reference Time (s)	8.8		17.1		13.0	13.0

Summary	WB	NB SB	Combined
Protected Option (s)	NA	NA	
Permitted Option (s)	Err	26.1	
Split Option (s)	8.8	30.1	
Minimum (s)	8.8	26.1	34.9

Right Turns
Adj Reference Time (s)
Cross Thru Ref Time (s)
Oncoming Left Ref Time (s)
Combined (s)

Intersection Summary			
Intersection Capacity Utilization	29.1%	ICU Level of Service	A

Reference Times and Phasing Options do not represent an optimized timing plan.

Capacity Analysis Summary Sheets

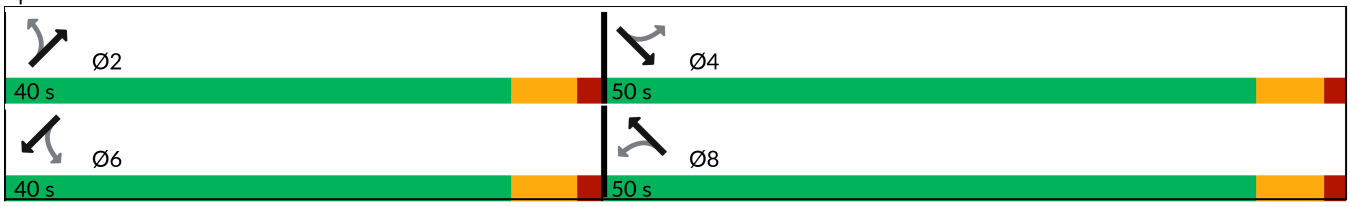
Existing Weekday Evening Peak Hour

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	27	39	82	59	54	18	66	265	57	18	335	30
Future Volume (vph)	27	39	82	59	54	18	66	265	57	18	335	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	2000	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	50		0	50		0	70		0	50		50
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	50			50			25			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.97	0.96		0.97	0.99		0.98	0.99		0.99	0.99	
Frt		0.898			0.963			0.973			0.988	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1446	0	1805	1614	0	1805	1833	0	1805	1767	0
Flt Permitted	0.704			0.669			0.446			0.510		
Satd. Flow (perm)	1300	1446	0	1228	1614	0	828	1833	0	956	1767	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		93			20			14			6	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		242			335			335			387	
Travel Time (s)		6.6			9.1			9.1			10.6	
Confl. Peds. (#/hr)	31		40	40		31	37		19	19		37
Confl. Bikes (#/hr)			3						4			1
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	1%	2%	0%	1%	0%	0%	0%	0%	0%	0%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)		0			0	0					0	0
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	31	137	0	67	81	0	75	366	0	20	415	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	15.0	15.0		15.0	15.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	21.0	21.0		21.0	21.0		14.0	14.0		14.0	14.0	
Total Split (s)	50.0	50.0		50.0	50.0		40.0	40.0		40.0	40.0	
Total Split (%)	55.6%	55.6%		55.6%	55.6%		44.4%	44.4%		44.4%	44.4%	
Yellow Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Act Effct Green (s)	15.1	15.1		15.1	15.1		15.0	15.0		15.0	15.0	
Actuated g/C Ratio	0.36	0.36		0.36	0.36		0.36	0.36		0.36	0.36	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
v/c Ratio	0.07	0.24		0.15	0.14		0.26	0.56		0.06	0.66	
Control Delay (s/veh)	11.3	6.5		12.0	9.5		11.6	13.7		8.7	16.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	11.3	6.5		12.0	9.5		11.6	13.7		8.7	16.6	
LOS	B	A		B	A		B	B		A	B	
Approach Delay (s/veh)		7.4			10.7			13.4			16.2	
Approach LOS		A			B			B			B	
Queue Length 50th (ft)	5	7		10	9		12	63		3	78	
Queue Length 95th (ft)	20	38		36	35		32	114		12	138	
Internal Link Dist (ft)		162			255			255			307	
Turn Bay Length (ft)	50			50			70			50		
Base Capacity (vph)	1272	1417		1202	1580		672	1490		776	1435	
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	0.02	0.10		0.06	0.05		0.11	0.25		0.03	0.29	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 42.2			
Natural Cycle: 40			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.66			
Intersection Signal Delay (s/veh): 13.2		Intersection LOS: B	
Intersection Capacity Utilization 70.4%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 1: Shermer Road & Meadow Road

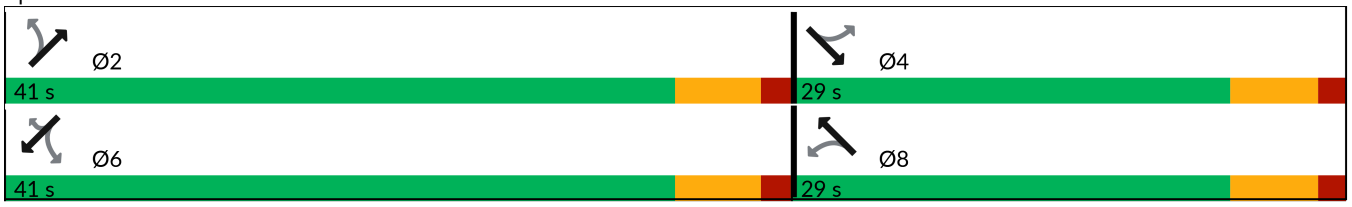


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	135	48	22	16	55	15	14	270	11	14	357	188
Future Volume (vph)	135	48	22	16	55	15	14	270	11	14	357	188
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	2000	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	90		0	0		0	90		0	110		220
Storage Lanes	1		0	0		0	1		0	1		1
Taper Length (ft)	70			25			55			75		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.98	0.99			0.99		1.00	1.00		0.99		0.97
Frt		0.953			0.977			0.994				0.850
Flt Protected	0.950				0.991		0.950			0.950		
Satd. Flow (prot)	1787	1795	0	0	1824	0	1805	1868	0	1805	1961	1599
Flt Permitted	0.697				0.934		0.530			0.578		
Satd. Flow (perm)	1280	1795	0	0	1718	0	1002	1868	0	1087	1961	1554
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23			16			4				200
Link Speed (mph)		25			20			25			25	
Link Distance (ft)		425			1402			570			506	
Travel Time (s)		11.6			47.8			15.5			13.8	
Confl. Peds. (#/hr)	18		3	3		18	8		16	16		8
Confl. Bikes (#/hr)			3			2			3			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	0%	0%	0%	0%	0%	0%	1%	0%	0%	2%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	144	74	0	0	92	0	15	299	0	15	380	200
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		6
Detector Phase	4	4		8	8		2	2		6	6	6
Switch Phase												
Minimum Initial (s)	8.0	8.0		15.0	15.0		8.0	8.0		8.0	8.0	8.0
Minimum Split (s)	21.0	21.0		21.0	21.0		14.0	14.0		14.0	14.0	14.0
Total Split (s)	29.0	29.0		29.0	29.0		41.0	41.0		41.0	41.0	41.0
Total Split (%)	41.4%	41.4%		41.4%	41.4%		58.6%	58.6%		58.6%	58.6%	58.6%
Yellow Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	4.5
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0			6.0		6.0	6.0		6.0	6.0	6.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Min	Min		None	None	None
Act Effct Green (s)	13.6	13.6			15.6		20.5	20.5		20.5	20.5	20.5
Actuated g/C Ratio	0.33	0.33			0.38		0.50	0.50		0.50	0.50	0.50

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
v/c Ratio	0.34	0.12			0.14		0.03	0.32		0.03	0.39	0.23
Control Delay (s/veh)	14.4	9.1			10.3		8.3	10.4		8.2	11.1	2.5
Queue Delay	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	14.4	9.1			10.3		8.3	10.4		8.2	11.1	2.5
LOS	B	A			B		A	B		A	B	A
Approach Delay (s/veh)		12.6			10.3			10.3			8.1	
Approach LOS		B			B			B			A	
Queue Length 50th (ft)	23	8			11		2	52		2	70	0
Queue Length 95th (ft)	74	34			43		10	97		10	126	26
Internal Link Dist (ft)		345			1322			490			426	
Turn Bay Length (ft)	90						90			110		220
Base Capacity (vph)	798	1128			1077		846	1579		918	1657	1344
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	0.18	0.07			0.09		0.02	0.19		0.02	0.23	0.15

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 40.9			
Natural Cycle: 40			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.39			
Intersection Signal Delay (s/veh): 9.6		Intersection LOS: A	
Intersection Capacity Utilization 46.6%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 2: Shermer Road & Church Street



Intersection	
Intersection Delay, s/veh	7.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	16	6	33	17	3	3	33	11	1	16	3
Future Vol, veh/h	1	16	6	33	17	3	3	33	11	1	16	3
Peak Hour Factor	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73
Heavy Vehicles, %	0	0	0	6	0	0	0	0	0	0	0	0
Mvmt Flow	1	22	8	45	23	4	4	45	15	1	22	4
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.2	7.7	7.3	7.2
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	6%	4%	62%	5%
Vol Thru, %	70%	70%	32%	80%
Vol Right, %	23%	26%	6%	15%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	47	23	53	20
LT Vol	3	1	33	1
Through Vol	33	16	17	16
RT Vol	11	6	3	3
Lane Flow Rate	64	32	73	27
Geometry Grp	1	1	1	1
Degree of Util (X)	0.071	0.035	0.086	0.031
Departure Headway (Hd)	3.974	3.966	4.275	4.051
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	893	895	834	875
Service Time	2.035	2.026	2.322	2.118
HCM Lane V/C Ratio	0.072	0.036	0.088	0.031
HCM Control Delay, s/veh	7.3	7.2	7.7	7.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.1	0.3	0.1

Intersection	
Intersection Delay, s/veh	16.5
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	88	191	75	28	305	8	95	64	25	23	47	88
Future Vol, veh/h	88	191	75	28	305	8	95	64	25	23	47	88
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	1	0	4	1	0	0	0	0	0	0	0
Mvmt Flow	96	208	82	30	332	9	103	70	27	25	51	96
Number of Lanes	1	1	1	1	1	0	1	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	3	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	3	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	2	3
HCM Control Delay, s/veh	13.4	22.5	12.9	14.4
HCM LOS	B	C	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	SBLn1
Vol Left, %	100%	0%	100%	0%	0%	100%	0%	15%
Vol Thru, %	0%	72%	0%	100%	0%	0%	97%	30%
Vol Right, %	0%	28%	0%	0%	100%	0%	3%	56%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	95	89	88	191	75	28	313	158
LT Vol	95	0	88	0	0	28	0	23
Through Vol	0	64	0	191	0	0	305	47
RT Vol	0	25	0	0	75	0	8	88
Lane Flow Rate	103	97	96	208	82	30	340	172
Geometry Grp	6	6	6	6	6	6	6	6
Degree of Util (X)	0.236	0.202	0.205	0.415	0.146	0.065	0.674	0.357
Departure Headway (Hd)	8.236	7.525	7.726	7.198	6.465	7.714	7.132	7.48
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	436	476	464	500	554	464	507	481
Service Time	5.997	5.286	5.479	4.951	4.218	5.465	4.882	5.239
HCM Lane V/C Ratio	0.236	0.204	0.207	0.416	0.148	0.065	0.671	0.358
HCM Control Delay, s/veh	13.5	12.2	12.5	15	10.3	11	23.5	14.4
HCM Lane LOS	B	B	B	B	B	B	C	B
HCM 95th-tile Q	0.9	0.7	0.8	2	0.5	0.2	5	1.6

Intersection	
Intersection Delay, s/veh	9.6
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	113	126	182	26	12	133
Future Vol, veh/h	113	126	182	26	12	133
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	2	1	0	0	2
Mvmt Flow	123	137	198	28	13	145
Number of Lanes	1	1	1	0	1	1

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	2	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	2	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	2	2
HCM Control Delay, s/veh	9.4	10.2	9
HCM LOS	A	B	A

Lane	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	100%	0%
Vol Thru, %	0%	100%	88%	0%	0%
Vol Right, %	0%	0%	13%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	113	126	208	12	133
LT Vol	113	0	0	12	0
Through Vol	0	126	182	0	0
RT Vol	0	0	26	0	133
Lane Flow Rate	123	137	226	13	145
Geometry Grp	5	5	3b	5	5
Degree of Util (X)	0.191	0.196	0.311	0.022	0.201
Departure Headway (Hd)	5.607	5.139	4.951	6.188	5.013
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	639	697	723	577	714
Service Time	3.352	2.883	2.995	3.937	2.761
HCM Lane V/C Ratio	0.192	0.197	0.313	0.023	0.203
HCM Control Delay, s/veh	9.7	9.1	10.2	9.1	9
HCM Lane LOS	A	A	B	A	A
HCM 95th-tile Q	0.7	0.7	1.3	0.1	0.7

Intersection	
Int Delay, s/veh	1.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	216	23	20	295	46	23
Future Vol, veh/h	216	23	20	295	46	23
Conflicting Peds, #/hr	0	16	16	0	2	2
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	65	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	1	0	0	1	0	0
Mvmt Flow	245	26	23	335	52	26

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	288	0	657	277
Stage 1	-	-	-	-	275	-
Stage 2	-	-	-	-	383	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1286	-	433	767
Stage 1	-	-	-	-	776	-
Stage 2	-	-	-	-	694	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1266	-	418	754
Mov Cap-2 Maneuver	-	-	-	-	418	-
Stage 1	-	-	-	-	765	-
Stage 2	-	-	-	-	680	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.5	13.73
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	491	-	-	1266	-
HCM Lane V/C Ratio	0.16	-	-	0.018	-
HCM Ctrl Dly (s/v)	13.7	-	-	7.9	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.6	-	-	0.1	-

Intersection	
Int Delay, s/veh	1.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	137	1	20	193	15	36
Future Vol, veh/h	137	1	20	193	15	36
Conflicting Peds, #/hr	0	4	4	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	0	0	0	0	0
Mvmt Flow	156	1	23	219	17	41

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	161	0	425	160
Stage 1	-	-	-	-	160	-
Stage 2	-	-	-	-	265	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1431	-	590	890
Stage 1	-	-	-	-	873	-
Stage 2	-	-	-	-	784	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1425	-	578	887
Mov Cap-2 Maneuver	-	-	-	-	578	-
Stage 1	-	-	-	-	870	-
Stage 2	-	-	-	-	772	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.71	10.08
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	766	-	-	1425	-
HCM Lane V/C Ratio	0.076	-	-	0.016	-
HCM Ctrl Dly (s/v)	10.1	-	-	7.6	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	0	0	14	0	15	0	159	7	15	134	1
Future Vol, veh/h	10	0	0	14	0	15	0	159	7	15	134	1
Conflicting Peds, #/hr	0	0	2	2	0	0	16	0	6	6	0	16
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	0	1	0
Mvmt Flow	11	0	0	16	0	17	0	177	8	17	149	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	375	389	167	371	386	187	166	0	0	190	0	0
Stage 1	199	199	-	187	187	-	-	-	-	-	-	-
Stage 2	177	190	-	184	199	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	585	549	882	590	551	861	1424	-	-	1395	-	-
Stage 1	808	740	-	820	749	-	-	-	-	-	-	-
Stage 2	830	746	-	822	740	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	558	530	867	577	533	856	1403	-	-	1387	-	-
Mov Cap-2 Maneuver	558	530	-	577	533	-	-	-	-	-	-	-
Stage 1	785	720	-	815	745	-	-	-	-	-	-	-
Stage 2	814	742	-	810	719	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	11.58	10.44	0	0.76
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1403	-	-	558	694	180	-	-
HCM Lane V/C Ratio	-	-	-	0.02	0.046	0.012	-	-
HCM Ctrl Dly (s/v)	0	-	-	11.6	10.4	7.6	0	-
HCM Lane LOS	A	-	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	20	4	147	13	11	138
Pedestrians	1			9	9	
Ped Button			Yes			
Pedestrian Timing (s)			16.0			
Free Right		No		No		
Ideal Flow	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120
Volume Combined (vph)	24	0	160	0	0	149
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.93	0.85	0.99	0.85	0.95	1.00
Saturated Flow (vph)	1775	0	1877	0	0	1893
Ped Intf Time (s)	0.0	0.0	0.1	1.1	0.0	0.0
Pedestrian Frequency (%)	0.00		0.26			0.00
Protected Option Allowed	No		No			No
Reference Time (s)		0.0		0.0		
Adj Reference Time (s)		0.0		0.0		
Permitted Option						
Adj Saturation A (vph)	118		1877		0	912
Reference Time A (s)	24.3		10.3		0.0	19.6
Adj Saturation B (vph	NA		NA		NA	NA
Reference Time B (s)	NA		NA		NA	NA
Reference Time (s)			10.3			19.6
Adj Reference Time (s)			15.8			23.6
Split Option						
Ref Time Combined (s)	1.6		10.3		0.0	9.4
Ref Time Seperate (s)	1.4		9.5		0.7	8.7
Reference Time (s)	1.6		10.3		9.4	9.4
Adj Reference Time (s)	8.0		15.8		13.4	13.4

Summary	WB	NB SB	Combined
Protected Option (s)	NA	NA	
Permitted Option (s)	Err	23.6	
Split Option (s)	8.0	29.2	
Minimum (s)	8.0	23.6	31.6

Right Turns
Adj Reference Time (s)
Cross Thru Ref Time (s)
Oncoming Left Ref Time (s)
Combined (s)

Intersection Summary			
Intersection Capacity Utilization	26.3%	ICU Level of Service	A

Reference Times and Phasing Options do not represent an optimized timing plan.

Capacity Analysis Summary Sheets

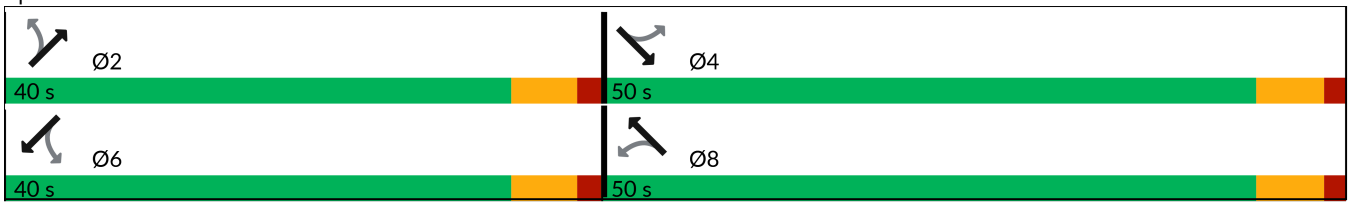
No-Build Weekday Morning Peak Hour

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	10	61	33	52	27	12	53	309	86	29	235	21
Future Volume (vph)	10	61	33	52	27	12	53	309	86	29	235	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	2000	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	50		0	50		0	70		0	50		50
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	50			50			25			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99	0.99		0.99	0.99		0.99	0.99		0.99	1.00	
Frt		0.947			0.953			0.967			0.988	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1511	0	1583	1551	0	1805	1689	0	1805	1742	0
Flt Permitted	0.728			0.687			0.580			0.408		
Satd. Flow (perm)	1371	1511	0	1132	1551	0	1096	1689	0	771	1742	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		38			14			18			6	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		242			335			335			387	
Travel Time (s)		6.6			9.1			9.1			10.6	
Confl. Peds. (#/hr)	9		13	13		9	7		10	10		7
Confl. Bikes (#/hr)												1
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	7%	4%	14%	6%	0%	0%	8%	8%	0%	2%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)		0			0	0					0	0
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	11	108	0	60	45	0	61	454	0	33	294	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	15.0	15.0		15.0	15.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	21.0	21.0		21.0	21.0		14.0	14.0		14.0	14.0	
Total Split (s)	50.0	50.0		50.0	50.0		40.0	40.0		40.0	40.0	
Total Split (%)	55.6%	55.6%		55.6%	55.6%		44.4%	44.4%		44.4%	44.4%	
Yellow Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Act Effct Green (s)	15.2	15.2		15.2	15.2		17.1	17.1		17.1	17.1	
Actuated g/C Ratio	0.34	0.34		0.34	0.34		0.38	0.38		0.38	0.38	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
v/c Ratio	0.02	0.20		0.16	0.08		0.14	0.69		0.11	0.44	
Control Delay (s/veh)	12.5	10.1		13.7	10.2		9.1	16.6		9.0	11.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	12.5	10.1		13.7	10.2		9.1	16.6		9.0	11.6	
LOS	B	B		B	B		A	B		A	B	
Approach Delay (s/veh)		10.3			12.2			15.7			11.4	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)	2	12		11	5		9	92		5	51	
Queue Length 95th (ft)	11	47		40	26		24	158		16	91	
Internal Link Dist (ft)		162			255			255			307	
Turn Bay Length (ft)	50			50			70			50		
Base Capacity (vph)	1308	1443		1080	1480		848	1312		597	1350	
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	0.01	0.07		0.06	0.03		0.07	0.35		0.06	0.22	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 44.5			
Natural Cycle: 45			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.69			
Intersection Signal Delay (s/veh): 13.4		Intersection LOS: B	
Intersection Capacity Utilization 55.9%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 1: Shermer Road & Meadow Road

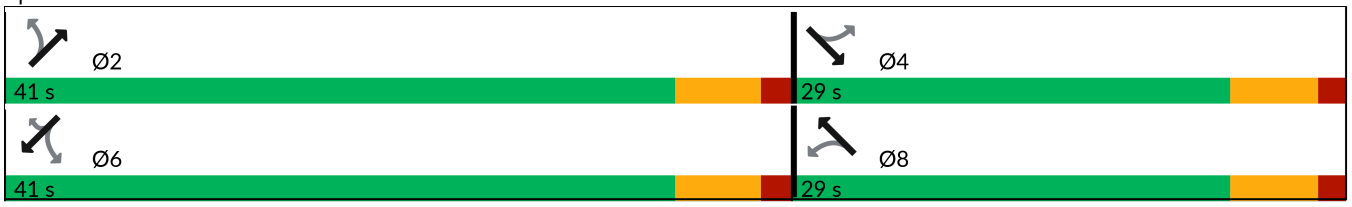


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	111	94	18	22	89	60	20	277	18	20	256	104
Future Volume (vph)	111	94	18	22	89	60	20	277	18	20	256	104
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	2000	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	90		0	0		0	90		0	110		220
Storage Lanes	1		0	0		0	1		0	1		1
Taper Length (ft)	70			25			55			75		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.91	0.99			0.95		0.95	1.00		1.00		0.90
Frt		0.976			0.953			0.991				0.850
Flt Protected	0.950				0.994		0.950			0.950		
Satd. Flow (prot)	1787	1816	0	0	1660	0	1671	1752	0	1703	1887	1583
Flt Permitted	0.643				0.945		0.592			0.570		
Satd. Flow (perm)	1101	1816	0	0	1574	0	987	1752	0	1019	1887	1432
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		15			42			7				111
Link Speed (mph)		25			20			25			25	
Link Distance (ft)		425			1402			570			506	
Travel Time (s)		11.6			47.8			15.5			13.8	
Confl. Peds. (#/hr)	80		14	14		80	76		4	4		76
Confl. Bikes (#/hr)			10			1			1			2
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	0%	8%	5%	2%	4%	8%	7%	12%	6%	6%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	118	119	0	0	182	0	21	314	0	21	272	111
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		6
Detector Phase	4	4		8	8		2	2		6	6	6
Switch Phase												
Minimum Initial (s)	8.0	8.0		15.0	15.0		8.0	8.0		8.0	8.0	8.0
Minimum Split (s)	21.0	21.0		21.0	21.0		14.0	14.0		14.0	14.0	14.0
Total Split (s)	29.0	29.0		29.0	29.0		41.0	41.0		41.0	41.0	41.0
Total Split (%)	41.4%	41.4%		41.4%	41.4%		58.6%	58.6%		58.6%	58.6%	58.6%
Yellow Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	4.5
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0			6.0		6.0	6.0		6.0	6.0	6.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Min	Min		None	None	None
Act Effct Green (s)	13.5	13.5			15.3		17.7	17.7		17.7	17.7	17.7
Actuated g/C Ratio	0.35	0.35			0.40		0.46	0.46		0.46	0.46	0.46

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
v/c Ratio	0.30	0.18			0.28		0.05	0.39		0.04	0.31	0.15
Control Delay (s/veh)	12.4	9.3			9.1		9.2	11.9		9.2	11.2	3.2
Queue Delay	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	12.4	9.3			9.1		9.2	11.9		9.2	11.2	3.2
LOS	B	A			A		A	B		A	B	A
Approach Delay (s/veh)		10.8			9.1			11.7			8.9	
Approach LOS		B			A			B			A	
Queue Length 50th (ft)	16	14			19		3	57		3	49	0
Queue Length 95th (ft)	55	46			64		13	111		13	94	21
Internal Link Dist (ft)		345			1322			490			426	
Turn Bay Length (ft)	90						90			110		220
Base Capacity (vph)	677	1123			984		884	1570		912	1690	1294
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	0.17	0.11			0.18		0.02	0.20		0.02	0.16	0.09

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 38.2			
Natural Cycle: 40			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.39			
Intersection Signal Delay (s/veh): 10.1		Intersection LOS: B	
Intersection Capacity Utilization 50.8%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 2: Shermer Road & Church Street



Intersection	
Intersection Delay, s/veh	7.7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	19	3	12	15	0	0	21	14	2	29	2
Future Vol, veh/h	1	19	3	12	15	0	0	21	14	2	29	2
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74
Heavy Vehicles, %	100	5	0	8	0	0	0	5	0	0	4	0
Mvmt Flow	1	26	4	16	20	0	0	28	19	3	39	3
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	9.1	7.6	7.2	7.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	4%	44%	6%
Vol Thru, %	60%	83%	56%	88%
Vol Right, %	40%	13%	0%	6%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	35	23	27	33
LT Vol	0	1	12	2
Through Vol	21	19	15	29
RT Vol	14	3	0	2
Lane Flow Rate	47	31	36	45
Geometry Grp	1	1	1	1
Degree of Util (X)	0.051	0.049	0.044	0.05
Departure Headway (Hd)	3.896	5.721	4.309	4.029
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	908	624	825	879
Service Time	1.969	3.769	2.365	2.101
HCM Lane V/C Ratio	0.052	0.05	0.044	0.051
HCM Control Delay, s/veh	7.2	9.1	7.6	7.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.2	0.1	0.2

Intersection	
Intersection Delay, s/veh	12.4
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	93	220	71	16	185	5	40	20	11	15	64	102
Future Vol, veh/h	93	220	71	16	185	5	40	20	11	15	64	102
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, %	0	1	1	6	1	0	8	7	0	0	0	2
Mvmt Flow	104	247	80	18	208	6	45	22	12	17	72	115
Number of Lanes	1	1	1	1	1	0	1	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	3	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	3	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	2	3
HCM Control Delay, s/veh	12.1	13.2	10.9	12.8
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	SBLn1
Vol Left, %	100%	0%	100%	0%	0%	100%	0%	8%
Vol Thru, %	0%	65%	0%	100%	0%	0%	97%	35%
Vol Right, %	0%	35%	0%	0%	100%	0%	3%	56%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	40	31	93	220	71	16	190	181
LT Vol	40	0	93	0	0	16	0	15
Through Vol	0	20	0	220	0	0	185	64
RT Vol	0	11	0	0	71	0	5	102
Lane Flow Rate	45	35	104	247	80	18	213	203
Geometry Grp	6	6	6	6	6	6	6	6
Degree of Util (X)	0.097	0.068	0.194	0.426	0.122	0.036	0.39	0.362
Departure Headway (Hd)	7.757	6.981	6.699	6.21	5.501	7.182	6.569	6.413
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	460	510	534	578	648	496	544	557
Service Time	5.545	4.768	4.464	3.974	3.265	4.956	4.343	4.187
HCM Lane V/C Ratio	0.098	0.069	0.195	0.427	0.123	0.036	0.392	0.364
HCM Control Delay, s/veh	11.4	10.3	11.1	13.5	9	10.2	13.5	12.8
HCM Lane LOS	B	B	B	B	A	B	B	B
HCM 95th-tile Q	0.3	0.2	0.7	2.1	0.4	0.1	1.8	1.6

Intersection	
Intersection Delay, s/veh	9
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	52	185	149	16	15	51
Future Vol, veh/h	52	185	149	16	15	51
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	1	2	13	7	0
Mvmt Flow	57	201	162	17	16	55
Number of Lanes	1	1	1	0	1	1

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	2	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	2	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	2	2
HCM Control Delay, s/veh	9.1	9.2	8.2
HCM LOS	A	A	A

Lane	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	100%	0%
Vol Thru, %	0%	100%	90%	0%	0%
Vol Right, %	0%	0%	10%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	52	185	165	15	51
LT Vol	52	0	0	15	0
Through Vol	0	185	149	0	0
RT Vol	0	0	16	0	51
Lane Flow Rate	57	201	179	16	55
Geometry Grp	5	5	3b	5	5
Degree of Util (X)	0.084	0.27	0.236	0.028	0.074
Departure Headway (Hd)	5.36	4.841	4.742	6.16	4.831
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	670	744	759	582	742
Service Time	3.078	2.559	2.76	3.887	2.558
HCM Lane V/C Ratio	0.085	0.27	0.236	0.027	0.074
HCM Control Delay, s/veh	8.6	9.3	9.2	9.1	7.9
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0.3	1.1	0.9	0.1	0.2

Intersection	
Int Delay, s/veh	0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	227	19	9	191	15	10
Future Vol, veh/h	227	19	9	191	15	10
Conflicting Peds, #/hr	0	9	9	0	2	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	65	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	2	0	10
Mvmt Flow	247	21	10	208	16	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	276	0	495	266
Stage 1	-	-	-	-	266	-
Stage 2	-	-	-	-	229	-
Critical Hdwy	-	-	4.1	-	6.4	6.3
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.39
Pot Cap-1 Maneuver	-	-	1298	-	537	754
Stage 1	-	-	-	-	783	-
Stage 2	-	-	-	-	814	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1287	-	528	747
Mov Cap-2 Maneuver	-	-	-	-	528	-
Stage 1	-	-	-	-	776	-
Stage 2	-	-	-	-	806	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.35	11.31
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	598	-	-	1287	-
HCM Lane V/C Ratio	0.045	-	-	0.008	-
HCM Ctrl Dly (s/v)	11.3	-	-	7.8	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	197	3	17	163	2	20
Future Vol, veh/h	197	3	17	163	2	20
Conflicting Peds, #/hr	0	20	20	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	1	0	12	3	0	0
Mvmt Flow	232	4	20	192	2	24

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	255	0	485	254
Stage 1	-	-	-	-	254	-
Stage 2	-	-	-	-	232	-
Critical Hdwy	-	-	4.22	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.308	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1254	-	544	790
Stage 1	-	-	-	-	793	-
Stage 2	-	-	-	-	811	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1230	-	525	775
Mov Cap-2 Maneuver	-	-	-	-	525	-
Stage 1	-	-	-	-	778	-
Stage 2	-	-	-	-	798	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.75	10.02
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	743	-	-	1230	-
HCM Lane V/C Ratio	0.035	-	-	0.016	-
HCM Ctrl Dly (s/v)	10	-	-	8	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	1	7	1	0	0	71	8	6	135	10
Future Vol, veh/h	0	0	1	7	1	0	0	71	8	6	135	10
Conflicting Peds, #/hr	0	0	1	1	0	0	8	0	9	9	0	8
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	0	0	0	14	0	0	0	7	13	0	2	0
Mvmt Flow	0	0	1	8	1	0	0	85	10	7	161	12

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	274	292	176	274	293	98	181	0	0	103	0	0
Stage 1	189	189	-	98	98	-	-	-	-	-	-	-
Stage 2	85	103	-	176	195	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.24	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.24	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.24	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.626	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	682	622	873	655	621	963	1407	-	-	1501	-	-
Stage 1	817	748	-	879	818	-	-	-	-	-	-	-
Stage 2	928	814	-	799	743	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	672	609	865	644	608	955	1396	-	-	1489	-	-
Mov Cap-2 Maneuver	672	609	-	644	608	-	-	-	-	-	-	-
Stage 1	807	738	-	872	811	-	-	-	-	-	-	-
Stage 2	926	807	-	792	734	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.17	10.72	0	0.3
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1396	-	-	865	639	71	-	-
HCM Lane V/C Ratio	-	-	-	0.001	0.015	0.005	-	-
HCM Ctrl Dly (s/v)	0	-	-	9.2	10.7	7.4	0	-
HCM Lane LOS	A	-	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	11	6	105	13	10	170
Pedestrians		3		21	21	
Ped Button	Yes		Yes			
Pedestrian Timing (s)	16.0		16.0			
Free Right		No		No		
Ideal Flow	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120
Volume Combined (vph)	17	0	118	0	0	180
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.92	0.85	0.98	0.85	0.95	1.00
Saturated Flow (vph)	1741	0	1869	0	0	1895
Ped Intf Time (s)	0.1	0.4	0.3	2.4	0.0	0.0
Pedestrian Frequency (%)	0.10		0.50			0.00
Protected Option Allowed	No		No			No
Reference Time (s)		0.0		0.0		
Adj Reference Time (s)		0.0		0.0		
Permitted Option						
Adj Saturation A (vph)	116		1869		0	1051
Reference Time A (s)	17.7		7.8		0.0	20.6
Adj Saturation B (vph	NA		NA		0	0
Reference Time B (s)	NA		NA		8.7	19.4
Reference Time (s)			7.8			19.4
Adj Reference Time (s)			15.9			23.4
Split Option						
Ref Time Combined (s)	1.3		7.8		0.0	11.4
Ref Time Seperate (s)	0.9		7.0		0.7	10.7
Reference Time (s)	1.3		7.8		11.4	11.4
Adj Reference Time (s)	9.1		15.9		15.4	15.4

Summary	WB	NB SB	Combined
Protected Option (s)	NA	NA	
Permitted Option (s)	Err	23.4	
Split Option (s)	9.1	31.3	
Minimum (s)	9.1	23.4	32.5

Right Turns
Adj Reference Time (s)
Cross Thru Ref Time (s)
Oncoming Left Ref Time (s)
Combined (s)

Intersection Summary			
Intersection Capacity Utilization	27.1%	ICU Level of Service	A

Reference Times and Phasing Options do not represent an optimized timing plan.

Capacity Analysis Summary Sheets

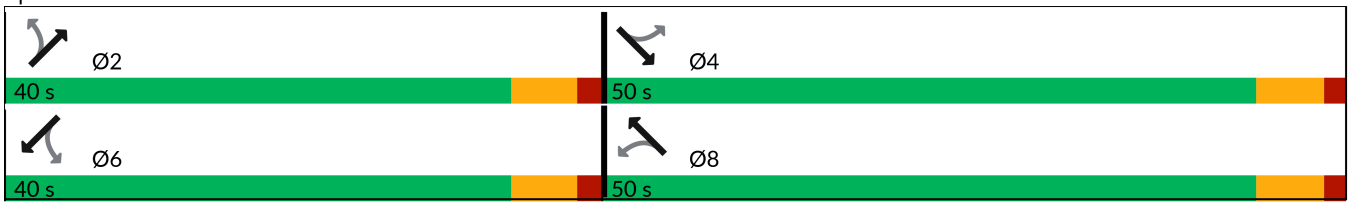
No-Build Weekday Afternoon Peak Hour

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	28	38	87	82	40	16	112	396	73	16	329	24
Future Volume (vph)	28	38	87	82	40	16	112	396	73	16	329	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	2000	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	50		0	50		0	70		0	50		50
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	50			50			25			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.98	0.97		0.98	0.99		0.98	0.99		0.99	1.00	
Frt		0.896			0.957			0.977			0.990	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	1456	0	1805	1560	0	1787	1780	0	1805	1725	0
Flt Permitted	0.718			0.671			0.500			0.363		
Satd. Flow (perm)	1297	1456	0	1244	1560	0	920	1780	0	682	1725	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		94			17			12			5	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		242			335			335			387	
Travel Time (s)		6.6			9.1			9.1			10.6	
Confl. Peds. (#/hr)	22		29	29		22	32		23	23		32
Confl. Bikes (#/hr)						2						
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	1%	0%	5%	0%	1%	3%	6%	0%	3%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)		0			0	0					0	0
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	30	135	0	88	60	0	120	504	0	17	380	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	15.0	15.0		15.0	15.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	21.0	21.0		21.0	21.0		14.0	14.0		14.0	14.0	
Total Split (s)	50.0	50.0		50.0	50.0		40.0	40.0		40.0	40.0	
Total Split (%)	55.6%	55.6%		55.6%	55.6%		44.4%	44.4%		44.4%	44.4%	
Yellow Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Act Effct Green (s)	15.2	15.2		15.2	15.2		18.9	18.9		18.9	18.9	
Actuated g/C Ratio	0.33	0.33		0.33	0.33		0.41	0.41		0.41	0.41	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
v/c Ratio	0.07	0.25		0.22	0.11		0.32	0.69		0.06	0.54	
Control Delay (s/veh)	13.9	7.6		15.2	11.2		11.3	16.0		8.0	12.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	13.9	7.6		15.2	11.2		11.3	16.0		8.0	12.9	
LOS	B	A		B	B		B	B		A	B	
Approach Delay (s/veh)		8.7			13.6			15.1			12.7	
Approach LOS		A			B			B			B	
Queue Length 50th (ft)	5	8		16	8		20	102		3	72	
Queue Length 95th (ft)	24	45		53	34		47	179		11	128	
Internal Link Dist (ft)		162			255			255			307	
Turn Bay Length (ft)	50			50			70			50		
Base Capacity (vph)	1207	1361		1157	1453		684	1328		507	1285	
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	0.02	0.10		0.08	0.04		0.18	0.38		0.03	0.30	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 46.3			
Natural Cycle: 45			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.69			
Intersection Signal Delay (s/veh): 13.4		Intersection LOS: B	
Intersection Capacity Utilization 77.3%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 1: Shermer Road & Meadow Road

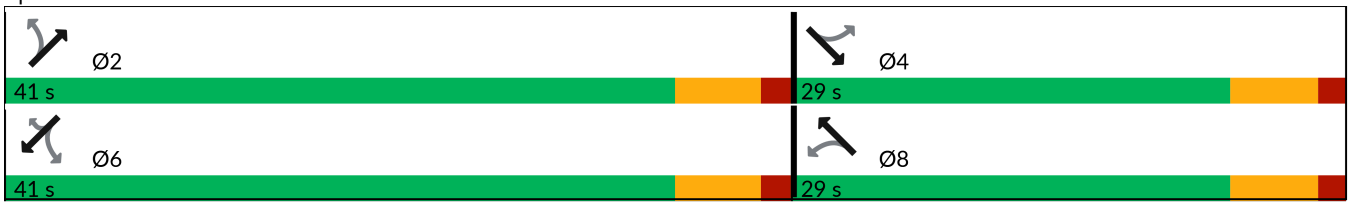


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	167	62	37	30	72	50	34	379	32	18	318	166
Future Volume (vph)	167	62	37	30	72	50	34	379	32	18	318	166
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	2000	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	90		0	0		0	90		0	110		220
Storage Lanes	1		0	0		0	1		0	1		1
Taper Length (ft)	70			25			55			75		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.91	0.99			0.96		0.99	1.00		1.00		0.97
Frt		0.944			0.956			0.988				0.850
Flt Protected	0.950				0.990		0.950			0.950		
Satd. Flow (prot)	1787	1735	0	0	1691	0	1805	1822	0	1805	1905	1599
Flt Permitted	0.794				0.914		0.553			0.456		
Satd. Flow (perm)	1362	1735	0	0	1559	0	1045	1822	0	862	1905	1551
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		40			37			9				180
Link Speed (mph)		25			20			25			25	
Link Distance (ft)		425			1402			570			506	
Travel Time (s)		11.6			47.8			15.5			13.8	
Confl. Peds. (#/hr)	76		4	4		76	9		10	10		9
Confl. Bikes (#/hr)												2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	2%	3%	3%	1%	2%	0%	3%	0%	0%	5%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	182	107	0	0	165	0	37	447	0	20	346	180
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		6
Detector Phase	4	4		8	8		2	2		6	6	6
Switch Phase												
Minimum Initial (s)	8.0	8.0		15.0	15.0		8.0	8.0		8.0	8.0	8.0
Minimum Split (s)	21.0	21.0		21.0	21.0		14.0	14.0		14.0	14.0	14.0
Total Split (s)	29.0	29.0		29.0	29.0		41.0	41.0		41.0	41.0	41.0
Total Split (%)	41.4%	41.4%		41.4%	41.4%		58.6%	58.6%		58.6%	58.6%	58.6%
Yellow Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	4.5
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0			6.0		6.0	6.0		6.0	6.0	6.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Min	Min		None	None	None
Act Effct Green (s)	14.8	14.8			17.0		22.6	22.6		22.6	22.6	22.6
Actuated g/C Ratio	0.34	0.34			0.39		0.52	0.52		0.52	0.52	0.52

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
v/c Ratio	0.40	0.18			0.26		0.07	0.47		0.05	0.35	0.20
Control Delay (s/veh)	15.9	9.3			11.3		9.4	12.5		9.3	11.2	2.6
Queue Delay	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	15.9	9.3			11.3		9.4	12.5		9.3	11.2	2.6
LOS	B	A			B		A	B		A	B	A
Approach Delay (s/veh)		13.4			11.3			12.3			8.3	
Approach LOS		B			B			B			A	
Queue Length 50th (ft)	32	11			21		6	87		3	64	0
Queue Length 95th (ft)	99	47			74		22	191		14	143	28
Internal Link Dist (ft)		345			1322			490			426	
Turn Bay Length (ft)	90						90			110		220
Base Capacity (vph)	767	994			894		836	1460		689	1525	1277
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	0.24	0.11			0.18		0.04	0.31		0.03	0.23	0.14

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 43.8			
Natural Cycle: 40			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.47			
Intersection Signal Delay (s/veh): 11.0		Intersection LOS: B	
Intersection Capacity Utilization 65.0%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 2: Shermer Road & Church Street



Intersection	
Intersection Delay, s/veh	7.7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	13	10	24	19	4	6	29	8	3	25	1
Future Vol, veh/h	3	13	10	24	19	4	6	29	8	3	25	1
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71
Heavy Vehicles, %	33	0	0	4	0	0	0	4	0	33	8	0
Mvmt Flow	4	18	14	34	27	6	8	41	11	4	35	1
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.8	7.7	7.4	8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	14%	12%	51%	10%
Vol Thru, %	67%	50%	40%	86%
Vol Right, %	19%	38%	9%	3%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	43	26	47	29
LT Vol	6	3	24	3
Through Vol	29	13	19	25
RT Vol	8	10	4	1
Lane Flow Rate	61	37	66	41
Geometry Grp	1	1	1	1
Degree of Util (X)	0.068	0.046	0.078	0.053
Departure Headway (Hd)	4.027	4.481	4.223	4.688
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	878	790	839	756
Service Time	2.104	2.558	2.295	2.764
HCM Lane V/C Ratio	0.069	0.047	0.079	0.054
HCM Control Delay, s/veh	7.4	7.8	7.7	8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.1	0.3	0.2

Intersection	
Intersection Delay, s/veh	16.4
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	105	219	52	26	254	16	80	69	32	13	69	70
Future Vol, veh/h	105	219	52	26	254	16	80	69	32	13	69	70
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles, %	1	1	0	0	2	0	3	2	3	0	3	1
Mvmt Flow	121	252	60	30	292	18	92	79	37	15	79	80
Number of Lanes	1	1	1	1	1	0	1	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	3	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	3	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	2	3
HCM Control Delay, s/veh	15	21	13.1	14.8
HCM LOS	B	C	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	SBLn1
Vol Left, %	100%	0%	100%	0%	0%	100%	0%	9%
Vol Thru, %	0%	68%	0%	100%	0%	0%	94%	45%
Vol Right, %	0%	32%	0%	0%	100%	0%	6%	46%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	80	101	105	219	52	26	270	152
LT Vol	80	0	105	0	0	26	0	13
Through Vol	0	69	0	219	0	0	254	69
RT Vol	0	32	0	0	52	0	16	70
Lane Flow Rate	92	116	121	252	60	30	310	175
Geometry Grp	6	6	6	6	6	6	6	6
Degree of Util (X)	0.214	0.246	0.258	0.503	0.107	0.065	0.631	0.37
Departure Headway (Hd)	8.382	7.628	7.702	7.191	6.459	7.84	7.32	7.622
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	428	470	466	501	553	456	493	472
Service Time	6.148	5.394	5.461	4.95	4.217	5.599	5.079	5.386
HCM Lane V/C Ratio	0.215	0.247	0.26	0.503	0.108	0.066	0.629	0.371
HCM Control Delay, s/veh	13.4	12.9	13.1	17.1	10	11.1	21.9	14.8
HCM Lane LOS	B	B	B	C	A	B	C	B
HCM 95th-tile Q	0.8	1	1	2.8	0.4	0.2	4.3	1.7

Intersection	
Intersection Delay, s/veh	10.1
Intersection LOS	B

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	103	160	176	32	36	117
Future Vol, veh/h	103	160	176	32	36	117
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	1	2	2	0	9	0
Mvmt Flow	121	188	207	38	42	138
Number of Lanes	1	1	1	0	1	1

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	2	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	2	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	2	2
HCM Control Delay, s/veh	10	10.8	9.3
HCM LOS	A	B	A

Lane	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	100%	0%
Vol Thru, %	0%	100%	85%	0%	0%
Vol Right, %	0%	0%	15%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	103	160	208	36	117
LT Vol	103	0	0	36	0
Through Vol	0	160	176	0	0
RT Vol	0	0	32	0	117
Lane Flow Rate	121	188	245	42	138
Geometry Grp	5	5	3b	5	5
Degree of Util (X)	0.193	0.274	0.345	0.077	0.196
Departure Headway (Hd)	5.726	5.239	5.078	6.504	5.138
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	624	681	705	548	694
Service Time	3.487	3.001	3.139	4.27	2.903
HCM Lane V/C Ratio	0.194	0.276	0.348	0.077	0.199
HCM Control Delay, s/veh	9.9	10	10.8	9.8	9.2
HCM Lane LOS	A	A	B	A	A
HCM 95th-tile Q	0.7	1.1	1.5	0.2	0.7

Intersection	
Int Delay, s/veh	1.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	238	26	18	275	21	25
Future Vol, veh/h	238	26	18	275	21	25
Conflicting Peds, #/hr	0	1	1	0	3	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	65	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	1	0	0	2	0	0
Mvmt Flow	280	31	21	324	25	29

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	312	0	665	296
Stage 1	-	-	-	-	296	-
Stage 2	-	-	-	-	369	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1260	-	428	748
Stage 1	-	-	-	-	759	-
Stage 2	-	-	-	-	704	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1259	-	419	747
Mov Cap-2 Maneuver	-	-	-	-	419	-
Stage 1	-	-	-	-	758	-
Stage 2	-	-	-	-	690	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.49	12.25
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	551	-	-	1259	-
HCM Lane V/C Ratio	0.098	-	-	0.017	-
HCM Ctrl Dly (s/v)	12.2	-	-	7.9	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-

Intersection	
Int Delay, s/veh	1.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	192	4	35	198	10	41
Future Vol, veh/h	192	4	35	198	10	41
Conflicting Peds, #/hr	0	15	15	0	0	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	0	0	2	0	0
Mvmt Flow	216	4	39	222	11	46

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	235	0	534	234
Stage 1	-	-	-	-	233	-
Stage 2	-	-	-	-	301	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1344	-	510	810
Stage 1	-	-	-	-	810	-
Stage 2	-	-	-	-	755	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1325	-	488	798
Mov Cap-2 Maneuver	-	-	-	-	488	-
Stage 1	-	-	-	-	799	-
Stage 2	-	-	-	-	733	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	1.17	10.52
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	709	-	-	1325	-
HCM Lane V/C Ratio	0.081	-	-	0.03	-
HCM Ctrl Dly (s/v)	10.5	-	-	7.8	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	0	5	13	0	15	3	156	14	15	127	5
Future Vol, veh/h	10	0	5	13	0	15	3	156	14	15	127	5
Conflicting Peds, #/hr	0	0	0	0	0	0	9	0	1	1	0	9
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	77	77	77	77	77	77	77	77	77	77	77	77
Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	0	3	0
Mvmt Flow	13	0	6	17	0	19	4	203	18	19	165	6

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	427	446	177	424	440	213	180	0	0	222	0	0
Stage 1	216	216	-	220	220	-	-	-	-	-	-	-
Stage 2	210	230	-	204	219	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	542	510	871	544	514	832	1407	-	-	1359	-	-
Stage 1	791	728	-	787	725	-	-	-	-	-	-	-
Stage 2	796	718	-	803	725	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	515	496	864	529	500	832	1395	-	-	1358	-	-
Mov Cap-2 Maneuver	515	496	-	529	500	-	-	-	-	-	-	-
Stage 1	771	710	-	783	722	-	-	-	-	-	-	-
Stage 2	775	715	-	784	708	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	11.26	10.8	0.13	0.78
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	31	-	-	595	657	182	-	-
HCM Lane V/C Ratio	0.003	-	-	0.033	0.055	0.014	-	-
HCM Ctrl Dly (s/v)	7.6	0	-	11.3	10.8	7.7	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.2	0	-	-



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	20	6	178	12	14	132
Pedestrians		2		12	12	
Ped Button	Yes		Yes			
Pedestrian Timing (s)	16.0		16.0			
Free Right		No		No		
Ideal Flow	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120
Volume Combined (vph)	26	0	190	0	0	146
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.93	0.85	0.99	0.85	0.95	1.00
Saturated Flow (vph)	1764	0	1882	0	0	1891
Ped Intf Time (s)	0.1	0.3	0.1	1.5	0.0	0.0
Pedestrian Frequency (%)	0.06		0.33			0.00
Protected Option Allowed	No		No			No
Reference Time (s)		0.0		0.0		
Adj Reference Time (s)		0.0		0.0		
Permitted Option						
Adj Saturation A (vph)	118		1882		0	784
Reference Time A (s)	26.6		12.2		0.0	22.3
Adj Saturation B (vph	NA		NA		NA	NA
Reference Time B (s)	NA		NA		NA	NA
Reference Time (s)			12.2			22.3
Adj Reference Time (s)			17.5			26.3
Split Option						
Ref Time Combined (s)	1.8		12.2		0.0	9.3
Ref Time Seperate (s)	1.4		11.4		0.9	8.3
Reference Time (s)	1.8		12.2		9.3	9.3
Adj Reference Time (s)	8.8		17.5		13.3	13.3

Summary	WB	NB SB	Combined
Protected Option (s)	NA	NA	
Permitted Option (s)	Err	26.3	
Split Option (s)	8.8	30.7	
Minimum (s)	8.8	26.3	35.1

Right Turns
Adj Reference Time (s)
Cross Thru Ref Time (s)
Oncoming Left Ref Time (s)
Combined (s)

Intersection Summary			
Intersection Capacity Utilization	29.3%	ICU Level of Service	A

Reference Times and Phasing Options do not represent an optimized timing plan.

Capacity Analysis Summary Sheets

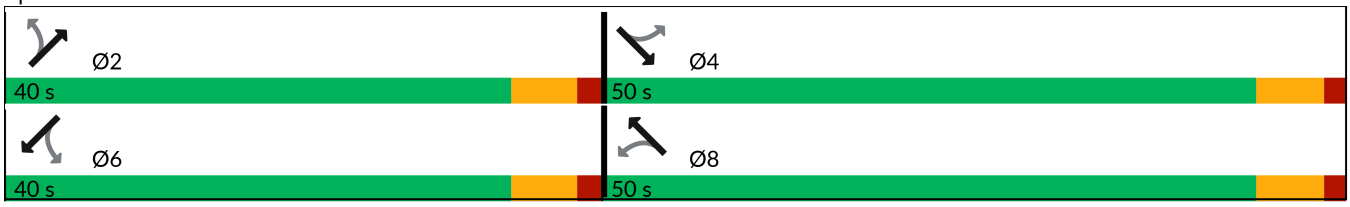
No-Build Weekday Evening Peak Hour

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	28	40	85	61	56	19	68	299	59	19	362	31
Future Volume (vph)	28	40	85	61	56	19	68	299	59	19	362	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	2000	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	50		0	50		0	70		0	50		50
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	50			50			25			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.97	0.95		0.96	0.99		0.98	0.99		0.99	0.99	
Frt		0.898			0.962			0.975			0.988	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1442	0	1805	1610	0	1805	1837	0	1805	1767	0
Flt Permitted	0.701			0.666			0.413			0.461		
Satd. Flow (perm)	1291	1442	0	1219	1610	0	766	1837	0	864	1767	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		97			22			13			5	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		242			335			335			387	
Travel Time (s)		6.6			9.1			9.1			10.6	
Confl. Peds. (#/hr)	34		44	44		34	40		21	21		40
Confl. Bikes (#/hr)			3						4			1
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	1%	2%	0%	1%	0%	0%	0%	0%	0%	0%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)		0			0	0					0	0
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	32	142	0	69	86	0	77	407	0	22	446	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	15.0	15.0		15.0	15.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	21.0	21.0		21.0	21.0		14.0	14.0		14.0	14.0	
Total Split (s)	50.0	50.0		50.0	50.0		40.0	40.0		40.0	40.0	
Total Split (%)	55.6%	55.6%		55.6%	55.6%		44.4%	44.4%		44.4%	44.4%	
Yellow Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Act Effct Green (s)	15.1	15.1		15.1	15.1		16.1	16.1		16.1	16.1	
Actuated g/C Ratio	0.35	0.35		0.35	0.35		0.37	0.37		0.37	0.37	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
v/c Ratio	0.07	0.25		0.16	0.15		0.27	0.59		0.07	0.68	
Control Delay (s/veh)	12.0	6.8		12.8	10.0		11.7	14.1		8.6	16.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	12.0	6.8		12.8	10.0		11.7	14.1		8.6	16.8	
LOS	B	A		B	B		B	B		A	B	
Approach Delay (s/veh)		7.8			11.3			13.8			16.4	
Approach LOS		A			B			B			B	
Queue Length 50th (ft)	5	7		11	10		12	73		3	86	
Queue Length 95th (ft)	21	40		38	38		33	128		12	149	
Internal Link Dist (ft)		162			255			255			307	
Turn Bay Length (ft)	50			50			70			50		
Base Capacity (vph)	1251	1400		1181	1561		605	1455		683	1398	
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	0.03	0.10		0.06	0.06		0.13	0.28		0.03	0.32	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 43.4			
Natural Cycle: 45			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.68			
Intersection Signal Delay (s/veh): 13.6		Intersection LOS: B	
Intersection Capacity Utilization 71.8%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 1: Shermer Road & Meadow Road

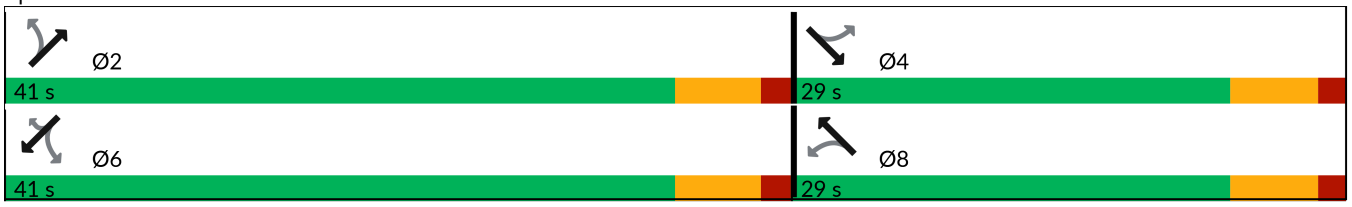


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	147	51	27	16	59	20	21	297	11	17	381	197
Future Volume (vph)	147	51	27	16	59	20	21	297	11	17	381	197
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	2000	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	90		0	0		0	90		0	110		220
Storage Lanes	1		0	0		0	1		0	1		1
Taper Length (ft)	70			25			55			75		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.97	0.99			0.99		1.00	1.00		0.99		0.97
Frt		0.948			0.972			0.995				0.850
Flt Protected	0.950				0.992		0.950			0.950		
Satd. Flow (prot)	1787	1784	0	0	1812	0	1805	1870	0	1805	1961	1599
Flt Permitted	0.692				0.939		0.501			0.562		
Satd. Flow (perm)	1267	1784	0	0	1714	0	947	1870	0	1057	1961	1553
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		29			20			4				210
Link Speed (mph)		25			20			25			25	
Link Distance (ft)		425			1402			570			506	
Travel Time (s)		11.6			47.8			15.5			13.8	
Confl. Peds. (#/hr)	20		3	3		20	9		17	17		9
Confl. Bikes (#/hr)			3			2			3			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	0%	0%	0%	0%	0%	0%	1%	0%	0%	2%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	156	83	0	0	101	0	22	328	0	18	405	210
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		6
Detector Phase	4	4		8	8		2	2		6	6	6
Switch Phase												
Minimum Initial (s)	8.0	8.0		15.0	15.0		8.0	8.0		8.0	8.0	8.0
Minimum Split (s)	21.0	21.0		21.0	21.0		14.0	14.0		14.0	14.0	14.0
Total Split (s)	29.0	29.0		29.0	29.0		41.0	41.0		41.0	41.0	41.0
Total Split (%)	41.4%	41.4%		41.4%	41.4%		58.6%	58.6%		58.6%	58.6%	58.6%
Yellow Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	4.5
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0			6.0		6.0	6.0		6.0	6.0	6.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Min	Min		None	None	None
Act Effct Green (s)	14.0	14.0			16.1		21.3	21.3		21.3	21.3	21.3
Actuated g/C Ratio	0.33	0.33			0.38		0.51	0.51		0.51	0.51	0.51

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
v/c Ratio	0.37	0.14			0.15		0.05	0.35		0.03	0.41	0.24
Control Delay (s/veh)	15.2	9.0			10.4		8.8	10.8		8.6	11.5	2.5
Queue Delay	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	15.2	9.0			10.4		8.8	10.8		8.6	11.5	2.5
LOS	B	A			B		A	B		A	B	A
Approach Delay (s/veh)		13.1			10.4			10.7			8.4	
Approach LOS		B			B			B			A	
Queue Length 50th (ft)	26	8			12		3	58		3	76	0
Queue Length 95th (ft)	83	37			47		14	115		12	146	28
Internal Link Dist (ft)		345			1322			490			426	
Turn Bay Length (ft)	90						90			110		220
Base Capacity (vph)	775	1103			1056		783	1547		874	1622	1320
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	0.20	0.08			0.10		0.03	0.21		0.02	0.25	0.16

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 42.1			
Natural Cycle: 40			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.41			
Intersection Signal Delay (s/veh): 10.0		Intersection LOS: A	
Intersection Capacity Utilization 47.3%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 2: Shermer Road & Church Street



Intersection	
Intersection Delay, s/veh	7.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	17	6	34	19	3	3	35	11	1	17	3
Future Vol, veh/h	1	17	6	34	19	3	3	35	11	1	17	3
Peak Hour Factor	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73
Heavy Vehicles, %	0	0	0	6	0	0	0	0	0	0	0	0
Mvmt Flow	1	23	8	47	26	4	4	48	15	1	23	4
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.2	7.8	7.4	7.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	6%	4%	61%	5%
Vol Thru, %	71%	71%	34%	81%
Vol Right, %	22%	25%	5%	14%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	49	24	56	21
LT Vol	3	1	34	1
Through Vol	35	17	19	17
RT Vol	11	6	3	3
Lane Flow Rate	67	33	77	29
Geometry Grp	1	1	1	1
Degree of Util (X)	0.074	0.036	0.091	0.032
Departure Headway (Hd)	3.989	3.985	4.284	4.065
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	889	891	832	871
Service Time	2.052	2.044	2.33	2.136
HCM Lane V/C Ratio	0.075	0.037	0.093	0.033
HCM Control Delay, s/veh	7.4	7.2	7.8	7.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.1	0.3	0.1

Intersection	
Intersection Delay, s/veh	18.3
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	91	206	77	29	320	10	98	66	26	28	48	91
Future Vol, veh/h	91	206	77	29	320	10	98	66	26	28	48	91
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	1	0	4	1	0	0	0	0	0	0	0
Mvmt Flow	99	224	84	32	348	11	107	72	28	30	52	99
Number of Lanes	1	1	1	1	1	0	1	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	3	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	3	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	2	3
HCM Control Delay, s/veh	14.4	26.3	13.4	15.4
HCM LOS	B	D	B	C

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	SBLn1
Vol Left, %	100%	0%	100%	0%	0%	100%	0%	17%
Vol Thru, %	0%	72%	0%	100%	0%	0%	97%	29%
Vol Right, %	0%	28%	0%	0%	100%	0%	3%	54%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	98	92	91	206	77	29	330	167
LT Vol	98	0	91	0	0	29	0	28
Through Vol	0	66	0	206	0	0	320	48
RT Vol	0	26	0	0	77	0	10	91
Lane Flow Rate	107	100	99	224	84	32	359	182
Geometry Grp	6	6	6	6	6	6	6	6
Degree of Util (X)	0.251	0.216	0.218	0.46	0.155	0.069	0.73	0.39
Departure Headway (Hd)	8.486	7.773	7.925	7.396	6.662	7.909	7.323	7.731
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	422	460	452	486	536	452	491	465
Service Time	6.265	5.551	5.695	5.165	4.43	5.675	5.088	5.507
HCM Lane V/C Ratio	0.254	0.217	0.219	0.461	0.157	0.071	0.731	0.391
HCM Control Delay, s/veh	14.1	12.7	12.9	16.4	10.7	11.3	27.6	15.4
HCM Lane LOS	B	B	B	C	B	B	D	C
HCM 95th-tile Q	1	0.8	0.8	2.4	0.5	0.2	6	1.8

Intersection	
Intersection Delay, s/veh	9.9
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	117	143	196	28	13	137
Future Vol, veh/h	117	143	196	28	13	137
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	2	1	0	0	2
Mvmt Flow	127	155	213	30	14	149
Number of Lanes	1	1	1	0	1	1

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	2	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	2	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	2	2
HCM Control Delay, s/veh	9.6	10.6	9.2
HCM LOS	A	B	A

Lane	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	100%	0%	0%	100%	0%
Vol Thru, %	0%	100%	88%	0%	0%
Vol Right, %	0%	0%	13%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	117	143	224	13	137
LT Vol	117	0	0	13	0
Through Vol	0	143	196	0	0
RT Vol	0	0	28	0	137
Lane Flow Rate	127	155	243	14	149
Geometry Grp	5	5	3b	5	5
Degree of Util (X)	0.199	0.223	0.338	0.025	0.211
Departure Headway (Hd)	5.645	5.176	4.996	6.281	5.105
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	633	690	716	568	700
Service Time	3.399	2.93	3.047	4.035	2.858
HCM Lane V/C Ratio	0.201	0.225	0.339	0.025	0.213
HCM Control Delay, s/veh	9.8	9.4	10.6	9.2	9.2
HCM Lane LOS	A	A	B	A	A
HCM 95th-tile Q	0.7	0.9	1.5	0.1	0.8

Intersection	
Int Delay, s/veh	1.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	237	23	20	313	46	23
Future Vol, veh/h	237	23	20	313	46	23
Conflicting Peds, #/hr	0	18	18	0	2	2
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	65	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	1	0	0	1	0	0
Mvmt Flow	269	26	23	356	52	26

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	313	0	704	302
Stage 1	-	-	-	-	300	-
Stage 2	-	-	-	-	403	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1258	-	407	742
Stage 1	-	-	-	-	756	-
Stage 2	-	-	-	-	679	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1237	-	392	728
Mov Cap-2 Maneuver	-	-	-	-	392	-
Stage 1	-	-	-	-	743	-
Stage 2	-	-	-	-	665	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.48	14.36
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	463	-	-	1237	-
HCM Lane V/C Ratio	0.169	-	-	0.018	-
HCM Ctrl Dly (s/v)	14.4	-	-	8	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.6	-	-	0.1	-

Intersection	
Int Delay, s/veh	1.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	155	1	20	209	15	36
Future Vol, veh/h	155	1	20	209	15	36
Conflicting Peds, #/hr	0	4	4	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	0	0	0	0	0
Mvmt Flow	176	1	23	238	17	41

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	181	0	464	181
Stage 1	-	-	-	-	181	-
Stage 2	-	-	-	-	283	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1406	-	560	867
Stage 1	-	-	-	-	855	-
Stage 2	-	-	-	-	770	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1401	-	549	864
Mov Cap-2 Maneuver	-	-	-	-	549	-
Stage 1	-	-	-	-	852	-
Stage 2	-	-	-	-	757	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.66	10.28
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	739	-	-	1401	-
HCM Lane V/C Ratio	0.078	-	-	0.016	-
HCM Ctrl Dly (s/v)	10.3	-	-	7.6	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.3	-	-	0	-

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	0	0	14	0	15	0	165	7	15	138	1
Future Vol, veh/h	10	0	0	14	0	15	0	165	7	15	138	1
Conflicting Peds, #/hr	0	0	2	2	0	0	18	0	7	7	0	18
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	0	1	0
Mvmt Flow	11	0	0	16	0	17	0	183	8	17	153	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	389	403	174	383	400	194	172	0	0	198	0	0
Stage 1	205	205	-	194	194	-	-	-	-	-	-	-
Stage 2	183	198	-	189	206	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	574	539	875	579	541	852	1417	-	-	1386	-	-
Stage 1	801	736	-	812	744	-	-	-	-	-	-	-
Stage 2	823	741	-	818	735	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	546	519	858	566	522	847	1392	-	-	1377	-	-
Mov Cap-2 Maneuver	546	519	-	566	522	-	-	-	-	-	-	-
Stage 1	777	713	-	807	739	-	-	-	-	-	-	-
Stage 2	807	736	-	805	713	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	11.73	10.53	0	0.74
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1392	-	-	546	683	175	-	-
HCM Lane V/C Ratio	-	-	-	0.02	0.047	0.012	-	-
HCM Ctrl Dly (s/v)	0	-	-	11.7	10.5	7.6	0	-
HCM Lane LOS	A	-	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	21	4	154	13	11	146
Pedestrians	1			10	10	
Ped Button			Yes			
Pedestrian Timing (s)			16.0			
Free Right		No		No		
Ideal Flow	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120
Volume Combined (vph)	25	0	167	0	0	157
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.94	0.85	0.99	0.85	0.95	1.00
Saturated Flow (vph)	1777	0	1878	0	0	1893
Ped Intf Time (s)	0.0	0.0	0.1	1.2	0.0	0.0
Pedestrian Frequency (%)	0.00		0.28			0.00
Protected Option Allowed	No		No			No
Reference Time (s)		0.0		0.0		
Adj Reference Time (s)		0.0		0.0		
Permitted Option						
Adj Saturation A (vph)	118		1878		0	938
Reference Time A (s)	25.3		10.8		0.0	20.1
Adj Saturation B (vph	NA		NA		NA	NA
Reference Time B (s)	NA		NA		NA	NA
Reference Time (s)			10.8			20.1
Adj Reference Time (s)			16.3			24.1
Split Option						
Ref Time Combined (s)	1.7		10.8		0.0	10.0
Ref Time Seperate (s)	1.4		9.9		0.7	9.2
Reference Time (s)	1.7		10.8		10.0	10.0
Adj Reference Time (s)	8.0		16.3		14.0	14.0

Summary	WB	NB SB	Combined
Protected Option (s)	NA	NA	
Permitted Option (s)	Err	24.1	
Split Option (s)	8.0	30.2	
Minimum (s)	8.0	24.1	32.1

Right Turns
Adj Reference Time (s)
Cross Thru Ref Time (s)
Oncoming Left Ref Time (s)
Combined (s)

Intersection Summary			
Intersection Capacity Utilization	26.7%	ICU Level of Service	A

Reference Times and Phasing Options do not represent an optimized timing plan.

Capacity Analysis Summary Sheets

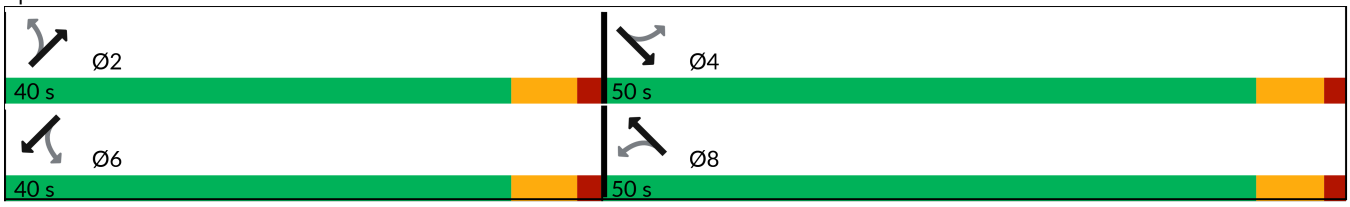
Total Projected Weekday Morning Peak Hour

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	10	60	47	52	28	12	58	317	86	29	243	21
Future Volume (vph)	10	60	47	52	28	12	58	317	86	29	243	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	2000	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	50		0	50		0	70		0	50		50
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	50			50			25			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99	0.99		0.99	0.99		0.99	0.99		0.99	1.00	
Frt		0.934			0.954			0.968			0.988	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1489	0	1583	1552	0	1805	1691	0	1805	1742	0
Flt Permitted	0.727			0.678			0.575			0.399		
Satd. Flow (perm)	1369	1489	0	1117	1552	0	1086	1691	0	754	1742	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		54			14			17			6	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		242			335			335			387	
Travel Time (s)		6.6			9.1			9.1			10.6	
Confl. Peds. (#/hr)	9		13	13		9	7		10	10		7
Confl. Bikes (#/hr)												1
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	7%	4%	14%	6%	0%	0%	8%	8%	0%	2%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)		0			0	0					0	0
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	11	123	0	60	46	0	67	463	0	33	303	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	15.0	15.0		15.0	15.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	21.0	21.0		21.0	21.0		14.0	14.0		14.0	14.0	
Total Split (s)	50.0	50.0		50.0	50.0		40.0	40.0		40.0	40.0	
Total Split (%)	55.6%	55.6%		55.6%	55.6%		44.4%	44.4%		44.4%	44.4%	
Yellow Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Act Effct Green (s)	15.2	15.2		15.2	15.2		17.4	17.4		17.4	17.4	
Actuated g/C Ratio	0.34	0.34		0.34	0.34		0.39	0.39		0.39	0.39	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
v/c Ratio	0.02	0.23		0.16	0.09		0.16	0.69		0.11	0.44	
Control Delay (s/veh)	12.7	9.5		13.9	10.4		9.2	16.7		8.9	11.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	12.7	9.5		13.9	10.4		9.2	16.7		8.9	11.7	
LOS	B	A		B	B		A	B		A	B	
Approach Delay (s/veh)		9.8			12.4			15.8			11.4	
Approach LOS		A			B			B			B	
Queue Length 50th (ft)	2	12		11	6		10	95		5	53	
Queue Length 95th (ft)	11	49		41	26		26	161		16	94	
Internal Link Dist (ft)		162			255			255			307	
Turn Bay Length (ft)	50			50			70			50		
Base Capacity (vph)	1301	1418		1061	1476		835	1304		580	1341	
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	0.01	0.09		0.06	0.03		0.08	0.36		0.06	0.23	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 44.8			
Natural Cycle: 45			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.69			
Intersection Signal Delay (s/veh): 13.4		Intersection LOS: B	
Intersection Capacity Utilization 56.3%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 1: Shermer Road & Meadow Road

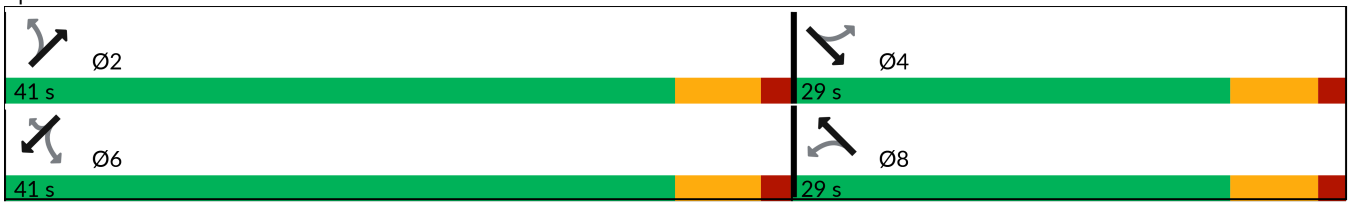


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	123	85	26	22	81	60	28	277	18	20	256	111
Future Volume (vph)	123	85	26	22	81	60	28	277	18	20	256	111
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	2000	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	90		0	0		0	90		0	110		220
Storage Lanes	1		0	0		0	1		0	1		1
Taper Length (ft)	70			25			55			75		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.91	0.99			0.95		0.95	1.00		1.00		0.90
Frt		0.964			0.950			0.991				0.850
Flt Protected	0.950				0.993		0.950			0.950		
Satd. Flow (prot)	1787	1775	0	0	1648	0	1671	1752	0	1703	1887	1583
Flt Permitted	0.648				0.943		0.592			0.570		
Satd. Flow (perm)	1108	1775	0	0	1561	0	987	1752	0	1019	1887	1432
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		24			45			7				118
Link Speed (mph)		25			20			25			25	
Link Distance (ft)		425			1402			570			506	
Travel Time (s)		11.6			47.8			15.5			13.8	
Confl. Peds. (#/hr)	80		14	14		80	76		4	4		76
Confl. Bikes (#/hr)			10			1			1			2
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	0%	8%	5%	2%	4%	8%	7%	12%	6%	6%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	131	118	0	0	173	0	30	314	0	21	272	118
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		6
Detector Phase	4	4		8	8		2	2		6	6	6
Switch Phase												
Minimum Initial (s)	8.0	8.0		15.0	15.0		8.0	8.0		8.0	8.0	8.0
Minimum Split (s)	21.0	21.0		21.0	21.0		14.0	14.0		14.0	14.0	14.0
Total Split (s)	29.0	29.0		29.0	29.0		41.0	41.0		41.0	41.0	41.0
Total Split (%)	41.4%	41.4%		41.4%	41.4%		58.6%	58.6%		58.6%	58.6%	58.6%
Yellow Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	4.5
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0			6.0		6.0	6.0		6.0	6.0	6.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Min	Min		None	None	None
Act Effct Green (s)	13.6	13.6			15.4		17.8	17.8		17.8	17.8	17.8
Actuated g/C Ratio	0.35	0.35			0.40		0.46	0.46		0.46	0.46	0.46

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
v/c Ratio	0.34	0.18			0.26		0.07	0.38		0.04	0.31	0.16
Control Delay (s/veh)	12.9	8.8			8.8		9.5	11.9		9.3	11.2	3.2
Queue Delay	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	12.9	8.8			8.8		9.5	11.9		9.3	11.2	3.2
LOS	B	A			A		A	B		A	B	A
Approach Delay (s/veh)		10.9			8.8			11.7			8.8	
Approach LOS		B			A			B			A	
Queue Length 50th (ft)	18	12			17		5	57		3	49	0
Queue Length 95th (ft)	61	44			61		17	112		13	95	22
Internal Link Dist (ft)		345			1322			490			426	
Turn Bay Length (ft)	90						90			110		220
Base Capacity (vph)	679	1098			975		881	1565		910	1685	1291
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	0.19	0.11			0.18		0.03	0.20		0.02	0.16	0.09

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 38.4			
Natural Cycle: 40			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.38			
Intersection Signal Delay (s/veh): 10.1		Intersection LOS: B	
Intersection Capacity Utilization 57.6%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 2: Shermer Road & Church Street



Intersection	
Intersection Delay, s/veh	7.7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	19	3	12	15	0	0	25	14	2	33	2
Future Vol, veh/h	1	19	3	12	15	0	0	25	14	2	33	2
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74
Heavy Vehicles, %	100	5	0	8	0	0	0	5	0	0	4	0
Mvmt Flow	1	26	4	16	20	0	0	34	19	3	45	3
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	9.1	7.6	7.2	7.4
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	4%	44%	5%
Vol Thru, %	64%	83%	56%	89%
Vol Right, %	36%	13%	0%	5%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	39	23	27	37
LT Vol	0	1	12	2
Through Vol	25	19	15	33
RT Vol	14	3	0	2
Lane Flow Rate	53	31	36	50
Geometry Grp	1	1	1	1
Degree of Util (X)	0.057	0.05	0.044	0.056
Departure Headway (Hd)	3.924	5.738	4.327	4.036
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	901	622	821	877
Service Time	2.001	3.792	2.389	2.111
HCM Lane V/C Ratio	0.059	0.05	0.044	0.057
HCM Control Delay, s/veh	7.2	9.1	7.6	7.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.2	0.1	0.2

Intersection	
Intersection Delay, s/veh	12.4
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	93	205	68	16	174	10	47	24	11	21	64	102
Future Vol, veh/h	93	205	68	16	174	10	47	24	11	21	64	102
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, %	0	1	1	6	1	0	8	7	0	0	0	2
Mvmt Flow	104	230	76	18	196	11	53	27	12	24	72	115
Number of Lanes	1	1	1	1	1	0	1	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	3	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	3	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	2	3
HCM Control Delay, s/veh	11.9	13.2	11	13
HCM LOS	B	B	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	SBLn1
Vol Left, %	100%	0%	100%	0%	0%	100%	0%	11%
Vol Thru, %	0%	69%	0%	100%	0%	0%	95%	34%
Vol Right, %	0%	31%	0%	0%	100%	0%	5%	55%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	47	35	93	205	68	16	184	187
LT Vol	47	0	93	0	0	16	0	21
Through Vol	0	24	0	205	0	0	174	64
RT Vol	0	11	0	0	68	0	10	102
Lane Flow Rate	53	39	104	230	76	18	207	210
Geometry Grp	6	6	6	6	6	6	6	6
Degree of Util (X)	0.113	0.076	0.196	0.401	0.118	0.036	0.378	0.374
Departure Headway (Hd)	7.712	6.964	6.753	6.263	5.554	7.222	6.589	6.416
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	462	511	530	574	642	494	544	559
Service Time	5.5	4.752	4.517	4.027	3.317	4.996	4.362	4.19
HCM Lane V/C Ratio	0.115	0.076	0.196	0.401	0.118	0.036	0.381	0.376
HCM Control Delay, s/veh	11.5	10.3	11.2	13.2	9.1	10.3	13.4	13
HCM Lane LOS	B	B	B	B	A	B	B	B
HCM 95th-tile Q	0.4	0.2	0.7	1.9	0.4	0.1	1.8	1.7

Intersection	
Intersection Delay, s/veh	9.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	52	184	2	11	145	16	4	4	8	15	4	51
Future Vol, veh/h	52	184	2	11	145	16	4	4	8	15	4	51
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	1	0	0	2	13	0	0	0	7	0	0
Mvmt Flow	57	200	2	12	158	17	4	4	9	16	4	55
Number of Lanes	1	1	0	1	1	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay, s/veh	9.3	9.1	8.3	8.3
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	100%	0%	100%	0%
Vol Thru, %	0%	33%	0%	99%	0%	90%	0%	7%
Vol Right, %	0%	67%	0%	1%	0%	10%	0%	93%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	4	12	52	186	11	161	15	55
LT Vol	4	0	52	0	11	0	15	0
Through Vol	0	4	0	184	0	145	0	4
RT Vol	0	8	0	2	0	16	0	51
Lane Flow Rate	4	13	57	202	12	175	16	60
Geometry Grp	5	5	5	5	5	5	5	5
Degree of Util (X)	0.007	0.019	0.085	0.276	0.018	0.24	0.028	0.082
Departure Headway (Hd)	6.175	5.2	5.432	4.906	5.47	4.932	6.219	4.941
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	579	687	661	734	655	728	576	725
Service Time	3.915	2.939	3.156	2.63	3.195	2.658	3.953	2.675
HCM Lane V/C Ratio	0.007	0.019	0.086	0.275	0.018	0.24	0.028	0.083
HCM Control Delay, s/veh	9	8	8.7	9.5	8.3	9.2	9.1	8.1
HCM Lane LOS	A	A	A	A	A	A	A	A
HCM 95th-tile Q	0	0.1	0.3	1.1	0.1	0.9	0.1	0.3

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	233	4	0	200	0	5
Future Vol, veh/h	233	4	0	200	0	5
Conflicting Peds, #/hr	0	9	9	0	2	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	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	2	0	10
Mvmt Flow	253	4	0	217	0	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	264
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.3
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.39
Pot Cap-1 Maneuver	-	-	0	-	0	755
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	749
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	9.84
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	749	-	-	-
HCM Lane V/C Ratio	0.007	-	-	-
HCM Ctrl Dly (s/v)	9.8	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Intersection	
Int Delay, s/veh	1.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	200	7	22	165	7	28
Future Vol, veh/h	200	7	22	165	7	28
Conflicting Peds, #/hr	0	20	20	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	1	0	12	3	0	0
Mvmt Flow	235	8	26	194	8	33

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	264	0	505	259
Stage 1	-	-	-	-	259	-
Stage 2	-	-	-	-	246	-
Critical Hdwy	-	-	4.22	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.308	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1245	-	530	784
Stage 1	-	-	-	-	789	-
Stage 2	-	-	-	-	800	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1221	-	509	769
Mov Cap-2 Maneuver	-	-	-	-	509	-
Stage 1	-	-	-	-	774	-
Stage 2	-	-	-	-	783	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.94	10.48
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	698	-	-	1221	-
HCM Lane V/C Ratio	0.059	-	-	0.021	-
HCM Ctrl Dly (s/v)	10.5	-	-	8	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	1	20	0	11	0	71	14	3	135	10
Future Vol, veh/h	0	0	1	20	0	11	0	71	14	3	135	10
Conflicting Peds, #/hr	0	0	1	1	0	0	8	0	9	9	0	8
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	0	0	0	14	0	0	0	7	13	0	2	0
Mvmt Flow	0	0	1	24	0	13	0	85	17	4	161	12

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	266	292	176	271	290	102	181	0	0	110	0	0
Stage 1	182	182	-	102	102	-	-	-	-	-	-	-
Stage 2	85	110	-	169	188	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.24	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.24	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.24	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.626	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	690	622	873	658	624	959	1407	-	-	1493	-	-
Stage 1	825	753	-	876	815	-	-	-	-	-	-	-
Stage 2	928	808	-	806	748	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	674	610	865	649	612	951	1396	-	-	1480	-	-
Mov Cap-2 Maneuver	674	610	-	649	612	-	-	-	-	-	-	-
Stage 1	816	745	-	868	808	-	-	-	-	-	-	-
Stage 2	916	801	-	802	741	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.17	10.18	0	0.15
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1396	-	-	865	731	36	-	-
HCM Lane V/C Ratio	-	-	-	0.001	0.05	0.002	-	-
HCM Ctrl Dly (s/v)	0	-	-	9.2	10.2	7.4	0	-
HCM Lane LOS	A	-	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.2	0	-	-



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	11	6	114	13	10	176
Pedestrians		3		21	21	
Ped Button	Yes		Yes			
Pedestrian Timing (s)	16.0		16.0			
Free Right		No		No		
Ideal Flow	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120
Volume Combined (vph)	17	0	127	0	0	186
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.92	0.85	0.98	0.85	0.95	1.00
Saturated Flow (vph)	1741	0	1871	0	0	1895
Ped Intf Time (s)	0.1	0.4	0.2	2.4	0.0	0.0
Pedestrian Frequency (%)	0.10		0.50			0.00
Protected Option Allowed	No		No			No
Reference Time (s)		0.0		0.0		
Adj Reference Time (s)		0.0		0.0		
Permitted Option						
Adj Saturation A (vph)	116		1871		0	1067
Reference Time A (s)	17.7		8.4		0.0	20.9
Adj Saturation B (vph	NA		NA		NA	NA
Reference Time B (s)	NA		NA		NA	NA
Reference Time (s)			8.4			20.9
Adj Reference Time (s)			16.2			24.9
Split Option						
Ref Time Combined (s)	1.3		8.4		0.0	11.8
Ref Time Seperate (s)	0.9		7.6		0.7	11.1
Reference Time (s)	1.3		8.4		11.8	11.8
Adj Reference Time (s)	9.1		16.2		15.8	15.8

Summary	WB	NB SB	Combined
Protected Option (s)	NA	NA	
Permitted Option (s)	Err	24.9	
Split Option (s)	9.1	32.0	
Minimum (s)	9.1	24.9	34.1

Right Turns
Adj Reference Time (s)
Cross Thru Ref Time (s)
Oncoming Left Ref Time (s)
Combined (s)

Intersection Summary			
Intersection Capacity Utilization	28.4%	ICU Level of Service	A

Reference Times and Phasing Options do not represent an optimized timing plan.

Capacity Analysis Summary Sheets

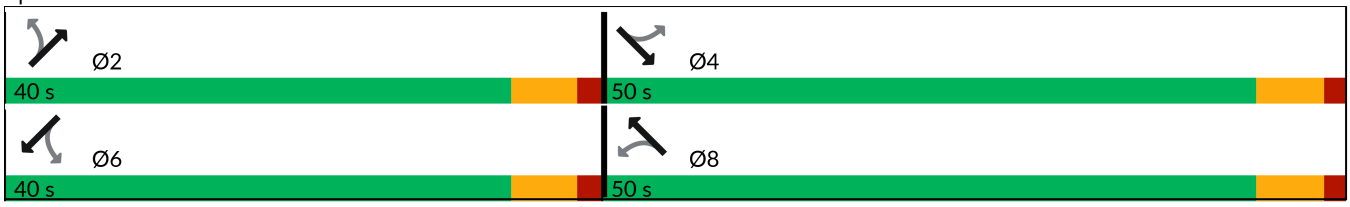
Total Projected Weekday Afternoon Peak Hour

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	28	36	88	82	38	16	110	395	73	16	326	24
Future Volume (vph)	28	36	88	82	38	16	110	395	73	16	326	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	2000	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	50		0	50		0	70		0	50		50
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	50			50			25			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.98	0.97		0.98	0.99		0.98	0.99		0.99	1.00	
Frt		0.894			0.956			0.977			0.990	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	1453	0	1805	1559	0	1787	1780	0	1805	1725	0
Flt Permitted	0.719			0.671			0.503			0.364		
Satd. Flow (perm)	1299	1453	0	1244	1559	0	926	1780	0	684	1725	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		95			17			12			5	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		242			335			335			387	
Travel Time (s)		6.6			9.1			9.1			10.6	
Confl. Peds. (#/hr)	22		29	29		22	32		23	23		32
Confl. Bikes (#/hr)						2						
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	1%	0%	5%	0%	1%	3%	6%	0%	3%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)		0			0	0					0	0
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	30	134	0	88	58	0	118	503	0	17	377	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	15.0	15.0		15.0	15.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	21.0	21.0		21.0	21.0		14.0	14.0		14.0	14.0	
Total Split (s)	50.0	50.0		50.0	50.0		40.0	40.0		40.0	40.0	
Total Split (%)	55.6%	55.6%		55.6%	55.6%		44.4%	44.4%		44.4%	44.4%	
Yellow Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Act Effct Green (s)	15.2	15.2		15.2	15.2		18.9	18.9		18.9	18.9	
Actuated g/C Ratio	0.33	0.33		0.33	0.33		0.41	0.41		0.41	0.41	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
v/c Ratio	0.07	0.25		0.22	0.11		0.31	0.69		0.06	0.53	
Control Delay (s/veh)	13.9	7.5		15.2	11.1		11.1	15.9		8.0	12.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	13.9	7.5		15.2	11.1		11.1	15.9		8.0	12.8	
LOS	B	A		B	B		B	B		A	B	
Approach Delay (s/veh)		8.7			13.6			15.0			12.6	
Approach LOS		A			B			B			B	
Queue Length 50th (ft)	5	7		16	8		20	102		3	71	
Queue Length 95th (ft)	24	45		53	34		47	178		11	127	
Internal Link Dist (ft)		162			255			255			307	
Turn Bay Length (ft)	50			50			70			50		
Base Capacity (vph)	1209	1359		1158	1452		689	1328		509	1286	
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	0.02	0.10		0.08	0.04		0.17	0.38		0.03	0.29	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 46.3			
Natural Cycle: 45			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.69			
Intersection Signal Delay (s/veh): 13.4		Intersection LOS: B	
Intersection Capacity Utilization 77.2%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 1: Shermer Road & Meadow Road

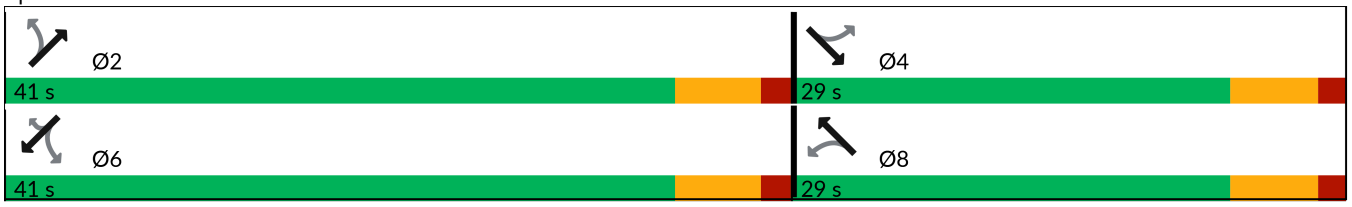


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	141	48	34	30	60	50	33	379	32	17	318	146
Future Volume (vph)	141	48	34	30	60	50	33	379	32	17	318	146
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	2000	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	90		0	0		0	90		0	110		220
Storage Lanes	1		0	0		0	1		0	1		1
Taper Length (ft)	70			25			55			75		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.91	0.99			0.95		0.99	1.00		1.00		0.97
Frt		0.938			0.952			0.988				0.850
Flt Protected	0.950				0.989		0.950			0.950		
Satd. Flow (prot)	1787	1721	0	0	1674	0	1805	1822	0	1805	1905	1599
Flt Permitted	0.660				0.911		0.553			0.457		
Satd. Flow (perm)	1129	1721	0	0	1540	0	1045	1822	0	864	1905	1551
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		37			42			9				159
Link Speed (mph)		25			20			25			25	
Link Distance (ft)		425			1402			570			506	
Travel Time (s)		11.6			47.8			15.5			13.8	
Confl. Peds. (#/hr)	76		4	4		76	9		10	10		9
Confl. Bikes (#/hr)												2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	2%	3%	3%	1%	2%	0%	3%	0%	0%	5%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	153	89	0	0	152	0	36	447	0	18	346	159
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		6
Detector Phase	4	4		8	8		2	2		6	6	6
Switch Phase												
Minimum Initial (s)	8.0	8.0		15.0	15.0		8.0	8.0		8.0	8.0	8.0
Minimum Split (s)	21.0	21.0		21.0	21.0		14.0	14.0		14.0	14.0	14.0
Total Split (s)	29.0	29.0		29.0	29.0		41.0	41.0		41.0	41.0	41.0
Total Split (%)	41.4%	41.4%		41.4%	41.4%		58.6%	58.6%		58.6%	58.6%	58.6%
Yellow Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	4.5
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0			6.0		6.0	6.0		6.0	6.0	6.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Min	Min		None	None	None
Act Effct Green (s)	14.3	14.3			16.3		22.1	22.1		22.1	22.1	22.1
Actuated g/C Ratio	0.33	0.33			0.38		0.51	0.51		0.51	0.51	0.51

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
v/c Ratio	0.41	0.15			0.25		0.07	0.48		0.04	0.35	0.18
Control Delay (s/veh)	16.8	8.8			10.6		9.0	12.3		8.8	11.0	2.6
Queue Delay	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	16.8	8.8			10.6		9.0	12.3		8.8	11.0	2.6
LOS	B	A			B		A	B		A	B	A
Approach Delay (s/veh)		13.8			10.6			12.0			8.3	
Approach LOS		B			B			B			A	
Queue Length 50th (ft)	27	8			18		5	87		3	64	0
Queue Length 95th (ft)	87	39			66		20	174		12	130	25
Internal Link Dist (ft)		345			1322			490			426	
Turn Bay Length (ft)	90						90			110		220
Base Capacity (vph)	682	1054			947		851	1486		704	1552	1293
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	0.22	0.08			0.16		0.04	0.30		0.03	0.22	0.12

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 43			
Natural Cycle: 40			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.48			
Intersection Signal Delay (s/veh): 10.8		Intersection LOS: B	
Intersection Capacity Utilization 53.8%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 2: Shermer Road & Church Street



Intersection	
Intersection Delay, s/veh	7.7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	13	10	24	19	4	6	31	8	3	27	1
Future Vol, veh/h	3	13	10	24	19	4	6	31	8	3	27	1
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71
Heavy Vehicles, %	33	0	0	4	0	0	0	4	0	33	8	0
Mvmt Flow	4	18	14	34	27	6	8	44	11	4	38	1
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.8	7.7	7.4	8.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	13%	12%	51%	10%
Vol Thru, %	69%	50%	40%	87%
Vol Right, %	18%	38%	9%	3%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	45	26	47	31
LT Vol	6	3	24	3
Through Vol	31	13	19	27
RT Vol	8	10	4	1
Lane Flow Rate	63	37	66	44
Geometry Grp	1	1	1	1
Degree of Util (X)	0.071	0.046	0.078	0.057
Departure Headway (Hd)	4.033	4.49	4.233	4.69
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	877	788	837	756
Service Time	2.111	2.572	2.308	2.766
HCM Lane V/C Ratio	0.072	0.047	0.079	0.058
HCM Control Delay, s/veh	7.4	7.8	7.7	8.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.1	0.3	0.2

Intersection	
Intersection Delay, s/veh	14.6
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	105	194	45	26	229	16	75	65	32	14	65	70
Future Vol, veh/h	105	194	45	26	229	16	75	65	32	14	65	70
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles, %	1	1	0	0	2	0	3	2	3	0	3	1
Mvmt Flow	121	223	52	30	263	18	86	75	37	16	75	80
Number of Lanes	1	1	1	1	1	0	1	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	3	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	3	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	2	3
HCM Control Delay, s/veh	13.5	17.6	12.5	13.9
HCM LOS	B	C	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	SBLn1
Vol Left, %	100%	0%	100%	0%	0%	100%	0%	9%
Vol Thru, %	0%	67%	0%	100%	0%	0%	93%	44%
Vol Right, %	0%	33%	0%	0%	100%	0%	7%	47%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	75	97	105	194	45	26	245	149
LT Vol	75	0	105	0	0	26	0	14
Through Vol	0	65	0	194	0	0	229	65
RT Vol	0	32	0	0	45	0	16	70
Lane Flow Rate	86	111	121	223	52	30	282	171
Geometry Grp	6	6	6	6	6	6	6	6
Degree of Util (X)	0.193	0.226	0.25	0.431	0.09	0.063	0.554	0.347
Departure Headway (Hd)	8.068	7.307	7.471	6.961	6.23	7.605	7.082	7.288
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	445	491	480	517	575	471	510	493
Service Time	5.819	5.058	5.215	4.705	3.973	5.35	4.826	5.037
HCM Lane V/C Ratio	0.193	0.226	0.252	0.431	0.09	0.064	0.553	0.347
HCM Control Delay, s/veh	12.8	12.2	12.7	14.9	9.6	10.9	18.3	13.9
HCM Lane LOS	B	B	B	B	A	B	C	B
HCM 95th-tile Q	0.7	0.9	1	2.1	0.3	0.2	3.3	1.5

Intersection	
Intersection Delay, s/veh	9.7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	103	135	2	7	152	32	2	2	5	36	2	117
Future Vol, veh/h	103	135	2	7	152	32	2	2	5	36	2	117
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	1	2	0	0	2	0	0	0	0	9	0	0
Mvmt Flow	121	159	2	8	179	38	2	2	6	42	2	138
Number of Lanes	1	1	0	1	1	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay, s/veh	9.7	10.3	8.6	9.2
HCM LOS	A	B	A	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	100%	0%	100%	0%
Vol Thru, %	0%	29%	0%	99%	0%	83%	0%	2%
Vol Right, %	0%	71%	0%	1%	0%	17%	0%	98%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	2	7	103	137	7	184	36	119
LT Vol	2	0	103	0	7	0	36	0
Through Vol	0	2	0	135	0	152	0	2
RT Vol	0	5	0	2	0	32	0	117
Lane Flow Rate	2	8	121	161	8	216	42	140
Geometry Grp	5	5	5	5	5	5	5	5
Degree of Util (X)	0.004	0.013	0.193	0.235	0.013	0.313	0.076	0.197
Departure Headway (Hd)	6.509	5.497	5.734	5.238	5.797	5.205	6.423	5.07
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	545	644	623	682	614	686	556	703
Service Time	4.3	3.287	3.497	3.001	3.563	2.972	4.187	2.834
HCM Lane V/C Ratio	0.004	0.012	0.194	0.236	0.013	0.315	0.076	0.199
HCM Control Delay, s/veh	9.3	8.4	9.9	9.6	8.6	10.4	9.7	9.1
HCM Lane LOS	A	A	A	A	A	B	A	A
HCM 95th-tile Q	0	0	0.7	0.9	0	1.3	0.2	0.7

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	237	3	0	271	0	3
Future Vol, veh/h	237	3	0	271	0	3
Conflicting Peds, #/hr	0	1	1	0	3	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	85	85	85	85	85	85
Heavy Vehicles, %	1	0	0	2	0	0
Mvmt Flow	279	4	0	319	0	4

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	282
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	-	-	0	-	0	762
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	761
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	9.75
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	761	-	-	-
HCM Lane V/C Ratio	0.005	-	-	-
HCM Ctrl Dly (s/v)	9.8	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Intersection	
Int Delay, s/veh	0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	175	1	13	187	4	15
Future Vol, veh/h	175	1	13	187	4	15
Conflicting Peds, #/hr	0	15	15	0	0	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	0	0	2	0	0
Mvmt Flow	197	1	15	210	4	17

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	213	0	452	213
Stage 1	-	-	-	-	212	-
Stage 2	-	-	-	-	239	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1370	-	569	832
Stage 1	-	-	-	-	828	-
Stage 2	-	-	-	-	805	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1350	-	555	819
Mov Cap-2 Maneuver	-	-	-	-	555	-
Stage 1	-	-	-	-	816	-
Stage 2	-	-	-	-	796	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.5	9.98
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	745	-	-	1350	-
HCM Lane V/C Ratio	0.029	-	-	0.011	-
HCM Ctrl Dly (s/v)	10	-	-	7.7	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	0	5	12	0	6	3	156	10	4	127	5
Future Vol, veh/h	10	0	5	12	0	6	3	156	10	4	127	5
Conflicting Peds, #/hr	0	0	0	0	0	0	9	0	1	1	0	9
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	77	77	77	77	77	77	77	77	77	77	77	77
Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	0	3	0
Mvmt Flow	13	0	6	16	0	8	4	203	13	5	165	6

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	398	412	177	393	409	210	180	0	0	217	0	0
Stage 1	188	188	-	218	218	-	-	-	-	-	-	-
Stage 2	210	224	-	175	191	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	566	533	871	570	535	835	1407	-	-	1365	-	-
Stage 1	819	749	-	789	726	-	-	-	-	-	-	-
Stage 2	796	722	-	831	746	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	552	524	864	561	526	834	1395	-	-	1364	-	-
Mov Cap-2 Maneuver	552	524	-	561	526	-	-	-	-	-	-	-
Stage 1	808	739	-	786	723	-	-	-	-	-	-	-
Stage 2	786	719	-	821	737	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	10.92	10.94	0.13	0.22
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	32	-	-	627	630	53	-	-
HCM Lane V/C Ratio	0.003	-	-	0.031	0.037	0.004	-	-
HCM Ctrl Dly (s/v)	7.6	0	-	10.9	10.9	7.6	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	20	6	174	12	14	129
Pedestrians		2		12	12	
Ped Button	Yes		Yes			
Pedestrian Timing (s)	16.0		16.0			
Free Right		No		No		
Ideal Flow	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120
Volume Combined (vph)	26	0	186	0	0	143
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.93	0.85	0.99	0.85	0.95	1.00
Saturated Flow (vph)	1764	0	1882	0	0	1891
Ped Intf Time (s)	0.1	0.3	0.1	1.5	0.0	0.0
Pedestrian Frequency (%)	0.06		0.33			0.00
Protected Option Allowed	No		No			No
Reference Time (s)		0.0		0.0		
Adj Reference Time (s)		0.0		0.0		
Permitted Option						
Adj Saturation A (vph)	118		1882		0	774
Reference Time A (s)	26.6		12.0		0.0	22.2
Adj Saturation B (vph	NA		NA		NA	NA
Reference Time B (s)	NA		NA		NA	NA
Reference Time (s)			12.0			22.2
Adj Reference Time (s)			17.3			26.2
Split Option						
Ref Time Combined (s)	1.8		12.0		0.0	9.1
Ref Time Seperate (s)	1.4		11.2		0.9	8.1
Reference Time (s)	1.8		12.0		9.1	9.1
Adj Reference Time (s)	8.8		17.3		13.1	13.1

Summary	WB	NB SB	Combined
Protected Option (s)	NA	NA	
Permitted Option (s)	Err	26.2	
Split Option (s)	8.8	30.4	
Minimum (s)	8.8	26.2	34.9

Right Turns
Adj Reference Time (s)
Cross Thru Ref Time (s)
Oncoming Left Ref Time (s)
Combined (s)

Intersection Summary			
Intersection Capacity Utilization	29.1%	ICU Level of Service	A

Reference Times and Phasing Options do not represent an optimized timing plan.

Capacity Analysis Summary Sheets

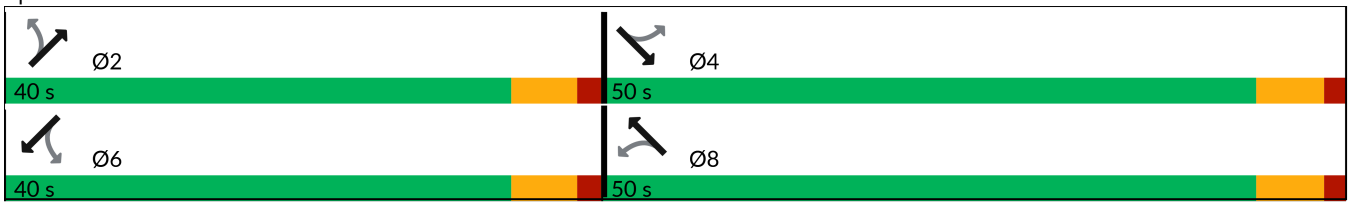
Total Projected Weekday Evening Peak Hour

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	28	38	86	61	62	19	77	309	59	19	363	31
Future Volume (vph)	28	38	86	61	62	19	77	309	59	19	363	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	2000	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	50		0	50		0	70		0	50		50
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	50			50			25			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.97	0.95		0.96	0.99		0.98	0.99		0.99	0.99	
Frt		0.896			0.964			0.976			0.988	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1437	0	1805	1615	0	1805	1839	0	1805	1767	0
Flt Permitted	0.697			0.667			0.411			0.448		
Satd. Flow (perm)	1284	1437	0	1220	1615	0	763	1839	0	840	1767	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		98			22			12			5	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		242			335			335			387	
Travel Time (s)		6.6			9.1			9.1			10.6	
Confl. Peds. (#/hr)	34		44	44		34	40		21	21		40
Confl. Bikes (#/hr)			3						4			1
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	1%	2%	0%	1%	0%	0%	0%	0%	0%	0%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)		0			0	0					0	0
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	32	141	0	69	92	0	88	418	0	22	448	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	15.0	15.0		15.0	15.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	21.0	21.0		21.0	21.0		14.0	14.0		14.0	14.0	
Total Split (s)	50.0	50.0		50.0	50.0		40.0	40.0		40.0	40.0	
Total Split (%)	55.6%	55.6%		55.6%	55.6%		44.4%	44.4%		44.4%	44.4%	
Yellow Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Act Effct Green (s)	15.1	15.1		15.1	15.1		16.2	16.2		16.2	16.2	
Actuated g/C Ratio	0.35	0.35		0.35	0.35		0.37	0.37		0.37	0.37	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
v/c Ratio	0.07	0.25		0.16	0.16		0.31	0.60		0.07	0.68	
Control Delay (s/veh)	12.1	6.8		12.9	10.3		12.4	14.4		8.6	16.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	12.1	6.8		12.9	10.3		12.4	14.4		8.6	16.7	
LOS	B	A		B	B		B	B		A	B	
Approach Delay (s/veh)		7.8			11.4			14.1			16.4	
Approach LOS		A			B			B			B	
Queue Length 50th (ft)	5	7		11	12		15	76		3	86	
Queue Length 95th (ft)	22	40		38	40		38	133		12	150	
Internal Link Dist (ft)		162			255			255			307	
Turn Bay Length (ft)	50			50			70			50		
Base Capacity (vph)	1243	1394		1181	1564		602	1453		662	1395	
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	0.03	0.10		0.06	0.06		0.15	0.29		0.03	0.32	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 43.5			
Natural Cycle: 45			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.68			
Intersection Signal Delay (s/veh): 13.7		Intersection LOS: B	
Intersection Capacity Utilization 71.9%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 1: Shermer Road & Meadow Road

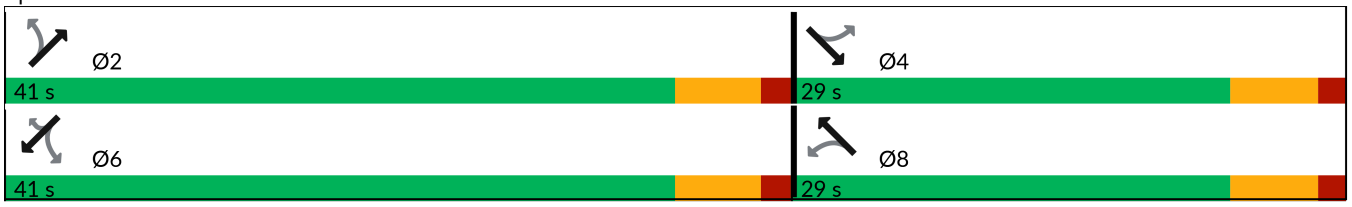


Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	126	40	28	16	55	20	31	297	11	17	381	198
Future Volume (vph)	126	40	28	16	55	20	31	297	11	17	381	198
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	2000	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	90		0	0		0	90		0	110		220
Storage Lanes	1		0	0		0	1		0	1		1
Taper Length (ft)	70			25			55			75		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.97	0.99			0.99		1.00	1.00		0.99		0.97
Frt		0.938			0.971			0.995				0.850
Flt Protected	0.950				0.991		0.950			0.950		
Satd. Flow (prot)	1787	1762	0	0	1808	0	1805	1870	0	1805	1961	1599
Flt Permitted	0.694				0.937		0.503			0.562		
Satd. Flow (perm)	1271	1762	0	0	1708	0	951	1870	0	1057	1961	1553
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		30			21			4				211
Link Speed (mph)		25			20			25			25	
Link Distance (ft)		425			1402			570			506	
Travel Time (s)		11.6			47.8			15.5			13.8	
Confl. Peds. (#/hr)	20		3	3		20	9		17	17		9
Confl. Bikes (#/hr)			3			2			3			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	0%	0%	0%	0%	0%	0%	1%	0%	0%	2%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	134	73	0	0	97	0	33	328	0	18	405	211
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		6
Detector Phase	4	4		8	8		2	2		6	6	6
Switch Phase												
Minimum Initial (s)	8.0	8.0		15.0	15.0		8.0	8.0		8.0	8.0	8.0
Minimum Split (s)	21.0	21.0		21.0	21.0		14.0	14.0		14.0	14.0	14.0
Total Split (s)	29.0	29.0		29.0	29.0		41.0	41.0		41.0	41.0	41.0
Total Split (%)	41.4%	41.4%		41.4%	41.4%		58.6%	58.6%		58.6%	58.6%	58.6%
Yellow Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	4.5
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0			6.0		6.0	6.0		6.0	6.0	6.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Min	Min		None	None	None
Act Effct Green (s)	13.5	13.5			15.5		21.0	21.0		21.0	21.0	21.0
Actuated g/C Ratio	0.33	0.33			0.38		0.51	0.51		0.51	0.51	0.51

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
v/c Ratio	0.32	0.12			0.15		0.07	0.34		0.03	0.41	0.24
Control Delay (s/veh)	14.6	8.6			10.3		8.6	10.4		8.1	11.1	2.4
Queue Delay	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	14.6	8.6			10.3		8.6	10.4		8.1	11.1	2.4
LOS	B	A			B		A	B		A	B	A
Approach Delay (s/veh)		12.5			10.3			10.3			8.1	
Approach LOS		B			B			B			A	
Queue Length 50th (ft)	22	7			12		5	58		3	76	0
Queue Length 95th (ft)	70	32			44		17	105		11	133	26
Internal Link Dist (ft)		345			1322			490			426	
Turn Bay Length (ft)	90						90			110		220
Base Capacity (vph)	786	1101			1064		795	1565		884	1641	1333
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	0.17	0.07			0.09		0.04	0.21		0.02	0.25	0.16

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 41.3			
Natural Cycle: 40			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.41			
Intersection Signal Delay (s/veh): 9.6		Intersection LOS: A	
Intersection Capacity Utilization 49.4%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 2: Shermer Road & Church Street



Intersection	
Intersection Delay, s/veh	7.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	17	6	34	19	3	3	38	11	1	22	3
Future Vol, veh/h	1	17	6	34	19	3	3	38	11	1	22	3
Peak Hour Factor	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73
Heavy Vehicles, %	0	0	0	6	0	0	0	0	0	0	0	0
Mvmt Flow	1	23	8	47	26	4	4	52	15	1	30	4
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.2	7.8	7.4	7.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	6%	4%	61%	4%
Vol Thru, %	73%	71%	34%	85%
Vol Right, %	21%	25%	5%	12%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	52	24	56	26
LT Vol	3	1	34	1
Through Vol	38	17	19	22
RT Vol	11	6	3	3
Lane Flow Rate	71	33	77	36
Geometry Grp	1	1	1	1
Degree of Util (X)	0.079	0.037	0.092	0.04
Departure Headway (Hd)	4.001	4.002	4.302	4.082
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	885	885	828	866
Service Time	2.07	2.071	2.356	2.159
HCM Lane V/C Ratio	0.08	0.037	0.093	0.042
HCM Control Delay, s/veh	7.4	7.2	7.8	7.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.1	0.3	0.1

Intersection	
Intersection Delay, s/veh	15.2
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	91	193	69	29	266	12	93	62	26	34	49	91
Future Vol, veh/h	91	193	69	29	266	12	93	62	26	34	49	91
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	1	0	4	1	0	0	0	0	0	0	0
Mvmt Flow	99	210	75	32	289	13	101	67	28	37	53	99
Number of Lanes	1	1	1	1	1	0	1	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	3	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	3	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	2	3
HCM Control Delay, s/veh	13.3	19.2	12.7	14.7
HCM LOS	B	C	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	SBLn1
Vol Left, %	100%	0%	100%	0%	0%	100%	0%	20%
Vol Thru, %	0%	70%	0%	100%	0%	0%	96%	28%
Vol Right, %	0%	30%	0%	0%	100%	0%	4%	52%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	93	88	91	193	69	29	278	174
LT Vol	93	0	91	0	0	29	0	34
Through Vol	0	62	0	193	0	0	266	49
RT Vol	0	26	0	0	69	0	12	91
Lane Flow Rate	101	96	99	210	75	32	302	189
Geometry Grp	6	6	6	6	6	6	6	6
Degree of Util (X)	0.229	0.197	0.21	0.415	0.133	0.068	0.6	0.387
Departure Headway (Hd)	8.153	7.433	7.657	7.129	6.397	7.749	7.154	7.375
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	440	482	469	506	560	462	505	488
Service Time	5.908	5.188	5.407	4.879	4.146	5.498	4.903	5.128
HCM Lane V/C Ratio	0.23	0.199	0.211	0.415	0.134	0.069	0.598	0.387
HCM Control Delay, s/veh	13.3	12	12.4	14.9	10.1	11.1	20.1	14.7
HCM Lane LOS	B	B	B	B	B	B	C	B
HCM 95th-tile Q	0.9	0.7	0.8	2	0.5	0.2	3.9	1.8

Intersection	
Intersection Delay, s/veh	9.7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	117	131	4	17	167	28	3	3	4	13	5	137
Future Vol, veh/h	117	131	4	17	167	28	3	3	4	13	5	137
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	2	0	0	1	0	0	0	0	0	0	2
Mvmt Flow	127	142	4	18	182	30	3	3	4	14	5	149
Number of Lanes	1	1	0	1	1	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay, s/veh	9.6	10.1	8.7	9.3
HCM LOS	A	B	A	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	100%	0%	100%	0%
Vol Thru, %	0%	43%	0%	97%	0%	86%	0%	4%
Vol Right, %	0%	57%	0%	3%	0%	14%	0%	96%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	3	7	117	135	17	195	13	142
LT Vol	3	0	117	0	17	0	13	0
Through Vol	0	3	0	131	0	167	0	5
RT Vol	0	4	0	4	0	28	0	137
Lane Flow Rate	3	8	127	147	18	212	14	154
Geometry Grp	5	5	5	5	5	5	5	5
Degree of Util (X)	0.006	0.012	0.201	0.211	0.029	0.303	0.025	0.218
Departure Headway (Hd)	6.471	5.56	5.678	5.188	5.741	5.154	6.259	5.073
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	550	639	630	688	621	693	570	704
Service Time	4.251	3.339	3.437	2.948	3.503	2.915	4.015	2.828
HCM Lane V/C Ratio	0.005	0.013	0.202	0.214	0.029	0.306	0.025	0.219
HCM Control Delay, s/veh	9.3	8.4	9.9	9.3	8.7	10.2	9.2	9.3
HCM Lane LOS	A	A	A	A	A	B	A	A
HCM 95th-tile Q	0	0	0.7	0.8	0.1	1.3	0.1	0.8

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	247	6	0	307	0	5
Future Vol, veh/h	247	6	0	307	0	5
Conflicting Peds, #/hr	0	18	18	0	2	2
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	88	88	88	88	88	88
Heavy Vehicles, %	1	0	0	1	0	0
Mvmt Flow	281	7	0	349	0	6

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	304
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	-	-	0	-	0	740
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	726
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0	10
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	726	-	-	-
HCM Lane V/C Ratio	0.008	-	-	-
HCM Ctrl Dly (s/v)	10	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Intersection	
Int Delay, s/veh	1.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	141	7	30	206	6	19
Future Vol, veh/h	141	7	30	206	6	19
Conflicting Peds, #/hr	0	4	4	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	0	0	0	0	0
Mvmt Flow	160	8	34	234	7	22

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	172	0	470	168
Stage 1	-	-	-	-	168	-
Stage 2	-	-	-	-	302	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1417	-	555	881
Stage 1	-	-	-	-	866	-
Stage 2	-	-	-	-	754	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1412	-	540	878
Mov Cap-2 Maneuver	-	-	-	-	540	-
Stage 1	-	-	-	-	863	-
Stage 2	-	-	-	-	736	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.97	9.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	763	-	-	1412	-
HCM Lane V/C Ratio	0.037	-	-	0.024	-
HCM Ctrl Dly (s/v)	9.9	-	-	7.6	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	0	0	13	0	6	0	165	22	8	138	1
Future Vol, veh/h	10	0	0	13	0	6	0	165	22	8	138	1
Conflicting Peds, #/hr	0	0	2	2	0	0	18	0	7	7	0	18
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	0	1	0
Mvmt Flow	11	0	0	14	0	7	0	183	24	9	153	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	373	404	174	376	393	203	172	0	0	215	0	0
Stage 1	190	190	-	203	203	-	-	-	-	-	-	-
Stage 2	183	215	-	173	190	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	588	538	875	585	546	843	1417	-	-	1367	-	-
Stage 1	817	747	-	804	738	-	-	-	-	-	-	-
Stage 2	823	729	-	833	747	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	569	522	858	576	530	838	1392	-	-	1358	-	-
Mov Cap-2 Maneuver	569	522	-	576	530	-	-	-	-	-	-	-
Stage 1	797	729	-	799	733	-	-	-	-	-	-	-
Stage 2	817	724	-	826	729	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	11.45	10.82	0	0.42
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1392	-	-	569	639	98	-	-
HCM Lane V/C Ratio	-	-	-	0.02	0.033	0.007	-	-
HCM Ctrl Dly (s/v)	0	-	-	11.5	10.8	7.7	0	-
HCM Lane LOS	A	-	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	21	4	152	13	11	153
Pedestrians	1			10	10	
Ped Button			Yes			
Pedestrian Timing (s)			16.0			
Free Right		No		No		
Ideal Flow	1900	1900	1900	1900	1900	1900
Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Green (s)	4.0	4.0	4.0	4.0	4.0	4.0
Refr Cycle Length (s)	120	120	120	120	120	120
Volume Combined (vph)	25	0	165	0	0	164
Lane Utilization Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Factor (vph)	0.94	0.85	0.99	0.85	0.95	1.00
Saturated Flow (vph)	1777	0	1878	0	0	1894
Ped Intf Time (s)	0.0	0.0	0.1	1.2	0.0	0.0
Pedestrian Frequency (%)	0.00		0.28			0.00
Protected Option Allowed	No		No			No
Reference Time (s)		0.0		0.0		
Adj Reference Time (s)		0.0		0.0		
Permitted Option						
Adj Saturation A (vph)	118		1878		0	959
Reference Time A (s)	25.3		10.6		0.0	20.5
Adj Saturation B (vph	NA		NA		NA	NA
Reference Time B (s)	NA		NA		NA	NA
Reference Time (s)			10.6			20.5
Adj Reference Time (s)			16.2			24.5
Split Option						
Ref Time Combined (s)	1.7		10.6		0.0	10.4
Ref Time Seperate (s)	1.4		9.8		0.7	9.7
Reference Time (s)	1.7		10.6		10.4	10.4
Adj Reference Time (s)	8.0		16.2		14.4	14.4

Summary	WB	NB SB	Combined
Protected Option (s)	NA	NA	
Permitted Option (s)	Err	24.5	
Split Option (s)	8.0	30.6	
Minimum (s)	8.0	24.5	32.5

Right Turns
Adj Reference Time (s)
Cross Thru Ref Time (s)
Oncoming Left Ref Time (s)
Combined (s)

Intersection Summary			
Intersection Capacity Utilization	27.1%	ICU Level of Service	A

Reference Times and Phasing Options do not represent an optimized timing plan.

Fiscal Benefit and School Impact Analysis for The Flats and Shops at North Branch Proposed Development

September 2026

To: PulteGroup, Inc.

From: Gruen Gruen + Associates

GRUEN GRUEN + ASSOCIATES



Summary: *Village of Northbrook Revenue at Build-out*

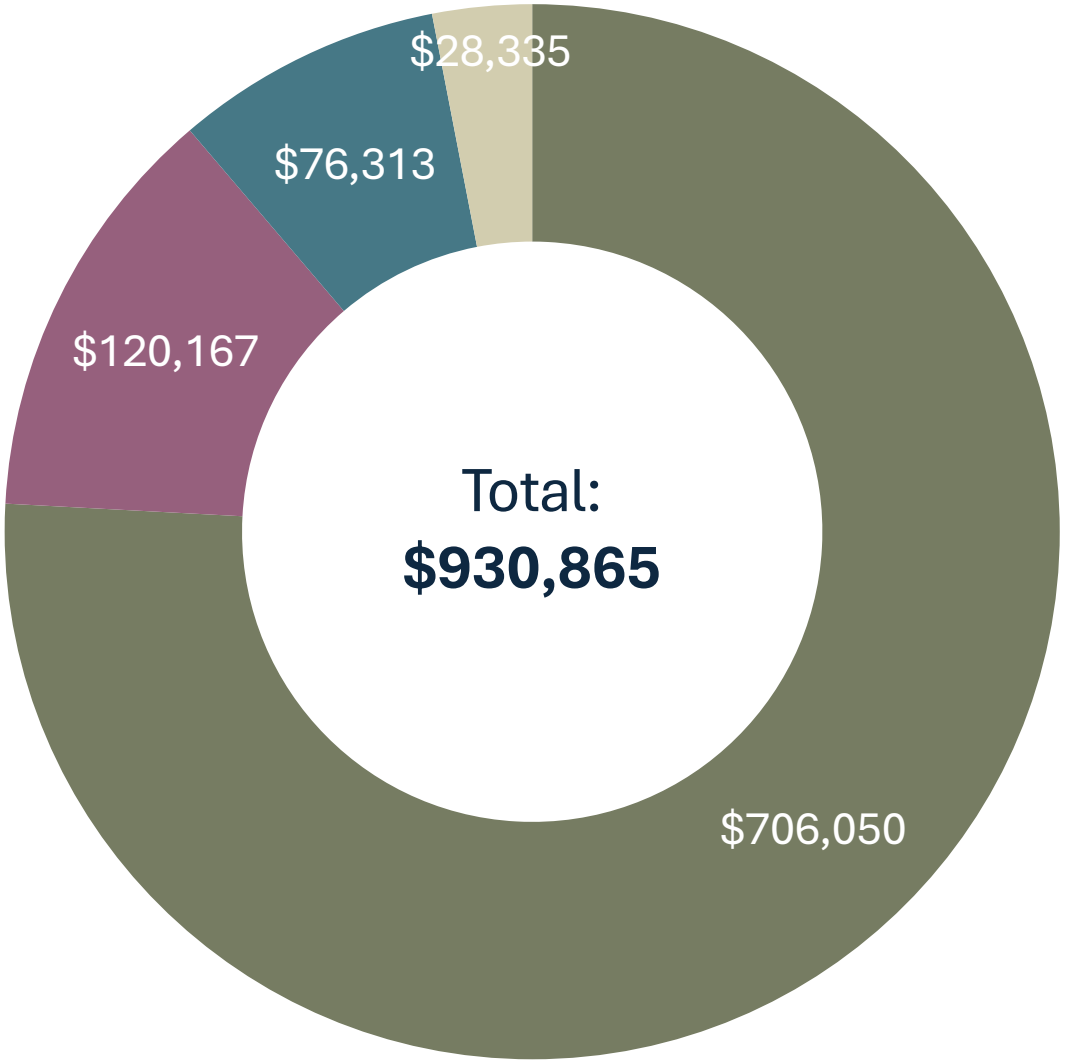
Upon full build-out and occupancy, the proposed development is estimated to **generate about $629,400 of annual revenue**.

- **Property tax and on-site sales tax** comprise about **73%** of the projected Village revenue.

	Annual Village Revenue	Share
Property Tax	$295,286	46.9%
Direct (On-Site) Sales Tax	$165,000	26.2%
Indirect (Off-Site) Sales Tax	$80,938	12.9%
State-Shared Revenues	$68,901	10.9%
Utility Taxes	$19,237	3.1%
Annual Total @ Build-out	**$629,362**	**100.0%**

Source: Gruen Gruen + Associates

Summary: *One-Time Impact Fee Revenues*



- Northbrook Park District
- Northbrook School District 28
- Glenbrook High School District 225
- Northbrook Public Library

Sources: PulteGroup; Village of Northbrook; Gruen Gruen + Associates.

Proposed Development Program

	Market Rate Housing	Affordable Housing	Commercial
Number of Units	127	23	2 (buildings)
Building Space [1]	189,706 sf	28,754 sf	11,000 sf
Average Unit Size [1]	1,494 sf	1,250 sf	5,500 sf
Residential Unit Mix:			
1 Bed x 1.5 Bath	18	12	
2 Bed x 2 Bath	109	11	

[1] In net (rentable or sellable) square feet.

Sources: PulteGroup; Gruen Gruen + Associates.

Residential Valuation and Occupancy Estimates

	Market Rate Housing	Affordable Housing	Residential Total
Number of Households	127	23	**150**
Average Household Size (Persons)[1]	1.89	2.48	**1.98**
Number of Residents	240	57	**297**
Average Sales Price Per Unit	$738,737	$251,304	**$663,997**
Average Household Income[2]	$201,841	$82,439	**$183,532**

[1] Household size for market rate units reflects Table 4-1 of the Subdivision and Development Code. Household size for affordable units reflects one person per bedroom, plus one (per Affordable Unit Pricing Schedule).

[2] Household income for market rate units reflects 3.66 price-to-income ratio. Income for affordable units assumed to average 80 percent of Area Median Income (AMI).

Sources: PulteGroup; Village of Northbrook; U.S. Census, 2024 ACS; Gruen Gruen + Associates.

Annual Village Property Tax Revenue at Build-out

	Market Rate Housing	Affordable Housing	Commercial	TOTAL
Number of Units	127	23	11,000	
Market Value Per Unit	$738,737	$251,304	$350	
Total Market Value	$93,819,600	$5,780,000	$3,850,000	**$103,449,600**
Assessment Ratio	10.0%	10.0%	25.0%	
Assessed Value	$9,381,960	$578,000	$962,500	**$10,922,460**
Equalization Factor	3.0300	3.0300	3.0300	
Exemptions[1]	($1,651,000)	($299,000)	$0	
Equalized Assessed Value	$26,776,339	$1,452,340	$2,916,375	**$31,145,054**
Village Tax Rate[2]	0.9481%	0.9481%	0.9481%	
Annual Village Revenue	**$253,866**	**$13,770**	**$27,650**	**$295,286**

[1] Homestead ($10,000/unit) and Senior Citizen ($8,000/unit) exemptions. Assumes that roughly 40% of households may be qualifying seniors.

[2] Current rate for the 2025 tax year. Includes Village of Northbrook Library Fund rate.

Sources: Cook County Clerk; Cook County Assessor; PulteGroup; Gruen Gruen + Associates.

Annual Non-Village Property Tax Revenue at Build-out

Taxing Entity	2025 Tax Rate	Annual Property Tax Revenue
School District 28	3.143%	$979,013
High School District 225	1.863%	$580,242
Northbrook Park District	0.398%	$123,906
Cook County	0.356%	$110,862
Metro Water Reclamation	0.337%	$104,821
Comm. College District 535	0.203%	$63,126
Cook County Forest Preserve	0.067%	$20,882
Road and Bridge Northfield	0.043%	$13,521
Consolidated Elections	0.029%	$8,924
Northfield Township	0.030%	$9,234
North Shore Mesquito	0.007%	$2,136
Total (Excluding Village)	**6.475%**	**$2,016,667**

Sources: Cook County Clerk; Cook County Assessor; Gruen Gruen + Associates.

On-Site Retail Sales and Direct Village Sales Tax Revenue

	Commercial (Lots 4 and 5)
Commercial Building Space	11,000 sf
Average Sales Per Square Foot [1]	$750
Total Annual Sales	$8,250,000
Village Sales Tax Rate [2]	2.0%
Annual Sales Tax Revenue	**$165,000**

[1] Assumes that both lots are occupied by retail or restaurant uses that generate taxable sales. Sales performance is consistent with occupancy costs equal to roughly eight percent (8%) of gross sales based on typical rents required to amortize new development.

[2] Includes home rule sales tax rate of one percent (1%).

Sources: PulteGroup; Cook County Assessor; Gruen Gruen + Associates.

Household Expenditures and Indirect (Off-Site) Village Sales Tax

	Market Rate Housing	Affordable Housing	TOTAL
Annual Household Income	$25,633,770	$1,896,100	**$27,529,870**
Food at Home Expenditure Rate	6.0%	6.0%	
Local Expenditure Share	90.0%	90.0%	
Local Expenditures (Food at Home)	$1,384,224	$102,389	**$1,486,613**
Village Sales Tax Rate [1]	1.0%	1.0%	
Annual Sales Tax Revenue	*$13,842*	*$1,024*	***$14,866***
Other Retail Expenditure Rate	20.0%	20.0%	
Local Expenditure Share	66.7%	66.7%	
Local Expenditures (Other Retail)	$3,417,836	$252,813	**$3,670,649**
On-Site Capture @ 10% [2]	($341,784)	($25,281)	**($367,065)**
Village Sales Tax Rate [3]	2.0%	2.0%	
Annual Sales Tax Revenue	*$61,521*	*$4,551*	***$66,072***
Total Annual Sales Tax	**$75,363**	**$5,575**	**$80,938**

[1] Food purchased for home consumption is taxed under the new one percent (1%) local option grocery tax.

[2] To avoid double-counting taxable sales, assumes that 10 percent of local household expenditures may occur on-site at the two proposed commercial sites.

[3] Includes home rule sales tax rate of one percent (1%).

Sources: Bureau of Labor Statistics, 2024 Consumer Expenditure Survey; Gruen Gruen + Associates.

Estimate of State-Shared Revenue

	Market Rate and Affordable Housing (150 Units)
Estimated Number of Project Residents	297
State-Shared Revenue Per Capita [1]	$231.99
Annual State-Shared Revenue	**$68,901**

[1] Based on current Illinois Municipal League revenue forecast for the 2027 Fiscal Year. Includes state income and use tax, motor fuel tax, transportation renewal fund, and cannabis disbursements. See: IML - State Shared Revenue Estimates and Forecasts

Sources: Illinois Municipal League; Gruen Gruen + Associates.

Estimate of Village Utility Tax Revenue

	Residential and Commercial Space
Budgeted Village Revenues for FY 2027 [1]	$3,350,000
Estimated Northbrook Resident Equivalent Population [2]	53,637
Utility Tax Revenue Per Resident Equivalent	$62.46
Estimated Resident Equivalent Population of Project [3]	308.0
Annual Utility Tax Revenue	**$19,237**

[1] Includes Electric, Natural Gas, and Telecommunication tax revenues.

[2] Assumes that two non-resident workers in Northbrook generate revenue equal to one resident.

[3] Includes commercial employees (at density of two jobs per 1,000 square feet).

Sources: Village of Northbrook; U.S. Census Bureau; Gruen Gruen + Associates.

School Impacts: *Student Generation Rates for Multi-Family Housing*

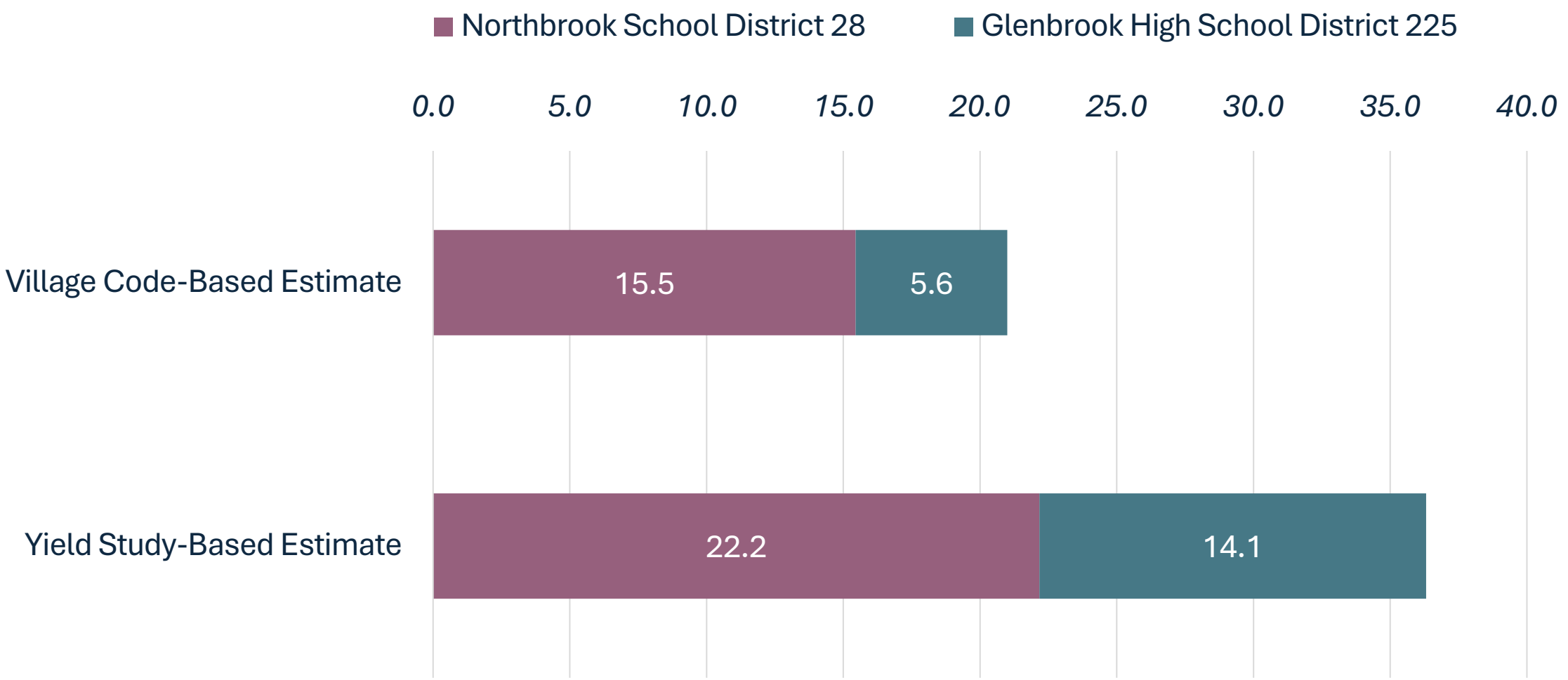
Students Per Unit	Elementary (K-5 Grades)	Middle (6-8 Grades)	High School (9-12 Grades)	Total Students Per Unit
Village Code [1]				
1 Bedroom Units	0.002	0.001	0.001	**0.004**
2 Bedroom Units	0.086	0.042	0.046	**0.174**
District 225 Study [2]				
Multi-Family Attached	0.095	0.053	0.094	**0.242**

[1] Table 4-1 of the Northbrook Subdivision and Development Code.

[2] Refers to Glenbrook 225 School District "Subdivision Yield Analysis" for 2024-25, prepared by Woolpert consultants. The analysis does not differentiate by unit sizes.

Sources: Village of Northbrook; High School District 225; Woolpert; Gruen Gruen + Associates.

School Impacts: *Estimated Number of Students at Build-out*



School Impacts: *Estimated Annual Operating Surplus for Schools*

	SD 28		HSD 225	
	Per Student	**Annual**	***Per Student***	**Annual**
Low (21.0 Student) Generation:				
District Property Tax Revenue	*$63,367*	$979,013	*$104,548*	$580,242
State Aid/Evidence-Based Funding [1]	*$600*	$9,265	*$673*	$3,737
Gross District Operating Costs [2]	*($29,922)*	($462,299)	*($31,361)*	($174,056)
District Operating Surplus	***$34,044***	**$525,980**	***$73,860***	**$409,923**
High (36.3 Student) Generation:				
District Property Tax Revenue	*$44,152*	$979,013	*$41,043*	$580,242
State Aid/Evidence-Based Funding [1]	*$600*	$13,298	*$673*	$9,519
Gross District Operating Costs [2]	*($29,922)*	($663,490)	*($31,361)*	($443,368)
District Operating Surplus	***$14,829***	**$328,821**	***$10,355***	**$146,393**

[1] See current EBF calculations: https://www.isbe.net/Pages/ebfdistribution.aspx.

[2] See current operating expenses per pupil: https://www.isbe.net/Pages/Operating-Expense-Per-Pupil.aspx

Sources: Village of Northbrook; Woolpert; Illinois State Board of Education; Gruen Gruen + Associates.

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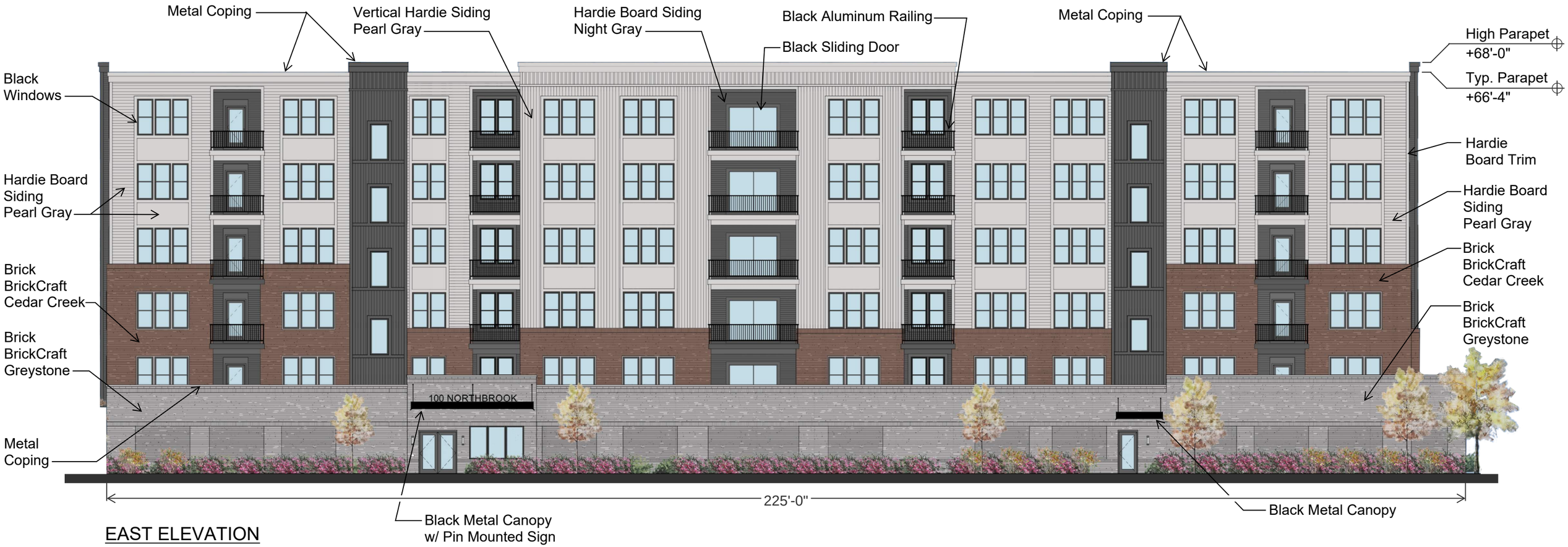

EAST ELEVATION

Material Compliance:

All masonry complies with Zoning Ordinance Section 9-104-B as Tier 1 cladding, at least 25%

All siding material complies with Zoning Ordinance Section 9-104-B as Tier 2 cladding, no more than 75%.

PULTEGROUP

THE FLATS AT NORTH BRANCH - BUILDING 1

NORTHBROOK, IL

(c) Copyright 2026 PulteGroup, Inc.

Exterior Materials 09.03.26



WEST ELEVATION

Material Compliance:

All masonry complies with Zoning Ordinance Section 9-104-B as Tier 1 cladding, at least 50%

All siding material complies with Zoning Ordinance Section 9-104-B as Tier 2 cladding, no more than 50%.

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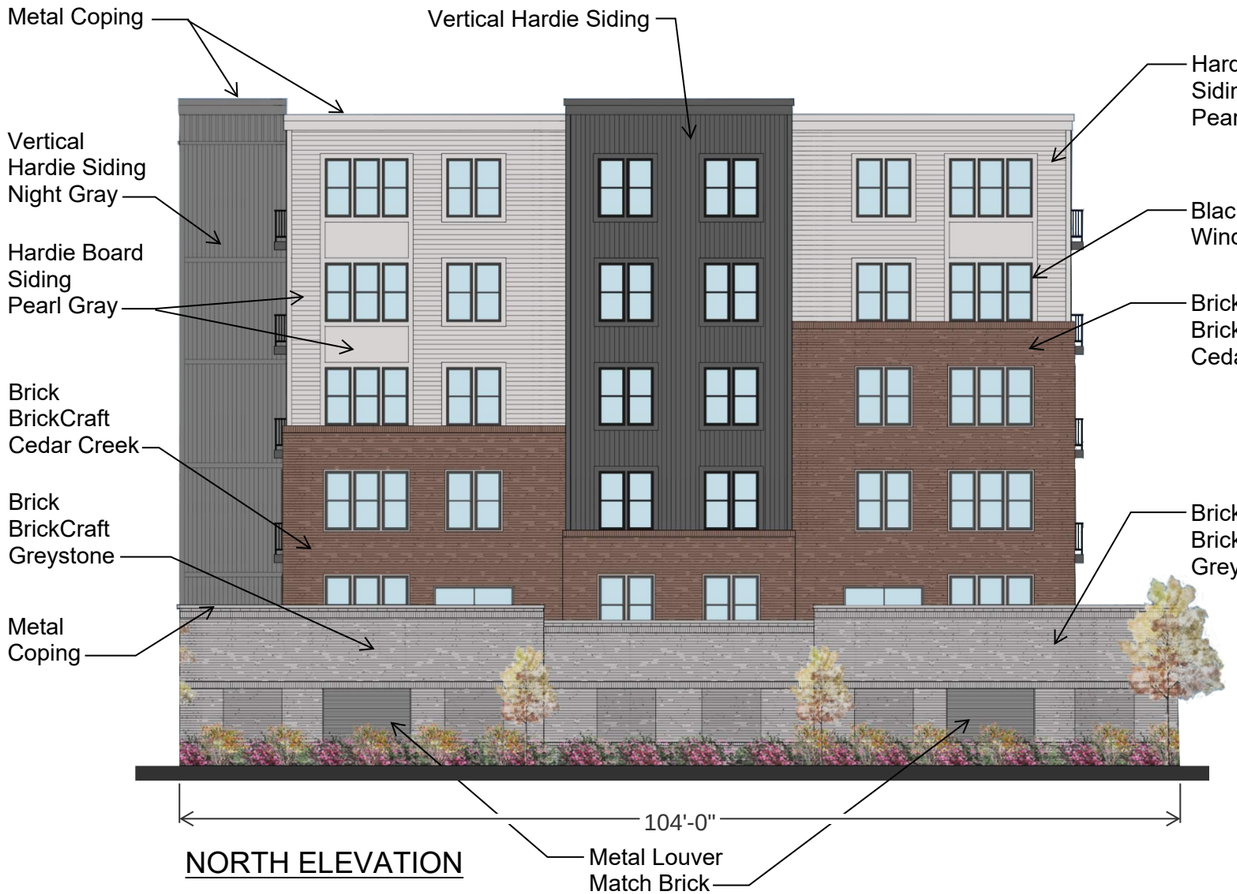

NORTH ELEVATION

Material Compliance:

All masonry complies with Zoning Ordinance Section 9-104-B as Tier 1 cladding, at least 50%

All siding material complies with Zoning Ordinance Section 9-104-B as Tier 2 cladding, no more than 50%.



SOUTH ELEVATION

Material Compliance:

All masonry complies with Zoning Ordinance Section 9-104-B as Tier 1 cladding, at least 25%

All siding material complies with Zoning Ordinance Section 9-104-B as Tier 2 cladding, no more than 75%.

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FACADE CALCULATION EXHIBIT



EAST ELEVATION - Interior Facing

Tier 1 (Masonry) ~4,817 SF (43.5%, > 25%)
Tier 2 (Siding) ~6,257 SF (56.5%, < 75%)



NORTH ELEVATION - Street Facing

Tier 1 (Masonry) ~2,883 SF (54.8%, > 50%)
Tier 2 (Siding) ~2,374 SF (45.2%, < 50%)



WEST ELEVATION - Street Facing

Tier 1 (Masonry) ~5,217 SF (51.1%, > 50%)
Tier 2 (Siding) ~4,987 SF (48.9%, < 50%)



SOUTH ELEVATION - Interior Facing

Tier 1 (Masonry) ~2,563 SF (49.3%, > 25%)
Tier 2 (Siding) ~2,634 SF (50.7%, < 75%)

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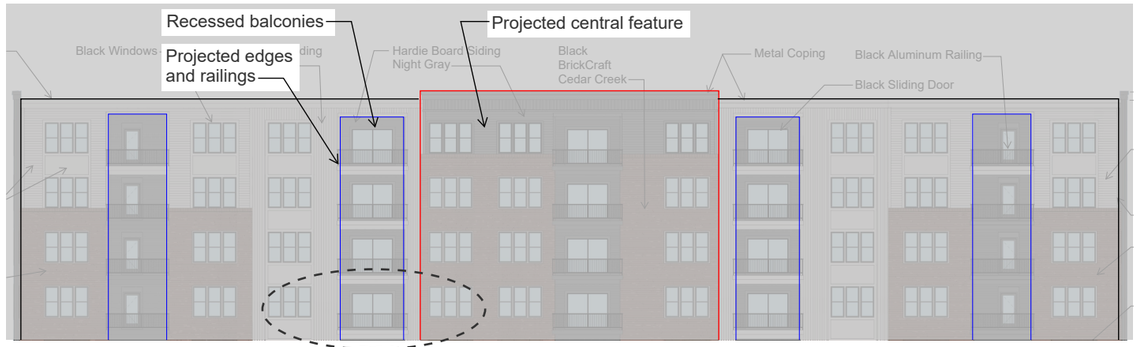
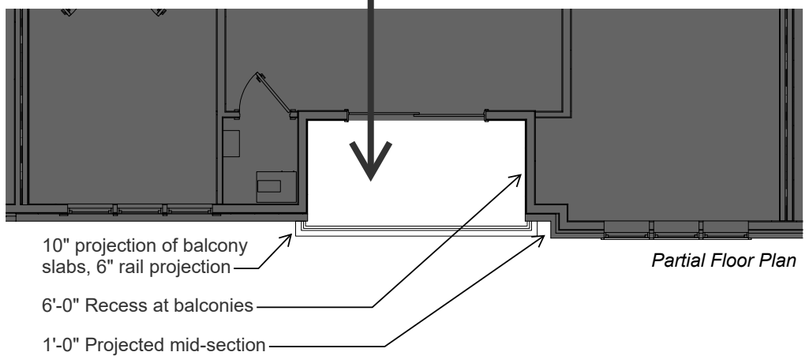
FACADE ARTICULATION EXHIBIT

9-104-B-2c: Variation in recesses or projections, four inch minimum depth

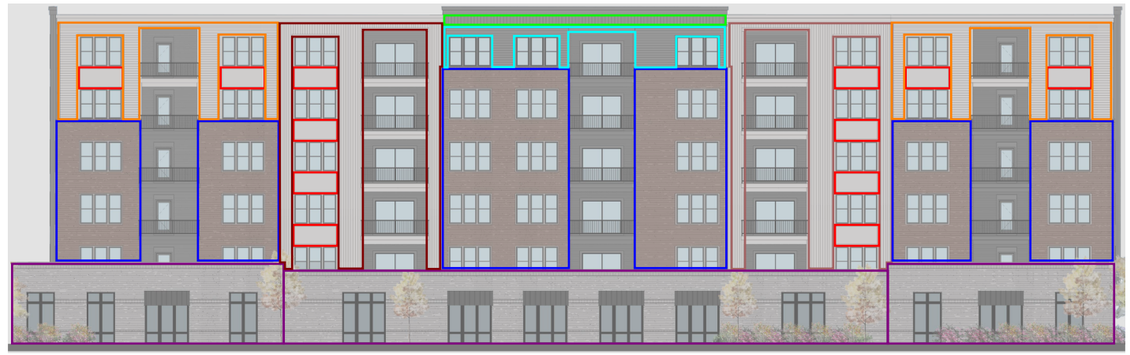


Partial West Elevation



Partial Floor Plan

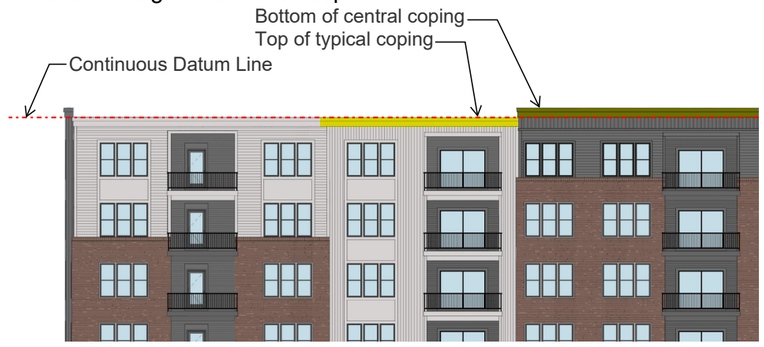
9-104-B-2g: Variation is two of: material, material size, texture/pattern, or color



Each color above represents a unique material, pattern, or color, within the facade.

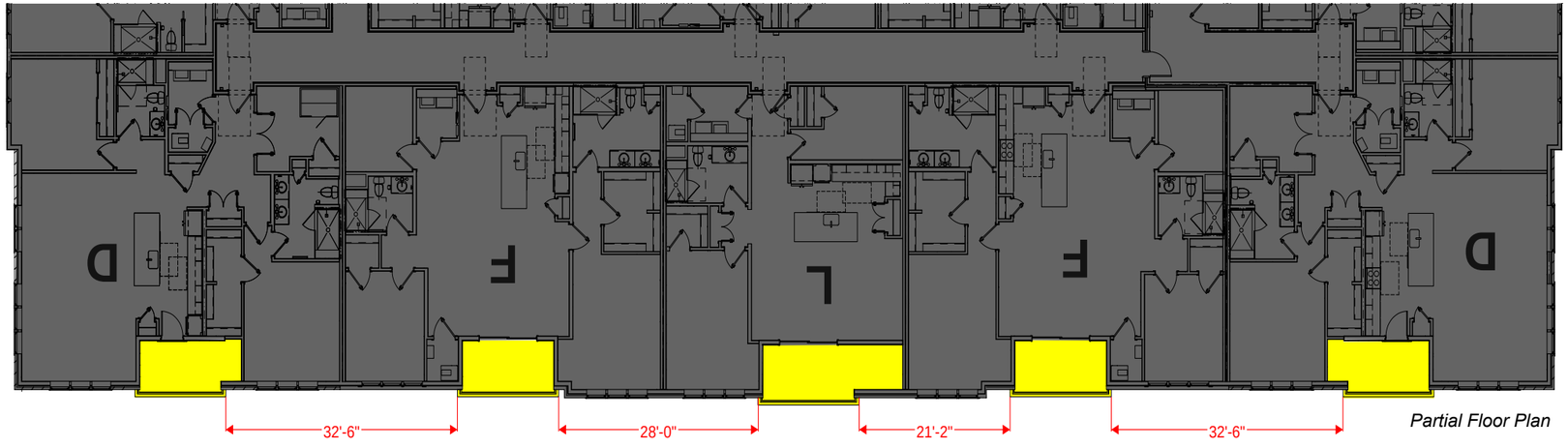
Partial West Elevation

9-104-B-2e: Datum lines for length of building, minimum four inch height or two inch depth



Partial West Elevation

9-104-B-2h: Upper floor balconies with minimum 4" projected depth every 20-40 feet



Partial Floor Plan

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North elevation facing Cherry Lane

Front facing 50% Tier I and 50% Tier II materials
Front facing glazing 70% minimum ground floor
Articulation per VGO



South Elevation

50% Tier I and 50% Tier II materials
No glazing minimums
Articulation per VGO

807



East Elevation

Corner side 50% Tier I and 50% Tier II materials
Corner side 40% glazing minimum
Articulation per VGO



Interior side 25% Tier I and 75% Tier II and 25% Tier III materials
No glazing minimum
Articulation per VGO

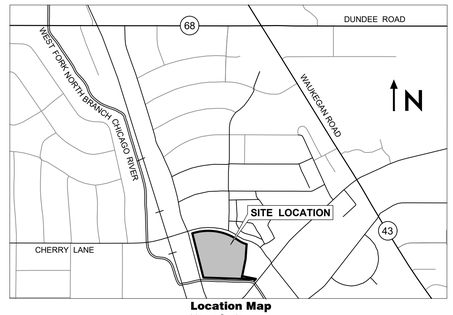
West elevation

TENTATIVE PLAT
OF
THE FLATS & SHOPS AT NORTH BRANCH

BEING A RESUBDIVISION OF PART OF THE SOUTHWEST QUARTER OF SECTION 10, TOWNSHIP 42 NORTH, RANGE 12 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

LEGAL DESCRIPTION

LOTS 1 AND 2 IN NORTHBROOK COMMERCIAL TRUST SUBDIVISION, BEING A SUBDIVISION OF PART OF LOT 41 IN WALTER'S RESUBDIVISION OF PART OF THE NORTHEAST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 9, TOWNSHIP 42 NORTH, RANGE 12 EAST OF THE THIRD PRINCIPAL MERIDIAN, AND PART OF THE NORTHWEST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 10, TOWNSHIP 42 NORTH, RANGE 12 EAST OF THE THIRD PRINCIPAL MERIDIAN, ALSO PART OF THE NORTHEAST 1/4 OF SECTION 9, AFORESAID AND PART OF THE NORTHWEST 1/4 AND SOUTHWEST 1/4 OF SECTION 10 AFORESAID, ACCORDING TO THE PLAT OF SAID NORTHBROOK COMMERCIAL TRUST SUBDIVISION REGISTERED IN THE OFFICE OF THE REGISTRAR OF TITLES OF COOK COUNTY, ILLINOIS ON MAY 7,1958 AS DOCUMENT 1794684 AND RECORDED AS DOCUMENT 17199813, IN COOK COUNTY ILLINOIS.



Location Map
Not to Scale

Notes:

1. The basis of bearing shown heron is based on NAD 83(2011) Illinois East Zone 1201 State Plane Coordinates as referenced from Kara Company's RTK Network.
2. Underground utilities are not shown hereon.
3. Per FEMA FIRM Panel 17031C0089J with an Effective Date of 08/19/2008, the following Special Flood Hazard Areas and Other Areas of Flood Hazard are present on and adjacent to Lot 1 and Lot 2:
   -"Zone X"
   -"Regulatory Floodway Special Flood Hazard Area
   -"Zone AE" with BFE or Depth Special Flood Hazard Area
   -"Zone X (Other Areas of Flood Hazard noted as 0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage area of less than one square mile)"
4. In the preparation of this survey, reference was made to Chicago Title Insurance Company Commitment for Title Insurance Order No. IL-359208-ANC with a Commitment Date of November 6, 2025 (rev:1.15.2026).
5. Unless noted otherwise, all existing easements are to be vacated via a Plat of Easement Vacation with proposed easements granted via Plat of Easement Grant or included in the Final Plat of Resubdivision. Easement provisions shall be granted in accordance with the requirements of the Village of Northbrook.
6. This is a Tentative Plat of Subdivision. A final plat of subdivision will need to be approved and must comply with all requirements of the Village Code, Zoning Ordinance and Subdivision Ordinance. The Final Plat will need to include stormwater detention easement language for emergency maintenance and repair of these improvements.

Lot Area Summary		
Lot No.	Square Feet	Acres
1	41,601	0.95503
2	39,587	0.90880
3	42,682	0.97985
4	34,142	0.78379
5	33,695	0.77353
6	67,674	1.55359
Subtotal	259,382	5.95459
ROW		
Area in On-Site Right of Way	46,476	1.06693
Total (Lots and ROW)	305,858	7.02152

DISTRICT NOTES (FROM COOK COUNTY COOKVIEWER & TAX BILL):

LIBRARY DISTRICT:
VILLAGE OF NORTHBROOK LIBRARY FUND

PARK DISTRICT:
NORTHBROOK PARK DISTRICT

COMMUNITY COLLEGE DISTRICT:
OAKTON COMMUNITY COLLEGE DISTRICT 535

HIGH SCHOOL DISTRICT:
NORTHFIELD TOWNSHIP/GLENBROOK HIGH SCHOOL 225

ELEMENTARY SCHOOL DISTRICT:
SCHOOL DISTRICT 28

SANITARY DISTRICT:
METROPOLITAN WATER RECLAMATION DIST. OF GREATER CHICAGO

LEGEND

- CONCRETE MONUMENT
- IRON PIPE
- LOT 1 — UNDERLYING LOT NO.
- (XXX.XX') — RECORD DIMENSION
- P.O.B. — POINT OF BEGINNING
- ## — NEW SUBDIVISION LOT NUMBER
- BOUNDARY LINE
- NEW LOT LINE
- ROADWAY CENTERLINE
- PROPOSED EASEMENT LINE
- PUDE — PUBLIC UTILITY & DRAINAGE EASEMENT

No.	Date	Revision
1	09/03/2026	Per Village Review

HAEGER ENGINEERING
consulting engineers • land surveyors
100 East State Parkway, Schaumburg, IL 60173
Phone: (847) 394-8700 Fax: (847) 394-7710
Illinois Professional Design Firm License No. 184.003152
www.haegerengineering.com

Originally Prepared: 7/28/2026 Project No. 25-089

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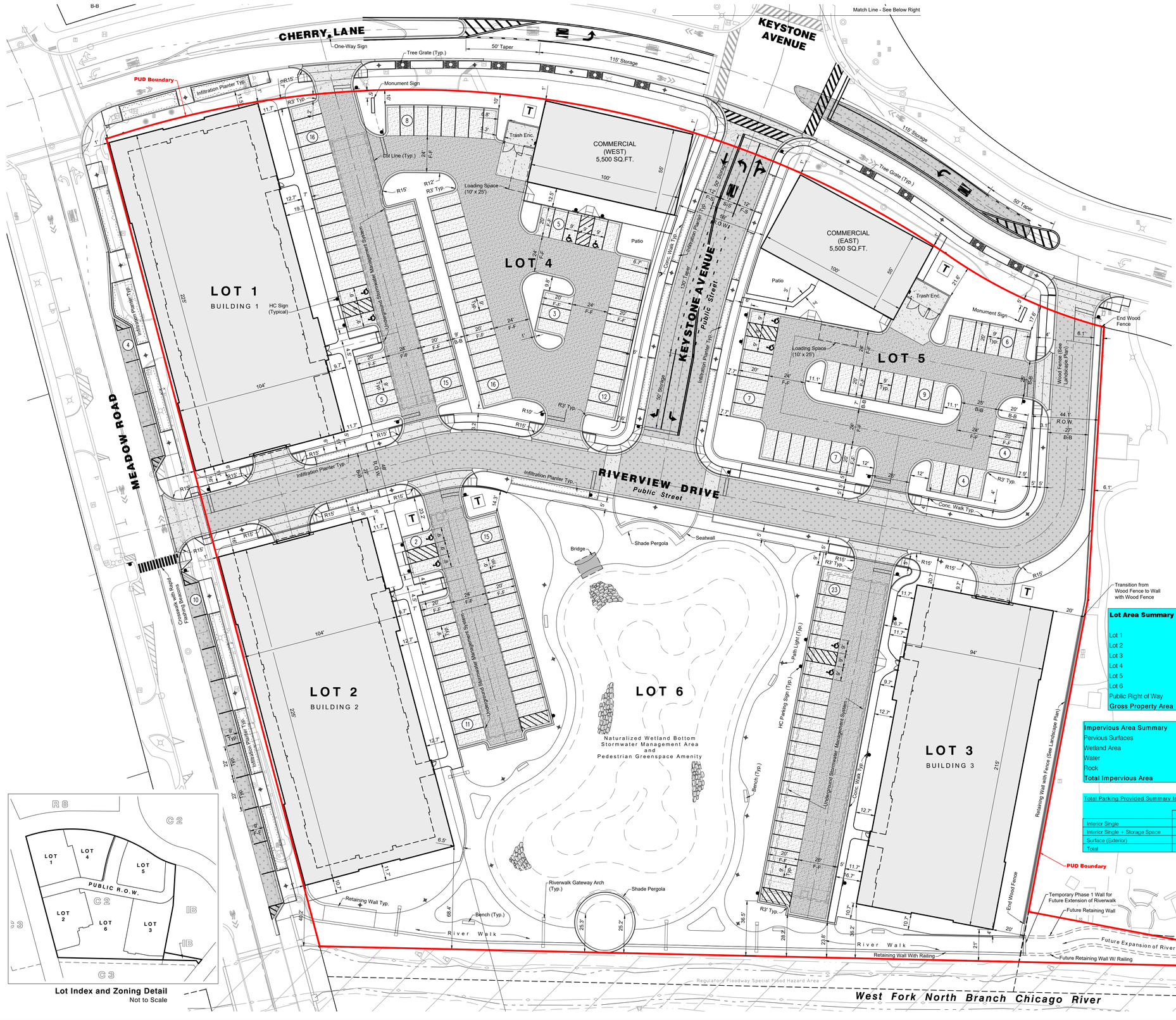
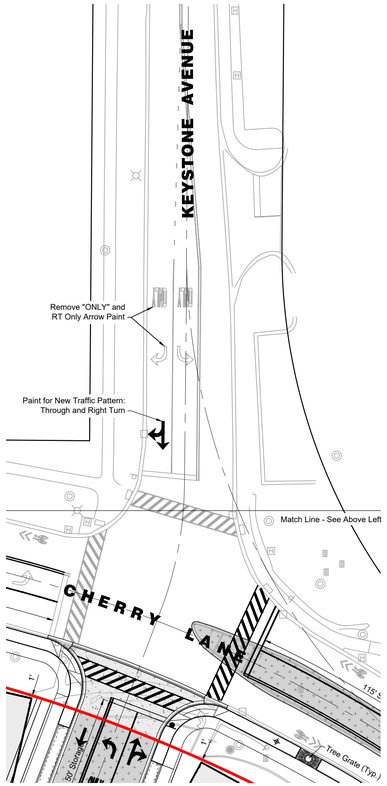
Plot Date: Sep 03, 2026 - 10:05pm Plotted By: todd- Layout: 1
File Name: P:\2025\25089\Drawings\Final Survey\25089-Tentative Plat of Subdivision.dwg





NORTH

15 0 30

Scale: 1" = 30'

Lot Area Summary

	Area s.f.	Area ac.
Lot 1	41,601	0.95503
Lot 2	39,587	0.90880
Lot 3	42,682	0.97985
Lot 4	34,142	0.78379
Lot 5	33,695	0.77353
Lot 6	67,674	1.55359
Public Right of Way	46,476	1.06693
Gross Property Area	**305,858**	**7.02152**

Impervious Area Summary

Pervious Surfaces	1.683 ac.
Wetland Area	0.257 ac.
Water	0.123 ac.
Rock	0.019 ac.
Total Impervious Area	**4.940 ac. 70.41%**

Total Parking Provided Summary for Overall PUD

	Standard	Accessible	Total
Interior Single	35	6	41
Interior Single + Storage Space	73	N/A	73
Surface (Exterior)	158	10	168
Total	266	16	282

Design Metrics

Lot 1/ Bldg. 1 - Residential

No. of Units	50		
Building Coverage	55%	22,768 s.f.	
Parking	Standard	Accessible	Total
Interior Single	7	2	9
Interior Single + Storage Space	30		30
Surface (Exterior)	34	2	36
Total	71	4	75

Lot 2/ Bldg. 2 - Residential

No. of Units	50		
Building Coverage	58%	22,768 s.f.	
Parking	Standard	Accessible	Total
Interior Single	7	2	9
Interior Single + Storage Space	30		30
Surface (Exterior)	26	2	28
Total	63	4	67

Lot 3/ Bldg. 3 - Residential

No. of Units	50		
Building Coverage	46%	19,598 s.f.	
Parking	Standard	Accessible	Total
Interior Single	21	2	23
Interior Single + Storage Space	13		13
Surface (Exterior)	21	2	23
Total	55	4	59

Lot 4 - Commercial

Building Coverage	16%	5,500 s.f.	
Parking	Standard	Accessible	Total
Surface Stalls	42	2	44

Lot 5 - Commercial

Building Coverage	16%	5,500 s.f.	
Parking	Standard	Accessible	Total
Surface Stalls	35	2	37

Lot 6 - Open Space

No Buildings or Parking

Lot Index and Zoning Detail
Not to Scale

No.	Date	Revision
1	09/03/2026	Per Village Review

HAEGER ENGINEERING
consulting engineers • land surveyors
100 East State Parkway, Schaumburg, IL 60173 • Tel: 847.394.6600 Fax: 847.394.6608
Illinois Professional Design Firm License No.: 184-005152
www.haegerengineering.com

PUD SITE PLAN

THE FLATS & SHOPS AT NORTH BRANCH

1901-1975 CHERRY LANE, NORTHBROOK, COOK COUNTY, ILLINOIS

Project Manager:	TAS
Engineer:	PAC
Date:	07/28/2026
Project No.	25-089
Sheet	1/1

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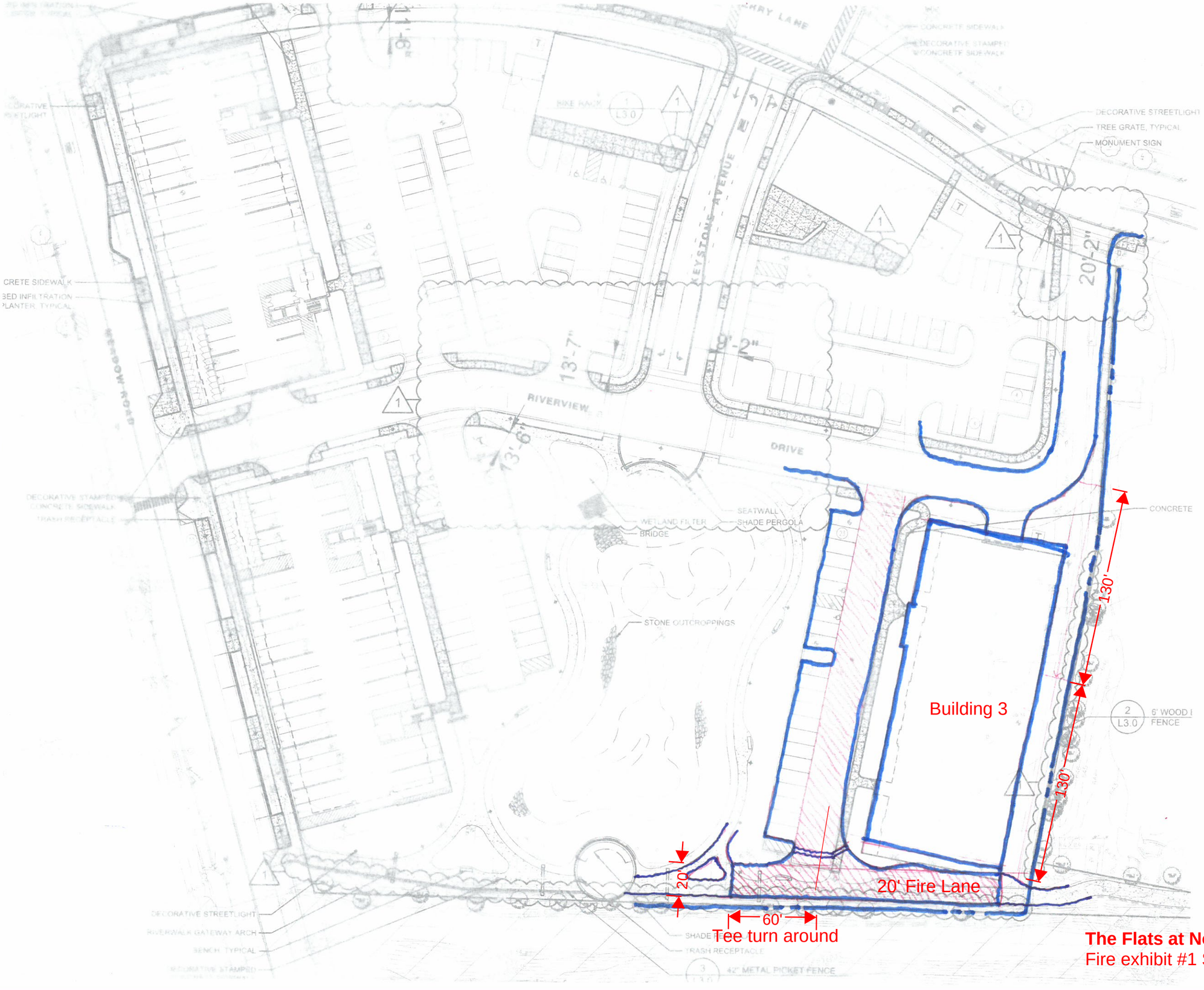
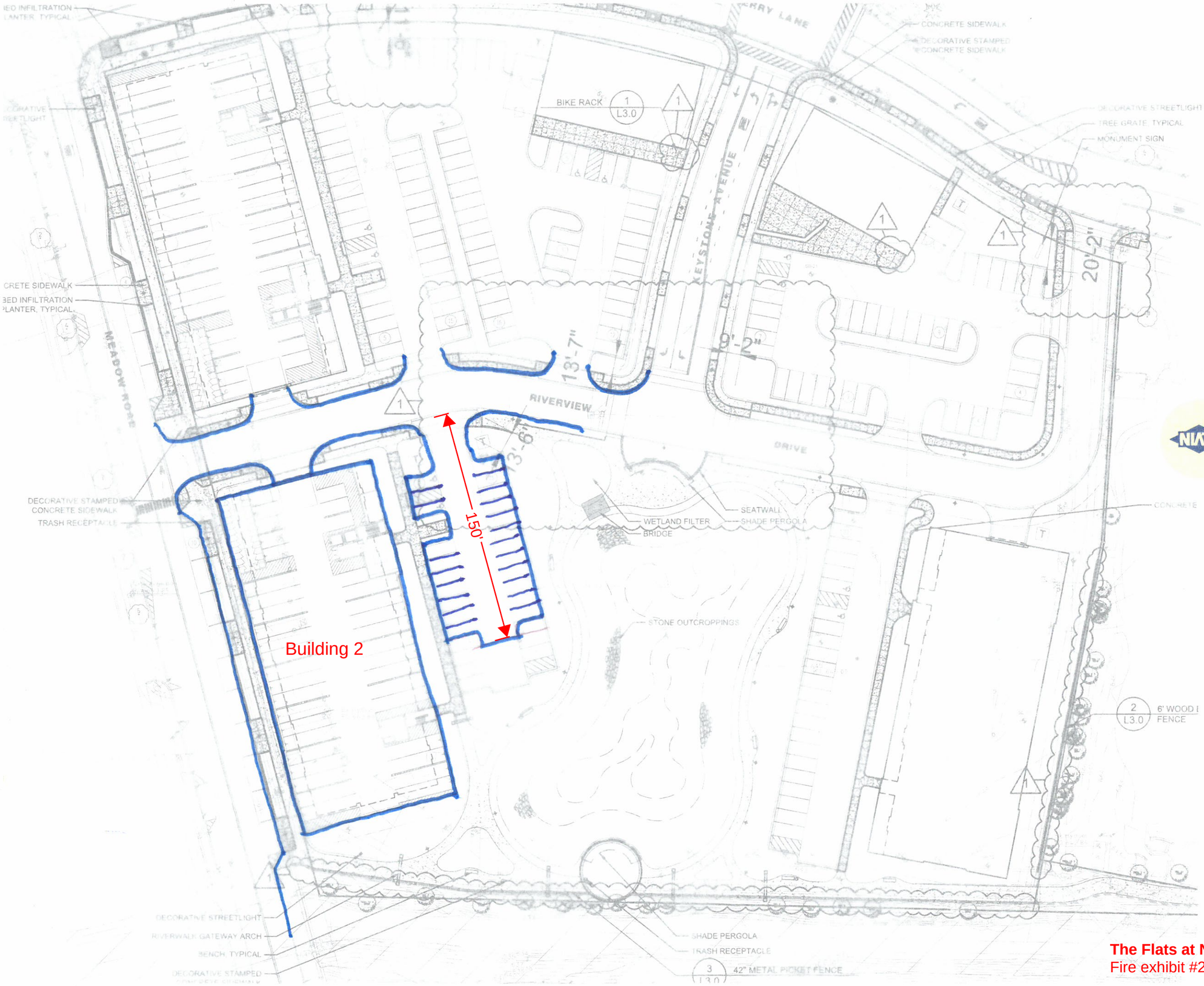
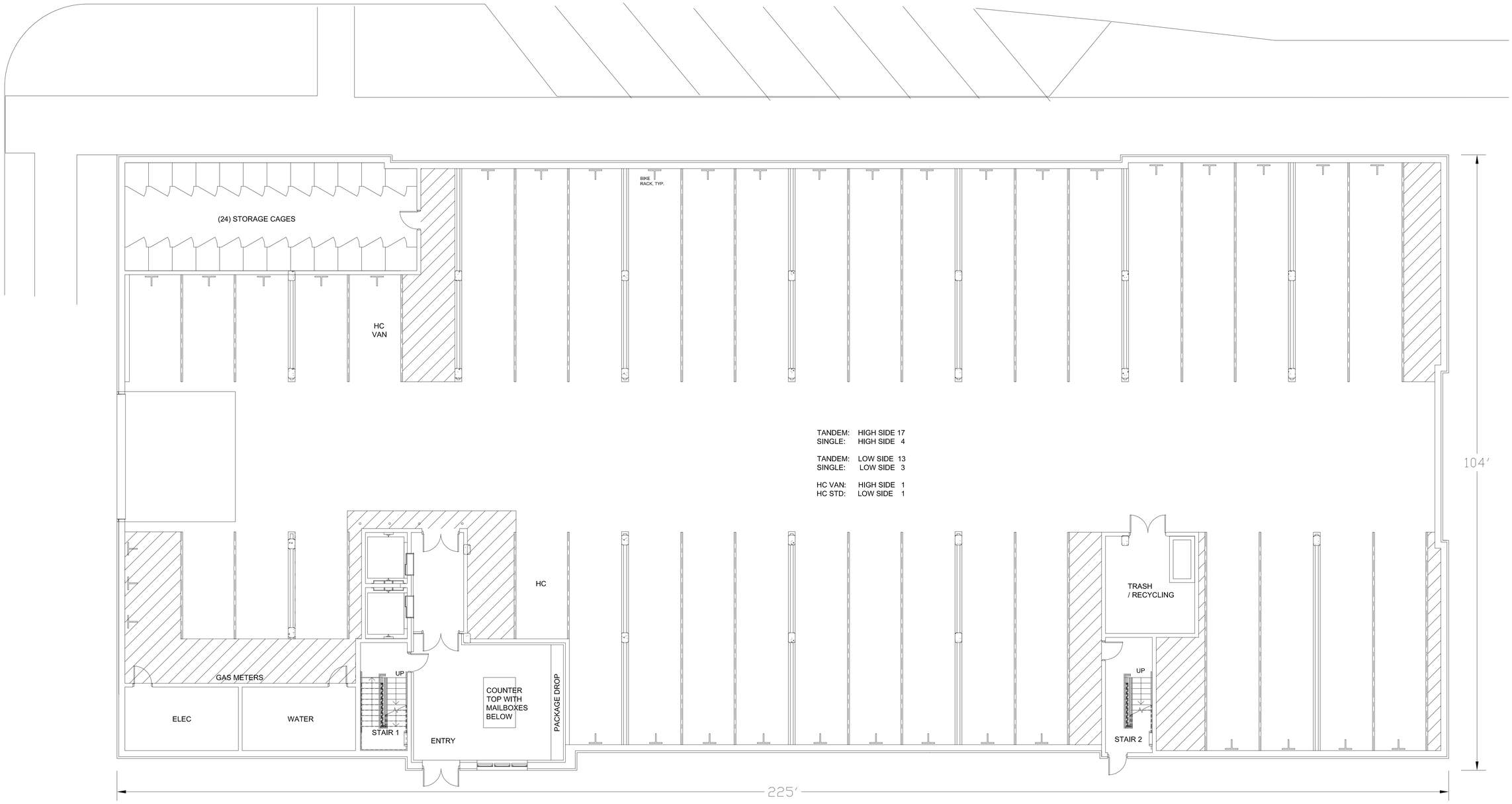
Plot Date: Sep 03, 2026 - 10:06pm Plotted By: todd- Layout: PUD SP
File Name: P:\2025\25089\Drawings\Preliminary\25089-PRELIM-PUD-SP.dwg



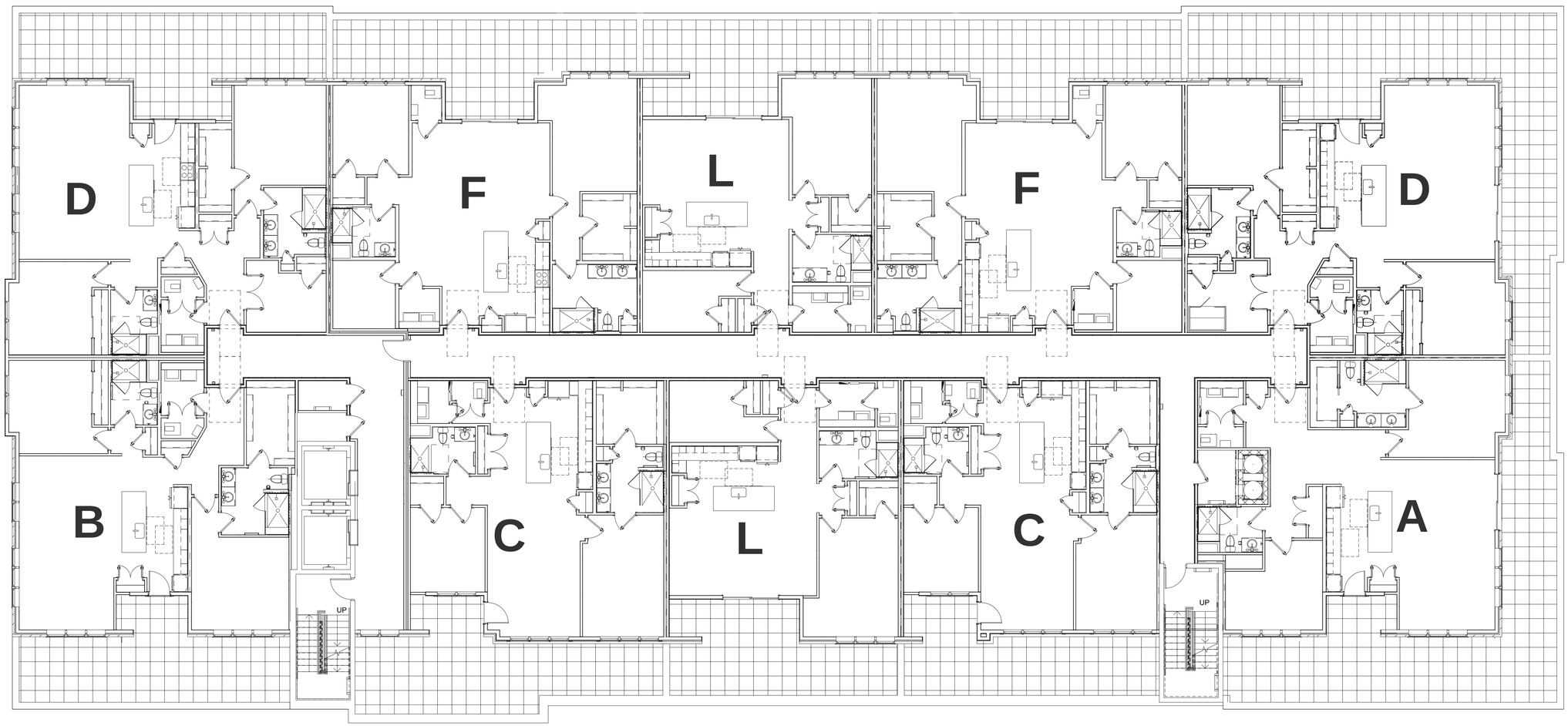
The Flats at North Branch
Fire exhibit #1 Sept 4, 2026


BIKE RACK
1
L3.0
KEYSTONE AVENUE
CONCRETE SIDEWALK
DECORATIVE STAMPED CONCRETE SIDEWALK
DECORATIVE STREETLIGHT
TREE GRATE, TYPICAL
MONUMENT SIGN
MEADOW ROSE
RIVERVIEW
DRIVE
13'-7"
9'-2"
20'-2"
3'-6"
150'
Building 2
DECORATIVE STAMPED CONCRETE SIDEWALK
TRASH RECEPTACLE
WETLAND FILTER BRIDGE
SEATWALL
SHADE PERGOLA
STONE OUTCROPPINGS
CONCRETE
2
L3.0
6' WOOD
FENCE
DECORATIVE STREETLIGHT
RIVERWALK GATEWAY ARCH
BENCH, TYPICAL
DECORATIVE STAMPED
SHADE PERGOLA
TRASH RECEPTACLE
3
L3.0
42" METAL PICKET FENCE

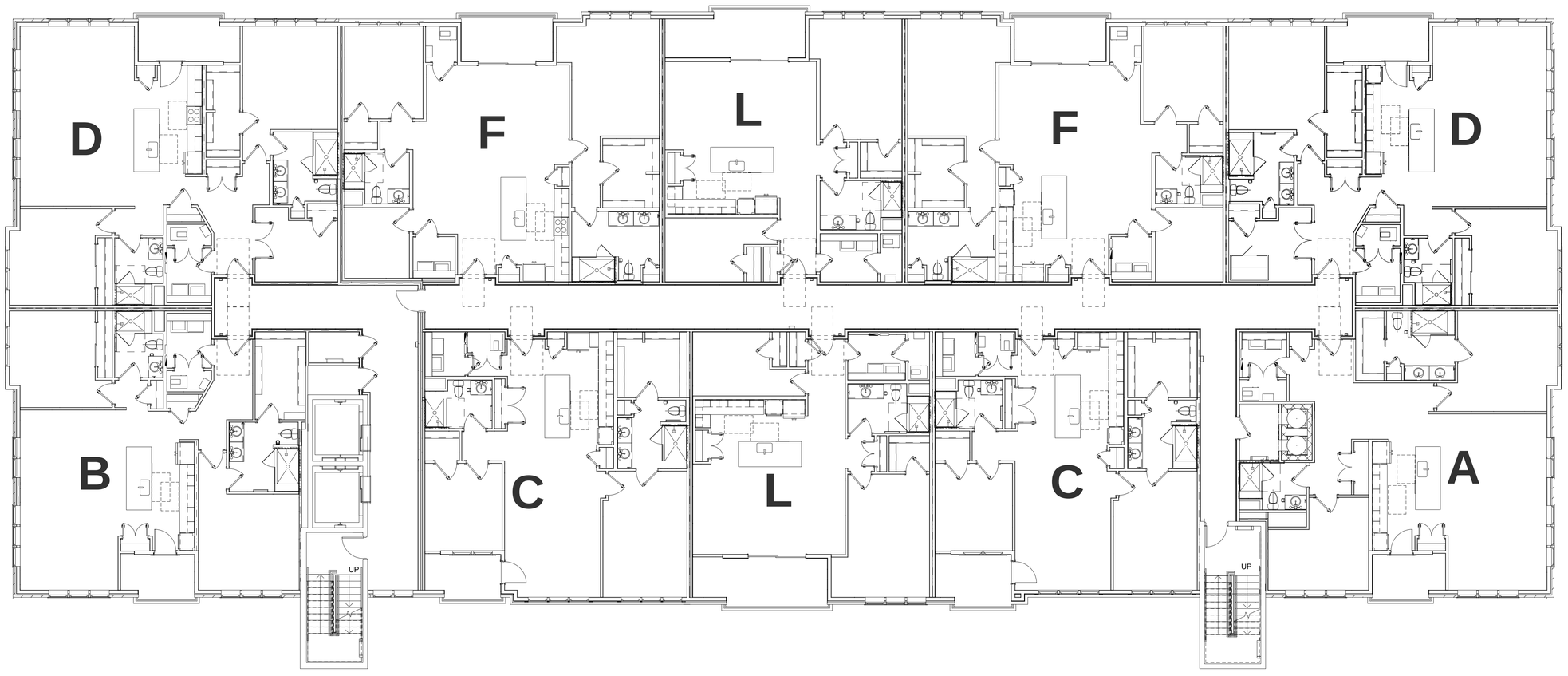
MEADOW ROAD



GARAGE LEVEL



2ND FLOOR WITH PATIOS

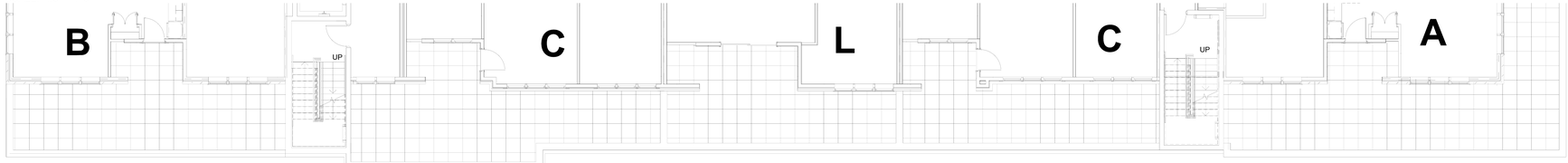


3RD - 6TH FLOORS



EAST ELEVATION

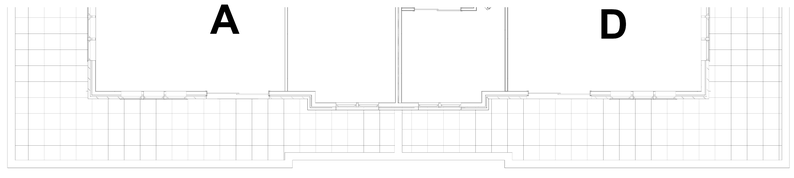
SCALE: 1/8" = 1'-0"





NORTH ELEVATION

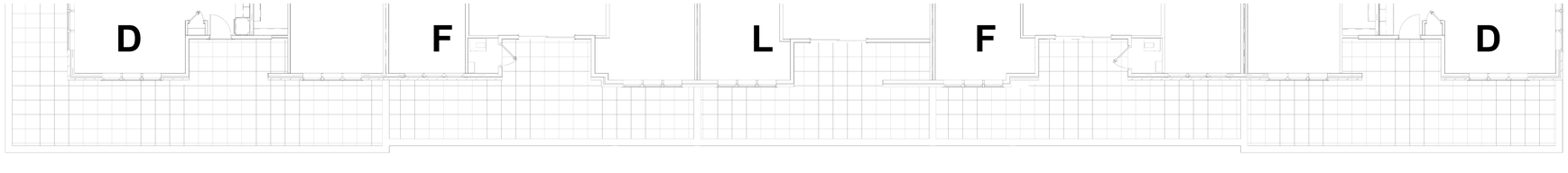
SCALE: 1/8" = 1'-0"





WEST ELEVATION

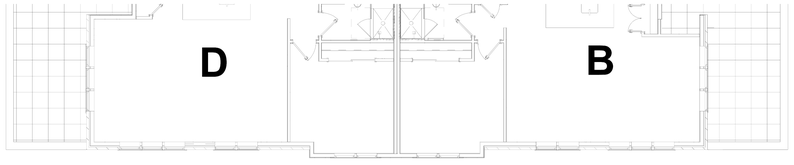
SCALE: 1/8" = 1'-0"





SOUTH ELEVATION

SCALE: 1/8" = 1'-0"



Flats at North Branch

EQUAL HOUSING OPPORTUNITY

Floor plans, Elevations and Options will vary from Community to Community and are subject to change without notice or may not reflect current changes. Dimensions shown are approximate.
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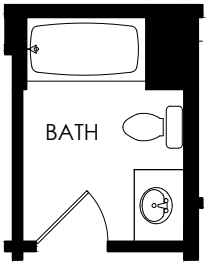
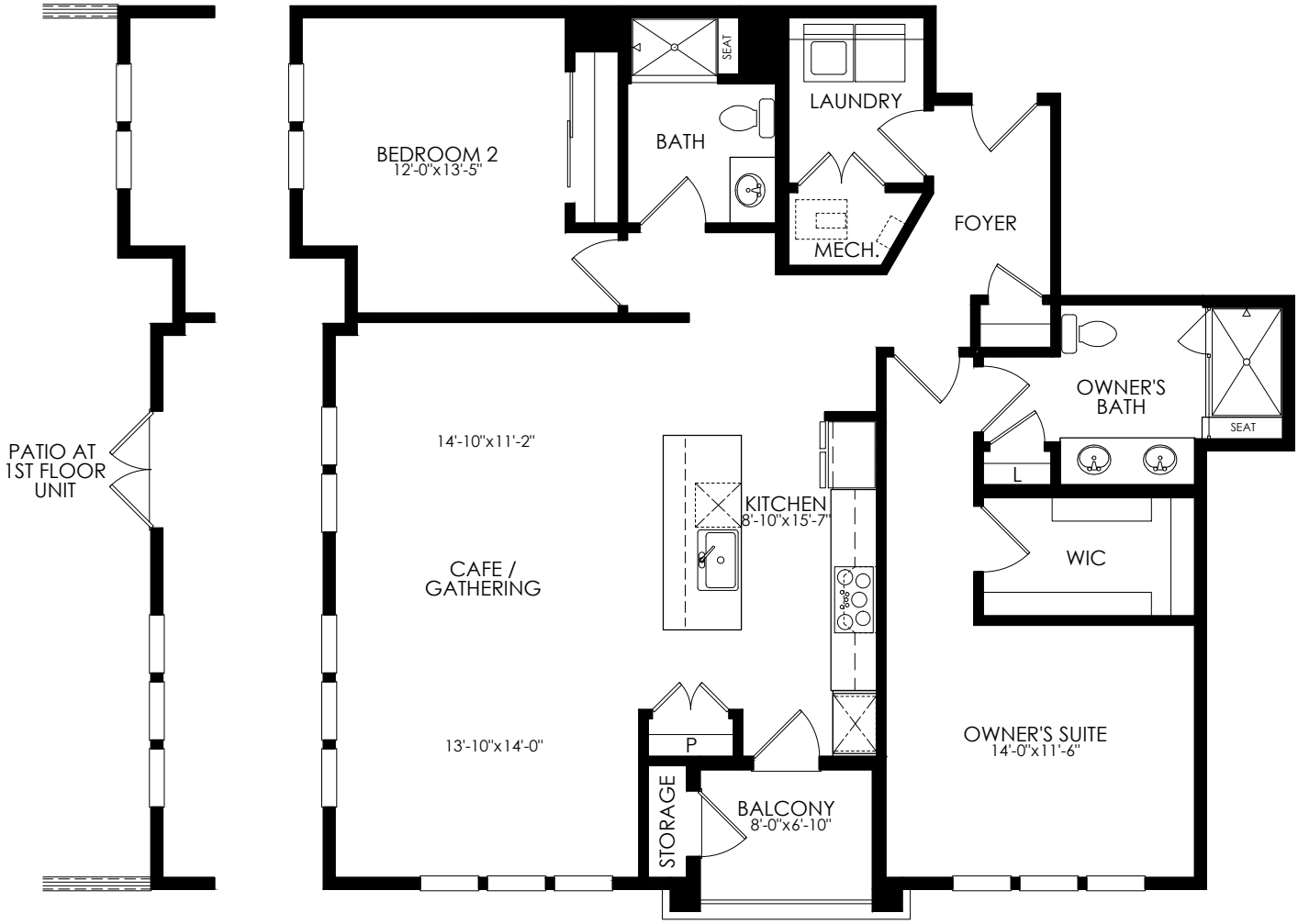
Flats at North Branch
Unit A



Opt. Bath w/ Bathtub



Unit Floor Plan

EQUAL HOUSING OPPORTUNITY

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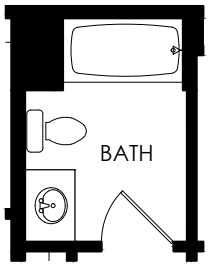
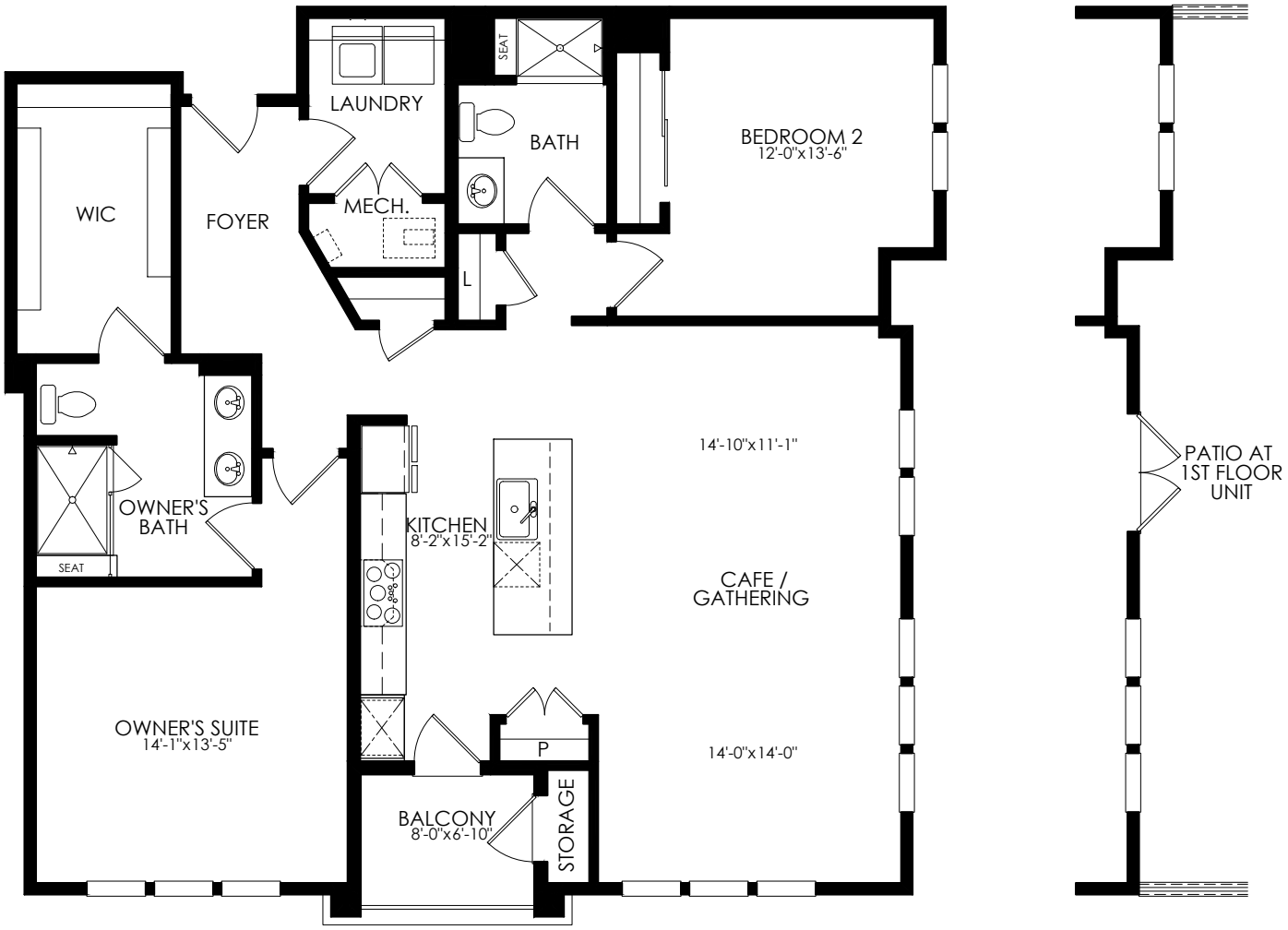
Flats at North Branch
Unit B



Opt. Bath w/ Bathtub



Unit Floor Plan

EQUAL HOUSING OPPORTUNITY

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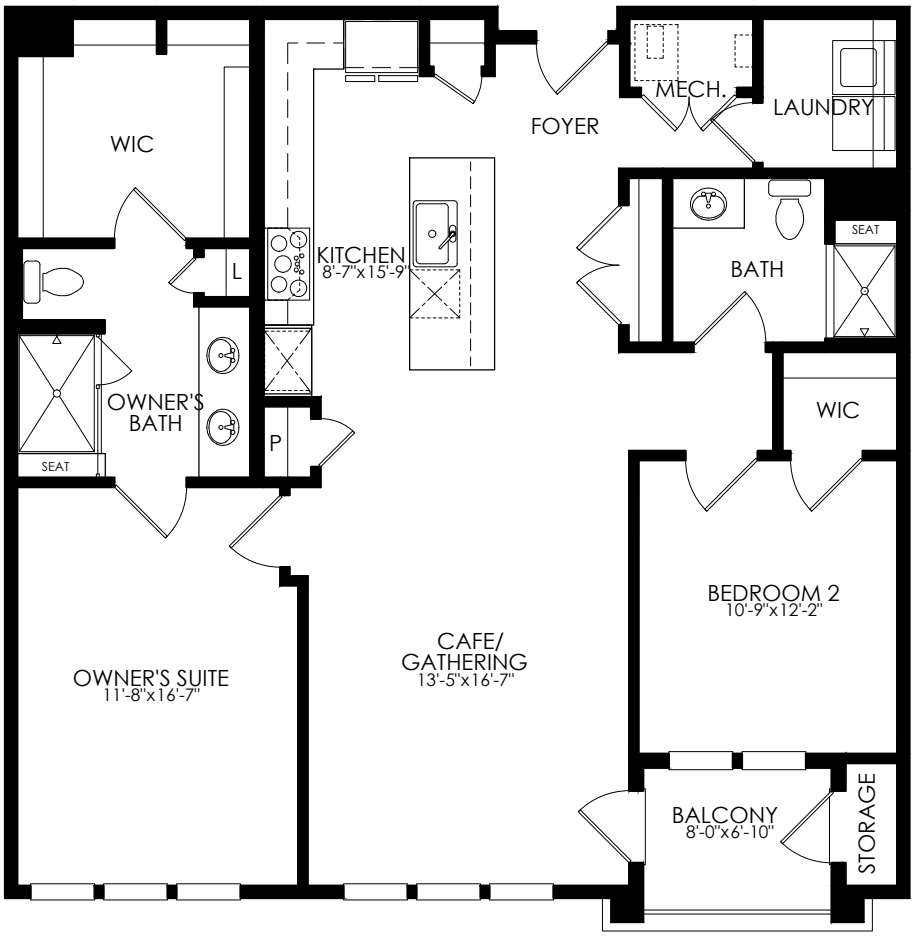
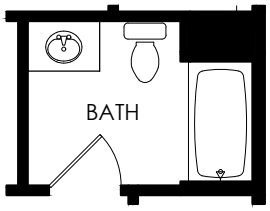
Flats at North Branch
Unit C





Opt. Bath w/ Bathtub

Unit Floor Plan

EQUAL HOUSING OPPORTUNITY

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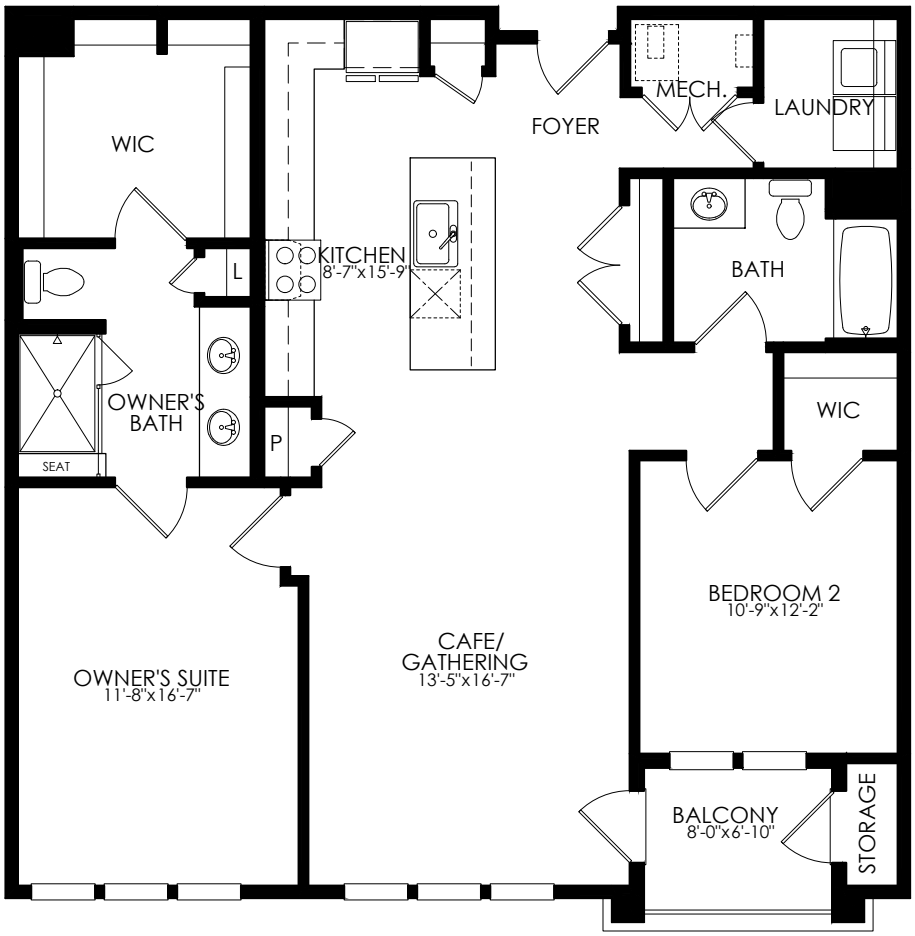
Flats at North Branch

Unit C- Affordable



Unit Floor Plan

EQUAL HOUSING OPPORTUNITY

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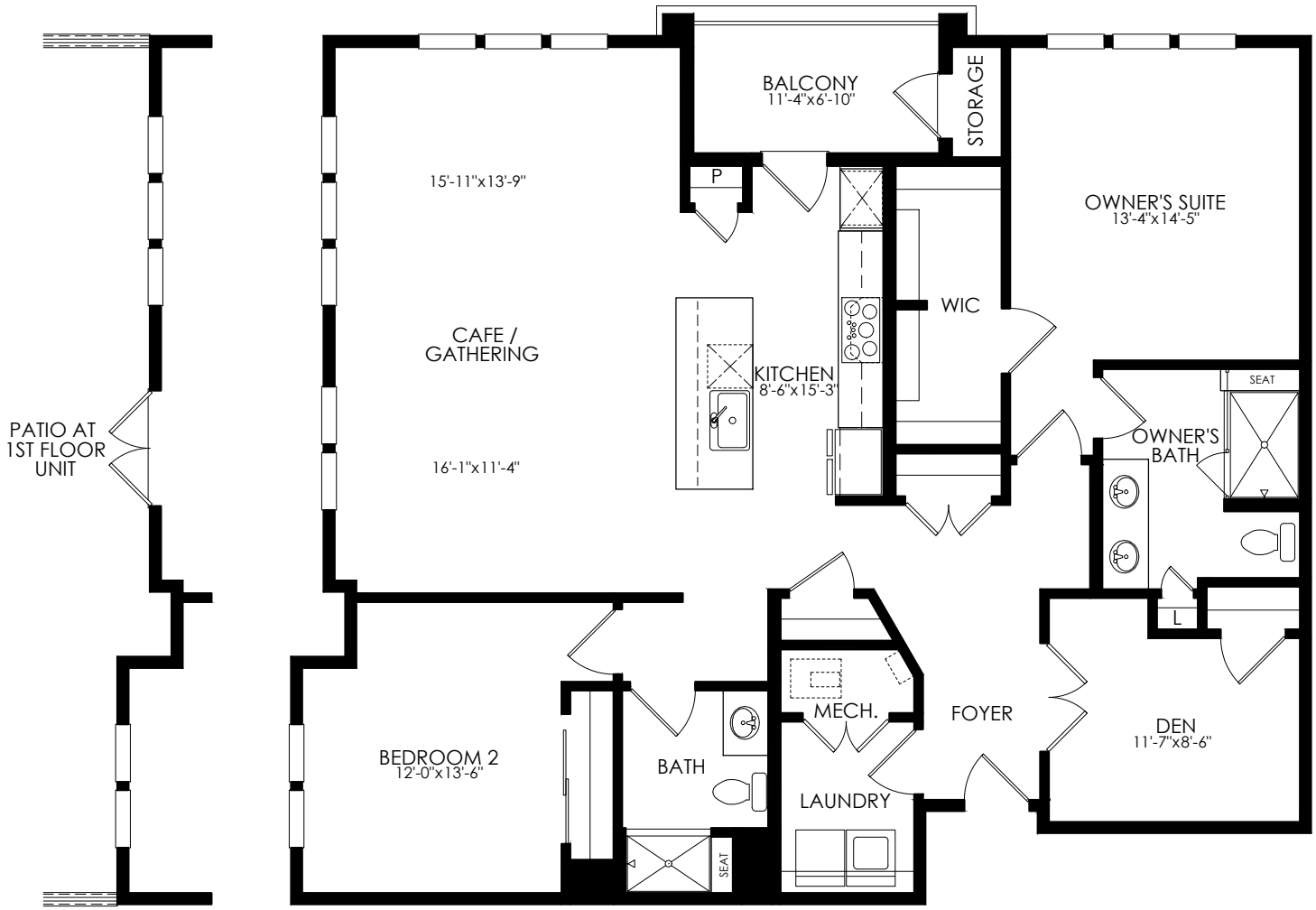
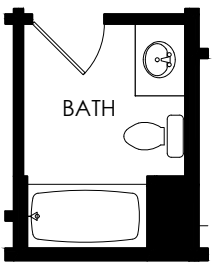
Flats at North Branch
Unit D





Opt. Bath w/ Bathtub

Unit Floor Plan

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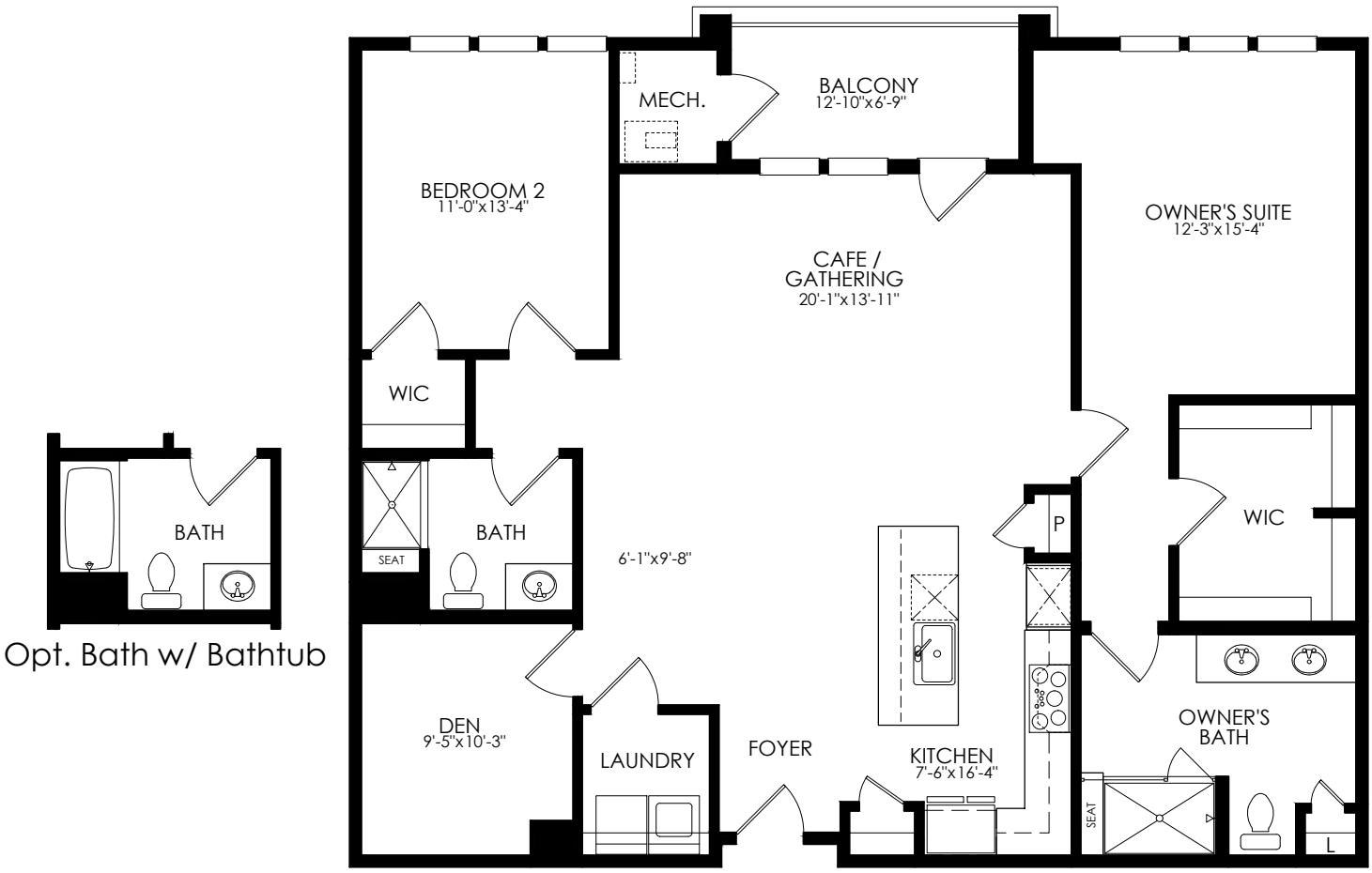
EQUAL HOUSING OPPORTUNITY

Flats at North Branch

Unit F



Unit Floor Plan

EQUAL HOUSING OPPORTUNITY

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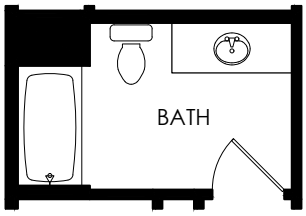
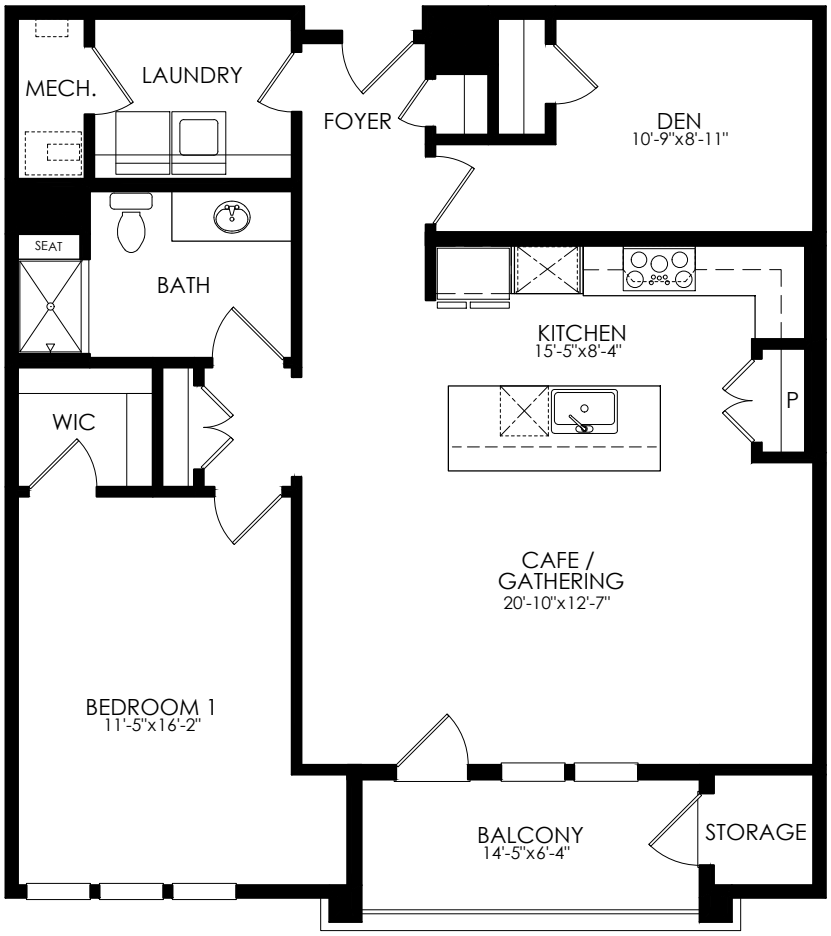
Flats at North Branch

Unit L



Opt. Bath w/ Bathtub



Unit Floor Plan

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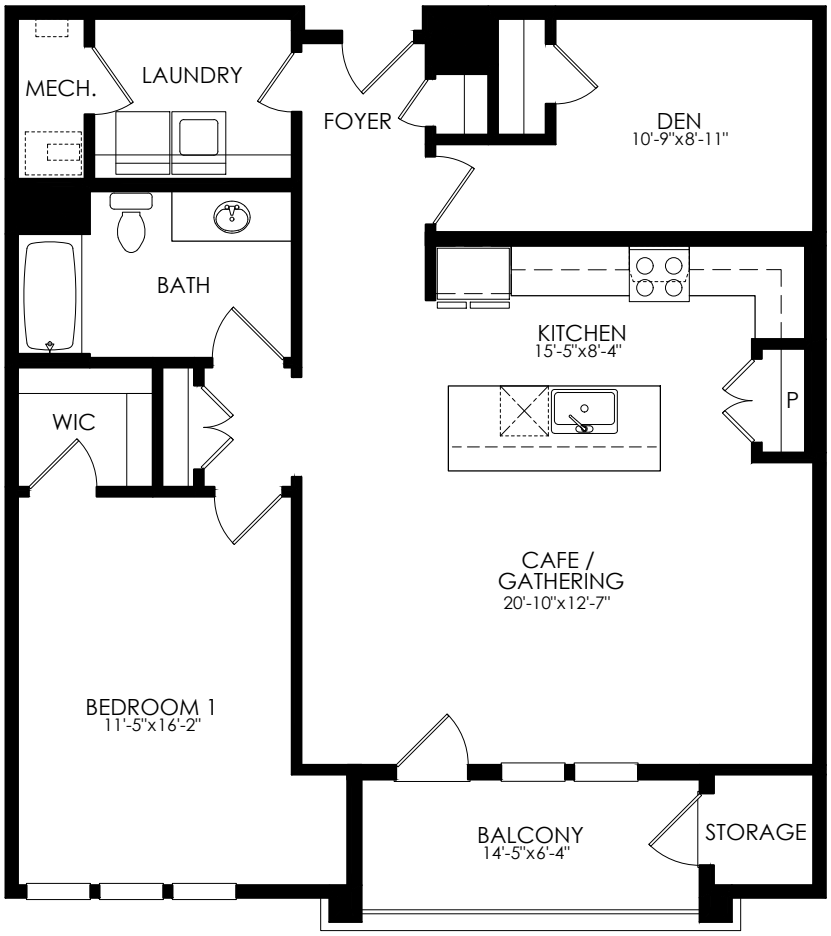
EQUAL HOUSING OPPORTUNITY

Flats at North Branch

Unit L - Affordable



Unit Floor Plan

EQUAL HOUSING OPPORTUNITY

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TREE TO BE REMOVED, TYPICAL

1 L3.1 TREE PROTECTION FENCE

TREE PRESERVATION NOTES

1. ALL TREES INDICATED FOR REMOVAL SHALL BE MARKED FOR APPROVAL BY OWNER PRIOR TO REMOVAL.
2. CARE SHALL BE TAKEN TO PRESERVE EXISTING TREES TO REMAIN.
3. TREE STUMPS SHALL BE GROUND TO A MINIMUM DEPTH OF 18 INCHES BELOW EXISTING GRADE OR AS REQUIRED TO PROPERLY PERFORM THE WORK.
4. REFER TO CORRESPONDING TREE PRESERVATION PLAN FOR TREE INVENTORY AND ADDITIONAL INFORMATION.
5. CONTRACTOR SHALL INSTALL TREE PROTECTION FENCING AS SHOWN ON THE PLANS PRIOR TO BEGINNING WORK. MAINTAIN AND ADJUST TREE PROTECTION FENCING AS NEEDED DURING PROGRESS OF CONSTRUCTION. STORAGE OF MATERIALS, VEHICULAR ACCESS, AND ALL OTHER CONSTRUCTION ACTIVITIES ARE STRICTLY PROHIBITED WITHIN THE LIMITS OF THE TREE PROTECTION FENCING.
6. REFER TO SPECIFICATIONS FOR ADDITIONAL CONDITIONS, STANDARDS AND NOTES

TREE PRESERVATION LEGEND

TREE PROTECTION FENCE

TREE TO BE REMOVED

RVI PLANNING + LANDSCAPE ARCHITECTURE
22 E. CHICAGO AVENUE
SUITE 200A
NAPERVILLE, IL 60540
T 630.961.1787
RVIPLANNING.COM

PREPARED FOR
PULTE GROUP

1900 E. GOLF ROAD, SUITE 300
SCHAUMBURG, IL 60173

CONSULTANTS

ARCHITECT
CHARLES VINCENT GEORGE ARCHITECTS
NAPERVILLE, IL 60563
T 630.357.2023

CIVIL ENGINEER
HAEGER ENGINEERING
SCHAUMBURG, IL 60173
T 847.394.6600

PROJECT
THE FLATS AT NORTH BRANCH

CHERRY LN
NORTHBROOK, IL 60062

ISSUED

JULY 28, 2026

REVISIONS

NO	DATE	ISSUE

CHECKED BY
GBR/MPW

DRAWN BY
SF

NORTH

SCALE IN FEET
1" = 40'
0' 20' 40' 80'

SHEET TITLE
TREE PRESERVATION & REMOVALS PLAN

SHEET NUMBER
L1.0

© 2026 HITCHCOCK DESIGN GROUP

I:\Pulte\northbrook meadows\05 production\01 CAD\L1.0 TREE PRESERVATION & REMOVALS PLAN.dwg

TREE PRESERVATION AND REMOVALS LIST

The Flats at North Branch Tree Survey							
(≥6" DBH or ≥12DBH aggregate for mulit-stem and ≥3' DBH bat trees)							
V3 Companies Ltd.					6-May-26		
Count	Tag #	DBH (inches)	Multi-stem Sizes (Inches)	Species Name*	Common Name	**Condition:** Excellent (1), Good (2), Fair (3), Fair to Poor (4), Poor (5), Dead (6)	Bat Habitat Tree
1	0001	9		*Quercus bicolor*	Quercus bicolor	1	No
2	0002	10	3	*Ulmus americana*	American Elm	2	No
3	0003	7		*Ulmus pumila*	Siberian Elm	3	No
4	0004	7		*Malus spp.*	Apple Cultivar	4	No
5	0005	11		*Quercus bicolor*	Swamp White Oak	1	No
6	0006	10		*Quercus bicolor*	Swamp White Oak	1	No
7	0007	9	3	*Ulmus pumila*	Siberian Elm	5	No
8	0008	8		*Quercus bicolor*	Swamp White Oak	2	No
9	0009	8		*Quercus bicolor*	Swamp White Oak	2	No
10	0010	6		*Acer campestre*	Hedge Maple	2	No
11	0011	9		*Quercus bicolor*	Swamp White Oak	2	No
12	0012	10		*Quercus bicolor*	Swamp White Oak	2	No
13	0013	9		*Quercus bicolor*	Swamp White Oak	2	No
14	0014	6	8	*Ulmus americana*	American Elm	2	No
15	0015	8		*Quercus bicolor*	Swamp White Oak	3	No
16	0016	14		*Quercus bicolor*	Swamp White Oak	2	No
17	0017	12		*Quercus bicolor*	Swamp White Oak	3	No
18	0018	34	3	*Populus deltoides*	Eastern Cottonwood	3	No
19	0019	9		*Acer negundo*	Ash-Leaf Maple	4	No
20	0020	12		*Juglans nigra*	Black Walnut	3	No
21	0021	15		*Juglans nigra*	Black Walnut	3	No
22	0022	18		*Ulmus americana*	American Elm	2	No
23	0023	14		*Ulmus americana*	American Elm	2	No
24	0024	13		*Ulmus pumila*	Siberian Elm	4	No
25	0025	15		*Ulmus pumila*	Siberian Elm	3	No
26	0026	11		*Ulmus pumila*	Siberian Elm	3	No
27	0027	6		*Picea glauca*	White Spruce	3	No
28	0028	9		*Cercis canadensis*	Redbud	3	No
29	0029	23		*Gleditsia triacanthos*	Honey-Locust	2	No
30	0030	3	4	*Malus spp.*	Apple Cultivar	2	No
31	0031	11		*Pinus strobus*	Eastern White Pine	3	No
32	0032	18	2	*Ulmus pumila*	Siberian Elm	3	No
33	0033	10		*Robinia pseudoacacia*	Black Locust	3	No
34	0034	6		*Ulmus americana*	American Elm	3	No
35	0035	14		*Robinia pseudoacacia*	Black Locust	3	No
36	0036	6	3	*Ulmus americana*	American Elm	3	No
37	0037	8		*Ulmus americana*	American Elm	4	No
38	0038	15		*Robinia pseudoacacia*	Black Locust	4	No
39	0039	21		*Robinia pseudoacacia*	Black Locust	3	No
40	0040	14	3	*Robinia pseudoacacia*	Black Locust	4	No
41	0041	7		*Acer negundo*	Ash-Leaf Maple	3	No
42	0042	12		*Robinia pseudoacacia*	Black Locust	3	No
43	0043	9		*Acer negundo*	Ash-Leaf Maple	3	No
44	0044	9		*Acer negundo*	Ash-Leaf Maple	3	No
45	0045	11		*Acer negundo*	Ash-Leaf Maple	4	No
46	0046	19		*Robinia pseudoacacia*	Black Locust	4	No
47	0047	8	2	*Acer negundo*	Ash-Leaf Maple	3	No
48	0048	9	3	*Robinia pseudoacacia*	Black Locust	3	No
49	0049	13		*Acer platanoides*	Norway Maple	2	No
50	0050	8		*Ulmus americana*	American Elm	3	No
51	0051	8	2	*Ulmus americana*	American Elm	3	No
52	0052	6		*Alnus glutinosa*	European Alder	3	No
53	0053	5	4	*Acer negundo*	Ash-Leaf Maple	3	No
54	0054	5	3	*Acer negundo*	Ash-Leaf Maple	3	No
55	0055	7		*Acer X freemanii*	Freeman's Maple	2	No
56	0056	9		*Catalpa speciosa*	Northern Catalpa	2	No
57	0057	8		*Catalpa speciosa*	Northern Catalpa	2	No
58	0058	15		*Gleditsia triacanthos*	Honey-Locust	2	No
59	0059	15		*Gleditsia triacanthos*	Honey-Locust	2	No
60	0060	18		*Gleditsia triacanthos*	Honey-Locust	2	No
61	0061	18		*Pinus nigra*	Austrian Pine	2	No
62	0062	15		*Pinus nigra*	Austrian Pine	2	No
63	0063	13		*Pinus nigra*	Austrian Pine	4	No
64	0064	14		*Pinus nigra*	Austrian Pine	2	No
65	0065	14		*Tilia spp.*	Linden Cultivar	2	No
66	0066	16		*Tilia spp.*	Linden Cultivar	2	No
67	0067	11		*Gleditsia triacanthos*	Honey-Locust	3	No
68	0068	6		*Gleditsia triacanthos*	Honey-Locust	4	No
69	0069	7		*Gleditsia triacanthos*	Honey-Locust	4	No
70	0070	8		*Gleditsia triacanthos*	Honey-Locust	3	No
71	0071	10		*Gleditsia triacanthos*	Honey-Locust	3	No
72	0072	9		*Gleditsia triacanthos*	Honey-Locust	3	No
73	0073	13		*Gleditsia triacanthos*	Honey-Locust	3	No
74	0074	10		*Gleditsia triacanthos*	Honey-Locust	3	No
75	0075	12		*Gleditsia triacanthos*	Honey-Locust	2	No
76	0076	12		*Gleditsia triacanthos*	Honey-Locust	2	No
77	0077	8		*Gleditsia triacanthos*	Honey-Locust	4	No
78	0078	10		*Acer rubrum*	Red Maple	3	No
79	0079	13		*Tilia spp.*	Linden Cultivar	4	No
80	0080	14		*Acer rubrum*	Red Maple	2	No
81	0081	12		*Acer rubrum*	Red Maple	2	No
82	0082	6		*Gymnocladus dioicus*	Kentucky Coffee Tree	2	No
83	0083	6		*Gymnocladus dioicus*	Kentucky Coffee Tree	2	No
84	0084	7		*Taxodium distichum*	Southern Bald-Cypress	1	No
85	0085	11		*Acer rubrum*	Red Maple	3	No
86	0086	6		*Ulmus spp.*	Elm Cultivar	2	No
87	0087	9		*Ulmus spp.*	Elm Cultivar	2	No
88	0088	7		*Ulmus spp.*	Elm Cultivar	2	No

NOTE:
- TREES HIGHLIGHTED IN GREY ARE TO BE REMOVED.
- TOTAL TREE REMOVALS: 39

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PULTE GROUP

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PROJECT
THE FLATS AT NORTH BRANCH
CHERRY LN
NORTHBROOK, IL 60062

ISSUED
JULY 28, 2026

REVISIONS

NO	DATE	ISSUE

CHECKED BY
GBR/MPW

DRAWN BY
SF

SCALE IN FEET
as noted

SHEET TITLE
TREE PRESERVATION & REMOVALS TABLE

SHEET NUMBER
L1.1

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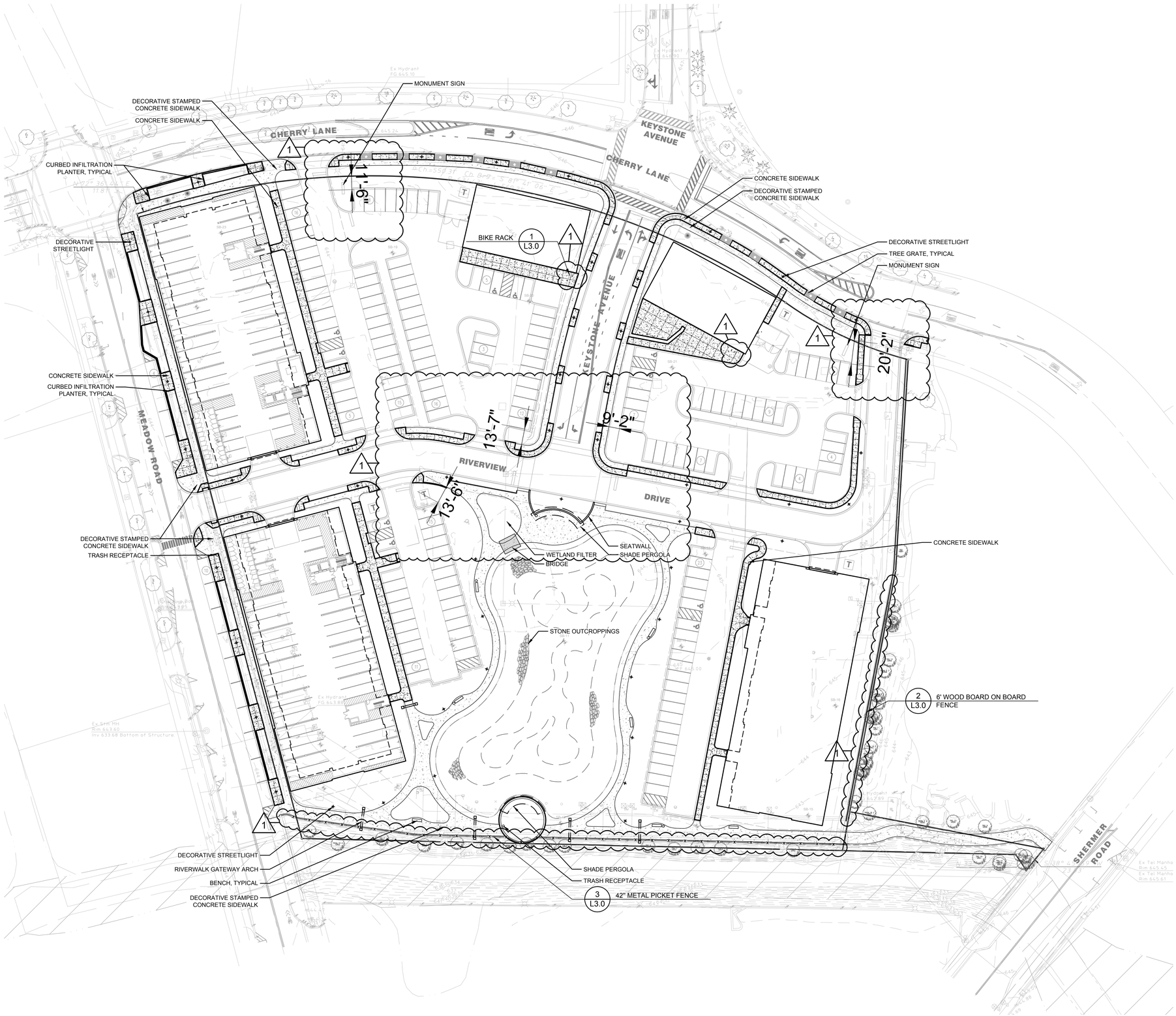
I:\Pulte\northbrook meadows\06 production\01 CAD\L1.0 TREE PRESERVATION & REMOVALS PLAN.dwg



LAYOUT NOTES

1. CONTRACTOR RESPONSIBLE FOR FIELD LAYOUT OF ALL NEW IMPROVEMENTS. DIGITAL FILES OF GEOMETRIC INFORMATION WILL BE PROVIDED UPON REQUEST IN AUTOCAD FORMAT. NO ADDITIONAL PAYMENT WILL BE MADE FOR ADJUSTMENTS NECESSARY TO CONSTRUCT THE WORK AS DRAWN.
2. CONTRACTOR RESPONSIBLE TO COORDINATE WORK IN ORDER TO OBTAIN APPROVAL OF ALL LAYOUT BY OWNER PRIOR TO CONSTRUCTION. NO ADDITIONAL PAYMENT WILL BE MADE TO CORRECT WORK IF CONSTRUCTED INCORRECTLY WITHOUT PRE-APPROVAL BY OWNER.
3. CONTRACTOR RESPONSIBLE TO MAINTAIN ALL LAYOUT STAKES DURING CONSTRUCTION. NO ADDITIONAL PAYMENT WILL BE MADE TO REPLACE LAYOUT STAKES.
4. ALL WALLS ARE DIMENSIONED TO FACE OF WALL UNLESS OTHERWISE NOTED.
5. ALL DIMENSIONS FROM ROADWAY ARE FROM BACK OF CURB UNLESS OTHERWISE NOTED.
6. ALL CURVES AND RADII TO BE SMOOTH AND NOT SEGMENTED.
7. CONTRACTOR TO PROVIDE LAYOUT STAKES EVERY 10 FEET MINIMUM FOR LARGE ARCS WHERE RADIUS POINTS ARE NOT ACCESSIBLE.
8. ADJUSTMENT TO STAKE LOCATIONS DUE TO DISCREPANCIES BETWEEN COORDINATES AND DIMENSIONS IS INCIDENTAL TO THE CONTRACT. NO ADDITIONAL PAYMENTS WILL BE MADE FOR THIS WORK.
9. ALL ROADWAY WIDTHS ARE MEASURED FROM EDGE OF PAVEMENT TO EDGE OF PAVEMENT UNLESS OTHERWISE SHOWN ON THE PLANS.
10. CONTRACTOR RESPONSIBLE TO TAKE DELIVERY, ASSEMBLE AND INSTALL ALL MATERIALS AND FURNISHINGS PER MANUFACTURER'S INSTRUCTIONS.
11. PLACE CONTROL AND EXPANSION JOINTS AS SHOWN ON PLANS AND DETAILS FOR ALL CURBS, WALKS, WALLS, STEPS, AND CONCRETE PAVING. WHERE JOINTS ARE NOT SHOWN, PLACE CONTROL JOINTS A MAXIMUM OF 10 FEET ON CENTER, EXPANSION JOINTS A MAXIMUM OF 30 FEET ON CENTER, AND BETWEEN ALL SEPARATE POURS.
12. LAYOUT OF SOFT SURFACE SHALL BE VERIFIED IN FIELD BY OWNER PRIOR TO PLACEMENT.
13. UNLESS OTHERWISE NOTED, FOR PRODUCTS/EQUIPMENT TO BE PURCHASED BY CONTRACTOR OR BY OWNER, CONTRACTOR SHALL TAKE DELIVERY, VERIFY, AND INSTALL PER MANUFACTURERS RECOMMENDATIONS. CONTRACTOR IS RESPONSIBLE FOR COORDINATING WITH PRODUCT / EQUIPMENT VENDORS TO OBTAIN A FULL AND COMPLETE UNDERSTANDING OF THE INSTALLATION REQUIREMENTS PRIOR TO SUBMITTING A BID.
14. REFER TO SPECIFICATIONS FOR ADDITIONAL CONDITIONS, STANDARDS AND NOTES.

LAYOUT LEGEND

- CONTROL JOINT
- CONCRETE PAVING
- STAMPED CONCRETE PAVING
- TREE GRATE
- INFILTRATION PANTER
- OUTCROPPING STONE
- BENCH
- TRASH RECEPTABLE
- DECORATIVELIGHT
- RIVERWALK GATEWAY ARCH

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PROJECT
THE FLATS AT NORTH BRANCH

CHERRY LN
NORTHBROOK, IL 60062

ISSUED
JULY 28, 2026

REVISIONS

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GBR/MPW

DRAWN BY
SF

SCALE IN FEET
1" = 40'
NORTH 0' 20' 40' 80'

SHEET TITLE
LAYOUT & MATERIALS PLAN

SHEET NUMBER
L2.0

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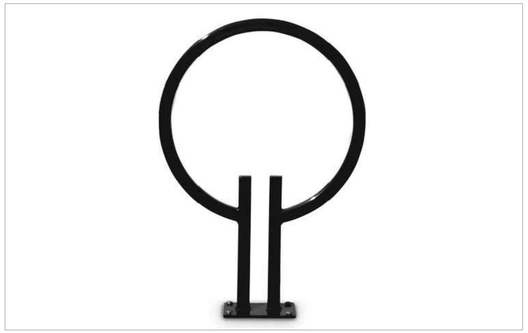
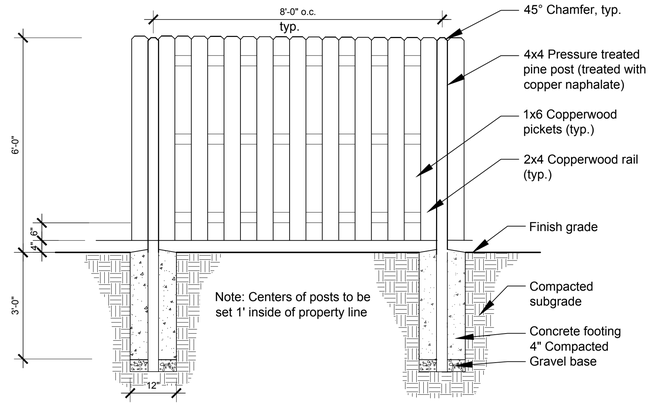
L:\Pulte\northbrook meadows\06 production\01 CAD\L2.0 LAYOUT & MATERIALS PLAN.dwg

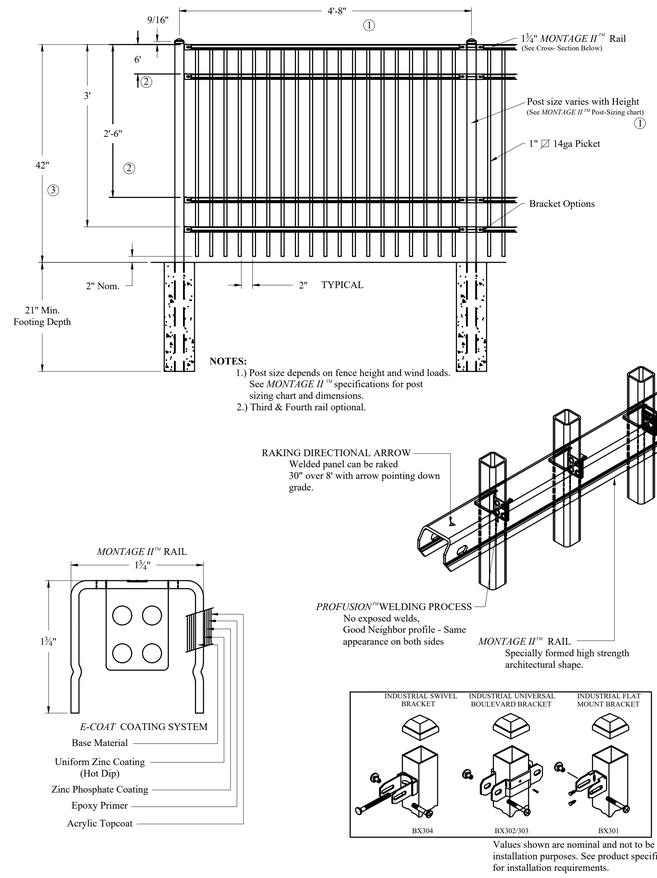


Manufacture:
Belson Outdoors, OAS2SF-P
Lexington Green

1 BIKE RACK
1/2" = 1'-0"



2 6' WOOD BOARD ON BOARD FENCE
1/2" = 1'-0"



3 42" METAL PICKET FENCE
1/2" = 1'-0"

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PREPARED FOR
CLIENT NAME

ADDRESS

CONSULTANTS

PROJECT
PROJECT NAME

ADDRESS

ISSUED
MONTH XX, 2026

REVISIONS

NO	DATE	ISSUE

CHECKED BY
XXX

DRAWN BY
XXX

SCALE IN FEET
as noted

NORTH

SHEET TITLE
CONSTRUCTION DETAILS

SHEET NUMBER
L3.0

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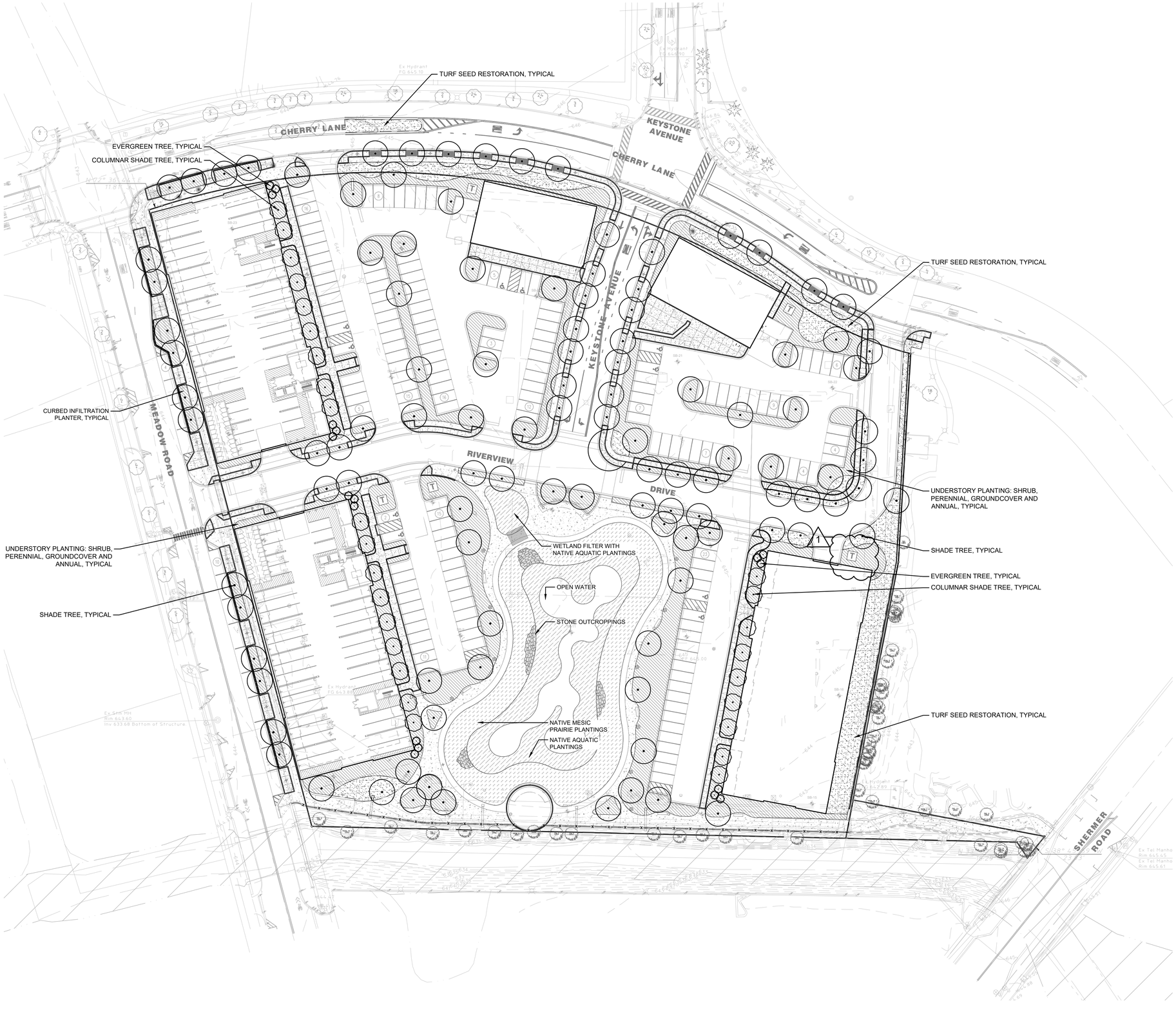

PLANTING NOTES

1. SEED LIMIT LINE IS APPROXIMATE. SEED/SOD TO LIMITS OF GRADING AND DISTURBANCE. CONTRACTOR RESPONSIBLE FOR RESTORATION OF ANY UNAUTHORIZED DISRUPTION OUTSIDE OF DESIGNATED CONSTRUCTION AREA AT NO ADDITIONAL COST TO OWNER.
2. CONTRACTOR RESPONSIBLE FOR EROSION CONTROL IN ALL SEEDED/SODDED AREAS.
3. TREE MULCH RINGS IN TURF AREAS ARE 5 FOOT DIAMETER, TYPICAL. CONTRACTOR SHALL PROVIDE A MULCH RING AROUND ALL EXISTING TREES WITHIN THE LIMIT OF WORK. REMOVE ALL EXISTING GRASS FROM AREA TO BE MULCHED AND PROVIDE A TYPICAL V-TRENCH EDGE.
4. BEDLINES ARE TO BE SPADE CUT TO A MINIMUM DEPTH OF 3 INCHES UNLESS OTHERWISE SHOWN ON THE PLANS. CURVED BEDLINES ARE TO BE SMOOTH AND NOT SEGMENTED.
5. DO NOT LOCATE PLANTS WITHIN 10 FEET OF UTILITY STRUCTURES, OR WITHIN 5 FEET HORIZONTALLY OF UNDERGROUND UTILITY LINES UNLESS OTHERWISE SHOWN ON THE PLANS. CONSULT WITH OWNER IF THESE CONDITIONS EXIST.
6. FOR LUMP SUM CONTRACTS, PLANTS AND OTHER MATERIALS ARE QUANTIFIED AND SUMMARIZED FOR THE CONVENIENCE OF THE OWNER AND JURISDICTIONAL AGENCIES ONLY. CONFIRM AND INSTALL SUFFICIENT QUANTITIES TO COMPLETE THE WORK AS DRAWN AND SPECIFIED. NO ADDITIONAL PAYMENTS WILL BE MADE FOR MATERIALS REQUIRED TO COMPLETE THE WORK AS DRAWN AND SPECIFIED.
7. FOR UNIT PRICE CONTRACTS, PAYMENTS WILL BE MADE BASED ON ACTUAL QUANTITIES INSTALLED AS MEASURED IN PLACE BY OWNER.
8. REFER TO SPECIFICATIONS FOR ADDITIONAL CONDITIONS, STANDARDS AND NOTES.

PLANTING LEGEND

- SHADE TREE, TYPICAL. SEE DETAIL FOR INSTALLATION.
- COLUMNAR SHADE TREE, TYPICAL. SEE DETAIL FOR INSTALLATION.
- EVERGREEN TREE, TYPICAL. SEE DETAIL FOR INSTALLATION.
- SHRUB, PERENNIAL, GROUNDCOVER AND ANNUAL, TYPICAL. SEE DETAIL FOR INSTALLATION.
- TURF SEED
- NATIVE MESIC PRAIRIE PLANTINGS
- NATIVE AQUATIC PLANTINGS

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PROJECT
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CHERRY LN
NORTHBROOK, IL 60062

ISSUED
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SF

SCALE IN FEET
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NORTH
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SHEET TITLE
PLANTING PLAN

SHEET NUMBER
L4.0

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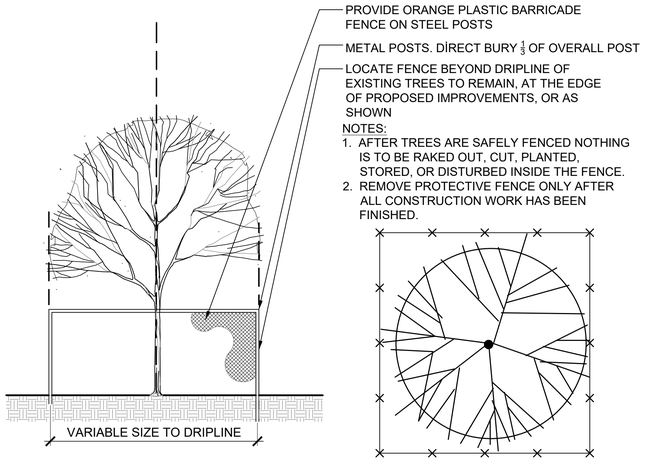
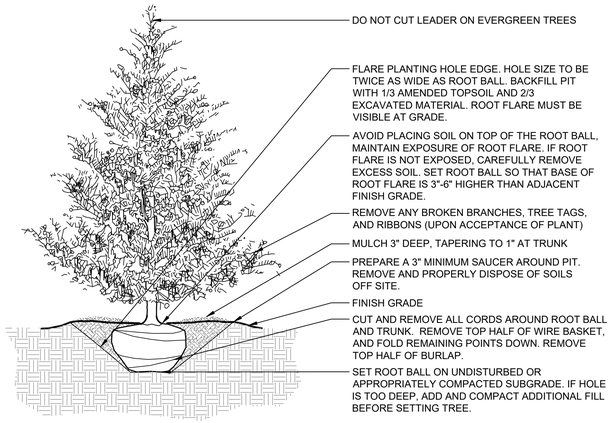


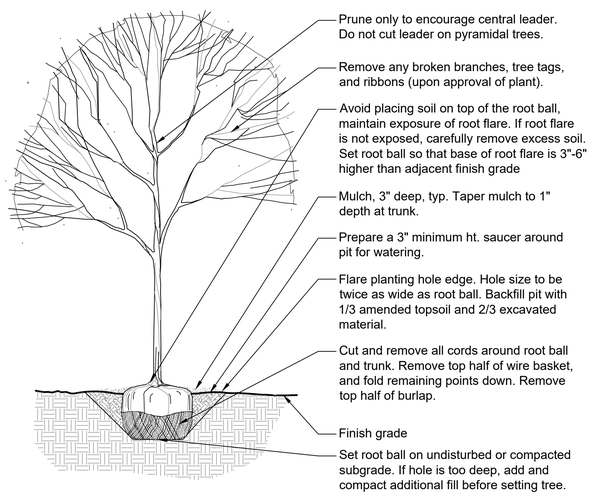
1 TREE PROTECTION FENCE

1/2" = 1'-0"



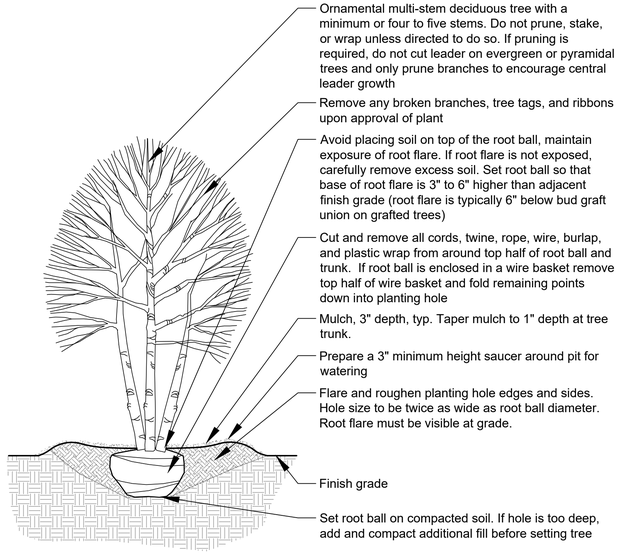
2 EVERGREEN TREE PLANTING

1/2" = 1'-0"



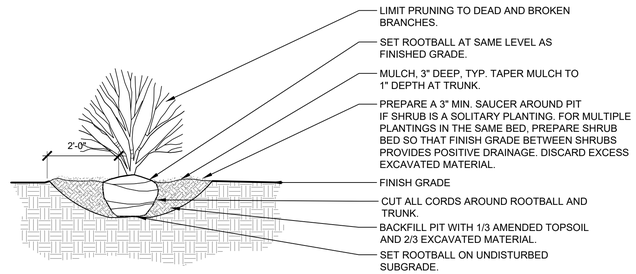
3 DECIDUOUS TREE PLANTING

1/2" = 1'-0"



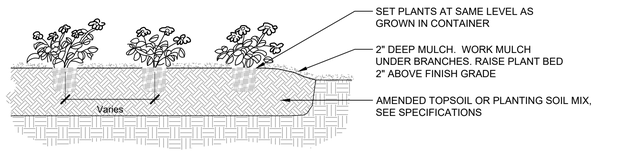
4 ORNAMENTAL TREE PLANTING

1/2" = 1'-0"



5 SHRUB PLANTING

1/2" = 1'-0"



6 PERENNIAL AND GROUNDCOVER PLANTING

1/2" = 1'-0"

PRELIMINARY PLANT MATERIAL LIST

PLANT SCHEDULE

CODE	BOTANICAL NAME	COMMON NAME	SIZE
DECIDUOUS TREES (114)			
AFB	Acer x freemanii 'Jeffsred'	Autumn Blaze Freeman Maple	3" Cal
GTS	Gleditsia triacanthos inermis 'Shademaster'	Shademaster Honey Locust	3" Cal
GDI	Gymnocladus dioicus (male)	Kentucky Coffeetree	3" Cal
PMT	Platanus x acerifolia 'Morton Circle' TM	Exclamation! London Plane Tree	3" Cal
QBI	Quercus bicolor	Swamp White Oak	3" Cal
TDI	Taxodium distichum	Baldcypress	3" Cal
TCG	Tilia cordata 'Greenspire'	Greenspire Littleleaf Linden	3" Cal
UFR	Ulmus carpinifolia x parvifolia 'Frontier'	Frontier Elm	3" Cal
DECIDUOUS SHRUBS			
AMM	Aronia melanocarpa 'Morton'	Iroquois Beauty Black Chokeberry	24" Ht
DKO	Diervilla x 'G2X88544'	Kodiak® Orange Diervilla	18" Ht.
PLD	Physocarpus opulifolius `Little Devil`	Little Devil™ Dwarf Ninebark	24" Ht
SBT	Spiraea betulifolia 'Tor'	White Frost™ Birchleaf Spirea	24" Ht
EVERGREEN SHRUBS			
BGV	Buxus x 'Green Velvet'	Green Velvet Boxwood	24" Ht
JSG	Juniperus x pfitzeriana 'Sea Green'	Sea Green Pfitzeriana Juniper	24" Ht
PMV	Pinus mugo 'Valley Cushion'	Valley Cushion Mugo Pine	18" Ht.

CODE	BOTANICAL NAME	COMMON NAME	CONTAINER	SPACING
PERENNIALS				
AMW	Achillea millefolium 'Walter Funcke'	Walter Funcke Common Yarrow	1 gal	18" o.c.
ATS	Allium tanguticum 'Summer Beauty'	Summer Beauty Ornamental Onion	1 gal	18" o.c.
ATU	Asclepias tuberosa	Butterfly Milkweed	1 gal	18" o.c.
EPM	Echinacea purpurea 'Magnus'	Magnus Purple Coneflower	1 gal	18" o.c.
HRO	Hemerocallis x 'Rosy Returns'	Rosy Returns Daylily	1 gal	15" o.c.
LSK	Liatris spicata 'Kobold'	Kobold Blazing Star	1 gal	18" o.c.
RSV	Rudbeckia fulgida speciosa Viette's Little Suzy"	Viette's Little Suzy Coneflower	1 gal	18" o.c.
SMN	Salvia x sylvestris 'May Night'	May Night Sage	1 gal	18" o.c.
SES	Sesleria autumnalis	Autumn Moor Grass	1 gal	18" o.c.
SHT	Sporobolus heterolepis 'Tara'	Tara Prairie Dropseed	1 gal	18" o.c.

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PLANTING DETAILS

SHEET NUMBER

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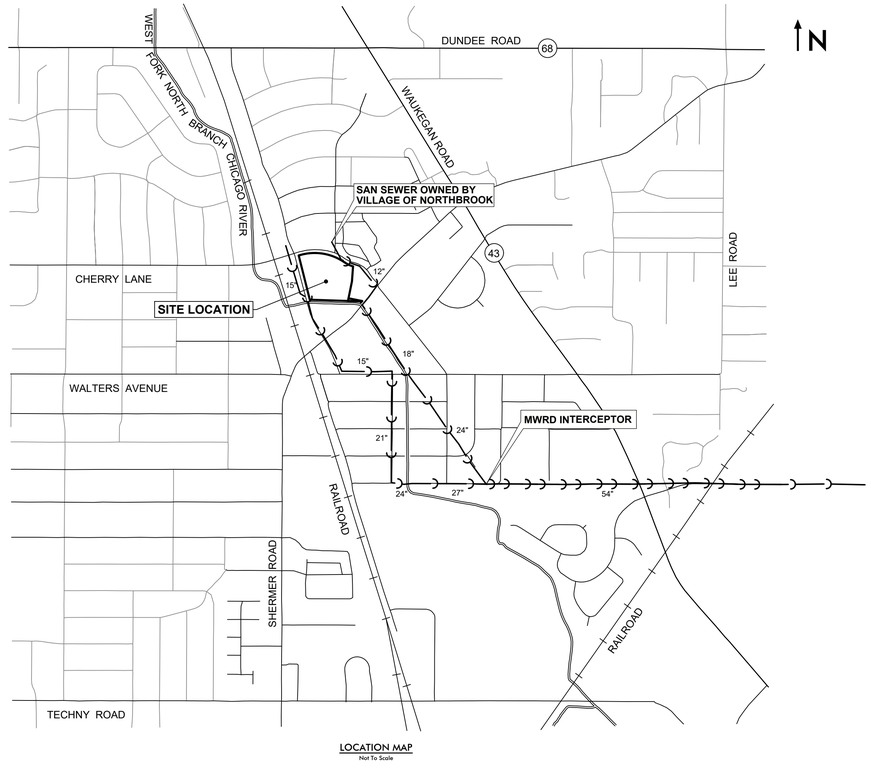
THE FLATS & SHOPS AT NORTH BRANCH
PRELIMINARY ENGINEERING PLANS
1901-1975 CHERRY LANE

SECTION 10 TOWNSHIP 42 NORTH RANGE 12 EAST
NORTHBROOK, ILLINOIS
COOK COUNTY



LOCATION MAP
Not To Scale

OWNER:
Pulte Home Company, LLC
A Michigan Limited Company
1900 E. Golf Road, Suite 300
Schaumburg, IL 60173
Tel: 630-201-3411

PREPARED BY:
Haeger Engineering LLC
Illinois Prof. Design Firm #184-003152
100 E. State Parkway
Schaumburg, IL 60173
Tel: 847-394-6600
Fax: 847-394-6608
www.haegerengineering.com

VILLAGE OF NORTHBROOK
1225 Cedar Lane
Northbrook,IL 60062
Tel: 847-272-5050

INDEX TO SHEETS

NO.	DESCRIPTION
C1.0	TITLE SHEET
C2.0	EXISTING CONDITIONS PLAN
C3.0	DEMOLITION PLAN
C4.0	GEOMETRY/PAVING PLAN
C5.0	UTILITY PLAN
C6.0	GRADING PLAN
C7.0	EROSION PLAN

811 Know what's **below.** **Call** before you dig.

Note:
Call 811 at least 48 hours, excluding weekends and holidays, before you dig.

LEGEND

Existing Symbol	Description	Proposed Symbol
	Storm Sewer Manhole	
	Catch Basin	
	Inlet	
	Flared End Section	
	Headwall	
	Area Drain	
	Sanitary Sewer Manhole	
C.O.	Clean Out	C.O.
	Fire Hydrant	
	Valve Vault	
	Valve Box	
B	B-Box	B
W	Well Head	
G	Gas Valve	G
E	Electrical Pedestal	E
E	Electric Manhole	E
	Guy Wire	
	Utility Pole	
T	Telephone Pedestal	T
T	Telephone Manhole	T
	Light Pole	
	Light Pole With Mast Arm	
	Traffic Signal	
	Traffic Signal With Mast Arm	
CT	Cable TV Pedestal	CT
	Storm Sewer	
	Storm Sewer Service	
	Perforated Underdrain	
	Sanitary Sewer	
	Sanitary Sewer Service	
	Combined Sewer	
FM	Force Main	FM
W	Water Main	W
	Water Main Service	
G	Gas Line	G
E	Electric Line	E
OHW	Overhead Utility Line	OHW
FO	Fiber Optic Line	FO
T	Telephone Line	T
CATV	Cable TV Line	CATV
C XXX.XX	Curb Elevation and	C XXX.XX
G/P XXX.XX	Gutter/Pavement Elevation	G XXX.XX
XXX.XX	Pavement Elevation	P XXX.XX
XXX.XX	Sidewalk Elevation	W XXX.XX
XXX.X +	Ground Elevation	XXX.X
T/W XXX.XX	Top of Wall Elevation	T/W XXX.XX
B/W XXX.XX	Bottom of Wall Elevation	B/W XXX.XX
Gr XXX.XX	Open Lid Frame & Grate	Gr XXX.XX
Rim XXX.XX	Closed Lid Frame & Lid	Rim XXX.XX
FG XXX.XX	Finish Grade	FG XXX.XX
GF XXX.XX	Garage Floor	GF XXX.XX
TF XXX.XX	Top of Foundation	TF XXX.XX
	Swale	
	Hardscape Flow	
	Softscape Flow	
	Over Land Flow Route	
XXX	Contour Line	XXX
H	Hand Hole	H
	Fence	
	Guardrail	
	Pipe Bollard	
	Sign	
	Flagpole	
M	Mailbox	M
	Handicapped Parking Stall	
X	Number of Parking Stalls	X
	Curb & Gutter	
	Reverse Pitch Curb & Gutter	
	Depressed Curb	
	Retaining Wall	
	Wetland	
	Wetland Buffer	
	Normal Water Level	
	High Water Level	
	Flood Plain	
	Flood Way	
#100	Deciduous / Coniferous w. Tree Tag	#100
12	Deciduous / Coniferous w. Tree Size	12
	Bush	
	Brush Line / Tree Line	
B-1	Soil Boring	
	Over Land Flow Route	

No.	Revision	Date
1	Per Village Review	09/03/2026

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TITLE SHEET

THE FLATS & SHOPS AT NORTH BRANCH
PRELIMINARY ENGINEERING PLANS
1901 - 1975 CHERRY LANE, NORTHBROOK, COOK COUNTY, ILLINOIS

Project Manager:	T A S
Engineer:	J N
Date:	07/28/2026
Project No.	25-089
Sheet	C1.0 / C7

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Plot Date: Sep 03, 2026 - 9:53pm Plotted By: todd- Layout: C1.0-TITLE
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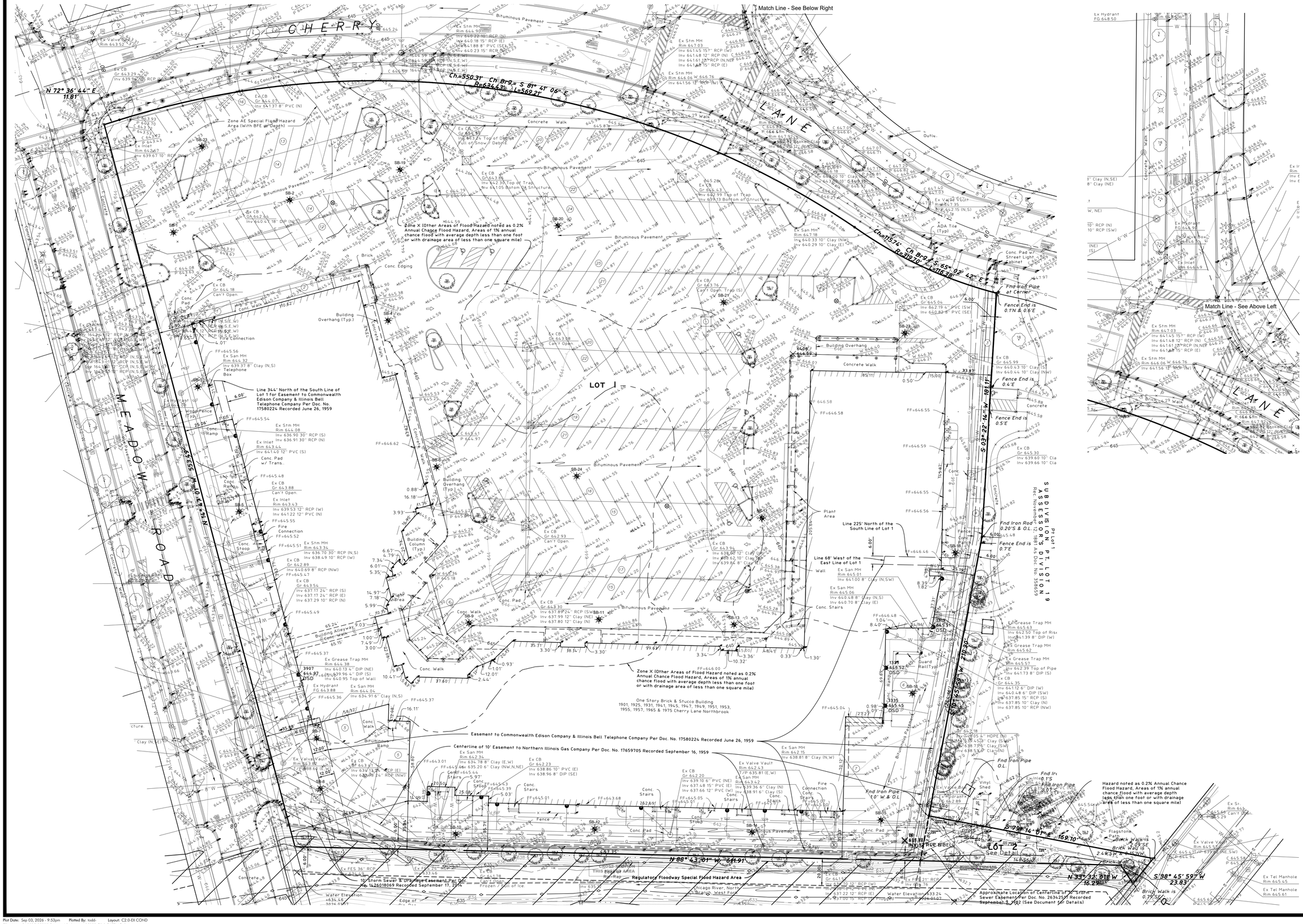
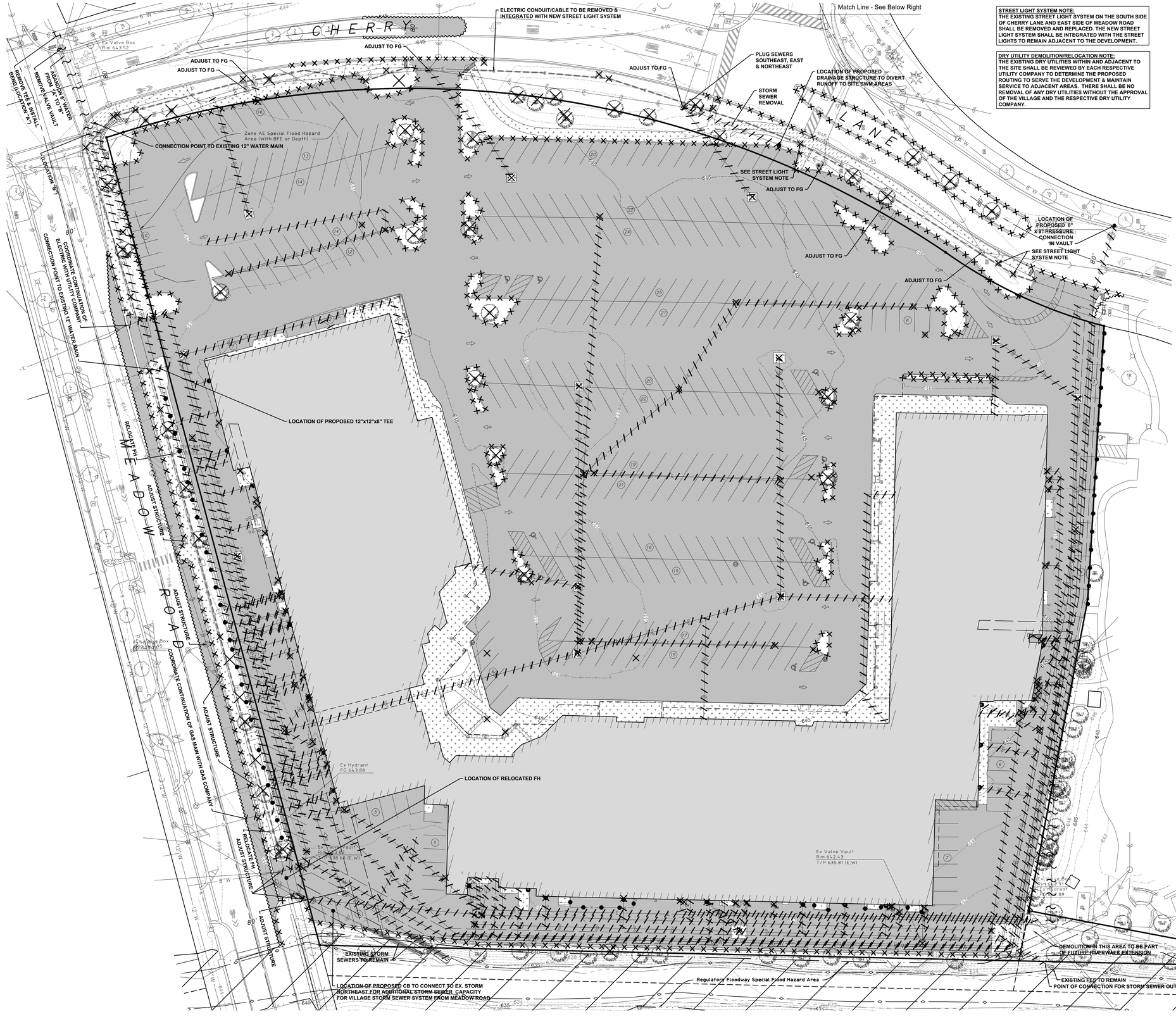

CHERRY LANE
MEADOW ROAD
Match Line - See Below Right
Match Line - See Above Left
Zone AE Special Flood Hazard Area (with BFE or Depth)
Zone X (Other Areas of Flood Hazard noted as 0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage area of less than one square mile)
Regulatory Floodway Special Flood Hazard Area
Line 344' North of the South Line of Lot 1 for Easement to Commonwealth Edison Company & Illinois Bell Telephone Company Per Doc. No. 17580224 Recorded June 26, 1959
Line 225' North of the South Line of Lot 1
Line 68' West of the East Line of Lot 1
Easement to Commonwealth Edison Company & Illinois Bell Telephone Company Per Doc. No. 17580224 Recorded June 26, 1959
Centerline of 10' Easement to Northern Illinois Gas Company Per Doc. No. 17659705 Recorded September 16, 1959
10' Storm Sewer & Drainage Easement Per Doc. No. 1426018069 Recorded September 17, 2014
Approximate Location of Centerline of 10' Storm Sewer Easement Per Doc. No. 26342597 Recorded September 3, 1982 (See Document for Details)
Hazard noted as 0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage area of less than one square mile)
One Story Brick & Stucco Building 1901, 1925, 1931, 1941, 1945, 1947, 1949, 1951, 1953, 1955, 1957, 1965 & 1975 Cherry Lane Northbrook
LOT 1
See Detail 1 on C2.2
SUBDIVISION OF LOT 19 IN ASSESSOR'S DIVISION
Rec. November 12, 1881 As Doc. No. 358659
N 72° 36' 44" E 11.81'
N 17° 23' 16" W 555.00'
N 88° 43' 01" W 611.91'
S 03° 22' 14" W 181.11'
S 03° 22' 14" W 210.30'
S 59° 14' 01" E 169.10'
S 65° 02' 42" E 116.38'
N 33° 32' 01" W 16.29'
S 38° 45' 59" W 23.83'
Ch=550.31' Ch Brg= S 81° 41' 06" E R=634.43' L=569.21'
Ch=115.74' Ch Brg= S 65° 02' 42" E R=3190.00'
Ex CB Gr 643.29 w/30" RCP (N,S) Inv 639.74 12" RCP (W)
Ex Valve Vault Rim 643.52
Ex CB Gr 644.07 Inv 641.37 8" PVC (N)
Ex Inlet Rim 642.67 Inv 639.67 10" RCP (N)
Ex CB Gr 644.46 Inv 642.44 18" CMP (N)
Ex CB Gr 644.18 Can't Open
Ex Inlet Rim 643.88 Inv 639.37 8" Clay (N,S) Inv 639.42 12" RCP (W) Inv 639.32 12" RCP (N,S,E) Inv 639.22 12" RCP (S,E,W) Inv 639.12 12" RCP (N,S,W) Inv 639.02 12" RCP (N,S,W)
Ex Inlet Rim 643.44 Inv 641.40 12" PVC (S)
Ex CB Gr 643.88 Can't Open
Ex Inlet Rim 643.43 Inv 639.53 12" RCP (W) Inv 641.22 12" PVC (N)
Ex Inlet Rim 643.34 Inv 637.17 24" RCP (S) Inv 637.17 24" RCP (E) Inv 637.29 10" RCP (N)
Ex CB Gr 642.89 Inv 640.69 8" RCP (NW)
Ex CB Gr 643.54 Inv 637.17 24" RCP (S) Inv 637.17 24" RCP (E) Inv 637.29 10" RCP (N)
Ex Grease Trap MH Rim 644.38 Inv 640.13 4" DIP (NE) Inv 639.96 4" DIP (S) Inv 640.95 Top of Wall
Ex Hydrant FG 643.88
Ex San MH Rim 644.04 Inv 636.91 6" Clay (N,S)
Ex Valve Vault Rim 643.82 Inv 639.32 12" RCP (E) Inv 639.22 12" RCP (NW)
Ex CB Gr 643.41 Inv 639.31 24" RCP (NW)
Ex Sanitary MH Rim 644.32 Inv 639.37 8" Clay (N,S) Telephone Box
Ex Storm MH Rim 644.08 Inv 636.90 30" RCP (S) Inv 636.91 30" RCP (N)
Ex Storm MH Rim 644.07 Inv 639.52 12" RCP (N,S,E) Inv 639.42 12" RCP (N,S,W) Inv 639.32 12" RCP (N,S,E,W) Inv 639.22 12" RCP (N,S,E,W) Inv 639.12 12" RCP (N,S,E,W) Inv 639.02 12" RCP (N,S,E,W)
Fire Connection 4.01'
Ex Storm MH Rim 644.32 Inv 639.37 8" Clay (N,S) Telephone Box
Ex Storm MH Rim 644.08 Inv 636.90 30" RCP (S) Inv 636.91 30" RCP (N)
Ex Inlet Rim 643.44 Inv 641.40 12" PVC (S)
Conc. Pad w/ Trans.
Ex CB Gr 643.88 Can't Open
Ex Inlet Rim 643.43 Inv 639.53 12" RCP (W) Inv 641.22 12" PVC (N)
Fire Connection
Ex Storm MH Rim 643.34 Inv 636.70 30" RCP (N,S) Inv 638.49 10" RCP (W)
Ex CB Gr 642.89 Inv 640.69 8" RCP (NW)
Ex CB Gr 643.54 Inv 637.17 24" RCP (S) Inv 637.17 24" RCP (E) Inv 637.29 10" RCP (N)
Ex Grease Trap MH Rim 644.38 Inv 640.13 4" DIP (NE) Inv 639.96 4" DIP (S) Inv 640.95 Top of Wall
Ex Hydrant FG 643.88
Ex San MH Rim 644.04 Inv 636.91 6" Clay (N,S)
Ex Valve Vault Rim 643.82 Inv 639.32 12" RCP (E) Inv 639.22 12" RCP (NW)
Ex CB Gr 643.41 Inv 639.31 24" RCP (NW)
Ex Sanitary MH Rim 644.32 Inv 639.37 8" Clay (N,S) Telephone Box
Ex Storm MH Rim 644.08 Inv 636.90 30" RCP (S) Inv 636.91 30" RCP (N)
Ex Inlet Rim 643.44 Inv 641.40 12" PVC (S)
Conc. Pad w/ Trans.
Ex CB Gr 643.88 Can't Open
Ex Inlet Rim 643.43 Inv 639.53 12" RCP (W) Inv 641.22 12" PVC (N)
Ex Storm MH Rim 644.07 Inv 639.22 10" RCP (N) Inv 640.18 15" RCP (E) Inv 640.88 8" PVC (S&E) Inv 640.23 15" RCP (S,E,W) Inv 639.88 15" RCP (N,S,E,W) Inv 639.78 15" RCP (N,S,E,W) Inv 639.68 15" RCP (N,S,E,W) Inv 639.58 15" RCP (N,S,E,W) Inv 639.48 15" RCP (N,S,E,W)
Ex CB Gr 643.24 Top of Drop Inlet Full of Snow / Debris
Ex CB Gr 643.86 Inv 642.20 Top of Trap Inv 641.05 Bottom Of Structure
Ex CB Gr 644.43 Inv 642.99 Top of Trap Inv 639.13 Bottom of Structure
Ex CB Gr 643.76 Can't Open Trap (S)
Ex CB Gr 643.88 Can't Open
Ex CB Gr 644.18 Can't Open
Ex CB Gr 645.04 Inv 642.19 4" PVC (SW) Inv 640.82 8" PVC (SE)
Ex CB Gr 645.99 Inv 640.43 10" Clay (S) Inv 640.44 10" Clay (NW)
Ex CB Gr 645.30 Inv 639.60 10" Cla Inv 639.66 10" Cla
Ex Storm MH Rim 647.03 Inv 641.45 15" RCP (W) Inv 641.48 12" RCP (N) Inv 641.61 12" RCP (N,NE) Inv 641.68 15" RCP (E)
Ex Storm MH Rim 646.06 W 646.76 Inv 641.56 12" RCP (W)
Ex CB Gr 642.93 Can't Open
Ex CB Gr 643.94 Inv 638.60 12" Clay (S) Inv 638.62 10" Clay (N) Inv 639.86 8" Clay (W)
Ex San MH Rim 645.01 Inv 641.08 8" Clay (N,SW)
Ex San MH Rim 645.06 Inv 640.68 8" Clay (N,S) Inv 640.70 8" Clay (E)
Ex San MH Rim 647.18 Inv 640.33 10" Clay (NW) Inv 640.29 10" Clay (E)
Ex CB Gr 643.30 Inv 637.89 24" RCP (SW) Inv 637.99 12" Clay (NE) Inv 637.80 12" Clay (N)
Ex San MH Rim 642.34 Inv 634.78 8" Clay (E,W)
Ex CB Gr 643.88 Can't Open
Ex CB Gr 643.76 Can't Open Trap (S)
Ex CB Gr 642.23 Inv 638.86 10" PVC (E) Inv 638.96 8" PVC (SE)
Ex San MH Rim 642.15 Inv 638.81 8" Clay (N,W)
Ex Valve Vault Rim 642.43 T/P 635.81 (E,W)
Ex San MH Rim 643.42 Inv 639.36 6" Clay (N) Inv 638.91 6" Clay (S)
Ex CB Gr 642.20 Inv 639.10 6" PVC (NE) Inv 637.48 15" PVC (E) Inv 637.66 12" PVC (W)
Ex CB Gr 645.09 Inv 642.89 6" PVC (N) Inv 638.53 6" Clay (N)
Ex Grease Trap MH Rim 645.63 Inv 642.50 Top of Riser Inv 641.39 8" DIP (W)
Ex Grease Trap MH Rim 645.62
Ex Grease Trap MH Rim 645.57 Inv 642.39 Top of Pipe Inv 641.73 8" DIP (S)
Ex CB Gr 644.35 Inv 641.12 6" DIP (W) Inv 640.48 6" DIP (SW) Inv 637.85 15" RCP (S) Inv 637.85 10" Clay (N) Inv 637.85 10" RCP (NW)
Ex Grease Trap MH Rim 644.52 DSD
Ex Grease Trap MH Rim 645.45 DSD
Ex Valve Vault Rim 642.89
Ex Sanitary MH Rim 645.58 Inv 642.94 4" HDPE (N) Inv 642.53 Clay (S) Inv 638.79 Clay (SW) Inv 638.53 Clay (N)
Ex Valve Vault Rim 645.66 Inv 645.47 T/P 639.08 (NE,SW)
Ex Tel Manhole Rim 645.45
Ex Tel Manhole Rim 645.61
Ex Hydrant FG 648.50
Ex Hydrant FG 648.90
Ex Inlet Rim 646.69
Ex Valve Vault Rim 647.35
Ex Inlet Rim 642.15 (N,S)
Ex Valve Vault Rim 642.89
Ex Storm MH Rim 646.06 W 646.76 Inv 641.56 12" RCP (W)
Ex Storm MH Rim 647.03 Inv 641.45 15" RCP (W) Inv 641.48 12" RCP (N) Inv 641.61 12" RCP (N,NE) Inv 641.68 15" RCP (E)
Ex Inlet Rim 645.55
Ex Inlet Rim 646.69
Ex Inlet Rim 646.69
Ex Inlet Rim 646.69



STREET LIGHT SYSTEM NOTE:
THE EXISTING STREET LIGHT SYSTEM ON THE SOUTH SIDE OF CHERRY LANE AND EAST SIDE OF MEADOW ROAD SHALL BE REMOVED AND REPLACED. THE NEW STREET LIGHT SYSTEM SHALL BE INTEGRATED WITH THE STREET LIGHTS TO REMAIN ADJACENT TO THE DEVELOPMENT.

DRY UTILITY DEMOLITION/RELOCATION NOTE:
THE EXISTING DRY UTILITIES WITHIN AND ADJACENT TO THE SITE SHALL BE REVIEWED BY EACH RESPECTIVE UTILITY COMPANY TO DETERMINE THE PROPOSED ROUTING TO SERVE THE DEVELOPMENT & MAINTAIN SERVICE TO ADJACENT AREAS. THERE SHALL BE NO REMOVAL OF ANY DRY UTILITIES WITHOUT THE APPROVAL OF THE VILLAGE AND THE RESPECTIVE DRY UTILITY COMPANY.

DEMOLITION LEGEND

- BUILDING REMOVAL
- CONCRETE REMOVAL
- CONCRETE REMOVAL
- PAVERS REMOVAL
- STONE REMOVAL
- UTILITY REMOVAL
- ABANDON UTILITY
- CURB REMOVAL
- FENCE REMOVAL
- MISCELLANEOUS REMOVAL
- SAW CUT
- TREE REMOVAL
- TREE PROTECTION

NORTH
15 0 30
Scale: 1" = 30'

No.	Date	Revision
1	09/03/2026	Per Village Review

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DEMOLITION PLAN

THE FLATS & SHOPS AT NORTH BRANCH
PRELIMINARY ENGINEERING PLANS
1901-1975 CHERRY LANE, NORTHBROOK, COOK COUNTY, ILLINOIS

Project Manager: TAS
Engineer: JN
Date: 07/28/2026
Project No. 25-089
Sheet C3.0 / C7

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Plot Date: Sep 03, 2026 - 9:54pm Plotted By: todd Layout: C3.0-DEMO
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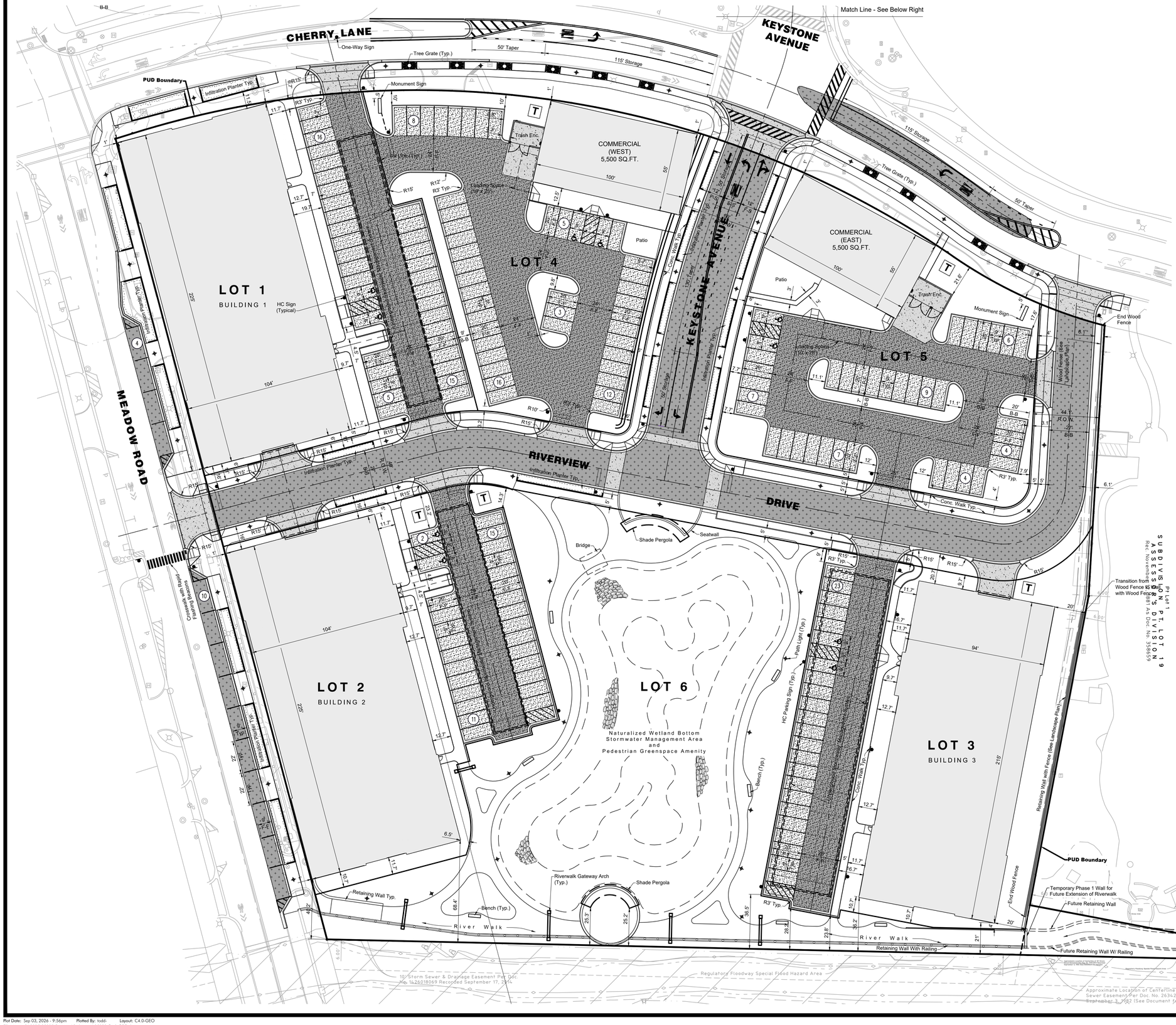

NORTH

15 0 30

Scale: 1" = 30'

PAVING LEGEND

- BITUMINOUS PAVEMENT - PUBLIC ROADWAY
- BITUMINOUS PAVEMENT - DRIVE AISLE
- BITUMINOUS PAVEMENT - PARKING STALLS
- CONCRETE PAVEMENT - APRON

HARDSCAPE NOTE:
SEE " LAYOUT & MATERIALS PLAN" PREPARED BY RVI PLANNING + LANDSCAPE ARCHITECTURE FOR ADDITIONAL INFORMATION ON HARDSCAPE INCLUDING STREETSCAPE, SIDEWALKS, PLANTERS, PLAZA, PATIOS, ETC.

No.	Date	Revision
1	09/03/2026	Per Village Review

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GEOMETRY PLAN

THE FLATS & SHOPS AT NORTH BRANCH
PRELIMINARY ENGINEERING PLANS
1901-1975 CHERRY LANE, NORTHBROOK, COOK COUNTY, ILLINOIS

Project Manager:	TAS
Engineer:	JN
Date:	07/28/2026
Project No.	25-089
Sheet	C4.0 / C7

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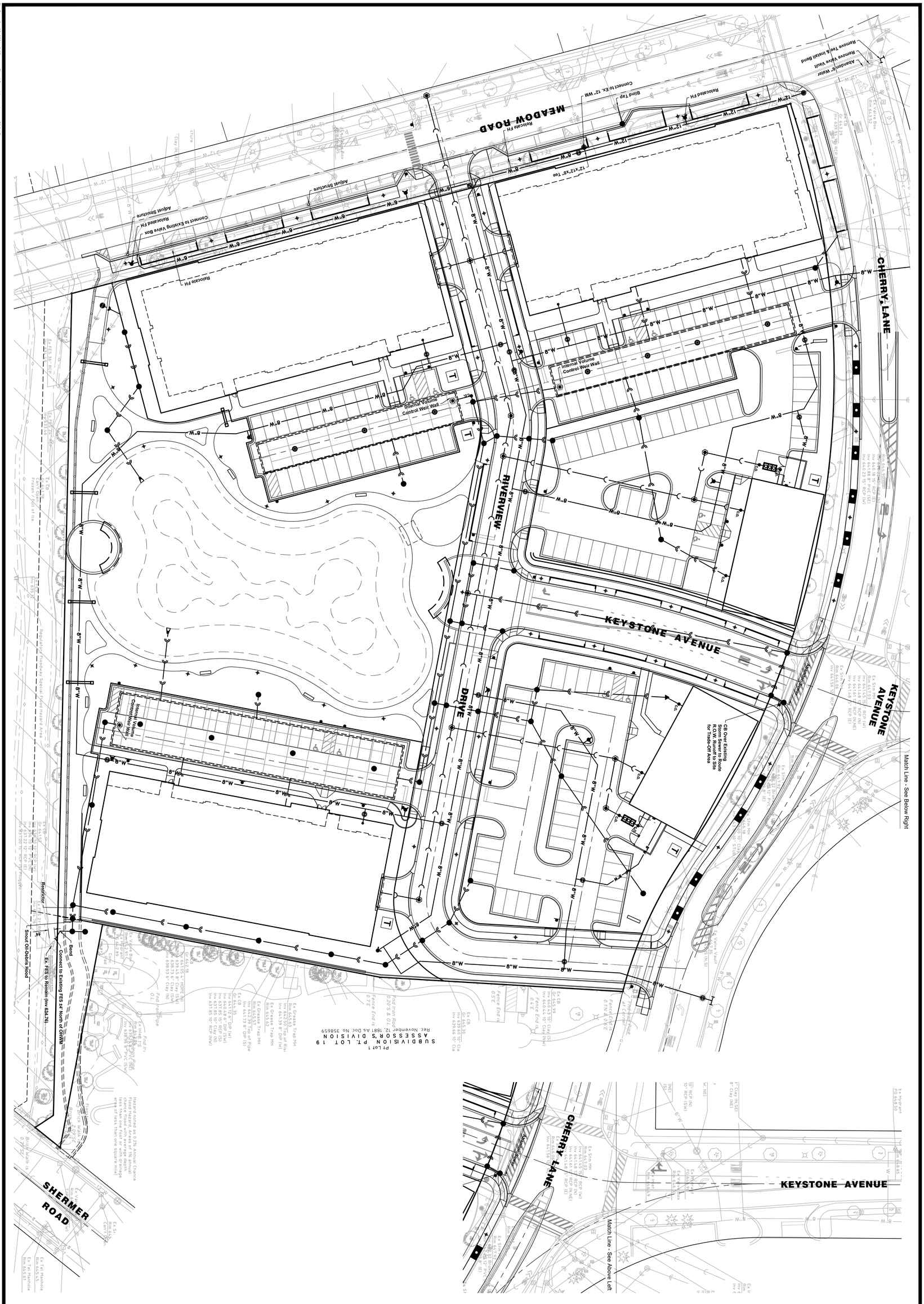

UTILITY PLAN

THE FLATS & SHOPS AT NORTH BRANCH
PRELIMINARY ENGINEERING PLANS
1901-1975 CHERRY LANE, NORTHBROOK, COOK COUNTY, ILLINOIS

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No.	Date	Revision
1	09/03/2026	Per Village Review

Project Manager: TAS
Engineer: JN
Date: 07/28/2026
Project No. 25-089
Sheet C5.0/C7

Scale 1" = 30'

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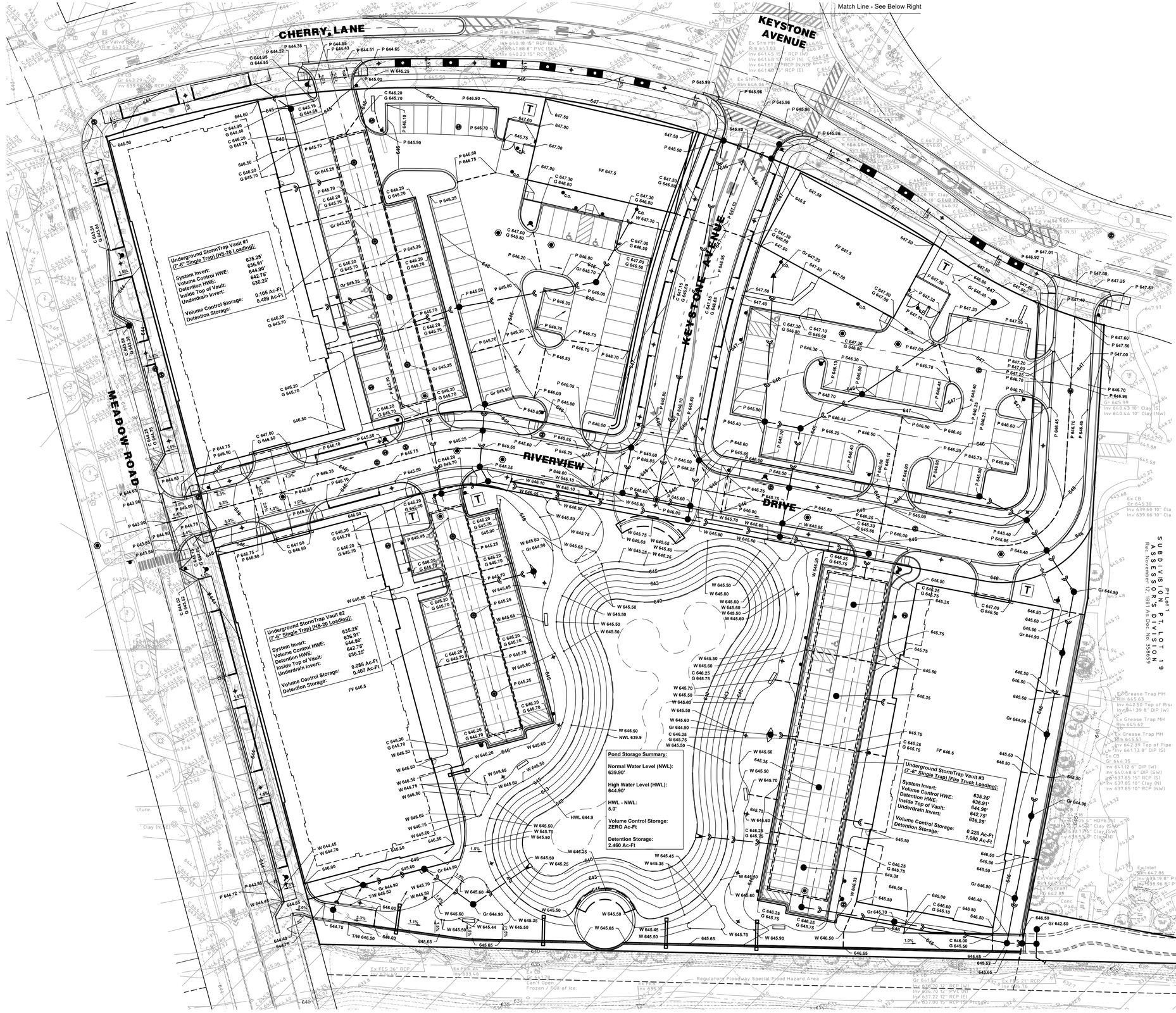

NORTH

15 0 30

Scale: 1" = 30'

STORMWATER MANAGEMENT STORAGE SUMMARY

	Volume Control Storage Provided (Ac-Ft)	Detention Storage Provided (Ac-Ft)
StormTrap Vault #1	0.105	0.489
StormTrap Vault #2	0.088	0.407
StormTrap Vault #3	0.228	1.060
Pond:	0.000	2.460
	0.421	4.416
	4.837 Total Storage	

	Storage Required Per MWRD:	Storage Provided:
Volume Control (Ac-Ft)	0.412	<0.421 Ac-Ft Provided
Detention (Ac-Ft)	3.375	
Compensatory Storage (Ac-Ft)	0.589	3.964 Ac-Ft <4.416 Ac-Ft Provided
Total	4.376	<4.837 Ac-Ft Provided

	Storage Required Per Northbrook:	Storage Provided:
Volume Control (Ac-Ft)	0.000	
Detention (Ac-Ft)	4.191	
Compensatory Storage (Ac-Ft)	0.589	
Total	4.780	<4.837 Ac-Ft Provided

SUBDIVISION PLAT
LOT 1 IN THE FLATS & SHOPS AT NORTH BRANCH SUBDIVISION
Rec: November 12, 1981 As Doc No. 3589659

No.	Date	Revision
1	09/03/2026	Per Village Review

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GRADING PLAN

THE FLATS & SHOPS AT NORTH BRANCH
PRELIMINARY ENGINEERING PLANS
1901-1975 CHERRY LANE, NORTHBROOK, COOK COUNTY, ILLINOIS

Project Manager:	TAS
Engineer:	JN
Date:	07/28/2026
Project No.	25-089
Sheet	C6.0 / C7

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Match Line - See Below Right

Match Line - See Above Left

CHERRY LANE

KEYSTONE AVENUE

MEADOW ROAD

RIVERVIEW DRIVE

SHERMER ROAD

Inlet Protection Basket (Typ.)

Silt Fence (Typ.)

Stabilized Construction Entrance (Typ.)

Concrete Washout

Double Row Silt Fence (Typ.)

Culvert Inlet Protection (Typ.)

Regulatory Floodway & Hazard Area

Pl Lot 1 SUBDIVISION OF LOT 19 SUBDIVISION OF ASSESSOR'S DIVISION Rec. November 12, 1881 As Doc. No. 358659

EROSION CONTROL NOTES:

- **Location of Topsoil Stockpile to be Determined by Contractor during construction.**

EROSION CONTROL LEGEND

- CONSTRUCTION ENTRANCE
- CONCRETE WASHOUT
- SILT FENCE
- RIP-RAP
- INLET PROTECTION BASKET

NORTH

15 0 30

Scale: 1" = 30'

No.	Date	Revision
1	09/03/2026	Per Village Review

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EROSION CONTROL PLAN

THE FLATS & SHOPS AT NORTH BRANCH
PRELIMINARY ENGINEERING PLANS
1901 - 1975 CHERRY LANE, NORTHBROOK, COOK COUNTY, ILLINOIS

Project Manager:	TAS
Engineer:	JN
Date:	07/28/2026
Project No.	25-089
Sheet	C7.0 / C7

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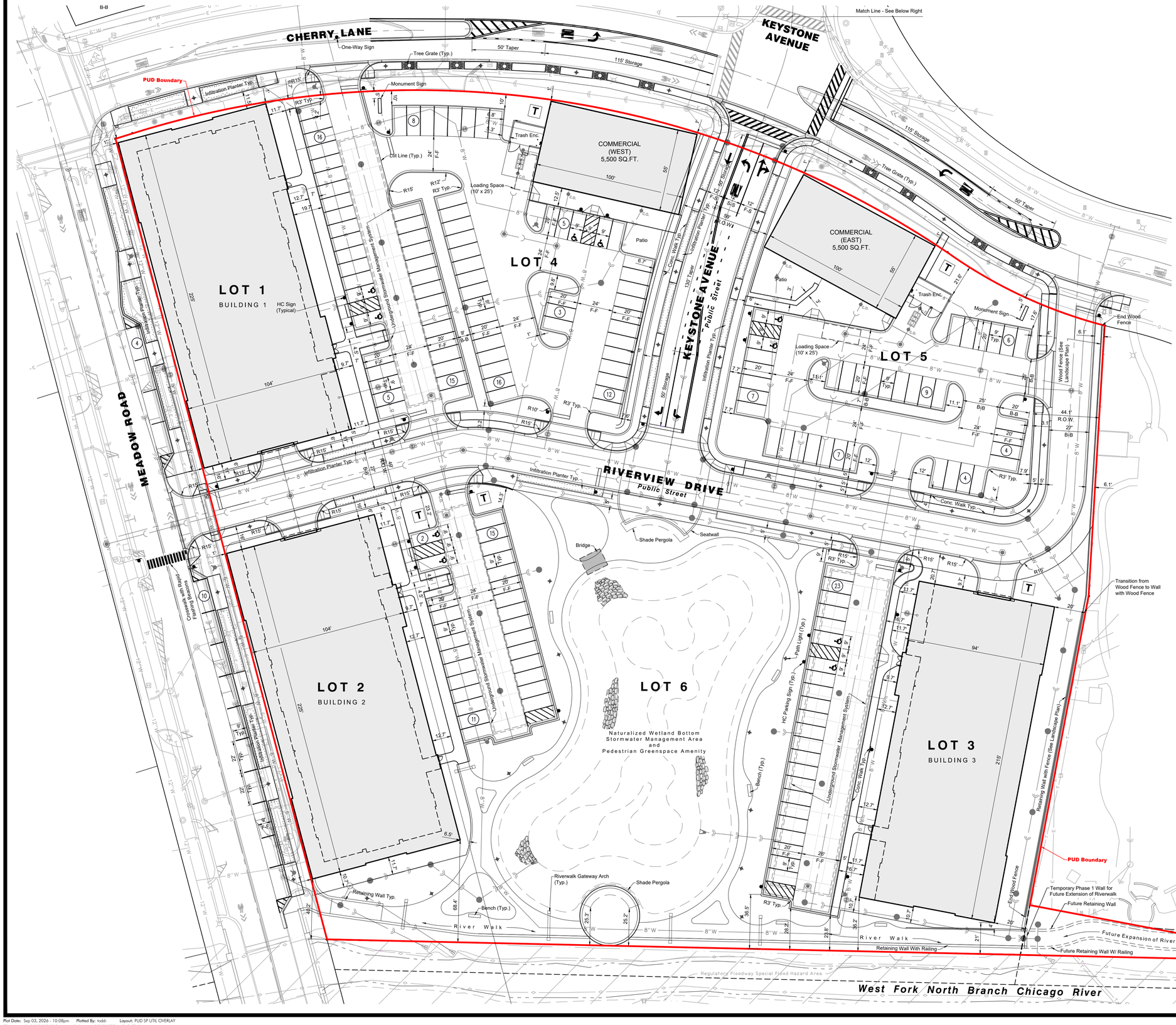

Legend

Existing		Proposed
○	Storm Structure	●
◁	Flared End Section	◁
———	Storm Sewer	———
◎	Sanitary Sewer Manhole	◉
———	Sanitary Sewer	———
8"W	Water Main	8"W
♙	Fire Hydrant	♙
⊗	Valve Vault	⊕

NORTH
15 0 30
Scale: 1" = 30'

No.	Date	Revision
1	09/03/2026	Pre-Village Review

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PUD SITE PLAN
UTILITY OVERLAY

THE FLATS & SHOPS AT NORTH BRANCH

1901-1975 CHERRY LANE, NORTHBROOK, COOK COUNTY, ILLINOIS

Project Manager:	TAS
Engineer:	PAC
Date:	07/28/2026
Project No.	25-089
Sheet	1/1

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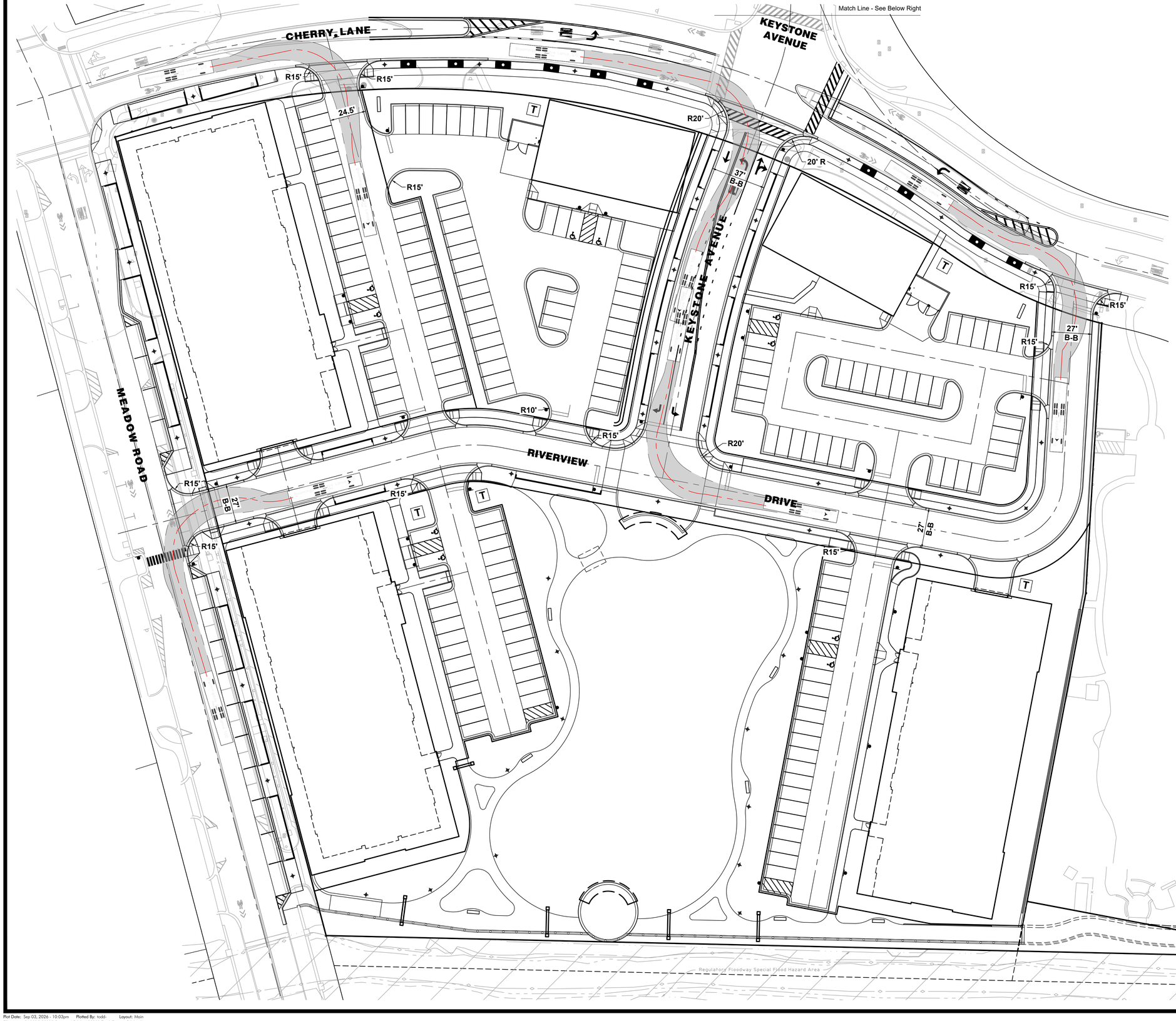

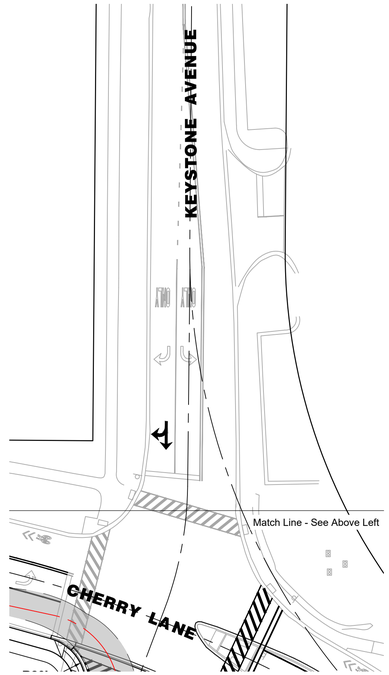

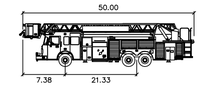

Pierce Lance 100

	feet
Width	: 8.50
Track	: 6.99
Lock to Lock Time	: 3.0
Steering Angle	: 35.0

Vehicle Used In This Exhibit

NORTH

15 0 30

Scale: 1" = 30'

No.	Revision	Date
1	Per Village Review	09/03/2026

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VEHICLE TURNING EXHIBIT

THE FLATS & SHOPS AT NORTH BRANCH

VILLAGE OF NORTHBROOK, COOK COUNTY, ILLINOIS

Project Manager:	T A S
Engineer:	J N
Date:	07/28/2026
Project No.	25-089
Sheet	1/2

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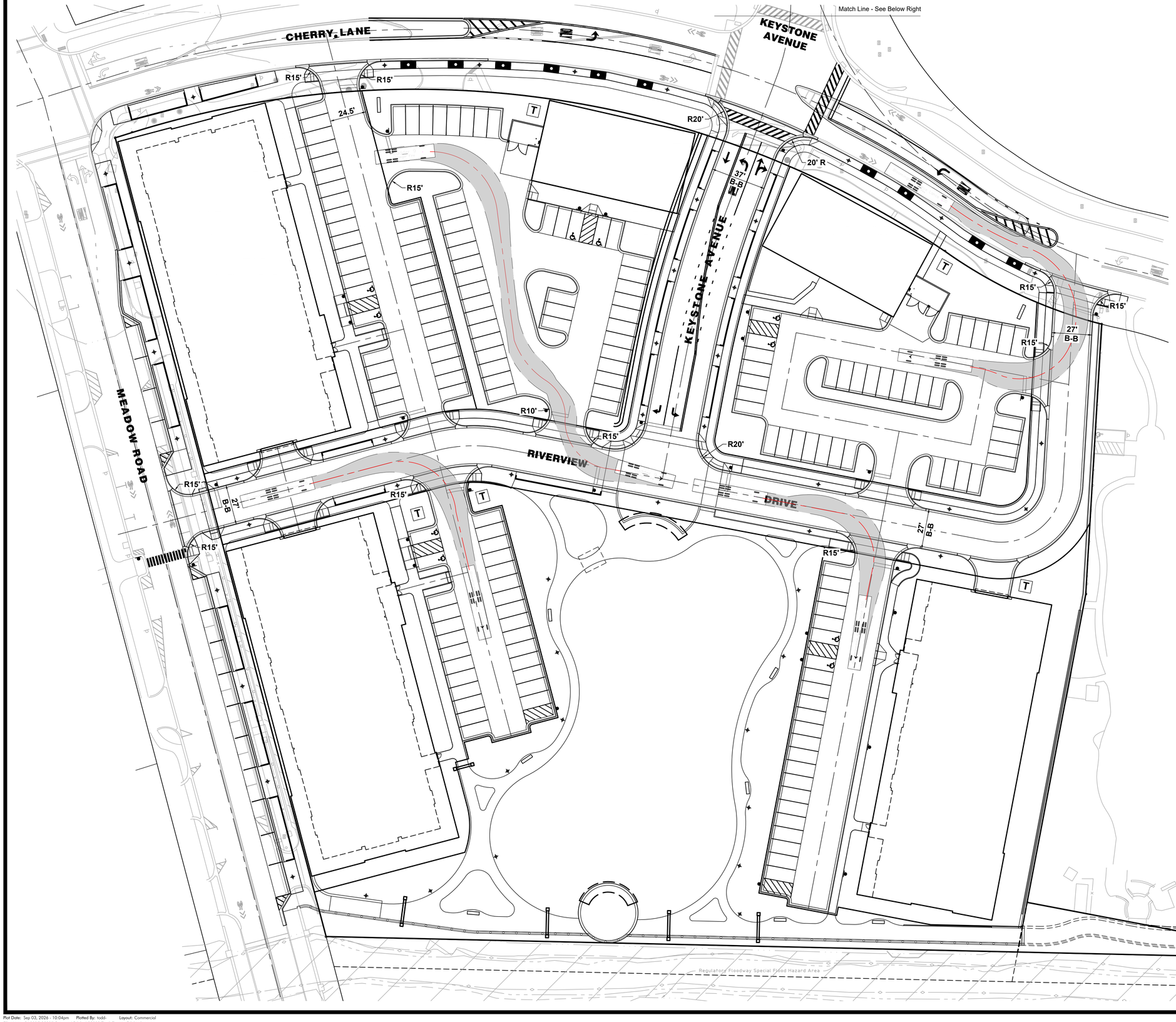
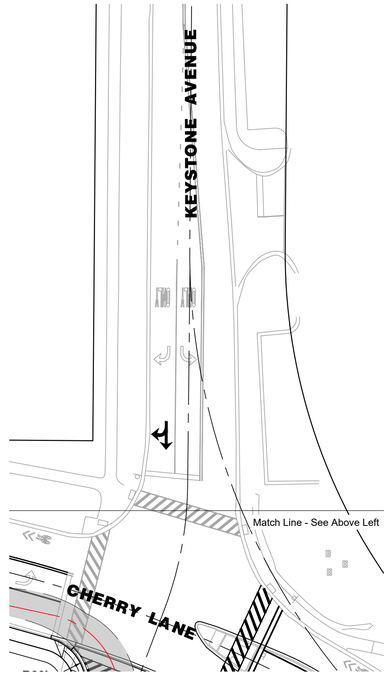
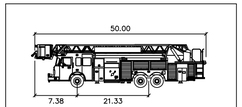
Plot Date: Sep 03, 2026 - 10:03pm Plotted By: todd- Layout: Main
File Name: P:\2025\25089\Drawings\Exhibits\25089-Truck Turning Exhibit.dwg







Pierce Lance 100

	feet
Width	: 8.50
Track	: 6.99
Lock to Lock Time	: 3.0
Steering Angle	: 35.0

Vehicle Used In This Exhibit

NORTH

15 0 30

Scale: 1" = 30'

No.	Revision	Date
1	Per Village Review	09/03/2026

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VEHICLE TURNING EXHIBIT

THE FLATS & SHOPS AT NORTH BRANCH

VILLAGE OF NORTHBROOK, COOK COUNTY, ILLINOIS

Project Manager:	T A S
Engineer:	J N
Date:	07/28/2026
Project No.	25-089
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CHERRY LANE

KEYSTONE AVENUE

KEYSTONE AVENUE

MEADOW ROAD

RIVERVIEW DRIVE

SHERMER ROAD

Regulatory Floodway Special Flood Hazard Area

NORTH

15 0 30

Scale: 1" = 30'

No.	Date	Revision
1	09/03/2026	Per Village Review

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150' RADIUS FIRE HYDRANT COVERAGE EXHIBIT

THE FLATS & SHOPS AT NORTH BRANCH

VILLAGE OF NORTHBROOK, COOK COUNTY, ILLINOIS

Project Manager:	T A S
Engineer:	J N
Date:	07/28/2026
Project No.	25-089
Sheet	1 / 1

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STORMWATER MANAGEMENT REPORT

Contents:

1 Stormwater Narrative
2 MWRD Calculations
3 Village Calculations
4 Compensatory Storage Calculations

Project:
The Flats & Shops at North Branch

Location:
1901 – 1975 Cherry Lane
Northbrook, IL

Prepared For:
Pulte Home Company LLC

Date:
July 28, 2026

Revised:

Prepared By:
Phil Ceratto, P.E.
Haeger Project No.: 25-089



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STORMWATER NARRATIVE

The Flats & Shops at North Branch is a proposed residential subdivision located at 1901 – 1975 Cherry Lane in Northbrook, IL. The parcel is bounded to the north by Cherry Lane, to the west by Meadow Road, to the south by the West Branch North Fork Chicago River, and to the east by an existing church. The purpose of this stormwater management report is to summarize the development of The Flats & Shops at North Branch in accordance with the MWRD WMO & Village of Northbrook Engineering Standards.

There are no identified wetlands on site. The site contains floodplain associated with the West Branch North Fork Chicago River. All structures on site have been designed with a flood protection elevation of 646.50 or higher.

Development Summary (MWRD)

The proposed stormwater management system was designed using the following criteria:

Runoff Control

The proposed site has been designed to minimize unrestricted area while capturing on-site drainage runoff into the storm sewer system which has been designed to convey runoff from the 100-year storm. An overflow weir for the stormwater management system has been designed to accommodate the tributary peak inflow.

The following tributary areas and curve numbers were input into a PondPack model and computed to determine the 100-year critical duration peak inflow rate for the 1-hour to 48-hour duration events:

- On-Site Tributary Area = 7.022 Ac. [CN = 93.56]
- **Peak Inflow Rate (100-Year, 1-Hour storm event) = 51.14 cfs**

The weir discharge was then calculated based on the following parameters:

- Weir Crest Elevation = 644.90
- Weir HGL Elevation = 645.40
- Weir Length = 50 ft
- Weir Coefficient = 3.0
- **Weir Discharge Rate = 53.03 cfs > 51.14 cfs**

The weir HGL elevation of 645.40 is below the flood protection elevation of 646.5.

Volume Control

- Proposed impervious area of the development = 4.94 Ac.
    - Required Volume Control Storage = 0.412 ac-ft
- Proposed volume control storage will be provided via storage below the outlet of the underground vaults with infiltration openings.

Detention

- Development Area = 7.022 Ac. [Adj. CN = 87.7]
    - Watershed Planning Area = North Branch
    - Watershed Planning Area Release Rate = 0.30 cfs/ac
    - Gross Allowable Release Rate for Development = 2.107 cfs
- **Required Detention Volume per MWRD w/ Tailwater = 3.375 ac-ft**
- Proposed detention is provided in detention basin and underground stormwater vaults.

See Northbrook Development Summary below for allowable release rate and orifice sizing.

Development Summary (Village of Northbrook)

The proposed stormwater management system was designed using the following criteria:

Detention

- Property Area = 7.022 Ac.
  - 100-Year Allowable Release Rate = 0.15 cfs/ac
  - Gross Allowable Release Rate for Development = 1.053 cfs
- Tailwater Elevation (See Compensatory Storage Section) = 641.40
- **Required Detention Volume = 4.191 ac-ft**
- Proposed detention is provided in detention basin and underground stormwater vaults.

Orifice Sizing

Orifice sized per Northbrook gross allowable release rate

- Development Area = 7.022 Ac.
- Northbrook Allowable Release Rate = 0.15 cfs/ac
- Gross Allowable Release Rate = 1.053 cfs

- Orifice Parameters
  - Sharp Edge Plate, c = 0.61
  - Diameter = 3.53”
  - Invert = 634.85
  - Actual Release Rate = 1.05 cfs

Compensatory Storage Summary

The site is adjacent to the West Branch North Fork Chicago River and contains Zone AE and Zone X floodplain. The FIS and flood profiles were analyzed to determine the 100-year floodplain elevation at various landmark locations west and south of the site along the river. Per the flood profiles, the 100-year flood elevation decreases from approximately 643.70 at Section U to 641.00 at Section T. The floodplain elevation at various locations on the site was determined by interpolation of the flood profiles and it was determined that the inundation on site correlates to different flood elevations. The northwest corner of the site is inundated at an elevation of 644.36, corresponding to the highest floodplain elevation along the shortest distance to the river from the NW property corner. The southern perimeter of the site is inundated at an elevation of 642.50, corresponding to the floodplain elevation at the location of the existing discharge to the river. At the location of the proposed stormwater discharge to the river, the floodplain elevation was calculated as 641.34, which was conservatively rounded up to 641.4 for use as the tailwater in the detention calculations. See the enclosed FEMA Exhibit for additional information.

An earthwork analysis of the two identified inundation locations was completed to determine how much fill within the floodplain is proposed and ultimately how much compensatory storage is required. It was determined that the proposed fill volume is 713 CY in the NW corner and 151 CY along the southern perimeter, for a total of 864 CY of fill. At the MWRD compensatory storage ratio of 1.1 : 1, 951 CY of compensatory storage is required. The compensatory storage is being provided in the proposed detention basin and underground stormwater vaults. See the enclosed Concept Compensatory Storage Exhibit for additional information.

Stormwater Summary Table

	MWRD	Village of Northbrook
Volume Control (ac-ft)	0.412	0.000
Detention (ac-ft)	3.375	4.191
Compensatory Storage (ac-ft)	0.589	0.589
Total Storage Required (ac-ft)	**4.376**	**4.780**

Notes:
Northbrook Controls, 4.780 ac-ft of total storage required.

SWM Basin Storage Provided from NWL to HWL = 2.46 ac-ft
Storage Shortage to be Provided in Underground Vault = 2.32 ac-ft



NORTH
0 80
Scale: 1" = 80'

No.	Date	Revision

AERIAL PROPERTY EXHIBIT

NORTHBROOK
MEADOW ROAD PLAZA

VILLAGE OF NORTHBROOK, COOK COUNTY, ILLINOIS

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Project Manager:	T A S
Engineer:	J N
Date:	04/21/2025
Project No.	25-089
Sheet	1 / 1

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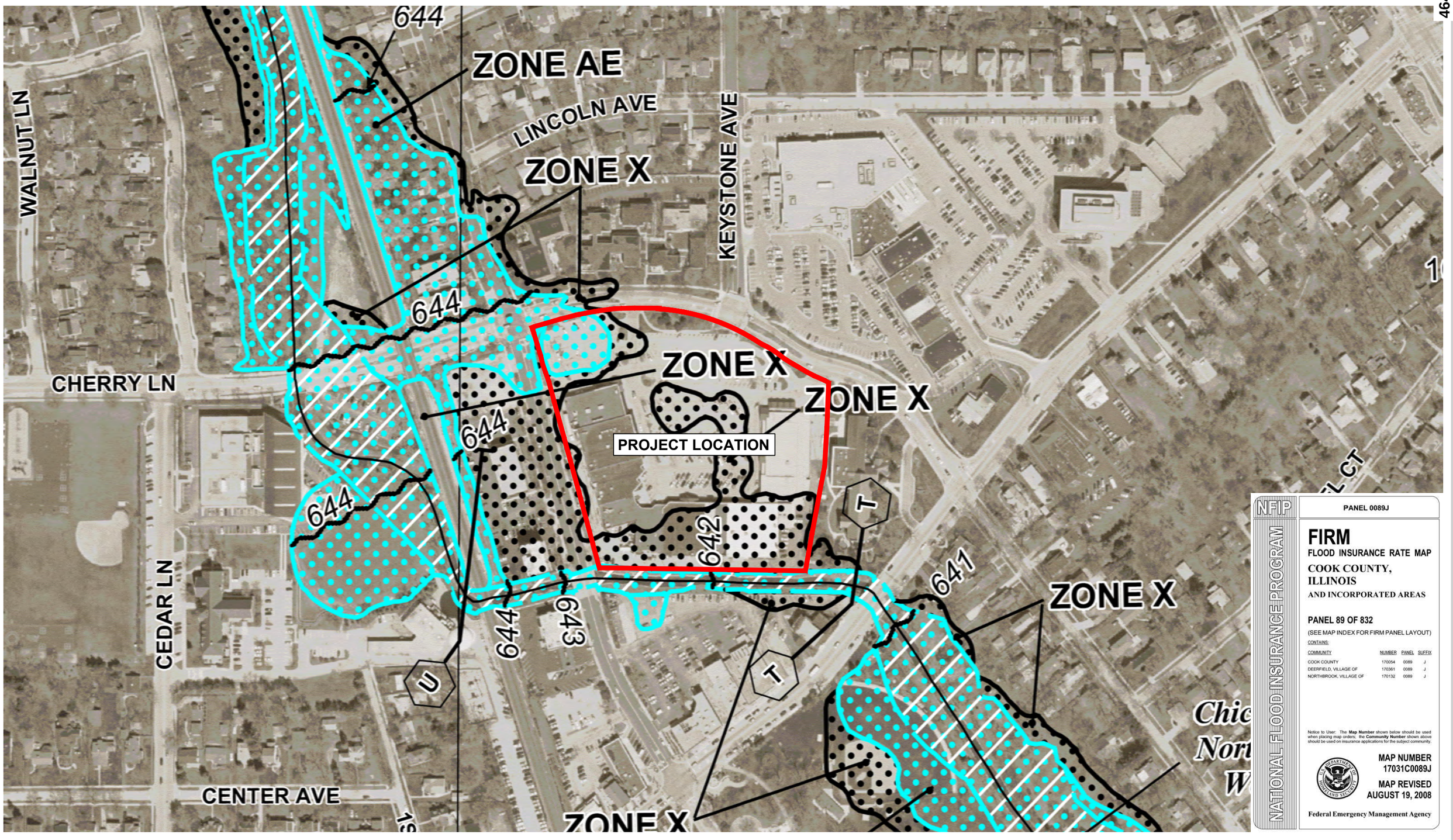

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0 200
Scale: 1" = 200'

No.	Date	Revision

FEMA FIRM EXHIBIT

NORTHBROOK
MEADOW ROAD PLAZA
VILLAGE OF NORTHBROOK, COOK COUNTY, ILLINOIS

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Date:	04/21/2025
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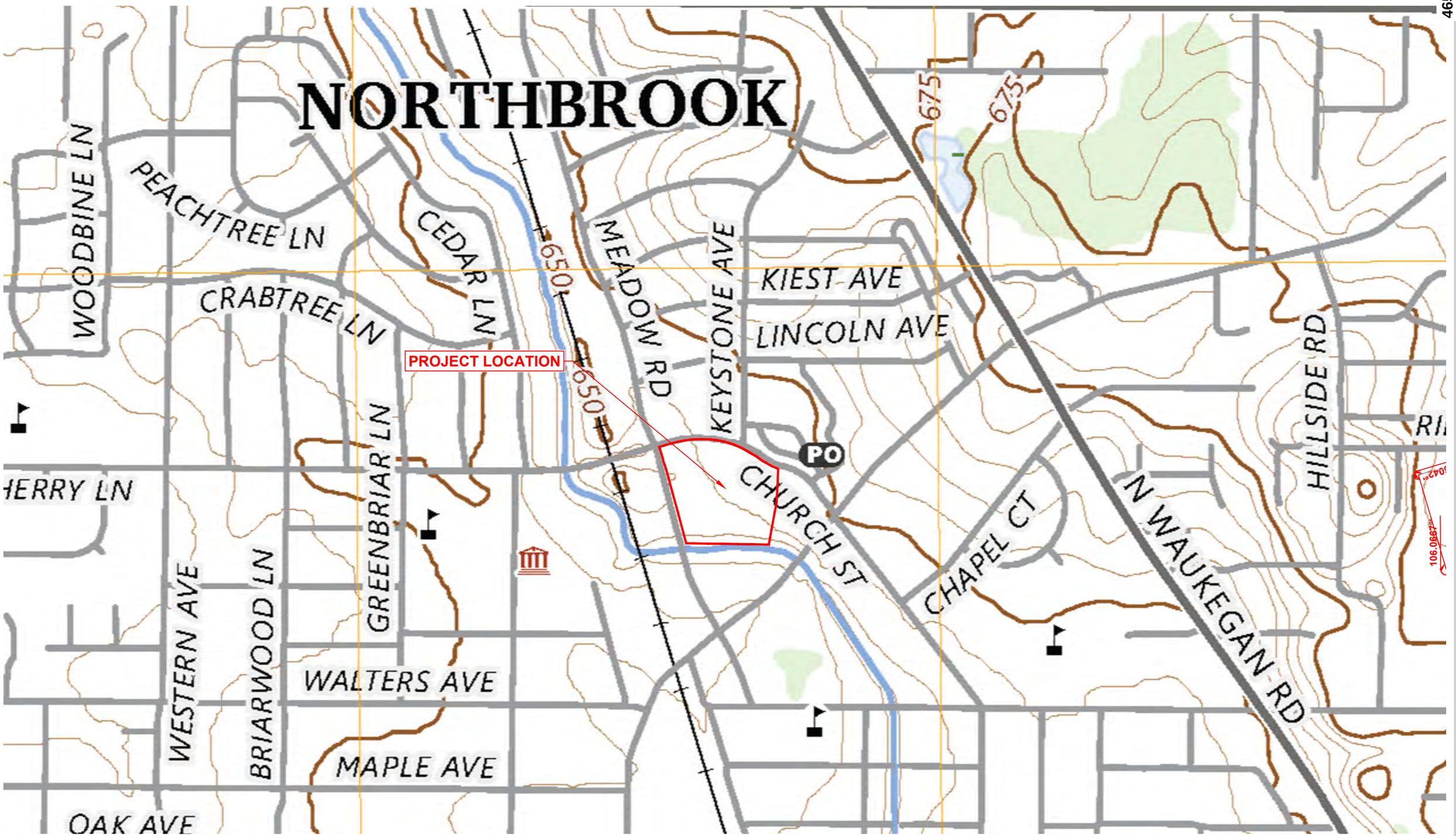

Hydrologic Investigations Atlas HA-85 Highland Park Quadrangle, Illinois

NORTH
0 500
Scale: 1" = 500'

No.	Date	Revision

HYDROLOGIC ATLAS EXHIBIT

NORTHBROOK
MEADOW ROAD PLAZA

VILLAGE OF NORTHBROOK, COOK COUNTY, ILLINOIS

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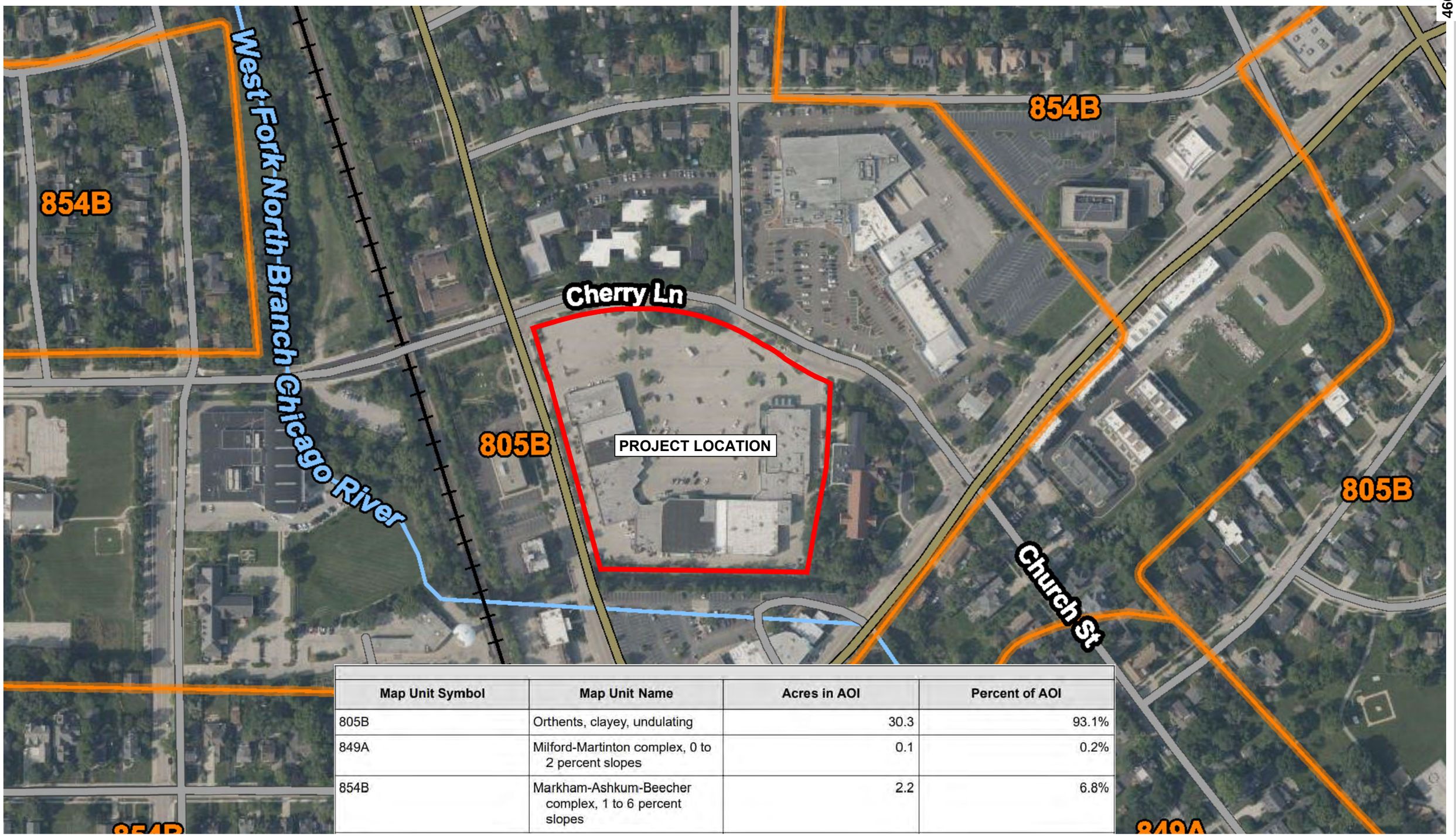

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
805B	Orthents, clayey, undulating	30.3	93.1%
849A	Milford-Martinton complex, 0 to 2 percent slopes	0.1	0.2%
854B	Markham-Ashkum-Beecher complex, 1 to 6 percent slopes	2.2	6.8%

NORTH
0 200
Scale: 1" = 200'

No.	Date	Revision

SOILS MAP EXHIBIT

NORTHBROOK
MEADOW ROAD PLAZA
VILLAGE OF NORTHBROOK, COOK COUNTY, ILLINOIS

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Project Manager:	T A S
Engineer:	J N
Date:	04/21/2025
Project No.	25-089
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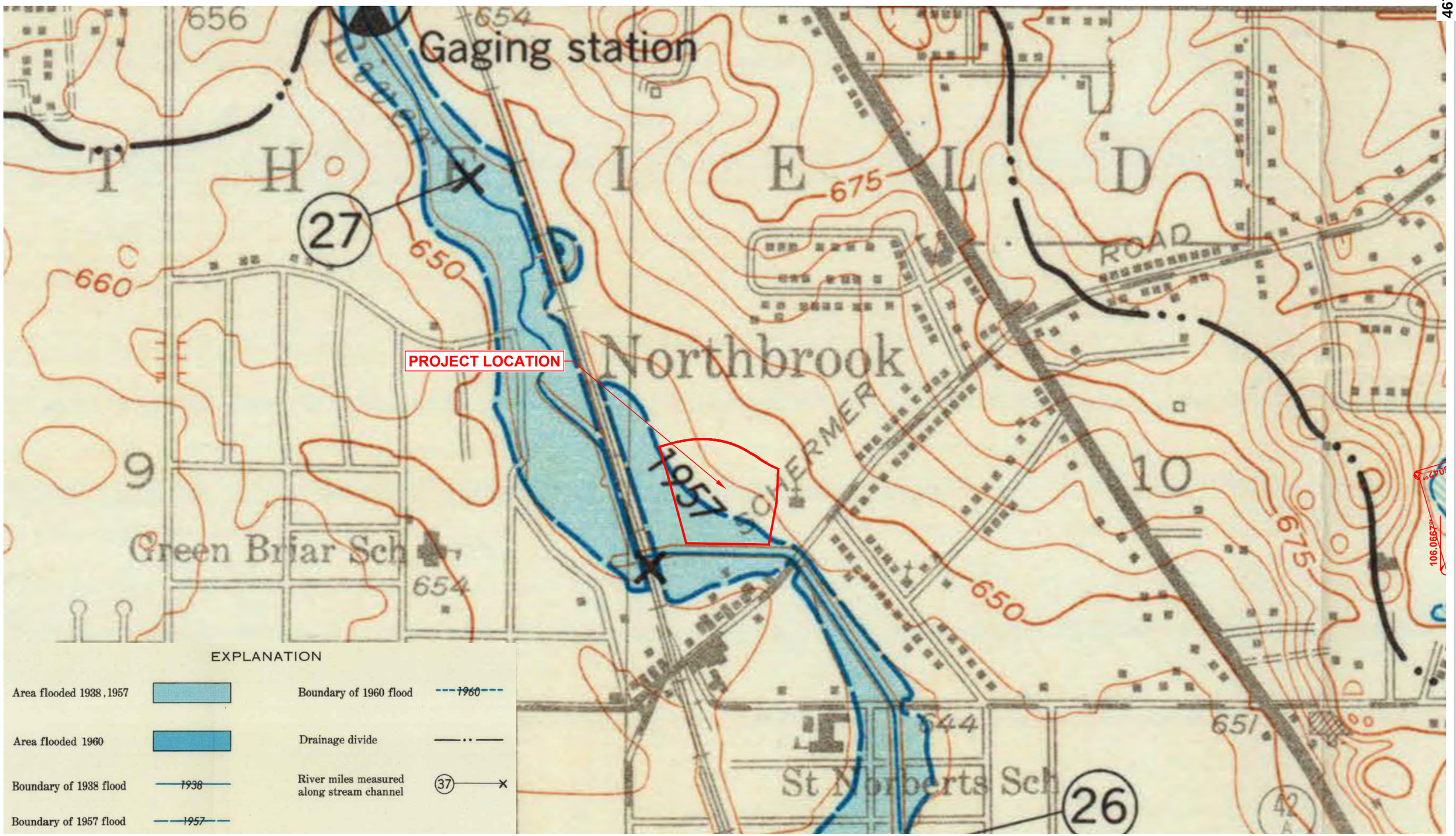

USGS 7.5-minute series Topographic Map Highland Park Quadrangle Illinois

NORTH
0 500
Scale: 1" = 500'

No.	Date	Revision

USGS TOPO MAP EXHIBIT

NORTHBROOK
MEADOW ROAD PLAZA
VILLAGE OF NORTHBROOK, COOK COUNTY, ILLINOIS

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Project Manager:	T A S
Engineer:	J N
Date:	04/21/2025
Project No.	25-089
Sheet	1 / 1

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Wetlands

- Estuarine and Marine Deepwater
- Estuarine and Marine Wetland
- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond
- Lake
- Other
- Riverine

NORTH

0 200

Scale: 1" = 200'

No.	Date	Revision

WETLANDS MAP EXHIBIT

NORTHBROOK MEADOW ROAD PLAZA

VILLAGE OF NORTHBROOK, COOK COUNTY, ILLINOIS

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Project Manager:	TAS
Engineer:	JN
Date:	04/21/2025
Project No.	25-089
Sheet	1

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MWRD Calculations

COMPOSITE RUNOFF CURVE NUMBER (*CN*)

PROJECT: **The Flats & Shops at North Branch** **PERMIT NUMBER:**

LOCATION: **1901 - 1975 Cherry Lane, Northbrook** **DATE:** 7/27/2026

TYPE OF AREA (SELECT WITH DROP-DOWN)

X DETAINED AREA

___ UNRESTRICTED AREA

___ UPSTREAM AREA

___ MAJOR STORMWATER SYSTEM

___ OTHER:

CONDITION (SELECT WITH DROP-DOWN)

X PROPOSED CONDITION

___ EXISTING CONDITION

RUNOFF CURVE NUMBER

Surface Description	Hydrologic Soil Group (HSG)	CN	Area (acres)	Product (CN)(Area)
Water Surface	D	100	0.12	12.30
Impervious Surface	D	98	4.94	484.12
Wetland	D	94	0.26	24.16
Gravel	D	91	0.02	1.73
Pervious Surface	D	80	1.68	134.64
		TOTALS:	7.02	656.95

COMPOSITE RUNOFF CURVE NUMBER

$$\text{Composite CN} = \frac{\text{Total Product}}{\text{Total Area}} = \frac{656.95}{7.02} \rightarrow \textbf{Composite CN} = \textbf{93.56}$$

ADJUSTED COMPOSITE RUNOFF CURVE NUMBER (CN_{ADJ})

PROJECT: The Flats & Shops at North Branch **PERMIT NUMBER:**

LOCATION: 1901 - 1975 Cherry Lane, Northbrook **DATE:** 7/27/2026

DEVELOPMENT INFORMTION

1.	Area Detained, *A*	7.022	acres
2.	Total Impervious Area	4.940	acres
3.	Composite CN	93.56	
4.	Volume Control Storage Provided, VC_P	0.412	ac-ft
5.	Depth of Rainfall, *P*	8.57	inches

RUNOFF VOLUME (NRCS EQUATIONS)

6.	Maximum Retention, *S*	$S = \frac{1000}{CN} - 10$	0.69	inches
7.	Runoff Depth, Q_D	$Q_D = \frac{(P - 0.2S)^2}{(P + 0.8S)}$	7.80	inches
8.	Runoff Volume, V_R	$V_R = Q_D A \left(\frac{1}{12\frac{in}{ft}}\right)$	4.56	ac-ft

VOLUME CONTROL STORAGE

9.	Volume Control Storage Required, VC_R	0.412	ac-ft
10.	Additional Volume Control Storage Provided	0.000	ac-ft

ADJUSTED RUNOFF VOLUME

11.	Adjusted Runoff Volume, V_{ADJ}	$V_{ADJ} = V_R - VC_P$	4.150	ac-ft
12.	Adjusted Runoff Depth, Q_{ADJ}		7.09	inches
13.	Adjusted Maximum Retention, S_{ADJ}		1.40	inches

ADJUSTED COMPOSITE RUNOFF CURVE NUMBER

14.	Adjusted Runoff Curve Number, CN_{ADJ}	87.72	

NOMOGRAPH: BULLETIN 75 RAINFALL DATA

PROJECT: The Flats & Shops at North Branch **PERMIT NUMBER:**

LOCATION: 1901 - 1975 Cherry Lane, Northbrook **DATE:** 7/27/2026

DEVELOPMENT INFORMATION

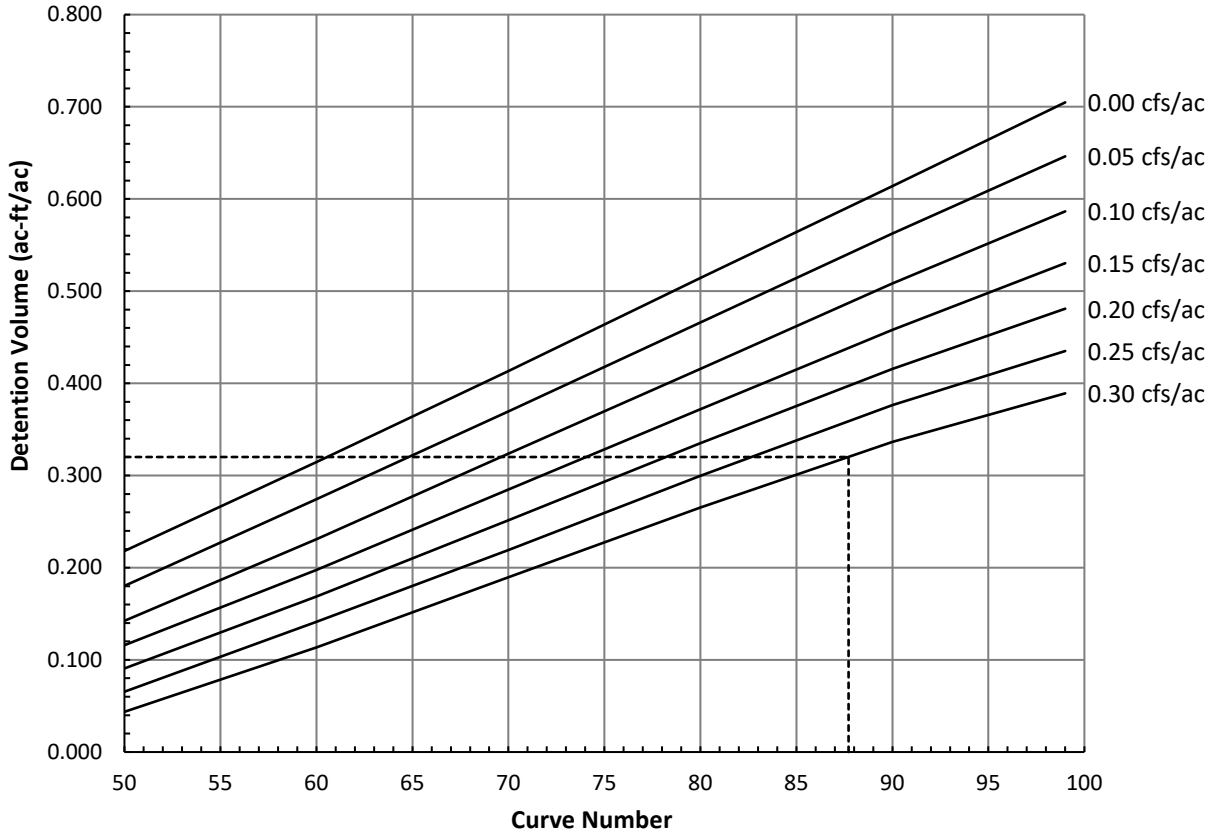
1.	Detained Area	7.022	acres
2.	Curve Number	87.72	
3.	Actual Release Rate	2.107	cfs

REQUIRED DETENTION VOLUME

4.	Required Detention Volume	2.248	ac-ft

NOMOGRAPH

NOMOGRAPH: BULLETIN 75



Project Summary	
Title	The Flats & Shops at North Branch
Engineer	PAC
Company	Haeger Engineering LLC
Date	7/27/2026

Notes	Detention design model (Bulletin 75)

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B75 - 100 Year Critical Storm	Time-Depth Curve, 100.00 years (100 yr 24 hr)	3
Disturbed Area	Time of Concentration Calculations, 100.00 years (100 yr 24 hr)	4
Pond	Elevation vs. Volume Curve, 100.00 years (100 yr 24 hr)	6
OCS Pond	Outlet Input Data, 100.00 years (100 yr 24 hr)	7

Subsection: Master Network Summary

Catchments Summary

Label	Scenario	Return Event (years)	Hydrograph Volume (ac-ft)	Time to Peak (hours)	Peak Flow (ft³/s)
Disturbed Area	100 yr 24 hr	100.00	4.150	15.80	5.16

Node Summary

Label	Scenario	Return Event (years)	Hydrograph Volume (ac-ft)	Time to Peak (hours)	Peak Flow (ft³/s)
Q-Pond	100 yr 24 hr	100.00	2.140	21.00	1.25

Pond Summary

Label	Scenario	Return Event (years)	Hydrograph Volume (ac-ft)	Time to Peak (hours)	Peak Flow (ft³/s)	Maximum Water Surface Elevation (ft)	Maximum Pond Storage (ac-ft)
Pond (IN)	100 yr 24 hr	100.00	4.150	15.80	5.16	(N/A)	(N/A)
Pond (OUT)	100 yr 24 hr	100.00	2.140	21.00	1.25	644.90	3.375

Subsection: Time-Depth Curve
Label: B75 - 100 Year Critical Storm
Scenario: 100 yr 24 hr

Return Event: 100.00 years
Storm Event: 24 hr 100 yr

Time-Depth Curve: 24 hr 100 yr	
Label	24 hr 100 yr
Start Time	0.00 hours
Increment	0.24 hours
End Time	24.00 hours
Return Event	100.00 years

CUMULATIVE RAINFALL (in)
Output Time Increment = 0.24 hours
Time on left represents time for first value in each row.

Time (hours)	Depth (in)	Depth (in)	Depth (in)	Depth (in)	Depth (in)
0.00	0.00	0.04	0.08	0.13	0.17
1.20	0.21	0.26	0.31	0.35	0.40
2.40	0.45	0.50	0.55	0.60	0.65
3.60	0.70	0.75	0.80	0.85	0.91
4.80	0.96	1.01	1.07	1.12	1.18
6.00	1.23	1.28	1.34	1.39	1.44
7.20	1.50	1.55	1.61	1.66	1.73
8.40	1.79	1.86	1.92	1.99	2.06
9.60	2.13	2.21	2.29	2.38	2.48
10.80	2.57	2.67	2.78	2.89	3.00
12.00	3.12	3.27	3.43	3.58	3.74
13.20	3.90	4.07	4.24	4.41	4.59
14.40	4.77	4.95	5.14	5.32	5.50
15.60	5.69	5.87	6.05	6.22	6.39
16.80	6.56	6.72	6.86	7.00	7.14
18.00	7.28	7.38	7.48	7.58	7.67
19.20	7.75	7.82	7.89	7.96	8.01
20.40	8.06	8.10	8.15	8.19	8.22
21.60	8.26	8.29	8.33	8.36	8.39
22.80	8.42	8.45	8.48	8.51	8.54
24.00	8.57	(N/A)	(N/A)	(N/A)	(N/A)

Time of Concentration Results

Segment #1: User Defined Tc	
Time of Concentration	0.17 hours

Time of Concentration (Composite)	
Time of Concentration (Composite)	0.17 hours

= = = = User Defined

Tc = Value entered by user
Where: Tc= Time of concentration, hours

Elevation-Volume

Pond Elevation (ft)	Pond Volume (ac-ft)
634.85	0.000
635.25	0.000
636.25	0.000
644.90	3.376

Requested Pond Water Surface Elevations	
Minimum (Headwater)	634.85 ft
Increment (Headwater)	0.01 ft
Maximum (Headwater)	644.90 ft

Outlet Connectivity

Structure Type	Outlet ID	Direction	Outfall	E1 (ft)	E2 (ft)
Orifice-Circular	Orifice 1	Forward	TW	634.85	644.90
Tailwater Settings	Tailwater			(N/A)	(N/A)

Subsection: Outlet Input Data
Label: OCS Pond
Scenario: 100 yr 24 hr

Return Event: 100.00 years
Storm Event: 24 hr 100 yr

Structure ID: Orifice 1
Structure Type: Orifice-Circular

Number of Openings	1
Elevation	634.85 ft
Orifice Diameter	5.01 in
Orifice Coefficient	0.610

Index

B

B75 - 100 Year Critical Storm (Time-Depth Curve, 100.00 years (100 yr 24 hr))...3

D

Disturbed Area (Time of Concentration Calculations, 100.00 years (100 yr 24 hr))...4, 5

M

Master Network Summary...2

O

OCS Pond (Outlet Input Data, 100.00 years (100 yr 24 hr))...7, 8

P

Pond (Elevation vs. Volume Curve, 100.00 years (100 yr 24 hr))...6

Project Summary	
Title	The Flats & Shops at North Branch
Engineer	PAC
Company	Haeger Engineering LLC
Date	8/1/2026

Notes	Runoff control peak inflow modell (Bulletin 75)

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	Time-Depth Curve, 100.00 years (100 yr 12 hr)	4
	Time-Depth Curve, 100.00 years (100 yr 18 hr)	5
	Time-Depth Curve, 100.00 years (100 yr 2 hr)	6
	Time-Depth Curve, 100.00 years (100 yr 24 hr)	7
	Time-Depth Curve, 100.00 years (100 yr 3 hr)	8
	Time-Depth Curve, 100.00 years (100 yr 48 hr)	9
	Time-Depth Curve, 100.00 years (100 yr 6 hr)	10
Disturbed Area	Time of Concentration Calculations, 100.00 years (100 yr 1 hr)	11
Disturbed Area	Runoff CN-Area, 100.00 years (100 yr 12 hr)	13

Subsection: Master Network Summary

Catchments Summary

Label	Scenario	Return Event (years)	Hydrograph Volume (ac-ft)	Time to Peak (hours)	Peak Flow (ft³/s)
Disturbed Area	100 yr 1 hr	100.00	1.963	0.30	51.14
Disturbed Area	100 yr 2 hr	100.00	2.503	0.45	36.76
Disturbed Area	100 yr 3 hr	100.00	2.803	0.55	28.61
Disturbed Area	100 yr 6 hr	100.00	3.348	1.00	17.47
Disturbed Area	100 yr 12 hr	100.00	3.946	4.90	9.35
Disturbed Area	100 yr 18 hr	100.00	4.295	11.20	6.68
Disturbed Area	100 yr 24 hr	100.00	4.592	14.90	5.33
Disturbed Area	100 yr 48 hr	100.00	5.009	41.50	3.54

Node Summary

Label	Scenario	Return Event (years)	Hydrograph Volume (ac-ft)	Time to Peak (hours)	Peak Flow (ft³/s)
Q-Runoff	100 yr 1 hr	100.00	1.963	0.30	51.14
Q-Runoff	100 yr 2 hr	100.00	2.503	0.45	36.76
Q-Runoff	100 yr 3 hr	100.00	2.803	0.55	28.61
Q-Runoff	100 yr 6 hr	100.00	3.348	1.00	17.47
Q-Runoff	100 yr 12 hr	100.00	3.946	4.90	9.35
Q-Runoff	100 yr 18 hr	100.00	4.295	11.20	6.68
Q-Runoff	100 yr 24 hr	100.00	4.592	14.90	5.33
Q-Runoff	100 yr 48 hr	100.00	5.009	41.50	3.54

Subsection: Time-Depth Curve
Label: B75 - 100 Year Critical Storm
Scenario: 100 yr 1 hr

Return Event: 100.00 years
Storm Event: 1 hr 100 yr

Time-Depth Curve: 1 hr 100 yr	
Label	1 hr 100 yr
Start Time	0.00 hours
Increment	0.01 hours
End Time	1.00 hours
Return Event	100.00 years

CUMULATIVE RAINFALL (in)
Output Time Increment = 0.01 hours
Time on left represents time for first value in each row.

Time (hours)	Depth (in)	Depth (in)	Depth (in)	Depth (in)	Depth (in)
0.00	0.00	0.08	0.16	0.24	0.32
0.05	0.41	0.50	0.59	0.68	0.78
0.10	0.88	0.98	1.08	1.18	1.28
0.15	1.38	1.48	1.57	1.66	1.75
0.20	1.84	1.93	2.00	2.08	2.16
0.25	2.24	2.30	2.37	2.43	2.50
0.30	2.55	2.60	2.64	2.69	2.73
0.35	2.77	2.80	2.84	2.87	2.90
0.40	2.94	2.97	3.00	3.03	3.05
0.45	3.08	3.11	3.13	3.16	3.19
0.50	3.22	3.24	3.27	3.30	3.32
0.55	3.35	3.37	3.40	3.42	3.45
0.60	3.47	3.49	3.51	3.53	3.55
0.65	3.57	3.59	3.61	3.63	3.64
0.70	3.66	3.68	3.69	3.71	3.72
0.75	3.74	3.75	3.76	3.77	3.79
0.80	3.80	3.81	3.83	3.84	3.85
0.85	3.86	3.87	3.89	3.90	3.91
0.90	3.92	3.93	3.94	3.95	3.96
0.95	3.97	3.99	4.00	4.01	4.02
1.00	4.03	(N/A)	(N/A)	(N/A)	(N/A)

Subsection: Time-Depth Curve
Label: B75 - 100 Year Critical Storm
Scenario: 100 yr 12 hr

Return Event: 100.00 years
Storm Event: 12 hr 100 yr

Time-Depth Curve: 12 hr 100 yr	
Label	12 hr 100 yr
Start Time	0.00 hours
Increment	0.12 hours
End Time	12.00 hours
Return Event	100.00 years

CUMULATIVE RAINFALL (in)
Output Time Increment = 0.12 hours
Time on left represents time for first value in each row.

Time (hours)	Depth (in)	Depth (in)	Depth (in)	Depth (in)	Depth (in)
0.00	0.00	0.04	0.08	0.12	0.16
0.60	0.21	0.25	0.30	0.34	0.39
1.20	0.45	0.50	0.55	0.61	0.68
1.80	0.74	0.80	0.87	0.95	1.03
2.40	1.11	1.19	1.29	1.40	1.50
3.00	1.60	1.72	1.85	1.97	2.10
3.60	2.24	2.38	2.53	2.67	2.82
4.20	2.98	3.14	3.30	3.46	3.62
4.80	3.78	3.95	4.10	4.25	4.39
5.40	4.53	4.68	4.81	4.94	5.07
6.00	5.20	5.31	5.41	5.51	5.61
6.60	5.70	5.79	5.88	5.97	6.05
7.20	6.13	6.20	6.28	6.35	6.40
7.80	6.46	6.51	6.57	6.61	6.65
8.40	6.69	6.74	6.77	6.81	6.84
9.00	6.88	6.91	6.93	6.96	6.99
9.60	7.02	7.05	7.07	7.10	7.12
10.20	7.15	7.17	7.19	7.21	7.24
10.80	7.26	7.28	7.30	7.32	7.34
11.40	7.36	7.38	7.40	7.42	7.44
12.00	7.46	(N/A)	(N/A)	(N/A)	(N/A)

Subsection: Time-Depth Curve
Label: B75 - 100 Year Critical Storm
Scenario: 100 yr 18 hr

Return Event: 100.00 years
Storm Event: 18 hr 100 yr

Time-Depth Curve: 18 hr 100 yr	
Label	18 hr 100 yr
Start Time	0.00 hours
Increment	0.18 hours
End Time	18.00 hours
Return Event	100.00 years

CUMULATIVE RAINFALL (in)
Output Time Increment = 0.18 hours
Time on left represents time for first value in each row.

Time (hours)	Depth (in)	Depth (in)	Depth (in)	Depth (in)	Depth (in)
0.00	0.00	0.04	0.08	0.12	0.16
0.90	0.20	0.25	0.29	0.33	0.38
1.80	0.42	0.47	0.51	0.56	0.61
2.70	0.66	0.70	0.75	0.80	0.85
3.60	0.90	0.95	1.00	1.05	1.11
4.50	1.16	1.21	1.26	1.31	1.35
5.40	1.41	1.46	1.51	1.57	1.62
6.30	1.68	1.74	1.81	1.87	1.94
7.20	2.01	2.08	2.15	2.24	2.33
8.10	2.42	2.51	2.62	2.72	2.82
9.00	2.93	3.08	3.22	3.37	3.52
9.90	3.67	3.83	3.99	4.15	4.32
10.80	4.49	4.66	4.83	5.00	5.18
11.70	5.35	5.52	5.69	5.85	6.01
12.60	6.17	6.32	6.45	6.58	6.71
13.50	6.84	6.94	7.03	7.12	7.22
14.40	7.29	7.35	7.42	7.48	7.53
15.30	7.58	7.62	7.66	7.70	7.73
16.20	7.77	7.80	7.83	7.86	7.89
17.10	7.92	7.95	7.98	8.00	8.03
18.00	8.06	(N/A)	(N/A)	(N/A)	(N/A)

Subsection: Time-Depth Curve
Label: B75 - 100 Year Critical Storm
Scenario: 100 yr 2 hr

Return Event: 100.00 years
Storm Event: 2 hr 100 yr

Time-Depth Curve: 2 hr 100 yr	
Label	2 hr 100 yr
Start Time	0.00 hours
Increment	0.02 hours
End Time	2.00 hours
Return Event	100.00 years

CUMULATIVE RAINFALL (in)
Output Time Increment = 0.02 hours
Time on left represents time for first value in each row.

Time (hours)	Depth (in)	Depth (in)	Depth (in)	Depth (in)	Depth (in)
0.00	0.00	0.10	0.20	0.30	0.40
0.10	0.51	0.62	0.73	0.84	0.96
0.20	1.09	1.21	1.34	1.46	1.58
0.30	1.70	1.82	1.94	2.05	2.16
0.40	2.27	2.37	2.47	2.57	2.66
0.50	2.76	2.84	2.92	3.00	3.08
0.60	3.14	3.20	3.26	3.32	3.37
0.70	3.41	3.46	3.50	3.54	3.58
0.80	3.62	3.66	3.70	3.73	3.76
0.90	3.80	3.83	3.86	3.90	3.93
1.00	3.97	4.00	4.03	4.06	4.10
1.10	4.13	4.16	4.19	4.22	4.25
1.20	4.28	4.30	4.33	4.36	4.38
1.30	4.41	4.43	4.45	4.47	4.49
1.40	4.51	4.53	4.55	4.57	4.59
1.50	4.61	4.62	4.64	4.65	4.67
1.60	4.69	4.70	4.72	4.73	4.75
1.70	4.76	4.78	4.79	4.81	4.82
1.80	4.83	4.85	4.86	4.88	4.89
1.90	4.90	4.92	4.93	4.94	4.96
2.00	4.97	(N/A)	(N/A)	(N/A)	(N/A)

Subsection: Time-Depth Curve
Label: B75 - 100 Year Critical Storm
Scenario: 100 yr 24 hr

Return Event: 100.00 years
Storm Event: 24 hr 100 yr

Time-Depth Curve: 24 hr 100 yr	
Label	24 hr 100 yr
Start Time	0.00 hours
Increment	0.24 hours
End Time	24.00 hours
Return Event	100.00 years

CUMULATIVE RAINFALL (in)
Output Time Increment = 0.24 hours
Time on left represents time for first value in each row.

Time (hours)	Depth (in)	Depth (in)	Depth (in)	Depth (in)	Depth (in)
0.00	0.00	0.04	0.08	0.13	0.17
1.20	0.21	0.26	0.31	0.35	0.40
2.40	0.45	0.50	0.55	0.60	0.65
3.60	0.70	0.75	0.80	0.85	0.91
4.80	0.96	1.01	1.07	1.12	1.18
6.00	1.23	1.28	1.34	1.39	1.44
7.20	1.50	1.55	1.61	1.66	1.73
8.40	1.79	1.86	1.92	1.99	2.06
9.60	2.13	2.21	2.29	2.38	2.48
10.80	2.57	2.67	2.78	2.89	3.00
12.00	3.12	3.27	3.43	3.58	3.74
13.20	3.90	4.07	4.24	4.41	4.59
14.40	4.77	4.95	5.14	5.32	5.50
15.60	5.69	5.87	6.05	6.22	6.39
16.80	6.56	6.72	6.86	7.00	7.14
18.00	7.28	7.38	7.48	7.58	7.67
19.20	7.75	7.82	7.89	7.96	8.01
20.40	8.06	8.10	8.15	8.19	8.22
21.60	8.26	8.29	8.33	8.36	8.39
22.80	8.42	8.45	8.48	8.51	8.54
24.00	8.57	(N/A)	(N/A)	(N/A)	(N/A)

Subsection: Time-Depth Curve
Label: B75 - 100 Year Critical Storm
Scenario: 100 yr 3 hr

Return Event: 100.00 years
Storm Event: 3 hr 100 yr

Time-Depth Curve: 3 hr 100 yr	
Label	3 hr 100 yr
Start Time	0.00 hours
Increment	0.03 hours
End Time	3.00 hours
Return Event	100.00 years

CUMULATIVE RAINFALL (in)
Output Time Increment = 0.03 hours
Time on left represents time for first value in each row.

Time (hours)	Depth (in)	Depth (in)	Depth (in)	Depth (in)	Depth (in)
0.00	0.00	0.11	0.22	0.33	0.44
0.15	0.56	0.69	0.81	0.93	1.06
0.30	1.20	1.34	1.47	1.61	1.75
0.45	1.88	2.01	2.14	2.26	2.38
0.60	2.50	2.62	2.73	2.83	2.94
0.75	3.05	3.14	3.22	3.31	3.40
0.90	3.47	3.54	3.60	3.67	3.72
1.05	3.77	3.82	3.86	3.91	3.95
1.20	4.00	4.04	4.08	4.12	4.16
1.35	4.19	4.23	4.27	4.31	4.34
1.50	4.38	4.42	4.45	4.49	4.53
1.65	4.56	4.60	4.63	4.66	4.70
1.80	4.73	4.75	4.78	4.81	4.84
1.95	4.87	4.89	4.92	4.94	4.96
2.10	4.99	5.01	5.03	5.05	5.07
2.25	5.09	5.11	5.12	5.14	5.16
2.40	5.18	5.19	5.21	5.23	5.25
2.55	5.26	5.28	5.29	5.31	5.32
2.70	5.34	5.36	5.37	5.39	5.40
2.85	5.41	5.43	5.44	5.46	5.47
3.00	5.49	(N/A)	(N/A)	(N/A)	(N/A)

Subsection: Time-Depth Curve
Label: B75 - 100 Year Critical Storm
Scenario: 100 yr 48 hr

Return Event: 100.00 years
Storm Event: 48 hr 100 yr

Time-Depth Curve: 48 hr 100 yr	
Label	48 hr 100 yr
Start Time	0.00 hours
Increment	0.48 hours
End Time	48.00 hours
Return Event	100.00 years

CUMULATIVE RAINFALL (in)
Output Time Increment = 0.48 hours
Time on left represents time for first value in each row.

Time (hours)	Depth (in)	Depth (in)	Depth (in)	Depth (in)	Depth (in)
0.00	0.00	0.05	0.10	0.15	0.21
2.40	0.26	0.32	0.37	0.43	0.48
4.80	0.53	0.58	0.63	0.69	0.75
7.20	0.81	0.87	0.93	0.99	1.05
9.60	1.11	1.17	1.23	1.29	1.35
12.00	1.41	1.47	1.53	1.59	1.65
14.40	1.71	1.76	1.81	1.87	1.92
16.80	1.98	2.04	2.09	2.15	2.20
19.20	2.26	2.32	2.38	2.45	2.51
21.60	2.58	2.64	2.71	2.77	2.84
24.00	2.90	2.96	3.02	3.08	3.14
26.40	3.19	3.25	3.30	3.35	3.41
28.80	3.46	3.51	3.56	3.61	3.67
31.20	3.73	3.79	3.86	3.94	4.03
33.60	4.11	4.21	4.34	4.48	4.62
36.00	4.76	4.94	5.12	5.30	5.47
38.40	5.69	5.91	6.13	6.35	6.58
40.80	6.82	7.07	7.31	7.54	7.75
43.20	7.97	8.18	8.37	8.51	8.65
45.60	8.80	8.93	9.02	9.10	9.19
48.00	9.28	(N/A)	(N/A)	(N/A)	(N/A)

Subsection: Time-Depth Curve
Label: B75 - 100 Year Critical Storm
Scenario: 100 yr 6 hr

Return Event: 100.00 years
Storm Event: 6 hr 100 yr

Time-Depth Curve: 6 hr 100 yr	
Label	6 hr 100 yr
Start Time	0.00 hours
Increment	0.06 hours
End Time	6.00 hours
Return Event	100.00 years

CUMULATIVE RAINFALL (in)
Output Time Increment = 0.06 hours
Time on left represents time for first value in each row.

Time (hours)	Depth (in)	Depth (in)	Depth (in)	Depth (in)	Depth (in)
0.00	0.00	0.13	0.26	0.39	0.52
0.30	0.66	0.80	0.95	1.09	1.25
0.60	1.41	1.57	1.73	1.89	2.04
0.90	2.20	2.36	2.51	2.65	2.79
1.20	2.93	3.07	3.20	3.32	3.44
1.50	3.57	3.67	3.78	3.88	3.99
1.80	4.07	4.14	4.22	4.30	4.36
2.10	4.41	4.47	4.53	4.58	4.63
2.40	4.68	4.73	4.78	4.83	4.87
2.70	4.91	4.96	5.00	5.04	5.09
3.00	5.13	5.17	5.22	5.26	5.30
3.30	5.34	5.38	5.42	5.46	5.50
3.60	5.53	5.57	5.60	5.64	5.67
3.90	5.70	5.73	5.76	5.79	5.81
4.20	5.84	5.87	5.89	5.91	5.94
4.50	5.96	5.98	6.00	6.02	6.04
4.80	6.06	6.08	6.10	6.12	6.14
5.10	6.16	6.18	6.20	6.22	6.24
5.40	6.25	6.27	6.29	6.31	6.32
5.70	6.34	6.36	6.38	6.39	6.41
6.00	6.43	(N/A)	(N/A)	(N/A)	(N/A)

Subsection: Time of Concentration Calculations
Label: Disturbed Area
Scenario: 100 yr 1 hr

Return Event: 100.00 years
Storm Event: 1 hr 100 yr

Time of Concentration Results

Segment #1: User Defined Tc	
Time of Concentration	0.17 hours

Time of Concentration (Composite)	
Time of Concentration (Composite)	0.17 hours

Subsection: Time of Concentration Calculations
Label: Disturbed Area
Scenario: 100 yr 1 hr

Return Event: 100.00 years
Storm Event: 1 hr 100 yr

= = = = User Defined

Tc = Value entered by user
Where: Tc= Time of concentration, hours

Subsection: Runoff CN-Area
Label: Disturbed Area
Scenario: 100 yr 12 hr

Return Event: 100.00 years
Storm Event: 12 hr 100 yr

Runoff Curve Number Data

Soil/Surface Description	CN	Area (acres)	C (%)	UC (%)	Adjusted CN
Water	100.000	0.120	0.0	0.0	100.000
Impervious	98.000	4.940	0.0	0.0	98.000
Wetland	94.000	0.260	0.0	0.0	94.000
Gravel	91.000	0.020	0.0	0.0	91.000
Pervious	80.000	1.680	0.0	0.0	80.000
COMPOSITE AREA & WEIGHTED CN --->	(N/A)	7.020	(N/A)	(N/A)	93.558

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B75 - 100 Year Critical Storm (Time-Depth Curve, 100.00 years (100 yr 1 hr))...3

B75 - 100 Year Critical Storm (Time-Depth Curve, 100.00 years (100 yr 12 hr))...4

B75 - 100 Year Critical Storm (Time-Depth Curve, 100.00 years (100 yr 18 hr))...5

B75 - 100 Year Critical Storm (Time-Depth Curve, 100.00 years (100 yr 2 hr))...6

B75 - 100 Year Critical Storm (Time-Depth Curve, 100.00 years (100 yr 24 hr))...7

B75 - 100 Year Critical Storm (Time-Depth Curve, 100.00 years (100 yr 3 hr))...8

B75 - 100 Year Critical Storm (Time-Depth Curve, 100.00 years (100 yr 48 hr))...9

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Disturbed Area (Runoff CN-Area, 100.00 years (100 yr 12 hr))...13

Disturbed Area (Time of Concentration Calculations, 100.00 years (100 yr 1 hr))...11, 12

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Master Network Summary...2

DETENTION VOLUME PROVIDED

PROJECT: The Flats & Shops at North Branch **PERMIT NUMBER:**

LOCATION: 1901 - 1975 Cherry Lane, Northbrook **DATE:** **7/27/2026**

AREA UNITS (CHOOSE WITH DROP-DOWN)

Units: ft²

POND / VAULT / SURFACE DETENTION VOLUME

Elevation (ft)	Area (ft²)	Average Area (ft²)	Increment Volume (ac-ft)	Cumulative Volume (ac-ft)
639.90	14740.00			0.00
		14861.00	0.03	
640.00	14982.00			0.03
		16254.00	0.37	
641.00	17526.00			0.41
		18857.00	0.43	
642.00	20188.00			0.84
		21584.00	0.50	
643.00	22980.00			1.34
		24441.00	0.56	
644.00	25902.00			1.90
		27334.50	0.56	
644.90	28767.00			2.46

STORM SEWER DETENTION VOLUME

Diameter (in)	Length (ft)	Volume (ac-ft)

TOTAL DETENTION VOLUME

Pond / Vault / Surface Detention Volume (ac-ft)	2.46
Storm Sewer Detention Volume (ac-ft)	0.00
Total Detention Volume (ac-ft)	**2.46**

ORIFICE DISCHARGE RATE

PROJECT: The Flats & Shops at North Branch **PERMIT NUMBER:**

LOCATION: 1901 - 1975 Cherry Lane, Northbrook **DATE:** 7/27/2026

RESTRICTOR INFORMTION

1.	Orifice Number	1		
2.	Orifice diameter, *d*	5.01	in	
3.	Discharge Coefficient, C_d	0.61		
4.	Invert Elevation	634.85	ft	
5.	High Water Elevation, HWL	644.90	ft	
6.	Tail Water Elevation		ft	

ACTUAL RELEASE RATE

6.	Free Flow Actual Release Rate at HWL	2.10	cfs	
7.	Submerged Actual Release Rate at HWL		cfs	

STAGE-DISCHARGE TABLE CONDITION (SELECT FROM DROP-DOWN)

Free-flow

STAGE-DISCHARGE TABLE

Elevation (ft)	Orifice 1 (cfs)	Orifice 2 (cfs)	Total (cfs)	
634.85	0.00		0.00	
635.85	0.60		0.60	
636.85	0.90		0.90	
637.85	1.12		1.12	
638.85	1.30		1.30	
639.85	1.47		1.47	
640.85	1.61		1.61	
641.85	1.75		1.75	
642.85	1.87		1.87	
643.85	1.99		1.99	
644.85	2.10		2.10	
644.90	2.10		2.10	HWL
645.90	2.21		2.21	

WEIR DISCHARGE RATE

PROJECT: The Flats & Shops at North Branch **PERMIT NUMBER:**

LOCATION: 1901 - 1975 Cherry Lane, Northbrook **DATE:** 7/27/2026

WEIR INFORMATION

1.	Weir Number	1		
2.	Weir Length	50.00	ft	
3.	Weir Coefficient	3.0		
4.	Weir Elevation	644.90	ft	
5.	Hydraulic Grade Line (HGL) Crest	645.40	ft	

ACTUAL RELEASE RATE

6.	Free Flow Actual Release Rate at HGL Crest	53.03	cfs	

STAGE-DISCHARGE TABLE

Elevation (ft)	Weir 1 (cfs)	Weir 2 (cfs)	Total (cfs)
644.90	0.00		0.00
645.00	4.74		4.74
645.40	53.03		53.03

Village of Northbrook Calculations

NOMOGRAPH: BULLETIN 75 RAINFALL DATA

PROJECT: The Flats & Shops at North Branch **PERMIT NUMBER:**

LOCATION: 1901 - 1975 Cherry Lane, Northbrook **DATE:** 7/27/2026

DEVELOPMENT INFORMATION

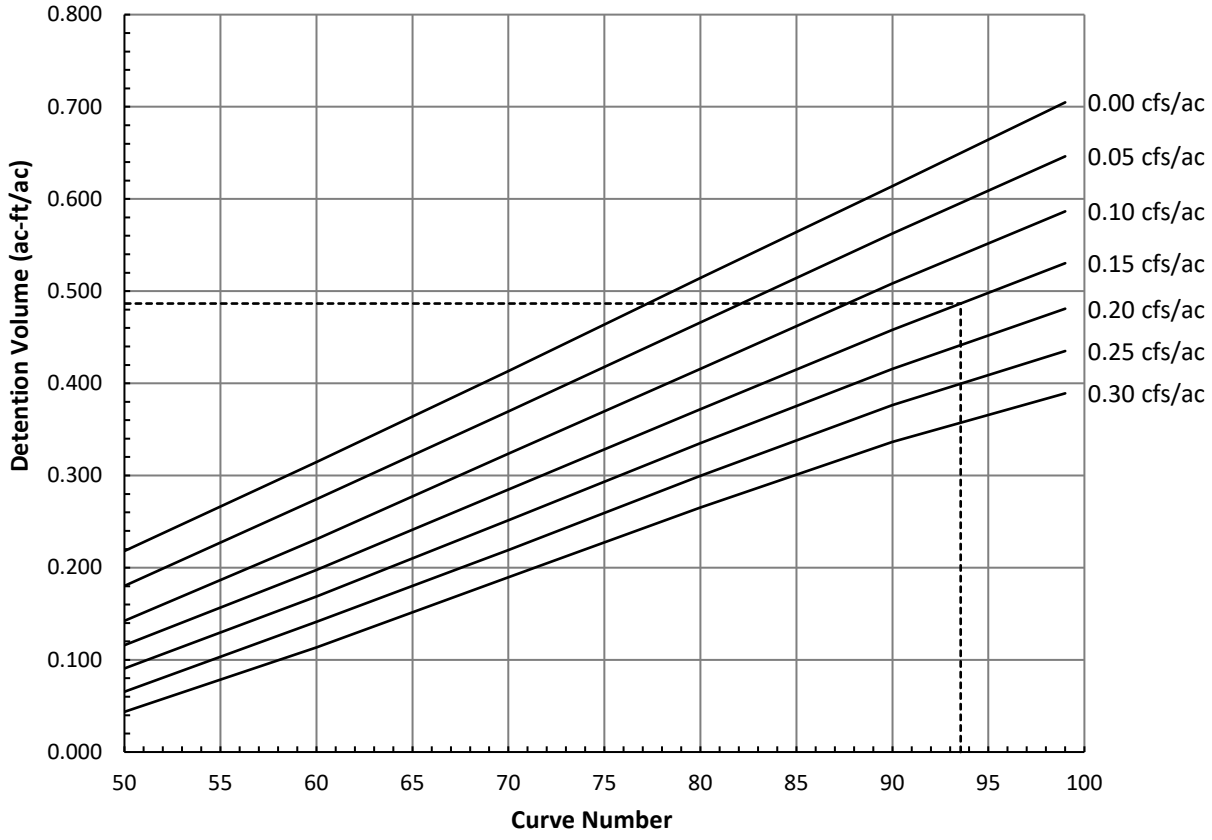
1.	Detained Area	7.022	acres
2.	Curve Number	93.56	
3.	Actual Release Rate	1.053	cfs

REQUIRED DETENTION VOLUME

4.	Required Detention Volume	3.417	ac-ft

NOMOGRAPH

NOMOGRAPH: BULLETIN 75



Project Summary	
Title	The Flats & Shops at North Branch
Engineer	PAC
Company	Haeger Engineering LLC
Date	7/27/2026

Notes	Detention design model (Bulletin 75)

Table of Contents

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Disturbed Area	Runoff CN-Area, 100.00 years (100 yr 24 hr)	6
Pond	Elevation vs. Volume Curve, 100.00 years (100 yr 24 hr)	7
OCS Pond	Outlet Input Data, 100.00 years (100 yr 24 hr)	8

Subsection: Master Network Summary

Catchments Summary

Label	Scenario	Return Event (years)	Hydrograph Volume (ac-ft)	Time to Peak (hours)	Peak Flow (ft³/s)
Disturbed Area	100 yr 24 hr	100.00	4.592	14.90	5.33

Node Summary

Label	Scenario	Return Event (years)	Hydrograph Volume (ac-ft)	Time to Peak (hours)	Peak Flow (ft³/s)
Q-Pond	100 yr 24 hr	100.00	2.096	24.10	0.62

Pond Summary

Label	Scenario	Return Event (years)	Hydrograph Volume (ac-ft)	Time to Peak (hours)	Peak Flow (ft³/s)	Maximum Water Surface Elevation (ft)	Maximum Pond Storage (ac-ft)
Pond (IN)	100 yr 24 hr	100.00	4.592	14.90	5.33	(N/A)	(N/A)
Pond (OUT)	100 yr 24 hr	100.00	2.096	24.10	0.62	644.90	4.191

Subsection: Time-Depth Curve
Label: B75 - 100 Year Critical Storm
Scenario: 100 yr 24 hr

Return Event: 100.00 years
Storm Event: 24 hr 100 yr

Time-Depth Curve: 24 hr 100 yr	
Label	24 hr 100 yr
Start Time	0.00 hours
Increment	0.24 hours
End Time	24.00 hours
Return Event	100.00 years

CUMULATIVE RAINFALL (in)
Output Time Increment = 0.24 hours
Time on left represents time for first value in each row.

Time (hours)	Depth (in)	Depth (in)	Depth (in)	Depth (in)	Depth (in)
0.00	0.00	0.04	0.08	0.13	0.17
1.20	0.21	0.26	0.31	0.35	0.40
2.40	0.45	0.50	0.55	0.60	0.65
3.60	0.70	0.75	0.80	0.85	0.91
4.80	0.96	1.01	1.07	1.12	1.18
6.00	1.23	1.28	1.34	1.39	1.44
7.20	1.50	1.55	1.61	1.66	1.73
8.40	1.79	1.86	1.92	1.99	2.06
9.60	2.13	2.21	2.29	2.38	2.48
10.80	2.57	2.67	2.78	2.89	3.00
12.00	3.12	3.27	3.43	3.58	3.74
13.20	3.90	4.07	4.24	4.41	4.59
14.40	4.77	4.95	5.14	5.32	5.50
15.60	5.69	5.87	6.05	6.22	6.39
16.80	6.56	6.72	6.86	7.00	7.14
18.00	7.28	7.38	7.48	7.58	7.67
19.20	7.75	7.82	7.89	7.96	8.01
20.40	8.06	8.10	8.15	8.19	8.22
21.60	8.26	8.29	8.33	8.36	8.39
22.80	8.42	8.45	8.48	8.51	8.54
24.00	8.57	(N/A)	(N/A)	(N/A)	(N/A)

Time of Concentration Results

Segment #1: User Defined Tc	
Time of Concentration	0.17 hours

Time of Concentration (Composite)	
Time of Concentration (Composite)	0.17 hours

= = = = User Defined

Tc = Value entered by user
Where: Tc= Time of concentration, hours

Runoff Curve Number Data

Soil/Surface Description	CN	Area (acres)	C (%)	UC (%)	Adjusted CN
Water	100.000	0.120	0.0	0.0	100.000
Impervious	98.000	4.940	0.0	0.0	98.000
Wetland	94.000	0.260	0.0	0.0	94.000
Gravel	91.000	0.020	0.0	0.0	91.000
Pervious	80.000	1.680	0.0	0.0	80.000
COMPOSITE AREA & WEIGHTED CN --->	(N/A)	7.020	(N/A)	(N/A)	93.558

Elevation-Volume

Pond Elevation (ft)	Pond Volume (ac-ft)
634.85	0.000
635.25	0.000
636.25	0.000
644.90	4.192

Requested Pond Water Surface Elevations	
Minimum (Headwater)	634.85 ft
Increment (Headwater)	0.01 ft
Maximum (Headwater)	642.75 ft

Outlet Connectivity

Structure Type	Outlet ID	Direction	Outfall	E1 (ft)	E2 (ft)
Orifice-Circular	Orifice 1	Forward	TW	634.85	644.90
Tailwater Settings	Tailwater			(N/A)	(N/A)

Structure ID: Orifice 1
Structure Type: Orifice-Circular

Number of Openings	1
Elevation	634.85 ft
Orifice Diameter	3.53 in
Orifice Coefficient	0.610

Index

B

B75 - 100 Year Critical Storm (Time-Depth Curve, 100.00 years (100 yr 24 hr))...3

D

Disturbed Area (Runoff CN-Area, 100.00 years (100 yr 24 hr))...6

Disturbed Area (Time of Concentration Calculations, 100.00 years (100 yr 24 hr))...4, 5

M

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O

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P

Pond (Elevation vs. Volume Curve, 100.00 years (100 yr 24 hr))...7

ORIFICE DISCHARGE RATE

PROJECT: The Flats & Shops at North Branch **PERMIT NUMBER:**

LOCATION: 1901 - 1975 Cherry Lane, Northbrook **DATE:** 7/27/2026

RESTRICTOR INFORMTION

1.	Orifice Number	1		
2.	Orifice diameter, *d*	3.53	in	
3.	Discharge Coefficient, C_d	0.61		
4.	Invert Elevation	634.85	ft	
5.	High Water Elevation, HWL	644.90	ft	
6.	Tail Water Elevation	641.40	ft	

ACTUAL RELEASE RATE

6.	Free Flow Actual Release Rate at HWL	1.05	cfs	
7.	Submerged Actual Release Rate at HWL	0.62	cfs	

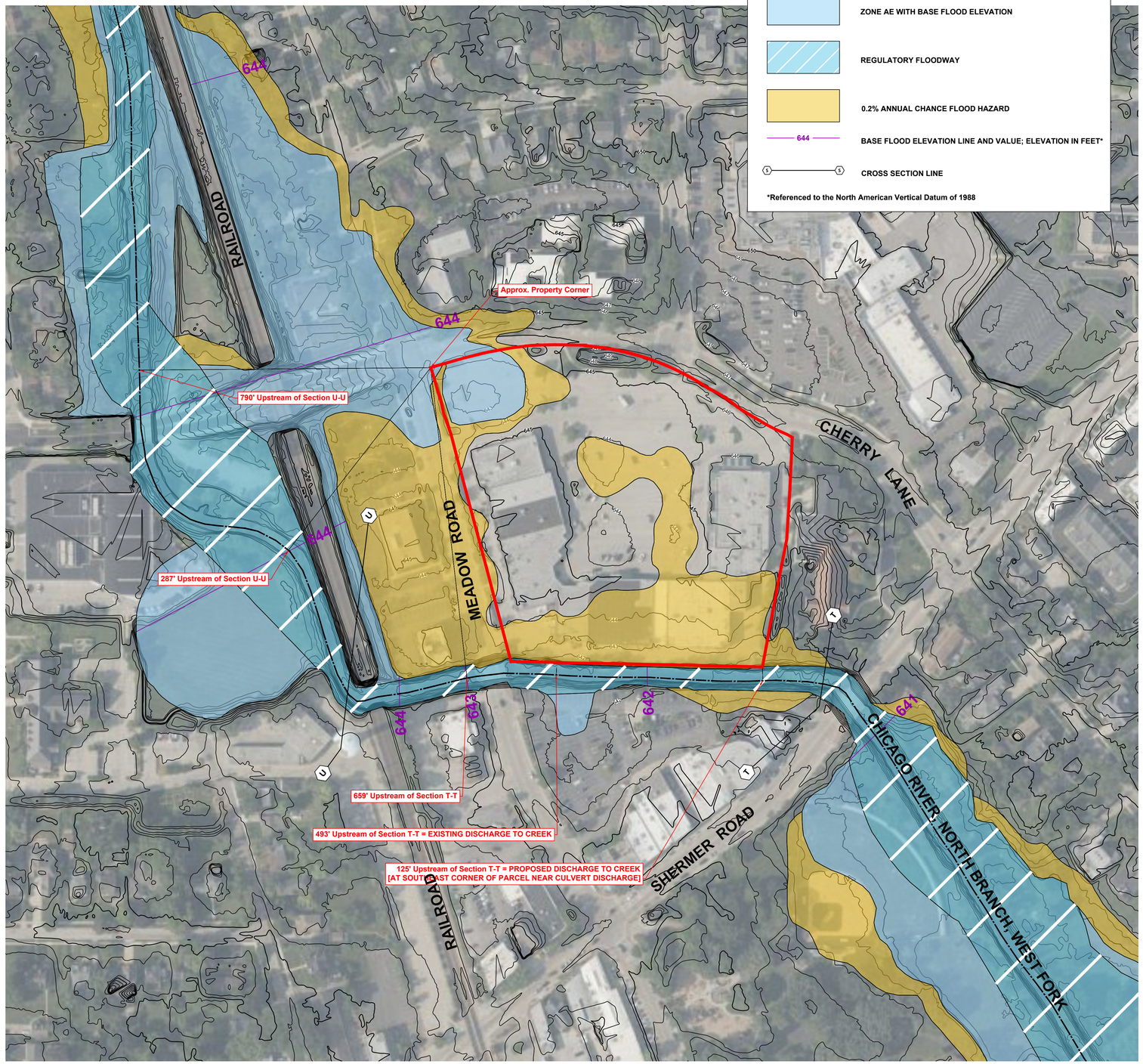
STAGE-DISCHARGE TABLE CONDITION (SELECT FROM DROP-DOWN)

Free-flow

STAGE-DISCHARGE TABLE

Elevation (ft)	Orifice 1 (cfs)	Orifice 2 (cfs)	Total (cfs)	
634.85	0.00		0.00	
635.85	0.31		0.31	
636.85	0.45		0.45	
637.85	0.56		0.56	
638.85	0.65		0.65	
639.85	0.73		0.73	
640.85	0.80		0.80	
641.85	0.87		0.87	
642.85	0.93		0.93	
643.85	0.99		0.99	
644.85	1.04		1.04	
644.90	1.05		1.05	HWL
645.90	1.10		1.10	

Compensatory Storage Calculations



FLOODING SOURCE		FLOODWAY			1-PERCENT-ANNUAL-CHANCE-FLOOD WATER SURFACE ELEVATION (FEET NAVD)			
CROSS SECTION	DISTANCE[1]	WIDTH (FEET)	SECTION AREA (SQUARE FEET)	MEAN VELOCITY (FEET PER SECOND)	REGULATORY	WITHOUT FLOODWAY	WITH FLOODWAY	INCREASE (FEET)
Chicago River, North Branch, West Fork								
A	1,850	335	1,816	0.8	619.7	619.7	619.8	0.1
B	2,033	310	1,891	0.8	620.1	620.1	620.2	0.1
C	5,212	246	1,236	1.2	620.7	620.7	620.8	0.1
D	8,142	105	723	2.1	622.6	622.6	622.7	0.1
E	10,616	191	781	1.8	623.7	623.7	623.8	0.1
F	12,075	74	612	1.8	624.7	624.7	624.8	0.1
G	13,768	275	1,050	1.1	625.4	625.4	625.5	0.1
H	15,212	107	576	1.9	625.9	625.9	626.0	0.1
I	17,324	75	447	2.7	627.5	627.5	627.5	0.0
J	18,406	220	769	1.6	629.4	629.4	629.4	0.0
K	20,936	240	1,775	0.7	630.4	630.4	630.4	0.0
L	23,219	1,200	1,094	1.2	630.5	630.5	630.5	0.0
M	26,231	303	753	1.7	631.0	631.0	631.1	0.1
N	29,199	127	983	1.5	635.8	635.8	635.8	0.0
O	30,789	241	1,211	0.9	636.1	636.1	636.1	0.0
P	32,359	105	601	0.7	636.6	636.6	636.6	0.0
Q	34,529	398	686	1.6	637.2	637.2	637.3	0.1
R	35,299	52	310	3.6	638.4	638.4	638.5	0.1
S	36,004	270	585	1.9	640.1	640.1	640.1	0.0
T	36,979	42	289	3.8	641.0	641.0	641.0	0.0
U	37,871	46	325	2.6	643.7	643.7	643.7	0.0
V	40,181	174	511	1.7	645.2	645.2	645.3	0.1
W	41,630	240	540	1.2	646.4	646.4	646.5	0.1
X	43,635	760	598	1.0	648.0	648.0	648.1	0.1
Y	46,783	260	712	0.7	650.6	650.6	650.7	0.1

[1]Feet above confluence with Chicago River, North Branch

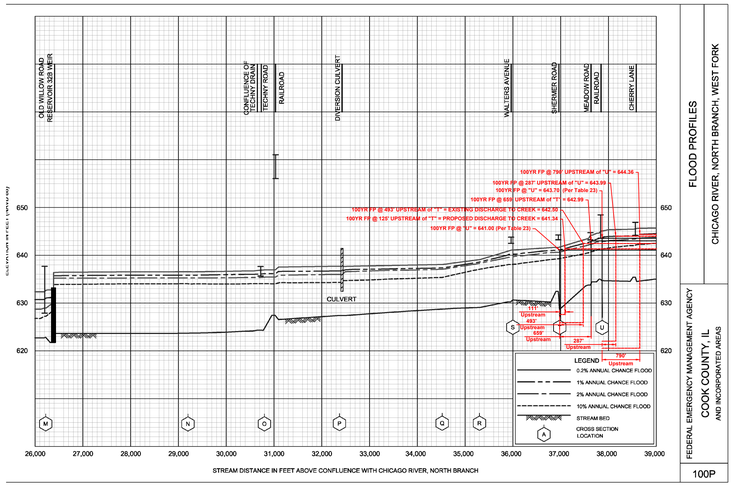
TABLE 23

FEDERAL EMERGENCY MANAGEMENT AGENCY

COOK COUNTY, IL AND INCORPORATED AREAS

FLOODWAY DATA

CHICAGO RIVER, NORTH BRANCH, WEST FORK



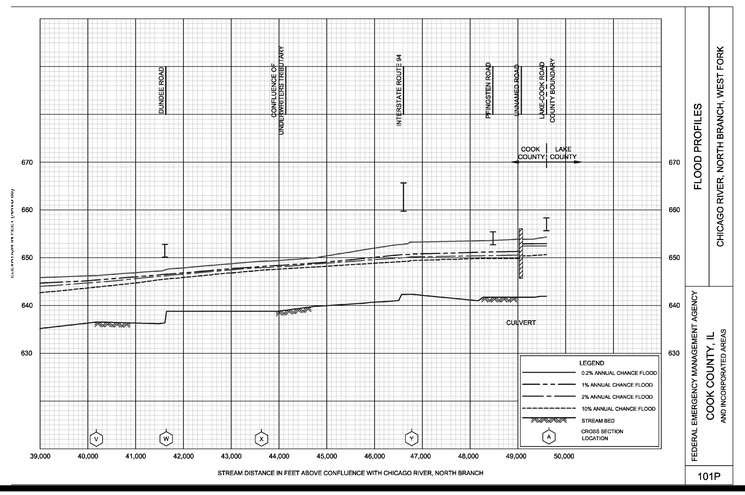
FLOOD PROFILES

CHICAGO RIVER, NORTH BRANCH, WEST FORK

FEDERAL EMERGENCY MANAGEMENT AGENCY

COOK COUNTY, IL AND INCORPORATED AREAS

100P



FLOOD PROFILES

CHICAGO RIVER, NORTH BRANCH, WEST FORK

FEDERAL EMERGENCY MANAGEMENT AGENCY

COOK COUNTY, IL AND INCORPORATED AREAS

101P

NORTH

50 0 100

Scale: 1" = 100'

No.	Revision	Date

HAEGER ENGINEERING
consulting engineers • land surveyors
100 East State Parkway, Schaumburg, IL 60173 • Tel: 847.394.6400 Fax: 847.394.6608
Illinois Professional Design Firm License No.: 184.003152
www.haegerengineering.com

CHICAGO RIVER, NORTH BRANCH, WEST FORK

FEMA EXHIBIT

THE FLATS & SHOPS AT NORTH BRANCH

1901-1975 CHERRY LANE

1901-1975 CHERRY LANE, NORTHBROOK, COOK COUNTY, ILLINOIS

Project Manager:	TAS
Engineer:	PAC
Date:	07/27/2026
Project No.	25-089
Sheet	1/1

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Plot Date: Jul 28, 2026 - 10:54am Plotted By: pcero Layout: FEMA EXHIBIT
File Name: P:\2025\25089\Drawings\Exhibits\25089-FEMA.dwg

COMP RATIO (MWRD)

FILL IN NW QUAD = 713 CY **1.1 : 1** **REQUIRED COMP = 785 CY**

FILL IN SOUTH PL = 151 CY **REQUIRED COMP = 166 CY**

TOTAL COMP = 951 CY



NORTH

Scale: 1" = 40'

No.	Revision	Date

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www.haegerengineering.com

CONCEPT COMPENSATORY STORAGE EXHIBIT

RESERVE AT THE BROOK
1901-1975 CHERRY LANE

1901-1975 CHERRY LANE, NORTHBROOK, COOK COUNTY, ILLINOIS

Project Manager:	T A S
Engineer:	P A C
Date:	07/27/2026
Project No.	25-089
Sheet	1 / 1

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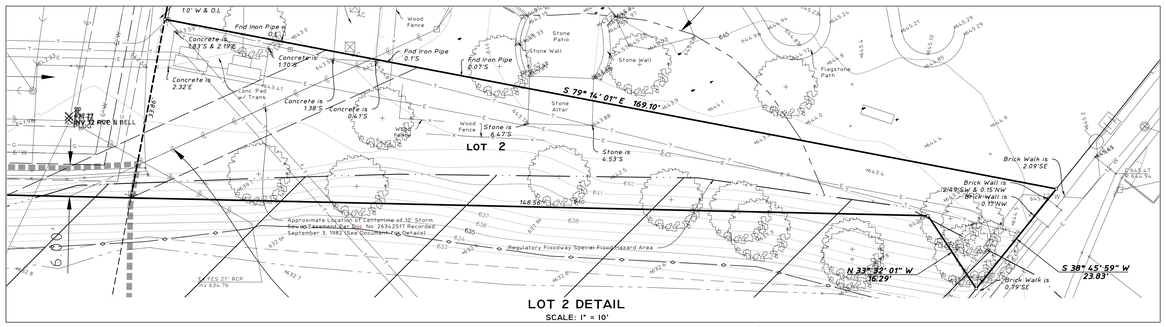
Plot Date: Jul 22, 2026 - 8:26am Plotted By: phil-c Layout: COMP EXHIBIT
File Name: P:\2025\25089\Drawings\Exhibits\25089-Concept Comp Storage.dwg

LEGAL DESCRIPTION
LOTS 1 AND 2 IN NORTHBROOK COMMERCIAL TRUST SUBDIVISION, BEING A SUBDIVISION OF PART OF LOT 41 IN WALTER'S RESUBDIVISION OF PART OF THE NORTHEAST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 9, TOWNSHIP 42 NORTH, RANGE 12 EAST OF THE THIRD PRINCIPAL MERIDIAN, AND PART OF THE NORTHWEST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 10, TOWNSHIP 42 NORTH, RANGE 12 EAST OF THE THIRD PRINCIPAL MERIDIAN, ALSO PART OF THE NORTHEAST 1/4 OF SECTION 9, AFORESAID AND PART OF THE NORTHWEST 1/4 AND SOUTHWEST 1/4 OF SECTION 10 AFORESAID, ACCORDING TO THE PLAT OF SAID NORTHBROOK COMMERCIAL TRUST SUBDIVISION REGISTERED IN THE OFFICE OF THE REGISTRAR OF TITLES OF COOK COUNTY, ILLINOIS ON MAY 7,1958 AS DOCUMENT 1784684 AND RECORDED AS DOCUMENT 17199813, IN COOK COUNTY ILLINOIS.

NORTH
15 0 30
Scale: 1" = 30'



C H E R R Y
L A N E
M E A D O W R O A D
S H E R M E R
Ex Inlet Rim 642.55 Inv 638.69 12" RCP (SW) Inv 638.90 10" RCP (SE)
Ex San MH Rim 644.60 Inv 636.41 8" Clay (N) Inv 636.49 8" Clay (S)
Ex Valve Vault Rim 643.34 T/P 639.27 (N,E,W)
Zone AE Special Flood Hazard Area (With BFE or Depth)
Zone X (Other Areas of Flood Hazard noted as 0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage area of less than one square mile)
Ex Valve Box Rim 645.17
Ex Hydrant FG 645.10
Ex Inlet Rim 644.46 Inv 641.86 10" RCP (S)
Ex Sm MH Rim 644.99 Inv 639.33 18" RCP (W) Inv 639.36 15" RCP (E) Inv 640.56 8" PVC (S) Inv 640.99 6" HDPE (N) Inv 639.69 15" RCP (N)
Ex Valve Vault Rim 643.73 T/P 643.49 (SW, NE)
Ex CB Gr 644.60 Inv 640.90 10" RCP (N) Inv 640.54 10" RCP (SW)
Ex Sm MH Rim 644.70 Inv 641.50 12" RCP (NE) Inv 641.52 12" RCP (S)
Ex Hydrant FG 644.60
Ex Inlet Rim 644.63
Ex San MH Rim 644.39 Inv 641.37 8" Clay (N,SE) Inv 642.08 8" Clay (NE)
Ex Inlet Rim 646.45 Inv 644.15 8" HDPE (SE) Inv 644.27 L" HDPE (NW)
Ex San MH Rim 646.09 Inv 643.02 8" Clay (NW,SE) Inv 643.39 8" Clay (NE)
Ex Inlet Rim 645.95 Inv 643.09 8" PVC (S) Inv 643.26 L" HDPE (NW)
Ex Sm MH Rim 646.67 Inv 642.57 12" RCP (E) Inv 642.22 12" RCP (S)
Ex Valve Vault Rim 650.06 T/P 641.84 (NE,SW)
Ex Sm MH Rim 646.91 Inv 643.61 12" RCP (NE) Inv 643.18 15" RCP (NW) Debris Observed
Ex Sm MH Rim 647.03 Inv 641.45 15" RCP (W) Inv 641.48 12" RCP (N) Inv 641.61 15" RCP (N) Inv 641.48 15" RCP (E)
Ex Sm MH Rim 646.06 Inv 644.76 12" RCP (NE)
Ex Sm MH Rim 647.92 Inv 642.32 Broken Clay (W) Inv 642.26 12" PVC (N) Inv 642.32 8" (E)
Ex Sm MH Rim 646.18 Inv 643.00 10" Clay (NW, W) Inv 643.00 10" STUB (S)
Ex Valve Vault Rim 647.35 T/P 644.75 (N,S)
Electrical Outlet(Typ)
Ex Inlet Rim 641.41 Inv 638.61 18" RCP (N,NW)
Ex Inlet Rim 642.61 Inv 639.66 Top of Debris
Ex CB Gr 642.39 Inv 637.97 36" RCP (S) Inv 637.91 21" - 24" RCP (N)
Ex Valve Vault Rim 643.51 T/P 638.58 (E,W) Ex CB Gr 642.84 Inv 639.13 12" RCP (E)
Ex Inlet Rim 642.28 Inv 638.08 18" RCP (E)
Ex San MH Rim 643.59 Inv 631.00 12" Clay (N,W) Inv 631.50 8" Clay (E)
Ex Inlet Rim 642.54 Inv 639.74 12" PVC (E)
Ex Sm MH Rim 643.09 Inv 638.94 8" RCP (W) Inv 637.69 21" RCP (E) Inv 637.32 36" RCP (N,S)
Ex Sm MH Rim 643.45 Inv 637.33 36" RCP (S) Inv 637.84 36" RCP (N)
Ex Inlet Rim 643.68 Inv 637.28 36" RCP (N) Inv 634.78 36" RCP (S)
Ex Inlet Rim 643.68 Inv 639.39 8" Clay (N,S) Telephone Box
Ex Sm MH Rim 644.32 Inv 636.90 30" RCP (S) Inv 636.91 30" RCP (N)
Ex Inlet Rim 643.44 Inv 641.40 12" PVC (S)
Conc Pad w/ Trans.
Line 344' North of the South Line of Lot 1 for Easement to Commonwealth Edison Company & Illinois Bell Telephone Company Per Doc. No. 17580224 Recorded June 26, 1959
Ex Inlet Rim 643.63 Inv 639.53 12" RCP (W) Inv 641.22 12" PVC (N)
Ex Inlet Rim 643.35 Inv 640.65 12" PVC (N) Inv 640.18 12" RCP (E)
Ex Sm MH Rim 643.80 Inv 638.65 10" RCP (W) Inv 638.60 8" RCP (SW,SE) Inv 638.60 10" RCP (E)
Ex CB Gr 642.84 Inv 639.82 6" PVC (NE)
Ex Sm MH Rim 643.96 Inv 636.96 30" RCP (S) Inv 636.78 30" RCP (W) Inv 636.38 30" RCP (N)
Ex Sm MH Rim 643.48 Inv 637.28 36" RCP (N) Inv 634.78 36" RCP (S)
Ex San MH Rim 644.45 Inv 630.42 12" Clay (N,S)
Ex Inlet Rim 643.68 Inv 639.39 8" Clay (N,S) Telephone Box
Ex Sm MH Rim 644.58 Inv 636.90 30" RCP (S) Inv 636.91 30" RCP (N)
Ex Inlet Rim 643.44 Inv 641.40 12" PVC (S)
Conc Pad w/ Trans.
Ex CB Gr 643.88 Can't Open
Ex Inlet Rim 643.63 Inv 639.53 12" RCP (W) Inv 641.22 12" PVC (N)
Fire Connection FF=645.52
Ex Sm MH Rim 643.34 Inv 636.70 30" RCP (N,S) Inv 638.49 10" RCP (W)
Ex CB Gr 642.85 Inv 640.09 8" RCP (NW) FF=645.47
Ex CB Gr 643.54 Inv 637.17 24" RCP (S) Inv 637.11 24" RCP (E) Inv 637.29 10" RCP (N)
Ex Grease Trap MH Rim 644.38 Inv 640.33 L" DIP (NE) Inv 639.96 L" DIP (S) Inv 640.95 Top of Wall
Ex Hydrant FG 643.88
Ex San MH Rim 644.04 Inv 634.91 6" Clay (N,S)
Ex Sm MH Rim 643.60 Inv 633.68 Bottom of Structure
Ex San MH Rim 643.94 Inv 632.26 12" Clay (N,S)
Ex Valve Box Rim 643.89
Ex CB Gr 643.90 Inv 634.60 24" RCP (N) Inv 634.58 24" RCP (SE)
Ex San MH Rim 644.00 Inv 629.80 15" Clay (E) Inv 629.80 15" Clay (NW) Inv 630.50 15" Clay (NE) Inv 629.92 15" Clay (S)
Ex Sm MH Rim 643.09 Inv 638.94 8" RCP (W) Inv 637.69 21" RCP (E) Inv 637.32 36" RCP (N,S)
Ex Sm MH Rim 643.45 Inv 637.33 36" RCP (S) Inv 637.84 36" RCP (N)
Ex Sm MH Rim 643.48 Inv 637.28 36" RCP (N) Inv 634.78 36" RCP (S)
Ex San MH Rim 644.45 Inv 630.42 12" Clay (N,S)
Ex Inlet Rim 643.68 Inv 639.39 8" Clay (N,S) Telephone Box
Ex Sm MH Rim 644.58 Inv 636.90 30" RCP (S) Inv 636.91 30" RCP (N)
Ex Inlet Rim 643.44 Inv 641.40 12" PVC (S)
Conc Pad w/ Trans.
Ex CB Gr 643.88 Can't Open
Ex Inlet Rim 643.63 Inv 639.53 12" RCP (W) Inv 641.22 12" PVC (N)
Fire Connection FF=645.52
Ex Sm MH Rim 643.34 Inv 636.70 30" RCP (N,S) Inv 638.49 10" RCP (W)
Ex CB Gr 642.85 Inv 640.09 8" RCP (NW) FF=645.47
Ex CB Gr 643.54 Inv 637.17 24" RCP (S) Inv 637.11 24" RCP (E) Inv 637.29 10" RCP (N)
Ex Grease Trap MH Rim 644.38 Inv 640.33 L" DIP (NE) Inv 639.96 L" DIP (S) Inv 640.95 Top of Wall
Ex Hydrant FG 643.88
Ex San MH Rim 644.04 Inv 634.91 6" Clay (N,S)
Ex Sm MH Rim 643.60 Inv 633.68 Bottom of Structure

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100 E State Pkwy
Schaumburg, Illinois 60173-4546
tel: 847.394.6600
fax: 847.394.6608

VIA EMAIL & UPS GROUND

July 29, 2026

North Cook County SWCD
640 Cosman Road
Elk Grove, IL 60007
E : R.McAndless@northcookswcd.org

RE: The Flats & Shops at North Branch, Northbrook, IL
NRI Application (1st Submittal)
Our File #: 25-089

Rick:

Enclosed please find the initial submittal package for the proposed mixed use residential/commercial redevelopment of an existing shopping center constructed in +/-1960 located in Northbrook, IL, Cook County, IL. We have enclosed the following to facilitate your review:

1. NCSWCD Natural Resource Inventory Report Application dated 07/28/2026 signed by the Petitioner, Pulte Home Company, LLC
2. NRI Application Narrative dated 07/28/2026
3. Environmental & Natural Resources Assessment Report dated 07/27/2026
4. Report of Soils Exploration dated 01/14/2026
5. SHGWE Determination dated 07/06/2026
6. Stormwater Management Report, dated 07/28/2026
7. The Flats & Shops at North Branch Preliminary Engineering Plans dated 07/28/2026
8. PUD Site Plan dated 07/28/2026
9. PUD Site Plan Utility Overlay dated 07/28/2026
10. Tentative Plat of Subdivision of The Flats & Shops at North Branch dated 07/28/2026
11. ALTA Survey last revised 07/28/2026
12. Boundary & Topographic Survey, last revised dated 07/2/2026
13. Plans prepared by RVI Planning + Landscape dated 07/28/2026
    a. Sheet L1.0: Tree Preservation & Removals Plan
    b. Sheet L1.1: Tree Preservation & Removals Table
    c. Sheet L2.0: Layout & Materials Plan
    d. Sheet L3.0: Planting Plan
    e. Sheet L3.1: Planting Details
14. FEMA Exhibit dated 07/27/2026

Application Fee Note:
Please note that $750 check for the application will be sent via separate cover from the Petitioner.

This concludes our submittal. Please do not hesitate to contact me with any questions or concerns at 847-230-3180 or via email to todd-s@haegerengineering.com.

Sincerely,

HAEGER ENGINEERING, LLC

Todd A. Shaffer, PE
Principal

NORTH COOK COUNTY SOIL & WATER CONSERVATION DISTRICT

North Cook County Soil & Water Conservation District
NATURAL RESOURCE INVENTORY REPORT APPLICATION

Applications are reviewed by the Board of Directors during the regularly scheduled monthly Board meeting on the second Thursday of the month. Complete applications received by the Friday prior to the Board meeting will be reviewed.

Questions?
Please contact R.McAndless@northcookswcd.org,
Rick McAndless, Resource Conservationist

FOR OFFICE USE ONLY			
Date Received		**NRI#:**	

NORTH COOK COUNTY SOIL & WATER CONSERVATION DISTRICT

NATURAL RESOURCE INVENTORY REPORT APPLICATION

Owner's Name:	CHICAGO TITLE LAND TRUST COMPANY, as Trusteee u/t/d April 22, 1953 Trust #36116
Address:	C/O Sven Dahlquist 1812 Glenview Road, Suite 210 Glenview, IL 60025

Petitioner's Name:	Pulte Home Company, LLC
Address:	1900 E. Golf Road, Suite 300, Schaumburg, IL

Contact Person:	Rob Getz, Vice President Land Acquisition and Entitlement
Phone/Fax Number:	(312) 720-6579
Email:	robert.getz@pultegroup.com

City or local unit of government responsible for subdivisions, annexation and Zoning:
Northbrook

Real Estate Tax Index #:
04-10-300-041 & 04-10-300-042

Legal Description: (Lot#, Block# - Attach Legal Description-Optional)						
See Plat						
Township(s)	42	N Range(s)	12	E Section(s)	10	

Street Address/Location:
1901-1975 Cherry Lane, Northbrook (Lot 1) & 1807 Shermer Road (Lot 2), Illinois

Zoning District:			
Existing	C2 (Lot 1) & IB (Lot 2)	Requested:	C2 PUD

Land Use:			
Existing	Shopping Center	Proposed:	Multi-Use Residential & Commercial Development

Total Acres of Parcel:			
Acre (s)	7.0	Fee:	$850

Fee Schedule:
0 to 3.0 Acres: $750.00
Add $25.00 for each additional Acre or Fraction thereof OVER 3.0 Acres
Make Checks Payable to:
North Cook County SWCD 640 Cosman Road Elk Grove, IL. 60007

NORTH COOK COUNTY SOIL & WATER CONSERVATION DISTRICT

PLEASE CHECK ALL APPLICABLE ITEMS

EXISTING SITE CHARACTERISTICS:

Be sure to check all that apply:

☐	Ponds & Lakes	☑	Floodplain (Flood Zone:) Zone X & Zone AE
☐	Perennial Streams (s)	☑	Floodway Chicago River, North Branch, West Fork
☐	Intermittent Stream (s)	☐	Flood Fringe
☐	Drainage Tiles	☐	Wetland (s)
☐	Cropland	☐	Disturbed Land (landfill, excavation)
☐	Woodland	☐	Natural Area (native plant community)
☐	Vacant Land	☐	Highly Erodible Soils

REQUESTED ZONING/PLANNING CHANGE(S):

☐	Zoning Variance	☐	New Development	☐	Subdivision	☐	Annexation
☑	Zoning Change	☑	Redevelopment	☑	Re-subdivision	☑	Other Amend Comprehensive Plan

PROPOSED LAND USE:

Planned Structures:

☑	Commercial Building	☑	Residential Dwelling	☐	Industrial Building

Foundation Type

☑	Slab	☐	Crawlspace	☐	Basement

Open Space:

☐	Park/Playground Areas	☑	Common Open Space Areas	☐	Conservancy Easements
☐	Other:				

Water Supply:

☑	Community Water	☐	Individual Well

Wastewater Treatment:

☐	Individual On-site Waste Water Disposal	☑	Sanitary Sewers/Collection for Municipal Treatment
☐	Homeowner's Association	☐	Other:

Stormwater Management:

☑	Drainage Ditches and Swales	☑	Storm Sewers		
☐	Detention Pond (Dry Basin)	☐	Retention Pond (Wet Basin)	☑	Vault Detention (Underground)
☑	Other: Wetland Stormwater Management Basin with recirculating open water				

Floodplain Management:

☐	Flood Fringe Modification	☐	Floodway Modification
☑	Floodplain Map Revision	☐	Wetland Modifications

NORTH COOK COUNTY SOIL & WATER CONSERVATION DISTRICT

REQUIRED NARRATIVE REPORT

The Natural Resource Information Report Application is not complete until all of the following information is submitted in a narrative form for the proposed construction activity.	
1 ☑	Project description - Briefly describes the nature and purpose of the land disturbing activity, and the area of the parcel (acres) to be disturbed during the site construction phases
2 ☑	Existing site conditions- Describe (1) existing topography, vegetation, drainageways, drainage outlets, subsurface drain tile, buildings, roads and utilities, (2) soil erosion, flooding, stream scour, etc. and (3) sensitive receptors, including wetlands, ponds, groundwater, drainage outlets and Best Management Practices
3 ☑	Adjacent areas- A description of neighboring, adjacent potentially sensitive receptors such as streams, lakes, wetlands, ponds, residential areas, roads, etc. which might be affected by the land disturbance.
4 ☑	Critical areas- A description of areas on the site which have potentially serious problems such as steep or long slopes, channels, intermittent streams, highly erodible soils and side hill seeps.
7 ☑	Soil erosion and sediment control measures- (1) Describe Best Management Practices which will be used to control erosion and sedimentation on and off-site. Site. Control methods should, as a minimum, meet the standards in Section 4 of the Illinois Urban Manual. (2) Detail drawings- Include detail drawings from the Illinois Urban Manual. Any structural practices used that are not referenced to the Illinois Urban Manual or local handbooks should be explained and illustrated with detail drawings or reference to other sources included in the petition.
6 ☑	Stormwater Management- Describe (1) BMP(s) taken to minimize/reduce impacts both on site and off site during both construction of the project and after construction such as temporary & permanent sediment basins, stormwater detention/retention basins, channel armoring, treating/filtering site discharge, including construction staging for implemented measures. (2) Schematics and/or detailed plans that illustrate SWM facilities including high-water/100yr, normal, low flow, and pool elevations.
5 ☑	Soil suitability, dewatering, groundwater – Describe (1) foundation soil support adequacy, dewatering requirements (during and after construction) considering Soil Boring Report recommendations and groundwater levels encountered. (2) treatment of highly erodible soils, infiltration to and from wetlands, ponds, wet bottom detention basins on site dewatering, filtering of site discharge, dewatering of site depressions/staged sediment basins…

NORTH COOK COUNTY SOIL & WATER CONSERVATION DISTRICT

DATA MATERIALS REQUIRED BEFORE PROCESSING APPLICATION:

Submittal MUST Include one copy enclosed of the following:	
1 ☑	Completed Narrative (Please see Narrative Report on page 4)
2 ☑	Plat of Survey/Existing Conditions Topographic Survey
3 ☑	Soil Boring Report (Including Groundwater Table and Geo-technical Recommendations)
4 ☑	Concept or Development Plans
5 ☑	Preliminary Grading and Landscaping Plans
6 ☑	Drainage Plan/Drainage Concept with Stormwater Management Information
7 ☑	Soil Erosion and Sedimentation Control Plan
8 ☑	Inspection/Maintenance Information (Retention/Detention/Volume Control Facility)
9 ☑	Stormwater Pollution Prevention Plan
10 ☑	Tree Survey/ Tree Preservation Plan

Please check off all applicable permits required for the proposed development:	
☑	Illinois Environmental Protection Agency NPDES ILR-10 Permit:
☑	US Army Corps of Engineers Permit: (Letter of No Objection)
☐	Illinois Department of Natural Resources
☑	FEMA (Letter of Map Amendment, Letter of Map Change, Letter of Map Revision)

It is understood that this request allows a District representative the right to inspect the parcel or parcels described in the above application. It is also understood that all required data materials listed above must be submitted one week prior to monthly NCCSWCD Board meeting to be considered for review by NCCSWCD or a delay in review may occur.

PETITIONER'S SIGNATURE: _____ **DATE:** 07/28/2026

This review will be issued on a non-discriminatory basis without regard to race, color, religion, national origin, age, gender, handicap or marital status. The North Cook County Soil and Water Conservation District is a non-taxing nonprofit local government.

NORTH COOK COUNTY SOIL & WATER CONSERVATION DISTRICT

GUIDELINES FOR SUBMITTING A REQUEST FOR NATURAL RESOURCE INFORMATION

For the convenience of those who must comply with the Soil and Water Conservation District's Law, Section 22.02a enacted December 3, 1971, and effective July 1, 1972, we quote the amendment:

"Sec. 22.02a - The Soil and Water Conservation District shall make all-natural resource information available to the appropriate county agency or municipality in the promulgation of zoning ordinances or variances. Any person who petitions any municipality or county agency in the district for variation, amendment, or other relief from that municipality's or county's zoning ordinances or who proposes to subdivide vacant or agricultural lands there in shall furnish a copy of such petition or proposal to the Soil and Water Conservation District. The Soil and Water Conservation District shall not be given more than 30 days from the time of receipt of the petition or proposal to issue its written opinion concerning the petition or proposal and submit the same to the appropriate county agency or municipality for further action."

The purpose of this amendment is, of course, to assure that land developers take into full consideration the limitations of the land they wish to develop—including the limitations of its soil for septic system, for foundations, for roads, and for other uses; also that such limitations as flooding hazard, land slope, and shallow water table be carefully considered and dealt with. Such other land characteristics as existing ecological value (i.e. wetlands) should also be considered before development plans are drawn. Another important purpose of this amendment is to make certain that all of these characteristics of any given piece of land are also known to the governmental units that will be called on to approve or disapprove development plans.

In order to facilitate compliance with the law by land developers and others, the North Cook County Soil and Water Conservation District has formulated the following set of guidelines and standardized set of fees (as provided for in Section 22.09 of this Law). The fee schedule is stated on the front of the Application Form provided.

1. **ONE-ACRE LIMITATION**
   It shall be the policy of the District Board that until notice is given to the contrary, no parcel of land one (1) acre or less in area (43,560 sq. ft. or less) need be submitted for evaluation, except, however, that if a municipality or county authority requires of a petitioner that they file an application with the District, and so notifies the District in writing, verbally or electronic transmission, that the District shall automatically cancel its exception and shall require that such party file application. If a municipality or county authority, itself, requests resource information on one acre or smaller parcels, by letter or verbally, the district shall make such information available to them without charge.

2. **30-DAY TIME LIMIT**
   The 30-day time limit specified in Section 22.02a shall start from the date of receipt by the Soil and Water Conservation District of all materials required of the petitioner, including check or money order. The District Board shall be the sole judge of the completeness of an application. It is the intention of the District, however, to expedite all applications, and it is hoped that the full 30 days will not be required.

NORTH COOK COUNTY SOIL & WATER CONSERVATION DISTRICT

3. **RESPONSE FROM THE DISTRICT**
Resource opinions will be rendered to the governmental unit as well as to the petitioner. The distribution of NRI's is subject to the Freedom of Information Act.

4. **RESOURCE INFORMATION REQUEST FORMS**
The District office will provide Natural Resource Information Request forms to the county and to each municipality located wholly or partly within the District. Only one copy of such form needs to be filed with the District by the petitioner. Governmental units and developers may obtain additional forms by requesting them from the District.

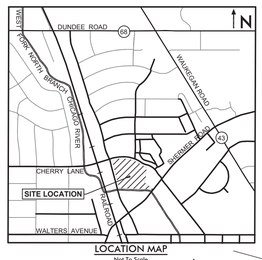
NRI applications can be downloaded from the District website; northcookswcd.org.

5. **RECEIPT OF APPLICATION BY DISTRICT**
Upon receipt of an application by the District, the petitioner will receive a receipt showing that the application has been received and that the proper fee has been paid. If the application is found to be incomplete, after receipt has been issued, notice to such effect will be given by mail or by telephone or both, to petitioner so that missing information can be provided. In such cases, the 30-day time limit for providing Natural Resource Information by the District shall not commence until required missing information is received by the District.

6. **REFUND OF FEES**
After receipt of application, if the District determines that a full report is not necessary, fees shall be refunded. Refunds are given following Natural Resource Information policies, which have been approved by the District Board, and the amount of refund shall be explained in a letter accompanying the refund.

7. **NOTIFICATION OF COUNTY OR MUNICIPALITY**
Upon receipt of application, the District shall send notification to the County or municipal authority concerned. This notice will state that the application has been made and that comment will be made by a certain date, or that not resource data is available for this parcel of land and that the District Board will not be commenting.

8. **STARTING DATE**
Only those applications to a municipality or county authority which were filed after July 1, 1972, come under the provisions of this law.



LOCATION MAP
Not To Scale

P.I.N. 04-10-300-041
04-10-300-042

ALTA / NSPS LAND TITLE SURVEY

SHEET 1 OF 1

SCALE: 1" = 30'

LEGAL DESCRIPTION
LOTS 1 AND 2 IN NORTHBROOK COMMERCIAL TRUST SUBDIVISION, BEING A SUBDIVISION OF PART OF LOT 41 IN WALTER'S RESUBDIVISION OF PART OF THE NORTHEAST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 9, TOWNSHIP 42 NORTH, RANGE 12 EAST OF THE THIRD PRINCIPAL MERIDIAN, AND PART OF THE NORTHWEST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 10, TOWNSHIP 42 NORTH, RANGE 12 EAST OF THE THIRD PRINCIPAL MERIDIAN, ALSO PART OF THE NORTHEAST 1/4 OF SECTION 9, AFORESAID AND PART OF THE NORTHWEST 1/4 AND SOUTHWEST 1/4 OF SECTION 10 AFORESAID, ACCORDING TO THE PLAT OF SAID NORTHBROOK COMMERCIAL TRUST SUBDIVISION REGISTERED IN THE OFFICE OF THE REGISTRAR OF TITLES OF COOK COUNTY, ILLINOIS ON MAY 7,1958 AS DOCUMENT 1794684 AND RECORDED AS DOCUMENT 17199813, IN COOK COUNTY ILLINOIS.

Surveyor's notes:

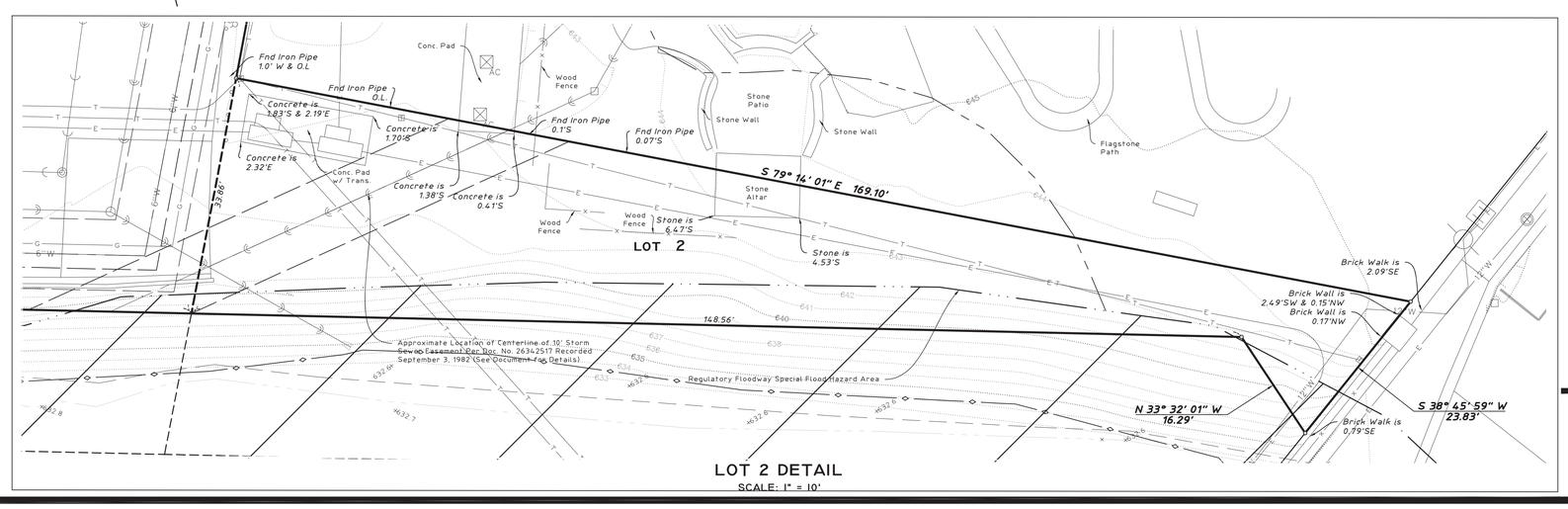
1. The basis of bearing shown hereon is based on NAD 83(2011) Illinois East Zone 1201 State Plane Coordinates as referenced from TOPCON TOPNET RTK Network.
2. The Vertical Datum referenced hereon is based on NAVD 88 (Geoid 12a) as referenced from TOPCON TOPNET RTK Network.
3. Utility information shown hereon is based upon field measurements, available records. Information from field data is limited to that which is visible and can be measured. This survey does not exclude the possibility of the existence of other underground utilities and or structures. Record information is based upon data collected from both public and private sources. The completeness and/or accuracy of these records cannot be guaranteed, except for those items that can be verified by field measurement. Prior to any excavation contact J.U.L.I.E. (1-800-892-0123) for utility markings. J.U.L.I.E. Design Stage Ticket No: X251111649 was ordered for this project. Possible Utilities:
   a. ComEd – Map has been provided and depicted on the survey.
   b. NICOR – Map has been provided and depicted on the survey.
   c. Village of Northbrook – Reported clear.
   d. AT&T Distribution – Map has been provided and depicted on the survey.
   e. Rogers Communications – Reported Clear.
   f. Comcast – No map provided.
   g. Gabes Construction – Reported Clear.
   h. MCI/Verizon – Reported Clear.
   i. TDS Metrocom – Reported Clear.
4. Per FEMA FIRM Panel 17031C0089J with an Effective Date of 08/19/2008, the following Special Flood Hazard Areas and Other Areas of Flood Hazard are present on and adjacent to Lot 1 and Lot 2:
   -"Zone X"
   -"Regulatory Floodway Special Flood Hazard Area
   -"Zone AE" with BFE or Depth Special Flood Hazard Area
   -"Zone X (Other Areas of Flood Hazard noted as 0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage area of less than one square mile)"
5. Due to heavy snow coverage at the subject property while conducting the field work. Improvements and features that are obscured by snow may not be shown on this survey.
6. In the preparation of this survey, reference was made to Chicago Title Insurance Company Commitment for Title Insurance Order No. IL-359208-ANC with a Commitment Date of November 6, 2025 (rev:1.15.2026).

With respect to **Schedule B** of said commitment:

Exception 11 – Terms and conditions of Grant of Easement – Doc. No. 17580224 – Plotted and shown hereon.
Exception 12 – Terms and Conditions of Northern Illinois Gas Company – Doc No. 17659705 – Plotted and shown hereon. Document also notes that this easement is common with other recorded easements, Sewer & Water Lines, Electric & Telephone.
Exception 13 – Matters and /or recitals – Doc. No. 1794684 - The land described is within the subject property, however there are no other items to plot.
Exception 14 – Matters and/or recitals – Doc. No. 17199813 - The land described is within the subject property, however there are no other items to plot.
Exception 15 – Terms and Conditions of Grant of Easement – Doc. No. 25879634 – The land described within is not the subject property.
Exception 16 – Terms and Conditions of Easement for Storm Sewer Outfall – Doc. No. 26342517 - The subject property is the land described therein, approximate location shown hereon.
Exception 17 – Terms and Conditions of Ordinance No. 98-39 – Doc. No. 98894391 – The subject property is the land described therein, however there are no other items to plot.
Exception 18 – Terms and Conditions of Memorandum of Lease – Doc No. 0508244078 – The subject property is the land described therein, however there are no other items to plot.
Exception 19 – Terms and Conditions of Memorandum of Lease – Doc. No. 0514027114 – The subject property is the land described therein, however there are no other items to plot.
Exception 20 – Terms and Conditions of Ordinance No. 06-54 – Doc No. 0700931095 – The subject property is the land described therein, however there are no other items to plot.
Exception 21 – Terms and Conditions of Ordinance No. 10-8 – Doc No. 1005329051 – The subject property is the land described therein, however there are no other items to plot.
Exception 22 – Terms and Conditions of Non-Exclusive Storm Sewer and Drainage Easement Agreement – Doc No. 1426018069 – Shown and plotted hereon.
Exception 23 – The perpetual right, privilege and authority to construct repair, renew, operate, and maintain improvement for the construction of a connected system of sanitary sewers with manholes, T. Branches, concrete head wall, as condemned by the village of Northbrook – Case 387937 - Document not provided.
Exception 24 – The perpetual right, privilege, and authority to construct, repair, renew, operate, and maintain improvement for the changing, straightening, widening and deepening of the channel of the North Branch of the Chicago River as condemned by the Village of Northbrook – Case 387937 – Document not provided.

LEGEND

- Manhole
- Catch Basin
- Inlet
- Flared End Section
- Area Drain
- Clean Out
- Storm Sewer
- Sanitary Sewer
- Water Main
- Fire Hydrant
- Valve Vault
- Valve Box
- B-Box
- Monitoring Well
- Light Pole
- Hand Hole
- Fence
- Guardrail
- Pipe Bollard
- Sign
- Gas Valve
- Gas Meter
- Gas Line
- Electric Line
- Overhead Utility Line
- Electrical Pedestal
- Electric Manhole
- Electric Meter
- Guy Wire
- Utility Pole
- Telephone Pedestal
- Telephone Manhole
- Telephone Line
- Cable TV Pedestal
- Handicapped Parking Stall
- Number of Parking Stalls
- Curb & Gutter
- Depressed Curb
- Retaining Wall
- Contour Line
- Zone X (as noted)
- High Water Level
- Flood Way
- On Line
- Wetland (OHWM from V3)



State of Illinois)
) SS:
County of Cook)

To: Pulte Home Company, LLC, a Michigan limited liability company;
and
Chicago Title Insurance Company, LLC, its successors and or assigns..

This is to 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 2, 3, 4, 5, 7a, 8, 9 and 11a of Table A thereof. The fieldwork was completed on January 16, 2026.

This professional service conforms to the current Illinois minimum standards for a boundary survey.

Schaumburg, Illinois July 28, 2026

By: _____
Illinois Professional Land Surveyor No. 3760

LEENDERT KLEINJAN 035-3760 SCHAUMBURG, ILLINOIS PROFESSIONAL LAND SURVEYOR STATE OF ILLINOIS

EXPIRES 11-30-26

PARKING SUMMARY

REGULAR SPACES	392
ACCESSIBLE SPACES	9
PARALLEL SPACES	10
TOTAL	**411**

AREA SUMMARY

LOT 1	302,399 S.F.	6.94212 AC.
LOT 2	3,459 S.F.	0.07941 AC.
TOTAL	**305,858 S.F.**	**7.02153 AC.**

Originally Prepared: 01/16/2026 **Project No. 25-089**

No.	Date	Revision
1	2026-07-28	Update Parking Count

HAEGER ENGINEERING
consulting engineers • land surveyors
100 East State Parkway, Schaumburg, IL 60173
Tel: 847.394.6600 Fax: 847.394.6608
Illinois Professional Design Firm License No. 184-003152
www.haegerengineering.com

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Plot Date: Jul 28, 2026 - 7:43am Plotted By: joe-h Layout: 25089_36x36-ALTA
File Name: P:\2025\25089\Drawings\Final Survey\25089 ALTA w Topography.dwg

TESTING SERVICE CORPORATION

Corporate Office
360 S. Main Place, Carol Stream, IL 60188-2404
630.462.2600 • Fax 630.653.2988

Local Offices:
457 E. Gundersen Drive, Carol Stream, IL 60188-2492
630.462.2600 • Fax 630.653.2988

650 N. Peace Road, Suite D, DeKalb, IL 60115-8401
815.748.2100 • Fax 815.748.2110

1350 TriState Parkway, Unit 122, Gurnee, IL 60031-9135
847.249.6040 • Fax 844.767.4721

2235 23RD Avenue, Rockford, IL 61104-7334
815.394.2562 • Fax 815.394.2566

203 Earl Road, Suite A, Shorewood, IL 60404-9446
815.744.1510 • Fax 815.744.1728

Geotechnical & Environmental Engineering

Construction Materials Engineering & Testing

Laboratory Testing of Soils, Concrete & Asphalt

Geo-Environmental Drilling & Sampling

January 14, 2026
L-100,077

Report of Soil Explorations

Northbrook Meadows
5-Story Condominium Buildings
1941 Cherry Lane
Northbrook, Illinois

Prepared For:

Pulte Home Company, LLC
1900 E. Golf Road, Suite 300
Schaumburg, IL 60173

GEOTECHNICAL GROUP

January 14, 2026
L-100,077

REPORT OF SOILS EXPLORATION
NORTHBROOK MEADOWS
5-STORY CONDOMINIUM BUILDINGS
1941 CHERRY LANE
NORTHBROOK, ILLINOIS

PREPARED FOR:
PULTE HOME COMPANY, LLC
1900 E. GOLF ROAD, SUITE 300
SCHAUMBURG, IL 60173

PREPARED BY:
TESTING SERVICE CORPORATION
457 EAST GUNDERSEN DRIVE
CAROL STREAM, ILLINOIS 60188
(630) 462-2600

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II. APPENDIX

January 14, 2026
L-100,077

REPORT OF SOILS EXPLORATION
NORTHBROOK MEADOWS
5-STORY CONDOMINIUM BUILDINGS
1941 CHERRY LANE
NORTHBROOK, ILLINOIS

1.0 INTRODUCTION

This report presents results of a soils exploration performed for Northbrook Meadows consisting of a condominium development in Northbrook, Illinois. These geotechnical engineering services are being provided in accordance with TSC Proposal No. 76,786 dated November 17, 2025 and the attached General Conditions, incorporated here and by reference. A Soils Opinion Letter and Soil Boring Evaluation Form are also being prepared in connection with this project.

The project site encompasses approximately 7 acres located 1941 Cherry Lane. It currently comprises the Meadow Shopping Plaza which borders Meadow Road on the west side and extends almost up to Shermer Road to the southeast. Existing retail buildings form a continuous U-shaped structure on the southern portion of the property (being open on the north side).

It is assumed that the existing retail buildings primarily (or entirely) consist of 1-story slab-on-grade structures. Asphalt parking lots are located on the north side of them with delivery driveways wrapping around the rear west, south and east sides. The property is otherwise relatively flat with ground surface elevations at the boring locations being in the range of 643 to 646.

Three (3) 5-story condominium buildings are planned as part of the site redevelopment (i.e. after demolition of the existing retail plaza). They are to consist of 4 + 1 podium-type structures with parking on the ground floor (or in a partial lower level). While column loads will depend on the structural system as well as bay spacing to be employed and were not available at the time this report was prepared, they are expected to be in the range 200 to 600 kips (DL + LL).

Two (2) commercial outlots are to be located across the north end of the site, with associated buildings likely consisting of 1-story slab-on-grade structures. Stormwater management facilities are to consist of a small detention basin in the northwest corner and a larger one in the middle portion of the site. While no grading information was available at the time of this report, only minor cuts and fills are anticipated as part of mass-grading for the site redevelopment.

2.0 FIELD INVESTIGATION AND LABORATORY TESTING

A total of twenty-four (24) soil borings were performed as part of this investigation. Reference is made to the Boring Location Plans included in the Appendix for the drilling layout, being plotted on the proposed site plan as well as a recent aerial photograph of the property. Ground surface elevations at the borings are also indicated, being acquired using a Trimble R12 GNSS receiver and rounded to nearest 0.5 foot.

Borings 1 - 6, 7 - 12 and 13 - 18 were drilled for each of the proposed condominium buildings, starting on the western portion of the site and wrapping around the southern end and southeast corner, respectively. They were extended 30 to 40 feet below existing grade, in many cases having to be offset from under the existing retail buildings (i.e. moved to the driveway in front of them). Borings 19 - 22 for the commercial outlots as well as 23 and 24 in detention areas were made 15 and 25 feet deep, respectively.

The borings were drilled and samples tested in accordance with currently recommended American Society for Testing and Materials specifications. Soil sampling was performed at 2½-foot intervals to a depth of at least 15 feet and at no greater than 5-foot intervals thereafter. These samples were taken in conjunction with the Standard Penetration Test (SPT), for which driving resistance to a 2" split-spoon sampler (N value in blows per foot) provides an indication of the relative density of granular materials and consistency of cohesive soils. Water level readings were taken during and following completion of drilling operations, with the boreholes then immediately backfilled and patched at the surface.

Soil samples were examined in the laboratory to verify field descriptions and to classify them in accordance with the Unified Soil Classification System (USCS). Laboratory testing included moisture content determinations for all cohesive and intermediate (silt or loamy) soil types. An estimate of unconfined compressive strength was obtained for all cohesive soil types using a calibrated pocket penetrometer (Qp), with actual measurements of unconfined strength (Qu) performed on representative samples of inorganic native clays. Dry unit weight test was also run on specimens of clay fill.

Reference is made to the boring logs in the Appendix which indicate subsurface stratigraphy and soil descriptions, results of field and laboratory tests, as well as water level observations. Definitions of descriptive terminology are also included. While strata changes are shown as a definite line on the boring logs, the actual transition between soil layers is likely to be more gradual. Fluctuations in the water level observations may also occur due to variations in precipitation (short-term and seasonal) as well as rises or drops in nearby creek, pond or other surface water features, i.e. water levels at a future date may be higher or lower than those recorded at the time of drilling.

3.0 DISCUSSION OF TEST DATA

The borings were all drilled on existing asphalt pavements associated with parking lots and driveways located around the existing shopping plaza. They typically encountered 4 to 6 inches bituminous concrete overlying 5 to 10 inches sand and gravel base course. The asphalt pavement was only 2 inches thick at B-10, with sand or crushed stone materials also found underlying it at a few locations. The pavement thicknesses were estimated from the side of the auger boreholes and should be considered approximate; pavement cores may be taken if more accurate measurements or descriptions of the paving materials (including possible fabric interlayers) are required.

Primarily silty clay and sandy clay fill materials with occasional silty/clayey sand layers extended 3 to 8 feet below existing grade at the majority of the boring locations. Exceptions included Borings 3 and 16 where the upper clay fill was underlain by crushed stone materials which extended approximately 13 feet in depth, with clayey sand and gravel fill also up to 13 feet deep at B-18. Little or no fill appeared to be present at Borings 10 and 20 - 24 (6 total), with these concentrated across the northern end of the site.

Samples of the primarily cohesive fill were variable in consistency, having water contents and dry unit weights ranging from 12 to 25 percent and 96 to 122 pounds per cubic foot (pcf), respectively. Pocket

penetrometer readings on the fill (i.e. estimates of unconfined compressive strength) were also variable and normally in the range of 1.0 to 4.0 tons per square foot (tsf). The intermediate and granular fill (including deeper crushed stone materials) often exhibited relatively low SPT N-values of between 2 and 6 blows per foot (bpf).

Buried topsoil was found underlying existing fill at B-7 and the pavement section at Borings 21 and 24. It occurred as approximate 2-foot thick layers and may at least partially consist of fill. Samples of the clayey topsoil at Borings 7 and 21 exhibited relatively high moisture contents exceeding 30 percent.

Medium stiff to very stiff native silty clay soils of apparent medium to high plasticity were found underlying existing fill or the pavement section at over one-half of the boring locations. These CL/CH materials (Unified classification) extended 5 to 13 feet below existing grade in most cases, being deepest in and around the southwest corner of the site. They had unconfined compressive strengths typically ranging from 0.75 to 3.0 tsf at relatively high moisture contents of 24 to 32 percent. Relatively loose sand and silty/clayey sand layers were also encountered in the upper 10 feet of Borings 1, 2 and 21, having N-values on the order of 5 bpf.

Stiff to hard silty clay soils of medium plasticity otherwise predominated and extended to the bottom of the majority of the borings. These deeper cohesive materials exhibited unconfined strengths which were usually in the range of 1.0 to 6.0 tsf (occasionally both higher and lower). In many cases higher strength clay soils were found overlying weaker ones which extended to the bottom of the borings at 30 to 40 feet in depth. Water contents for both were normally in the range of 18 to 24 percent.

Medium dense to dense silt, sand and gravel deposits occurred as interbedded layers in one-half of the deeper borings. In these cases they were also often present at the boring termination depths. These intermediate and granular soil types exhibited SPT N-values which were typically in the range of 10 to 30 bpf.

One-half of the borings were “dry” both during and following completion of drilling operations. Free water was initially encountered at 8 to 28 feet below existing grade in the remainder, with water levels in the boreholes at the end of drilling typically remaining about the same or dropping by up to 5 feet.

4.0 ANALYSIS AND RECOMMENDATIONS

4.1 Condominium Building Foundations

Three (3) 5-story condominium buildings are planned as part of the site redevelopment (i.e. after demolition of the existing retail plaza). They are to consist of 4 + 1 podium-type structures with parking on the ground floor (or in a partial lower level). While column loads will depend on the structural system as well as bay spacing to be employed and were not available at the time this report was prepared, they are expected to be in the range 200 to 600 kips (DL + LL).

Existing fill materials extended 5 to 13 feet below existing grade at the majority of the borings drilled for the proposed condominium buildings. Primarily silty/sandy clay fill samples often exhibited relatively high water contents exceeding 20 percent and/or low dry unit weights or pocket penetrometer readings of under 110 pcf and 2.5 tsf, respectively. Intermediate and granular fill (including deeper crushed stone materials) often had relatively low SPT N-values of between 2 and 6 bpf. On this basis the existing fill is unsuitable for foundation support of both condominium as well as outlot buildings.

Relatively low strength and/or very moist native silty clay soils were found underlying the existing fill in over one-half of the borings drilled for the condominium buildings. They are also considered to be unsuitable for foundation support in connection with the associated 4 + 1 podium-type structures. Where encountered the lower strength native silty clays extended 5 to 13 feet below existing grade as well.

Borings 1 - 6, 7 - 12 and 13 - 18 were drilled for each of the condominium buildings starting on the western portion of the site and wrapping around the southern end and southeast corner, respectively. Summarized in the following table is the shallowest depth/elevation at which in-situ native soils are considered capable (or marginally capable) of supporting a net allowable bearing pressure of 3000 pounds per square foot (psf) at them. Ground surface elevations are also shown, along with the depth of the pavement section, existing fill and/or clayey topsoil materials. One added note relates to the presence of marginal foundation support in connection with the 3000 psf bearing value (M).

Boring No.	Ground Surface Elevation*	Pavement Section (P), Existing Fill (F) and Clayey Topsoil (T) Depth (Feet)	3000 PSF Native Bearing	
			Depth (Feet)*	Elevation*
West Condo Building (#3)				
1	643.0	3.0 PF	3.0	640.0
2	643.5	3.0 PF	5.5	638.0
3	645.0	13.0 PF	13.0 M	632.0
4	645.5	3.0 PF	8.0	637.5
5	644.5	7.0 PF	7.0	637.5
6	645.5	8.0 PF	8.0	637.5
South Condo Building (#2)				
7	644.5	5.5 PFT	13.0	631.5
8	644.0	5.5 PF	13.0	631.0
9	645.0	8.0 PF	8.0	637.0
10	643.0	1.0 P	8.0	635.0
11	645.0	5.5 PF	13.0	632.0
12	643.5	3.0 PF	8.0	635.5
Southeast Condo Building (#1)				
13	645.0	5.5 PF	5.5	639.5
14	643.5	3.0 PF	5.5	638.0
15	643.0	3.0 PF	8.0	635.0
16	644.5	13.0 PF	13.0	631.5
17	645.5	3.0 PF	5.5	640.0
18	646.5	13.0 PF	13.0 M	633.5

* Ground surface elevations and the depth/elevation of 3000 psf native bearing soils have been rounded to the nearest 0.5 foot.

M Marginal foundation support in connection with the 3000 psf bearing value.

Unsuitable soil types for foundation support extended 7 to 13 feet below existing grade at two-thirds of the borings drilled for the condominium buildings, i.e. at least 3 of 6 for each of the mid-rise structures. As a

related matter, underlying native soils are only considered suitable for around 3000 psf bearing in about one-half of the referenced borings. The 3000 psf bearing value is considered to be relatively low for a 4 + 1 podium-type condominium.

Taking all of this into account, it is our opinion that deep foundations consisting of piles or drilled piers (caissons) would be required for the support of the condominium buildings. In this regard, medium strength silty clay soils considered suitable for around 3000 psf bearing extended to at and over 30 feet in depth in many of the deeper borings. At least a portion of those drilled for each of the condominium buildings would have to be extended in depth in order to provide specific recommendations for either pile or caisson design and construction.

It is assumed that consideration is to also likely be given to employing aggregate piers or rigid inclusions as ground improvement under footing foundations for the condominium buildings. It should be noted that both are specialty geotechnical design-build systems that would be designed by the installer. In this regard, that firm would have to confirm the soil bearing capacity for final design as well as associated settlements (to ideally be limited to around 1" or less). Both the aggregate piers or rigid inclusions would likely have to extend through the existing fill and buried topsoil as well as underlying relatively low strength and very moist native silty clay soils.

For footing foundations utilized in connection with a ground improvement system, it is generally recommended that all continuous wall or trench footings be made at least 24 inches wide and isolated foundations at least 3.0 feet square. For frost considerations, all exterior footings should be constructed at least 3.5 feet below outside finished grade and 4.0 feet for foundations outside of heated building limits. Interior footings may be constructed at higher elevations as long as they are protected against frost heave in the event of winter construction. It is also generally recommended that the foundation walls (or trench footings) be reinforced with a minimum two #5 rebars top and bottom (to increase their rigidity).

4.2 Outlot Building Foundations

Two (2) commercial outlots are to be located across the north end of the site and border Cherry Lane. Associated buildings will most likely consist of 1-story slab-on-grade structures, i.e. to be much lighter than the podium-type condominiums. The bearing table which follows contains Borings 19 - 22 which were drilled on the outlots.

Boring No.	Ground Surface Elevation*	Pavement Section (P), Existing Fill (F) and Clayey Topsoil (T) Depth (Feet)	3000 PSF Native Bearing	
			Depth (Feet)*	Elevation*
19	644.5	3.0 PF	3.0 M	641.5
20	645.5	1.0 P	1.0 M	644.0
Northeast Outlot				
21	645.0	3.0 PT	3.0 M	642.0
22	646.0	0.8 P	1.0	645.0

* Ground surface elevations and the depth/elevation of 3000 psf native bearing soils have been rounded to the nearest 0.5 foot.

M Marginal foundation support in connection with the 3000 psf bearing value.

Stiff to very stiff native clay soils were found underlying the pavement section, existing fill and/or buried topsoil at Borings 19 - 22, being present at about 1.0 to 3.0 feet below existing grade. In connection with 1-story slab-on-grade commercial buildings, they are considered suitable (or marginally suitable) for the support of 3000 psf bearing. The marginal bearing native clays had unconfined compressive strengths on the order of 1.5 tsf and/or water contents exceeding about 24 percent.

Footings may also be constructed on engineered fill which is placed as part of mass-grading for the building pads. This assumes that the pavement section, existing fill and clayey topsoil materials are first stripped and new fill placed and compacted to a 95 percent criterion. Footings constructed on the engineered fill may also be sized for 3000 psf bearing.

If existing fill materials are left in-place under proposed outlot building footprints, foundation excavations will have to be extended through them with undercuts anticipated. Where marginal bearing native soils are exposed at footing grade, undercuts of between 1 and 2 feet are to generally be required based on field observations. The foundation overexcavations are then typically backfilled and footings constructed at design elevations in accordance with the following recommended procedures.

The base of all foundation overexcavations should exceed footing dimensions by at least 12 inches along each side, 6 inches for every foot of overdig where the undercut exceeds 2.0 feet in depth. Replacement materials should consist of crushed stone, crushed gravel or recycled concrete between 1/4 to 3 inches

in size and containing no fines; IDOT gradations CA-1 and CA-7 meet these criteria. This "structural" fill should be spread in 12-inch layers loose thickness, each lift to be densified using vibratory compaction equipment or by tamping with a backhoe bucket. Footings constructed on the coarse aggregate backfill may also be proportioned for 3000 psf bearing.

In order to preclude disproportionately small footing sizes, it is recommended that all continuous wall footings be made at least 24 inches wide, trench footings at least 12 inches wide and isolated foundations at least 3.0 feet square, regardless of calculated dimensions. For frost considerations, all exterior footings should be constructed at least 3.5 feet below outside finished grade and 4.0 feet for foundations located outside of heated building limits. Interior footings may be constructed at higher elevations as long as they are protected against frost heave in the event of winter construction. It is also recommended that foundation walls and trench footings be reinforced with a minimum of two #5 rebars top and bottom (or equivalent for grade beams).

The 3000 psf bearing value may be increased by up to 33 percent for intermittent loads such as wind and seismic loading. The 33% increase may also be applied to the toe pressure of eccentrically loaded footings as long as the average bearing pressure does not exceed 3000 psf. The above recommendations should otherwise result in total settlements related to foundation loading not exceeding 1.0 inch, for which differential settlement of less than 0.7 inches would be anticipated.

In accordance with the International Building Code (IBC), the Site Class for seismic design is to be based on average soil properties in the top 100 feet. Site Class D is to be used unless site specific soils information is available, which applies in the present case. To determine whether Site Class C can be used, we would recommend measuring soil shear wave velocity using the Refraction Microtremor (ReMi) method.

4.3 Mass-Grading + Demolition Issues

The existing 1-story retail buildings will have to be demolished as part of the proposed site redevelopment. Building demolition must be taken into account in both foundation and site grading plans. In this regard, existing concrete floor slabs and foundations as well as asphalt/concrete pavements are typically removed as part of demolition. This will promote subsurface drainage and minimize obstructions in future foundation and utility excavations.

The concrete demolition debris can typically be crushed/processed to create select granular backfill materials. These are typically comprised of IDOT gradations CA-1 (commonly referred to 3" rock) and/or CA-6 (well-graded sand and gravel with fines). Bituminous concrete pavements can be ground down to useable sizes which are typically 1½ inch minus (with occasional larger pieces possible).

Existing utility lines located under the proposed building areas should ideally be removed, to be required at wall and column footing locations. Granular backfill should be placed in the excavations that are left, to be compacted to 95 percent Modified Proctor density. Consideration may also be given to filling deeper pipes with flowable grout. However, the condition of backfill materials left in-place over these pipes would have to be further evaluated when the site is stripped, i.e. their suitability for floor slab and pavement support.

Onsite supervision should ideally be provided during building demolition. In this regard, the condition of existing fill and utility trench backfill will need to be further evaluated as different areas are exposed. The site design and geotechnical engineers should be consulted in regard to these matters, it not being likely that a soil technician can make final decisions in all cases. In any event, unexpected soil conditions are likely to be encountered when the site is opened up for observation.

Stripping operations should include the removal of all surficial topsoil and/or root zone materials as well as other decomposable plant matter in any landscaped areas. Buried topsoil found directly underlying the pavement section at Borings 21 and 24 should also be removed and replaced. Existing fill materials which were variable in consistency may also have to be removed and replaced/recompacted in some cases.

Undercuts as part of mass-grading (i.e. for the commercial outlots) will require that the building pads be enlarged to permit the horizontal distribution of exterior footing loads. It is recommended that the base of the undercut, or zone of stripping where only surficial topsoil or existing pavements are to be stripped, extend a minimum of 5 feet outside the outer edge of the new structure plus an additional 0.5 feet for every foot of fill to be placed.

Existing fill materials and native soils exposed after stripping in building pad and pavement areas should then be proof-rolled. This should be performed using a loaded dump truck or other approved piece of heavy rubber-tired construction equipment, in order to check for unsuitable soil types. All soft or unstable materials determined by proof-rolling should be reworked and recompacted or, if that does not improve subgrade stability, removed and replaced.

Marginal subgrade stability was revealed almost one-half of the boring locations. This is typically represented by uppermost fill and native silty clay soils having unconfined compressive strengths on the order of 2.0 tsf or less and/or water contents exceeding about 20 percent. These cohesive materials will likely need to be reduced in moisture content and recompacted in order to provide a stable base. Lime modification can achieve similar results and has the advantage of allowing work to proceed under adverse weather conditions. In any event, the need for subgrade reworking or additional undercutting should be evaluated on the basis of proof-rolling.

New fill should ideally consist of inorganic silty/sandy clays of low to medium plasticity or approved granular materials. It is recommended that compaction for the building pad and pavement areas be to a minimum of 95 and 90 percent of maximum dry density, respectively, as determined by the Modified Proctor test (ASTM D1557). The upper 2 feet of pavement subgrade is also often compacted to the 95 percent criterion, to create a more stable base for final proof-rolling as well as paving. The fill should be placed in approximate 9 inch lifts loose measure for cohesive soils and up to 12 inches for granular materials, each lift to be compacted to the specified density prior to the placement of additional fill.

Moisture control is important in the compaction of most soil types, and it is recommended that the water content of new fill be within 1 percentage point on the low side and 3 percentage points on the high side of optimum moisture as established by its laboratory compaction curve. If the soil is too dry it will have an apparent stability which may be lost if it later becomes saturated. If the soil is too wet the Contractor will not be able to achieve proper compaction.

In regard to the use of on-site borrow, uppermost existing fill and native silty clay soils were in some cases relatively moist, i.e. had water contents of between 20 to 26 percent. It is estimated their use as engineered fill will require that the in-situ moisture be reduced by 4 to 10 percentage points. This reduction in moisture content is typically achieved by spreading the material in a single lift and aerating with a continuous discing operation, for obvious reasons to work best in hot, dry and windy weather. Lime modification can also be used on them and has the advantage of allowing work to proceed in less than ideal weather conditions.

4.4 Ground Supported Floor Slabs

A Westergard's Modulus of Subgrade Reaction (k) of 150 pounds per cubic inch (pci) is recommended for concrete floor slab design. However, for sustained heavy loads the subgrade modulus should be reduced

to at least 100 pci and possibly lower depending on circumstances. Use of these values assumes that new fill and uppermost subgrade soils are compacted to 95 percent Modified Proctor density as part of building pad construction (and recompacted if necessary).

Floor slabs are typically provided with an aggregate base, for load distribution and as a leveling course and capillary break. Typical base course materials include IDOT gradations CA-6 (well-graded sand and gravel with fines) or CA-7 (¼" to ¾" chips). The CA-6 material should be compacted using vibratory equipment to 95 percent Modified Proctor density, the CA-7 until a dense and stable state is achieved. The CA-7 material is considered free-draining, providing a superior capillary break.

Use of a vapor barrier beneath the floor slab is not considered critical. However, a simple polyethylene membrane can generally be installed at a minimal cost. In any event, the specifications and recommendations of the floor covering manufacturer(s) will take precedence in these matters and should be strictly followed.

Concrete floors should be isolated from foundation elements, i.e. jointed around columns and foundation walls, to permit minor differential settlement to occur without causing undue cracking or other distress. They should also be provided with adequate reinforcement and jointing to minimize the effects of any slab movement and control minor cracking. In this regard, slab-on-grade construction and jointing should be in accordance with ACI 360-10 (Guide to Design of Slabs-on-Ground).

4.5 Pavement Design and Construction

Pavement subgrade preparation may be in general accordance with previous recommendations for mass-grading (in Section 4.3). Existing silty clay fill materials are expected to be exposed at existing or final subgrade in most cases. It is anticipated that these materials will in at least some areas have to be reduced in moisture content and recompacted prior to paving; compaction to at least 90 percent Modified Proctor density is recommended.

However, the upper 2 feet of pavement subgrade should in all cases be compacted to 95 percent Modified Proctor density to aid in final proof-rolling. If paving construction is performed when drying of surficial soils cannot be accomplished, lime modification or removal of unstable subgrade and replacement with drier cohesive fill or 1 to 2 feet of granular materials may be required.

It is recommended that a nominal California Bearing Ratio (CBR) value of 2.5 be used in the design of pavements. This reflects the low to medium plasticity cohesive subgrade soils which are prevalent in the upper subgrade. Use of an CBR of 2.5 assumes that any soft or unstable areas will be remediated, i.e. the subgrade stabilized until able to pass a proof-roll.

Base course and subbase materials should otherwise conform to IDOT gradation CA-6 and be compacted to 95 percent Modified Proctor density or 100 percent of the Standard Proctor (ASTM D 698) maximum density value. Bituminous materials should be an approved IDOT Superpave minimum design, with N30 or N50 typical for light-duty parking lots and N50 or N70 for heavy-duty pavements. Standard Specifications for Road and Bridge Construction, Sections 406 and 1032 should also be referenced. They should be compacted to between 93 and 97 percent of their theoretical maximum density, as determined by the supplier.

4.6 Stormwater Management Facilities

Stormwater management facilities are to consist of a small detention basin in the northwest corner and a larger one in the middle portion of the site. No grading information was available at the time of this report, i.e. high and normal water levels (HWL and NWL) for them had not been set. However, only shallow cuts of around 5 feet or less are anticipated for the basin excavations and minor fills in connection with perimeter berms.

Borings 23 and 24 were specifically drilled for the small and larger detention basins, respectively. Except for buried topsoil found directly underlying the pavement section at B-24, very stiff to hard native silty clay soils predominated and extended to the bottom of them at 25 feet in depth. These cohesive materials are expected to be stable on the 4H:1V slopes typically used for man-made detention basins in this area. Although permeability tests were not performed on the silty clay soil types, we would estimate their coefficients of permeability to be in the range of 10^{-6} to 10^{-8} cm/sec (practically impervious).

At borings drilled in the vicinity of the proposed detention basins, primarily silty/sandy clay fill materials which were variable in consistency typically extended 3 to 8 feet below existing grade. Lower strength native soils were also found underlying the fill in a few cases. Any sloughing associated with the weaker fill and native soils is expected to be relatively minor as well as localized.

Silty/clayey sand layers (fill and native) were also encountered between 3 and 8 feet in depth in a couple of the nearby borings. These intermediate and granular materials will be highly erodible if left exposed on the basin side slopes, with localized sloughing to also likely occur when the water level rises and then drops after heavy rain storms. For these reasons it is recommended that they be removed from the side slopes of the basin excavations as well as at the bottom if a wet pond is planned. They should ideally be replaced with cohesive materials for a distance of at least 2.0 feet perpendicular to the cut, with "capping" to promote side slope stability as well as water retention.

Replacement materials as well as those used to construct berms around the perimeter of the detention basins should consist of clay soil types of medium to high plasticity, ideally containing less than 35 percent sand and gravel size particles. The majority of the cohesive deposits encountered by the borings meet these general requirements. The liner/embankment materials should be placed in approximate 10 inch lifts loose measure and compacted to at least 90 percent of maximum dry density as determined by the Modified Proctor test (ASTM D1557). At the time of placement and compaction the clay fill should also be on the wet side of optimum moisture content as determined by the laboratory compaction curve.

4.7 Groundwater Management

Serious groundwater problems are not anticipated at the site, due in large part to the predominately cohesive nature of subsurface soils. However, the accumulation of run-off water or seepage at the base of excavations may still expected to occur during foundation construction and site work, the latter to often be associated with trapped water in the fill (especially any granular layers which were sometimes present). The Contractor should therefore be prepared to implement dewatering procedures, as a minimum to include pumping from strategically placed sumps.

5.0 CLOSURE

It is recommended that full-time inspection be provided by Testing Service Corporation personnel during foundation construction, so that the soils at foundation levels can be observed and tested. In addition, adequacy of building materials, stripping and undercutting, fill placement and compaction as well as slab-on-grade and pavement construction should be monitored for compliance with the recommended procedures and specifications.

This report has been prepared without the benefit of any grading information, it is therefore recommended that Testing Service Corporation review related plans when available, to check the accuracy of this report as it may be affected, to verify the correct interpretation of recommendations contained herein and to modify the findings accordingly. Deeper borings will also be required if pile or caisson foundations are to be employed for the proposed condominium buildings.

The analysis and recommendations submitted in this report are based upon the data obtained from the twenty-four (24) soil borings performed at the locations indicated on the Boring Location Plan. This report does not reflect any variations which may occur between these borings, the nature and extent of which may not become evident until during the course of construction. If variations are then identified, recommendations contained in this report should be re-evaluated after performing on-site observations.

We are available to review this report with you at your convenience.

Michael V. Machalinski
Vice President
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MVM:SJP:dk

Enc:



Samuel J. Patrick, P.E.
Geotechnical Engineer

APPENDIX

GENERAL CONDITIONS

UNIFIED CLASSIFICATION CHART

LEGEND FOR BORING LOGS

BORING LOGS (24)

BORING LOCATION PLANS (2)

GENERAL CONDITIONS

Geotechnical and Construction Services

TESTING SERVICE CORPORATION

1. PARTIES AND SCOPE OF WORK: If Client is ordering the services on behalf of another, Client represents and warrants that Client is the duly authorized agent of said party for the purpose of ordering and directing said services, and in such case the term "Client" shall also include the principal for whom the services are being performed. Prices quoted and charged by TSC for its services are predicated on the conditions and the allocations of risks and obligations expressed in these General Conditions. Unless otherwise stated in writing, Client assumes sole responsibility for determining whether the quantity and the nature of the services ordered by Client are adequate and sufficient for Client's intended purpose. Unless otherwise expressly assumed in writing, TSC's services are provided exclusively for client. TSC shall have no duty or obligation other than those duties and obligations expressly set forth in this Agreement. TSC shall have no duty to any third party. Client shall communicate these General Conditions to each and every party to whom the Client transmits any report prepared by TSC. Ordering services from TSC shall constitute acceptance of TSC's proposal and these General Conditions.

2. SCHEDULING OF SERVICES: The services set forth in this Agreement will be accomplished in a timely and workmanlike manner. If TSC is required to delay any part of its services to accommodate the requests or requirements of Client, regulatory agencies, or third parties, or due to any cause beyond its reasonable control, Client agrees to pay such additional charges, if any, as may be applicable.

3. ACCESS TO SITE: TSC shall take reasonable measures and precautions to minimize damage to the site and any improvements located thereon as a result of its services or the use of its equipment; however, TSC has not included in its fee the cost of restoration of damage which may occur. If Client desires or requires TSC to restore the site to its former condition, TSC will, upon written request, perform such additional work as is necessary to do so and Client agrees to pay to TSC the cost thereof plus TSC's normal markup for overhead and profit.

4. CLIENT'S DUTY TO NOTIFY ENGINEER: Client represents and warrants that Client has advised TSC of any known or suspected hazardous materials, utility lines and underground structures at any site at which TSC is to perform services under this Agreement. Unless otherwise agreed in writing, TSC's responsibility with respect to underground utility locations is to contact the Illinois Joint Utility Locating Information for Excavators for the location of public, but not private, utilities.

5. DISCOVERY OF POLLUTANTS: TSC's services shall not include investigation for hazardous materials as defined by the Resource Conservation Recovery Act, 42 U.S.C.§ 6901, et, seq., as amended ("RCRA") or by any state or Federal statute or regulation. In the event that hazardous materials are discovered and identified by TSC, TSC's sole duty shall be to notify Client.

6. MONITORING: If this Agreement includes testing construction materials or observing any aspect of construction of improvements, Client's construction personnel will verify that the pad is properly located and sized to meet Client's projected building loads. Client shall cause all tests and inspections of the site, materials and work to be timely and properly performed in accordance with the plans, specifications, contract documents, and TSC's recommendations. No claims for loss, damage or injury shall be brought against TSC unless all tests and inspections have been so performed and unless TSC's recommendations have been followed.

TSC's services shall not include determining or implementing the means, methods, techniques or procedures of work done by the contractor(s) being monitored or whose work is being tested. TSC's services shall not include the authority to accept or reject work or to in any manner supervise the work of any contractor. TSC's services or failure to perform same shall not in any way operate or excuse any contractor from the performance of its work in accordance with its contract. "Contractor" as used herein shall include subcontractors, suppliers, architects, engineers and construction managers.

Information obtained from borings, observations and analyses of sample materials shall be reported in formats considered appropriate by TSC unless directed otherwise by Client. Such information is considered evidence, but any inference or conclusion based thereon is, necessarily, an opinion also based on engineering judgment and shall not be construed as a representation of fact. Subsurface conditions may not be uniform throughout an entire site and ground water levels may fluctuate due to climatic and other variations. Construction materials may vary from the samples taken. Unless otherwise agreed in writing, the procedures employed by TSC are not designed to detect intentional concealment or misrepresentation of facts by others.

7. DOCUMENTS AND SAMPLES: Client is granted an exclusive license to use findings and reports prepared and issued by TSC and any sub-consultants pursuant to this Agreement for the purpose set forth in TSC's proposal provided that TSC has received payment in full for its services. TSC and, if applicable, its sub-consultant, retain all copyright and ownership interests in the reports, boring logs, maps, field data, field notes, laboratory test data and similar documents, and the ownership and freedom to use all data generated by it for any purpose. Unless otherwise agreed in writing, test specimens or samples will be disposed immediately upon completion of the test. All drilling samples or specimens will be disposed sixty (60) days after submission of TSC's report.

8. TERMINATION: TSC's obligation to provide services may be terminated by either party upon (7) seven days prior written notice. In the event of termination of TSC's services, TSC shall be compensated by Client for all services performed up to and including the termination date, including reimbursable expenses. The terms and conditions of these General Conditions shall survive the termination of TSC's obligation to provide services.

9. PAYMENT: Client shall be invoiced periodically for services performed. Client agrees to pay each invoice within thirty (30) days of its receipt. Client further agrees to pay interest on all amounts invoiced and not paid or objected to in writing for valid cause within sixty (60) days at the rate of twelve (12%) per annum (or the maximum interest rate permitted by applicable law, whichever is the lesser) until paid and TSC's costs of collection of such accounts, including court costs and reasonable attorney's fees.

10. WARRANTY: TSC's professional services will be performed, its findings obtained and its reports prepared in accordance with these General Conditions and with generally accepted principles and practices. In performing its professional services, TSC will use that degree of care and skill ordinarily exercised under similar circumstances by members of its profession. In performing physical work in pursuit of its professional services, TSC will use that degree of care and skill ordinarily used under similar circumstances. This warranty is in lieu of all other warranties or representations, either express or implied. Statements made in TSC reports are opinions based upon engineering judgment and are not to be construed as representations of fact.

Should TSC or any of its employees be found to have been negligent in performing professional services or to have made and breached any express or implied warranty, representation or contract, Client, all parties claiming through Client and all parties claiming to have in any way relied upon TSC's services or work agree that the maximum aggregate amount of damages for which TSC, its officers, employees and agents shall be liable is limited to $50,000 or the total amount of the fee paid to TSC for its services performed with respect to the project, whichever amount is greater.

In the event Client is unwilling or unable to limit the damages for which TSC may be liable in accordance with the provisions set forth in the preceding paragraph, upon written request of Client received within five days of Client's acceptance of TSC's proposal together with payment of an additional fee in the amount of 5% of TSC's estimated cost for its services (to be adjusted to 5% of the amount actually billed by TSC for its services on the project at time of completion), the limit on damages shall be increased to $500,000 or the amount of TSC's fee, whichever is the greater. This charge is not to be construed as being a charge for insurance of any type, but is increased consideration for the exposure to an award of greater damages.

11. INDEMNITY: Subject to the provisions set forth herein, TSC and Client hereby agree to indemnify and hold harmless each other and their respective shareholders, directors, officers, partners, employees, agents, subsidiaries and division (and each of their heirs, successors, and assigns) from any and all claims, demands, liabilities, suits, causes of action, judgments, costs and expenses, including reasonable attorneys' fees, arising, or allegedly arising, from personal injury, including death, property damage, including loss of use thereof, due in any manner to the negligence of either of them or their agents or employees or independent contractors. In the event both TSC and Client are found to be negligent or at fault, then any liability shall be apportioned between them pursuant to their pro rata share of negligence or fault. TSC and Client further agree that their liability to any third party shall, to the extent permitted by law, be several and not joint. The liability of TSC under this provision shall not exceed the policy limits of insurance carried by TSC. Neither TSC nor Client shall be bound under this indemnity agreement to liability determined in a proceeding in which it did not participate represented by its own independent counsel. The indemnities provided hereunder shall not terminate upon the termination or expiration of this Agreement, but may be modified to the extent of any waiver of subrogation agreed to by TSC and paid for by Client.

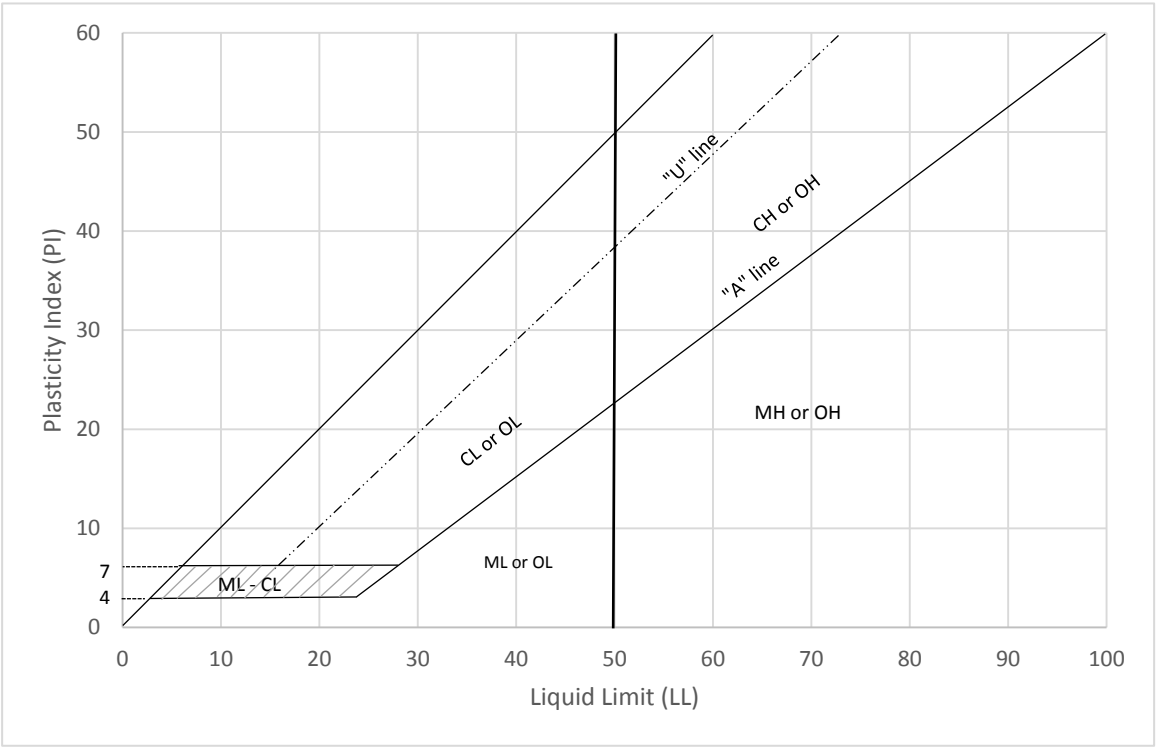
12. SUBPOENAS: TSC's employees shall not be retained as expert witnesses except by separate, written agreement. Client agrees to pay TSC pursuant to TSC's then current fee schedule for any TSC employee(s) subpoenaed by any party as an occurrence witness as a result of TSC's services.

13. OTHER AGREEMENTS: TSC shall not be bound by any provision or agreement (i) requiring or providing for arbitration of disputes or controversies arising out of this Agreement or its performance, (ii) wherein TSC waives any rights to a mechanics lien or surety bond claim; (iii) that conditions TSC's right to receive payment for its services upon payment to Client by any third party or (iv) that requires TSC to indemnify any party beyond its own negligence These General Conditions are notice, where required, that TSC shall file a lien whenever necessary to collect past due amounts. This Agreement contains the entire understanding between the parties. Unless expressly accepted by TSC in writing prior to delivery of TSC's services, Client shall not add any conditions or impose conditions which are in conflict with those contained herein, and no such additional or conflicting terms shall be binding upon TSC. The unenforceability or invalidity of any provision or provisions shall not render any other provision or provisions unenforceable or invalid. This Agreement shall be construed and enforced in accordance with the laws of the State of Illinois. In the event of a dispute arising out of or relating to the performance of this Agreement, the breach thereof or TSC's services, the parties agree to try in good faith to settle the dispute by mediation under the Construction Industry Mediation Rules of the American Arbitration Association as a condition precedent to filing any demand for arbitration, or any petition or complaint with any court. Paragraph headings are for convenience only and shall not be construed as limiting the meaning of the provisions contained in these General Conditions.

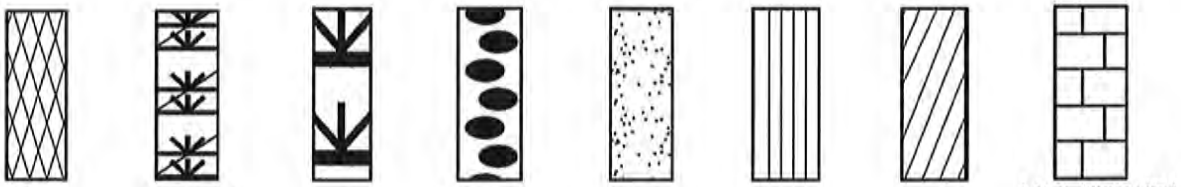
Testing Service Corporation
Unified Classification Chart

CRITERIA FOR ASSIGNING GROUP SYMBOLS AND GROUP NAMES USING LABORATORY TEST [a]				SOIL CLASSIFICATION	
				Group Symbol	GROUP NAME [b]
COARSE - GRAINED SOILS more than 50% retained on No. 200 sieve	GRAVELS More than 50% of coarse fraction retained on No. 4 sieve	CLEAN GRAVELS less than 5% fines [c]	$C_u \geq 4$ and $1 \leq C_C \leq 3$ [e]	GW	Well-graded gravel [f]
			$C_u < 4$ and/or $1 > C_C > 3$ [e]	GP	Poorly-graded gravel [f]
		GRAVELS WITH FINES more than 12% fines [c]	Fines classify as ML or MH	GM	Silty gravel [f, g, h]
			Fines classify as CL or CH	GC	Clayey gravel [f, g, h]
	SANDS 50% or more of coarse fraction passes No. 4 sieve	CLEAN SANDS less than 5% fines [d]	$C_u \geq 6$ and $1 \leq C_C \leq 3$ [e]	SW	Well-graded sand [l]
			$C_u < 6$ and/or $1 > C_C > 3$ [e]	SP	Poorly-graded sand [l]
		SANDS WITH FINES more than 12% fines [d]	Fines classify as ML or MH	SM	Silty sand [g, h, f]
			Fines classify as CL or CH	SC	Clayey sand [g, h, f]
FINE - GRAINED SOILS 50% or more passed the No. 200 sieve	SILTS & CLAYS Liquid limit less than 50%	Inorganic	PI > 7 or plots on or above "A" line j	CL	Lean clay [k, l, m]
			PI < 4 or plots below "A" line j	ML	Silt [k, l, m]
		Organic	$\frac{\text{Liquid limit – oven dried}}{\text{Liquid limit – not dried}} < 0.75$	OL	Organic clay [k, l, m, n] Organic silt [k, l, m, o]
	SILTS & CLAYS Liquid limit 50% or more	Inorganic	PI plots on or above "A" line	CH	Fat clay [k, l, m]
			PI plots below "A" line	MH	Elastic silt [k, l, m]
		Organic	$\frac{\text{Liquid limit – oven dried}}{\text{Liquid limit – not dried}} < 0.75$	OH	Organic clay [k, l, m, p] Organic silt [k, l, m, q]
Highly organic soils		Primarily organic matter, dark in color, and organic odor		PT	Peat

a. Based on the material passing the 3-inch (75-mm) sieve.
b. If field sample contained cobbles and/or boulders, add "with cobbles and/or boulders" to group name
c. Gravels with 5 to 12% fines required dual symbols
GW-GM well graded gravel with silt
GW-GC well graded gravel with clay
GP-GM poorly graded gravel with silt
GP-GC poorly graded gravel with clay
d. Sands with 5 to 12% fines require dual symbols
SW-SM well graded sand with silt
SW-SC well graded sand with clay
SP-SM poorly graded sand with silt
SP-SC poorly graded sand with clay
e. $C_u = D_{60}/D_{10}$ $C_C = \frac{(30)^2}{10 \quad 60}$
f. If soils contains ≥ 15% sand, add "with sand" to group name.
g. If fines classify as CL-ML, use dual symbol GC-GM, SC-SM
h. If fines are organic, add "with organic fines" to group name
i. If soils contains ≥ 15% gravel, add "with gravel" to group name
j. If Atterberg Limits plot in hatched area, soil is a CL – ML, silty clay
k. If soils contains 15 to 29% plus No. 200, add "with sand" or "with gravel" whichever is predominant
l. If soil contains ≥ 30% plus No. 200, predominantly sand, add "sandy" to group name.
m. If soils contains ≥ 30% plus No. 200, predominantly gravel, add "gravelly" to group name
n. PI ≥ 4 and plots on or above "A" line
o. PI ≥ 4 and plots below "A" line
p. PI plots on or above "A" line
q. PI plots below "A" line



LEGEND FOR BORING LOGS



SAMPLE TYPE

SS	=	Split-Spoon
ST	=	Thin-Walled Tube
A	=	Auger
MC	=	Macro-Core (Geoprobe)
RC	=	Rock Core

WATER LEVEL OBSERVATIONS

▼	While Drilling
▽	End of Boring
▼	24 Hours

FIELD AND LABORATORY TEST DATA

N	=	Standard Penetration Resistance in Blows per Foot (bpf)
WC	=	In-Situ Water Content (%)
Qu	=	Unconfined Compressive Strength in Tons per Square Foot (tsf)
Qp	=	Pocket Penetrometer Reading: Maximum Value = 4.5 tsf
γ_{dry}	=	Dry Unit Weight in Pounds per Cubic Foot (pcf)

SOIL DESCRIPTIONS:

MATERIAL	PARTICLE SIZE RANGE
BOULDER	Over 12 inches
COBBLE	12 inches to 3 inches
Large GRAVEL	3 inches to ¾ inch
Small GRAVEL	¾ inch to No. 4 Sieve
Coarse SAND	No. 4 Sieve to No. 10 Sieve
Medium SAND	No. 10 Sieve to No. 40 Sieve
Fine SAND	No. 40 Sieve to No. 200 Sieve
SILT and CLAY	Passing No. 200 Sieve

COHESIVE SOILS

CONSISTENCY	Qu (tsf)
Very Soft	Less than 0.25
Soft	0.25 to 0.5
Medium Stiff	0.5 to 1.0
Stiff	1.0 to 2.0
Very Stiff	2.0 to 4.0
Hard	4.0 and over

COHESIONLESS SOILS

RELATIVE DENSITY	N (bpf)
Very Loose	0 – 3
Loose	4 – 9
Medium Dense	10 – 29
Dense	30 – 49
Very Dense	50 and over

MODIFYING TERM	PERCENT BY WEIGHT
Trace	1 – 10
Little	10 – 20
Some	20 – 35

PROJECT **Northbrook Meadows Condominium Development, 1941 Cherry Lane, Northbrook, IL**

CLIENT **Pulte Home Company, LLC, Schaumburg, Illinois**

STARTED **01/05/2026** FINISHED **01/05/2026** DRILL RIG NO. **358** JOB **L-100,077**

BORING **1**

ELEVATIONS

GROUND SURFACE **643.0**

END OF BORING **603.0**

WATER LEVEL OBSERVATIONS

WHILE DRILLING **8.0'**

AT END OF BORING **12.0'**

Depth (ft.)	Lithology	Length	Recovery	SAMPLE NO.	SAMPLE TYPE	N	WC (%)	Qp (tsf)	Qu (tsf)	γ DRY (pcf)	DEPTH (ft)	ELEV.	SOIL DESCRIPTIONS
0											0.5	642.5	5½" Bituminous Concrete
											0.9	642.1	5" Sand and Gravel
				1	SS	9	22.5	2.0		105			FILL - Dark brown silty CLAY, little sand, trace gravel, trace organic, moist (CL)
											3.0	640.0	
5				2	SS	11	17.4	2.75	2.66				Very stiff brownish-gray very silty CLAY, little fine sand, moist (CL-ML)
											5.5	637.5	
				3	SS	7	16.6						Loose brown silty medium to fine SAND, moist to very moist (SM)
											8.0	635.0	
10				4	SS	8	23.0	2.25	2.15				Very stiff brownish-gray to gray silty CLAY, little sand, trace gravel, moist (CL)
											11.0	632.0	
				5	SS	8	24.4	1.5					
15				6	SS	9	24.2	1.5	1.29				
20				7	SS	8	24.3	2.0					Stiff gray silty CLAY, little sand, trace gravel, moist to very moist (CL)
25				8	SS	8	23.5	1.5	1.36				
30				9	SS	11	20.1	1.25					
				10A	SS	20	20.0	1.25			34.0	609.0	
35				10B			16.6						Medium dense to dense gray SILT, little fine sand, occasional sand seams, moist to very moist (ML)
				11	SS	33	16.1						
40													

End of Boring at 40.0'

Division lines between deposits represent approximate boundaries between soil types; in-situ, the transition may be gradual.

525

PROJECT **Northbrook Meadows Condominium Development, 1941 Cherry Lane, Northbrook, IL**

CLIENT **Pulte Home Company, LLC, Schaumburg, Illinois**

STARTED **01/05/2026** FINISHED **01/05/2026** DRILL RIG NO. **358** JOB **L-100,077**

BORING **2**

ELEVATIONS

GROUND SURFACE **643.5**

END OF BORING **613.5**

WATER LEVEL OBSERVATIONS

WHILE DRILLING **22.0'**

AT END OF BORING **26.0'**

Depth (ft.)	Lithology	Length	Recovery	SAMPLE NO.	SAMPLE TYPE	N	WC (%)	Qp (tsf)	Qu (tsf)	γ DRY (pcf)	DEPTH (ft)	ELEV.	SOIL DESCRIPTIONS
0											0.4	643.1	5" Bituminous Concrete
											1.0	642.5	7" Sand
				1	SS	10	16.3	3.0		116			FILL - Brown and dark gray silty CLAY, little sand, trace gravel, trace organic, moist (CL)
											3.0	640.5	
				2	SS	4	13.9						Loose brown clayey SAND, little gravel, moist to very moist (SC) [Possible Partial Fill]
5											5.5	638.0	
				3	SS	14	20.5	4.5+	4.85				Hard brown silty CLAY, little sand, trace gravel, moist (CL)
				4	SS	15	17.0	4.5					
10											10.5	633.0	
				5	SS	10	22.5	2.75	2.53				Very stiff brownish-gray to gray silty CLAY, little sand, trace gravel, moist (CL)
				6	SS	9	23.2	2.25					
15													
				7	SS	9	22.6	2.5	2.28				
20													
											22.0	621.5	
				8	SS	10	19.4	2.0					Stiff to very stiff gray silty CLAY, little sand, trace gravel, occasional sand seams, moist (CL)
25													
											27.0	616.5	
				9	SS	13	18.6						Medium dense gray SILT, little fine sand, occasional sand seams, moist to very moist (ML)
30													End of Boring at 30.0'
35													
40													

Division lines between deposits represent approximate boundaries between soil types; in-situ, the transition may be gradual.

PROJECT **Northbrook Meadows Condominium Development, 1941 Cherry Lane, Northbrook, IL**

CLIENT **Pulte Home Company, LLC, Schaumburg, Illinois**

STARTED **12/23/2025** FINISHED **12/23/2025** DRILL RIG NO. **358** JOB **L-100,077**

BORING **3**

ELEVATIONS

GROUND SURFACE **645.0**

END OF BORING **615.0**

WATER LEVEL OBSERVATIONS

WHILE DRILLING **8.0'**

AT END OF BORING **8.0'**

Depth (ft.)	Lithology	Length	Recovery	SAMPLE NO.	SAMPLE TYPE	N	WC (%)	Qp (tsf)	Qu (tsf)	γ DRY (pcf)	DEPTH (ft)	ELEV.	SOIL DESCRIPTIONS
0											0.5	644.5	6" Bituminous Concrete
				1	SS	10	17.9	4.0		113	1.3	643.7	9" Sand and Gravel FILL - Brown little dark gray silty CLAY, little sand, trace gravel, trace organic, moist (CL)
											3.0	642.0	
				2	SS	6	12.6	1.0		111			FILL - Brown little dark gray sandy CLAY, trace to little gravel, occasional sand seams, trace organic, very moist (CL-ML)
5											5.5	639.5	
				3	SS	6	16.3						FILL - Brown clayey medium to fine SAND, very moist (SC)
											8.0	637.0	
				4	SS	12	11.7						FILL - Gray SAND and GRAVEL [Crushed Stone], trace to little silt, wet (SP/GP-GM)
10				5	SS	15	12.6						Samples 4 & 5: Petroleum-like odor noted
											13.0	632.0	
				6	SS	9	21.2	1.0					
15													
				7	SS	7	23.9	1.25	1.10				Medium stiff to stiff gray silty CLAY, little sand, occasional gravel, very moist to moist (CL)
20													
				8	SS	8	24.6	1.0					
25											27.0	618.0	
				9	SS	14	18.3	1.5					Stiff gray silty CLAY, little sand, trace gravel, moist to very moist (CL)
30													End of Boring at 30.0'
35													
40													

Division lines between deposits represent approximate boundaries between soil types; in-situ, the transition may be gradual.

PROJECT **Northbrook Meadows Condominium Development, 1941 Cherry Lane, Northbrook, IL**

CLIENT **Pulte Home Company, LLC, Schaumburg, Illinois**

STARTED **12/31/2025** FINISHED **12/31/2025** DRILL RIG NO. **358** JOB **L-100,077**

BORING **4**

ELEVATIONS

GROUND SURFACE **645.5**

END OF BORING **615.5**

WATER LEVEL OBSERVATIONS

WHILE DRILLING **8.0'**

AT END OF BORING **6.0'**

Depth (ft.)	Lithology	Length	Recovery	SAMPLE NO.	SAMPLE TYPE	N	WC (%)	Qp (tsf)	Qu (tsf)	γ DRY (pcf)	DEPTH (ft)	ELEV.	SOIL DESCRIPTIONS
											0.5	645.0	6" Bituminous Concrete
											1.0	644.5	6" Sand and Gravel
				1	SS	10	23.7	4.5		103			FILL - Dark gray silty CLAY, little sand, trace gravel, trace organic, moist (CL)
											3.0	642.5	
				2	SS	9	28.0	3.0	2.66				Very stiff brown and dark gray silty CLAY, trace sand, trace organic, moist (CL/CH)
											5.5	640.0	
				3	SS	7	25.2	2.25					Very stiff brown and gray silty CLAY, little sand, moist (CL/CH)
											8.0	637.5	
				4	SS	8	19.7	3.25	3.00				Very stiff brownish-gray to gray silty CLAY, little sand, trace gravel, moist (CL)
											11.0	634.5	
				5	SS	7	21.5	1.75					Stiff gray silty CLAY, little sand, trace gravel, moist to very moist (CL)
				6	SS	8	22.6	1.5					
				7	SS	8	21.6	2.0	1.76				
											22.0	623.5	
				8	SS	10	19.9	2.25					Very stiff gray silty CLAY, little sand, trace gravel, occasional Cobbles, moist (CL)
				9	SS	11	20.0	2.25	2.09				
													End of Boring at 30.0'

Division lines between deposits represent approximate boundaries between soil types; in-situ, the transition may be gradual.

PROJECT **Northbrook Meadows Condominium Development, 1941 Cherry Lane, Northbrook, IL**

CLIENT **Pulte Home Company, LLC, Schaumburg, Illinois**

STARTED **12/23/2025** FINISHED **12/23/2025** DRILL RIG NO. **358** JOB **L-100,077**

BORING **5**

ELEVATIONS

GROUND SURFACE **644.5**

END OF BORING **604.5**

WATER LEVEL OBSERVATIONS

WHILE DRILLING **Dry**

AT END OF BORING **Dry**

Depth (ft.)	Lithology	Length	Recovery	SAMPLE NO.	SAMPLE TYPE	N	WC (%)	Qp (tsf)	Qu (tsf)	γ DRY (pcf)	DEPTH (ft)	ELEV.	SOIL DESCRIPTIONS
0											0.4	644.1	5" Bituminous Concrete
											1.1	643.4	8" Sand and Gravel
				1	SS	10	22.7	4.5		104			FILL - Brown little dark gray silty CLAY, little sand and gravel, trace organic, moist (CL)
											3.0	641.5	
				2	SS	4	16.9	1.0		115			FILL - Dark brown silty CLAY, little to some sand and gravel, trace organic, very moist (CL)
5				3A	SS	6	21.8	0.5		106			
				3B			21.9	4.0			7.0	637.5	
				4	SS	18	19.7	4.5+	5.14				Very stiff to hard brown silty CLAY, little sand, trace gravel, moist (CL)
10				5	SS	17	19.4	4.5+					
											13.0	631.5	
				6	SS	7	23.5	1.5	1.95				
15													
				7	SS	8	23.6	1.25					
20													
				8	SS	10	22.5	1.75	1.62				Stiff to very stiff gray silty CLAY, little sand, trace gravel, moist to very moist (CL)
25													
				9	SS	9	23.7	2.0					
30													
				10	SS	8	24.0	1.5	1.62				
35													
											37.0	607.5	
				11	SS	24	17.6						Medium dense gray SILT, little fine sand, very moist (ML)
40													

End of Boring at 40.0'

Division lines between deposits represent approximate boundaries between soil types; in-situ, the transition may be gradual.

PROJECT **Northbrook Meadows Condominium Development, 1941 Cherry Lane, Northbrook, IL**

CLIENT **Pulte Home Company, LLC, Schaumburg, Illinois**

STARTED **12/31/2025** FINISHED **12/31/2025** DRILL RIG NO. **358** JOB **L-100,077**

BORING **6**

ELEVATIONS

GROUND SURFACE **645.5**

END OF BORING **615.5**

WATER LEVEL OBSERVATIONS

WHILE DRILLING **Dry**

AT END OF BORING **Dry**

Depth (ft.)	Lithology	Length	Recovery	SAMPLE NO.	SAMPLE TYPE	N	WC (%)	Qp (tsf)	Qu (tsf)	γ DRY (pcf)	DEPTH (ft)	ELEV.	SOIL DESCRIPTIONS
0											0.4	645.1	5" Bituminous Concrete
											0.9	644.6	6" Sand and Gravel
				1	SS	9	24.6	1.25		100			FILL - Brown silty CLAY and black clayey TOPSOIL, little sand and gravel, very moist (CL/OL)
											3.0	642.5	
				2	SS	11	14.3						FILL - Brown silty SAND, little gravel with Crushed Stone, moist (SM)
5				3	SS	19	13.2						
											8.0	637.5	
				4	SS	12	21.8	2.5					Very stiff brownish-gray to gray silty CLAY, little sand, trace gravel, moist (CL)
10											10.5	635.0	
				5	SS	12	13.3	3.0					Very stiff gray very silty CLAY, little sand, trace gravel, moist (CL-ML)
											13.0	632.5	
				6	SS	9	20.5	2.5	2.40				Very stiff to stiff gray silty CLAY, little sand, trace gravel, moist (CL)
15													
				7	SS	9	20.9	2.25					
20													
				8	SS	8	21.3	1.75	1.76				
25													
				9	SS	12	18.2	1.75					
30													End of Boring at 30.0'
35													
40													

Division lines between deposits represent approximate boundaries between soil types; in-situ, the transition may be gradual.

PROJECT **Northbrook Meadows Condominium Development, 1941 Cherry Lane, Northbrook, IL**

CLIENT **Pulte Home Company, LLC, Schaumburg, Illinois**

STARTED **12/23/2025** FINISHED **12/23/2025** DRILL RIG NO. **358** JOB **L-100,077**

BORING **7**

ELEVATIONS

GROUND SURFACE **644.5**

END OF BORING **614.5**

WATER LEVEL OBSERVATIONS

WHILE DRILLING **Dry**

AT END OF BORING **Dry**

Depth (ft.)	Lithology	Length	Recovery	SAMPLE NO.	SAMPLE TYPE	N	WC (%)	Qp (tsf)	Qu (tsf)	γ DRY (pcf)	DEPTH (ft)	ELEV.	SOIL DESCRIPTIONS
0											0.4	644.1	5" Bituminous Concrete
											1.0	643.5	7" Sand and Gravel
				1	SS	7	18.7	3.0		112			FILL - Dark brown silty CLAY, little sand and gravel, trace organic, moist (CL)
											3.5	641.0	
5				2	SS	6	35.4	2.0					Black clayey TOPSOIL, very moist (OL)
											5.5	639.0	
				3	SS	7	25.9	2.0					Stiff to very stiff dark brown silty CLAY, little sand, trace organic, moist (CL/CH)
											8.0	636.5	
				4	SS	4	30.6	1.75					Stiff to medium stiff brown and gray silty CLAY, trace sand, moist to very moist (CL/CH)
10				5	SS	4	29.4	0.75					
											13.0	631.5	
				6	SS	15	18.9	3.5	3.40				Very stiff brownish-gray to gray silty CLAY, little sand, trace gravel, moist (CL)
15											17.0	627.5	
				7	SS	9	19.9	2.0					Stiff to very stiff gray silty CLAY, little sand, trace gravel, moist (CL)
20													
				8	SS	11	19.7	2.0	1.95				
25													
				9	SS	10	18.9	2.0					
30													End of Boring at 30.0'
35													
40													

Division lines between deposits represent approximate boundaries between soil types; in-situ, the transition may be gradual.

PROJECT **Northbrook Meadows Condominium Development, 1941 Cherry Lane, Northbrook, IL**

CLIENT **Pulte Home Company, LLC, Schaumburg, Illinois**

STARTED **12/23/2025** FINISHED **12/23/2025** DRILL RIG NO. **358** JOB **L-100,077**

BORING **8**

ELEVATIONS

GROUND SURFACE **644.0**

END OF BORING **604.0**

WATER LEVEL OBSERVATIONS

WHILE DRILLING **13.0'**

AT END OF BORING **33.0'**

Depth (ft.)	Lithology	Length	Recovery	SAMPLE NO.	SAMPLE TYPE	N	WC (%)	Qp (tsf)	Qu (tsf)	γ DRY (pcf)	DEPTH (ft)	ELEV.	SOIL DESCRIPTIONS
0											0.4	643.6	5" Bituminous Concrete
				1	SS	6	15.3	3.0		114	1.0	643.0	7" Sand and Gravel FILL - Dark brown silty CLAY, little sand and gravel with Brick pieces, trace organic, moist (CL)
				2	SS	4	14.9				3.0	641.0	FILL - Brown clayey SAND, little gravel, moist (SC)
5				3	SS	5	23.5	1.75	1.62		5.5	638.5	Stiff brown and gray trace dark gray silty CLAY, little sand, trace organic, moist (CL/CH)
				4	SS	4	31.9	0.75			8.0	636.0	
10				5	SS	5	26.6	1.0					Medium stiff to stiff brown and gray silty CLAY, trace to little sand, very moist (CL/CH)
				6	SS	10	21.9	2.75	2.60		13.0	631.0	
15													
				7	SS	9	21.8	2.0					Very stiff brownish-gray to gray silty CLAY, little sand, trace gravel, moist (CL)
20													
				8	SS	10	21.6	2.0	2.02				
25											27.0	617.0	
				9	SS	11	17.4	1.5					Stiff gray silty CLAY, little sand and gravel, moist to very moist (CL)
30											32.0	612.0	
				10	SS	16	19.8	2.5					Very stiff gray silty CLAY, little sand, moist (CL)
35											37.0	607.0	
				11	SS	28	18.0						Medium dense gray SILT, little fine sand, moist (ML)
40													

End of Boring at 40.0'

Division lines between deposits represent approximate boundaries between soil types; in-situ, the transition may be gradual.

PROJECT **Northbrook Meadows Condominium Development, 1941 Cherry Lane, Northbrook, IL**

CLIENT **Pulte Home Company, LLC, Schaumburg, Illinois**

STARTED **12/30/2025** FINISHED **12/30/2025** DRILL RIG NO. **358** JOB **L-100,077**

BORING **9**

ELEVATIONS

GROUND SURFACE **645.0**

END OF BORING **615.0**

WATER LEVEL OBSERVATIONS

WHILE DRILLING **28.0'**

AT END OF BORING **28.0'**

Depth (ft.)	Lithology	Length	Recovery	SAMPLE NO.	SAMPLE TYPE	N	WC (%)	Qp (tsf)	Qu (tsf)	γ DRY (pcf)	DEPTH (ft)	ELEV.	SOIL DESCRIPTIONS
											0.4	644.6	5" Bituminous Concrete
											0.9	644.1	6" Sand and Gravel
				1	SS	7	23.9	3.0		102			FILL - Dark brown silty CLAY, little sand and gravel, trace organic, moist (CL)
				2	SS	13	20.2	3.0		105			
											5.5	639.5	
				3	SS	6	28.0	3.5		96			FILL - Dark gray silty CLAY, trace to little sand, trace organic, moist (CL/CH)
											8.0	637.0	
				4	SS	15	18.9	3.25					Very stiff brown silty CLAY, little sand, trace gravel, occasional Cobbles, moist (CL)
											11.0	634.0	
				5	SS	7	19.8	2.5					Very stiff brownish-gray to gray silty CLAY, little sand, trace gravel, moist (CL)
				6	SS	9	21.2	2.75	2.66				
				7	SS	8	20.3	2.25					
				8	SS	11	21.5	2.5	2.15				
											27.0	618.0	
				9	SS	12	9.8						Medium dense gray SAND and GRAVEL, trace to little silt, very moist to wet (SP/GP-GM)
													End of Boring at 30.0'

Division lines between deposits represent approximate boundaries between soil types; in-situ, the transition may be gradual.

PROJECT **Northbrook Meadows Condominium Development, 1941 Cherry Lane, Northbrook, IL**

CLIENT **Pulte Home Company, LLC, Schaumburg, Illinois**

STARTED **12/23/2025** FINISHED **12/23/2025** DRILL RIG NO. **358** JOB **L-100,077**

BORING **10**

ELEVATIONS

GROUND SURFACE **643.0**

END OF BORING **613.0**

WATER LEVEL OBSERVATIONS

WHILE DRILLING **Dry**

AT END OF BORING **Dry**

Depth (ft.)	Lithology	Length	Recovery	SAMPLE NO.	SAMPLE TYPE	N	WC (%)	Qp (tsf)	Qu (tsf)	γ DRY (pcf)	DEPTH (ft)	ELEV.	SOIL DESCRIPTIONS
0											0.2	642.8	2" Bituminous Concrete
											1.0	642.0	10" Crushed Stone
				1	SS	7	26.0	1.5					Stiff brown and dark gray silty CLAY, trace to little sand, trace organic, moist to very moist (CL/CH)
5				2	SS	6	26.8	2.0					
											5.5	637.5	
				3	SS	12	26.3	2.5					Very stiff brown and gray silty CLAY, little sand, trace gravel, moist (CL)
											8.0	635.0	
				4	SS	16	19.5	4.5+	6.98				Hard brown silty CLAY, little sand, trace gravel, moist to damp (CL)
10				5	SS	17	18.6	4.5+					
											13.0	630.0	
				6	SS	9	24.4	1.5	1.36				Stiff gray silty CLAY, little sand, trace gravel, moist to very moist (CL)
15													
				7	SS	10	23.6	1.5					
20													
											22.0	621.0	
				8	SS	11	21.2	2.0	1.95				Stiff to very stiff gray silty CLAY, little sand, trace gravel, moist (CL)
25													
				9	SS	11	18.8	2.0					
30													End of Boring at 30.0'
35													
40													

Division lines between deposits represent approximate boundaries between soil types; in-situ, the transition may be gradual.

PROJECT **Northbrook Meadows Condominium Development, 1941 Cherry Lane, Northbrook, IL**

CLIENT **Pulte Home Company, LLC, Schaumburg, Illinois**

STARTED **12/30/2025** FINISHED **12/30/2025** DRILL RIG NO. **358** JOB **L-100,077**

BORING **11**

ELEVATIONS

GROUND SURFACE **645.0**

END OF BORING **615.0**

WATER LEVEL OBSERVATIONS

WHILE DRILLING **8.0'**

AT END OF BORING **Dry**

Depth (ft.)	Lithology	Length	Recovery	SAMPLE NO.	SAMPLE TYPE	N	WC (%)	Qp (tsf)	Qu (tsf)	γ DRY (pcf)	DEPTH (ft)	ELEV.	SOIL DESCRIPTIONS
											0.5	644.5	6" Bituminous Concrete
											1.0	644.0	6" Sand and Gravel
				1	SS	9	16.5	3.5		116			FILL - Dark brown silty CLAY, little sand and gravel, trace organic, moist (CL)
											3.0	642.0	
				2	SS	9	20.2	3.0		105			FILL - Dark gray silty CLAY, little sand, trace gravel, trace organic, moist (CL)
											5.5	639.5	
				3	SS	14	19.1	3.0					Very stiff brown and gray silty CLAY, little sand and gravel, moist (CL) [Possible Partial Fill]
											8.0	637.0	
				4	SS	4	29.1	0.75					Medium stiff brown and gray silty CLAY, trace to little sand, very moist (CL/CH)
											10.5	634.5	
				5	SS	5	24.7	1.5	1.43				Stiff grayish-brown silty CLAY, little sand, moist to very moist (CL/CH)
											13.0	632.0	
				6	SS	9	19.5	2.0					Stiff to very stiff brownish-gray to gray silty CLAY, little sand, trace gravel, moist (CL)
											17.0	628.0	
				7	SS	11	21.3	3.75	3.54				Very stiff to stiff gray silty CLAY, little sand, trace gravel, moist (CL)
				8	SS	12	20.7	2.0					
				9	SS	10	23.1	1.75					
													End of Boring at 30.0'

Division lines between deposits represent approximate boundaries between soil types; in-situ, the transition may be gradual.

PROJECT **Northbrook Meadows Condominium Development, 1941 Cherry Lane, Northbrook, IL**

CLIENT **Pulte Home Company, LLC, Schaumburg, Illinois**

STARTED **12/22/2025** FINISHED **12/22/2025** DRILL RIG NO. **358** JOB **L-100,077**

BORING **12**

ELEVATIONS

GROUND SURFACE **643.5**

END OF BORING **603.5**

WATER LEVEL OBSERVATIONS

WHILE DRILLING **Dry**

AT END OF BORING **Dry**

Depth (ft.)	Lithology	Length	Recovery	SAMPLE NO.	SAMPLE TYPE	N	WC (%)	Qp (tsf)	Qu (tsf)	γ DRY (pcf)	DEPTH (ft)	ELEV.	SOIL DESCRIPTIONS
0											0.3	643.2	4" Bituminous Concrete
											0.8	642.7	6" Sand and Gravel
				1	SS	13	14.4	2.0		117			FILL - Dark brown silty CLAY, little sand and gravel, trace organic, moist (CL)
											3.0	640.5	
				2	SS	8	23.8	2.5					Very stiff dark brown trace brown silty CLAY, little sand, trace organic, moist (CL) [Possible Partial Fill]
5											5.5	638.0	
				3	SS	6	24.4	2.0					Stiff to very stiff brown and gray silty CLAY, little sand, moist (CL/CH)
											8.0	635.5	
				4	SS	17	14.4	4.5+	6.64				Hard brown silty CLAY, little sand and gravel, moist (CL)
10											10.5	633.0	
				5	SS	17	18.3	4.5+					Hard brown trace gray silty CLAY, little sand, trace gravel, moist (CL)
											13.0	630.5	
				6	SS	9	19.9	2.5	2.28				Very stiff brownish-gray to gray silty CLAY, little sand, trace gravel, moist (CL)
15													
				7	SS	8	19.0	2.5	2.34				
20													
											22.0	621.5	
				8	SS	13	17.7						Medium dense gray clayey SILT, little fine sand, trace gravel, moist to very moist (ML)
25													
											27.0	616.5	
				9	SS	9	17.9	2.5					Very stiff to stiff gray silty CLAY, little sand, trace gravel, moist (CL)
30													
				10	SS	10	21.0	1.75	1.75				
35													
											37.0	606.5	
				11	SS	18	14.1						Medium dense gray SILT, little fine sand, moist to very moist (ML)
40													

End of Boring at 40.0'

Division lines between deposits represent approximate boundaries between soil types; in-situ, the transition may be gradual.

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PROJECT **Northbrook Meadows Condominium Development, 1941 Cherry Lane, Northbrook, IL**

CLIENT **Pulte Home Company, LLC, Schaumburg, Illinois**

STARTED **12/30/2025** FINISHED **12/30/2025** DRILL RIG NO. **358** JOB **L-100,077**

BORING **13**

ELEVATIONS

GROUND SURFACE **645.0**

END OF BORING **615.0**

WATER LEVEL OBSERVATIONS

WHILE DRILLING **Dry**

AT END OF BORING **Dry**

Depth (ft.)	Lithology	Length	Recovery	SAMPLE NO.	SAMPLE TYPE	N	WC (%)	Qp (tsf)	Qu (tsf)	γ DRY (pcf)	DEPTH (ft)	ELEV.	SOIL DESCRIPTIONS
0											0.5	644.5	5½" Bituminous Concrete
				1	SS	11	17.7	4.5		113	1.0	644.0	6" Sand and Gravel
				2	SS	8	19.7	2.5		110			FILL - Brown and dark gray silty CLAY, little sand, trace gravel, trace organic, moist (CL)
5											5.5	639.5	
				3	SS	8	18.0	3.0					Very stiff brown and gray sandy CLAY, trace gravel, moist (CL-ML)
											8.0	637.0	
				4	SS	6	15.4	2.0					
10				5	SS	7	21.3	2.0	1.89				Stiff to very stiff brownish-gray to gray silty CLAY, little sand, trace gravel, moist (CL)
				6	SS	10	20.7	2.5					
15											17.0	628.0	
				7	SS	6	19.4	1.5	1.49				Stiff gray silty CLAY, little sand, trace gravel, moist to very moist (CL)
20													
				8	SS	11	19.6	1.5					
25											27.0	618.0	
				9	SS	14	12.9						Medium dense gray clayey SAND, little gravel, moist (SC)
30													End of Boring at 30.0'
35													
40													

Division lines between deposits represent approximate boundaries between soil types; in-situ, the transition may be gradual.

PROJECT **Northbrook Meadows Condominium Development, 1941 Cherry Lane, Northbrook, IL**

CLIENT **Pulte Home Company, LLC, Schaumburg, Illinois**

STARTED **12/22/2025** FINISHED **12/22/2025** DRILL RIG NO. **358** JOB **L-100,077**

BORING **14**

ELEVATIONS

GROUND SURFACE **643.5**

END OF BORING **613.5**

WATER LEVEL OBSERVATIONS

WHILE DRILLING **Dry**

AT END OF BORING **Dry**

Depth (ft.)	Lithology	Length	Recovery	SAMPLE NO.	SAMPLE TYPE	N	WC (%)	Qp (tsf)	Qu (tsf)	γ DRY (pcf)	DEPTH (ft)	ELEV.	SOIL DESCRIPTIONS
0											0.5	643.0	5½" Bituminous Concrete
											1.0	642.5	6" Sand and Gravel
				1	SS	9	15.7	3.0		113			FILL - Brown and dark gray silty CLAY, little sand and gravel, trace organic, moist (CL)
											3.0	640.5	
				2	SS	6	21.1	3.0					Very stiff dark brown silty CLAY, little sand, trace organic, moist (CL) [Possible Partial Fill]
5											5.5	638.0	
				3	SS	11	19.5	4.0	4.00				Very stiff to hard brown little gray silty CLAY, little sand, moist (CL)
											8.0	635.5	
				4	SS	10	21.2	2.5					Very stiff brown trace gray silty CLAY, little sand, trace gravel, moist (CL)
10											10.5	633.0	
				5	SS	15	19.5	4.5+	6.30				Hard brown to grayish-brown silty CLAY, little sand, trace gravel, moist to damp (CL)
				6	SS	16	19.3	4.5+					
15											17.0	626.5	
				7	SS	8	20.7	1.5	1.43				Stiff gray silty CLAY, little sand, trace gravel, moist to very moist (CL)
20											22.0	621.5	
				8	SS	10	16.7						Medium dense gray SILT, little fine sand, moist (ML)
25											27.0	616.5	
				9	SS	9	19.7	2.0	1.95				Stiff to very stiff gray silty CLAY, little sand, moist (CL)
30													End of Boring at 30.0'
35													
40													

Division lines between deposits represent approximate boundaries between soil types; in-situ, the transition may be gradual.

PROJECT **Northbrook Meadows Condominium Development, 1941 Cherry Lane, Northbrook, IL**

CLIENT **Pulte Home Company, LLC, Schaumburg, Illinois**

STARTED **12/22/2025** FINISHED **12/22/2025** DRILL RIG NO. **358** JOB **L-100,077**

BORING **15**

ELEVATIONS

GROUND SURFACE **643.0**

END OF BORING **603.0**

WATER LEVEL OBSERVATIONS

WHILE DRILLING **27.0'**

AT END OF BORING **35.0'**

Depth (ft.)	Lithology	Length	Recovery	SAMPLE NO.	SAMPLE TYPE	N	WC (%)	Qp (tsf)	Qu (tsf)	γ DRY (pcf)	DEPTH (ft)	ELEV.	SOIL DESCRIPTIONS
0											0.5	642.5	6" Bituminous Concrete
				1	SS	13	12.7	3.0		115	1.1	641.9	7" Sand and Gravel FILL - Brown trace dark gray silty CLAY, little sand, trace organic, moist (CL)
											3.0	640.0	
				2	SS	13	24.3	3.5					Very stiff dark brown silty CLAY, little sand, trace organic, moist (CL/CH)
5											5.5	637.5	
				3	SS	9	24.3	2.0	1.69				Stiff to very stiff brown and gray silty CLAY, little sand, moist (CL/CH)
											8.0	635.0	
				4	SS	4	19.8	2.75					Very stiff to hard brown trace gray silty CLAY, little sand, trace gravel, moist (CL)
10				5	SS	15	19.5	4.25	4.00				
											13.0	630.0	
				6	SS	10	22.3	3.0	3.20				Very stiff gray trace brown silty CLAY, little sand, trace gravel, moist (CL)
15											17.0	626.0	
				7	SS	8	19.7	2.5					Very stiff gray silty CLAY, little sand, trace gravel, moist (CL)
20											22.0	621.0	
				8	SS	12	15.3						Medium dense gray SILT, little fine sand, moist (ML)
25											27.0	616.0	
				9	SS	8	20.5	1.75	1.62				Stiff to very stiff gray silty CLAY, little sand, trace gravel, moist (CL)
30													
				10	SS	14	22.6	2.25					
35													
				11	SS	15	21.3	2.0	1.62				
40													

End of Boring at 40.0'

Division lines between deposits represent approximate boundaries between soil types; in-situ, the transition may be gradual.

PROJECT **Northbrook Meadows Condominium Development, 1941 Cherry Lane, Northbrook, IL**

CLIENT **Pulte Home Company, LLC, Schaumburg, Illinois**

STARTED **12/22/2025** FINISHED **12/22/2025** DRILL RIG NO. **358** JOB **L-100,077**

BORING **16**

ELEVATIONS

GROUND SURFACE **644.5**

END OF BORING **614.5**

WATER LEVEL OBSERVATIONS

WHILE DRILLING **11.0'**

AT END OF BORING **11.0'**

Depth (ft.)	Lithology	Length	Recovery	SAMPLE NO.	SAMPLE TYPE	N	WC (%)	Qp (tsf)	Qu (tsf)	γ DRY (pcf)	DEPTH (ft)	ELEV.	SOIL DESCRIPTIONS
											0.6	643.9	7" Bituminous Concrete
				1	SS	10	12.2	2.5		122	1.0	643.5	5" Sand and Gravel
											3.0	641.5	FILL - Brown trace black sandy CLAY, trace to little gravel, trace organic, moist (CL-ML)
				2	SS	10	24.3	2.0		101			FILL - Brown and dark gray silty CLAY, little sand, trace organic with Wood chips, moist (CL)
											5.5	639.0	
				3	SS	4	19.7	1.5					FILL - Brown sandy CLAY, moist to very moist (CL-ML)
											8.0	636.5	
				4	SS	3	16.3						FILL - Gray SAND and GRAVEL [Crushed Stone], trace to little silt, very moist to wet (SP/GP-GM)
				5	SS	5	12.5						
											13.0	631.5	
				6	SS	12	18.7	3.5					
				7	SS	11	18.7	3.0	2.84				Very stiff brownish-gray to gray silty CLAY, little sand, trace gravel, moist (CL)
				8	SS	14	19.1	3.25					
											27.0	617.5	
				9	SS	10	20.8	1.5					Stiff gray silty CLAY, little sand, trace gravel, moist to very moist (CL)
													End of Boring at 30.0'

Division lines between deposits represent approximate boundaries between soil types; in-situ, the transition may be gradual.

PROJECT **Northbrook Meadows Condominium Development, 1941 Cherry Lane, Northbrook, IL**

CLIENT **Pulte Home Company, LLC, Schaumburg, Illinois**

STARTED **12/30/2025** FINISHED **12/30/2025** DRILL RIG NO. **358** JOB **L-100,077**

BORING **17**

ELEVATIONS

GROUND SURFACE **645.5**

END OF BORING **615.5**

WATER LEVEL OBSERVATIONS

WHILE DRILLING **Dry**

AT END OF BORING **Dry**

Depth (ft.)	Lithology	Length	Recovery	SAMPLE NO.	SAMPLE TYPE	N	WC (%)	Qp (tsf)	Qu (tsf)	γ DRY (pcf)	DEPTH (ft)	ELEV.	SOIL DESCRIPTIONS
											0.4	645.1	5" Bituminous Concrete
											0.8	644.7	5" Crushed Stone
				1	SS	9	17.5	3.0		114			FILL - Dark brown silty CLAY, little sand, trace gravel, trace organic, moist (CL)
											3.0	642.5	
				2	SS	9	24.7	3.0	2.86				Very stiff brown and gray silty CLAY, little sand, moist (CL/CH)
											5.5	640.0	
				3	SS	11	20.2	4.5					Hard brown silty CLAY, little sand, trace gravel, moist (CL)
				4	SS	17	19.3	4.5+	6.30				
				5	SS	16	19.7	4.5					
											13.0	632.5	
				6	SS	8	17.4	2.5	2.34				Very stiff brownish-gray to gray silty CLAY, little sand, trace gravel, moist (CL)
											17.0	628.5	
				7	SS	7	22.5	1.5					Stiff to very stiff gray silty CLAY, little sand, trace gravel, moist to very moist (CL)
				8	SS	10	21.8	2.0	1.95				
				9	SS	11	23.3	2.0					
													End of Boring at 30.0'

Division lines between deposits represent approximate boundaries between soil types; in-situ, the transition may be gradual.

PROJECT **Northbrook Meadows Condominium Development, 1941 Cherry Lane, Northbrook, IL**

CLIENT **Pulte Home Company, LLC, Schaumburg, Illinois**

STARTED **12/22/2025** FINISHED **12/22/2025** DRILL RIG NO. **358** JOB **L-100,077**

BORING **18**

ELEVATIONS

GROUND SURFACE **646.5**

END OF BORING **606.5**

WATER LEVEL OBSERVATIONS

WHILE DRILLING **13.0'**

AT END OF BORING **10.0'**

Depth (ft.)	Lithology	Length	Recovery	SAMPLE NO.	SAMPLE TYPE	N	WC (%)	Qp (tsf)	Qu (tsf)	γ DRY (pcf)	DEPTH (ft)	ELEV.	SOIL DESCRIPTIONS
											0.6	645.9	7" Bituminous Concrete
				1	SS	15	11.5	2.5		121	1.5	645.0	9" Sand and Gravel
											3.0	643.5	FILL - Dark brown silty CLAY, little to some sand and gravel, trace organic, moist (CL)
				2	SS	5	14.9			108			FILL - Dark brown clayey SAND, little gravel, trace organic, moist (SC)
											5.5	641.0	
				3	SS	12	21.9	1.0		101			FILL - Brown and dark gray silty CLAY, little sand, occasional Sand lenses, trace organic, very moist (CL)
											8.0	638.5	
				4	SS	4	23.5			102			FILL - Dark brown and gray clayey SAND, little gravel, little Sand lenses, very moist to wet (SC)
				5	SS	2	17.3						
											13.0	633.5	
				6	SS	9	20.5	2.0	1.95				Stiff to very stiff brownish-gray to gray silty CLAY, little sand, trace gravel, moist (CL)
											17.0	629.5	
				7	SS	8	22.2	1.25					Stiff to medium stiff gray silty CLAY, little sand, trace gravel, moist to very moist (CL)
				8	SS	7	21.7	1.0	0.90				
											27.0	619.5	
				9	SS	10	22.3	1.25					Stiff gray silty CLAY, little sand, trace gravel, moist to very moist (CL)
				10	SS	10	21.3	1.5					
											37.0	609.5	
				11	SS	14	21.5	2.0	1.95				Stiff to very stiff gray silty CLAY, little sand, moist (CL)

End of Boring at 40.0'

Division lines between deposits represent approximate boundaries between soil types; in-situ, the transition may be gradual.

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PROJECT **Northbrook Meadows Condominium Development, 1941 Cherry Lane, Northbrook, IL**

CLIENT **Pulte Home Company, LLC, Schaumburg, Illinois**

STARTED **12/31/2025** FINISHED **12/31/2025** DRILL RIG NO. **358** JOB **L-100,077**

BORING **19**

ELEVATIONS

GROUND SURFACE **644.5**

END OF BORING **629.5**

WATER LEVEL OBSERVATIONS

WHILE DRILLING **8.0'**

AT END OF BORING **10.0'**

Depth (ft.)	Lithology	Length	Recovery	SAMPLE NO.	SAMPLE TYPE	N	WC (%)	Qp (tsf)	Qu (tsf)	γ DRY (pcf)	DEPTH (ft)	ELEV.	SOIL DESCRIPTIONS
0											0.5	644.0	6" Bituminous Concrete
											1.0	643.5	6" Sand and Gravel
				1	SS	11	16.8	3.0		109			FILL - Brown silty CLAY and black clayey TOPSOIL, little sand and gravel, moist (CL/OL)
											3.0	641.5	
				2	SS	4	26.5	1.75					Stiff brown and gray trace dark gray silty CLAY, trace to little sand, trace organic, moist (CL/CH)
5											5.5	639.0	
				3	SS	11	18.6	4.5+	6.47				Hard brown trace gray silty CLAY, little sand, trace gravel, moist (CL)
				4	SS	17	20.2	4.5+					
10											10.5	634.0	
				5	SS	16	20.5	3.75	3.20				Very stiff brown and gray silty CLAY, little sand, trace gravel, moist (CL)
											13.0	631.5	
				6	SS	11	15.1	2.0					Stiff to very stiff gray silty CLAY, little to some sand, trace gravel, moist (CL)
15													End of Boring at 15.0'
20													
25													
30													
35													
40													

Division lines between deposits represent approximate boundaries between soil types; in-situ, the transition may be gradual.

PROJECT **Northbrook Meadows Condominium Development, 1941 Cherry Lane, Northbrook, IL**

CLIENT **Pulte Home Company, LLC, Schaumburg, Illinois**

STARTED **12/31/2025** FINISHED **12/31/2025** DRILL RIG NO. **358** JOB **L-100,077**

BORING **20**

ELEVATIONS

GROUND SURFACE **645.0**

END OF BORING **630.0**

WATER LEVEL OBSERVATIONS

WHILE DRILLING **Dry**

AT END OF BORING **Dry**

Depth (ft.)	Lithology	Length	Recovery	SAMPLE NO.	SAMPLE TYPE	N	WC (%)	Qp (tsf)	Qu (tsf)	γ DRY (pcf)	DEPTH (ft)	ELEV.	SOIL DESCRIPTIONS
0											0.5	644.5	5½" Bituminous Concrete
											1.0	644.0	6" Sand and Gravel
				1	SS	10	24.4	3.0		102			Very stiff dark brown silty CLAY, little sand, trace organic, moist (CL/CH) [Possible Partial Fill]
											3.0	642.0	
				2	SS	4	20.8	1.5					Stiff brown and gray trace dark gray silty CLAY, little to some sand, trace organic seams, moist to very moist (CL)
5											5.5	639.5	
				3	SS	4	25.7	0.75					Medium stiff brown trace gray sandy CLAY, very moist (CL-ML)
											8.0	637.0	
				4	SS	11	20.3	3.5	3.27				Very stiff grayish-brown silty CLAY, little sand, trace gravel, moist (CL)
10											10.5	634.5	
				5	SS	10	20.4	2.75					Very stiff brownish-gray silty CLAY, little sand, trace gravel, moist (CL)
											13.0	632.0	
				6	SS	10	14.9	1.75	1.62				Stiff gray silty CLAY, little sand and gravel, moist to very moist (CL)
15													End of Boring at 15.0'
20													
25													
30													
35													
40													

Division lines between deposits represent approximate boundaries between soil types; in-situ, the transition may be gradual.

PROJECT **Northbrook Meadows Condominium Development, 1941 Cherry Lane, Northbrook, IL**

CLIENT **Pulte Home Company, LLC, Schaumburg, Illinois**

STARTED **12/31/2025** FINISHED **12/31/2025** DRILL RIG NO. **358** JOB **L-100,077**

BORING **21**

ELEVATIONS

GROUND SURFACE **645.0**

END OF BORING **630.0**

WATER LEVEL OBSERVATIONS

WHILE DRILLING **8.0'**

AT END OF BORING **13.0'**

Depth (ft.)	Lithology	Length	Recovery	SAMPLE NO.	SAMPLE TYPE	N	WC (%)	Qp (tsf)	Qu (tsf)	γ DRY (pcf)	DEPTH (ft)	ELEV.	SOIL DESCRIPTIONS
0											0.5	644.5	5½" Bituminous Concrete
											1.0	644.0	6" Sand and Gravel
				1	SS	10	30.5	2.0					Black clayey TOPSOIL, moist (OL) [Possible Partial Fill]
											3.0	642.0	
5				2	SS	4	21.9	1.5					Stiff brown and dark gray silty CLAY, little sand, trace organic with Root veins, moist to very moist (CL)
											5.5	639.5	
				3	SS	5	20.7	0.5					Soft to medium stiff brown and gray sandy CLAY, occasional sand seams, very moist (CL-ML)
											8.0	637.0	
				4	SS	5	22.8						Loose brownish-gray SAND, wet (SP)
10											10.5	634.5	
				5	SS	9	16.3	2.0	1.95				Stiff to very stiff brownish-gray to gray silty CLAY, little sand, trace gravel, moist (CL)
				6	SS	11	18.3	3.75					
15													End of Boring at 15.0'
20													
25													
30													
35													
40													

Division lines between deposits represent approximate boundaries between soil types; in-situ, the transition may be gradual.

PROJECT **Northbrook Meadows Condominium Development, 1941 Cherry Lane, Northbrook, IL**

CLIENT **Pulte Home Company, LLC, Schaumburg, Illinois**

STARTED **12/31/2025** FINISHED **12/31/2025** DRILL RIG NO. **358** JOB **L-100,077**

BORING **22**

ELEVATIONS

GROUND SURFACE **646.0**

END OF BORING **631.0**

WATER LEVEL OBSERVATIONS

WHILE DRILLING **Dry**

AT END OF BORING **Dry**

Depth (ft.)	Lithology	Length	Recovery	SAMPLE NO.	SAMPLE TYPE	N	WC (%)	Qp (tsf)	Qu (tsf)	γ DRY (pcf)	DEPTH (ft)	ELEV.	SOIL DESCRIPTIONS
0											0.4	645.6	5" Bituminous Concrete
											0.8	645.2	5" Sand and Gravel
				1	SS	9	15.4	3.5					
				2	SS	13	13.8	4.25	4.20				Very stiff to hard brown silty CLAY, little sand and gravel, moist (CL)
5				3	SS	15	15.1	4.5					
											8.0	638.0	
				4	SS	11	15.6	3.0					
10				5	SS	11	14.6	2.5	2.47				Very stiff gray silty CLAY, little sand and gravel, moist (CL)
				6	SS	12	16.2	2.5					
15													End of Boring at 15.0'
20													
25													
30													
35													
40													

Division lines between deposits represent approximate boundaries between soil types; in-situ, the transition may be gradual.

PROJECT **Northbrook Meadows Condominium Development, 1941 Cherry Lane, Northbrook, IL**

CLIENT **Pulte Home Company, LLC, Schaumburg, Illinois**

STARTED **01/05/2026** FINISHED **01/05/2026** DRILL RIG NO. **358** JOB **L-100,077**

BORING **23**

ELEVATIONS

GROUND SURFACE **623.0**

END OF BORING **598.0**

WATER LEVEL OBSERVATIONS

WHILE DRILLING **Dry**

AT END OF BORING **Dry**

Depth (ft.)	Lithology	Length	Recovery	SAMPLE NO.	SAMPLE TYPE	N	WC (%)	Qp (tsf)	Qu (tsf)	γ DRY (pcf)	DEPTH (ft)	ELEV.	SOIL DESCRIPTIONS
0											0.4	622.6	5" Bituminous Concrete
											0.8	622.2	5" Sand
				1	SS	10	15.8	3.75					Very stiff brown and dark gray silty CLAY, little to some sand, trace gravel, trace organic, moist (CL) [Possible Partial Fill]
											3.0	620.0	
				2	SS	11	18.5	4.5	4.66				Hard brown to grayish-brown silty CLAY, little sand, trace gravel, moist (CL)
5				3	SS	16	16.4	4.25					
											8.0	615.0	
				4	SS	11	20.8	3.25	3.07				Very stiff brownish-gray silty CLAY, little sand, trace gravel, moist (CL)
10				5	SS	10	21.7	2.5					
											13.0	610.0	
				6	SS	9	21.2	2.75	2.53				Very stiff gray silty CLAY, little sand, trace gravel, moist (CL)
15													
20				7	SS	8	21.5	2.25					
				8	SS	10	21.7	2.25	2.15				
25													End of Boring at 25.0'
30													
35													
40													

Division lines between deposits represent approximate boundaries between soil types; in-situ, the transition may be gradual.

PROJECT **Northbrook Meadows Condominium Development, 1941 Cherry Lane, Northbrook, IL**

CLIENT **Pulte Home Company, LLC, Schaumburg, Illinois**

STARTED **01/05/2026** FINISHED **01/05/2026** DRILL RIG NO. **358** JOB **L-100,077**

BORING **24**

ELEVATIONS

GROUND SURFACE **644.5**

END OF BORING **619.5**

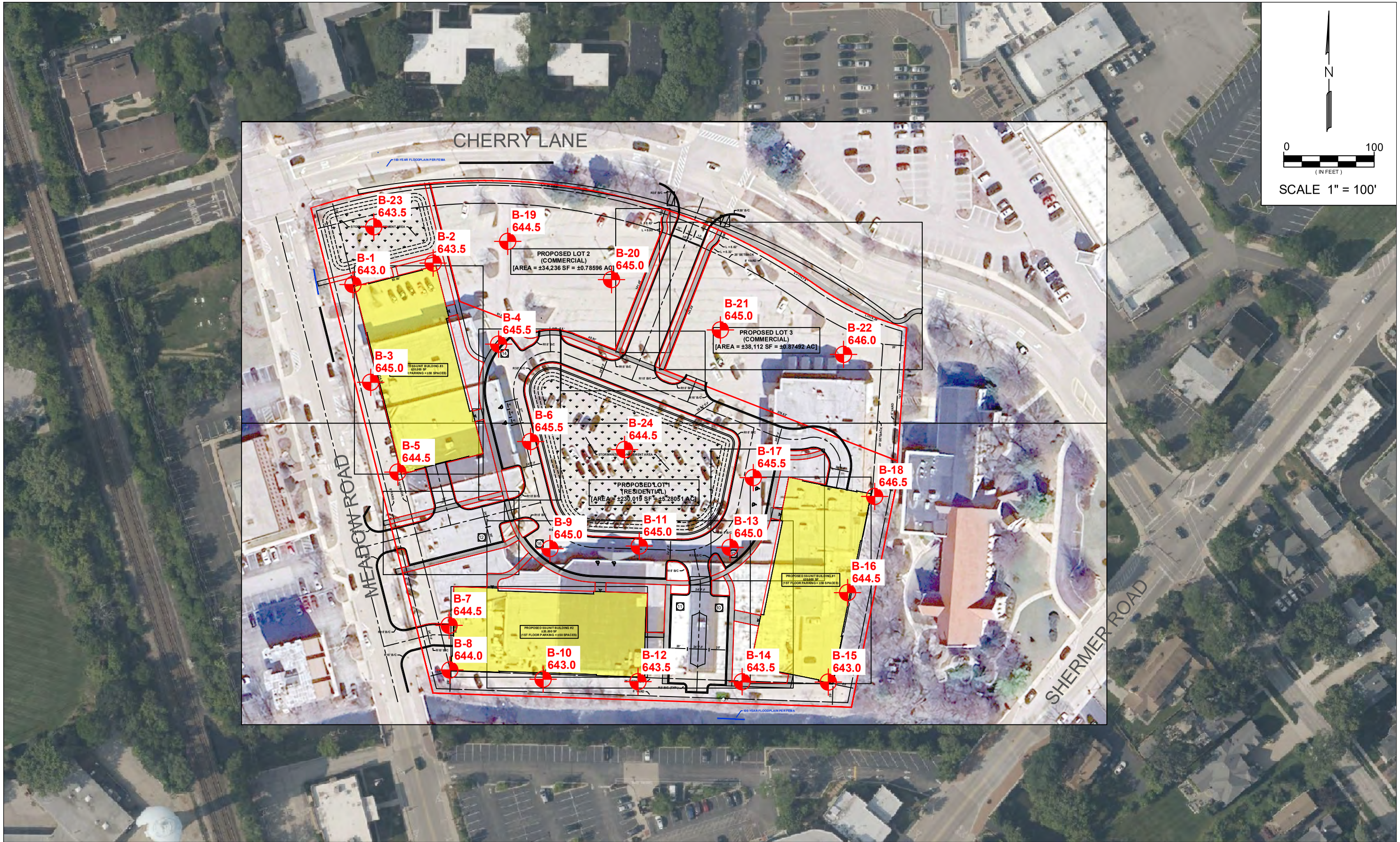
WATER LEVEL OBSERVATIONS

WHILE DRILLING **Dry**

AT END OF BORING **Dry**

Depth (ft.)	Lithology	Length	Recovery	SAMPLE NO.	SAMPLE TYPE	N	WC (%)	Qp (tsf)	Qu (tsf)	γ DRY (pcf)	DEPTH (ft)	ELEV.	SOIL DESCRIPTIONS
											0.4	644.1	5" Bituminous Concrete
											0.8	643.7	5" Sand and Gravel
0				1	SS	11	23.3	3.0		98			Black clayey TOPSOIL, moist (OL) [Possible Partial Fill]
											3.0	641.5	
				2	SS	9	25.2	3.0					Very stiff dark brown to brown and gray silty CLAY, trace to little sand, trace organic, moist (CL/CH)
5				3	SS	8	26.6	2.25	2.21				
											8.0	636.5	
				4	SS	15	23.8	3.5					Very stiff to hard brown silty CLAY, little sand, trace gravel, moist (CL)
10				5	SS	14	19.8	4.5+	5.96				
											13.0	631.5	
				6	SS	15	18.5	4.5+					Hard brownish-gray to gray silty CLAY, little sand, trace gravel, moist (CL)
15													
				7	SS	11	17.8	4.25	4.59				
20													
											22.0	622.5	
				8	SS	9	20.2	2.5					Very stiff gray silty CLAY, little sand, trace gravel, moist (CL)
25													End of Boring at 25.0'
30													
35													
40													

Division lines between deposits represent approximate boundaries between soil types; in-situ, the transition may be gradual.



NOTE:
GROUND SURFACE ELEVATIONS AT THE BORINGS WERE ACQUIRED BY TSC USING A TRIMBLE R12 GNSS RECEIVER, BEING ROUNDED TO THE NEAREST 0.5 FOOT.

LEGEND

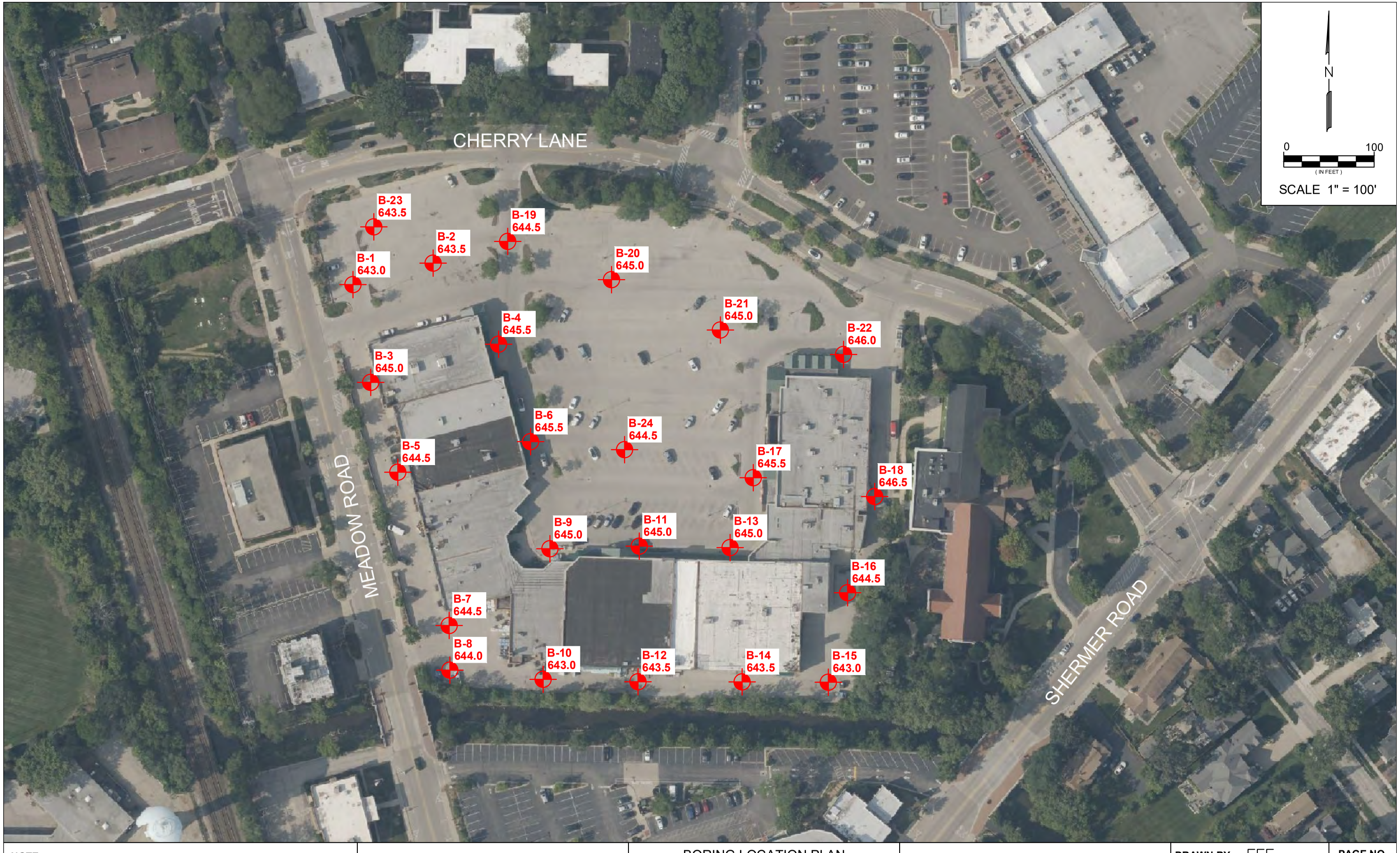
BORING LOCATION

BORING LOCATION PLAN
NORTHBROOK MEADOWS
CONDOMINIUM DEVELPMENT
1941 CHERRY LANE
NORTHBROOK, ILLINOIS

TESTING SERVICE CORPORATION
457 EAST GUNDERSEN DRIVE
CAROL STREAM, ILLINOIS 60188

DRAWN BY:	FFE
CHECKED BY:	MVM
JOB NO.:	L-100,077
DATE:	12-12-25

PAGE NO.
1 OF 2



NOTE: GROUND SURFACE ELEVATIONS AT THE BORINGS WERE ACQUIRED BY TSC USING A TRIMBLE R12 GNSS RECEIVER, BEING ROUNDED TO THE NEAREST 0.5 FOOT.

LEGEND

BORING LOCATION

BORING LOCATION PLAN
NORTHBROOK MEADOWS
CONDOMINIUM DEVELPMENT
1941 CHERRY LANE
NORTHBROOK, ILLINOIS

TESTING SERVICE CORPORATION
457 EAST GUNDERSEN DRIVE
CAROL STREAM, ILLINOIS 60188

DRAWN BY:	FFE
CHECKED BY:	MVM
JOB NO. :	L-100,077
DATE:	12-12-25

PAGE NO.
2 OF 2

Illinois Environmental Protection Agency

2520 West Iles Avenue • P.O. Box 19276 • Springfield, Illinois • 62794-9276 • 217-782-3397

JB Pritzker, Governor **James Jennings**, Director

June 30, 2026

CERTIFIED MAIL
9589 0710 5270 2887 2322 12

Mr. Jay Heitman
Heitman Investments
540 West Frontage Rd., Suite 1020
Northfield, IL 60093

Refer to: 0312075112/Cook County
Northbrook/1901 Cherry Lane
Site Remediation/Technical
No Further Remediation Letter

Dear Mr. Heitman:

The *Remedial Action Completion Report* (received March 9, 2026/Log No. 26-80983), as prepared by Roux Associates, Inc. for the above-referenced Remediation Site, has been reviewed and approved by the Illinois Environmental Protection Agency ("Illinois EPA"). This report demonstrates that the remediation objectives approved for the site, in accordance with 35 Illinois Administrative Code Part 742, are above the existing concentrations of regulated substances and that the remedial action was completed in accordance with the *Remedial Action Plan* (received October 23, 2024/Log No. 24-78931), as amended by the *Response to IEPA Comment Letter dated March 13, 2025* (received September 12, 2025/Log No. 25-80278), and 35 Illinois Administrative Code Part 740.

The Remediation Site, consisting of 6.9-acres, is located at 1901 Cherry Lane, Northbrook, Illinois. Pursuant to Section 58.10 of the Illinois Environmental Protection Act ("Act") (415 ILCS 5/1 et seq.), your request for a no further remediation determination is granted under the conditions and terms specified in this letter. The Remediation Applicant, as identified on the Illinois EPA's Site Remediation Program DRM-1 Form (received January 20, 2021/Log No. 21-72486), is Heitman Investments.

This comprehensive No Further Remediation Letter ("Letter") signifies a release from further responsibilities under the Act for the performance of the approved remedial action. This Letter shall be considered prima facie evidence that the Remediation Site described in

the attached Illinois EPA Site Remediation Program Environmental Notice and shown in the attached Site Base Map does not constitute a threat to human health and the environment and does not require further remediation under the Act if utilized in accordance with the terms of this Letter.

Conditions and Terms of Approval

Level of Remediation and Land Use Limitations

1) The recognized environmental conditions characterized by the site investigation and successfully addressed, consist of the contaminants of concern identified in the attached Table A.

2) The Remediation Site is approved for residential and/or industrial/commercial land use.

3) The land use specified in this Letter may be revised if:

   a) Further investigation or remedial action has been conducted that documents the attainment of objectives appropriate for the new land use; and

   b) A new Letter is obtained and recorded in accordance with Title XVII of the Act and regulations adopted thereunder.

Preventive, Engineering, and Institutional Controls

The implementation and maintenance of the following controls are required as part of the approval of the remediation objectives for this Remediation Site.

Preventive Controls:

4) There are no preventive controls required.

Engineering Controls:

5) There are no engineering controls required.

Institutional Controls:

6) Any existing buildings or any future buildings constructed on the site must contain a full concrete slab-on-grade floor or full concrete basement floor and walls with no unsealed sumps except for that area which requires a Building Control Technology (BCT) as described below.

7) No building shall be occupied within the area depicted on the attached Site Base Map unless a BCT meeting the requirements of 35 Illinois Administrative Code Part 742 Subpart L is operational prior to human occupancy. This BCT must be properly maintained to address the indoor inhalation pathway. If the BCT becomes inoperable, the site owner/operator shall notify building occupants and workers to implement protective measures. In addition, any sump located within the building with the BCT shall be sealed with an approved cap and vent system. A caution label must be affixed to the vent pipe indicating that the system cannot be dismantled without proper consultation. A vacuum pressure gauge must be installed on the system to provide a clear indication of when the system is operating properly and when maintenance is required. The sump cover must be resealed if it is ever removed for sump pump inspection, replacement, maintenance or for any other reason. The vent system must also be correctly maintained under such circumstances. Failure to maintain the BCT or the sealed sump shall be grounds for voidance of this No Further Remediation letter.

8) The on-site sumps must remain sealed with the approved cap and vent systems. A caution label must be affixed to each vent pipe indicating that the system cannot be dismantled without proper consultation. In addition, the sump covers must be resealed if they are ever removed for sump pump inspection, replacement, maintenance or for any other reason. The vent systems must also be correctly maintained under such circumstances.

9) No person shall construct, install, maintain, or operate a well at the Remediation Site. All water supplies and water services for the Remediation Site must be obtained from a public water supply system. The provisions of this institutional control shall be applicable to all water usage (e.g., domestic, industrial/commercial uses and outdoor watering).

Other Terms

10) Where the Remediation Applicant is not the sole owner of the Remediation Site, the Remediation Applicant shall complete the attached *Property Owner Certification of the No Further Remediation Letter under the Site Remediation Program* Form. This certification, by original signature of each property owner, or the authorized agent of the owner(s), of the Remediation Site or any portion thereof who is not a Remediation Applicant, shall be recorded along with this Letter.

11) Further information regarding this Remediation Site can be obtained through a written request under the Freedom of Information Act (5 ILCS 140) to:

Illinois Environmental Protection Agency
Attn: Freedom of Information Act Officer
Division of Records Management #16
2520 West Iles Avenue
Post Office Box 19276
Springfield, Illinois 62794-9276

12) Pursuant to Section 58.10(f) of the Act (415 ILCS 5/58.10(f)), should the Illinois EPA seek to void this Letter, the Illinois EPA shall provide notice to the current title holder and to the Remediation Applicant at the last known address. The notice shall specify the cause for the voidance, explain the provisions for appeal, and describe the facts in support of this cause. Specific acts or omissions that may result in the voidance of the Letter under Sections 58.10(e)(1)-(7) of the Act (415 ILCS 5/58.10(e)(1)-(7)) include, but shall not be limited to:

a) Any violation of institutional controls or the designated land use restrictions;

b) The failure to operate and maintain preventive or engineering controls or to comply with any applicable groundwater monitoring plan;

c) The disturbance or removal of contamination that has been left in-place in accordance with the Remedial Action Plan. Access to soil contamination may be allowed if, during and after any access, public health and the environment are protected consistent with the Remedial Action Plan;

d) The failure to comply with the recording requirements for this Letter;

e) Obtaining the Letter by fraud or misrepresentation;

f) Subsequent discovery of contaminants, not identified as part of the investigative or remedial activities upon which the issuance of the Letter was based, that pose a threat to human health or the environment;

g) The failure to pay the No Further Remediation Assessment Fee within forty-five (45) days after receiving a request for payment from the Illinois EPA;

h) The failure to pay in full the applicable fees under the Review and Evaluation Services Agreement within forty-five (45) days after receiving a request for payment from the Illinois EPA.

13) Pursuant to Section 58.10(d) of the Act, this Letter shall apply in favor of the following persons:

a) Heitman Investments;

b) The owner and operator of the Remediation Site;

c) Any parent corporation or subsidiary of the owner of the Remediation Site;

d) Any co-owner, either by joint-tenancy, right of survivorship, or any other party sharing a relationship with the owner of the Remediation Site;

e) Any holder of a beneficial interest of a land trust or inter vivos trust, whether revocable or irrevocable, involving the Remediation Site;

f) Any mortgagee or trustee of a deed of trust of the owner of the Remediation Site or any assignee, transferee, or any successor-in-interest thereto;

g) Any successor-in-interest of the owner of the Remediation Site;

h) Any transferee of the owner of the Remediation Site whether the transfer was by sale, bankruptcy proceeding, partition, dissolution of marriage, settlement or adjudication of any civil action, charitable gift, or bequest;

i) Any heir or devisee of the owner of the Remediation Site;

j) Any financial institution, as that term is defined in Section 2 of the Illinois Banking Act and to include the Illinois Housing Development Authority, that has acquired the ownership, operation, management, or control of the Remediation Site through foreclosure or under the terms of a security interest held by the financial institution, under the terms of an extension of credit made by the financial institution, or any successor-in-interest thereto; or

k) In the case of a fiduciary (other than a land trustee), the estate, trust estate, or other interest in property held in a fiduciary capacity, and a trustee, executor, administrator, guardian, receiver, conservator, or other person who holds the remediated site in a fiduciary capacity, or a transferee of such party.

14) This letter, including all attachments, must be recorded as a single instrument within forty-five (45) days of receipt with the Office of the Recorder of Cook County. For recording purposes, the Illinois EPA Site Remediation Program Environmental Notice attached to this Letter should be the first page of the instrument filed. This Letter shall not be effective until officially recorded by the Office of the Recorder of Cook County in accordance with Illinois law so that it forms a permanent part of the chain of title for the 1901 Cherry Lane property.

15) Within thirty (30) days of this Letter being recorded by the Office of the Recorder of Cook County, a certified copy of this Letter, as recorded, shall be obtained and submitted to the Illinois EPA to:

Illinois Environmental Protection Agency
Bureau of Land/RPMS #24
2520 West Iles Avenue
Post Office Box 19276
Springfield, Illinois 62794-9276

16) In accordance with Section 58.10(g) of the Act, a No Further Remediation Assessment Fee based on the costs incurred for the Remediation Site by the Illinois EPA for review and evaluation services will be applied in addition to the fees applicable under the Review and Evaluation Services Agreement. Request for payment of the No Further Remediation Assessment Fee will be included with the billing statement.

If you have any questions regarding the 1901 Cherry Lane property, you may contact the Illinois EPA project manager, Aaron Gregory at (217) 558-0932.

Sincerely,

Jeron Schultz, Manager
Remedial Project Management Section
Division of Remediation Management
Bureau of Land

Attachments: Illinois EPA Site Remediation Program Environmental Notice
Site Base Map
Table A: Regulated Substances of Concern
Property Owner Certification of the NFR Letter under the Site Remediation Program Form
Instructions for Filing the NFR Letter

cc: Ms. Junaluska Williams
Roux Associates, Inc.
jwilliams@rouxinc.com

Bureau of Land File

Remedial Project Management Section

PREPARED BY:

Mr. Jay Heitman
Heitman Investments
540 West Frontage Rd., Suite 1020
Northfield, IL 60093

RETURN TO:

Mr. Jay Heitman
Heitman Investments
540 West Frontage Rd., Suite 1020
Northfield, IL 60093

THE ABOVE SPACE FOR RECORDER'S OFFICE

This Environmental No Further Remediation Letter must be submitted by the remediation applicant within 45 days of its receipt, to the Office of the Recorder of Cook County.

Illinois State EPA Number: 0312075112

Heitman Investments, the Remediation Applicant, whose address is 540 West Frontage Rd., Suite 1020, Northfield, IL 60093 has performed investigative and/or remedial activities for the remediation site depicted on the attached Site Base Map and identified by the following:

1. Legal Description or Reference to a Plat Showing the Boundaries:

   LOT 1 IN NORTHBROOK COMMERICAL TRUST SUBDIVISION OF PART OF LOT 41 IN WALTER'S RESUBDIVISION OF PART OF THE NORTH EAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 9, TOWNSHIP 42 NORTH, RANGE 12 EAST OF THE THIRD PRINCIPAL MERIDIAN, AND PART OF THE NORTH WEST QUARTER OF THE SOUTH WEST QUARTER OF SECTION 10 TOWNSHIP 42 NORTH, RANGE 12 EAST OF THE THIRD PRINCIPAL MERIDIAN, ALSO PART OF THE NORTHEAST QUARTER OF SECTION 9, AND PART OF THE NORTHWEST QUARTER AND SOUTHWEST QUARTER OF SECTION 10, AFORESAID, IN COOK COUNTY, ILLINOIS.

2. Common Address: 1901 Cherry Lane, Northbrook, IL 60062

3. Real Estate Tax Index/Parcel Index Number: 04-10-300-041-0000

4. Remediation Site Owner: Heitman Investments

5. Land Use: Residential and/or Industrial/Commercial

(Illinois EPA Site Remediation Program Environmental Notice)

6. Site Investigation: Comprehensive

See NFR letter for other terms.

(Illinois EPA Site Remediation Program Environmental Notice)

T:\HEITMAN INVESTMENTS\1901 CHERRY LANE, NORTHBROOK, IL\CAD\BASE MAP.DWG

SITE BASE MAP
0312075112/COOK COUNTY
NORTHBROOK/1901 CHERRY LANE
SITE REMEDIATION/TECHNICAL



LEGEND

— - - — REMEDIATION SITE BOUNDARY

PROPOSED BUILDING CONTROL TECHNOLOGY AREA (742.1200)

NOTE:
1. SITE LAND USE: NO LAND RESTRICTION.
2. ON-SITE GROUNDWATER USE RESTRICTION FOR ENTIRE SITE.
3. ANY EXISTING OR POTENTIAL FUTURE BUILDINGS MUST HAVE A FULL CONCRETE SLAB-ON-GRADE OR FULL CONCRETE BASEMENT FLOOR AND WALLS WITH SEALED SUMP PUMPS.

N

120' 0 120'

Title:

SITE BASE MAP
LPC# 0312075112

1901 CHERRY LANE
NORTHBROOK, IL 60062

Prepared for:
HEITMAN INVESTMENTS

ROUX

Compiled by: NT	Date: 9/4/2025	FIGURE
Prepared by: NT	Scale: AS SHOWN	2
Project Mgr: JW	Project: 4976.00011000	
File: BASE MAP.DWG		

TABLE A: Regulated Substances of Concern

LPC# 0312075112/Cook County
Northbrook/1901 Cherry Lane
Site Remediation/Technical

Volatile Organic Compounds (VOCs)	
CAS No.	**Compound Name**
67-64-1	Acetone
71-43-2	Benzene
75-27-4	Bromodichloromethane
75-25-2	Bromoform
74-83-9	Bromomethane
78-93-3	2-Butanone
75-15-0	Carbon Disulfide
56-23-5	Carbon Tetrachloride
108-90-7	Chlorobenzene
75-00-3	Chloroethane
67-66-3	Chloroform
74-87-3	Chloromethane
124-48-1	Dibromochloromethane
75-34-3	1,1-Dichloroethane
107-06-2	1,2-Dichloroethane
75-35-4	1,1-Dichloroethene
540-59-0	1,2-Dichloroethene (total)
156-59-2	cis-1,2-Dichloroethene
156-60-5	trans-1,2-Dichloroethene
78-87-5	1,2-Dichloropropane
10061-02-6	trans-1,3-Dichloropropene
10061-01-5	cis-1,3-Dichloropropene
100-41-4	Ethylbenzene
591-78-6	2-Hexanone
75-09-2	Methylene Chloride
108-10-1	4-Methyl-2-Pentanone
1634-04-4	Methyl tert-butyl ether
100-42-5	Styrene
79-34-5	1,1,2,2-Tetrachloroethane
127-18-4	Tetrachloroethene
71-55-6	1,1,1-Trichloroethane
79-00-5	1,1,2-Trichloroethane
79-01-6	Trichloroethene
108-88-3	Toluene
75-01-4	Vinyl Chloride
1330-20-7	Xylenes (total)

Semivolatile Organic Compounds (SVOCs)	
CAS No.	**Compound Name**
208-96-8	Acenaphthylene
83-32-9	Acenaphthene
120-12-7	Anthracene
56-55-3	Benzo(a)anthracene
205-99-2	Benzo(b)fluoranthene
207-08-9	Benzo(k)fluoranthene
191-24-2	Benzo(g,h,i)perylene
50-32-8	Benzo(a)pyrene
111-91-1	bis(2-Chloroethoxy)methane
111-44-4	bis(2-Chloroethyl)ether
117-81-7	bis(2-Ethylhexyl)phthalate
101-55-3	4-Bromophenyl-phenyl ether
85-68-7	Butylbenzylphthalate
86-74-8	Carbazole
106-47-8	4-Chloroaniline
59-50-7	4-Chloro-3-methlyphenol
91-58-7	2-Chloronaphthalene
95-57-8	2-Chlorophenol
7005-72-3	4-Chlorophenyl-phenyl ether
218-01-9	Chrysene
53-70-3	Dibenzo(a,h)anthracene
132-64-9	Dibenzofuran
95-50-1	1,2-Dichlorobenzene
541-73-1	1,3-Dichlorobenzene
106-46-7	1,4-Dichlorobenzene
91-94-1	3,3'-Dichlorobenzidine
120-83-2	2,4-Dichlorophenol
84-66-2	Diethylphthalate
105-67-9	2,4-Dimethylphenol
131-11-3	Dimethylphthalate
534-52-1	4,6-Dinitro-2-methylphenol
51-28-5	2,4-Dinitrophenol
121-14-2	2,4-Dinitrotoluene
606-20-2	2,6-Dinitrotoluene
84-74-2	Di-n-butylphthalate
117-84-0	Di-n-octylphthalate
206-44-0	Fluoranthene
86-73-7	Fluorene
118-74-1	Hexachlorobenzene
87-68-3	Hexachlorobutadiene
77-47-4	Hexachlorocyclopentadiene

67-72-1	Hexachloroethane
193-39-5	Indeno(1,2,3-cd)pyrene
78-59-1	Isophorone
91-57-6	2-Methylnaphthalene
95-48-7	2-Methylphenol
106-44-5	4-Methylphenol
91-20-3	Naphthalene
88-74-4	2-Nitroaniline
99-09-2	3-Nitroanaline
100-01-6	4-Nitroaniline
98-95-3	Nitrobenzene
88-75-5	2-Nitrophenol
100-02-7	4-Nitrophenol
621-64-7	N-Nitroso-di-n-propylamine
86-30-6	N-Nitrosodiphenylamine
108-60-1	2,2'-oxybis(1-chloropropane)
87-86-5	Pentachlorophenol
85-01-8	Phenanthrene
108-95-2	Phenol
129-00-0	Pyrene
120-82-1	1,2,4-Trichlorobenzene
95-96-4	2,4,5-Trichlorophenol
88-06-2	2,4,6-Trichlorophenol

Pesticides	
CAS No.	**Compound Name**
309-00-2	Aldrin
319-84-6	alpha-BHC
319-85-7	beta-BHC
319-86-8	delta-BHC
58-89-9	gamma-BHC
5103-71-9	alpha-Chlordane
5566-34-7	gamma-Chlordane
72-54-8	4,4'-DDD
72-55-9	4,4'-DDE
50-29-3	4,4'-DDT
60-57-1	Dieldrin
959-98-8	Endosulfan I
33213-65-9	Endosulfan II
1031-07-8	Endosulfan sulfate
72-20-8	Endrin
7421-93-4	Endrin aldehyde
53494-70-5	Endrin ketone

76-44-8	Heptachlor
1024-57-3	Heptachlor epoxide
72-43-5	Methoxychlor
8001-35-2	Toxaphene

Aroclors	
CAS No.	**Compound Name**
12674-11-2	Aroclor - 1016
11104-28-2	Aroclor - 1221
11141-16-5	Aroclor - 1232
53469-21-9	Aroclor - 1242
12672-29-6	Aroclor - 1248
11097-69-1	Aroclor - 1254
111096-82-5	Aroclor - 1260

Inorganics	
CAS No.	**Compound Name**
7429-90-5	Aluminum
7440-36-0	Antimony
7440-38-2	Arsenic
7440-39-3	Barium
7440-41-7	Beryllium
7440-43-9	Cadmium
7440-70-2	Calcium
7440-47-3	Chromium
7440-48-4	Cobalt
7440-50-8	Copper
57-12-5	Cyanide
7439-89-6	Iron
7439-92-1	Lead
7239-95-4	Magnesium
7439-96-5	Manganese
7439-97-6	Mercury
7440-02-0	Nickel
7440-09-7	Potassium
7782-49-2	Selenium
7440-22-4	Silver
7440-23-5	Sodium
7440-28-0	Thallium
7440-62-2	Vanadium
7440-66-6	Zinc

PROPERTY OWNER CERTIFICATION OF THE NFR LETTER UNDER THE SITE REMEDIATION PROGRAM

Where the Remediation Applicant (RA) is not the sole owner of the remediation site, the RA shall obtain the certification by original signature of each owner, or authorized agent of the owner(s), of the remediation site or any portion thereof who is not an RA. The property owner(s), or the duly authorized agent of the owner(s) must certify, by original signature, the statement appearing below. This certification shall be recorded in accordance with Illinois Administrative Code 740.620.

Include the full legal name, title, the company, the street address, the city, the state, the ZIP code, and the telephone number of all other property owners. Include the site name, street address, city, ZIP code, county, Illinois inventory identification number and real estate tax index/parcel index number.

A duly authorized agent means a person who is authorized by written consent or by law to act on behalf of a property owner including, but not limited to:

1. For corporations, a principal executive officer of at least the level of vice-president;
2. For a sole proprietorship or partnership, the proprietor or a general partner, respectively; and
3. For a municipality, state or other public agency, the head of the agency or ranking elected official.

For multiple property owners, attach additional sheets containing the information described above, along with a signed, dated certification for each. All property owner certifications must be recorded along with the attached NFR letter.

Property Owner Information

Owner's Name: _____

Title: _____

Company: _____

Street Address: _____

City: _____ State: _____ Zip Code: _____ Phone: _____

Site Information

Site Name: _____

Site Address: _____

City: _____ State: _____ Zip Code: _____ County: _____

Illinois inventory identification number: _____

Real Estate Tax Index/Parcel Index No. _____

I hereby certify that I have reviewed the attached No Further Remediation Letter and that I accept the terms and conditions and any land use limitations set forth in the letter.

Owner's Signature: _____ Date: _____

SUBSCRIBED AND SWORN TO BEFORE ME

this _____ day of _____, 20____

_____

Notary Public

The Illinois EPA is authorized to require this information under Sections 415 ILCS 5/58 - 58.12 of the Environmental Protection Act and regulations promulgated thereunder. If the Remediation Applicant is not also the sole owner of the remediation site, this form must be completed by all owners of the remediation site and recorded with the NFR Letter. Failure to do so may void the NFR Letter. This form has been approved by the Forms Management Center. All information submitted to the Site Remediation Program is available to the public except when specifically designated by the Remediation Applicant to be treated confidentially as a trade secret or secret process in accordance with the Illinois Compiled Statutes, Section 7(a) of the Environmental Protection Act, applicable Rules and Regulations of the Illinois Pollution Control Board and applicable Illinois EPA rules and guidelines.

Notice to Remediation Applicant

Please follow these instructions when filing the NFR letter with the County Recorder's Office

Instructions for Filing the NFR Letter

The following documents must be filed as a single instrument:

A. Body of the NFR Letter (contains appropriate terms and conditions, tables, etc.)
B. Attachments to NFR letter and included as part of the NFR Letter:
    - Illinois EPA Site Remediation Program Environmental Notice (Legal Description and PIN of the Remediation Site)
    - Maps of the Remediation Site
    - Property Owner Certification
    - If applicable, Table A: Regulated Substances of Concern
    - If applicable, A copy of the ordinance used to address groundwater contamination

1. Place the Illinois EPA Site Remediation Program Environmental Notice on top of the NFR prior to giving it to the Recorder.

2. If you are not the owner (record title holder) of the property on the date of filing of this NFR, you must attach a **completed** owner's certification form signed by the owner of the property at the time of filing (e.g., if the property recently sold, the new owner must sign).

3. If any of the terms and conditions of the NFR letter references a groundwater ordinance, you must record a copy of the groundwater ordinance with the NFR letter.

4. If any of the terms and conditions of the NFR letter references a highway agreement, you must record the highway agreement if specifically required by the municipality granting the agreement, the County, or the Illinois Department of Transportation.

5. Within thirty (30) days of this NFR Letter being recorded by the Office of the Recorder of the County in which the property is located, a certified copy of this Letter, as recorded, shall be obtained, and submitted to the Illinois EPA to:

    Illinois Environmental Protection Agency
    Bureau of Land/RPMS
    2520 West Iles Avenue
    Post Office Box 19276
    Springfield, IL 62794-9276

6. **Remove this page from the NFR letter, prior to recording.**

If you have any questions call (217) 524-3300 and speak with the "project manager on-call" in the Site Remediation Program.

ENVIRONMENTAL & NATURAL RESOURCES ASSESSMENT REPORT

PROJECT SITE:

The Flats at North Branch

Northbrook, Cook County, Illinois

PREPARED FOR:

Pulte Home Corporation
1900 E. Golf Road, Suite 300
Schaumburg Illinois, 60173

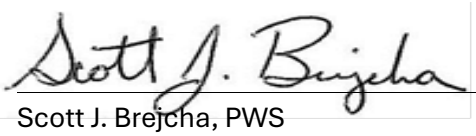
PREPARED BY:

V3 Companies
7325 Janes Avenue
Woodridge, Illinois 60517
630.724.9200

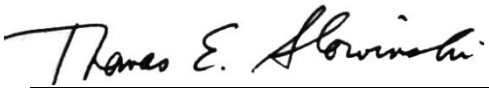
July 27, 2026

We hereby certify that this Environmental & Natural Resources Assessment Report has been prepared by V3 Companies for use by Pulte Home Corporation, their affiliates, lenders, and assignees.

Project Staff:



Scott J. Brejcha, PWS
Group Leader
Wetland & Ecology



Thomas E. Slowinski, PWS
Technical Director
Wetland & Ecology

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Appendix VI – Site Plan 7/27/2026

EXECUTIVE SUMMARY

This Environmental and Natural Resources Assessment has been prepared in support of the proposed development of the subject property in accordance with the Village of Northbrook development application requirements.

The purpose of this report is to document existing environmental conditions, identify significant natural resources located on or adjacent to the property, evaluate potential impacts associated with the proposed development, and describe measures incorporated into the project to avoid, minimize, or mitigate those impacts.

The proposed development has been designed to preserve existing environmental features wherever practical while providing a functional site plan that complies with applicable Village ordinances, the Cook County Watershed Management Ordinance, Metropolitan Water Reclamation District (MWRD) requirements, and other applicable regulatory standards.

The 7.02-acre property was investigated by V3 Companies (V3) on April 28,2026 to determine the presence, extent and quality of any wetlands or Waters under U.S. Army Corps of Engineers (USACE) and/or Metropolitan Water Reclamation District (MWRD) jurisdiction. The property is located north and east of Meadow Road, north and west of Shermer Road and south of Cherry Lane in Northbrook, Cook County, Illinois (Section 10, T42N, R12E; 42.130673°N, –87.827106°W; Highland Park Quadrangle) (Appendix I, Figure 1).

One Waters of the U.S. (Area 1), the West Fork North Branch Chicago River, was identified off-site, adjacent to the southern property boundary. No other wetlands or Waters were observed within 100-feet of the property, per the Ordinance. V3's Aquatic Resource Delineation Report is attached in Appendix II of this document.

In V3's professional opinion, Area 1 is under USACE jurisdiction. The vegetated portion of the existing riparian environment of Area 1 is subject to MWRD jurisdiction.

The 50-foot riparian buffer applicable to the West Fork North Branch Chicago River, as required by the MWRD Watershed Management Ordinance (WMO), consists of approximately 15 feet of functional (vegetated) riparian buffer. The remainder of the buffer is developed with pavement and is not vegetated and therefore is considered nonfunctional and not regulated by the WMO. The proposed improvements will temporarily disturb approximately 200 square feet (0.004 acres) of the 50-foot functional riparian buffer to the West Fork North Branch Chicago River for the construction of the proposed FES structure. The 50-foot riparian buffer disturbance will be mitigated through the restoration of the disturbance area with native plantings. A USACE permit from the Chicago District is not required for this project. A USACE No Permit Required will be obtained for the project.

In summary, the proposed project will not have adverse impacts to natural resources on or adjacent to the site. Disturbance will not occur to the West Fork North Branch Chicago River nor the functional (vegetated) portion of the riparian buffer.

Project Description

The subject property consists of 7.02 acres at the southeast corner of Cherry Lane and Meadow Road in Downtown Northbrook. The West Fork of the North Branch of the Chicago River is directly south and the Village Church of Northbrook is directly to the east. The site is currently improved with the Northbrook Meadow Shopping Center, consisting of an approximately 90,000 square foot multi-tenant shopping center with approximately 272 parking spaces. The shopping center is well-positioned for redevelopment consistent with current Northbrook planning goals.

The site is zoned C-2 (Neighborhood Commercial District) and is within the Village Green Overlay District (VG-O). The Village's Comprehensive Plan designates this parcel as "Village Center Mixed Use" which is "intended to provide areas to accommodate a mixture of higher density multi-family housing, retail restaurant, business and professional offices, personal and business services, as well as entertainment, fitness, and religious and other membership organizations that are predominately integrated vertically on a development site."

Consistent with the underlying C-2 and VG-O standards and the Comprehensive Plan designation, the applicant is seeking a PUD to permit the redevelopment of the site with three (3), 50-unit condominium buildings and two (2) commercial lots as set forth on the Site Plan dated July 27, 2026, to be called "The Flats at North Branch" (Appendix VI). The commercial parcels will be conveyed to a commercial developer who will separately obtain any approvals necessary for the redevelopment of the 2 commercial parcels consistent with the underlying zoning, to be called "The Shops at North Branch."

Two of the residential buildings will front Meadow Road on the west, and the third building is proposed at the southeast corner of the site along the River. The residential buildings fronting Meadow Road and Cherry Lane are sited directly adjacent to the rights-of-way and the facades are set back at the residential floors consistent with Northbrook's recently-approved revised zoning ordinance. Two approximately .80 acre commercial lots are proposed on the north end of the parcel fronting Cherry Lane.

Each residential building will have approximately 62 interior parking spaces on the first floor. Additional surface parking, 89 parking spaces, which is currently anticipated to be under roof is located adjacent to each residential building for a total of 276 parking spaces. Vehicular access to the site is from 2 access points on Cherry Lane, with the main access point aligned with Keystone Avenue which extends north from Cherry Lane. The internal roads will be public. Pedestrian movement within the site is by way of sidewalks and walkways, connecting the development. A riverwalk is proposed on the south end of the parcel with a seating area and common open space which will be dedicated to the Village of Northbrook. The riverwalk connects to Shermer Road and ultimately to the Village Green Park. An easement will be required from the adjacent Village Church for this purpose.

The residential buildings are 6 stories (approximately 67 ft. to 68 ft tall), with five stories of residential above the ground floor parking level, and accordingly, the developer will be seeking a modification from the height limitations within the C-2 and VG-O as part of the PUD process. The residential buildings will be primarily brick with Hardie Board siding and trim. Due to the upper floors being set back, private terraces will be provided for the second floor units. The upper floor units all have balconies. The residential buildings will each have ten 1 bedroom/1.5 bath plus den units, fifteen 2 bedroom units/2 bath units, and twenty-five 2 bedroom plus den/2 bath units. Units range in size from 1,177 square feet to 1,703 square feet. Each building has 2 elevators and a heated garage. Twenty-three (23) units will be affordable consistent with the Village's Affordable Housing Plan, with half at Tier 1 and half at Tier 2. The affordable units are proposed to be 50% one-bedroom units and 50% two-bedroom units in order to offer a balanced mix of affordable units within the development and to provide a variety of affordable housing unit types within the Village.

The residential buildings will be constructed one at a time, and it is anticipated that construction will commence with the building proposed at the northwest corner at Meadow Road and Cherry Lane. In the event the PUD is approved by the end of 2026, demolition and site development would commence in early Q2 2027, with building construction completed to allow for occupancy in November 2028.

The majority of redevelopment will occur on existing developed/ disturbed land and will avoid impacts to the West Fork North Branch Chicago River and the functional vegetated portion of the riparian buffer of the West Fork North Branch Chicago River.

Existing Site Conditions

Land Use

The current land use consists of the Meadow Plaza shopping Center which contains existing retail stores, associated parking, and associated infrastructure. The West Fork North Branch Chicago River is located off-site to the south of the existing shopping plaza. There are 88 total existing trees on and adjacent to the existing shopping plaza. Twenty-two (22) landscape trees are located within the existing parking lot and consist of low-quality tree species.

Topography

The existing topography of the site has ground elevations that range from approximately **642 feet NAVD88** to **647 feet NAVD88**. The site drains using existing Village storm sewer systems that are tributary to the West Fork North Branch Chicago River. There are no significant ravines, bluffs, or steep slopes on the site. The West Fork North Branch Chicago River is located off-site to the south of the site.

Soils

The soil series mapped on the property on the Soil Survey of Illinois is 805B, Orthents, clayey, undulating soil that is not a hydric soil and is associated with currently developed sites (Appendix I, Figure 7).

Geology

The land surface consists primarily of Wisconsinan-age glacial till, deposited by the Lake Michigan Lobe of the Laurentide Ice Sheet about 16,000–20,000 years ago. The till is generally:

- Silty clay to clayey silt
- Dense and over consolidated
- Contains scattered sand, gravel, cobbles, and occasional boulders
- Forms a gently rolling to nearly level moraine landscape.

Beneath the glacial deposits, the bedrock is Silurian dolomite (Niagaran-age carbonate rock), which underlies much of northeastern Illinois. In the Northbrook area:

- Bedrock is commonly 50–150 feet (15–45 m) below ground surface, although it varies locally.
- The glacial sediments above the bedrock include multiple layers of till, sand, and gravel deposited during successive glaciations.

Hydrology

The 12-Digit Hydrologic Unit Code (HUC) for the property is the West Fork North Branch Chicago River subwatershed (HUC 071200030105) which is within the larger North Branch Chicago River-Chicago Sanitary and Ship Canal watershed (Appendix I, Figure 4). The site contains no perennial streams. The West Fork North Branch Chicago River is off-site to the south and consists of a perennial stream (Waters of the U.S.) (Appendix I, Figures 2 and 8).

Wetlands

There are no wetlands located on or adjacent to the site. One Waters of the U.S., the West Fork North Branch Chicago River, is located offsite to the south. Appendix II of this document contains V3's Aquatic Resource Delineation report for the site dated May 8, 2026.

Floodplain & Floodway

The FEMA Flood Insurance Rate Map (FIRM) identifies zones AE (studied floodplain) and Zone X (500-year floodplain) on the property (Appendix I, Figure 5). Floodplain disturbance will be permitted with the Illinois Department of Natural Resources-Office of Waters Resources (IDNR-OWR). Stormwater detention and volume control will be provided in both an above ground native planted stormwater management facility and in underground vaults.

Vegetation

The existing site is developed. Twenty-two landscape trees are located on the site. V3's Tree Survey & Assessment report, dated May 6, 2026, is located in Appendix III. The project area consists of an existing commercial strip mall with landscape plantings and voluntary trees along the property line. The dominate species within the strip mall landscaping consist of Honey Locust. Swamp White Oaks were the dominant species along the West Fork North Branch Chicago River and appear to be planted as part of a past shoreline stabilization project. The eastern property line is dominated by Black Locust and Box Elder.

Threatened & Endangered Species & Wildlife Habitat

With the site consisting of a developed existing commercial strip mall, there is little to no existing wildlife habitat on the site. The adjacent land uses also provide minimal wildlife habitat. The Illinois Department of Natural Resources (IDNR) EcoCat letter for State threatened & endangered species consultation, dated April 29, 2025, states that adverse impacts to resources are unlikely. The IDNR's letter is valid for a period of two years and is located in Appendix IV.

Illinois State Historic Preservation Agency (IHPA)

Consultation with the Illinois State Historic Preservation Agency (IHPA) concluded that there are no historic, architectural, or archaeological sites within the project area. The IHPA/IDNR sign-off letter dated May 12, 2025 is located in Appendix V.

Scenic and Natural Features

The most natural feature within the vicinity of the project is the West Fork North Branch Chicago River and its 15-foot vegetated riparian buffer. No disturbance or impacts will occur to the West Fork North Branch Chicago River or its existing vegetated riparian buffer from the proposed development.

Environmental Constraints

No significant environmental constraints have been identified that would preclude redevelopment of the site.

Proposed Redevelopment Conditions

Anticipated Environmental Impacts

There are no anticipated environmental impacts from the proposed redevelopment. Typical construction activities will include:

1) Removal of 22 low quality trees that exist in the current parking lot
2) Earthwork associated with building and infrastructure construction'
3) Installation of underground utilities
4) Temporary construction noise

Since the site is already developed in the existing condition, there will not be any significant environmental impacts from the proposed redevelopment of the site.

Mitigation Measures

There are no mitigation measures required from the USACE and MWRD as it relates to the West Fork North Branch Chicago River or its 15-foot vegetated buffer since these areas will be completely avoided from the proposed redevelopment of the site.

Best Management Practices During Construction

Standard construction practices will be deployed as part of the proposed redevelopment project, including, but not limited to: Installation and maintenance of soil erosion and sediment control measures such as silt fence, inlet protection, stabilized construction entrances, and dust control.

Landscaping

The proposed landscaping plan meets the Village of Northbrook's ordinance requirements. Approximately 0.66 acres of native plantings will be installed as part of the project. 0.54 acres of native plantings will occur in the stormwater detention facility and 0.12 acres of native plantings will be installed in various pockets of the site. The incorporation of native plantings within the detention basin will provide erosion control with the deep rooted native vegetation, and the native plants will also filter and particulates as a "first flush" prior to the stormwater entering into the Village stormwater sewers, which will ultimately discharge to the West Fork North Branch Chicago River.

Regulatory Compliance

The proposed redevelopment is anticipated to comply with applicable requirements of:

- Village of Northbrook Zoning Ordinance
- Village of Northbrook Landscape Ordinance
- Metropolitan Water Reclamation District Watershed Management Ordinance

- Illinois Environmental Protection Agency regulations, as applicable
- National Pollutant Discharge Elimination System (NPDES) Construction General Permit
- Illinois Department of Natural Resources, Office of Water Resources

Conclusion

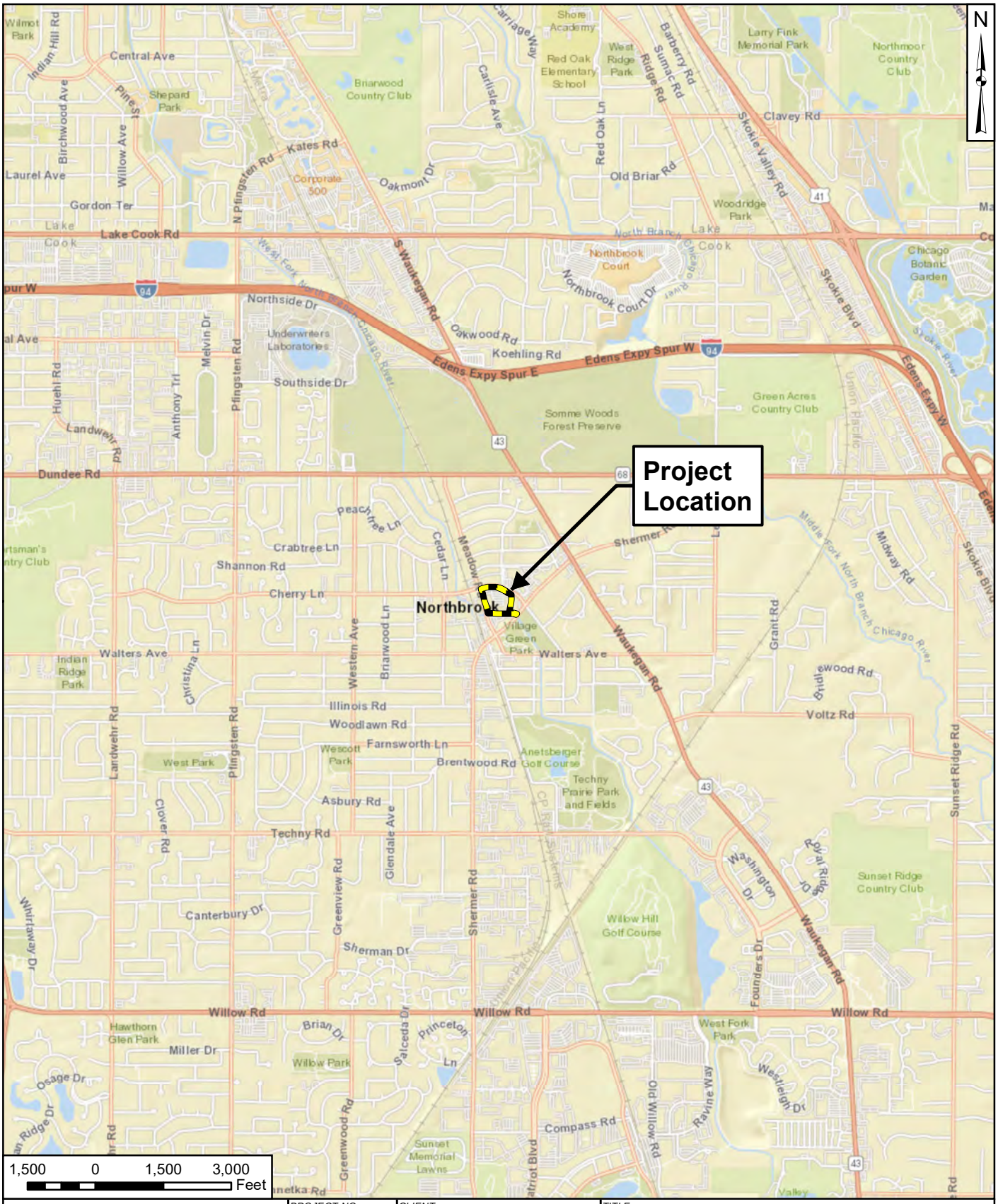
Based upon available mapping, field observations, preliminary engineering, and site planning, the proposed development can be completed with minimal to no long-term environmental impacts.

The project has been designed to preserve significant natural resources where practicable while incorporating modern stormwater management practices, erosion control, and sustainable landscape design.

No significant impacts to wetlands, floodplains, threatened or endangered species, or other environmentally sensitive resources are anticipated.

APPENDIX I

PROJECT FIGURES



V3 Companies 7325 Janes Avenue Woodridge, IL 60517 630.724.9200 phone www.v3co.com	PROJECT NO.: 260554 CREATED BY: DJJ	CLIENT: Pulte Home Corporation 1900 E. Golf Road, Suite 300 Schaumbur, IL 60173	TITLE: **PROJECT LOCATION**
	DATE: 04/27/2026	BASE LAYER: ESRI World Street Map	SITE: The Flats at North Branch Northbrook, Cook County, Illinois
Go beyond limits	SCALE: See Scale Bar		FIGURE: 1

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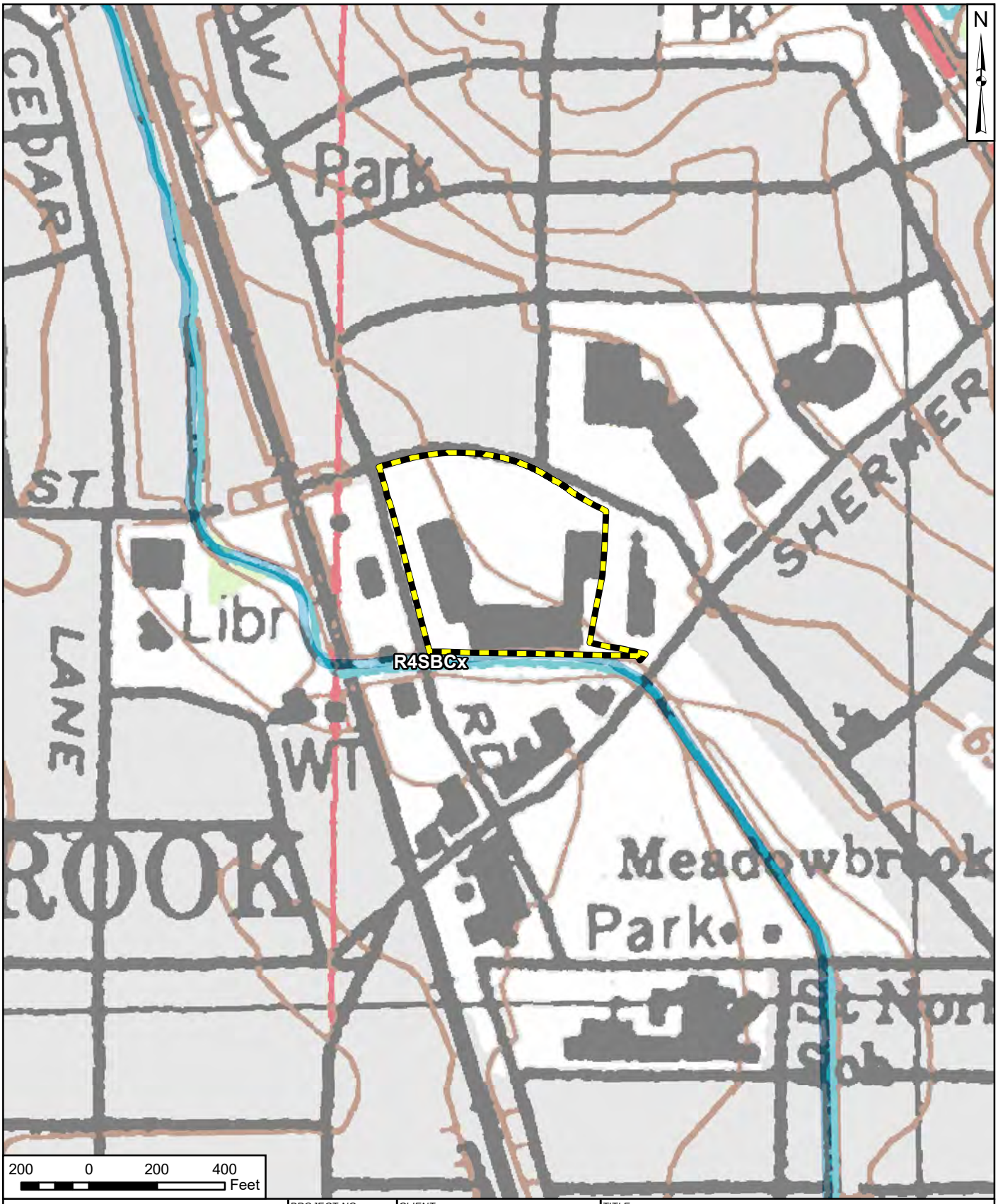

V3 Companies 7325 Janes Avenue Woodridge, IL 60517 630.724.9200 phone www.v3co.com	PROJECT NO.: 260554 CREATED BY: DJJ	CLIENT: Pulte Home Corporation 1900 E. Golf Road, Suite 300 Schaumbur, IL 60173	TITLE: **NATIONAL WETLANDS INVENTORY (NWI)**
	DATE: 04/27/2026	BASE LAYER: USGS Topographic Map Highland Park quad.	SITE: The Flats at North Branch Northbrook, Cook County, Illinois
Go beyond limits	SCALE: See Scale Bar		FIGURE: 2

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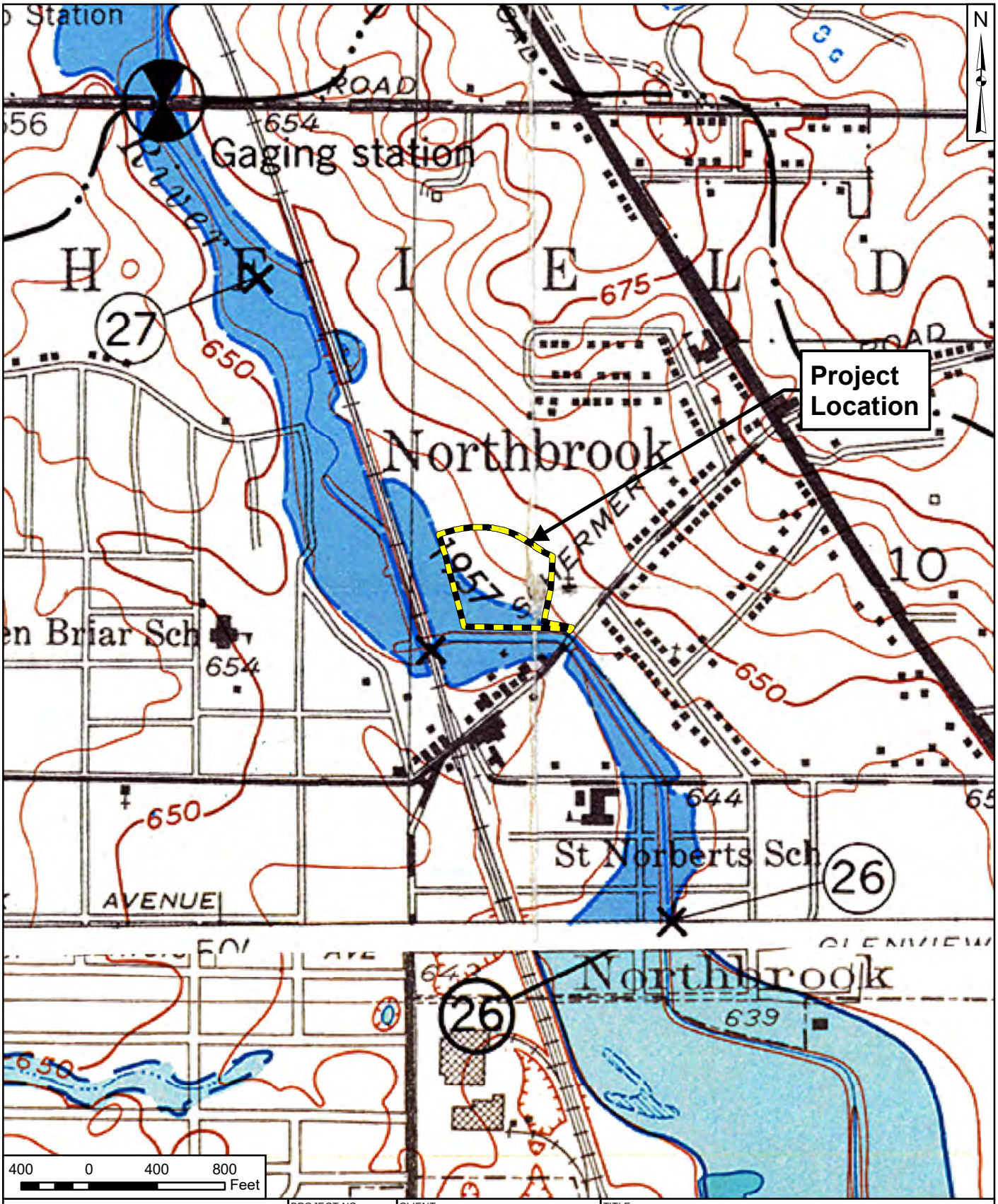

V3 Companies 7325 Janes Avenue Woodridge, IL 60517 630.724.9200 phone www.v3co.com	PROJECT NO.: 260554 CREATED BY: DJJ	CLIENT: Pulte Home Corporation 1900 E. Golf Road, Suite 300 Schaumbur, IL 60173	TITLE: **USGS HYDROLOGIC ATLAS**	
	DATE: 04/27/2026	BASE LAYER: USGS Hydrologic Atlas	SITE: The Flats at North Branch Northbrook, Cook County, Illinois	FIGURE: 3
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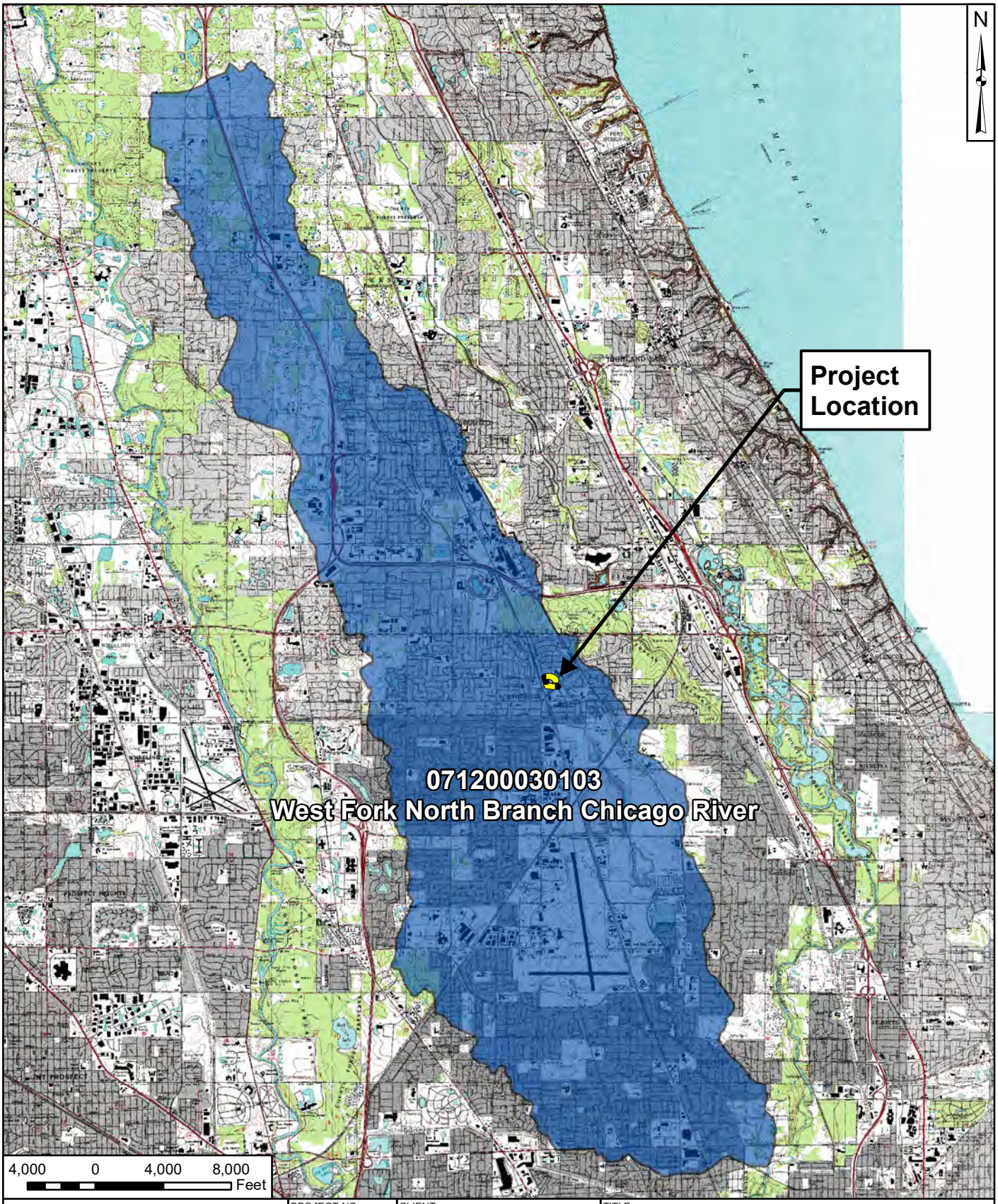

V3 Companies
7325 Janes Avenue
Woodridge, IL 60517
630.724.9200 phone
www.v3co.com

Go beyond limits

PROJECT NO.: 260554	CLIENT: Pulte Home Corporation 1900 E. Golf Road, Suite 300 Schaumbur, IL 60173	TITLE: **12-DIGIT HYDROLOGIC UNIT CODE (HUC)**	
CREATED BY: DJJ			
DATE: 04/27/2026	BASE LAYER: Cook County Topographic Map	SITE: The Flats at North Branch Northbrook, Cook County, Illinois	FIGURE: 4
SCALE: See Scale Bar			

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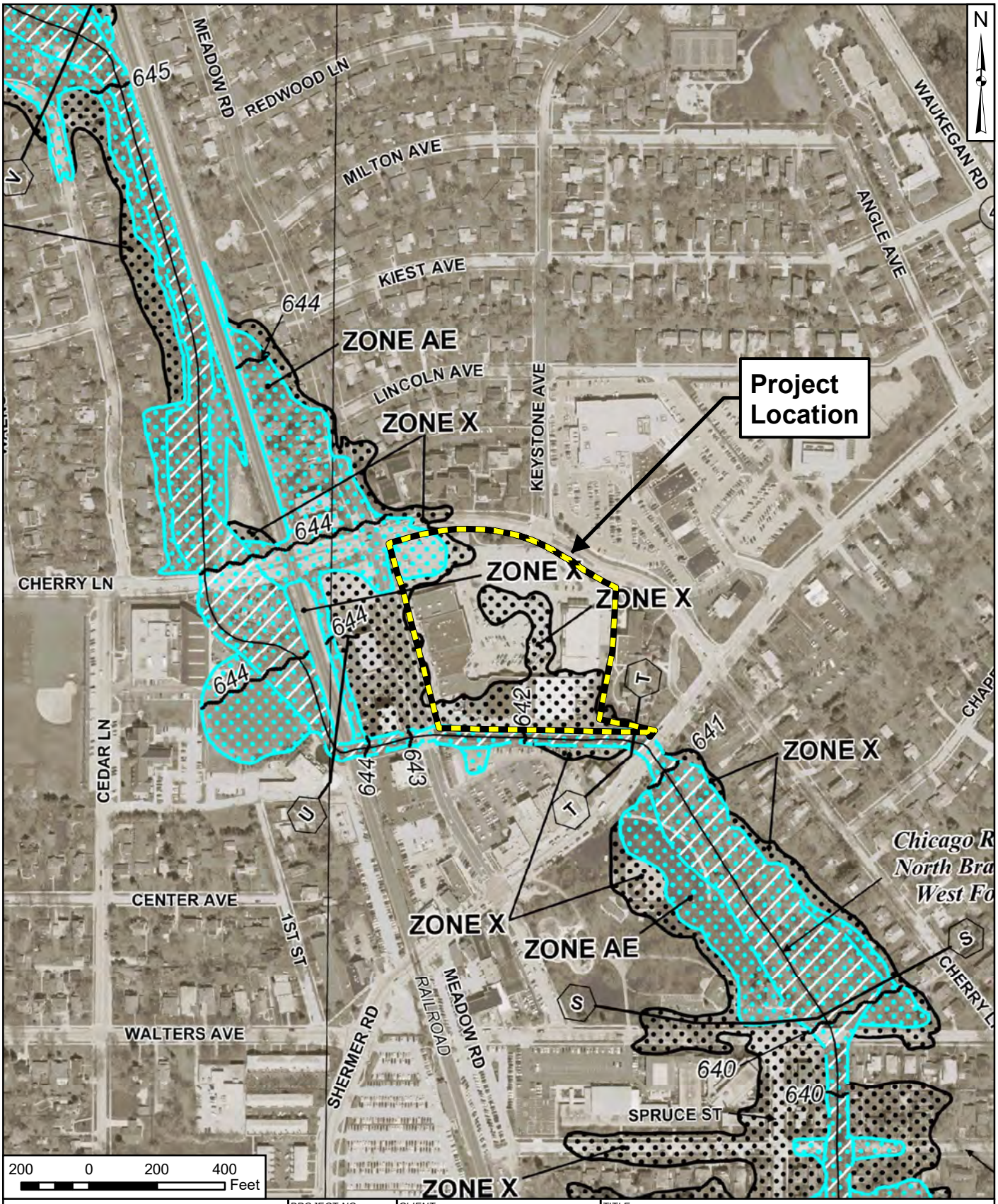

V3 Companies 7325 Janes Avenue Woodridge, IL 60517 630.724.9200 phone www.v3co.com	PROJECT NO.: 260554 CREATED BY: DJJ	CLIENT: Pulte Home Corporation 1900 E. Golf Road, Suite 300 Schaumbur, IL 60173	TITLE: **FEMA FLOOD INSURANCE RATE MAP (FIRM)**
	DATE: 04/27/2026	BASE LAYER: FEMA Firm Panel 17031C0089J	SITE: The Flats at North Branch Northbrook, Cook County, Illinois
Go beyond limits	SCALE: See Scale Bar		FIGURE: 5

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V3 Companies
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Woodridge, IL 60517
630.724.9200 phone
www.v3co.com

Go beyond limits

PROJECT NO.:	260554
CREATED BY:	DJJ
DATE:	07/22/2026
SCALE:	See Scale Bar
CLIENT:	Pulte Home Corporation 1900 E. Golf Road, Suite 300 Schaumburg, IL 60173
BASE LAYER:	Maxar Aerial Imagery (2025)
TITLE:	**FLOOD ZONES OF COOK COUNTY, ILLINOIS**
SITE:	The Flats at North Branch Northbrook, Cook County, Illinois
FIGURE:	6

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V3 Companies
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Woodridge, IL 60517
630.724.9200 phone
www.v3co.com

Go beyond limits

PROJECT NO.: 260554	CLIENT: Pulte Home Corporation 1900 E. Golf Road, Suite 300 Schaumbur, IL 60173	TITLE: SOIL SURVEY OF ILLINOIS	
CREATED BY: DJJ			
DATE: 04/27/2026	BASE LAYER: Vivid Aerial Imagery 2025	SITE: The Flats at North Branch Northbrook, Cook County, Illinois	FIGURE: 7
SCALE: See Scale Bar			

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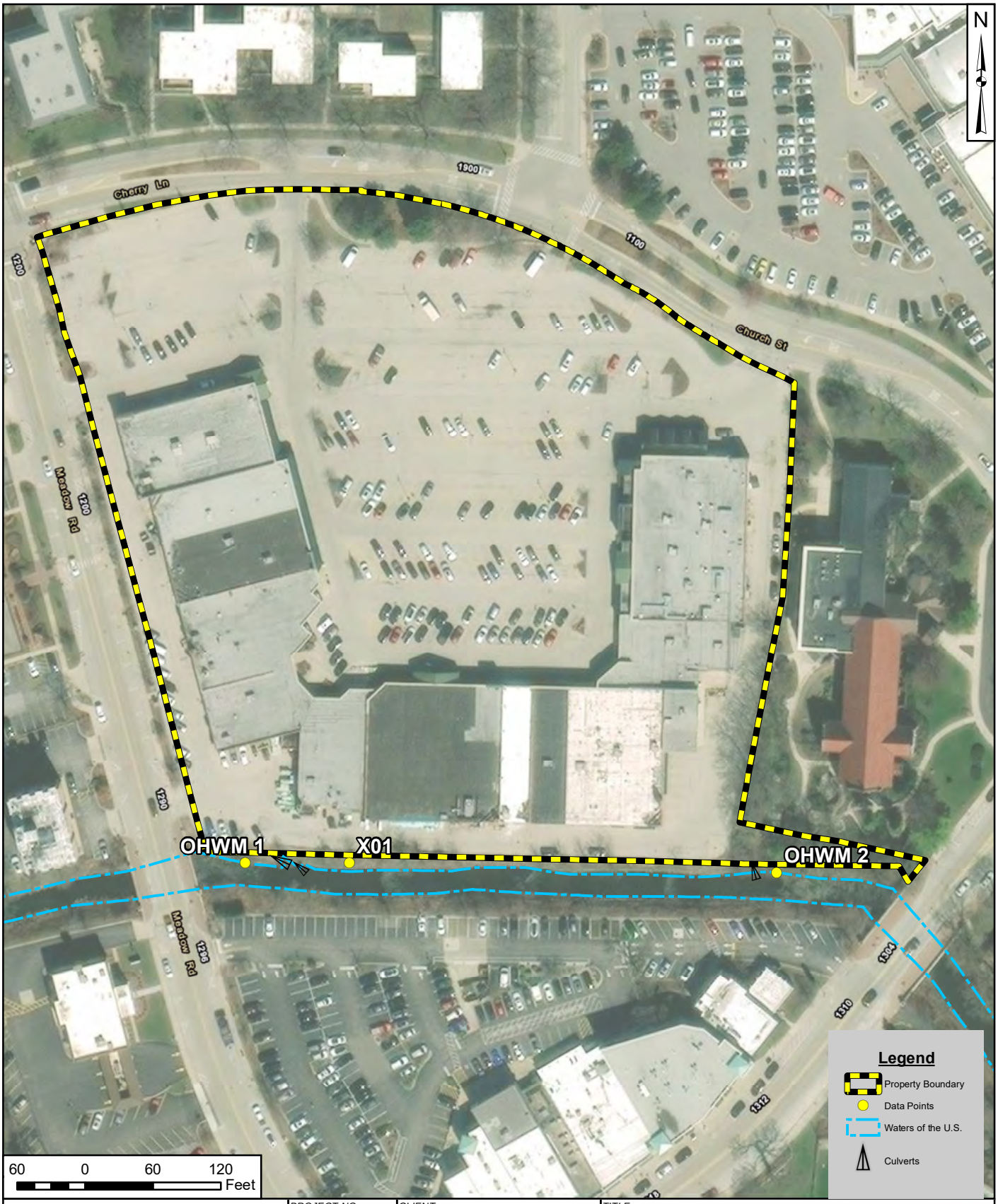

V3 Companies
7325 Janes Avenue
Woodridge, IL 60517
630.724.9200 phone
www.v3co.com

Go beyond limits

PROJECT NO.: 260554	CLIENT: Pulte Home Corporation 1900 E. Golf Road, Suite 300 Schaumburg, IL 60173	TITLE: **AQUATIC RESOURCE DELINEATION**	
CREATED BY: DJJ			
DATE: 05/08/2026	BASE LAYER: Vivid Aerial Imagery 2025	SITE: The Flats at North Branch Northbrook, Cook County, Illinois	FIGURE: 8
SCALE: See Scale Bar			

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APPENDIX II

AQUATIC RESOURCE DELINEATION REPORT

AQUATIC RESOURCE DELINEATION REPORT

PROJECT SITE:

The Flats at North Branch

Northbrook, Cook County, Illinois

PREPARED FOR:

Pulte Home Corporation
1900 E. Golf Road, Suite 300
Schaumburg Illinois, 60173

PREPARED BY:

V3 Companies
7325 Janes Avenue
Woodridge, Illinois 60517
630.724.9200

May 8, 2026

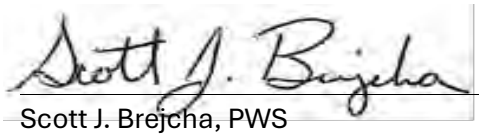
We hereby certify that this Aquatic Resource Delineation Report has been prepared by V3 Companies for use by Pulte Home Corporation, their affiliates, lenders, and assignees.

Project Staff:

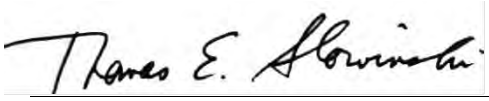


Daniel Jablonski
Wetland Scientist

Approved by:



Scott J. Brejcha, PWS
Group Leader
Wetland & Ecology



Thomas E. Slowinski, PWS
Technical Director
Wetland & Ecology

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EXECUTIVE SUMMARY

The approximate 7.3–acre property was investigated by V3 Companies (V3) on April 28,2026 to determine the presence, extent and quality of any wetlands or Waters under U.S. Army Corps of Engineers (USACE) and/or Metropolitan Water Reclamation District (MWRD) jurisdiction.

Delineation Summary

One Waters of the U.S. (Area 1), the West Fork North Branch Chicago River, was identified off-site, adjacent to the southern property boundary. No other wetlands or Waters were observed within 100-feet of the property, per the Ordinance. A summary of the identified areas is provided in Table 1, and a summary of the data points is provided in Table 2.

In V3's professional opinion, Area 1 is subject to USACE jurisdiction. The riparian environment of Area 1 is subject to MWRD jurisdiction. Permit coordination with USACE and MWRD is required for any work that will occur in the property.

Table 1. Aquatic Resource Summary Table

Area	On-Site Size (Acres)	Off-Site Size (Acres)	Native Mean Conservatism (NMC)	Floristic Quality Index (FQI)*	Quality**	Jurisdictional Status	MWRD Riparian Environment
1	0.00	+1.00	N/A	N/A	N/A	USACE	50'
Total	0.00	+1.00					

* = *Based on the Floristic Quality Assessment (FQA) methodology in Plants of the Chicago Region (Swink and Wilhelm, 1994)*

** = ***SIW*** *= Standard Isolated Wetland (NMC ≤ 3.5 and FQI ≤ 20, MWRD jurisdiction);* ***HQIW*** *= High Quality Isolated Wetland (NMC ≥ 3.5 or FQI ≥ 20, MWRD jurisdiction);* ***Non-HQAR*** *= Non- High Quality Aquatic Resource (NMC ≤ 3.5 and FQI ≤ 20, USACE jurisdiction);* ***HQAR*** *= High Quality Aquatic Resource (NMC ≥ 3.5 or FQI ≥ 20, USACE jurisdiction);* ***WOUS*** *= Waters of the United States (USACE jurisdiction)*

Table 2. Data Point Summary Table

Area	Data Point	Hydrophytic Vegetation	Hydric Soils	Wetland Hydrology	Wetland or Waters of the U.S.
1	OHWM-1	N/A	N/A	N/A	Y
	OHWM-2	N/A	N/A	N/A	Y
Upland	X01	N	N	N	N

Regulatory Summary

Pursuant to Section 404 of the Clean Water Act, the U. S. Army Corps of Engineers (USACE) has jurisdiction over the placement of fill or dredged material in all jurisdictional waters of the United States. On September 8, 2023, the Revised Definition of "Waters of the United States", which conforms to the 2023 U.S. Supreme Court Sackett decision, was published in the Federal Register and became effective immediately. Under the revised definitions, the following areas qualify as "Waters of the US" subject to USACE jurisdiction:

1. Navigable waters; the territorial seas; or interstate waters;
2. Impoundments of these waters;
3. Tributaries of navigable waters, the territorial seas and interstate waters that are relatively permanent, standing or continuously flowing bodies of water;
4. Wetlands adjacent to navigable waters, the territorial seas, or interstate waters that are relatively permanent, standing or continuously flowing bodies of water, and with a continuous surface connection to those waters;
5. Interstate lakes or ponds not identified above that are relatively permanent, standing or continuously flowing bodies of water, and with a continuous surface connection to the waters identified in items 1-4 above.

In accordance with the March 12, 2025 Memorandum to the Field Between the U. S. Department of the Army, U. S. Army Corps of Engineers and the US Environmental Protection Agency Concerning the Proper Implementation of "Continuous Surface Connection" Under the Definition of "Waters of the United States" under the Clean Water Act, in order for a wetland to be considered adjacent to a jurisdictional waterway or tributary, it must have a continuous surface connection because it directly abuts the waterway making it difficult to determine where the water ends and the wetland begins. Surface connections through a discrete water feature such as a ditch, swale, pipe or culvert do not constitute a continuous surface connection.

The following areas are not jurisdictional "Waters of the United States":

1. Waste treatment systems;
2. Prior converted cropland;
3. Ditches, including roadside ditches, excavated wholly in and draining only dry land and that do not carry a relatively permanent flow of water
4. Artificially irrigated areas that would revert to dry land if irrigation ceased;
5. Artificial lakes and ponds created by excavating or diking dry land to collect and retain water and which are used exclusively for such purposes as stock watering, irrigation, settling basins, or rice growing;
6. Artificial reflecting or swimming pools or other small ornamental bodies of water created by excavating or diking dry land to retain water for primarily aesthetic reasons;
7. Water-filled depressions created in dry land incidental to construction activity and pits excavated in dry land for the purpose of obtaining fill, sand, or gravel unless and until the construction or excavation operation is abandoned and the resulting body of water meets the definition of waters of the United States; and
8. Swales and erosional features (e.g., gullies, small washes) characterized by low volume, infrequent, or short duration flow.

High Quality Aquatic Resources (HQARs) are aquatic areas considered to be regionally critical due to their uniqueness, scarcity, and/or value, and other wetlands considered to perform functions important to the public interest, as defined in 33 CFR 320.4(b)(2). These resources include Advanced Identification (ADID) sites, bogs, ephemeral pools, fens, forested wetlands, sedge meadows, seeps, streams rated Class A or B in the Illinois Biological Stream Characterization study, streamside marshes, wet prairies, wetlands supporting Federal or Illinois endangered or threatened species, and wetlands with a floristic quality index of 20 or greater, or mean C-value of 3.5 or greater. These areas generally are regarded as unsuitable for dredge or fill activities. See Appendix IV for definitions of the wetland types, and criteria used to evaluate the presence of HQARs during wetland delineations.

A Section 404 permit must be obtained before placing any fill material within a jurisdictional area. General permits, including nationwide and regional permits, are designed to expedite the processing of permits for minor non-controversial projects that are similar in nature and may have minimal environmental impact. On January 8, 2026, the USACE reissued 60 Nationwide Permits (NWPs) and reissued general conditions and definitions. The 60 NWPs went into effect on March 15, 2026 and will expire on March 15, 2031. Projects with wetland impacts greater than 0.5 acre, or which do not meet other NWP general or regional conditions, may require authorization under an Individual Permit (IP), which requires a Public Notice, which may result in greater scrutiny of the proposed project by the USACE, other concerned government agencies or stakeholders, or the general public.

On January 9, 2025, the Metropolitan Water Reclamation District (MWRD) amended the Watershed Management Ordinance (WMO) which regulates isolated wetlands and isolated “waters” within Cook County. The WMO requires a Watershed Management Permit for any proposed impacts to isolated wetlands and/or isolated “waters” in Cook County resulting from regulated development activities. Impacts to isolated wetlands/waters that are equal to or exceed 0.10 acre will require compensatory mitigation based on the quality of the area. Mitigation at a ratio of 1.5:1 is required for impacts to Standard Isolated Wetlands (SIW) which are defined as isolated wetlands and “waters” that have a NMC less than 3.5 and an FQI less than 20. Mitigation at a ratio of 3:1 is required for impacts to High Quality Isolated Wetlands (HQIW) which are defined as isolated wetlands and “waters” that have a NMC of 3.5 or greater and/or an FQI of 20 or greater. Buffer requirements, which are dependent on the quality and size of the wetland, are shown in Table 1.

INTRODUCTION AND BACKGROUND

The approximate 7.3–acre property was investigated by V3 Companies (V3) on April 28, 2026 to determine the presence, extent and quality of any wetlands or Waters under U.S. Army Corps of Engineers (USACE) and/or Metropolitan Water Reclamation District (MWRD) jurisdiction. Identified wetland boundaries are marked in the field using pink wire flags labeled “Wetland Delineation”. This report summarizes the results of the field investigation and provides technical documentation for all investigated areas.

The property is located north and east of Meadow Road, north and west of Shermer Road and south of Cherry Lane in Northbrook, Cook County, Illinois (Section 10, T42N, R12E; 42.130673°N, –87.827106°W; Highland Park Quadrangle, Figure 1).

One wetland/Waters area is mapped along the property on the National Wetlands Inventory (NWI) Map (Figure 2). The wetland is classified as riverine, intermittent, streambed, seasonally flooded, excavated (R4SBCx).

The USGS Hydrologic Atlas (Figure 3) identifies the West Fork North Branch Chicago River adjacent to the property.

The 12-Digit Hydrologic Unit Code (HUC) Map (Figure 4) identifies the property in the West Fork North Branch Chicago River subwatershed (HUC 071200030105) which is within the larger North Branch Chicago River-Chicago Sanitary and Ship Canal watershed.

The FEMA Flood Insurance Rate Map (FIRM) (Figure 5) identifies zones AE and X on the property.

The Flood Zones of Illinois Map (2024) (Figure 6) identifies zones AE Floodway and X on the property.

The soil series mapped on the property on the Soil Survey of Illinois Map (Figure 7) are listed below.

Table 3. Soil Survey Information

Map Unit Symbol	Soil Name	Hydric Soil
805B	Orthents, clayey, undulating	No

The Aquatic Resource Delineation Map (Figure 8) shows the location of the data points and identified areas as professionally surveyed by V3 Companies.

Wetland Delineation Methods

Wetland delineations are conducted following the methods given in the *Regional Supplement to the Corps of Engineers Wetlands Delineation Manual: Midwest Region*. Under the delineation procedures in this manual, an area must exhibit characteristic hydrophytic vegetation, hydric soils, and wetland hydrology to be considered a wetland. If field investigation determines that any of the three parameters are not satisfied, the area usually does not qualify as wetland. Moreover, drainage ditches excavated in dry land are generally not considered jurisdictional waters of the United States by the Corps of Engineers (preamble to 33 CFR Parts 320 through 330, *Federal Register* Vol. 56, No. 219, 41217).

As part of a delineation report, data forms and technical information are required by the U.S. Army Corps of Engineers, to document the three parameters for any area determined to be wetland. The Wetland Determination Data Forms and Ordinary High Water Mark (OHWM) Forms for the identified areas in the property, provided in **Appendix I,** follow the methodologies outlined in both the *Regional Supplement to the Corps of Engineers Wetlands Delineation Manual: Midwest Region* and the *National Ordinary High Water Mark Field Delineation manual for Rivers and Streams: Final Version*. The vegetation data calculated on the data forms reflects the changes made to *The National Wetland Plant List* as of 2022. Representative photographs of the property at each data point are provided in **Appendix II**. A brief description of the field methods used, and a description of the three wetland parameters are provided in **Appendix IV**.

Plant species lists are compiled for each identified wetland area, focusing on the plant communities within each area. This accumulated floristic data is analyzed using the Floristic Quality Assessment (FQA) methodology, which is an assessment technique for a rapid quality evaluation of vegetation in a defined area. Technical names in the FQA and this report follow the nomenclature of *The National Wetland Plant List: National List* (Lichvar *et. al.,* 2022). A detailed explanation of the Floristic Quality Assessment method is provided in **Appendix IV**.

At the time of the delineation threatened and endangered species consultation with Illinois Department of Natural Resources (IDNR) and US Fish and Wildlife Service (USFWS) was not conducted. As the proposed project progresses, any coordination with IDNR and USFWS will take place during the permitting phase.

Jurisdictional Areas

Area 1 – Waters of the U.S.

OHWM 1 & 2

Area 1 is located entirely off-site to the south of the property. Area 1 consists of the West Fork North Branch Chicago River. While this feature resides off-site it is within 100 feet of the property and was delineated per the MWRD Ordinance.

- Type: Waters of the U.S.
- Jurisdiction: USACE
- Quality: Non-HQAR
- Riparian Environment Buffer: 50'

The rapid ordinary high water mark (OHWM) field identification data sheets, including descriptions of OHWM indicators observed at Area 1, are included in Appendix I.

Additional Areas Investigated

Upland

Data Point X01

This area represents the upland riparian environment between Area 1 and the existing commercial development. The property is currently a strip mall and associated parking lots and infrastructure, besides the narrow riparian environment associated with Area 1, the only non-impervious area consists of landscape beds and parking lot islands.

Vegetation:

The dominant plant species at Data Point X01 are American Elm (*Ulmus americana*), Red Clover (*Trifolium repens*), Wild Carrot (*Daucus carota*), Kentucky Blue grass (*Poa pratensis*) and Black-Eyed Susan (*Rudbeckia hirta*). Less than 50% of the dominant species are hydrophytic, so the vegetation criterion is not satisfied at Data Point X01.

Soils:

The soil profile at Data Point X01 consisted of 0-10 inches of very dark grayish brown (10YR 3/2) silt loam 40% gravel/sand/mixed fill underlain by 5 inches, to a depth of 15 inches below the surface, of very dark gray (10YR 3/1) silty clay loam 10% gravel/trash/mixed fill with 10% dark gray (10YR 4/1) and 5% dark yellowish brown (10YR 4/6) features. The soil in this location does not meet a hydric soil indicator, so the soils criterion is not satisfied.

Hydrology:

Neither primary nor secondary wetland hydrology indicators were observed at Data Point X01, so the hydrology criterion is not satisfied.

Conclusion:

Data Point X01 fails all three criteria and does not qualify as wetland

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APPENDIX I

WETLAND DELINEATION & ORDINARY HIGH WATER MARK (OHWM) DATA FORMS

OHWM-1

U.S. Army Corps of Engineers (USACE)

RAPID ORDINARY HIGH WATER MARK (OHWM) FIELD IDENTIFICATION DATA SHEET

The proponent agency is Headquarters USACE CECW-COR.

Form Approved -
OMB No. 0710-0024
Expires: 2027-09-30

The Agency Disclosure Notice (ADN)

The Public reporting burden for this collection of information, 0710-0024, is estimated to average 30 minutes per response, including time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding the burden estimate or burden reduction suggestions to the Department of Defense, Washington Headquarters Services, at whs.mc-alex.esd.mbx.dd-dod-information-collections@mail.mil. Respondents should be aware that notwithstanding any other provision of law, no person shall be subject to any penalty for failing to comply with a collection of information if it does not display a currently valid OMB control number.

Project ID #: 260554	Site Name: The Flats at North Branch	Date and Time: 4/28/2026
Location (lat/long): 42.129804:-87.827835	Investigator(s): Daniel Jablonski	

Step 1 Site overview from remote and online resources.
Check boxes for online resources used to evaluate site:

- [X] gage data
- [ ] LiDAR
- [ ] geologic maps
- [ ] climatic data
- [X] satellite imagery
- [ ] land use maps
- [X] aerial photos
- [ ] topographic maps
- [ ] Other: _____

Describe land use and flow conditions from online resources.
Were there any recent extreme events (floods or drought)?
No recent extreme events based on USGS gauge station upstream from project area

Step 2 Site conditions during field assessment. First look for changes in channel shape, depositional and erosional features, and changes in vegetation and sediment type, size, density, and distribution. Make note of natural or human-made disturbances that would affect flow and channel form, such as bridges, riprap, landslides, rockfalls, etc.

Meadow Rd. bridge is on upstream side and Shermer Rd. bridge on downstream side. stone toe protection on both sided of river with a stretch of gabion basket on the north side.

Step 3 Mark the boxes next to the indicators used to help identify the location of the OHWM.
OHWM is at a transition point, therefore some indicators used to identify the location of the OHWM may be just below or above the OHWM. Make a slash in boxes next to indicators that are helpful in identifying the OHWM. After the initial assessment, those indicators identified at the OHWM elevation should be changed from slashes to x's. Note, it is not necessary to mark indicators that are present but do not help inform identification of the OHWM.
Go to page 2 to describe overall rationale for location of OHWM, write any additional observations, and attach a photo log.

Geomorphic indicators

- [X] **Break in slope**
  - [X] *on the bank*
  - [ ] *undercut bank*
  - [ ] *valley bottom*
  - [ ] Other: _____
- [X] **Shelving**
  - [ ] *shelf at top of bank*
  - [ ] *natural levee*
  - [X] *human-made berms or levees*
  - [ ] *other berms:* _____
- [ ] **Secondary channels**
- [ ] **Channel bar**
  - [ ] *shelving (berms) on bar*
  - [ ] *unvegetated*
  - [ ] *vegetation transition (go to veg. indicators)*
  - [ ] *sediment transition (go to sed. indicators)*
  - [ ] *upper limit of deposition on bar*
- [ ] **Instream bedforms and other bedload transport evidence**
  - [ ] *deposition bedload indicators (e.g., imbricated clasts, gravel sheets, etc.)*
  - [ ] *bedforms (e.g., pools, riffles, steps, etc.)*
  - [ ] *Weathered clasts or bedrock*
  - [ ] *erosional bedload indicators (e.g., obstacle marks, scour, smoothing, etc.)*

Sediment indicators

- [ ] **Soil development**
- [ ] **Changes in character of soil**
- [ ] **Mudcracks**
- [ ] **Changes in particle-sized distribution**
  - [ ] *transition from* _____ to _____
  - [ ] *upper limit of sand-sized particles*
  - [ ] *silt deposits*

Vegetation indicators (*Consider the vegetation transition looking from the middle of the channel, up the banks, and into the floodplain*)

- [ ] **Change in vegetation type from** _____ **to** _____
- [ ] **Change in density of vegetation**
- [ ] **Exposed roots below intact soil layer**
- [ ] **Vegetation matted down and/or bent**
- [ ] **Other vegetation observations**

Other physical indicators

- [ ] **Sediment deposited on vegetation or structures**
- [ ] **Wracking/presence of organic litter**
- [ ] **Presence of large wood**
- [ ] **Leaf litter disturbed or washed away**
- [ ] **Water staining**

Other observed indicators? Describe:
Scour mark just above the stone toe protection

Project ID #: 260554

Step 4 Was additional information used to support identification of the OHWM? ☐ Yes ☒ No

If yes, describe and attach information to data sheet:

Step 5 Is an OHWM present at this site? ☒ Yes ☐ No

Describe rationale for location of OHWM or lack thereof by describing any observed indicators (at, above, and/or below the OHWM location).

Scour line/shelving was observed at the transition zone of stone toe to vegetated bank

Additional observations or notes

Attach an imagery log of the site.

Imagery log attached? ☒ Yes ☐ No If no, explain why not: Photo Log included in Delineation Report

List photographs, or other imagery/sketches, and include descriptions in the table below.

Number photographs in the order that they are taken. Attach imagery and include annotations of features.

Imagery Number	Imagery description

U.S. Army Corps of Engineers (USACE)

RAPID ORDINARY HIGH WATER MARK (OHWM) FIELD IDENTIFICATION DATA SHEET

The proponent agency is Headquarters USACE CECW-COR.

Form Approved -
OMB No. 0710-0024
Expires: 2027-09-30

The Agency Disclosure Notice (ADN)

The Public reporting burden for this collection of information, 0710-0024, is estimated to average 30 minutes per response, including time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding the burden estimate or burden reduction suggestions to the Department of Defense, Washington Headquarters Services, at whs.mc-alex.esd.mbx.dd-dod-information-collections@mail.mil. Respondents should be aware that notwithstanding any other provision of law, no person shall be subject to any penalty for failing to comply with a collection of information if it does not display a currently valid OMB control number.

Project ID #: 260554	Site Name: The Flats at North Branch	Date and Time: 4/28/2026
Location (lat/long): 42.129776:-87.826104	Investigator(s): Daniel Jablonski	

Step 1 Site overview from remote and online resources.
Check boxes for online resources used to evaluate site:

- [X] gage data
- [ ] LiDAR
- [ ] geologic maps
- [ ] climatic data
- [X] satellite imagery
- [ ] land use maps
- [X] aerial photos
- [ ] topographic maps
- [ ] Other: _____

Describe land use and flow conditions from online resources.
Were there any recent extreme events (floods or drought)?
No recent extreme events based on USGS gauge station upstream from project area

Step 2 Site conditions during field assessment. First look for changes in channel shape, depositional and erosional features, and changes in vegetation and sediment type, size, density, and distribution. Make note of natural or human-made disturbances that would affect flow and channel form, such as bridges, riprap, landslides, rockfalls, etc.

Meadow Rd bridge is on upstream side and Shermer Rd. bridge on downstream side. stone toe protection on both sides of river with a stretch of gabion basket on north side.

Step 3 Mark the boxes next to the indicators used to help identify the location of the OHWM.
OHWM is at a transition point, therefore some indicators used to identify the location of the OHWM may be just below or above the OHWM. Make a slash in boxes next to indicators that are helpful in identifying the OHWM. After the initial assessment, those indicators identified at the OHWM elevation should be changed from slashes to x's. Note, it is not necessary to mark indicators that are present but do not help inform identification of the OHWM.
Go to page 2 to describe overall rationale for location of OHWM, write any additional observations, and attach a photo log.

Geomorphic indicators

- [X] **Break in slope**
  - [X] *on the bank*
  - [ ] *undercut bank*
  - [ ] *valley bottom*
  - [ ] Other: _____
- [ ] **Shelving**
  - [ ] *shelf at top of bank*
  - [ ] *natural levee*
  - [ ] *human-made berms or levees*
  - [ ] *other berms:* _____
- [ ] **Secondary channels**
- [ ] **Channel bar**
  - [X] *shelving (berms) on bar*
  - [X] *unvegetated*
  - [ ] *vegetation transition (go to veg. indicators)*
  - [ ] *sediment transition (go to sed. indicators)*
  - [ ] *upper limit of deposition on bar*
- [ ] **Instream bedforms and other bedload transport evidence**
  - [ ] *deposition bedload indicators (e.g., imbricated clasts, gravel sheets, etc.)*
  - [ ] *bedforms (e.g., pools, riffles, steps, etc.)*
  - [ ] *Weathered clasts or bedrock*
  - [ ] *erosional bedload indicators (e.g., obstacle marks, scour, smoothing, etc.)*

Sediment indicators

- [ ] **Soil development**
- [ ] **Changes in character of soil**
- [ ] **Mudcracks**
- [ ] **Changes in particle-sized distribution**
  - [ ] *transition from* _____ to _____
  - [ ] *upper limit of sand-sized particles*
  - [ ] *silt deposits*

Vegetation indicators (*Consider the vegetation transition looking from the middle of the channel, up the banks, and into the floodplain*)

- [ ] **Change in vegetation type from** _____ **to** _____
- [ ] **Change in density of vegetation**
- [ ] **Exposed roots below intact soil layer**
- [ ] **Vegetation matted down and/or bent**
- [ ] **Other vegetation observations**

Other physical indicators

- [ ] **Sediment deposited on vegetation or structures**
- [ ] **Wracking/presence of organic litter**
- [ ] **Presence of large wood**
- [ ] **Leaf litter disturbed or washed away**
- [ ] **Water staining**

Other observed indicators? Describe:

transition on bank from unvegetated scour line shelf to sparse vegetation of bank.

Project ID #: 260554

Step 4 Was additional information used to support identification of the OHWM? ☐ Yes ☐ No

If yes, describe and attach information to data sheet:

Step 5 Is an OHWM present at this site? ☒ Yes ☐ No

Describe rationale for location of OHWM or lack thereof by describing any observed indicators (at, above, and/or below the OHWM location).

Scour line/shelving was observed in the soil on the bank

Additional observations or notes

Attach an imagery log of the site.

Imagery log attached? ☒ Yes ☐ No If no, explain why not: Photo Log included in Delineation Report

List photographs, or other imagery/sketches, and include descriptions in the table below.

Number photographs in the order that they are taken. Attach imagery and include annotations of features.

Imagery Number	Imagery description

U.S. Army Corps of Engineers
WETLAND DETERMINATION DATA SHEET – Midwest Region
See ERDC/EL TR-10-16; the proponent agency is CECW-COR

OMB Control #: 0710-0024, Exp: 09/30/2027
Requirement Control Symbol EXEMPT:
(Authority: AR 335-15, paragraph 5-2a)

Project/Site: The Flats at North Branch | City/County: Cook County | Sampling Date: 2026-04-28
Applicant/Owner: Pulte Home Corporation | State: Illinois | Sampling Point: X01
Investigator(s): | Section, Township, Range: sec 10 T042N R012E
Landform (hillside, terrace, etc.): Sideslope | Local relief (concave, convex, none): Concave
Slope (%): 16-25 | Lat: 42.129803 | Long: -87.827496 | Datum: WGS84
Soil Map Unit Name: Orthents, clayey, undulating | NWI classification: R4SBCx
Are climatic / hydrologic conditions on the site typical for this time of year? Yes ✓ No ☐ (If no, explain in Remarks.)
Are Vegetation ☐, Soil ☐, or Hydrology ☐ significantly disturbed? Are "Normal Circumstances" present? Yes ✓ No ☐
Are Vegetation ☐, Soil ☐, or Hydrology ☐ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present? Yes ☐ No ✓
Hydric Soil Present? Yes ☐ No ✓
Wetland Hydrology Present? Yes ☐ No ✓

Is the Sampled Area within a Wetland? **Yes** ☐ **No** ✓

Remarks:
This location fails all three criteria and does not qualify as wetland.

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size: 30' radius)	Absolute % Cover	Dominant Species?	Indicator Status
1. Ulmus americana	30	Y	FACW
2.			
3.			
4.			
5.			
	30.0	=Total Cover	
Sapling/Shrub Stratum (Plot size: 15' radius)			
1.			
2.			
3.			
4.			
5.			
	0	=Total Cover	
Herb Stratum (Plot size: 5' radius)			
1. Trifolium repens	20	Y	FACU
2. Daucus carota	15	Y	UPL
3. Poa pratensis	15	Y	FAC
4. Rudbeckia hirta	15	Y	FACU
5. Erigeron annuus	10	N	FACU
6. Dactylis glomerata	10	N	FACU
7.			
8.			
9.			
10.			
	85.0	=Total Cover	
Woody Vine Stratum (Plot size: 30' radius)			
1.			
2.			
	0	=Total Cover	

Dominance Test worksheet:
Number of Dominant Species That Are OBL, FACW, or FAC: 2 (A)
Total Number of Dominant Species Across All Strata: 5 (B)
Percent of Dominant Species That Are OBL, FACW, or FAC: 40.00 (A/B)

Prevalence Index worksheet:

Total % Cover of:		Multiply by:	
OBL species	0	x 1 =	0
FACW species	30	x 2 =	60
FAC species	15	x 3 =	45
FACU species	55	x 4 =	220
UPL species	15	x 5 =	75
Column Totals:	115 (A)		400.00 (B)

Prevalence Index = B/A = 3.48

Hydrophytic Vegetation Indicators:
☐ 1 - Rapid Test for Hydrophytic Vegetation
☐ 2 - Dominance Test is >50%
☐ 3 - Prevalence Index is ≤3.0[1]
☐ 4 - Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)
☐ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? **Yes** ☐ **No** ✓

Remarks: (Include photo numbers here or on a separate sheet.)
Less than 50% of the dominant species are hydrophytic, so the vegetation criterion is not satisfied.

SOIL

Sampling Point: X01

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)	%	Redox Features Color (moist)	%	Type[1]	Loc[2]	Texture	Remarks
0-10	10YR 3/2	100					SIL	40% Gravel/Sand/Mixed Fill
10-5	10R 3/1	85	10YR 4/1	10	D	M	SCL	10% Gravel/Tash/Mixed Fill
10-5			10YR 4/6	5	C	M	SCL	

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, MS=Masked Sand Grains.

[2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators:

- ___ Histosol (A1)
- ___ Histic Epipedon (A2)
- ___ Black Histic (A3)
- ___ Hydrogen Sulfide (A4)
- ___ Stratified Layers (A5)
- ___ 2 cm Muck (A10)
- ___ Depleted Below Dark Surface (A11)
- ___ Thick Dark Surface (A12)
- ___ Iron Monosulfide (A18)
- ___ Sandy Mucky Mineral (S1)
- ___ 5 cm Mucky Peat or Peat (S3)
- ___ Sandy Gleyed Matrix (S4)
- ___ Sandy Redox (S5)
- ___ Stripped Matrix (S6)
- ___ Dark Surface (S7)
- ___ Loamy Mucky Mineral (F1)
- ___ Loamy Gleyed Matrix (F2)
- ___ Depleted Matrix (F3)
- ___ Redox Dark Surface (F6)
- ___ Depleted Dark Surface (F7)
- ___ Redox Depressions (F8)

Indicators for Problematic Hydric Soils[3]:

- ___ Iron-Manganese Masses (F12)
- ___ Red Parent Material (F21) Very
- ___ Shallow Dark Surface (F22)
- ___ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if observed):

Type: _____

Depth (inches): _____

Hydric Soil Present? **Yes** ___ **No** ✓

Remarks:

The soil in this location does not meet a hydric soil indicator, so the soils criterion is not satisfied.

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one is required; check all that apply)

- ___ Surface Water (A1)
- ___ High Water Table (A2)
- ___ Saturation (A3)
- ___ Water Marks (B1)
- ___ Sediment Deposits (B2)
- ___ Drift Deposits (B3)
- ___ Algal Mat or Crust (B4)
- ___ Iron Deposits (B5)
- ___ Inundation Visible on Aerial Imagery (B7)
- ___ Sparsely Vegetated Concave Surface (B8)
- ___ Water-Stained Leaves (B9)
- ___ Aquatic Fauna (B13)
- ___ True Aquatic Plants (B14)
- ___ Hydrogen Sulfide Odor (C1)
- ___ Oxidized Rhizospheres on Living Roots (C3)
- ___ Presence of Reduced Iron (C4)
- ___ Recent Iron Reduction in Tilled Soils (C6)
- ___ Thin Muck Surface (C7)
- ___ Gauge or Well Data (D9)
- ___ Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- ___ Surface Soil Cracks (B6)
- ___ Drainage Patterns (B10)
- ___ Dry-Season Water Table (C2)
- ___ Crayfish Burrows (C8)
- ___ Saturation Visible on Aerial Imagery (C9)
- ___ Stunted or Stressed Plants (D1)
- ___ Geomorphic Position (D2)
- ___ FAC-Neutral Test (D5)

Field Observations:

Surface Water Present? Yes ___ No ✓ Depth (inches): _____

Water Table Present? Yes ___ No ✓ Depth (inches): _____

Saturation Present? (includes capillary fringe) Yes ___ No ✓ Depth (inches): _____

Wetland Hydrology Present? **Yes** ___ **No** ✓

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

Neither primary nor secondary wetland hydrology indicators were observed, so the hydrology criterion is not satisfied.

APPENDIX II

REPRESENTATIVE PHOTOGRAPHS



PHOTO #1

Date: 04/28/2026

Image of OHWM 1, scour line identified right above stone toe protection. Facing east.



PHOTO #2

Date: 04/28/2026

Image of OHWM 2, scour line identified right above stone toe protection. Facing east.



PHOTO #3

Date: 04/28/2026

Representative image of Data Point X01. Facing west.



PHOTO #4

Date: 04/28/2026

Image showing two existing stormwater culverts on north site of Area 1, just to the east of Meadow Rd. Facing west.



PHOTO #5

Date: 04/28/2026

Image of existing stormwater culvert on the north side of Area 1, just to the east of the existing parking lot. Facing west.



PHOTO #6

Date: 04/28/2026

Image of existing gabion baskets stabilizing the shoreline. Facing west.



PHOTO #7

Date: 04/28/2026

Overall image of Area 1 Waters of the U.S with stone toe protection and associated riparian environment. Facing east.



PHOTO #8

Date: 04/28/2026

Image of existing development along west side of property. Facing south.



PHOTO #9

Date: 04/28/2026

Image from northwest corner of the property. Facing east.



PHOTO #10

Date: 04/28/2026

Image from north-central portion of the property. Facing south.



PHOTO #11

Date: 04/28/2026

Image from northeast portion of property. Facing southwest.



PHOTO #12

Date: 04/28/2026

Image from along the western property limits. Facing south.

APPENDIX III

REGULATORY INFORMATION

U.S. Army Corps of Engineers, Chicago District

Pursuant to Section 404 of the Clean Water Act, the U. S. Army Corps of Engineers (USACE) has jurisdiction over the placement of fill or dredged material in all jurisdictional waters of the United States. On September 8, 2023, the Revised Definition of "Waters of the United States", which conforms to the 2023 U.S. Supreme Court Sackett decision, was published in the Federal Register and became effective immediately. Under the revised definitions, the following areas qualify as "Waters of the US" subject to USACE jurisdiction:

1. Navigable waters; the territorial seas; or interstate waters;
2. Impoundments of these waters;
3. Tributaries of navigable waters, the territorial seas and interstate waters that are relatively permanent, standing or continuously flowing bodies of water;
4. Wetlands adjacent to navigable waters, the territorial seas, or interstate waters that are relatively permanent, standing or continuously flowing bodies of water, and with a continuous surface connection to those waters;
5. Interstate lakes or ponds not identified above that are relatively permanent, standing or continuously flowing bodies of water, and with a continuous surface connection to the waters identified in items 1-4 above.

In accordance with the March 12, 2025 Memorandum to the Field Between the U. S. Department of the Army, U. S. Army Corps of Engineers and the US Environmental Protection Agency Concerning the Proper Implementation of "Continuous Surface Connection" Under the Definition of "Waters of the United States" under the Clean Water Act, in order for a wetland to be considered adjacent to a jurisdictional waterway or tributary, it must have a continuous surface connection because it directly abuts the waterway making it difficult to determine where the water ends and the wetland begins. Surface connections through a discrete water feature such as a ditch, swale, pipe or culvert do not constitute a continuous surface connection.

The following areas are not jurisdictional "Waters of the United States":

1. Waste treatment systems;
2. Prior converted cropland;
3. Ditches, including roadside ditches, excavated wholly in and draining only dry land and that do not carry a relatively permanent flow of water
4. Artificially irrigated areas that would revert to dry land if irrigation ceased;
5. Artificial lakes and ponds created by excavating or diking dry land to collect and retain water and which are used exclusively for such purposes as stock watering, irrigation, settling basins, or rice growing;
6. Artificial reflecting or swimming pools or other small ornamental bodies of water created by excavating or diking dry land to retain water for primarily aesthetic reasons;
7. Water-filled depressions created in dry land incidental to construction activity and pits excavated in dry land for the purpose of obtaining fill, sand, or gravel unless and until the construction or excavation operation is abandoned and the resulting body of water meets the definition of waters of the United States; and
8. Swales and erosional features (e.g., gullies, small washes) characterized by low volume, infrequent, or short duration flow.

High Quality Aquatic Resources (HQARs) are aquatic areas considered to be regionally critical due to their uniqueness, scarcity, and/or value, and other wetlands considered to perform functions important to the public interest, as defined in 33 CFR 320.4(b)(2). These resources include Advanced Identification (ADID) sites, bogs, ephemeral pools, fens, forested wetlands, sedge meadows, seeps, streams rated Class A or B in the Illinois Biological Stream Characterization study, streamside marshes, wet prairies, wetlands supporting Federal or Illinois endangered or threatened species, and wetlands with a floristic quality index of 20 or greater or mean C-value of 3.5 or greater. These areas generally are regarded as unsuitable for dredge or fill activities. See Appendix IV for definitions of the wetland types, and criteria used to evaluate the presence of HQARs during wetland delineations.

A Section 404 permit must be obtained before placing any fill material within a jurisdictional area. General permits, including nationwide and regional permits, are designed to expedite the processing of permits for minor non-controversial projects that are similar in nature and may have minimal environmental impact. On January 8, 2026, the USACE reissued 60 Nationwide Permits (NWPs) and reissued general conditions and definitions. The 60 NWPs went into effect on March 15, 2026 and will expire on March 15, 2031. Projects with wetland impacts greater than 0.5 acre, or which do not meet other NWP general or regional conditions, may require authorization under an Individual Permit (IP), which requires a Public Notice, which may result in greater scrutiny of the proposed project by the USACE, other concerned government agencies or stakeholders, or the general public.

Cook County Requirements

On January 9, 2025, the Metropolitan Water Reclamation District (MWRD) amended the *Watershed Management Ordinance* (WMO) which will regulate isolated wetlands and isolated "waters" within Cook County. The WMO requires a Watershed Management Permit from MWRD or an authorized municipality for any proposed impacts to isolated wetlands, wetland buffers and/or riparian environments resulting from regulated development activities.

Isolated Wetlands

Impacts to isolated wetlands that are equal to or exceed 0.10 acre will require compensatory mitigation based on the quality of the area. Mitigation at a ratio of 1.5:1 is required for impacts to Standard Isolated Wetlands (SIW) and mitigation at a ratio of 3:1 is required for impacts to High Quality Isolated Wetlands (HQIW).

The following isolated wetland areas are exempt from the wetland requirements of the WMO:

- Wetlands in roadside ditches created by excavation in upland areas;
- Wetlands created by excavation or by other unfinished development activities in upland areas;
- Wetlands created by artificial hydrology including, but not limited to, irrigation or detention facility outlets which would revert to upland areas if irrigation were to cease;
- Wetlands created by the construction of stormwater facilities in upland areas, provided that the facility was not created for the purpose of wetland mitigation; and
- Wetlands created by the construction of ponds in upland areas.

Wetland delineation reports and investigations that identify isolated wetlands or waters of Cook County will require an on-site field verification by MWRD or an authorized municipality.

Buffers

Wetland buffers for isolated wetlands shall be determined according to the functions of the wetland. Minimum isolated wetland buffer widths shall be as follows:

- Thirty (30) feet from the boundary of standard isolated wetlands greater than or equal to one-tenth of an acre (0.10 acre) and less than one-half of an acre (0.5 acre) in area;
- Fifty (50) feet from the boundary of standard isolated wetlands greater than or equal to one-half of an acre (0.5 acre) in area; or
- One-hundred (100) feet from the boundary of high quality isolated wetlands.

The wetland buffer width for isolated wetlands may be varied to a minimum of the greater of one-half the required buffer width or 30 feet, upon approval of either MWRD or an authorized municipality. Impacts to buffer areas shall be mitigated through the replacement or enhancement of impacted buffer functions.

Riparian Environments

Based on the WMO, a riparian environment is defined as: "The vegetated area between aquatic and upland ecosystems adjacent to a waterway or body of water that provides flood management, habitat, and water quality enhancement or other amenities dependent upon the proximity to water."

- Any developments involving riparian environments shall identify the boundaries of those riparian environments. The Riparian Environment Determination is as follows:
- For any Jurisdictional Waters of the U.S. that does not qualify as a wetland, the riparian environment shall be fifty (50) feet from the Ordinary High Water Mark (OHWM).
- For any isolated Waters that do not qualify as a wetland, the riparian environment shall be thirty (30) feet from the Ordinary High Water Mark (OHWM).

For any Jurisdictional Waters of the U.S. or for any Isolated Waters that does not qualify as a wetland identified as a Biologically Significant Stream (BSS), the riparian environment shall be one-hundred (100) feet from the Ordinary High Water Mark (OHWM).

The following Isolated Waters are not considered to be riparian environments and shall be exempt from the riparian environment requirements of the WMO:

- Roadside ditches created by excavation for the purposes of stormwater conveyance;
- Channels or bodies of water created by unfinished development activities; or,
- Channels or bodies of water created by the construction of stormwater facilities for the purposes of stormwater management.

Proposed adverse impacts to a riparian environment will require approval from MWRD or an authorized municipality. Mitigation will also be required for adverse impacts or modification to the existing functions of a riparian environment.

APPENDIX IV

DELINEATION METHODS AND

FLORISTIC ANALYSIS

The site was field inspected and plant species lists were recorded to document the vegetation type present. A wetland indicator status is assigned to each plant species based on a regional list published by the U.S. Army Corps of Engineers. The categories are based on the estimated probability that a species would be naturally encountered in a wetland. Under the *Interim Regional Supplement to the Corps of Engineers Wetlands Delineation Manual: Midwest Region*, the area is considered to be dominated by hydrophytic vegetation and representative of a wetland plant community by one of two methods, the dominance test or the prevalence index. The dominance test is satisfied if greater than 50% of the dominant plant species in a given area have a wetland indicator status of FAC, FACW, or OBL. The prevalence index assigns a numeric value to the wetland indicator status and uses a weighted-average of the wetland indicator status of all plant species present in the sampling area. A wetland plant community is present if the prevalence index is less than 3.0.

Plant Wetland Indicator Status Categories

Indicator Category	Symbol	Indicator Definition
Obligate Wetland Plants	OBL	Plants that occur almost always (estimated probability greater than 99%) in wetlands under natural conditions, but which may also occur rarely in non-wetlands.
Facultative Wetland Plants	FACW	Plants that usually occur in wetlands (estimated probability 67% to 99%), but occasionally are found in non-wetlands.
Facultative Plants	FAC	Plants with a similar likelihood (estimated probability 33% to 67%) of occurring in both wetlands and non-wetlands.
Facultative Upland Plants	FACU	Plants that usually occur in non-wetlands (estimated probability 67% to 99%) but occasionally are found in wetlands.
Obligate Upland Plants	UPL	Plants that occur almost always (estimated probability greater than 99%) in non-wetlands under natural conditions, but which may also occur rarely in wetlands.

In addition to being dominated by hydrophytic vegetation, each suspect wetland must also exhibit hydric soils and wetland hydrology. As defined in the Federal Register (*Federal Register, Volume 59*: July 13, 1994), "A hydric soil is a soil that formed under conditions of saturation, flooding, or ponding long enough during the growing season to develop anaerobic conditions in the upper part." According to the National Technical Committee for Hydric Soils, documentation of the presence or absence of a hydric soil can only be determined through on-site investigation, not strictly by its classification of an area on soil survey maps. Soils are identified as hydric in the field if they possess certain indicators, as defined in the *Interim Regional Supplement to the Corps of Engineers Wetlands Delineation Manual: Midwest Region*. These field indicators are a regionally specific subset of the field indicators described in the *Field Indicators of Hydric Soils in the United States* (Version 9.0; NRCS, 2024). The absence of a field indicator in a soil does not exclude that soil from being classified as hydric. Soil series, soil color, the presence of mottling or gleying, and depth to water table are determined and recorded in the field. These features, when present, may indicate a hydric soil when hydric soil field indicators are absent.

Determinations of hydrology are based on observations of wetland hydrology indicators. There are two types of indicators, primary indicators and secondary indicators. A determination of wetland hydrology requires the

presence of one primary indicator or two secondary indicators. Hydrology indicators are placed into four groups, these being observations of surface water or saturated soils, evidence of recent inundation, evidence of recent soil saturation, or evidence of other site conditions or data. A listing of the wetland hydrology indicators is provided in the table below.

Indicator	Category	
	Primary	Secondary
Group A – Observation of Surface Water or Saturated Soils		
A1 – Surface water	X	
A2 – High water table	X	
A3 – Saturation	X	
Group B – Evidence of Recent Inundation		
B1 – Water marks	X	
B2 – Sediment deposits	X	
B3 – Drift deposits	X	
B4 – Algal mat or crust	X	
B5 – Iron deposits	X	
B7 – Inundation visible on aerial imagery	X	
B8 – Sparsely vegetated concave surface	X	
B9 – Water-stained leaves	X	
B13 – Aquatic fauna	X	
B14 – True aquatic plants	X	
B6 – Surface soil cracks		X
B10 – Drainage patterns		X
Group C – Evidence of Current or Recent Soil Saturation		
C1 – Hydrogen sulfide odor	X	
C3 – Oxidized rhizospheres along living roots	X	
C4 – Presence of reduced iron	X	
C6 – Recent iron reduction in tilled soils	X	
C7 – Thin muck surface	X	
C2 – Dry-season water table		X
C8 – Crayfish burrows		X
C9 – Saturation visible on aerial imagery		X
Group D – Evidence from Other Site Conditions or Data		
D9 – Gauge or well data	X	
D1 – Stunted or stressed plants		X
D2 – Geomorphic position		X
D5 – FAC-neutral test		X

FLORISTIC QUALITY ASSESSMENT

Plant communities of the site were evaluated with the Floristic Quality Assessment (FQA) methodology, a widely-used technique used for rapid assessment of the floristic quality in a defined area or plant community. In using FQA, the presence of each plant species is recorded, generating a species inventory. This inventory is entered into computer software that was used to generate the species lists used in this report. Floristic quality calculations are also generated that provides a compilation of various floristic quality data, resulting in a determination of the floristic quality of the subject area.

The floristic quality data for an area partially indicates its quality as a natural area (i.e., relative to known or perceived pre-settlement or disturbance conditions). One indicator of the degree of disturbance or floristic quality in an area is the calculated Native Floristic Quality Index (Native FQI). A high Native FQI value indicates a high-quality natural area, but how high the Native FQI must be for an area to be of high quality is a subjective determination. In general, a wetland (or other defined area) with a Native FQI greater than 20.00 from a single observation may be considered a moderately high quality plant community. These areas have a high potential for containing more conservative or high-quality plant species. Therefore, adverse impacts to such areas, especially wetlands and subsequent proposals for compensatory mitigation, may be scrutinized carefully by the regulatory agencies.

A high number of native species with high coefficients of conservatism "C" (a subjective measure of quality based on habitat specificity and relative tolerance to disturbance; weedy species are highly disturbance tolerant and are ranked lower) will result in a high Native FQI. The C value is based on the relative rarity of a species and/or the resiliency of a species following disturbance. Coefficients of conservatism for native plant species range from 0 for common, weedy species to 10 for rare, highly conservative species. Adventive species are not assigned a C value. Adventive species are non-native species that have entered the Chicago region since European settlement. These species generally do not lend themselves to increased floristic quality but instead appear after a disturbance. Thus, a high proportion of these species in a given area or community may be an indication of a lower quality plant community.

The wetness coefficient (W, ranging from -5 to +5) refers to the corresponding wetland indicator status (e.g., OBL = obligate wetland species, -5; FAC = facultative species, 0; UPL = upland species, +5) for U.S. Fish and Wildlife Service Region 3 (Illinois, Michigan, Indiana, Missouri, Iowa, Wisconsin, and Minnesota). A wetland indicator status noted in brackets (e.g., [FACW]) is a modification of the Region 3 indicator status to apply locally in the 22-county Chicago region covered by Plants of the Chicago Region. The Wetness coefficient is useful in evaluating the general "wetness" affinity of a sampled plant community. If the average indicator status among all species present is in the FAC, FACW, or OBL classes, then the plant community may be considered hydrophytic.

U.S. Army Corps of Engineers, Chicago District

High Quality Aquatic Resources (HQARs) include Advanced Identification (ADID) sites (mapped in Kane, Lake and McHenry Counties), bogs, dune and swale complexes, ephemeral pools, fens, forested wetlands, sedge meadows, seeps, streams rated Class A or B in the Illinois Biological Stream Characterization study, wet prairies, wetlands supporting Federal or Illinois endangered or threatened species, and wetlands with a floristic quality index of 20 or greater or mean C-value of 3.5 or greater. These definitions are listed below. If a given wetland meets one or more of these definitions, that wetland is considered a HQAR and an Individual Permit (IP) is required.

Advanced Identification (ADID) sites: Aquatic sites that have been identified by the Chicago District and U.S. Environmental Protection Agency, in advance of specific permit requests, as areas generally unsuitable for the disposal of dredged or fill material, because of a variety of factors, including high floristic values, water quality or storage functions, or similar wetland functions performed at elevated levels. ADID sites include various Waters of the U.S., including wetlands. ADID resources are shown on the County Wetlands map for the subject property included with this report as Figure 3.

Bog: A low nutrient peatland, usually in a glacial depression, that is acidic in the surface stratum and often dominated at least in part by the genus *Sphagnum*.

Dune and Swale Complex: Areas usually parallel to the Lake Michigan shoreline and typified by sandy, linear, upland ridges alternating with low-relief wetland created over time during changes in the Lake Michigan's water levels.

Ephemeral pool: A seasonally inundated depression within a forested wetland or upland community, usually located on a moraine, glacial outwash plain, or in an area shallow to bedrock; also known locally as a "vernal pool." These areas may not be permanently vegetated.

Fen: A peatland, herbaceous (including calcareous floating mats) or wooded, with calcareous groundwater flow.

Forested wetland: A wetland dominated by native woody vegetation with at least one of the following species or genera present: *Carya* spp., *Cephalanthus occidentalis*, *Cornus alternifolia*, *Fraxinus nigra*, *Juglans cinerea*, *Nyssa sylvatica*, *Quercus* spp., *Thuja occidentalis, Betula nigra, Betula alleghaniensis, Betula papyrifera, Fagus grandifolia.*.

Sedge meadow: A wetland dominated by at least one of the following genera: *Carex*, *Calamagrostis*, *Cladium*, *Deschampsia*, *Eleocharis*, *Rynchospora*, *Scleria*, or *Eriophorum*.

Seep: A wetland, herbaceous or wooded, with saturated soil or inundation resulting from the diffuse flow of groundwater to the surface stratum. [Seeps typically occur on slopes because of blocked vertical infiltration.]

Streams rated A or B in the Illinois Biological Stream Characterization study: The historical Class A and B rating system was replaced with the new Illinois Department of Natural Resources stream classification system that can be found at: https://dnr.illinois.gov/conservation/biologicalstreamratings.html

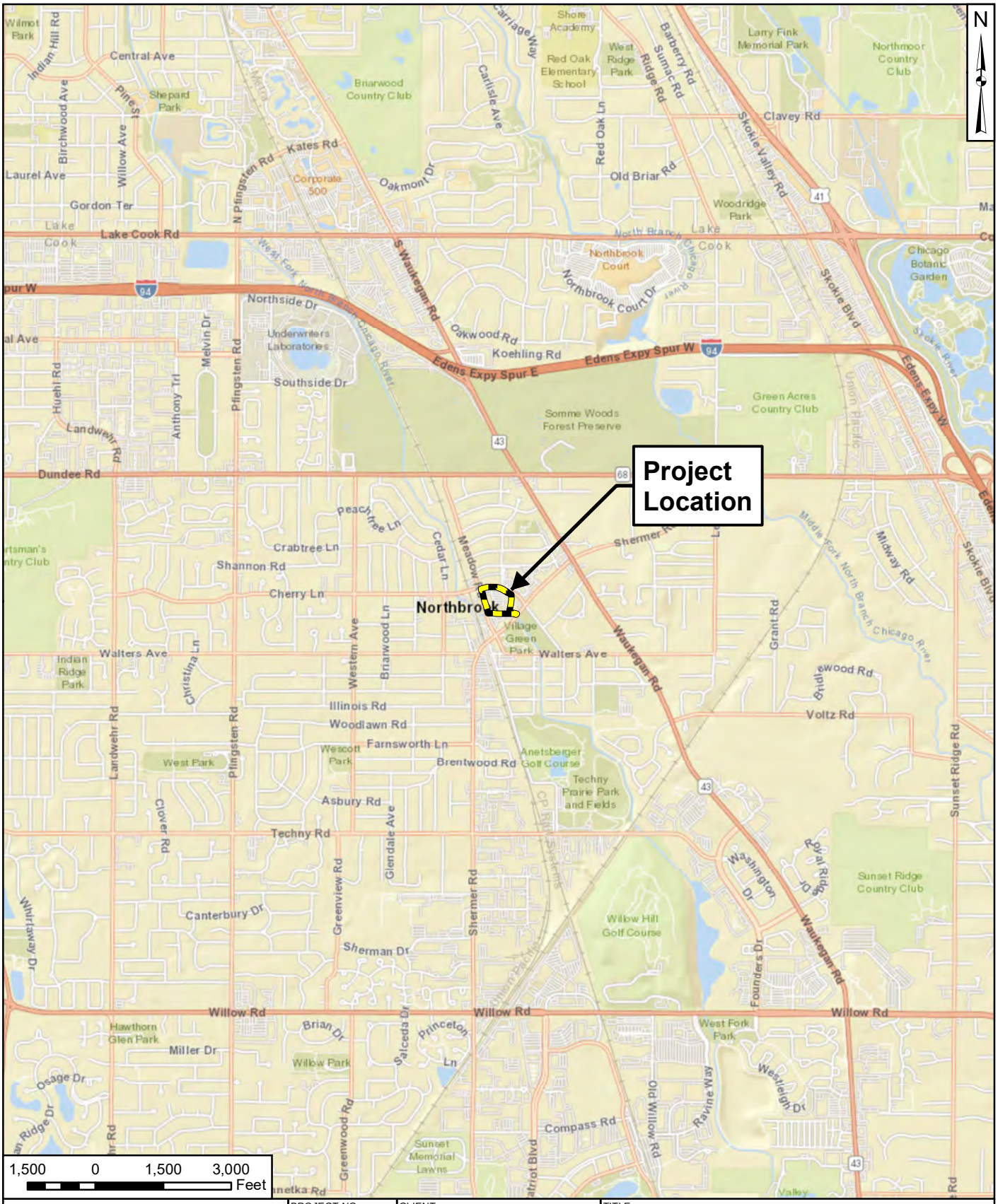
Wet prairie: A wetland dominated by native graminoid species with a diverse indigenous forb component that is seasonally saturated and/or temporarily inundated and may resemble a fen in its best development. Species found in a high-quality wet prairie include at least one of the following: *Calamagrostis canadensis*, *Spartina*

pectinata, *Aster puniceus firmus*, *Beckmannia syzigachne*, *Chelone glabra*, *Eleocharis wolfii*, *Lysimachia quadrifolia*, *Oenothera perennis*, *Oenothera pilosella*, *Pedicularis lanceolata*, and *Solidago ohioensis*.

Wetlands Supporting Federal or Illinois Endangered or Threatened Species: An Agency Action Report is routinely requested from the Illinois Department of Natural Resources (IDNR) and from the U.S. Fish and Wildlife Service (USFWS) for wetland delineations. These reports indicate the likelihood of listed species (that is, those species considered legally protected as threatened or endangered) being found near or on a subject property, or possible encroachment into protected natural area reserves. If a listed species record is indicated for the site, an endangered and threatened species investigation may be required to evaluate the actual presence or absence of the species in question.

Wetlands with a Floristic Quality Index of 20 or greater or a mean C-value of 3.5 or greater: Plant species inventories collected during wetland delineations are used to generate floristic quality values using the Floristic Quality Assessment method published in *Plants of the Chicago Region* (Swink and Wilhelm, 1994).

FIGURES



V3 Companies 7325 Janes Avenue Woodridge, IL 60517 630.724.9200 phone www.v3co.com	PROJECT NO.: 260554 CREATED BY: DJJ	CLIENT: Pulte Home Corporation 1900 E. Golf Road, Suite 300 Schaumbur, IL 60173	TITLE: **PROJECT LOCATION**
	DATE: 04/27/2026	BASE LAYER: ESRI World Street Map	SITE: The Flats at North Branch Northbrook, Cook County, Illinois
Go beyond limits	SCALE: See Scale Bar		FIGURE: 1

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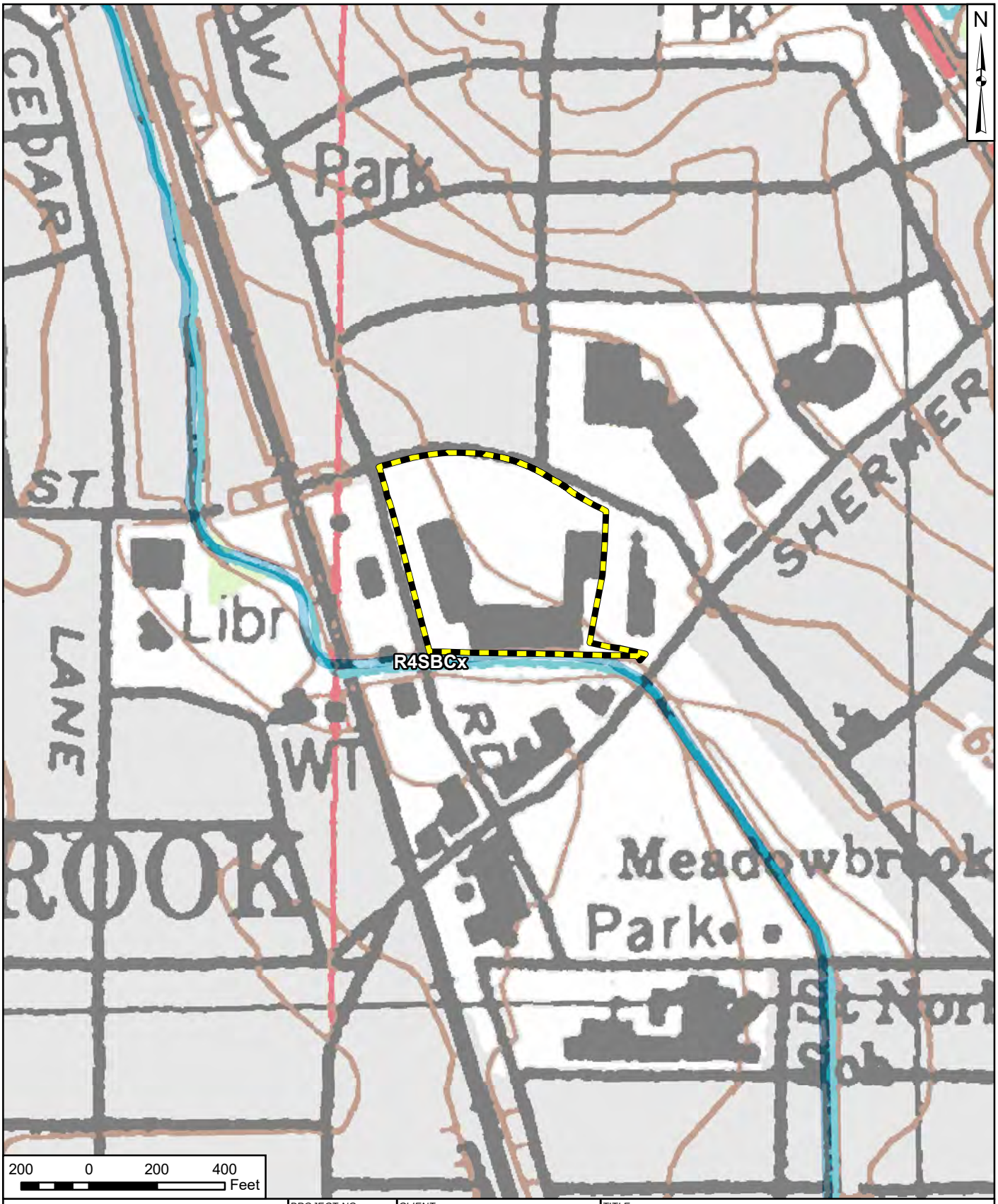

V3 Companies 7325 Janes Avenue Woodridge, IL 60517 630.724.9200 phone www.v3co.com	PROJECT NO.: 260554 CREATED BY: DJJ	CLIENT: Pulte Home Corporation 1900 E. Golf Road, Suite 300 Schaumbur, IL 60173	TITLE: **NATIONAL WETLANDS INVENTORY (NWI)**	
	DATE: 04/27/2026	BASE LAYER: USGS Topographic Map Highland Park quad.	SITE: The Flats at North Branch Northbrook, Cook County, Illinois	FIGURE: 2
Go beyond limits	SCALE: See Scale Bar			

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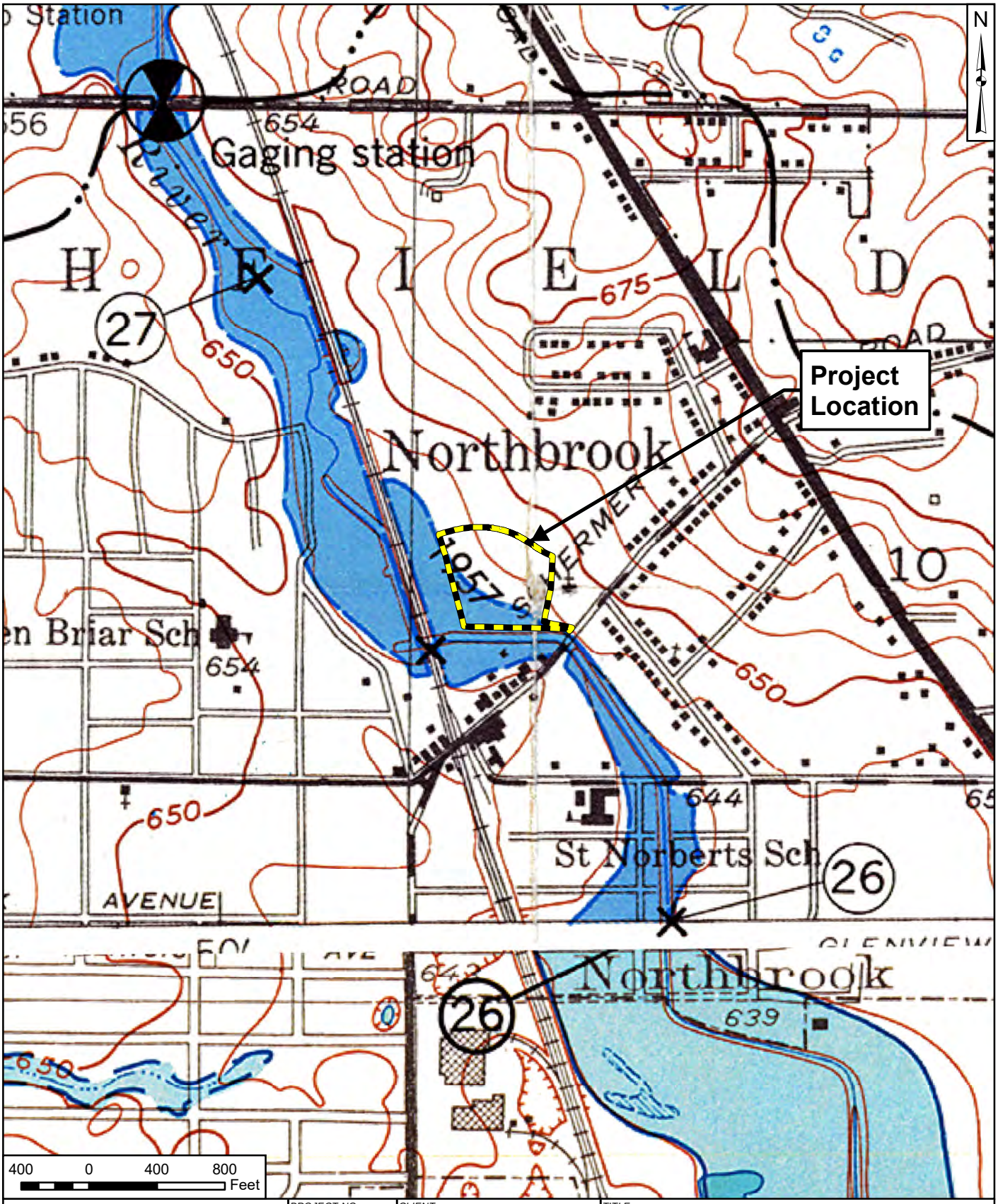

V3 Companies 7325 Janes Avenue Woodridge, IL 60517 630.724.9200 phone www.v3co.com	PROJECT NO.: 260554 CREATED BY: DJJ	CLIENT: Pulte Home Corporation 1900 E. Golf Road, Suite 300 Schaumbur, IL 60173	TITLE: **USGS HYDROLOGIC ATLAS**
Go beyond limits	DATE: 04/27/2026 SCALE: See Scale Bar	BASE LAYER: USGS Hydrologic Atlas	SITE: The Flats at North Branch Northbrook, Cook County, Illinois FIGURE: 3

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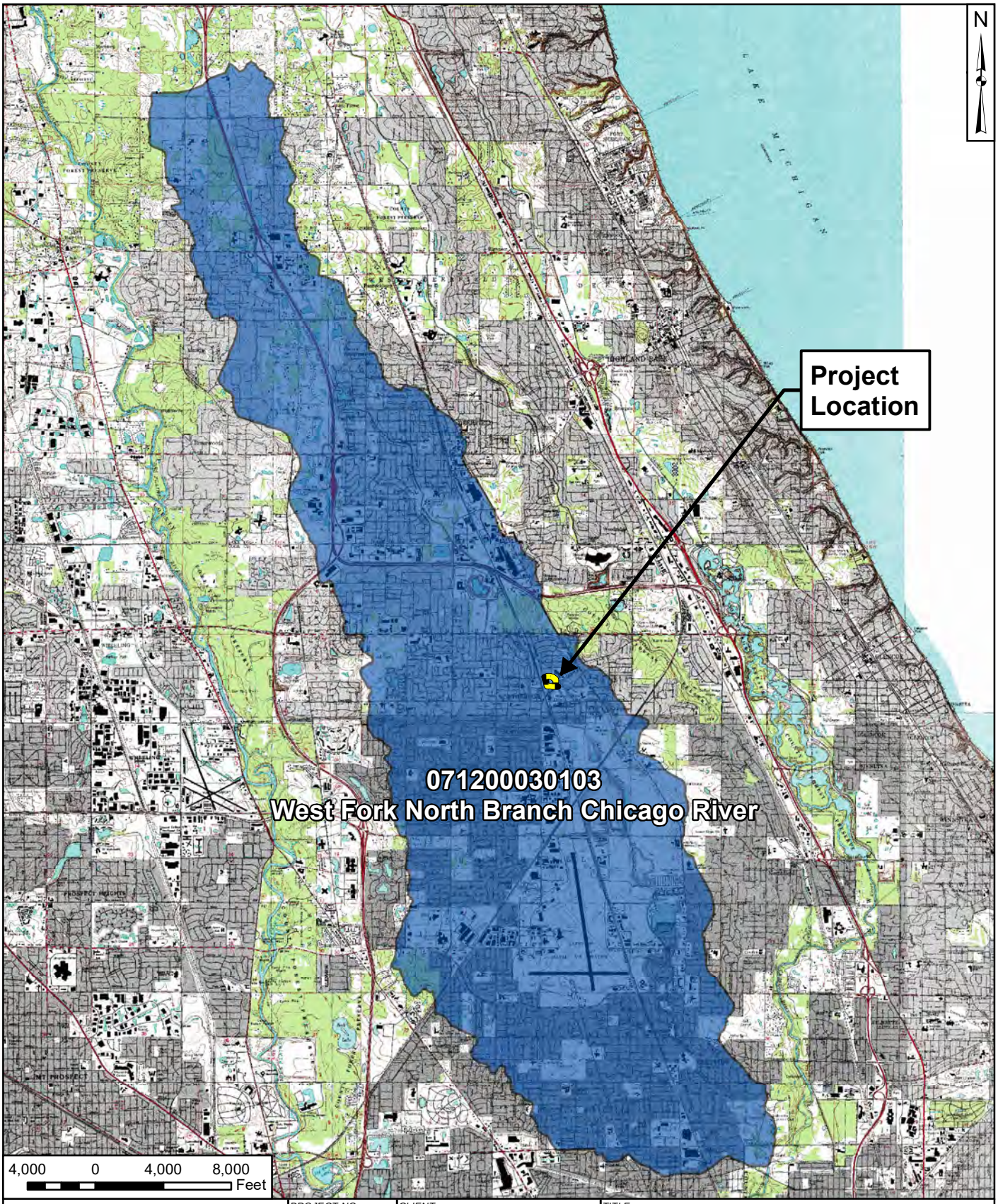

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630.724.9200 phone
www.v3co.com

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PROJECT NO.: 260554	CLIENT: Pulte Home Corporation 1900 E. Golf Road, Suite 300 Schaumbur, IL 60173	TITLE: **12-DIGIT HYDROLOGIC UNIT CODE (HUC)**	
CREATED BY: DJJ			
DATE: 04/27/2026	BASE LAYER: Cook County Topographic Map	SITE: The Flats at North Branch Northbrook, Cook County, Illinois	FIGURE: 4
SCALE: See Scale Bar			

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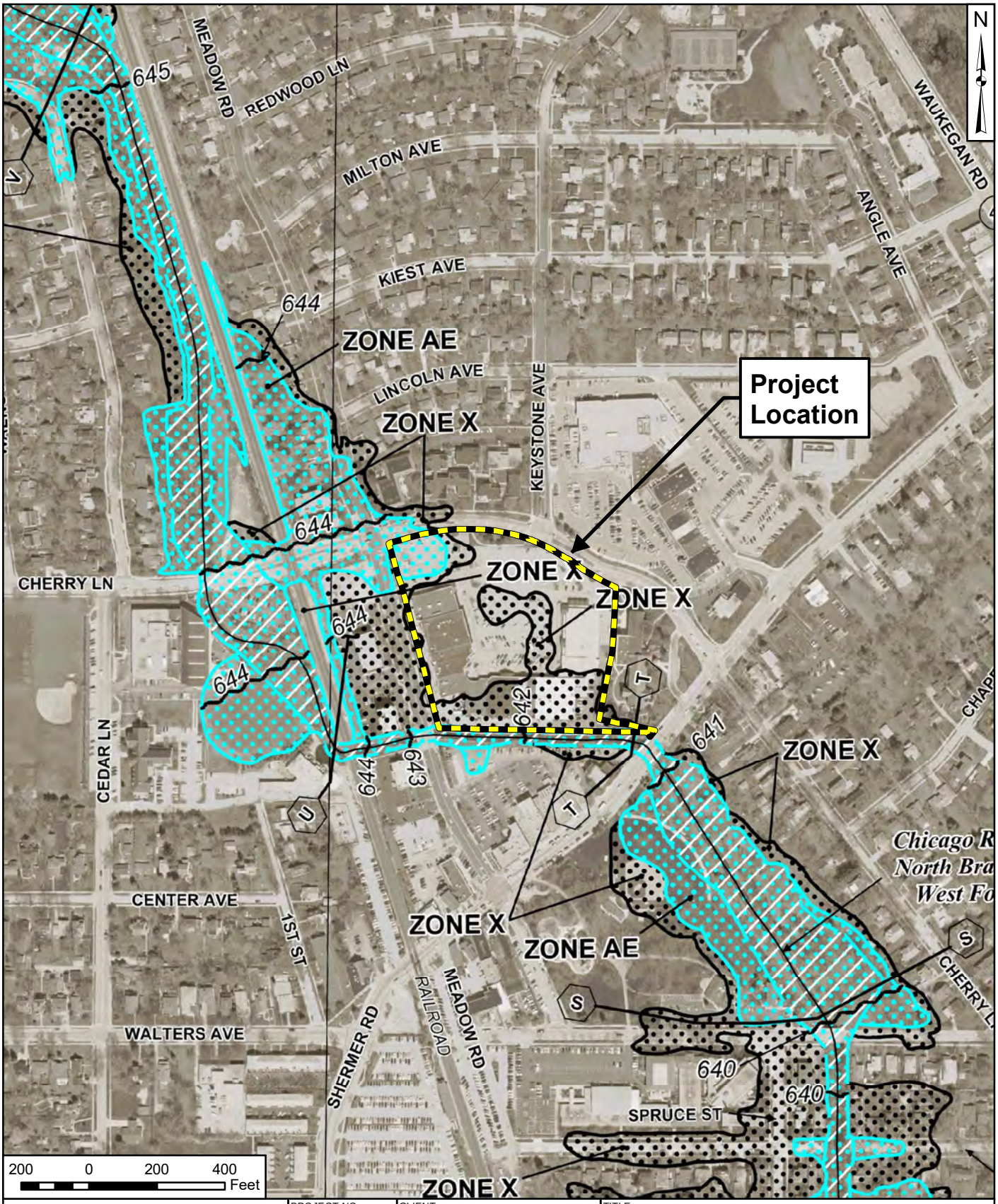

V3 Companies 7325 Janes Avenue Woodridge, IL 60517 630.724.9200 phone www.v3co.com	PROJECT NO.: 260554 CREATED BY: DJJ	CLIENT: Pulte Home Corporation 1900 E. Golf Road, Suite 300 Schaumbur, IL 60173	TITLE: **FEMA FLOOD INSURANCE RATE MAP (FIRM)**
	DATE: 04/27/2026	BASE LAYER: FEMA Firm Panel 17031C0089J	SITE: The Flats at North Branch Northbrook, Cook County, Illinois
Go beyond limits	SCALE: See Scale Bar		FIGURE: 5

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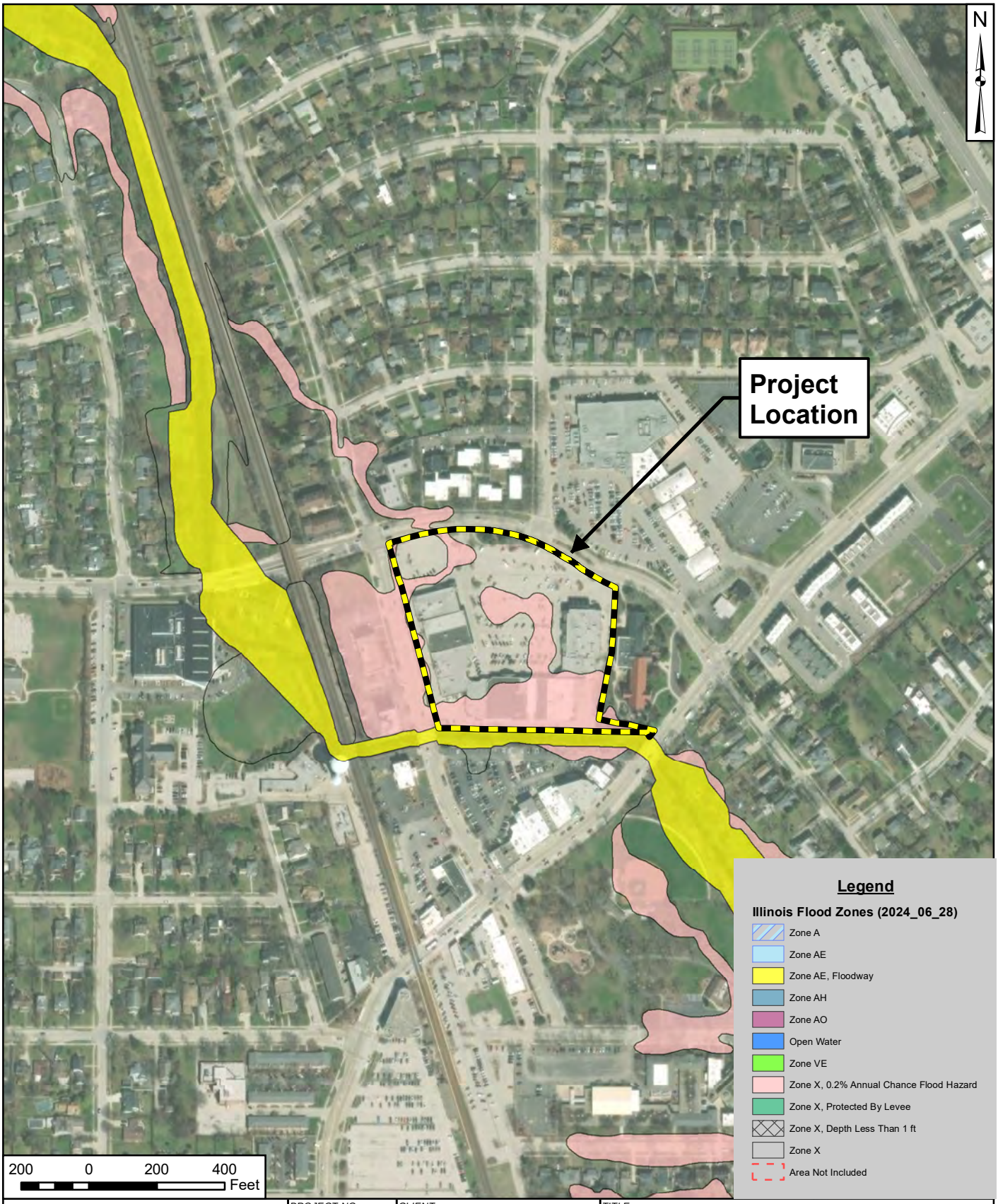

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630.724.9200 phone
www.v3co.com

Go beyond limits

PROJECT NO.: 260554	CLIENT: Pulte Home Corporation 1900 E. Golf Road, Suite 300 Schaumbur, IL 60173	TITLE: FLOOD ZONES OF ILLINOIS (2024)	
CREATED BY: DJJ			
DATE: 04/27/2026	BASE LAYER: Vivid Aerial Imagery 2025	SITE: The Flats at North Branch Northbrook, Cook County, Illinois	FIGURE: 6
SCALE: See Scale Bar			

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Woodridge, IL 60517
630.724.9200 phone
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PROJECT NO.: 260554	CLIENT: Pulte Home Corporation 1900 E. Golf Road, Suite 300 Schaumbur, IL 60173	TITLE: SOIL SURVEY OF ILLINOIS	
CREATED BY: DJJ			
DATE: 04/27/2026	BASE LAYER: Vivid Aerial Imagery 2025	SITE: The Flats at North Branch Northbrook, Cook County, Illinois	FIGURE: 7
SCALE: See Scale Bar			

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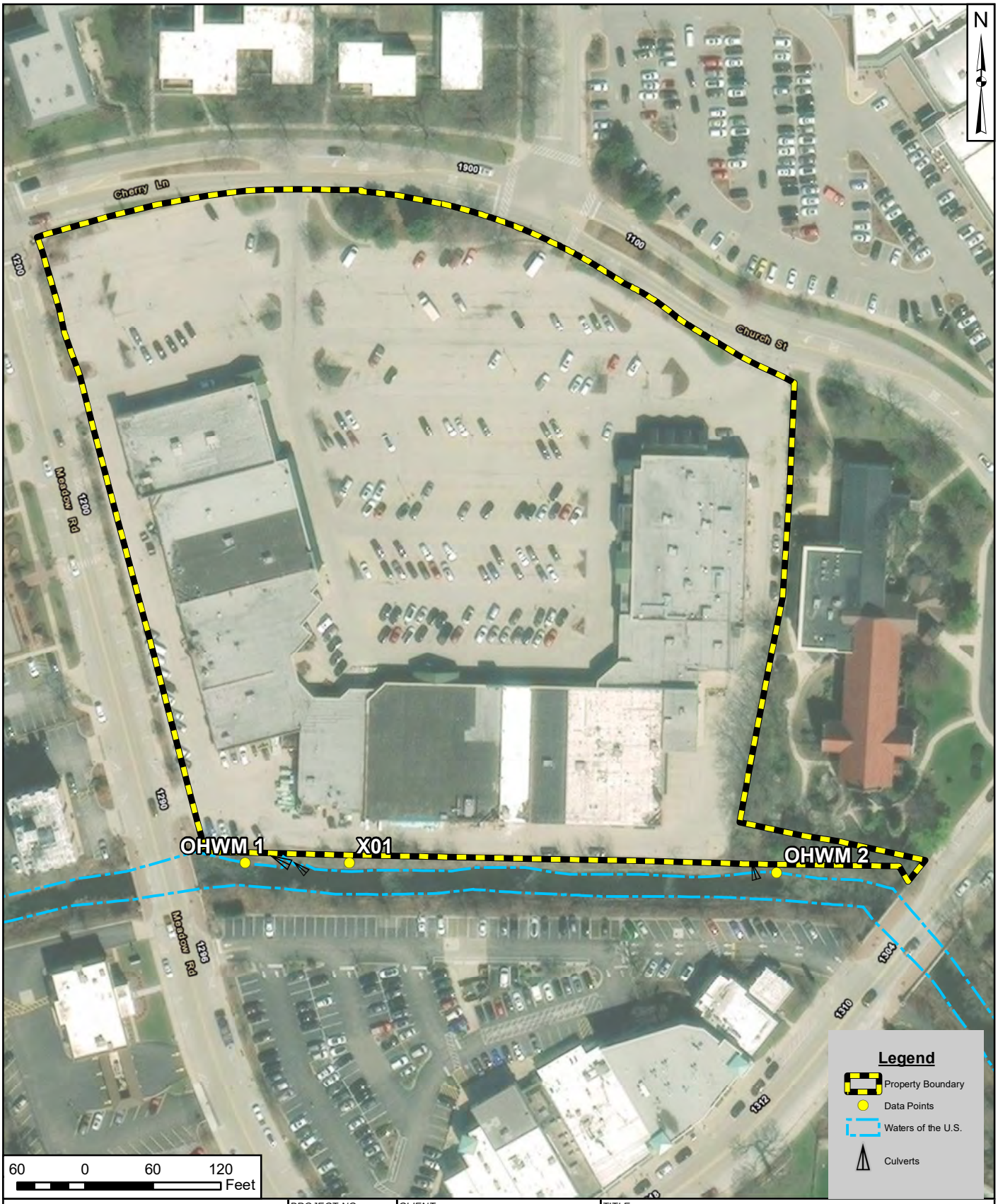

V3 Companies
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Woodridge, IL 60517
630.724.9200 phone
www.v3co.com

Go beyond limits

PROJECT NO.: 260554	CLIENT: Pulte Home Corporation 1900 E. Golf Road, Suite 300 Schaumburg, IL 60173	TITLE: **AQUATIC RESOURCE DELINEATION**	
CREATED BY: DJJ			
DATE: 05/08/2026	BASE LAYER: Vivid Aerial Imagery 2025	SITE: The Flats at North Branch Northbrook, Cook County, Illinois	FIGURE: 8
SCALE: See Scale Bar			

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APPENDIX III

TREE SURVEY & ASSESSMENT REPORT

TREE SURVEY & ASSESSMENT

PROJECT SITE:

The Flats at North Branch

Northbrook, Cook County, Illinois

PREPARED FOR:

Pulte Home Corporation
1900 E. Golf Road, Suite 300
Schaumburg, IL 60173

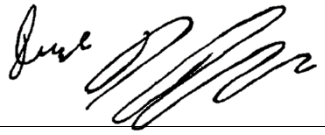
PREPARED BY:

V3 Companies
7325 Janes Avenue
Woodridge, Illinois 60517
630.724.9200

May 6, 2026

We hereby certify that this Tree Survey and Assessment has been prepared by V3 Companies for use by Pulte Home Corporation, their affiliates, lenders, and assignees.

Project Staff:

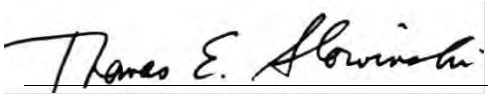


Daniel Jablonski
Project Manager/Wetland Scientist/Certified Arborist

Approved by:



Scott J. Brejcha, PWS
Group Leader
Wetland & Ecology Group



Thomas E. Slowinski, PWS
Technical Director
Wetland & Ecology Group

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Tree Survey Physiognomy ..... - 4 -

Appendices

Appendix I – Tree Survey Data
Appendix II – Representative Photographs
Appendix III – Project Exhibit

Tree Survey and Assessment

This Tree Survey and Assessment for The Flats at North Branch was completed by V3 Companies' team of certified arborists and biologists on May 6, 2026. All information provided in the assessment is based on the field conditions at the time of the survey and subject to change. The survey methodology and guidelines implemented to conduct the assessment conform with Chapter 25 Tree Protection and Preservation of the Northbrook Municipal Code.

Tree Survey

All tree surveys and assessments are carried out by V3's team of certified arborists. Each tree is individually assessed for species, size, and health. The size of each tree is measured as diameter at breast height (DBH). This measurement is recorded 4.5 feet from the base of the trunk. Species with multiple trunks may be an average DBH of each of the trunks by the number of trunks. For example, a tree with two trunks measuring 10 and 14 inches is recorded as 12"x2. All trees are tagged on the south side of the tree at approximately 5 feet off the ground. The health assessment is based on a scale of 1 through 6, with the criteria identified in the table below. In accordance with Northbrook Municipal Code all trees greater than six-inch DBH and/or having an aggregate DBH greater than twelve inches were assessed as part of the tree survey.

Rating	Description	General Criteria
1	Excellent	The tree is typical of the species, has less than 10% deadwood in the crown that is attributed to normal causes, has no other observable problems, and requires no remedial actions
2	Good	The tree is typical of the species and/or has less than 20% deadwood in the crown, only 1 or 2 minor problems that are easily corrected with normal care.
3	Fair	The tree is typical of the species and/or has less than 30% deadwood in the crown, 1 or 2 minor problems that are not imminently detrimental to the tree and no significant decay or structural problems but must have remedial care above normal care in order to minimize the impact of future stress and ensure future health.
4	Fair to Poor	The tree is not typical of the species and/or has significant problems such as 30 to 50% deadwood in the crown, serious decay or structural defects, insects, disease or other problems that can be imminently lethal to the tree or create a hazardous tree if not corrected in a short period of time or if the tree is subjected to additional stresses.
5	Poor	The tree is not typical of the species and/or over 50% deadwood in the crown, major decay or structural problems, is hazardous or is severely infested with insects, disease, or other problems that even if aggressively controlled would not result in the long-term survival of the tree.
6	Dead	Less than 10% of the tree shows signs of life or only suckering around the base of the tree.

Tree Survey Data

The project area consists of an existing commercial strip mall with landscape plantings and voluntary trees along the property line. The dominate species within the strip mall landscaping consist of Honey Locust. Swamp White Oaks were the dominant species along the West Fork North Branch Chicago River and appear to be planted as part of a past shoreline stabilization project. The eastern property line is dominated by Black Locust and Box Elder. The physiognomy table outlines all the species meeting the criteria of the tree survey.

Tree Survey Physiognomy

Physiognomy		
Species	**Count**	**Percent**
Quercus bicolor	11	12.50%
Ulmus americana	9	10.23%
Ulmus pumila	6	6.82%
Malus spp.	2	2.27%
Acer campestre	1	1.14%
Populus deltoides	1	1.14%
Acer negundo	8	9.09%
Juglans nigra	2	2.27%
Picea glauca	1	1.14%
Cercis canadensis	1	1.14%
Gleditsia triacanthos	15	17.05%
Pinus strobus	1	1.14%
Robinia pseudoacacia	8	9.09%
Acer platanoides	1	1.14%
Alnus glutinosa	1	1.14%
Acer X freemanii	1	1.14%
Catalpa speciosa	2	2.27%
Pinus nigra	4	4.55%
Tilia spp.	3	3.41%
Acer rubrum	4	4.55%
Gymnocladus dioicus	2	2.27%
Taxodium distichum	1	1.14%
Ulmus spp.	3	3.41%
Total	**88**	

APPENDIX I

TREE SURVEY DATA

The Flats at North Branch Tree Survey							
(≥6" DBH or ≥12DBH aggregate for mulit-stem and ≥3' DBH bat trees)							
V3 Companies Ltd.					6-May-26		
Count	Tag #	DBH (inches)	Multi-stem Sizes (Inches)	Species Name*	Common Name	**Condition:** Excellent (1), Good (2), Fair (3), Fair to Poor (4), Poor (5), Dead (6)	Bat Habitat Tree
1	0001	9		*Quercus bicolor*	Quercus bicolor	1	No
2	0002	10	3	*Ulmus americana*	American Elm	2	No
3	0003	7		*Ulmus pumila*	Siberian Elm	3	No
4	0004	7		*Malus spp.*	Apple Cultivar	4	No
5	0005	11		*Quercus bicolor*	Swamp White Oak	1	No
6	0006	10		*Quercus bicolor*	Swamp White Oak	1	No
7	0007	9	3	*Ulmus pumila*	Siberian Elm	5	No
8	0008	8		*Quercus bicolor*	Swamp White Oak	2	No
9	0009	8		*Quercus bicolor*	Swamp White Oak	2	No
10	0010	6		*Acer campestre*	Hedge Maple	2	No
11	0011	9		*Quercus bicolor*	Swamp White Oak	2	No
12	0012	10		*Quercus bicolor*	Swamp White Oak	2	No
13	0013	9		*Quercus bicolor*	Swamp White Oak	2	No
14	0014	6	8	*Ulmus americana*	American Elm	2	No
15	0015	8		*Quercus bicolor*	Swamp White Oak	3	No
16	0016	14		*Quercus bicolor*	Swamp White Oak	2	No
17	0017	12		*Quercus bicolor*	Swamp White Oak	3	No
18	0018	34	3	*Populus deltoides*	Eastern Cottonwood	3	No
19	0019	9		*Acer negundo*	Ash-Leaf Maple	4	No
20	0020	12		*Juglans nigra*	Black Walnut	3	No
21	0021	15		*Juglans nigra*	Black Walnut	3	No
22	0022	18		*Ulmus americana*	American Elm	2	No
23	0023	14		*Ulmus americana*	American Elm	2	No
24	0024	13		*Ulmus pumila*	Siberian Elm	4	No
25	0025	15		*Ulmus pumila*	Siberian Elm	3	No
26	0026	11		*Ulmus pumila*	Siberian Elm	3	No
27	0027	6		*Picea glauca*	White Spruce	3	No
28	0028	9		*Cercis canadensis*	Redbud	3	No
29	0029	23		*Gleditsia triacanthos*	Honey-Locust	2	No
30	0030	3	4	*Malus spp.*	Apple Cultivar	2	No
31	0031	11		*Pinus strobus*	Eastern White Pine	3	No
32	0032	18	2	*Ulmus pumila*	Siberian Elm	3	No
33	0033	10		*Robinia pseudoacacia*	Black Locust	3	No
34	0034	6		*Ulmus americana*	American Elm	3	No

35	0035	14		*Robinia pseudoacacia*	Black Locust	3	No
36	0036	6	3	*Ulmus americana*	American Elm	3	No
37	0037	8		*Ulmus americana*	American Elm	4	No
38	0038	15		*Robinia pseudoacacia*	Black Locust	4	No
39	0039	21		*Robinia pseudoacacia*	Black Locust	3	No
40	0040	14	3	*Robinia pseudoacacia*	Black Locust	4	No
41	0041	7		*Acer negundo*	Ash-Leaf Maple	3	No
42	0042	12		*Robinia pseudoacacia*	Black Locust	3	No
43	0043	9		*Acer negundo*	Ash-Leaf Maple	3	No
44	0044	9		*Acer negundo*	Ash-Leaf Maple	3	No
45	0045	11		*Acer negundo*	Ash-Leaf Maple	4	No
46	0046	19		*Robinia pseudoacacia*	Black Locust	4	No
47	0047	8	2	*Acer negundo*	Ash-Leaf Maple	3	No
48	0048	9	3	*Robinia pseudoacacia*	Black Locust	3	No
49	0049	13		*Acer platanoides*	Norway Maple	2	No
50	0050	8		*Ulmus americana*	American Elm	3	No
51	0051	8	2	*Ulmus americana*	American Elm	3	No
52	0052	6		*Alnus glutinosa*	European Alder	3	No
53	0053	5	4	*Acer negundo*	Ash-Leaf Maple	3	No
54	0054	5	3	*Acer negundo*	Ash-Leaf Maple	3	No
55	0055	7		*Acer X freemanii*	Freeman's Maple	2	No
56	0056	9		*Catalpa speciosa*	Northern Catalpa	2	No
57	0057	8		*Catalpa speciosa*	Northern Catalpa	2	No
58	0058	15		*Gleditsia triacanthos*	Honey-Locust	2	No
59	0059	15		*Gleditsia triacanthos*	Honey-Locust	2	No
60	0060	18		*Gleditsia triacanthos*	Honey-Locust	2	No
61	0061	18		*Pinus nigra*	Austrian Pine	2	No
62	0062	15		*Pinus nigra*	Austrian Pine	2	No
63	0063	13		*Pinus nigra*	Austrian Pine	4	No
64	0064	14		*Pinus nigra*	Austrian Pine	2	No
65	0065	14		*Tilia spp.*	Linden Cultivar	2	No
66	0066	16		*Tilia spp.*	Linden Cultivar	2	No
67	0067	11		*Gleditsia triacanthos*	Honey-Locust	3	No
68	0068	6		*Gleditsia triacanthos*	Honey-Locust	4	No
69	0069	7		*Gleditsia triacanthos*	Honey-Locust	4	No
70	0070	8		*Gleditsia triacanthos*	Honey-Locust	3	No
71	0071	10		*Gleditsia triacanthos*	Honey-Locust	3	No
72	0072	9		*Gleditsia triacanthos*	Honey-Locust	3	No
73	0073	13		*Gleditsia triacanthos*	Honey-Locust	3	No
74	0074	10		*Gleditsia triacanthos*	Honey-Locust	3	No
75	0075	12		*Gleditsia triacanthos*	Honey-Locust	2	No
76	0076	12		*Gleditsia triacanthos*	Honey-Locust	2	No

77	0077	8		*Gleditsia triacanthos*	Honey-Locust	4	No
78	0078	10		*Acer rubrum*	Red Maple	3	No
79	0079	13		*Tilia spp.*	Linden Cultivar	4	No
80	0080	14		*Acer rubrum*	Red Maple	2	No
81	0081	12		*Acer rubrum*	Red Maple	2	No
82	0082	6		*Gymnocladus dioicus*	Kentucky Coffee Tree	2	No
83	0083	6		*Gymnocladus dioicus*	Kentucky Coffee Tree	2	No
84	0084	7		*Taxodium distichum*	Southern Bald-Cypress	1	No
85	0085	11		*Acer rubrum*	Red Maple	3	No
86	0086	6		*Ulmus spp.*	Elm Cultivar	2	No
87	0087	9		*Ulmus spp.*	Elm Cultivar	2	No
88	0088	7		*Ulmus spp.*	Elm Cultivar	2	No

APPENDIX II

REPRESENTATIVE PHOTOGRAPHS



PHOTO #1

Date: 05/06/2026

Image of trees along the southern project area along the West Fork North Branch Chicago River.



PHOTO #2

Date: 05/06/2026

Image of the southeast corner of the project area along the West Fork North Branch Chicago River.



PHOTO #3

Date: 05/06/2026

Image of the northwest portion of the project area along Cherry Lane.



PHOTO #4

Date: 05/06/2026

Image of the northeast portion of the project area along Cherry Lane.



PHOTO #5

Date: 05/06/2026

Image showing Honey Locust trees in parking lot islands.



PHOTO #6

Date: 05/06/2026

Image of the southeast corner of the project area.

APPENDIX III

PROJECT EXHIBITS



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

Go beyond limits

PROJECT NO.: 260554	CLIENT: Pulte Home Corporation 1900 E. Golf Road, Suite 300 Schaumburg, IL 60173	TITLE: **TREE SURVEY**	
CREATED BY: DJJ			
DATE: 05/06/2026	BASE LAYER: Vivid Aerial Imagery 2025	SITE: The Flats at North Branch Northbrook, Cook County, Illinois	FIGURE: 9
SCALE: See Scale Bar			

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APPENDIX IV

IDNR EcoCat Sign Off Letter

Illinois Department of
Natural Resources

One Natural Resources Way Springfield, Illinois 62702-1271
http://dnr.state.il.us

JB Pritzker, Governor
Natalie Phelps Finnie, Director

April 29, 2025

Jenny Nunez
Haeger Engineering
100 East State Parkway
Schaumburg, IL 60173

RE: Northbrook Meadows
Project Number(s): 2512426 [25089]
County: Cook

Dear Applicant:

This letter is in reference to the project you recently submitted for consultation. The natural resource review provided by EcoCAT identified protected resources that may be in the vicinity of the proposed action. The Department has evaluated this information and concluded that adverse effects are unlikely. Therefore, consultation under 17 Ill. Adm. Code Part 1075 is terminated.

This consultation is valid for two years unless new information becomes available that was not previously considered; the proposed action is modified; or additional species, essential habitat, or Natural Areas are identified in the vicinity. If the project has not been implemented within two years of the date of this letter, or any of the above listed conditions develop, a new consultation is necessary.

The natural resource review reflects the information existing in the Illinois Natural Heritage Database at the time of the project submittal, and should not be regarded as a final statement on the site being considered, nor should it be a substitute for detailed site surveys or field surveys required for environmental assessments. If additional protected resources are encountered during the project's implementation, you must comply with the applicable statutes and regulations. Also, note that termination does not imply IDNR's authorization or endorsement of the proposed action.

Please contact me if you have questions regarding this review.

Isabella Newingham

Isabella Newingham
Division of Ecosystems and Environment
217-785-5500

APPENDIX V

IHPA/SHPO CLEARANCE LETTER

Illinois Department of Natural Resources
JB Pritzker, Governor • Natalie Phelps Finnie, Director
One Natural Resources Way • Springfield, Illinois 62702-1271
www.dnr.illinois.gov

Cook County
Northbrook
Demolition and New Construction of a Mixed-Use Development, Northbrook Meadows
1901-1975 Cherry Lane

HE-25-089, IEPA, SHPO Log #020042825

May 12, 2025

Jenny Nunez
Haeger Engineering, LLC
100 E. State Parkway
Schaumburg, IL 60173-4546

This letter is to inform you that we have reviewed the information provided concerning the referenced project. Our review of the records indicates that no historic, architectural or archaeological sites exist within the project area.

Please retain this letter in your files as evidence of compliance with Section 4 of the Illinois State Agency Historic Resources Preservation Act (20 ILCS 3420/1 et. seq.). This clearance remains in effect for two years from date of issuance. It does not pertain to any discovery during construction, nor is it a clearance for purposes of the Illinois Human Remains Protection Act (20 ILCS 3440).

If you have any further questions, please contact Steve Dasovich, Cultural Resources Manager, at 217/782-7441 or at Steve.Dasovich@illinois.gov.

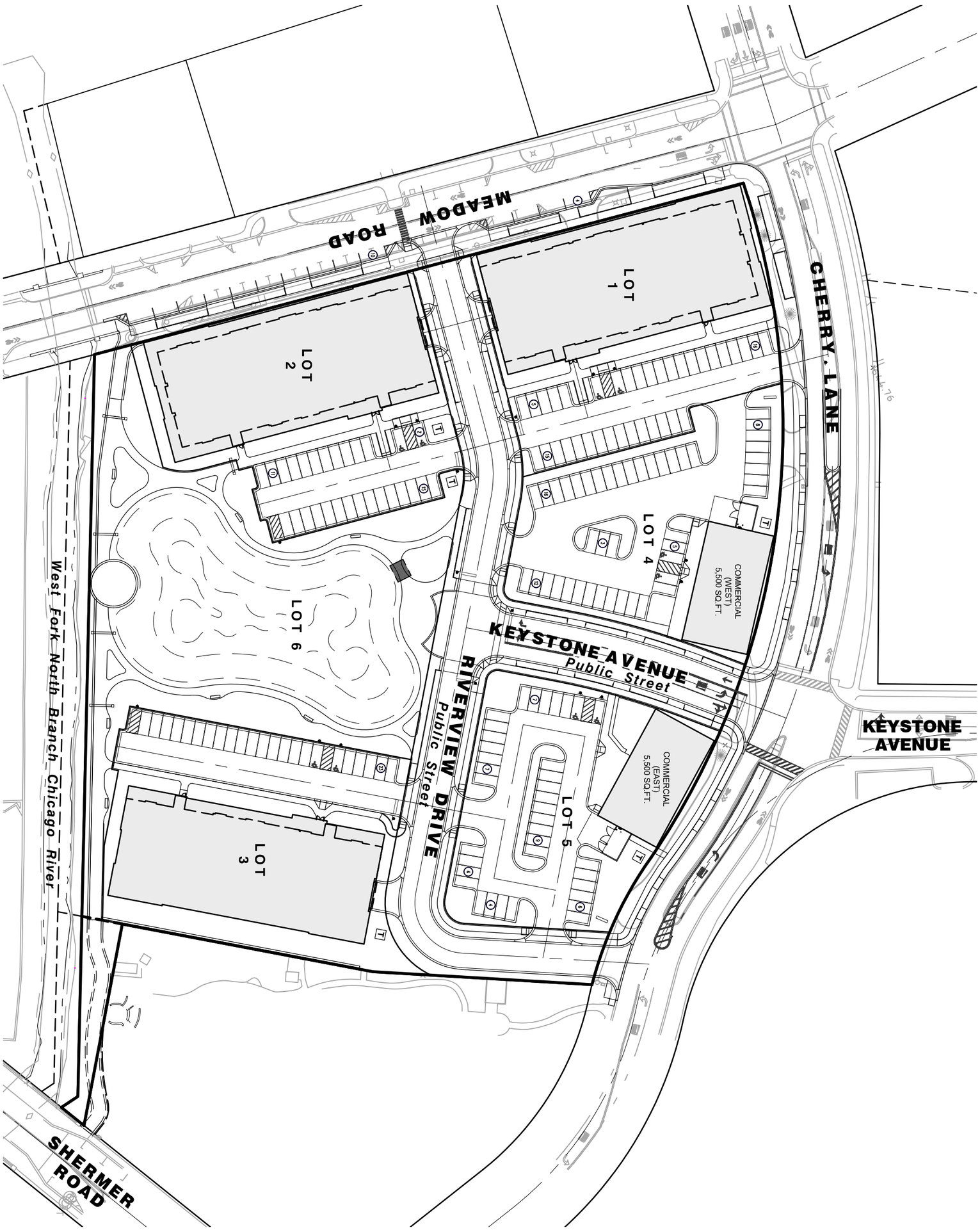
Sincerely,

Carey L. Mayer

APPENDIX VI

SITE PLAN (7/27/2026)

Plot Date: Jul 27, 2026 - 3:27pm
File Name: P:\2025\25089\Drawings\Preliminary\25089-PRELIM-PLOT-SP.dwg
Plotted By: tomj
Layout: 11x17 LS



SITE PLAN EXHIBIT

THE FLATS AND SHOPS AT NORTH BRANCH

1901 - 1975 CHERRY, NORTHBROOK, COOK COUNTY, ILLINOIS

Project Manager: TAS
Engineer: PAC
Date: 7/27/2026
Project No. 25089
Sheet 1/1

HAEGER ENGINEERING
consulting engineers • land surveyors
100 East State Parkway, Schaumburg, IL 60173 • Tel: 847.394.6600 Fax: 847.394.6608
Illinois Professional Design Firm License No. 184-003152
www.haegerengineering.com

Scale: 1" = 80'
0
80
NORTH

© 2026 Haeger Engineering, LLC

July 6, 2026

TESTING SERVICE CORPORATION

Local Office:
457 Gundersen Drive, Carol Stream, IL 60188-2492
630.462.2600 ● Fax 630.653.2726

Corporate Office:
360 S. Main Place, Carol Stream, IL 60188-2404
630.462.2600 ● Fax 630.653.2988

Mr. Ty Morris
Pulte Home Company, LLC
1900 East Golf Road, Suite 300
Schaumburg, IL 60173

RE: L-100,077A
SHGWE Determination
Northbrook Meadows
1941 Cherry Lane
Northbrook, Illinois

Dear Mr. Morris:

A soils exploration was conducted for the above captioned project under TSC Job No. L-100,077 with report dated January 14, 2026. Borings 6, 9 - 14, 17 and 24 from this investigation were located in the vicinity of proposed stormwater management facilities, to be located in the south-central portion of the site. The seasonal high groundwater elevation (SHGWE) at the referenced borings is estimated to be at 632.0, based on soil coloration and mottling as well as water level observations at the time of drilling (December 2025).

As a related matter, stiff to hard native silty clay soils are present at and extend a minimum of 10 feet below Elevation 632.0 in all of the referenced borings. These cohesive materials are estimated to have very low coefficients of permeability in the range of 10^{-6} to 10^{-8} cm/sec, making them practically impervious. Design Infiltration Rates for USDA Soil Textures (University of Wisconsin, Madison, 2006) gives estimated values for these soil types of 0.07 in/hr or less, also considered to be very low.

Please call if there are any questions in regards to this matter or if we may be of further service.

Respectfully submitted,

TESTING SERVICE CORPORATION

Michael V. Machalinski
Vice President
Registered Professional Engineer
Illinois No. 062-038559

MICHAEL V. MACHALINSKI
62-038559
REGISTERED
PROFESSIONAL
ENGINEER
STATE OF ILLINOIS

MVM:TRP:dk

Enc.

cc. Mr. Rob Getz, Pulte Home Company, LLC
Mr. Todd Shaffer, Haeger Engineering

REAL ESTATE COUNSELORS | ECONOMISTS | MARKET ANALYSTS
SITE SELECTION SPECIALISTS | CONSULTANTS | INVESTMENT ADVISORS

MEMORANDUM

To: Mr. Robert Getz, Pulte Homes
Vice President Land Acquisition
And Entitlement
From: John C. Melaniphy, Melaniphy & Associates, Inc.
President
Date: October 1, 2026
Subject: Preliminary Market Memorandum – Meadow Plaza Shopping Center

We have completed our *Preliminary Retail Market Memorandum* which provides an assessment of the extent of the market for retail uses on the Subject Site. The objective was to examine the factors of supply and demand for retail space in Northbrook on a preliminary basis.

1. Changing Retail Trends and the Future of the Northbrook Market

We have examined the changes taking place in the retail market. Retailing is constantly changing. Today's emphasis is on brand name, convenience, and value. E-Commerce is changing consumer shopping habits and patterns. In 2025, there were over 15,000 store closings nationally and 8,000 store closings in 2017. Shopping center development over the last ten years has declined significantly. Nationally, retail vacancies had increased due to rising e-commerce, store closings, mergers, consolidation, and retailer bankruptcies. Regional malls around the country are closing, being demolished and new uses being proposed. The retail viability of the Subject Property has been adversely affected due to a lack of significant investment in the property and the relocation of Walgreens to Waukegan Road. Walgreens was a major anchor tenant that drew consumers to the shopping center on a highly frequent basis. Vacancy has been rising at the shopping center. The lack of investment, loss of Walgreens, and rising e-commerce exacerbated the decline in shopping trips to Meadow Plaza.

Downtown Northbrook has also experienced vacancy over the years, and its mix has broadened to include service, medical, personal care, and financial uses that bring residents downtown on a regular basis. The Bean Bar was recently added along with Grater's Ice Cream, Eataco, and Basu Coffee Bar. Northbrook Court on Lake Cook Road has lost Macy's, Lord & Taylor, Apple, Lululemon, and many other retail stores. Vacancy in the mall has reached historic levels. The redevelopment agreement with the Village of Northbrook envisions 2,000 housing units as part of the redevelopment, evidencing that adding residential density is essential to future retail viability.

Meadow Plaza shopping center does not reflect favorably upon the residents of Northbrook. The shopping center looks "tired" and shows many signs of deferred maintenance, code compliance issues, poor landscaping, parking lot deterioration, vacancy, and disinvestment.

The Village is looking to create a destination, walkable, retail environment in Downtown Northbrook. The current strip center configuration is inconsistent with a walkable, pedestrian-friendly, landscaped Downtown streetscape. The size and scale of commercial space developed in Downtown Northbrook should be consistent with the Village's objectives. This places more importance on the Village's strategy to have more residents living in the downtown to support the retail stores and restaurants. This is especially important with the limited parking in the downtown area and lack of a municipal parking garage.

The addition of 150 condominiums would expand the consumer expenditure potential within downtown. The new condominiums would likely be occupied by two affluent empty nester residents. The envisioned empty nesters represent more spending power to patronize the Downtown grocery store, restaurants, retail stores and services. The buyer profile represents consumers that have more disposable income which has a positive impact upon local retail. These empty nesters have spending habits that generally have higher dining-out patterns. These downtown residents can walk to the restaurants without placing any demand for on-street parking. Each empty nester resident can represent over $20,000 in retail spending annually. A 150-unit condominium development would represent over $6,000,000 in spending potential annually.

2. A Driving Time Analysis

We conducted a driving time analysis from the Subject Site for 5, 10, and 15 minutes in normal shopping time traffic to simulate what consumers experience. It also helps us in delineating the trade area. The 15-minute interval is bounded by IL Route 22 (Half Day Road) on the north, IL Route 58 (Golf Road) on the south, Hibbard Road on the east and IL Route 21 (Milwaukee Avenue) on the west.

3. Trade Area Delineation

The trade area was delineated based upon the current tenant mix, road network, driving time analysis, competitive retail concentrations, physical and psychological barriers and our experience in evaluating shopping centers and other retail complexes.

The Primary Trade Area represents the area from which the most frequent shoppers originate and represents a three-mile radius. The Secondary Trade Area represents the geographic area from which the infrequent shoppers originate and extends out to a five-mile radius. Naturally, trade areas vary by type of stores. This coverage is consistent with convenience goods retailers as opposed to big box shopper's goods stores (durable goods) that are drawn from a larger area. The total trade area represents the geographic area beyond five miles and extending to a 7-mile radius. Consumers in the geographics area beyond five miles visit on an infrequent basis.

4. Demographics

We reviewed demographic data for the trade area. The demographic characteristics identify the level of market support available within the delineated trade area. Age and income are the most

sensitive items affecting retail stores. We examined the socio-economic characteristics of the trade area and evaluated the growth. We applied the demographic resources to per capita retail expenditures to determine the total retail expenditure potential within the respective portions of the trade area. The average household income characteristics are impressive.

	3-Mile	5-Mile	7- Mile
Population	65,269	184,295	386,688
Average HH Income	$237,930	$226,943	$193,778
Daytime Population	122,118	278,943	491,753

5. Competition

We reviewed our inventory of shopping centers and freestanding major supermarkets and big box retailers in the trade area. Most of the major grocers, apparel stores, furniture & household accessory stores are already represented in the immediate trade area. These types of stores have selected locations along major commercial traffic arteries adjacent to major anchor grocery stores, general merchandise stores, supercenters, and big box hardware stores. There are several vacant retail spaces in the Subject Property and three vacant stores in the Sunset Foods shopping center across the street. These larger format stores located along major traffic arteries within the trade area are capturing more of the business and enjoy greater market penetration.

6. Accessibility

We obtained and evaluated traffic counts and traffic flow, and ingress and egress to the site. Church Street is a secondary arterial in comparison to Waukegan Road. Most of the major shopping centers in Northbrook are located along Lake Cook Road, Willow Road, Skokie Boulevard, or Dundee Road. According to the Illinois Department of Transportation, Waukegan Road has an average annual daily traffic count of 18,700 vehicles per day at Shermer Road. Church Street is a secondary arterial with an average annual daily traffic count of only 3,000 vehicles per day at Keystone Avenue and only 4,000 vehicles per day at Meadow Lane. The Village's average annual traffic count at Cherry and Meadow is 4,700 vehicles per day. In comparison, Shermer Road has an annual average daily traffic count of 10,000 per day at Waukegan Road. Dundee Road has an annual average daily traffic count of 25,200 vehicles per day at Waukegan Road. Willow Road has an annual average daily traffic count of 36,200 at Waukegan Road. Finally, Lake Cook Road has an annual average daily traffic count of 31,400 vehicles per day in front of Northbrook Court. The most successful shopping centers are located on major regional arterials or along a major interstate highway. In our opinion, Northbrook Court's location away from a major interstate highway has contributed to its poor performance and store turnover.

7. Retail Sales Performance

Northbrook's retail sales by retail category were evaluated. Melaniphy & Associates has tracked retail sales by major retail categories based upon Sales Tax Receipts provided by the Illinois Department of Revenue since 1985. Our Chicagoland Retail Sales Report for 2026 was published in June. The Northbrook Court Core Mall Market has been declining in prominence with the demise of the mall. The Northbrook Court Core Mall Market ranking declined in recent years.

General Merchandise sales in Northbrook declined from $145 million in 2008 down to $21 million in 2025. This represents a staggering decline of over -$123 million or a decline of -85%.

Apparel store sales in Northbrook declined from $102 million in 2008 down to $66 million in 2025. This represents a decline of -$35 million, representing a decline of -35%. Northbrook's sales in other retail categories are provided below:

Food store sales increased from $121 million in 2008 to $170 million in 2025, representing an increase of $49 million or an increase of 40%.

Drinking and Eating Places sales increased from $76 million in 2008 to over $121 million in 2025. Sales increased by over $44 million or by 57%.

The **Furniture & HH, & Electronics** sales declined from over $96 million in 2008, down to $83 million in 2025, representing a decrease of -$13 million or by -14%.

Lumber, Building & Hardware sales increased from $36 million in 2008 to over $54 million in 2025, representing an increase of $18 million or an increase of 49%.

Automotive & Filling Station sales increased from $115 million in 2008 to $123 million in 2025 representing an increase of over $8.0 million or an increase of 7.0 percent.

Drugs & Miscellaneous Retail Store sales increased from $104 million in 2008 to over $443 million in 2025. Much of the sales growth in this category is attributed to e-commerce sales. Sales increased by $339 million or by 325%. The amount of e-commerce sales has risen exponentially over the years and even more significantly since the Covid 19 pandemic.

8. E-Commerce

Today, all one needs to do is watch the Amazon, FedEx, and UPS trucks drive down the street and see how many stops they have to make to deliver e-commerce purchases. This does not even include all the private vehicles that deliver groceries, fast food, pizzas, and other retail purchases. Each one of these deliveries represents a reduction in multiple shopping trips to a retail center, store, or restaurant. Consumers are making fewer shopping trips to brick-and-mortar retail stores due to the ease of e-commerce purchases.

We have been tracking e-commerce sales data and growth of e-commerce in recent years. E-Commerce has had a devastating impact on malls and shopping centers across the country. In 1995, e-commerce represented $2.2 billion in sales. According to statistics published by the United States Department of Commerce, e-commerce statistics are provided below:

- Total U.S. e-commerce sales amounted to $1,233.7 billion in 2025, an increase of 5.4% since 2024.
- $1,170.3 billion, an increase of 4.0% in 2024
- $1,118.7 billion, an increase of 7.6% in 2023
- $1,034.1 billion, an increase of 7.7% in 2022
- $870.8 billion, an increase of 14.2% in 2021
- E-commerce sales accounted for 16.1% of retail sales in 2025
- E-Commerce sales accounted for 14.7% of retail sales in 2022
- E-Commerce sales accounted for 13.2% of retail sales in 2021

E-commerce sales increased significantly during the Covid 19 pandemic, increasing by 14.2% as consumers required "touchless delivery."

9. Retail Vacancy

The amount of vacant retail space in Downtown Northbrook is a function of retail demand, rental rates, Cook County property taxes, parking, and retail sales potential. We have examined the amount of vacant retail space in Downtown Northbrook and surrounding shopping centers. The amount of vacant retail space in the Chicago Metropolitan Area has declined in recent years since very little new ground up shopping center development has occurred. The are numerous vacancies in Downtown Northbrook and the Subject Property. Northbrook Court has also seen its vacancy rise significantly. There were approximately 15,000 store closings in the United States in 2025, 7,100 store closings in 2024 and 8,000 store closings in 2017. The store closings are a response to changing shopping habits and patterns. The rise in e-commerce has reduced the amount of retail square footage that is required by retailers. Even restaurants have declined in size since more of their business is done via a drive thru, carry-out, or delivery. There are a significant number of vacant retail spaces as a result of store closings in the trade area including Mariano's (Glenview and Northfield), Amazon Fresh, Petsmart, Hobby Lobby, Best Buy (PGA Superstore coming soon), and Buffalo Wild Wings, among others.

Retail vacancy statistics for the Chicago Metropolitan Area in recent years are provided below. According to CBRE, the retail vacancy rate amounted to over 11.0 percent in the Fourth Quarter of 2025. CBRE also identified the amount of vacant anchor retail space in the Chicago Metropolitan area following major bankruptcies, mergers, and store closings. Retail vacancy is only slightly below the 12.1% peak during the Great Recession in 2010. The data is provided on the following page.

Vacancy Statistics

- Vacancy Rate – 11.0% in Fourth Quarter 2025
- Vacancy Rate - 11.5% - Fourth Quarter 2022
- Vacancy Rate -11.5 % - Fourth Quarter 2021
- 12.1 Percent during the peak in 2010
- Vacant Anchor Stores – 11.98 million sf in 2023
- 275 Vacant Anchor Stores – 16 million sf – 2020
- 235 Vacant Anchor stores – 12.0 million sf – 2018
- 218 Vacant Anchor stores – 10.8 million sf – 2017
- 165 Vacant Anchor stores – 8.2 million sf - 2016
- 227 Vacant Anchor stores in 10 million sf – 2008

Source: CBRE

10. Shopping Center Development

The amount of new shopping center development in the Chicago Metropolitan Area has declined since the Great Recession. We have examined the amount of new retail space developed in the Chicago Metropolitan Area in recent years. In 2007, over 8,000,000 square feet of new shopping center space was developed in the Chicago Metropolitan Area according to Mid-America Real Estate Corporation. The new shopping center development is provided on the following page.

New Shopping Center Development

Year	Square Feet Planned Added
2020	596,400 square feet
2019	785,400 square feet
2018	870,600 square feet
2017	1.0 million square feet
2016	1.5 million square feet
2015	2.0 million square feet
2014	2.6 million square feet
2013	2.0 million square feet
2012	1.14 million square feet
2011	1.02 million square feet
2010	1.0 million square feet
2009	3.0 million square feet
2008	3.7 million square feet
2007	8.7 million square feet
2006	6.0 million square feet
2005	5.0 million square feet

Source: Mid-America Real Estate Corporation

Mid-America Real Estate Corporation discontinued their annual retail development report following the Covid-19 pandemic and the negligible amount of new shopping center space that was developed. There was an overabundance of existing, vacant, second-generation retail space available in the market which made new large-scale retail development uneconomic. New retail development has declined significantly since the Great Recession and has been exacerbated by rising e-commerce sales during the Covid-19 pandemic.

11. Personal Consumption Expenditures

Personal Consumption Expenditures are dollars available for the purchase of goods and services for which the Subject Property would compete. They are an admixture of various types of retail categories such as food, drugs, hardware, liquor, general merchandise, apparel, accessories, shoes, furniture, electronics, auto supplies, services, and numerous other types of stores. We have computed Personal Consumption Expenditures for the Subject Site's trade area and forecast them for 2026, 2031, and 2036. There is a considerable amount of retail expenditure potential in the trade area based upon the population resources and strong average household income.

12. Market Penetration

Comparing the retail consumption dollars available in both the Primary and Secondary Trade Area allows us to estimate the Subject Property's market penetration and the market penetration for individual retail categories. Market penetration is defined as the market share of consumers expenditures a retailer, restaurant, or automobile dealership is capturing expressed as a percentage of the total estimated market. Additionally, market penetration provides an indication of the strength and weakness of various types of stores. Meadow Plaza does not enjoy strong market penetration. This is significant since Meadow Plaza has poor market penetration with a lackluster tenant mix and over 20% of the stores are vacant. There is minimal market penetration in General Merchandise, Drinking & Eating Places, Hardware, Automotive, and Miscellaneous stores. There are several big box general merchandise stores, major home improvement stores, and miscellaneous stores throughout the trade located on major regional arterials.

13. Tenant Mix Analysis

The tenant mix analysis included a preliminary evaluation of the estimated sales per square foot performance by individual retailers at the Subject Property. We estimated the approximate sales being captured by the anchor stores as follows:

Ace Hardware	$3,000,000
Dollar Tree	$1,800,000
Advance Auto Parts	$1,200,000
Bean Bar	$650,000
Total	$6,650,000

Some of the sales potential is being captured by major retail shopping center concentrations in Northbrook, Deerfield, and Glenview. For example, Costco on Willow Road in Glenview is capturing sales of over $250 million, including the fuel center. Costco's merchandise mix crosses so many retail categories from groceries, apparel, furniture, drugs, miscellaneous retail, and automotive, among others. Lowe's on Willow Road in Northbrook is capturing sales of approximately $40 million. The Target store on Willow Road is capturing sales of approximately $40 million. The Lumber & Hardware stores in Glenview are capturing sales of over $90 million. The hardware stores in Deerfield are capturing sales of over $52 million. Home Depot operates stores in Deerfield and Glenview that affect the sales productivity of Ace Hardware.

The 90,000 square foot Meadow Plaza shopping center should be capturing sales of at least $200 per square foot or approximately $18,000,000 annually. Instead, it is capturing estimated sales of approximately $10,000,000. Meadow Plaza shopping center is underperforming in retail sales productivity, tenant mix, and overall occupancy. There are several large vacant stores.

The redevelopment of Meadow Plaza will reduce the overall supply of retail space in Downtown Northbrook. Less supply of retail space will enhance demand for the remaining retail space. The redevelopment will provide new, modern prototype retail space that will improve the aesthetic of this corridor. The project will also increase residential density to support retail space in Downtown Northbrook. The new, prototype retail space will likely generate higher sales productivity than the existing shopping center. The likely tenants will include "restaurants, retail, service and other commercial uses permitted in C-2." The proposed project will have less retail square footage but the new prototype retail space will have higher sales productivity. Sales are likely to reach $400 to $500 per square foot.

14. Conclusion

The cost to deliver commercial space and the cost of new construction, along with Cook County property taxes on new improvements, puts rents for new space well above what the existing center achieves today. The same is true of a major investment in the existing center, which would push rents for existing retailers, and for retailers of that size, above tolerable levels. Smaller tenants typically pay more per square foot, which generates a total rent that can support the cost of new construction. The Program size of approximately 11,000 square feet is a good balance for a mixed-use development in downtown Northbrook.

Table 1

Per Capita Retail Retail Expenditures and Total Retail Expenditure Potential by Retail Category 2026, 2031 and 2036

	Primary Trade Area			Secondary Trade Area			Total Trade Area		
Retail Category	**2026**	**2031**	**2036**	**2026**	**2031**	**2036**	**2026**	**2031**	**2036**
General Merchandise	$2,470	$2,717	$3,043	$2,211	$2,432	$2,724	$2,341	$2,575	$2,883
Grocery Stores	$3,445	$3,790	$4,244	$2,980	$3,278	$3,671	$3,213	$3,534	$3,958
Eating & Drinking Places	$2,693	$2,962	$3,318	$2,350	$2,585	$2,895	$2,522	$2,774	$3,106
Apparel	$993	$1,092	$1,223	$1,020	$1,122	$1,257	$1,007	$1,107	$1,240
Furniture & Household Furnishings	$648	$713	$798	$690	$759	$850	$669	$736	$824
Appliances & Electronics	$837	$921	$1,031	$700	$770	$862	$769	$845	$947
Lumber, Building Materials	$1,161	$1,277	$1,430	$1,290	$1,419	$1,589	$1,226	$1,348	$1,510
Drug Stores	$1,143	$1,257	$1,408	$1,180	$1,298	$1,454	$1,162	$1,278	$1,431
Miscellaneous Retail Stores	$1,131	$1,244	$1,393	$990	$1,089	$1,220	$1,061	$1,167	$1,307
Sporting Goods	$1,146	$1,261	$1,412	$145	$160	$179	$646	$710	$795
Book Stores	$138	$152	$170	$130	$143	$160	$134	$147	$165
Pet Stores	$130	$143	$160	$85	$94	$105	$108	$118	$132
Office Supply Stores	$65	$72	$80	$55	$61	$68	$60	$66	$74
Liquor stores	$121	$133	$149	$85	$94	$105	$103	$113	$127
Automobile Dealerships & Filling Stations	$4,436	$4,880	$4,998	$3,969	$4,366	$4,890	$4,203	$4,401	$4,944

	Primary Trade Area			Secondary Trade Area			Total Trade Area		
Retail Category	**2026**	**2031**	**2036**	**2026**	**2031**	**2036**	**2026**	**2031**	**2036**
General Merchandise	$161,214,430	$182,655,759	$210,709,219	$262,215,756	$252,104,190	$343,765,466	$431,178,613	$488,526,011.60	$563,561,992
Grocery Stores	$224,851,705	$254,756,717	$293,883,910	$353,416,080	$339,787,646	$463,329,303	$591,822,813	$670,536,130.00	$773,528,263
Eating & Drinking Places	$175,769,417	$199,146,542	$229,732,764	$278,700,600	$267,953,345	$365,377,135	$464,523,338	$526,305,634.80	$607,144,441
Apparel	$64,812,117	$73,432,052	$84,710,224	$120,967,920	$116,303,154	$158,589,225	$185,422,463	$210,083,926.80	$242,352,124
Furniture & Household Furnishings	$42,294,312	$47,919,406	$55,279,180	$81,831,240	$78,675,663	$107,280,946	$123,246,525	$139,638,496.80	$161,086,508
Appliances & Electronics	$54,630,153	$61,895,899	$71,402,274	$83,017,200	$79,815,890	$108,835,742	$141,576,913	$160,406,853.20	$185,044,816
Lumber, Building Materials	$75,777,309	$85,855,602	$99,041,864	$152,988,840	$147,089,283	$200,568,725	$225,767,738	$255,795,183.60	$295,084,478
Drug Stores	$74,602,467	$84,524,507	$97,506,331	$139,943,280	$134,546,786	$183,465,966	$213,977,338	$242,436,642.80	$279,674,110
Miscellaneous Retail Stores	$73,819,239	$83,637,111	$96,482,642	$117,410,040	$112,882,473	$153,924,836	$195,370,613	$221,355,195.60	$255,354,622
Sporting Goods	$74,798,274	$84,746,356	$97,762,253	$17,196,420	$16,533,292	$22,544,547	$118,917,238	$134,733,407.60	$155,428,014
Book Stores	$9,007,122	$10,205,059	$11,772,418	$15,417,480	$14,822,951	$20,212,352	$24,686,150	$27,969,444.80	$32,265,459
Pet Stores Stores	$8,484,970	$9,613,461	$11,089,959	$10,080,660	$9,691,930	$13,215,769	$19,804,188	$22,438,174.00	$25,884,603
Office Supply Stores	$4,242,485	$4,806,731	$5,544,979	$6,522,780	$6,271,249	$8,551,380	$11,053,500	$12,523,632.00	$14,447,220
Liquor stores	$7,897,549	$8,947,914	$10,322,192	$10,080,660	$9,691,930	$13,215,769	$18,975,175	$21,498,901.60	$24,801,062
Automobile Dealerships & Filling Stations	$289,533,284	$328,040,869	$346,076,514	$470,707,524	$452,566,462	$617,122,890	$774,205,563	$835,098,552.00	$966,275,136

Source: Melaniphy & Associates, Inc.

Table 2

Total Retail Expenditure Potential, Market Penetation, and Sales Volume by Retail Category
2026, 2031 and 2036

	Total Retail Potential			Market Penetration			Sales Volume		
Retail Category	**2026**	**2031**	**2036**	**2026**	**2031**	**2036**	**2026**	**2031**	**2036**
General Merchandise									
Primary	$161,214,430	$182,655,759	$210,709,219	0.8%	0.8%	0.8%	$1,289,715	$1,461,246	$1,685,674
Secondary	$262,215,756	$252,104,190	$343,765,466	0.2%	0.2%	0.2%	$524,432	$504,208	$687,531
Total	$431,178,613	$488,526,012	$563,561,992	0.1%	0.1%	0.1%	$1,814,147	$1,965,454	$2,373,205
Food Stores									
Primary	$224,851,705	$254,756,717	$293,883,910	0.0%	0.0%	0.0%	$0	$0	$0
Secondary	$353,416,080	$339,787,646	$463,329,303	0.0%	0.0%	0.0%	$0	$0	$0
Total	$591,822,813	$670,536,130	$773,528,263	0.0%	0.0%	0.0%	$0	$0	$0
Eating & Drinking Places									
Primary	$175,769,417	$199,146,542	$229,732,764	1.1%	1.1%	1.1%	$1,933,464	$2,190,612	$2,527,060
Secondary	$278,700,600	$267,953,345	$365,377,135	0.2%	0.2%	0.2%	$557,401	$535,907	$730,754
Total	$464,523,338	$526,305,635	$607,144,441	0.5%	0.5%	0.5%	$2,490,865	$2,726,519	$3,257,815
Apparel									
Primary	$64,812,117	$73,432,052	$84,710,224	0.0%	0.0%	0.0%	$0	$0	$0
Secondary	$120,967,920	$116,303,154	$158,589,225	0.0%	0.0%	0.0%	$0	$0	$0
Total	$185,422,463	$210,083,927	$242,352,124	0.0%	0.0%	0.0%	$0	$0	$0
Furniture & Household Furnishings									
Primary	$42,294,312	$47,919,406	$55,279,180	0.8%	0.8%	0.8%	$338,354	$383,355	$442,233
Secondary	$81,831,240	$78,675,663	$107,280,946	0.1%	0.1%	0.1%	$81,831	$78,676	$107,281
Total	$123,246,525	$139,638,497	$161,086,508	0.3%	0.3%	0.3%	$420,186	$462,031	$549,514
Appliances & Electronics									
Primary	$54,630,153	$61,895,899	$71,402,274	0.0%	9.0%	9.0%	$0	$5,570,631	$6,426,205
Secondary	$83,017,200	$79,815,890	$108,835,742	0.0%	1.0%	1.0%	$0	$798,159	$1,088,357
Total	$141,576,913	$160,406,853	$185,044,816	0.0%	4.0%	4.1%	$0	$6,368,790	$7,514,562
Home Improvement									
Primary	$75,777,309	$85,855,602	$99,041,864	4.0%	4.0%	4.0%	$3,031,092	$3,434,224	$3,961,675
Secondary	$152,988,840	$147,089,283	$200,568,725	0.1%	0.1%	0.1%	$152,989	$147,089	$200,569
Total	$225,767,738	$255,795,184	$295,084,478	1.4%	1.4%	1.4%	$3,184,081	$3,581,313	$4,162,243
Drugs Stores									
Primary	$74,602,467	$84,524,507	$97,506,331	0.0%	0.0%	0.0%	$0	$0	$0
Secondary	$139,943,280	$134,546,786	$183,465,966	0.0%	0.0%	0.0%	$0	$0	$0
Total	$213,977,338	$242,436,643	$279,674,110	0.0%	0.0%	0.0%	$0	$0	$0
Miscellaneous Retail Stores									
Primary	$73,819,239	$83,637,111	$96,482,642	1.0%	1.0%	1.0%	$738,192	$836,371	$964,826
Secondary	$117,410,040	$112,882,473	$153,924,836	0.4%	0.4%	0.4%	$469,640	$451,530	$615,699
Total	$195,370,613	$221,355,196	$255,354,622	0.6%	0.6%	0.6%	$1,207,833	$1,287,901	$1,580,526
Sporting Goods									
Primary	$74,798,274	$84,746,356	$97,762,253	0.0%	0.0%	0.0%	$0	$0	$0
Secondary	$17,196,420	$16,533,292	$22,544,547	0.0%	0.0%	0.0%	$0	$0	$0
Total	$118,917,238	$134,733,408	$155,428,014	0.0%	0.0%	0.0%	$0	$0	$0
Book Stores									
Primary	$9,007,122	$10,205,059	$11,772,418	5.0%	5.0%	5.0%	$450,356	$510,253	$588,621
Secondary	$15,417,480	$14,822,951	$20,212,352	0.5%	0.5%	0.5%	$323,767	$74,115	$101,062
Total	$24,686,150	$27,969,445	$32,265,459	2.1%	2.1%	2.1%	$774,123	$584,368	$689,683

Source: Melaniphy & Associates, Inc.

Table 2 Continued

Total Retail Expenditure Potential, Market Penetation, and Sales Volume by Retail Category
2026, 2031 and 2036

	Total Retail Potential			Market Penetration			Sales Volume		
Retail Category	**2026**	**2031**	**2036**	**2026**	**2031**	**2036**	**2026**	**2031**	**2036**
Pet Stores									
Primary	$8,484,970	$9,613,461	$11,089,959	0.0%	0.0%	0.0%	$0	$0	$0
Secondary	$10,080,660	$9,691,930	$13,215,769	0.0%	0.0%	0.0%	$0	$0	$0
Total	$19,804,188	$22,438,174	$25,884,603	0.0%	0.0%	0.0%	$0	$0	$0
Office Supply Stores									
Primary	$4,242,485	$4,806,731	$5,544,979	0.0%	0.0%	0.0%	$0	$0	$0
Secondary	$6,522,780	$6,271,249	$8,551,380	0.0%	0.0%	0.0%	$0	$0	$0
Total	$11,053,500	$12,523,632	$14,447,220	0.0%	0.0%	0.0%	$0	$0	$0
Liquor Stores									
Primary	$7,897,549	$8,947,914	$10,322,192	0.0%	0.0%	0.0%	$0	$0	$0
Secondary	$10,080,660	$9,691,930	$13,215,769	0.0%	0.0%	0.0%	$0	$0	$0
Total	$18,975,175	$21,498,902	$24,801,062	0.0%	0.0%	0.0%	$0	$0	$0
Automobile Dealerships & Filling Stations									
Primary	$289,533,284	$298,218,972	$346,076,514	0.4%	0.4%	0.4%	0.4%	$1,192,876	$1,384,306
Secondary	$470,707,524	$452,566,462	$617,122,890	0.02%	0.02%	0.02%	0.02%	$90,513	$123,425
Total	$774,205,563	$835,098,552	$966,275,136	0.6%	0.6%	0.6%	0.6%	$1,283,389	$1,507,731
Total	**$3,460,925,984**	**$3,879,156,576**	**$4,477,889,443**	**0.6%**	**0.9%**	**0.9%**	**$9,891,234**	**$18,259,765**	**$21,635,278**

Source: Melaniphy & Associates, Inc.

Table 3

Northbrook Retail Sales
By Retail Category
1999-2025

Northbrook	2008	2007	2006	2005	2004	2003	2002	2001	2000	1999
General Merchandise	$145,003,254	$159,375,780	$166,665,536	$135,835,445	$155,279,320	$141,939,036	$140,368,838	$143,638,426	$154,431,509	$143,122,917
Food	$121,225,683	$92,819,585	$69,519,773	$67,876,801	$66,058,355	$64,284,809	$64,977,794	$64,492,351	$66,994,514	$68,369,380
Drinking and Eating Places	$76,877,585	$75,480,760	$70,218,330	$62,596,623	$61,205,894	$53,376,924	$64,977,794	$64,492,351	$66,994,514	$68,369,380
Apparel	$102,199,133	$101,450,581	$91,695,333	$83,968,085	$79,840,234	$74,109,725	$74,967,329	$72,438,593	$87,216,281	$87,825,072
Furniture & H.H. & Radio	$96,946,913	$99,058,522	$81,352,599	$72,732,825	$69,263,453	$76,195,893	$83,868,246	$76,348,066	$81,216,307	$72,771,085
Lumber, Bldg, Hardware	$36,637,811	$26,805,281	$14,196,128	$15,014,372	$13,952,331	$13,224,989	$15,163,455	$14,661,569	$15,908,376	$15,246,538
Automotive & Filling Stations	$115,816,360	$126,351,322	$127,110,516	$127,787,822	$110,626,272	$106,652,814	$115,151,589	$139,176,872	$136,227,877	$123,800,848
Drugs & Misc. Retail	$104,417,356	$95,285,790	$84,706,819	$78,353,136	$82,748,022	$78,523,970	$76,953,803	$81,536,561	$83,675,763	$78,080,181
Agriculture & All Others	$100,518,729	$107,580,032	$103,076,566	$106,749,444	$96,673,819	$101,725,360	$113,941,977	$111,733,270	$121,894,038	$135,565,174
Manufacturers	$11,207,334	$15,380,956	$13,234,712	$14,834,796	$13,550,982	$14,356,212	$17,338,534	$17,104,537	$20,851,280	$21,388,154
Total	**$912,476,873**	**$899,588,609**	**$821,776,312**	**$765,749,349**	**$749,198,682**	**$724,389,732**	**$755,346,163**	**$774,828,854**	**$825,664,095**	**$802,380,791**

Northbrook	2017	2016	2015	2014	2013	2012	2011	2010	2009
General Merchandise	$45,486,188	$49,010,696	$65,651,249	$91,384,915	$130,265,642	$132,797,371	$130,116,798	$127,505,674	$122,996,617
Food	$142,789,940	$138,894,995	$133,319,890	$126,826,632	$141,795,252	$141,588,382	$132,404,428	$123,173,430	$118,711,164
Drinking and Eating Places	$110,339,622	$109,270,506	$96,718,563	$92,544,067	$88,053,126	$87,834,847	$86,073,008	$83,812,841	$75,299,954
Apparel	$84,483,375	$88,496,311	$90,912,870	$93,834,366	$103,646,940	$107,328,150	$99,128,831	$95,307,350	$90,229,269
Furniture & H.H. & Radio	$95,514,365	$94,631,844	$96,544,031	$92,248,477	$89,570,763	$88,324,445	$84,913,884	$84,858,917	$84,625,076
Lumber, Bldg, Hardware	$37,153,347	$36,995,716	$37,684,346	$35,421,281	$34,312,624	$31,746,446	$31,654,807	$29,850,897	$30,818,394
Automotive & Filling Stations	$105,011,205	$112,746,435	$124,827,652	$140,063,055	$127,530,568	$111,550,604	$114,086,729	$114,658,667	$100,259,313
Drugs & Misc. Retail	$187,912,421	$187,016,109	$177,379,627	$159,085,050	$122,387,145	$142,142,056	$120,323,833	$92,841,116	$96,909,910
Agriculture & All Others	$156,700,811	$130,819,972	$112,999,181	$86,832,256	$80,520,708	$80,460,920	$77,196,876	$75,457,704	$76,404,953
Manufacturers	$9,332,082	$13,920,001	$13,032,649	$15,025,721	$11,928,543	$12,544,840	$14,519,476	$10,876,886	$8,946,446
Total	**$974,764,274**	**$961,946,935**	**$949,192,891**	**$933,479,881**	**$930,871,527**	**$936,342,385**	**$890,571,669**	**$839,015,310**	**$805,201,096**

Northbrook	2025	2024	2023	2022	2021	2020	2019	2018
General Merchandise	$21,816,917	$18,806,709	$17,723,557	$17,033,788	$21,139,243	$20,803,193	$38,334,700	$42,306,048
Food	$170,259,633	$151,701,679	$147,581,527	$144,691,767	$145,004,804	$144,168,017	$135,065,959	$138,192,593
Drinking and Eating Places	$121,040,066	$111,278,639	$117,170,620	$101,161,055	$87,394,722	$69,676,210	$106,358,334	$113,594,720
Apparel	$66,453,305	$49,837,073	$46,370,679	$62,113,684	$63,665,566	$38,533,092	$76,572,986	$83,617,860
Furniture & H.H. & Radio	$83,544,957	$75,304,169	$73,965,576	$87,924,291	$91,177,097	$70,810,475	$94,068,005	$102,147,066
Lumber, Bldg, Hardware	$54,697,292	$39,718,034	$40,561,461	$42,996,461	$43,920,307	$41,981,461	$36,510,684	$37,498,276
Automotive & Filling Stations	$123,826,022	$149,261,740	$158,044,973	$148,647,508	$138,307,318	$92,692,360	$129,798,614	$110,646,120
Drugs & Misc. Retail	$443,561,184	$307,988,273	$279,454,665	$275,921,064	$278,655,073	$145,316,421	$189,815,873	$181,816,797
Agriculture & All Others	$202,280,339	$119,625,513	$113,832,774	$126,577,463	$107,626,428	$101,127,577	$90,295,921	$98,213,523
Manufacturers	$71,282,755	$84,881,502	$8,521,166	$5,393,902	$5,971,844	$6,303,468	$7,693,419	$7,815,503
Total	**$1,358,807,021**	**$1,108,482,661**	**$1,003,491,177**	**$1,012,580,808**	**$983,260,342**	**$731,608,598**	**$904,652,572**	**$916,221,247**

Source: Illinois Department of Revenue and Melaniphy & Associates, Inc. - 2026

ADDENDA

REPRESENTATIVE LIST OF CLIENTS

MAJOR DEVELOPERS AND OWNERS

U.S.X. Realty Development Corp.
Simon Property Group, Inc.
The Rouse Company
Upland Industries (Union Pacific RR)
Corrigan Properties, Inc.
Merrill Lynch Realty
Hamilton Partners
Gerald D. Hines Interests
Forest City Enterprises
Western Development Corporation
Birtcher Realty Advisors
Avatar Properties, Inc.
CMC Heartland Partners
The Harlan Group
Steiner + Associates, Inc.
McCaffery Interests, Ltd
Aetna Investment Group
Red Seal Development
Teachers Insurance and Annuity Assoc.
Metropolitan Real Estate Co.
Trammell Crow Company
Westfield Corporation
Unocal Corporation

CITIES

New York, New York
Brookfield, Wisconsin
Madison, Wisconsin
Milwaukee, Wisconsin
West Bend, Wisconsin
San Antonio, Texas
Charleston, West Virginia
Cleveland, Ohio
Boston, Massachusetts
Denver, Colorado
Lawrence, Kansas
Olathe, Kansas
Manhattan, Kansas
Addison, Illinois
Arlington Heights, Illinois
Barrington, Illinois
Bensenville, Illinois
Chicago, Illinois
Franklin Park, Illinois
Glen Ellyn, Illinois
Glenwood, Illinois
Highland Park, Illinois
Joliet, Illinois
Northbrook, Illinois
St. Charles, Illinois

MAJOR RETAILERS

Marshall Field & Company
Saks Fifth Avenue
Sears, Roebuck & Company
J.C. Penney Company
Montgomery Ward & Company
Macy's
Marshalls
The Jewel Companies
Cub Foods
F.A.O. Schwarz
John Wanamaker Company
Dayton Hudson Company
Neiman Marcus
Meijer
Target
Wal-Mart
Woodman's Food Markets

INTERNATIONAL RETAILERS

Escada House of Fashion
El Puerto de Liverpool
Fabricas de Francia
Capitol Supermarkets

FINANCIAL ORGANIZATIONS

Bank America
Crédit Agricole
First National Bank of Chicago
Harris Trust & Savings Bank
Northern Trust & Savings Bank
Illinois National Bank
United Realty Bank
G.E. Capital Corp.
First National Bank of Ottawa, Illinois
Heller Financial
Household Commercial
The RREEF Funds
Huizenga Capital Management

RESTAURANTS/FAST FOOD

Lettuce Entertain You Enterprises
Schwartz Brothers
Levy Enterprises
Restaurant Associates
Arby's
Sir Walter Raleigh Inns
Shoney's
Friendly's
Pepe's

REPRESENTATIVE LIST OF CLIENTS

CITY OF CHICAGO PROJECTS

Neighborhood Needs Analysis-
All of Chicago's Neighborhoods
Analysis of over 25 Business Districts
Industrial Park Development Analysis
Potential for a New Stadium
Mayor's Special Projects
Waste Resource Recovery Analysis
O'Hare International Airport Expansion
Housing Development on Urban
Renewal Properties
Objectives Analysis-Economic
Development Commission
Analysis of Property Disposition-
Chicago Board of Education
Navy Pier-Metropolitan Pier and
Exposition Authority

MANUFACTURERS/PRODUCERS

W.W. Grainger
Atlantic Richfield Company
ITW/Magnaflux
TDW/Hercules Tires
International Multifoods
IBM
Iowa Electric (IE) Industries
William C. Brown Group
Booth Fisheries
Campbell Soup Company
Griffith Laboratories
Mobil Oil
Texaco
Standard Oil
Dresser Industries
Thomas Steel Corporation

INTERNATIONAL INVESTMENT FUNDS

Ivanhoe, Inc. (Steinbergs of Canada)
Coast Investment & Development
Company-Kuwait
Merrill Lynch Capital Markets

HOTELS

Baymont Inn
Hyatt
Sheraton
Holiday Inn
Marriott
Embassy Suites
Days Inn

RESTAURANTS/FAST FOOD (Continued)

Burger King
Piccadilly Cafeterias
Oogie's Restaurants
Steak and Stein
Brennan's
Branmor's Grill
Marriott Corporation
Popeye's
Hardee's
Pizza Hut
Wendy's

SPECIAL

Ziebart
National Restaurant Association
International Council of
Shopping Centers
Fitness Management Corp.
Catholic Archdiocese of Chicago
Illinois Masonic Medical Center
Ameritech
Chicago Cubs
U.S. Postal Service
Illinois Law Enforcement Commission
Santa Fe Railroad
United Parcel Service
Chicago Northwestern Railroad
Hammond Railroad Consolidation
Project

STATES

IL Dept. of Transportation
IL Capital Development Board
IL Dept. of Commerce and
Community Affairs
Iowa Dept. of Transportation
IN Dept. of Transportation
MI Dept. of Transportation
WI Dept. of Transportation

WATERFRONT PROJECTS

Navy Pier-Chicago
North Coast Harbor-Cleveland, Ohio
Miami Beach Marina Redevelopment

VITAE

JOHN C. MELANIPHY
PRESIDENT

MELANIPHY & ASSOCIATES, INC.

John C. Melaniphy has over 40 years of experience in real estate development and redevelopment. He is President of Melaniphy & Associates Inc. a real estate consulting firm founded in 1971. Some of the projects he has been involved in during his career include the Mall of America, Navy Pier, Bayshore Town Center, Easton Town Center, Town Center of Virginia Beach, Hilldale Mall, Collin Creek Mall, Cottonwood Mall, Southridge Mall, Market Commons of Myrtle Beach, and many others. He has assisted numerous retailers, restaurants, and entertainment venues with their site selection strategies both nationally and internationally. He has also provided consulting services to over 40 municipalities. Some of the specific projects are described on the following pages.

Five and Ten Year Strategic Growth Plan
Simon MOA Management Co.-Mall of America
Determine the optimum future retail, entertainment, and restaurant mix in Mall of America, the largest retail/dining/entertainment complex in the world. The assignment required that we interview mall customers, interview selected mall tenants, establish the Mall's customer characteristics and profile, delineate the trade area, evaluate the demographic characteristics, assess competitive facilities, evaluate Mall sales by retail category, determine existing market penetration levels by retail category, develop a five and ten year strategic growth plan, and estimated future sales.

Retail Market Feasibility Study – Motorola Campus – Schaumburg, Illinois
Urban Street Group
In Schaumburg, Illinois**,** we have recently completed a *Retail Market Feasibility Study* of the former Motorola Campus for the proposed Veridian mixed-use project encompassing 225,000 square feet of retail/restaurant space, 200 hotel rooms, 300,000 square feet of office space and 2,500 multi-family residential apartment units. The property was formerly part of the Motorola Corporate Headquarters campus at Meacham and Algonquin roads. The Veridian project is now underway.

Shopping Center Market Feasibility Analysis – District 1860
North Capital Group – Lincolnwood, Illinois - Shoppes at Lincoln Pointe
Preparation of a market feasibility study to determine the retail, restaurant and entertainment market potential for a major mixed-use redevelopment of the former Purple Hotel site in Lincolnwood, Illinois. The project envisioned restaurants, retail, hotel, residential, office and entertainment uses. Tucker Development took over the project and developed the District 1860 mixed-use project.

Market Feasibility Study and Market Penetration Analysis

Steiner + Associates, Inc. – Easton Town Center – Columbus, Ohio

Determination of the Trade Area and overall market penetration of Easton Town Center in Columbus, Ohio. Evaluation of the current tenant mix, sales performance, vacancy problems, leasing strategy, site configuration, accessibility, and sales performance and market penetration of Easton Town Center. A comprehensive leasing strategy was developed to increase the overall market penetration of Easton Town Center.

Shopping Center Feasibility Analysis

Simon Property Group & Fondo Opcion, S.A. de C.V.-Guadalajara, Jalisco, México

Determination of the market potential for development of the proposed 1,000,000 square foot Hemisferia Mall in Guadalajara, Jalisco in México. The assignment required that we delineate the trading area, evaluate the demographic characteristics, assess competitive facilities, and determine the overall sales potential of U.S. retail operations in México.

Commercial Market Studies - Municipalities

Market feasibility studies and commercial revitalization strategies for the following villages and municipalities:

Addison, Illinois
Arlington Heights, Illinois
Barrington, Illinois
Beckley, West Virginia
Brookfield, Wisconsin
Barrington, Illinois
Carol Stream, Illinois
Chicago, Illinois
Cleveland, Ohio
Crestwood, Missouri
Crystal Lake
Downers Grove, Illinois
Elgin, Illinois
Fort Lauderdale, Florida
Franklin, Wisconsin
Franklin Park, Illinois
Glen Ellyn, Illinois
Glendale, Wisconsin
Greendale, Wisconsin
Hammond, Indiana
Highland Park, Illinois
Harwood Heights, Illinois

Lake in the Hills
Lakemoor
Lawrence, Kansas
Lombard, Illinois
Mequon, Wisconsin
Milwaukee, Wisconsin
Niles, Illinois
Northbrook, Illinois
Oak Creek, Wisconsin
Palatine, Illinois
Park Ridge, Illinois
Pingree Grove, Illinois
San Antonio, Texas
St, Charles, Illinois
Vernon Hills, Illinois
Virginia Beach, Virginia
Volo, Illinois
Woodstock, Illinois

Retail Market Feasibility Study – Downtown Detroit Riverfront – Detroit, Michigan
CBRE
In Detroit, Michigan we conducted a Retail Market Feasibility Study of a major site in Downtown to determine the extent of the market for a transit-oriented, master planned mixed-use development. Dan Gilbert with Quicken Loans invested over $2.2 billion in 82 properties in Downtown as part of a renaissance of the central city. The project is ongoing.

Market Feasibility Study – Madison Yards – Madison, Wisconsin
Gilbane Development
In **Madison, Wisconsin** we completed a *Market Feasibility Study* of the SG Hill Farms site at University Avenue and Segoe Road one block west of Hilldale Mal for the proposed master-planned, mixed-use project encompassing 250,000 square feet of retail/restaurant space, 200 hotel rooms, 600,000 square feet of build-to-suit office space and 500 multi-family residential apartment units. We evaluated the market for retail, restaurants, hotel, office, and multi-family residential uses. Gilbane Development implemented the project which is anchored by Whole Foods.

Restaurant Market Feasibility Study – Rock Run Collection – Joliet, Illinois
Cullinan Properties
In Joliet Illinois, we completed a *Market Feasibility Study* of the 311-acre Rock Run Collection mixed-use project for Cullinan Properties at the intersection of Interstate 55 and Interstate 80 in Joliet, Illinois. The project will be anchored by Dick's House of Sports, Hollywood Casino, Maurices, Five Below, Spencers, Buckel, and Milano Nail Salon, among others. The Hollywood Casino opened and the other stores are under construction.

Highest and Best Use Analyses

Atlantic Richfield Company (ARCO)

Highest and best use analysis of 150 acres of vacant land in Hoffman Estates, Illinois including the potential for housing, office, industrial, flex-tech, and hotel development. The site located at Barrington Road and Interstate 90 is now occupied by an Ameritech office building that was redeveloped by Somerset Development into the Bell Works project.

CMC Heartland Partners-Chicago, Illinois

Highest and best use analysis of 200 acres of vacant land directly southwest of downtown Milwaukee, Wisconsin. Analysis considered the potential for office, retail, hotel, industrial, and housing development. The site is located adjacent to Milwaukee County Stadium.

Lake Michigan College, Benton Harbor, Michigan

Determination of the highest and best use of approximately 120 acres of vacant land surrounding the Lake Michigan College Campus. Evaluation of the market for office, hotel, retail, residential, recreational, and industrial uses on the site. The entire property was master planned with a mixed-use development including: medical office facilities, congregate care facilities, and day care, among others.

Industrial Market Analysis

Iowa Electric Industries-Cedar Rapids, Iowa

Evaluation of the industrial market in Cedar Rapids, Iowa to determine the market potential for development of a modern industrial park on approximately 200 acres of vacant land.

Restaurant Site Selection Studies

Restaurant site selection and sales forecasts in major metropolitan markets across the United States and Canada. Representative clients include:

Arby's
Bojangle's
Popeye's
Shorty Small's
Sizzler
Steak and Stein
Timbers Char House
Lettuce Entertain You Enterprises

Restaurant and Specialty Retail Market Analysis
Metropolitan Pier and Exposition Authority, City of Chicago
Evaluation of the market potential for restaurants and specialty retail facilities on Navy Pier, as part of an overall adaptive reuse of Navy Pier in Chicago, Illinois. Navy Pier is now one of the top tourist attraction in Chicago.

Market Feasibility Study

The RREEF Funds-Chicago, Illinois

Evaluation of the market potential for development of an atrium mall at 840 North Michigan Avenue. The site was developed by U.S. Equities Realty with financing provided by The RREEF Funds.

Retail Market Feasibility Analysis
Steiner + Associates, Inc. – Columbus, Ohio
We completed a market feasibility analysis of Easton Town Center's tenant mix along with its market penetration and trade area generation. Next, we addressed expansion possibilities for Easton Town Center, a truly urban lifestyle center developed by Steiner + Associates, Inc. The planned expansion included a new 600,000 square foot Power Center and 200,000 square foot expansion between Nordstrom's and Macy's. The existing Easton Town Center includes an 800,000 square foot lifestyle center with numerous specialty retail stores and 14 full-service restaurants, along with Nordstrom and Macy's department stores.

Retail Market Feasibility Study * Strategic Growth Plan

Corrigan Properties and Steiner + Associates, Inc. - Milwaukee, Wisconsin

Evaluation of Bayshore Mall located on the North Shore in Milwaukee, Wisconsin for Corrigan Properties and Steiner + Associates, Inc. Evaluation of the present and future market penetration of the Mall, the tenant and merchandising mix of the Mall, as well as the renovation and expansion potential of the facility. Bayshore Mall will be expanded by over 400,000 square feet and include lifestyle type tenants, restaurants, and entertainment uses.

Retail Market Feasibility Study and Redevelopment Strategy

Steiner + Associates, Inc. – Hampton Virginia
Preparation of a market feasibility study and redevelopment strategy for the former Coliseum Mall in Hampton, Virginia for Steiner + Associates, Inc. The former mall was redeveloped into an open air lifestyle center named Peninsula Town Center. The aging mall was revitalized into a town center with both lifestyle retail stores as well as residential uses.

Market Feasibility Study and Strategic Growth Plan

Hilldale Mall – Madison, Wisconsin

Evaluation of the Madison Metropolitan Area and the market potential for redevelopment of Hilldale Mall. Determination of the overall market potential of the underperforming Hilldale Mall. Evaluation of the current tenant mix, sales performance, vacancy problems, leasing strategy, site configuration, accessibility, and future sales potential of the Mall. A comprehensive leasing strategy was developed to increase the overall occupancy of the Mall. We developed a customer profile based upon a Customer Intercept Survey and Trade Area Telephone Survey. We prepared recommendations regarding the redevelopment and expansion of the mall. A major expansion was undertaken.

Market Analysis – Northbrook Court
Village of Northbrook and Brookfield Asset Management
In Northbrook, Illinois**,** we completed a market analysis for the Village of Northbrook regarding the feasibility of the AMC movie theaters at Northbrook Court. More recently, we completed a market study for Brookfield Asset Management regarding the former Macy's store at Northbrook Court and the use of TIF incentives for redevelopment of the Macy's store and parking fields.

Market Feasibility Studies
In **Milwaukee, Wisconsin** we completed market and economic feasibility studies over the years for Southridge Mall, Northridge Mall, City of Mequon, City of Brookfield, Marcus Theaters, the CMC Heartland Partners Shops property in the Menomonee Valley, and many others. The CMC Shops property analysis involved examination of the impacts of the Miller Park Stadium development on the property.

Retail Market Feasibility Study – Former Myrtle Beach Air Force Base
McCaffrey Interests, Ltd.
In Myrtle Beach, South Carolina we prepared a retail market feasibility study of the former Myrtle Beach Air Force Base. Myrtle Beach generates over 14 million visitors annually. The project envisioned an approximate 400,000 square foot lifestyle center as part of the Air Force base redevelopment plan.

Economic Impact Study – Wrigley Field
Chicago Cubs
In Chicago, Illinois we completed the Economic Impact Study for the Chicago Cubs organization for lights at Wrigley Field. The study was utilized by the Chicago Cubs to lobby the City of Chicago and the Illinois Legislature to permit night baseball at Wrigley Field for 18 night games. The study examined the impact Wrigley Field had upon restaurant, retail and recreational facilities in the Wrigleyville neighborhood and the overall revenue generated by the Chicago Cubs.

Retail Market Feasibility Studies
Village of Vernon Hills
In Vernon Hills, Illinois we conducted market feasibility studies for the Village of Vernon Hills on numerous projects including Hawthorn Center, Melody Farms, and surrounding big box shopping centers. We also completed an analysis of the Menards store at Milwaukee Avenue and Gregg's Parkway.

Market Feasibility Study – Drexel Town Square
Wispark – Wisconsin Electric
In Oak Creek, Wisconsin**,** a Milwaukee suburb, we prepared a market feasibility study of the planned new Downtown for Oak Creek, including a mixed-use development including a new City Hall, Library, retail, office, and a major Meijer Store and a Costco store. The analysis was completed for Wispark the development arm of Wisconsin Electric. The Drexel Town Square project was fully implemented.

Market Feasibility Study – Ballpark Commons
City of Franklin, Wisconsin
In Franklin, Wisconsin, a Milwaukee suburb, we completed a market feasibility study of the Ballpark Commons baseball stadium and mixed-use development including a baseball stadium, retail, restaurant, residential, hotel, and entertainment. The City of Franklin implemented the project.

Redevelopment Analysis – Charlestowne Mall
City of St. Charles
In St. Charles, Illinois**,** a Chicago suburb we conducted a redevelopment analysis of Charlestowne Mall. The Mall had three department stores and yet the retail space was primarily vacant. We prepared a report, assisted in finding a new owner, and have counseled mall ownership on a new development path.

Restaurant and Specialty Retail Market Analysis – Navy Pier – Chicago, Illinois
Metropolitan Pier & Exposition Authority
In Chicago, Illinois we conducted the Restaurant and Specialty Retail Market Analysis for Chicago's Navy Pier, the largest tourist attraction in Chicago. We recommended the mix of restaurants, specialty retailers entertainment venues, tour boats, rental rates and interrelationships between uses.

Please visit our website at www. melaniphy.com to see a wider variety of projects conducted and over 30 articles which we have written and posted.

Melaniphy & Associates, Inc. has provided consulting services for over 50 years. Members of our firm have between 20 and 40 years of market and site selection experience. Some of our clients include: the Simon Property Group, General Growth Properties, Westfield, Bain Capital, G.E. Capital, U.S. Equities, Hines Interests, The RREEF Funds, Steiner + Associates, Inc., Metropolitan

Pier and Exposition Authority, Hamilton Partners, Urban Retail Properties, Heitman Capital Management, Crown Community Development, Household Commercial, Aetna Life Insurance Company, Travelers Life Insurance Company, Marriott, Glimcher Realty Corporation, Unocal Corporation, Wal-Mart, Target, Meijer, J.C. Penney Company, Macy's, Kohl's, Woodman's Food Markets, Citibank Mexico, Liverpool (Mexico), Fabricas de Francia (Mexico), Kerzner International, Lettuce Entertain You Enterprises, and numerous others.

Melaniphy & Associates, Inc. affiliations have included the International Council of Shopping Centers, National Retail Federation, the National Restaurant Association, the International Real Estate Location Institute, and Lamba Alpha Land Economics Society and the Realty Club of Chicago, among others.

Finally, Melaniphy & Associates has published the **Chicagoland Retail Sales Report,** covering retail sales changes for the City of Chicago and Suburbs based upon changes in retail sales tax receipts. The reports analyze the top 20 suburbs by major retail categories. We have been tracking and writing about the data and the changes since 1985. The **2026 Chicagoland Retail Sales Report** is available on our website. Our website provides a detailed description of our completed projects and over 40 articles. It can be found at www.melaniphy.com.

RESUME OF AARON NATHANIEL GRUEN

PROFESSIONAL EXPERIENCE

Gruen Gruen + Associates
1991 - present

Principal of Gruen Gruen + Associates (GG+A), a research-based consulting and pre-development services firm providing market, economic, fiscal, and financial analyses for land use, real estate investment, and public policy decisions, plans, policies, and projects.

Aaron N. Gruen applies the analytical concepts and techniques of sociology and economics in conducting market research to estimate demands for a broad variety of land uses and real estate products. He combines market and economic research with financial analysis to identify and evaluate land use and economic development policies and development and redevelopment alternatives. Mr. Gruen has led or played a key role in the completion of more than 775 assignments for local, county, regional, and state entities, universities and other educational institutions, law firms and real estate investors and developers. Many of these assignments have involved pre-development market research, financial feasibility analysis, economic and fiscal impact evaluation, land use programming, and development strategy. He has contributed to the programming and implementation of the development and redevelopment of office, retail, hotel, industrial, and residential properties and mixed-use projects in Arizona, California, Colorado, Illinois, Indiana, Kentucky, Michigan, Missouri, Texas, and Wisconsin.

Mr. Gruen has led market and financial evaluations and asset enhancement strategy development for facility master plans for large government users of office space including the California counties of Alameda, Contra Costa, Fresno, Monterey, Napa, Orange, San Bernardino, Santa Barbara, Santa Cruz, and Sonoma County and Adams and Weld counties, Colorado.

Mt. Gruen has led the preparation of revenue-generating development programming, master plans, and studies of the economic and fiscal impacts of airports including the Chicago Executive Airport, DuPage International Airport, Northern Colorado Regional Airport, the Phoenix-Mesa Gateway Airport, and Reading Regional Airport (Berks County, Pennsylvania).

Mr. Gruen has led the programming and implementation of revenue-generating, service enhancing tenancies and development of interior and exterior transit station commercial space for Metra and the Chicago Transit Authority. For the Regional Transportation Authority, he co-led a widely cited empirical study on the effect of Chicago Transit Authority and Metra stations on residential property values in the Chicago metropolitan region.

Mr. Gruen has directed comprehensive housing need assessments and housing policy studies for Chandler, Arizona; the city and county of Pueblo, Colorado and cities of Brighton, Golden, Lakewood, and Elbert County, Colorado; Wilmette, Illinois; Des Moines County, Iowa; Lea County, New Mexico; Blue Ash, Ohio; Brookfield and Menomonee Falls, Wisconsin; the city and county of Sheridan and the city of Gilette, Wyoming; and a statewide study for the state of Iowa.

He has evaluated the demand for and financial feasibility of the development of sports facilities, conference and convention facilities, and enhancements to fairgrounds and fair programming in Arizona, California, Oregon, and Illinois.

For private entities such as the Alter Group, AMB Properties, Lennar Corporation, Hunter Properties, Plote Properties, Pulte Homes, Regency Centers, Red Seal Development, Strong Capital Management, and Valenti Builders, Mr. Gruen has directed market research, financial analysis, and impact analysis to identify development, tenanting, and marketing strategies for the development or enhancement of business parks, industrial parks, shopping centers, hotels, office buildings, and housing uses.

Demographic, economic, real estate or industry market, investment, and fiscal and economic impact analysis provided by Mr. Gruen has served as the inputs and framework for the preparation and adoption of comprehensive and specific land use plans, and making decisions about economic development, annexation, and infrastructure programs, taxation, and housing and land use policies and real estate transactions for over 75 communities in the states of Arizona, Arkansas, California, Colorado, Illinois, Indiana, Iowa, Kansas, Massachusetts, Minnesota, Missouri, New Mexico, Nebraska, Nevada, North Dakota, Pennsylvania, and Wisconsin.

He led a study evaluating the housing foreclosure problem in Romeoville, and the development of a strategic action plan to address the problem. The Village was recognized as one of 34 finalists for the National League of Cities 2009 Award for Municipal Excellence for its Foreclosure Mitigation Program.

Mr. Gruen has led many fiscal impact assessments of proposed housing, industrial, office, retail, hotel, technology, and automotive center developments. He has led or contributed to economic impact studies on a variety of activities, including the closing of a major Motorola plant in Harvard (IL), the development of a major shopping center in Greeley (CO), the opening of a museum in Peoria (IL), and large-scale housing and commercial developments in Stockton, Manteca, and Patterson (CA). He has also led studies on economic, fiscal, competitive, and land use impacts from the development of new Home Depot and Target stores in various locations in Northern California.

For the State of Arizona Land Department, he has led research and provided recommendations concerning proposals for use of state land for railroad classification yards and solar energy developments and has assisted the Land Department on the sale of major land holdings. He assisted the State of Arizona Land Trust with identifying potential bidders and establishing and evaluating the qualifications for bidders on the auction sale of State land in the Southeast Valley of the Phoenix region resulting in a winning bid significantly higher than appraised value at $245.5 million for 2,783 acres of land.

He has also contributed to the formulation of successful reuse and deposition strategies for real estate owned by the State of California. He led the market research and financial analysis to program and estimate the value of the disposition and reuse of the former 75-acre Fred C. Nelles' Youth Correctional Facility in Whittier, California. He assisted in the evaluation and negotiation of proposals for the sale of the property and contributed to the preparation and negotiation of the purchase and sale agreement and participation agreement with the selected buyer, Brookfield Residential, which completed the redevelopment of the property into a mixed-use community. He also led the evaluation of proposals and assisted in the negotiation of a long-term ground lease between the State of California and selected

developer (Majestic Realty) for the development of 3.1 million square feet of industrial and retail space on land at a prison in Chino. He led an asset enhancement strategy and monetization program to generate revenue for San Francisco State University to help fund the development of a science building while providing much needed housing.

He directed the reprogramming of the long vacant and non-tax generating West Gateway District in Schiller Park and implemented a developer/user solicitation program that resulted in Schiller Park monetizing the land it purchased in the district and recurring tax revenues from the development of an off- airport parking facility, gasoline station, car wash, convenience store and fast-food outlets.

Winston Management and Investment, Inc.
1985-1991

Project Manager, Vice President, participated in the award-winning $15,000,000 restoration of the Daniel Burnham designed 122 South Michigan Avenue Building, Chicago (IL). Responsible for the marketing and leasing of the 650,000-square-foot retail and office property. Brought the building from 50 percent leased to 99 percent leased. Coordinated property management and tenant improvement projects. Contributed to the completion of a facade easement of the national landmark to the Landmarks Preservation Council of Illinois.

Performed market research and financial analysis for a broad variety of leasing, financing and acquisition and sale transactions for the firm's portfolio of office, retail, and industrial properties.

EDUCATION

B.A. with honors from the University of Chicago, 1984
Thesis: "New Approaches for Municipal Fiscal Analysis"
J.D. from DePaul University College of Law, 1999

PROFESSIONAL LICENSES

Licensed as an attorney at law in the State of Illinois. Hold a State of Illinois Real Estate Brokers License.

PROFESSIONAL AND ACADEMIC ORGANIZATIONS

While a long-time member of the Urban Land Institute (ULI) served in leadership roles on ULI's Small-Scale Development Council and previously served on the Industrial and Office Park Council. Member of Lambda Alpha Honorary Land Economics Society. Member of Illinois Bar Association.

PUBLICATIONS

"2026 Economic and Real Estate Outlook", *ED Now Feature*, January 27, 2026, International Council of Economic Development

"Reducing Inequality in Regional Development: The Case for Increased Housing and Public Investment", Urban Land, August 20, 2025, Urban Land Institute

"2025 Economic and Real Estate Outlook", *ED Now Feature*, January 14, 2025, International Council of Economic Development

"Economic Development Implications for Early AI Adopter Metros", *ED Now Feature*, December 17, 2024, International Council of Economic Development

"Protect the Right to Migrate and Settle as a Fundamental Liberty to Help Solve the Housing Crisis", Environmental Law News, Volume 33, Number 1, Spring/Summer 2024, California Lawyers Association

"Economic and Real Estate Outlook for 2024", *ED Now*, January 9, 2024, International Council of Economic Development

"Unaffordable For-Sale Single-Family Housing Supports Apartment Investment and Development", *ED Now*, October 24, 2023, International Council of Economic Development

"Transform Shopping Malls Into Mixed-Use Developments" *ED Now*, February 13, 2023, International Council of Economic Development

"Economic and Real Estate Outlook for 2023", *ED Now*, January 9, 2023, International Council of Economic Development

"Pump Up Housing and Domestic Energy Production to Meet Demand", *ED Now,* June 27, 2022, International Council of Economic Development

"Economic Impacts for Airports: A Primer on Measuring the Economic Contributions of Airports**",** *Midwest Flyer Magazine,* February/March 2022, Midwest Flyer Magazine

"Economic and Real Estate Outlook for 2022", *ED Now*, December 17, 2021, International Council of Economic Development

"Economic and Real Estate Outlook for 2021 -The Longer-Term Effects of the COVID-19 Pandemic", *ED Now*, December 14, 2020, International Council of Economic Development

"The Need for a New Marshall Plan to Sustain Local Retail", *ED Now*, April 6, 2020, International Economic Development Council

"Economic and Real Estate Outlook for 2020", *ED Now*, January 9, 2020, International Council of Economic Development

"The Shortfall in the Production of Housing and Its Effects", Economic Development Journal, Fall 2020, Vol. 18, No. 4

"Historic and Contemporary Responses to Housing Shortages: The Impact of Rent Control Using San Francisco as a Case Study", Lambda Alpha Land Economics Society, October 15, 2019

"Economic and Real Estate Outlook for 2019", *ED Now,* December 18, 2018, International Economic Development Council

"Reinventing Malls for What You Can't Get Online", *ED Now*, September 17, 2018, International Economic Development Council

"A New Vague and Contrived Test for Defining Relevant Property Subject to Regulatory Takings Claims" *Local Government Law*, May 2018 Volume 54, Number, Illinois Bar Association Local Government Law Section

"Economic and Real Estate Outlook for 2018", *ED Now,* January 17, 2018, International Economic Development Council

"Common Traits of Successful Places", with Debra L. Jeans, *ED Now,* December 11, 2017, International Economic Development Council

"The Perils of a Policy Shift to 19th Century High-tariff Protectionism and Mercantilism", *Keynotes,* March 2017, Lambda Alpha International

"Economic and Real Estate Investment and Development Outlook for 2017", *ED Now*, January 11, 2017, International Economic Development Council

"The Imperative to Anticipate and Respond to Tech-Driven Disruptions", *Urban Land*, January/February 2016

"What's on Tap for the Economy and Real Estate in 2016", *ED Now*, December 15, 2015, International Economic Development Council

"What Local Governments Should Expect for Real Estate Investment and Development in 2015", *PM Magazine*, December 27, 2014, from January/February 2015 Issue, International City/County Management Association

"Implications of Koontz v. St. John's River Water Management, *Local Government Law*, October 2013, Vol. 50, Number 4, Illinois State Bar Association

"Avoiding Pitfalls of Public-Private Partnerships", *Economic Development Now*, March 2013, Vol. 13, Issue 6, International Economic Development Council.

"Embracing Change and Fostering Reinvention", *Public Management*, May 2012, Vol. 94, Number 4, ICMA Press

"Six Predictions for the New Year", *Planning*, January 2012, American Planning Association

"The New Normal Requires New Rules for Success", *Public Management,* April 2011, Vol. 93, Number 3, ICMA Press

"Replanning Small-City Downtowns", with Nina J. Gruen, *Urban Land*, March/April 2010

"Case Study: Retail Center: Fremont, California" in Deborah Brett and Adrienne Schmitz, Real Estate Market Analysis: Methods and Case Studies, Chapter 5, pp. 140-146, Urban Land Institute, December 2009

"The State of the Economy: How it Got Here and Where Is It Going", with Claude Gruen, *Fair Dealer*, a publication of the Western Fairs Association, Volume 57, Issue 4, January 2009

"Demographics and Retail", *Urban Land*, January 2008

"Tighter Government Controls Over Subprime Lending Could Harm the Majority of Households Which Benefit From a Competitive Subprime Mortgage Market", *California Real Estate Journal*, September 4, 2007.

"The Next Market", *Urban Land*, February 2006 (co-authored with Claude Gruen and Nina Gruen)

"The Changing Meaning and Purposes of the Public Use Limitation on Eminent Domain*", Local Government Law*, The Newsletter of the Illinois State Bar Association Section on Local Government Law, Volume 42, No. 5, November 2005.

"Room for Discretion", *Urban Land,* June *2004*.

"U.S. Supreme Court Regulatory Takings Case Protects Expectations", *Environmental Law News*, Vol. 10, No. 3, Winter 2001.

"Takings, Just Compensation and the Efficient Use of Land, Urban, and Environmental Resources", *The Urban Lawyer,* Vol 33, No. 3, Summer 2001.

"Latest Supreme Court Regulatory Takings Case Protects Expectations", *Lambda Alpha International: Key Notes*, Summer 2001.

"Transit Stations Influence Residential Property Values" with Debra L. Jeans, *Urban Land,* May 1998.

"Limiting Liability Arising Out of Lease Obligations", The Metro-Chicago Office Guide, Vol. IX, No. 1, First Quarter 1994.

"How to Evaluate Proposed Lease Transactions", The Metro-Chicago Office Guide, Vol. VIII, No. 4, Fourth Quarter 1993.

"Loan Workouts That Work", *Appraisal Views*, Vol. 5, No. 3, Fourth Quarter 1992.

Quoted or work cited in U.S. News & World Report, The New York Times, Los Angeles Times, Chicago Tribune, Chicago Sun-Times, and many regional newspapers and industry publications.

SPEECHES AND PROFESSIONAL PANEL PRESENTATIONS

'Prerequisites of Success for Communities and Regions", National Airport Economic Development Conference, Rosemont, Illinois, October 23, 2023

"Economic Impact Analysis and Increasing Revenue-Generating Economic Development POST-COVID", National Airport Economic Development Conference/Great Lakes Chapter American Association of Airport Executives, Virtual Conference April 27, 2021

"Economic and Fiscal Impacts of the Chicago Executive Airport: A Case Study on How to Evaluate and Communicate Impacts Associated with Airports", Illinois Public Airports Association, Annual Meeting Galena, IL, September 23, 2019

"Elements of Market Research, Financial Feasibility Analysis, and Impact Analysis for Real Estate Development " BUSFIN 3400 - Introduction to Real Estate, The Ohio State University, Columbus, Ohio April 10, 2019

"The Shortfall in the Production of Housing and Its Effects", Fifth Annual Real Estate Conference, The Ohio State University Center for Real Estate, Columbus, Ohio April 9, 2019

More Collaboration and Less Local Competition to Increase Productivity, Innovation, and Economic Growth", Workforce Transportation Symposium, Regional Transit Leadership Council, Franklin, Wisconsin, May 30, 2018

"Economic and Real Estate Conditions and Outlook for Bay Area and Sacramento Regions", California Receivers Forum, San Francisco, California, January 17, 2017

"Forecast for U.S. Economy and a Tale of Two Regions: San Francisco Bay Area and Sacramento", California Receivers Forum, San Francisco, California January 16, 2016

"The Outlook for the Economies and Real Estate Markets of the Bay Area and Sacramento", California Receivers Forum, San Francisco, California April 9, 2015

"The Outlook for the Economy and Real Estate Markets in 2014", Sixth Annual Financial Forecast

Forum" Private Sector Views that will Impact the Public Sector, Northern Illinois University Center for Governmental Studies and Illinois City/County Management Association, Naperville, Illinois, January 31, 2014

The New Normal Requires New Rules for Success", Congress for New Urbanism annual conference, Chicago, Illinois, October 24, 2013

"Get to the Bottom Line: How to Evaluate Development Proposals", Economic Development Council of Colorado, Colorado Springs, Colorado, April 4, 2013

"Market Analysis and Real Estate Economic Analysis to Complete to Evaluate and Implement Successful Real Estate Developments", Roosevelt University, Chicago, Illinois, June 14, 2012

"The New Normal Requires New Rules for Success", League of California Cities, San Jose, California, March 20, 2012

"Market Analysis and Real Estate Economic Analysis to Complete to Evaluate and Implement Successful Real Estate Developments", Roosevelt University, Chicago, Illinois, July 19, 2011

"The New Normal Requires New Rules for Success", ICMA Metro Managers Meeting, Lombard, Illinois, January 20, 2011

"Sustainable Cores: How to Create Successful Downtowns", Congress for New Urbanism Annual Meeting, Elgin, Illinois October 7, 2010

"Evaluating and Programming Real Estate Development Opportunities Using Tools of Market and Real Estate Economic Analysis", Roosevelt University", Heller School of Business Administration, Roosevelt University, "Real Estate Development (REES 481), Chicago, Illinois June 8, 2010

"Market Analysis and Real Estate Economic Analysis to Complete to Evaluate and Implement Successful Real Estate Development Projects and Plans", Urban Land Institute School, "The Real Estate Development Process", San Francisco, California, January 14, 2010

"The 10 Cs of Successful Revitalization", McDowell Road Corridor/South Scottsdale Economic Development Summit, Mayor W.J. "Jim" Lane, City of Scottsdale, Scottsdale, Arizona, April 18, 2009 *

"Market Analysis and Real Estate Economic Analysis to Complete to Evaluate and Implement Successful Real Estate Development Projects and Plans", Urban Land Institute School, "The Real Estate Development Process", San Francisco, California, January 5, 2009

"The State of The Economy: How It Got Here And Where Is It Going?", Western Fairs Association Annual Meeting, Sacramento, California. November 10, 2008

"How to Create Mixed-Use in Successful Suburban Downtowns", Metropolitan Milwaukee Builders Association Community Development Symposium, Brookfield, Wisconsin, November 4, 2008

"Sustainable Cores: How to Create Successful Downtowns", Illinois Smart Growth Seminar, Wheaton, Illinois, August 21, 2008

"Charlotte University Research Park Project Advisory Analysis Session", Panelist, Urban Land Institute Fall Conference, Dallas, TX, May, 2008

"Market Analysis and Real Estate Economic Analysis to Complete to Evaluate and Implement Successful Real Estate Development Projects and Plans", Urban Land Institute School, "The Real Estate Development Process", January 22, 2008

"Economic and Fiscal Impacts of Airports and How to Expand Economic Development While Generating Revenue from Development of Airport-Controlled Property", Illinois Public Airports Association, Annual Meeting Galena, IL, October 2, 2007

"What You Should Know About Development Economics to Help Evaluate and Implement Successful Real Estate Development Projects and Plans", Panelist, *Get to the Bottom Line: Development Economics for Real Estate Attorneys,* State Bar of California 80th Annual Meeting, Anaheim, CA, September 28, 2007

"Demographic and Cultural Impacts on Retail Development Opportunities", International Council of Shopping Centers, Center-Build Conference, Scottsdale, AZ, November 30, 2006

"CCCS Lowry Campus Redevelopment Project Analysis Session", Panelist, Urban Land Institute Fall Conference, Denver, CO, October 19, 2006

"Debt, Institutional Equity, and Private Equity", Moderator, Small-Scale Development Council, Urban Land Institute Fall Conference, Los Angeles, CA, November 2, 2005

"Making a Mint from Mature Markets", Small-Scale Development Council, Urban Land Institute Spring Conference, San Antonio, TX, April 28, 2005

"Retail Demand and Supply Trends and What Retailers, Developers, and Communities Can Do About Them", Northbrook Area Chamber of Commerce, Northbrook, IL, February 16, 2005

"Key Shifts and What They Means for Successful Places and Development Opportunities and Challenges", Northbrook Area Chamber of Commerce, Glenview, IL, January 13, 2005

"Revolutionary Shifts and Their Implications for What Makes Successful Places and Office and Industrial Space Development Opportunities," Rotary Club, Northbrook, IL, July 27, 2004

"Roundtable Discussion on Wal-Mart and Housing Market," Moderator, Small-Scale Development Council, Urban Land Institute Spring Conference, New Orleans, LA, May 13, 2004

"Improving the Alignment Between the Skill Sets of the Local Workforce and the Skills Demanded by Kane County Employers," Kane County Economic Development Advisory Board, Geneva, IL, January 28, 2004

"Anticipating the Future: Revolutionary Changes and Policy Recommendations for Enhancing the Randall Road Corridor," Kane County Economic Development Advisory Board, Geneva, IL, January 28, 2004

"Niche Product Case Studies: In-fill Housing and Small User Industrial Opportunities," Moderator, Small-Scale Development Council, Urban Land Institute Fall Conference, San Francisco, CA, October 30, 2003

"The Determinants of Successful Places", University of Notre Dame, Architecture 444 - Design VI, Chicago, IL, March 22, 2003

"Retail Trends and Shopping Center Redevelopment," Small-Scale Development Council, Urban Land Institute Spring Conference, Kansas City, MO, April 25, 2002

"Retail Trends and Shopping Center Redevelopment," American Planning Association Chicago Chapter Shopping Center Interest Group, Palatine, IL, February 15, 2002

Symposium on "Forging Partnerships: Overcoming Community Resistance to Developing Workforce Housing," *Campaign for Sensible Growth*, Urban Land Institute and Metropolitan Planning Council, Chicago, IL, October 24, 2001

"How to Evaluate and Implement Successful Economic and Real Estate Development Deals," Illinois Government Finance Officers Association, Bartlett, IL September 6, 2001

"America's Housing Shortfall and its Results," Urban Land Institute Fall Conference, Boston, MA, October 5, 2001

"Citizen Participation: How to Keep the Public Vision from Becoming a Nightmare," Small-Scale Development Council, Urban Land Institute Spring Conference, Minneapolis, MN, May 9, 2001

"What Kane County Can Do to Encourage Beneficial Economic Development," Presentation to Kane County Planners, Kane County Planners' Silver Anniversary Luncheon Program, Geneva, IL, December 10, 1999

"The Evolution of the Business and Campus Park into a Mixed-Use Development," Urban Land Institute Fall Conference, Washington, D.C., October 22, 1999

"Ins and Outs of Transit-Oriented Development - Transit Oriented Development: A Growing Urban Real Estate Opportunity," Urban Land Institute Fall Meeting, Dallas, TX, October 9, 1998

GARDNER ADVISORY & CONSULTING

MEMORANDUM

TO: Pulte Home Company LLC

FROM: Daniel T. Gardner, Principal, Gardner Advisory & Consulting

DATE: September 30, 2026

RE: Meadow Plaza Redevelopment Professional Assessment

Introduction

I have been asked to provide an evaluation and professional opinion regarding the proposed redevelopment of Meadow Plaza (1901 Cherry Lane) as The Flats and Shops at North Branch. In addition to my professional experience and knowledge of the market area, this assessment is based on a review of the project documents submitted by Pulte; Village of Northbrook plans, studies, and publications; public meeting minutes; professional market and data sources; published planning research and case studies; and reconnaissance of the subject site and surrounding area.

Because the Village is considering this proposal alongside broader questions about downtown retail, residential density, and mixed use, I have also addressed several of those questions where they bear directly on this site. Sources are identified in footnotes, and project details are drawn principally from Pulte's project narrative.

Summary of Opinions

- **Reinvestment test.** The existing center, approximately 90,000 square feet and roughly 75 years old, needs substantial reinvestment that is difficult to justify in its current form. Its rents, condition, and marketing history point to redevelopment rather than rehabilitation.
- **Transit-oriented location.** The site is about 1,100 feet from the Metra Milwaukee District North line. Established regional and national planning practice directs housing, rather than strip retail and surface parking, to land within walking distance of commuter rail. The proposed development follows that practice.
- **Housing need and the housing chain.** The 150 for-sale condominiums fill a documented gap in the market. When a Northbrook household moves from a larger home into one of these units, it sets off a chain of moves that opens homes for families moving to or within Northbrook, turnover that is critical to the Village's long-term sustainability.
- **Public open space as downtown infrastructure.** The 1.5-acre open space and riverwalk would give residents and visitors a reason to linger downtown, support nearby businesses, and carry out long-standing Village riverfront and stormwater objectives.
- **Customers within walking distance.** New households a short walk from downtown businesses would strengthen the customer base, and the Cherry Lane commercial buildings are sized and located to add to downtown activity.

- **Fiscal benefit.** At buildout, the project is projected to generate approximately $629,000 in annual Village revenue and approximately $2.0 million annually for other taxing bodies.

Table 1. The proposal at a glance

Element	Existing condition / proposed plan
Site	7.02 acres at the southeast corner of Cherry Lane and Meadow Road; West Fork of the North Branch of the Chicago River to the south; Village Church of Northbrook to the east
Existing center	Approximately 90,000 sq. ft., roughly 75 years old; about 272 parking spaces; substantially paved with no on-site stormwater detention
Residential	150 condominiums in three six-story, 50-unit buildings; 1-bedroom-plus-den to 2-bedroom-plus-den units of about 1,177–1,703 sq. ft.; 23 affordable units (half Tier 1, half Tier 2)
Commercial	Two buildings of about 5,500 sq. ft. each (11,000 sq. ft.) on Cherry Lane, designed to appear as two-story buildings
Open space	About 1.5 acres of public open space around a naturalized stormwater pond; riverwalk along the entire south edge, with a planned connection to Shermer Road
Parking	282 spaces: 114 interior garage spaces for residents and 168 surface spaces (81 for the commercial lots); 14 on-street spaces on Meadow Road
Transit	Approximately 1,100 feet from the Metra Milwaukee District North line; Pace Route 422 bus service

Sources: Pulte Home Company LLC, Project Narrative (Sept. 4, 2026); Haeger Engineering, PUD Site Plan (rev. Sept. 3, 2026); Gruen Gruen + Associates, Fiscal Benefit and School Impact Analysis (Sept. 2026).

The Existing Center Faces a Substantial Reinvestment Decision

Meadow Plaza has provided space for businesses the community values, and that contribution merits recognition. It does not establish that the center can continue operating economically in its present form. The center is approximately 75 years old, is substantially paved, and provides no on-site stormwater detention.[1] The Village reports that ownership has made limited capital improvements for more than fifteen years and has emphasized insufficient operating income. The property has been listed for sale several times over the last five to ten years, was under contract just before the COVID-19 pandemic without the sale closing, and has been actively marketed again since 2024.[2] The owner's broker reports that none of the fifteen written purchase offers received proposed retaining the center in its current form, a clear indication of how buyers and investors view the property.

An aging commercial center can remain useful to tenants under existing lease terms while facing a very different financial test once significant repairs, modernization, and new ownership are considered. New downtown commercial space may require rents of approximately $35–$45 per square foot annually, plus common area maintenance charges. CoStar, a nationally recognized real estate data source, indicates that a recent Meadow Plaza lease was signed at $12 per square foot, and that rents at Northbrook Shopping

[1] Pulte Home Company LLC, *Project Narrative: Mixed-Use Redevelopment at 1901–1957 Cherry Lane* (submitted Sept. 4, 2026) (hereafter "Project Narrative").

[2] Village of Northbrook, *Meadow Plaza Development Information (1901 Cherry Ln)*, fact sheet (Aug. 11, 2026) (hereafter "Village Fact Sheet").

Plaza, across the street, average more than $26 per square foot. Pulte's project narrative likewise states that current tenants hold short-term leases at below-market rents.

Those rent levels matter because they determine which businesses can occupy new space. Retail analysts commonly gauge affordability by the ratio of occupancy cost to sales, and the fiscal analysis for this project assumes occupancy costs of roughly eight percent of gross sales for new space.[3] At that ratio, a base rent of $35–$45 per square foot requires annual sales of roughly $440–$560 per square foot before common area charges, while a tenant paying $12 per square foot needs sales of only about $150 per square foot. Many of the service and independent businesses that occupy older centers operate successfully in the second range, not the first. That gap, rather than any lack of community goodwill, is why keeping the existing center's space at its current rents and rebuilding or modernizing are not compatible goals.

The broader retail market reinforces this conclusion. Well-located retail space is in demand. Chicago-area retail vacancy was approximately 4.9 percent in the second quarter of 2026, with average asking rents of about $22.61 per square foot. New construction remains below historical norms and consists largely of pre-leased, build-to-suit, and smaller-format projects, while redevelopment and demolition continue to remove older properties that no longer meet tenant requirements.[4] Nationally, vacancy remains well below its long-term average, and the development pipeline represents less than 0.3 percent of existing inventory.[5] The market is rewarding space that is well configured and well located. It is not preserving space that is functionally obsolete or no longer meets the needs of active tenants.

Planning practice has recognized this for a quarter century. The Urban Land Institute's *Ten Principles for Reinventing America's Suburban Strips* advises communities to "prune back" excess retail-zoned land, concentrate commercial activity in compact, mixed-use nodes, and bring housing into those nodes.[6] *Retrofitting Suburbia*, written by researchers at the Georgia Institute of Technology and the City College of New York, documents examples of aging malls, strip centers, and parking lots that communities have converted into walkable, mixed-use places.[7] The Meadow Plaza redevelopment proposal follows this model.

The Site Is a Transit-Oriented Development Location

Meadow Plaza is approximately 1,100 feet from the Metra Milwaukee District North line and near the Northbrook station.[8] The station offers direct service to Chicago's Union Station, with 27 weekday trains in each direction as of mid-2024. Before the pandemic it averaged about 1,260 weekday boardings, which

[3] Gruen Gruen + Associates, *Fiscal Benefit and School Impact Analysis for The Flats and Shops at North Branch Proposed Development* (Sept. 2026) (hereafter "Gruen Fiscal Analysis"), On-Site Retail Sales table, note 1.

[4] Matthews Real Estate Investment Services, *Chicago, IL Retail Market Report Q2 2026* (Aug. 25, 2026), https://www.matthews.com/insights/chicago-retail-q2-2026.

[5] Cushman & Wakefield, *U.S. Retail Market Remains Resilient in Q2 as Vacancy Holds Near Historic Lows* (July 15, 2026) (national vacancy of 6.0 percent against a historical average of 7.4 percent; active pipeline under 0.3 percent of inventory), https://www.cushmanwakefield.com/en/united-states/news/2026/07/us-retail-marketbeat.

[6] Michael D. Beyard and Michael Pawlukiewicz, *Ten Principles for Reinventing America's Suburban Strips* (Urban Land Institute, 2001), https://uli.org/wp-content/uploads/ULI-Documents/Tp_SuburbanStrips.ashx_.pdf.

[7] Ellen Dunham-Jones and June Williamson, *Retrofitting Suburbia: Urban Design Solutions for Redesigning Suburbs* (Wiley, 2009; updated ed. 2011) and *Case Studies in Retrofitting Suburbia* (Wiley, 2020); see https://retrofittingsuburbia.com.

[8] Project Narrative; Metra, "Northbrook" station page, https://metra.com/train-lines/stations/northbrook.

placed it among the busiest of Metra's 236 stations outside downtown Chicago.[9] The site is also served by Pace Route 422.

Transit-oriented development (TOD) is one of the most established principles in contemporary planning. As originally defined, a TOD is a mixed-use community within an average 2,000-foot walk of a transit stop and core commercial area.[10] Planners today commonly use a quarter-mile to half-mile walk (1,320 to 2,640 feet) to define a station area. Meadow Plaza sits well inside either measure and within easy walking distance of downtown's commercial core.

Why homes, not strip retail, are preferable near the Metra station. Land within a short walk of a commuter rail station is a limited and valuable community resource. The planning consensus is that it should be used for the activities that make the most of that proximity, and the most important of those is housing:

- **Ridership relates to proximity to home.** Metra's 2024 statement of its TOD approach explains that ridership falls as the walking distance from a residence to a station increases, and it gives priority to higher-density and mixed-use residential development near stations.[11] A neighborhood shopping center, by contrast, draws most customers by car from a wide trade area and devotes much of its land to parking. The center and the station do little for each other.
- **Regional policy points the same way.** The Chicago Metropolitan Agency for Planning (CMAP), in its ON TO 2050 recommendations, emphasizes concentrating housing and destinations near transit and recommends transit-oriented redevelopment of publicly owned surface parking lots near stations into mixed-use residential and commercial space. CMAP also found that roughly three-quarters of the region's development from 2000 to 2015 occurred in areas with only partial or limited transit availability, a pattern regional policy seeks to reverse.[12]
- **Households save money.** The Center for Neighborhood Technology found that Chicago-region households living near transit spent about $2,272 less per year on transportation than the regional average.[13]
- **Buyers value walkability.** In the National Association of Realtors' 2023 national survey, 79 percent of respondents rated walkability as important, 78 percent said they would pay more to live in a

[9] Metra, *Commuter Rail System Station Boarding/Alighting Count: Summary Results, Fall 2018* (Apr. 2019) (1,259 average weekday boardings, 28th of 236 non-downtown stations), https://metrarail.com/sites/default/files/assets/planning/ridership/2018_summary_results_report_final.pdf; train counts from Milwaukee District North schedule effective June 3, 2024, as compiled in "Northbrook station," *Wikipedia*, https://en.wikipedia.org/wiki/Northbrook_station.

[10] Peter Calthorpe, *The Next American Metropolis: Ecology, Community, and the American Dream* (Princeton Architectural Press, 1993).

[11] Metra, *Approach to Transit-Oriented Development & Commuter Parking* (Nov. 2024), https://metra.com/TOD.

[12] Chicago Metropolitan Agency for Planning, *ON TO 2050 Plan Update, Recommendation B9: Fostering Transit-Supportive Land Use and Development* (Sept. 29, 2023), https://cmap.illinois.gov/wp-content/uploads/PART_recommendations-b9-transit-supportive-land-use-development.pdf.

[13] Center for Neighborhood Technology, *Transit-Oriented Development in the Chicago Region* (Apr. 2013) (2010 data), https://cnt.org/sites/default/files/publications/CNT_TODInChicagoRegion.pdf.

walkable community, and about half said they would accept attached housing or a smaller yard in exchange for walkability and a shorter commute.[14]

- **Rail access supports aging in place.** For older residents, a home within walking distance of a train, groceries, restaurants, and services preserves independence as driving becomes less convenient, and makes trips to Chicago for medical care, culture, and family practical without a car. AARP's 2024 national survey found that 73 percent of adults age 50 and older hope to remain in their communities as they age.[15]

According to the project narrative's summary of the traffic analysis, the development would generate a similar amount of traffic as the existing shopping center, or less, with further reductions expected from transit availability, walkable access, and the interaction of nearby uses.[16] That is the expected result when a car-oriented center is replaced with housing near rail.

Case study: Downtown Arlington Heights. Arlington Heights is arguably the region's best-known example of a suburban downtown rebuilt around residential density near a Metra station. Beginning with its first tax increment financing (TIF) district in 1983, the Village pursued mixed-use redevelopment that substantially increased the number of residential units downtown, and it opened a new commuter station in 2000 in partnership with Metra and other agencies. Its Downtown Master Plan explains the rationale directly: a residential population extends downtown activity beyond working hours and provides a market for retail, restaurant, and entertainment uses.[17] The Village's longtime planning director explained that, lacking a lake or river as a natural draw, Arlington Heights "had to create enough density to support the businesses and attract the businesses we wanted to see."[18] The result is a downtown known for its restaurants, outdoor dining, and events that draw visitors throughout the warm months. Northbrook has the asset Arlington Heights lacked, a river at the heart of downtown, and this proposal would pair residential density with public access to the river.

North Shore example: Highland Park. In its review of transit-oriented development across the Chicago region, the Center for Neighborhood Technology described downtown Highland Park as "one of the most vibrant and thriving commercial areas on the North Shore" and noted substantial growth in dense multifamily housing downtown over the preceding decade.[19]

Building height in context. The requested height should be viewed in this setting. The Village Green Overlay District permits 55 feet and four stories by right, and 65 feet or five stories with a special permit. The proposed roof deck is at 63 feet 6 inches, below the 65-foot special-permit height; only the parapets

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[14] National Association of Realtors, *2023 Community & Transportation Preferences Survey* (June 2023), https://www.nar.realtor/reports/nar-community-and-transportation-preferences-surveys.

[15] AARP, *2024 Home and Community Preferences Survey* (Dec. 10, 2024), https://www.aarp.org/pri/topics/livable-communities/housing/2024-home-community-preferences/.

[16] Project Narrative, p. 4 (summarizing the project traffic analysis).

[17] Village of Arlington Heights, *Downtown Master Plan* (Jan. 2007, updated Oct. 2024), pp. 9–12, https://cms2.revize.com/revize/arlington/Departments/Planning%20&%20Community%20Development/Comprehensive%20Plan%20Documents/Downtown%20Master%20Plan_2024.pdf.

[18] Kerry Lester, "In Arlington Heights, a Recipe for a Successful Downtown," *Daily Herald* (Sept. 11, 2017), https://www.dailyherald.com/business/20170911/in-arlington-heights-a-recipe-for-a-successful-downtown/.

[19] Center for Neighborhood Technology, *Transit-Oriented Development in the Chicago Region*, supra, Highland Park case study, p. 45.

reach the requested 68 feet. The residential floors step back beginning at the second floor, consistent with the Village's design guidelines.[20] In practical terms, the request adds one story within a building envelope nearly the same height the code already contemplates by special permit. For comparison, Arlington Heights' plan describes buildings of roughly 80 to 140 feet at the edges of its downtown core.[21]

New For-Sale Homes Fill a Market Gap and Set the Housing Chain in Motion

The product gap. For-sale condominiums are an important part of the proposed plan's community development impact, in large part, because so few have been built in recent years. According to the National Association of Home Builders' analysis of Census data, 95 percent of multifamily units completed nationally in 2025 were built for rent; approximately 23,000 were built for sale.[22] By comparison, built-for-rent units averaged about 80 percent of multifamily construction from 1980 to 2002 and fell below half during the mid-2000s condominium boom.[23] Those are national figures, not a measure of Northbrook's condominium inventory, but they explain why new ownership choices for households seeking attached, lower-maintenance housing have become scarce. The proposed development would offer a choice that differs from both older condominium stock and new rental apartments.

Local demand. Northbrook's demographics point to a sizable market for easier-maintenance ownership homes near shopping, services, and transportation. Of occupied homes, 87.2 percent are owner occupied; 26.6 percent of residents are 65 or older; and the median value of owner-occupied homes is about $652,300.[24] CMAP's 2025 housing profile shows that 40.5 percent of Northbrook householders are 65 or older and 57.5 percent are 55 or older; that 78.4 percent of the housing stock is single-family; and that the median home was built in 1975. Nearly 59 percent of owner-occupied households have only one or two people.[25] Many of those households live in large single-family homes and would prefer to stay in Northbrook if a suitable alternative were available.

This mismatch is national as well as local. Redfin's 2026 analysis of Census data found that empty-nest baby boomers own 28 percent of the nation's homes with three or more bedrooms, compared with 16 percent owned by millennial families with children. In the Chicago metropolitan area the figures were 24.8 percent and 15.9 percent. The report points to a shortage of move-in-ready smaller homes and condominiums as one reason empty nesters stay put.[26] Pulte's own experience is consistent. Its separate

[20] Project Narrative, pp. 1–2.

[21] Village of Arlington Heights, *Downtown Master Plan*, supra, p. 33.

[22] National Association of Home Builders, "High-Density Building Completions Hold Highest Multifamily Market Share in 2025" (July 2026), https://www.nahb.org/blog/2026/07/multifamily-high-density-completion-trends-2025.

[23] NAHB, "Multifamily Built-for-Rent Share," *Eye on Housing* (Aug. 2025), https://eyeonhousing.org/2025/08/multifamily-built-for-rent-share/.

[24] U.S. Census Bureau, *QuickFacts: Northbrook village, Illinois* (2020–2024 American Community Survey), https://www.census.gov/quickfacts/fact/table/northbrookvillageillinois/PST045224.

[25] Chicago Metropolitan Agency for Planning, *Northbrook Local Housing Profile* (Apr. 2025) (2019–2023 American Community Survey), https://cmap.illinois.gov/wp-content/uploads/Northbrook-Housing-Profile.pdf.

[26] Redfin, "The Great Housing Mismatch: Empty Nesters Own 28% of the Nation's Large Homes, Millennial Families Own 16%" (Apr. 2, 2026), https://www.redfin.com/news/empty-nest-large-homes-2026/.

Reserve at the Brook, a 53-home, 55-and-older townhome community on the former Our Lady of the Brook church site, has generated approximately 1,200 inquiries and a waiting list, according to Pulte.[27]

The housing chain. The benefit of new downsizing options extends well beyond the households that buy them, through what housing researchers call a "moving chain" or "vacancy chain." When a household moves into a newly built home, the home it leaves is bought or rented by another household, whose former home is then filled by another, and so on, until the chain ends with a newly formed household or one arriving from elsewhere. The effect has been measured since the 1960s: a foundational University of Michigan study of moves set off by new homes found that chains averaged about 3.5 moves, most involving moves up the "housing ladder."[28]

In Northbrook, the chain will typically begin at the top: an empty-nest household leaving a large single-family home. Table 2 illustrates the sequence; actual chains will vary in length and in how many moves occur within Northbrook.

Table 2. Illustrative Northbrook housing chain

Move	Household	Moves into	Home it releases
1	Empty-nest couple, long-time Northbrook residents	New Flats and Shops at North Branch condominium	Four-bedroom single-family home
2	Growing family moving up	The empty nesters' single-family home	Three-bedroom starter home
3	Young family buying its first house	The starter home	Townhome, older condominium, or rental apartment
4	First-time buyer, renter, or new household	The townhome, condominium, or apartment	A rental unit or a parent's home (whose owners, now empty nesters, may start a new chain)

Based on that research, a chain of three to four moves for each Northbrook household that trades a large single-family home for one of the proposed condominiums is a reasonable expectation. Not every link will occur within Northbrook, but the first and most important one, the release of a family-sized home, is local by definition. That matters because turnover is limited: Northbrook reportedly recorded 368 single-family home sales in 2025 and 343 in 2024, down from 486 in 2022.[29]

Table 3 illustrates the potential scale. It assumes that one-third, one-half, or two-thirds of the 127 market-rate buyers (the 23 affordable units are discussed below) are Northbrook households selling a single-family home, and compares the number of homes returned to the market with the 368 single-family homes sold in Northbrook in 2025. At the midpoint, the project would return about 64 homes, equal to about 17 percent of a year's single-family sales (based on 2025 figures). These are illustrative

[27] Pulte Home Company LLC; see also "Vatican Signoff Clears Way for 55+ Townhome Takeover of Northbrook Church Site," *Hoodline* (Jan. 24, 2026), https://hoodline.com/2026/01/vatican-signoff-clears-way-for-55-townhome-takeover-of-northbrook-church-site/.

[28] John B. Lansing, Charles Wade Clifton, and James N. Morgan, *New Homes and Poor People: A Study of Chains of Moves* (University of Michigan Institute for Social Research, 1969), as summarized in Jens von Bergmann, "Distributional Effects of Adding Housing," *Mountain Doodles* (Aug. 14, 2024), https://doodles.mountainmath.ca/posts/2024-08-14-distributional-effects-of-adding-housing/.

[29] DePaul University Institute for Housing Studies, *Housing Market Indicators Data Portal: Northbrook*, https://www.housingstudies.org/data-portal/geography/northbrook/.

assumptions, not a forecast. Buyer origins will be known only as units sell, and the releases would be spread over the multi-year sales period.

Table 3. Illustrative scale of the housing chain

Share of market-rate buyers selling a Northbrook single-family home	Potential Northbrook homes released	Potential homes released as a share of one year's single-family sales
One-third	About 42	About 11%
One-half	About 64	About 17%
Two-thirds	About 85	About 23%

Calculated from 127 market-rate units and 2025 single-family sales reported by the DePaul Institute for Housing Studies.

The 23 affordable condominiums start a different kind of chain. New affordable for-sale homes are relatively rare on the North Shore, and their buyers are likely to include current renters, whose moves free up rental units elsewhere in the community.

All of this bears directly on whether Northbrook benefits over the long term from additional residential density. Well-located downsizing housing lets long-time residents stay in the community, returns family homes to the market for the next generation of Northbrook households, and does so without changing the character of the Village's existing single-family neighborhoods.

Public Open Space and the Riverwalk Are Downtown Infrastructure

Meadow Plaza today is dominated by buildings and paving, with limited connections and no meaningful public access to the West Fork of the North Branch of the Chicago River. The proposal would replace that condition with approximately 1.5 acres of landscaped public open space around a naturalized stormwater pond, and a riverwalk along the entire south edge of the site that, subject to easements, would connect to Shermer Road. Planned amenities include decorative walking paths with benches and lighting, brick and precast seat walls, riverwalk gateway arches, two shade pergolas, a decorative pedestrian bridge, a riverwalk seating overlook, native plantings, and a wetland filter that keeps the pond water clear.[30] The internal street would be public, and new crosswalks, one across Cherry Lane at Keystone Avenue and one with rapid flashing beacons across Meadow Road, would link the site to Sunset Foods and the rest of downtown.[31]

Why downtowns need places to linger. Successful downtowns offer reasons to stay, not only reasons to stop. The Project for Public Spaces' "Power of 10+" principle holds that a great place offers many things to do, and that a great downtown offers many such places. Together they give people reasons to arrive, stay longer, and return.[32] A downtown with shopping and dining but few comfortable public places to sit, meet, or walk leaves much of its potential unrealized. The riverwalk would supply that kind of place, at the center of downtown, in everyday ways few suburban downtowns can offer. For example:

[30] Project Narrative, pp. 3–4.

[31] Haeger Engineering, *PUD Site Plan, The Flats & Shops at North Branch* (rev. Sept. 3, 2026) (hereafter "PUD Site Plan").

[32] Project for Public Spaces, "The Power of 10+," https://www.pps.org/article/the-power-of-10.

- **Take-out and treats.** A family could pick up take-out from Kamehachi or ice cream from Graeter's, both a short walk away, and walk over to eat on a bench beside the pond.
- **Milestones and celebrations.** Wedding parties could take photographs at the riverwalk overlooks, pergolas, and bridge before or after a ceremony, as could families marking graduations, proms, and anniversaries.
- **Daily routines.** Residents could walk to the train or to dinner downtown, neighbors could meet on the paths, and downtown employees could take a lunch break by the water.

Each of these uses turns an errand into a longer visit and gives people another reason to choose downtown Northbrook and to visit businesses beyond their original destination.

Research supports the economic value of such spaces:

- The Knight Foundation and Gallup surveyed 43,000 adults in 26 communities over a two year period. Social offerings, openness, and aesthetics, including parks and green space, were the strongest drivers of residents' attachment to their communities, ahead of perceptions of the economy. The communities with the highest attachment also had the highest rates of economic growth.[33]
- Studies compiled by the UK organization Living Streets found that well-planned public space improvements can boost local sales by up to 40 percent.[34]
- A widely cited review by a Texas A&M University researcher concluded that a 20 percent value premium for properties abutting or fronting passive parks is a reasonable starting guideline, with substantial effects extending as much as 500 to 600 feet.[35]

Case study: Naperville Riverwalk. Built as part of a local volunteer initiative in 1981 to mark Naperville's 150th anniversary, the Riverwalk now extends about 1.75 miles along the DuPage River through roughly 100 acres of riverfront park. The City's Riverwalk 2031 Master Plan describes it as a powerful catalyst for economic development and the experience most closely associated with Naperville's national reputation.[36] Downtown Naperville's restaurants and shops sit alongside the riverwalk, and it is a popular backdrop for engagement and wedding photographs.[37] The Meadow Plaza riverwalk would be far smaller, but it would begin the same kind of civic asset for Northbrook, at the center of its downtown.

Carrying out Village plans. The Village's 2012 Downtown Plan identified Meadow Plaza as a candidate for rehabilitation or mixed-use redevelopment and envisioned a riverwalk. Although that plan's conceptual layout differs from the current proposal, it shows that the Village has long anticipated change at this

[33] John S. and James L. Knight Foundation and Gallup, *Soul of the Community* (2010); press release, "Got Love for Your Community? It May Create Economic Growth" (Nov. 15, 2010), https://knightfoundation.org/press/releases/got-love-for-your-community-it-may-create-economic/.

[34] Living Streets, *The Pedestrian Pound: The Business Case for Better Streets and Places* (2018 ed.), https://www.livingstreets.org.uk/media/2t0hyzcm/pedestrian-pound-2018.pdf.

[35] John L. Crompton, "The Impact of Parks on Property Values: Empirical Evidence from the Past Two Decades in the United States," *Managing Leisure* 10, no. 4 (2005): 203–218.

[36] City of Naperville, *Riverwalk 2031 Master Plan* (Sept. 2020, updated Dec. 10, 2025), p. 4, https://www.naperville.il.us/contentassets/c98c67af44c449e590b79ed9b22c3ee7/riverwalk-2031-master-plan_12.10.2025.pdf.

[37] See, e.g., George Street Photo & Video, "Naperville Riverwalk Engagement Photos," https://www.georgestreetphoto.com/wedding-photographer/chicago/engagement-locations/naperville-riverwalk-engagement-photos.

location and has long valued public access to the river. The proposed open space also advances Village objectives to reduce flooding and stormwater hazards, enhance the river, and establish a continuous, usable open-space system along it. Replacing a site with no stormwater detention with a managed system, including a pond with a wetland filter, is a material public benefit in its own right and provides much of the basis for the requested PUD modifications.

New Residents Will Strengthen Downtown Businesses

New residents provide additional support. The Urban Land Institute's *Ten Principles for Rebuilding Neighborhood Retail* makes "Think Residential" a core principle: successful retail depends on successful residential neighborhoods, and housing density supplies the customer base retailers need.[38] Arlington Heights' Downtown Master Plan makes the same point, as noted above.

The 150 proposed households, about 297 residents with an average household income of approximately $183,500, would live within a few minutes' walk of stores, restaurants, and services already serving downtown. The fiscal analysis estimates approximately $5.16 million a year in Northbrook food-at-home and other retail purchases by project households.[39] That is modeled local spending, not a forecast of sales for specific businesses or an amount that would all be new to the Village. It is nonetheless a meaningful amount, equal to more than 60 percent of the $8.25 million in annual sales the same analysis projects for the two new commercial buildings.

How much density does a downtown need? A recurring question is whether residential density is needed to support downtown businesses and, if so, how much. The answer to the first question is yes; the answer to the second depends on the kind of retail. Commonly used retail planning rules of thumb suggest that a small convenience center of 10,000 to 30,000 square feet needs about 2,000 households within its trade area, and that a grocery-anchored neighborhood center needs 6,000 to 8,000 households within one to two miles.[40] Downtown Northbrook's businesses draw on the entire Village and beyond, so no single project will support downtown by itself. The value of this project's households lies in their proximity. Residents who live a short walk away shop more often and on more days of the week, and they extend activity into evenings and weekends. Each increment of walkable households in and around the core strengthens the base for daily-needs businesses such as groceries, coffee shops, restaurants, and personal services.

Sunset Foods. The Village has identified retaining Sunset Foods as a priority. The project sits directly across Cherry Lane from the store, with a new crosswalk at Keystone Avenue. The fiscal analysis estimates about $1.49 million a year in local food-at-home spending by project households. Not all of it would go to a single store, but the location puts those customers across the street from Sunset Foods. The relationship would be mutually beneficial: the store gains customers within walking distance, and residents gain a full-service grocery across the street.

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[38] Michael D. Beyard, Michael Pawlukiewicz, and Alex Bond, *Ten Principles for Rebuilding Neighborhood Retail* (Urban Land Institute, 2003), https://uli.org/wp-content/uploads/2012/07/TP_NeighborhoodRetail.ashx_1.pdf.

[39] Gruen Fiscal Analysis, Residential Valuation and Household Expenditures tables.

[40] Robert J. Gibbs, "A Primer on Retail Types and Urban Centers," *Public Square* (Congress for the New Urbanism, Sept. 1, 2007) (online byline: Robert Steuteville), https://www.cnu.org/publicsquare/primer-retail-types-and-urban-centers.

The Proposed Commercial Frontage Is Appropriate for This Site

The proposed development plan would reduce commercial space from approximately 90,000 to 11,000 square feet, in two single-story buildings of about 5,500 square feet each on the Cherry Lane frontage, designed to appear as two-story buildings. While this would affect current tenants, and new space may not be affordable or suitable for every displaced business, retaining the existing amount of commercial space is not a realistic way to sustain downtown commerce if the buildings require substantial reinvestment and tenants would have to support much higher occupancy costs. The Village has noted that existing shopping centers downtown and elsewhere in Northbrook have vacant commercial spaces, and it is encouraging current tenants to work with realtors, the Chamber, the Village, and property owners to relocate within the community.[41]

Cherry Lane is the right location for the new commercial space. It faces the established Sunset Foods-anchored shopping destination and relates to existing downtown activity. The separate buildings would have 81 dedicated surface parking spaces, loading areas, and patios for outdoor seating.[42] Concentrating commercial space at this node, rather than spreading it thinly across the site, follows ULI's guidance to concentrate commercial activity in compact nodes and its finding that convenient, visible parking is essential to neighborhood retail.

Ground-floor retail beneath residential. Residents and Village officials have asked whether retail on the first floor with residential above would work here. Vertical mixed use can succeed where there is a continuous shopping street with steady foot traffic, strong visibility, and nearby parking. Where those conditions are missing, ground-floor space in new buildings often sits empty. On this site, the internal road frontages are not established retail streets, and new ground-floor space there would compete for tenants with existing vacancies downtown. In my opinion, storefronts do not need to occupy the ground floor beneath residential for the property to contribute to a mixed-use environment. More important is how the buildings, sidewalks, crossings, and public spaces connect new residents with existing businesses, and this plan does that at this location.

Fiscal Context

The previously prepared fiscal analysis projects approximately $629,000 in annual Village revenue at full buildout and occupancy, about $2.0 million annually for other taxing bodies, and about $931,000 in one-time impact fees.[43] It also projects that both school districts would receive more in revenue from the project than the cost of educating the students it would generate, under both lower (21.0 students) and higher (36.3 students) generation assumptions. These are gross figures, not the net gain over the existing center, but they provide useful context for evaluating the proposal.

Table 4. Projected fiscal results at buildout

Item	Amount
Village of Northbrook annual revenue	$629,362

[41] Village Fact Sheet.

[42] PUD Site Plan; Project Narrative, p. 3.

[43] Gruen Fiscal Analysis, summary and property tax tables.

Item	Amount
Property tax	$295,286
On-site sales tax	$165,000
Off-site sales tax from resident spending	$80,938
State-shared revenues	$68,901
Utility taxes	$19,237
Annual property tax to other taxing bodies	$2,016,667
Northbrook School District 28	$979,013
Glenbrook High School District 225	$580,242
One-time impact fees (Park District, SD 28, HSD 225, Library)	$930,865
Projected annual operating surplus, SD 28 (high to low student estimate)	$328,821 – $525,980
Projected annual operating surplus, HSD 225 (high to low student estimate)	$146,393 – $409,923

Source: Gruen Gruen + Associates, Fiscal Benefit and School Impact Analysis (Sept. 2026).

Weighing the Cost of Waiting

A related question is how to weigh waiting for exactly what the community wants against encouraging investment that meets many, but not all, community goals. At Meadow Plaza, the costs of waiting are concrete. The site has been marketed repeatedly for years without meaningful reinvestment, and without redevelopment it will continue to decline and to separate downtown from its riverfront. The proposal meets nearly all long-standing Village objectives for this site, including Village Center mixed use, for-sale housing, affordable ownership units, a public riverwalk, and improved stormwater management.

Conclusion

On balance, Meadow Plaza is an ideal location for substantial reinvestment, and the proposed plan is appropriate for the site. Its proximity to Metra makes it a natural location for transit-oriented residential density. The for-sale condominiums fill a documented gap in the market and would set in motion chains of moves that open homes for families moving to or within Northbrook. The public open space and riverwalk would give downtown a civic gathering place along the river. Additional residents within walking distance would support existing and future downtown businesses. The Cherry Lane commercial frontage, stormwater improvements, and affordable homes strengthen the proposal further.

In my professional opinion, redevelopment of Meadow Plaza is appropriate, and the proposed combination of for-sale condominiums, commercial space, and public riverfront improvements is a viable development program for the site, consistent with established planning principles and with the Village's own long-range objectives.

DANIEL T. GARDNER

[redacted]

Over 30 years of experience in Director, Principal, and Senior Management positions, focusing on municipal, county, state, and institutional clients. Proven record of successful implementation of programs and projects as well as revenue growth. Serve as liaison and mediator between organizations in negotiating intergovernmental agreements and public-private partnerships to help resolve complex and often contentious issues. Experience as a former elected and appointed official provides insight and understanding of client issues and needs.

PROFESSIONAL EXPERIENCE

Principal, Gardner Advisory & Consulting *2020 – present*

Advising municipalities on strategic planning, economic development, and fiscal issues including but not limited to, business retention/attraction; market feasibility; development economics; and tax revenue generation. Represent clients in meetings with existing and prospective businesses and the development community. Additional work assisting with developer solicitation process and providing project management from inception through development stage. Private sector work includes assisting clients with site selection, entitlement process, development assessment, expert witness testimony and presentations to advisory boards/commissions and city councils/village boards. Recent and ongoing projects include:

Restructuring of an Economic Development department for a Colorado municipality. This involved an assessment of department operations and hiring of staff including a deputy director and economic development manager. Additional work included helping establish new incentive policies and preparation of an economic development strategic plan.

Assisting in negotiations and preparation of a complex intergovernmental agreement (IGA) between a municipality and school district involving a land swap and use of TIF funds.

Assisting a municipality in the acquisition and disposition of a failing regional shopping center. Project began with establishment and implementation of a TIF District followed by negotiation of separate purchase and sale agreements with anchor tenants and mall ownership. Working closely with a consulting team cost and revenue estimates were prepared for a new mixed-use development.

Secured regional and national retailers for large commercial properties that had been vacant for several years in Chicago suburbs. Worked closely with the retailers' development teams and city staff and leadership to mediate issues and ensure that projects remained on schedule. Assisted in structuring and implementation of incentive package including a sales tax sharing agreement.

Served as interim Economic Development Director for a Northshore Chicago suburb. Assisted in the hiring and onboarding of new director. Continuing to provide planning, development, and zoning advisory services to community.

Principal, Houseal Lavigne Associates *2007-2020*
Thirteen years as a Principal with Houseal Lavigne Associates, a nationally recognized urban planning/consulting firm specializing in planning, market analysis, zoning/codes/ordinances, and public engagement. Directed and managed plans, studies, public engagement strategies, structuring of commissions and staffing, as well as a range of other projects. Assignments located in urban, suburban, and rural communities throughout the country.

Director of Consulting Services, SB Friedman Development Advisors *2003 – 2007*
Director of Consulting services for Chicago based development advisory firm that assists municipal, institutional, non-profit, and private developers with large scale development implementation. Prepared and negotiated development agreements and incentives between municipalities and private developers, businesses, and property owners. Advised clients on fiscal and economic policy.

Senior Manager, Economic Research Associates (Now AECOM) *2000-2003*
Economic Research Associates (acquired by AECOM) was an international consulting firm specializing in economic, market and financial analysis. Managed and directed consulting assignments throughout the United States and Asia. Projects involved due diligence for residential, retail, office, industrial, hospitality, and institutional development.

ADDITIONAL PROFESSIONAL EXPERIENCE AND ORGANIZATIONS

- Licensed Illinois Real Estate Broker
- National Charette Institute (NCI) - Certified Meeting Facilitator
- Inducted into Lambda Alpha International (LAI) – Land Economics Society
- Member of the Illinois City/County Management Association (ILCMA)
- Extensive experience as a presenter and panelist at professional organizations and national conferences

BOARDS AND COMMISSIONS

- Elected Trustee for the Village of Glen Ellyn, Illinois 2003-2007
    - Directly involved in preparation and implementation of $70M+ annual budget
- Chairman of the Glen Ellyn, Illinois Plan Commission 2000-2003
    - As Chairman, oversaw the adoption of a new comprehensive plan and a major revision of the Village's zoning ordinance.
- Member of Du Page County Community Development Commission 2006-2012
    - Oversaw and provided direction on allocation of economic development funds and grants to communities and organizations.

EDUCATION

- Master's degree in Public Administration (MPA) from Illinois Tech (IIT)
- Bachelor's Degree from Loyola University Chicago

DOCKET REVIEW CHECKLIST – REVIEW #2
VILLAGE OF NORTHBROOK – DEVELOPMENT & PLANNING DEPT.
DOCKET NO.: PCD-26-05: 1901 Cherry Lane & 1807 Shermer Road
The Flats & Shops at North Branch
DATE OF REVIEW: 9-9-2026
Plat of Subdivision; Planned Unit Development
STAFF REVIEWER: Swati Pandey ESCROW ACCOUNT: BPZ-26-10

ZONING CODE COMPLIANCE

(A/B) MEETS PURPOSE AND ALLOWED USES OF C-2 ZONING DISTRICT

A/B1 Approved subject to the Board approving the following necessary zoning and subdivision relief. The below identified items, are the relief requested by the Applicant and identified by staff to date; there may be additional items following the review of more detailed revised plans. Also, any blanks in the list below are a result of insufficient information for final determination of the items:

1) Tentative Plat of Subdivision for parcels consisting of both residential and commercial:
    a) A waiver or other relief to allow a reduction in the minimum size of land to be dedicated for park and recreational purposes to be less than 87,120 square feet; and
    b) A variation of the Subdivision Code to reduce the required public right of way from 60 feet to 44 feet for the proposed Riverview Drive and from 60 feet to 59 feet for the proposed Keystone Avenue extension.
2) Planned Unit Development for a mixed-use development consisting of single-story commercial structures, indoor first floor residential parking below the residential units, residential buildings at a height of 68 feet and six (6) stories, and the following variations:
    a) Rear (south) yard from 25 feet to 21 feet in C-2 District;
    b) Parking lot perimeter landscape setback from 7 feet to 4 feet (adjacent to Building 1);
    c) Transition Landscape Area B setback from 20 feet to 6 feet along a portion of east property line, adjacent to the drive aisle.
3) The Subject Property includes a small parcel off Shermer Road adjacent to the river which is under separate zoning (but common ownership). Therefore, the following relief has also been requested to create one cohesively zoned lot:
    a) Comprehensive Plan Amendment from Institutional Facility to Village Center Mixed Use (for the small sliver of land on the eastside fronting on Shermer Road);
    b) Rezoning from IB Institutional Building District to C-2 Neighborhood Commercial District (for the small portion for consistency purposes).
4) Approval of any other such variations, waivers, and zoning relief as may be necessary to accomplish development and use of the Subject Property as requested by the Applicant.

LEGEND
Not Applicable: the standard is not applicable to the application
Approved: standard is met and approved at staff level
Not Approved: item does not meet requirements; additional information/revision required; or zoning relief required
Approved with Conditions: standard not fully met; proceed past staff review with conditions noted (conditions may be relief requested or additional information required)

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(C) DIMENSIONAL STANDARDS

C1 Maximum Building Height & Stories – Not Approved – Requires Board approval with PUD

a) Residential Building Height = ***68'*** (55' permitted; 65' SUP; or greater height allowed to be requested as part of a PUD in VGO)
b) Residential Building Stories = ***6 stories*** (4 permitted; 5 SUP; or greater height allowed to be requested as part of a PUD in VGO)
c) Commercial Building Height = Unknown (55' permitted)
d) Commercial Building Stories = ***1 story*** (2 minimum; deviation request pending before the Board of Trustees)
e) Residential building elevations show compliance with the materials and design standards of the VGO Overlay (Article 9-104) – additional details to be reviewed during building permit submittal.
f) The commercial building elevations are presented at concept level. Compliance to VGO Overlay (Article 9-104) standards to be reviewed during building permit review.

C2 Minimum Lot Standards –Approved with Conditions

C3 Minimum Building Yard Setbacks – Not Approved:

	PUD as a Zoning Lot	C-2	VGO	Proposed
a)	Front – Meadow Rd	25	0-10	1'
b)	Corner Side – Cherry Lane	25	0-10	1'
c)	Interior Side – East	5	-	20'
d)	Rear – South	25	-	***21'***

a) **Variation Required: Variation of the Zoning Code to reduce the required rear (south) yard from 25 feet to 21 feet in C-2 District**
b) **Submit a Zoning Variation worksheet and respond to each Statement of Justification for the requested variation.**

C4 Maximum Lot Coverage – Not Applicable

C5 Maximum Building Coverage – Not Applicable

Sec. 2-118.A. and 2-118.D.2 contemplates that deviations from base or overlay district development and design standards be considered as part of the PUD approval process. An updated project narrative has been submitted herewith.

(D) ACCESSORY AND TEMPORARY STRUCTURES/USES

D1 Dimensional Standards Encroachments, Exceptions, and Adjustments – Not Applicable
D2 Accessory Structures and Uses – Approved
a) Riverview Drive Pergola – Additional Information Necessary
i) Pergola Setback – Due to its central location on the site, the structure will comply with the setback requirements five feet behind the front elevation of the principal building.

ii) Pergola Height = 10 feet (15' max.)
iii) Pergola Design = Black steel structure with perforated aluminum shade panels

b) Riverwalk Pergola – Additional Information Necessary
i) Pergola Setback – 25 feet
ii) Pergola Height = 10' (15' max.)
iii) Pergola Design = Black steel structure with perforated aluminum shade panels

D3 Temporary Uses – Not Applicable

(E) OVERLAY DISTRICT REGULATIONS (ARTICLE 9)

E1 Techny Overlay – Not Applicable

E2 Village Green Overlay – Approved with Conditions

a) Building Height in VGO: ***68'*** (55' permitted, 65' by special permit, and additional height can be sought as part of a PUD)
b) Upper story setback – Provide revised elevations with dimensions depicting the step back depth, as well as all other major dimensions for review. Provide a site plan drawing showing step back from all required streets.
c) Confirm compliance with the following standards with data:
i) All buildings four or more stories in height shall be designed to step back the upper stories after the first, second, or third story. The step back shall meet the following standards:
(1) i. Location. The step back shall be provided along all building elevations facing a front or corner side lot line or a residential property outside of the Village Green Overlay District.
Response: Step-back provided along Front and Corner Side lot line of the zoning lot for the proposed PUD
(2) ii. Width. The step back shall be provided along a minimum of 80 percent of any applicable building elevation.
Response: 100%
(3) iii. Depth. The step back shall have a minimum depth of 10 feet.
Response: 10 feet minimum provided
d) Building Setback – 1' (0 permitted along front and corner side)

E3 Flood Hazard Overlay – Approved with Conditions

(F) OFF-STREET PARKING (ARTICLE 10-102)

F1 Location –Approved

a) Garage and Outdoor parking provided
b) Total residential parking = 201 spaces (114 interior garage space + 87 outdoor parking spaces)
c) Total Commercial parking = 81 spaces

F2 Design & Maintenance – Approved

a) Space Dimensions = 9x20 = complies

b) Aisle Dimensions = 24' = complies

F3 Required Spaces by Land Use –Approved

a) Note: The site is located within the ½ mile radius of the downtown Metra station resulting in the administering of the Illinois People of Parking Act, 50 ILCS 845/5-1 *et seq*., which will become effective June 1, 2026, so no parking requirement will be assessed on this property.
b) Residential Parking: Multi-Unit Building Complex: 1/bedroom no more than 2/unit
   i) Provided = 201 spaces

F4 Required Handicapped Spaces – Approved with Conditions

a) The total number of required ADA parking spaces per requirement of the State of Illinois regulations will be assessed during permit review.

F5 Landbanking of Required Parking Spaces – Not Applicable

(G) OFF- STREET LOADING (ARTICLE 10-103)

G1. Location – Not Approved

a) **Will the commercial businesses receive Class 5 and lower deliveries OR, Class 6 and larger vehicle deliveries? [Article 10-103]. The proposed plan includes Loading Areas which can only accommodate up to a Class 5 vehicle. Staff needs to know that no vehicle over Class 5 will ever make deliveries to these commercial businesses. [NOTE: If Class 6 or higher vehicles will make deliveries to the site then you will require a variation to reduce the required number of loading spaces. This variation is not included in the legal notice for this application and may require a future public hearing for consideration.]** Acknowledged. No Class 6 trucks are contemplated.

G2. Design & Dimensions – Not Approved

a) **The proposed location for the Loading Area in front of the eastern commercial building does not meet the design requirements for a loading area as it is located within a required drive aisle area for required parking. This will need to be moved and incorporated in a code compliant manner.** The loading area can be moved so that it is code compliant.

(H) OFF- STREET BICYCLE PARKING (ARTICLE 10-104)

H1. Location – Approved with Conditions

a) Long Term Bicycle Parking is required for multi-family and mixed-use developments per requirements of Article 10-104 of the Zoning Code.
b) Bicycle parking provided in the residential buildings, in the parking garage area attached to the wall adjacent to each parking space.
c) Each commercial building will have bike racks for up to four bikes to be reviewed during permit review for the commercial development.

H2. Design & Dimensions – Approved

H3. Required Bicycle Spaces – Approved

a) Required = 10
b) Provided = 40 per building or 120 total

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(I) ON-SITE PEDESTRIAN WALKWAYS (ARTICLE 10-105)

I1. Location – Approved

I2. Design & Dimensions – Approved
a) Sidewalk width = 5' minimum provided

(J) LANDSCAPE (ARTICLE 10-106)

J1. **Building Foundation Landscape Area – Not Approved** Riverview Drive is a public ROW and accordingly the 10 foot foundation planting is not required.
a) Zero building setback along front (Meadow), and Corner Side (Cherry) does not require building foundation landscaping, however, the façade facing Riverview Road requires a 10-foot width of building foundation landscape material.
b) All street facing buildings in excess of 35 feet (or 3 stories) are required to show a 10-foot width building foundation landscaping. Revise the plans to show 10-foot width for building façade facing Riverview Drive.
c) The details of the landscape material proposed for foundation landscaping with type, quantity, and height will be reviewed during permit review.

J2. **Parking Lot Perimeter Landscape Area – Not Approved**
a) The landscape island adjacent to Building 1 (northeast corner) is required to be a minimum of seven (7) feet deep for required perimeter landscape. Considering the width is 4.2 feet – a variation would be required.
b) Submit a Zoning Variation worksheet and respond to each Statement of Justification for the requested variation. See response to C3 above.
c) The plant material details to show compliance with the minimum plant material requirement will be reviewed during permit review.

J3. **Parking Lot Interior Landscape Area – Not Approved**
a) All parking areas located to the side of the building are required to have islands spaced not more than 90 feet or 10 continuous spaces (Article 10-106.F.1.a.iii). Parking lot in front of Building 3 must show a landscape island in compliance with this requirement, which will be reviewed during permit submittal.
b) Revise the plans and show all landscape islands at 10x18 or 180 square feet prior to receiving final approval on the PUD. Acknowledged.
c) The plant material details to show compliance with the minimum plant material requirement will be reviewed during permit review.

J4. **Transition Landscape Area –Not Approved**
a) Transition Landscape Area Type B is applicable along the entire east property line, adjacent to IB Institutional Building District. The required depth along the drive aisle is not met and requires a variation.
b) Submit a Zoning Variation worksheet and respond to each Statement of Justification for the requested variation. See Response to C3 above.

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(K) SCREENING (ARTICLE 10-107)

K1. **Waste Receptacle – Approved**
   a) Residential – Trash chute provided
K2. **Ground/Wall Mounted Equipment – Approved with Conditions**
   a) Any ground and/or wall mounted equipment on the property will be reviewed during permit submittal.
K3. **Roof Mounted Equipment – Approved with Conditions**
   a) Any roof mounted equipment on the buildings will be reviewed during permit submittal.
K4. **Off-Street Loading Space and Truck Parking Area – Approved**

(L) FENCE, WALL, AND BERM STANDARDS (ARTICLE 10-108)

L1. **Location –Not Approved**
   a) **The proposed six-foot fence along the east property line is not allowed in the required 25-foot corner side setback along Cherry Lane for a fence in the C-2 District. Revise the PUD site plan and show the 25-foot setback clear of any fence.** The fence will be relocated out of the corner side yard setback.
L2. **Design – Approved**
L3. **Berm Standards – Approved**

(M) OUTDOOR LIGHTING (ARTICLE 10-109)

M1. **Outdoor Lighting Standards – Approved with Conditions**
   a) A photometric plan showing foot-candle data at the PUD property line and five feet beyond. [Article 10-109] would be required during permit review.

(N) SIGHT TRIANGLES (ARTICLE 10-110)

N1. **Location – Not applicable**
N2. **Design & Maintenance – Not Applicable**

(O) SIGNS (ARTICLE 11)

O1. Sign Types – Approved with Conditions

a) There will be no development sign for the residential portion of the development. Ground and wall signs for commercial lots will be proposed in future in compliance with Village Codes. These signs will require permits and will be reviewed to meet code regulations at the time of permit submittal.
b) Permanent ground signs are exempt from setback requirements in the VGO District.

O2. Electronic Message Board – Not Applicable

O3. Number of Signs (or face) allowed – Approved with Conditions
a) Residential buildings wall signs – Address only
b) Commercial building signs will be reviewed in future during permit review.

O4. Maximum Sign Area Per Sign –Approved

O5. Sign Height – Not Approved

O6. Setback – Not Applicable

O7. Landscape Requirements – Approved

O8. Illumination – Approved

(P) AFFORDABLE HOUSING IN NEW DEVELOPMENTS (ARTICLE 13)

P1. **Applicability- Is this a Qualifying Development - Approved with Conditions**
a) Yes - A 150-unit development that is new residential construction or new mixed-use construction with a residential component.
b) See comments attached from Community Partners of Affordable Housing (CPAH)

P2. **Requirement for Governed Development — Approved**
a) 15% of the total number of residential units is required to be affordable on-site
b) Required units = 23
c) Provided units = 23

P3. **Income Tier Breakdown of Governed Units –Approved –**
a) The applicant has stated that all units will be equally divided between Tier I and Tier II per requirements of the Zoning Code.

P4. **Request for Alternate Methods –Approved**
a) The applicant is not requesting for an alternate method of compliance.

P5. **Incentives for Development of Affordable Units –Approved**
a) The Applicant has not requested any Incentives for the Development of the Affordable Units in the Affordable Housing Summary.

P6. **Location and Design Attributes of Affordable Units – Approved with Conditions**
a) Floor layout plan provided showing the location of affordable units. Units will be located on 3rd, 4th, and 5th floor.
b) HOA dues and other assessment details will be finalized as part of the Development Agreement.

P7. **Affordability Controls – Approved with Conditions**
a) The applicant has stated that it will work with CPAH

b) FYI – Please be advised that each affordable unit is required to record an Affordable Unit Declaration (AUD). The Declaration will include address, PIN, legal description, and income tier/AMI information. The developer must provide this information to the Village when filing the building permit application. At that time, the document will be drafted, executed, and recorded with Cook County. A recorded AUD is required prior to issuing a certificate of occupancy for the unit.

P8. **Marketing Plan – Approved**

P9. **Compliance with Standards for Review – Approved**

(Q) OTHER ITEMS

Q1. **Traffic Impact Study – Not Approved** The Traffic Impact Study has been corrected and resubmitted.

a) **Page 31 of the report references "warehouse-generated traffic". Revise as there are no warehouses being proposed**

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

Q2. **Subdivision & Development Agreement – Approved with Conditions**

a) A Subdivision and Development Agreement document will be reviewed by the Village Attorney prior to any consideration by the Board of Trustees for approval. Include details regarding HOA dues and assessments for the affordable units.

SUBDIVISION & DEVELOPMENT CODE COMPLIANCE

(A) General Standards

A1. Implementation of Official Comprehensive Plan – Approved with Conditions

a) 1901 – 1975 Cherry: Village Center Mixed Use
b) 1807 Shermer: Institutional Facility
c) The applicant is requesting a comprehensive plan amendment for 1807 Shermer to Village Center Mixed Use

A2. Lot Standards– Approved

A3. Block Standards– Approved

a) Block does not exceed 1,320 feet in length

A4. Easement Standards– Approved with Conditions

A5. Public Land Dedication/Contribution Standards– Approved with Conditions

a) Please note that development impact fee shall be applicable for the Subject Property. The development impact fee will be due at the time of permit.

(B) Transportation & Circulation

B1. Public Streets & R-O-W Standards– Not Approved

a) Requires a Variation of the Subdivision Code to reduce the required right of way from 60' to 44' and 60' to 59'

B2. General Transportation & Circulation Systems– Approved with Conditions

B3. Private Streets – Variation Required– Not Applicable

B4. Intersection Design Improvement – Approved with Conditions

B5. Cul-de-Sac Streets– Not Applicable

B6. Street Names & Lights– Approved with Conditions

B7. Sidewalks, Trails, and Bike Paths– Approved with Conditions

B8. Consideration of Mass Transit Service– Approved with Conditions

B9. Off-Street Parking & Loading Requirements– Not Approved

a) See comments above

B10. Driveways– Approved with Conditions

B11. Parkway Tree Plantings– Approved with Conditions

(C) Environmental Protection Design & Improvements

C1. Streams & Natural Drainage Courses– Approved with Conditions

C2. **Other Natural or Cultural Features– Approved with Conditions**

(D) Public Utility Design & Improvement Standards

D1. Stormwater Detention– Approved with Conditions

D2. Solid Waste Storage & Disposal System– Approved with Conditions

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(E) Common Facilities

E1. Subdivision & Development Entrance Signs– Not Applicable

E2. Common Landscape Areas– Approved with Conditions

E3. Common Fencing & Screening– Not Approved
a) See comments above

E4. Common Recreational Facilities– Approved
a) No common recreational facilities proposed.

E5. Standards for Establishment of Associations– Approved with Conditions
a) A Homeowner's Association Declaration document will be required for review by the Village Attorney prior to any consideration by the Board of Trustees for approval.

(F) Other

F1. Burial of Overhead Utility Lines– Not Applicable

F2. Sustainable Development– Approved

VILLAGE PLAN COMPLIANCE

A. Comprehensive Plan– Not Approved
1) Village Center Mixed Use
2) Comprehensive Plan Amendment from Institutional Facility to Village Center Mixed Use (for a small sliver of land on the eastside fronting on Shermer Road)

PREVIOUS APPROVALS

DOCKET REVIEW CHECKLIST – REVIEW #2
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A. Annexation Agreement– Not Applicable

B. Restrictive Covenants– Not Applicable

C. Special Permits– Not Applicable

D. Variations– Not Applicable

E. **Plat/Subdivision Agreements– Not Applicable**

Other Issues

A. Staff suggests eliminating the two minor curb cut access points onto Cherry Lane (see comments from Village Engineer). **The Applicant is considering the comment and seeking additional input through the public hearing process.**

B. Staff suggests flipping the proposed Condo building 3 with its associated outdoor parking to create a greater separation between the new building the property to the east, while simultaneously providing a potentially improved access drive for parking and fire circulation (see Fire Department comments). **This comment is being considered similar to comment A above.**

C. Confirm how you are working towards a complete riverwalk with connection to Shermer Road. **See below.**

D. Based on an earlier discussion with the applicant staff recommends preparing an exhibit showing comparative height of buildings in the area. **See 3D renderings.**

RESPONSE TO C: The Applicant shall construct the public riverwalk subject to the Village obtaining the necessary easement from the adjacent property owner.

DOCUMENTS REVIEWED:

POLICE DEPARTMENT

Applicant Response 090426

August 21st, 2026

Northbrook Village Hall
Development and Planning Services Department
DPS Director Amy McEwan
1225 Cedar Lane
Northbrook, Illinois 60062

Ref: 1901 Cherry Ln. Development, Docket No. PCD26-0005

Plute Home Company, LLC,

The undersigned is requesting additional comments in reference to the initial plan review of the 1901 Cherry Ln development on the following inquiries prior to final approval:

1. During the construction phase of the project police personnel may respond to the site for various calls for service where access will be needed within the fenced-off construction area. The police department requests methods of site access (i.e. keys, fobs, etc.) and/or contact information of individuals that can provide site access for emergency situations during overnight and weekend hours when crews will not be on site.

Response: The Applicant will comply with this condition.

2. Emergency responder radio coverage will need to be tested. Both fire alarm and police frequencies will need to be verified prior to occupying the building. A repeater may be required to facilitate effective emergency communication abilities.

Response: The Applicant will comply with this condition.

3. Provide any and all information regarding building and overall site security upon the development's completion as it pertains to video surveillance capabilities, alarm system utilization, and plans to utilize on-site security personnel, if applicable.

Response: The Applicant will comply with this condition.

Marc Fainman

Marc Fainman
Chief of Police
Northbrook Police Department

Northbrook Fire Department - Docket Review Checklist
Address: 1901 Cherry Ln
Docket Number: PCD26-0005 Date of Review: **Revised September 18, 2026**

FIRE CODE COMPLIANCE	NOT APPLICABLE	APPROVED	NOT APPROVED	APPROVED W/CONDITION	TO BE REVIEWED WITH BUILDING PERMIT
Previous or Existing Occupancy Classification	X				
New Occupancy Classification		X			
Existing Compliant Fire Protection	X				
Existing Deficient Life Safety or Fire Protection	X				
Required to be brought up to full compliance with current codes					X
Site Access/Emergency Vehicle Access			X		
• Fire Lane					X
Fire hydrants		X			
Fire Protection: • Sprinkler					X
• Alarm					X
• Wet Chemical					X
• Special suppression or detection					X
Egress/ • Signage					X
• Travel distance					X
• Emergency lighting					X
Fire Extinguishers					X
Knox box					X
Elevator compliance required • Recall					X
• Width					X
Standpipe/Hose Stations Required					X

Review Time: _2.5___ hours

Address: 1901 Cherry Ln **APPLICANT RESPONSE 092426**
Docket Number: PCD26-0005 Date of Review: **Revised September 18, 2026**
Specific Comments (must be completed prior to approval):

1. Fire department access is not acceptable. Building 3 does not have proper access. Provide paved access to within 150ft of all points of the exterior of the building. The current paving is over 350ft apart. The drive aisles in front of buildings 2 and 3 are too long without an adequate turnaround. Any fire department access longer than 150ft requires an acceptable access road turnaround as specified in IFC Appendix D103.1.
   NBFD: Not fully completed. Building 3's fire exhibit #1 dated September 4, 2026 depicts an acceptable fire lane access for this building. However the drive aisle for building 2 still exceeds 150ft and needs an appropriate turn around for the fire apparatus. The eastern access drive adjacent to Building 2 has been shortened to meet the maximum 150 foot length. The proposed redesign is attached hereto as "Fire Exhibit #2 September 23, 2026".

2. Fire hydrants shall be installed so that any portion of the property will not be further than one hundred and fifty (150) feet from a fire hydrant. Fire hydrants shall be provided to provide the required fire flows to structures as described in the "Fire Suppression Rating Schedule," latest edition, published by the Insurance Service Office. Additionally, the fire department connection shall be located not greater than 100 feet from a fire hydrant. The fire hydrants do not properly cover the southeast corner of building 3 as they are over 300ft apart. Additionally, they're not in proper coverage of building 1 at its northeast corner. The measurement is as the hose would lay, not through the buildings.
   NBFD: Completed

Reference Comments:

1. Plans and specifications for the installation / modification of the automatic sprinkler system shall be submitted for review and approval. Provide automatic sprinkler contractor shop drawings for review. Indicate all new or modified existing pipe routing, material catalog cut sheets, and hydraulic calculations (as required by NFPA 13). *IBC Section 106, IFC Section 903.1 NFPA 13 Section 14*

   The proposed drawing does not illustrate the location of the required fire department connections. The fire department connection must be oriented to the front side of the building. *A two-hour-rated fire room must be constructed with an outside entrance and accessibility to the inside of the building as noted.*
   - *All occupancies shall provide the following:*
   - *Sprinkler and fire pump rooms. 2-hour fire rated enclosure with an automatic fire suppression system with both an outside door at grade and inside door access. Municipal Ordinance 302.1.1.8, IFC Section 913.6*

2. Fire alarm contractor shop drawings must be submitted for review with the final application. Shop drawings shall indicate all fire alarm devices, wiring diagram, point-to-point wiring, material catalog cut sheets, battery backup calculations, and voltage drop calculations. *IFC Section 907.1.1 NFPA 72 4.4.4.2, 4.5.1, Chapter 14*

3. Provide a drawing indicating the fire extinguisher size, type, and layout/placement for review and comment with the final submittal *IFC Section 906*

4. A fire lane must be established and approved by the code official. Approved signs or other approved notices shall be provided for fire apparatus access roads to identify such roads or prohibit the obstruction thereof. Signs or notices shall be always maintained in a clean and legible condition and is replaced or repaired when necessary to provide adequate visibility. Contact the Village of Northbrook Fire Prevention Bureau for a fire lane application. *IFC 503.3*

Fire apparatus access roads shall have an unobstructed width of not less than 20 feet and 26feet where the building exceeds 30 feet in height, except for approved security gates in accordance with Section 503.6 and an unobstructed vertical clearance of not less than 13 feet 6 inches (4115 mm).

- The code official shall have the authority to require an increase in the minimum access widths where they are inadequate for fire or rescue operations.

- Fire apparatus access roads shall be designed and maintained to support the imposed loads of fire apparatus and shall be surfaced to provide all-weather driving capable of supporting the imposed load of fire apparatus weighing at least 80,00 pounds.

- The required turning radius of a fire apparatus road shall be determined by the code official. Contact the Village of Northbrook Fire Prevention Bureau for emergency vehicle turning radius templates.

- Dead-end fire apparatus access roads more than 150 feet (45 720 mm) in length shall be provided with an approved area for turning around fire apparatus.

- The grade of the fire apparatus access road shall be within the limits established by the code official based on fire department's apparatus
  IFC 503.2

5. An emergency key box (Knox Box) shall be provided for the facility. The key box system provides fire suppression personnel with access to the building's utility areas (sprinkler, electrical and mechanical rooms, etc.) The key box shall be mounted at a height no higher than 60". AFF, by the main entrance or as directed by the fire department. The key box will be used by the fire service personnel for emergency access only. This Knox box shall be monitored by the fire alarm system. Every building will have its own Knox box per address. A second box may be requested by the Fire Marshal.

6. Standpipe system shall be installed per Northbrook amendment to the 2018 IFC section 905.3.1.

7. Provide elevators in accordance with Northbrook amendment to the IFC section 606.1.1: Automatic elevators for Fire Department use. Where elevators are provided in buildings that are: (1) three or more stories above grade plane; (2) three or more stories below grade plane; or (3) are use groups I, R-1 or R-2, at least one elevator shall be provided for fire department emergency access to all floors. The power supply for these elevators shall be normally provided by the premises' electrical supply. In the event of a power supply failure, an emergency electrical system shall automatically provide power for a duration of not less than 24 hours, installed per section 604. Elevators designated as emergency access shall accommodate an 88" long and 26" wide stretcher within the elevator cab, accounting for handrails and shall be identified by the international symbol for emergency medical services (star of life). The symbol shall not be less than 3 inches (76 mm) high and shall be placed inside on both sides of the hoist way door frame.

8. If you are to provide a diesel fueled generator you will need to comply with the following requirements of Northbrook amendment to 2018 IFC section 5704.2.9

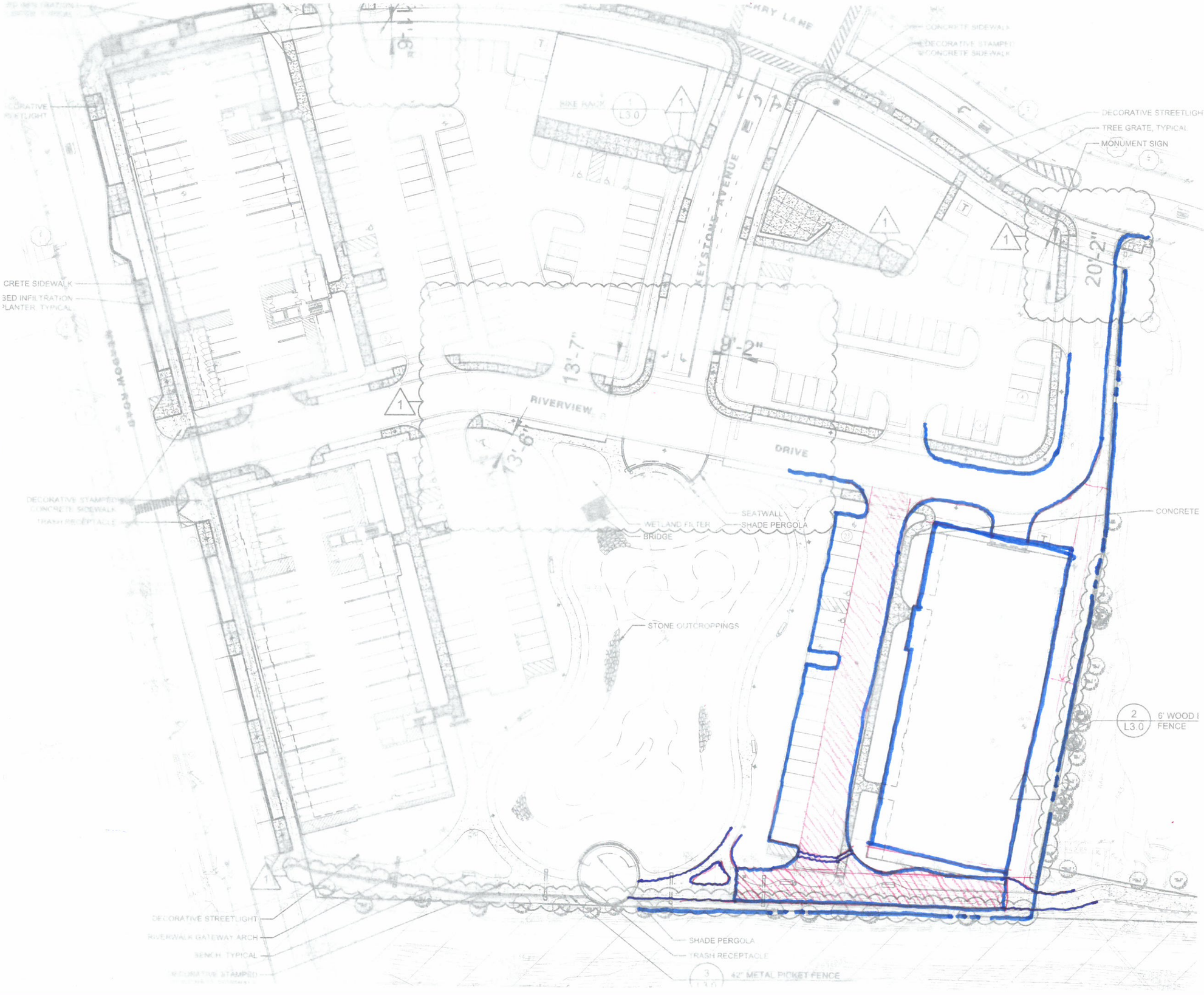
    - An above-ground tank may be used for the purpose of storing and dispensing Class II or IIIA liquids used to fuel the operation of an emergency generator system, provided that: The above-ground tank has a fuel storage capacity of not more than 2,000 gallons; the above-ground tank is located in compliance with the International Fire Code. The above-ground tank is equipped with secondary containment in accordance with the International Fire Code.

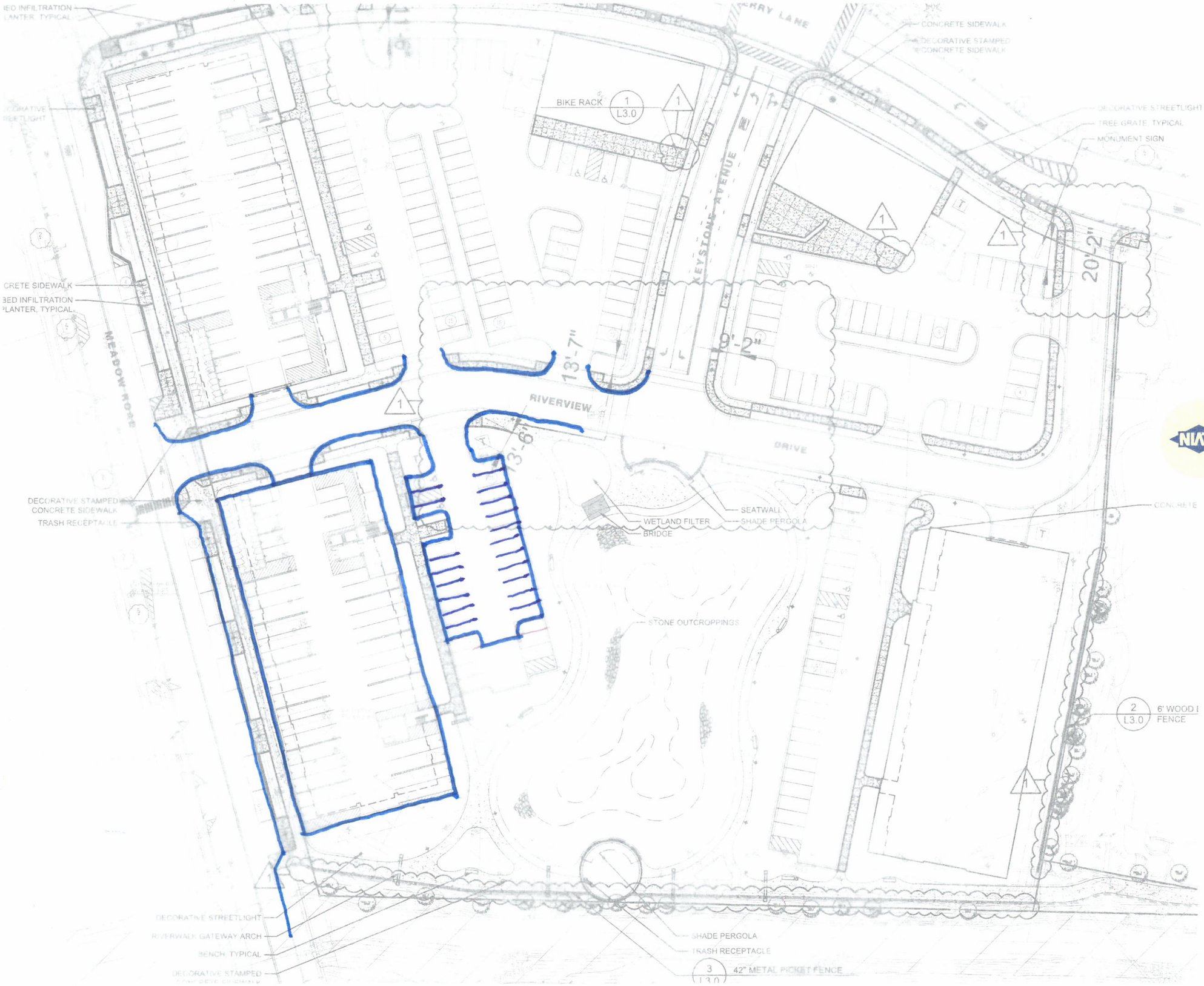
9. An emergency responder radio coverage will need to be tested. Both fire alarm and police frequencies will need to be verified prior to occupying the building. A repeater may be required.

Based on the information provided the plans are **"NOT APPROVED"**.

Sincerely,

Kevin Frangiamore
Fire Marshal
Northbrook Fire Department


DECORATIVE STREETLIGHT
TREE GRATE, TYPICAL
MONUMENT SIGN
CONCRETE SIDEWALK
DECORATIVE STAMPED CONCRETE SIDEWALK
BIKE RACK
L3.0
KEYSTONE AVENUE
RIVERVIEW DRIVE
20'-2"
9'-2"
13'-7"
13'-6"
CRETE SIDEWALK
BED INFILTRATION
PLANTER, TYPICAL
DECORATIVE STAMPED CONCRETE SIDEWALK
TRASH RECEPTACLE
WETLAND FILTER
BRIDGE
SEATWALL
SHADE PERGOLA
CONCRETE
STONE OUTCROPPINGS
2
L3.0
6' WOOD I
FENCE
DECORATIVE STREETLIGHT
RIVERWALK GATEWAY ARCH
BENCH, TYPICAL
SHADE PERGOLA
TRASH RECEPTACLE
3
42" METAL PICKET FENCE


BIKE RACK
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CONCRETE SIDEWALK
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DECORATIVE STREETLIGHT
TREE GRATE, TYPICAL
MONUMENT SIGN
KEYSTONE AVENUE
MEADOW ROSE
RIVERVIEW
DRIVE
13'-7"
9'-2"
20'-2"
3'-6"
SEATWALL
WETLAND FILTER BRIDGE
SHADE PERGOLA
STONE OUTCROPPINGS
CONCRETE
2
L3.0
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RIVERWALK GATEWAY ARCH
BENCH, TYPICAL
SHADE PERGOLA
TRASH RECEPTACLE
3
L3.0
42" METAL PICKET FENCE

northbrook

Applicant Response 090426

Plan Review	Engineering Code Review / Response 1901 CHERRY LN	Reviewer: Aram Beladi [redacted]

Date Review Completed: 08/20/2026

Instructions:

A. *Return this sheet with the revised drawings / documents to* [redacted]
B. *The design professional must indicate the location of each revision (sheet/detail number) & respond to every comment in the Response spaces provided below; do NOT submit a separate response letter, USE THIS FORM.*
C. *The design professional must include on each new drawing: their seal, signature, date of signing and date of license expiration.*
D. *Identify all drawing revisions with a BUBBLE.*
E. *Any revisions that are in addition to the review comments must be bubbled and explained in a separate narrative.*

Questions concerning Review Comments should be directed to Aram Beladi @ [redacted]

Building Code Review Comments

1. The N-S leg of Riverview Drive is unnecessary. Consider removal, flip 2nd access point for east commercial property to Keystone Ave, and convert left turn lane from Cherry to Riverview to raised median.

Response:
The applicant is considering the comment and is seeking additional input through the public hearing process.

2. The apron facing Cherry lane west of Keystone Ave does not appear to be necessary. Consider removal for improved pedestrian safety.

Response:
The applicant is considering the comment and is seeking additional input through the public hearing process.

3. Proposed roadways do not serve the greater public and only provide access to the subdivision. Roadways should be proposed as private roads to be maintained by association.

Response:
The applicant is considering the comment and is seeking additional input through the public hearing process.

4. Provide rapid flashing beacon at Meadow crossing near Riverview to accommodate additional pedestrian traffic at uncontrolled crossing.

Response:
This request has been incorporated into the revised plans.

5. Show striped pedestrian crossing on south leg of Keystone/Cherry intersection and any proposed aprons.

Response:
This request has been incorporated into the revised plans.

6. Add water quality structure for stormwater that bypasses the retention basin.

Response:
The impervious area located outside of Lot 6 is tributary to the proposed StormTrap underground SWM areas with volume control provided for the bottom +/-20-inches of each of the (3) systems with a Volume Control HWE of 636.91. The NWL of the SWM basin is 639.9, +/-3-ft above. In addition, a drainage structure was added immediately downstream of the restrictor structure that includes a Snout Oil & Debris Hood.

7. Storm sewer that runs along Keystone Ave centerline appears to terminate at centerline of Riverview. Show logical termini.

Response:
The storm sewer has been extended to the proposed structure immediately south of the prior termination that was inadvertently trimmed at the centerline of the road.

8. Show valve vault at appropriate locations to allow for pressure test & chlorination of new main.

Response:
Valve vaults have been added near the points of connection to the existing mains as applicable.

9. Call out proposed detention volumes accommodated per facility on engineering plans.

Response:
Storage volumes provided have been provided to the Preliminary Grading Plan (Sheet C6.0).

10. Provide updated traffic study based on adjusted access points and existing counts performed during fall school season.

Response:
The applicant is considering the comment and is seeking additional input through the public hearing process.

11. Riverwalk dedication to be considered based on ultimate decision on how to handle Lot 6.

Response:
The applicant is considering the comment and is seeking additional input through the public hearing process.

12. Use attached engineering standards for downtown development for improvements in ROW.

Response:
The applicant is considering the comment and is seeking additional input through the public hearing process.

13. Provide parking exhibit to show number of parking spots serving each facility inclusive of parking within structure.

Response:
An updated parking provided table has been included in the PUD SITE PLAN.

End of Review Comments

The Design Professional is to complete the following:

_____

Print Name *Signature*

Date:_____

September 17, 2026 **APPLICANT RESPONSE 092326**

Village of Northbrook
1225 Cedar Lane
Northbrook, IL 60062

Attention: Aram Beladi, PE, Village Engineer
Department of Public Works

Subject: The Flats and Shops at North Branch Development
1st Preliminary Stormwater/Floodplain Review
(CBBEL Project No. 260626)

Dear Mr. Beladi:

This letter summarizes a preliminary stormwater/floodplain review completed by Christopher B. Burke Engineering, Ltd. (CBBEL) for the proposed Flats and Shops at North Branch Development located at 1901-1975 Cherry Lane in the Village of Northbrook (Village). The approximately 7.7-acre proposed project involves the conversion of an existing commercial property to a mixed use residential/commercial development with three multi-tenant residential buildings and two smaller commercial buildings. Stormwater detention is proposed through a combination of three underground detention vaults and one wetland-style detention basin. There is regulatory floodplain associated with the West Fork of the Chicago River, North Branch located on the subject property and will be impacted by the development. Waters of the US associated with that waterway were also identified offsite and the project will result in minor impacts to the riparian buffer.

We received the following stormwater related items for review:

- Preliminary engineering plans for The Flats and Shops at North Branch, prepared by Haeger Engineering, bearing a revision date of September 3, 2026.
- Stormwater Management Report for The Flats and Shops at North Branch, prepared by Haeger Engineering, dated July 28, 2026.
- Geotechnical Report for Northbrook Meadows, prepared by Testing Service Corporation (TSC), dated January 14, 2026.

CBBEL has reviewed the above information with respect to the Village Ordinances, the Metropolitan Water Reclamation District of Greater Chicago (MWRD) Watershed Management Ordinance (WMO), and standard engineering methods, and we offer the following comments:

1) The proposed project requires approximately 0.59 acre-feet of compensatory storage volume to mitigate fill within the regulatory floodplain. Per the WMO and Village Code, the compensatory storage must drain freely to and from the watercourse and be provided incrementally between the 10- and 100-year flood elevations. The proposed design lumps the compensatory storage volume in with the underground detention, which does not meet the provisions of the WMO and the Village Code.

   The 0.59 acre-feet of compensatory storage is preliminary and based on a conservative approach. This site is unique in that the floodplain identified by the FEMA maps compared to topography is from non-riverine flooding with backup from overflow of the river in combination with depressional storage drained by a storm sewer system. We request that this comment take into consideration future submittals after review and discussion with the Village, CBBEL and the MWRD.

2) We understand that the proposed detention system consists of a combination of three underground vaults and one wetland-style above-ground detention basin that are controlled by one outlet control structure located at the southeast corner of the site. We also note that flow from the easternmost storm sewer network will have to back up into the underground vault. Additional calculations and/or modeling should be provided to demonstrate that the design will work as intended.

   Noted. Additional calculations and/or modeling will be provided with upcoming submittals.

3) In conjunction with the previous comment, the three underground detention vaults are set at the same elevations, which translates to connecting storm sewers that are dead flat and will lead to long-term maintenance issues.

   Noted. The underground vaults function as interconnected ponds. We will work with the Village to address any long term maintenance issues.

4) A water quality treatment structure is required for the underground detention system (size and type to be approved by the Village Engineer).

   Noted. This will be addressed during final engineering.

5) Clarify what is happening with the existing 24” and 36” storm sewers in the southwest corner of the site. The existing system appears to be connected to the proposed system but the existing outfalls will remain. We note that several of these existing structures have rim elevations below the proposed 100-year HWL of 644.90 ft. Please also note that any offsite area that is directed into the onsite

detention system will need to be considered bypass flow in the overflow calculations/design.

The existing storm sewers in the SW quad of the site are meant to be maintained to utilize the existing two (2) discharges to the river. These existing sewers are NOT connected to the proposed storm sewer system for the SWM for the development. For offsite water, it will be treated as a combination of trade-off and by-pass in accordance with the requirements of the MWRD.

6) The inside top of vault elevations are listed as 642.75 ft but a HWL of 644.90 ft is listed for these facilities.

Correct. The vault elevations are established by the minimum cover for the vault. The HWE is established by the required volume. It is important to note that the HWE of 644.9 is at or lower than any parking lot grade or swale grade on site.

7) The Village Code requires the overflow weir for the detention basin to be set 0.1 ft above the 100-year HWL.

Noted. The riverwalk will be the overflow to provide 0.1 ft above the 100-year HWL and provide freeboard below FF with site specific overflows under the riverwalk and within the OCS.

8) Please note that the Village requires a 2-year allowable release rate of 0.04 cfs/acre. A two-stage restrictor may be required to also satisfy the Village's 2-year requirement.

Noted. The SWM analysis has been provided for the 100-yr storm event taking into consideration the tailwater elevation at the point of discharge to the river.

9) We offer the following comments to be addressed at the final engineering stage of the design:

a. The proposed wetland-style detention basin will be routed into the eastern underground detention system. The final engineering plans should include special measures to prevent debris from entering the underground detention vault.

Noted.

b. A review of stormwater conveyance (storm sewer/overland flow route) calculations will be performed during final engineering. Please note that all storm sewers to the vaults must be sized for a 100-year capacity.

Noted.

c. The provided plans were missing some "housekeeping" items that are required by MWRD. These items include the following:
   i. Add the *MWRD General Notes* to the plans.
   ii. A storm and sanitary routing exhibit and "job start stamp" are required on the cover sheet.
   iii. A *Proposed Drainage Exhibit* and *Maintenance & Monitoring Exhibit* are required plan sheets.

   Noted.

d. The following MWRD permit forms will be required for the development:
   i. WMO Permit Application (Schedule A, B and C)
   ii. Schedule D (Stormwater/Detention)
   iii. Schedule H (Floodplain/Floodway/Riparian)
   iv. Schedule P (Soil Erosion and Sediment Control)
   v. Schedule R (Recording Exhibit)
   vi. Schedule W (Wetland/Riparian Areas)

   Noted.

10) The following permits from outside agencies will be required for this project:
   a. Watershed Management Permit from MWRD
   b. NPDES ILR10 Permit from IEPA
   c. Approval from the North Cook County Soil & Water Conservation District

   Noted, but need clarification that the approval from the NCSWCD is limited to SE/SC and not the Natural Resource Inventory.

Please feel free to contact me at [redacted] should you have any questions concerning these review comments.

Sincerely,



Luke J. Sherry, PE, CFM
Senior Water Resources Project Manager

cc: Thomas Burke, PhD, PE – CBBEL

LJS\
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APPLICANT RESPONSE 092426

northbrook

Review 2

Tree Preservation Review / Response

1901 CHERRY LN

Tree Preservation Reviewer:
Mark Cacioppo
[redacted]

Review 2:	9/18/26	**Approved with Conditions**
	Drawings Dated:	

Tree Preservation Review Status

Instructions:

A. Return this sheet with the revised drawings / documents to [redacted]
B. Identify all drawing revisions with a bubble.
C. The design professional must indicate the location of each revision (sheet/detail number) & respond to every comment in the spaces provided below; do not submit a separate response letter, use this form.
D. Any revisions that are in addition to the review comments must be bubbled and explained in a [redacted]

Drawing Revision/Re-submittal Required Yes ☒ **No** ☐ (Drawings can be "red-lined" by Tree Preservation)

1. Parkways and Parkway Trees - Parkways on Cherry and Meadow abutting the property and on opposite sides of both streets have established Village owned trees that currently have electricity supplied to provide tree lighting for the area. On future submittals, show how the proposed trees will be provided with an electrical source so the trees can have lighting installed on them. Proposed utility connections for the development should be designed to avoid the removal of existing established parkway trees. It should not be assumed approval will be given to remove all existing parkway trees. Alternate design to save existing parkway trees is recommended. Parkway tree removals will need to be approved by the Public Works Director and be subject to any fees required for their removal as part of this project. **To accomplish the Village desired streetscape along Meadow Drive and Cherry Lane the existing parkway trees will need to be removed and/or relocated, if possible. New parkway trees will be provided with appropriate electrical outlets as required.**

2. Previous Comments - All Previous comments will need to be addressed prior to plans being seen by the Village Board.

3. Additional Comments - Comments with be forthcoming with future submittals based on comments from this reviewer, other reviewers, commissions, Board and the public's comments.

APPLICANT RESPONSE 092426

End of Review Comments

The Design Professional is to complete the following:

_____ Date: _____

Print Name *Signature*

Civiltech Engineering, Inc.
www.civiltechinc.com

Two Pierce Place, Suite 1400
Itasca, IL 60143
Phone: 630.773.3900
Fax: 630.773.3975

30 N LaSalle Street, Suite 3220
Chicago, IL 60602

330 E Kilbourn Avenue
Suite 1215, Tower 1
Milwaukee, WI 53202

Transportation Design
Traffic Engineering
Civil Engineering
Construction Engineering
Environmental Studies
Water Resources
Structural Design
Right of Way
Urban Design
Transportation Planning
Program Management
Landscape Architecture
Nature-based Solutions

Applicant Responses 090426

Technical Memorandum

Date: August 21 2026

To: Swati Pandey, AICP
Senior Planner

From: Steve Pautsch, P.E., PTOE
Civiltech Engineering, Inc.

Re: 1901 Cherry Lane
Traffic Review

1. The proposed parking supply in the traffic study does not line up with this site plan and narrative, potentially due to different methods of tallying the tandem spaces. Check and revise as needed.

Response: The traffic study has been revised to address this comment.

2. The last bullet in the introduction states that the proposed parking supply will be evaluated. This was not included in the TIS. Please add this to the study.

Response: The traffic study has been revised to address this comment.

3. The narrative states that the traffic study will be updated with counts to be conducted once the school year commences. Is this still the case? While it will be beneficial to have this data for informational purposes, we do not anticipate that fluctuations in traffic volumes will alter the results and conclusions of the study, thus a comprehensive review was conducted of the existing data set.

Response: The traffic study has been updated with counts conducted once the school year commenced.

4. Traffic generated by the existing site was removed from the street network to develop the total 2032 traffic volume. It is unclear how this was calculated. Provide an exhibit showing these volumes.

Response: The traffic study has been revised to address this comment.

5. The trip generation calculations in Table 4 do not match the ITE rates in the appendix. Recalculate and revise this table and all exhibits, analyses, and text that use these traffic volumes.

Response: The traffic study has been revised to address this comment.

6. For Table 5, include the ITE trip generation sheet for Land Use Code 821 in the appendix.

Response: The traffic study has been revised to address this comment.

7. The results in Table 6 do not match the Synchro reports in the appendix. Please update the table.

Response: The traffic study has been revised to address this comment.

8. In the Cherry Lane/Church Street/Keystone Avenue intersection in Table 9, the weekday evening results do not match the Synchro reports.

Response: The traffic study has been revised to address this comment.

9. It appears that the new south leg of Keystone is offset to the east of the existing north leg. Can the proposed roadway be shifted a few feet west to align with the north leg?

Response: The viewport in the upper right corner of the PUD SITE PLAN has been expanded to better illustrate the relationship of the centerline of the existing north leg of the intersection and the proposed south leg of the intersection. The proposed south leg of the intersection is radial to the centerline of Cherry Lane and taking into consideration that the north leg of the intersection is non-radial to Cherry Lane, the proposed intersection geometry provides for smooth turning movements as proposed with no revisions being proposed.

10. The site plan appears adequately designed to accommodate vehicular, pedestrian, and bicycle circulation within and around the site.

Response: The traffic study has been revised to address this comment.

11. On the first sheet of the truck turning exhibits, the southbound to eastbound left turn from Keystone to Riverview should be corrected to initiate from the southbound lane rather than the northbound lane.

Response: The traffic study has been revised to address this comment.

APPLICANT RESPONSE 09-04-26

To: Cara Pavlicek, Village Manager
From: Kate Carney, Sustainability Coordinator
cc: Amy McEwan, DPS Director
Date: May 12, 2026
Subject: PRE-26-02: 1901 Cherry – New Development – Sustainability Addendum to Staff Report

Northbrook's Climate Action Plan (CAP) calls to foster sustainability and reduce 80% of community-wide carbon emissions by 2050 through strategic planning and action item implementation. With CAP adoption, development proposals are reviewed with respect to best environmental practices. Applicable action items from the CAP are listed below for all parties to consider during the preliminary review.

Transportation and Land Use
In the Transportation and Land Use section of the CAP, recommendations are made to enhance active mobility and fossil fuel-free transit:

TL 3- 1 Consider identifying locations where additional bike parking facilities could be installed on site.

Bicycle parking will be provided for the units in the garages. Bicycle parking can also be provided in the public areas and adjacent to the commercial lots.

TL 5- 8 Design for 100% EV-capable parking per Illinois Electric Vehicle Charging Act (765 ILCS 1085/). Consider installing EV charging stations in designated parking spots.

The Applicant will comply with statutory requirements and regulations in effect at the time of construction. Some EV charging stations will be installed in designated parking spaces. The number of charging stations is still being determined.

TL 7- 2 The Village has enacted a partial ban on gas powered leaf blowers – ensure compliance on site.

The development will comply with the Village ban.

Buildings and Energy
The Building Energy section of the CAP provides the following items pertaining to reducing our community-wide carbon footprint and preserving wildlife:

BE 2- 1 Consider conducting a Solar PV Site Assessment. Assessment should include estimated installation cost, and projections for both energy generation potential and economic payback potential over a minimum 20-year timeframe. Based on the Solar PV Site Assessment, consider incorporating renewable energy installation to offset emissions generated from the development. Work with CPACE, Illinois Shines, or similar programs for incentives. If installation will not be realized, reserve space for solar-ready roof zone and plan for structural design loads and electrical service to allow for future installation of a dual pole circuit breaker if possible.

Solar power will not be incorporated into this development. The rooftop air conditioning condensers for the residential units and the elevator equipment will take up the majority of the rooftop space.

BE 5- 1 Explore opportunities for the property to utilize smart lights that can save energy through conservation. Achieve 100% LED installation if possible.

The project will utilize 100% LED lights.

BE 5- 4 Require purchase and installation of ENERGY STAR appliances when available.

The initial appliances installed by Pulte will be ENERGY STAR to the extent available.

BE 6- 1 Consider establishing operation and maintenance practices that improve affordability, comfort, indoor air quality, energy efficiency, and smart metering in development.

The residential buildings will include humidifiers to improve indoor air quality, and will include 95% efficient furnaces with wifi thermostats and Energy Star certified bathroom fans for maximum energy efficiency.

BE 7- 2 Consider the benefits of replacing fossil fuel burning heating equipment and with air-source heat-pumps, or other efficient electric heating options in development. Strive for zero on-site fossil fuel combustion with air-source heat-pumps, geo-thermal systems, solar thermal, electric cooktops, etc.

The project will be using natural gas furnaces, water heaters, ovens and ranges.

BE 8- 1 Provide interior LED lighting development-wide if possible. Promote and distribute education and information to residents on advantages of and options for LED technology. In addition to energy cost savings, maintenance costs are greatly reduced.

Interior LED lighting will be provided throughout the development.

Waste Management
The CAP points to procedures that may facilitate waste reduction (with a goal of at least 50% landfill wasted diverted by 2030) in its Waste Management section:

WM 2- 5 Assure compliance with the Cook County Construction & Demolition Debris Diversion Ordinance and encourage contractors and subcontractors to exceed minimum requirements where applicable.

The project will comply with any ordinances in place at time of construction.

WM 2- 7 Consider planning for accommodations for recycling and compost collection services.

Recycling collection service will be provided.

Water and Wastewater
In the Water and Wastewater category, the CAP states to prioritize mitigating stormwater before it enters the sewer system through multiple capture techniques:

WW 1- 1 Consider landscaping practices that reduce water consumption and chemical use on site.

This has been taken into consideration in the landscape design by use of predominantly native and drought tolerant species

WW 1- 2 Reduce landscaping water use with water-efficient irrigation systems, grass replacement, and planting native and drought-resistant trees and vegetation in landscaping plans.

Native and drought resistant trees and vegetation are included in the landscaping plans. There will be no permanent landscape irrigation in the non-public areas. Mown turf areas are used minimally and will be of a drought tolerant fescue type turf.

WW 1- 4 Consider utilizing water conservation programs that focus on outdoor irrigation, which may also support better identification of water-related carbon sequestering opportunities such as using soil amendments, native grasses and proper tree watering.

There will be no permanent landscape irrigation in the non-public areas. Predominantly native and drought tolerant species will be utilized.

WW 2- 1 Prioritize managing stormwater before it enters the sewer system through a combination of overland flow, detention, and infiltration strategies (for example, permeable surfaces) where feasible.

An extensive, cutting-edge wetland filter system to treat and purify the stormwater prior to exiting the site is being proposed.

WW 2- 3 Consider revegetation, tree preservation planting and maintenance, de-paving and porous pavement, green infrastructure like bioswales and Eco-roofs in site development.
The site currently is almost 100% impervious today and will be converted into an eco-friendly development with filtered wetland detention, vegetated areas, and native plantings. Public streets will include infiltration planters.

WW 3- 3 Reduce or offset impervious surfaces where possible and consider use of lighter colored pavements and building materials to lessen the impact of urban heat island effect.

The site currently is almost 100% impervious today and will be converted into an eco-friendly development with filtered wetland detention, vegetated areas, and native plantings. High albedo pedestrian paving systems will be used.

Greenspace and Ecosystem Health
The Plan's Greenspace category includes the following for expansion of tree canopy coverage, transforming beneficial lawns, and mitigation of heat island impacts:

GS 1- 12 Plan for diversity of native tree cover and performance-based tree island within landscaping plan and parking lots with goals on percentage of pavement shaded. Consider a mix of canopy trees, shrubs, groundcovers, and raingarden components appropriate to the lot and its surroundings in any new landscaping where possible.
A diverse use of predominantly native and drought tolerant tree, shrubs, and groundcover species will be used. In the public ROW infiltration planters will be used. Parking lot islands will contain native trees and low non-turf shrubs, native grasses or groundcovers. The storm water management pond water will be filtered 24/7/365 with a cutting-edge wetland filter.

GS 2- 1 Encourage invasive species control programs including Integrated Pest Management, Protect the Best, Early Detection and Rapid Response and invasive species identification and control for future residents.

Our landscape maintenance speciation requires Integrated Pest Management practices.

GS 2- 2 Increase the ability of green space to withstand drought conditions through replacement of turf with native prairie, wildflower, and native savanna plantings where possible in landscaping plans.

Mown turf areas are used minimally and will be of a drought tolerant fescue type turf. A diverse use of predominantly native and drought tolerant tree, shrubs, and groundcover species will be used.

GS 2- 3 Establish and effectively manage native-habitat corridors along sidewalks, trails and utility easement areas to restore and maintain landscape connectivity where possible.

Parkways are provided along street corridors and planted with diverse, predominantly native and drought tolerant tree, shrubs, and groundcover species. Planted perimeter landscape buffers connect to the new public Riverwalk and public street corridors.

GS 2- 5 Consider including exterior lighting design a policy to protect native plants, species, biodiversity, and improve night sky quality.

Dark sky compliant pedestrian lights will be used.

GS 2- 7 Consider eliminating neonicotinoids and reduce use of long-lasting chemical pesticides for landscaping, if applicable.

Our landscape maintenance specifications can prohibit neonicotinoids.

GS 4- 8 Consider utilizing shade and water absorbing trees and replacing turf landscaping with native prairie, wild flower, and savanna plantings.

Mown turf areas are used minimally and will be of a drought tolerant fescue type turf. A diverse use of predominantly native and drought tolerant tree, shrubs, and groundcover species will be used.

COMMUNITY PARTNERS for AFFORDABLE HOUSING

Office
800 S. Milwaukee Ave., Suite 201
Libertyville, IL 60048

Applicant Responses
September 4, 2026

The Flats at North Branch
Response to Affordable Housing
Compliance Plan, August 2026

August 24, 2026

Swati Pandey
Senior Planner
Development & Planning Services
Village of Northbrook
1225 Cedar Lane
Northbrook, IL 60062
Ref: The Flats at North Branch

Swati,

Thank you for forwarding The Flats at North Brach August 2026 Affordable Housing Compliance Plan ("Plan").

Overall, CPAH believes the Plan complies with the Village's inclusionary housing ordinance except in regard to location of the inclusionary units. In addition, one point needs clarification.

In paragraph (e), Applicant notes that the units will be "dispersed throughout all three residential buildings and will not be clustered in any single building or floor." However, there are no affordable units in any of the buildings on floors 4 – 6. In addition, the inclusionary units on floors 2 and 3 as proposed are next to or across the hall from each other. CPAH considers this clustered rather than dispersed.

Applicant response: The Applicant agrees to provide affordable units on floors 3 through 5. Revised floor plans for floors are provided showing the location of the affordable units. The twenty-three (23) affordable units will be dispersed throughout all three residential buildings and will not be clustered in any single building or on any single floor. Each building will provide affordable units on three different floors. Each floor only contains 10 units and at most 3 units are set out as affordable on any given floor. They are located generally across the hallway from each other.

phone 847.263.7478
fax 847.796.8060

The clarification needed is about the marketing plan as in paragraph (k). Applicant includes outreach to local schools, the Village and local employers. However, Section 9-312 A of the Ordinance states that developers will market to "members of the public who are likely to be eligible..." In accordance with principles of fair housing and Section 9-312 A, CPAH recommends that marketing efforts be made to those outlined above as well as to the general public that might be eligible to purchase the affordable units.

Applicant response: A revised marketing plan has been submitted herewith that addresses this comment.

Amy Kaufman
Vice President, Community Relations

Applicant response Sept. 4, 2026

Elrod Friedman LLP

350 North Clark Street
Second Floor
Chicago, Illinois 60654
312-528-5200
www.elrodfriedman.com

Caitlyn R. Culbertson
[redacted]

August 21, 2026

Swati Pandey
Senior Planner
Village of Northbrook
[redacted]

Re: Village Attorney Comments – First Submittal
DOCKET NO. PCD-26-05
1901 Cherry Lane - The Flats & Shops at North Branch

Dear Swati-

We have reviewed the first submission from Pulte Home Company LLC ("***Developer***") for the proposed Planned Development at 1901 Cherry Lane. Our comments are as follows:

- **VGO Design Review Application**: The application is not signed by the Developer or the owner of the property. The Northbrook Ethics Statement also needs to be completed. Please submit a completed and signed application.

  Applicant Response: A VGO Design Review Application is not required for the project as it is being processed as a PUD application.

- **Declarations**: Section 4-105 of the Village's Subdivision and Development Code requires that proposed subdivisions with common facilities must establish a property owner's association governed by bylaws and declarations, covenants and restrictions which are recorded against the property and comply with the requirements of the Code. Please provide a copy of the proposed declarations to confirm compliance with the requirements of Section 4-105 E the Subdivision and Development Code.

  Applicant Response: The Applicant will provide proposed declarations that are compliant with the Village's Subdivision and Development Code in advance of the approval of the required Subdivision and Development Agreement.

- **Tentative Plat**: The submittal includes a tentative plat of subdivision. Please note that a final plat of subdivision will need to be approved and must comply with all requirements of the Village Code, Zoning Ordinance and Subdivision Ordinance. The Final Plat will need to include stormwater detention easement language for emergency maintenance and repair of these improvements. We have included the Village's draft form language with this letter.

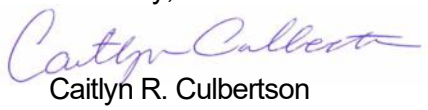
  Applicant Response: The Applicant will comply with this condition.

Applicant response Sept. 4, 2026

- **Subdivision and Development Agreement**: The Village will require the Developer to enter into a Subdivision and Development Agreement with the Village. The Village will provide more information on this as the review of the application continues.

Applicant Response: The Applicant will comply with this condition.

Sincerely,



Caitlyn R. Culbertson

cc: Amy McEwan, Director of Development and Planning Services
Michaela Kohlstedt, Deputy Director of Development and Planning Services

Applicant response Sept. 4, 2026

VILLAGE OF NORTHBROOK - FORM RESTRICTIVE COVENANTS AND EASEMENT FOR STORM WATER DETENTION AREA

1. THE AREA OF THE PROPERTY DESIGNATED ON THIS PLAT AS "STORM WATER DETENTION AREA" SHALL BE CONTINUOUSLY MAINTAINED IN A FIRST RATE MANNER BY OWNER OF [***INSERT DESIGNATION OF ENCUMBERED PROPERTY***] (THE "***PLANNED DEVELOPMENT***") AND AN EASEMENT ON, UNDER AND ABOVE THE STORM WATER DETENTION AREA IS HEREBY GRANTED TO, AND FOR THE USE AND BENEFIT OF, THE PLANNED DEVELOPMENT FOR THE SOLE PURPOSE OF STORM WATER DETENTION AND DRAINAGE.

2. NO CHANGE SHALL BE MADE IN THE FINISHED GRADE OF THE LAND WITHIN THE STORM WATER DETENTION AREA, NOR SHALL ANY CONSTRUCTION OF ANY KIND WHATSOEVER BE ERECTED OR PERMITTED TO EXIST WITHIN THE STORM WATER DETENTION AREA THAT MIGHT MATERIALLY IMPEDE STORM WATER DRAINAGE THEREIN OR MATERIALLY REDUCE THE STORM WATER DETENTION CAPACITY THEREOF. TREES, SHRUBS, FENCES AND NORMAL LANDSCAPE PLANTING SHALL BE PERMITTED WITHIN THE STORM WATER DETENTION AREA ONLY WITH THE PRIOR WRITTEN APPROVAL OF THE VILLAGE MANAGER OF THE VILLAGE OF NORTHBROOK, COOK COUNTY, ILLINOIS (THE "***VILLAGE***"). THE OWNER OF THE PLANNED DEVELOPMENT SHALL MAINTAIN A GRASS COVER ON THE SURFACE OF THE STORM WATER DETENTION AREA AND SHALL KEEP SUCH GRASS IN A NEAT AND TRIMMED CONDITION.

3. IN THE EVENT THE VILLAGE DETERMINES, IN ITS SOLE AND ABSOLUTE DISCRETION, THAT PRIOR MAINTENANCE OF THE STORM WATER DETENTION AREA IS NOT PERFORMED AT ANY TIME, THE VILLAGE, AFTER TEN (10) DAYS PRIOR WRITTEN NOTICE TO THE OWNERS OF THE PLANNED DEVELOPMENT, MAY, BUT SHALL NOT BE OBLIGATED TO, ENTER UPON ANY OR ALL OF THE PLANNED DEVELOPMENT FOR THE PURPOSE OF PERFORMING MAINTENANCE WORK ON AND TO THE STORM WATER DETENTION AREA.

4. IN THE EVENT THAT THE VILLAGE SHALL CAUSE TO BE PERFORMED ANY WORK PURSUANT TO THESE PARAGRAPHS, THE VILLAGE SHALL HAVE THE RIGHT TO CHARGE THE OWNER OF THE PLANNED DEVELOPMENT 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 OWNER OF THE PLANNED DEVELOPMENT 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 PLANNED DEVELOPMENT 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.

5. NOTHING IN THESE PARAGRAPHS SHALL BE CONSTRUED TO CONSTITUTE A DEDICATION OF ANY PORTION OF THE STORM WATER DETENTION AREA OR OF THE PLANNED DEVELOPMENT TO, OR AN ACCEPTANCE THEREOF BY, THE VILLAGE.

6. THE VILLAGE SHALL BE UNDER NO OBLIGATION TO EXERCISE THE RIGHTS GRANTED IN THESE PARAGRAPHS EXCEPT AS IT SHALL DETERMINE TO BE IN ITS BEST INTEREST. NO FAILURE TO EXERCISE AT ANY TIME ANY RIGHT HEREIN GRANTED TO THE VILLAGE SHALL BE CONSTRUED AS A WAIVER OF THAT OR ANY OTHER RIGHTS.

7. THESE COVENANTS SHALL RUN WITH THE LAND IN THE PLANNED DEVELOPMENT, AND SHALL BE BINDING UPON AND INURE TO THE BENEFIT OF THE OWNER OF THE PLANNED DEVELOPMENT, THEIR RESPECTIVE SUCCESSORS, ASSIGNS AND GRANTEES AND ALL PARTIES CLAIMING BY, THROUGH AND UNDER THEM. ENFORCEMENT OF THESE COVENANTS MAY BE SOUGHT BY THE OWNER OF THE PLANNED DEVELOPMENT, ANY PERSON WITH AN INTEREST IN ANY OF SAID LOTS OF RECORD, OR THE VILLAGE OF NORTHBROOK BY ANY PROCEEDING AT LAW OR IN EQUITY AGAINST ANY PERSON OR PERSONS VIOLATING OR ATTEMPTING TO VIOLATE ANY COVENANT, EITHER TO RESTRAIN VIOLATION, TO COMPEL AFFIRMATIVE ACTION, OR TO RECOVER DAMAGES, AND AGAINST THE LAND TO ENFORCE ANY LIEN CREATED BY THESE COVENANTS.

Northbrook Fire Department - Docket Review Checklist
Address: 1901 Cherry Ln
Docket Number: PCD26-0005 Date of Review: **Revised September 25, 2026**

FIRE CODE COMPLIANCE	NOT APPLICABLE	APPROVED	NOT APPROVED	APPROVED W/CONDITION	TO BE REVIEWED WITH BUILDING PERMIT
Previous or Existing Occupancy Classification	X				
New Occupancy Classification		X			
Existing Compliant Fire Protection	X				
Existing Deficient Life Safety or Fire Protection	X				
Required to be brought up to full compliance with current codes					X
Site Access/Emergency Vehicle Access			X		
• Fire Lane					X
Fire hydrants		X			
Fire Protection: • Sprinkler					X
• Alarm					X
• Wet Chemical					X
• Special suppression or detection					X
Egress/ • Signage					X
• Travel distance					X
• Emergency lighting					X
Fire Extinguishers					X
Knox box					X
Elevator compliance required • Recall					X
• Width					X
Standpipe/Hose Stations Required					X

Review Time: _2.5___ hours

Address: 1901 Cherry Ln
Docket Number: PCD26-0005 Date of Review: **Revised September 25, 2026**

Specific Comments (must be completed prior to approval):

1. Fire department access is not acceptable. Building 3 does not have proper access. Provide paved access to within 150ft of all points of the exterior of the building. The current paving is over 350ft apart. The drive aisles in front of buildings 2 and 3 are too long without an adequate turnaround. Any fire department access longer than 150ft requires an acceptable access road turnaround as specified in IFC Appendix D103.1.
   NBFD: Completed. Drive aisle was shortened for building 2 to 150ft. Buildings 3 access with the fire lane on the south side is acceptable.

2. Fire hydrants shall be installed so that any portion of the property will not be further than one hundred and fifty (150) feet from a fire hydrant. Fire hydrants shall be provided to provide the required fire flows to structures as described in the "Fire Suppression Rating Schedule," latest edition, published by the Insurance Service Office. Additionally, the fire department connection shall be located not greater than 100 feet from a fire hydrant. The fire hydrants do not properly cover the southeast corner of building 3 as they are over 300ft apart. Additionally, they're not in proper coverage of building 1 at its northeast corner. The measurement is as the hose would lay, not through the buildings.
   NBFD: Completed

Reference Comments:

1. Plans and specifications for the installation / modification of the automatic sprinkler system shall be submitted for review and approval. Provide automatic sprinkler contractor shop drawings for review. Indicate all new or modified existing pipe routing, material catalog cut sheets, and hydraulic calculations (as required by NFPA 13). *IBC Section 106, IFC Section 903.1 NFPA 13 Section 14*

The proposed drawing does not illustrate the location of the required fire department connections. The fire department connection must be oriented to the front side of the building. *A two-hour-rated fire room must be constructed with an outside entrance and accessibility to the inside of the building as noted.*

- *All occupancies shall provide the following:*
- *Sprinkler and fire pump rooms. 2-hour fire rated enclosure with an automatic fire suppression system with both an outside door at grade and inside door access. Municipal Ordinance 302.1.1.8, IFC Section 913.6*

2. Fire alarm contractor shop drawings must be submitted for review with the final application. Shop drawings shall indicate all fire alarm devices, wiring diagram, point-to-point wiring, material catalog cut sheets, battery backup calculations, and voltage drop calculations. *IFC Section 907.1.1 NFPA 72 4.4.4.2, 4.5.1, Chapter 14*

3. Provide a drawing indicating the fire extinguisher size, type, and layout/placement for review and comment with the final submittal *IFC Section 906*

4. A fire lane must be established and approved by the code official. Approved signs or other approved notices shall be provided for fire apparatus access roads to identify such roads or prohibit the obstruction thereof. Signs or notices shall be always maintained in a clean and legible condition and is replaced or repaired when necessary to provide adequate visibility. Contact the Village of Northbrook Fire Prevention Bureau for a fire lane application. *IFC 503.3*

- Fire apparatus access roads shall have an unobstructed width of not less than 20 feet and 26feet where the building exceeds 30 feet in height, except for approved security gates in accordance with Section 503.6 and an unobstructed vertical clearance of not less than 13 feet 6 inches (4115 mm).

- The code official shall have the authority to require an increase in the minimum access widths where they are inadequate for fire or rescue operations.

- Fire apparatus access roads shall be designed and maintained to support the imposed loads of fire apparatus and shall be surfaced to provide all-weather driving capable of supporting the imposed load of fire apparatus weighing at least 80,00 pounds.

- The required turning radius of a fire apparatus road shall be determined by the code official. Contact the Village of Northbrook Fire Prevention Bureau for emergency vehicle turning radius templates.

- Dead-end fire apparatus access roads more than 150 feet (45 720 mm) in length shall be provided with an approved area for turning around fire apparatus.

- The grade of the fire apparatus access road shall be within the limits established by the code official based on fire department's apparatus
  IFC 503.2

5. An emergency key box (Knox Box) shall be provided for the facility. The key box system provides fire suppression personnel with access to the building's utility areas (sprinkler, electrical and mechanical rooms, etc.) The key box shall be mounted at a height no higher than 60". AFF, by the main entrance or as directed by the fire department. The key box will be used by the fire service personnel for emergency access only. This Knox box shall be monitored by the fire alarm system. Every building will have its own Knox box per address. A second box may be requested by the Fire Marshal.

6. Standpipe system shall be installed per Northbrook amendment to the 2018 IFC section 905.3.1.

7. Provide elevators in accordance with Northbrook amendment to the IFC section 606.1.1: Automatic elevators for Fire Department use. Where elevators are provided in buildings that are: (1) three or more stories above grade plane; (2) three or more stories below grade plane; or (3) are use groups I, R-1 or R-2, at least one elevator shall be provided for fire department emergency access to all floors. The power supply for these elevators shall be normally provided by the premises' electrical supply. In the event of a power supply failure, an emergency electrical system shall automatically provide power for a duration of not less than 24 hours, installed per section 604. Elevators designated as emergency access shall accommodate an 88" long and 26" wide stretcher within the elevator cab, accounting for handrails and shall be identified by the international symbol for emergency medical services (star of life). The symbol shall not be less than 3 inches (76 mm) high and shall be placed inside on both sides of the hoist way door frame.

8. If you are to provide a diesel fueled generator you will need to comply with the following requirements of Northbrook amendment to 2018 IFC section 5704.2.9

    - An above-ground tank may be used for the purpose of storing and dispensing Class II or IIIA liquids used to fuel the operation of an emergency generator system, provided that: The above-ground tank has a fuel storage capacity of not more than 2,000 gallons; the above-ground tank is located in compliance with the International Fire Code. The above-ground tank is equipped with secondary containment in accordance with the International Fire Code.

9. An emergency responder radio coverage will need to be tested. Both fire alarm and police frequencies will need to be verified prior to occupying the building. A repeater may be required.

Based on the information provided the plans are **"APPROVED"**.

Sincerely,

Kevin Frangiamore
Fire Marshal
Northbrook Fire Department

Village Board of Trustees Minutes

Sandra "Sandy" Frum Board Room
1225 Cedar Lane Northbrook, IL 60062
Tuesday, May 26, 2026

Village President Kathryn Ciesla called the meeting to order at 7:30 PM

1. ROLL CALL

Attendee Name	Title	Status
Kathryn Ciesla	Village President	Present
Robert Israel	Trustee	Present
Heather Ross	Trustee	Present
Johannah Hebl	Trustee	Present
Joy Ebhomielen	Trustee	Present
Matt Cassidy	Trustee	Present
Tamara Reese	Trustee	Present

2. PLEDGE OF ALLEGIANCE

3. MINUTES APPROVAL

A. May 12, 2026 Regular Board Meeting Minutes for Approval

RESULT:	**APPROVED [6 – 0]**
MOVER:	Johannah Hebl, Trustee
SECONDER:	Heather Ross, Trustee
AYES:	Israel, Ross, Hebl, Ebhomielen, Cassidy, Reese
NAYES:	None
ABSTAIN:	Kathryn Ciesla, President
ABSENT:	None

4. PUBLIC COMMENT TIME

Jill Carlisle urged the Board to consider the impact of the development on existing businesses, improve communication with affected owners, and address the lack of available commercial space for displaced and future businesses.

David Hochberg thanked the community for a successful Memorial Day event and expressed concerns about budget priorities and the selection process for the vacant Board seat.

Scott Cawley urged the Board to preserve Northbrook's small-town character and carefully consider the traffic and density impacts of taller downtown development.

Nancy Goodman opposed the proposed downtown redevelopment, citing concerns about losing local businesses, village character, and historic community assets.

10. PLANNING AND ECONOMIC DEVELOPMENT

A. A Public Hearing for a Special Permit Renewal at 3141 Dundee Road for an Existing Taekwondo Facility

RESULT:	**OPEN PUBLIC HEARING [6 – 0]**
MOVER:	Robert Isreal, Trustee
SECONDER:	Heather Ross, Trustee
AYES:	Israel, Ross, Hebl, Ebhomielen, Cassidy, Reese
NAYES:	None
ABSTAIN:	Kathryn Ciesla, President
ABSENT:	None

RESULT:	**CLOSE PUBLIC HEARING [6 – 0]**
MOVER:	Robert Isreal, Trustee
SECONDER:	Joy Ebhomielen, Trustee
AYES:	Israel, Ross, Hebl, Ebhomielen, Cassidy, Reese
NAYES:	None
ABSTAIN:	Kathryn Ciesla, President
ABSENT:	None

B. Ordinance 2026-31 Approving the Renewal of a Special Permit for a Taekwondo Facility in the C2 District (K.H. Kim's Taekwondo Academy, Ltd)(Docket No. BOT-26-02)

RESULT:	**ADOPTED [6 – 0]**
MOVER:	Johannah Hebl, Trustee
SECONDER:	Matt Cassidy, Trustee
AYES:	Israel, Ross, Hebl, Ebhomielen, Cassidy, Reese
NAYES:	None
ABSTAIN:	Kathryn Ciesla, President
ABSENT:	None

C. Preliminary Review Request by Pulte Home Company LLC for a Rezoning, Subdivision, and Planned Unit Development for a Mixed-Use Development at 1901 Cherry Lane (Meadow Plaza Shopping Center)

Director McEwan discussed an application submitted by Plute Home Company LLC requesting zoning approval for a new mixed use residential and commercial development at 1901-1975 Cherry Lane (currently Meadow Plaza Shopping Center). She provided a brief overview of the following: property's history, zoning, and proposed use.

The Board discussed the proposed Meadow Plaza redevelopment, with Trustees generally supporting the concept while raising specific items for further review should a formal application be filed with the Village including traffic, building height, environmental remediation, downtown vitality and character. It was noted that while the zoning allows for mixed use redevelopment by the private property owner, engagement with the Chamber of Commerce, Farmers Market and Village Church are underway to support downtown business and events..

MOTION:	**RESERVE TO THE BOARD OF TRUSTEES TO CONDUCT A PUBLIC HEARING [6 – 0]**
MOVER:	Johannah Hebl, Trustee
SECONDER:	Joy Ebhomielen, Trustee
AYES:	Israel, Ross, Hebl, Ebhomielen, Cassidy, Reese
NAYES:	None
ABSTAIN:	Kathryn Ciesla, President
ABSENT:	None

President Ciesla called for a five-minute break.

D. Ordinance 2026-32 Approving a Real Estate Purchase and Sale Agreement with The Habitat Development Company LLC for Lot 2 of 1657 Shermer Road

RESULT:	**ADOPTED [6 – 0]**
MOVER:	Johannah Hebl, Trustee
SECONDER:	Robert Israel, Trustee
AYES:	Israel, Ross, Hebl, Ebhomielen, Cassidy, Reese
NAYES:	None
ABSTAIN:	Kathryn Ciesla, President
ABSENT:	None

Village Attorney Elrod provided an overview of the proposed $10.5 million sale agreement for the former Grainger property at 1657 Shermer Road, including due diligence, zoning, and TIF review provisions.

E. Preliminary Review of a Request by Habitat Development Company, LLC for a planned unit development located at 1657 Shermer Road

MOTION:	**RESERVE TO THE BOARD OF TRUSTEES TO CONDUCT A PUBLIC HEARING [6 – 0]**
MOVER:	Johannah Hebl, Trustee
SECONDER:	Joy Ebhomielen, Trustee
AYES:	Israel, Ross, Hebl, Ebhomielen, Cassidy, Reese
NAYES:	None
ABSTAIN:	Kathryn Ciesla, President
ABSENT:	None

Director McEwan discussed an application submitted by Habitat Development Company requesting zoning approvals for a new mixed use residential and commercial development at 1657 Shermer Road. She provided a brief overview of the following: property's history, zoning, and proposed use

F. Resolution 2026-R-102 Providing for the Potential Reimbursement of Eligible Costs in Connection with the Northbrook Downtown Tax Increment Financing Development Plan and Project


CHERRY LANE
KEYSTONE AVENUE
MEADOW ROAD
SHERMER ROAD
30
30
5
10
23

Village Board of Trustees Minutes

Sandra "Sandy" Frum Board Room
1225 Cedar Lane Northbrook, IL 60062
Tuesday, August 25, 2026

Village President Kathryn Ciesla called the meeting to order at 7:30 P.M.

1. ROLL CALL

Attendee Name	Title	Status
Kathryn Ciesla	Village President	Present
Robert Israel	Trustee	Present
Heather Ross	Trustee	Present
Johannah Hebl	Trustee	Present
Joy Ebhomielen	Trustee	Present
Matt Cassidy	Trustee	Present
Tamara Reese	Trustee	Present

2. PLEDGE OF ALLEGIANCE

3. SWEARING IN OF POLICE CHIEF MARC FAINMAN

Police Chief Fainman expressed gratitude for the opportunity to lead his hometown department, emphasizing officer wellness, teamwork, and continued service to the community.

4. MINUTES APPROVAL

A. August 11, 2026 Regular Board Meeting Minutes for Approval

RESULT:	**APPROVED [6 – 0]**
MOVER:	Johannah Hebl, Trustee
SECONDER:	Robert Israel, Trustee
AYES:	Israel, Ross, Ebhomielen, Hebl, Cassidy, Reese
NAYES:	None
ABSTAIN:	Kathryn Ciesla, President
ABSENT:	None

5. PUBLIC COMMENT TIME

Susan Nelson addressed a narrative that residents oppose development because they fear change, instead advocating for thoughtful growth that preserves Northbrook's identity and serves the community.

6. MANAGER'S REPORT

A. Weekly Village Manager Reports

- Week Ending August 14
- Week Ending August 21

10. ADMINISTRATION AND FINANCE – None

11. PLANNING AND ECONOMIC DEVELOPMENT

A. Preliminary Review Request by Synergy Badminton for a Comprehensive Plan Amendment, Rezoning, and a Special Permit for a Physical Fitness Facility at 2775-2783 Shermer Road

RESULT:	**MOTION TO REFER TO PLAN COMMISSION [6 – 0]**
MOVER:	Johannah Hebl, Trustee
SECONDER:	Joy Ebhomielen, Trustee
AYES:	Israel, Ross, Ebhomielen, Hebl, Cassidy, Reese
NAYES:	None
ABSTAIN:	Kathryn Ciesla, President
ABSENT:	None

DPS Director McEwan presented an application submitted by Synergy Badminton for 2775 - 2783 Shermer Road.

The applicant is requesting a Comprehensive Plan Amendment, Rezoning, and a Special Permit for a Physical Fitness Facility. She provided a brief overview of the following: property's history, zoning and the necessary rehabilitation of the 135,000-square-foot building into a 35,000-square-foot space for a badminton facility.

She noted the requested relief and primary issues the Village Board should consider.

The Board spoke in favor of the application but expressed concern about ICS zoning for other tenants in the future.

B. A Presentation and Discussion on Sales Tax Rebate Incentive Options for Downtown Northbrook Businesses

DPS Director McEwan presented on the concept of establishing a downtown business incentive program, similar to programs offered by neighboring communities, to provide capped, sales tax-funded gap financing for eligible building and business improvements.

The Board engaged in discussion and provided feedback on the proposed program, including examples from neighboring communities, potential sales tax-based incentives, eligible improvements, private investment requirements, and safeguards to ensure the program benefits the Village.

C. Consideration and action on a motion to reverse the prior action of the Village Board and allow for the public hearing on the Zoning Application submitted by Pulte Home Company LLC for a Rezoning, Subdivision, and Planned Unit Development for a Mixed-Use Development at 1901 Cherry Lane (Meadow Plaza Shopping Center) to be conducted by the Village's Plan Commission

RESULT:	**MOTION TO REFER TO PLAN COMMISSION [5 – 1]**
MOVER:	Robert Israel, Trustee
SECONDER:	Matt Cassidy, Trustee
AYES:	Israel, Ross, Ebhomielen, Cassidy, Reese
NAYES:	Johannah Hebl, Trustee
ABSTAIN:	Kathryn Ciesla, President
ABSENT:	None

Village Attorney Culbertson explained the zoning application review process, including the roles of the Plan Commission and Village Board, noting that the Plan Commission serves solely as a recommending body on zoning matters while the Board has final authority over zoning applications and broader jurisdiction over related matters such as economic incentives, development agreements, and annexations.

The Board discussed the zoning review process and agreed that the Plan Commission should review the application within its zoning and land use purview before the Board considers the broader community, economic, and municipal impacts as the final decision-making body.

PUBLIC COMMENT

Maggie Walters expressed concerns about the proposed development's scale and potential impacts on downtown businesses, traffic, property values, schools, the library, and emergency services.

Evelyn Eaman Delmar urged the Board to support downtown redevelopment that preserves Northbrook's character, prioritizes commercial space and walkability, and protects existing tenants and community properties.

Stewart Stoller encouraged the Village to ensure timely access to public records and transparency throughout the Plan Commission review process.

Jane Mener shared a family business story to emphasize the importance of preserving established local businesses, familiar locations, and community connections.

Ellen Mink expressed strong support for preserving Meadow Plaza as a valued part of Northbrook's downtown and suggested a referendum to allow residents to weigh in on the proposed housing development.

Dr. Pat Young opposed the Meadow Plaza redevelopment, citing the loss of local businesses, parking, environmental concerns, tree removal, flooding risks, and zoning changes.

Lee Goodman urged greater transparency regarding the zoning code changes and called for a moratorium on redevelopment proposals within the Village Green Overlay District.

Nancy Goodman highlighted communications between Village officials and the Meadow Plaza owner regarding potential redevelopment and the future of the shopping center.

Alex Adler expressed concerns about Pulte's development and litigation history and urged the Village to carefully consider the potential long-term impacts on Northbrook's downtown.

Linda Mayer urged the Board to reflect residents' concerns about the Meadow Plaza proposal and consider other locations for additional housing while preserving established downtown businesses.

Laura Jaeger urged a collaborative approach to preserve Meadow Plaza's businesses while exploring thoughtful mixed-use redevelopment and expanded community opportunities.

Joel Fenner acknowledged Northbrook's history of positive change while urging the Board to preserve the community's character, existing businesses, and zoning standards.

James Williams supported preserving Meadow Plaza's accessible, locally owned businesses, emphasizing their importance to residents with disabilities and the broader community.

William Hunt argued that the proposed PUD does not align with the Comprehensive Plan or Village Green Overlay District standards and therefore should not be approved.

Katie Fishman shared young families' support for thoughtful growth that adds housing, thriving businesses, dining, green space, and community gathering places while preserving Northbrook's hometown character.

Nancy Jacobson urged the Village to preserve and strengthen Northbrook's retail district by supporting local businesses, restaurants, gathering spaces, and a vibrant downtown.

Brett Lawrence expressed opposition to the Meadow Plaza redevelopment and emphasized the continued opportunity for community discussion and consideration.

Steve Jenkins urged the Board to preserve the Village's small-town character and carefully consider the proposed Meadow Plaza redevelopment and zoning changes.

Susan Nelson called for a transparent, thorough review of the Meadow Plaza proposal, including its economic, environmental, traffic, parking, and community impacts.

Matthew Lause emphasized that Meadow Plaza's local businesses provide essential services, personal connections, and valuable community experiences for Northbrook families.

Anne Raven urged the Board to preserve downtown retail, neighborhood character, and walkability by carefully evaluating the proposed six-story development.

Gail Goldman raised concerns about overdevelopment's potential impact on schools and nearby residents and called for thorough investigation and meaningful community input.

Trustees discussed priorities for the Plan Commission, including retail, zoning and height, traffic, parking, drainage, fire access, school impacts, and alignment with the 2012 Downtown Plan.

12. **COMMUNITY AND SUSTAINABILITY** – None

13. **HOUSING** – None

14. **LABOR RELATIONS** – None

15. **PUBLIC WORKS AND FACILITIES** – None

Joe Doud Administration Building
545 Academy Drive
Northbrook, IL 60062-2426

847-291-2960

nbparks.org

September 24, 2026

Swati Pandey, AICP
Village of Northbrook
1225 Cedar Lane
Northbrook, IL 60062

Dear Swati:

I am writing in response to a request for comment on: PCD-26-05: 1901 Cherry Lane.

Thank you for sharing the revised application for the proposed development at 1901 Cherry Lane. The Board of Commissioners reviewed the project narrative, fiscal impact information, and site plan at the Regular Board Meeting on September 23, 2026.

The Board of Commissioners appreciates being kept apprised of the development plans and was pleased to see that the developers' fiscal study from Gruen Gruen + Associates accounts for impact fees to the units of local government as required by Ordinance.

Please continue to keep the Park District updated on any future changes to the proposed development.

Sincerely,

C. Leiner

Chris Leiner, CPRP
Executive Director
Northbrook Park District

CL:wp

Joe Doud Administration Building
545 Academy Drive
Northbrook, IL 60062-2426

847-291-2960

nbparks.org

August 21, 2026

Swati Pandey, AICP
Village of Northbrook
1225 Cedar Lane
Northbrook, IL 60062

Dear Swati:

I am writing in response to a request for comment on: PCD-26-05 – 1901 Cherry Lane

Thank you for sharing the application for the proposed development at 1901 Cherry Lane. The Board of Commissioners reviewed the project narrative, fiscal impact information, and site plan at its August 17, 2026, Committee of the Whole meeting. The District has no comments at this time regarding the development as currently proposed. Please keep us updated on any future changes.

Sincerely,

Chris Leiner
Executive Director
Northbrook Park District

Archived: Tuesday, August 25, 2026 9:09:47 AM
From: Kelly Durov
Sent: Monday, August 24, 2026 5:23:51 PM
To: Pandey, Swati
Cc: Kate Hall; Kohlstedt, Michaela
Subject: Re: New Docket: PCD-26-05: 1901 Cherry - The Flats & Shops at North Branch (Pulte)
Sensitivity: Normal

Hi Swati,
I am not able to provide comments on behalf of the Library and Board at this time.

--
Kelly Durov (she/her)
Assistant Director
Northbrook Public Library
[redacted]

On Mon, Aug 24, 2026 at 12:44 PM Pandey, Swati <[redacted]> wrote:

> Hello Kelly – Left a voicemail. Please give me a call and we can discuss further, Thanks!
>
> **Swati Pandey, AICP**
>
> **Senior Planner** | Village of Northbrook
>
> Development & Planning Services
>
> 1225 Cedar Lane | Northbrook, IL 60062
>
> [redacted]
>
> **From:** Kelly Durov <[redacted]>
> **Sent:** Monday, August 24, 2026 12:33 PM
> **To:** Pandey, Swati <[redacted]>

Archived: Monday, September 21, 2026 9:01:13 AM
From: Marilyn Fish
Sent: Sunday, September 20, 2026 9:04:57 AM
To: Pandey, Swati
Subject: Downtown Northbrook
Response requested: Yes
Sensitivity: Normal

Beware External Email - Think Before You Act

Good Day,
I have many concerns about the plans to take down retail and replace it with dense housing. I hope you will do a traffic study, as I live on Walters near downtown and am very concerned about what that will do to traffic on Walters. I am also concerned about my property value with increased traffic, crowded schools, and loss of walkability to retail. Does the Board intend to reimburse property owners for the drop in the value of their home?

If an increase of density is the top priority for the Board, when not lesser density with retail on the first level and two levels of residential? There already is increased density in the downtown area with all the new developments either already built or in the offing.

Wheeling did a wonderful job of creating a town center. Why not use Northbrook Court to do the same? It has space for both retail and residential and has the road infrastructure to carry the traffic.

Please consider smart planning!

Marilyn Fish

Archived: Wednesday, September 23, 2026 8:53:58 AM
From: noreply@civicplus.com
Sent: Tuesday, September 22, 2026 9:50:31 PM
To: Managers Office Public Comments; Kohlstedt, Michaela; Pandey, Swati; McEwan, Amy
Subject: Online Form Submittal: Public Comment Form
Sensitivity: Normal

Beware External Email - Think Before You Act

Public Comment Form

The Village Board likes hearing from you and encourages you to provide our board, committees, and commissions with your thoughts and ideas. We make better decisions when you get involved.

Because we know you can't always get to a meeting, we've created a way for you to share your comments with us via this web form. Comments will be delivered to all members of your selected board, committee, or commission if applicable.

Written comments will not be read aloud during a public meeting. If you want to make a 'live' comment, you can do so by attending a meeting and asking to be heard during public comment time.

Thank you for providing your valuable feedback.

(Section Break)

Select the Board, Committee, or Commission you wish to address:	Plan Commission
Name	Tiffany Green
Email Address	tiffanyanngreen@yahoo.com
Address	2611 Oak Ave
City	Northbrook
State	IL
Zip Code	60062
Comment:	I am very opposed to the proposed Pulte development in the Meadow Plaza shopping center for multiple reasons. First, it only allows for two small retail spaces, which will displace stores I shop at frequently: Northbrook Ace Hardware, Book Bin and La

De Da. I have been a regular customer at those stores since moving to Northbrook 20 years ago. Having multiple local stores in a central downtown location allows me to shop locally and fosters a feeling of community because I know the owners and employees. The proposed Pulte development would not only destroy what little downtown area we have, but would also cause more congestion and traffic than Cherry street can handle. Additionally, three six-story residential buildings would tower over the rest of the village and look out of place. Finally, I am opposed to the project because Pulte has a horrible reputation as a builder and developer. I am not opposed to development that allows for residential units over a retail base, but it should be built in accordance with current zoning laws. This is simply the wrong project by the wrong developer.

Email not displaying correctly? View it in your browser.

Archived: Friday, September 25, 2026 8:52:37 AM
From: noreply@civicplus.com
Sent: Friday, September 25, 2026 7:34:54 AM
To: Managers Office Public Comments; Kohlstedt, Michaela; Pandey, Swati; McEwan, Amy
Subject: Online Form Submittal: Public Comment Form
Sensitivity: Normal

Beware External Email - Think Before You Act

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Thank you for providing your valuable feedback.

(Section Break)

Select the Board, Committee, or Commission you wish to address:	Plan Commission
Name	Ryan J Lee
Email Address	75rjlee@gmail.com
Address	1145 Briarwood Ln
City	Northbrook
State	IL
Zip Code	60062
Comment:	The proposed development for downtown Northbrook is BAD for the Village. Families like ours, who chose to live walking distance from downtown Northbrook, did not do so to be able to walk to condos. We want to be able to walk to retail stores and

restaurants. Also, the intersection of Cherry and Meadow is already busy and unsafe and this development will exacerbate the problem. Don't keep playing dumb with us, we know this is a private sale but the Village weird power with zoning, the proposed development can't proceed without the Village changing zoning.

Email not displaying correctly? View it in your browser.

Archived: Monday, September 28, 2026 6:02:04 PM
From: noreply@civicplus.com
Sent: Monday, September 28, 2026 4:30:15 PM
To: Managers Office Public Comments; Trustees; Kohlstedt, Michaela; Pandey, Swati; McEwan, Amy; Peters, Richard
Subject: Online Form Submittal: Public Comment Form
Sensitivity: Normal

Beware External Email - Think Before You Act

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Thank you for providing your valuable feedback.

(Section Break)

Select the Board, Committee, or Commission you wish to address:	Administration & Finance Committee, Plan Commission, Planning & Economic Development Committee, Village Board of Trustees, Zoning Board of Appeals
Name	MELVYN COHEN
Email Address	melfredcohen@yahoo.com
Address	2133 Madison Circle
City	Northbrook
State	Illinois
Zip Code	60062-7806
Comment:	I am a long time resident of Northbrook. I have a Master's degree in Urban Planning and worked in the Planning and Development department in Rockford and Winnebago County for several years. The comments below refer to the Meadow Plaza redevelopment .

Landscaping - the landscape plan only shows the removal of the current landscaping. There is no plan, other than a nice rendering showing the new landscape design. Also, the building plan is staged over what could be several years. AT what point will the property and the common area of Lot 6 be scheduled
Loading areas - there are no loading docks. In my opinion these are not good areas. One is in front of the building and the other blocks the scavenger area.
Commercial buildings - Pulte states they will not be constructing these buildings. What guarantees are there that the developer of these buildings will follow the plan as presented or will this part of the plan need to be renegotiated with the new developer.
Staged building - is there a time frame under which the project must be completed whether or not Pulte sells the required units in each building. What are the plans if the build out takes longer than the time frame set by the Village. Does anything change if Pulte decides to take on debt to finish the project. What happens to the parking requirements while the project is being completed? What happens to the parking near the commercial buildings if those buildings are not built until near the end of the project.
I am sure as more information is available more comments will be forthcoming

---

Email not displaying correctly? View it in your browser.

Archived: Wednesday, September 30, 2026 4:42:02 PM
From: Ellen Fox
Sent: Tuesday, September 29, 2026 4:16:52 PM
To: Pandey, Swati
Subject: Save Downtown Northbrook
Sensitivity: Normal
Archived: Wednesday, September 30, 2026 4:42:02 PM

Beware External Email - Think Before You Act

Hello, My name is Ellen Fox. I would like to comment on the plan to redevelop downtown Northbrook.

I moved to Northbrook in 1965 at the age of 3 and spent nine years on Briarwood Lane, attending Greenbriar school, going to Country Maid Bakery, Huerbinger Drugs, the Book Bin, Ben Franklin, 31 Flavors and of course the library and Tower Rink skating. To us youngsters that was going "uptown" and it was not only fun but it was a place to go, and a place for parents to let us go to expand our boundaries without parental oversight. That was a milestone in growing up.

Fast forward to 2017. My husband and I moved to Northbrook after living for years in both Evanston and Chicago. My husband grew up in Winnetka (and Philly for a period). We lived on Walters/Church and we LOVED living there. Originally we selected the location for the "feel of the area" and the proximity to I-94 because we had a 2nd home in SE WI. I never thought I'd love another town more or the same as I loved Evanston but living in Northbrook, near the downtown, was IDYLLIC. We loved that we could walk to the grocery store, the hardware store, the farmer's market, the coffee shop, the dry cleaner, the bookstore, the library, the village green, 3 Bags Full (I learned to knit!!), etc. It was perfect. We were in our late 50s and I was so happy to have found that downtown vibe so close to home. It felt like a secret and invaluable! We moved to our WI home 60 mi north upon retirement but I still go into Northbrook for knitting at 3 bags full, buy books and visit the turtles at the Book Bin, buy items they don't have in our area Sunset Foods, go Carolyn Lorraine for haircuts, (La Vie Nails, not in downtown but nearby) AND Leonidas as well as the new (& fabulous) community-building Bean Bar.

Looking ahead 8-10 years when my husband and I may not utilize our lake home as much as we currently do, Northbrook is one of the places I'd go back to BECAUSE of that downtown. You get rid of that and you lose the soul of that town. And you lose my interest in returning.

I may not have much sway since I'm not even an IL resident at this point but because of how special downtown Northbrook is, I expect you'll hear many other stories like mine, telling of the beauty and uniqueness of downtown NBK. Please listen!!

Thanks,

Ellen Rietz Fox
773-909-8117

Archived: Wednesday, September 30, 2026 4:48:31 PM
From: goldenmj7@aol.com
Sent: Tuesday, September 29, 2026 4:56:44 PM
To: Pandey, Swati
Subject: Shopping Center
Sensitivity: Normal

Beware External Email - Think Before You Act

My thoughts after living in Northbrook for 63 years:

My husband and I built our home in Northbrook in 1963. We raised three sons who still live in the area. Our youngest son has "special needs". We decided to buy a small condo in downtown Northbrook to see if he could live on his own, and it has worked out very well. He can't drive and living in downtown provides him with almost everything he needs. If our shopping center is gone, I don't know what he will do. He has groceries, hardware supplies, eye doctors, restaurants and more, just steps from his front door.
I also shop there daily. Another son lives in a nearby town that condos have taken over their shopping center and he dislikes the change.
I can't believe we need more condos in place of our special shopping center.
Muriel Johnson
847-774-3803

Archived: Wednesday, September 30, 2026 4:52:05 PM
From: RON MANTEGNA
Sent: Tuesday, September 29, 2026 5:06:11 PM
To: Pandey, Swati; Trustees
Subject: Plans for Meadow Plaza
Sensitivity: Normal

Beware External Email - Think Before You Act

To Members of the Northbrook Board and Planning Commission

In my 58 years in Northbrook, I can't recall another proposal that has produced such clear opposition. Northbrook has about 13,000 households. About 6,000 Villagers have signed a petition opposing Pulte's plan. About 7,000 have viewed Lee Goodman's videos underscoring that opposition.

That's an extraordinary level of public participation against Pulte's proposal.

What has our Board received as public support for Pulte's plan?

In evaluating a major development that will affect Downtown Northbrook for decades, our Board must consider both the merits of the developer's proposal and the level of community support. Petitions and video views alone cannot determine what is best for Northbrook. **But the level of community engagement against Pulte's proposal is overwhelmingly clear.**

So, how will you, our elected leaders, resolve this hot-button issue?

I want to believe that you are the People's advocate—and that you are listening to what **Northbrook residents are telling you.**

Some good people I respect believe Northbrook residents need to "lawyer up." They see this as a fight between Northbrook residents and Pulte. I believe that's the wrong way to look at it. **I believe the Village Board is OUR representative, OUR advocate—and that you will reflect OUR priorities: We, the People of Northbrook.**

If we, the People of Northbrook, believe we must organize as an adversary to our own Village Board in order to protect what we believe is important to Northbrook, then something is going very wrong. We, the People—Northbrook residents, not lawyers, graphs, or reams of detailed reports—have made our opposition to Pulte's plan very clear.

We know how Pulte feels about its plan. They like it. **We ask our Board to listen to what we've been saying, understand our priorities, and advocate for what is best for the people of Northbrook.**

Will the overwhelming opposition of Northbrook residents to Pulte's plan be reflected in your decision?

Ron Mantegna
2320 Cambridge Dr

Archived: Wednesday, September 30, 2026 4:53:56 PM
From: noreply@civicplus.com
Sent: Tuesday, September 29, 2026 5:18:01 PM
To: Managers Office Public Comments; Kohlstedt, Michaela; Pandey, Swati; McEwan, Amy; Trustees
Subject: Online Form Submittal: Public Comment Form
Sensitivity: Normal

Beware External Email - Think Before You Act

Public Comment Form

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Thank you for providing your valuable feedback.

(Section Break)

Select the Board, Committee, or Commission you wish to address:	Plan Commission, Village Board of Trustees
Name	Ron Mantegna
Email Address	ron.mantegna@comcast.net
Address	2320 Cambridge Dr
City	Northbrook
State	IL
Zip Code	*Field not completed.*
Comment:	In my 58 years in Northbrook, I can't recall another proposal that has produced such clear opposition. Northbrook has about 13,000 households. About 6,000 Villagers have signed a petition opposing Pulte's plan. About 7,000 have viewed Lee Goodman's

videos underscoring that opposition.

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If we, the People of Northbrook, believe we must organize as an adversary to our own Village Board in order to protect what we believe is important to Northbrook, then something is going very wrong. We, the People—Northbrook residents, not lawyers, graphs, or reams of detailed reports—have made our opposition to Pulte's plan very clear.

We know how Pulte feels about its plan. They like it. We ask our Board to listen to what we've been saying, understand our priorities, and advocate for what is best for the people of Northbrook.

Will the overwhelming opposition of Northbrook residents to Pulte's plan be reflected in your decision?

Email not displaying correctly? View it in your browser.

Archived: Wednesday, September 30, 2026 5:07:09 PM
From: Diane Bartelt
Sent: Tuesday, September 29, 2026 6:25:45 PM
To: Pandey, Swati
Subject: Redevelopment of Northbrook Meadows Plaza
Sensitivity: Normal

Beware External Email - Think Before You Act

I sincerely hope that this charming shopping venue in Northbrook is retained. I head to Three Bags Full from my home in Evanston every chance I get - for yarn, needles, patterns and classes- In addition, I often shop at the other stores in that center when I am in that neighborhood. Three Bags Full is a gem of a store which provides not only shopping but a community for crafts people. I have benefitted from classes, individual help and a place to go when I need quality knitting supplies. The idea that this shopping center would be torn down and replaced with housing is truly sad. I hope you take a moment to think about the quality of life and **positive community** this store provies. This kind of establishment is not easy to replicate - It would be a sincere loss to Northbrook if the owners had to look for an alternative location (my hope would be that they would move to Evanston so I could shop there more frequently!!). Thank you - avid knitter - Diane Bartelt

Archived: Wednesday, September 30, 2026 5:11:45 PM
From: Jan
Sent: Tuesday, September 29, 2026 7:29:48 PM
To: Pandey, Swati
Subject: Three Bags Full Knit Shop
Sensitivity: Normal

Beware External Email - Think Before You Act

Dear [Developer/Property Owner],

I am writing to ask you to please reconsider any plans that would result in the closing of our beloved local knit shop in Northbrook.

Although I do not live in Northbrook, I have been coming to this shop for more than 20 years. That alone says so much about how special this place is. I have continued to make the trip because of the wonderful selection, the knowledge and kindness of the people who work there, and most importantly, the sense of community that has been created over the years.

This is not simply a store where people go to buy yarn. It is a place where friendships have been made, skills have been shared, and people have come together through a common love of knitting and creating. For many of us, it has become a very special part of our lives.

I understand that communities grow and that development is sometimes necessary. But I sincerely hope there is a way to allow this small, locally loved business to remain. Perhaps the shop could be incorporated into the development or given another suitable location nearby.

Please consider the many people—both Northbrook residents and those of us who travel from surrounding communities—who have supported this shop for decades. We are not just customers. We are a community of people who would truly miss having this special place.

After more than 20 years of coming to this shop, I would hate to see it disappear simply because of new development.

Please help us find a way to preserve this wonderful business and the community it represents.

Thank you for listening and for considering the voices of those of us who care deeply about this shop.

Sincerely,

Jan Himmelfarb
847.721.1614

Archived: Wednesday, September 30, 2026 5:13:37 PM
From: Jan
Sent: Tuesday, September 29, 2026 7:35:09 PM
To: Pandey, Swati
Subject: Save Three Bags Full
Sensitivity: Normal

Beware External Email - Think Before You Act

Dear Pulte Developor,

I am writing to ask you to please reconsider any plans that would result in the closing of our beloved local knit shop in Northbrook.

Although I do not live in Northbrook, I have been coming to this shop for more than 20 years. That alone says so much about how special this place is. I have continued to make the trip because of the wonderful selection, the knowledge and kindness of the people who work there, and most importantly, the sense of community that has been created over the years.

This is not simply a store where people go to buy yarn. It is a place where friendships have been made, skills have been shared, and people have come together through a common love of knitting and creating. For many of us, it has become a very special part of our lives.

I understand that communities grow and that development is sometimes necessary. But I sincerely hope there is a way to allow this small, locally loved business to remain. Perhaps the shop could be incorporated into the development or given another suitable location nearby.

Please consider the many people—both Northbrook residents and those of us who travel from surrounding communities—who have supported this shop for decades. We are not just customers. We are a community of people who would truly miss having this special place.

After more than 20 years of coming to this shop, I would hate to see it disappear simply because of new development.

Please help us find a way to preserve this wonderful business and the community it represents.

Thank you for listening and for considering the voices of those of us who care deeply about this shop.

Sincerely,
Jan Himmelfarb

Archived: Wednesday, September 30, 2026 5:16:03 PM
From: Ann Christoff
Sent: Tuesday, September 29, 2026 11:44:44 PM
To: Pandey, Swati
Subject: Save downtown Northbrook
Sensitivity: Normal
Archived: Wednesday, September 30, 2026 5:16:03 PM

Beware External Email - Think Before You Act

I raised my two girls in Northbrook and although we all live in other regions, we always reunion in downtown Northbrook. We frequented the Starbucks and now The Bean. My one daughter stocks up on yarn at the yarn store and we always find something at the dollar store.

It's a unique downtown. Quiet, uncrowded, and easy to navigate. Nowadays most towns are riddled with stoplights or overcrowded. We hope you can save it

Ann Christoff
958 Marvell Lane
Highland Park IL

Archived: Wednesday, September 30, 2026 5:17:45 PM
From: Kristie Webber
Sent: Wednesday, September 30, 2026 7:45:21 AM
To: Pandey, Swati
Subject: Downtown Northbrook Redevelopment Plan
Sensitivity: Normal

Beware External Email - Think Before You Act

Dear Ms. Pandey,

As a knitting and local business enthusiast, I wanted to write in support of maintaining the existing development in downtown Northbrook that includes Three Bags Full. Finding places with a true and established sense of community doesn't seem to happen as much in current times. For decades, Three Bags Full has been that place--and a robust business. The shop already moved once when the small house it was in at the corner of Waukegan and Shermer was torn down to make another business. I don't live in Northbrook but I think it's now a Walgreens.

I can't attend the October 6 planning meeting but wanted to share my thoughts. I would think new development is lucrative from a financial perspective but I think longer term, community-based aspects can be even more valuable.

Thanks for your consideration,
Kristie Webber
Highland Park, IL

Archived: Wednesday, September 30, 2026 5:20:08 PM
From: Char Patelski
Sent: Wednesday, September 30, 2026 8:22:44 AM
To: Pandey, Swati
Subject: Downtown Northbrook
Sensitivity: Normal
Archived: Wednesday, September 30, 2026 5:20:08 PM

Beware External Email - Think Before You Act

I live in Park Rudge but our parents have lived in Northbrook for over 40 years. I frequent many downtown stores in Northbrook including Three Bags Full yarn shop. The proposal to demolition the shopping area and stores to build a large condo complex in my opinion is a gross error and would change this area irreparably. The congestion created by that many more people living in an area that is already densely populated would cause parking and traffic issues. The loss of shopping and restaurants would negatively impact the town. Please do not approve this condo project.
Sincerely,
Charlynn Patelski
Sent from my iPhone

Archived: Wednesday, September 30, 2026 5:22:55 PM
From: Jennifer Kenny
Sent: Wednesday, September 30, 2026 8:23:31 AM
To: Pandey, Swati
Subject: Downtown Northbrook development
Sensitivity: Normal

Beware External Email - Think Before You Act

Hello,
I'm writing to voice my concerns over the development of downtown Northbrook.

I know you do not represent Pulte, but their renderings and plans for downtown Northbrook do not fit our village. The buildings they are hoping to erect lack the personality, charm, and warmth that Northbrook should be striving to implement for the benefit of generations to come!

I am not against change. I am against ruining downtown Northbrook's charm.

Winnetka is redeveloping their downtown. They have a different developer, but Winnetka obviously held that developer to an architectural code and is preserving Winnetka's character...perhaps even improving Winnetka's downtown, while keeping retail space, and offering different price points for potential buyers. See Winnetka's efforts below...

https://www.liveonewinnetka.com/?rccustomid=MTAzODMw-MVso#%2bjOvls%3d&utm_source=google&utm_medium=cpc&utm_campaign=payperclick&gad_source=1&gad_campaignid=24164285954&gbraid=0AAAABEceIQPdvgOqOn2mD3zQ4hIB3k4ll&gclid=Cj0KCQjw5vLVBhCiARIsAD56SFL54Ahz5B_UibvtJFPBFDQrKZjc9cs5ZfnRKJnMBkT6K_OfZTdSgIsaAi3dEALw_wcB

Northbrook has some real retail magnets in this retail block that would, again, cost Northbrook a lot of its charm (Three Bags Full, LaDiDa, The Book Bin), and these stores have been a real attraction to Northbrook for decades.

Again, I'm not against change. But if we are going to change, let's enhance Northbrook's aesthetic and keep the pieces that bring people to our downtown, not turn our downtown into the ugliest piece of property on the North Shore.

Thanks for reading,
Sincerely,

Jenny Kenny
2241 Catherine Street
+

Archived: Wednesday, September 30, 2026 5:25:43 PM
From: noreply@civicplus.com
Sent: Wednesday, September 30, 2026 5:07:31 PM
To: Managers Office Public Comments; Kohlstedt, Michaela; Pandey, Swati; McEwan, Amy; Trustees
Subject: Online Form Submittal: Public Comment Form
Sensitivity: Normal

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Public Comment Form

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Thank you for providing your valuable feedback.

(Section Break)

Select the Board, Committee, or Commission you wish to address:	Plan Commission, Planning & Economic Development Committee, Public Works & Facilities Committee, Village Board of Trustees
Name	JAMES PUGH
Email Address	jpugh328@gmail.com
Address	3032 Oxford Lane
City	Northbrook
State	IL
Zip Code	60062
Comment:	Revise the PUD or Vote It Down I have lived in Northbrook for 34 years and currently serve on the session at the Village Church. I support redeveloping the shopping center, but the current

proposal needs revision or rejection.

Building Height
Six-story buildings are inconsistent with the village's small-town character. Three- or four-story buildings, with retail or office space on the first floor, would be more appropriate like those along Shermer Road across from Village Green Park. The proposed development puts a monolithic, gray parking garage on the first floor of each building is also out of character.

Parking for Village Church
• The Village Church has been an integral part of the community for over 100 years. In addition to being a house of worship, the church makes it's facilities available for community groups including: a nursery school, Alcoholics Anonymous, Boy and Girl Scouts, Northbrook Women's Club and hosts the Northshore Chamber Music Festival.
• The family of the current shopping center owner donated land for the church building in the 1950's. Since that time, the Village Church has had an informal parking agreement with the shopping center's owner. In response to the church's parking concerns, the village development director provided only a letter listing the number of public parking spaces available in downtown Northbrook. This was an inadequate response for an institution that has been an integral part of the community for more than 100 years.
• Pulte Development has declined the church's requests to discuss parking in the redevelopment.
• The Village Board of Trustees should urge Pulte to engage in good-faith discussions with the church before approving the PUD.

Protect Trees Until the Riverwalk Is Guaranteed
No existing trees on "Lot 6" should be removed until completion of the riverwalk is guaranteed. The proposal would remove every existing tree from "Lot 6," the triangular parcel along the river behind the Village Church. It also calls for a wall at the west end of the parcel until the riverwalk connection to Shermer Road is completed. If that connection is not built and the wall remains, the trees should remain as well.

Guarantee Public Access to the Pond and Park
The village should ensure public access to the proposed pond and park by accepting the developer's proposal to designate Keystone Avenue and Riverview Drive as village streets. Condominium residents and commercial tenants are slated to fund the park's maintenance. If the roads remain private, condominium residents could treat the pond and park as an exclusive amenity preventing or limiting public access.

Provide Adequate Public Parking for the Park and Riverwalk
Downtown Northbrook already lacks sufficient public parking, and few public spaces are within a short walk of the proposed development. The new development provides only private parking for residents and patrons of the commercial space. To ensure the

new development benefits all residents, the Village Board of Trustees should focus efforts on additional public parking as part of downtown redevelopment.

Cookie Cutter Design
The Plute supplied renderings of the proposed condominium buildings look the same as dozens of other newly constructed apartment buildings in the area. The current designs do not bring the uniqueness that downtown Northbrook deserves.

Thank you for your consideration,
Jim Pugh
jpugh328@gmail.com

Email not displaying correctly? View it in your browser.

Archived: Wednesday, September 30, 2026 5:29:59 PM
From: Kathryn Dwyer
Sent: Wednesday, September 30, 2026 11:58:38 AM
To: Pandey, Swati
Subject: Northbrook Meadows Shopping Center
Sensitivity: Normal

Beware External Email - Think Before You Act

To Whom It May Concern,

I am writing to express my strong opposal to the Pulte redevelopment plan. I was born in Northbrook in 1986 and although I am currently living in Los Angeles, when I do go home, I enjoy going to the Northbrook Meadows Shopping Center. One of my favorite stops is Three Bags Full Knitting Studio. It's such a cozy little yarn + notions store - I have made several blankets and accessories using the yarn from this store and always enjoy popping in to see the team and get inspired to start a new project. Hey it's no VS Variety but I still love this little shopping center!

Northbrook Meadows Shopping Center is really vital to downtown Northbrook and I don't think that additional condos will help encourage people to visit. It will destroy the charm of the downtown area and doesn't make cohesive sense with the Village Green and Sunset Foods right there.

Literally my favorite summers were spent biking to Little Louie's for a dog, then BR for a daiquiri ice cone, then heading to the library to check out movies or books, and then hitting up Starbucks, the Book Bin, perusing at Jacqueline's... and it seems that the Pulte proposal would destroy that perfect afternoon for future generations.

Save Downtown Northbrook!!!!!
Katie Dwyer

Archived: Wednesday, September 30, 2026 5:35:04 PM
From: Avielle Siegel
Sent: Wednesday, September 30, 2026 2:47:48 PM
To: Pandey, Swati
Subject: Save downtown Northbrook
Sensitivity: Normal

Beware External Email - Think Before You Act

Dear Ms. Pandey,

I'm a Northbrook resident and am writing to submit my preference regarding the proposed redevelopment of Meadow Plaza.

I strongly support preserving downtown Northbrook and maintaining the commercial stores and businesses currently at Meadow Plaza. My family goes there regularly to shop at the Dollar Store, Ace Hardware, or even to get shoes repaired. Bean Bar has also been a welcome addition.

I'm not certain whether you are the correct person to whom I should submit this feedback. If not, would you please direct me to the appropriate person or let me know where I should formally submit my comments so they are part of the public record?

Thank you for your help.

Best,

Avielle Siegel

Archived: Thursday, October 1, 2026 4:22:01 PM
From: N. Petrich
Sent: Wednesday, September 30, 2026 6:26:55 PM
To: Pandey, Swati
Subject: Downtown Northbrook is for Northbrook and Surrounding Communities
Sensitivity: Normal

Beware External Email - Think Before You Act

To Whom it May Concern,

I am in favor of saving the retail space in downtown Northbrook. I live in Highland Park and actually do more of my shopping in Northbrook than Highland Park. I appreciate having an easy-to-navigate parking lot close to all the shops with a variety of stores that are reasonably priced, such as Ace, Three Bags Full and Turn the Tables. Some of these are unique and difficult to find elsewhere.

I recently discovered the Bean Bar restaurant. Unfortunately, my diet restrictions make eating out a challenge, but I can actually eat something on the menu at the Bean Bar (and Francesca's across the way). Considering there are only 6 other restaurants near my home where I can easily find something to eat, I appreciate having Bean Bar as an option.

And how many local book stores do we have where you can walk in and speak with knowledgeable staff to seek out good recommendations? I do my best to order from local stores, because I do not want to be left with a future where the only option of shopping is the Amazon monopoly.

We need to protect our small businesses; they are an integral part of our community. They build community. Have you been to Three Bags Full when they have knitting circles, hanging out, practicing and chatting? Will the lobby of the new "condos" offer that? Probably not. I doubt knitting experts will be on call in the lobby as people enter the building. Small businesses are part of the reason why people choose to live and work in the area.

Northbrook already recently built monstrous condos sticking out on Shermer Road like an out-of-place urban development (really missed the mark on that one; I mean who approved that design and allowed it to be so close to the road???). What's the reason for having more? Doesn't the sales tax support the community?

Please think about the members of Northbrook and the surrounding community who appreciate having local options for their shopping.

Thank you,
Nicole

Sent from Outlook

Archived: Thursday, October 1, 2026 4:26:51 PM
From: Jim Pugh
Sent: Thursday, October 1, 2026 9:07:43 AM
To: Pandey, Swati; Trustees
Subject: Revise the Meadow Plaza PUD or Vote It Down
Sensitivity: Normal

Beware External Email - Think Before You Act

I have lived in Northbrook for 34 years and currently serve on the session at the Village Church.

I support redeveloping the shopping center, but the current proposal needs revision or rejection.

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Cookie Cutter Design
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Best Regards,
Jim Pugh
847-274-3495

Archived: Thursday, October 1, 2026 4:39:48 PM
From: Peterson, Sharon R
Sent: Thursday, October 1, 2026 4:28:15 PM
To: Pandey, Swati; Trustees
Subject: Meadow Plaza Redevelopment
Sensitivity: Normal

Beware External Email - Think Before You Act

Hi,
I'm employed by The Village Presbyterian Church of Northbrook and am concerned about the lack of parking and loss of retail space in the proposed redevelopment plan.
I request the Trustees vote "no" on Tuesday, Oct. 6, so that another plan can be designed which would offer the current valuable stores alternate space near this l location and adequate parking for their businesses.
A combination of housing, retail, and parking seems reasonable.

Thank you,
Sharon R. Petersonl
Organist, Village Church Northbrook.

Kohlstedt, Michaela

From: noreply@civicplus.com
Sent: Friday, October 2, 2026 7:47 AM
To: Managers Office Public Comments; Kohlstedt, Michaela; Pandey, Swati; McEwan, Amy
Subject: Online Form Submittal: Public Comment Form

Beware External Email - Think Before You Act

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Thank you for providing your valuable feedback.

(Section Break)

Select the Board, Committee, or Commission you wish to address:	Plan Commission
Name	Jacky Walther
Email Address	*Field not completed.*
Address	4459 Four Winds Ln
City	Nortjbrook
State	IL
Zip Code	60062

Comment:	Re: the proposed Meadow Plaza development - 1) The prosed development would eliminate or significantly reduce the space now occupied by thriving businesses that contribute to the community. We should be supporting local businesses, not harming them. 2) While I realize that location is very important, Northbrook Court has become a blight on our community, very limited occupancy. We should encourage development there, rather than dismantling a viable business community and adding to the density of our downtown. Access to downtown from a development there could be provided by a community shuttle service, like the Niles Free Bus. 3) At a minimum, the size of the proposed Meadow Plaza project should be reduced, to leave the businesses currently there intact and re-purpose only a portion of the area currently devoted to public parking. Thank you.

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Kohlstedt, Michaela

From: noreply@civicplus.com
Sent: Thursday, October 1, 2026 10:02 PM
To: Managers Office Public Comments; Kohlstedt, Michaela; Pandey, Swati; McEwan, Amy; Trustees
Subject: Online Form Submittal: Public Comment Form

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Thank you for providing your valuable feedback.

(Section Break)

Select the Board, Committee, or Commission you wish to address:	Plan Commission, Village Board of Trustees
Name	Linda Zaleski
Email Address	linda.zaleski@comcast.net
Address	1124 Cedar Lane
City	Northbrook
State	Illinois

Zip Code	60062
Comment:	My dear fellow community members: I request please that you vote NO to the Meadow Plaza redevelopment proposed by Pulte. This proposed development would destroy the cultural identity of our downtown, displace almost a dozen thriving businesses, disturb the burial site of the Village Church, increase traffic to unacceptable levels, take away our walk to town location, remove needed retail spaces, worsen an already difficult parking situation on the the weekends and create a risk for other business not in Meadow Plaza, not to mention unknown risks such as effect on the schools, and the environment. A plan that retains the retail purpose of the current site AS A PRIORITY, respects the current long term businesses and provides for their continuance, maintains and respects church grounds, has a viable solution for handicapped parking, and does not exceed 3 stories should be sought. To proceed with this plan would be a travesty with negative effects felt for many years to come. Please do the right thing and reject this plan. Sincerely Linda Zaleski Cedar Lane Resident

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Kohlstedt, Michaela

From: noreply@civicplus.com
Sent: Friday, October 2, 2026 8:09 AM
To: Managers Office Public Comments; Kohlstedt, Michaela; Pandey, Swati; McEwan, Amy
Subject: Online Form Submittal: Public Comment Form

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(Section Break)

Select the Board, Committee, or Commission you wish to address:	Plan Commission
Name	Dr.Funda & Steven Kahn
Email Address	fundakahn@gmail.com
Address	1557 Suzann terrace
City	Northbrook
State	Ilinois
Zip Code	60062

Comment:	As Northbrook residence we appose PULTE's proposed Meadow Plaza development in its current form. Three six story residential buildings would place too much development on this downtown property and undermine the welcoming suburban character that makes Northbrook special. We are concerned about increased traffic, pressure on parking, potential impacts on our schools, and the loss of old neighborhood businesses. These concerns deserve careful, public consideration before any approval is granted. Our downtown is a place where residence shop, gather and enjoy a sense of community. Development should respect its scale and character. We believe this proposal would overwhelm the surrounding area mandate diminish the qualities that drew many of us to Northbrook. We respectfully urge the plan commission to recommend rejection of this proposal and seek a smaller, less dense development that preserves meaningful commercial space and fits our community.

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Kohlstedt, Michaela

From: noreply@civicplus.com
Sent: Thursday, October 1, 2026 7:18 PM
To: Managers Office Public Comments; Kohlstedt, Michaela; Pandey, Swati; McEwan, Amy; Trustees
Subject: Online Form Submittal: Public Comment Form

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(Section Break)

Select the Board, Committee, or Commission you wish to address:	Plan Commission, Village Board of Trustees
Name	Joanna Vodicka
Email Address	Joanna26@comcast.net
Address	2569 Canterbury dr
City	Northbrook
State	IL

Zip Code	60062
Comment:	Regarding the redevelopment of meadow plaza, I would recommend the plan commission look at alternative options and not support the Pulte development proposal as-is, and provide a recommendation based on the previous zoning. At this point, the Village BOT should save face and just state that the zoning of meadow plaza was done without proper due process and request that the zoning be reverted to what it was. Based on the history, I expect that the Village BOT will do nothing to change the course of Meadow Plaza, and all of these forums and sessions are to appease the public. I would be pleasantly surprised to have the Village BOT support the majority of residents on this one.

Email not displaying correctly? View it in your browser.



Kohlstedt, Michaela

From: noreply@civicplus.com
Sent: Thursday, October 1, 2026 6:54 PM
To: Managers Office Public Comments; Kohlstedt, Michaela; Pandey, Swati; McEwan, Amy
Subject: Online Form Submittal: Public Comment Form

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(Section Break)

Select the Board, Committee, or Commission you wish to address:	Plan Commission
Name	Howard Berger
Email Address	Howtocash@aol.comh@aol.com
Address	2237 Peachtree Lane
City	Northbrook
State	IL
Zip Code	60062

Comment:	I'm hoping you vote against the Pulte proposal. This does zero to improve the community. Where is the "downtown", if it becomes high density housing? There are a ton of blue signs on people's lawns. Please support us.

Email not displaying correctly? View it in your browser.



Kohlstedt, Michaela

From: noreply@civicplus.com
Sent: Thursday, October 1, 2026 6:25 PM
To: Managers Office Public Comments; Kohlstedt, Michaela; Pandey, Swati; McEwan, Amy
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Thank you for providing your valuable feedback.

(Section Break)

Select the Board, Committee, or Commission you wish to address:	Plan Commission
Name	Tracy Yedlin
Email Address	*Field not completed.*
Address	1440 Juli Lyn Lane
City	Northbrook
State	Illinois
Zip Code	60062

Comment:

Please find the following comments regarding the Meadow Plaza redevelopment proposal as shared by Pulte and Brookline.

Curb Appeal
Design is disappointing, lacks inspiration and feels pedestrian. It is reminiscent of rental buildings built hastily to meet needs of rapidly growing community. Box-like, modular and lack any character. One only has to look at developments in downtown Lake Forest, Wilmette and Glenview's 'restaurant row' to see examples of developments that look and feel organic and part of the community. Design does not 'feel' like Northbrook.
Is there an opportunity to rethink the design to ensure if is consistent with the character, heritage and community that is Northbrook?

Parking
Average car ownership in Northbrook is 2 cars per household. This aligns with national and county averages. U.S. Census Bureau's American Community Survey data indicates households with 2 vehicles make up the largest share of households in our community.
Current plan includes 150 units and assumes ~2 people per unit. But, the plan only includes 201 parking spaces (~1.3 spots per unit.) If units are going to go be priced $0.6 to 1MM, buyers will want / expect two spots. And what if the unit owner has two cars and only one spot? Where could they park? Overnight on side streets? Move their cars early morning to allow for community street parking?
Additionally, only 114 of the 201 spots are interior. As such, not every unit will have an indoor spot. As we live in the Midwest and with assumed pricing, lack of interior parking could be another barrier to purchase.
Is there an opportunity to rethink parking location, number of spots and ratio of interior vs. exterior spaces?

Retail
Appreciate Pulte effort to include two retail 'out' buildings. (IMO, it feels a bit random, but whatever.) A much bigger concern - type of retail. I keep hearing community members say 'we need more retail…we need more restaurants…we need places people will want to go and spend time…'
Assuming rent will be at market price, it will most likely be prohibitive for small local businesses. Not sure our community actually 'gets' this. If we are not careful, we will end up with retail that can afford the going rate – like national / regional QSRs that do not require a drive through. And this is NOT what we want for downtown Northbrook. This is not who we are. (Or

at least I hope not.)
Is there an opportunity to further define and put guardrails in place when it comes to retail spaces so downtown Northbrook will look less like a strip mall and more like a community?
Happy to discuss further. Thank you for your continued thoughtful approach in evaluating options.
Tracy Yedlin

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Kohlstedt, Michaela

From: noreply@civicplus.com
Sent: Thursday, October 1, 2026 6:10 PM
To: Managers Office Public Comments; Kohlstedt, Michaela; Pandey, Swati; McEwan, Amy
Subject: Online Form Submittal: Public Comment Form

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Thank you for providing your valuable feedback.

(Section Break)

Select the Board, Committee, or Commission you wish to address:	Plan Commission
Name	Tamar Wolf
Email Address	Tcwolf23@gmail.com
Address	*Field not completed.*
City	*Field not completed.*
State	*Field not completed.*
Zip Code	*Field not completed.*

Comment:

Meadow Plaza and the businesses within it - including La De Da, Book Bin, Ace Hardware, the Dollar Store, Bean Bar, and other local retailers - are an important part of what makes our downtown unique and vibrant. These businesses provide the character, convenience, and sense of community that residents value.

I support thoughtfully updating the plaza and adding residential space above the existing retail. However, redevelopment should not come at the expense of the small businesses that have invested in our community and helped make downtown what it is today.

I respectfully urge the Village Board and Plan Commission to preserve Meadow Plaza's existing retail spaces and reject the proposed rezoning. We can invest in and improve our downtown without losing the businesses and character that make it special.

Email not displaying correctly? View it in your browser.



Kohlstedt, Michaela

From: noreply@civicplus.com
Sent: Thursday, October 1, 2026 5:16 PM
To: Managers Office Public Comments; Kohlstedt, Michaela; Pandey, Swati; McEwan, Amy; Trustees
Subject: Online Form Submittal: Public Comment Form

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Select the Board, Committee, or Commission you wish to address:	Plan Commission, Village Board of Trustees
Name	Karen S Alpert
Email Address	ksalpert@gmail.com
Address	1320 Brookside Lane
City	Northbrook
State	IL

Zip Code	60062
Comment:	While I agree that a renovation might be necessary for Meadow Plaza, the current Pulte plans would destroy the heart of downtown Northbrook. The current plaza serves a large number of Northbrook residents. We gather at Bean Bar, we shop for gifts at La De Da, we pick up supplies at Ace, and our children get so much joy out of the Dollar Tree and the wonderful man who owns Subway. To take all of these things away from our residents to build luxury apartments that would serve very few wealthy people and be an eyesore is such a disservice to our wonderful town. Condos with plenty of first floor retail would be acceptable, but the current plans serve very few people. I hope the Plan Commission and Village Board will stand by the residents who do not want this. In the least, let the town vote on the decision.

Email not displaying correctly? View it in your browser.



Kohlstedt, Michaela

From: noreply@civicplus.com
Sent: Friday, October 2, 2026 11:15 AM
To: Managers Office Public Comments; Kohlstedt, Michaela; Pandey, Swati; McEwan, Amy
Subject: Online Form Submittal: Public Comment Form

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(Section Break)

Select the Board, Committee, or Commission you wish to address:	Plan Commission
Name	Paul M. Moretta
Email Address	morettap@gmail.com
Address	2403 Illinois Road
City	Northbrook
State	IL
Zip Code	60062

Comment:	I truly appreciate the work of the volunteers on this committee and their willingness to dig into this issue. I fully support the redevelopment and re-imagining of downtown, more specifically the Northbrook Shopping Plaza. That plaza is an eyesore and drain on what is an otherwise wonderful place to live. Our downtown is in desperate need of a refresh and I am very excited about the possibilities of what it can become. I feel for the existing businesses and hope a new plan will give them augmented opportunities. Let's not be shortsighted here and allow for some ambitious development that will increase foot traffic and lead to a more robust and beautiful downtown. As Mies said, "Make no small plans".

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Archived: Tuesday, August 25, 2026 2:20:06 PM
From: McEwan, Amy
Sent: Tuesday, August 25, 2026 2:18:32 PM
To: Pandey, Swati
Subject: FW: Meadow Plaza/Northbrook Court
Response requested: No
Sensitivity: Normal

For Meadow Plaza file. Amy

Amy J. P. McEwan (She/Her/Hers)
Director | Village of Northbrook
Development & Planning Services
1225 Cedar Lane | Northbrook, IL 60062
847-224-8969

From: Andrew Nathan <abnskate@gmail.com>
Sent: Tuesday, August 25, 2026 2:09 PM
To: McEwan, Amy <Amy.McEwan@northbrook.il.us>
Subject: Meadow Plaza/Northbrook Court

Beware External Email - Think Before You Act

Amy,

Appreciated your time yesterday to discuss 2 main projects/issues in the subject line. It was very informative and understand that there are so many divergent opinions from the residents of Northbrook.

I have lived in Northbrook since 1993 (2 different houses) and grew up in Highland Park.

I believe that it is vital to future health of Northbrook (residents/business/schools/park district/house values) that the downtown be revitalized so that residents of our community and other communities nearby want to visit and spend money in our village. I would be in favor of the new project at Meadow Plaza. We need more density in the area so that Northbrook can compete against the other communities in our area. Downtown should be a place that everyone wants to visit and spend time there, which is not the case right now and for the most recent past.

As for Northbrook Court, I've been visiting there since it opened in 1976. It was always a great destination and place to shop and have fun with friends and family. To be honest, that mall is a DISASTER!! It looks terrible and there are businesses leaving in droves. Northbrook needs to find a solution, along with Brookfield Properties, a plan to try to revive or develop something new on that property.

Appreciate your time.

Best Andy

Andrew Nathan

1414 Lorete Lane
Northbrook, Il 60062
NFC
abnskate@gmail.com
Cell 847-610-0980

Archived: Monday, August 10, 2026 8:46:36 AM
From: noreply@civicplus.com
Sent: Sunday, August 9, 2026 9:05:40 AM
To: Managers Office Public Comments; Kohlstedt, Michaela; Pandey, Swati; McEwan, Amy; Trustees
Subject: Online Form Submittal: Public Comment Form
Sensitivity: Normal

Beware External Email - Think Before You Act

Public Comment Form

The Village Board likes hearing from you and encourages you to provide our board, committees, and commissions with your thoughts and ideas. We make better decisions when you get involved.

Because we know you can't always get to a meeting, we've created a way for you to share your comments with us via this web form. Comments will be delivered to all members of your selected board, committee, or commission if applicable.

Written comments will not be read aloud during a public meeting. If you want to make a 'live' comment, you can do so by attending a meeting and asking to be heard during public comment time.

Thank you for providing your valuable feedback.

(Section Break)

Select the Board, Committee, or Commission you wish to address:	Plan Commission, Planning & Economic Development Committee, Village Board of Trustees
Name	Marina Zhuk
Email Address	mzhuchka@yahoo.com
Address	*Field not completed.*
City	Northbrook
State	IL
Zip Code	60062
Comment:	Dear decision makers for our village! Begging you to reconsider the increasing density agenda. The Northbrook is already overpopulated for what it is. Majority of high property tax payers committed to this village because they do NOT value the density

of the bigger communities with it's traffic, crime, crowded schools, strained police and other public safety resources, lack of spaces, lack of parking and other buzz. I work in the city, most of my colleagues live in the vicinity and commute because we don't want our families in the city. You, for whatever ulterior motives , are trying to bring here everything we are running from. Did you ever drive your kids to Maple or GBN? Did you have to spend 30 min driving 3 miles from I-94 to Shermer? It is already too congested. And yes, it will be unbearable. Do you really care for GBN to remain it's high ranks that attracts money into this village? Do you think police will be able to handle consequences of "affordable housing"? There are plenty of neighborhoods around that have the density, we the people of Northbrook, do NOT want to live there. We are overpaying for the luxury of Northbrook style because it is NOT what you are trying to make it. Many of us sacrifice our health, many luxuries to afford the Northbrook living. We work hard and contribute to society and deserve our sacrifices to be respected. We did not make bad financial decisions about NB court, Granger etc ourselves, we do not want even more atrocious decisions to be made to screw this village completely. Mainly talking about Pulte houses in downtown. May the reason and good conscience prevail over money and politics! Thank you!

Email not displaying correctly? View it in your browser.

Archived: Monday, August 10, 2026 3:42:33 PM
From: noreply@civicplus.com
Sent: Monday, August 10, 2026 2:46:23 PM
To: Managers Office Public Comments; Kohlstedt, Michaela; Pandey, Swati; McEwan, Amy; Trustees
Subject: Online Form Submittal: Public Comment Form
Sensitivity: Normal

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Thank you for providing your valuable feedback.

(Section Break)

Select the Board, Committee, or Commission you wish to address:	Plan Commission, Planning & Economic Development Committee
Name	Sally S Staff
Email Address	staff.sally@gmail.com
Address	847 Woodbine
City	Northbrook
State	IL
Zip Code	60062
Comment:	I am strongly against losing our downtown shops and against what Pulte wants to do. I hope the board can do something to rezone it, or anything else they can do to stop the development of condos to replace the shops we like in our downtown.

Email not displaying correctly? View it in your browser.

Archived: Tuesday, September 1, 2026 2:40:14 PM
From: noreply@civicplus.com
Sent: Tuesday, September 1, 2026 10:46:26 AM
To: Managers Office Public Comments; Kohlstedt, Michaela; Pandey, Swati; McEwan, Amy; Trustees; Peters, Richard
Subject: Online Form Submittal: Public Comment Form
Response requested: Yes
Sensitivity: Normal

Beware External Email - Think Before You Act

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Thank you for providing your valuable feedback.

	(Section Break)
Select the Board, Committee, or Commission you wish to address:	Plan Commission, Planning & Economic Development Committee, Village Board of Trustees, Zoning Board of Appeals
Name	Susanne Meyer
Email Address	Smeyer4036@yahoo.com
Address	2625 Techny Rd. #136
City	Northbrook
State	IL
Zip Code	60062
Comment:	Northbrook Court is where this development should take place.!

Email not displaying correctly? View it in your browser.



North elevation facing Cherry Lane

Front facing 50% Tier I and 50% Tier II materials
Front facing glazing 70% minimum ground floor
Articulation per VGO



South Elevation

50% Tier I and 50% Tier II materials
No glazing minimums
Articulation per VGO

807



East Elevation

Corner side 50% Tier I and 50% Tier II materials
Corner side 40% glazing minimum
Articulation per VGO



Interior side 25% Tier I and 75% Tier II and 25% Tier III materials
No glazing minimum
Articulation per VGO

West elevation