Village of Mount Prospect
Planning and Zoning Commission
Regular Meeting Agenda
50 S. Emerson St. Mount Prospect, IL 60056

May 22, 2025 | **Village Hall - 3rd Floor Board Room** | **7:00 PM**

1. **CALL TO ORDER**
2. **APPROVAL OF MINUTES**
   - 2.1. PZ-02-25 / 500 W Algonquin Road / CU: Major PUD Amendment
3. **NEW BUSINESS**
   - 3.1. PZ-04-25 / 224 Prairie Avenue / CU: Setback Reductions / Planning and Zoning Commission Final
   - 3.2. PZ-03-25 / 1040 W Northwest Highway / CU: Daycare Center / Village Board Final
   - 3.3. PZ-05-25 / 1703 W Algonquin Rd / CU: Tobacco / Village Board Final
4. **CITIZENS TO BE HEARD**
5. **QUESTIONS AND COMMENTS**
6. **ADJOURNMENT**

ANY INDIVIDUAL WHO WOULD LIKE TO ATTEND THIS MEETING BUT BECAUSE OF A DISABILITY OR NEEDS SOME ACCOMMODATION TO PARTICIPATE, SHOULD CONTACT THE VILLAGE MANAGER'S OFFICE AT 847|392-6000, EXTENSION 5307

MINUTES OF THE REGULAR MEETING OF THE PLANNING & ZONING COMMISSION

CASE NO. PZ-02-25	Hearing Date: March 13, 2025
PROPERTY ADDRESS:	500 West Algonquin Road, Mount Prospect
PETITIONER:	AGL 500 West LLC
PUBLICATION DATE:	February 26, 2025
REQUEST:	A conditional use to amend an existing planned unit development to construct a new building and related site modifications
MEMBERS PRESENT:	Joseph Donnelly Walter Szymczak William Beattie Michael Fricano
MEMBERS ABSENT:	Donald Olsen Ewa Weir Richard Rogers
STAFF MEMBERS PRESENT:	Antonia Lalagos – Development Planner
INTERESTED PARTIES:	Katarina Karac, Birchwood Law LLC

Chairman Donnelly called the meeting to order at 7:02 PM. Commissioner Beattie made a motion seconded by Commissioner Szymczak to approve the minutes from the Planning and Zoning Commission meeting on January 23, 2025 and the Planning and Zoning Commission workshop on February 27, 2025. The minutes were approved 4-0.

Chairman Donnelly introduced case number PZ-02-25, 500 West Algonquin Road, a request for a conditional use for a major PUD amendment. The Village Board's decision is final for this case.

Ms. Lalagos reported that the petitioner, AGL 500 West LLC, is seeking conditional use approval to amend an existing Planned Unit Development to construct a 5,500 square foot warehouse, update the existing light industrial building, and complete related site modifications at 500 West Algonquin Road, the subject property.

Ms. Lalagos explained the history and existing conditions of the subject property. The subject property is part of an existing PUD commonly known as Lake Center Plaza and is composed of 8 parcels encompassing approximately 35 acres. The PUD was created in 1987 and allowed for industrial, office, and office research business uses. The subject property contains an existing office/warehouse building that was originally constructed in 1991 for Mutoh Americas, a drafting

machine and wide-format printer manufacturer. The subject property improvements include a parking lot with associated driveways and a blacktop tennis court.

Ms. Lalagos reviewed the petitioner's proposal. The petitioner, AGL 500 West LLC, intends to use the property for its business operation, which includes Broadway Electric Inc, a full-service electrical contractor, and Cornerstone Contracting Inc, a general contractor specializing in large-scale, federally funded projects. The petitioner proposes to renovate the existing 22,135 square foot office/warehouse and to construct a new 5,500 square foot warehouse on the west side of the property, replacing the tennis courts. The new warehouse will be used for material storage for contractor and electrical equipment, with no outdoor storage on-site.

Ms. Lalagos shared an overview of the site plan. The new warehouse building will measure approximately 50' by 110', with side and rear yard setbacks of 19' and 20' respectively. The petitioner is also adding a 6' tall garbage enclosure and a generator near the existing warehouse driveway. Ms. Lalagos confirmed that overall lot coverage of the subject property will remain at 57% as the new structure will be constructed in the area of the existing tennis courts. The two existing vehicular access points into the subject property will remain.

Ms. Lalagos reviewed the parking at the site. A total of 64 parking stalls are required by code. The existing facility currently provides 75 parking stalls, including 3 accessible spaces. She shared that the business utilizes 3 to 4 vans and trucks and one 16' box truck, and that the petitioner has committed to parking the commercial vehicles in a designated area of the parking lot on the rear elevation of the primary building. Ms. Lalagos requested that the Planning and Zoning commission add an additional condition of approval to the ordinance which restricts commercial vehicle parking to the following locations: i) the area designated in the site plan; or ii) inside the warehouse.

Ms. Lalagos described the new warehouse building. It will measure approximately 5,500 square feet with a height of 17.7'. The exterior walls of the building will be composed of fiber cement cladding panel over metal framing over structural girts, stone sill banding, and manufactured stone panel. The roof will be a standing seam or single-ply roofing membrane with a low slope. The structure will have four 12' x 14' overhead doors on the east elevation, as well as an aluminum and glass storefront with a suspended entry canopy. No roof top units are proposed for the new building.

Ms. Lalagos then described the existing warehouse / office building. The existing building will have approximately 13,514 square feet dedicated to office use, and will undergo renovation to include new window treatments, interior and exterior paint, updated signage, and upgrades to plumbing and mechanical systems. The remaining 8,621 square feet will be dedicated for warehousing, including housing tools, materials, and equipment for the electrical contractor business.

Ms. Lalagos summarized the landscape plan. The petitioner will provide additional perimeter landscaping consisting of a variety of shrubs to complement the existing shade and ornamental trees on the subject property. A four-foot-wide band of foundation landscaping will be provided on the north and south elevation of the new building, and on the south and east elevation of the existing building. Shade trees and live coverage will be added to parking lot islands throughout the site. The existing freestanding signs will have a minimum of two square feet of landscaping per square foot of sign face added to the base of the podium. The trash enclosure and ground mounted

mechanical equipment will be screened with six-foot tall arborvitae. The petitioner proposes to remove six trees in total, citing safety or operational hazards as the reasons for removal.

Ms. Lalagos noted that the proposal aligns with the Village's long-range plans including the 2017 Comprehensive Plan and the 2020 Connect South Mount Prospect Subarea Plan. In the 2017 Comprehensive Plan, the property is listed as "mixed-use" in the future land use plan, which includes office and warehousing in the list of its primary uses. Chapter 1, Policy 1.2 is to support infill development and adaptive reuse or redevelopment of underutilized properties. In the 2020 South Mount Prospect Subarea Plan, Chapter 7, Goal 2 is to focus on business retention, attraction, and expansion.

Ms. Lalagos asserted that the request meets the conditional use and planned unit development standards set forth in the Village Code. She requested that the Planning and Zoning Commission make a motion to adopt staff's findings as the findings of the Planning and Zoning Commission and recommend approval of the following motion:

"Motion to approve:
A conditional use to amend Ord. 3831 and Ord. 5617 of the Lake Center Plaza Planned Unit Development to construct a 5,500 square foot warehouse, update the existing light industrial building, and complete related site modifications at 500 West Algonquin Road, Case No. PZ-02-25, subject to the conditions listed in the staff report, as well as an additional condition requested by staff during the hearing, that parking for the commercial vehicles shall be restricted to the following locations: i) The area designated in the site plan; or ii) inside the warehouse."

Ms. Lalagos stated that the Village Board's decision is final for this case.

Commissioner Beattie asked where the parking was designated in the site plan.

Ms. Lalagos showed on the site plan that the designated parking area is behind the existing building, or in the warehouse.

Chairman Donnelly asked where the generator is located.

Ms. Lalagos responded that the generator is to the west of the existing building, between the trash enclosure and the building.

Chairman Donnelly asked if the business needs to park additional trucks could they expand the designated parking spots along the back of the building.

Ms. Lalagos answered yes, the designated area behind the building is where trucks would be allowed to park and noted that the site exceeds the parking minimums required.

Chairman Donnelly swore in the petitioner's representative, Katarina Karac of 5 Revere Drive, Suite 200, Northbrook, Illinois.

Ms. Karac introduced the petitioner and provided background information on the proposal. The applicant is AGL 500 West LLC, the owner of 500 West Algonquin Road. Owners Christian Blake

and John Batson, and architect David Wojick were present at the hearing. Ms. Karac explained that there are two proposed businesses, Broadway Electric Inc, an electrical contractor, and Cornerstone Contracting Inc, a general contractor. They mostly work on federal contracts. They spent a lot of time looking for a suitable site to relocate their business. They are currently located in Elk Grove Village and have been in business for 40 years. Ms. Karac asserted that it is a high-quality business that will bring 83 full time jobs, 46 of which are office jobs. She stated there is urgency with the application. The petitioners have been working diligently to address staff comments. She reported that the petitioner went before the Village Board with a request for a 6B tax credit on December 17, 2024, and that they have six months to get the zoning approvals needed to satisfy the conditions of the resolution. Ms. Karac noted that the petitioner is at capacity at their current location, and they would like to renovate the existing building at the subject property as quickly as possible to relocate staff there. She explained that it would be easier to submit for a building permit for both buildings at the same time. Ms. Karac indicated that the subject property is surrounded by other limited industrial zoning. She confirmed that the existing building has been vacant for a little over nine months.

Chairman Donnelly noted that some trees are being removed from the property. He asked if the landscaping will be mostly existing plantings or new plantings.

Ms. Karac showed the landscaping plan with the additional plantings and shared that the goal is to have robust landscaping along the perimeter of the property and around the buildings. She said they were trying to preserve as much as possible and then add additional plantings on top of that.

Ms. Karac continued describing the site and stated that the impervious surface will not increase. The materials are stored on site for less than 30 days and then are taken off-site for field work. Increased traffic is not anticipated. The vehicles are mostly in the field and are not always brought back to the business location. Ms. Karac suggested that the new building will complement the area and will be in line with the existing building. She reported that the signage will comply with code, which will consist of two new wall signs on the south and east elevations, and existing freestanding signs at the access points.

Ms. Karac summarized the tree preservation and removal plan. There are 87 existing trees on site, and the petitioner is proposing to remove six: two trees are next to the proposed warehouse and four trees are causing structural damage to the existing building. Ms. Karac displayed photos from their structural engineer showing the damage.

Ms. Karac confirmed that the lighting plan to be submitted with the building permit will be compliant with code. Exterior light fixtures will be replaced, including four pole-mounted lights and two wall-mounted lights, and three bollard lights. The light posts will remain, and 10 ground mounted lights will be removed.

Ms. Karac reviewed the petitioner's responses to the conditional use standards. She asserted that the business has no hazardous materials, heavy industrial use, or activities that could endanger the public. The proposal will bring in a quality business that has existed for more than 40 years. She said that enhancements to the property will improve its appearance and functionality, benefitting the community. The property's use is consistent with the general character of the area. Ms. Karac confirmed that all business activities will be indoors – no outdoor storage, excessive noise, or

disruptive activity. The vehicles on site will include employee personal vehicles, 3-4 small work vans/trucks, and one 16' box truck.

Commissioner Beattie asked how many people would be working on site day to day.

Ms. Karac responded 46 people.

Ms. Karac continued to review the responses to the conditional use standards. She shared that the proposed 5,500 square foot warehouse will replace an unused tennis court, making better use of the land. She noted that no new or disruptive uses are proposed – office and warehouses are already permitted. Ms. Karac suggested that the warehouse design and landscaping are complementary to the surrounding area. The site already has access to necessary public utilities. The primary access point will remain off Algonquin Road, with a secondary access point on Wall Street. Ms. Karac claimed that the site and development will comply with all Public Works, Building, and Fire Codes. She summarized how the proposal aligns with the Comprehensive Plan. The Comprehensive Plan designates this area for business and light industrial use, and the proposed use fits within this designation. The plan encourages adaptive reuse of existing industrial properties. The proposal supports local job creation and business retention, aligning with Mount Prospect's economic goals.

Ms. Karac reviewed the petitioner's responses to the PUD standards. She stated that the property will adhere to all applicable zoning regulations and PUD requirements. No modifications from the development standards are proposed. She reported that the proposed amendment complies with the I-1 Limited Industrial PUD district bulk regulations, including parking, setbacks, building height, and impervious surface requirements. Ms. Karac described how the PUD amendment aligns with the Comprehensive Plan, as it supports business and light industrial zoning for future land use, encourages redevelopment of underutilized properties, and enhances the site by repurposing a vacant building and replacing an unused tennis court with a functional building. Ms. Karac indicated that the proposal relocates a 40-year-old Illinois-based business to Mount Prospect, bringing economic benefits, and creating job opportunities in the community. The I-1 Limited Industrial District is intended for light industrial, warehousing, and research uses. She asserted that the warehouse does not create nuisances. Ms. Karac explained that the site will have minimal impact on traffic volume and deliveries are limited to 2-3 times per week. Deliveries will occur during off-peak house, 6AM – 9AM, to avoid congestion. Existing road infrastructure can accommodate the current and future traffic. Finally, Ms. Karac reported that the proposal will have no additional demand on public recreation areas or municipal services. The site is already served by public facilities, and it will not strain resources.

Commissioner Beattie noted that one of the conditions of approval is that the petitioner shall address comments from the review letter dated February 25, 2025 and asked what comments were in the letter.

Ms. Lalagos replied that the comments were from Village departments and had to be addressed either before the Village Board hearing or before permit application submittal. The letter was made available in the agenda packet.

Chairman Donnelly asked the petitioner if the conditions of approval were acceptable.

Ms. Karac confirmed that the petitioner is aware of each department's requirements from the letter and the petitioner is fine with the conditions that are proposed.

Commissioner Beattie asked if the commercial vehicles will fit in the designated parking area.

Ms. Karac confirmed that they would.

Chairman Donnelly noted that commercial vehicle parking and outdoor storage are two general areas of concern but that the commission was satisfied with the proposal.

Hearing no further comments or questions, Chairman Donnelly closed the hearing and asked for a motion. Commissioner Beattie made a motion seconded by Commissioner Szymczak to approve the motion as written in the staff report.

Ms. Lalagos requested that the motion be amended to include the additional parking provision.

Commission Beattie made a motion seconded by Commission Szymczak to amend the motion and approve the following:

"Motion to approve:

1. A conditional use to amend Ord. 3831 and Ord. 5617 of the Lake Center Plaza Planned Unit Development to construct a 5,500 square foot warehouse, update the existing light industrial building, and complete related site modifications at 500 West Algonquin Road, Case No. PZ-02-25, subject to the following conditions:
    a. The petitioner shall revise the plan sets to include:
        i. The latest revision date on all pages;
        ii. Elevations for the north side of the detached warehouse building. The elevations for the north side of the building shall be consistent with the other elevations of the building;
        iii. The schematic landscape plan depicted on LS-3 shall be updated to match the Landscape Plan, as prepared by Pamela Self, bearing the latest revision date February 26, 2025;
    b. The subject property shall be developed in strict compliance with the approved development plans which will consist of the following:
        i. Conceptual Site Plan, Floor Plan, Elevations, Trash Enclosure, and Schematic Landscape Plan (LS-1, LS-2, LS-3) titled "Proposed Remodeling for Broadway Electric / Cornerstone Contracting Inc", as prepared by Wojcik + Associates Architects, Inc bearing the latest revision date February 26, 2025;
        ii. Landscape Plan (L-1, L-2, T-1, T-2, IR-1), as prepared by Pamela Self, bearing the latest revision date February 26, 2025;
    c. The petitioner shall address all comments included in the Village review letter dated February 25, 2025;
    d. A fully compliant photometric plan will be required as part of the building permit submittal;

e. A fully compliant signage proposal will be required for the sign permit submittal; and
f. Compliance with all applicable development, fire, building, and other Village Codes and regulations;
g. Parking for the commercial vehicles shall be restricted to the following locations:
    i. The area designated in the site plan; or
    ii. inside the warehouse."

UPON ROLL CALL AYES: Szymczak, Beattie, Fricano, Donnelly
NAYS: None

The Planning and Zoning Commission gave a positive recommendation (4-0) to the Village Board for the April 2, 2025 meeting.

Chairman Donnelly asked if there were any citizens to be heard.

Hearing no further discussion, Commissioner Beattie made a motion seconded by Commissioner Szymczak and the meeting was adjourned at 7:37 PM.

Antonia Lalagos

Antonia Lalagos, Development Planner

Item Cover Page

Subject	**PZ-04-25 / 224 Prairie Avenue / CU: Setback Reductions / Planning and Zoning Commission Final**
Meeting	May 22, 2025 - REGULAR MEETING OF THE MOUNT PROSPECT PLANNING AND ZONING COMMISSION
Fiscal Impact (Y/N)	
Dollar Amount	
Budget Source	
Category	NEW BUSINESS
Type	Action Item

Information

The petitioner, Jereme Smith, on behalf of the property owner, Laura G. Turbin, are seeking conditional use approval to reduce the minimum rear yard setback from 25 feet to 18.9 feet for the construction of an addition, and to reduce the minimum setback applicable to permitted obstructions from 15 feet to 11.53 feet for the construction of a patio at 224 Prairie Avenue (the subject property). The Planning and Zoning Commission's decision is final. The proposal meets the requirements and standards related to the Village Code, and staff is supportive of the conditional use requests.

Discussion

The petitioner has stated that the rear of the property is sloped, limiting its usability for typical outdoor activities. To create a more functional outdoor living space, the petitioner proposes to construct a screened porch addition and patio at the rear of the home. The addition would be set back 18.9 feet from the rear lot line, and the patio would be set back 11.53 feet from the rear lot line. Conditional use approval for setback reductions is required as the proposed addition does not meet the minimum 25-foot rear yard setback requirement and the proposed patio does not meet the minimum setback of 15 feet for patios. Section 14.604 permits setback reductions in all required yards in the R-1 zoning district as a conditional use. The construction of the addition and patio otherwise meets all other bulk requirements of the R-1 zoning district.

The proposed screened porch is modest in scale and appropriately located at the rear of the property, helping limit visibility and minimizes potential impacts on adjacent residences. There is no indication that the proposed improvements would create adverse conditions or nuisances that could negatively affect the use and enjoyment of nearby properties. The conditional use requests are consistent with the goals and policies of the Village's Comprehensive Plan, as it supports the continued residential use of the property and complements the established character of the neighborhood. The conditional use requests are also consistent with Goal 3 of the *Village of Mount Prospect's 2024–2029–2039 Strategic Plan*, which focuses on the evaluation of current zoning regulations to promote single-family residential neighborhoods.

This goal, which staff is currently evaluating, includes exploring ways to allow property owners in single-family residential districts greater flexibility to enhance and improve their homes. The proposed conditional use requests align with this goal by supporting reasonable residential reinvestment while maintaining compatibility with surrounding properties. Considering the nature of the proposal, surrounding land uses, and its conformance with the applicable provisions of the Village's zoning ordinance, long-range planning document and strategic plan, staff recommends approval of the requested conditional uses.

As of this writing, staff has not received any public comments.

Alternatives

1. Approve a conditional use to reduce the minimum rear yard setback from 25 feet to 18.9 feet for the construction of the addition and a conditional use to reduce the minimum patio setback from 15 feet to 11.53 feet for the construction of a patio at 224 Prairie Avenue, Case No. PZ-04-25, subject to the conditions listed in the staff report.
2. Action at the discretion of the Planning and Zoning Commission.

Staff Recommendation

Approve a conditional use to reduce the minimum rear yard setback from 25 feet to 18.9 feet for the construction of the addition and a conditional use to reduce the minimum patio setback from 15 feet to 11.53 feet for the construction of a patio at 224 Prairie Avenue, Case No. PZ-04-25, subject to the conditions listed in the staff report.

Attachments

1. PZ-04-25 Staff Report
2. PZ-04-25 Administrative Content
3. PZ-04-25 Plans

VILLAGE OF MOUNT PROSPECT 50 S. Emerson Street, Mount Prospect, IL 60056

STAFF REPORT FROM THE DEPARTMENT OF Community Development

Jason C Shallcross, AICP, CEcD
Director of Community Development

Ann Choi
Development Planner

DATE: May 15, 2025

CASE NUMBER
PZ-04-25

APPLICANT/PROPERTY OWNER
Jereme Smith, DII Architecture / Laura G. Turbin

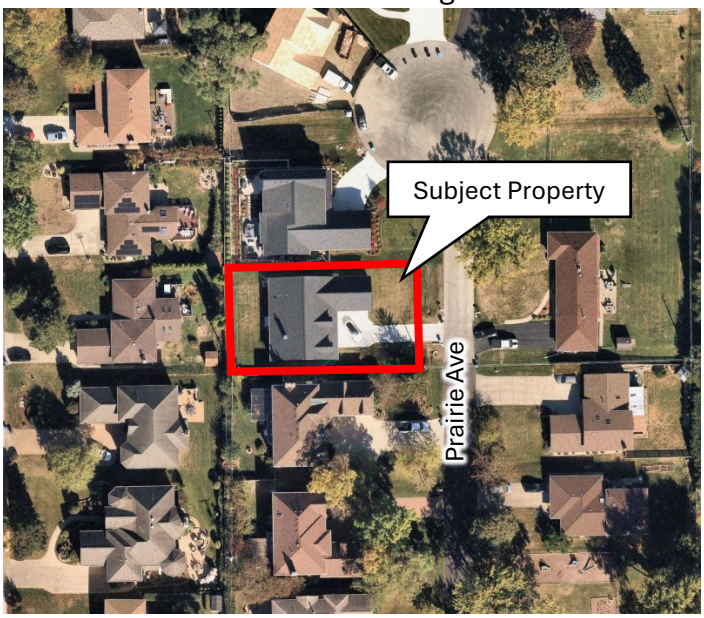
PUBLIC HEARING DATE
May 22, 2025

PROPERTY ADDRESS/LOCATION
224 Prairie Avenue

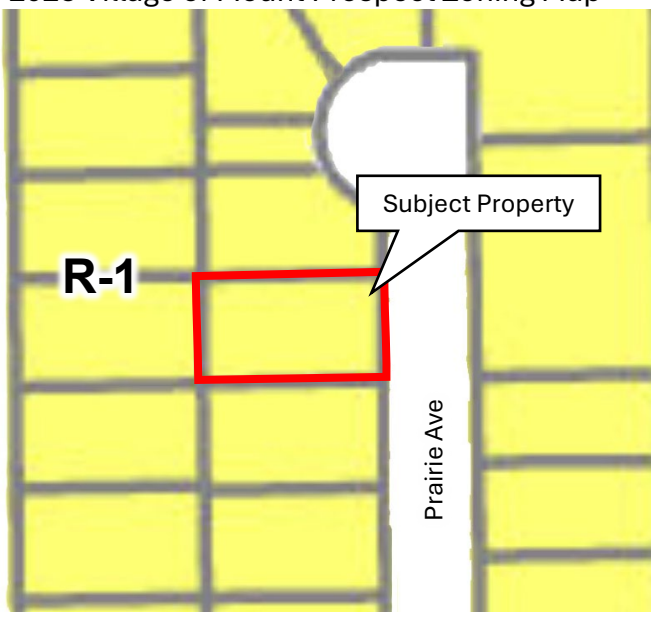
BRIEF SUMMARY OF REQUEST

The petitioner, Jereme Smith, on behalf of the property owner, Laura G. Turbin, is seeking conditional use approval to reduce the minimum rear yard setback from 25 feet to 18.9 feet for the construction of an addition, and to reduce the minimum setback applicable to permitted obstructions from 15 feet to 11.53 feet for the construction of a patio at 224 Prairie Avenue (the subject property). The Planning and Zoning Commission's decision is final. The proposal meets the requirements and standards related to the Village Code, and staff is supportive of the conditional use requests.

2024 Aerial Image



2025 Village of Mount Prospect Zoning Map



EXISTING ZONING	EXISTING LAND USE/ SITE IMPROVEMENTS	SURROUNDING ZONING & LAND USE	SIZE OF PROPERTY
R-1 Single-Family Residential	Residential	North: R-1 Single-Family Residential East: R-1 Single-Family Residential South: R-1 Single-Family Residential West: R-1 Single-Family Residential	0.22 acres

STAFF RECOMMENDATION APPROVE **APPROVE WITH CONDITIONS** DENY

DISCUSSION OF PROPOSAL

BACKGROUND / PROPERTY HISTORY

The subject property was disconnected from the Village of Arlington Heights and annexed into the Village of Mount Prospect ("Village") in 2006 via Ordinance No. 5565. In 2018, the subject property was created as part of a subdivision (Resolution No. 20-18) and rezoning approval that resulted in the formation of five R-1 zoned lots of record (four residential lots and one lot for stormwater detention) otherwise known as the Prairie Avenue Subdivision. As part of this approval, a portion of land was dedicated to the Village for the Prairie Avenue cul-de-sac serving the five new lots, and variations to the front yard setback requirement were granted via Ordinance No. 6393 for three lots abutting the cul-de-sac. The Subject Property is Lot 1 of the Prairie Avenue Subdivision. The building permit history indicates that a new single-family residence was constructed in 2022.

PROPOSAL

The petitioner has stated that the rear of the property is sloped, limiting its usability for typical outdoor activities. To create a more functional outdoor living space, the petitioner proposes to construct a screened porch addition and patio at the rear of the home. The addition would be set back 18.9 feet from the rear lot line, and the patio would be set back 11.53 feet from the rear lot line. Conditional use approval for setback reductions is required as the proposed addition does not meet the minimum 25-foot rear yard setback requirement and the proposed patio does not meet the minimum setback of 15 feet for patios. Section 14.604 permits setback reductions in all required yards in the R-1 zoning district as a conditional use.

The table below outlines the bulk regulations for the R-1 Single Family Residential district:

Minimum Setbacks	**R-1 Code Requirement**	**Proposed**
Front (E)	30' to 25' (2018 variation approved)	25'
Interior Side (N)	7.5'	No change
Interior Side (S)	5'	No change
Rear (W)	25'	**18.9' (6.1' or 24.4% reduction of required)**
Max Lot Coverage	45.00%	44.99%
Max Front Yard Coverage	45.00%	15.96%
Max Floor Area Ratio	0.50	0.32
Permitted Obstruction in Required Yards for Patios	15' from rear lot line and outside of required side yard	**11.53' (3.47' or 23.1% reduction of required)**

Conditional use approval is requested from the following code sections:

1. A conditional use to reduce the minimum rear yard setback from 25 feet to 18.9 feet for the construction of the addition; and
2. A conditional use to reduce the minimum patio setback from 15 feet to 11.53 feet for the construction of a patio.

PUBLIC COMMENTS
As of this writing, staff has not received any public comments.

STANDARDS AND FINDINGS
The Planning and Zoning Commission shall review the standards and findings of fact outlined in **Exhibit A** and 1) accept them without changes, 2) accept them with changes, or 3) reject the findings. The Planning and Zoning Commission shall use the findings of fact to guide their recommendation to the Village Board.

STAFF RECOMMENDATION

Staff finds that the proposed conditional use requests meet the applicable standards contained in the Mount Prospect Zoning Ordinance. Staff requests that the Planning and Zoning Commission make a motion to adopt staff's findings as the findings of the Planning and Zoning Commission and **approve** the following motion:

"Motion to approve:

1. A conditional use to reduce the minimum rear yard setback from 25 feet to 18.9 feet for the construction of the addition and a conditional use to reduce the minimum patio setback from 15 feet to 11.53 feet for the construction of a patio at 224 Prairie Avenue, Case No. PZ-04-25, subject to the following conditions:
    a. The improvements shall be in strict conformance with the site plan prepared by DII Architecture, bearing the latest revision date of 04.12.25;
    b. No fill will be permitted within the drainage easement; the existing flow path from south to north along the easement must be preserved; and
    c. The building permit submittal shall show any sump pump or downspouts to be extended under the patio on the plan, and the points of discharge shall extend no farther than two feet (2') beyond the patio.

The Planning and Zoning Commission's decision is final for this case.

ATTACHMENTS:	ADMINISTRATIVE CONTENT (Zoning Request Application, Responses to Standards, etc...)	PLANS (Plat of Survey, Site Plan, etc.)	OTHER (Supplemental Information, Public Comments Received, etc...)

I concur:

Jason C Shallcross, AICP, CEcD
Director of Community Development

Exhibit A
Standards and Findings of Fact

CONDITIONAL USE STANDARDS
Section 14.203.F.8 of the Village of Mount Prospect Zoning Ordinance provides that a Conditional Use shall conform to the following requirements:

1. That the establishment, maintenance, or operation of the conditional use will not be detrimental to, or endanger the public health, safety, morals, comfort, or general welfare;
2. That the conditional use will not be injurious to the uses and enjoyment of other property in the immediate vicinity for the purposes already permitted, nor substantially diminish and impair property values within the neighborhood in which it is to be located;
3. That the establishment of the conditional use will not impede the normal and orderly development and improvement of the surrounding property for uses permitted in the district;
4. That adequate public utilities, access roads, drainage and/or necessary facilities have been or will be provided;
5. That adequate measures have been or will be taken to provide ingress and egress so designed as to minimize traffic congestion in the public streets;
6. That the proposed conditional use is not contrary to the objectives of the current comprehensive plan for the village; and
7. That the conditional use shall, in all other respects, conform to the applicable regulations of the district in which it is located, except as such regulations may, in each instance, be modified pursuant to the recommendations of the planning and zoning commission.

Petitioner's Findings: The petitioner states that the establishment, maintenance, or operation of the conditional use will not be detrimental to, or endanger, the public health, safety, morals, comfort, or general welfare as the addition of the screened porch is isolated to the rear of property and centered on the house. The petitioner contends that the proposed use will not be injurious to the uses and enjoyment of other property in the immediate vicinity for the purposes already permitted, nor substantially diminish and impair property values within the neighborhood in which it is to be located since the addition of a screened porch is relatively small and should not negatively impact its neighbors. The petitioner states that the establishment of the conditional use will not impede the normal and orderly development and improvement of the surrounding property for uses permitted in the district and that the small rear screened porch should not be a hindrance for the neighbors, or surrounding development. The petitioner states that adequate public utilities, access roads, drainage and/or necessary facilities have been or will be provided, and that the 10-foot drainage easement has been maintained. The petitioner states that addition of a screened porch and patio will not affect traffic. The petitioner believes that the proposed addition of a screened porch and patio does not contradict the objectives of the current comprehensive plan for the village. The petitioner believes that the conditional use shall, in all other respects, conform to the applicable regulations of the district in which it is located, except as such regulations may, in each instance, be modified pursuant to the recommendations of the planning and zoning commission.

Staff's Findings: The proposed screened porch is modest in scale and appropriately located at the rear of the property, which helps limit its visibility and minimizes potential impacts on adjacent residences. There is no indication that the proposed improvements would create adverse conditions or nuisances that could negatively affect the use and enjoyment of nearby properties. Furthermore, the conditional use requests are consistent with the goals and policies of the Village's Comprehensive Plan, as it supports the continued residential use of the property and complements the established character of

the neighborhood. The conditional use requests are also consistent with Goal 3 of the *Village of Mount Prospect's 2024–2029–2039 Strategic Plan*, which focuses on the evaluation of current zoning regulations to promote single-family residential neighborhoods. This goal, which staff is currently evaluating, includes exploring ways to allow property owners in single-family residential districts greater flexibility to enhance and improve their homes. The proposed conditional use requests align with this goal by supporting reasonable residential reinvestment while maintaining compatibility with surrounding properties. Considering the nature of the proposal, surrounding land uses, and its conformance with the applicable provisions of the Village's zoning ordinance, long-range planning document and strategic plan, staff recommends approval of the requested conditional uses.

Village of Mount Prospect
Community Development Department
50 S. Emerson Street
Mount Prospect, Illinois 60056
Phone: (847) 818-5328

Zoning Request Application

Official Use Only (To be completed by Village Staff)

Case Number: PZZ25-000005 Date of Submission: 03/25/2025 Hearing Date:
Project Name/Address: PZ-04-25 Conditional use - Residential Setback Reductions for an Addition and Patio

I. Subject Property

Address(es): 224 Prairie Ave
Zoning District(s): R1 Property Area (SqFt and/or Acreage):
Parcel Index (PIN(s): 08-10-114-150-0000

II. Zoning Request(s) (Check all that apply)

- [x] Conditional Use: For Setback Reductions
- [ ] Variation(s): To
- [ ] Zoning Map Amendment: Rezone From To
- [ ] Zoning Text Amendment: Section(s)
- [ ] Other:

III. Summary of Proposal (use separate sheet if necessary)

Applicant Summary of Proposal:
Application is for: Conditional use approval for residential setback reductions for an addition and patio (11'-7 5/8" from rear property line to patio and 18'-10 3/4" to addition)

Staff Summary of Proposal:
The applicant would like to add a screened porch and patio to the rear of the home and is requesting conditional uses for the following:
1. A conditional use to reduce the minimum rear yard setback from 25 feet to 18'-10 3/4" to 19'-0 5/16" feet for the proposed screened porch; (5.97 - 6.1 feet or 23.9% - 24.4% reduction - PZ Final)
2. A conditional use to reduce the minimum setback for the proposed patio from 15 feet to 11.53 feet to 11.71 feet (3.29 - 3.47 feet or 21.9 - 23.1% reduction - PZ Final)

IV. Applicant (all correspondence will be sent to the applicant)

Name: Jereme Smith Corporation:
Address: 305 E Clarendon Street
City, State, ZIP Code: Prospect Heights IL 60070
Phone: Email: info@diiarchitecture.com
Interest in Property:

V. Property Owner

☐ Check if Same as Applicant

Name:	Laura G Turbin	Corporation:	
Address:	224 Prairie Ave		
City, State, ZIP Code:	Arlington Heights, IL 60005		
Phone:		Email:	

In consideration of the information contained in this petition as well as all supporting documentation, it is requested that approval be given to this request. The applicant is the owner or authorized representative of the owner of the property. The petitioner and the owner of the property grant employees of the Village of Mount Prospect and their agent's permission to enter on the property during reasonable hours for visual inspection of the subject property.

I hereby affirm that all information provided herein and in all materials submitted in association with this application are true and accurate to the best of my knowledge.

Applicant: Date:

(Print or Type Name) Jereme Smith

If applicant is not property owner:

I hereby designate the applicant to act as my agent for the purpose of seeking the zoning request(s) described in this application and the associated supporting material.

Property Owner: _____ Date: _____

(Print or Type Name) _____

Village of Mount Prospect
Community Development Department
50 S. Emerson Street
Mount Prospect, Illinois 60056
Phone: (847) 818-5328

Affidavit of Ownership

COUNTY OF COOK)
)
STATE OF ILLINOIS)

I, LAURA GRANT TURBIN, under oath, state that I am
(print name)

- [x] the sole owner of the property
- [ ] an owner of the property
- [ ] an authorized officer for the owner of the property

commonly described as 224 S PRAIRIE AVE
(property address and PIN) ARLINGTON HEIGHTS, IL 60005
0810 114 150 0000

and that such property is owned by LAURA GRANT TURBIN as of this date.
(print name)

Signature

Subscribed and sworn to before

me this 24 day of

March, 2025.

Official Seal
CHRISTOPHER SCOTT STENSBY
Notary Public, State of Illinois
Commission No. 1000159
My Commission Expires November 18, 2028

Notary Public

Village of Mount Prospect
Community Development Department
50 S. Emerson Street
Mount Prospect, Illinois 60056
Phone: (847) 818-5328

Property Owner			
☐ Check if Same as Applicant			
Name:	Laura Grant Turbin	Corporation:	NA
Address:	224 S. Prairie Ave.		
City, State, ZIP Code:	Arlington Heights, IL, 60005		
Phone:	512-431-5928	Email:	LGTURBIN@GMAIL.COM

In consideration of the information contained in this petition as well as all supporting documentation, it is requested that approval be given to this request. The applicant is the owner or authorized representative of the owner of the property. The petitioner and the owner of the property grant employees of the Village of Mount Prospect and their agent's permission to enter on the property during reasonable hours for visual inspection of the subject property.

I hereby affirm that all information provided herein and in all materials submitted in association with this application are true and accurate to the best of my knowledge.

Applicant: _____ Date: 3/29/2025
(Signature)

Jereme Smith
(Print or Type Name)

If applicant is not property owner:

I hereby designate the applicant to act as my agent for the purpose of seeking the zoning request(s) described in this application and the associated supporting material.

Property Owner: Laura Grant Turbin Date: 03/28/2025
(Signature)

LAURA GRANT TURBIN
(Print or Type Name)

Doc#. 2416223002 Fee: $107.00
CEDRIC GILES
COOK COUNTY CLERK'S OFFICE
Date 6/10/2024 9:05 AM Pg: 1 of 2

Dec ID 20240501603693
ST/Co Stamp 0-086-308-144 ST Tax $900.00 CO Tax $450.00

SPECIAL WARRANTY DEED

Prepared by:

The Law Office of
Gene S. Bobroff, P.C.
701 West Golf Road
Mt. Prospect, IL 60056

Old Republic National Title
9601 Southwest Highway
Oak Lawn, IL 60453
24164940 1/1

==========

THE GRANTOR, The Prairie Group Homes, LLC, a limited liability company, created and existing under and by virtue of the law of the State of Illinois and duly authorized to transaction business in the State of Illinois, for and in consideration of Ten and no/100 ($10.00) Dollars and other good and valuable consideration in hand paid, CONVEYS and WARRANTS Laura G. Turbin,

the following described real estate situated in the County of Cook, in the State of Illinois, to wit:

LOT 1 IN THE PRAIRIE AVENUE SUBDIVISION, BEING A SUBDIVISION OF THE EAST HALF (1/2) OF THE NORTH HALF (1/2) OF OF THE WEST HALF (1/2) OF THE NORTHEAST QUARTER (1/4) OF THE SOUTH EAST QUARTER (1/4) OF THE NORTHWEST QUARTER (1/4) OF SECTION 10, TOWNSHIP 41 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS, ACCORDING TO THE PLAT THEREOF RECORDED NOVEMBER 9, 2018 AS DOCUMENT 1831334062.

P.I.N.: 08-10-114-150-0000
Address of Property: 224 South Prairie Avenue, Arlington Heights, Illinois 60005

Subject to: General real estate taxes not yet due or payable, covenants, conditions and restrictions of record, building lines and easements, that do not interfere with the current use and enjoyment of the Real Estate.

Dated this 15th day of May, 2024

The Prairie Group Homes, LLC

By: Roseann Schumacher MBR
Roseann Schumacher
Member

By: Robert Schumacher MBR
Robert Schumacher
Member

SPECIAL WARRANTY DEED

Prepared by:

The Law Office of
Gene S. Bobroff, P.C.
701 West Golf Road
Mt. Prospect, IL 60056

Old Republic National Title
9601 Southwest Highway
Oak Lawn, IL 60453
24164940 1/1

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Dated this 15th day of May, 2024

The Prairie Group Homes, LLC

By: Roseann Schumacher MBR
Roseann Schumacher
Member

By: Robert Schumacher MBR
Robert Schumacher
Member

State of Illinois)
) SS
County of Lake)

I, the undersigned, a Notary Public in aforesaid County, in the State aforesaid, CERTIFY THAT Roseann Schumacher and Robert Schumacher, personally known to me to be the members of The Prairie Group Homes, LLC signed, sealed and delivered this instrument and caused the Company seal to be affixed thereto, pursuant to the authority given by the member of said company as their free and voluntary act, and as the free and voluntary act of said Company.

Given under my hand and official seal, this 15th day of May, 2024

OFFICIAL SEAL
CHRISTY J BOBROFF
NOTARY PUBLIC, STATE OF ILLINOIS
MY COMMISSION EXPIRES: 01/24/2027

Notary Public

VILLAGE OF MOUNT PROSPECT
REAL ESTATE TRANSFER TAX
54303 $2700.00

REAL ESTATE TRANSFER TAX 05-Jun-2024

COUNTY:	450.00
ILLINOIS:	900.00
TOTAL:	1,350.00

08-10-114-150-0000 | 20240501603693 | 0-086-308-144

Mail To:
Fournier Law Firm
2001 Midwest Rd.
Suite 206
Oak Brook, IL 60523

Tax Bills To:
Laura G. Turbin
224 S. Prairie Ave.
Arlington Heights, IL
60005

TOTAL PAYMENT DUE
$0.00
By 04/01/25

2024 First Installment Property Tax Bill - Cook County Electronic Bill

Property Index Number (PIN)	Volume	Code	Tax Year	(Payable In)	Township	Classification
08-10-114-150-0000	049	16123	2024	(2025)	ELK GROVE	1-00

IF PAYING LATE, PLEASE PAY	04/02/2025 - 05/01/2025	05/02/2025 - 06/01/2025	06/02/2025 - 07/01/2025	LATE INTEREST IS 0.75% PER MONTH, BY STATE LAW
	$0.00	$0.00	$0.00	

TAXING DISTRICT DEBT AND FINANCIAL DATA

Your Taxing Districts	Money Owed by Your Taxing Districts	Pension and Healthcare Amounts Promised by Your Taxing Districts	Amount of Pension and Healthcare Shortage	% of Pension and Healthcare Costs Taxing Districts Can Pay
Northwest Mosquito Abatement Wheeling	$455,316	$8,630,076	$461,013	94.66%
Metro Water Reclamation Dist of Chicago	$3,126,243,000	$3,151,727,000	$1,449,923,000	54.00%
Arlington Hts Park Dist	$17,831,380	$58,462,496	$5,254,455	91.01%
Harper Coll Comm College 512 (Palatine)	$322,598,943	$32,974,963	$32,974,963	0.00%
Township HS District 214 (Arlington Hts)	$90,904,159	$296,515,358	$1,194,163	99.60%
Arlington Heights School District 25	$127,007,298	$57,348,788	$7,914,229	86.20%
Village of Mount Prospect	$171,861,845	$385,434,723	$140,636,940	63.51%
Town of Elk Grove	$70,673	$7,617,011	$398,884	94.76%
Cook County Forest Preserve District	$214,441,242	$617,834,550	$382,643,760	38.07%
County of Cook	$8,262,580,154	$26,512,006,772	$14,493,276,944	45.33%
Total	$12,333,994,010	$31,128,551,737	$16,514,678,351	

For a more in-depth look at government finances and how they affect your taxes, visit *cookcountytreasurer.com*

PAY YOUR TAXES ONLINE
Pay at cookcountytreasurer.com from your bank account or credit card.

IMPORTANT MESSAGES

TAX CALCULATOR

2023 TOTAL TAX		1,697.13
2024 ESTIMATE	X	55%
2024 1st INSTALLMENT	=	933.42

The First Installment amount is 55% of last year's total taxes. All exemptions, such as homeowner and senior exemptions, will be reflected on your Second Installment tax bill.

PROPERTY LOCATION

UNKNOWN

MAILING ADDRESS

CHICAGO TITLE LAND TRU
10 S LA SALLE ST#2750
CHICAGO IL 606031108

*** Please see 2024 First Installment Payment Coupon next page ***

2024 First Installment Property Tax Bill

Cook County Payment Coupon

Pursuant to Cook County Ordinance 07-O-68, if you are a mortgage lender, loan servicer, or agent of any entity within the meaning of 35 ILCS 200/20-12, you may not pay using a downloadable tax bill unless you pay the $5 duplicate bill fee.

DETACH & INCLUDE WITH PAYMENT

TOTAL PAYMENT DUE	IMPORTANT PAYMENT MESSAGES	Property Index Number (PIN)	T1LG Volume
$0.00 By 04/01/25 If paying later, refer to amounts above.	Cook County eBill Click to pay online Click to update Mailing Name/Address	08-10-114-150-0000	049
	SN 0020240100 RTN 500001075 AN (see PIN) TC 008922	Amount Paid $	

0020240100208101141500000400892240000000000000000000000000000000000000000000000000000000

This is an Official Downloadable Tax Bill Payment Coupon.
Please process this coupon along with payment presented.

COOK COUNTY TREASURER
PO BOX 805436
CHICAGO IL 60680-4116

08101141500000/0/24/E/0000000000/1

BEING RECORDED
BY CTLTC

Prepared by:
Robert L. Kealy
Attorney and Counselor
Kealy Law, LLC
2516 Waukegan Rd. #366
Glenview, IL 60025

TRUSTEE'S DEED
(Individual to Land Trust)

The above space for Recorder's use only

THIS AGREEMENT between the **GRANTOR, Laura G. Turbin**, of Mount Prospect, Illinois, in the County of Cook, a single person, for and in consideration of Ten and no/100 Dollars and other good and valuable consideration in hand paid, receipt whereof is hereby acknowledged, does hereby CONVEY and QUIT CLAIM unto the **GRANTEE, Chicago Title Land Trust Company, as Trustee** under trust agreement dated 7/3/2024 and known as Trust Number 9002346309, whose address is 10 South LaSalle Street, Suite 2750, Chicago, Illinois 60603, in fee simple the following described Real Estate situated in the County of Cook and State of Illinois, together with the tenements, hereditaments and appurtenances thereunto belonging or in any wise appertaining, to wit:

LOT 1 IN THE PRAIRIE AVENUE SUBDIVISION, BEING A SUBDIVISION OF THE EAST HALF (1/2) OF THE NORTH HALF (1/2) OF OF THE WEST HALF (1/2) OF THE NORTHEAST QUARTER (1/4) OF THE SOUTH EAST QUARTER (1/4) OF THE NORTHWEST QUARTER (1/4) OF SECTION 10, TOWNSHIP 41 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS, ACCORDING TO THE PLAT THEREOF RECORDED NOVEMBER 9, 2018 AS DOCUMENT 1831334062.

Commonly known as: 224 S. Prairie Ave., Arlington Heights, IL 60005
Cook County PIN: 08-10-114-150-0000

TO HAVE AND TO HOLD said premises forever, subject to General Taxes not yet due and for subsequent years; zoning and building laws and ordinances; covenants, conditions, and restrictions of record, if any. Hereby releasing and waiving all rights under and by virtue of the Homestead Laws of the State of Illinois.

Cook County - Illinois Transfer Stamp
or
Exempt under provisions of Paragraph (e)
Section 31-45, Property Tax Code [35 ILCS 200]
Date: **July 29, 2024**

Laura G Turbin

Laura G. Turbin, as
Attorney, Grantor, Grantee, or Representative

In Witness Whereof, the Grantor aforesaid hereunto sets hand and seal on this date of **July 29, 2024.**

(Seal) Laura G Turbin
Laura G. Turbin

State of Illinois)
) S.S.
County of Cook)

I, the undersigned, a Notary Public in and for said County, in the State aforesaid, do hereby certify that **Laura G. Turbin,** personally known to me to be the same person whose name is subscribed to the foregoing instrument, appeared before me this day in person and acknowledged that she signed, sealed and delivered said instrument as a free and voluntary act, for the uses and purposes therein set forth.

Given under my hand and seal this date of **July 29, 2024**

Robert Louis Kealy SEAL
Notary Public

OFFICIAL SEAL
ROBERT LOUIS KEALY
NOTARY PUBLIC, STATE OF ILLINOIS
COMMISSION NO. 902030
MY COMMISSION EXPIRES OCTOBER 01, 2027

Cook County PIN: 08-10-114-150-0000
Property Address: 224 S. Prairie Ave., Arlington Heights, IL 60005

Mail subsequent tax bills to:
CTLTC #9002346309
10 South LaSalle St. #2750, Chicago, Illinois 60603

Cook County PIN: 08-10-114-150-0000
Property Address: 224 S. Prairie Ave., Arlington Heights, IL 60005

STATEMENT BY GRANTOR AND GRANTEE

THE GRANTOR OR GRANTOR'S AGENT affirms that, to the best of his/her knowledge, the name of the grantee shown on the deed or assignment of beneficial interest in a land trust is either a natural person, an Illinois corporation or foreign corporation authorized to do business or acquire and hold title to real estate in Illinois, a partnership authorized to do business or acquire and hold title to real estate in Illinois, or other entity recognized as a person and authorized to do business or acquire title to real estate under the laws of the State of Illinois.

SIGNATURE: Laura G Turbin DATED: **July 29, 2024**
Laura G. Turbin, as Grantor

Subscribed and sworn to before me this date of **July 29, 2024**.

Robert Louis Kealy SEAL
Notary Public

OFFICIAL SEAL
ROBERT LOUIS KEALY
NOTARY PUBLIC, STATE OF ILLINOIS
COMMISSION NO. 902030
MY COMMISSION EXPIRES OCTOBER 01, 2027

THE GRANTEE OR GRANTEE'S AGENT affirms and verifies that the name of the grantee shown on the deed or assignment of beneficial interest in a land trust is either a natural person, an Illinois corporation or foreign corporation authorized to do business or acquire and hold title to real estate in Illinois, a partnership authorized to do business or acquire and hold title to real estate in Illinois, or other entity recognized as a person and authorized to do business or acquire and hold title to real estate under the laws of the State of Illinois.

GRANTEE: Chicago Title Land Trust Company, as Trustee

SIGNATURE: _____ DATED: _____.
Grantee or Agent

Subscribed and sworn to before me this date of _____.

_____ SEAL
Notary Public

NOTE: Any person who knowingly submits a false statement concerning the identity of a grantee shall be guilty of a Class C misdemeanor for the first offense and of a Class A misdemeanor for subsequent offenses.

(Attach to deed or ABI to be recorded in Cook County, Illinois, if exempt under the provisions of Section 4 of the Illinois Real Estate Transfer Tax Act.)

DII ARCHITECTURE

www.diiArchitecture.com

Jereme Smith, ALA
Owner, DII Architecture
Licensed Architect & Design/Builder
Add Dii on facebook.

info@diiarchitecture.com
773.209.1488

Date: March 24, 2025
Address: 224 Prairie Ave. Arlington Heights, IL, 60005
Project: Rear Screened Porch Addition

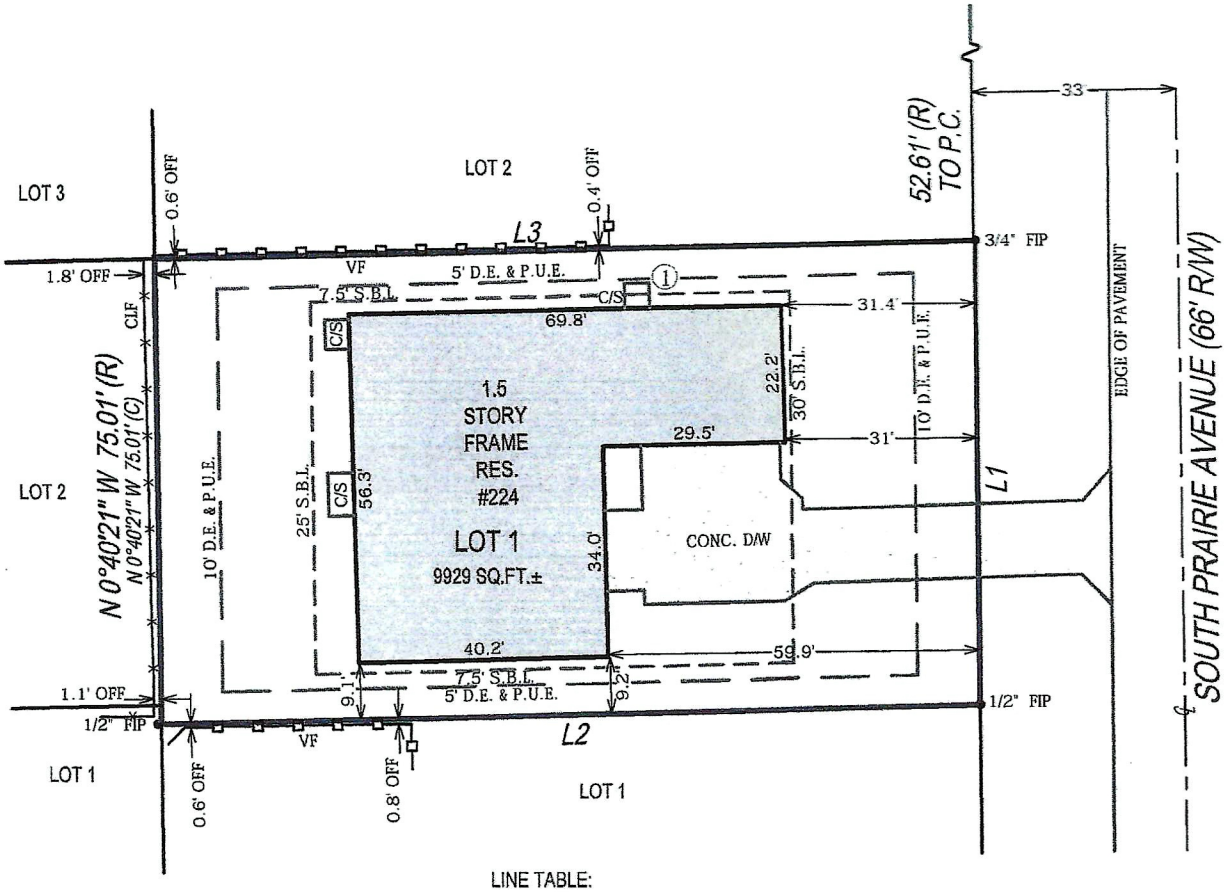
To Whom It May Concern:

This application is seeking Conditional use approval for residential setback reductions for an addition and patio(11'-7 5/8" from rear property line to patio, & 18'-10 3/4" to addition)

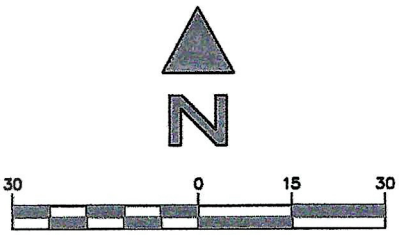
a. We believe that the rear screened porch of the conditional use will not be detrimental to, or endanger the public health, safety, morals, comfort, or general welfare. This addition is isolated in the rear of property and middle of the house.
b. It is our belief that the conditional use will not be injurious to the uses and enjoyment of other property in the immediate vicinity for the purposes already permitted, nor substantially diminish and impair property values within the neighborhood in which it is to be located. The addition is a relatively small screened porch, and should not negatively impact it's neighbors. Other neighbors actually have larger additions.
c. We believe that the establishment of the conditional use will not impede the normal and orderly development and improvement of the surrounding property for uses permitted in the district. The small rear screened porch should not be hindrance for the neighbors, or surrounding development.
d. We have taken into account adequate public utilities, access roads, drainage and/or necessary facilities have been or will be provided. The 10' drainage easement(existing swale and p.u.e.) has been maintained.
e. Adequate measures have been or will be taken to provide ingress and egress so designed as to minimize traffic congestion in the public streets. The rear addition should not affect traffic.
f. It is our belief that the proposed conditional use is not contrary to the objectives of the current comprehensive plan for the village. The addition should not affect this.
g. We believe that the conditional use shall, in all other respects, conform to the applicable regulations of the district in which it is located, except as such regulations may, in each instance, be modified pursuant to the recommendations of the planning and zoning commission. The addition should accommodate the previous statement.

Sincerely,
Jereme Smith, licensed Architect
DII Architecture

IL2405.2911
PLAT OF SURVEY
COOK COUNTY



LINE TABLE:
L1 S 0°40'40" E 75.01' (R)
S 0°28'59" E 75.10' (M)
L2 S 88°37'17" W 132.18' (R)
S 88°37'17" W 132.18' (C)
L3 N 88°37'17" E 132.17' (R)
N 88°34'57" E 132.43' (C)



GRAPHIC SCALE (In Feet)
1 inch = 30' ft.

STATE OF ILLINOIS
COUNTY OF LASALLE } SS

THIS IS TO CERTIFY THAT THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY. GIVEN UNDER MY HAND AND SEAL THIS DATE HEREON.

WARREN D. JOHNSON
035-002971
PROFESSIONAL LAND SURVEYOR
SANDWICH, IL
STATE OF ILLINOIS

ILLINOIS PROFESSIONAL LAND SURVEYOR No. 2971
LICENSE EXPIRES 11/30/2024
EXACTA LAND SURVEYORS, LLC
PROFESSIONAL DESIGN FIRM 184008059-0008

POINTS OF INTEREST:
1. CONCRETE SLAB OVER 7.5' SETBACK LINE

EXACTA Land Surveyors, LLC

Exacta Land Surveyors, LLC
PLS# 184008059
o: 773.305.4011
316 East Jackson Street | Morris, IL 60450

SurveySTARS

DATE OF SURVEY: 05/16/24

SEE PAGE 2 OF 2 FOR LEGAL DESCRIPTION

DII ARCHITECTURE

www.diiArchitecture.com

Jereme Smith, ALA
Owner, DII Architecture
Licensed Architect & Design/Builder
Add Dii on facebook.

info@diiarchitecture.com
773.209.1488

Date: March 27, 2025
Address: 224 Prairie Ave. Arlington Heights, IL, 60005
Project: Rear Screened Porch Addition

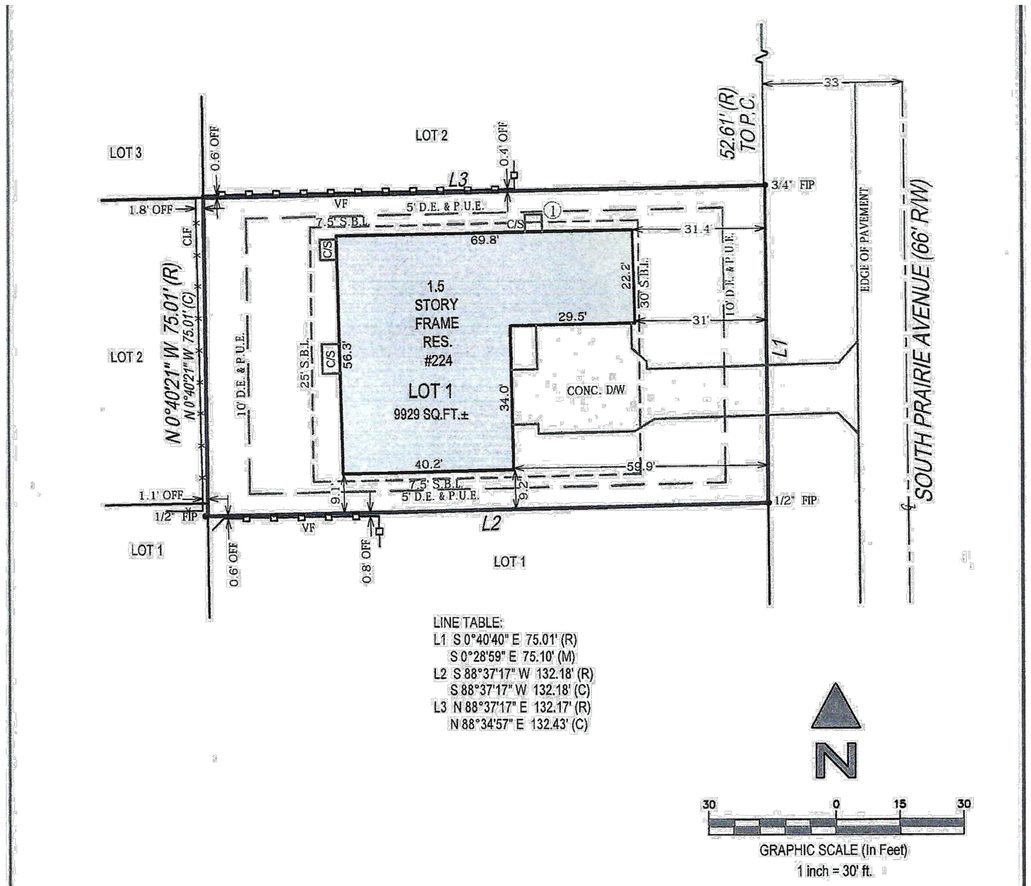
To Whom It May Concern.. Please see the Legal Description for the property:

Lot 1 in the Prairie Avenue, being a subdivision of the East half (1/2) of the North half (1/2) of the Northeast half (1/2) of the Northeast quarter (1/4) of the Southeast quarter (1/4) of the Northwest quarter (1/4) of Section 10, Township 41 North, Range 11 East of the third principal meridian. In Cook County, Illinois, according to EL the Plat thereof recorded November 9, 2018 as Document 1831334082. Area = 9,922.07 +- S.F. / 0.227 Acres

Sincerely,
Jereme Smith, licensed Architect
DII Architecture

LICENSED ARCHITECT
JEREME R. SMITH
001-020542
STATE OF ILLINOIS

I, Jereme Smith, license #001-020542; expiring 11-30-26 maintain that these drawings were prepared under my supervision and, to the best of my knowledge, meet all building codes and other applicable ordinances.



STATE OF ILLINOIS
COUNTY OF LASALLE } SS

THIS IS TO CERTIFY THAT THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY. GIVEN UNDER MY HAND AND SEAL THIS DATE HEREON.

WARREN D. JOHNSON
035-002971
PROFESSIONAL LAND SURVEYOR
SANDWICH, IL
STATE OF ILLINOIS

ILLINOIS PROFESSIONAL LAND SURVEYOR No. 2971
LICENSE EXPIRES 11/30/2024
EXACTA LAND SURVEYORS, LLC
PROFESSIONAL DESIGN FIRM 184008059-0008

POINTS OF INTEREST:
1. CONCRETE SLAB OVER 7.5' SETBACK LINE

EXACTA Land Surveyors, LLC

Exacta Land Surveyors, LLC
PLS# 184008059
o: 773.305.4011
316 East Jackson Street | Morris, IL 60450

SurveySTARS

GENERAL NOTES:

1. CONTRACTOR SHALL BE RESPONSIBLE FOR MEANS, METHODS, TECHNIQUES, PROCEDURES, AND FOR COORDINATING ALL PORTIONS OF THE WORK.
2. CONTRACTOR AND HIS/HER SUBCONTRACTORS SHALL HOLD HARMLESS THE DESIGNER AND HIS AGENTS AGAINST LOSS, DAMAGES, LIABILITY, OR ANY EXPENSE ARISING IN ANY MANNER FROM THE WRONGFUL OR NEGLIGENT ACTS OF THE CONTRACTOR, THE SUBCONTRACTORS, OR THEIR RESPECTIVE EMPLOYEES AND AGENTS.
3. ALL TRADES SHALL BE COORDINATED WITH EACH OTHER AND FULLY INFORMED AND AWARE OF THE WORK OF OTHERS.
4. SUBCONTRACTORS SHALL VERIFY ALL DIMENSIONS BEFORE CONSTRUCTION AND BRING ANY DISCREPANCIES TO THE ATTENTION OF THE GENERAL CONTRACTOR
5. INSULATION INSTALLER SHALL PROVIDE A CERTIFICATE LISTING THE TYPE, MANUFACTURER AND R-VALUE OF INSULATION INSTALLED .
6. CONTACT FLOOD BROTHERS 630-261-0400 TO ORDER DUMPSTER
7. CONTRACTORS ARE REQUIRED TO COMPLETE THE CONTRACTOR REGISTRATION REQUIREMENTS OF THE CITY. SEE CITY WEBPAGE FOR APPLICATION FORM AND INSURANCE REQUIREMENTS.
8. PORT-A-POTTY SHALL BE PROVIDED AND LOCATED WITH SAFETY FENCING
9. ADDRESS FOR PROJECT SHALL BE PLACED ON FENCING AND BE VISIBLE FROM THE ROAD.
10. CITY STREETS SHALL BE CLEANED DAILY AND KEPT FREE FROM MUD AND DEBRIS.
11. CONSTRUCTION OPERATION HOURS ARE 7AM-6PM ON WEEKDAYS AND SATURDAYS.

SQUARE FOOTAGES:

EXISTING FOOTPRINT:	2,916 SF
PORCH:	231 SF
TOTAL:	3,147 SF

ZONING:

Public Utility Easement: 10'-0"
Rear Setback: 25'-0"
Side Setback: 7'-6"
Front Setback: 30'-0"

LOT COVERAGE:
Lot size: 9,929 sf
FAR: 29.4% (existing)
FAR: 31.7% (existing and new)

Existing Building:	2,916 sf
Addition:	231 sf
Existing drive:	1,050 sf
Existing pads/stoops:	32 sf
New Patio:	236 sf
Total Coverage:	4,465 sf (45%)

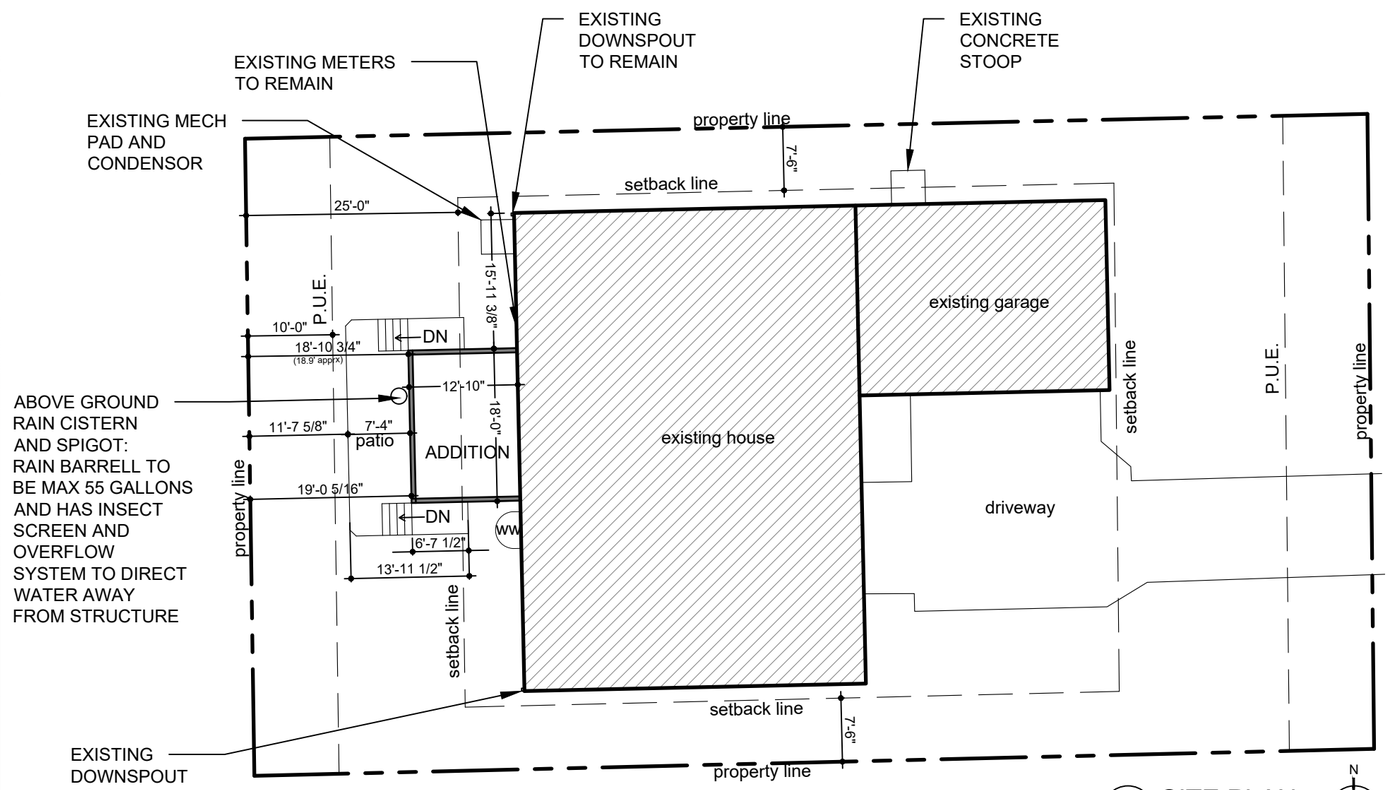
STRUCTURAL:
Snow load: 30psf

SHEET INDEX:

A0.0: SITE PLAN / TITLE SHEET
A0.1: GRADING PLAN AND SECTION
A1.0: FOUNDATION PLAN
A1.1: FLOOR PLAN
A1.2: REFLECTED CEILING PLAN
A1.3: ROOF PLAN
A1.4: ROOF FRAMING PLAN
A2.0: EXTERIOR ELEVATIONS
A3.0: BUILDING SECTIONS
A3.1: BUILDING SECTIONS
A4.0 EXTERIOR 3D IMAGES

APPLICABLE CODES

2021 INTERNATIONAL RESIDENTIAL CODE
2021 INTERNATIONAL BUILDING CODE
IL ENERGY CONSERVATION CODE
VILLAGE OF MOUNT PROSPECT AMENDMENTS
2020 NATIONAL ELECTRICAL CODE
2021 MECHANICAL CODE
2021 INTERNATIONAL FUEL GAS CODE
ILLINOIS STATE PLUMBING CODE
ILLINOIS ACCESSIBILITY CODE



1 A0.0 SITE PLAN
SCALE: 1/16" = 1'-0"

DII ARCHITECTURE	JEREME SMITH, AIA	PROJECT	DRAWING DESCRIPTION				
www.diiarchitecture.com	305 E. Clarendon St. Prospect Heights, IL 60070 (773) 209.1488 info@diiarchitecture.com	**LAURA TURBIN** **224 South Prairie Ave** **Arlington Heights, IL 60005**	**TITLE SHEET, SITE PLAN**	ISSUED 2024.12.10 DRAWN BY: NRS DESIGNS	**A0.0**	5	04.12.25	Variance resubmittal
						4	03.12.25	Variance resubmittal
						1	12.10.24	Permit set

LICENSED ARCHITECT
JEREME R. SMITH
001-020542
STATE OF ILLINOIS

I, Jereme Smith, license #001-020542; expiring 11-30-26 maintain that these drawings were prepared under my supervision and, to the best of my knowledge, meet all building codes and other applicable ordinances.

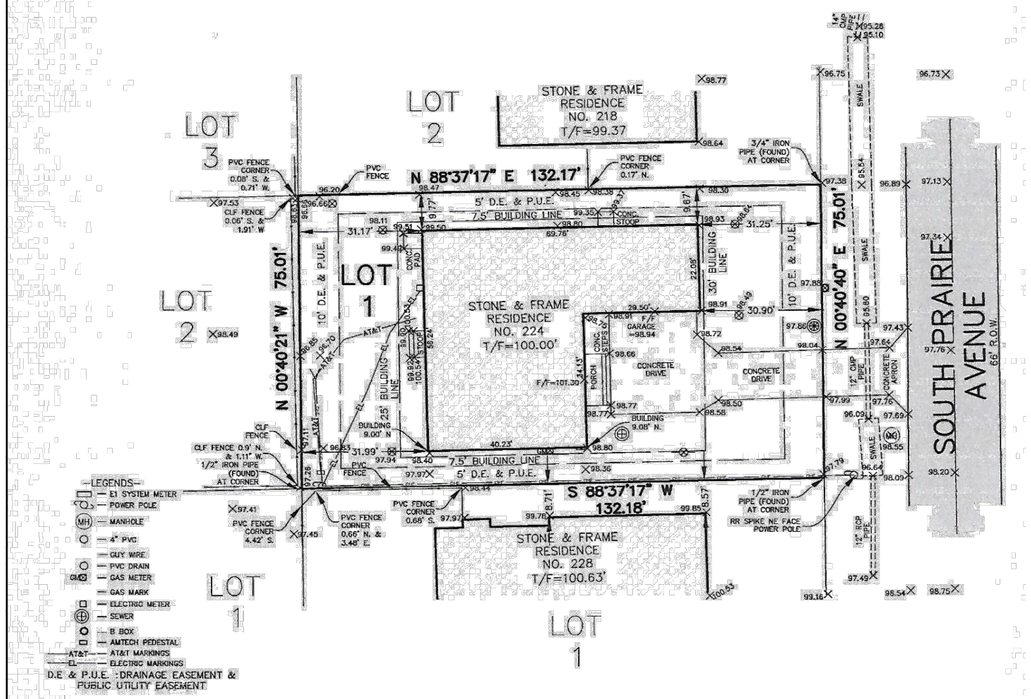
TOPOGRAPHICAL SURVEY

OF

LOT 1 IN THE PRAIRIE AVENUE, BEING A SUBDIVISION OF THE EAST HALF (1/2) OF THE NORTH HALF (1/2) OF THE NORTHEAST HALF (1/2) OF THE NORTHEAST QUARTER (1/4) OF THE SOUTH EAST QUARTER (1/4) OF THE NORTHWEST QUARTER (1/4) OF SECTION 10, TOWNSHIP 41 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS, ACCORDING TO EL THE PLAT THEREOF RECORDED NOVEMBER 9, 2018 AS DOCUMENT 1831334082.

AREA = 9,922.07 ± S.F. / 0.227 ACRES

S
1" = 20'



LEGEND AND NOTES

Dimensions shown thus: 50.25 are feet and decimal parts thereof. Angular data shown thus: 90°00'00" indicate degrees, minutes and seconds.

50.25 / N 90°00'00" E indicates measure dimension / bearing.
(50.25) / (N 90°00'00" E) indicates record dimension / bearing.
[50.25 d] / [N 90°00'00" E d] indicates deed dimension / bearing.

Bearings shown hereon, if any, per local or assumed data, unless shown otherwise.

Compare your points before using same and report any differences immediately.

Check legal description with deed or title policy and report any discrepancy immediately. Building lines and easements, if any, shown hereon are as shown on the recorded subdivision plat or as indicated.

Order Number: 25-1023
Survey Made For: Laura G. Turbin

STATE OF ILLINOIS } S.S.
COUNTY OF COOK }

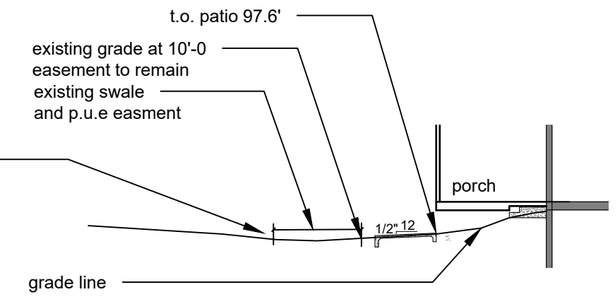
I, Barbara C. Murry, An Illinois Professional Land Surveyor, Do Hereby Certify That This Professional Service Conforms To The Current Illinois Minimum Standards For Topographic Surveys

Date of completion of field work: February 05, 2025
Palatine, Illinois: February 20, 2025

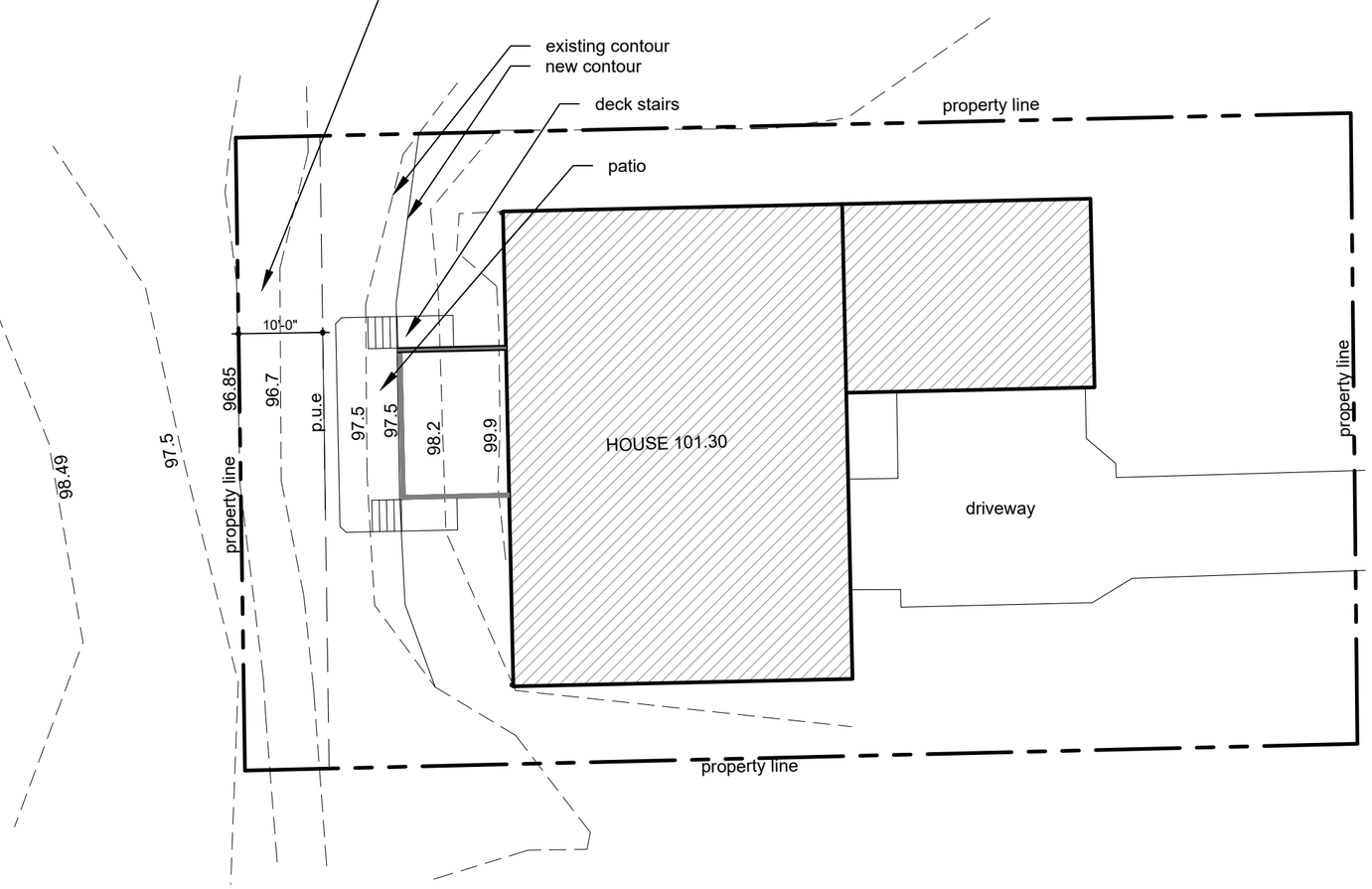
BARBARA C. MURRY
3529
PROFESSIONAL LAND SURVEYOR STATE OF ILLINOIS
PALATINE, IL

Illinois Professional Land Surveyor - Barbara C. Murry 035-003529
License Renewal date: November 30, 2026

Project Number: 25102300
Field Book: 378L64-65
Drawing File: 25102300.dwg



2 A0.1 GRADING SECTION
SCALE: 1/16" = 1'-0"



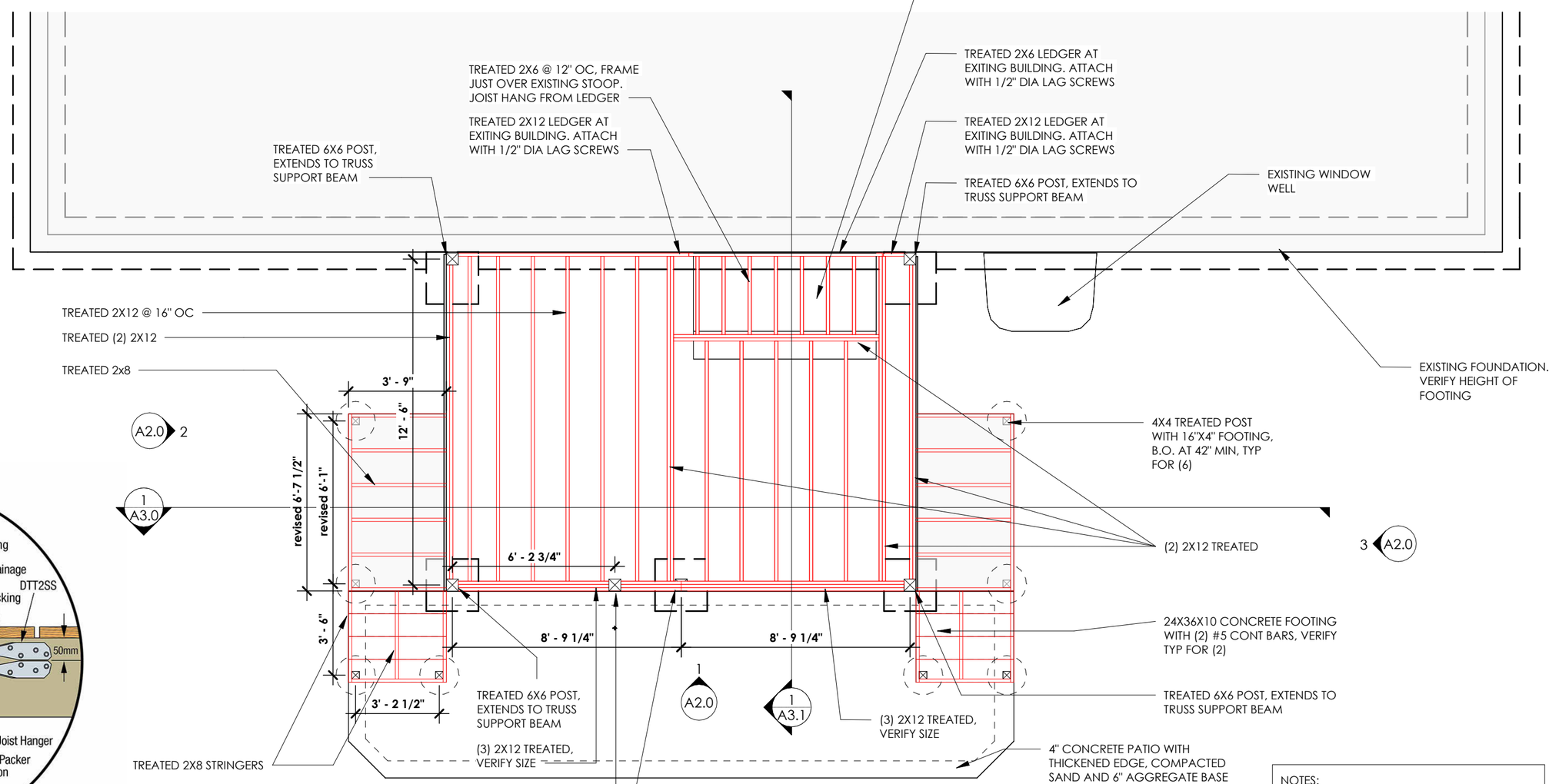
1 A0.1 GRADING PLAN
SCALE: 1/16" = 1'-0"

N

DII ARCHITECTURE	JEREME SMITH, AIA	PROJECT	DRAWING DESCRIPTION				
www.diiarchitecture.com	305 E. Clarendon St. Prospect Heights, IL 60070 (773) 209.1488 info@diiarchitecture.com	**LAURA TURBIN** **224 South Prairie Ave** **Arlington Heights, IL 60005**	**GRADING PLAN**	ISSUED 2024.12.10 DRAWN BY: NRS DESIGNS	**A0.1**	5	04.12.25 Variance resubmittal
						4	03.12.25 Variance resubmittal
						1	12.10.24 Permit set

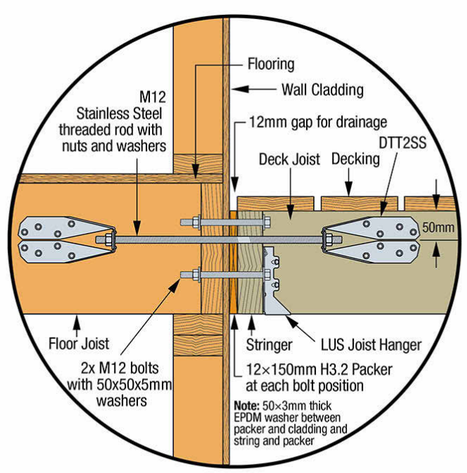
LICENSED ARCHITECT
JEREME R. SMITH
001-020542
STATE OF ILLINOIS

I, Jereme Smith, license # 001-020542; expiring 11-30-26 maintain that these drawings were prepared under my supervision and, to the best of my knowledge, meet all building codes and other applicable ordinances



NOTES:
-ALL WOOD FRAMING, COLUMNS, STRUCTURAL ELEMENTS TO BE TREATED.
-VERIFY EXISTING DIMENSIONS AND ELEMENTS PRIOR TO CONSTRUCTION

1 FOUNDATION PLAN
1/4" = 1'-0"



SIMPSON Strong-Tie® DTT2SS
Deck-to-House Lateral Load Connection

DII ARCHITECTURE	JEREME SMITH, AIA	PROJECT	DRAWING DESCRIPTION				
www.diiarchitecture.com	305 E. Clarendon St. Prospect Heights, IL 60070 (773) 209.1488 info@diiarchitecture.com	Laura Turbin 224 South Prairie Avenue Arlington Heights, IL 60005	FOUNDATION AND FRAMING PLAN	ISSUED: 2024.12.10 DRAWN BY: NRS DESIGNS	A1.0	5	04.12.25 Variance resubmittal
						4	03.12.25 Variance resubmittal
						1	12.10.24 Permit set

LICENSED ARCHITECT
JEREME R. SMITH
001-020542
STATE OF ILLINOIS

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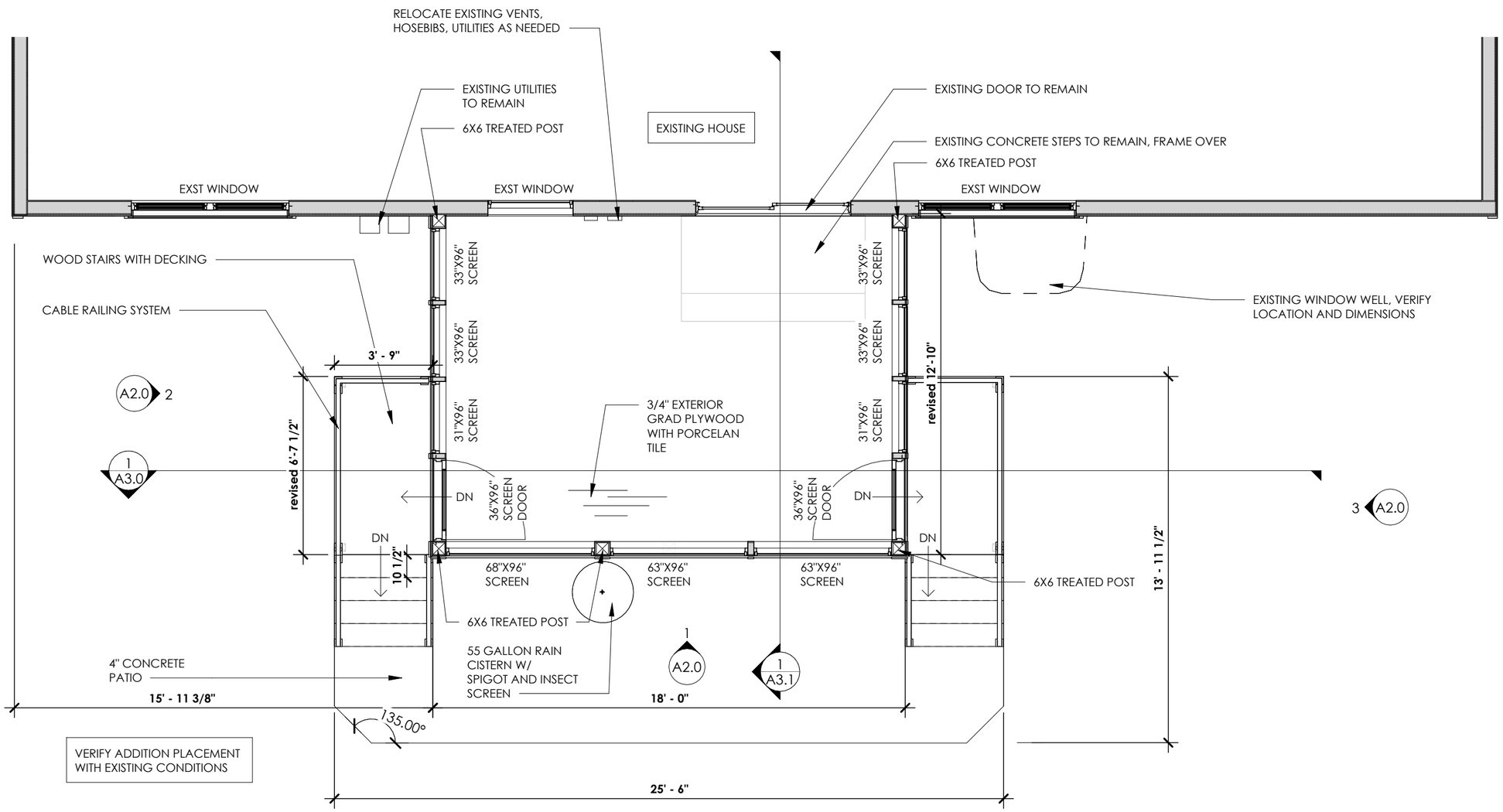
FLOOR PLAN - GENERAL NOTES

1. CONTRACTOR TO VERIFY ALL DIMENSIONS AND LOCATIONS OF EXISTING ELEMENTS BEFORE CONSTRUCTION AND NOTIFY ARCHITECT OF ANY DISCREPANCIES
2. CONTRACTOR TO VERIFY EXISTING MAIN LEVEL FLOOR ELEVATION AND GRADE ELEVATION
3. TOP OF TILE FINISH TO BE AT SAME LEVEL AS INSIDE OF HOUSE FINISH SURFACE. CONTRACTOR TO VERIFY ELEVATION AND PLACE NEW STRUCTURAL FRAMING TO ACCOMODATE CONSTRUCTION MATERIALS.
4. CONTRACTOR TO COORDINATE AND RELOCATE ANY UTILITIES, VENTS, HOSE BIBS AS NECESSARY FOR THE NEW ADDITION
5. DESIGN INTENT IS FOR EXISTING SIDING, WINDOWS AND DOORS ON EXISTING HOUSE TO REMAIN.
6. REMOVE PORTION OF EXISTING ROOF OVERHANG AND SOFFIT AT NEW ADDITION EXTENTS. PATCH SHEATHING AS NEEDED FOR NEW VERTICAL FACE INSIDE NEW GABLE TRUSS.
7. CONTRACTOR TO COORDINATE ELECTRICAL WIRING AND LOCATIONS.



1 MAIN LEVEL PLAN
1/4" = 1'-0"

DII ARCHITECTURE	JEREME SMITH, AIA	PROJECT	DRAWING DESCRIPTION				
www.diiarchitecture.com	305 E. Clarendon St. Prospect Heights, IL 60070 (773) 209.1488 info@diiarchitecture.com	Laura Turbin 224 South Prairie Avenue Arlington Heights, IL 60005	FLOOR PLAN - 1ST FLOOR	ISSUED: 2024.12.10 DRAWN BY: NRS DESIGNS	A1.1	5	04.12.25 Variance resubmittal
						4	03.12.25 Variance resubmittal
						1	12.10.24 Permit set

LICENSED ARCHITECT
JEREME R. SMITH
001-020542
STATE OF ILLINOIS

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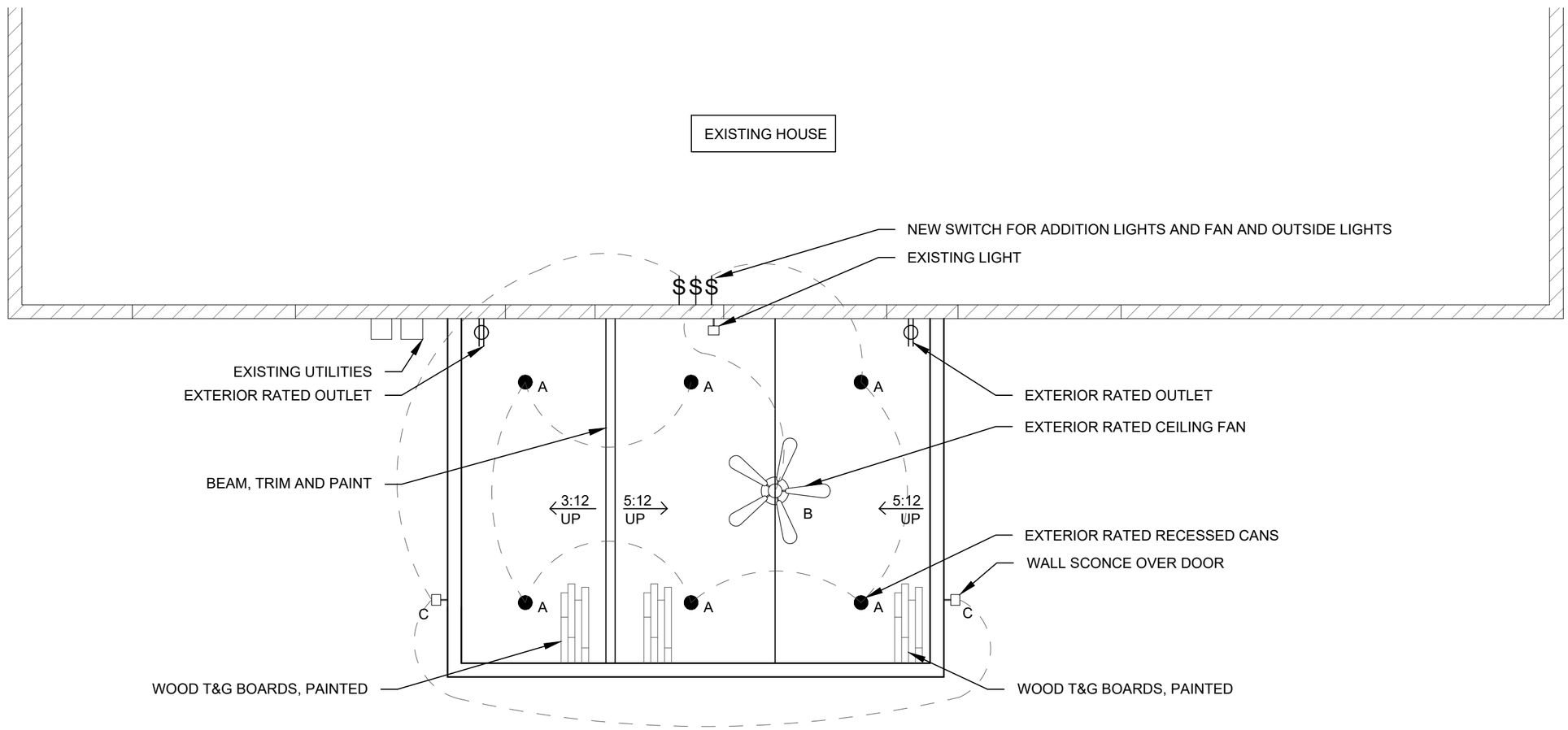

1 A1.2 REFLECTED CEILING PLAN
SCALE: 1/4" = 1'-0"

DII ARCHITECTURE	JEREME SMITH, AIA	PROJECT	DRAWING DESCRIPTION				
www.diiarchitecture.com	305 E. Clarendon St. Prospect Heights, IL 60070 (773) 209.1488 info@diiarchitecture.com	**LAURA TURBIN** **224 South Prairie Ave** **Arlington Heights, IL 60005**	**REFLECTED CEILING PLAN**	ISSUED 2024.12.10 DRAWN BY: NRS DESIGNS	**A1.2**	5	04.12.25 Variance resubmittal
						4	03.12.25 Variance resubmittal
						1	12.10.24 Permit set

LICENSED ARCHITECT
JEREME R. SMITH
001-020542
STATE OF ILLINOIS

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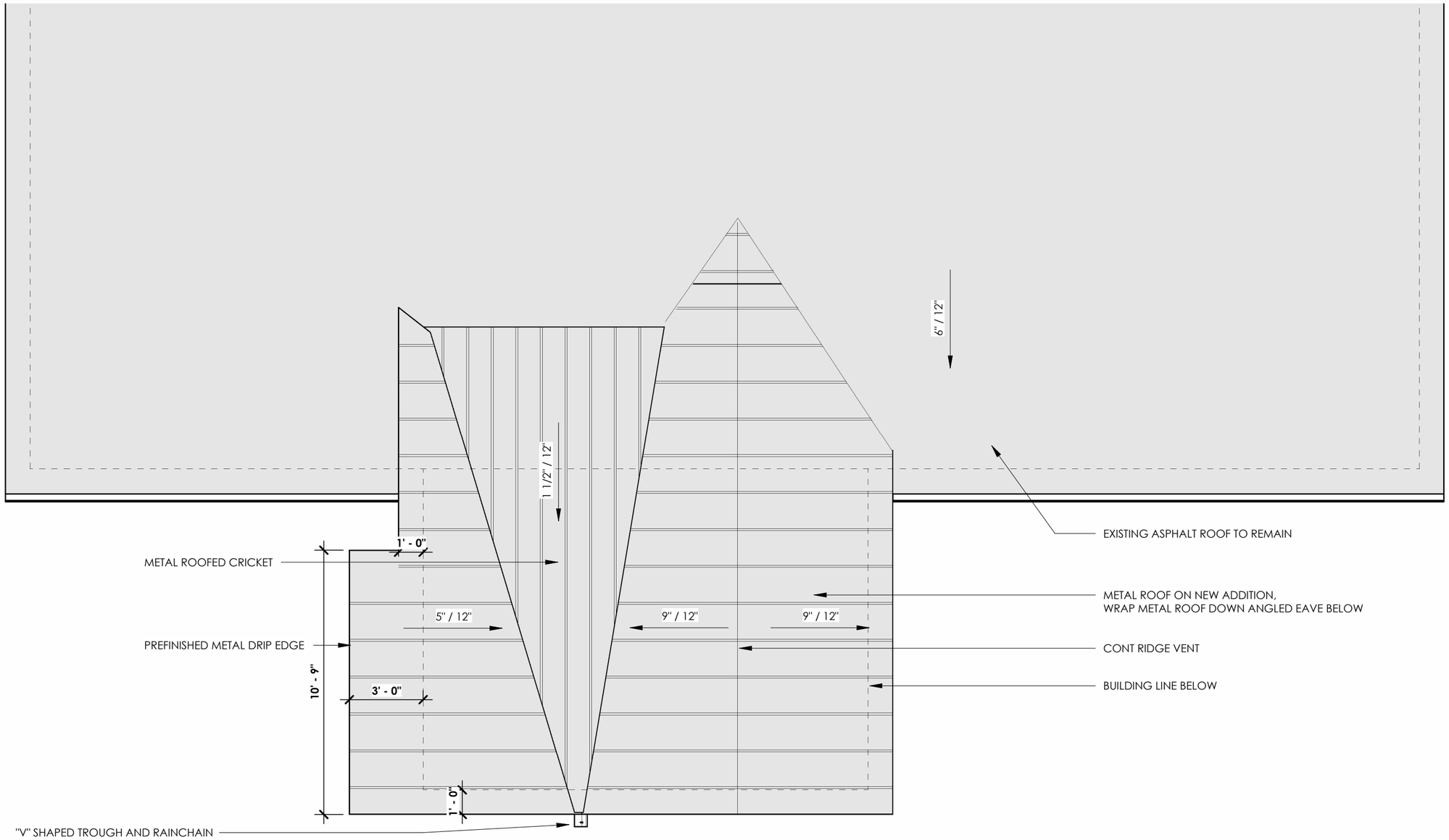

1 ROOF PLAN
1/4" = 1'-0"

DII ARCHITECTURE	JEREME SMITH, AIA	PROJECT	DRAWING DESCRIPTION					
www.diiarchitecture.com	305 E. Clarendon St. Prospect Heights, IL 60070 (773) 209.1488 info@diiarchitecture.com	Laura Turbin 224 South Prairie Avenue Arlington Heights, IL 60005	ROOF PLAN	ISSUED: 2024.12.10 DRAWN BY: NRS DESIGNS	A1.3	5	04.12.25	Variance resubmittal
						4	03.12.25	Variance resubmittal
						1	12.10.24	Permit set

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001-020542
STATE OF ILLINOIS

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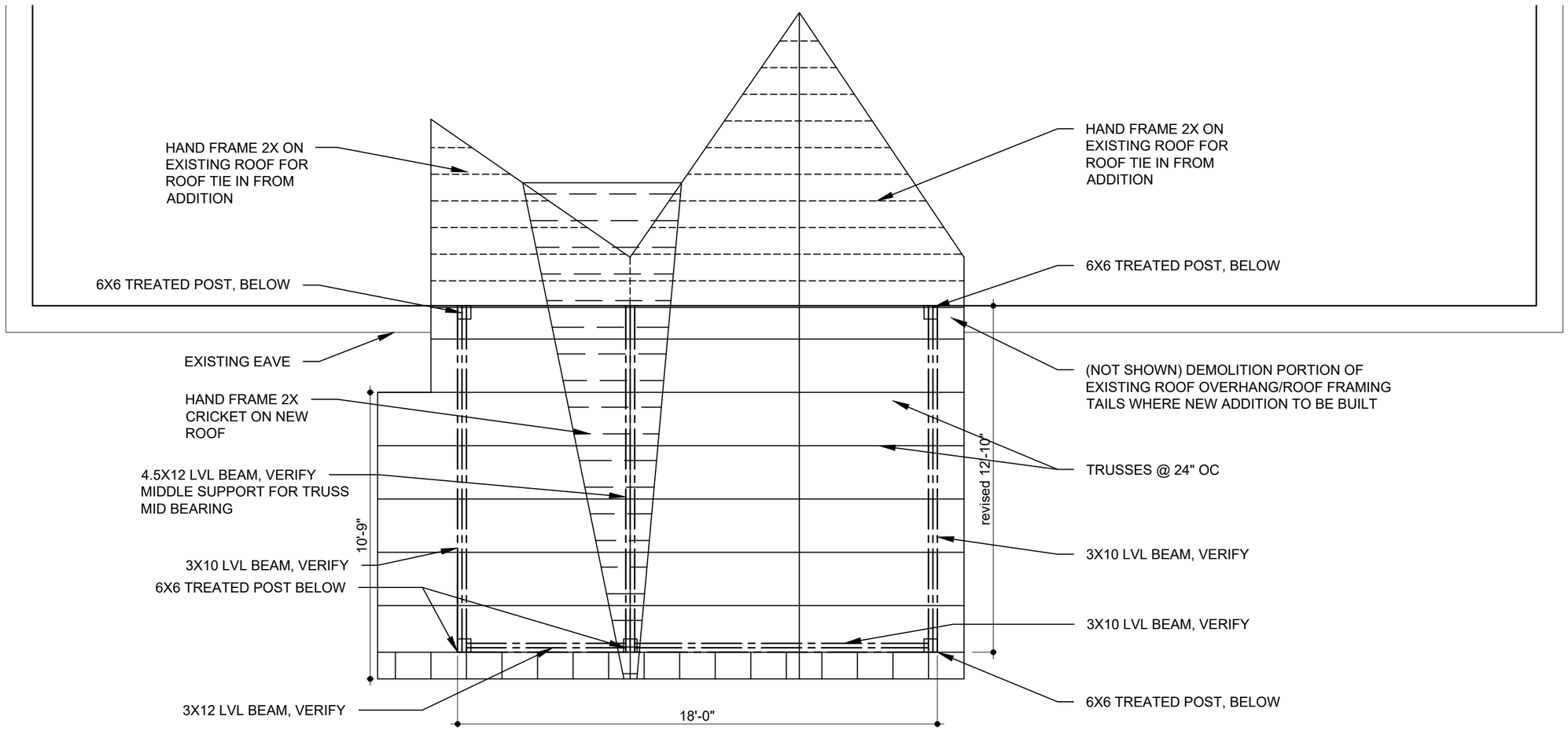

1 / A1.4 ROOF FRAMIN PLAN
SCALE: 1/4" = 1'-0"

DII ARCHITECTURE	JEREME SMITH, AIA	PROJECT	DRAWING DESCRIPTION					
www.diiarchitecture.com	305 E. Clarendon St. Prospect Heights, IL 60070 (773) 209.1488 info@diiarchitecture.com	**LAURA TURBIN** **224 South Prairie Ave** **Arlington Heights, IL 60005**	**ROOF FRAMING PLAN**	ISSUED 2024.12.10 DRAWN BY: NRS DESIGNS	**A1.4**	5	04.12.25	Variance resubmittal
						4	03.12.25	Variance resubmittal
						1	12.10.24	Permit set

LICENSED ARCHITECT
JEREME R. SMITH
001-020542
STATE OF ILLINOIS

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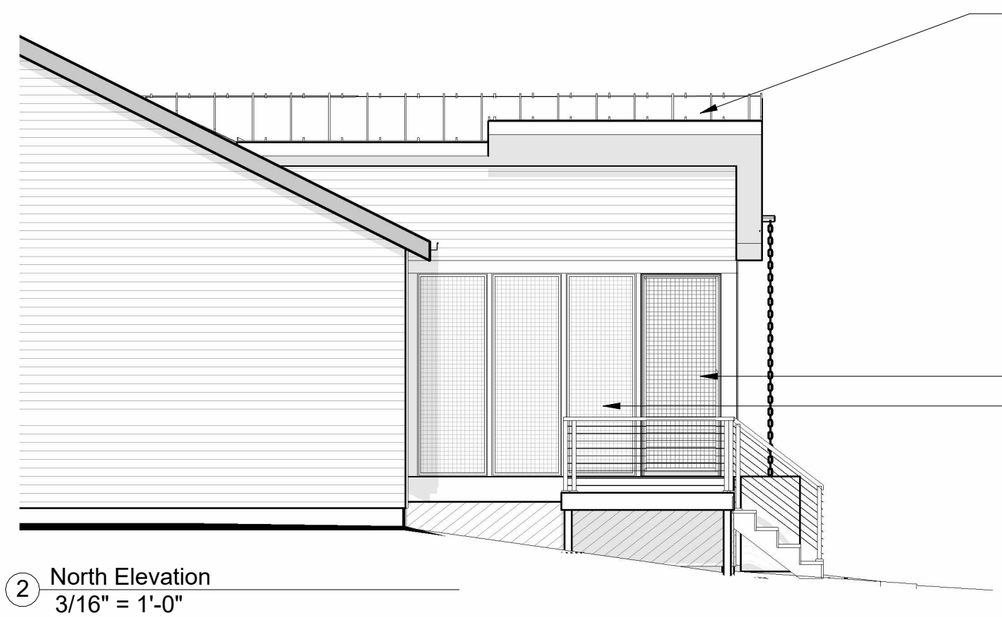
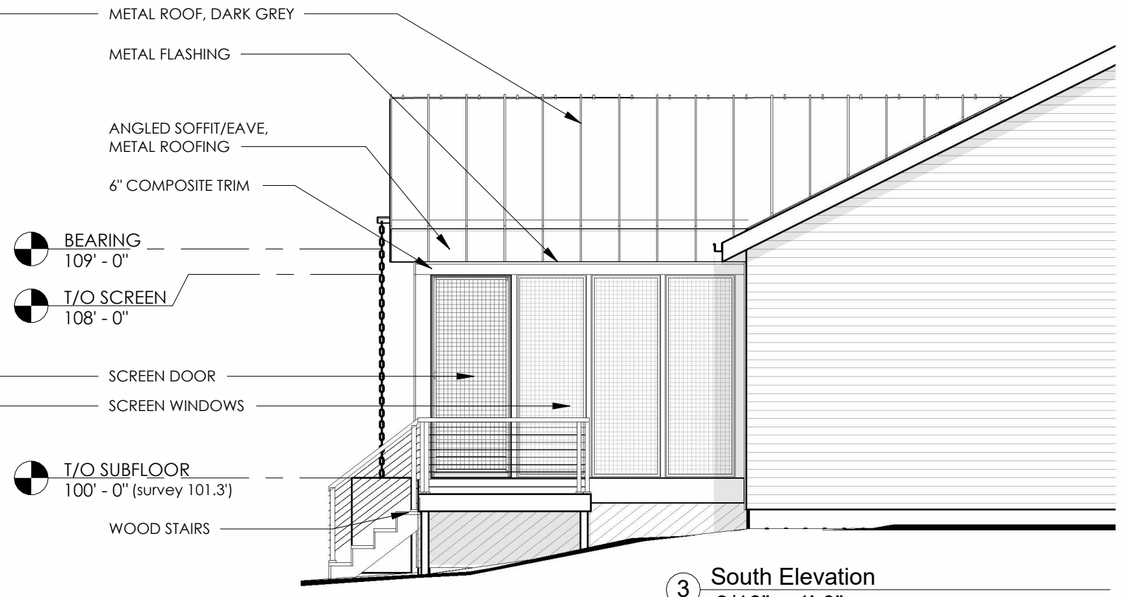
1 West Elevation
3/16" = 1'-0"



2 North Elevation
3/16" = 1'-0"



3 South Elevation
3/16" = 1'-0"

DII ARCHITECTURE

www.diiarchitecture.com

JEREME SMITH, AIA

305 E. Clarendon St.
Prospect Heights, IL 60070
(773) 209.1488
info@diiarchitecture.com

PROJECT	DRAWING DESCRIPTION					
Laura Turbin 224 South Prairie Avenue Arlington Heights, IL 60005	EXTERIOR ELEVATIONS	ISSUED: 2024.12.10 DRAWN BY: NRS DESIGNS	A2.0	5	04.12.25	Variance resubmittal
				4	03.12.25	Variance resubmittal
				1	12.10.24	Permit set

LICENSED ARCHITECT
JEREME R. SMITH
001-020542
STATE OF ILLINOIS

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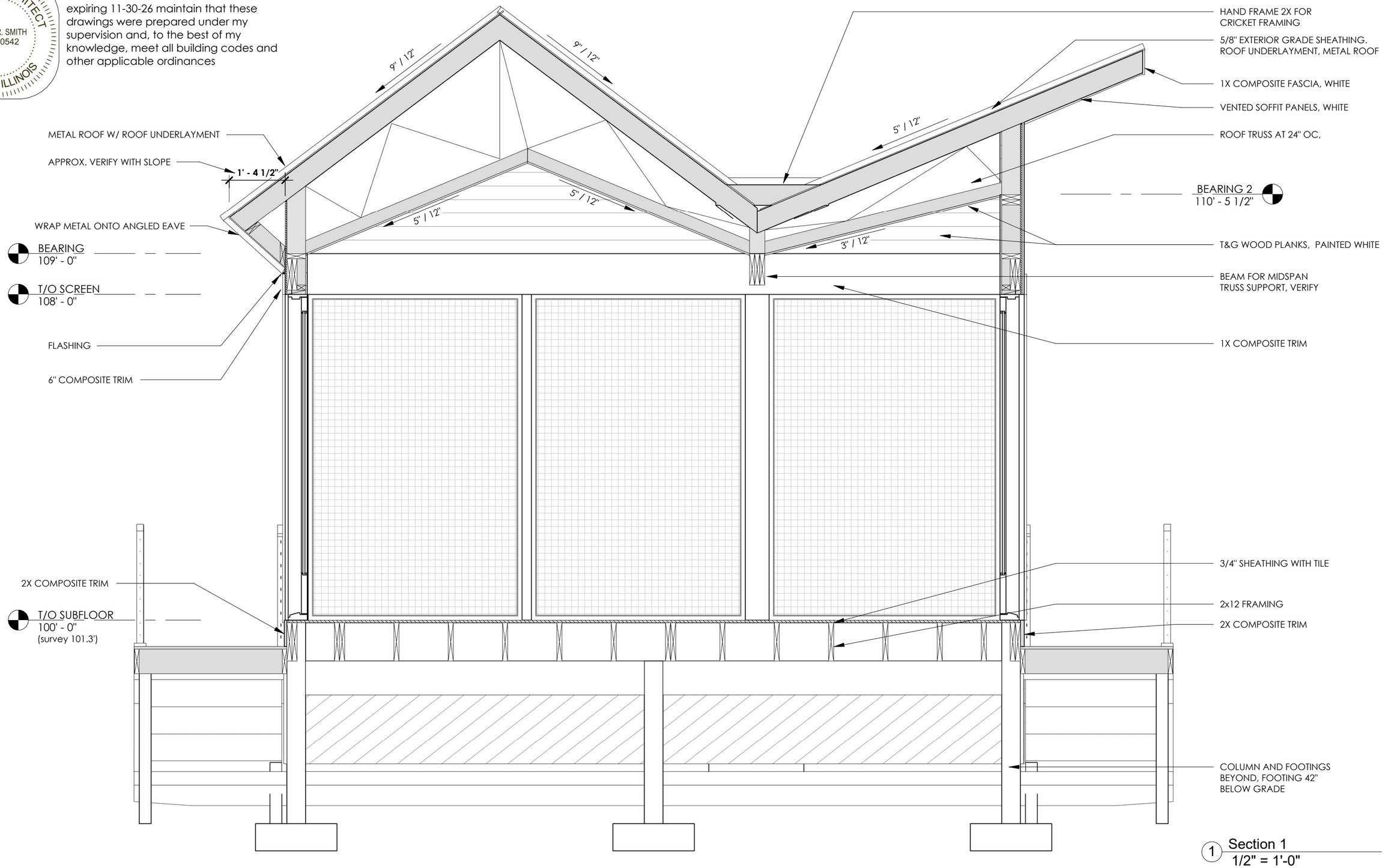

1 Section 1
1/2" = 1'-0"

DII ARCHITECTURE	JEREME SMITH, AIA	PROJECT	DRAWING DESCRIPTION				
www.diiarchitecture.com	305 E. Clarendon St. Prospect Heights, IL 60070 (773) 209.1488 info@diiarchitecture.com	Laura Turbin 224 South Prairie Avenue Arlington Heights, IL 60005	BUILDING SECTIONS	ISSUED: 2024.12.10 DRAWN BY: NRS DESIGNS	A3.0	5	04.12.25 Variance resubmittal
						4	03.12.25 Variance resubmittal
						1	12.10.24 Permit set

LICENSED ARCHITECT
JEREME R. SMITH
001-020542
STATE OF ILLINOIS

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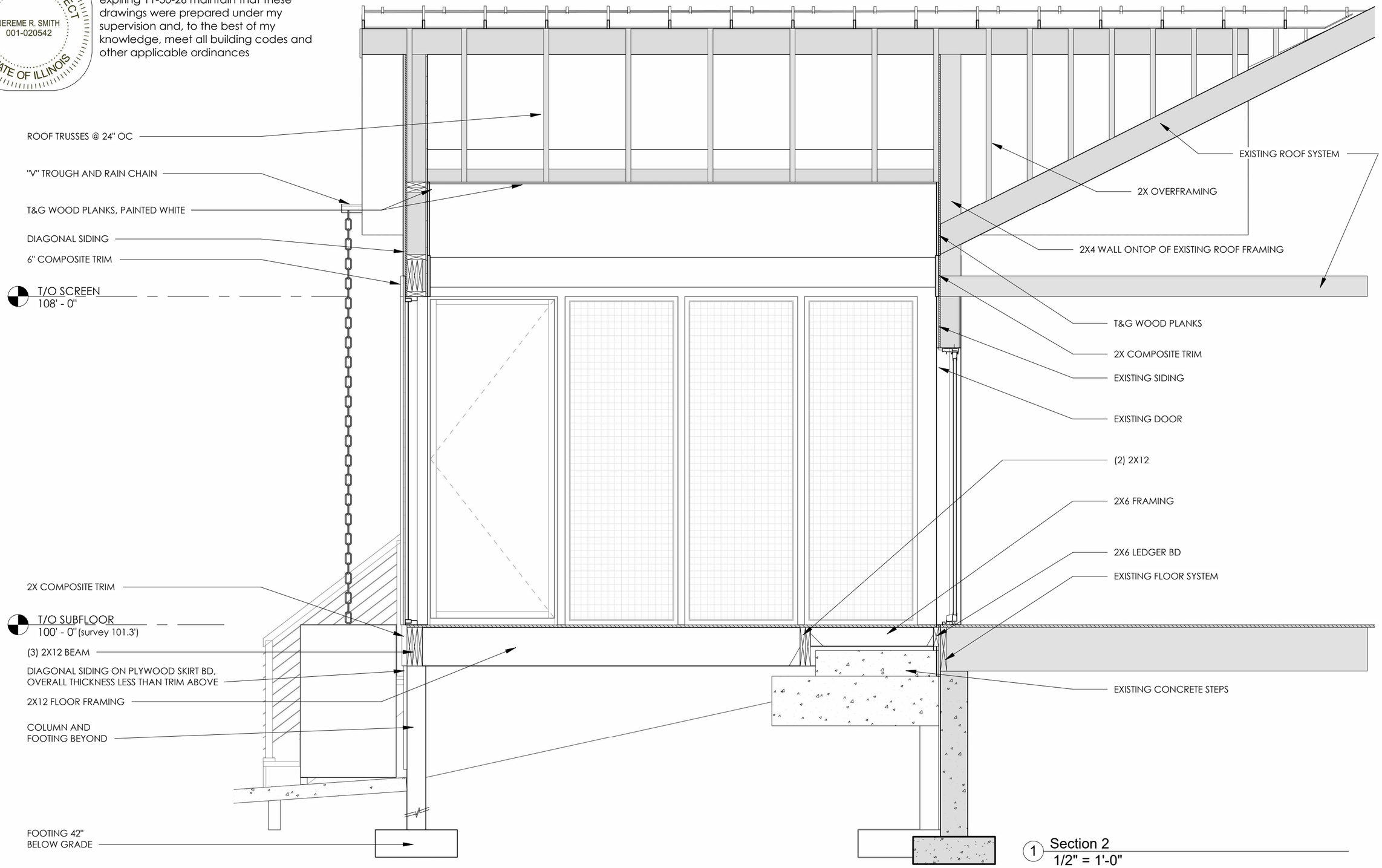


1 Section 2
1/2" = 1'-0"

DII ARCHITECTURE	JEREME SMITH, AIA	PROJECT	DRAWING DESCRIPTION				
www.diiarchitecture.com	305 E. Clarendon St. Prospect Heights, IL 60070 (773) 209.1488 info@diiarchitecture.com	Laura Turbin 224 South Prairie Avenue Arlington Heights, IL 60005	BUILDING SECTIONS	ISSUED: 2024.12.10 DRAWN BY: NRS DESIGNS	A3.1	5	04.12.25 Variance resubmittal
						4	03.12.25 Variance resubmittal
						1	12.10.24 Permit set

LICENSED ARCHITECT
JEREME R. SMITH
001-020542
STATE OF ILLINOIS

I, Jereme Smith, license # 001-020542; expiring 11-30-26 maintain that these drawings were prepared under my supervision and, to the best of my knowledge, meet all building codes and other applicable ordinances

2 3D_View 1

1 3D_View 2

DII ARCHITECTURE

www.diiarchitecture.com

JEREME SMITH, AIA

305 E. Clarendon St.
Prospect Heights, IL 60070
(773) 209.1488
info@diiarchitecture.com

PROJECT	DRAWING DESCRIPTION					
Laura Turbin 224 South Prairie Avenue Arlington Heights, IL 60005	EXTERIOR PERSPECTIVES	ISSUED: 2024.12.10 DRAWN BY: NRS DESIGNS	A4.0	5	04.12.25	Variance resubmittal
				4	03.12.25	Variance resubmittal
				1	12.10.24	Permit set

Item Cover Page

Subject	**PZ-03-25 / 1040 W Northwest Highway / CU: Daycare Center / Village Board Final**
Meeting	May 22, 2025 - REGULAR MEETING OF THE MOUNT PROSPECT PLANNING AND ZONING COMMISSION
Fiscal Impact (Y/N)	N
Dollar Amount	
Budget Source	
Category	NEW BUSINESS
Type	Action Item

Information

The petitioner (W Northwest MP LLC), along with The Nest Schools Inc., is seeking conditional use approval to operate a daycare center at 1040 West Northwest Highway (the subject property). The conditional use request for a daycare center requires Village Board approval. The proposal meets the requirements and standards related to the Village Code, and staff is supportive of the request.

Discussion

The petitioner proposes to establish a daycare center within an existing two-story, 21,760-square-foot office building. The facility is designed to serve up to 339 children, ranging in age from six weeks to five years, with additional before- and after-school programs, as well as summer care, available for children up to twelve years old. The daycare center is expected to employ up to forty-nine daily staff members. Conditional use approval is required for the operation of a daycare center within the Village's B-1 District.

The petitioner proposes to retrofit the existing office building into a 339-student daycare facility with auxiliary playground space. The petitioner proposes an expansion of 2,860 square feet of the first floor of the building by eliminating the twelve existing covered parking spaces to accommodate the indoor playground. The existing warehouse room on the first floor will be converted into four infant rooms, four toddler rooms, lobby, vestibule, restrooms, utility and storage rooms, and an indoor playground. The indoor playground will be enclosed by a fence and sliding glass doors with direct access to the outdoor playground. The second level will house nine additional toddler rooms and four pre-K rooms. The existing building materials—primarily brick, fascia, and a metal roof—will remain largely unchanged, preserving the current façade. Modifications to the north elevation, adjacent to the proposed playground, will include the installation of large sliding glass doors. Additionally, the existing drive-in door openings on the first floor along the north elevation will be replaced with expansive windows to serve the infant rooms. Further enhancements include new glazing along the second floor of the east elevation and both the first and second floors of the west elevation.

The existing office building is located in the southern portion of the site, while the proposed outdoor playground will occupy the northern portion. Site access will remain unchanged, consisting of one ingress-only driveway (right-in/left-in) at the southern entrance and one egress-only driveway (right-out/left-out) at the northern exit along Northwest Highway. The playground will total approximately 11,685 square feet, of which 2,639 square feet will be covered, and the remaining 9,046 square feet will be outdoors. Surface-level parking spaces are located along the perimeter of the site. Vehicular traffic generally follows a counter-clockwise rotation, with vehicles entering from the southern driveway into a one-way drive aisle that transitions into a two-way drive aisle north of the proposed playground and continues between the west bank of parking spaces.

A Traffic Impact Study (TIS), prepared by Stonefield Engineering & Design, was initially based on an average drop-off/pick-up service time of 7 minutes based on a 95th percentile parking demand rate. A summary of the findings of the TIS states that the daycare center will not have a significant impact on the traffic operations of Northwest Highway and the parking supply would be sufficient to support the development. The TIS concludes that a maximum of 21 parking spaces would be required to accommodate peak demand; the proposed site plan will provide 37 parking spaces and would be sufficient to support the drop-off and pick-up operations of the proposed development. Village Engineering requested that the analysis be revised using a more conservative 12-minute average service time to better reflect variability in drop-off and pick-up operations. Engineering also recommended locating the drop-off/pick-up area on the west side of the building to optimize vehicle queuing space and to narrow the driveway along the front of the building to a single lane width, and provide striping and signage to direct traffic one-way. This would discourage vehicles entering the site from making an immediate left turn into the drive aisle serving the ADA accessible parking spaces creating potential backup onto Northwest Highway.

The petitioner submitted revised traffic impact studies incorporating a 15-minute service time and 12-minute service time in response. The updated analysis using a 15-minute service time determined that 47 parking spaces would be required to accommodate peak demand—10 more parking spaces would be required than the plan currently provides. The updated analysis using a 12-minute service time determined that 34 parking spaces would be required to accommodate peak demand— 3 spaces less than the number of drop-off/pick-up spaces provided. The TIS also states that if the average drop-off/pick-up time were 13 minutes, the 95th percentile parking demand would be 37 spaces, which is equal to the number of drop-off/pick-up spaces provided.

Average Service Time	**Parking Demand Rate**	**Parking Spaces Required for Drop-off/Pick-up**
7 minutes	95th percentile	21
12 minutes	95th percentile	34
13 minutes	95th percentile	37
15 minutes	95th percentile	47

While the development exceeds the parking requirements mandated by the zoning code and the qualitative analyses determine that sufficient parking is provided based on a 12-minute service time, staff will require additional parking spaces to be land-banked to ensure that traffic will not back up onto Northwest Highway. As a condition of approval, the petitioner will be required to reserve space on-site for 5 additional parking spaces, and these land-banked spaces will be constructed if demand warrants. The Landbank Parking Plan (attached as Exhibit B) has identified 5 parking lot islands that may be converted for the additional parking

spaces. The Public Works Department will monitor parking activity during peak hours after the daycare facility opens. Within six months of opening, the Village Engineer will evaluate whether additional parking is needed. If deemed necessary, the owner will be required to construct the land-banked spaces within six months of notification, unless an extension is granted.

A substantial amount of existing landscape screening, primarily consisting of evergreen shrubs and arborvitae, already exists along the perimeter of the site. The petitioner will provide additional perimeter, foundation, and parking island landscaping and is proposing to remove a total of three trees that are located in the area where the new outdoor playground will be constructed. The petitioner will also replace the existing light poles in the parking lot and reuse the existing monument sign.

Staff has reviewed the petitioner's request for conditional use approval for a daycare center and finds that the standards have been met. The proposed use is consistent with the types of uses supported in the Village's Comprehensive Plan and is expected to contribute positively to the revitalization along this part of the Northwest Highway corridor. Staff believes that the proposed conditional use will support the Village's long-term planning objectives while addressing a community need. Based on the information submitted, the surrounding uses, and the proposed development's compliance with the Village's zoning ordinance and long-range planning documents, staff recommends approval of the conditional use request.

As of this writing, there has been no public comment on the case.

Alternatives

1. Recommend approval of a conditional use to allow the operation of a daycare for the subject property located at 1040 West Northwest Highway, subject to the conditions listed in the staff report.
2. Action at the discretion of the Planning and Zoning Commission.

Staff Recommendation

To recommend approval of a conditional use to allow the operation of a daycare for the subject property located at 1040 West Northwest Highway, subject to the conditions listed in the staff report.

Attachments

1. PZ-03-25 Staff Report
2. PZ-03-25 Administrative Content
3. PZ-03-25 Traffic Impact Study (12 min)
4. PZ-03-25 Traffic Impact Study (15 min)
5. PZ-03-25 Plans

VILLAGE OF MOUNT PROSPECT 50 S. Emerson Street, Mount Prospect, IL 60056

STAFF REPORT FROM THE DEPARTMENT OF Community Development

Jason C Shallcross, AICP, CEcD
Director of Community Development

Ann Choi
Development Planner

DATE: May 15, 2025

CASE NUMBER
PZ-03-25

APPLICANT/PROPERTY OWNER
W Northwest MP LLC /
Patrick J. Hennelly, H2L, Inc.

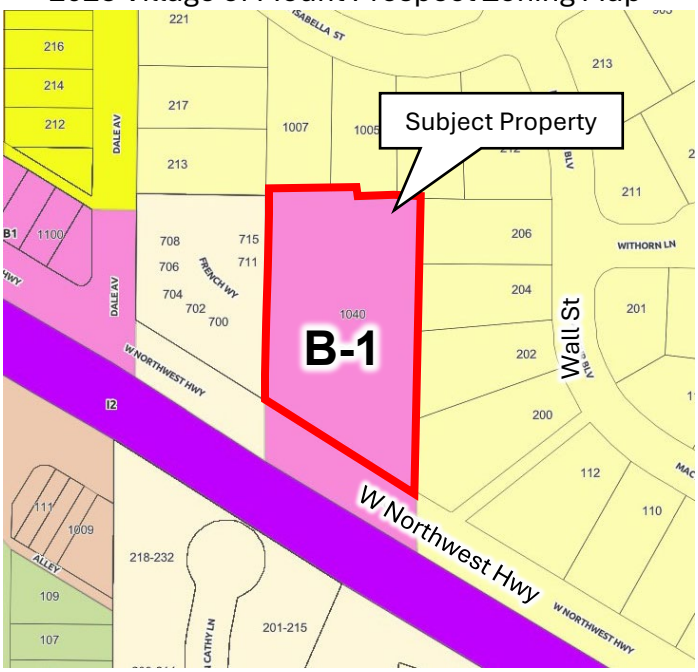
PUBLIC HEARING DATE
March 13, 2025

PROPERTY ADDRESS/LOCATION
1040 West Northwest Highway

BRIEF SUMMARY OF REQUEST
The petitioner (W Northwest MP LLC), along with The Nest Schools Inc., is seeking conditional use approval to operate a daycare center at 1040 West Northwest Highway (the subject property). The conditional use request for a daycare center requires Village Board approval. The proposal meets the requirements and standards related to the Village Code, and staff is supportive of the request.

2024 Aerial Image

2025 Village of Mount Prospect Zoning Map



EXISTING ZONING	EXISTING LAND USE/ SITE IMPROVEMENTS	SURROUNDING ZONING & LAND USE	SIZE OF PROPERTY
B-1 Business Office	Office building	North: R-X Single Family Residential East: R-X Single Family Residential South: I-2 Railroad West: R-2 Attached Single Family Residential PUD	2.08 acres

STAFF RECOMMENDATION APPROVE **APPROVE WITH CONDITIONS** DENY

DISCUSSION OF PROPOSAL

BACKGROUND / PROPERTY HISTORY

The subject property is located on the north side of Northwest Highway, between Dale and Forest Avenues. The site is currently improved with a 16,568-square-foot office building and associated site features, including a parking lot and driveways. The property is zoned B-1 Business Office District and is adjacent to R-X Single-Family Residence District to the north and east, I-2 Railroad District to the south, and an R-2 Single-Family Residence Planned Unit Development (Villas of Sevres) to the west.

The existing office building was constructed in 1989 for State Farm Insurance. Zoning records indicate that in 2008, the property was rezoned from B-1 to R-2 PUD (Ordinance No. 5681), and conditional use approval for a 14-unit townhome planned unit development was granted (Ordinance No. 5682). However, the townhome project was never constructed, and the property subsequently reverted to its original B-1 zoning classification.

The current owner, H2L, Inc., purchased the property in 2011. The building had been vacant for years, and complete reconstruction was necessary. Permit records show that various improvements have been made to the property over the years, including major exterior and interior remodeling, roof replacement, parking lot upgrades, solar panel installation, and sewer repairs. In 2012, the building opened and Weldy Lamont has been the sole occupant since opening.

The petitioner is currently under contract to purchase the property, contingent upon the approval of the requested conditional use.

PROPOSAL

The petitioner, W Northwest MP LLC, in partnership with The Nest Schools Inc., proposes to establish a daycare center within an existing two-story, 21,760-square-foot office building. The facility is designed to serve up to 339 children, ranging in age from six weeks to five years, with additional before- and after-school programs, as well as summer care, available for children up to twelve years old. The daycare center is expected to employ up to forty-nine (49) staff members daily. Conditional use approval is required for the operation of a daycare center within the Village's B-1 District. The key components of the proposal are summarized below.

Site Plan: The petitioner proposes to retrofit the existing office building into a 339-student daycare facility with auxiliary playground space. The existing office building is located in the southern portion of the site, while the proposed outdoor playground will occupy the northern portion. Site access will remain unchanged, consisting of one (1) ingress-only driveway (right-in/left-in) at the southern entrance and one (1) egress-only driveway (right-out/left-out) at the northern exit along Northwest Highway. No modifications to the existing access points are proposed.

The playground will total approximately 11,685 square feet, of which 2,639 square feet will be covered, and the remaining 9,046 square feet will be outdoors. Surface-level parking spaces are located along the perimeter of the site. Vehicular circulation generally follows a counter-clockwise rotation, with vehicles entering from the southern driveway into a one-way drive aisle that transitions into a two-way drive aisle north of the proposed playground and continues between the west bank of parking spaces.

The existing trash enclosure will remain in its existing location at the northwest corner of the site. The overall lot coverage will be reduced with the elimination of the existing thirty-six (36) parking spaces

and associated asphalt located north of the building to accommodate the outdoor 'natural' playground area.

Traffic and Parking: As previously stated, the proposed daycare facility will employ 49 employees and have a licensed capacity of 339 children. Per the zoning code, daycare centers are required to provide one (1) parking space per employee and one (1) space per ten (10) licensed capacity slots, resulting in a total requirement of 83 parking spaces, including a minimum of four (4) ADA accessible spaces. The proposed site plan provides 86 parking spaces, which meets and exceeds zoning requirements. Of these, 49 spaces located along the north and east sides of the site will be restricted for employee use, and the remaining 37 spaces along the west and south sides will serve as parking spaces for drop-off and pick-up and drop-off.

A Traffic Impact Study (TIS), prepared by Stonefield Engineering & Design, was initially based on an average drop-off/pick-up service time of 7 minutes based on a 95th percentile parking demand rate. A summary of the findings of the TIS states that the daycare center will not have a significant impact on the traffic operations of Northwest Highway and the parking supply would be sufficient to support the development. The TIS concludes that a maximum of 21 parking spaces would be required to accommodate peak demand; the proposed site plan will provide 37 parking spaces and would be sufficient to support the drop-off and pick-up operations of the proposed development. Upon review, the Village Engineer requested that the analysis be revised using a more conservative 12-minute average service time to better reflect variability in drop-off and pick-up operations. The Village Engineer also recommended locating the drop-off/pick-up area on the west side of the building to optimize vehicle queuing space and to narrow the driveway along the front of the building to a single lane width, and provide striping and signage to direct traffic one-way, eastbound. This would discourage vehicles entering the site from making an immediate left turn into the drive aisle serving the ADA accessible parking spaces creating potential backup onto Northwest Highway.

In response, the petitioner submitted revised traffic impact studies incorporating a 15-minute service time and 12-minute service time. The updated analysis using a 15-minute service time determined that 47 parking spaces would be required to accommodate peak demand—10 more parking spaces would be required than the plan currently provides. The updated analysis using a 12-minute service time determined that 34 parking spaces would be required to accommodate peak demand— 3 spaces less than the number of drop-off/pick-up spaces provided. The TIS also states that if the average drop-off/pick-up time were 13 minutes, the 95th percentile parking demand would be 37 spaces, which is equal to the number of drop-off/pick-up spaces provided.

Average Service Time	**Parking Demand Rate**	**Parking Spaces Required for Drop-off/Pick-up**
7 minutes	95th percentile	21
12 minutes	95th percentile	34
13 minutes	95th percentile	37
15 minutes	95th percentile	47

While the development exceeds the parking requirements mandated by the zoning code and the qualitative analyses determines that sufficient parking is provided based on a 12-minute service time,

staff will require additional parking spaces to be land banked to ensure that traffic will not back up onto Northwest Highway. As a condition of approval, the petitioner will be required to reserve space on-site for 5 additional parking spaces, and these land banked spaces will be constructed if demand warrants. The Landbank Parking Plan (attached as **Exhibit B**) has identified 5 parking lot islands that may be converted for the additional parking spaces. After the daycare facility opens, the Public Works Department will monitor parking activity during peak hours. Within six (6) months of opening, the Village Engineer will evaluate whether additional parking is needed. If deemed necessary, the owner will be required to construct the land banked spaces within six (6) months of notification, unless an extension is granted.

Deliveries: Deliveries will be limited to off-peak hours (in between drop-off/pick-up, or before/after daycare hours) and will be serviced by typical box trucks. No large trucks are anticipated.

Building Floor Plans: The petitioner proposes an expansion of 2,860 square feet of the first floor of the building by eliminating the twelve (12) existing covered parking spaces to accommodate the indoor playground. The existing warehouse room on the first floor will be converted into four (4) infant rooms, four (4) toddler rooms, lobby, vestibule, restrooms, utility and storage rooms, and an indoor playground. The indoor playground will be enclosed by a fence and glass sliding doors with direct access to the outdoor playground. The second level will house nine (9) additional toddler rooms and four (4) pre-K rooms.

Building Elevations: The existing building materials—primarily brick, fascia, and a metal roof—will remain largely unchanged, preserving the current façade. Modifications to the north elevation, adjacent to the proposed playground, will include the installation of large sliding glass doors. Additionally, the existing drive-in door openings on the first floor along the north elevation will be replaced with expansive windows to serve the infant rooms. Further enhancements include new glazing along the second floor of the east elevation and both the first and second floors of the west elevation.

Landscaping: A substantial amount of existing landscape screening, primarily consisting of evergreen shrubs and arborvitae, is located along the west, north, and east perimeters of the site. The petitioner will provide additional perimeter landscaping consisting of a variety of shrubs to complement the existing shade and ornamental trees on the subject property. A four-foot (4’) wide band of foundation landscaping will be provided on the north and south elevation of the new building, and on the south and east elevation of the existing building. Shade trees and live coverage will be added to parking lot islands throughout the site. The existing freestanding signs will have a minimum of two square feet of landscaping per square foot of sign face added to the base of the podium. The trash enclosure and ground mounted mechanical equipment will be screened with six-foot (6’) tall arborvitae.

The petitioner provided a tree inventory of 31 existing trees on the subject property and noted the removal of three (3) trees to allow for the construction of the new playground. A fully compliant landscape and irrigation plan will be required as part of building permit submittal.

Lighting: Seven (7) existing light poles located within the existing curbed landscape islands will be replaced and one new light pole is proposed south of the building. An additional two (2) wall mounted lights are proposed on the north façade of the building facing the outdoor playground. A fully compliant photometric plan will be required as part of building permit submittal.

Signage: A 12' x 7' canopy is proposed at the front entrance of the building. The petitioner intends to install one canopy sign that will serve as the primary signage on the proposed canopy. The petitioner intends to reuse the existing freestanding sign located just west of the ingress driveway on the Northwest Highway frontage. No signage relief has been requested or will be approved as part of this conditional use request. Any signage proposed for the subject property will be required to meet the standards in Chapter 7 of the Village Code.

Existing Nonconformities: The following existing site conditions are noted as existing nonconformities and will be allowed to continue as part of the conditional use approval:

- The reduced parking setbacks along the interior side yards (west and east) and rear yard, as required by Section 14.1504(D);
- The substandard stall width and length of the 60-degree angled parking spaces located along the east side of the property, as required by Section 14.2206(A); and
- The existing landscape composition along the perimeter of the subject property does not meet the 50/50 mix of deciduous and evergreen shrubs, as required under Section 14.2304(B)(2).

Other Departments: Public Works, Building & Inspection Services, and the Fire Department provided comments on items to be provided at the time of building permit submittal. These comments can be found in the Village review letter dated May 14, 2025.

COMPREHENSIVE PLAN DESIGNATION

The Future Land Use Plan in the Village Comprehensive Plan designates the subject property as Neighborhood Center which includes uses such as a daycare center. The proposed daycare is consistent with the Comprehensive Plan as it would provide childcare services available to the local community.

STANDARDS AND FINDINGS

The Planning and Zoning Commission shall review the standards and findings of fact outlined in **Exhibit A** and 1) accept them without changes, 2) accept them with changes, or 3) reject the findings. The Planning and Zoning Commission shall use the findings of fact to guide their recommendation to the Village Board.

STAFF RECOMMENDATION

Staff finds that the proposed conditional use meets the applicable standards contained in the Mount Prospect Zoning Ordinance. Staff requests that the Planning and Zoning Commission make a motion to adopt staff's findings as the findings of the Planning and Zoning Commission and recommend **approval** of the following motion:

"Motion to approve:

1. A conditional use to allow the operation of a daycare for the subject property located at 1040 West Northwest Highway, subject to the following conditions:
    a. The subject property shall be developed in general compliance with the approved development plans which consist of the following:
        i. Final Engineering Plans titled "Site Development Plans For 1040 W Northwest Hwy Proposed Daycare Facility & Natural Playground", as prepared by Stonefield Engineering & Design, with the latest revision date of 05/06/2025;

ii. Architectural Floor Plans, consisting of 2 sheets, Sheets SA-1.1and SA-1.2, as prepared by Jarmel Kizel, with the latest revision date of 03/14/2025;
iii. Exterior elevations, consisting of 1 sheet, Sheet SA-1.4, as prepared by Jarmel Kizel, and dated 03/14/2025; and
iv. Landbank Parking Plan, as prepared by Stonefield Engineering & Design, and dated XX/XX/2025.

b. The petitioner shall address all comments included in the Village review letter dated May 14, 2025;
c. The proposed business shall be licensed by the State of Illinois as a daycare center. A copy of the license issued by the State of Illinois in order to operate a day care center at the subject property shall be placed on file with the Director of Community Development;
d. Compliance with all applicable Village Code requirements, including, but not limited to, fire code, lighting regulations, landscaping regulations, sign code regulations, environmental health regulations, and building regulations;
e. An amendment to this conditional use shall be required prior to any future expansion of this daycare center;
f. Drop-off/pick-up parking shall be restricted to the west side of the daycare facility and employee parking shall be restricted to the east and north sides of the daycare facility as illustrated in the "Parking Delineation Map", Sheet C-3 of the site development plans;
g. All children of the daycare center shall be walked in and walked out of the daycare center by a parent or individual authorized to drop-off and/or pick-up the child;
h. A separate landbank parking plan shall be provided prior to the Village Board meeting; and
i. After opening, the Public Works Department shall observe and monitor parking during peak times. Within six (6) months after opening, the Village Engineer shall determine if additional parking spaces are required based on parking demand. If it is determined that additional parking spaces are required, the property owner shall be required to construct the additional parking spaces provided in the Landbank Parking Plan within six (6) months of notice unless additional time is granted by the Village.

The Village Board's decision is final for this case.

ATTACHMENTS:	ADMINISTRATIVE CONTENT (Zoning Request Application, Responses to Standards, etc...)	PLANS (Plat of Survey, Site Plan, etc.)	OTHER (Supplemental Information, Public Comments Received, etc...)

I concur:

Jason C Shallcross, AICP, CEcD
Director of Community Development

Exhibit A
Standards and Findings of Fact

CONDITIONAL USE STANDARDS
Section 14.203.F.8 of the Village of Mount Prospect Zoning Ordinance provides that a Conditional Use shall conform to the following requirements:

1. That the establishment, maintenance, or operation of the conditional use will not be detrimental to, or endanger the public health, safety, morals, comfort, or general welfare;
2. That the conditional use will not be injurious to the uses and enjoyment of other property in the immediate vicinity for the purposes already permitted, nor substantially diminish and impair property values within the neighborhood in which it is to be located;
3. That the establishment of the conditional use will not impede the normal and orderly development and improvement of the surrounding property for uses permitted in the district;
4. That adequate public utilities, access roads, drainage and/or necessary facilities have been or will be provided;
5. That adequate measures have been or will be taken to provide ingress and egress so designed as to minimize traffic congestion in the public streets;
6. That the proposed conditional use is not contrary to the objectives of the current comprehensive plan for the village; and
7. That the conditional use shall, in all other respects, conform to the applicable regulations of the district in which it is located, except as such regulations may, in each instance, be modified pursuant to the recommendations of the planning and zoning commission.

Petitioner's Findings: The petitioner states that the Village's B-1 zoning district is intended to provide a transitional area between residential and retail/commercial areas. In 2011, the Village commissioned a study of the Northwest Highway corridor to consider ways to improve this vital corridor within the Village's boundaries. The Village determined that it should expand certain desired uses along the corridor including grocery stores, restaurants, retail, entertainment uses, and family-friendly uses. Pursuant to interviews with residents, the Village officials determined that many Village residents are concerned with the number of vacant properties, which they determined contributed to a "lack of visual interested" along the corridor.

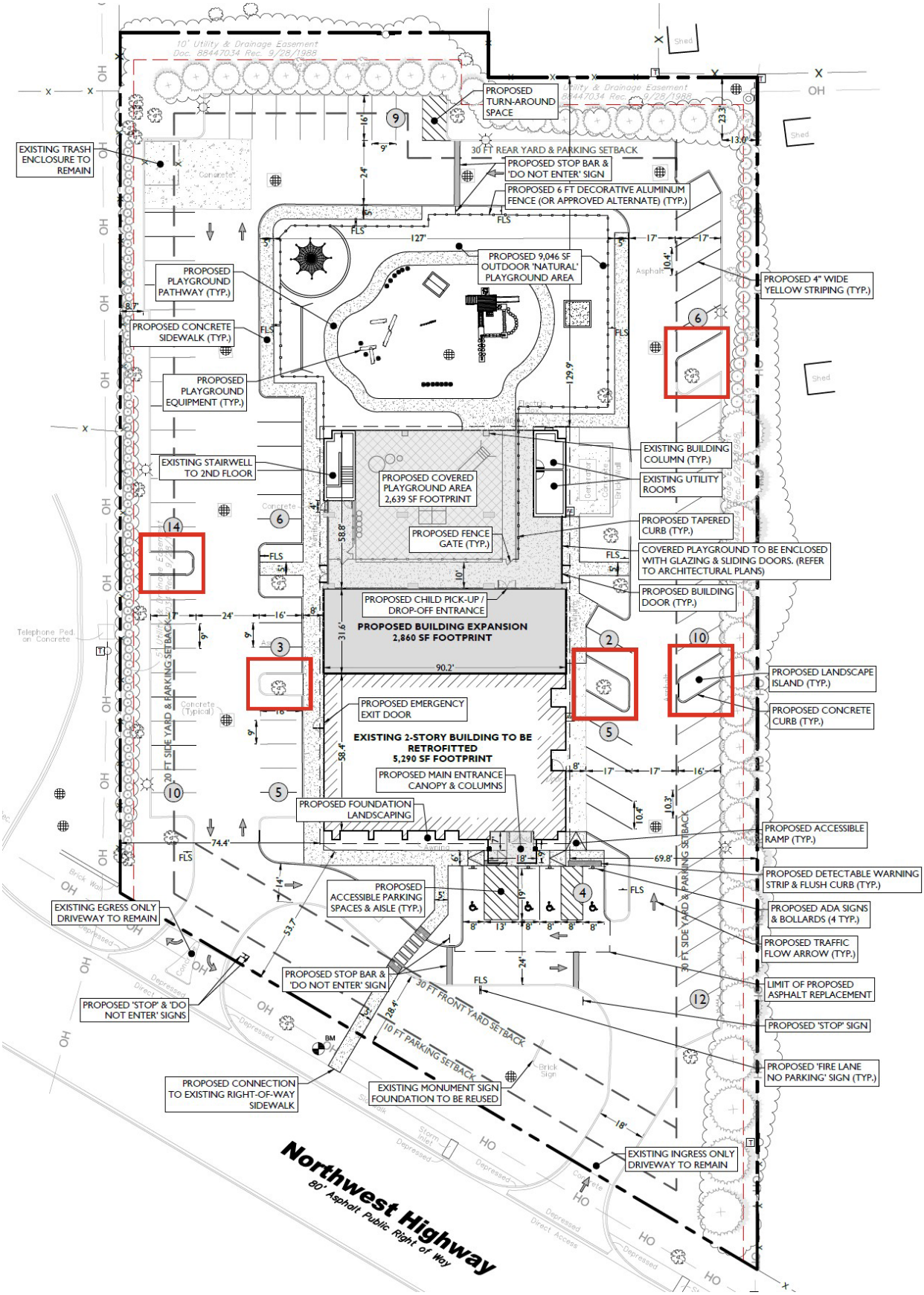
The petitioner states that the establishment, maintenance, or operation of the conditional use will not be detrimental to, or endanger, the public health, safety, morals, comfort, or general welfare because nothing intended or contemplated by the petitioner will be detrimental, or contrary, to the general welfare of the Village residents. The petitioner further states that the proposed conditional use is the type of family-friendly use intended for the B-1 zoning district. The petitioner asserts that the proposed use will not be injurious to the uses and enjoyment of other property in the immediate vicinity, nor substantially diminish and impair property values within the neighborhood. The petitioner states that the proposed daycare is the type of transitional use that provides for a transitional area between residential and business districts as intended for the B-1 zoning district. The petitioner notes that the proposed conditional use will not impede normal and orderly development of the surrounding property, rather it will likely encourage other prospective developers and business operators to explore opportunities in the area as it will revitalize a near vacant property into a dynamic daycare center that will provide a much-needed service to village residents. The petitioner vows to work with village officials to ensure that the property will have adequate infrastructure that will be adequately maintained. The petitioner will impose certain operating procedures to ensure that ingress and egress will minimize traffic congestion in the

public streets, and recognizes Northwest Highway as an important traffic corridor in the Village. The petitioner will require that all students of the daycare shall be walked in and out of the daycare center by a parent. Per the petitioner, the proposal aligns with the objectives of the Village Comprehensive Plan, and also aligns with the Northwest Highway Corridor Plan. The petitioner also states that the daycare will operate in a manner that conforms to the existing regulations as well as to all subsequent regulations that may be adopted by the corporate authorities.

Per the petitioner, the proposed daycare will provide a much-needed resource to Village residents as well as to parents who work in the Village and need a daycare center that is conveniently located to their offices. The proposed daycare is a family-friendly use that is consistent with the types of uses Village residents explicitly identified as desirable along the Northwest Highway corridor. The petitioner, along with The Nest, will provide Village residents with a daycare center that will have a state-of-the art design, high level amenities and first-rate learning programs.

Staff's Findings: Staff has reviewed the petitioner's request for conditional use approval for a daycare center and finds that the standards have been met. Staff finds that the proposal will not endanger public health, safety, morals, comfort, or general welfare. The proposed use is consistent with the types of uses supported in the Village's long-range planning documents and is expected to contribute positively to the revitalization along this part of the Northwest Highway corridor. The daycare will not be detrimental to public health, safety, or welfare and will not negatively impact surrounding property values or the enjoyment of nearby uses. Instead, it will enhance the vitality of the area by activating a property that has sat underutilized for a long time, and will offer a high-quality, conveniently located service to local families and employees. The petitioner states that the facility will be developed and operated in full compliance with applicable regulations and will include appropriate infrastructure, traffic management measures, and safe drop-off and pick-up procedures. Overall, staff believes that the proposed conditional use will support the Village's long-term planning objectives while addressing a community need. Based on the information submitted, the surrounding uses, and the proposed development's compliance with the Village's zoning ordinance and long-range planning documents, staff recommends approval of the conditional use request.

Exhibit B
Landbank Parking Plan



V. Property Owner			
☐ Check if Same as Applicant			
Name:	Patrick Hennelly	Corporation:	H2L, Inc.
Address:	1040 W Northwest Highway		
City, State, ZIP Code:	Mount Prospect, IL 60056		
Phone:		Email:	phennelly@weldy-lamont.com

In consideration of the information contained in this petition as well as all supporting documentation, it is requested that approval be given to this request. The applicant is the owner or authorized representative of the owner of the property. The petitioner and the owner of the property grant employees of the Village of Mount Prospect and their agent's permission to enter on the property during reasonable hours for visual inspection of the subject property.

I hereby affirm that all information provided herein and in all materials submitted in association with this application are true and accurate to the best of my knowledge.

Applicant: _____ Date: 03/14/2025
(Signature)
W. Northwest MP LLC
By: Jon Farazmand
(Print or Type Name)

If applicant is not property owner:

I hereby designate the applicant to act as my agent for the purpose of seeking the zoning request(s) described in this application and the associated supporting material.

Property Owner: Patrick J Hennelly Date: 3/14/25
(Signature)
Patrick J. Hennelly
(Print or Type Name)

Affidavit of Ownership

COUNTY OF COOK)
)
STATE OF ILLINOIS)

I, PATRICK J. Hennelly, under oath, state that I am
(print name)

☐ the sole owner of the property
☐ an owner of the property
☒ an authorized officer for the owner of the property

commonly described as: 1040 W Northwest HWY, Mount Prospect IL 60056 and PIN: 03-33-407-025-0000

and that such property is owned by H2L, Inc., an Illinois corporation as of this date.

Patrick J Hennelly
Signature
President H2L Inc.

Subscribed and sworn to before
me this 6 day of
March, 2025.

Notary Public

Notary Public, State of Illinois
Official Seal
Michael Dean Weis
Commission # 987180
My Commission Expires 2/16/2028

TRUSTEE'S DEED

This Indenture, made this **7th** day of **September, 2011** between ***BankFinancial*** F.S.B., a Federal savings bank, duly authorized to transact business in the State of Illinois, **not personally but solely as Trustee under that certain Trust Agreement dated the 13th day of March 2009 and known as Trust Number 010994 Grantor,** does hereby ***CONVEY AND QUIT CLAIM*** unto **H2L, Inc., an Illinois corporation**

whose address is 1008 E. Northwest Hwy, Mt. Prospect, IL 60056

Grantee,

Doc#: 1126233021 Fee: $40.00
Eugene "Gene" Moore RHSP Fee:$10.00
Cook County Recorder of Deeds
Date: 09/19/2011 09:59 AM Pg: 1 of 3

for and in consideration of the sum of Ten and no/100 Dollars ($10.00) and other good and valuable consideration, in hand paid, the following described Real Estate situated in the County of Cook, State of Illinois, to wit:

See Rider A attached hereto and made a part hereof

Permanent Index Number: **03-33-407-025-0000**

Property Address: **1040 West Northwest Highway, Mount Prospect, IL 60056**

IN WITNESS WHEREOF, said Grantor has caused its corporate seal to be hereto affixed, and has caused its name to be signed to these presents by its Trust Officer and its Assistant Trust Officer the day and year first above written.

BankFinancial, F.S.B., **not personally but solely as Trustee**

by _____ Trust Officer

by _____ Assistant Trust Officer

STATE OF ILLINOIS } SS
COUNTY OF

I, the undersigned, a Notary Public in and for said County, in the State aforesaid, do hereby certify that the Trust Officer and Assistant Trust Officer of BankFinancial FSB, personally known to me to be the same persons whose names are subscribed to the foregoing instrument, appeared before me this day in person and acknowledged that they signed, sealed and delivered the said instrument as their free and voluntary act, for the uses and purposes therein set forth, including the release and waiver of the rights of homestead.

Given under my hand and notarial seal this 7th day of September 2011

My Commission Expires:

Notary Public

Prepared by:
BankFinancial F.S.B.
Land Trust Department
15W060 North Frontage Road
Burr Ridge, IL 60527

After recording mail to:

"OFFICIAL SEAL"
Lisa M Witkowski
Notary Public, State of Illinois
My Commission Expires 3/26/2014

S
P
S
SC
INT

Box 400-CTCC

Under penalties of perjury, I declare that I have examined this Affidavit and, to the best of my knowledge and belief, it is true, correct and complete.

SELLER:

BF ASSET RECOVERY CORPORATION,
An Illinois corporation

By: Donald F. Stelter, its President

VILLAGE OF MOUNT PROSPECT
REAL ESTATE TRANSFER TAX
SEP 7 2011
36546 $ 2400.

ACKNOWLEDGEMENT

STATE OF ILLINOIS)
) SS
COUNTY OF COOK)

I, the undersigned, a Notary Public in and for said County, in the State aforesaid, DO HEREBY CERTIFY THAT, Donald Stelter, the Director of BF ASSET RECOVERY CORPORATION, an Illinois corporation, appeared before me in person and acknowledged that he signed and delivered the foregoing instrument as his free and voluntary act and the free and voluntary act of the Company for the purposes set forth herein.

Given under my hand and notarial seal this 7th day of September, 2011.

Notary Public

My commission expires on 7-7-13, ___

STATE OF ILLINOIS
STATE TAX
SEP.13.11
REAL ESTATE TRANSFER TAX
DEPARTMENT OF REVENUE

0000001803
REAL ESTATE TRANSFER TAX
0080.00
FP 103024

"OFFICIAL SEAL"
Beverly J Kozlowski
Notary Public, State of Illinois
My Commission Expires 7/7/2013

COOK COUNTY
REAL ESTATE TRANSACTION TAX
COUNTY TAX
SEP.13.11
REVENUE STAMP

0000001816
REAL ESTATE TRANSFER TAX
0040.00
FP 103022

RIDER A
LEGAL DESCRIPTION

Lot 1 in State Farm Subdivision, a part of the East 1/2 of the Southeast 1/4 of Section 33, Township 42 North, Range 11 East of the Third Principal Meridian, in Cook County, Illinois, as shown on the Plat of Subdivision recorded September 28, 1988 as Document No. 88447034.

Commonly known as: 1040 West Northwest Highway, Mount Prospect, IL 60056
PIN# 03-33-407-025-0000

TOTAL PAYMENT DUE	2024 First Installment Property Tax Bill - Cook County Electronic Bill						
$0.00 By 06/01/25	Property Index Number (PIN)	Volume	Code	Tax Year	(Payable In)	Township	Classification
	03-33-407-025-0000	235	38020	2024	(2025)	WHEELING	5-92

IF PAYING LATE, PLEASE PAY	06/02/2025 - 07/01/2025	07/02/2025 - 08/01/2025	08/02/2025 - 09/01/2025	LATE INTEREST IS 0.75% PER MONTH, BY STATE LAW
	$0.00	$0.00	$0.00	

TAXING DISTRICT DEBT AND FINANCIAL DATA

Your Taxing Districts	Money Owed by Your Taxing Districts	Pension and Healthcare Amounts Promised by Your Taxing Districts	Amount of Pension and Healthcare Shortage	% of Pension and Healthcare Costs Taxing Districts Can Pay
Northwest Mosquito Abatement Wheeling	$455,316	$8,630,076	$461,013	94.66%
Metro Water Reclamation Dist of Chicago	$3,126,243,000	$3,151,727,000	$1,449,923,000	54.00%
Mt Prospect Park District	$34,370,083	$36,220,947	$3,999,183	88.96%
Harper Coll Comm College 512 (Palatine)	$322,598,943	$32,974,963	$32,974,963	0.00%
Township HS District 214 (Arlington Hts)	$90,904,159	$296,515,358	$1,194,163	99.60%
Mount Prospect Public School District 57	$13,474,975	$30,139,252	$10,497,291	65.17%
Village of Mount Prospect	$171,861,845	$385,434,723	$140,636,940	63.51%
Town of Wheeling	$32,449	$5,659,083	$232,813	95.89%
Cook County Forest Preserve District	$214,441,242	$617,834,550	$382,643,760	38.07%
County of Cook	$8,262,580,154	$26,512,006,772	$14,493,276,944	45.33%
Total	$12,236,962,166	$31,077,142,724	$16,515,840,070	

For a more in-depth look at government finances and how they affect your taxes, visit *cookcountytreasurer.com*

URGENT: Your 2023 taxes (due in 2024) are delinquent.
Pay at cookcountytreasurer.com from your bank account or credit card.

IMPORTANT MESSAGES

TAX CALCULATOR

2023 TOTAL TAX		93,433.36
2024 ESTIMATE	X	55%
2024 1st INSTALLMENT	=	51,388.35

The First Installment amount is 55% of last year's total taxes.
All exemptions, such as homeowner and senior exemptions, will be reflected on your Second Installment tax bill.

PROPERTY LOCATION

1040 W NORTHWEST HWY
MOUNT PROSPECT IL 60056

MAILING ADDRESS

H2L INC
1040 W NORTHWEST HWY
MT PROSPECT IL 600562317

****** Please see 2024 First Installment Payment Coupon next page ******

2024 First Installment Property Tax Bill

Cook County Payment Coupon

Pursuant to Cook County Ordinance 07-O-68, if you are a mortgage lender, loan servicer, or agent of any entity within the meaning of 35 ILCS 200/20-12, you may not pay using a downloadable tax bill unless you pay the $5 duplicate bill fee.

DETACH & INCLUDE WITH PAYMENT

TOTAL PAYMENT DUE	IMPORTANT PAYMENT MESSAGES	
$0.00 **By 06/01/25** **If paying later, refer to amounts above.**	**Cook County eBill** Click to pay online Click to update Mailing Name/Address **SN 0020240100 RTN 500001075 AN (see PIN) TC 008922**	Property Index Number (PIN) 03-33-407-025-0000 Amount Paid $

T1LG
Volume
235

00202401002033340702500003008922400000000000000000000000000000000000000000000000000

This is an Official Downloadable Tax Bill Payment Coupon.
Please process this coupon along with payment presented.

COOK COUNTY TREASURER
PO BOX 805436
CHICAGO IL 60680-4116

March 11, 2025

RE: 1040 W. Northwest Highway, Mt. Prospect, Illinois (the "Property")

To Whom it May Concern:

The undersigned is the President of H2L, Inc., an Illinois corporation (the "**Owner**"), the owner of the Property. Please let this letter serve as the Owner's confirmation that it is under contract to sell the Property to W Northwest MP LLC, an Illinois limited liability company, as assignee of Harmony Capital Group LLC, pursuant to that certain Purchase and Sale Agreement dated November 7, 2024.

If you have any questions, please contact me directly at phennelly@weldy-lamont.com

Thank you,

H2L, Inc.,
an Illinois corporation

By: Patrick J Hennelly
Name: Patrick Hennelly
Title: President

STANDARDS FOR APPROVAL OF A CONDITION USE

No conditional use shall be recommended for approval by the Planning and Zoning Commission unless it finds the following:

1. *That the establishment, maintenance, or operation of the conditional use will not be detrimental to, or endanger the public health, safety, morals, comfort, or general welfare*:

The establishment, maintenance, and operation of the proposed conditional use will not be detrimental to, or endanger the public health, safety, morals, comfort, or general welfare. Nothing intended or contemplated by the Petitioner will be detrimental, or contrary, to the general welfare of the village residents. On the contrary, the Petitioner's proposed conditional use is the type of family-friendly use intended for the B-1 zoning district.

2. *That the conditional use will not be injurious to the uses and enjoyment of other property in the immediate vicinity for the purposes already permitted, nor substantially diminish and impair property values within the neighborhood in which it is to be located:*

The conditional use will not be injurious to the uses and enjoyment of other property in the immediate vicinity for the purposes already permitted, nor substantially diminish and impair property values within the neighborhood in which it is to be located. The Property is in the Village's B-1 Business Office District. The Village's B-1 zoning district is intended to provide a transitional area between residential and retail/commercial areas[1]. The attached *Context and Connections Map* confirms that the Property is bounded by residential zoning districts to the north, east, and west. The proposed daycare is the type of transitional use that provides for a transitional area between residential and business districts as intended for the B-1 zoning district. If the conditional use is approved, the Petitioner will occupy and revitalize a now vacant property and provide a much-needed service to village residents.

3. *That the establishment of the conditional use will not impede the normal and orderly development and improvement of the surrounding property for uses permitted in the district:*

The establishment of the proposed conditional use will not impede the normal and orderly development and improvement of the surrounding property, rather it will likely encourage other prospective developers and business operators to explore opportunities in the area as it will revitalize a now vacant property into a dynamic daycare center that will provide a much-needed service to village residents.

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[1] Village Code of Mount Prospect, Illinois, Section 14.1501.

4. *That adequate public utilities, access roads, drainage and/or necessary facilities have been or will be provided:*

Adequate public utilities, access roads, drainage and/or necessary facilities have been or will be provided. The Petitioner will work with village officials to ensure that the Property will have adequate infrastructure and that such infrastructure will be adequately maintained.

5. *That adequate measures have been or will be taken to provide ingress and egress so designed as to minimize traffic congestion in the public streets:*

The Petitioner has designed its site plan, and will impose certain operating procedures, that will ensure that the ingress and egress will minimize traffic congestion in the public streets. The Petitioner recognizes that Northwest Highway is an important traffic corridor in the village. The Petitioner will require that all students of the daycare shall be walked in and walked out of the daycare center by their parents. This policy will be in lieu of a student drop-off point, which can cause vehicles to stack in a manner that results in congestion on the access street (Northwest Highway).

6. *That the proposed conditional use is not contrary to the objectives of the current Comprehensive Plan for the Village:*

The proposed conditional use is consistent with the objectives of the current Comprehensive Plan. In 2011, the Village commissioned a study of the Northwest Highway corridor (the "Corridor") to consider ways to improve this vital corridor within the Village's boundaries. The Village determined that it should expand certain desired uses along the Corridor including grocery stores, restaurants, retail, entertainment uses, and family-friendly uses.[2] Pursuant to interviews with residents, the Village officials determined that many Village residents are concerned with the number of vacant properties, which they determined contributed to a "*lack of visual interest*" along the Corridor.[3] The proposed conditional use will provide a family-friendly use, and it will result in occupying and revitalizing a now vacant property, which will satisfy two concerns identified in the Northwest Corridor Plan.

7. *That the conditional use shall, in all other respects, conform to the applicable regulations of the district in which it is located, except as such regulations may, in each instance, be modified pursuant to the recommendations of the Planning & Zoning Commission.*

The Petitioner shall operate its daycare business in a manner that conforms to the existing regulations as well as to all subsequent regulations that may be adopted by the corporate authorities.

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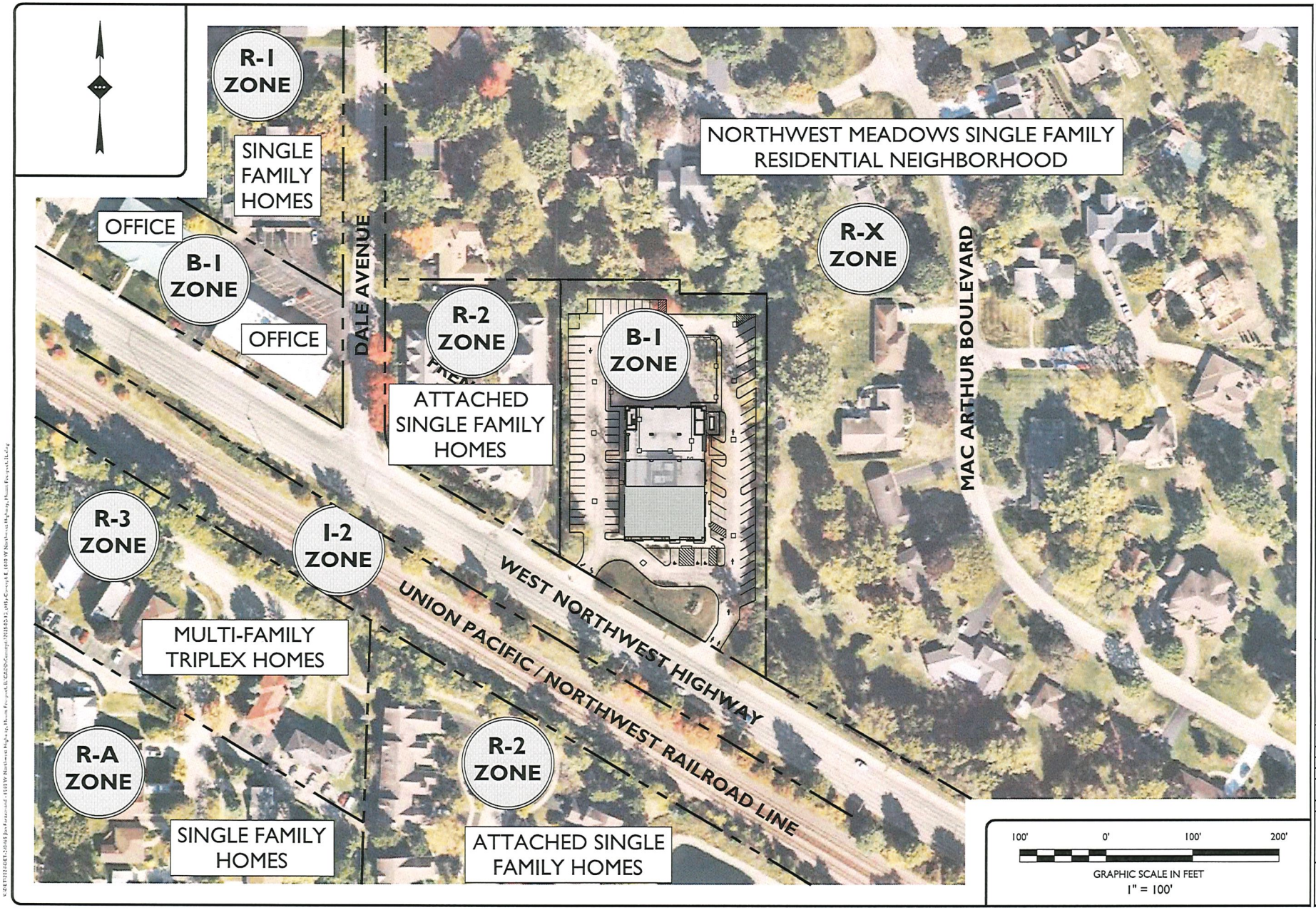
[2] The Northwest Highway Corridor Plan, adopted on June 7, 2011, pages 18-20.

[3] Ibid, page 20.



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555 S Old Woodward Avenue, Suite 100, Birmingham, MI 48009
Phone 248.203.1115

CONCEPT PLAN

PROPOSED DAY CARE CENTER

PID: 03-33-407-025-0000
1000 W NORTHWEST HIGHWAY
NE SEC OF DALE AVE & MAC ARTHUR
COOK COUNTY, ILLINOIS

DRAFT

NOT APPROVED FOR CONSTRUCTION

DRAWN BY:	MT
CHECKED BY:	KTH
DATE:	02/24/2025
SCALE: (H)	1" = 100'
PROJECT ID:	DET-240465

TITLE: CONTEXT AND CONNECTIONS MAP

SHEET: E-3

RIDER A
LEGAL DESCRIPTION

LOT 1 IN STATE FARM SUBDIVISION, A PAT OF THE EAST ½ OF THE SOUTHEAST ¼ OF SECTION 33, TOWNSHIP 42 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS, AS SHOWN ON THE PLAT OF SUBDIVISION RECORDED SEPTERMBER 28, 1988 AS DOCUMENT NO. 88447034.

Commonly known as: 1040 West Northwest Highway, Mount Prospect, IL 60056

PIN#: 03-33-407-025-0000

PROJECT NARRATIVE
PETITION FOR PROPOSED DAYCARE CENTER AT
1040 W NORTHWEST HIGHWAY, MOUNT PROSPECT, ILLINOIS

Petitioner:	W Northwest MP LLC, an Illinois limited liability company
Property:	1040 W Northwest Highway, Mount Prospect, IL 60056
PIN:	03-33-407-025-0000
Property Owner:	H2L, Inc., an Illinois Corporation
Zoning District:	B-1 Business Office District
Lot and Building Size:	Lot size is 2.08 acres; 2-story building- 18,900 square feet
Proposed Development:	Petitioner seeks to develop the Property to operate a daycare center.
Zoning Relief Requested:	Conditional Use to operate a daycare center.

I. INTRODUCTION:

W Northwest MP, LLC, an Illinois limited liability company (the "Petitioner") is the contract buyer of 1040 W Northwest Highway, Mount Prospect, IL 60056 (the "Property"). The Petitioner, along with The Nest Schools Inc., seeks to develop the Property to operate a daycare center. The Property is in the Village's B-1 zoning district. The operation of a daycare center in the Village's B-1 zoning district requires a conditional use permit.

II. SUMMARY OF THE PROPOSED DAYCARE OPERATIONS:

The Petitioner, along with The Nest Schools Inc ("The Nest"), seeks to operate a daycare center (the "Center") in the two-story 21,760 square foot building, which includes a proposed expansion of the existing 18,900 square foot building. The Center will eventually accommodate up to 339 children between the ages of six weeks to five years old, with the availability of before and after school and summer care for children up to twelve years of age. At full capacity, the Center will have approximately 39 full-time and ten part-time employees. The Center's hours-of-operation will be 7:00 am to 7:00 pm Monday through Friday.

The Center will include state of the art Nest design, including high-end but low maintenance finishes on walls, ceilings and flooring, a standard colorful paint scheme that differentiates The Nest from its older competitors, as well as the full complement of technology, including security cameras, teacher/parent communication devices, and air cleaning machines. A commercial kitchen will be included to provide nutritious lunches and food service for its children. Large natural playgrounds are a key feature for Nest centers and its children. The Nest's playgrounds provide park-like settings, which are designed to have the children appreciate and learn from nature. Representative images of other Nest playgrounds are appended hereto as Exhibit 1. The Center's intended playground will be approximately 11,685 square feet; 2,639 square feet of the playground will be covered (see the site plan, which is appended hereto as Exhibit 2. The proposed covered playground will provide students with an opportunity to engage in playground activity

throughout the year regardless of inclement weather. The playground shall be enclosed on all sides to ensure the safety of its students (see Site Development Plans).

A key element of the Nest's success is its ability to leverage the economies of scale by providing childcare to approximately 339 children, which through increased profit margins allows the Nest to make a substantial investment in its large, natural playgrounds and allows it to provide high-quality, nutritious meals for its children.

III. ABOUT THE NEST:

The Nest is a rapidly growing, leading provider of early childhood education. It will soon have 54 locations in ten states. The Nest's website (thenestschool.com) provides a thorough description of the company's philosophy, a list of locations, and its unique features. The Nest is a leader in the industry for the following reasons:

A. The Nest thoughtfully considers optimal design elements to cultivate the ideal learning environment:

- Initial construction activity will include installing LED lighting, vision panels, doors, cabinetry, plumbing, Natural Playgrounds, and other Nest-branded elements.

B. Proprietary, "play-based" curriculum is modern, paperless, and research-inspired.

- The curriculum is augmented with fitness-inspired wellness programs, fine arts & classical music, and basic life skills.
- The curriculum cultivates development of life skills, self-efficacy, emotional resilience, critical thinking, risk taking and problem solving.

C. Learning management platform for staff training and continuing education is a key driver of employee engagement and retention which leads to highly skilled care of the children.

- Unparalleled staff and director training and support.
- In-house development of its own "Nest University".
- Staff's access to a comprehensive course catalog, dashboards, activity stream, learning plans.

D. Tools augmenting the Family/Child experience.

- "Nest Notes" app for parent communication, providing near real-time updates, including reports on activities, diet, nap & diapering schedule and participation in enrichment programs.
- Digital signage used throughout locations to communicate important messages, track school and classroom-level data.

E. Tools facilitating employee productivity and consistent adherence to standard protocols:

- Project management platform, searchable Intranet of shared knowledge/documents, security and facility management technology, CRM, and market research tools.

IV. PROJECT DATA:

The following is a summary of the proposed project data that is fully represented in the site plan appended hereto as Exhibit 2.

A. Total parcel is 2.08 acres located B-1 zoning district.

B. Proposed 21,760 square feet daycare center[1]:

- The Petitioner proposes an expansion of 2,860 square feet of the rear portion of the building, which will reduce the portion of the existing covered garage. (See proposed site plan).
- Proposed 11,685 square feet natural playground area of which 2,639 square feet shall be covered. The outdoor portion of the playground will be approximately 18 inches below the covered portion of the playground.

C. 86 parking spaces are proposed including four ADA compliant spaces located in front of the building; 83 spaces are required. The two existing driveways located within IDOT right-of-way shall remain.

D. 12'x 7' Canopy added to the front entrance of the building.

E. Two existing non-conformities are proposed (Petitioner does not propose to expand the existing non-conformities):

- Minimum side and rear yard parking setback
- 60-degree parking spaces located on the east side of the Property

F. Redevelopment totals ±0.50-acres of disturbance.

- Since the proposed project includes less than one-half acre of development and does not include qualified sewer construction, a Watershed Management Ordinance permit will not be required.[2]
- The Petitioner proposes to increase the pervious area by installing a natural playground.

G. The landscaping plan shall conform to the village code and regulations (see pages 5-6 of the Site Development Plans).

H. No mapped FEMA floodplains or wetlands have been identified on the Property.

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[1] The existing building is 18,900 square feet.

[2] See attached letter from Metropolitan Water Reclamation District, February 18, 2025.

V. PETITIONER'S DEVELOPMENT PLANS AND INTENDED BUSINESS OPERATIONS HAVE BEEN REVISED TO BE RESPONSIVE TO PRE-PETITION COMMENTS BY VILLAGE STAFF.

On January 23, 2025, the Petitioner submitted a formal request to village staff for a Concept Plan Review. Staff responded in a timely manner on January 29, 2025, with written comments to the Petitioner's request for a Concept Plan Review. A copy of staff's written response is appended hereto as Exhibit 3 ("Staff Response").

The numbered responses below correspond to the numbered comments in the Staff Response:

1. Since the proposed project includes less than one-half acre of development and does not include qualified sewer construction, a Watershed Management Ordinance permit will not be required. A copy of the letter from the Metropolitan Water Reclamation District of Chicago is attached hereto as Exhibit 4.

2. The Petitioner has provided a Traffic Impact Study ("TIS") as requested by village staff. A summary of the findings of the TIS follows: The Petitioner's proposed use will not have a significant impact on Northwest Highway. The TIS concluded that at peak drop-off hour will require a maximum of seventeen parking spaces; the proposed site plan will provide 37 parking spaces for parents.

3. As previously mentioned, the proposed natural playground will be 11,685 square feet; 2,639 square feet of the playground will be covered. The covered portion of the playground shall be enclosed with glazed and sliding doors (see architectural plans). The outdoor portion of the playground shall be enclosed with a 6' fence. Enclosing the playground on all sides will ensure the safety of the children.

4. Additional signage and striping have been provided (see page seven of the Site Development Plans).

5. The Petitioner will require that all students of the Center be walked in and walked out of the Center by their parents.

6. The parking lot shall be restriped to provide the required number of accessible spaces.

7. Windows and sliding doors will be added the building (see Architectural Plans - Existing and Proposed Elevations). The Petitioner may power wash the brick exterior.

8. As previously mentioned, the covered portion of the playground shall be enclosed with glazed and sliding doors (see architectural plans). The outdoor portion of the playground shall be enclosed with a 6' fence. Enclosing the playground on all sides will ensure the safety of the children.

9. The attached Site Development Plan includes a landscape plan, photometric plan, playground fencing and signage.

10. The Petitioner shall comply with all rules and regulations set forth in the village's Building Code.

11. Petitioner will provide a sprinkler system that complies with NFPA 13.

12. Petitioner will provide a fire alarm system.

13. Additional means of egress has been provided on the westside of the building; a door has been added to rear portion of the proposed building expansion. An accessible ramp is proposed on the southeast portion of the building, which will be conveniently located by the four accessible parking spaces.

14. Petitioner shall provide an egress plan for the entire building at the time it applies for building permits.

VI. THE PROPOSED DAYCARE CENTER WILL OPERATE IN A MANNER THAT WILL ENSURE ITS COMPATIBILITY WITH OTHER PROPERTIES IN THE AREA.

The Village's B-1 zoning district is intended to provide a transitional area between residential and retail/commercial areas[3]. In 2011, the Village commissioned a study of the Northwest Highway corridor (the "Corridor") to consider ways to improve this vital corridor within the Village's boundaries. The Village determined that it should expand certain desired uses along the Corridor including grocery stores, restaurants, retail, entertainment uses, and family-friendly uses.[4] Pursuant to interviews with residents, the Village officials determined that many Village residents are concerned with the number of vacant properties, which they determined contributed to a "lack of visual interest" along the Corridor.[5]

The Property is currently vacant. The Petitioner's proposed daycare center will provide a much-needed resource to Village residents as well as to parents who work in the Village and need a daycare center that is conveniently located to their offices. The Property is adjacent to residential zoning districts. A Context & Connections Map is appended hereto as Exhibit 5. The proposed daycare center is a family-friendly use that is consistent with the type of uses Village residents explicitly identified as desirable along the Corridor. The Petitioner, along with The Nest, will provide Village residents with a daycare center that will have a state-of-the-art design, high level amenities and first-rate learning programs.

VII. PARKING AND TRAFFIC ISSUES.

The Petitioner intends to provide 86 parking spaces, which exceeds the 83 spaces required by the Village Code.[6] The Petitioner will require that all students of the Center be walked in and walked out of the Center by their parents. The Petitioner seeks to avoid any potential stacking of vehicles that could otherwise extend

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[3] Village Code of Mount Prospect, Illinois, Section 14.1501.

[4] The Northwest Highway Corridor Plan, adopted on June 7, 201, pages 18-20.

[5] Ibid, page 20.

[6] Section 14.2207 of the Village Code requires the following parking ratio for daycare centers: 1 space per employee plus 1 space for each 10 licensed capacity slots. At full-capacity, Petitioner will have approximately 339 children and 49 employees.

onto Northwest Highway. Based on experience from its established daycare centers, the Petitioner anticipates that many children will arrive as a result of car-pooling and same-family units, which will reduce the volume of traffic on the Property. Arrival and departure times are spread over an approximate two-hour period in the morning and three-hour period in the afternoon. There will be some half-day dismissals that further spread out the afternoon departures. Based on operations at other locations, the arrival and departure cycles are generally five to ten minutes per family. As previously mentioned, TIS indicates that peak drop-off timeframe will require a maximum of seventeen parking spaces; the proposed site plan will provide 37 parking spaces for parents.[7] This will avoid vehicles stacking in a manner that could extend to Northwest Highway and cause traffic congestion. In the event of a fire emergency, the Petitioner has determined that a fire truck can safely circumnavigate the site (see Exhibit 6, which is appended hereto).

As such, the Petitioner believes that the Property is well-suited to accommodate the onsite traffic associated with its intended use. Unlike many other daycare centers that are in shopping centers, this Property will be dedicated solely to the proposed daycare center. This will provide a predictable and consistent level of traffic, which will promote the safety of its children and its employees.

VIII. REQUEST FOR ZONING RELIEF.

On behalf of the Petitioner, I respectfully request that the Village approve its request for zoning relief and grant it a conditional use permit to operate a daycare center.

Petitioner: W Northwest MP, LLC, an
Illinois limited liability company

By: _____
Timothy M. Foley, one of the attorneys for the Petitioner

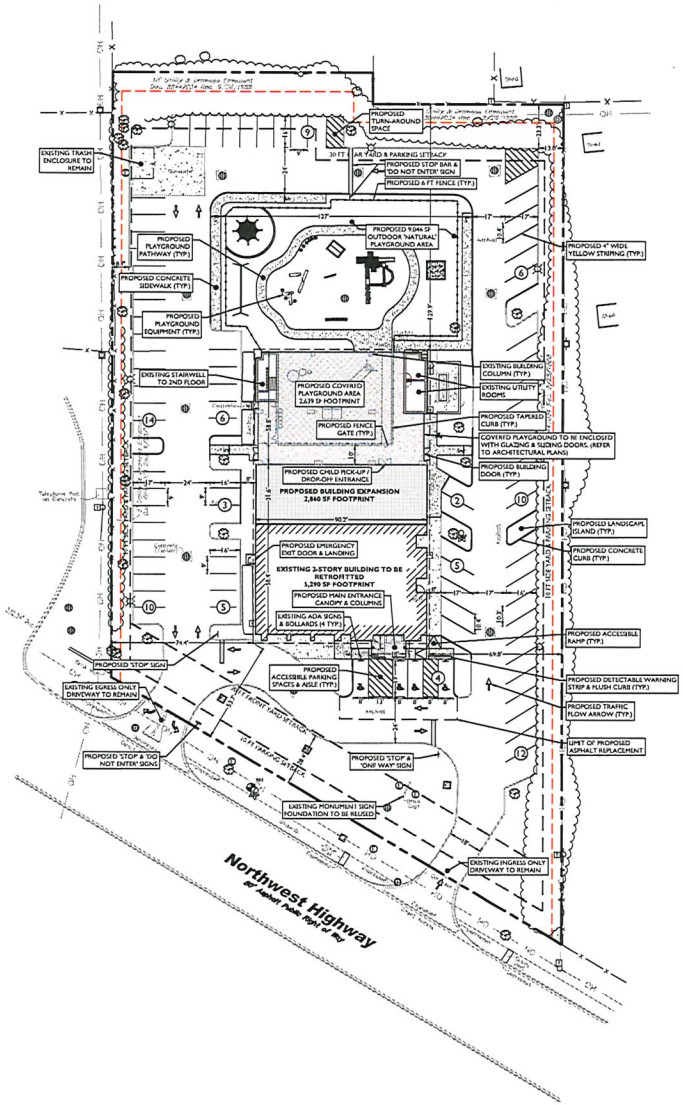
Date: March 17, 2025

[7] This is based on the following assumptions: 339 students; average of seven minutes per drop off; two hour drop off timeframe; and 1.2 children per vehicle (carpool, siblings).

EXHIBIT 1

The Nest
LS

EXHIBIT 2



LAND USE AND ZONING

PARCEL ID: 03-33-407-025-0000

BUSINESS OFFICE DISTRICT (B-1)

PROPOSED USE: DAY CARE CENTER — CONDITIONAL USE

ZONING REQUIREMENT	REQUIRED	EXISTING	PROPOSED
MINIMUM LOT AREA	N/A	90,770 SF (2.08 AC)	NO CHANGE
MAXIMUM IMPERVIOUS COVERAGE	75% (68,078 SF)	70.8% (64,254 SF)	65.1% (59,087 SF)
MAXIMUM BUILDING HEIGHT	35 FT / 3 STORIES	29.93 FT (2 STORIES)	NO CHANGE
MINIMUM FRONT YARD SETBACK	30 FT	53.7 FT	NO CHANGE
MINIMUM SIDE YARD SETBACK(1)	10 FT	69.8 FT	NO CHANGE
MINIMUM REAR YARD SETBACK(1)	30 FT	129.9 FT	NO CHANGE
MINIMUM FRONT YARD PARKING SETBACK	10 FT	28.4 FT	NO CHANGE
MINIMUM SIDE YARD PARKING SETBACK	10 FT(2)	8.7 FT (EN)	NO CHANGE
MINIMUM REAR YARD PARKING SETBACK	30 FT(2)(b)	23.3 FT	NO CHANGE

(EN) EXISTING NON-CONFORMITY

(1) § 14.1504 D: WHERE A SIDE OR REAR SETBACK IN THE B-1 DISTRICT IS CONTIGUOUS TO SINGLE-FAMILY RESIDENTIAL PROPERTY, ALL BUILDINGS AND PARKING LOTS SHALL MEET THE MINIMUM REQUIRED SETBACK IN THE ADJACENT ZONING DISTRICT IF GREATER

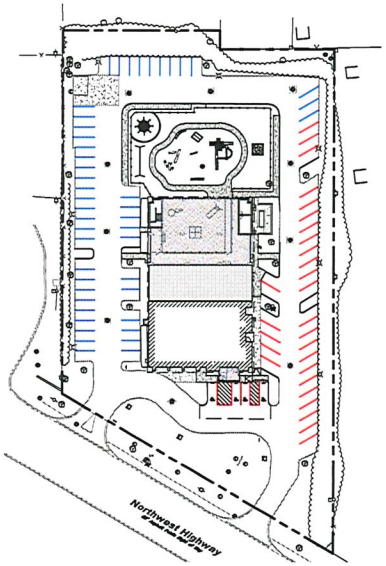
(2) § 14.2206.E.1.a: PARKING LOTS LOCATED IN REQUIRED YARDS WHICH ARE ADJACENT TO SINGLE-FAMILY RESIDENTIAL DISTRICTS SHALL BE PROHIBITED

OFF-STREET PARKING REQUIREMENTS

CODE SECTION	REQUIRED	EXISTING	PROPOSED
§ 14.2207	DAYCARE CENTER PARKING: 1 SPACE PER EMPLOYEE (1 SPACE / EMP.)(49 EMP.) = 49 SPACES 1 SPACE PER 10 LICENSED CAPACITY SLOTS (1 SPACE / 10 L.C.S.)(339 L.C.S.) = 34 SPACES TOTAL: 49 + 34 = 83 SPACES	123 SPACES	86 SPACES
§ 14.2205	ADA PARKING: 76-100 REG. SPACES, 4 ADA SPACES	5 ADA SPACES	4 ADA SPACES
§ 14.2206	90° PARKING DIMENSIONS: 9 FT X 18 FT(1) WITH 24 FT AISLE	9 FT X 16 FT W/ 24 FT AISLE	9 FT X 16 FT W/ 24 FT AISLE
§ 14.2206	45° PARKING DIMENSIONS: 10.4 FT X 19 FT(1) WITH 17 FT AISLE	10.3 FT X 16 FT (EN) W/ 17 FT AISLE	10.4 FT X 17 FT W/ 17 FT AISLE

(EN) EXISTING NON-CONFORMITY

(1) § 14.2206.A: VEHICLE OVERHANG OF NOT GREATER THAN 2 FT MAY BE INCLUDED IN STALL DEPTH CALCULATIONS



PICK-UP / DROP-OFF SPACES: 37 TOTAL*

EMPLOYEE SPACES: 49 TOTAL

*IT'S ANTICIPATED THAT NO MORE THAN 17 SPACES WILL BE NEEDED AT ONE TIME FOR PARENT PICK-UP / DROP-OFF

PARKING DELINEATION MAP

SCALE: 1" = 50'

SYMBOL	DESCRIPTION
	PROPERTY LINE
	SETBACK LINE
	PROPOSED CURB
	PROPOSED TAPERED CURB
	PROPOSED FLUSH CURB
	PROPOSED SIGNS / SIGNS ON BOLLARDS
	EXISTING BUILDING
	PROPOSED BUILDING
	PROPOSED COVERED AREA / 2ND FLOOR BUILDING & PODIUM
	PROPOSED CONCRETE
	PROPOSED FENCE
	PROPOSED BUILDING DOORS

GENERAL NOTES

1. THE CONTRACTOR SHALL VERIFY AND FAMILIARIZE THEMSELVES WITH THE EXISTING SITE CONDITIONS AND THE PROPOSED SCOPE OF WORK (INCLUDING DIMENSIONS, LAYOUT, ETC.) PRIOR TO INITIATING THE IMPROVEMENTS IDENTIFIED WITHIN THESE DOCUMENTS. SHOULD ANY DISCREPANCY BE FOUND BETWEEN THE EXISTING SITE CONDITIONS AND THE PROPOSED WORK THE CONTRACTOR SHALL NOTIFY STONEFIELD ENGINEERING & DESIGN, LLC. PRIOR TO THE START OF CONSTRUCTION.
2. THE CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS AND ENSURE THAT ALL REQUIRED APPROVALS HAVE BEEN OBTAINED PRIOR TO THE START OF CONSTRUCTION. COPIES OF ALL REQUIRED PERMITS AND APPROVALS SHALL BE KEPT ON SITE AT ALL TIMES DURING CONSTRUCTION.
3. ALL CONTRACTORS WILL TO THE FULLEST EXTENT PERMITTED BY LAW, INDEMNIFY AND HOLD HARMLESS STONEFIELD ENGINEERING & DESIGN, LLC. AND ITS SUB-CONSULTANTS FROM AND AGAINST ANY DAMAGES AND LIABILITIES INCLUDING ATTORNEY'S FEES ARISING OUT OF CLAIMS BY EMPLOYEES OF THE CONTRACTOR IN ADDITION TO CLAIMS CONNECTED TO THE PROJECT AS A RESULT OF NOT CARRYING THE PROPER INSURANCE FOR WORKERS COMPENSATION, LIABILITY INSURANCE, AND LIMITS OF COMMERCIAL GENERAL LIABILITY INSURANCE.
4. THE CONTRACTOR SHALL NOT DEVIATE FROM THE PROPOSED IMPROVEMENTS IDENTIFIED WITHIN THIS PLAN SET UNLESS APPROVAL IS PROVIDED IN WRITING BY STONEFIELD ENGINEERING & DESIGN, LLC.
5. THE CONTRACTOR IS RESPONSIBLE TO DETERMINE THE MEANS AND METHODS OF CONSTRUCTION.
6. THE CONTRACTOR SHALL NOT PERFORM ANY WORK OR CAUSE DISTURBANCE ON A PRIVATE PROPERTY NOT CONTROLLED BY THE PERSON OR ENTITY WHO HAS AUTHORIZED THE WORK WITHOUT PRIOR WRITTEN CONSENT FROM THE OWNER OF THE PRIVATE PROPERTY.
7. THE CONTRACTOR IS RESPONSIBLE TO RESTORE ANY DAMAGED OR UNDERMINED STRUCTURE OR SITE FEATURE THAT IS IDENTIFIED TO REMAIN ON THE PLAN SET. ALL REPAIRS SHALL USE NEW MATERIALS TO RESTORE THE FEATURE TO ITS EXISTING CONDITION AT THE CONTRACTORS EXPENSE.
8. CONTRACTOR IS RESPONSIBLE TO PROVIDE THE APPROPRIATE SHOP DRAWINGS, PRODUCT DATA, AND OTHER REQUIRED SUBMITTALS FOR REVIEW. STONEFIELD ENGINEERING & DESIGN, LLC. WILL REVIEW THE SUBMITTALS IN ACCORDANCE WITH THE DESIGN INTENT AS REFLECTED WITHIN THE PLAN SET.
9. THE CONTRACTOR IS RESPONSIBLE FOR TRAFFIC CONTROL IN ACCORDANCE WITH MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, LATEST EDITION.
10. THE CONTRACTOR IS REQUIRED TO PERFORM ALL WORK IN THE PUBLIC RIGHT-OF-WAY IN ACCORDANCE WITH THE APPROPRIATE GOVERNING AUTHORITY AND SHALL BE RESPONSIBLE FOR THE PROCUREMENT OF STREET OPENING PERMITS.
11. THE CONTRACTOR IS REQUIRED TO RETAIN AN OSHA CERTIFIED SAFETY INSPECTOR TO BE PRESENT ON SITE AT ALL TIMES DURING CONSTRUCTION & DEMOLITION ACTIVITIES.
12. SHOULD AN EMPLOYEE OF STONEFIELD ENGINEERING & DESIGN, LLC. BE PRESENT ON SITE AT ANY TIME DURING CONSTRUCTION, IT DOES NOT RELIEVE THE CONTRACTOR OF ANY OF THE RESPONSIBILITIES AND REQUIREMENTS LISTED IN THE NOTES WITHIN THIS PLAN SET.

30' 0' 30' 60'

GRAPHIC SCALE IN FEET
1" = 30'

ISSUE	DATE	BY	DESCRIPTION
1	03/18/2025	JDH/JH	FOR SITE PLAN APPROVAL

NOT APPROVED FOR CONSTRUCTION

STONEFIELD engineering & design
Birmingham, MI · Rutherford, NJ · New York, NY
Salem, MA · Princeton, NJ · Tampa, FL
www.stonefieldeng.com
555 S. Old Woodward Avenue, Suite 12L, Birmingham, MI 48009
Phone 248.247.1115

SITE DEVELOPMENT PLANS

1040 W NORTHWEST HWY

PROPOSED DAYCARE FACILITY & NATURAL PLAYGROUND

PID: 03-33-407-025-0000
1040 WEST NORTHWEST HIGHWAY
VILLAGE OF PALATINE, PROJECT
COOK COUNTY, ILLINOIS

LICENSED PROFESSIONAL ENGINEER
JONATHAN REID COOKSEY
062-057344
JOB COOKSEY, P.E.
LICENSE No. 062-057344
EXPIRATION DATE 11/30/2026
STATE OF ILLINOIS

STONEFIELD engineering & design

SCALE: 1" = 30' PROJECT ID: DET-240445

TITLE: SITE PLAN

DRAWING: C-2

EXHIBIT 3

Village of Mount Prospect
COMMUNITY DEVELOPMENT DEPARTMENT
(847) 392-6000 | achoi@mountprospect.org | www.mountprospect.org
50 S. Emerson Street, Mount Prospect, IL 60056

CONCEPT PLAN REVIEW COMMENTS – January 29, 2024

ENTITLEMENT APPROVAL(S) REQUIRED

The proposed project will require the following approvals:

- Conditional use approval for a daycare

Once the zoning requests are approved by the Village Board, a building permit can be obtained after all of Staff's comments are addressed, fees are paid, and applicable permits are obtained.

PROJECT NARRATIVE & CONCEPT PLAN

The comments below are provided to assist you with the preparation of your concept plan submittal. If any of the comments cannot be addressed, please be sure that your submittal narrative includes an explanation as to why you were unable to accommodate Staff's comments.

Overall Site Plan, Layout, and Engineering

Items to be addressed prior to Zoning Approval:

1. The stormwater detention facilities were previously permitted by the MWRD. We understand that the proposed improvements will likely reduce the amount of impervious surface, however, because this is still a change to the tributary area for the detention facilities, a Letter of Determination should be obtained from the MWRD confirming if a Watershed Management Ordinance (WMO) permit would be required.
2. Eng/PW has no objections to the proposed concept. However, before approving the requested conditional use, the applicant should provide a traffic analysis showing the following:
   - Identify the pick-up/drop-off procedures. (Drop-off or walk in? Drop-off/pick-up lane? Etc.)
   - What are the peak times, and the anticipated traffic during those times. Will pick-up/drop-off be staggered?
   - Is there any impact to traffic along Northwest Hwy. Could traffic stacking backup onto Northwest Highway?

Items to be addressed prior to Building Permit Issuance:

3. Provide details for the "Natural Playground Area" and any other proposed site improvements.
4. Provide additional signage & striping to direct drop-off/pick-up traffic.

Planning Division Comments

5. Child pick-up and drop-off shall be restricted to the rear entrance only.
6. The parking lot shall be restriped to have the appropriate number of accessible stalls given the reduction in total parking stalls provided, and accessible stalls shall share access aisles.
7. Are there any plans to modify the existing elevations of the building, even if paint only?
8. How will The Nest Daycare ensure child safety when traveling to and from the playground area, and that no children will be able to wander off-premises? Are there roll-up doors on the sides of the

building or is it open-air? Can roll-up doors be added? Please provide a procedure for walking children to and from the playground area.

9. The following shall be submitted for staff review with the formal zoning request application:
    a. Signage, including directional signage;
    b. Playground fencing and equipment;
    c. A landscape plan. Additional landscaping may be required to satisfy current codes; and
    d. A photometric plan. Additional lighting may be required to satisfy current codes.

Building Division Comments

10. At time of permit, a building code analysis is required to be submitted to comply with all local and state adopted codes. Include plumbing fixture analysis for plan review.

Fire Department Comments

11. A fire sprinkler system in accordance with NFPA 13 will be required for this project for all buildings. Ensure fire sprinkler shop drawings, hydraulic calculations, and equipment cut sheets are submitted for review.

    Village of Mount Prospect Fire Prevention Code, 24.20

12. A fire alarm system will be required for this project. Ensure fire alarm shop drawings with point-to-point wiring diagrams, battery load calculations, and equipment cut sheets are submitted for review.

13. An additional means of egress must be provided for the new proposed occupancy based on occupancy load and travel distances.

14. An egress plan must be provided for the entire building. This plan must include occupant loads, travel distances, egress widths, and common path of travel distances. An egress plan will be required when the building plans are submitted for review. Additional exits may be required.

EXHIBIT 4

Protecting Our Water Environment

Metropolitan Water Reclamation District of Greater Chicago

100 EAST ERIE STREET CHICAGO, ILLINOIS 60611-3154 312.751.5600

BOARD OF COMMISSIONERS
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Eira L. Corral Sepúlveda
Sharon Waller

February 26, 2025

Kevin Heffernan, P.E.
Stonefield Engineering and Design, LLC
555 South Old Woodward Avenue, Suite 12L
Birmingham, MI 48009

Dear Mr. Heffernan:

Subject: Watershed Management Ordinance Permit Applicability
Proposed Day Care Center
1040 West Northwest Highway
Mount Prospect, IL

This is in response to your letter, dated February 18, 2025, requesting whether a Metropolitan Water Reclamation District (MWRD) Watershed Management Ordinance (WMO) permit will be required for the subject project. As described in your correspondence and shown on the submitted plans, the proposed project includes a naturalized playground, landscape islands, parking lot modifications, pavement replacement, internal building modifications, and work beneath the roof and second floor of an existing building. Per your letter and electronic correspondence, the existing storm sewer system will be used. Locally required detention was provided under MWRD Permit No. 1988-0782. The area of property holdings appears to be less than 3.0 acres, and less than 0.50 acre of development appears to be proposed. Storm sewers within the combined sewer area (CSA), and sanitary sewers are not proposed.

In-kind pavement replacement, without grading or drainage modifications, may be considered maintenance and not development. Since the proposed project includes less than 0.50 acre of development and does not include qualified sewer construction, a WMO permit will not be required. Please note, if the project scope is modified to include new or replacement storm sewers, sanitary sewers, or associated structures, a WMO permit will be required for qualified sewer construction. Prior to conducting any work, be sure to contact the local authorities to obtain any and all approvals for the project.

This permit determination is dependent on the information provided and may change if the project scope is modified. If you have any questions, please email me at MihalacheC@mwrd.org.

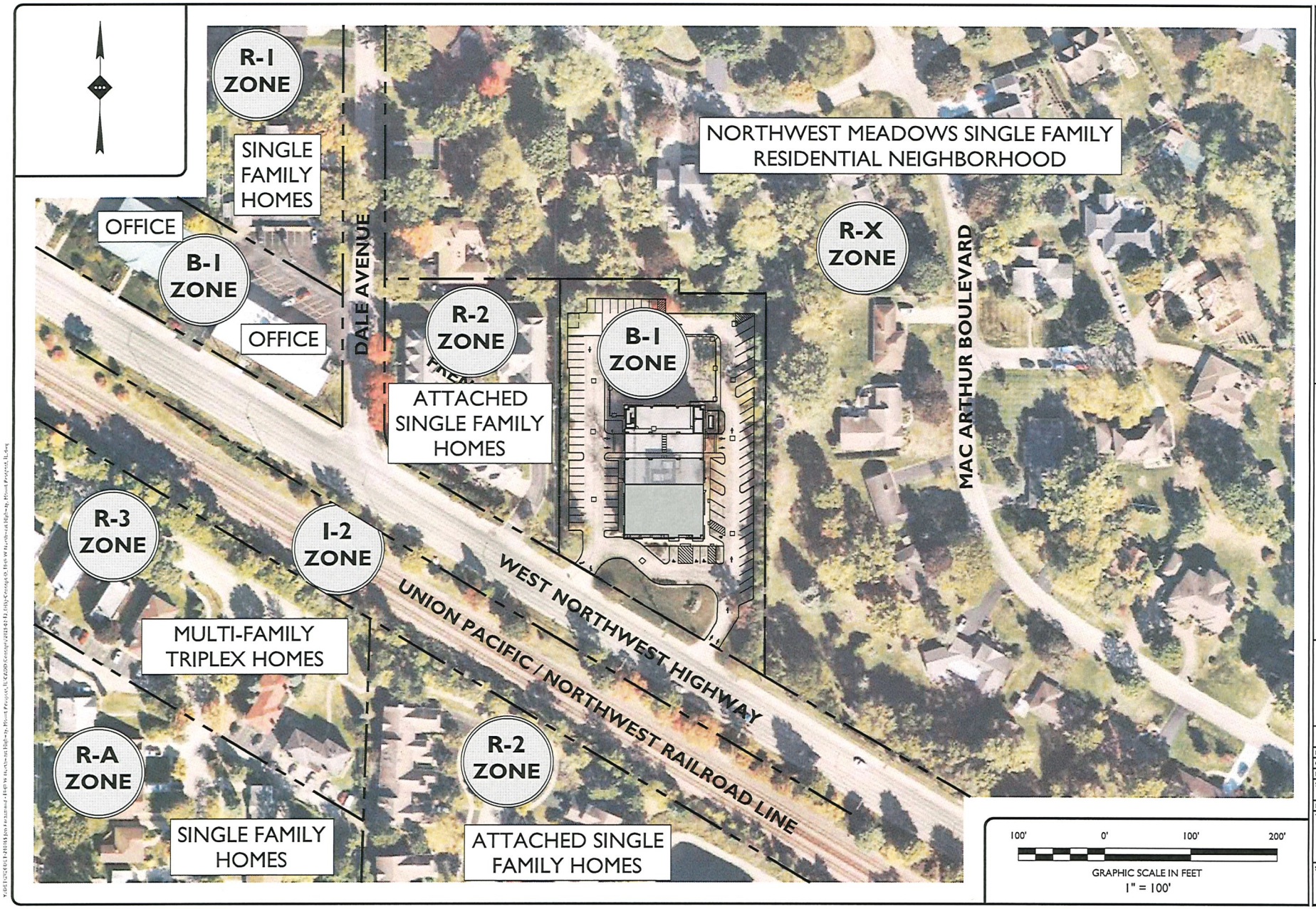
Sincerely,

Constance Mihalache

Constance Mihalache, PhD, P.E.
Senior Civil Engineer

CM
cc: Mayor Paul Wm. Hoefert, Village of Mount Prospect
Marek Grabis, MWRD
Permit File 1988-0782
PD#31

EXHIBIT 5



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CONCEPT PLAN

PROPOSED DAY CARE CENTER

PID: 03-33-407-025-0000
1040 W. NORTHWEST HIGHWAY
VILLAGE OF MOUNT PROSPECT
COOK COUNTY, ILLINOIS

DRAFT

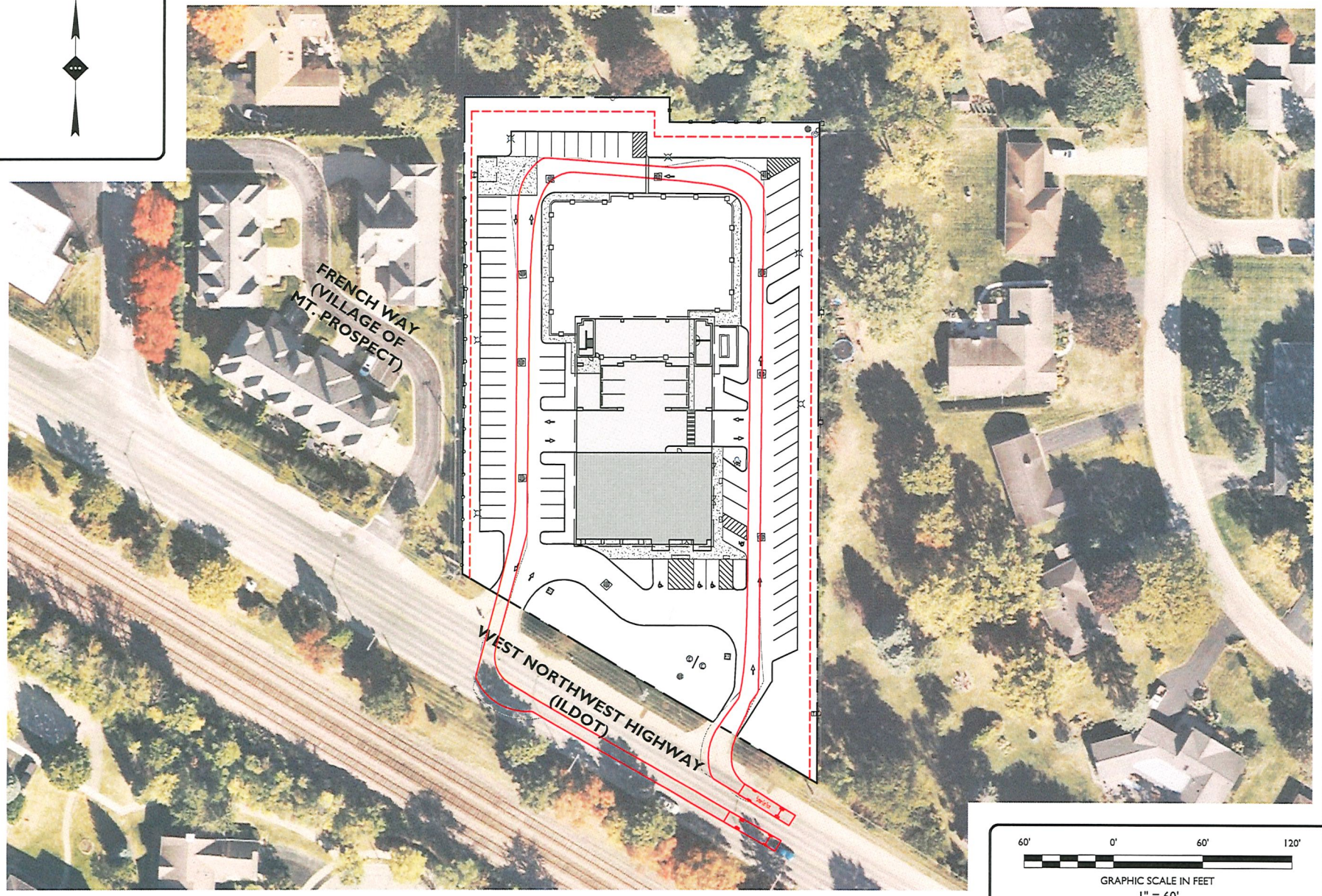
NOT APPROVED FOR CONSTRUCTION

DRAWN BY:	MT
CHECKED BY:	KTH
DATE:	02/13/2025
SCALE: (H)	1" = 100'
PROJECT ID:	DET-240465

TITLE: **CONTEXT AND CONNECTIONS MAP**

SHEET: **D-3**

EXHIBIT 6



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CONCEPT PLAN

PROPOSED DAY CARE CENTER

PID: 03-33-407-015-0000
1040 W. NORTHWEST HIGHWAY
VILLAGE OF MOUNT PROSPECT
COOK COUNTY, ILLINOIS

DRAFT

NOT APPROVED FOR CONSTRUCTION

DRAWN BY:	KRC
CHECKED BY:	KTH
DATE:	01/17/2025
SCALE: (H)	1" = 60'
PROJECT ID:	DET-240465

TITLE:

TRUCK CIRCULATION

SHEET:

EX-1

Traffic Impact Study

Proposed Daycare Facility
Parcel ID: 03-33-407-025-0000
1040 W Northwest Highway
Village of Mount Prospect
Cook County, Illinois

Prepared for:
W Northwest MP LLC

Date: May 13, 2025
SE&D Job Number: DET-240465

John R. Corak, PE
Senior Project Manager

Kevin Heffernan, PE
Senior Project Manager
IL P.E. License 062.077227

STONEFIELD
555 S. Old Woodward Avenue, Suite 12L
Birmingham, MI 48009

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2030 Build Traffic Conditions

INTRODUCTION

This Traffic Impact Study was prepared to investigate the potential impacts of the proposed daycare facility on the adjacent roadway network. The subject property is located along the northerly side of Northwest Highway in the Village of Mount Prospect, Cook County, Illinois. The site location is shown on appended **Figure 1**.

The subject property is designated as parcel 03-33-407-025-0000 as depicted on the Cook County Tax Map. The site has approximately 275 feet of frontage along Northwest Highway. The existing site is occupied by a 13,466-square-foot vacant building. Access is presently provided via one (1) ingress-only driveway and one (1) egress-only driveway along Northwest Highway. Under the proposed development program, the existing building would be retrofitted into a 339-student daycare facility with auxiliary playground space. Access is proposed to remain as-is via one (1) ingress-only driveway and one (1) egress-only driveway along Northwest Highway.

METHODOLOGY

Stonefield Engineering & Design, LLC has prepared this Traffic Impact Study in accordance with the recommended guidelines and practices outlined by the Institute of Transportation Engineers (ITE) within Transportation Impact Analyses for Site Development. A detailed field investigation was performed to assess the existing conditions of the adjacent roadway network. A data collection effort was completed to identify the existing traffic volumes at the study intersections to serve as a base for the traffic analyses. Capacity analysis, a procedure used to estimate the traffic-carrying ability of roadway facilities over a range of defined operating conditions, was performed using the Highway Capacity Manual, 7th Edition (HCM) and the Synchro 12 Software for all study conditions to assess the roadway operations.

For an unsignalized intersection, Level of Service (LOS) A indicates operations with delay of less than 10 seconds per vehicle, while LOS F describes operations with delay in excess of 50 seconds per vehicle. For a signalized intersection, LOS A indicates operations with delay of less than 10 seconds per vehicle, while LOS F describes operations with delay in excess of 80 seconds per vehicle. The Technical Appendix contains the Highway Capacity Analysis Detail Sheets for the study intersections analyzed in this assessment.

2025 EXISTING CONDITION

2025 EXISTING ROADWAY CONDITIONS

The proposed daycare facility is located along the northerly side of Northwest Highway in the Village of Mount Prospect, Cook County, Illinois. The subject property is designated as parcel 03-33-407-025-0000 as

depicted on the Cook County Tax Map. The site has approximately 275 feet of frontage along Northwest Highway. Land uses in the area are a mix of commercial, educational, and residential uses.

Northwest Highway (U.S. Route 14) is classified as a Minor Arterial roadway with a general east-west orientation and is under the jurisdiction of the Illinois Department of Transportation (IDOT). Along the site frontage, the roadway provides two (2) lanes of travel in each direction and has a posted speed limit of 40 mph to the west of the site and 30 mph to the east of the site. Curb is provided along both sides of the roadway, sidewalk is provided along the northerly side of the roadway, shoulders are not provided, and on-street parking is not permitted. Northwest Highway provides east-west mobility throughout the Village of Mount Prospect and neighboring municipalities and provides access to IL 53 to the west of the site and IL 83 to the east of the site, serving a mix of residential and commercial uses along its length.

2025 EXISTING TRANSIT SERVICE

The subject site is located approximately one (1) mile (20-minute walk) from the Mount Prospect Train Station which serves the Metra Union Pacific Northwest Line and provides direct service to Arlington Heights and Chicago as well as transfer service to the Metra Union Pacific North Line. At Chicago Terminal, transfers are available to every line on the Metra Railroad System. Further, the proposed development is located approximately one (1) mile (19-minute walk) from bus stops that service Pace Bus Route 234, with the nearest stop located at the intersection of Northwest Highway and Main Street. Pace Bus Route provides service to De Plaines and Wheeling, and various points of interest throughout Cook and Lake Counties. The non-vehicular transportation modes available in the general vicinity of the subject site are summarized on **Table 1**.

TABLE 1 – MULTI-MODAL TRANSPORTATION OPTIONS

Travel Mode	Proximity to Site	Destinations
Mount Prospect Train Station	1 mile	Chicago, Clybourn, Irving Park, Jefferson Park, Gladstone Park, Norwood Park, Edison Park, Park Ridge, Dee Road, Des Plaines, Cumberland, Mount Prospect, Arlington Heights, Arlington Park, Palatine, Barrington, Fox River Grove, Cary, Pingree Road, Crystal Lake, Woodstock, Harvard
Pace Bus Route 234	1 mile	De Plaines, Mount Prospect, Prospect Heights, Arlington Heights, Wheeling, Buffalo Grove

2025 EXISTING TRAFFIC VOLUMES

Turning movement counts were collected during the typical weekday morning and weekday evening time periods to evaluate existing traffic conditions and identify the specific hours when traffic activity on the adjacent roadways is at a maximum and could be potentially impacted by the development of the site. Turning movement counts were collected at the following intersections:

- Northwest Highway and Easterly Site Driveway
- Northwest Highway and Westerly Site Driveway

Specifically, turning movement counts were conducted on Tuesday, March 4, 2025, from 7:00 a.m. to 9:00 a.m. and from 4:00 p.m. to 6:00 p.m.

The study time periods were chosen as they are representative of the peak periods of both the adjacent roadway network and the proposed development. The traffic volume data was collected and analyzed to identify the design peak hour in accordance with HCM and ITE guidelines. Based on the review of the count data the weekday morning peak hour occurred from 7:45 a.m. to 8:45 a.m. and the weekday evening peak hour occurred from 4:30 p.m. to 5:30 p.m. The Technical Appendix contains a summary of the turning movement count data.

Annual average daily traffic (AADT) volumes, including the percentage of truck traffic, were obtained from the IDOT 2023 Illinois Travel Statistics. Within the vicinity, the nearest AADT volumes were located along Northwest Highway between its intersections with Waterman Avenue and Dale Avenue to the west of the subject site and were conducted from 12:00 a.m. on Wednesday, July 26, 2023, to 12:00 a.m. on Thursday, July 27, 2023. The Technical Appendix contains a summary of the IDOT AADT volumes conducted along Northwest Highway. Note that the IDOT traffic volumes depicted in the appendix represent the unadjusted data. These volumes are further adjusted by the IDOT based on seasonal adjustment factors and the day of the week the counts were conducted on. **Table 2** summarizes the AADT volumes published by IDOT.

TABLE 2 – SUMMARY OF IDOT AADT VOLUMES

Location	IDOT AADT (Year)	Trucks (Percent)
Northwest Highway (U.S. Route 14)	9,700 (2023)	260 (2.7%)

The AADT volumes were compared to the 2025 turning movement counts conducted during the weekday morning and weekday evening peak hours. **Table 3** compares the peak hours of the AADT volumes to the 2025 turning movement counts conducted along Northwest Highway.

TABLE 3 – AADT AND TMC COMPARISON

	IDOT Peak Hour Volumes (2023)		TMC Peak Hour Volumes (2025)		Percent Difference	
Location	AM	PM	AM	PM	AM	PM
Northwest Highway (U.S. Route 14)	744	1,056	962	1,164	+29.3%	+10.2%

As shown in **Table 3**, the turning movement counts conducted along Northwest Highway contained greater volumes than the AADT volumes conducted by IDOT in 2023 during the peak hours studied. As such,

the turning movement counts were utilized to generate the 2025 Existing weekday morning and weekday evening peak-hour volumes and are summarized on appended **Figure 2**.

2025 EXISTING CRASH SUMMARY

An analysis of the preexisting crash data along the adjacent roadway network was conducted to evaluate and address potential safety concerns along Northwest Highway. Specifically, the data was obtained from the IDOT Division of Transportation Safety within 250 feet of the intersection of Northwest Highway and Dale Avenue located directly to the west of the site from 2019 to 2023. **Table 4** provides a summary of the crash data.

TABLE 4 – CRASH HISTORY SUMMARY WITHIN SITE VICINITY

Location – Within 250' of Intersection	Year	Number of Crashes	Collision Type	Crash Severity	Weather Condition
Intersection of Northwest Highway and Dale Avenue	2019	0	-	-	-
	2020	0	-	-	-
	2021	0	-	-	-
	2022	1	Left-Turn	Property Damage Only	Clear
	2023	0	-	-	-

As illustrated in **Table 4**, one (1) collision was experienced within 250 feet of the intersection of Northwest Highway and Dale Avenue from 2019 to 2023. The crash did not result in a reported injury or fatality nor involve pedestrians or bicyclists. As such, no significant safety concerns are anticipated along the Northwest Highway site frontage.

2025 EXISTING LOS/CAPACITY ANALYSIS

A Level of Service and Volume/Capacity analysis was conducted for the 2025 Existing Condition during the weekday morning and weekday evening peak hours at the study intersections and existing site driveways. Under the existing condition, the turning movements at the unsignalized intersection of Northwest Highway and the ingress site driveway are calculated to have a Level of Service A during the weekday morning and weekday evening peak hours. The turning movements at the unsignalized intersection of Northwest Highway and the egress site driveway are calculated to have a Level of Service B or better during the weekday morning and weekday evening peak hours.

2030 NO-BUILD CONDITION

BACKGROUND GROWTH

The 2025 Existing Condition traffic volume data was grown to a future horizon year of 2030, which is a conservative estimate for when the proposed daycare facility is expected to be fully constructed. Traffic growth in the area is determined to be a combination of expected land development and projected population growth in the region. Based on a review of the Chicago Metropolitan Agency for Planning (CMAP) ON TO 2050 Socioeconomic Forecast Appendix for Cook County, traffic volumes along Northwest Highway are anticipated to experience an annual, compounded growth rate of approximately 0.44%. In order to provide a conservative analysis, a 1.00% compounded background growth rate was utilized instead. As such, the existing traffic volumes at the study intersections were increased by 1.00% annually for five (5) years.

OTHER PLANNED DEVELOPMENT PROJECTS

To evaluate the future traffic conditions, it is important to consider the potential site-generated traffic of other projects that could influence the traffic volume at the study intersections. Other planned development projects include those that are either in the entitlement process or have recently been approved for building permits in proximity to the proposed development. Based on consultations with the Village of Mount Prospect Freedom of Information Officer, Karen Agoranos, there are no planned development projects within the area of the subject site. As such, the application of the background growth rate would be adequate to account for background traffic growth.

2030 NO-BUILD TRAFFIC VOLUMES

The background growth rate was applied to the 2025 Existing Traffic Volumes to calculate the 2030 No-Build Traffic Volumes for the weekday morning and weekday evening peak hours. These volumes are summarized on appended **Figure 3**.

2030 NO-BUILD LOS/CAPACITY ANALYSIS

A Level of Service and Volume/Capacity analysis was also conducted for the 2030 No-Build Condition during the weekday morning and weekday evening peak hours at the study intersections and existing site driveways. The turning movements at the unsignalized intersection of Northwest Highway and the ingress site driveway are calculated to operate generally consistent with the findings of the 2025 Existing Condition during the weekday morning and weekday evening peak hours. The turning movements at the unsignalized intersection of Northwest Highway and the egress site driveway are calculated to operate generally consistent with the findings of the 2025 Existing Condition during the weekday morning and weekday evening peak hours.

2030 BUILD CONDITION

TRIP GENERATION

The site-generated traffic volume of the proposed daycare facility was estimated to identify the potential impacts of the project. Trip generation projections were prepared utilizing ITE's Trip Generation Manual, 11th Edition. Trip generation rates associated with Land Use 565 "Day Care Center" were cited for the proposed 339-student daycare facility. **Table 5** provides the weekday morning and weekday evening peak hour trip generation volumes associated with the proposed development.

TABLE 5 – PROPOSED TRIP GENERATION

	Weekday Morning Peak Hour			Weekday Evening Peak Hour		
Land Use	**Enter**	**Exit**	**Total**	**Enter**	**Exit**	**Total**
339-Student Day Care Center *ITE Land Use 565*	140	124	264	126	142	268

Unlike a traditional school with set arrival and dismissal times, the proposed childcare facility allows drop-off and pick-up across multiple hours in the morning and evening, dispersing the traffic impact of the site across a wider period of time as opposed to a concentrated drop-off and pick-up period. Additionally, vehicles are frequently occupied by multiple children (i.e. siblings and carpools), and the site's location near a residential neighborhood facilitates and promotes local pedestrian trips within walking distance of the site. Finally, numerous factors including part-time schedules and absentees due to sickness and vacations contribute to typical operating volumes of approximately 85% that of the actual licensed capacity. These characteristics contribute to a reduced traffic impact on the surrounding roadway network.

As stated within Chapter 10 of ITE's Trip Generation Handbook, 3rd Edition, there are instances when the total number of trips generated by a site is different from the amount of new traffic added to the street system by the generator. Childcare facilities are specifically located on or adjacent to busy streets to attract motorists already on the roadway. Therefore, the proposed development would be expected to attract a portion of its trips from the traffic passing the site on the way from an origin to an ultimate destination. These trips do not add new traffic to the adjacent roadway system and are referred to as pass-by trips. Based on data provided by ITE, 44% of peak-hour traffic associated with Land Use 565 "Day Care Center" consists of "pass-by" trips.

Additionally, based on characteristics of childcare facilities, in which many trips are made by a parent or caregiver while traveling to/from work, it is likely a portion of the site generated trips would consist of "diverted link" trips. As stated within Chapter 10 of ITE's Trip Generation Handbook, 3rd Edition, diverted link trips are "attracted from the traffic volume on roadways within the vicinity of the site generator but without direct

access to the site." A diverted link trip adds traffic to streets adjacent to a site and could remove a trip on streets from which it diverted; however, the trip does not constitute an increase of traffic on a macroscopic level. Based on data provided by ITE, 32% of peak-hour traffic associated with Land Use 565 "Day Care Center" consists of diverted link trips.

As part of the conservative traffic analysis provided within this report, no reduction for "pass-by" traffic or "diverted link" traffic was applied. All traffic volumes are assumed to be new to the roadway network.

TRIP ASSIGNMENT/DISTRIBUTION

The trips generated by the proposed development were distributed according to the existing travel pattern along the adjacent roadways and the access management plan of the site. **Table 6** summarizes the distribution of the site-generated trips along the adjacent roadway network.

TABLE 6 – SITE-GENERATED TRIP DISTRIBUTION

Origin & Destination	Weekday Morning Peak Hour	Weekday Evening Peak Hour
To/From Eastbound via Northwest Highway	45%	45%
To/From Westbound via Northwest Highway	55%	55%
Total	**100%**	**100%**

The Site-Generated Traffic Volumes are illustrated on appended **Figure 4**.

2030 BUILD TRAFFIC VOLUMES

The site-generated trips were added to the 2030 No-Build Traffic Volumes to calculate the 2030 Build Traffic Volumes and are shown on appended **Figure 5**.

2030 BUILD LOS/CAPACITY ANALYSIS

A Level of Service and Volume/Capacity analysis was also conducted for the 2030 Build Condition during the weekday morning and weekday evening peak hours at the study intersections and proposed site driveways. **Tables 7** through **10** compare the 2025 Existing, 2030 No-Build, and 2030 Build Conditions Level of Service and delay values.

The turning movements at the unsignalized intersection of Northwest Highway and the ingress site driveway are calculated to operate at a Level of Service A during the weekday morning and weekday evening peak hours. The turning movements at the unsignalized intersection of Northwest Highway and the egress site driveway are calculated to operate at a Level of Service C or better during the weekday morning peak hour and Level of Service D or better during the weekday evening peak hour.

COMPARATIVE LEVEL OF SERVICE (DELAY) TABLES

NORTHWEST HIGHWAY & INGRESS SITE DRIVEWAY

EB (Eastbound) is the Northwest Highway approach
X (n) = Level of Service (seconds of delay)

TABLE 7 – WEEKDAY MORNING PEAK HOUR

Lane Group	2025 Existing	2030 No-Build	2030 Build
EB Left	No Volume	No Volume	A (9.0)
EB Through	No Delay	No Delay	A (0.6)

TABLE 8 – WEEKDAY EVENING PEAK HOUR

Lane Group	2025 Existing	2030 No-Build	2030 Build
EB Left	A (9.0)	A (9.1)	A (9.7)
EB Through	No Delay	No Delay	A (0.8)

NORTHWEST HIGHWAY & EGRESS SITE DRIVEWAY

SB (Southbound) approach is the Egress Site Driveway approach
X (n) = Level of Service (seconds of delay)

TABLE 9 – WEEKDAY MORNING PEAK HOUR

Lane Group	2025 Existing	2030 No-Build	2030 Build
SB Left	No Volume	No Volume	C (20.5)
SB Right	No Volume	No Volume	B (10.4)

TABLE 10 – WEEKDAY EVENING PEAK HOUR

Lane Group	2025 Existing	2030 No-Build	2030 Build
SB Left	No Volume	No Volume	D (30.2)
SB Right	B (10.5)	B (10.6)	B (11.3)

2030 BUILD QUEUING ANALYSIS

In addition to the Level of Service and Volume/Capacity analysis conducted for the 2030 Build Condition, a queuing analysis was conducted during the weekday morning and weekday evening peak hours at the study intersections and proposed site driveway to evaluate the potential for vehicle queues stacking within the proposed site drive aisles. **Table 11** compares the provided storage lengths to the anticipated 2030 Build Condition 95th percentile queuing at each of the study locations for the weekday morning and weekday evening peak hours.

TABLE 11 – 95TH PERCENTILE QUEUING SUMMARY

Intersection	Movement	Storage Length Provided	2030 Build Condition	
			Weekday Morning	Weekday Evening
Northwest Highway (E/W) and Ingress Site Driveway (N)	EB Left	>1,000'	5'	5'
Northwest Highway (E/W) and Egress Site Driveway (N)	SB Left	≈50'	20'	32.5'
	SB Right	≈50'	7.5'	10'

As shown in **Table 11**, the 95th percentile queues at the study locations are not anticipated to extend past the provided storage lengths at any of the turning movements during the studied time periods.

SITE CIRCULATION/PARKING SUPPLY

A review was conducted of the proposed daycare facility using the Site Plan prepared by our office, dated May 6, 2025. In completing this review, particular attention was focused on the site access, circulation, and parking supply.

ACCESS & CIRCULATION

Access is proposed to remain as-is via one (1) ingress-only driveway and one (1) egress-only driveway along Northwest Highway. The proposed building would be located at the southerly portion of the site with auxiliary playground areas located at the northerly portion of the site. Surface-level parking spaces would continue to be located along the perimeter of the site with the trash enclosure proposed to remain as-is at the northwesterly corner of the site. Vehicular circulation throughout the site would be facilitated via a minimum of 17-foot-wide one (1)-way drive aisles and 24-foot-wide two (2)-way drive aisles.

PARKING GENERATION

Regarding the parking requirements for the proposed development, the Village of Mount Prospect Ordinance requires daycare facilities to have one (1) parking space per employee plus one (1) parking space per 10 licensed capacity slots. For the proposed daycare facility consisting of 49 employees and 339 licensed capacity slots, this equates to 83 required parking spaces. Furthermore, the Ordinance requires developments that provide parking lots between 76 and 100 parking spaces to have a minimum of four (4) ADA accessible parking spaces. The site would provide 86 total parking spaces, inclusive of four (4) ADA accessible parking spaces, which meets the parking requirements and would be sufficient to support this project's parking demand. The 90-degree parking spaces would be nine (9) feet wide by 16 feet deep which is equivalent to their dimensions in the existing condition. The 60-degree parking spaces would be 10.4 feet wide by 17 feet deep

which constitutes an improvement over the existing condition in which the 60-degree parking spaces are 10.3 feet wide by 16 feet deep.

The parking supply was evaluated with respect to data published within the ITE's Parking Generation, 6th Edition, for Land Use 565 "Day Care Center." ITE provides peak parking demand data for childcare facilities based on number of students, number of staff, and gross floor area of the building. Table 12 provides a summary of the ITE data and the forecasted peak parking demand.

TABLE 12 – PROPOSED PARKING GENERATION

Independent Variable	Rate	Quantity	Parking Demand
Students	0.25 vehicles per student	339 students	85 vehicles
Employees	1.25 vehicles per employee	49 employees	61 vehicles
Gross Floor Area	2.27 vehicles per 1,000 SF	21,700 SF	49 vehicles
		Parking Provided	86 Spaces

As such, the proposed parking supply of 86 parking spaces would be sufficient to support the parking demand of the site.

PICK-UP & DROP-OFF OPERATIONS

Under the proposed development plan, 49 parking spaces located primarily along the easterly and northerly sides of the site would be utilized for employee parking. With a maximum of 49 employees, the proposed employee parking supply would be sufficient to support the employee parking demand without accounting for carpooling, pick-up/drop-off, or other non-single-occupancy vehicular travel means.

The remaining 37 parking spaces, located along the westerly and southerly sides of the site, would be designated for student drop-off and pick-up. For drop-off and pick-up, parents/guardians park in these dedicated spaces and walk the children to/from the childcare facility. Vehicles do not queue on-site nor along the roadway network. Based on data collected by our office at similar national brand childcare facilities, morning drop-offs take approximately six (6) minutes on average and evening pick-ups take approximately seven (7) minutes on average. Using those rates, each designated parking space can accommodate 10 morning drop-offs and 8.5 evening pick-ups. As such, the 37 proposed dedicated parking drop-off/pick-up spaces can accommodate 370 peak hour drop-offs and 314 peak hour pick-ups, whereas the peak-hour trip generation is forecasted to be 124 drop-offs in the weekday morning peak period and 126 pick-ups in the weekday evening peak hour (see Table 5). A summary of the drop-off and pick-up duration data collected is provided within the Technical Appendix.

PICK-UP & DROP-OFF DEMAND

To account for variability of vehicle arrivals over the course of the peak hour, a queuing analysis was conducted utilizing Poisson random arrival distribution. For parking demand turnover, an "M | M | c" queuing system, with exponential arrivals (M), exponential queuing systems (M), and multiple servers (c), was utilized.

The analysis utilized the following assumptions for the critical weekday evening peak hour:

Service rate (λ):	126 vehicles per hour
Average service time (t):	7 minutes
Maximum services per hour (μ):	8.5 services per hour per space
Number of servers (c):	37 parking spaces

The minimum number of servers necessary to support the demand without exceeding 100% utilization (ρ) is determined using the following formula:

$$\rho = \frac{\lambda}{\mu}$$

Where:

ρ = minimum servers required (as specified above)

λ = service rate (as specified above)

μ = maximum services per hour (as specified above)

Accordingly, 14.8 servers are necessary to support the site pick-up operations. Practically speaking, this equates to 15 parking spaces.

The following formula calculates the probability of there being an empty system (i.e. all 37 parking spaces are available):

$$P_0 = \left(\sum_{n=0}^{c-1} \frac{\rho^n}{n!} + \frac{\rho^s}{c!} \left(\frac{c\mu}{c\mu - \lambda} \right) \right)^{-1}$$

Where:

P_0 = probability of an empty system

λ = service rate (as specified above)

μ = maximum services per hour (as specified above)

ρ = minimum servers required (as specified above)

n = number of parked vehicles

c = number of servers (as specified above)

Using the above equation, the probability of an empty system is 0.000036%.

The probability of (n) parked vehicles within the system is determined utilizing the formula below. [1]

$$P_n = \frac{\rho^n}{n!} * P_0$$

Where:

P_n = probability of (n) parked vehicles

ρ = minimum servers required (as specified above)

n = number of parked vehicles

P_0 = probability of an empty system

Using the above equation, the probability of (n) parked vehicles was calculated for each potential iteration from zero (0) to 37 vehicles. The probabilities are shown graphically on **Exhibit 1**, and a summary of the probabilities for (n) parked vehicles is provided in **Table 13**.

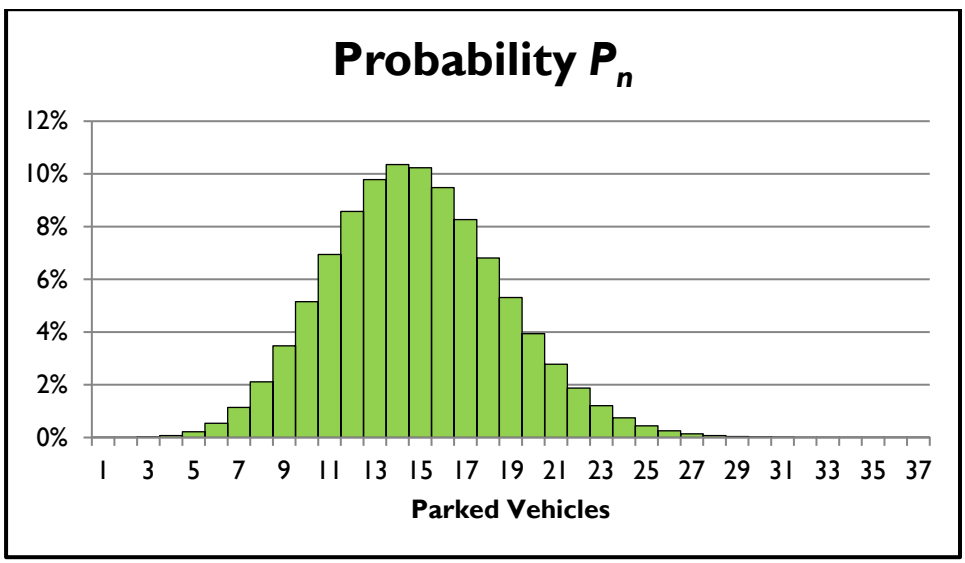


EXHIBIT 1 – PROBABILITY OF PARKED VEHICLES ON-SITE

[1] Note that this formula is modified when (n) is greater than the number of servers (c), however these calculations were not performed as the probability of 37 parked vehicles is less than 0.001%, and further increases in demand continue to trend toward a probability of 0%.

TABLE 13 – PARKED VEHICLES PROBABILITY SUMMARY

Number of Parked Vehicles (n)	Probability	Sum of Probabilities	Number of Parked Vehicles (n)	Probability	Sum of Probabilities
0	0.000036%	0.000036%	19	5.31%	88.48%
1	0.00054%	0.00058%	20	3.94%	92.42%
2	0.0040%	0.0046%	21	2.78%	95.20%
3	0.020%	0.024%	22	1.87%	97.07%
4	0.073%	0.098%	23	1.21%	98.28%
5	0.018%	0.32%	24	0.75%	99.02%
6	0.54%	0.85%	25	0.44%	99.46%
7	1.14%	1.99%	26	0.25%	99.72%
8	2.11%	4.10%	27	0.14%	99.85%
9	3.48%	7.58%	28	0.073%	99.93%
10	5.15%	12.73%	29	0.037%	99.97%
11	6.94%	19.67%	30	0.018%	99.984%
12	8.58%	28.25%	31	0.0088%	99.9927%
13	9.78%	38.03%	32	0.0041%	99.9968%
14	10.35%	48.38%	33	0.0018%	99.9986%
15	10.23%	58.62%	34	0.00080%	99.99943%
16	9.48%	68.10%	35	0.00034%	99.99978%
17	8.27%	76.36%	36	0.00014%	99.999910%
18	6.81%	83.17%	37	0.000056%	99.999963%

As shown in Table 13, the 95th percentile parking demand rate for evening pick-up at the proposed daycare facility is 21 parked vehicles. As such, the proposed supply of 37 parking spaces would be sufficient to support the drop-off and pick-up operations of the proposed development.

PICK-UP & DROP-OFF DEMAND – CONSERVATIVE TURNOVER RATE

At the request of the Village Engineer, a similar analysis was conducted utilizing a conservative 12-minute pick-up duration. Using the same methodology, the following results were calculated.

- Average turnover time: 12 minutes (Village Engineer specified rate)
- Maximum services per hour: 5
- Minimum servers (parking spaces) required: 26
- Probability of an empty parking lot: 1.13E-09%

The probability of a specific number of parked vehicles is shown graphically on **Exhibit 2**.

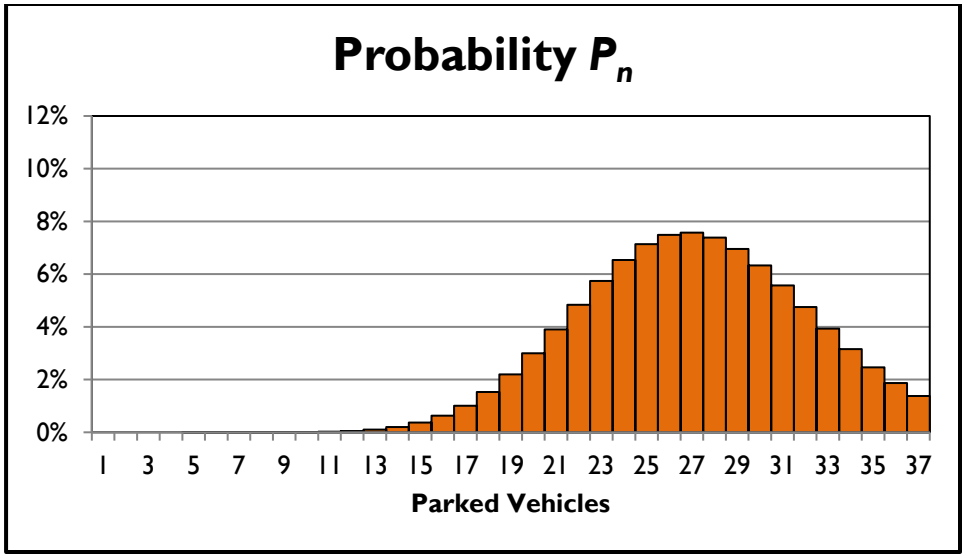


EXHIBIT 2 – PROBABILITY OF PARKED VEHICLES ON-SITE – VILLAGE ENGINEER RATE

A summary of the probabilities for (n) parked vehicles is provided in **Table 14**.

TABLE 14 – PARKED VEHICLES PROBABILITY SUMMARY – VILLAGE ENGINEER RATE

Number of Parked Vehicles (n)	Probability	Sum of Probabilities	Number of Parked Vehicles (n)	Probability	Sum of Probabilities
0	1.13E-09%	1.13E-09%	19	3.95%	12.52%
1	2.86E-08%	2.97E-08%	20	4.97%	17.49%
2	3.60E-07%	3.90E-07%	21	5.97%	23.46%
3	3.03E-06%	3.42E-06%	22	6.84%	30.30%
4	0.000019%	0.000023%	23	7.49%	37.79%
5	0.000096%	0.00012%	24	7.87%	45.66%
6	0.00040%	0.00052%	25	7.93%	53.58%
7	0.0015%	0.0020%	26	7.68%	61.27%
8	0.0046%	0.0066%	27	7.17%	68.44%
9	0.013%	0.019%	28	6.45%	74.90%
10	0.032%	0.052%	29	5.61%	80.50%
11	0.074%	0.13%	30	4.71%	85.22%
12	0.16%	0.28%	31	3.830%	89.05%
13	0.30%	0.58%	32	3.016%	92.06%
14	0.54%	1.12%	33	2.303%	94.37%
15	0.91%	2.03%	34	1.707%	96.07%
16	1.43%	3.47%	35	1.229%	97.30%
17	2.13%	5.59%	36	0.860%	98.16%
18	2.98%	8.57%	37	0.586%	98.75%

As shown in Table 14, the 95th percentile parking demand rate for evening pick-up with a 12-minute average turnover is 34 parked vehicles.

If the average drop-off/pick-up time were 13 minutes, the 95th percentile parking demand would be 37 spaces, which is equal to the number of drop-off/pick-up spaces provided. This drop-off/pick-up duration would be nearly double the observed average duration and represents an overly conservative scenario.

CONCLUSIONS

This report was prepared to examine the potential traffic impact of the proposed daycare facility. The analysis findings, which have been based on industry-standard guidelines, indicate that the proposed development would not have a significant impact on the traffic operations of the adjacent roadway network. The site driveways and on-site layout have been designed to provide for effective access to and from the subject property. Based on the Village of Mount Prospect Ordinance parking requirements and local characteristics of the site and surrounding area, the parking supply would be sufficient to support this project. The number of pick-up and drop-off spaces would be sufficient to support the operations of the proposed daycare facility without queuing on the site or backing onto the roadway network.

V:\DET\2024\DET-240465 Jon Farazmand - 1040 W Northwest Highway, Mount Prospect, IL\Calculations & Reports\Traffic\Reports\2025-05 TIS\2025-05 Traffic Impact Study.docx

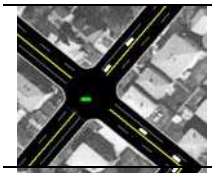
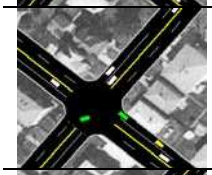
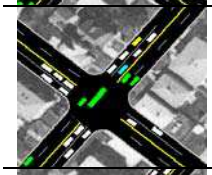
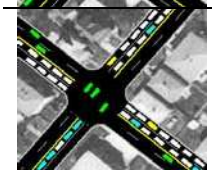
TECHNICAL APPENDIX

LEVEL OF SERVICE/AVERAGE CONTROL DELAY CRITERIA

LEVEL OF SERVICE /AVERAGE CONTROL DELAY CRITERIA

The ability of a roadway to effectively accommodate traffic demand is determined through an assessment of the volume-to-capacity ratio, delay and Level of Service of the lane group and/or intersection. The volume-to-capacity ratio is the ratio of traffic flow rate to capacity for a given transportation facility. As defined within the Highway Capacity Manual, 7th Edition (HCM), intersection delay is the total additional travel time experienced by drivers, passengers, or pedestrians as a result of control measures and interaction with other users of the facility, divided by the volume departing from the corresponding cross section of the facility. Level of service is a qualitative measure describing operational conditions within a traffic stream, based on service measures such as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience.

For an unsignalized intersection, LOS A indicates operations with delay less than 10 seconds per vehicle, while LOS F describes operations with delay in excess of 50 seconds per vehicle. For a signalized intersection, LOS A indicates operations with delay less than 10 seconds per vehicle and LOS F denotes operations with delay in excess of 80 seconds per vehicle.

	Level Of Service (LOS)	Signalized Delay Range (average control delay in sec/veh)	Unsignalized Delay Range (average control delay in sec/veh)
	A	<=10	<=10
	B	>10 and <=20	>10 and <=15
	C	>20 and <=35	>15 and <=25
	D	>35 and <=55	>25 and <=35
	E	>55 and <=80	>35 and <=50
	F	>80	>50

Source: Highway Capacity Manual, 7th Edition

TURNING MOVEMENT COUNT DATA

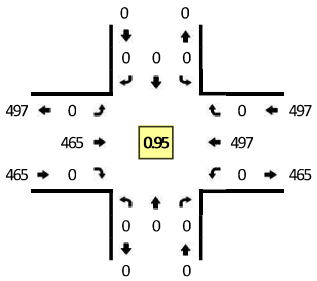
Type of peak hour being reported: Intersection Peak

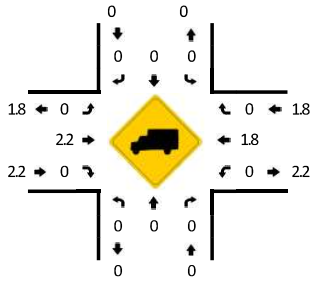
Method for determining peak hour: Total Entering Volume

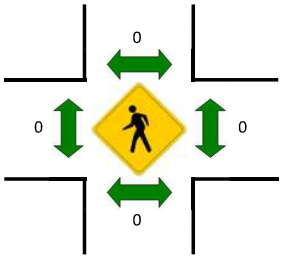
LOCATION: East Dwy -- W Northwest Hwy
CITY/STATE: Mount Prospect, IL

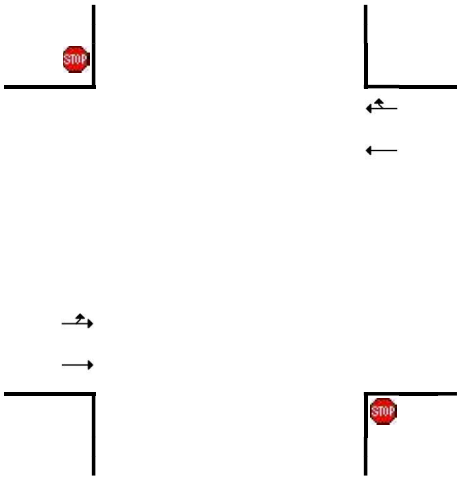
QC JOB #: 16946201
DATE: Tue, Mar 4 2025

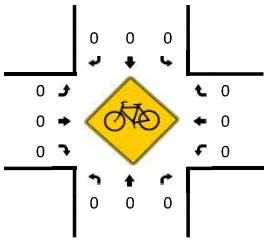
Peak-Hour: 7:45 AM -- 8:45 AM
Peak 15-Min: 8:00 AM -- 8:15 AM

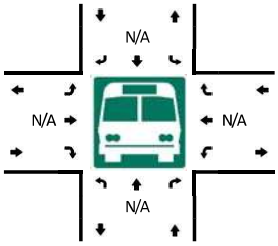


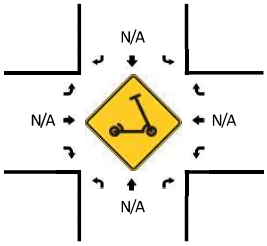












15-Min Count Period Beginning At	East Dwy (Northbound)				East Dwy (Southbound)				W Northwest Hwy (Eastbound)				W Northwest Hwy (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	0	0	0	0	0	0	0	88	0	0	0	69	0	0	157	
7:15 AM	0	0	0	0	0	0	0	0	0	115	0	0	0	76	0	0	191	
7:30 AM	0	0	0	0	0	0	0	0	0	130	0	0	0	110	0	0	240	
7:45 AM	0	0	0	0	0	0	0	0	0	122	0	0	0	118	0	0	240	828
8:00 AM	0	0	0	0	0	0	0	0	0	108	0	0	0	146	0	0	254	925
8:15 AM	0	0	0	0	0	0	0	0	0	109	0	0	0	115	0	0	224	958
8:30 AM	0	0	0	0	0	0	0	0	0	126	0	0	0	118	0	0	244	962
8:45 AM	0	0	0	0	0	0	0	0	0	72	0	0	0	98	0	0	170	892

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	0	0	0	0	0	432	0	0	0	584	0	0	1016
Heavy Trucks	0	0	0		0	0	0		0	8	0		0	16	0		24
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 3/10/2025 1:37 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

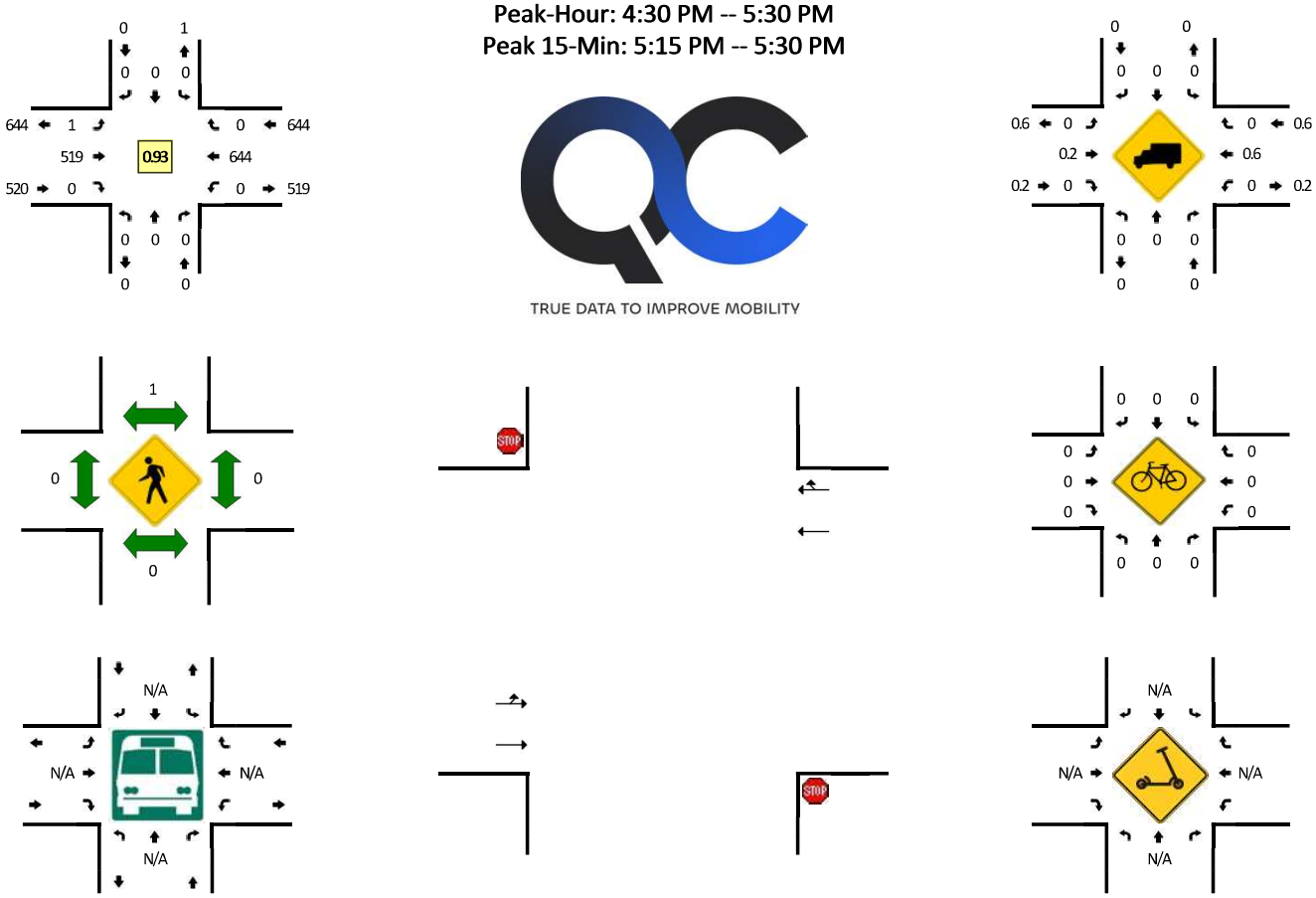
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: East Dwy -- W Northwest Hwy
CITY/STATE: Mount Prospect, IL

QC JOB #: 16946202
DATE: Tue, Mar 4 2025

Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 5:15 PM -- 5:30 PM



TRUE DATA TO IMPROVE MOBILITY

15-Min Count Period Beginning At	East Dwy (Northbound)				East Dwy (Southbound)				W Northwest Hwy (Eastbound)				W Northwest Hwy (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	0	0	0	0	0	107	0	0	0	168	0	0	275	
4:15 PM	0	0	0	0	0	0	0	0	0	92	0	0	0	135	0	0	227	
4:30 PM	0	0	0	0	0	0	0	0	1	134	0	0	0	138	0	0	273	
4:45 PM	0	0	0	0	0	0	0	0	0	122	0	0	0	144	0	0	266	1041
5:00 PM	0	0	0	0	0	0	0	0	0	129	0	0	0	182	0	0	311	1077
5:15 PM	0	0	0	0	0	0	0	0	0	134	0	0	0	180	0	0	314	1164
5:30 PM	0	0	0	0	0	0	0	0	0	94	0	0	0	140	0	0	234	1125
5:45 PM	0	0	0	0	0	0	0	0	0	107	0	0	0	139	0	0	246	1105

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	0	0	0	0	0	536	0	0	0	720	0	0	1256
Heavy Trucks	0	0	0		0	0	0		0	4	0		0	4	0		8
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 3/10/2025 1:37 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

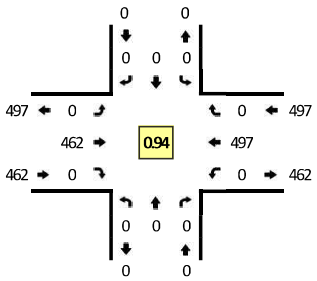
Type of peak hour being reported: Intersection Peak

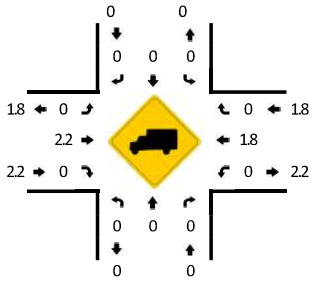
Method for determining peak hour: Total Entering Volume

LOCATION: West Dwy -- W Northwest Hwy
CITY/STATE: Mount Prospect, IL

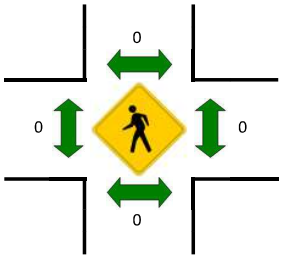
QC JOB #: 16946203
DATE: Tue, Mar 4 2025

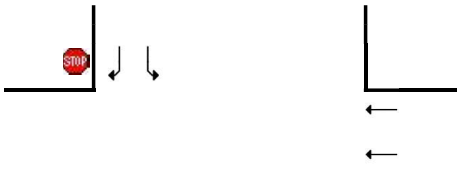
Peak-Hour: 7:45 AM -- 8:45 AM
Peak 15-Min: 8:00 AM -- 8:15 AM

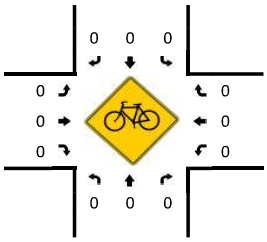


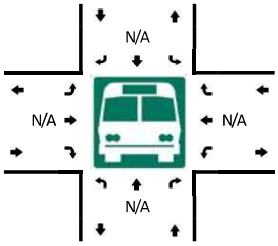


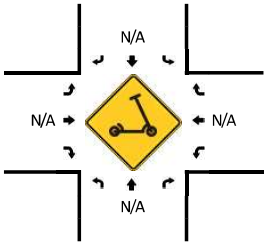
TRUE DATA TO IMPROVE MOBILITY











15-Min Count Period Beginning At	West Dwy (Northbound)				West Dwy (Southbound)				W Northwest Hwy (Eastbound)				W Northwest Hwy (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	0	0	0	0	0	0	0	89	0	0	0	64	0	0	153	
7:15 AM	0	0	0	0	0	0	0	0	0	115	0	0	0	80	0	0	195	
7:30 AM	0	0	0	0	0	0	0	0	0	130	0	0	0	109	0	0	239	
7:45 AM	0	0	0	0	0	0	0	0	0	120	0	0	0	119	0	0	239	826
8:00 AM	0	0	0	0	0	0	0	0	0	109	0	0	0	145	0	0	254	927
8:15 AM	0	0	0	0	0	0	0	0	0	109	0	0	0	105	0	0	214	946
8:30 AM	0	0	0	0	0	0	0	0	0	124	0	0	0	128	0	0	252	959
8:45 AM	0	0	0	0	0	0	0	0	0	72	0	0	0	99	0	0	171	891

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	0	0	0	0	0	436	0	0	0	580	0	0	1016
Heavy Trucks	0	0	0		0	0	0		0	8	0		0	16	0		24
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 3/10/2025 1:37 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

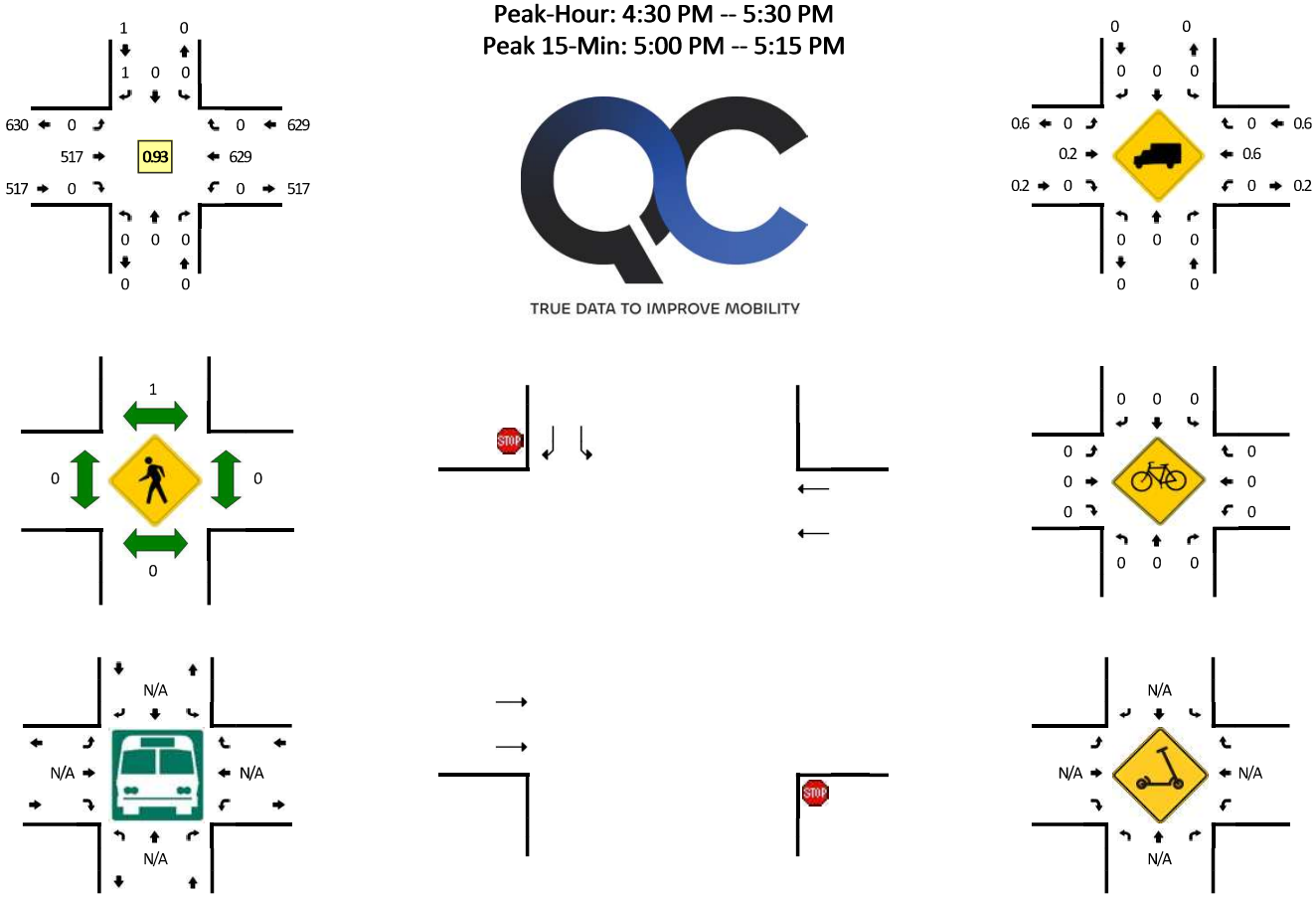
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: West Dwy -- W Northwest Hwy
CITY/STATE: Mount Prospect, IL

QC JOB #: 16946204
DATE: Tue, Mar 4 2025

Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 5:00 PM -- 5:15 PM



TRUE DATA TO IMPROVE MOBILITY

15-Min Count Period Beginning At	West Dwy (Northbound)				West Dwy (Southbound)				W Northwest Hwy (Eastbound)				W Northwest Hwy (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	0	0	0	0	0	109	0	0	0	174	0	0	283	
4:15 PM	0	0	0	0	0	0	1	0	0	91	0	0	0	130	0	0	222	
4:30 PM	0	0	0	0	0	0	1	0	0	125	0	0	0	142	0	0	268	
4:45 PM	0	0	0	0	0	0	0	0	0	132	0	0	0	143	0	0	275	1048
5:00 PM	0	0	0	0	0	0	0	0	0	128	0	0	0	179	0	0	307	1072
5:15 PM	0	0	0	0	0	0	0	0	0	132	0	0	0	165	0	0	297	1147
5:30 PM	0	0	0	0	0	0	1	0	0	96	0	0	0	157	0	0	254	1133
5:45 PM	0	0	0	0	0	0	0	0	0	107	0	0	0	142	0	0	249	1107

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	0	0	0	0	0	512	0	0	0	716	0	0	1228
Heavy Trucks	0	0	0		0	0	0		0	0	0		0	8	0		8
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 3/10/2025 1:37 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

DAYCARE DROP-OFF AND PICK-UP TRANSACTION DATA

STONEFIELD

Table A1 – Day-Care Drop-Off Transaction Time Data

- National Day-Care Franchises
- 4 Study Locations
- Duration measured from arrival of vehicle to parking space to departure of vehicle from parking space.
- Parents walk their children into the building at drop-off and walk their children from the building at pick-up.

Drop-Off Duration (min:sec)

2:36	4:15	5:37	5:50	6:40	5:21	4:12	4:14
7:12	5:25	13:57	7:53	8:08	5:52	5:07	5:39
3:30	4:58	6:28	7:50	3:12	5:24	4:44	3:47
2:06	9:09	4:44	3:01	3:55	6:47	2:40	8:39
4:05	5:23	5:05	5:22	8:09	5:26	9:09	6:16
7:52	6:09	7:34	5:34	7:11	4:22	5:46	4:21
6:31	4:09	5:48	4:10	5:56	5:24	3:39	4:04
7:54	3:35	4:30	7:12	8:06	5:47	4:42	11:45
5:13	8:51	6:37	4:48	4:15	7:24	7:35	9:15
6:47	5:33	4:52	9:06	4:02	6:32	3:50	4:54
4:58	8:29	8:20	3:39	6:00	7:07	6:06	8:13
5:26	7:38	4:50	4:55	11:47	8:54	5:01	10:15
6:12	5:34	8:25	10:43	5:21	7:51	0:46	9:27
7:39	5:47	5:28	4:44	5:30	6:07	6:53	3:55
5:13	4:31	4:15	2:36	6:21	6:42	4:55	7:21
6:44	4:40	4:22	7:15	11:35	9:27	8:13	4:20
6:04	16:49	4:48	9:40	4:49	5:01	4:45	6:01
4:23	12:11	2:49	5:15	6:08	10:23	10:07	3:48
4:27	5:13	5:55	7:23	10:14	9:56	4:23	4:22
6:49	9:14	10:53	7:42	6:11	6:32	7:04	5:04
						Minimum:	**0:46**
						Average:	**6:17**
						Maximum:	**16:49**

STONEFIELD

Table A2 – Day-Care Pick-Up Transaction Time Data

- National Day-Care Franchises
- 4 Study Locations
- Duration measured from arrival of vehicle to parking space to departure of vehicle from parking space.
- Parents walk their children into the building at drop-off and walk their children from the building at pick-up.

Pick-Up Duration (min:sec)

7:18	6:40	6:32	7:05	7:37	8:28	6:40	7:10
4:56	7:29	6:45	7:42	7:49	8:56	4:27	9:29
6:30	4:58	5:28	6:03	3:35	9:43	3:08	8:31
6:01	11:14	12:16	6:06	4:20	9:28	8:21	6:14
4:56	11:39	2:28	8:02	7:22	8:33	4:18	11:58
9:06	10:10	13:17	5:09	6:33	4:27	6:43	5:18
8:08	7:59	3:31	5:05	7:44	10:39	5:54	4:06
5:26	6:04	7:08	6:24	7:48	5:42	7:01	6:39
5:54	4:14	5:22	5:57	10:09	5:58	9:26	7:58
6:59	8:48	7:25	5:38	4:36	8:02	4:13	2:18
4:09	6:17	5:04	3:31	6:23	6:11	5:23	6:11
3:32	7:05	8:09	6:02	8:29	4:11	4:27	6:19
7:23	11:41	5:04	7:07	3:21	10:28	5:05	7:01
3:49	6:10	8:01	11:48	12:51	10:42	6:52	5:42
6:29	6:48	5:59	3:44	5:14	6:52	7:38	5:12
15:34	11:18	4:20	7:08	9:56	6:59	9:25	4:17
8:30	6:05	6:21	6:37	13:03	8:43	12:03	4:34
4:02	8:53	3:33	--	--	--	--	--
						Minimum:	**2:18**
						Average:	**6:58**
						Maximum:	**15:34**

ANNUAL AVERAGE DAILY TRAFFIC DATA

Volume Count Report

LOCATION INFO	
Location ID	016 1367
Type	LINK
Fnct'l Class	4
Located On	Northwest Hwy
From Road	Arthur Ave
To Road	Central Rd
Direction	2-WAY
County	Cook
Community	ARLINGTON HEIGHTS
MPO ID	
HPMS ID	
Agency	Illinois DOT

COUNT DATA INFO	
Count Status	Accepted
Holiday	No
Start Date	Wed 7/26/2023
End Date	Thu 7/27/2023
Start Time	12:00:00 AM
End Time	12:00:00 AM
Direction	2-WAY
Notes	
Station	
Study	
Speed Limit	
Description	
Sensor Type	NA
Source	CombineVolumeCountsIncremental
Latitude,Longitude	

INTERVAL:60-MIN	
Time	Hourly Count
0:00-1:00	69
1:00-2:00	38
2:00-3:00	24
3:00-4:00	24
4:00-5:00	71
5:00-6:00	180
6:00-7:00	435
7:00-8:00	660
8:00-9:00	744
9:00-10:00	701
10:00-11:00	581
11:00-12:00	742
12:00-13:00	752
13:00-14:00	681
14:00-15:00	769
15:00-16:00	867
16:00-17:00	958
17:00-18:00	1,056
18:00-19:00	775
19:00-20:00	580
20:00-21:00	478
21:00-22:00	381
22:00-23:00	268
23:00-24:00	126
Total	11,960
AM Peak	08:00-09:00 744
PM Peak	17:00-18:00 1,056

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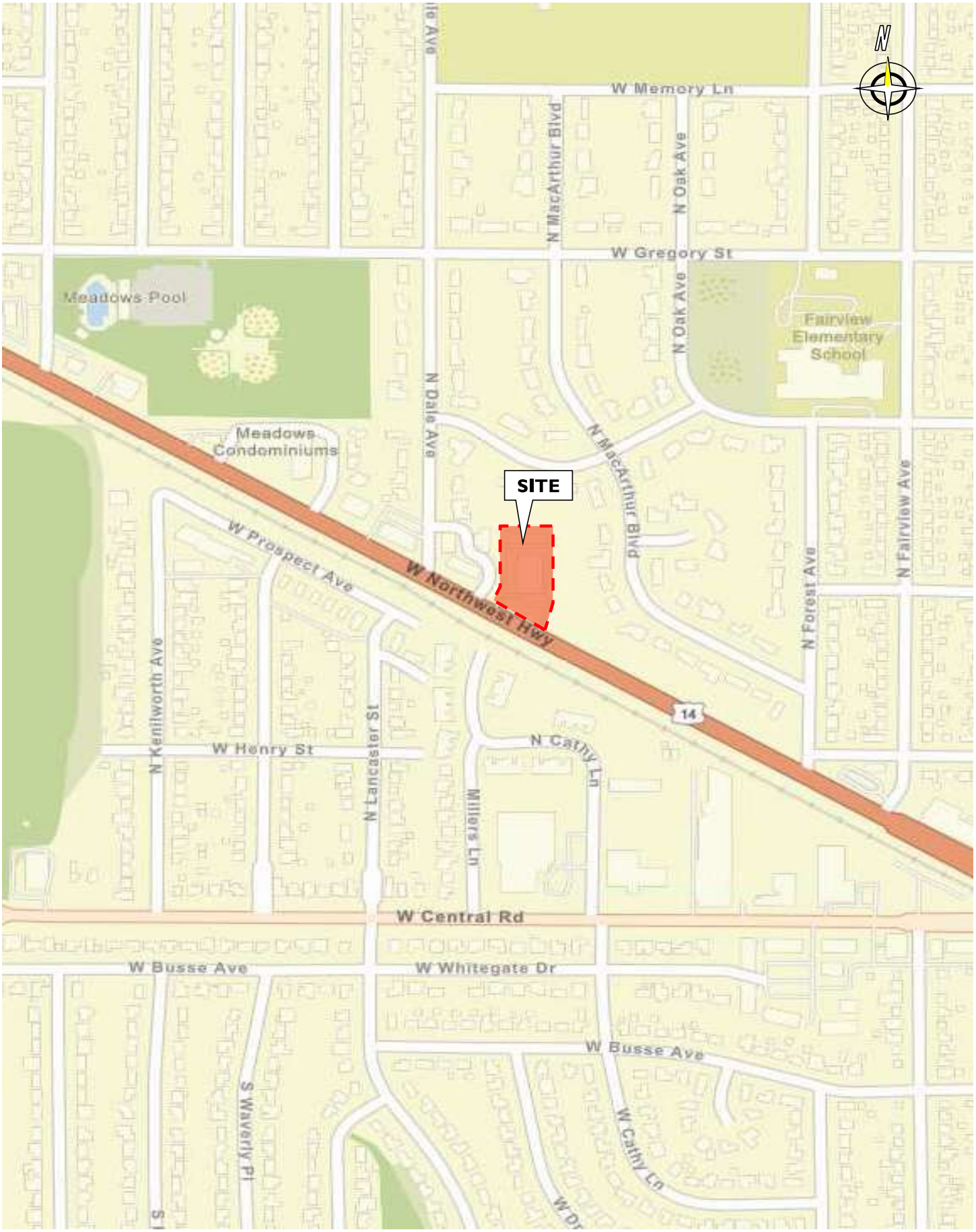
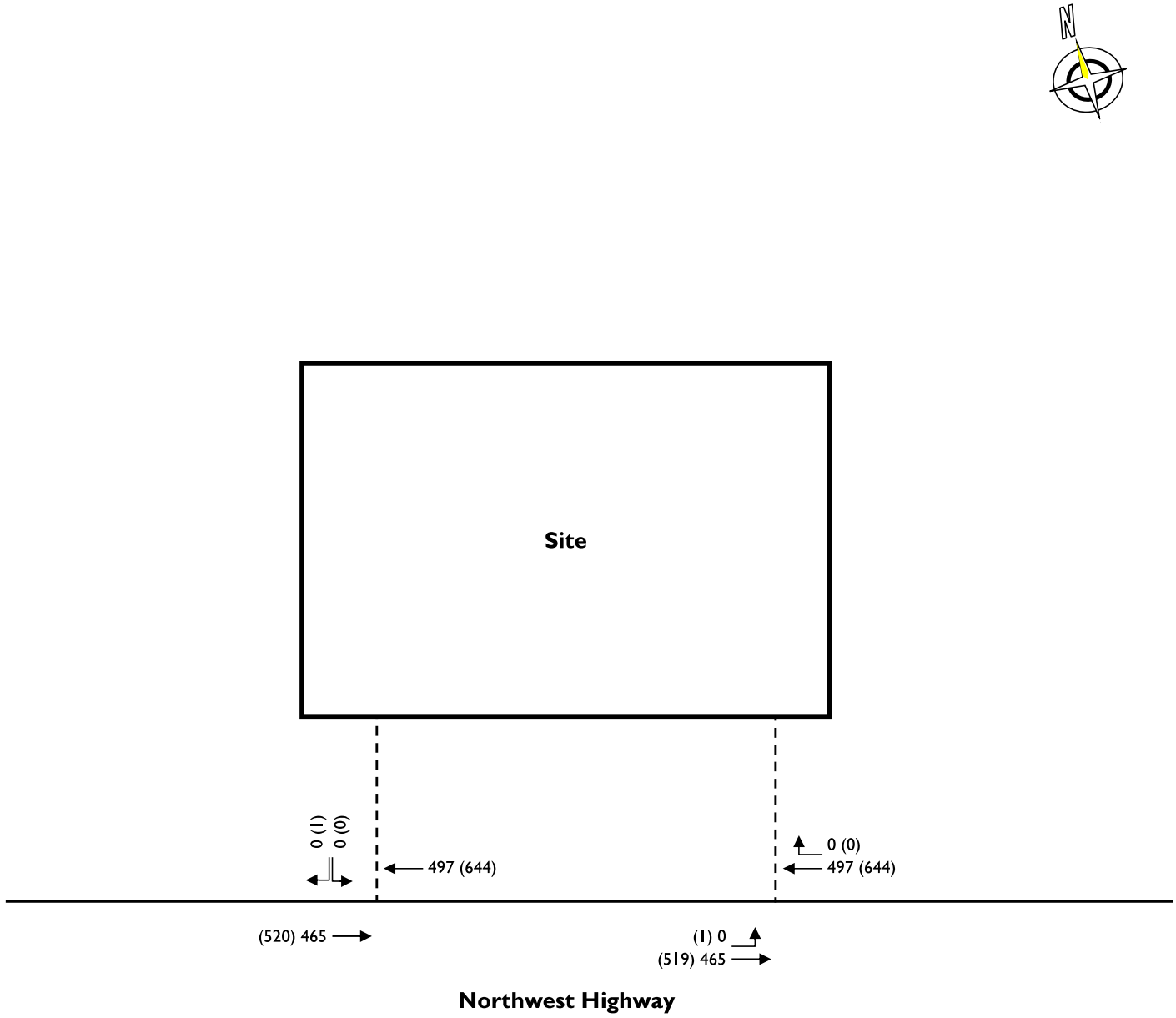
FIGURES



STONEFIELD	**Proposed Daycare Facility** **1040 W Northwest Highway** **Village of Mount Prospect, Cook County, Illinois** **Traffic Impact Study**	**FIGURE 1** **Site Location Map**

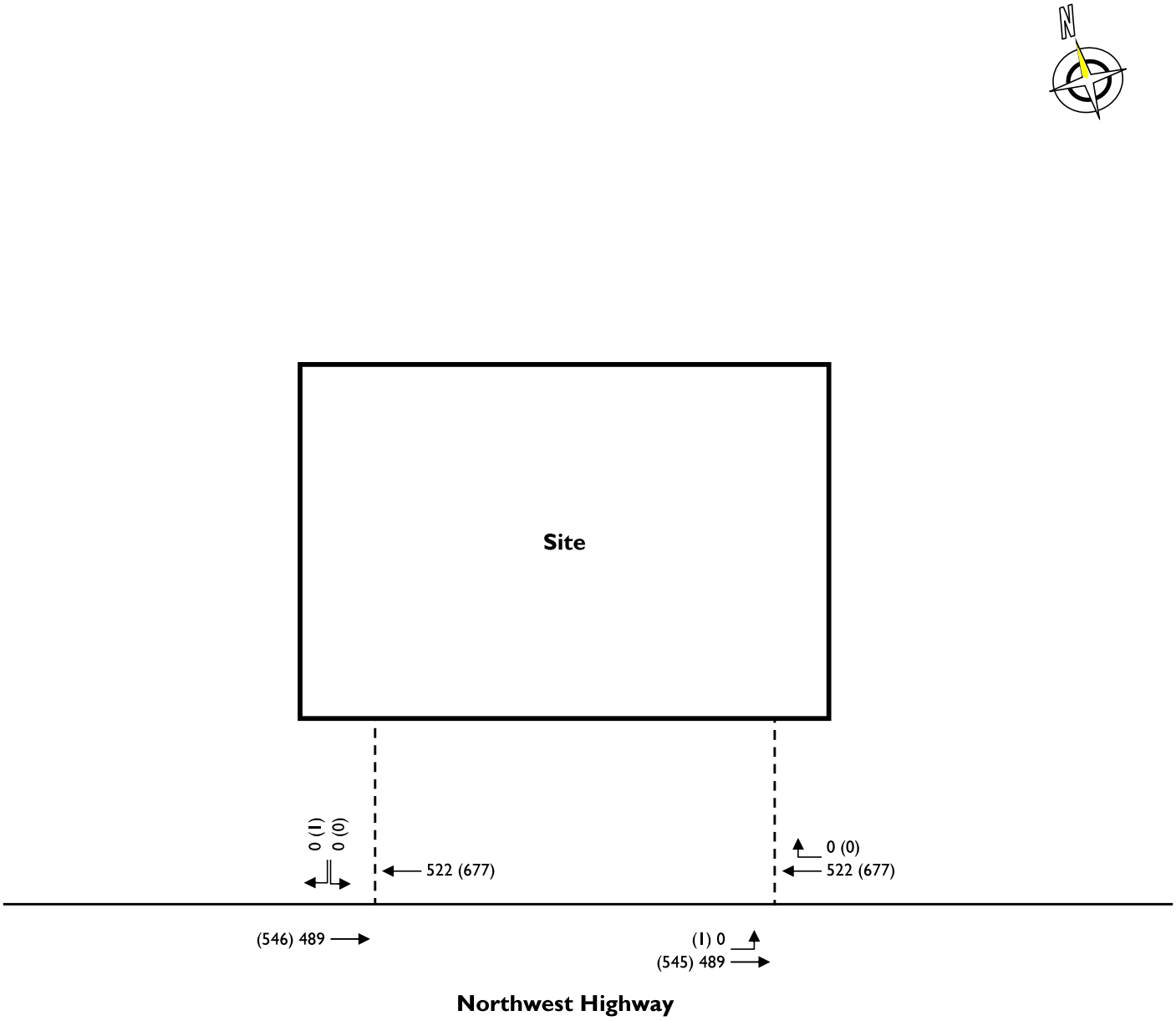


LEGEND

- Existing Roadway
- Proposed Driveway
- Existing Private Driveway
- AM (PM) Peak Hour Volumes
- Signalized Intersection

not to scale

STONEFIELD	**Proposed Daycare Facility** **1040 W Northwest Highway** **Village of Mount Prospect, Cook County, Illinois** **Traffic Impact Study**	**FIGURE 2** **2025 Existing Traffic Volumes**

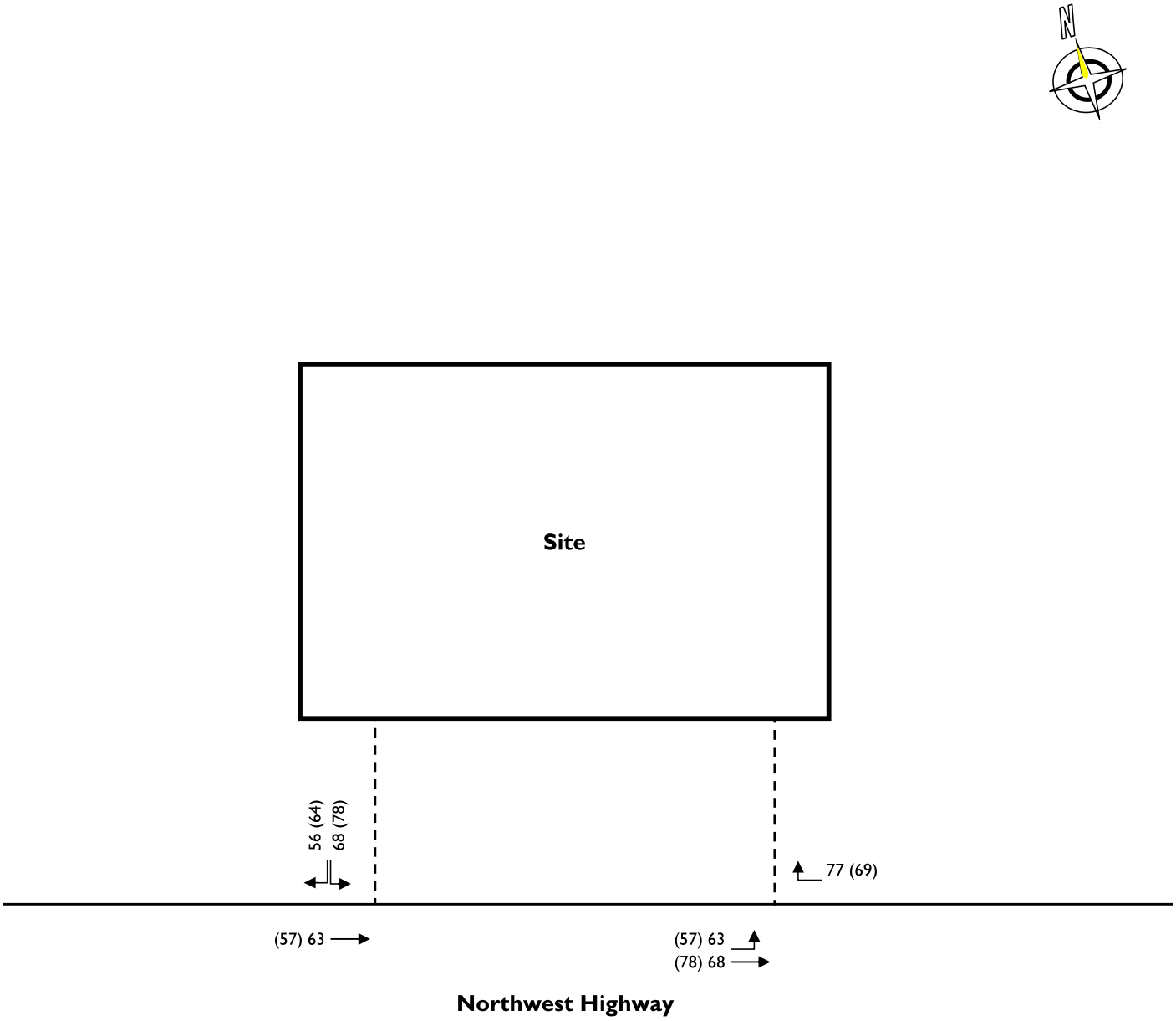


LEGEND

- Existing Roadway
- Proposed Driveway
- Existing Private Driveway
- AM (PM) Peak Hour Volumes
- Signalized Intersection

not to scale

STONEFIELD	**Proposed Daycare Facility** **1040 W Northwest Highway** **Village of Mount Prospect, Cook County, Illinois** **Traffic Impact Study**	**FIGURE 3** **2030 No-Build Traffic Volumes**

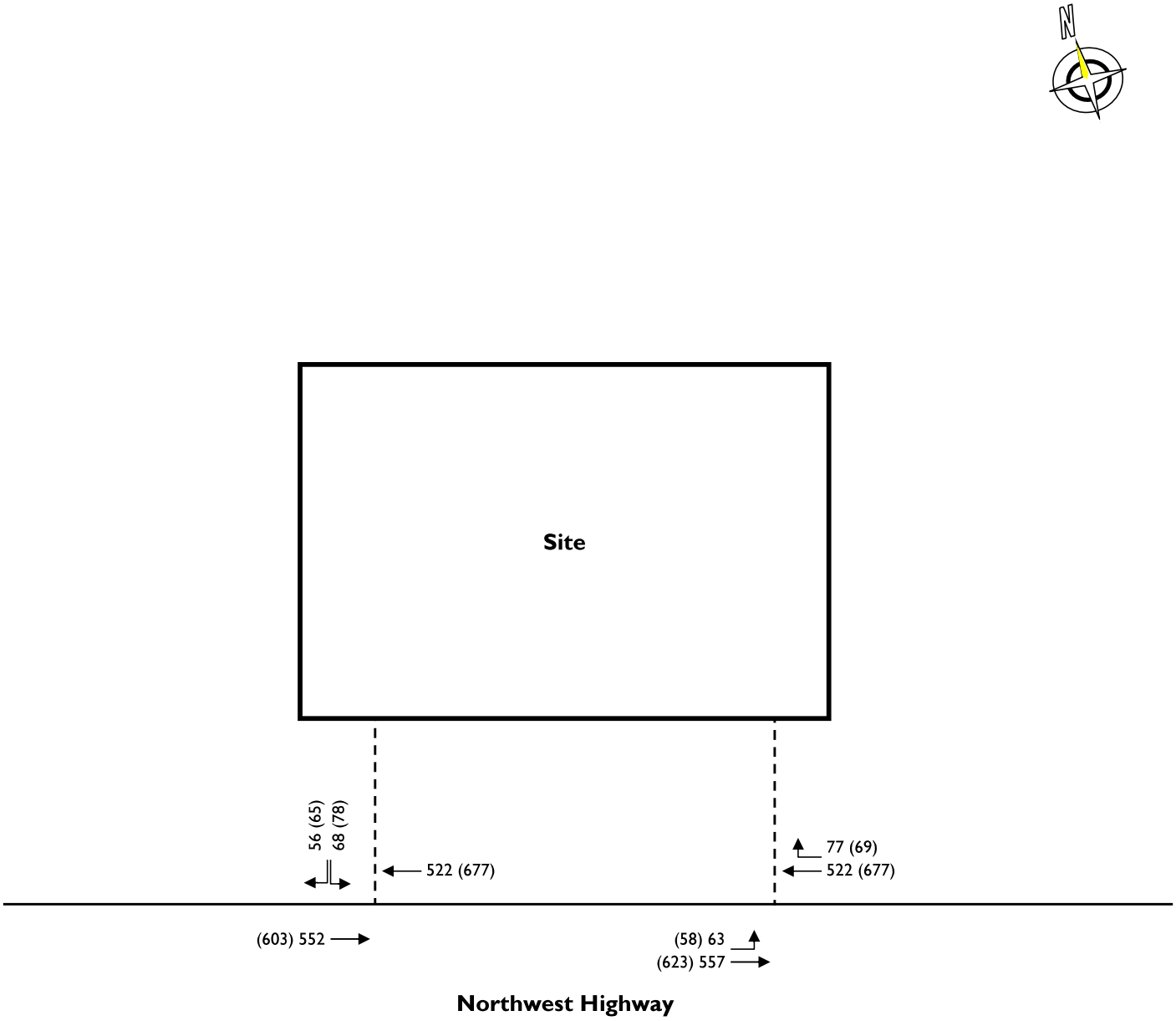


LEGEND

- Existing Roadway
- Proposed Driveway
- Existing Private Driveway
- AM (PM) Peak Hour Volumes
- Signalized Intersection

not to scale

STONEFIELD	**Proposed Daycare Facility** **1040 W Northwest Highway** **Village of Mount Prospect, Cook County, Illinois** **Traffic Impact Study**	**FIGURE 4** **Site-Generated Traffic Volumes**



LEGEND

- Existing Roadway
- Proposed Driveway
- Existing Private Driveway
- AM (PM) Peak Hour Volumes
- Signalized Intersection

not to scale

STONEFIELD	**Proposed Daycare Facility** **1040 W Northwest Highway** **Village of Mount Prospect, Cook County, Illinois** **Traffic Impact Study**	**FIGURE 5** **2030 Build Traffic Volumes**

HIGHWAY CAPACITY ANALYSIS DETAIL SHEETS

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	465	497	0	0	0
Future Vol, veh/h	0	465	497	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	2	3	0	0	0
Mvmt Flow	0	489	523	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	523	0	-	0	768	262
Stage 1	-	-	-	-	523	-
Stage 2	-	-	-	-	245	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1054	-	-	-	342	743
Stage 1	-	-	-	-	565	-
Stage 2	-	-	-	-	779	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1054	-	-	-	342	743
Mov Cap-2 Maneuver	-	-	-	-	342	-
Stage 1	-	-	-	-	565	-
Stage 2	-	-	-	-	779	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1054	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	465	497	0	0	0
Future Vol, veh/h	0	465	497	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	2	3	0	0	0
Mvmt Flow	0	495	529	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	776	264
Stage 1	-	-	-	-	529	-
Stage 2	-	-	-	-	247	-
Critical Hdwy	-	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	0	-	-	0	338	740
Stage 1	0	-	-	0	561	-
Stage 2	0	-	-	0	777	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	338	740
Mov Cap-2 Maneuver	-	-	-	-	338	-
Stage 1	-	-	-	-	561	-
Stage 2	-	-	-	-	777	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBT	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Ctrl Dly (s/v)	-	-	0	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	519	644	0	0	0
Future Vol, veh/h	1	519	644	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	1	558	692	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	692	0	-	0	974	346
Stage 1	-	-	-	-	692	-
Stage 2	-	-	-	-	281	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	912	-	-	-	253	656
Stage 1	-	-	-	-	463	-
Stage 2	-	-	-	-	747	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	912	-	-	-	253	656
Mov Cap-2 Maneuver	-	-	-	-	253	-
Stage 1	-	-	-	-	463	-
Stage 2	-	-	-	-	747	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.03	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	7	-	-	-	-
HCM Lane V/C Ratio	0.001	-	-	-	-
HCM Ctrl Dly (s/v)	9	0	-	-	0
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	520	644	0	0	1
Future Vol, veh/h	0	520	644	0	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	0	559	692	0	0	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	972	346
Stage 1	-	-	-	-	692	-
Stage 2	-	-	-	-	280	-
Critical Hdwy	-	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	0	-	-	0	254	656
Stage 1	0	-	-	0	463	-
Stage 2	0	-	-	0	749	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	254	656
Mov Cap-2 Maneuver	-	-	-	-	254	-
Stage 1	-	-	-	-	463	-
Stage 2	-	-	-	-	749	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	10.5
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	-	-	656
HCM Lane V/C Ratio	-	-	-	0.002
HCM Ctrl Dly (s/v)	-	-	0	10.5
HCM Lane LOS	-	-	A	B
HCM 95th %tile Q(veh)	-	-	-	0

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	489	522	0	0	0
Future Vol, veh/h	0	489	522	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	2	3	0	0	0
Mvmt Flow	0	515	549	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	549	0	-	0	807	275
Stage 1	-	-	-	-	549	-
Stage 2	-	-	-	-	257	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1030	-	-	-	323	729
Stage 1	-	-	-	-	548	-
Stage 2	-	-	-	-	768	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1030	-	-	-	323	729
Mov Cap-2 Maneuver	-	-	-	-	323	-
Stage 1	-	-	-	-	548	-
Stage 2	-	-	-	-	768	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1030	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	489	522	0	0	0
Future Vol, veh/h	0	489	522	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	2	3	0	0	0
Mvmt Flow	0	520	555	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	815	278
Stage 1	-	-	-	-	555	-
Stage 2	-	-	-	-	260	-
Critical Hdwy	-	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	0	-	-	0	319	726
Stage 1	0	-	-	0	544	-
Stage 2	0	-	-	0	766	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	319	726
Mov Cap-2 Maneuver	-	-	-	-	319	-
Stage 1	-	-	-	-	544	-
Stage 2	-	-	-	-	766	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBT	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Ctrl Dly (s/v)	-	-	0	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	545	677	0	0	0
Future Vol, veh/h	1	545	677	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	1	586	728	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	728	0	-	0	1023	364
Stage 1	-	-	-	-	728	-
Stage 2	-	-	-	-	295	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	885	-	-	-	235	639
Stage 1	-	-	-	-	444	-
Stage 2	-	-	-	-	735	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	885	-	-	-	235	639
Mov Cap-2 Maneuver	-	-	-	-	235	-
Stage 1	-	-	-	-	444	-
Stage 2	-	-	-	-	735	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.03	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	7	-	-	-	-
HCM Lane V/C Ratio	0.001	-	-	-	-
HCM Ctrl Dly (s/v)	9.1	0	-	-	0
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	546	677	0	0	1
Future Vol, veh/h	0	546	677	0	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	0	587	728	0	0	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	1022	364
Stage 1	-	-	-	-	728	-
Stage 2	-	-	-	-	294	-
Critical Hdwy	-	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	0	-	-	0	236	639
Stage 1	0	-	-	0	444	-
Stage 2	0	-	-	0	737	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	236	639
Mov Cap-2 Maneuver	-	-	-	-	236	-
Stage 1	-	-	-	-	444	-
Stage 2	-	-	-	-	737	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	10.65
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	-	-	639
HCM Lane V/C Ratio	-	-	-	0.002
HCM Ctrl Dly (s/v)	-	-	0	10.6
HCM Lane LOS	-	-	A	B
HCM 95th %tile Q(veh)	-	-	-	0

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	63	557	522	77	0	0
Future Vol, veh/h	63	557	522	77	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	2	3	0	0	0
Mvmt Flow	66	586	549	81	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	631	0	-	0	1016	315
Stage 1	-	-	-	-	590	-
Stage 2	-	-	-	-	426	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	962	-	-	-	238	686
Stage 1	-	-	-	-	522	-
Stage 2	-	-	-	-	633	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	962	-	-	-	218	686
Mov Cap-2 Maneuver	-	-	-	-	218	-
Stage 1	-	-	-	-	479	-
Stage 2	-	-	-	-	633	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	1.46	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	366	-	-	-	-
HCM Lane V/C Ratio	0.069	-	-	-	-
HCM Ctrl Dly (s/v)	9	0.6	-	-	0
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.2	-	-	-	-

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	552	522	0	68	56
Future Vol, veh/h	0	552	522	0	68	56
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	2	3	0	0	0
Mvmt Flow	0	587	555	0	72	60

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	849	278
Stage 1	-	-	-	-	555	-
Stage 2	-	-	-	-	294	-
Critical Hdwy	-	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	0	-	-	0	304	726
Stage 1	0	-	-	0	544	-
Stage 2	0	-	-	0	737	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	304	726
Mov Cap-2 Maneuver	-	-	-	-	304	-
Stage 1	-	-	-	-	544	-
Stage 2	-	-	-	-	737	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	15.94
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	-	304	726
HCM Lane V/C Ratio	-	-	0.238	0.082
HCM Ctrl Dly (s/v)	-	-	20.5	10.4
HCM Lane LOS	-	-	C	B
HCM 95th %tile Q(veh)	-	-	0.9	0.3

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	58	623	677	69	0	0
Future Vol, veh/h	58	623	677	69	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	62	670	728	74	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	802	0	-	0	1225	401
Stage 1	-	-	-	-	765	-
Stage 2	-	-	-	-	460	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	830	-	-	-	174	604
Stage 1	-	-	-	-	425	-
Stage 2	-	-	-	-	608	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	830	-	-	-	158	604
Mov Cap-2 Maneuver	-	-	-	-	158	-
Stage 1	-	-	-	-	386	-
Stage 2	-	-	-	-	608	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	1.51	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	307	-	-	-	-
HCM Lane V/C Ratio	0.075	-	-	-	-
HCM Ctrl Dly (s/v)	9.7	0.8	-	-	0
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.2	-	-	-	-

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	603	677	0	78	65
Future Vol, veh/h	0	603	677	0	78	65
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	0	648	728	0	84	70

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	1052	364
Stage 1	-	-	-	-	728	-
Stage 2	-	-	-	-	324	-
Critical Hdwy	-	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	0	-	-	0	225	639
Stage 1	0	-	-	0	444	-
Stage 2	0	-	-	0	711	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	225	639
Mov Cap-2 Maneuver	-	-	-	-	225	-
Stage 1	-	-	-	-	444	-
Stage 2	-	-	-	-	711	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	21.61
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	-	225	639
HCM Lane V/C Ratio	-	-	0.373	0.109
HCM Ctrl Dly (s/v)	-	-	30.2	11.3
HCM Lane LOS	-	-	D	B
HCM 95th %tile Q(veh)	-	-	1.6	0.4

Traffic Impact Study

Proposed Daycare Facility
Parcel ID: 03-33-407-025-0000
1040 W Northwest Highway
Village of Mount Prospect
Cook County, Illinois

Prepared for:
W Northwest MP LLC

Date: May 6, 2025
SE&D Job Number: DET-240465

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2030 No-Build Traffic Conditions

2030 Build Traffic Conditions

INTRODUCTION

This Traffic Impact Study was prepared to investigate the potential impacts of the proposed daycare facility on the adjacent roadway network. The subject property is located along the northerly side of Northwest Highway in the Village of Mount Prospect, Cook County, Illinois. The site location is shown on appended **Figure 1**.

The subject property is designated as parcel 03-33-407-025-0000 as depicted on the Cook County Tax Map. The site has approximately 275 feet of frontage along Northwest Highway. The existing site is occupied by a 13,466-square-foot vacant building. Access is presently provided via one (1) ingress-only driveway and one (1) egress-only driveway along Northwest Highway. Under the proposed development program, the existing building would be retrofitted into a 339-student daycare facility with auxiliary playground space. Access is proposed to remain as-is via one (1) ingress-only driveway and one (1) egress-only driveway along Northwest Highway.

METHODOLOGY

Stonefield Engineering & Design, LLC has prepared this Traffic Impact Study in accordance with the recommended guidelines and practices outlined by the Institute of Transportation Engineers (ITE) within Transportation Impact Analyses for Site Development. A detailed field investigation was performed to assess the existing conditions of the adjacent roadway network. A data collection effort was completed to identify the existing traffic volumes at the study intersections to serve as a base for the traffic analyses. Capacity analysis, a procedure used to estimate the traffic-carrying ability of roadway facilities over a range of defined operating conditions, was performed using the Highway Capacity Manual, 7th Edition (HCM) and the Synchro 12 Software for all study conditions to assess the roadway operations.

For an unsignalized intersection, Level of Service (LOS) A indicates operations with delay of less than 10 seconds per vehicle, while LOS F describes operations with delay in excess of 50 seconds per vehicle. For a signalized intersection, LOS A indicates operations with delay of less than 10 seconds per vehicle, while LOS F describes operations with delay in excess of 80 seconds per vehicle. The Technical Appendix contains the Highway Capacity Analysis Detail Sheets for the study intersections analyzed in this assessment.

2025 EXISTING CONDITION

2025 EXISTING ROADWAY CONDITIONS

The proposed daycare facility is located along the northerly side of Northwest Highway in the Village of Mount Prospect, Cook County, Illinois. The subject property is designated as parcel 03-33-407-025-0000 as

depicted on the Cook County Tax Map. The site has approximately 275 feet of frontage along Northwest Highway. Land uses in the area are a mix of commercial, educational, and residential uses.

Northwest Highway (U.S. Route 14) is classified as a Minor Arterial roadway with a general east-west orientation and is under the jurisdiction of the Illinois Department of Transportation (IDOT). Along the site frontage, the roadway provides two (2) lanes of travel in each direction and has a posted speed limit of 40 mph to the west of the site and 30 mph to the east of the site. Curb is provided along both sides of the roadway, sidewalk is provided along the northerly side of the roadway, shoulders are not provided, and on-street parking is not permitted. Northwest Highway provides east-west mobility throughout the Village of Mount Prospect and neighboring municipalities and provides access to IL 53 to the west of the site and IL 83 to the east of the site, serving a mix of residential and commercial uses along its length.

2025 EXISTING TRANSIT SERVICE

The subject site is located approximately one (1) mile (20-minute walk) from the Mount Prospect Train Station which serves the Metra Union Pacific Northwest Line and provides direct service to Arlington Heights and Chicago as well as transfer service to the Metra Union Pacific North Line. At Chicago Terminal, transfers are available to every line on the Metra Railroad System. Further, the proposed development is located approximately one (1) mile (19-minute walk) from bus stops that service Pace Bus Route 234, with the nearest stop located at the intersection of Northwest Highway and Main Street. Pace Bus Route provides service to De Plaines and Wheeling, and various points of interest throughout Cook and Lake Counties. The non-vehicular transportation modes available in the general vicinity of the subject site are summarized on **Table 1**.

TABLE 1 – MULTI-MODAL TRANSPORTATION OPTIONS

Travel Mode	Proximity to Site	Destinations
Mount Prospect Train Station	1 mile	Chicago, Clybourn, Irving Park, Jefferson Park, Gladstone Park, Norwood Park, Edison Park, Park Ridge, Dee Road, Des Plaines, Cumberland, Mount Prospect, Arlington Heights, Arlington Park, Palatine, Barrington, Fox River Grove, Cary, Pingree Road, Crystal Lake, Woodstock, Harvard
Pace Bus Route 234	1 mile	De Plaines, Mount Prospect, Prospect Heights, Arlington Heights, Wheeling, Buffalo Grove

2025 EXISTING TRAFFIC VOLUMES

Turning movement counts were collected during the typical weekday morning and weekday evening time periods to evaluate existing traffic conditions and identify the specific hours when traffic activity on the adjacent roadways is at a maximum and could be potentially impacted by the development of the site. Turning movement counts were collected at the following intersections:

- Northwest Highway and Easterly Site Driveway
- Northwest Highway and Westerly Site Driveway

Specifically, turning movement counts were conducted on Tuesday, March 4, 2025, from 7:00 a.m. to 9:00 a.m. and from 4:00 p.m. to 6:00 p.m.

The study time periods were chosen as they are representative of the peak periods of both the adjacent roadway network and the proposed development. The traffic volume data was collected and analyzed to identify the design peak hour in accordance with HCM and ITE guidelines. Based on the review of the count data the weekday morning peak hour occurred from 7:45 a.m. to 8:45 a.m. and the weekday evening peak hour occurred from 4:30 p.m. to 5:30 p.m. The Technical Appendix contains a summary of the turning movement count data.

Annual average daily traffic (AADT) volumes, including the percentage of truck traffic, were obtained from the IDOT 2023 Illinois Travel Statistics. Within the vicinity, the nearest AADT volumes were located along Northwest Highway between its intersections with Waterman Avenue and Dale Avenue to the west of the subject site and were conducted from 12:00 a.m. on Wednesday, July 26, 2023, to 12:00 a.m. on Thursday, July 27, 2023. The Technical Appendix contains a summary of the IDOT AADT volumes conducted along Northwest Highway. Note that the IDOT traffic volumes depicted in the appendix represent the unadjusted data. These volumes are further adjusted by the IDOT based on seasonal adjustment factors and the day of the week the counts were conducted on. **Table 2** summarizes the AADT volumes published by IDOT.

TABLE 2 – SUMMARY OF IDOT AADT VOLUMES

Location	IDOT AADT (Year)	Trucks (Percent)
Northwest Highway (U.S. Route 14)	9,700 (2023)	260 (2.7%)

The AADT volumes were compared to the 2025 turning movement counts conducted during the weekday morning and weekday evening peak hours. **Table 3** compares the peak hours of the AADT volumes to the 2025 turning movement counts conducted along Northwest Highway.

TABLE 3 – AADT AND TMC COMPARISON

	IDOT Peak Hour Volumes (2023)		TMC Peak Hour Volumes (2025)		Percent Difference	
Location	AM	PM	AM	PM	AM	PM
Northwest Highway (U.S. Route 14)	744	1,056	962	1,164	+29.3%	+10.2%

As shown in **Table 3**, the turning movement counts conducted along Northwest Highway contained greater volumes than the AADT volumes conducted by IDOT in 2023 during the peak hours studied. As such,

the turning movement counts were utilized to generate the 2025 Existing weekday morning and weekday evening peak-hour volumes and are summarized on appended **Figure 2**.

2025 EXISTING CRASH SUMMARY

An analysis of the preexisting crash data along the adjacent roadway network was conducted to evaluate and address potential safety concerns along Northwest Highway. Specifically, the data was obtained from the IDOT Division of Transportation Safety within 250 feet of the intersection of Northwest Highway and Dale Avenue located directly to the west of the site from 2019 to 2023. **Table 4** provides a summary of the crash data.

TABLE 4 – CRASH HISTORY SUMMARY WITHIN SITE VICINITY

Location – Within 250' of Intersection	Year	Number of Crashes	Collision Type	Crash Severity	Weather Condition
Intersection of Northwest Highway and Dale Avenue	2019	0	-	-	-
	2020	0	-	-	-
	2021	0	-	-	-
	2022	1	Left-Turn	Property Damage Only	Clear
	2023	0	-	-	-

As illustrated in **Table 4**, one (1) collision was experienced within 250 feet of the intersection of Northwest Highway and Dale Avenue from 2019 to 2023. The crash did not result in a reported injury or fatality nor involve pedestrians or bicyclists. As such, no significant safety concerns are anticipated along the Northwest Highway site frontage.

2025 EXISTING LOS/CAPACITY ANALYSIS

A Level of Service and Volume/Capacity analysis was conducted for the 2025 Existing Condition during the weekday morning and weekday evening peak hours at the study intersections and existing site driveways. Under the existing condition, the turning movements at the unsignalized intersection of Northwest Highway and the ingress site driveway are calculated to have a Level of Service A during the weekday morning and weekday evening peak hours. The turning movements at the unsignalized intersection of Northwest Highway and the egress site driveway are calculated to have a Level of Service B or better during the weekday morning and weekday evening peak hours.

2030 NO-BUILD CONDITION

BACKGROUND GROWTH

The 2025 Existing Condition traffic volume data was grown to a future horizon year of 2030, which is a conservative estimate for when the proposed daycare facility is expected to be fully constructed. Traffic growth in the area is determined to be a combination of expected land development and projected population growth in the region. Based on a review of the Chicago Metropolitan Agency for Planning (CMAP) ON TO 2050 Socioeconomic Forecast Appendix for Cook County, traffic volumes along Northwest Highway are anticipated to experience an annual, compounded growth rate of approximately 0.44%. In order to provide a conservative analysis, a 1.00% compounded background growth rate was utilized instead. As such, the existing traffic volumes at the study intersections were increased by 1.00% annually for five (5) years.

OTHER PLANNED DEVELOPMENT PROJECTS

To evaluate the future traffic conditions, it is important to consider the potential site-generated traffic of other projects that could influence the traffic volume at the study intersections. Other planned development projects include those that are either in the entitlement process or have recently been approved for building permits in proximity to the proposed development. Based on consultations with the Village of Mount Prospect Freedom of Information Officer, Karen Agoranos, there are no planned development projects within the area of the subject site. As such, the application of the background growth rate would be adequate to account for background traffic growth.

2030 NO-BUILD TRAFFIC VOLUMES

The background growth rate was applied to the 2025 Existing Traffic Volumes to calculate the 2030 No-Build Traffic Volumes for the weekday morning and weekday evening peak hours. These volumes are summarized on appended **Figure 3**.

2030 NO-BUILD LOS/CAPACITY ANALYSIS

A Level of Service and Volume/Capacity analysis was also conducted for the 2030 No-Build Condition during the weekday morning and weekday evening peak hours at the study intersections and existing site driveways. The turning movements at the unsignalized intersection of Northwest Highway and the ingress site driveway are calculated to operate generally consistent with the findings of the 2025 Existing Condition during the weekday morning and weekday evening peak hours. The turning movements at the unsignalized intersection of Northwest Highway and the egress site driveway are calculated to operate generally consistent with the findings of the 2025 Existing Condition during the weekday morning and weekday evening peak hours.

2030 BUILD CONDITION

TRIP GENERATION

The site-generated traffic volume of the proposed daycare facility was estimated to identify the potential impacts of the project. Trip generation projections were prepared utilizing ITE's Trip Generation Manual, 11th Edition. Trip generation rates associated with Land Use 565 "Day Care Center" were cited for the proposed 339-student daycare facility. **Table 5** provides the weekday morning and weekday evening peak hour trip generation volumes associated with the proposed development.

TABLE 5 – PROPOSED TRIP GENERATION

	Weekday Morning Peak Hour			Weekday Evening Peak Hour		
Land Use	**Enter**	**Exit**	**Total**	**Enter**	**Exit**	**Total**
339-Student Day Care Center *ITE Land Use 565*	140	124	264	126	142	268

Unlike a traditional school with set arrival and dismissal times, the proposed childcare facility allows drop-off and pick-up across multiple hours in the morning and evening, dispersing the traffic impact of the site across a wider period of time as opposed to a concentrated drop-off and pick-up period. Additionally, vehicles are frequently occupied by multiple children (i.e. siblings and carpools), and the site's location near a residential neighborhood facilitates and promotes local pedestrian trips within walking distance of the site. Finally, numerous factors including part-time schedules and absentees due to sickness and vacations contribute to typical operating volumes of approximately 85% that of the actual licensed capacity. These characteristics contribute to a reduced traffic impact on the surrounding roadway network.

As stated within Chapter 10 of ITE's Trip Generation Handbook, 3rd Edition, there are instances when the total number of trips generated by a site is different from the amount of new traffic added to the street system by the generator. Childcare facilities are specifically located on or adjacent to busy streets to attract motorists already on the roadway. Therefore, the proposed development would be expected to attract a portion of its trips from the traffic passing the site on the way from an origin to an ultimate destination. These trips do not add new traffic to the adjacent roadway system and are referred to as pass-by trips. Based on data provided by ITE, 44% of peak-hour traffic associated with Land Use 565 "Day Care Center" consists of "pass-by" trips.

Additionally, based on characteristics of childcare facilities, in which many trips are made by a parent or caregiver while traveling to/from work, it is likely a portion of the site generated trips would consist of "diverted link" trips. As stated within Chapter 10 of ITE's Trip Generation Handbook, 3rd Edition, diverted link trips are "attracted from the traffic volume on roadways within the vicinity of the site generator but without direct

access to the site." A diverted link trip adds traffic to streets adjacent to a site and could remove a trip on streets from which it diverted; however, the trip does not constitute an increase of traffic on a macroscopic level. Based on data provided by ITE, 32% of peak-hour traffic associated with Land Use 565 "Day Care Center" consists of diverted link trips.

As part of the conservative traffic analysis provided within this report, no reduction for "pass-by" traffic or "diverted link" traffic was applied. All traffic volumes are assumed to be new to the roadway network.

TRIP ASSIGNMENT/DISTRIBUTION

The trips generated by the proposed development were distributed according to the existing travel pattern along the adjacent roadways and the access management plan of the site. **Table 6** summarizes the distribution of the site-generated trips along the adjacent roadway network.

TABLE 6 – SITE-GENERATED TRIP DISTRIBUTION

Origin & Destination	Weekday Morning Peak Hour	Weekday Evening Peak Hour
To/From Eastbound via Northwest Highway	45%	45%
To/From Westbound via Northwest Highway	55%	55%
Total	**100%**	**100%**

The Site-Generated Traffic Volumes are illustrated on appended **Figure 4**.

2030 BUILD TRAFFIC VOLUMES

The site-generated trips were added to the 2030 No-Build Traffic Volumes to calculate the 2030 Build Traffic Volumes and are shown on appended **Figure 5**.

2030 BUILD LOS/CAPACITY ANALYSIS

A Level of Service and Volume/Capacity analysis was also conducted for the 2030 Build Condition during the weekday morning and weekday evening peak hours at the study intersections and proposed site driveways. **Tables 7** through **10** compare the 2025 Existing, 2030 No-Build, and 2030 Build Conditions Level of Service and delay values.

The turning movements at the unsignalized intersection of Northwest Highway and the ingress site driveway are calculated to operate at a Level of Service A during the weekday morning and weekday evening peak hours. The turning movements at the unsignalized intersection of Northwest Highway and the egress site driveway are calculated to operate at a Level of Service C or better during the weekday morning peak hour and Level of Service D or better during the weekday evening peak hour.

COMPARATIVE LEVEL OF SERVICE (DELAY) TABLES

NORTHWEST HIGHWAY & INGRESS SITE DRIVEWAY

EB (Eastbound) is the Northwest Highway approach
X (n) = Level of Service (seconds of delay)

TABLE 7 – WEEKDAY MORNING PEAK HOUR

Lane Group	2025 Existing	2030 No-Build	2030 Build
EB Left	No Volume	No Volume	A (9.0)
EB Through	No Delay	No Delay	A (0.6)

TABLE 8 – WEEKDAY EVENING PEAK HOUR

Lane Group	2025 Existing	2030 No-Build	2030 Build
EB Left	A (9.0)	A (9.1)	A (9.7)
EB Through	No Delay	No Delay	A (0.8)

NORTHWEST HIGHWAY & EGRESS SITE DRIVEWAY

SB (Southbound) approach is the Egress Site Driveway approach
X (n) = Level of Service (seconds of delay)

TABLE 9 – WEEKDAY MORNING PEAK HOUR

Lane Group	2025 Existing	2030 No-Build	2030 Build
SB Left	No Volume	No Volume	C (20.5)
SB Right	No Volume	No Volume	B (10.4)

TABLE 10 – WEEKDAY EVENING PEAK HOUR

Lane Group	2025 Existing	2030 No-Build	2030 Build
SB Left	No Volume	No Volume	D (30.2)
SB Right	B (10.5)	B (10.6)	B (11.3)

2030 BUILD QUEUING ANALYSIS

In addition to the Level of Service and Volume/Capacity analysis conducted for the 2030 Build Condition, a queuing analysis was conducted during the weekday morning and weekday evening peak hours at the study intersections and proposed site driveway to evaluate the potential for vehicle queues stacking within the proposed site drive aisles. **Table 11** compares the provided storage lengths to the anticipated 2030 Build Condition 95th percentile queuing at each of the study locations for the weekday morning and weekday evening peak hours.

TABLE 11 – 95TH PERCENTILE QUEUING SUMMARY

Intersection	Movement	Storage Length Provided	2030 Build Condition	
			Weekday Morning	Weekday Evening
Northwest Highway (E/W) and Ingress Site Driveway (N)	EB Left	>1,000'	5'	5'
Northwest Highway (E/W) and Egress Site Driveway (N)	SB Left	≈50'	20'	32.5'
	SB Right	≈50'	7.5'	10'

As shown in **Table 11**, the 95th percentile queues at the study locations are not anticipated to extend past the provided storage lengths at any of the turning movements during the studied time periods.

SITE CIRCULATION/PARKING SUPPLY

A review was conducted of the proposed daycare facility using the Site Plan prepared by our office, dated May 6, 2025. In completing this review, particular attention was focused on the site access, circulation, and parking supply.

ACCESS & CIRCULATION

Access is proposed to remain as-is via one (1) ingress-only driveway and one (1) egress-only driveway along Northwest Highway. The proposed building would be located at the southerly portion of the site with auxiliary playground areas located at the northerly portion of the site. Surface-level parking spaces would continue to be located along the perimeter of the site with the trash enclosure proposed to remain as-is at the northwesterly corner of the site. Vehicular circulation throughout the site would be facilitated via a minimum of 17-foot-wide one (1)-way drive aisles and 24-foot-wide two (2)-way drive aisles.

PARKING GENERATION

Regarding the parking requirements for the proposed development, the Village of Mount Prospect Ordinance requires daycare facilities to have one (1) parking space per employee plus one (1) parking space per 10 licensed capacity slots. For the proposed daycare facility consisting of 49 employees and 339 licensed capacity slots, this equates to 83 required parking spaces. Furthermore, the Ordinance requires developments that provide parking lots between 76 and 100 parking spaces to have a minimum of four (4) ADA accessible parking spaces. The site would provide 86 total parking spaces, inclusive of four (4) ADA accessible parking spaces, which meets the parking requirements and would be sufficient to support this project's parking demand. The 90-degree parking spaces would be nine (9) feet wide by 16 feet deep which is equivalent to their dimensions in the existing condition. The 60-degree parking spaces would be 10.4 feet wide by 17 feet deep

which constitutes an improvement over the existing condition in which the 60-degree parking spaces are 10.3 feet wide by 16 feet deep.

The parking supply was evaluated with respect to data published within the ITE's Parking Generation, 6th Edition, for Land Use 565 "Day Care Center." ITE provides peak parking demand data for childcare facilities based on number of students, number of staff, and gross floor area of the building. Table 12 provides a summary of the ITE data and the forecasted peak parking demand.

TABLE 12 – PROPOSED PARKING GENERATION

Independent Variable	Rate	Quantity	Parking Demand
Students	0.25 vehicles per student	339 students	85 vehicles
Employees	1.25 vehicles per employee	49 employees	61 vehicles
Gross Floor Area	2.27 vehicles per 1,000 SF	21,700 SF	49 vehicles
		Parking Provided	86 Spaces

As such, the proposed parking supply of 86 parking spaces would be sufficient to support the parking demand of the site.

PICK-UP & DROP-OFF OPERATIONS

Under the proposed development plan, 49 parking spaces located primarily along the easterly and northerly sides of the site would be utilized for employee parking. With a maximum of 49 employees, the proposed employee parking supply would be sufficient to support the employee parking demand without accounting for carpooling, pick-up/drop-off, or other non-single-occupancy vehicular travel means.

The remaining 37 parking spaces, located along the westerly and southerly sides of the site, would be designated for student drop-off and pick-up. For drop-off and pick-up, parents/guardians park in these dedicated spaces and walk the children to/from the childcare facility. Vehicles do not queue on-site nor along the roadway network. Based on data collected by our office at similar national brand childcare facilities, morning drop-offs take approximately six (6) minutes on average and evening pick-ups take approximately seven (7) minutes on average. Using those rates, each designated parking space can accommodate 10 morning drop-offs and 8.5 evening pick-ups. As such, the 37 proposed dedicated parking drop-off/pick-up spaces can accommodate 370 peak hour drop-offs and 314 peak hour pick-ups, whereas the peak-hour trip generation is forecasted to be 124 drop-offs in the weekday morning peak period and 126 pick-ups in the weekday evening peak hour (see Table 5). A summary of the drop-off and pick-up duration data collected is provided within the Technical Appendix.

PICK-UP & DROP-OFF DEMAND

To account for variability of vehicle arrivals over the course of the peak hour, a queuing analysis was conducted utilizing Poisson random arrival distribution. For parking demand turnover, an "M | M | c" queuing system, with exponential arrivals (M), exponential queuing systems (M), and multiple servers (c), was utilized.

The analysis utilized the following assumptions for the critical weekday evening peak hour:

Service rate (λ):	126 vehicles per hour
Average service time (t):	7 minutes
Maximum services per hour (μ):	8.5 services per hour per space
Number of servers (c):	37 parking spaces

The minimum number of servers necessary to support the demand without exceeding 100% utilization (ρ) is determined using the following formula:

$$\rho = \frac{\lambda}{\mu}$$

Where:

ρ = minimum servers required (as specified above)

λ = service rate (as specified above)

μ = maximum services per hour (as specified above)

Accordingly, 14.8 servers are necessary to support the site pick-up operations. Practically speaking, this equates to 15 parking spaces.

The following formula calculates the probability of there being an empty system (i.e. all 37 parking spaces are available):

$$P_0 = \left(\sum_{n=0}^{c-1} \frac{\rho^n}{n!} + \frac{\rho^s}{c!} \left(\frac{c\mu}{c\mu - \lambda} \right) \right)^{-1}$$

Where:

P_0 = probability of an empty system

λ = service rate (as specified above)

μ = maximum services per hour (as specified above)

ρ = minimum servers required (as specified above)

n = number of parked vehicles

c = number of servers (as specified above)

Using the above equation, the probability of an empty system is 0.000036%.

The probability of (n) parked vehicles within the system is determined utilizing the formula below. [1]

$$P_n = \frac{\rho^n}{n!} * P_0$$

Where:

P_n = probability of (n) parked vehicles

ρ = minimum servers required (as specified above)

n = number of parked vehicles

P_0 = probability of an empty system

Using the above equation, the probability of (n) parked vehicles was calculated for each potential iteration from zero (0) to 37 vehicles. The probabilities are shown graphically on **Exhibit 1**, and a summary of the probabilities for (n) parked vehicles is provided in **Table 13**.

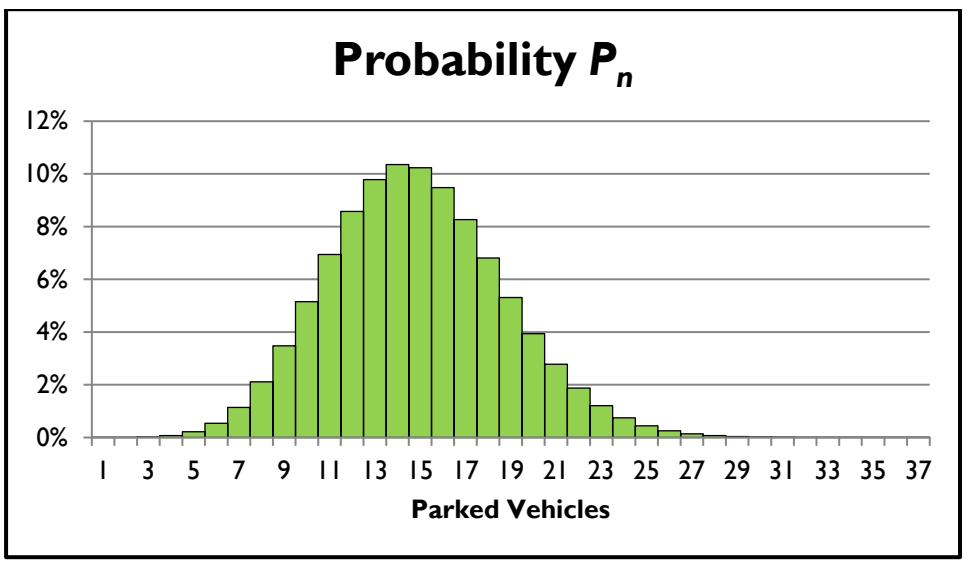


EXHIBIT 1 – PROBABILITY OF PARKED VEHICLES ON-SITE

[1] Note that this formula is modified when (n) is greater than the number of servers (c), however these calculations were not performed as the probability of 37 parked vehicles is less than 0.001%, and further increases in demand continue to trend toward a probability of 0%.

TABLE 13 – PARKED VEHICLES PROBABILITY SUMMARY

Number of Parked Vehicles (n)	Probability	Sum of Probabilities	Number of Parked Vehicles (n)	Probability	Sum of Probabilities
0	0.000036%	0.000036%	19	5.31%	88.48%
1	0.00054%	0.00058%	20	3.94%	92.42%
2	0.0040%	0.0046%	21	2.78%	95.20%
3	0.020%	0.024%	22	1.87%	97.07%
4	0.073%	0.098%	23	1.21%	98.28%
5	0.018%	0.32%	24	0.75%	99.02%
6	0.54%	0.85%	25	0.44%	99.46%
7	1.14%	1.99%	26	0.25%	99.72%
8	2.11%	4.10%	27	0.14%	99.85%
9	3.48%	7.58%	28	0.073%	99.93%
10	5.15%	12.73%	29	0.037%	99.97%
11	6.94%	19.67%	30	0.018%	99.984%
12	8.58%	28.25%	31	0.0088%	99.9927%
13	9.78%	38.03%	32	0.0041%	99.9968%
14	10.35%	48.38%	33	0.0018%	99.9986%
15	10.23%	58.62%	34	0.00080%	99.99943%
16	9.48%	68.10%	35	0.00034%	99.99978%
17	8.27%	76.36%	36	0.00014%	99.999910%
18	6.81%	83.17%	37	0.000056%	99.999963%

As shown in Table 13, the 95th percentile parking demand rate for evening pick-up at the proposed daycare facility is 21 parked vehicles. As such, the proposed supply of 37 parking spaces would be sufficient to support the drop-off and pick-up operations of the proposed development.

PICK-UP & DROP-OFF DEMAND – CONSERVATIVE TURNOVER RATE

At the request of the Village Engineer, a similar analysis was conducted utilizing a conservative 15-minute pick-up duration. Using the same methodology, the following results were calculated.

- Average turnover time: 15 minutes (Village Engineer specified rate)
- Maximum services per hour: 4
- Minimum servers (parking spaces) required: 32
- Probability of an empty parking lot: 1.91E-12%

The probability of a specific number of parked vehicles is shown graphically on **Exhibit 2**.

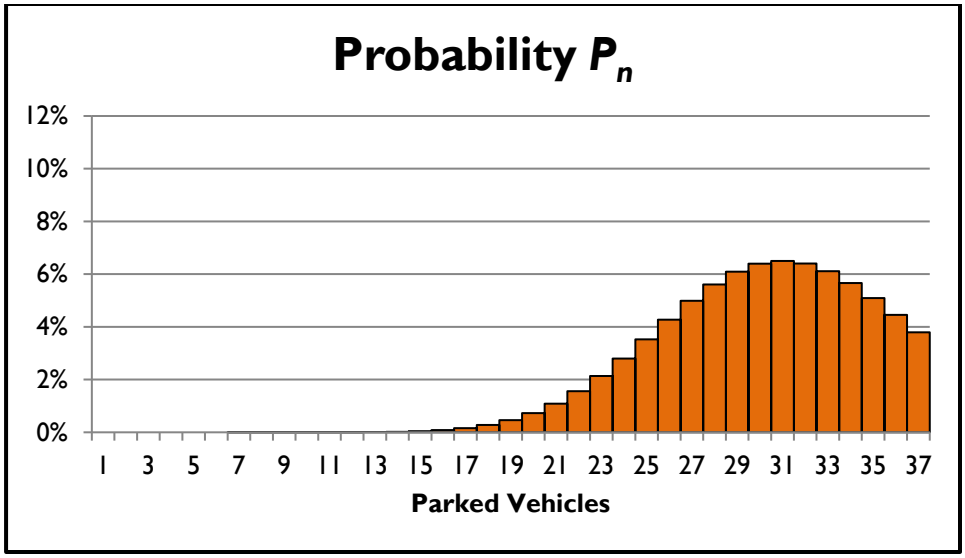


EXHIBIT 2 – PROBABILITY OF PARKED VEHICLES ON-SITE – VILLAGE ENGINEER RATE

A summary of the probabilities for (n) parked vehicles is provided in **Table 14**.

TABLE 14 – PARKED VEHICLES PROBABILITY SUMMARY – VILLAGE ENGINEER RATE

Number of Parked Vehicles (n)	Probability	Sum of Probabilities	Number of Parked Vehicles (n)	Probability	Sum of Probabilities
0	1.9E-12%	1.9E-12%	19	0.46%	1.06%
1	6.0E-11%	6.2E-11%	20	0.73%	1.79%
2	9.5E-10%	1.0E-9%	21	1.09%	2.88%
3	9.9E-9%	1.1E-8%	22	1.56%	4.43%
4	7.8E-8%	8.9E-8%	23	2.13%	6.57%
5	4.9E-7%	5.8E-7%	24	2.80%	9.37%
6	0.0000026%	0.0000032%	25	3.53%	12.89%
7	0.000012%	0.000015%	26	4.27%	17.17%
8	0.000046%	0.000061%	27	4.99%	22.15%
9	0.00016%	0.00022%	28	5.61%	27.76%
10	0.00051%	0.00073%	29	6.09%	33.86%
11	0.0014%	0.0022%	30	6.40%	40.25%
12	0.0038%	0.006%	31	6.50%	46.76%
13	0.0092%	0.015%	32	6.40%	53.16%
14	0.021%	0.036%	33	6.11%	59.26%
15	0.044%	0.079%	34	5.66%	64.92%
16	0.086%	0.17%	35	5.09%	70.02%
17	0.16%	0.32%	36	4.46%	74.47%
18	0.28%	0.60%	37	3.79%	78.27%

Continuing the calculations beyond the proposed 37 drop-off and pick-up spaces, the 95th percentile parking demand rate for evening pick-up is 47 parked vehicles. It is important to note that these probabilities

are based on a pick-up duration more than double the average pick-up rate, and as a result are extremely conservative in nature.

CONCLUSIONS

This report was prepared to examine the potential traffic impact of the proposed daycare facility. The analysis findings, which have been based on industry-standard guidelines, indicate that the proposed development would not have a significant impact on the traffic operations of the adjacent roadway network. The site driveways and on-site layout have been designed to provide for effective access to and from the subject property. Based on the Village of Mount Prospect Ordinance parking requirements and local characteristics of the site and surrounding area, the parking supply would be sufficient to support this project. The number of pick-up and drop-off spaces would be sufficient to support the operations of the proposed daycare facility without queuing on the site or backing onto the roadway network.

V:\DET\2024\DET-240465 Jon Farazmand - 1040 W Northwest Highway, Mount Prospect, IL\Calculations & Reports\Traffic\Reports\2025-05 TIS\2025-05 Traffic Impact Study.docx

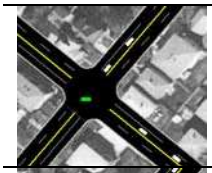
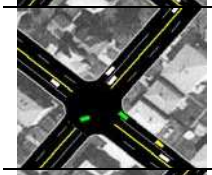
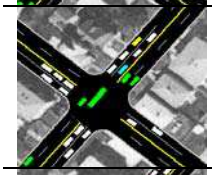
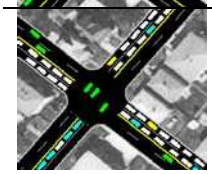
TECHNICAL APPENDIX

LEVEL OF SERVICE/AVERAGE CONTROL DELAY CRITERIA

LEVEL OF SERVICE /AVERAGE CONTROL DELAY CRITERIA

The ability of a roadway to effectively accommodate traffic demand is determined through an assessment of the volume-to-capacity ratio, delay and Level of Service of the lane group and/or intersection. The volume-to-capacity ratio is the ratio of traffic flow rate to capacity for a given transportation facility. As defined within the Highway Capacity Manual, 7th Edition (HCM), intersection delay is the total additional travel time experienced by drivers, passengers, or pedestrians as a result of control measures and interaction with other users of the facility, divided by the volume departing from the corresponding cross section of the facility. Level of service is a qualitative measure describing operational conditions within a traffic stream, based on service measures such as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience.

For an unsignalized intersection, LOS A indicates operations with delay less than 10 seconds per vehicle, while LOS F describes operations with delay in excess of 50 seconds per vehicle. For a signalized intersection, LOS A indicates operations with delay less than 10 seconds per vehicle and LOS F denotes operations with delay in excess of 80 seconds per vehicle.

	Level Of Service (LOS)	Signalized Delay Range (average control delay in sec/veh)	Unsignalized Delay Range (average control delay in sec/veh)
	A	<=10	<=10
	B	>10 and <=20	>10 and <=15
	C	>20 and <=35	>15 and <=25
	D	>35 and <=55	>25 and <=35
	E	>55 and <=80	>35 and <=50
	F	>80	>50

Source: Highway Capacity Manual, 7th Edition

TURNING MOVEMENT COUNT DATA

Type of peak hour being reported: Intersection Peak

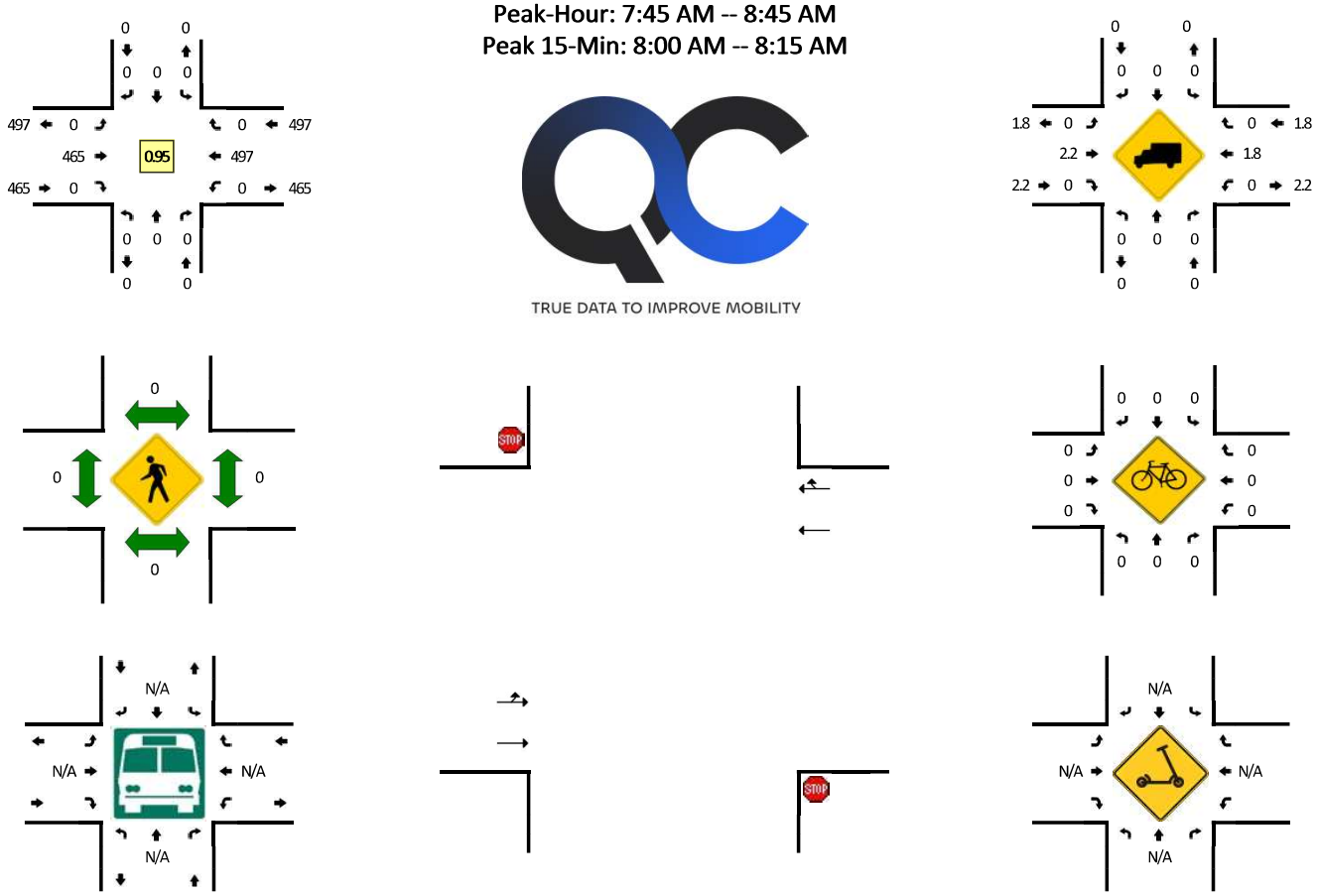
Method for determining peak hour: Total Entering Volume

LOCATION: East Dwy -- W Northwest Hwy
CITY/STATE: Mount Prospect, IL

QC JOB #: 16946201
DATE: Tue, Mar 4 2025

Peak-Hour: 7:45 AM -- 8:45 AM
Peak 15-Min: 8:00 AM -- 8:15 AM

TRUE DATA TO IMPROVE MOBILITY



15-Min Count Period Beginning At	East Dwy (Northbound)				East Dwy (Southbound)				W Northwest Hwy (Eastbound)				W Northwest Hwy (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	0	0	0	0	0	0	0	88	0	0	0	69	0	0	157	
7:15 AM	0	0	0	0	0	0	0	0	0	115	0	0	0	76	0	0	191	
7:30 AM	0	0	0	0	0	0	0	0	0	130	0	0	0	110	0	0	240	
7:45 AM	0	0	0	0	0	0	0	0	0	122	0	0	0	118	0	0	240	828
8:00 AM	0	0	0	0	0	0	0	0	0	108	0	0	0	146	0	0	254	925
8:15 AM	0	0	0	0	0	0	0	0	0	109	0	0	0	115	0	0	224	958
8:30 AM	0	0	0	0	0	0	0	0	0	126	0	0	0	118	0	0	244	962
8:45 AM	0	0	0	0	0	0	0	0	0	72	0	0	0	98	0	0	170	892

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	0	0	0	0	0	432	0	0	0	584	0	0	1016
Heavy Trucks	0	0	0		0	0	0		0	8	0		0	16	0		24
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 3/10/2025 1:37 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

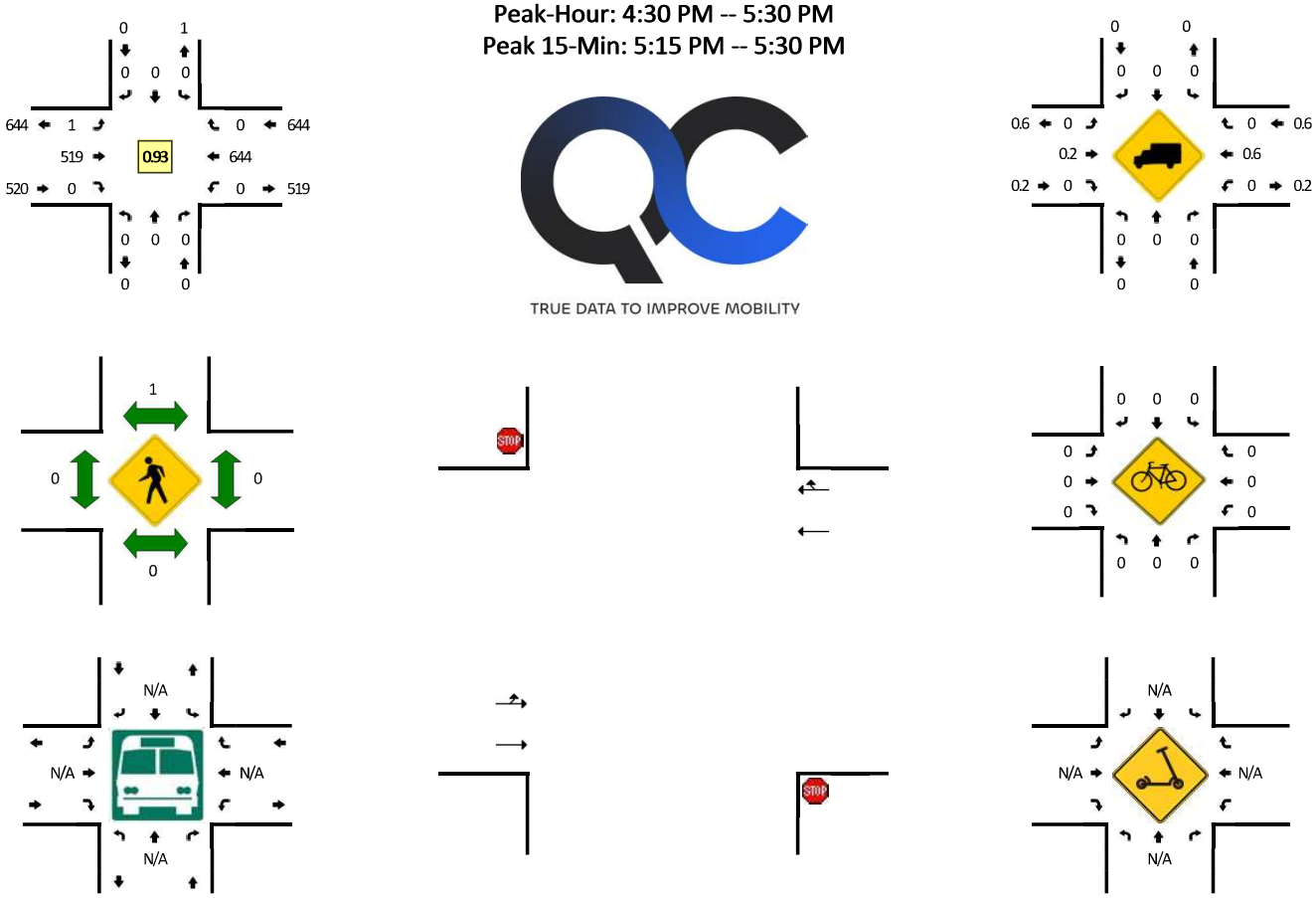
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: East Dwy -- W Northwest Hwy
CITY/STATE: Mount Prospect, IL

QC JOB #: 16946202
DATE: Tue, Mar 4 2025

Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 5:15 PM -- 5:30 PM



15-Min Count Period Beginning At	East Dwy (Northbound)				East Dwy (Southbound)				W Northwest Hwy (Eastbound)				W Northwest Hwy (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	0	0	0	0	0	107	0	0	0	168	0	0	275	
4:15 PM	0	0	0	0	0	0	0	0	0	92	0	0	0	135	0	0	227	
4:30 PM	0	0	0	0	0	0	0	0	1	134	0	0	0	138	0	0	273	
4:45 PM	0	0	0	0	0	0	0	0	0	122	0	0	0	144	0	0	266	1041
5:00 PM	0	0	0	0	0	0	0	0	0	129	0	0	0	182	0	0	311	1077
5:15 PM	0	0	0	0	0	0	0	0	0	134	0	0	0	180	0	0	314	1164
5:30 PM	0	0	0	0	0	0	0	0	0	94	0	0	0	140	0	0	234	1125
5:45 PM	0	0	0	0	0	0	0	0	0	107	0	0	0	139	0	0	246	1105

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	0	0	0	0	0	536	0	0	0	720	0	0	1256
Heavy Trucks	0	0	0		0	0	0		0	4	0		0	4	0		8
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 3/10/2025 1:37 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

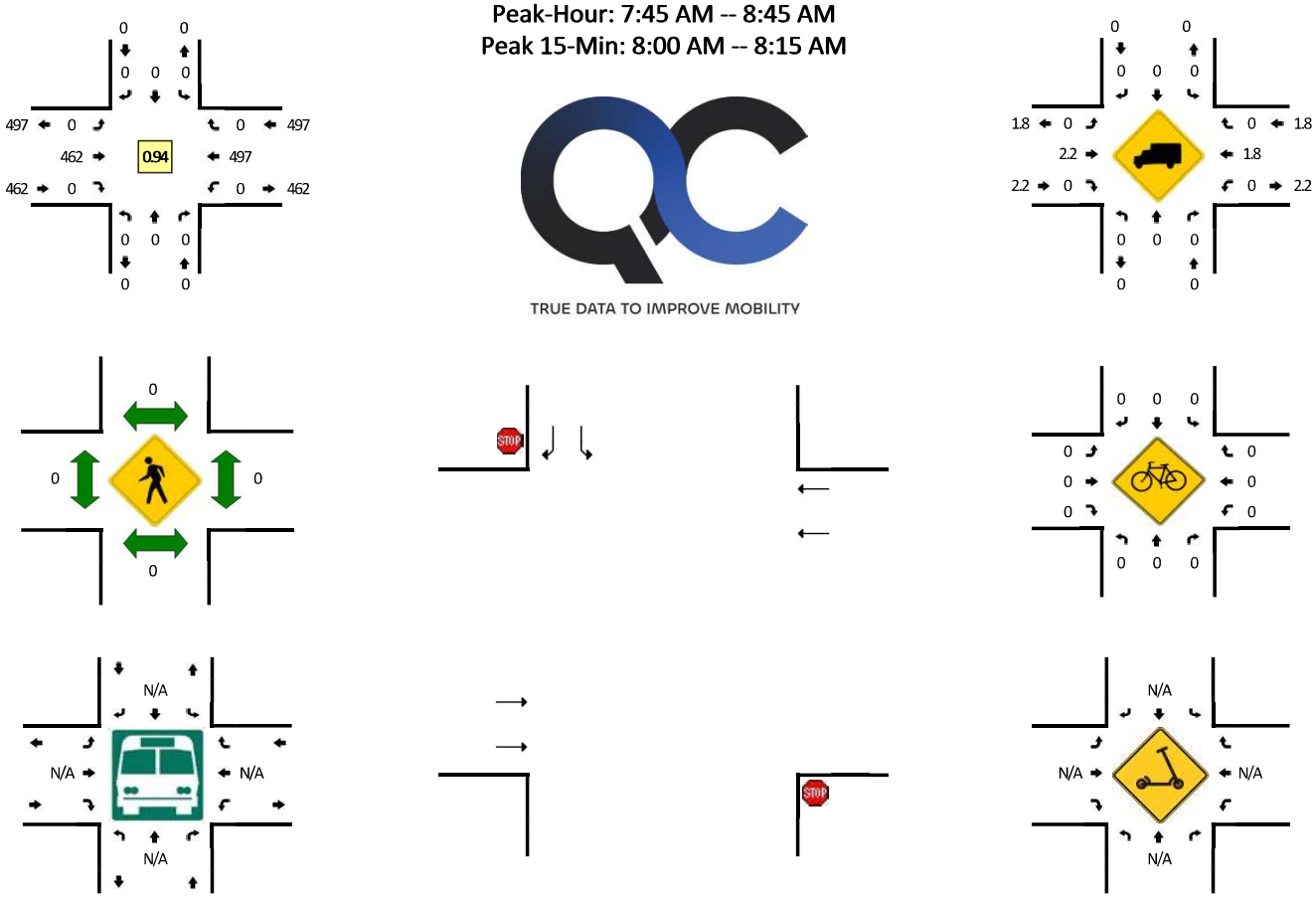
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: West Dwy -- W Northwest Hwy
CITY/STATE: Mount Prospect, IL

QC JOB #: 16946203
DATE: Tue, Mar 4 2025

Peak-Hour: 7:45 AM -- 8:45 AM
Peak 15-Min: 8:00 AM -- 8:15 AM



TRUE DATA TO IMPROVE MOBILITY

15-Min Count Period Beginning At	West Dwy (Northbound)				West Dwy (Southbound)				W Northwest Hwy (Eastbound)				W Northwest Hwy (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	0	0	0	0	0	0	0	89	0	0	0	64	0	0	153	
7:15 AM	0	0	0	0	0	0	0	0	0	115	0	0	0	80	0	0	195	
7:30 AM	0	0	0	0	0	0	0	0	0	130	0	0	0	109	0	0	239	
7:45 AM	0	0	0	0	0	0	0	0	0	120	0	0	0	119	0	0	239	826
8:00 AM	0	0	0	0	0	0	0	0	0	109	0	0	0	145	0	0	254	927
8:15 AM	0	0	0	0	0	0	0	0	0	109	0	0	0	105	0	0	214	946
8:30 AM	0	0	0	0	0	0	0	0	0	124	0	0	0	128	0	0	252	959
8:45 AM	0	0	0	0	0	0	0	0	0	72	0	0	0	99	0	0	171	891

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	0	0	0	0	0	436	0	0	0	580	0	0	1016
Heavy Trucks	0	0	0		0	0	0		0	8	0		0	16	0		24
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 3/10/2025 1:37 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

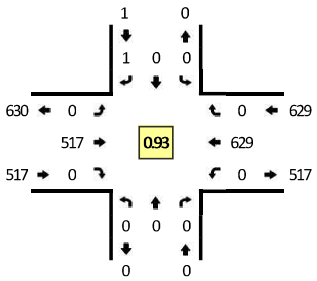
Type of peak hour being reported: Intersection Peak

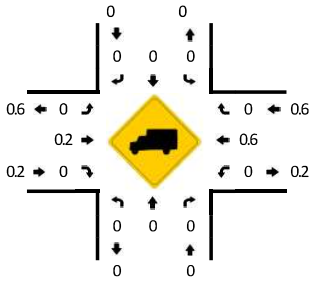
Method for determining peak hour: Total Entering Volume

LOCATION: West Dwy -- W Northwest Hwy
CITY/STATE: Mount Prospect, IL

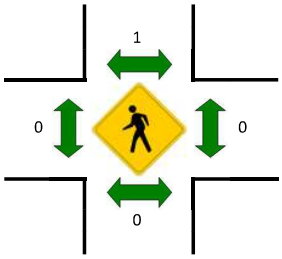
QC JOB #: 16946204
DATE: Tue, Mar 4 2025

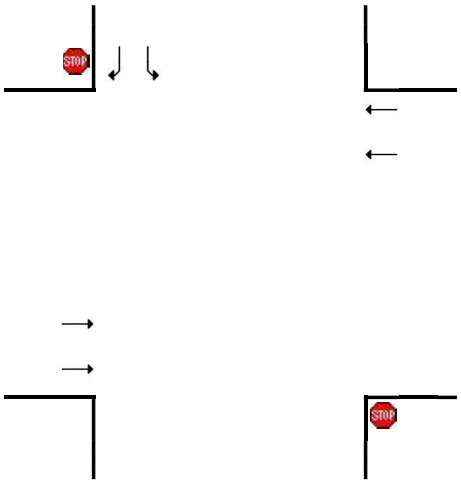
Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

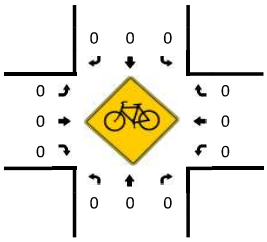


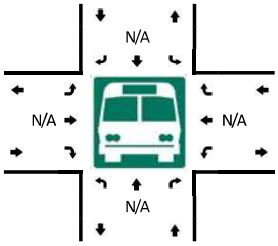


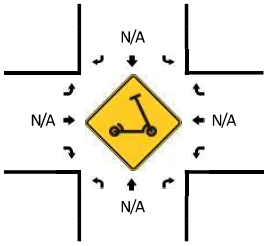
TRUE DATA TO IMPROVE MOBILITY











15-Min Count Period Beginning At	West Dwy (Northbound)				West Dwy (Southbound)				W Northwest Hwy (Eastbound)				W Northwest Hwy (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	0	0	0	0	0	109	0	0	0	174	0	0	283	
4:15 PM	0	0	0	0	0	0	1	0	0	91	0	0	0	130	0	0	222	
4:30 PM	0	0	0	0	0	0	1	0	0	125	0	0	0	142	0	0	268	
4:45 PM	0	0	0	0	0	0	0	0	0	132	0	0	0	143	0	0	275	1048
5:00 PM	0	0	0	0	0	0	0	0	0	128	0	0	0	179	0	0	307	1072
5:15 PM	0	0	0	0	0	0	0	0	0	132	0	0	0	165	0	0	297	1147
5:30 PM	0	0	0	0	0	0	1	0	0	96	0	0	0	157	0	0	254	1133
5:45 PM	0	0	0	0	0	0	0	0	0	107	0	0	0	142	0	0	249	1107

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	0	0	0	0	0	512	0	0	0	716	0	0	1228
Heavy Trucks	0	0	0		0	0	0		0	0	0		0	8	0		8
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 3/10/2025 1:37 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

DAYCARE DROP-OFF AND PICK-UP TRANSACTION DATA

STONEFIELD

Table A1 – Day-Care Drop-Off Transaction Time Data

- National Day-Care Franchises
- 4 Study Locations
- Duration measured from arrival of vehicle to parking space to departure of vehicle from parking space.
- Parents walk their children into the building at drop-off and walk their children from the building at pick-up.

Drop-Off Duration (min:sec)

2:36	4:15	5:37	5:50	6:40	5:21	4:12	4:14
7:12	5:25	13:57	7:53	8:08	5:52	5:07	5:39
3:30	4:58	6:28	7:50	3:12	5:24	4:44	3:47
2:06	9:09	4:44	3:01	3:55	6:47	2:40	8:39
4:05	5:23	5:05	5:22	8:09	5:26	9:09	6:16
7:52	6:09	7:34	5:34	7:11	4:22	5:46	4:21
6:31	4:09	5:48	4:10	5:56	5:24	3:39	4:04
7:54	3:35	4:30	7:12	8:06	5:47	4:42	11:45
5:13	8:51	6:37	4:48	4:15	7:24	7:35	9:15
6:47	5:33	4:52	9:06	4:02	6:32	3:50	4:54
4:58	8:29	8:20	3:39	6:00	7:07	6:06	8:13
5:26	7:38	4:50	4:55	11:47	8:54	5:01	10:15
6:12	5:34	8:25	10:43	5:21	7:51	0:46	9:27
7:39	5:47	5:28	4:44	5:30	6:07	6:53	3:55
5:13	4:31	4:15	2:36	6:21	6:42	4:55	7:21
6:44	4:40	4:22	7:15	11:35	9:27	8:13	4:20
6:04	16:49	4:48	9:40	4:49	5:01	4:45	6:01
4:23	12:11	2:49	5:15	6:08	10:23	10:07	3:48
4:27	5:13	5:55	7:23	10:14	9:56	4:23	4:22
6:49	9:14	10:53	7:42	6:11	6:32	7:04	5:04
						Minimum:	**0:46**
						Average:	**6:17**
						Maximum:	**16:49**

STONEFIELD

Table A2 – Day-Care Pick-Up Transaction Time Data

- National Day-Care Franchises
- 4 Study Locations
- Duration measured from arrival of vehicle to parking space to departure of vehicle from parking space.
- Parents walk their children into the building at drop-off and walk their children from the building at pick-up.

Pick-Up Duration (min:sec)

7:18	6:40	6:32	7:05	7:37	8:28	6:40	7:10
4:56	7:29	6:45	7:42	7:49	8:56	4:27	9:29
6:30	4:58	5:28	6:03	3:35	9:43	3:08	8:31
6:01	11:14	12:16	6:06	4:20	9:28	8:21	6:14
4:56	11:39	2:28	8:02	7:22	8:33	4:18	11:58
9:06	10:10	13:17	5:09	6:33	4:27	6:43	5:18
8:08	7:59	3:31	5:05	7:44	10:39	5:54	4:06
5:26	6:04	7:08	6:24	7:48	5:42	7:01	6:39
5:54	4:14	5:22	5:57	10:09	5:58	9:26	7:58
6:59	8:48	7:25	5:38	4:36	8:02	4:13	2:18
4:09	6:17	5:04	3:31	6:23	6:11	5:23	6:11
3:32	7:05	8:09	6:02	8:29	4:11	4:27	6:19
7:23	11:41	5:04	7:07	3:21	10:28	5:05	7:01
3:49	6:10	8:01	11:48	12:51	10:42	6:52	5:42
6:29	6:48	5:59	3:44	5:14	6:52	7:38	5:12
15:34	11:18	4:20	7:08	9:56	6:59	9:25	4:17
8:30	6:05	6:21	6:37	13:03	8:43	12:03	4:34
4:02	8:53	3:33	--	--	--	--	--
						Minimum:	**2:18**
						Average:	**6:58**
						Maximum:	**15:34**

ANNUAL AVERAGE DAILY TRAFFIC DATA

Volume Count Report

LOCATION INFO	
Location ID	016 1367
Type	LINK
Fnct'l Class	4
Located On	Northwest Hwy
From Road	Arthur Ave
To Road	Central Rd
Direction	2-WAY
County	Cook
Community	ARLINGTON HEIGHTS
MPO ID	
HPMS ID	
Agency	Illinois DOT

COUNT DATA INFO	
Count Status	Accepted
Holiday	No
Start Date	Wed 7/26/2023
End Date	Thu 7/27/2023
Start Time	12:00:00 AM
End Time	12:00:00 AM
Direction	2-WAY
Notes	
Station	
Study	
Speed Limit	
Description	
Sensor Type	NA
Source	CombineVolumeCountsIncremental
Latitude,Longitude	

INTERVAL:60-MIN	
Time	Hourly Count
0:00-1:00	69
1:00-2:00	38
2:00-3:00	24
3:00-4:00	24
4:00-5:00	71
5:00-6:00	180
6:00-7:00	435
7:00-8:00	660
8:00-9:00	744
9:00-10:00	701
10:00-11:00	581
11:00-12:00	742
12:00-13:00	752
13:00-14:00	681
14:00-15:00	769
15:00-16:00	867
16:00-17:00	958
17:00-18:00	1,056
18:00-19:00	775
19:00-20:00	580
20:00-21:00	478
21:00-22:00	381
22:00-23:00	268
23:00-24:00	126
Total	11,960
AM Peak	08:00-09:00 744
PM Peak	17:00-18:00 1,056

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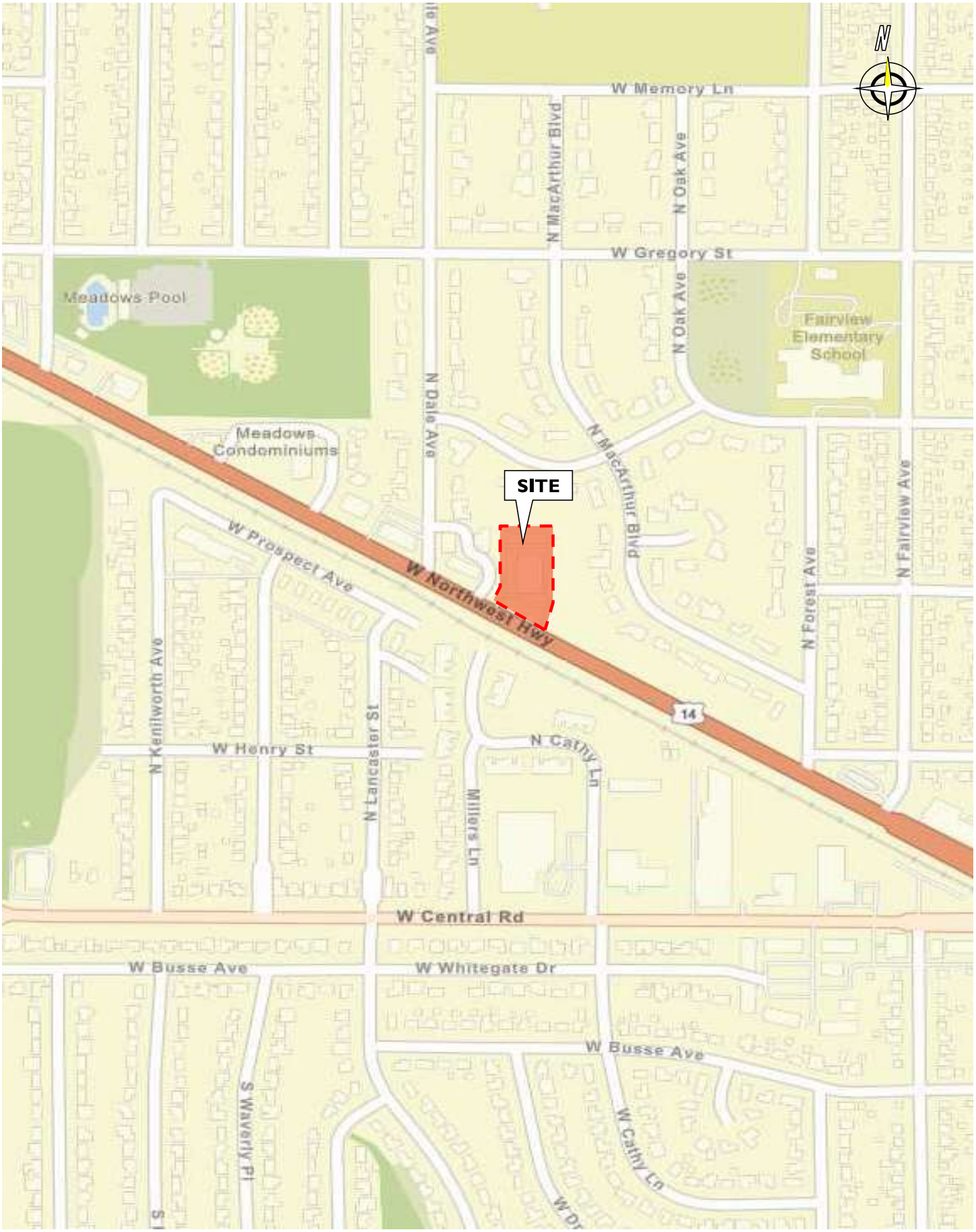
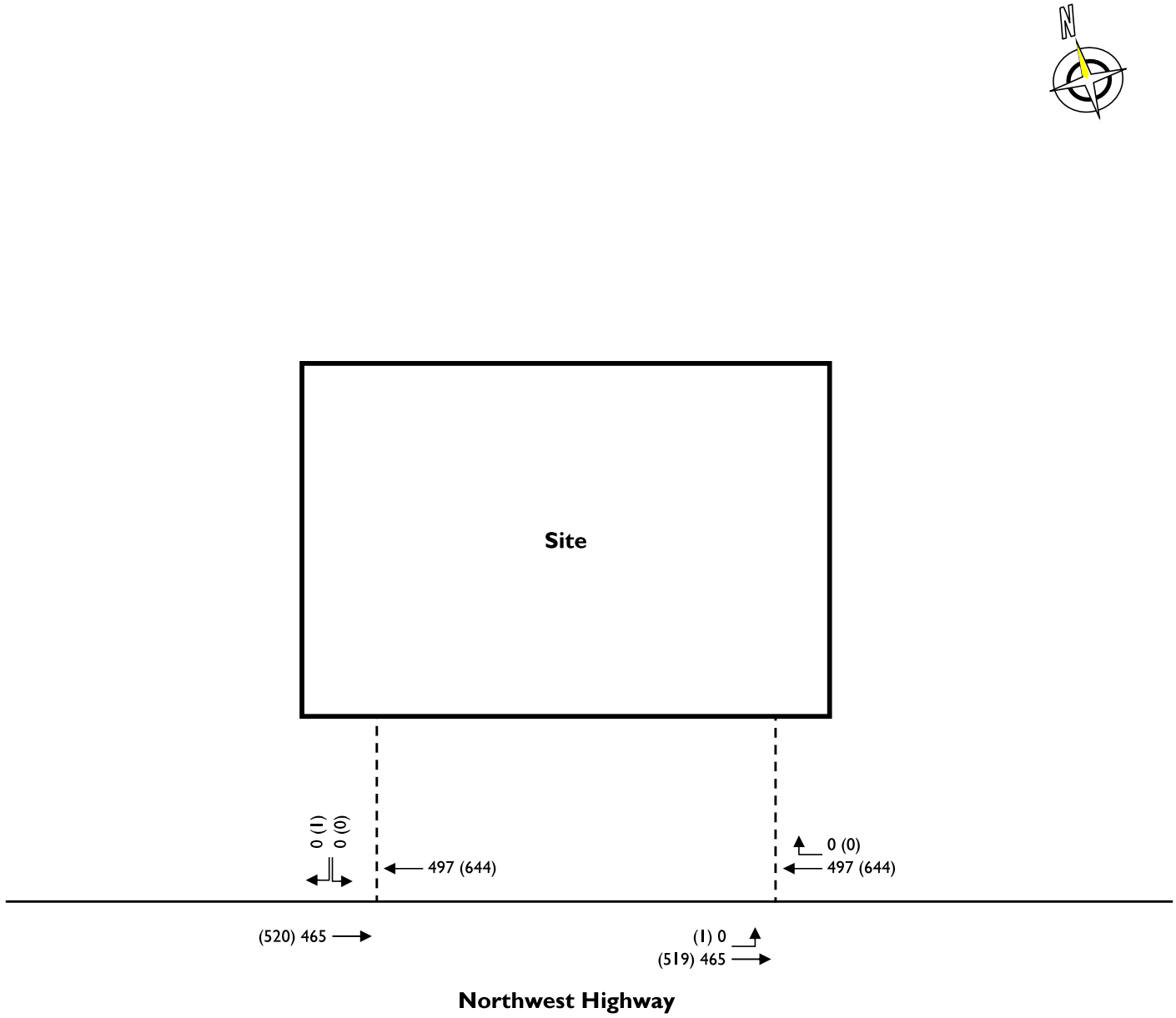
FIGURES



STONEFIELD	**Proposed Daycare Facility** **1040 W Northwest Highway** **Village of Mount Prospect, Cook County, Illinois** **Traffic Impact Study**	**FIGURE 1** **Site Location Map**

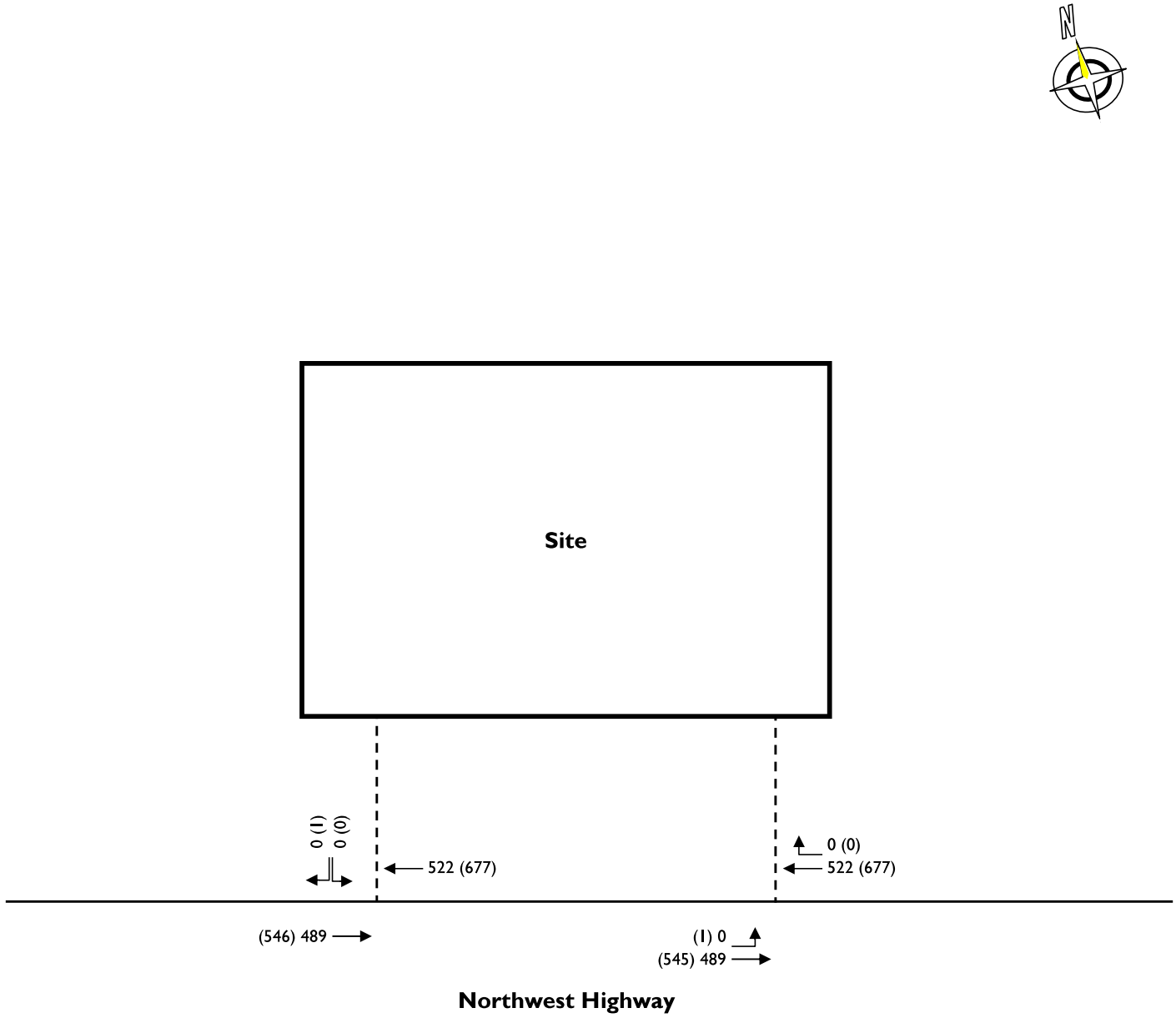


LEGEND

- Existing Roadway
- Proposed Driveway
- Existing Private Driveway
- AM (PM) Peak Hour Volumes
- Signalized Intersection

not to scale

STONEFIELD	**Proposed Daycare Facility** **1040 W Northwest Highway** **Village of Mount Prospect, Cook County, Illinois** **Traffic Impact Study**	**FIGURE 2** **2025 Existing Traffic Volumes**

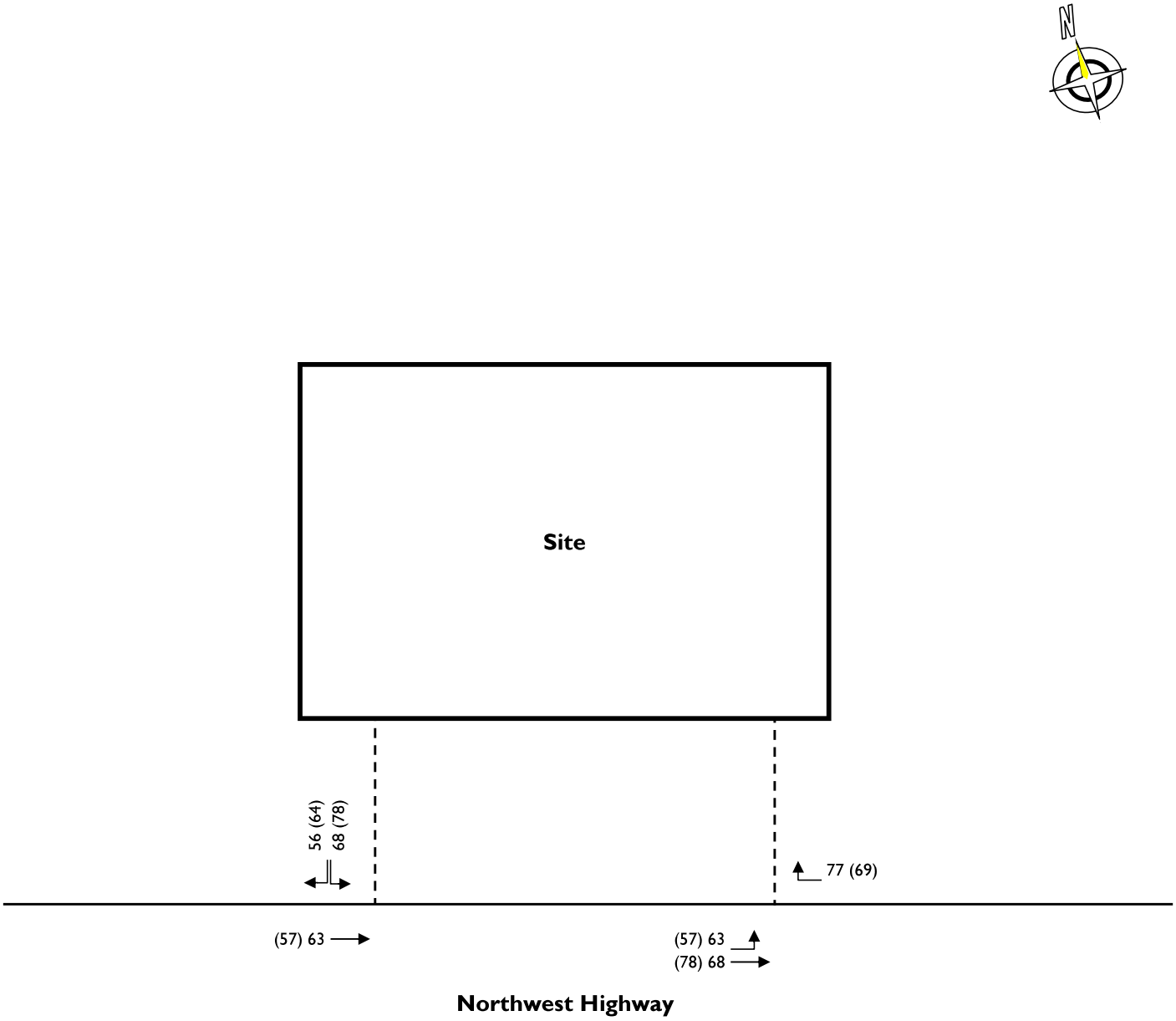


LEGEND

- Existing Roadway
- Proposed Driveway
- Existing Private Driveway
- AM (PM) Peak Hour Volumes
- Signalized Intersection

not to scale

STONEFIELD	**Proposed Daycare Facility** **1040 W Northwest Highway** **Village of Mount Prospect, Cook County, Illinois** **Traffic Impact Study**	**FIGURE 3** **2030 No-Build Traffic Volumes**

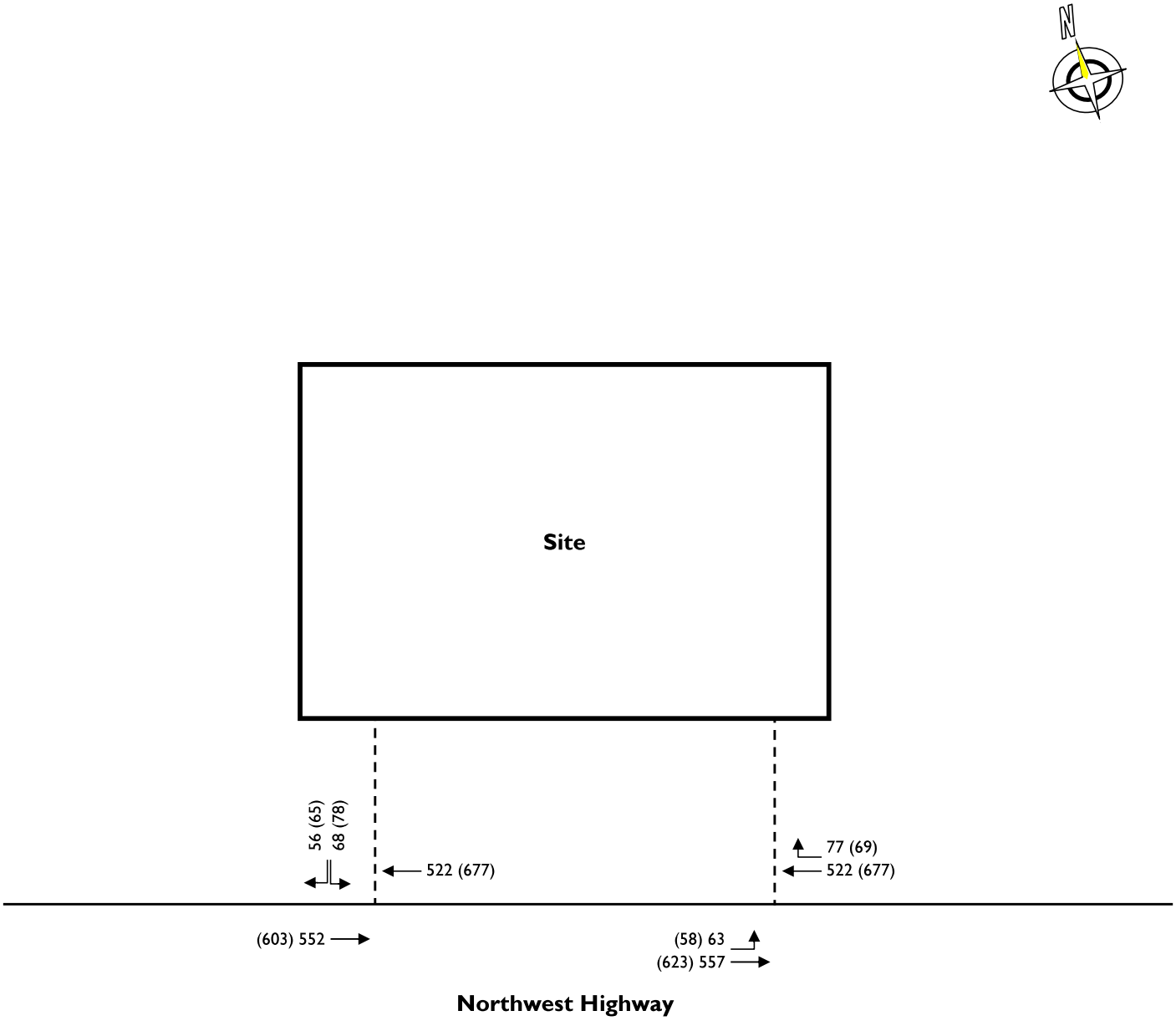


LEGEND

- Existing Roadway
- Proposed Driveway
- Existing Private Driveway
- AM (PM) Peak Hour Volumes
- Signalized Intersection

not to scale

STONEFIELD	**Proposed Daycare Facility** **1040 W Northwest Highway** **Village of Mount Prospect, Cook County, Illinois** **Traffic Impact Study**	**FIGURE 4** **Site-Generated Traffic Volumes**



LEGEND

- Existing Roadway
- Proposed Driveway
- Existing Private Driveway
- AM (PM) Peak Hour Volumes
- Signalized Intersection

not to scale

STONEFIELD	**Proposed Daycare Facility** **1040 W Northwest Highway** **Village of Mount Prospect, Cook County, Illinois** **Traffic Impact Study**	**FIGURE 5** **2030 Build Traffic Volumes**

HIGHWAY CAPACITY ANALYSIS DETAIL SHEETS

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	465	497	0	0	0
Future Vol, veh/h	0	465	497	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	2	3	0	0	0
Mvmt Flow	0	489	523	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	523	0	-	0	768	262
Stage 1	-	-	-	-	523	-
Stage 2	-	-	-	-	245	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1054	-	-	-	342	743
Stage 1	-	-	-	-	565	-
Stage 2	-	-	-	-	779	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1054	-	-	-	342	743
Mov Cap-2 Maneuver	-	-	-	-	342	-
Stage 1	-	-	-	-	565	-
Stage 2	-	-	-	-	779	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1054	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	465	497	0	0	0
Future Vol, veh/h	0	465	497	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	2	3	0	0	0
Mvmt Flow	0	495	529	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	776	264
Stage 1	-	-	-	-	529	-
Stage 2	-	-	-	-	247	-
Critical Hdwy	-	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	0	-	-	0	338	740
Stage 1	0	-	-	0	561	-
Stage 2	0	-	-	0	777	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	338	740
Mov Cap-2 Maneuver	-	-	-	-	338	-
Stage 1	-	-	-	-	561	-
Stage 2	-	-	-	-	777	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBT	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Ctrl Dly (s/v)	-	-	0	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	519	644	0	0	0
Future Vol, veh/h	1	519	644	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	1	558	692	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	692	0	-	0	974	346
Stage 1	-	-	-	-	692	-
Stage 2	-	-	-	-	281	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	912	-	-	-	253	656
Stage 1	-	-	-	-	463	-
Stage 2	-	-	-	-	747	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	912	-	-	-	253	656
Mov Cap-2 Maneuver	-	-	-	-	253	-
Stage 1	-	-	-	-	463	-
Stage 2	-	-	-	-	747	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.03	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	7	-	-	-	-
HCM Lane V/C Ratio	0.001	-	-	-	-
HCM Ctrl Dly (s/v)	9	0	-	-	0
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	520	644	0	0	1
Future Vol, veh/h	0	520	644	0	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	0	559	692	0	0	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	972	346
Stage 1	-	-	-	-	692	-
Stage 2	-	-	-	-	280	-
Critical Hdwy	-	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	0	-	-	0	254	656
Stage 1	0	-	-	0	463	-
Stage 2	0	-	-	0	749	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	254	656
Mov Cap-2 Maneuver	-	-	-	-	254	-
Stage 1	-	-	-	-	463	-
Stage 2	-	-	-	-	749	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	10.5
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	-	-	656
HCM Lane V/C Ratio	-	-	-	0.002
HCM Ctrl Dly (s/v)	-	-	0	10.5
HCM Lane LOS	-	-	A	B
HCM 95th %tile Q(veh)	-	-	-	0

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	489	522	0	0	0
Future Vol, veh/h	0	489	522	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	2	3	0	0	0
Mvmt Flow	0	515	549	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	549	0	-	0	807	275
Stage 1	-	-	-	-	549	-
Stage 2	-	-	-	-	257	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1030	-	-	-	323	729
Stage 1	-	-	-	-	548	-
Stage 2	-	-	-	-	768	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1030	-	-	-	323	729
Mov Cap-2 Maneuver	-	-	-	-	323	-
Stage 1	-	-	-	-	548	-
Stage 2	-	-	-	-	768	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1030	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	489	522	0	0	0
Future Vol, veh/h	0	489	522	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	2	3	0	0	0
Mvmt Flow	0	520	555	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	815	278
Stage 1	-	-	-	-	555	-
Stage 2	-	-	-	-	260	-
Critical Hdwy	-	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	0	-	-	0	319	726
Stage 1	0	-	-	0	544	-
Stage 2	0	-	-	0	766	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	319	726
Mov Cap-2 Maneuver	-	-	-	-	319	-
Stage 1	-	-	-	-	544	-
Stage 2	-	-	-	-	766	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBT	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Ctrl Dly (s/v)	-	-	0	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	545	677	0	0	0
Future Vol, veh/h	1	545	677	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	1	586	728	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	728	0	-	0	1023	364
Stage 1	-	-	-	-	728	-
Stage 2	-	-	-	-	295	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	885	-	-	-	235	639
Stage 1	-	-	-	-	444	-
Stage 2	-	-	-	-	735	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	885	-	-	-	235	639
Mov Cap-2 Maneuver	-	-	-	-	235	-
Stage 1	-	-	-	-	444	-
Stage 2	-	-	-	-	735	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.03	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	7	-	-	-	-
HCM Lane V/C Ratio	0.001	-	-	-	-
HCM Ctrl Dly (s/v)	9.1	0	-	-	0
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	546	677	0	0	1
Future Vol, veh/h	0	546	677	0	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	0	587	728	0	0	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	1022	364
Stage 1	-	-	-	-	728	-
Stage 2	-	-	-	-	294	-
Critical Hdwy	-	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	0	-	-	0	236	639
Stage 1	0	-	-	0	444	-
Stage 2	0	-	-	0	737	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	236	639
Mov Cap-2 Maneuver	-	-	-	-	236	-
Stage 1	-	-	-	-	444	-
Stage 2	-	-	-	-	737	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	10.65
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	-	-	639
HCM Lane V/C Ratio	-	-	-	0.002
HCM Ctrl Dly (s/v)	-	-	0	10.6
HCM Lane LOS	-	-	A	B
HCM 95th %tile Q(veh)	-	-	-	0

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	63	557	522	77	0	0
Future Vol, veh/h	63	557	522	77	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	2	3	0	0	0
Mvmt Flow	66	586	549	81	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	631	0	-	0	1016	315
Stage 1	-	-	-	-	590	-
Stage 2	-	-	-	-	426	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	962	-	-	-	238	686
Stage 1	-	-	-	-	522	-
Stage 2	-	-	-	-	633	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	962	-	-	-	218	686
Mov Cap-2 Maneuver	-	-	-	-	218	-
Stage 1	-	-	-	-	479	-
Stage 2	-	-	-	-	633	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	1.46	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	366	-	-	-	-
HCM Lane V/C Ratio	0.069	-	-	-	-
HCM Ctrl Dly (s/v)	9	0.6	-	-	0
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.2	-	-	-	-

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	552	522	0	68	56
Future Vol, veh/h	0	552	522	0	68	56
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	2	3	0	0	0
Mvmt Flow	0	587	555	0	72	60

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	849	278
Stage 1	-	-	-	-	555	-
Stage 2	-	-	-	-	294	-
Critical Hdwy	-	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	0	-	-	0	304	726
Stage 1	0	-	-	0	544	-
Stage 2	0	-	-	0	737	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	304	726
Mov Cap-2 Maneuver	-	-	-	-	304	-
Stage 1	-	-	-	-	544	-
Stage 2	-	-	-	-	737	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	15.94
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	-	304	726
HCM Lane V/C Ratio	-	-	0.238	0.082
HCM Ctrl Dly (s/v)	-	-	20.5	10.4
HCM Lane LOS	-	-	C	B
HCM 95th %tile Q(veh)	-	-	0.9	0.3

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	58	623	677	69	0	0
Future Vol, veh/h	58	623	677	69	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	62	670	728	74	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	802	0	-	0	1225	401
Stage 1	-	-	-	-	765	-
Stage 2	-	-	-	-	460	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	830	-	-	-	174	604
Stage 1	-	-	-	-	425	-
Stage 2	-	-	-	-	608	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	830	-	-	-	158	604
Mov Cap-2 Maneuver	-	-	-	-	158	-
Stage 1	-	-	-	-	386	-
Stage 2	-	-	-	-	608	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	1.51	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	307	-	-	-	-
HCM Lane V/C Ratio	0.075	-	-	-	-
HCM Ctrl Dly (s/v)	9.7	0.8	-	-	0
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.2	-	-	-	-

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	603	677	0	78	65
Future Vol, veh/h	0	603	677	0	78	65
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	0	648	728	0	84	70

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	1052	364
Stage 1	-	-	-	-	728	-
Stage 2	-	-	-	-	324	-
Critical Hdwy	-	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	0	-	-	0	225	639
Stage 1	0	-	-	0	444	-
Stage 2	0	-	-	0	711	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	225	639
Mov Cap-2 Maneuver	-	-	-	-	225	-
Stage 1	-	-	-	-	444	-
Stage 2	-	-	-	-	711	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	21.61
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	-	225	639
HCM Lane V/C Ratio	-	-	0.373	0.109
HCM Ctrl Dly (s/v)	-	-	30.2	11.3
HCM Lane LOS	-	-	D	B
HCM 95th %tile Q(veh)	-	-	1.6	0.4

TITLE DESCRIPTION

SITUATED IN THE COUNTY OF COOK, STATE OF ILLINOIS, TO WIT:

LOT 1 STATE FARM SUBDIVISION, A PART OF THE EAST 1/2 OF THE SOUTHEAST 1/4 OF SECTION 33, TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS, AS SHOWN ON PLAT OF SUBDIVISION RECORDED SEPTEMBER 28, 1988 AS DOCUMENT NUMBER 88447034.

THE SURVEYED PROPERTY IS THE SAME PROPERTY AS SHOWN ON STEWART TITLE COMPANY COMMITMENT NO. RAIL-53012 HAVING AN EFFECTIVE DATE OF OCTOBER 30, 2024.

TITLE COMMITMENT INFORMATION

The Title Description and Schedule 'B' items are the same as shown on the title commitment provided by Stewart Title Company, Commitment No. RAIL-53012, with an effective date of October 30, 2024.

FLOOD INFORMATION

A FIELD SURVEY WAS NOT CONDUCTED TO DETERMINE THE FLOOD ZONE AREAS. ANY FLOOD ZONE LINES DISTINGUISHING BETWEEN FLOOD AREAS ARE GRAPHICALLY PLOTTED FROM FEMA FLOOD INSURANCE RATE MAPS (FIRM). A FLOOD ELEVATION CERTIFICATE MAY BE NEEDED TO DETERMINE OR VERIFY THE LOCATION OF THE FLOOD AREAS. THE SUBJECT PROPERTY'S COMMUNITY DOES PARTICIPATE IN THE PROGRAM. IT IS DETERMINED THAT THE SUBJECT PROPERTY RESIDES IN THE FOLLOWING FLOOD ZONE X AS DETERMINED BY OR SHOWN BY FIRM COMMUNITY PANEL NO. 17031C0204J DATED AUGUST 19, 2008 AND IS NOT IN A FLOOD ZONE AREA.

UTILITY NOTE

THE SURVEY SHOWS THE LOCATION OF UTILITIES EXISTING ON OR SERVING THE SURVEYED PROPERTY AS DETERMINED BY OBSERVED EVIDENCE COLLECTED PURSUANT TO ALTA SECTION 5 E IV

TREE INFORMATION

	DIAMETER	HEIGHT	CANOPY SPREAD		DIAMETER	HEIGHT	CANOPY SPREAD		DIAMETER	HEIGHT	CANOPY SPREAD
1	8"	9.77'	17.59'	12	24"	33.43'	35.21'	23	12"	30.80'	34.41'
2	12"	35.17'	36.08'	13	4"	9.23'	8.72'	24	4"	9.97'	8.67'
3	20"	16.11'	14.63'	14	4"	9.65'	7.79'	25	18"	37.74'	36.71'
4	18"	36.15'	31.22'	15	8"	16.46'	8.80'	26	18"	43.25'	29.45'
5	8"	17.69'	13.95'	16	12"	20.72'	17.40'	27	24"	35.61'	33.18'
6	12"	30.57'	28.31'	17	12"	25.83'	19.32'	28	12"	11.44'	29.40'
7	5"	14.37'	12.38'	18	8"	24.96'	18.41'	29	12"	17.81'	24.64'
8	5"	21.37'	17.68'	19	15"	25.29'	31.90'	30	12"	36.87'	32.20'
9	5"	14.62'	13.05'	20	22"	25.03'	18.77'	31	12"	34.33'	47.36'
10	12"	25.79'	29.96'	21	6"	23.91'	15.50'				
11	18" Multi	30.94'	34.83'	22	12"	24.09'	27.00'				

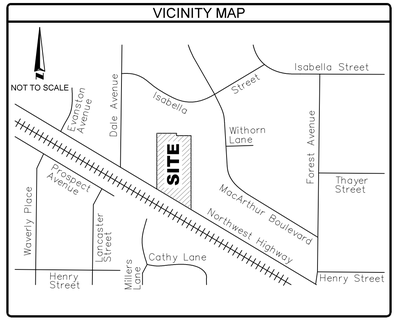
NOTES CORRESPONDING TO SCHEDULE "B" ITEMS

7. DRAINAGE AND UTILITY EASEMENT OF 5 FEET BACK FROM THE WESTERLY LINE, 10 FEET BACK FROM THE NORTHERLY LINE AND 5 FEET BACK FROM THE EASTERLY LINE, AS SHOWN ON THE PLAT OF SUBDIVISION RECORDED AS DOCUMENT NUMBER 88447034.
AFFECTS SURVEYED PROPERTY, AS SHOWN

8. UTILITY AND DRAINAGE EASEMENT PROVISIONS CONTAINED ON THE PLAT OF SUBDIVISION RECORDED AS DOCUMENT NUMBER 88447034 RESERVING AND GRANTING ALL EASEMENTS WITHIN THE AREAS SHOWN BY DOTTED LINES AND MARKED "EASEMENT" ON SAID PLAT TO THOSE PUBLIC UTILITY COMPANIES OPERATING UNDER FRANCHISE FROM SAID MUNICIPALITY INCLUDING BUT NOT LIMITED TO THE ILLINOIS BELL TELEPHONE COMPANY, NORTHERN ILLINOIS GAS COMPANY, CABLENET, INC. AND COMMONWEALTH EDISON COMPANY, AND THEIR SUCCESSORS AND ASSIGNS.
AFFECTS SURVEYED PROPERTY, AS SHOWN

9. BUILDING SETBACK LINES OF 20 FEET BACK FROM THE SOUTHERLY LINE, 20 FEET BACK FROM THE NORTHERLY LINE, AND 10 FEET BACK FROM THE EASTERLY LINE, AS SHOWN ON THE PLAT OF SUBDIVISION RECORDED AS DOCUMENT NUMBER 88447034.
AFFECTS SURVEYED PROPERTY, AS SHOWN

VICINITY MAP



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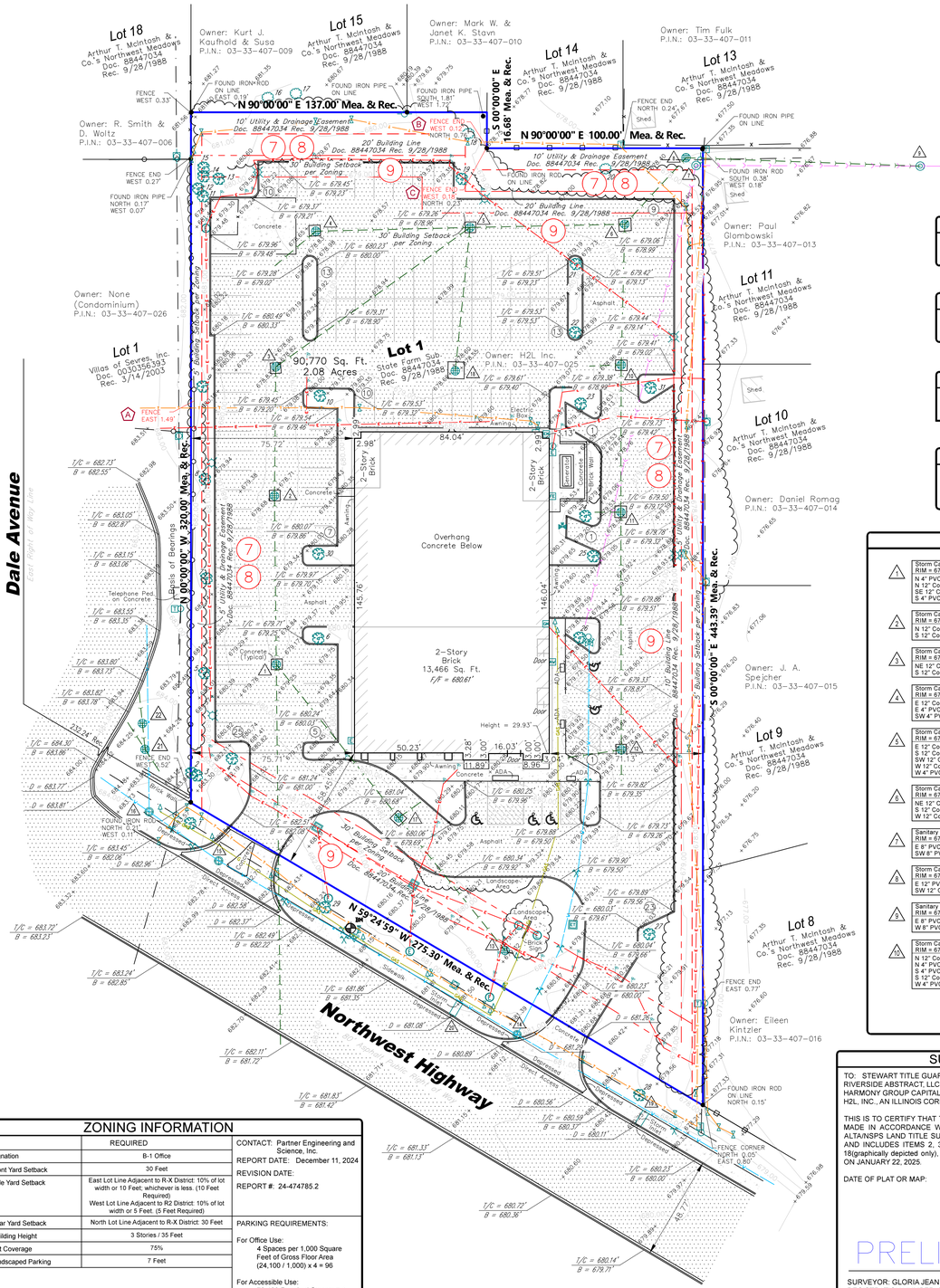


BUILDING AREA

13,466 SQ. FT.

BUILDING HEIGHT

Height = 29.93'

LAND AREA

90,770 SQ. FT. (2.08 Acres)

PARKING

REGULAR:	118
HANDICAP:	5
TOTAL PARKING:	123

INVERTS

1	Storm Catch Basin 1 RIM = 678.80' N 4" PVC = 677.15' N 12" Conc. = 676.51' SE 12" Conc. = 676.55' S 4" PVC = 677.20'	11	Storm Catch Basin 11 RIM = 678.57' N 12" Conc. = 674.82' N 4" PVC = 677.27' S 4" PVC = 677.19' S 12" Conc. = 674.52' W 8" PVC = 674.62'
2	Storm Catch Basin 2 RIM = 678.70' N 12" Conc. = 676.15' S 12" Conc. = 676.35'	12	Storm Catch Basin 12 RIM = 678.49' N 12" Conc. = 675.04' N 4" PVC = 677.32' S 4" PVC = 677.24' W 6" PVC = 677.04'
3	Storm Catch Basin 3 RIM = 678.79' NE 12" Conc. = 676.04' S 12" Conc. = 675.94'	13	Storm Catch Basin 13 RIM = 679.10' NW 8" Conc. = 677.35'
4	Storm Catch Basin 4 RIM = 678.51' E 12" Conc. = 674.47' E 4" PVC = 676.91' SW 4" PVC = 676.61'	14	Water Manhole 14 RIM = 681.21' Full of Water
5	Storm Catch Basin 5 RIM = 678.53' E 12" Conc. = 672.48' S 12" Conc. = 673.13' SW 12" Conc. = 674.28' W 12" Conc. = 674.28' W 4" PVC = 676.53'	15	Water Manhole 15 RIM = 682.85' Unable to Open
6	Storm Catch Basin 6 RIM = 678.48' NE 12" Conc. = 672.68' S 12" Conc. = 672.33' W 12" Conc. = 672.33'	16	Water Manhole 16 RIM = 683.69' Top Bolt = 678.89' N = 677.55' E/W 10" Metal = 677.54'
7	Sanitary Manhole 7 RIM = 677.26' E 8" PVC = 672.46' SW 8" PVC = 672.36'	17	Storm Catch Basin 17 RIM = 679.60' N 6" PVC = 678.35' SE 12" Conc. = 676.80' SE 4" PVC = 678.10' NW 4" PVC = 678.10' NW 12" Conc. = 676.80'
8	Storm Catch Basin 8 RIM = 677.25' E 12" PVC = 672.17' SW 12" Conc. = 672.62'	18	Storm Catch Basin 18 RIM = 678.52' N 12" Conc. = 674.47'
9	Sanitary Manhole 9 RIM = 675.58' E 8" PVC = 670.68' W 8" PVC = 670.68'	19	Storm Inlet 19 RIM = 680.49' Unable to Open
10	Storm Catch Basin 10 RIM = 678.45' N 12" Conc. = 674.15' N 4" PVC = 677.00' S 4" PVC = 677.15' S 12" Conc. = 674.65' W 4" PVC = 677.00'	20	Storm Inlet 20 RIM = 680.51' Unable to Open
		21	Storm Catch Basin 21 RIM = 684.48' N 12" Conc. = 676.88' SE 12" Conc. = 676.82' NW 12" Conc. = 676.88'
		22	Storm Catch Basin 22 RIM = 684.34' N 12" Conc. = 677.86' S 12" Conc. = 677.79'

SURVEYOR'S NOTES

1. THERE WAS NO EVIDENCE OF RECENT EARTH MOVING WORK, BUILDING CONSTRUCTION AND BUILDING ADDITIONS OBSERVED IN THE PROCESS OF CONDUCTING THE FIELDWORK.

2. P.I.N.: 03-33-407-025

3. THE EASEMENTS SHOWN HEREON ARE PROVIDED FROM THE CURRENT TITLE. NO SEARCH OF THE RECORDS FOR EASEMENTS OR ENCUMBRANCES WAS MADE AS PART OF THIS SURVEY.

4. THE UNDERGROUND UTILITIES WERE DRAFTED WITH THE AID OF UNDERGROUND STORM, SANITARY AND WATER ATLAS PROVIDED BY THE VILLAGE OF MOUNT PROSPECT AND THE AID OF UTILITY REPORT PROVIDED BY BLVD DATED 1/20/25.

5. ALL BUILDING DIMENSIONS, AREA, AND TIES ARE TO THE CURRENT EXTERIOR SIDING MATERIAL AT GROUND LEVEL AND NOT TO THE FOUNDATION.

6. ALL STATEMENTS WITHIN THE CERTIFICATION, AND OTHER REFERENCES LOCATED ELSEWHERE HEREON, RELATED TO UTILITIES, IMPROVEMENTS, STRUCTURES, BUILDINGS, PARKING, EASEMENTS, SERVITUDES, AND SIGNIFICANT OBSERVATIONS ARE BASED SOLELY ON ABOVE GROUND, VISIBLE EVIDENCE UNLESS ANOTHER SOURCE OF INFORMATION IS SPECIFICALLY REFERENCED HEREON

7. THERE IS NO VISIBLE EVIDENCE OF CEMETERIES, GRAVE SITES OR BURIAL GROUNDS ON THE SUBJECT PROPERTY AT THE TIME OF THE SURVEY.

8. SUBJECT TRACT HAS DIRECT PHYSICAL DRIVEWAY ACCESS TO NORTHWEST HIGHWAY, A DEDICATED PUBLIC RIGHT OF WAY.

9. THIS SURVEY WAS COORDINATED, NOT PERFORMED, BY PARTNER. SURVEY OBTAINED FROM AND CERTIFIED TO BY A PROFESSIONAL SURVEYOR LICENSED TO PRACTICE IN THE SAME STATE THE SUBJECT PROPERTY IS LOCATED.

10. ALL RECIPROCAL EASEMENT AGREEMENTS ("REAS") THAT HAVE BEEN REPORTED BY THE TITLE REPORT PROVIDED HAS BEEN DENOTED ON THE SURVEY AND ARE SHOWN HEREON. THE LIMITS OF ANY OFFSITE APPURTENANT EASEMENT THAT HAVE BEEN REPORTED BY THE TITLE REPORT PROVIDED HAVE BEEN DENOTED ON THE SURVEY AND ARE SHOWN HEREON.

11. THE SURVEYED BOUNDARY SHOWN HEREON ARE CONTIGUOUS WITH ADJOINING PROPERTIES AND/OR RIGHT OF WAY WITHOUT ANY GAPS, GORES, AND OVERLAPS.

12. NO VISIBLE EVIDENCE OF SUBSTANTIAL AREAS OF REFUSE WERE OBSERVED AT THE TIME THE FIELDWORK WAS PERFORMED.

13. NO UNDERGROUND UTILITIES HAVE BEEN LOCATED AND/OR SHOWN ON THIS SURVEY. ONLY VISIBLE AND APPARENT ABOVE GROUND UTILITY APPURTENANCES ARE SHOWN.

14. THIS SURVEY DOES NOT PROVIDE A DETERMINATION OR OPINION CONCERNING THE LOCATION OR EXISTENCE OF WETLANDS, FAULT LINES, TOXIC OR HAZARDOUS WASTE AREAS, SUBSIDENCE, SUBSURFACE, AND ENVIRONMENTAL CONDITIONS, OR GEOLOGICAL ISSUES. NO STATEMENT IS MADE CONCERNING THE SUITABILITY OF THE SUBJECT TRACT FOR ANY INTENDED USE, PURPOSE, OR DEVELOPMENT.

15. THE SURVEYED LAND FORMS A MATHEMATICALLY CLOSED FIGURE.

16. THERE ARE NO DIVISION OR PARTY WALLS WITH THE ADJOINING PROPERTIES.

17. THERE WERE NO PROPOSED CHANGES IN STREET RIGHT OF WAY LINES, IF SUCH INFORMATION IS MADE AVAILABLE TO THE SURVEYOR BY THE CONTROLLING JURISDICTION. NO EVIDENCE OF RECENT STREET OR SIDEWALK CONSTRUCTION REPAIRS OBSERVED IN THE PROCESS OF CONDUCTING THE FIELDWORK.

18. THE DISTANCE TO THE NEAREST INTERSECTING STREET, DALE AVENUE, IS 232.24 FEET AND IS SHOWN ON SURVEY MAP AS THE INTERSECTING STREET.

19. BENCHMARK - ON SITE

BOLT ON NORTH FACE OF FIRE HYDRANT SOUTH OF SOUTH PROPERTY LINE, NORTH OF SIDEWALK, AND BETWEEN TWO ACCESS POINTS.
ELEVATION = 683.51' (NAVD88)

20. BENCHMARK - OFF SITE

MOUNT PROSPECT BENCHMARK #2, BEING A DISK LOCATED AT 1702 E. NORTHWEST HIGHWAY.
ELEVATION = 679.34' (NAVD88)

MOUNT PROSPECT BENCHMARK #3, BEING A DISK LOCATED AT 634 S. ARTHUR AVENUE.
ELEVATION = 681.24' (NAVD88)

LEGEND

- FOUND IRON PIPE
- TRANSFORMER POLE
- SANITARY MANHOLE
- ELECTRIC OUTLET
- GAS METER
- ELECTRIC BOX
- ELECTRIC TRANSFORMER
- ELECTRIC METER
- WATER MANHOLE
- FIRE HYDRANT
- CATCH BASIN
- TELEPHONE PED.
- A.S.S. WATER
- FIRE EXTINGUISHER
- LIGHT POLE BASE
- UTILITY POLE
- WATER B. BOX
- ELECTRIC PIPING
- WATER VALVE
- J.U.L.I.E. WATER
- J.U.L.I.E. COMED
- J.U.L.I.E. TELEPHONE
- J.U.L.I.E. GAS
- DECIDUOS
- CONIFEROUS
- PARKING COUNT
- HANDICAPPED PARKING
- Rec. RECORD
- Mea. MEASURED
- T/C TOP CURB
- B BOTTOM CURB
- D DEPRESSED CURB
- F/F FINISHED FLOOR
- 676.75 SPOT GRADE
- PROPERTY LINE
- CHAIN LINK FENCE
- OVERHEAD WIRES
- GUY WIRE
- SIGNIFICANT OBSERVATION
- WOOD FENCE
- METAL FENCE
- EASEMENT
- BUILDING LINE
- STORM LINE
- SANITARY LINE
- WATER LINE
- TELEPHONE LINE
- ELECTRIC LINE
- GAS LINE
- CONTOUR
- TREE LINE/LANDSCAPE AREA

ZONING INFORMATION

ITEM	REQUIRED
Zoning Designation	B-1 Office
Minimum Front Yard Setback	30 Feet
Minimum Side Yard Setback	East Lot Line Adjacent to R-X District: 10% of lot width or 10 Feet, whichever is less. (10 Feet Required) West Lot Line Adjacent to R2 District: 10% of lot width or 5 Feet. (5 Feet Required)
Minimum Rear Yard Setback	North Lot Line Adjacent to R-X District: 30 Feet
Maximum Building Height	3 Stories / 35 Feet
Maximum Lot Coverage	75%
Minimum Landscaped Parking	7 Feet
NOTES:	

CONTACT: Partner Engineering and Science, Inc.
REPORT DATE: December 11, 2024
REVISION DATE:
REPORT #: 24-474785.2

PARKING REQUIREMENTS:

For Office Use:
4 Spaces per 1,000 Square Feet of Gross Floor Area
(24,100 / 1,000) x 4 = 96

For Accessible Use:
76-100 Required Spaces = 4
Handicapped Parking Spaces to be Included to the Total.
(4)

BASIS OF BEARING

THE BASIS OF BEARINGS OF THIS SURVEY IS BASED ON THE WEST LINE OF LOT 1 IN STATE FARM SUBDIVISION. THE BEARING IS DENOTED AS N 00°00'00" W.

OBSERVED SIGNIFICANT OBSERVATIONS

- (A) FENCE EXTENDS EAST 1.49' OVER THE WEST PROPERTY LINE
- (B) FENCE END EXTENDS WEST 0.12' OVER THE EAST PROPERTY LINE
- (C) FENCE END EXTENDS WEST 0.18' OVER THE EAST PROPERTY LINE

SURVEYOR'S CERTIFICATE

TO: STEWART TITLE GUARANTY COMPANY,
RIVERSIDE ABSTRACT, LLC,
HARMONY GROUP CAPITAL LLC,
H2L, INC., AN ILLINOIS CORPORATION:

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, 6(a), 6(b), 7(a), 7(b)1), 7(c), 8, 9, 10, 11a, 11b, 13, 14, 16, 17, 18(graphically depicted only), AND 19 OF TABLE A THEREOF. THE FIELDWORK WAS COMPLETED ON JANUARY 22, 2025.

DATE OF PLAT OR MAP:

PRELIMINARY

SURVEYOR: GLORIA JEAN KOTER
REGISTRATION NUMBER: 3323
STATE OF REGISTRATION: ILLINOIS

THIS SURVEY WAS COORDINATED, NOT PERFORMED, BY PARTNER. SURVEY OBTAINED FROM AND CERTIFIED TO BY A PROFESSIONAL SURVEYOR LICENSED TO PRACTICE IN THE SAME STATE THE SUBJECT PROPERTY IS LOCATED

SHEET 1 OF 1

2021 ALTA/NSPS LAND TITLE SURVEY

TAX PARCEL ID: 03334070250000

SITE ADDRESS

1040 W NORTHWEST HIGHWAY
MOUNT PROSPECT, IL 60056
COOK COUNTY

PARTNER PROJECT NUMBER: 24-474785.1

COORDINATED BY

PARTNER

CORPORATE OFFICE
2154 Torrance Boulevard
Torrance, CA 90501
Phone: 888-213-7479
ALTA@partneresi.com
www.partneresi.com

DATE	REVISIONS	DRAWN BY: ER	DRAWING SCALE: 1"= 30'
.	.	CHECKED BY:	JOB NO.: 24-474785.1
.	.	FILENAME: LS241611 1040 W NORTHWEST HWY.DWG	
.	.		
.	.		
.	.		

SURVEYED BY

Land Surveying Services, Inc.
1182 Heather Drive Lake Zurich, Illinois 60047
Ph. (847)847-1079 Fax. (847)847-1279
Professional Design Firm License No. 184-003632

SITE DEVELOPMENT PLANS

FOR

1040 W NORTHWEST HWY

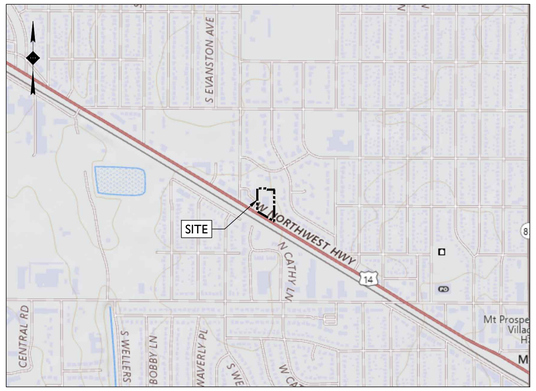
PROPOSED DAYCARE FACILITY & NATURAL PLAYGROUND

PARCEL ID: 03-33-407-025-0000
1040 WEST NORTHWEST HIGHWAY
VILLAGE OF MOUNT PROSPECT, COOK COUNTY, ILLINOIS

APPLICANT
W NORTHWEST MP LLC
90 STATE STREET
ALBANY, NY 12207
JON FARAZMAND
404.216.3336
JONFARAZ18@GMAIL.COM

OWNER
H2L, INC., AN ILLINOIS CORPORATION
PATRICK HENNELLY, PRESIDENT
847.764.1745
PHENNELLY@WELDY-LAMONT.COM

ATTORNEY
FORNARO LAW
TIMOTHY FOLEY
708.341.0481
TIM@FORNAROLAW.COM

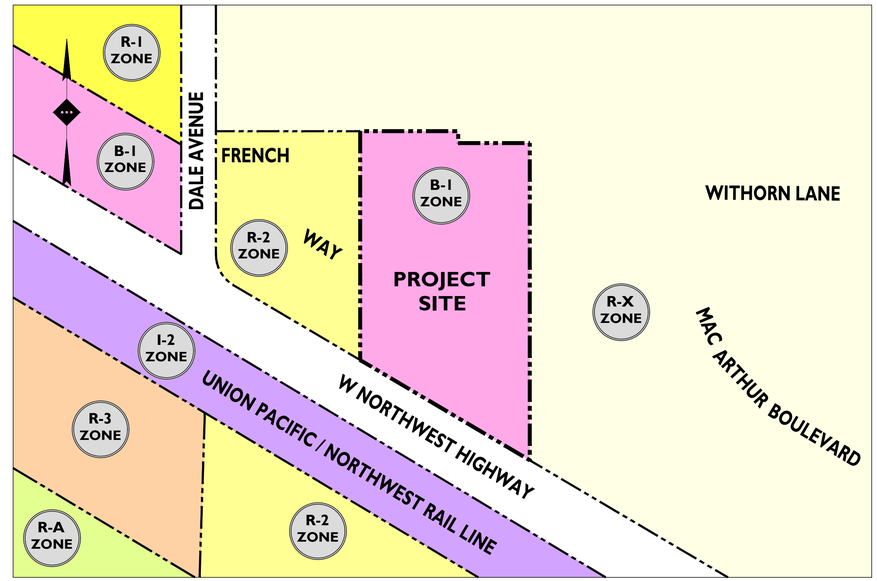


SOURCE: USGS TOPOGRAPHICAL MAPPER

LOCATION MAP
SCALE: 1" = 1,000'±

SOURCE: NEARMAP ONLINE MAPPING SYSTEM

AERIAL MAP
SCALE: 1" = 100'±



SOURCE: VILLAGE OF MOUNT PROSPECT OFFICIAL ZONING MAP, DATE RETRIEVED 03/03/2025

ZONING MAP
SCALE: 1" = 100'±

PLANS PREPARED BY:

STONEFIELD engineering & design
Birmingham, MI · New York, NY · Salem, MA
Princeton, NJ · Tampa, FL · Rutherford, NJ
www.stonefieldeng.com

555 S. Old Woodward Avenue, Suite 12L, Birmingham, MI 48009
Phone 248.247.1115

811
Know what's **below**
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PLAN REFERENCE MATERIALS:

1. THIS PLAN SET REFERENCES THE FOLLOWING DOCUMENTS INCLUDING, BUT NOT LIMITED TO:
   - ALTA / NSPS LAND TITLE SURVEY PREPARED BY LAND SURVEYING SERVICES, INC., DATED 12/11/2024
   - ARCHITECTURAL PLANS PREPARED BY JARMEL KIZEL,
   - AERIAL MAP OBTAINED FROM NEARMAP ONLINE MAPPING SYSTEM, DATE RETRIEVED 03/03/2025
   - LOCATION MAP OBTAINED FROM USGS TOPOGRAPHICAL MAPPER, DATE RETRIEVED 03/03/2025
2. ALL REFERENCE MATERIAL LISTED ABOVE SHALL BE CONSIDERED A PART OF THIS PLAN SET AND ALL INFORMATION CONTAINED WITHIN THESE MATERIALS SHALL BE UTILIZED IN CONJUNCTION WITH THIS PLAN SET. THE CONTRACTOR IS RESPONSIBLE TO OBTAIN A COPY OF EACH REFERENCE AND REVIEW IT THOROUGHLY PRIOR TO THE START OF CONSTRUCTION.

SHEET INDEX

DRAWING TITLE	SHEET #
COVER SHEET	C-1
DEMOLITION PLAN	C-2
SITE PLAN	C-3
TRUCK CIRCULATION PLAN	C-4
GRADING, STORMWATER MANAGEMENT, & UTILITY PLAN	C-5
LIGHTING PLAN	C-6
LANDSCAPING PLAN	C-7
LANDSCAPING DETAILS	C-8
CONSTRUCTION DETAILS	C-9 & C-10

ADDITIONAL SHEETS

DRAWING TITLE	SHEET #
ALTA / NSPS LAND TITLE SURVEY	1 OF 1

ISSUE	DATE	BY	DESCRIPTION
3	05/06/2025	JD/KH	RESUBMISSION FOR SITE PLAN APPROVAL
2	04/15/2025	JD/KH	RESUBMISSION FOR SITE PLAN APPROVAL
1	03/14/2025	JD/KH	FOR SITE PLAN APPROVAL

NOT APPROVED FOR CONSTRUCTION

STONEFIELD engineering & design
Birmingham, MI · Rutherford, NJ · New York, NY
Salem, MA · Princeton, NJ · Tampa, FL
www.stonefieldeng.com
555 S. Old Woodward Avenue, Suite 12L, Birmingham, MI 48009
Phone 248.247.1115

SITE DEVELOPMENT PLANS
1040 W NORTHWEST HWY
PROPOSED DAYCARE FACILITY & NATURAL PLAYGROUND
PID: 03-33-407-025-0000
1040 WEST NORTHWEST HIGHWAY
VILLAGE OF MOUNT PROSPECT
COOK COUNTY, ILLINOIS

LICENSED PROFESSIONAL ENGINEER
JONATHAN REID COOKSEY
062-067741
J. REID COOKSEY, P.E.
ILLINOIS LICENSE No. 062-067741
LICENSE EXPIRATION DATE: NOVEMBER 30, 2026
STATE OF ILLINOIS

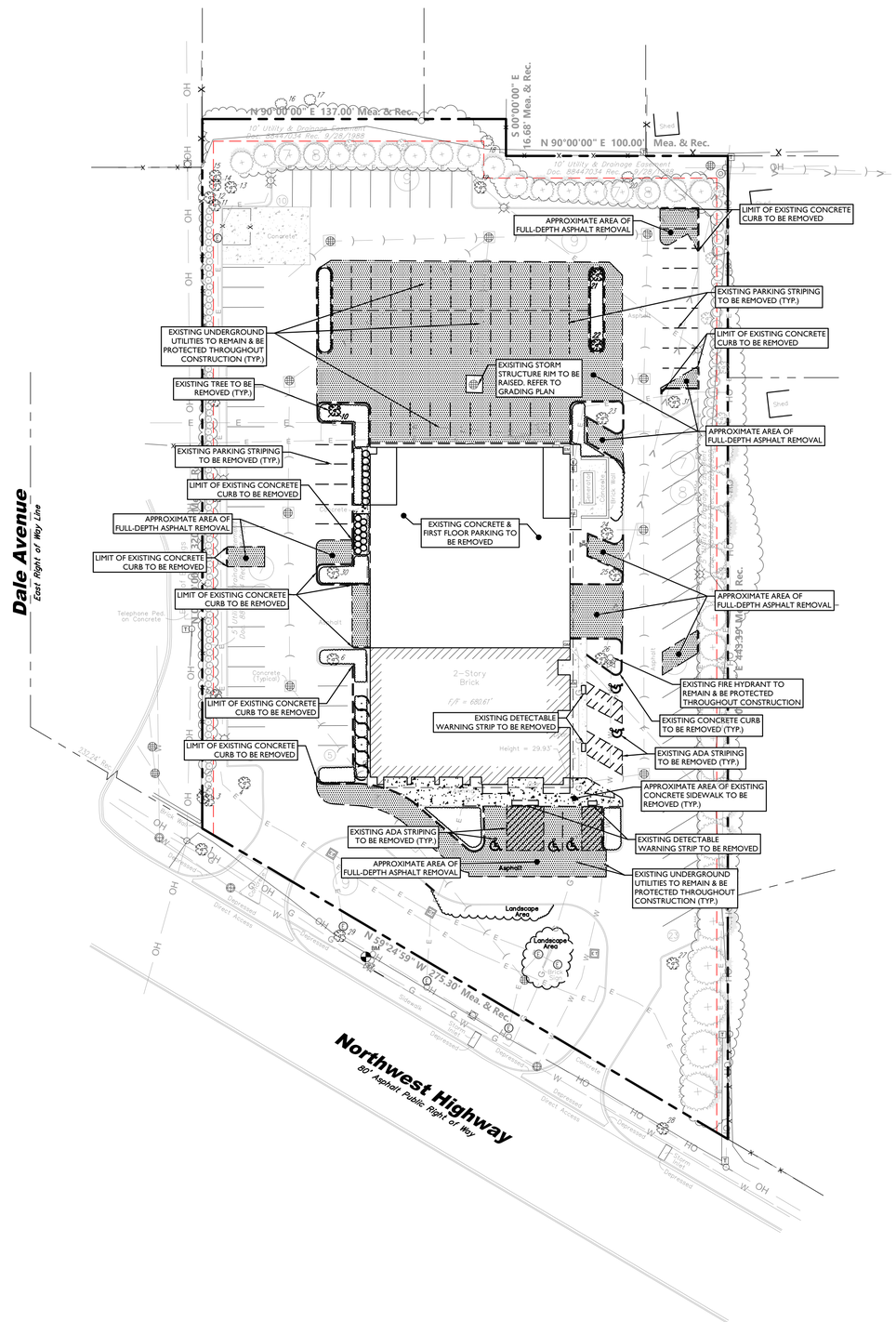
STONEFIELD engineering & design

SCALE: AS SHOWN | PROJECT ID: DET-240465

TITLE: COVER SHEET

DRAWING: C-1

V:\DET\2024\DET-240465\JON FARAZMAND - 1040 W NORTHWEST HIGHWAY, MOUNT PROSPECT, IL\CAD\ROTTERDAM\COVER.DWG



SYMBOL	DESCRIPTION
	FEATURE TO BE REMOVED / DEMOLISHED
	EXISTING CONCRETE TO BE REMOVED
	EXISTING FULL-DEPTH ASPHALT TO BE REMOVED

ALL SITE FEATURES WITHIN THE LIMIT OF DISTURBANCE INDICATED ON THIS PLAN ARE TO REMAIN UNLESS OTHERWISE NOTED. THE CONTRACTOR SHALL NOTIFY STONEFIELD ENGINEERING & DESIGN, LLC. IF SIGNIFICANT DISCREPANCIES ARE DISCERNED BETWEEN THIS PLAN AND FIELD CONDITIONS

ALL EXISTING UTILITIES, STORM STRUCTURES & STORM PIPING ARE TO BE REUTILIZED AND SHALL BE PROTECTED THROUGHOUT CONSTRUCTION.

Know what's **below**
Call before you dig.

DEMOLITION NOTES

1. THE WORK REFLECTED ON THE DEMOLITION PLAN IS TO PROVIDE GENERAL INFORMATION TOWARDS THE EXISTING ITEMS TO BE DEMOLISHED AND/OR REMOVED. THE CONTRACTOR IS RESPONSIBLE TO REVIEW THE ENTIRE PLAN SET AND ASSOCIATED REPORTS/REFERENCE DOCUMENTS INCLUDING ALL DEMOLITION ACTIVITIES AND INCIDENTAL TASKS NECESSARY TO COMPLETE THE SITE IMPROVEMENTS.
2. THE CONTRACTOR IS RESPONSIBLE TO DETERMINE THE MEANS AND METHODS OF DEMOLITION ACTIVITIES.
3. EXPLOSIVES SHALL NOT BE USED UNLESS WRITTEN CONSENT FROM BOTH THE OWNER AND ANY APPLICABLE GOVERNING AGENCY IS OBTAINED. BEFORE THE START OF ANY EXPLOSIVE PROGRAM, THE CONTRACTOR IS RESPONSIBLE TO OBTAIN ALL LOCAL, STATE, AND FEDERAL PERMITS. ADDITIONALLY, THE CONTRACTOR WILL BE RESPONSIBLE FOR ALL SEISMIC TESTING AS REQUIRED AND ANY DAMAGES AS THE RESULT OF SAID DEMOLITION PRACTICES.
4. ALL DEMOLITION ACTIVITIES SHALL BE PERFORMED IN ACCORDANCE WITH LOCAL, STATE, AND FEDERAL CODES. THE CONTRACTOR IS RESPONSIBLE FOR ENSURING ALL UTILITIES ARE DISCONNECTED IN ACCORDANCE WITH THE UTILITY AUTHORITY'S REQUIREMENTS PRIOR TO STARTING THE DEMOLITION OF ANY STRUCTURE. ALL EXCAVATIONS ASSOCIATED WITH DEMOLISHED STRUCTURES OR REMOVED TANKS SHALL BE BACKFILLED WITH SUITABLE MATERIAL AND COMPACTED TO SUPPORT SITE AND BUILDING IMPROVEMENTS. A GEOTECHNICAL ENGINEER SHOULD BE PRESENT DURING BACKFILLING ACTIVITIES TO OBSERVE AND CERTIFY THAT BACKFILL MATERIAL WAS COMPACTED TO A SUITABLE CONDITION.
5. DEMOLISHED DEBRIS SHALL NOT BE BURIED ON SITE. ALL WASTE/DEBRIS GENERATED FROM DEMOLITION ACTIVITIES SHALL BE DISPOSED OF IN ACCORDANCE WITH ALL LOCAL, STATE AND FEDERAL REQUIREMENTS. THE CONTRACTOR IS RESPONSIBLE TO MAINTAIN ALL RECORDS OF THE DISPOSAL TO DEMONSTRATE COMPLIANCE WITH THE ABOVE REGULATIONS.

30' 0' 30' 60'
GRAPHIC SCALE IN FEET
1" = 30'

ISSUE	DATE	BY	DESCRIPTION
3	05/06/2025	JD/KH	RESUBMISSION FOR SITE PLAN APPROVAL
2	04/15/2025	JD/KH	RESUBMISSION FOR SITE PLAN APPROVAL
1	03/14/2025	JD/KH	FOR SITE PLAN APPROVAL

NOT APPROVED FOR CONSTRUCTION

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Phone 248.247.1115

SITE DEVELOPMENT PLANS

1040 W NORTHWEST HWY

PROPOSED DAYCARE FACILITY & NATURAL PLAYGROUND

PID: 02-33-407-025-0000
1040 WEST NORTHWEST HIGHWAY
VILLAGE OF MOUNT PROSPECT
COOK COUNTY, ILLINOIS

LICENSED PROFESSIONAL ENGINEER
JONATHAN REID COOKSEY
062-057741
J. REID COOKSEY, P.E.
ILLINOIS LICENSE No. 062-057741
LICENSE EXPIRATION DATE: 11/30/2026
STATE OF ILLINOIS

STONEFIELD engineering & design

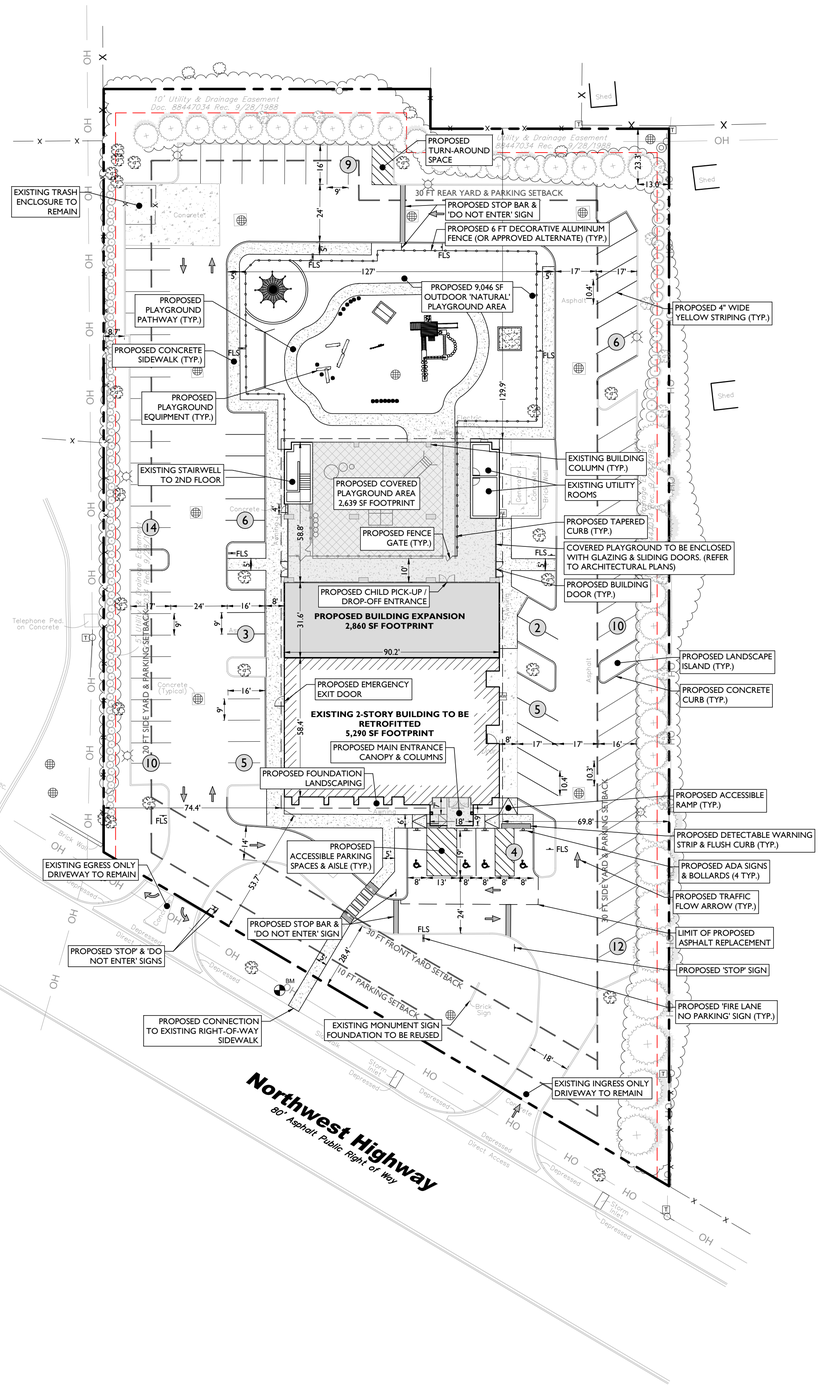
SCALE: 1" = 30' | PROJECT ID: DET-240465

TITLE:

DEMOLITION PLAN

DRAWING:

C-2



LAND USE AND ZONING

PARCEL ID: 03-33-407-025-0000

BUSINESS OFFICE DISTRICT (B-1)

PROPOSED USE

DAY CARE CENTER — CONDITIONAL USE

ZONING REQUIREMENT	REQUIRED	EXISTING	PROPOSED
MINIMUM LOT AREA	N/A	90,770 SF (2.08 AC)	NO CHANGE
MAXIMUM IMPERVIOUS COVERAGE	75% (68,078 SF)	70.8% (64,254 SF)	65.1% (59,087 SF)
MAXIMUM BUILDING HEIGHT	35 FT / 3 STORIES	29.93 FT (2 STORIES)	NO CHANGE
MINIMUM FRONT YARD SETBACK	30 FT	53.7 FT	NO CHANGE
MINIMUM WEST SIDE YARD SETBACK(1)	20 FT	74.4 FT	NO CHANGE
MINIMUM EAST SIDE YARD SETBACK(1)	30 FT	69.8 FT	NO CHANGE
MINIMUM REAR YARD SETBACK(1)	30 FT	129.9 FT	NO CHANGE
MINIMUM FRONT YARD PARKING SETBACK	10 FT	28.4 FT	NO CHANGE
MINIMUM WEST SIDE YARD PARKING SETBACK(1)(2)	20 FT	8.7 FT (EN)	NO CHANGE
MINIMUM EAST SIDE YARD PARKING SETBACK(1)(2)	30 FT	13.0 FT (EN)	NO CHANGE
MINIMUM REAR YARD PARKING SETBACK(1)(2)	30 FT	23.3 FT (EN)	NO CHANGE

(EN) EXISTING NON-CONFORMITY

(1) § 14.1504.D: WHERE A SIDE OR REAR SETBACK IN THE B-1 DISTRICT IS CONTIGUOUS TO SINGLE-FAMILY RESIDENTIAL PROPERTY, ALL BUILDINGS AND PARKING LOTS SHALL MEET THE MINIMUM REQUIRED SETBACK IN THE ADJACENT ZONING DISTRICT IF GREATER

(2) § 14.2206.E.1.a: PARKING LOTS LOCATED IN REQUIRED YARDS WHICH ARE ADJACENT TO SINGLE-FAMILY RESIDENTIAL DISTRICTS SHALL BE PROHIBITED

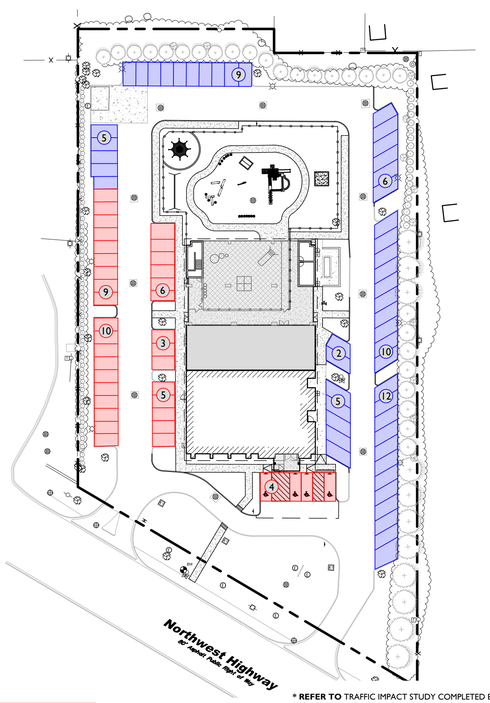
OFF-STREET PARKING REQUIREMENTS

CODE SECTION	REQUIRED	EXISTING	PROPOSED
§ 14.2207	DAYCARE CENTER PARKING: 1 SPACE PER EMPLOYEE (1 SPACE / EMP.)(49 EMP.) = 49 SPACES 1 SPACE PER 10 LICENSED CAPACITY SLOTS (1 SPACE / 10 L.C.S.)(339 L.C.S.) = 34 SPACES TOTAL: 49 + 34 = 83 SPACES	123 SPACES	86 SPACES(2)
§ 14.2205	ADA PARKING: 76-100 REG. SPACES: 4 ADA SPACES	5 ADA SPACES	4 ADA SPACES
§ 14.2206	90° PARKING DIMENSIONS: 9 FT X 18 FT(1) WITH 24 FT AISLE	9 FT X 16 FT W/ 24 FT AISLE	9 FT X 16 FT W/ 24 FT AISLE
§ 14.2206	60° PARKING DIMENSIONS: 10.4 FT X 19 FT(1) WITH 17 FT AISLE	10.3 FT X 16 FT (EN) W/ 17 FT AISLE	10.4 FT X 17 FT W/ 17 FT AISLE

(EN) EXISTING NON-CONFORMITY

(1) § 14.2206.A: VEHICLE OVERHANG OF NOT GREATER THAN 2 FT MAY BE INCLUDED IN STALL DEPTH CALCULATIONS

(2) PER ITE PARKING GENERATION MANUAL 5TH EDITION, LAND USE 565 DAY CARE CENTER, THE AVERAGE PARKING SUPPLY RATIOS STUDIED ARE AS FOLLOWS:
- 3.3 SPACES PER 1,000 SF OF GROSS FLOOR AREA
  (3.3 SPACES / 1,000 SF)(21,697 SF) = 71.6 SPACES
- 1.34 SPACES PER EMPLOYEE
  (1.34 SPACES / EMPLOYEE)(49 EMPLOYEES) = 65.7 SPACES
- 0.24 SPACES PER STUDENT
  (0.24 SPACES / STUDENT)(339 STUDENTS) = 81.4 SPACES



PICK-UP / DROP-OFF SPACES: **37 TOTAL***

EMPLOYEE SPACES: **49 TOTAL**

* **REFER TO** TRAFFIC IMPACT STUDY COMPLETED BY STONEFIELD ENGINEERING & DESIGN, DATED 05-06-2025 FOR DEDICATED PARENT PICK-UP / DROP-OFF PARKING CALCULATIONS

SUMMARY: IT IS ANTICIPATED 20 PARKING SPACES ARE NEEDED AT PEAK TIME

PARKING DELINEATION MAP

SCALE: 1" = 50'

SYMBOL	DESCRIPTION
	PROPERTY LINE
	SETBACK LINE
	PROPOSED CURB
	PROPOSED TAPERED CURB
	PROPOSED FLUSH CURB
	PROPOSED SIGNS / SIGNS ON BOLLARDS
	EXISTING BUILDING
	PROPOSED BUIDLING
	PROPOSED COVERED AREA / 2ND FLOOR BUILDING & PODIUM
	PROPOSED CONCRETE
	PROPOSED FENCE
	PROPOSED BUILDING DOORS
FLS	PROPOSED 'FIRE LANE NO PARKING' SIGN

GENERAL NOTES

1. THE CONTRACTOR SHALL VERIFY AND FAMILIARIZE THEMSELVES WITH THE EXISTING SITE CONDITIONS AND THE PROPOSED SCOPE OF WORK (INCLUDING DIMENSIONS, LAYOUT, ETC.) PRIOR TO INITIATING THE IMPROVEMENTS IDENTIFIED WITHIN THESE DOCUMENTS. SHOULD ANY DISCREPANCY BE FOUND BETWEEN THE EXISTING SITE CONDITIONS AND THE PROPOSED WORK THE CONTRACTOR SHALL NOTIFY STONEFIELD ENGINEERING & DESIGN, LLC. PRIOR TO THE START OF CONSTRUCTION.
2. THE CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS AND ENSURE THAT ALL REQUIRED APPROVALS HAVE BEEN OBTAINED PRIOR TO THE START OF CONSTRUCTION. COPIES OF ALL REQUIRED PERMITS AND APPROVALS SHALL BE KEPT ON SITE AT ALL TIMES DURING CONSTRUCTION.
3. ALL CONTRACTORS WILL, TO THE FULLEST EXTENT PERMITTED BY LAW, INDEMNIFY AND HOLD HARMLESS STONEFIELD ENGINEERING & DESIGN, LLC. AND IT'S SUB-CONSULTANTS FROM AND AGAINST ANY DAMAGES AND LIABILITIES INCLUDING ATTORNEY'S FEES ARISING OUT OF CLAIMS BY EMPLOYEES OF THE CONTRACTOR IN ADDITION TO CLAIMS CONNECTED TO THE PROJECT AS A RESULT OF NOT CARRYING THE PROPER INSURANCE FOR WORKERS COMPENSATION, LIABILITY INSURANCE, AND LIMITS OF COMMERCIAL GENERAL LIABILITY INSURANCE.
4. THE CONTRACTOR SHALL NOT DEVIATE FROM THE PROPOSED IMPROVEMENTS IDENTIFIED WITHIN THIS PLAN SET UNLESS APPROVAL IS PROVIDED IN WRITING BY STONEFIELD ENGINEERING & DESIGN, LLC.
5. THE CONTRACTOR IS RESPONSIBLE TO DETERMINE THE MEANS AND METHODS OF CONSTRUCTION.
6. THE CONTRACTOR SHALL NOT PERFORM ANY WORK OR CAUSE DISTURBANCE ON A PRIVATE PROPERTY NOT CONTROLLED BY THE PERSON OR ENTITY WHO HAS AUTHORIZED THE WORK WITHOUT PRIOR WRITTEN CONSENT FROM THE OWNER OF THE PRIVATE PROPERTY.
7. THE CONTRACTOR IS RESPONSIBLE TO RESTORE ANY DAMAGED OR UNDERMINED STRUCTURE OR SITE FEATURE THAT IS IDENTIFIED TO REMAIN ON THE PLAN SET. ALL REPAIRS SHALL USE NEW MATERIALS TO RESTORE THE FEATURE TO ITS EXISTING CONDITION AT THE CONTRACTORS EXPENSE.
8. CONTRACTOR IS RESPONSIBLE TO PROVIDE THE APPROPRIATE SHOP DRAWINGS, PRODUCT DATA, AND OTHER REQUIRED SUBMITTALS FOR REVIEW. STONEFIELD ENGINEERING & DESIGN, LLC. WILL REVIEW THE SUBMITTALS IN ACCORDANCE WITH THE DESIGN INTENT AS REFLECTED WITHIN THE PLAN SET.
9. THE CONTRACTOR IS RESPONSIBLE FOR TRAFFIC CONTROL IN ACCORDANCE WITH MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, LATEST EDITION.
10. THE CONTRACTOR IS REQUIRED TO PERFORM ALL WORK IN THE PUBLIC RIGHT-OF-WAY IN ACCORDANCE WITH THE APPROPRIATE GOVERNING AUTHORITY AND SHALL BE RESPONSIBLE FOR THE PROCUREMENT OF STREET OPENING PERMITS.
11. THE CONTRACTOR IS REQUIRED TO RETAIN AN OSHA CERTIFIED SAFETY INSPECTOR TO BE PRESENT ON SITE AT ALL TIMES DURING CONSTRUCTION & DEMOLITION ACTIVITIES.
12. SHOULD AN EMPLOYEE OF STONEFIELD ENGINEERING & DESIGN, LLC. BE PRESENT ON SITE AT ANY TIME DURING CONSTRUCTION, IT DOES NOT RELIEVE THE CONTRACTOR OF ANY OF THE RESPONSIBILITIES AND REQUIREMENTS LISTED IN THE NOTES WITHIN THIS PLAN SET.

30' 0' 30' 60'

GRAPHIC SCALE IN FEET
1" = 30'

ISSUE	DATE	BY	DESCRIPTION
3	05/06/2025	JD/KH	RESUBMISSION FOR SITE PLAN APPROVAL
2	04/15/2025	JD/KH	RESUBMISSION FOR SITE PLAN APPROVAL
1	03/14/2025	JD/KH	FOR SITE PLAN APPROVAL

NOT APPROVED FOR CONSTRUCTION

STONEFIELD engineering & design
Birmingham, MI · Rutherford, NJ · New York, NY
Salem, MA · Princeton, NJ · Tampa, FL
www.stonefieldeng.com
555 S. Old Woodward Avenue, Suite 12L, Birmingham, MI 48009
Phone 248.247.1115

SITE DEVELOPMENT PLANS

1040 W NORTHWEST HWY

PROPOSED DAYCARE FACILITY & NATURAL PLAYGROUND

PID: 03-33-407-025-0000
1040 WEST NORTHWEST HIGHWAY
VILLAGE OF MOUNT PROSPECT
COOK COUNTY, ILLINOIS

LICENSED PROFESSIONAL ENGINEER
JONATHAN REID COOKSEY
062-069141
J. REID COOKSEY, P.E.
ILLINOIS LICENSE No. 062-069141
LICENSE EXPIRATION DATE: NOVEMBER 30, 2026
STATE OF ILLINOIS

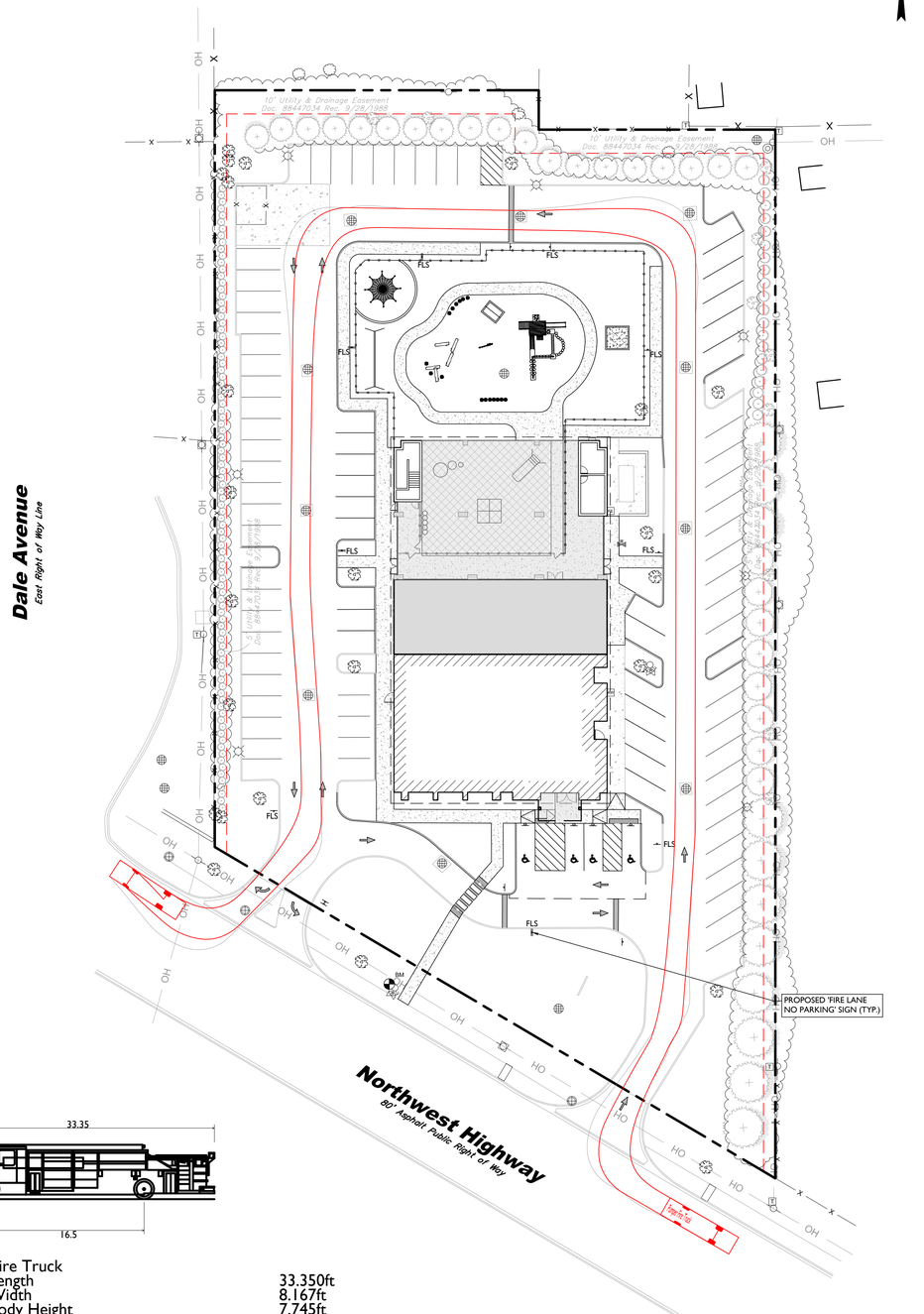
STONEFIELD engineering & design

SCALE: 1" = 30' | PROJECT ID: DET-240465

TITLE: SITE PLAN

DRAWING: C-3

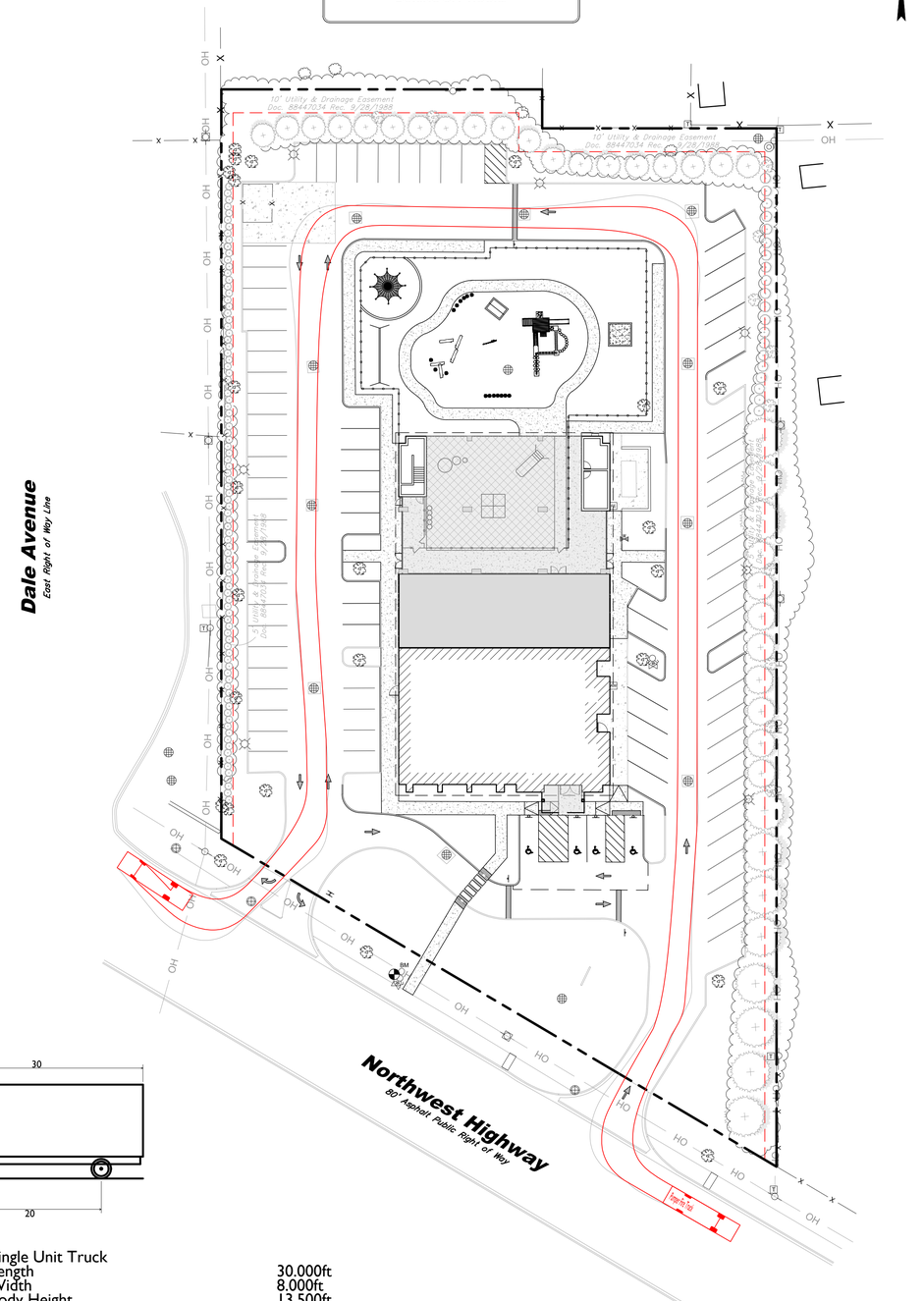
FIRE TRUCK ROUTE



Pumper Fire Truck	
Overall Length	33.350ft
Overall Width	8.167ft
Overall Body Height	7.745ft
Min Body Ground Clearance	0.656ft
Track Width	8.167ft
Lock-to-lock time	5.00s
Max Wheel Angle	45.00°

LOADING TRUCK ROUTE

ALL LOADING OPERATIONS WILL OCCUR DURING OFF-HOURS



SU-30 - Single Unit Truck	
Overall Length	30.000ft
Overall Width	8.000ft
Overall Body Height	13.500ft
Min Body Ground Clearance	1.367ft
Track Width	8.000ft
Lock-to-lock time	5.00s
Max Steering Angle (Virtual)	31.80°

NOT APPROVED FOR CONSTRUCTION

ISSUE	DATE	BY	DESCRIPTION
3	05/06/2025	JD/KH	RESUBMISSION FOR SITE PLAN APPROVAL
2	04/15/2025	JD/KH	RESUBMISSION FOR SITE PLAN APPROVAL
1	03/14/2025	JD/KH	FOR SITE PLAN APPROVAL

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Phone 248.247.1115

SITE DEVELOPMENT PLANS

1040 W NORTHWEST HWY

PROPOSED DAYCARE FACILITY & NATURAL PLAYGROUND

PID: 03-23-407-025-0000
1040 WEST NORTHWEST HIGHWAY
VILLAGE OF MOUNT PROSPECT
COOK COUNTY, ILLINOIS

LICENSED PROFESSIONAL ENGINEER
JONATHAN REID COOKSEY
062-057143
J. REID COOKSEY, P.E.
ILLINOIS LICENSE No. 062-057143
LICENSE EXPIRATION DATE: NOVEMBER 30, 2026
STATE OF ILLINOIS

STONEFIELD engineering & design

SCALE: 1" = 30' | PROJECT ID: DET-240465

TITLE: TRUCK CIRCULATION PLAN

DRAWING: C-4

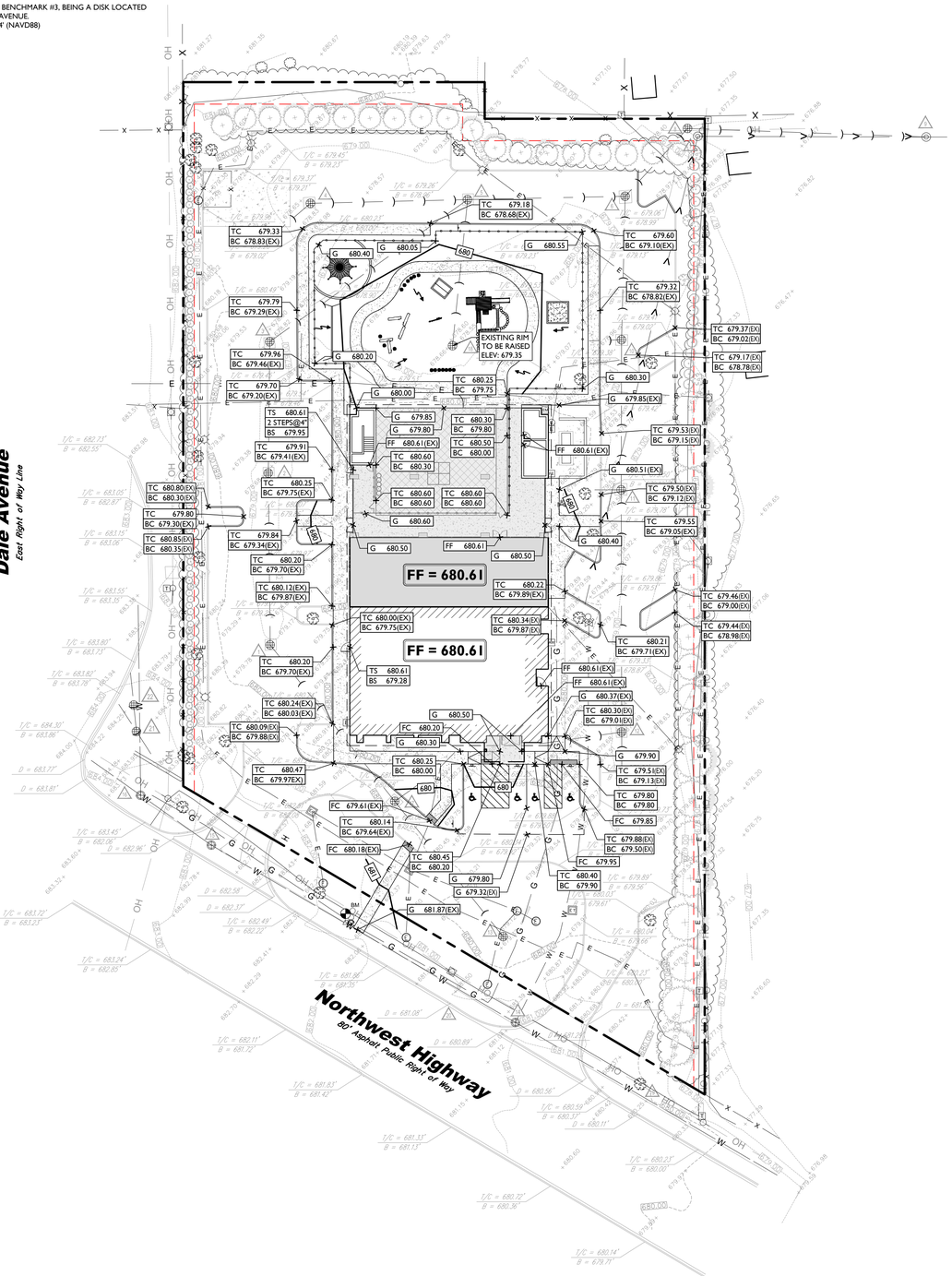
V:\DET\2024\DET-240465\DWG\ZONING\ZONING - 1040 W NORTHWEST HIGHWAY, MOUNT PROSPECT, IL\CADD\PLOT\DP-03-04-SITE.DWG

BENCHMARK - ON SITE

1. BOLT ON NORTH FACE OF FIRE HYDRANT SOUTH OF SOUTH PROPERTY LINE, NORTH OF SIDEWALK, AND BETWEEN TWO ACCESS POINTS.
   ELEVATION = 683.51' (NAVD88)

BENCHMARK - OFF SITE

1. MOUNT PROSPECT BENCHMARK #2, BEING A DISK LOCATED AT 1702 E. NORTHWEST HIGHWAY.
   ELEVATION = 679.34' (NAVD88)
2. MOUNT PROSPECT BENCHMARK #3, BEING A DISK LOCATED AT 634 S. ARTHUR AVENUE.
   ELEVATION = 681.24' (NAVD88)



MANHOLE SCHEDULE

1	Storm Catch Basin 1 RIM = 678.80' N 4" PVC = 677.15' N 12" Conc. = 676.51' SE 12" Conc. = 676.55' S 4" PVC = 677.20'
2	Storm Catch Basin 2 RIM = 678.70' N 12" Conc. = 676.15' S 12" Conc. = 676.35'
3	Storm Catch Basin 3 RIM = 678.79' NE 12" Conc. = 676.04' S 12" Conc. = 675.94'
4	Storm Catch Basin 4 RIM = 678.51' E 12" Conc. = 674.47' E 4" PVC = 676.91' SW 4" PVC = 676.61'
5	Storm Catch Basin 5 RIM = 678.53' E 12" Conc. = 672.48' S 12" Conc. = 673.13' SW 12" Conc. = 674.28' W 12" Conc. = 674.28' W 4" PVC = 676.53'
6	Storm Catch Basin 6 RIM = 678.48' NE 12" Conc. = 672.68' S 12" Conc. = 672.33' W 12" Conc. = 672.33'
7	Sanitary Manhole 7 RIM = 677.26' E 8" PVC = 672.46' SW 8" PVC = 672.36'
8	Storm Catch Basin 8 RIM = 677.25' E 12" PVC = 672.17' SW 12" Conc. = 672.62'
9	Sanitary Manhole 9 RIM = 675.58' E 8" PVC = 670.68' W 8" PVC = 670.68'
10	Storm Catch Basin 10 RIM = 678.45' N 12" Conc. = 674.15' N 4" PVC = 677.00' S 4" PVC = 677.15' S 12" Conc. = 674.65' W 4" PVC = 677.00'
11	Storm Catch Basin 11 RIM = 678.57' N 12" Conc. = 674.82' N 4" PVC = 677.27' S 4" PVC = 677.19' S 12" Conc. = 674.52' W 8" PVC = 674.62'
12	Storm Catch Basin 12 RIM = 678.49' N 12" Conc. = 675.04' N 4" PVC = 677.32' S 4" PVC = 677.24' W 6" PVC = 677.04'
13	Storm Catch Basin 13 RIM = 679.10' NW 8" Conc. = 677.35'
14	Water Manhole 14 RIM = 681.21' Full of Water
15	Water Manhole 15 RIM = 682.85' Unable to Open
16	Water Manhole 16 RIM = 683.69' Top Bolt = 678.89' N = 677.59' E/W 10" Metal = 677.54'
17	Storm Catch Basin 17 RIM = 679.80' N 6" PVC = 678.35' SE 12" Conc. = 676.80' SE 4" PVC = 678.10' NW 4" PVC = 678.10' NW 12" Conc. = 676.80'
18	Storm Catch Basin 18 RIM = 678.52' N 12" Conc. = 674.47'
19	Storm Inlet 19 RIM = 680.49' Unable to Open
20	Storm Inlet 20 RIM = 680.51' Unable to Open
21	Storm Catch Basin 21 RIM = 684.48' N 12" Conc. = 676.88' SE 12" Conc. = 676.82' NW 12" Conc. = 676.88'
22	Storm Catch Basin 22 RIM = 684.34' N 12" Conc. = 677.86' S 12" Conc. = 677.79'

THE METROPOLITAN WATER RECLAMATION DISTRICT OF GREATER CHICAGO, HAS DETERMINED THAT A WATERSHED MANAGEMENT ORDINANCE (WMO) PERMIT WILL NOT BE REQUIRED AS PART OF THIS DEVELOPMENT. PER THE LETTER OF DETERMINATION, DATED 02/26/2025.

ALL EXISTING UTILITIES, STORM STRUCTURES & STORM PIPING ARE TO BE REUTILIZED AND SHALL BE PROTECTED THROUGHOUT CONSTRUCTION.

PRE VS POST DEVELOPMENT CALCULATION

PRE DEVELOPMENT:
PERVIOUS AREA: 26,516 SF (29.2%)
IMPERVIOUS AREA: 65,254 SF (70.8%)

POST DEVELOPMENT:
PERVIOUS AREA: 31,660 SF (34.9%)
IMPERVIOUS AREA: 59,110 SF (65.1%)

NET GAIN IN PERVIOUS AREA: **5,144 SF**

SYMBOL	DESCRIPTION
	PROPERTY LINE
100	PROPOSED GRADING CONTOUR
	PROPOSED DIRECTION OF DRAINAGE FLOW
G 100.00	PROPOSED GRADE SPOT SHOT
TC 100.50 BC 100.00	PROPOSED TOP OF CURB / BOTTOM OF CURB SPOT SHOT
FC 100.00	PROPOSED FLUSH CURB SPOT SHOT
FF 100.00	PROPOSED FINISH FLOOR SPOT SHOT

GRADING NOTES

1. ALL SOIL AND MATERIAL REMOVED FROM THE SITE SHALL BE DISPOSED OF IN ACCORDANCE WITH LOCAL, STATE, AND FEDERAL REQUIREMENTS. ANY GROUNDWATER DE-WATERING PRACTICES SHALL BE PERFORMED UNDER THE SUPERVISION OF A QUALIFIED PROFESSIONAL. THE CONTRACTOR IS REQUIRED TO OBTAIN ALL NECESSARY PERMITS FOR THE DISCHARGE OF DE-WATERED GROUNDWATER. ALL SOIL IMPORTED TO THE SITE SHALL BE CERTIFIED CLEAN FILL. CONTRACTOR SHALL MAINTAIN RECORDS OF ALL FILL MATERIALS BROUGHT TO THE SITE.
2. THE CONTRACTOR IS REQUIRED TO PROVIDE TEMPORARY AND/OR PERMANENT SHORING WHERE REQUIRED DURING EXCAVATION ACTIVITIES, INCLUDING BUT NOT LIMITED TO UTILITY TRENCHES, TO ENSURE THE STRUCTURAL INTEGRITY OF NEARBY STRUCTURES AND STABILITY OF THE SURROUNDING SOILS.
3. PROPOSED TOP OF CURB ELEVATIONS ARE GENERALLY 4 INCHES TO 7 INCHES ABOVE EXISTING GRADES UNLESS OTHERWISE NOTED. THE CONTRACTOR WILL SUPPLY ALL STAKEOUT CURB GRADE SHEETS TO STONEFIELD ENGINEERING & DESIGN, LLC. FOR REVIEW AND APPROVAL PRIOR TO POURING CURBS.
4. THE CONTRACTOR IS RESPONSIBLE TO SET ALL PROPOSED UTILITY COVERS AND RESET ALL EXISTING UTILITY COVERS WITHIN THE PROJECT LIMITS TO PROPOSED GRADE IN ACCORDANCE WITH ANY APPLICABLE MUNICIPAL, COUNTY, STATE AND/OR UTILITY AUTHORITY REGULATIONS.
5. MINIMUM SLOPE REQUIREMENTS TO PREVENT PONDING SHALL BE AS FOLLOWS:
   - CURB GUTTER: 0.50%
   - CONCRETE SURFACES: 1.00%
   - ASPHALT SURFACES: 1.00%
6. A MINIMUM SLOPE OF 1.00% SHALL BE PROVIDED AWAY FROM ALL BUILDINGS. THE CONTRACTOR SHALL ENSURE POSITIVE DRAINAGE FROM THE BUILDING IS ACHIEVED AND SHALL NOTIFY STONEFIELD ENGINEERING & DESIGN, LLC. IF THIS CONDITION CANNOT BE MET.
7. FOR PROJECTS WHERE BASEMENTS ARE PROPOSED, THE DEVELOPER IS RESPONSIBLE TO DETERMINE THE DEPTH TO GROUNDWATER AT THE LOCATION OF THE PROPOSED STRUCTURE. IF GROUNDWATER IS ENCOUNTERED WITHIN THE BASEMENT AREA, SPECIAL CONSTRUCTION METHODS SHALL BE UTILIZED AND REVIEWED/APPROVED BY THE CONSTRUCTION CODE OFFICIAL. IF SUMP PUMPS ARE UTILIZED, ALL DISCHARGES SHALL BE CONNECTED DIRECTLY TO THE PUBLIC STORM SEWER SYSTEM WITH APPROVAL FROM THE GOVERNING STORM SEWER SYSTEM AUTHORITY.

ADA NOTES

1. THE CONTRACTOR SHALL MAINTAIN A MAXIMUM 2.00% SLOPE IN ANY DIRECTION WITHIN THE ADA PARKING SPACES AND ACCESS AISLES.
2. THE CONTRACTOR SHALL PROVIDE COMPLIANT SIGNAGE AT ALL ADA PARKING AREAS IN ACCORDANCE WITH STATE GUIDELINES.
3. THE CONTRACTOR SHALL MAINTAIN A MAXIMUM 5.00% RUNNING SLOPE AND A MAXIMUM OF 2.00% CROSS SLOPE ALONG WALKWAYS WITHIN THE ACCESSIBLE PATH OF TRAVEL (SEE THE SITE PLAN FOR THE LOCATION OF THE ACCESSIBLE PATH). THE CONTRACTOR IS RESPONSIBLE TO ENSURE THE ACCESSIBLE PATH OF TRAVEL IS 36 INCHES WIDE OR GREATER UNLESS INDICATED OTHERWISE WITHIN THE PLAN SET.
4. THE CONTRACTOR SHALL MAINTAIN A MAXIMUM 2.00% SLOPE IN ANY DIRECTION AT ALL LANDINGS. LANDINGS INCLUDE, BUT ARE NOT LIMITED TO, THE TOP AND BOTTOM OF AN ACCESSIBLE RAMP, AT ACCESSIBLE BUILDING ENTRANCES, AT AN AREA IN FRONT OF A WALK-UP ATM, AND AT TURNING SPACES ALONG THE ACCESSIBLE PATH OF TRAVEL. THE LANDING AREA SHALL HAVE A MINIMUM CLEAR AREA OF 60 INCHES BY 60 INCHES UNLESS INDICATED OTHERWISE WITHIN THE PLAN SET.
5. THE CONTRACTOR SHALL MAINTAIN A MAXIMUM 8.33% RUNNING SLOPE AND A MAXIMUM 2.00% CROSS SLOPE ON ANY CURB RAMPS ALONG THE ACCESSIBLE PATH OF TRAVEL. WHERE PROVIDED, CURB RAMP FLARES SHALL NOT HAVE A SLOPE GREATER THAN 10.00% IF A LANDING AREA IS PROVIDED AT THE TOP OF THE RAMP. FOR ALTERATIONS, A CURB RAMP FLARES SHALL NOT HAVE A SLOPE GREATER THAN 8.33% IF A LANDING AREA IS NOT PROVIDED AT THE TOP OF THE RAMP. CURBS RAMPS SHALL NOT RISE MORE THAN 6 INCHES IN ELEVATION WITHOUT A HANDRAIL. THE CLEAR WIDTH OF A CURB RAMP SHALL BE NO LESS THAN 36 INCHES WIDE.
6. ACCESSIBLE RAMPS WITH A RISE GREATER THAN 6 INCHES SHALL CONTAIN COMPLIANT HANDRAILS ON BOTH SIDES OF THE RAMP AND SHALL NOT RISE MORE THAN 30" IN ELEVATION WITHOUT A LANDING AREA IN BETWEEN RAMP RUNS. LANDING AREAS SHALL ALSO BE PROVIDED AT THE TOP AND BOTTOM OF THE RAMP.
7. A SLIP RESISTANT SURFACE SHALL BE CONSTRUCTED ALONG THE ACCESSIBLE PATH AND WITHIN ADA PARKING AREAS.
8. THE CONTRACTOR SHALL ENSURE A MAXIMUM OF ¼ INCHES VERTICAL CHANGE IN LEVEL ALONG THE ACCESSIBLE PATH. WHERE A CHANGE IN LEVEL BETWEEN ¼ INCHES AND ½ INCHES EXISTS, CONTRACTOR SHALL ENSURE THAT THE TOP ¼ INCH CHANGE IN LEVEL IS BEVELED WITH A SLOPE NOT STEEPER THAN 1 UNIT VERTICAL AND 2 UNITS HORIZONTAL (2:1 SLOPE).
9. THE CONTRACTOR SHALL ENSURE THAT ANY OPENINGS (GAPS OR HORIZONTAL SEPARATION) ALONG THE ACCESSIBLE PATH SHALL NOT ALLOW PASSAGE OF A SPHERE GREATER THAN ½ INCH.

30' 0' 30' 60'
GRAPHIC SCALE IN FEET
1" = 30'

ISSUE	DATE	BY	DESCRIPTION
3	05/06/2025	JD/KH	RESUBMISSION FOR SITE PLAN APPROVAL
2	04/15/2025	JD/KH	RESUBMISSION FOR SITE PLAN APPROVAL
1	03/14/2025	JD/KH	FOR SITE PLAN APPROVAL

NOT APPROVED FOR CONSTRUCTION

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SITE DEVELOPMENT PLANS

1040 W NORTHWEST HWY

PROPOSED DAYCARE FACILITY & NATURAL PLAYGROUND

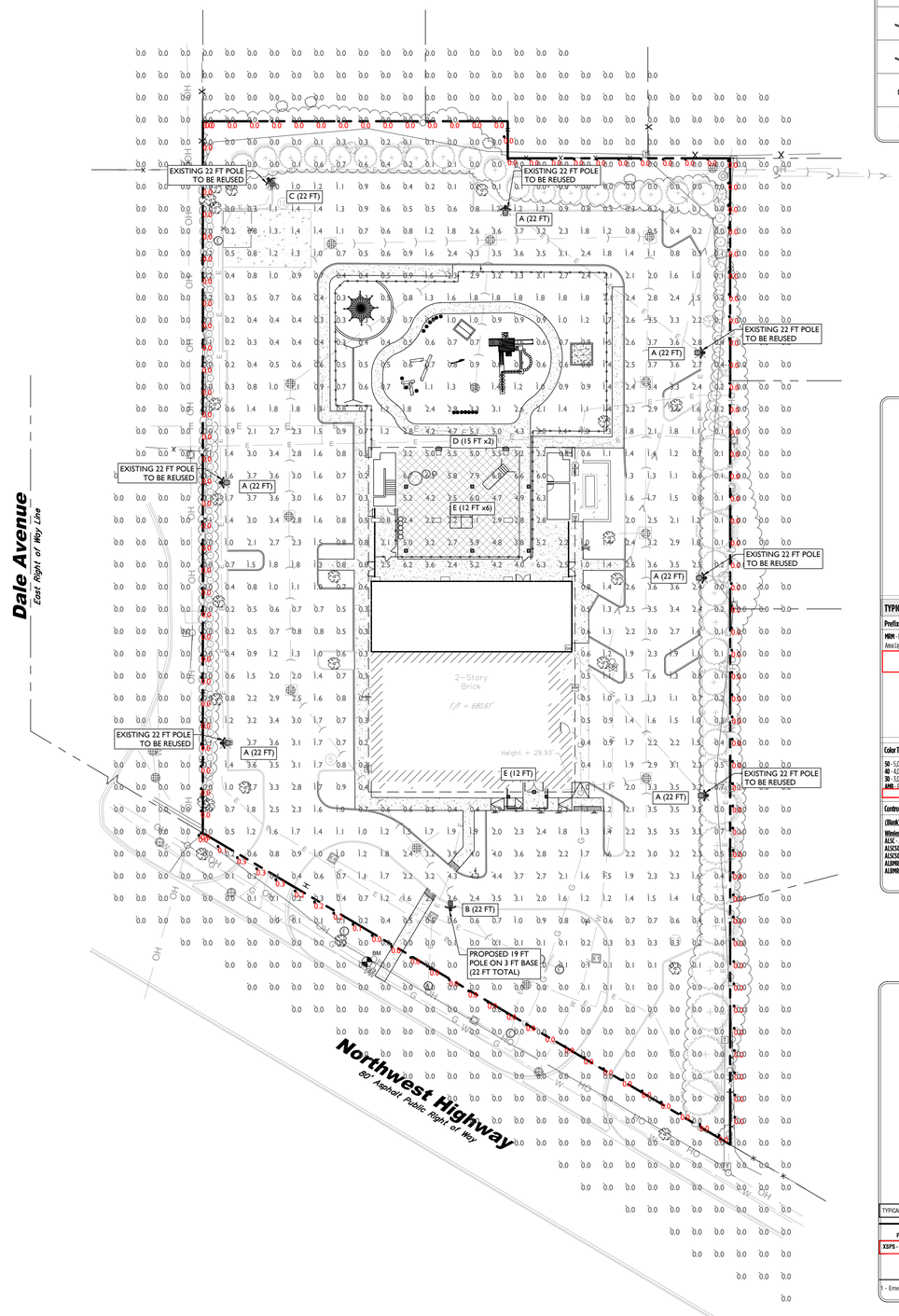
PID: 03-33-407-025-0000
1040 WEST NORTHWEST HIGHWAY
VILLAGE OF MOUNT PROSPECT
COOK COUNTY, ILLINOIS

STONEFIELD engineering & design

SCALE: 1" = 30' | PROJECT ID: DET-240465

TITLE: **GRADING, STORMWATER MANAGEMENT, & UTILITY PLAN**

DRAWING: **C-5**



PROPOSED LUMINAIRE SCHEDULE

SYMBOL	LABEL	QUANTITY	SECURITY LIGHTING	DISTRIBUTION	LLF	MANUFACTURER	IES FILE
	A	6	MIRADA MEDIUM LED POLE MOUNT FIXTURE - 18K LUMEN PACKAGE, W/ BACKSHIELD	FT	0.9	LSI LIGHTING	MRM-LED-18L-SIL-FT-40-70CRI-IL.ies
	B	1	MIRADA MEDIUM LED POLE MOUNT FIXTURE - 18K LUMEN PACKAGE, W/ BACKSHIELD	III	0.9	LSI LIGHTING	MRM-LED-18L-SIL-3-40-70CRI-IL.ies
	C	1	MIRADA MEDIUM LED POLE MOUNT FIXTURE - 18K LUMEN PACKAGE, W/ BACKSHIELD	FT	0.9	LSI LIGHTING	MRM-LED-7L-SIL-FT-40-70CRI-IL.ies
	D	2	MIRADA MEDIUM WALL SCONCE - 3K LUMEN PACKAGE	FT	0.9	LSI LIGHTING	XWM-FT-LED-06L-40.ies
	E	7	RECESSED SOFFIT LED CANOPY FIXTURE - 6K LUMEN PACKAGE	V	0.9	LSI LIGHTING	XSPS-S-LED-SS-NW-DFL.IES

OUTDOOR LIGHTING REQUIREMENTS

CODE SECTION	REQUIRED	PROPOSED
§ 14.314.A.2	FIXTURES SHALL BE FULL CUT-OFF, FULLY SHIELDED & USE FLAT LENSES	PROVIDED
§ 14.314.A.2.f	MAXIMUM POLE HEIGHT: 30 FT	22 FT (EXISTING)
§ 14.314.B.1	MAXIMUM TRESPASS: (WHEN ABUTTING)	
	SINGLE FAMILY RESIDENTIAL: 0.1 FC	0.1 FC
	MULTI-FAMILY RESIDENTIAL: 0.2 FC	0.0 FC
	ARTERIAL RIGHT-OF-WAY: 2.0 FC	0.3 FC
§ 14.314.B.2	MAXIMUM AVERAGE ILLUMINATION:	
	SITE (SCHOOL): 5.0 FC	1.43 FC
	CANOPY AREAS: 30.0 FC	4.13 FC
	PARKING LOTS (SCHOOL): 25.0 FC	1.79 FC
§ 14.314.B.3	MINIMUM ILLUMINATION: 0.2 FC	0.3 FC

SYMBOL	DESCRIPTION
A (XX')	PROPOSED LIGHTING FIXTURE (MOUNTING HEIGHT)
+X.X	PROPOSED LIGHTING INTENSITY (OVERALL SITE - FOOTCANDLES)
+X.X	PROPOSED LIGHTING INTENSITY (BOUNDARY - FOOTCANDLES)
	PROPOSED POLE MOUNTED LIGHT
	PROPOSED BUILDING MOUNTED LIGHT

TYPICAL ORDER EXAMPLE: MRM LED 36L SIL FTA UNV DIM 50 70CRI ALSCS04 BRZ IL

Prefix	Light Source	Lumen Package	Lens	Distribution	Orientation[2]	Voltage	Driver
MRM - Mirada Medium Area Light	**LED**	**7L** - 7,000 lms, 48W **9L** - 9,000 lms, 62W **12L** - 12,000 lms, 85W ~~**18L**~~ - 18,000 lms, 125W **24L** - 24,000 lms, 170W **30L** - 30,000 lms, 220W ~~**36L**~~ - 36,000 lms, 280W **42L** - 42,000 lms, 314W **48L** - 48,000 lms, 401W **55L** - 55,000 lms, 458W Custom Lumen Packages[1]	**SL** - Silicone	**2** - Type 2 **3** - Type 3 **4** - Type 4 ~~**5W**~~ - Type 5 Wide **FT** - Forward Throw **FTA** - Forward Throw Automotive ~~**FW**~~ - Automotive Mechanical ~~**LC**~~ - Left Corner **RC** - Right Corner	**(blank)** - standard **L** - Optics rotated left 90° **R** - Optics rotated right 90°	**UNV** - Universal Voltage (120-277V) **HV** - High Voltage (347-480V)	**DIM** - 0-10V Dimming (0-10%)

Color Temp	Color Rendering	Finish		Options
50 - 5,000 CCT **40** - 4,000 CCT **30** - 3,000 CCT ~~**AMB**~~ - Phosphor Converted Amber[4]	**70CRI** - 70 CRI	**BLK** - Black **BRZ** - Dark Bronze **GMG** - Gun Metal Gray ~~**GPT**~~ - Graphite **MSV** - Metallic Silver **PLP** - Platinum Plus **SVG** - Satin Verde Green **WHT** - White		**(Blank)** - None **IH** - Integral Half Louver (Moderate Spill Light Cutoff)[5] **IL** - Integral Louver (Sharp Spill Light Cutoff)[5]

Controls (Choose One)

(Blank) - None

Wireless Controls System
ALSC - Axilink Synapse Control System[6]
ALSCS02 - Axilink Synapse Control System with 12-20' Motion Sensor[6]
ALSCS04 - Axilink Synapse Control System with 20-40' Motion Sensor[6]
ALBMR12LR - Axilink Blue Long Range Wireless Motion & Photo Sensor Controller (8-24' mounting height)[5,6]
ALBMR25LR - Axilink Blue Long Range Wireless Motion & Photo Sensor Controller (25-40' mounting height)[5,6]

Stand-Alone Controls
EXT - 0-10v Dimming leads extended to housing exterior
CSTP - 7 Pin Control Receptacle ANSI C136.41[7]
IMSBT1L - Integral Bluetooth® Motion and Photocell Sensor (8-24' MH)[5,6]
IMSBT2L - Integral Bluetooth® Motion and Photocell Sensor (25-40' MH)[5,6]

Button Type Photocells
PC120 - 120V
PC208-277 - 208 - 277V
PC347 - 347V

FIXTURES 'A', 'B' & 'C'

TYPICAL ORDER EXAMPLE: XWM 2 LED 03L 30 UE BRZ ALSC

Family	Distribution	Light Source	Lumen Package	Color Temperature
XWM - Mirada Medium Wall Sconce	**2** - Type 2 **3** - Type 3 **4** - Type 4 **FT** - Type 4 Forward Throw	**LED**	**3L** - 3,000 **4L** - 4,000 **6L** - 6,000 **8L** - 8,000 ~~**12L**~~ - 12,000 ~~**15L**~~ - 15,000 ~~**18L**~~ - 18,000 ~~**21L**~~ - 21,000 **Custom Lumen Packages[1]**	**30** - 3000K **40** - 4000K **50** - 5000K ~~**AMB**~~ - Phosphor Converted Amber[2]

Voltage	Finish	Controls	Options
UE - Universal Voltage (120-277V) **HV** - High Voltage (347-480V)	**BLK** - Black **BRZ** - Dark Bronze **GMG** - Gun Metal Gray ~~**GPT**~~ - Graphite ~~**MSV**~~ - Metallic Silver **PLP** - Platinum Plus **SVG** - Satin Verde Green **WHT** - White	**Blank** - None **Wireless Controls** **ALSC** - Axilink Synapse Control System **ALSCM3** - Axilink Synapse Control System with 8-12' Motion Sensor **ALSCS02** - Axilink Synapse Control System with 12-20' Motion Sensor **ALBMR12LR** - AirLink Blue Wireless Motion & Photo Sensor Controller (8 - 15') mounting height)[3] **ALBMR25LR** - AirLink Blue Wireless Motion & Photo Sensor Controller (16 - 40' mounting height)[3] **Standalone Controls** **DIM** - 0-10v Dimming leads extended to housing exterior **IMSBT1L** -Integral Bluetooth® Motion and Photocell Sensor (8-24' MH)[3,4] ~~**IMSBT2L**~~ - ~~Integral Bluetooth® Motion and Photocell Sensor (25-40' MH)[3,4]~~ ~~**Button Type Photocells**~~ ~~**PC120** - 120V~~ ~~**PC208-277** - 208 - 277V~~ ~~**PC347** - 347V~~	**Blank** - None **BB** - Battery Back-up (0°C)[5] **CWBB** - Cold Weather Battery Backup (-20°C)[5] **XPMA** - Pole Mounting Bracket **SP1** - 10kV Surge Protection **TB** - Terminal Block

FIXTURE 'D'

TYPICAL ORDER EXAMPLE: **XSPS S LED SS CW 120 GWT DFL**

Prefix	Distribution	Light Source	Drive Current	Color Temperature	Input Voltage	Finish	Lens	Options
XSPS - LED Soffit	**S** - Symmetric	**LED**	**SS** - 4,000 Lumens ~~**MD**~~ - 5,000 Lumens **VHO** - 6,000 Lumens	**CW** - 5000K 80 CRI **NW** - 4000K 80 CRI **WW** - 3000K 80 CRI	**120** - 120V **208** - 208V **240** - 240V **277** - 277V **347** - 347V	**GWT** - Gloss White	**DFL** - Diffused Acrylic Lens	**CMT** - Channel Bar Mounting Kit **BB** - Emergency Battery Pack[1]

1 - Emergency Battery Pack only available on the SS - 4000 lumen version (120, 208, 240 & 277V versions).

FIXTURE 'E'

GENERAL LIGHTING NOTES

1. THE LIGHTING LEVELS DEPICTED WITHIN THE PLAN SET ARE CALCULATED UTILIZING DATA OBTAINED FROM THE LISTED MANUFACTURER. ACTUAL ILLUMINATION LEVELS AND PERFORMANCE OF ANY PROPOSED LIGHTING FIXTURE MAY VARY DUE TO UNCONTROLLABLE VARIABLES SUCH ARE WEATHER, VOLTAGE SUPPLY, LAMP TOLERANCE, EQUIPMENT SERVICE LIFE AND OTHER VARIABLE FIELD CONDITIONS.
2. WHERE APPLICABLE, THE EXISTING LIGHT LEVELS DEPICTED WITHIN THE PLAN SET SHALL BE CONSIDERED APPROXIMATE. THE EXISTING LIGHT LEVELS ARE BASED ON FIELD OBSERVATIONS AND THE MANUFACTURER'S DATA OF THE ASSUMED OR MOST SIMILAR LIGHTING FIXTURE MODEL.
3. UNLESS NOTED ELSEWHERE WITHIN THIS PLAN SET, THE LIGHT LOSS FACTORS USED IN THE LIGHTING ANALYSIS ARE AS FOLLOWS:
   - LIGHT EMITTING DIODES (LED): 0.90
   - HIGH PRESSURE SODIUM: 0.72
   - METAL HALIDE: 0.72
4. THE CONTRACTOR SHALL NOTIFY STONEFIELD ENGINEERING & DESIGN, LLC. IN WRITING, PRIOR TO THE START OF CONSTRUCTION, OF ANY PROPOSED LIGHTING LOCATIONS THAT CONFLICT WITH EXISTING/ PROPOSED DRAINAGE, UTILITY, OR OTHER IMPROVEMENTS.
5. THE CONTRACTOR IS RESPONSIBLE TO PREPARE A WIRING PLAN AND PROVIDE ELECTRIC SERVICE TO ALL PROPOSED LIGHTING FIXTURES. THE CONTRACTOR IS REQUIRED TO PREPARE AN AS-BUILT PLAN OF WIRING AND PROVIDE COPIES TO THE OWNER AND STONEFIELD ENGINEERING & DESIGN, LLC.
6. PHOTOMETRIC DATA FOR ALL PAVED AREAS IS SHOWN AT A SPACING OF NOT GREATER THAN TWENTY FEET (20') AND NOT GREATER THAN SIX INCHES (6") ABOVE THE PAVEMENT SURFACE.
7. PHOTOMETRIC DATA AT ALL PROPERTY LINES IS SHOWN AT A SPACING OF NOT GREATER THAN FIFTY FEET (50') AND NOT GREATER THAN SIX INCHES (6") ABOVE GRADE.
8. LIGHT POLES IN A PARKING LOT SHALL BE PROTECTED FROM VEHICLES BY CURBED LANDSCAPE ISLANDS PER SECTION 14.2206(E)(8)

30' 0' 30' 60'
GRAPHIC SCALE IN FEET
1" = 30'

ISSUE	DATE	BY	DESCRIPTION
3	05/06/2025	JD/KH	RESUBMISSION FOR SITE PLAN APPROVAL
2	04/15/2025	JD/KH	RESUBMISSION FOR SITE PLAN APPROVAL
1	03/14/2025	JD/KH	FOR SITE PLAN APPROVAL

NOT APPROVED FOR CONSTRUCTION

STONEFIELD engineering & design
Birmingham, MI · Rutherford, NJ · New York, NY
Salem, MA · Princeton, NJ · Tampa, FL
www.stonefieldeng.com
555 S. Old Woodward Avenue, Suite 12L, Birmingham, MI 48009
Phone 248.247.1115

SITE DEVELOPMENT PLANS

1040 W NORTHWEST HWY

PROPOSED DAYCARE FACILITY & NATURAL PLAYGROUND

PID: 03-23-407-025-0000
1040 WEST NORTHWEST HIGHWAY
VILLAGE OF MOUNT PROSPECT
COOK COUNTY, ILLINOIS

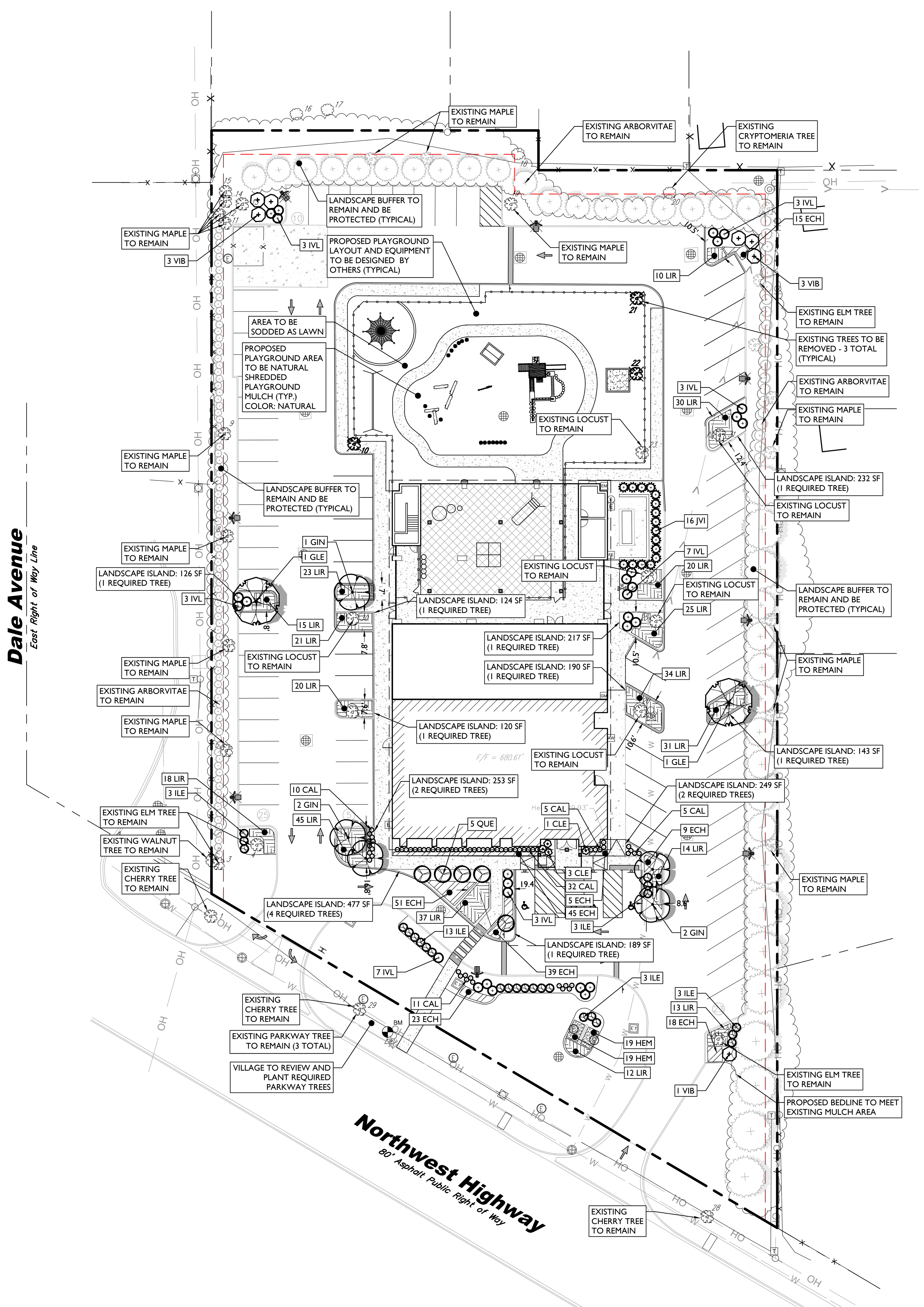
LICENSED PROFESSIONAL ENGINEER
JONATHAN REID COOKSEY
No. 062-057141
J. REID COOKSEY, P.E.
ILLINOIS LICENSE No. 062-057141
LICENSE EXPIRATION DATE: NOVEMBER 30, 2026
STATE OF ILLINOIS

STONEFIELD engineering & design

SCALE: 1" = 30' | PROJECT ID: DET-240465

TITLE: LIGHTING PLAN

DRAWING: C-6



PLANT SCHEDULE

SYMBOL	CODE	QTY	BOTANICAL NAME	COMMON NAME	INSTALL SIZE	CONTAINER	MATURE GROWTH	SPACING
SHADE TREES								
	GIN	5	GINKGO BILOBA `PRINCETON SENTRY`	PRINCETON SENTRY GINGKO	4" - 4.5" CAL	B&B	HEIGHT: 40 - 60 FT WIDTH: 20 - 25 FT	AS SHOWN
	GLE	2	GLEDITSIA TRIACANTHOS INERMIS 'SKYLINE'	SKYLINE HONEY LOCUST	4" - 4.5" CAL	B&B	HEIGHT: 40 - 60 FT WIDTH: 25 - 35 FT	AS SHOWN
	QUE	6	QUERCUS X WAREI 'NADLER'	KINDRED SPIRIT OAK	4" - 4.5" CAL	B&B	HEIGHT: 25 - 30 FT WIDTH: 5 - 8 FT	AS SHOWN
EVERGREEN TREES								
	JVI	16	JUNIPERUS VIRGINIANA 'J.N. SELECT GREEN'	EMERALD FEATHER EASTERN REDCEDAR	6` - 7` HT	B&B	HEIGHT: 20 - 30 FT WIDTH: 10 - 15 FT	AS SHOWN
SHRUBS								
	CLE	4	CLETHRA ALNIFOLIA 'COMPACTA'	COMPACT SUMMERSWEET	24" - 30"	POT	HEIGHT: 3 - 5 FT WIDTH: 3 - 4 FT	AS SHOWN
	VIB	7	VIBURNUM DENTATUM	VIBURNUM	36" - 42"	POT	HEIGHT: 6 - 10 FT WIDTH: 5 - 7 FT	AS SHOWN
EVERGREEN SHRUBS								
	ILE	25	ILEX GLABRA `COMPACTA`	COMPACT INKBERRY	24" - 30"	POT	HEIGHT: 3 - 5 FT WIDTH: 3 - 5 FT	AS SHOWN
	IVL	29	ILEX VERTICILLATA 'RED SPRITE'	WINTERBERRY	24" - 30"	POT	HEIGHT: 3 - 4 FT WIDTH: 3 - 4 FT	AS SHOWN
GRASSES								
	CAL	63	CALAMAGROSTIS X ACUTIFLORA 'KARL FOERSTER'	KARL FOERSTER FEATHER REED GRASS	3 GAL.	POT	HEIGHT: 3 - 6 FT WIDTH: 2 - 3 FT	AS SHOWN
SHRUB AREAS								
	LIR	368	LIRIOPE MUSCARI `BIG BLUE`	BIG BLUE LILYTURF	1 GAL.	POT	HEIGHT: 1 - 1.5 FT WIDTH: 1 - 1.5 FT	24" o.c.
PERENNIALS								
	ECH	205	ECHINACEA PURPUREA 'KIM'S KNEE HIGH'	KIM'S KNEE HIGH CONEFLOWER	1 GAL.	POT	HEIGHT: 1.5 - 3 FT WIDTH: 1 - 1.5 FT	18" o.c.
	HEM	38	HEMEROCALLIS X 'STELLA DE ORO'	STELLA DE ORO DAYLILY	1 GAL.	POT	HEIGHT: 1 - 1.5 FT WIDTH: 1 - 1.5 FT	18" o.c.

NOTE: IF ANY DISCREPANCIES OCCUR BETWEEN AMOUNTS SHOWN ON THE LANDSCAPE PLAN AND WITHIN THE PLANT LIST, THE PLAN SHALL DICTATE.

SYMBOL	DESCRIPTION
	EXISTING TREE TO BE REMOVED
	EXISTING TREE TO REMAIN

Know what's **below**
Call before you dig.

PLANTING DATA BOX

CODE SECTION	REQUIRED	PROPOSED
§ 14.2304.B.2.a	50% OF SHRUBS SHALL BE DECIDUOUS AND 50% SHALL BE EVERGREEN	EXISTING PLANT MATERIAL TO REMAIN (EN)
	PARKING LOT LANDSCAPING	
§ 14.2306.A.1	ONE PARKING LOT ISLAND PER 17 PARKING SPACES	
	(86 SPACES)/(17) = 5 ISLANDS	10 ISLANDS
	MINIMUM SIZE: 120 SF	120 SF
	MINIMUM WIDTH: 7 FT	7.0 FT
§ 14.2306.A.2	ONE SHADE TREE FOR EVERY 120 SF OF PLANTING ISLAND	COMPLIES
	MINIMUM COVERAGE: 50% PLANTING	COMPLIES
	PERIMETER LANDSCAPING	
§ 14.2306.B.1.b	WHEN ABUTTING SINGLE-FAMILY USE	
	FRONT YARD (SOUTH): 269 LF	
	CONTINUOUS LANDSCAPE SCREEN HEIGHT: 3 FT	COMPLIES
	SHADE TREES 50' SPACING ABUTTING LOT LINE	
	(269 LF)/(50 LF) = 6 TREES	COMPLIES(2)
	REAR YARD (NORTH): 237 LF	
	SCREEN BUFFER HEIGHT: 6 FT	COMPLIES
	SHADE TREES 50' SPACING ABUTTING LOT LINE	
	(237 LF)/(50 LF) = 5 TREES	5 TREES(1)
	75% COVERAGE WITH SHRUBS ALONG LOT LINES	COMPLIES
	SIDE YARD (EAST): 443 LF	
	SCREEN BUFFER HEIGHT: 6 FT	COMPLIES
	SHADE TREES 50' SPACING ABUTTING LOT LINE	
	(443 LF)/(50 LF) = 9 TREES	9 TREES(1)
	75% COVERAGE WITH SHRUBS ALONG LOT LINES	COMPLIES
	SIDE YARD (WEST): 320 LF	
	SCREEN BUFFER HEIGHT: 6 FT	COMPLIES(1)
	SHADE TREES 50' SPACING ABUTTING LOT LINE	
	(320 LF)/(50 LF) = 7 TREES	7 TREES(1)
	75% COVERAGE WITH SHRUBS ALONG LOT LINES	COMPLIES
	FOUNDATION LANDSCAPING	
§ 14.2307.A	LANDSCAPE WIDTH AROUND BUILDING: 4 FT	0.0 FT (EN)(3)
§ 14.2307.C	LANDSCAPE AREA TO BE PLANTED	PLANTING PROVIDED
	PARKWAY TREES	
§ 16.902	1 TREE FOR EVERY 40 LF OF FRONTAGE	
	(269 LF OF FRONTAGE)/(40 LF) = 7 TREES	WILL COMPLY, FEE TO BE PAID(2)
	MONUMENT SIGN LANDSCAPING	
§ 7.302(G)(9)	2 SF PER 1 SF OF SIGN FACE	238 SF BASE PLANTING BED
	(60 SF SIGNAGE)(2 SF) = 120 SF	

(EN) EXISTING NONCONFORMITY
(1) EXISTING MATURE BUFFER PLANTINGS AND SHADE TREES TO REMAIN.
(2) REQUIRED PARKING TREES TO BE SELECTED AND PLANTED BY THE VILLAGE ALONG NORTHWEST HIGHWAY.
(3) SIDEWALK ABUTTING THE EASTERN SIDE OF THE BUILDING IS TO REMAIN FOR BUILDING AND EMERGENCY ACCESS.

TREE INVENTORY

TREE NUMBER	DIAMETER	RECCOMENDATION	TREE REMOVAL CODE EXEMPTION
1	8"	TO REMAIN	
2	12"	TO REMAIN	
3	20"	TO REMAIN	
4	18"	TO REMAIN	
5	8"	TO REMAIN	
6	12"	TO REMAIN	
7	5"	TO REMAIN	
8	5"	TO REMAIN	
9	5"	TO REMAIN	
10	12"	TO BE REMOVED	§ 14.2308(A)(3)(a)
11	18" MS	TO REMAIN	
12	24"	TO REMAIN	
13	4"	TO REMAIN	
14	4"	TO REMAIN	
15	8"	TO REMAIN	
16	12"	TO REMAIN	
17	12"	TO REMAIN	
18	8"	TO REMAIN	
19	15"	TO REMAIN	
20	22"	TO REMAIN	
21	6"	TO BE REMOVED	§ 14.2308(A)(3)(a)
22	12"	TO BE REMOVED	§ 14.2308(A)(3)(a)
23	12"	TO REMAIN	
24	4"	TO REMAIN	
25	18"	TO REMAIN	
26	18"	TO REMAIN	
27	24"	TO REMAIN	
28	12"	TO REMAIN	
29	12"	TO REMAIN	
30	12"	TO REMAIN	
31	12"	TO REMAIN	

TREE INVENTORY COMPLETED BY LAND SURVEYING SERVICES, INC., TITLED 2021 ALTA/NSPS LAND TITLE SURVEY, DATED 01/22/2025

§ 14.2308(A)(3)(A): IT IS NECESSARY TO REMOVE A TREE WHICH POSES A SAFETY HAZARD TO PEDESTRIAN OR VEHICULAR TRAFFIC OR THREATENS TO CAUSE DISRUPTION OF PUBLIC SAFETY.

ANY EXISTING SHRUBS THAT ARE NOT HEALTHY (DEAD/DYING) MUST BE REPLACED DURING BUILDING PERMITTING PHASE.

MOUNT PROSPECT LANDSCAPE NOTES:

1. WHERE OVERHEAD POWER LINES EXIST, ONLY TREES THAT HAVE A MATURE HEIGHT OF TWENTY FEET (20') OR LESS SHOULD BE PLANTED UNDERNEATH.
2. EXCEPT AREAS OCCUPIED BY PLANTING BEDS, ALL LANDSCAPING AREAS LOCATED IN THE FRONT OR EXTERIOR SIDE YARDS SHALL BE SODDED.
3. EXCEPT AREAS OCCUPIED BY PLANTING BEDS, ALL LANDSCAPING AREAS LOCATED IN THE INTERIOR SIDE OR REAR YARDS SHALL BE SODDED OR SEEDED.
4. PLANT MATERIALS INSTALLED ALONG THE PERIMETERS OF PARKING AREAS AND RIGHTS OF WAY SHALL BE SALT HARDY.

IRRIGATION NOTE:

IRRIGATION CONTRACTOR TO PROVIDE A DESIGN FOR AN IRRIGATION SYSTEM SEPARATING PLANTING BEDS FROM LAWN AREA. PRIOR TO CONSTRUCTION, DESIGN IS TO BE SUBMITTED TO THE PROJECT LANDSCAPE DESIGNER FOR REVIEW AND APPROVAL. WHERE POSSIBLE, DRIP IRRIGATION AND OTHER WATER CONSERVATION TECHNIQUES SUCH AS RAIN SENSORS SHALL BE IMPLEMENTED. CONTRACTOR TO VERIFY MAXIMUM ON SITE DYNAMIC WATER PRESSURE AVAILABLE MEASURED IN PSI. PRESSURE REDUCING DEVICES OR BOOSTER PUMPS SHALL BE PROVIDED TO MEET SYSTEM PRESSURE REQUIREMENTS. DESIGN TO SHOW ALL VALVES, PIPING, HEADS, BACKFLOW PREVENTION, METERS, CONTROLLERS, AND SLEEVES WITHIN HARDSCAPE AREAS.

LANDSCAPING NOTES

1. THE CONTRACTOR SHALL RESTORE ALL DISTURBED GRASS AND LANDSCAPED AREAS TO MATCH EXISTING CONDITIONS UNLESS INDICATED OTHERWISE WITHIN THE PLAN SET.
2. THE CONTRACTOR SHALL RESTORE ALL DISTURBED LAWN AREAS WITH A MINIMUM 4 INCH LAYER OF TOPSOIL AND SEED.
3. THE CONTRACTOR SHALL RESTORE MULCH AREAS WITH A MINIMUM 3 INCH LAYER OF MULCH .
4. THE MAXIMUM SLOPE ALLOWABLE IN LANDSCAPE RESTORATION AREAS SHALL BE 3 FEET HORIZONTAL TO 1 FOOT VERTICAL (3:1 SLOPE) UNLESS INDICATED OTHERWISE WITHIN THE PLAN SET.
5. THE CONTRACTOR IS REQUIRED TO LOCATE ALL SPRINKLER HEADS IN AREA OF LANDSCAPING DISTURBANCE PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL RELOCATE SPRINKLER HEADS AND LINES IN ACCORDANCE WITH OWNER'S DIRECTION WITHIN AREAS OF DISTURBANCE.
6. THE CONTRACTOR SHALL ENSURE THAT ALL DISTURBED LANDSCAPED AREAS ARE GRADED TO MEET FLUSH AT THE ELEVATION OF WALKWAYS AND TOP OF CURB ELEVATIONS EXCEPT UNLESS INDICATED OTHERWISE WITHIN THE PLAN SET. NO ABRUPT CHANGES IN GRADE ARE PERMITTED IN DISTURBED LANDSCAPING AREAS.

30' 0' 30' 60'
GRAPHIC SCALE IN FEET
1" = 30'

ISSUE	DATE	BY	DESCRIPTION
3	05/06/2025	JD/KH	RESUBMISSION FOR SITE PLAN APPROVAL
2	04/15/2025	JD/KH	RESUBMISSION FOR SITE PLAN APPROVAL
1	03/14/2025	JD/KH	FOR SITE PLAN APPROVAL

NOT APPROVED FOR CONSTRUCTION

STONEFIELD
engineering & design
Birmingham, MI · Rutherford, NJ · New York, NY
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555 S. Old Woodward Avenue, Suite 12L, Birmingham, MI 48009
Phone 248.247.1115

SITE DEVELOPMENT PLANS

1040 W NORTHWEST HWY

PROPOSED DAYCARE FACILITY
& NATURAL PLAYGROUND

PID: 03-33-407-025-0000
1040 WEST NORTHWEST HIGHWAY
VILLAGE OF MOUNT PROSPECT
COOK COUNTY, ILLINOIS

LICENSED PROFESSIONAL ENGINEER · JONATHAN REID COOKSEY · 062-077141 · STATE OF ILLINOIS
J. REID COOKSEY, P.E.
ILLINOIS LICENSE No. 0662.077141
LICENSED PROFESSIONAL ENGINEER

STONEFIELD engineering & design

SCALE: 1" = 30' | PROJECT ID: DET-240465

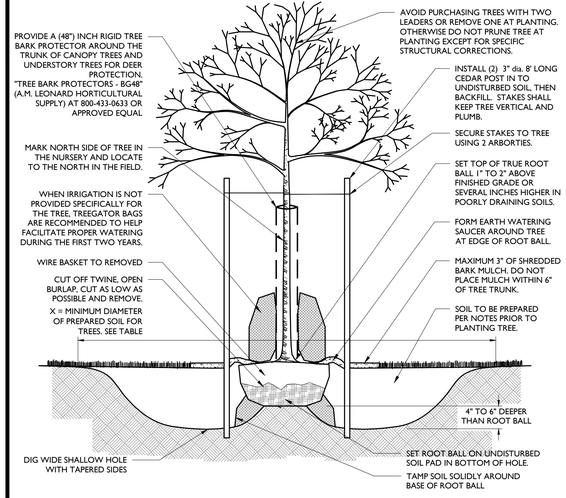
TITLE:
LANDSCAPING PLAN

DRAWING:
C-7

V:\DET\2024\DET-240465 JON FARAZMAND - 1040 W NORTHWEST HIGHWAY, MOUNT PROSPECT, IL\CADD\PLOT\SDP-07-08-LAND.DWG

NOTES:

1. FOR CONTAINER-GROWN TREES, USE FINGERS OR SMALL HAND TOOLS TO PULL THE ROOTS OUT OF THE OUTER LAYER OF POTTING SOIL; THEN CUT OR PULL APART ANY ROOTS CIRCLING THE PERIMETER OF THE CONTAINER.
2. THOROUGHLY SOAK THE TREE ROOT BALL AND ADJACENT PREPARED SOIL SEVERAL TIMES DURING THE FIRST MONTH AFTER PLANTING AND REGULARLY THROUGHOUT THE FOLLOWING TWO SUMMERS.
3. SOIL AMENDMENTS:
   - MODIFY HEAVY CLAY OR SILT SOILS (MORE THAN 40% CLAY OR SILT) BY ADDING COMPOSTED PINE BARK (UP TO 30% BY VOLUME) OR GYPSUM
   - MODIFY EXTREMELY SANDY SOILDS (MORE THAN 85% SAND) BY ADDING ORGANIC MATTER AND/OR DRY, SHREDDED CLAY LOAM UP TO 30% OF THE TOTAL MIX



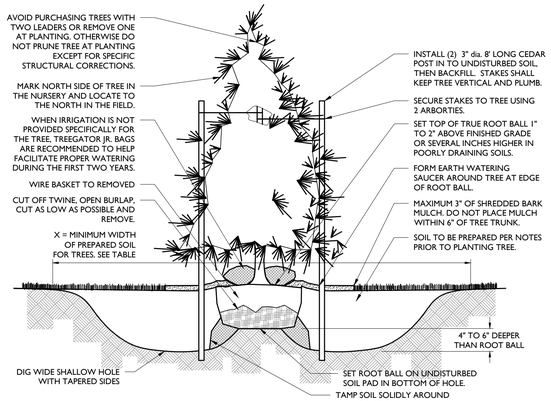
DECIDUOUS TREE PLANTING DETAIL

NOT TO SCALE

1

NOTES:

1. FOR CONTAINER-GROWN TREES, USE FINGERS OR SMALL HAND TOOLS TO PULL THE ROOTS OUT OF THE OUTER LAYER OF POTTING SOIL; THEN CUT OR PULL APART ANY ROOTS CIRCLING THE PERIMETER OF THE CONTAINER.
2. THOROUGHLY SOAK THE TREE ROOT BALL AND ADJACENT PREPARED SOIL SEVERAL TIMES DURING THE FIRST MONTH AFTER PLANTING AND REGULARLY THROUGHOUT THE FOLLOWING TWO SUMMERS.
3. SOIL AMENDMENTS:
   - MODIFY HEAVY CLAY OR SILT SOILS (MORE THAN 40% CLAY OR SILT) BY ADDING COMPOSTED PINE BARK (UP TO 30% BY VOLUME) OR GYPSUM
   - MODIFY EXTREMELY SANDY SOILDS (MORE THAN 85% SAND) BY ADDING ORGANIC MATTER AND/OR DRY, SHREDDED CLAY LOAM UP TO 30% OF THE TOTAL MIX

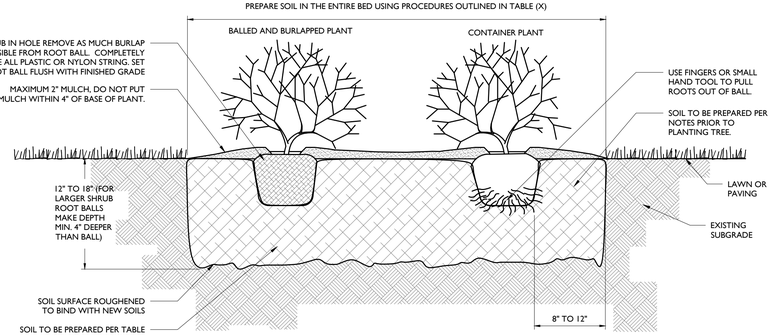


CONIFEROUS TREE PLANTING DETAIL

NOT TO SCALE

2

PREPARE SOIL IN THE ENTIRE BED USING PROCEDURES OUTLINED IN TABLE (X)



NOTES:

1. FOR THE CONTAINER-GROWN SHRUBS, USE FINGERS OR SMALL HAND TOOL TO PULL THE ROOTS OUT OF THE OUTER LAYER OF POTTING SOIL; THEN CUT OR PULL APART ANY ROOTS CIRCLING THE PERIMETER OF THE CONTAINER.
2. THOROUGHLY SOAK THE SHRUB ROOT BALL AND ADJACENT PREPARED SOIL SEVERAL TIMES DURING THE FIRST MONTH AFTER PLANTING AND REGULARLY THROUGHOUT THE FOLLOWING TWO SUMMERS.
   - MODIFY HEAVY CLAY OR SILT SOILS (MORE THAN 40% CLAY OR SILT) BY ADDING COMPOSTED PINE BARK (UP TO 30% BY VOLUME) OR GYPSUM
   - MODIFY EXTREMELY SANDY SOILS (MORE THAN 85% SAND) BY ADDING ORGANIC MATTER AND/OR DRY, SHREDDED CLAY LOAM UP TO 30% OF THE TOTAL

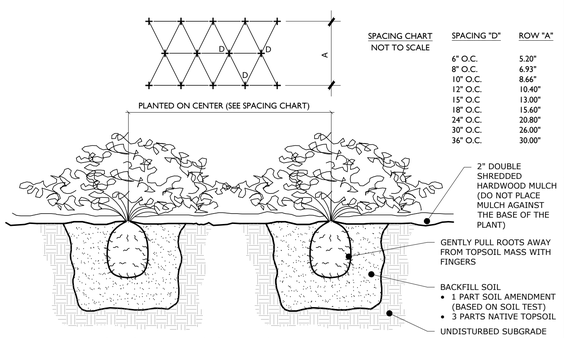
DECIDUOUS AND EVERGREEN SHRUB PLANTING DETAIL

NOT TO SCALE

3

NOTES:

1. THOROUGHLY SOAK THE GROUND COVER ROOT BALL AND ADJACENT PREPARED SOIL SEVERAL TIMES DURING THE FIRST MONTH AFTER PLANTING AND REGULARLY THROUGHOUT THE FOLLOWING TWO SUMMERS.
2. SOIL AMENDMENTS:
   - MODIFY HEAVY CLAY OR SILT SOILDS (MORE THAN 40% CLAY OR SILT) BY ADDING COMPOSTED PINE BARK (UP TO 30% BY VOLUME) OR GYPSUM
   - MODIFY EXTREMELY SANDY SOILDS (MORE THAN 85% SAND) BY ADDING ORGANIC MATTER AND/OR DRY, SHREDDED CLAY LOAM UP TO 30% OF THE TOTAL MIX
3. ALL GROUND COVER AREAS SHALL BE TREATED WITH A PRE-EMERGENT PER MANUFACTURER'S SPECIFICATIONS



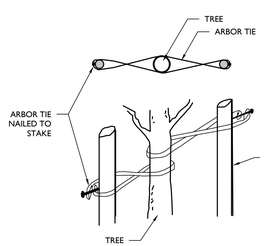
SPACING CHART
NOT TO SCALE

SPACING "D"	ROW "A"
6" O.C.	5.20"
8" O.C.	6.93"
10" O.C.	8.66"
12" O.C.	10.40"
15" O.C.	13.00"
18" O.C.	15.60"
24" O.C.	20.80"
30" O.C.	26.00"
36" O.C.	30.00"

GROUND COVER/PERENNIAL/ANNUAL PLANTING DETAIL

NOT TO SCALE

4



INSTALLATION GUIDELINES:

1. LOOP TIE AROUND TREE AND NAIL TO CEDAR STAKE.
2. REMOVE ALL STAKING AND TIES AT END OF FIRST GROWING SEASON.
3. FOLD ENDS OF ARBORTIE BACK. SECURE TO STAKES WITH 1" GALVANIZED ROOFING NAIL OR USE A KNOT.
4. CONSULT LANDSCAPE ARCHITECT FOR STAKING OF TREES LARGER THAN 6".
5. SOURCES INCLUDE:
   GEMPLERS 1-800-332-6744 or GEMPLERS.COM
   CSP OUTDOORS 1-800-592-6940 or CSPOUTDOORS.COM

ARBORTIE DETAIL

NOT TO SCALE

5

GENERAL LANDSCAPING NOTES:

1. THE LANDSCAPE CONTRACTOR SHALL FURNISH ALL MATERIALS AND PERFORM ALL WORK IN ACCORDANCE WITH THESE SPECIFICATIONS, APPROVED OR FINAL DRAWINGS, AND INSTRUCTIONS PROVIDED BY THE PROJECT LANDSCAPE DESIGNER, MUNICIPAL OFFICIALS, OR OWNER/OWNER'S REPRESENTATIVE. ALL WORK COMPLETED AND MATERIALS FURNISHED AND INSTALLED SHALL BE IN STRICT ACCORDANCE WITH THE INTENTION OF THE SPECIFICATIONS, DRAWINGS, AND INSTRUCTIONS AND EXECUTED WITH THE STANDARD LEVEL OF CARE FOR THE LANDSCAPE INDUSTRY.
2. WORK MUST BE CARRIED OUT ONLY DURING WEATHER CONDITIONS FAVORABLE TO LANDSCAPE CONSTRUCTION AND TO THE HEALTH AND WELFARE OF PLANTS. THE SUITABILITY OF SUCH WEATHER CONDITIONS SHALL BE DETERMINED BY THE PROJECT LANDSCAPE DESIGNER OR GOVERNING MUNICIPAL OFFICIAL.
3. IT IS THE RESPONSIBILITY OF THE LANDSCAPE CONTRACTOR, BEFORE ORDERING OR PURCHASING MATERIALS, TO PROVIDE SAMPLES OF THOSE MATERIALS TO THE PROJECT LANDSCAPE DESIGNER OR GOVERNING MUNICIPAL OFFICIAL FOR APPROVAL, IF SO REQUESTED.
4. IF SAMPLES ARE REQUESTED, THE LANDSCAPE CONTRACTOR IS TO SUBMIT CERTIFICATION TAGS FROM TREES, SHRUBS AND SEED VERIFYING TYPE AND PURITY.
5. UNLESS OTHERWISE AUTHORIZED BY THE PROJECT LANDSCAPE DESIGNER OR GOVERNING MUNICIPAL OFFICIAL, THE LANDSCAPE CONTRACTOR SHALL PROVIDE NOTICE AT LEAST FORTY-EIGHT HOURS (48 HRS.) IN ADVANCE OF THE ANTICIPATED DELIVERY DATE OF ANY PLANT MATERIALS TO THE PROJECT SITE. A LEGIBLE COPY OF THE INVOICE, SHOWING VARIETIES AND SIZES OF MATERIALS INCLUDED FOR EACH SHIPMENT SHALL BE FURNISHED TO THE PROJECT LANDSCAPE DESIGNER, OR GOVERNING MUNICIPAL OFFICIAL.
6. THE PROJECT LANDSCAPE DESIGNER OR GOVERNING MUNICIPAL OFFICIAL RESERVES THE RIGHT TO INSPECT AND REJECT PLANTS AT ANY TIME AND AT ANY PLACE.

PROTECTION OF EXISTING VEGETATION NOTES:

1. BEFORE COMMENCING WORK, ALL EXISTING VEGETATION WHICH COULD BE IMPACTED AS A RESULT OF THE PROPOSED CONSTRUCTION ACTIVITIES MUST BE PROTECTED FROM DAMAGE BY THE INSTALLATION OF TREE PROTECTION FENCING. FENCING SHALL BE LOCATED AT THE DRIP-LINE OR LIMIT OF DISTURBANCE AS DEPICTED WITHIN THE APPROVED OR FINAL PLAN SET, ESTABLISHING THE TREE PROTECTION ZONE. FENCE INSTALLATION SHALL BE IN ACCORDANCE WITH THE PROVIDED "TREE PROTECTION FENCE DETAIL." NO WORK MAY BEGIN UNTIL THIS REQUIREMENT IS FULFILLED. THE FENCING SHALL BE INSPECTED REGULARLY BY THE LANDSCAPE CONTRACTOR AND MAINTAINED UNTIL ALL CONSTRUCTION ACTIVITIES HAVE BEEN COMPLETED.
2. IN ORDER TO AVOID DAMAGE TO ROOTS, BARK OR LOWER BRANCHES, NO VEHICLE, EQUIPMENT, DEBRIS, OR OTHER MATERIALS SHALL BE DRIVEN, PARKED OR PLACED WITHIN THE TREE PROTECTION ZONE. ALL ON-SITE CONTRACTORS SHALL USE ANY AND ALL PRECAUTIONARY MEASURES WHEN PERFORMING WORK AROUND TREES, WALKS, PAVEMENTS, UTILITIES, AND ANY OTHER FEATURES EITHER EXISTING OR PREVIOUSLY INSTALLED UNDER THIS CONTRACT.
3. IN RARE INSTANCES WHERE EXCAVATING, FILL, OR GRADING IS REQUIRED WITHIN THE DRIP-LINE OF TREES TO REMAIN, THE WORK SHALL BE PERFORMED AS FOLLOWS:
   - TRENCHING: WHEN TRENCHING OCCURS AROUND TREES TO REMAIN, THE TREE ROOTS SHALL NOT BE CUT, BUT THE TRENCH SHALL BE TUNNELED UNDER OR AROUND THE ROOTS BY CAREFUL HAND DIGGING AND WITHOUT INJURY TO THE ROOTS. NO ROOTS, LIMBS, OR WOODS ARE TO HAVE ANY PAINT OR MATERIAL APPLIED TO ANY SURFACE.
   - RAISING GRADES: WHEN THE GRADE AT AN EXISTING TREE IS BELOW THE NEW FINISHED GRADE, AND FILL NOT EXCEEDING 6 INCHES (6") IS REQUIRED, CLEAN, WASHED GRAVEL FROM ONE TO TWO INCHES (1" - 2") IN SIZE SHALL BE PLACED DIRECTLY AROUND THE TREE TRUNK. THE GRAVEL SHALL EXTEND OUT FROM THE TRUNK ON ALL SIDES A MINIMUM OF 18 INCHES (18") AND FINISH APPROXIMATELY TWO INCHES (2") ABOVE THE FINISH GRADE AT TREE. INSTALL GRAVEL BEFORE ANY EARTH FILL IS PLACED. NEW EARTH FILL SHALL NOT BE LEFT IN CONTACT WITH THE TRUNK OF ANY TREE REQUIRING FILL. WHERE FILL EXCEEDING 6 INCHES (6") IS REQUIRED, A DRY LAID TREE WELL SHALL BE CONSTRUCTED. IF APPLICABLE, TREE WELL INSTALLATION SHALL BE IN ACCORDANCE WITH THE PROVIDED "TREE WELL DETAIL."
   - LOWERING GRADES: EXISTING TREES LOCATED IN AREAS WHERE THE NEW FINISHED GRADE IS TO BE LOWERED, SHALL HAVE RE-GRADING WORK DONE BY HAND TO THE INDICATED ELEVATION, NO GREATER THAN SIX INCHES (6"). ROOTS SHALL BE CUT CLEANLY THREE INCHES (3") BELOW FINISHED GRADE UNDER THE DIRECTION OF A LICENSED ARBORIST. WHERE CUT EXCEEDING 6 INCHES (6") IS REQUIRED, A DRY LAID RETAINING WALL SHALL BE CONSTRUCTED. IF APPLICABLE, THE RETAINING WALL INSTALLATION SHALL BE IN ACCORDANCE WITH THE PROVIDED "TREE RETAINING WALL DETAIL."

SOIL PREPARATION AND MULCH NOTES:

1. LANDSCAPE CONTRACTOR SHALL OBTAIN A SOIL TEST OF THE IN-SITU TOPSOIL BY A CERTIFIED SOIL LABORATORY PRIOR TO PLANTING. LANDSCAPE CONTRACTOR SHALL ALLOW FOR A TWO WEEK TURNAROUND TIME FROM SUBMITTAL OF SAMPLE TO NOTIFICATION OF RESULTS.
2. BASED ON SOIL TEST RESULTS, ADJUST THE RATES OF LIME AND FERTILIZER THAT SHALL BE MIXED INTO THE TOP SIX INCHES (6") OF TOPSOIL. THE LIME AND FERTILIZER RATES PROVIDED WITHIN THE "SEED SPECIFICATION" OR "SOD SPECIFICATION" IS APPROXIMATE AND FOR BIDDING PURPOSES ONLY. IF ADDITIONAL AMENDMENTS ARE NECESSARY, ADJUST THE TOPSOIL AS FOLLOWS:
   - MODIFY HEAVY CLAY OR SILT SOILS (MORE THAN 40% CLAY OR SILT) BY ADDING COMPOSTED PINE BARK (UP TO 30% BY VOLUME) OR GYPSUM.
   - MODIFY EXTREMELY SANDY SOILS (MORE THAN 85%) BY ADDING ORGANIC MATTER AND/OR DRY, SHREDDED CLAY LOAM UP TO 30% OF THE TOTAL MIX.
3. TOPSOIL SHALL BE FERTILE, FRIABLE, NATURAL TOPSOIL OF LOAMING CHARACTER, WITHOUT ADMIXTURE OF SUBSOIL MATERIAL OBTAINED FROM A WELL-DRAINED ARABLE SITE, FREE FROM ALL CLAY, LUMPS, COARSE SANDS, STONES, PLANTS, ROOTS, STICKS, AND OTHER FOREIGN MATERIAL GREATER THAN ONE INCH (1").
4. TOPSOIL SHALL HAVE A PH RANGE OF 5.0-7.0 AND SHALL NOT CONTAIN LESS THAN 6% ORGANIC MATTER BY WEIGHT.
5. OBTAIN TOPSOIL ONLY FROM LOCAL SOURCES OR FROM AREAS HAVING SIMILAR SOIL CHARACTERISTICS TO THAT FOUND AT THE PROJECT SITE.
6. CONTRACTOR SHALL PROVIDE A SIX INCH (6") DEEP LAYER OF TOPSOIL IN ALL PLANTING AREAS. TOPSOIL SHALL BE SPREAD OVER A PREPARED SURFACE IN A UNIFORM LAYER TO ACHIEVE THE DESIRED COMPACTED THICKNESS. THE SPREADING OF TOPSOIL SHALL NOT BE CONDUCTED UNDER MUDDY OR FROZEN SOIL CONDITIONS.
7. UNLESS OTHERWISE NOTED IN THE CONTRACT, THE LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR THE INSTALLATION OF TOPSOIL AND THE ESTABLISHMENT OF FINE-GRADING WITHIN THE DISTURBED AREA OF THE SITE.
8. LANDSCAPE CONTRACTOR SHALL VERIFY THAT THE SUB-GRADE ELEVATION MEETS THE FINISHED GRADE ELEVATION (LESS THE REQUIRED TOPSOIL), IN ACCORDANCE WITH THE APPROVED OR FINAL GRADING PLAN.
9. ALL LAWN AND PLANTING AREAS SHALL BE GRADED TO A SMOOTH, EVEN AND UNIFORM PLANE WITH NO ABRUPT CHANGE OF SURFACE AS DEPICTED WITHIN THE APPROVED OR FINAL CONSTRUCTION SET UNLESS OTHERWISE DIRECTED BY THE PROJECT LANDSCAPE DESIGNER OR MUNICIPAL OFFICIAL.
10. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROPER SURFACE AND SUBSURFACE PLANT BED DRAINAGE PRIOR TO THE INSTALLATION OF PLANTINGS. IF POOR DRAINAGE CONDITIONS EXIST, CORRECTIVE ACTION SHALL BE TAKEN PRIOR TO INSTALLATION. ALL PLANTING AND LAWN AREAS SHALL BE GRADED AND MAINTAINED TO ALLOW A FREE FLOW OF SURFACE WATER.
11. DOUBLE SHREDDED HARDWOOD MULCH OR APPROVED EQUAL SHALL BE USED AS A THREE INCH (3") TOP DRESSING IN ALL SHRUB PLANTING BEDS AND AROUND ALL TREES PLANTED BY LANDSCAPE CONTRACTOR. GROUND COVER, PERENNIAL, AND ANNUAL PLANTING BEDS SHALL BE MULCHED WITH A TWO INCH (2") TOP DRESSING. SINGLE TREES OR SHRUBS SHALL BE MULCHED TO AVOID CONTACT WITH TRUNK OR PLANT STEM. MULCH SHALL BE OF SUFFICIENT CHARACTER AS NOT TO BE EASILY DISPLACED BY WIND OR WATER RUNOFF.
12. WHENEVER POSSIBLE, THE SOIL PREPARATION AREA SHALL BE CONNECTED FROM PLANTING TO PLANTING.
13. SOIL SHALL BE LOOSENED WITH A BACKHOE OR OTHER LARGE COARSE-TILING EQUIPMENT UNLESS THE SOIL IS FROZEN OR EXCESSIVELY WET. TILING THAT PRODUCES LARGE, COARSE CHUNKS OF SOIL IS PREFERABLE TO TILING THAT RESULTS IN FINE GRAINS UNIFORM IN TEXTURE. AFTER THE AREA IS LOOSENED IT SHALL NOT BE DRIVEN OVER BY ANY VEHICLE.
14. APPLY PRE-EMERGENT WEED CONTROL TO ALL PLANT BEDS PRIOR TO MULCHING. ENSURE COMPATIBILITY BETWEEN PRODUCT AND PLANT MATERIAL.
15. ALL PLANTING SOIL SHALL BE AMENDED WITH THE FOLLOWING:

MYCRO® TREE SAVER - A DRY GRANULAR MYCORRHIZAL FUNGI INOCULANT THAT IS MIXED IN THE BACKFILL WHEN PLANTING TREES AND SHRUBS. IT CONTAINS SPORES OF BOTH ECTOMYCORRHIZAL AND VA MYCORRHIZAL FUNGI (VAM), BENEFICIAL RHIZOSPHERE BACTERIA, TERRA-SORB SUPERABSORBENT HYDROGEL TO REDUCE WATER LEACHING, AND SELECTED ORGANIC MICROBIAL NUTRIENTS.

- DIRECTIONS FOR USE: USE 3-OZ PER EACH FOOT DIAMETER OF THE ROOT BALL, OR 3-OZ PER INCH CALIPER. MIX INTO THE BACKFILL WHEN TRANSPLANTING TREES AND SHRUBS. MIX PRODUCT IN A RING-SHAPED VOLUME OF SOIL AROUND THE UPPER PORTION OF THE ROOT BALL, EXTENDING FROM THE SOIL SURFACE TO A DEPTH OF ABOUT 8 INCHES, AND EXTENDING OUT FROM THE ROOT BALL ABOUT 8 INCHES INTO THE BACKFILL. APPLY WATER TO SOIL SATURATION.
- MYCOR® TREE SAVER® IS EFFECTIVE FOR ALL TREE AND SHRUB SPECIES EXCEPT RHODODENDRONS, AZALEAS, AND MOUNTAIN LAUREL, WHICH REQUIRE ERICOID MYCORRHIZAE.
- SOIL PH: THE FUNGI IN THIS PRODUCT WERE CHOSEN BASED ON THEIR ABILITY TO SURVIVE AND COLONIZE PLANT ROOTS IN A PH RANGE OF 3 TO 9.
- FUNGICIDES: THE USE OF CERTAIN FUNGICIDES CAN HAVE A DETRIMENTAL EFFECT ON THE INOCULATION PROGRAM. SOIL APPLICATION OF ANY FUNGICIDE IS NOT RECOMMENDED FOR TWO WEEKS AFTER APPLICATION.
- OTHER PESTICIDES: HERBICIDES AND INSECTICIDES DO NOT NORMALLY INTERFERE WITH MYCORRHIZAL FUNGAL DEVELOPMENT, BUT MAY INHIBIT THE GROWTH OF SOME TREE AND SHRUB SPECIES IF NOT USED PROPERLY.

HEALTHY START MACRO TABS 12-8-8

- FERTILIZER TABLETS ARE PLACED IN THE UPPER 4 INCHES OF BACKFILL SOIL WHEN PLANTING TREES AND SHRUBS.
- TABLETS ARE FORMULATED FOR LONG-TERM RELEASE BY SLOW BIODEGRADATION, AND LAST UP TO 2 YEARS AFTER PLANTING. TABLETS CONTAIN 12-8-8 NPK FERTILIZER, AS WELL AS A MINIMUM OF SEVEN PERCENT (7%) HUMIC ACID BY WEIGHT, MICROBIAL NUTRIENTS DERIVED FROM SEA KELP, PROTEIN BYPRODUCTS, AND YUCCA SCHIDIGERA, AND A COMPLEMENT OF BENEFICIAL RHIZOSPHERE BACTERIA. THE STANDARD 21 GRAM TABLET IS SPECIFIED HERE. DIRECTIONS FOR USE: FOR PLANTING BALLED & BURLAPPED (B&B) TREES AND SHRUBS, MEASURE THE THICKNESS OF THE TRUNK, AND USE ABOUT 1 TABLET (21-G) PER HALF-INCH. PLACE THE TABLETS DIRECTLY NEXT TO THE ROOT BALL, EVENLY DISTRIBUTED AROUND ITS PERIMETER, AT A DEPTH OF ABOUT 4 INCHES.

IRRIGATION DURING ESTABLISHMENT

SIZE AT PLANTING	IRRIGATION FOR VITALITY	IRRIGATION FOR SURVIVAL
< 2" CALIPER	DAILY FOR TWO WEEKS, EVERY OTHER DAY FOR TWO MONTHS, WEEKLY UNTIL ESTABLISHED	TWO TO THREE TIMES WEEKLY FOR TWO TO THREE MONTHS
2"-4 CALIPER	DAILY FOR ONE MONTH, EVERY OTHER DAY FOR THREE MONTHS, WEEKLY UNTIL ESTABLISHED	TWO TO THREE TIMES WEEKLY FOR THREE TO FOUR MONTHS
4 >" CALIPER	DAILY FOR SIX WEEKS, EVERY OTHER DAY FOR FIVE MONTHS, WEEKLY UNTIL ESTABLISHED	TWICE WEEKLY FOR FOUR TO FIVE MONTHS

TABLE NOTES:

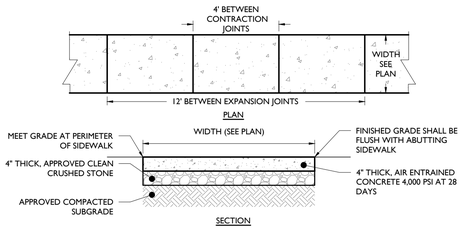
1. AT EACH IRRIGATION, APPLY TWO TO THREE GALLONS PER INCH TRUNK CALIPER TO THE ROOT BALL SURFACE. APPLY IT IN A MANNER SO ALL WATER SOAKS THE ENTIRE ROOT BALL. DO NOT WATER IF ROOT BALL IS WET/SATURATED ON THE IRRIGATION DAY.

2. WHEN IRRIGATING FOR VITALITY, DELETE DAILY IRRIGATION WHEN PLANTING IN WINTER OR WHEN PLANTING IN COOL CLIMATES. ESTABLISHMENT TAKES THREE TO FOUR MONTHS PER INCH TRUNK CALIPER. NEVER APPLY IRRIGATION IF THE SOIL IS SATURATED.

3. WHEN IRRIGATION FOR SURVIVAL, TREES TAKE MUCH LONGER TO ESTABLISH THAN REGULARLY IRRIGATED TREES. IRRIGATION MAY BE REQUIRED IN THE NORMAL HOT, DRY PORTIONS OF THE FOLLOWING YEAR.

PLANT QUALITY AND HANDLING NOTES:

1. ALL PLANT MATERIAL SHALL CONFORM TO THE AMERICAN STANDARD FOR NURSERY STOCK (ANSI Z60.1-2004) OR LATEST REVISION AS PUBLISHED BY THE AMERICAN NURSERY AND LANDSCAPE ASSOCIATION.
2. IN ALL CASES, BOTANICAL NAMES LISTED WITHIN THE APPROVED OR FINAL PLANT LIST SHALL TAKE PRECEDENCE OVER COMMON NAMES.
3. ALL PLANTS SHALL BE OF SELECTED SPECIMEN QUALITY, EXCEPTIONALLY HEAVY, TIGHTLY KNIT, SO TRAINED OR FAVORED IN THEIR DEVELOPMENT AND APPEARANCE AS TO BE SUPERIOR IN FORM, NUMBER OF BRANCHES, COMPACTNESS AND SYMMETRY. ALL PLANTS SHALL HAVE A NORMAL HABIT OR SOUND, HEALTHY, VIGOROUS PLANTS WITH WELL DEVELOPED ROOT SYSTEM. PLANTS SHALL BE FREE OF DISEASE, INSECT PESTS, EGGS OR LARVAE.
4. PLANTS SHALL NOT BE PRUNED BEFORE DELIVERY. TREES WITH ABRASION OF THE BARK, SUNSCALDS, DISFIGURING KNOTS OR FRESH CUTS OF LIMBS OVER ONE AND ONE-FOURTH INCHES (1-1/4") WHICH HAVE NOT COMPLETELY CALLOUSED SHALL BE REJECTED.
5. ALL PLANTS SHALL BE TYPICAL OF THEIR SPECIES OR VARIETY AND SHALL HAVE A NORMAL HABIT OF GROWTH AND BE LEGIBLY TAGGED WITH THE PROPER NAME AND SIZE.
6. THE ROOT SYSTEM OF EACH PLANT SHALL BE WELL PROVIDED WITH FIBROUS ROOTS. ALL PARTS SHALL BE SOUND, HEALTHY, VIGOROUS, WELL-BRANCHED AND DENSELY FOLIATED WHEN IN LEAF.
7. ALL PLANTS DESIGNATED BALL AND BURLAP (B&B) MUST BE MOVED WITH THE ROOT SYSTEM AS SOLID UNITS WITH BALLS OF EARTH FIRMLY WRAPPED WITH BURLAP. THE DIAMETER AND DEPTH OF THE BALLS OF EARTH MUST BE SUFFICIENT TO ENCOMPASS THE FIBROUS ROOT FEEDING SYSTEMS NECESSARY FOR THE HEALTHY DEVELOPMENT OF THE PLANT. NO PLANT SHALL BE ACCEPTED WHEN THE BALL OF EARTH SURROUNDING ITS ROOTS HAS BEEN BADLY CRACKED OR BROKEN PREPARATORY TO OR DURING THE PROCESS OF PLANTING. THE BALLS SHALL REMAIN INTACT DURING ALL OPERATIONS. ALL PLANTS THAT CANNOT BE PLANTED AT ONCE MUST BE HEELED-IN BY SETTING IN THE GROUND AND COVERING THE BALLS WITH SOIL OR MULCH AND THEN WATERING. HEMP BURLAP AND TWINE IS PREFERABLE TO TREATED. IF TREATED BURLAP IS USED, ALL TWINE IS TO BE CUT FROM AROUND THE TRUNK AND ALL BURLAP IS TO BE REMOVED.
8. PLANTS TRANSPORTED TO THE PROJECT IN OPEN VEHICLES SHALL BE COVERED WITH TARPS OR OTHER SUITABLE COVERS SECURELY FASTENED TO THE BODY OF THE VEHICLE TO PREVENT INJURY TO THE PLANTS. CLOSED VEHICLES SHALL BE ADEQUATELY VENTILATED TO PREVENT OVERHEATING OF THE PLANTS. EVIDENCE OF INADEQUATE PROTECTION FOLLOWING DIGGING, CARELESSNESS WHILE IN TRANSIT, OR INSUFFICIENT HANDLING OR STORAGE SHALL BE CAUSE FOR REJECTION OF PLANT MATERIAL. ALL PLANTS SHALL BE KEPT MOIST, FRESH, AND PROTECTED. SUCH PROTECTION SHALL ENCOMPASS THE ENTIRE PERIOD DURING WHICH THE PLANTS ARE IN TRANSIT, BEING HANDLED, OR ARE IN TEMPORARY STORAGE.
9. ALL PLANT MATERIAL SHALL BE INSTALLED IN ACCORDANCE WITH THE CORRESPONDING LANDSCAPE PLAN AND PLANTING DETAILS.
10. LANDSCAPE CONTRACTOR SHALL MAKE BEST EFFORT TO INSTALL PLANTINGS ON THE SAME DAY AS DELIVERY. IF PLANTS ARE NOT PLANTED IMMEDIATELY ON SITE, PROPER CARE SHALL BE TAKEN TO PLACE THE PLANTINGS IN PARTIAL SHADE WHEN POSSIBLE. THE ROOT BALL SHALL BE KEPT MOIST AT ALL TIMES AND COVERED WITH MOISTENED MULCH OR ALGED WOODCHIPS. PROPER IRRIGATION SHALL BE SUPPLIED SO AS TO NOT ALLOW THE ROOT BALL TO DRY OUT. PLANTINGS SHALL BE UNTIED AND PROPER SPACING SHALL BE ALLOTTED FOR AIR CIRCULATION AND TO PREVENT DISEASE, WILTING, AND LEAF LOSS. PLANTS THAT REMAIN UNPLANTED FOR A PERIOD OF TIME GREATER THAN THREE (3) DAYS SHALL BE HEALED IN WITH TOPSOIL OR MULCH AND WATERED AS REQUIRED TO PRESERVE ROOT MOISTURE.
11. NO PLANT MATERIAL SHALL BE PLANTED IN MUDDY OR FROZEN SOIL.
12. PLANTS WITH INJURED ROOTS OR BRANCHES SHALL BE PRUNED PRIOR TO PLANTING UTILIZING CLEAN, SHARP TOOLS. ONLY DISEASED OR INJURED PLANTS SHALL BE REMOVED.
13. IF ROCK OR OTHER UNDERGROUND OBSTRUCTION IS ENCOUNTERED, THE LANDSCAPE DESIGNER RESERVES THE RIGHT TO RELOCATE OR ENLARGE PLANTING PITS OR DELETE PLANT MATERIAL FROM THE CONTRACT.
14. IF PLANTS ARE PROPOSED WITHIN SIGHT TRIANGLES, TREES SHALL BE LIMBED AND MAINTAINED TO A HEIGHT OF EIGHT FEET (8') ABOVE GRADE, AND SHRUBS, GROUND COVER, PERENNIALS, AND ANNUALS SHALL BE MAINTAINED TO A HEIGHT NOT TO EXCEED TWO FEET (2') ABOVE GRADE UNLESS OTHERWISE NOTED OR SPECIFIED BY THE GOVERNING MUNICIPALITY OR AGENCY.
15. INSTALLATION SHALL OCCUR DURING THE FOLLOWING SEASONS:
    PLANT

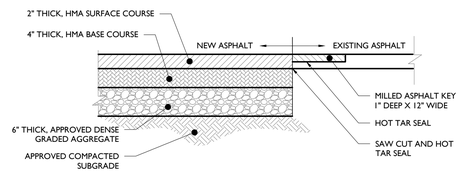


CONCRETE WALKWAY DETAIL

NOT TO SCALE

NOTES:
1. MAXIMUM CROSS SLOPE SHALL BE ¼" PER FOOT.
2. ½" EXPANSION JOINTS SHALL BE PROVIDED AT 12' INTERVALS WITH PRE-MOLDED, BITUMINOUS JOINT FILLER, RECESSED ¼" FROM THE SURFACE.
3. 1" DEEP BY ⅛" WIDE, TOOLED CONTRACTION JOINTS SHALL BE PROVIDED AT 4' INTERVALS.
4. EXPANSION JOIN SHALL BE PROVIDED WHERE ADJACENT TO A BUILDING.

1



FULL DEPTH ASPHALT PAVEMENT DETAIL

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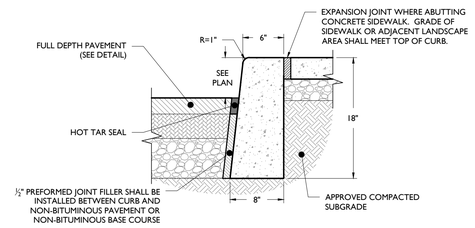
NOTE:
HMA MIX AND DENSE GRADED AGGREGATE SHALL CONFORM TO STATE DEPARTMENT OF TRANSPORTATION SPECIFICATIONS.

2

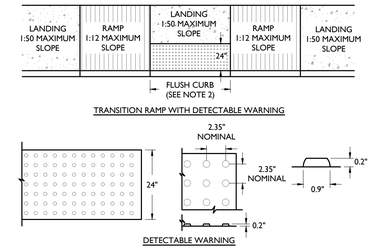


CONCRETE CURB DETAIL

NOT TO SCALE

NOTES:
1. CONCRETE SHALL BE 3500 PSI AT 28 DAYS, AIR-ENTRAINED.
2. TRANSVERSE EXPANSION JOINTS SHALL BE PROVIDED AT 20 FOOT INTERVALS WITH PRE-MOLDED, BITUMINOUS JOINT FILLER, RECESSED ¼" FROM SURFACE.
3. HALF DEPTH CONTRACTION JOINTS SHALL BE PROVIDED AT 10 FOOT INTERVALS.
4. 18" CURB DEPTH SHALL BE MAINTAINED AT DEPRESSED OR FLUSH CURBED AREAS.

3



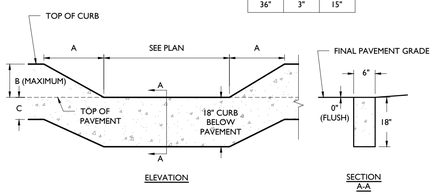
TRANSITION RAMP DETAIL

NOT TO SCALE

NOTES:
1. CROSS SLOPE ON RAMP SHALL NOT EXCEED 2%
2. A FLUSH CURB SHALL HAVE A MINIMUM WIDTH OF 36". SEE PLAN FOR EXACT WIDTH.
3. DOMES SHALL BE ALIGNED ON A SQUARE GRID IN THE PREDOMINANT DIRECTION OF TRAVEL TO PERMIT WHEELS TO ROLL BETWEEN DOMES.
4. VISUAL CONTRAST: THERE SHALL BE A MINIMUM OF 70% CONTRAST IN LIGHT REFLECTANCE BETWEEN THE DETECTABLE WARNING AND AN ADJOINING SURFACE.
5. DETECTABLE WARNING STRIP REQUIRED WHERE RAMP DIRECTS PEDESTRIAN TRAFFIC TOWARDS VEHICLE TRAVEL WAY. WARNING STRIP SHALL BE CAST-IN-PLACE.
6. RAMP SHALL HAVE A MAXIMUM RISE OF 6" WITHOUT A HANDRAIL

4

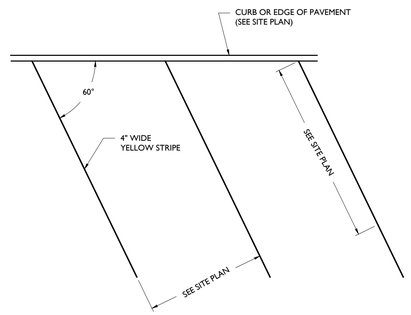
FLUSH CURB DIMENSIONS		
A	B	C
72"	6"	12"
60"	5"	13"
48"	4"	14"
36"	3"	15"



FLUSH CURB DETAIL

NOT TO SCALE

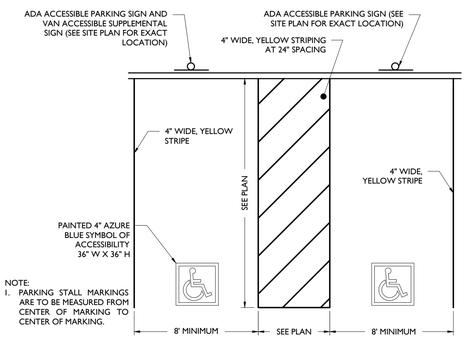
5



ANGLED PARKING STALL MARKINGS

NOT TO SCALE

6

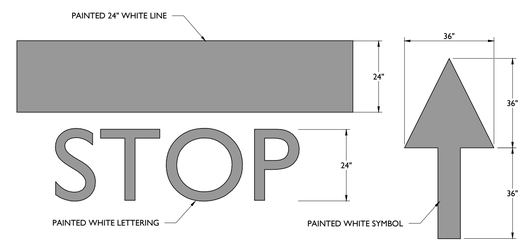


NOTE:
1. PARKING STALL MARKINGS ARE TO BE MEASURED FROM CENTER OF MARKING TO CENTER OF MARKING.

ACCESSIBLE PARKING STALL MARKINGS

NOT TO SCALE

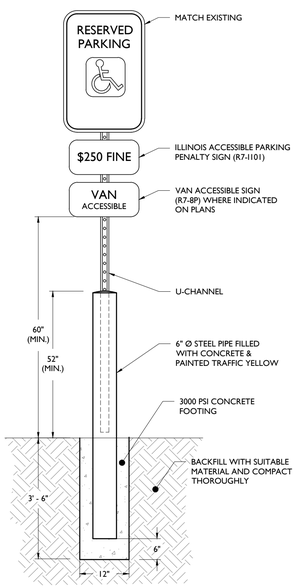
7



STOP BAR & ARROW DETAILS

NOT TO SCALE

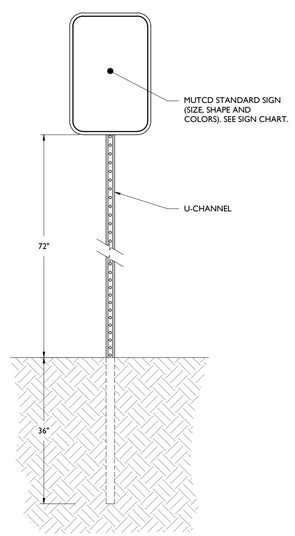
8



ACCESSIBLE PARKING SIGN WITH BOLLARD DETAIL

NOT TO SCALE

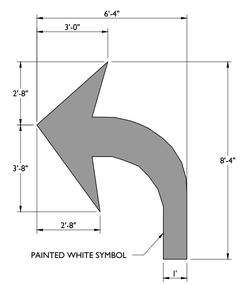
9



SIGN POST DETAIL

NOT TO SCALE

10



TURN ARROW DETAIL

NOT TO SCALE

11

PAVEMENT STRIPING & MARKINGS NOTES:
1. ALL SIGNING AND STRIPING IN EXISTING CONDITION IN CONFLICT WITH THE PROPOSED DESIGN PLAN SHALL BE REMOVED.
2. ALL PROPOSED SIGNING AND STRIPING SHALL CONFORM TO THE CURRENT MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) PUBLISHED BY THE FEDERAL HIGHWAY ADMINISTRATION.
3. PAVEMENT STRIPING AND MARKINGS SHALL BE INSTALLED IN CONFORMANCE WITH ALL APPLICABLE LOCAL, COUNTY AND STATE REQUIREMENTS.
4. UNLESS OTHERWISE SPECIFIED, ALL STRIPING AND MARKINGS IN THE PUBLIC RIGHT-OF-WAY SHALL BE OF THERMOPLASTIC PAINT OR PREFORMED THERMOPLASTIC MARKINGS.
5. UNLESS OTHERWISE SPECIFIED, ON SITE PARKING STALL STRIPING, FIRE LANE STRIPING AND DIRECTIONAL ARROWS SHALL BE EPOXY PAINT. ON SITE STOP BARS, "DO NOT ENTER" BARS, AND ASSOCIATED LETTERING SHALL BE THERMOPLASTIC PAINT OR PREFORMED THERMOPLASTIC MARKINGS.

12

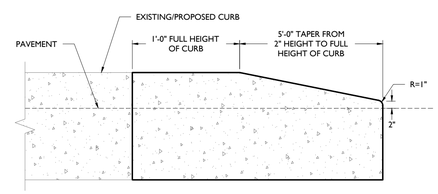
M.U.T.C.D. NUMBER	TEXT	COLOR		SIZE OF SIGN (WIDTH X HEIGHT)	TYPE OF MOUNT
		LEGEND	BACKGROUND		
STOP SIGN (R1-1)	STOP	WHITE	RED	36"x36"	GROUND
DO NOT ENTER (R5-1)	DO NOT ENTER	RED	WHITE	30"x30"	GROUND
ONE WAY RIGHT (R6-1R)	ONE WAY	BLACK	WHITE	36"x12"	GROUND

NOTE:
1. ALL SIGNS SHALL BE IN ACCORDANCE WITH THE FEDERAL HIGHWAY ADMINISTRATION (FHWA) MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), EXCEPT AS NOTED.
2. ALL SIGNS SHALL BE MOUNTED AS TO NOT OBSTRUCT THE SHAPE OF "STOP" (R1-1) AND "YIELD" (R1-2) SIGNS.

SIGN DATA TABLE

NOT TO SCALE

13



CURB TAPER DETAIL

NOT TO SCALE

14

ISSUE	DATE	BY	DESCRIPTION
3	05/06/2025	JD/KH	RESUBMISSION FOR SITE PLAN APPROVAL
2	04/15/2025	JD/KH	RESUBMISSION FOR SITE PLAN APPROVAL
1	03/14/2025	JD/KH	FOR SITE PLAN APPROVAL

NOT APPROVED FOR CONSTRUCTION

STONEFIELD engineering & design
Birmingham, MI · Rutherford, NJ · New York, NY
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www.stonefieldeng.com
555 S. Old Woodward Avenue, Suite 12L, Birmingham, MI 48009
Phone 248.247.1115

SITE DEVELOPMENT PLANS

1040 W NORTHWEST HWY

PROPOSED DAYCARE FACILITY & NATURAL PLAYGROUND

PID: 03-33-407-025-0000
1040 WEST NORTHWEST HIGHWAY
VILLAGE OF MOUNT PROSPECT
COOK COUNTY, ILLINOIS

LICENSED PROFESSIONAL ENGINEER JONATHAN REID COOKSEY 062-057141 ILLINOIS LICENSE No. 062-057141 LICENSE EXPIRES NOV. 30, 2026 STATE OF ILLINOIS

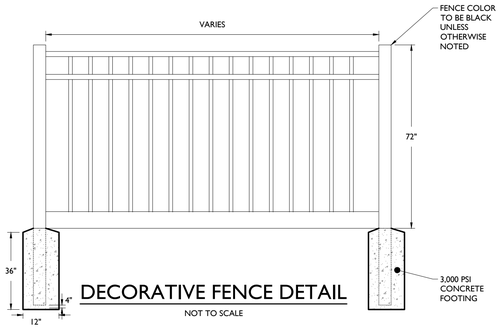
STONEFIELD engineering & design

SCALE: AS SHOWN | PROJECT ID: DET-240465

TITLE: CONSTRUCTION DETAILS

DRAWING: C-9

V:\DET\2024\DET-240465\ JON MANAGEMENT - 1040 W NORTHWEST HIGHWAY, MOUNT PROSPECT, IL\CADD\PLOTTED\PLAN SET\DETAILS.DWG



DECORATIVE FENCE DETAIL

NOT TO SCALE

NOTES:

1. ASCOT, FLAT TOP, 3-CHANNEL FENCES AS MANUFACTURED BY ALUMI-GUARD,INC.

1

FIRE LAND SIGN DETAIL

NOT TO SCALE

2

ISSUE	DATE	BY	DESCRIPTION
3	05/06/2025	JD/KH	RESUBMISSION FOR SITE PLAN APPROVAL
2	04/15/2025	JD/KH	RESUBMISSION FOR SITE PLAN APPROVAL
1	03/14/2025	JD/KH	FOR SITE PLAN APPROVAL

NOT APPROVED FOR CONSTRUCTION

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SITE DEVELOPMENT PLANS

1040 W NORTHWEST HWY

PROPOSED DAYCARE FACILITY & NATURAL PLAYGROUND

PID: 03-23-407-025-0000
1040 WEST NORTHWEST HIGHWAY
VILLAGE OF MOUNT PROSPECT
COOK COUNTY, ILLINOIS

STONEFIELD engineering & design

SCALE: AS SHOWN | PROJECT ID: DET-240465

TITLE:

CONSTRUCTION DETAILS

DRAWING:

C-10

V:\DET\2024\DET-240465 JOHN FARAZNAND - 1040 W NORTHWEST HIGHWAY, MOUNT PROSPECT, IL\CADD\PLOT\DP-IN-10-DETL.DWG

TITLE DESCRIPTION

SITUATED IN THE COUNTY OF COOK, STATE OF ILLINOIS, TO WIT:

LOT 1 STATE FARM SUBDIVISION, A PART OF THE EAST 1/2 OF THE SOUTHEAST 1/4 OF SECTION 33, TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS, AS SHOWN ON PLAT OF SUBDIVISION RECORDED SEPTEMBER 28, 1988 AS DOCUMENT NUMBER 88447034.

THE SURVEYED PROPERTY IS THE SAME PROPERTY AS SHOWN ON STEWART TITLE COMPANY COMMITMENT NO. RAIL-53012 HAVING AN EFFECTIVE DATE OF OCTOBER 30, 2024.

TITLE COMMITMENT INFORMATION

The Title Description and Schedule 'B' items are the same as shown on the title commitment provided by Stewart Title Company, Commitment No. RAIL-53012, with an effective date of October 30, 2024.

FLOOD INFORMATION

A FIELD SURVEY WAS NOT CONDUCTED TO DETERMINE THE FLOOD ZONE AREAS. ANY FLOOD ZONE LINES DISTINGUISHING BETWEEN FLOOD AREAS ARE GRAPHICALLY PLOTTED FROM FEMA FLOOD INSURANCE RATE MAPS (FIRM). A FLOOD ELEVATION CERTIFICATE MAY BE NEEDED TO DETERMINE OR VERIFY THE LOCATION OF THE FLOOD AREAS. THE SUBJECT PROPERTY'S COMMUNITY DOES PARTICIPATE IN THE PROGRAM. IT IS DETERMINED THAT THE SUBJECT PROPERTY RESIDES IN THE FOLLOWING FLOOD ZONE X AS DETERMINED BY OR SHOWN BY FIRM COMMUNITY PANEL NO. 17031C0204J DATED AUGUST 19, 2008 AND IS NOT IN A FLOOD ZONE AREA.

UTILITY NOTE

THE SURVEY SHOWS THE LOCATION OF UTILITIES EXISTING ON OR SERVING THE SURVEYED PROPERTY AS DETERMINED BY OBSERVED EVIDENCE COLLECTED PURSUANT TO ALTA SECTION 5 E IV

TREE INFORMATION

	DIAMETER	HEIGHT	CANOPY SPREAD		DIAMETER	HEIGHT	CANOPY SPREAD		DIAMETER	HEIGHT	CANOPY SPREAD
1	8"	9.77'	17.59'	12	24"	33.43'	35.21'	23	12"	30.80'	34.41'
2	12"	35.17'	36.08'	13	4"	9.23'	8.72'	24	4"	9.97'	8.67'
3	20"	16.11'	14.63'	14	4"	9.65'	7.79'	25	18"	37.74'	36.71'
4	18"	36.15'	31.22'	15	8"	16.46'	8.80'	26	18"	43.25'	29.45'
5	8"	17.69'	13.95'	16	12"	20.72'	17.40'	27	24"	35.61'	33.18'
6	12"	30.57'	28.31'	17	12"	25.83'	19.32'	28	12"	11.44'	29.40'
7	5"	14.37'	12.38'	18	8"	24.96'	18.41'	29	12"	17.81'	24.64'
8	5"	21.37'	17.68'	19	15"	25.29'	31.90'	30	12"	36.87'	32.20'
9	5"	14.62'	13.05'	20	22"	25.03'	18.77'	31	12"	34.33'	47.36'
10	12"	25.79'	29.96'	21	6"	23.91'	15.50'				
11	18" Multi	30.94'	34.83'	22	12"	24.09'	27.00'				

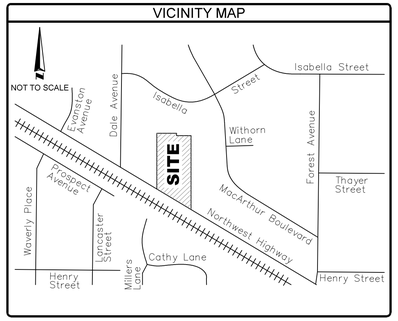
NOTES CORRESPONDING TO SCHEDULE "B" ITEMS

7. DRAINAGE AND UTILITY EASEMENT OF 5 FEET BACK FROM THE WESTERLY LINE, 10 FEET BACK FROM THE NORTHERLY LINE AND 5 FEET BACK FROM THE EASTERLY LINE, AS SHOWN ON THE PLAT OF SUBDIVISION RECORDED AS DOCUMENT NUMBER 88447034.
AFFECTS SURVEYED PROPERTY, AS SHOWN

8. UTILITY AND DRAINAGE EASEMENT PROVISIONS CONTAINED ON THE PLAT OF SUBDIVISION RECORDED AS DOCUMENT NUMBER 88447034 RESERVING AND GRANTING ALL EASEMENTS WITHIN THE AREAS SHOWN BY DOTTED LINES AND MARKED "EASEMENT" ON SAID PLAT TO THOSE PUBLIC UTILITY COMPANIES OPERATING UNDER FRANCHISE FROM SAID MUNICIPALITY INCLUDING BUT NOT LIMITED TO THE ILLINOIS BELL TELEPHONE COMPANY, NORTHERN ILLINOIS GAS COMPANY, CABLENET, INC. AND COMMONWEALTH EDISON COMPANY, AND THEIR SUCCESSORS AND ASSIGNS.
AFFECTS SURVEYED PROPERTY, AS SHOWN

9. BUILDING SETBACK LINES OF 20 FEET BACK FROM THE SOUTHERLY LINE, 20 FEET BACK FROM THE NORTHERLY LINE, AND 10 FEET BACK FROM THE EASTERLY LINE, AS SHOWN ON THE PLAT OF SUBDIVISION RECORDED AS DOCUMENT NUMBER 88447034.
AFFECTS SURVEYED PROPERTY, AS SHOWN

VICINITY MAP



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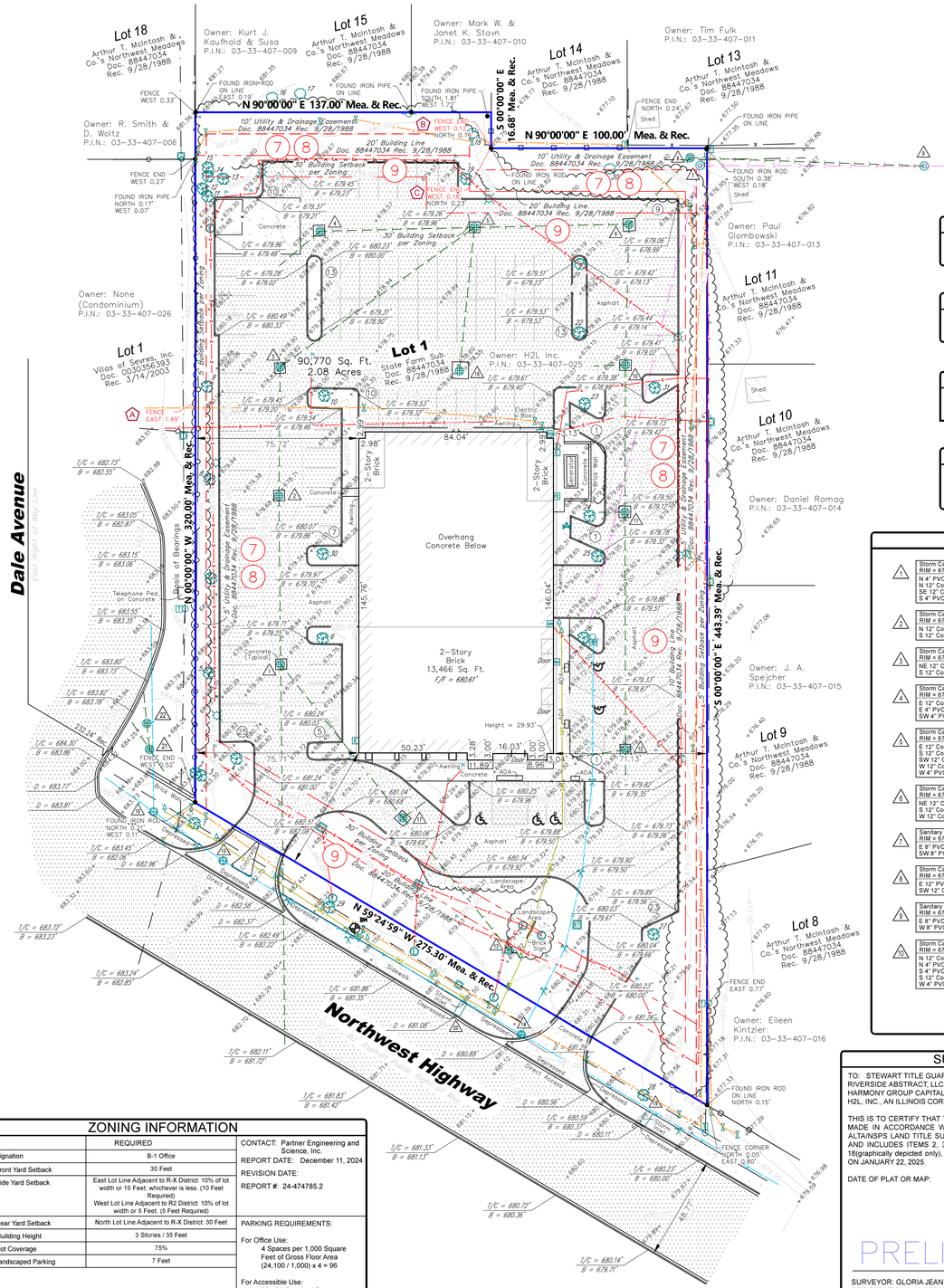

1" = 30'
GRAPHIC SCALE
0 15' 30' 60'

BUILDING AREA

13,466 SQ. FT.

BUILDING HEIGHT

Height = 29.93'

LAND AREA

90,770 SQ. FT. (2.08 Acres)

PARKING

REGULAR:	118
HANDICAP:	5
TOTAL PARKING:	123

INVERTS

1	Storm Catch Basin 1 RIM = 678.80' N 4" PVC = 677.15' N 12" Conc. = 676.51' SE 12" Conc. = 676.55' S 4" PVC = 677.20'	11	Storm Catch Basin 11 RIM = 678.57' N 12" Conc. = 674.82' N 4" PVC = 677.27' S 4" PVC = 677.19' S 12" Conc. = 674.52' W 8" PVC = 674.62'
2	Storm Catch Basin 2 RIM = 678.70' N 12" Conc. = 676.15' S 12" Conc. = 676.35'	12	Storm Catch Basin 12 RIM = 678.49' N 12" Conc. = 675.04' N 4" PVC = 677.32' S 4" PVC = 677.24' W 6" PVC = 677.04'
3	Storm Catch Basin 3 RIM = 678.79' NE 12" Conc. = 676.04' S 12" Conc. = 675.94'	13	Storm Catch Basin 13 RIM = 679.10' NW 8" Conc. = 677.35'
4	Storm Catch Basin 4 RIM = 678.51' E 12" Conc. = 674.47' E 4" PVC = 676.91' SW 4" PVC = 676.61'	14	Water Manhole 14 RIM = 681.21' Full of Water
5	Storm Catch Basin 5 RIM = 678.53' E 12" Conc. = 672.48' S 12" Conc. = 673.13' SW 12" Conc. = 674.28' W 12" Conc. = 674.28' W 4" PVC = 676.53'	15	Water Manhole 15 RIM = 682.85' Unable to Open
6	Storm Catch Basin 6 RIM = 678.48' NE 12" Conc. = 672.68' S 12" Conc. = 672.33' W 12" Conc. = 672.33'	16	Water Manhole 16 RIM = 683.69' Top Bolt = 678.89' N = 677.55' E/W 10" Metal = 677.54'
7	Sanitary Manhole 7 RIM = 677.26' E 8" PVC = 672.46' SW 8" PVC = 672.36'	17	Storm Catch Basin 17 RIM = 679.60' N 6" PVC = 678.35' SE 12" Conc. = 676.80' SE 4" PVC = 678.10' NW 4" PVC = 678.10' NW 12" Conc. = 676.80'
8	Storm Catch Basin 8 RIM = 677.25' E 12" PVC = 672.17' SW 12" Conc. = 672.62'	18	Storm Catch Basin 18 RIM = 678.52' N 12" Conc. = 674.47'
9	Sanitary Manhole 9 RIM = 675.58' E 8" PVC = 670.68' W 8" PVC = 670.68'	19	Storm Inlet 19 RIM = 680.49' Unable to Open
10	Storm Catch Basin 10 RIM = 678.45' N 12" Conc. = 674.15' N 4" PVC = 677.00' S 4" PVC = 677.15' S 12" Conc. = 674.65' W 4" PVC = 677.00'	20	Storm Inlet 20 RIM = 680.51' Unable to Open
		21	Storm Catch Basin 21 RIM = 684.48' N 12" Conc. = 676.88' SE 12" Conc. = 676.82' NW 12" Conc. = 676.88'
		22	Storm Catch Basin 22 RIM = 684.34' N 12" Conc. = 677.86' S 12" Conc. = 677.79'

SURVEYOR'S NOTES

1. THERE WAS NO EVIDENCE OF RECENT EARTH MOVING WORK, BUILDING CONSTRUCTION AND BUILDING ADDITIONS OBSERVED IN THE PROCESS OF CONDUCTING THE FIELDWORK.

2. P.I.N.: 03-33-407-025

3. THE EASEMENTS SHOWN HEREON ARE PROVIDED FROM THE CURRENT TITLE. NO SEARCH OF THE RECORDS FOR EASEMENTS OR ENCUMBRANCES WAS MADE AS PART OF THIS SURVEY.

4. THE UNDERGROUND UTILITIES WERE DRAFTED WITH THE AID OF UNDERGROUND STORM, SANITARY AND WATER ATLAS PROVIDED BY THE VILLAGE OF MOUNT PROSPECT AND THE AID OF UTILITY REPORT PROVIDED BY BLVD DATED 1/20/25.

5. ALL BUILDING DIMENSIONS, AREA, AND TIES ARE TO THE CURRENT EXTERIOR SIDING MATERIAL AT GROUND LEVEL AND NOT TO THE FOUNDATION.

6. ALL STATEMENTS WITHIN THE CERTIFICATION, AND OTHER REFERENCES LOCATED ELSEWHERE HEREON, RELATED TO UTILITIES, IMPROVEMENTS, STRUCTURES, BUILDINGS, PARKING, EASEMENTS, SERVITUDES, AND SIGNIFICANT OBSERVATIONS ARE BASED SOLELY ON ABOVE GROUND, VISIBLE EVIDENCE UNLESS ANOTHER SOURCE OF INFORMATION IS SPECIFICALLY REFERENCED HEREON

7. THERE IS NO VISIBLE EVIDENCE OF CEMETERIES, GRAVE SITES OR BURIAL GROUNDS ON THE SUBJECT PROPERTY AT THE TIME OF THE SURVEY.

8. SUBJECT TRACT HAS DIRECT PHYSICAL DRIVEWAY ACCESS TO NORTHWEST HIGHWAY, A DEDICATED PUBLIC RIGHT OF WAY.

9. THIS SURVEY WAS COORDINATED, NOT PERFORMED, BY PARTNER. SURVEY OBTAINED FROM AND CERTIFIED TO BY A PROFESSIONAL SURVEYOR LICENSED TO PRACTICE IN THE SAME STATE THE SUBJECT PROPERTY IS LOCATED.

10. ALL RECIPROCAL EASEMENT AGREEMENTS ("REAS") THAT HAVE BEEN REPORTED BY THE TITLE REPORT PROVIDED HAS BEEN DENOTED ON THE SURVEY AND ARE SHOWN HEREON. THE LIMITS OF ANY OFFSITE APPURTENANT EASEMENT THAT HAVE BEEN REPORTED BY THE TITLE REPORT PROVIDED HAVE BEEN DENOTED ON THE SURVEY AND ARE SHOWN HEREON.

11. THE SURVEYED BOUNDARY SHOWN HEREON ARE CONTIGUOUS WITH ADJOINING PROPERTIES AND/OR RIGHT OF WAY WITHOUT ANY GAPS, GORES, AND OVERLAPS.

12. NO VISIBLE EVIDENCE OF SUBSTANTIAL AREAS OF REFUSE WERE OBSERVED AT THE TIME THE FIELDWORK WAS PERFORMED.

13. NO UNDERGROUND UTILITIES HAVE BEEN LOCATED AND/OR SHOWN ON THIS SURVEY. ONLY VISIBLE AND APPARENT ABOVE GROUND UTILITY APPURTENANCES ARE SHOWN.

14. THIS SURVEY DOES NOT PROVIDE A DETERMINATION OR OPINION CONCERNING THE LOCATION OR EXISTENCE OF WETLANDS, FAULT LINES, TOXIC OR HAZARDOUS WASTE AREAS, SUBSIDENCE, SUBSURFACE, AND ENVIRONMENTAL CONDITIONS, OR GEOLOGICAL ISSUES. NO STATEMENT IS MADE CONCERNING THE SUITABILITY OF THE SUBJECT TRACT FOR ANY INTENDED USE, PURPOSE, OR DEVELOPMENT.

15. THE SURVEYED LAND FORMS A MATHEMATICALLY CLOSED FIGURE.

16. THERE ARE NO DIVISION OR PARTY WALLS WITH THE ADJOINING PROPERTIES.

17. THERE WERE NO PROPOSED CHANGES IN STREET RIGHT OF WAY LINES, IF SUCH INFORMATION IS MADE AVAILABLE TO THE SURVEYOR BY THE CONTROLLING JURISDICTION. NO EVIDENCE OF RECENT STREET OR SIDEWALK CONSTRUCTION REPAIRS OBSERVED IN THE PROCESS OF CONDUCTING THE FIELDWORK.

18. THE DISTANCE TO THE NEAREST INTERSECTING STREET, DALE AVENUE, IS 232.24 FEET AND IS SHOWN ON SURVEY MAP AS THE INTERSECTING STREET.

19. BENCHMARK - ON SITE

BOLT ON NORTH FACE OF FIRE HYDRANT SOUTH OF SOUTH PROPERTY LINE, NORTH OF SIDEWALK, AND BETWEEN TWO ACCESS POINTS.
ELEVATION = 683.51' (NAVD88)

20. BENCHMARK - OFF SITE

MOUNT PROSPECT BENCHMARK #2, BEING A DISK LOCATED AT 1702 E. NORTHWEST HIGHWAY.
ELEVATION = 679.34' (NAVD88)

MOUNT PROSPECT BENCHMARK #3, BEING A DISK LOCATED AT 634 S. ARTHUR AVENUE.
ELEVATION = 681.24' (NAVD88)

LEGEND

- FOUND IRON PIPE
- TRANSFORMER POLE
- SANITARY MANHOLE
- ELECTRIC OUTLET
- GAS METER
- ELECTRIC BOX
- ELECTRIC TRANSFORMER
- ELECTRIC METER
- WATER MANHOLE
- FIRE HYDRANT
- CATCH BASIN
- TELEPHONE PED.
- A.S.S. WATER
- FIRE EXTINGUISHER
- LIGHT POLE BASE
- UTILITY POLE
- WATER B. BOX
- ELECTRIC PIPING
- WATER VALVE
- J.U.L.I.E. WATER
- J.U.L.I.E. COMED
- J.U.L.I.E. TELEPHONE
- J.U.L.I.E. GAS
- DECIDUOS
- CONIFEROUS
- PARKING COUNT
- HANDICAPPED PARKING
- Rec. RECORD
- Mea. MEASURED
- T/C TOP CURB
- B BOTTOM CURB
- D DEPRESSED CURB
- F/F FINISHED FLOOR
- 676.75 SPOT GRADE
- PROPERTY LINE
- CHAIN LINK FENCE
- OVERHEAD WIRES
- GUY WIRE
- SIGNIFICANT OBSERVATION
- WOOD FENCE
- METAL FENCE
- EASEMENT
- BUILDING LINE
- STORM LINE
- SANITARY LINE
- WATER LINE
- TELEPHONE LINE
- ELECTRIC LINE
- GAS LINE
- CONTOUR
- TREE LINE/LANDSCAPE AREA

ZONING INFORMATION

ITEM	REQUIRED
Zoning Designation	B-1 Office
Minimum Front Yard Setback	30 Feet
Minimum Side Yard Setback	East Lot Line Adjacent to R-X District: 10% of lot width or 10 Feet, whichever is less. (10 Feet Required) West Lot Line Adjacent to R2 District: 10% of lot width or 5 Feet. (5 Feet Required)
Minimum Rear Yard Setback	North Lot Line Adjacent to R-X District: 30 Feet
Maximum Building Height	3 Stories / 35 Feet
Maximum Lot Coverage	75%
Minimum Landscaped Parking	7 Feet
NOTES:	

CONTACT: Partner Engineering and Science, Inc.
REPORT DATE: December 11, 2024
REVISION DATE:
REPORT #: 24-474785.2

PARKING REQUIREMENTS:

For Office Use:
4 Spaces per 1,000 Square Feet of Gross Floor Area
(24,100 / 1,000) x 4 = 96

For Accessible Use:
76-100 Required Spaces = 4
Handicapped Parking Spaces to be Included to the Total.
(4)

BASIS OF BEARING

THE BASIS OF BEARINGS OF THIS SURVEY IS BASED ON THE WEST LINE OF LOT 1 IN STATE FARM SUBDIVISION. THE BEARING IS DENOTED AS N 00°00'00" W.

OBSERVED SIGNIFICANT OBSERVATIONS

- (A) FENCE EXTENDS EAST 1.49' OVER THE WEST PROPERTY LINE
- (B) FENCE END EXTENDS WEST 0.12' OVER THE EAST PROPERTY LINE
- (C) FENCE END EXTENDS WEST 0.18' OVER THE EAST PROPERTY LINE

SURVEYOR'S CERTIFICATE

TO: STEWART TITLE GUARANTY COMPANY,
RIVERSIDE ABSTRACT, LLC,
HARMONY GROUP CAPITAL LLC,
H2L, INC., AN ILLINOIS CORPORATION:

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, 6(a), 6(b), 7(a), 7(b)1), 7(c), 8, 9, 10, 11a, 11b, 13, 14, 16, 17, 18(graphically depicted only), AND 19 OF TABLE A THEREOF. THE FIELDWORK WAS COMPLETED ON JANUARY 22, 2025.

DATE OF PLAT OR MAP:

PRELIMINARY

SURVEYOR: GLORIA JEAN KOTER
REGISTRATION NUMBER: 3323
STATE OF REGISTRATION: ILLINOIS

THIS SURVEY WAS COORDINATED, NOT PERFORMED, BY PARTNER. SURVEY OBTAINED FROM AND CERTIFIED TO BY A PROFESSIONAL SURVEYOR LICENSED TO PRACTICE IN THE SAME STATE THE SUBJECT PROPERTY IS LOCATED

SHEET 1 OF 1

2021 ALTA/NSPS LAND TITLE SURVEY

TAX PARCEL ID: 03334070250000

SITE ADDRESS

1040 W NORTHWEST HIGHWAY
MOUNT PROSPECT, IL 60056
COOK COUNTY

PARTNER PROJECT NUMBER: 24-474785.1

COORDINATED BY

PARTNER

CORPORATE OFFICE
2154 Torrance Boulevard
Torrance, CA 90501
Phone: 888-213-7479
ALTA@partneresi.com
www.partneresi.com

DATE	REVISIONS	DRAWN BY: ER	DRAWING SCALE: 1"= 30'
.	.	CHECKED BY:	JOB NO.: 24-474785.1
.	.	FILENAME: LS241611 1040 W NORTHWEST HWY.DWG	
.	.		
.	.		
.	.		

SURVEYED BY

Land Surveying Services, Inc.
1182 Heather Drive Lake Zurich, Illinois 60047
Ph. (847)847-1079 Fax. (847)847-1279
Professional Design Firm License No. 184-003632

H:\DRAWINGS\HARMONY GROUP\HARMONY24-309 - 1040 WEST NORTHWEST HWY MT PROSPECT\L\CDS\HARMONY24-297-T-100.DWG BBARRERES PLOTTED: 4/10/2025 12:22 PM

HARMONY GROUP

CHILD CARE

1040 W NORTHWEAST HWY
MOUNT PROSPECT, IL 60056

SYMBOLS

NOTE: REFER TO EACH DISCIPLINE'S DRAWINGS FOR ADDITIONAL SYMBOL LEGENDS.

MATERIAL DESIGNATIONS

- EARTH
- POROUS FILL (STONE OR GRAVEL, SUB BASE, ETC.)
- ROCK
- STRUCTURAL CONCRETE (CAST IN PLACE OR PRECAST)
- BRICK (COMMON OR FACE)
- CONCRETE MASONRY UNITS (CMU)
- CUT STONE, CAST STONE
- MARBLE
- METAL (LARGE SCALE)
- METAL (SMALL SCALE STRUCTURAL & SHEET)
- PLYWOOD (LARGE SCALE)
- WOOD FINISH
- WOOD ROUGH (CONTINUOUS)
- WOOD ROUGH (BLOCKING)
- INSULATION (LOOSE OR BATT)
- INSULATION (RIGID)
- GLASS (LARGE SCALE)
- ACOUSTICAL TILE
- EIFS SYSTEM
- GYPSUM WALL BOARD (REFER TO WALL SECTIONS)
- GYPSUM DRYWALL SYSTEM (PARTITION OR WALL)
- PLASTER, SAND, CEMENT, GROUT

GRAPHIC SYMBOLS

- XXX ROOM/SPACE NUMBER
- DOOR NUMBER (IF MORE THAN ONE DOOR PER ROOM, SUBLETTERS ARE USED)
- WINDOW STYLE
- SECTION — INDICATES SECTION NUMBER, REFERENCE DRAWING NUMBER
- DETAIL — INDICATES DETAIL NUMBER, REFERENCE DRAWING NUMBER
- ELEVATION — INDICATES ELEVATION NUMBER, REFERENCE DRAWING NUMBER
- (A) COLUMN REFERENCE
- (1) KEY NOTE - NUMBERED
- (FINISH) KEY NOTE - EXTERIOR FINISH
- (1) WALL TYPE NUMBER
- CHANGE IN FLOOR FINISH
- ELEVATION TARGET

ABBREVIATIONS

NOTE: REFER TO ADDITIONAL ABBREVIATION LISTS IN EACH DISCIPLINE'S DRAWINGS

STANDARD ABBREVIATIONS

SYMBOLS USED AS ABBREVIATIONS

&	AND
∠	ANGLE
@	AT SPACING OF
B.M.	BENCH MARK
℄	CENTER LINE
[	CHANNEL
#	NUMBER
d	PENNY
⊥	PERPENDICULAR
P̲	PLATE
ϕ	ROUND
ϕ	SQUARE
X	WIDTH X HEIGHT
W/	WITH

ABBREVIATIONS

ABV	ABOVE
AFF	ABOVE FINISHED FLOOR
ACC	ACCESS
ACFL	ACCESS FLOOR
AP	ACCESS PANEL
AC	ACOUSTICAL
ACPL	ACOUSTICAL PLASTER
ACT	ACOUSTICAL TILE
ACR	ACRYLIC PLASTIC
ADH	ADHESIVE
ADJ	ADJACENT
ADJT	ADJUSTABLE
AGG	AGGREGATE
A/C	AIR CONDITIONING
ALT	ALTERNATE
AL	ALUMINUM
ANC	ANCHOR, ANCHORAGE
AB	ANCHORBOLT
ANOD	ANODIZED
ARCH	ARCHITECT, ARCHITECTURAL
AD	AREA DRAIN
ASPH	ASPHALT
AT	ASPHALT TILE
AUTO	AUTOMATIC
AWN	AWNING
BSMT	BASEMENT
BL	BASE LINE
BM	BEAM
BRG	BEARING
BPL	BEARING PLATE
BEL	BELOW
BM	BENCH MARK
BET	BETWEEN
BVL	BEVELED
BEY	BEYOND
BLK	BLOCK
BLKG	BLOCKING
BD	BOARD
BS	BOTH SIDES
BOT	BOTTOM
BRKT	BRACKET
BRS	BRASS
BRK	BRICK
BRZ	BRONZE
BLDG	BUILDING
BUR	BUILT UP ROOFING
BRGL	BULLET RESISTANT GLASS
BO	BY OWNER
CAB	CABINET
CAN	CANVAS
CPT	CARPET
CSMT	CASEMENT
CI	CAST IRON
CST	CAST STONE
CB	CATCH BASIN
CLG	CEILING
CHT	CEILING HEIGHT
CEM	CEMENT
CM	CENTIMETER (S)
CER	CERAMIC
CT	CERAMIC TILE
CHBD	CHALKBOARD
CHAM	CHAMFER
CHIM	CHIMNEY
CR	CHROMIUM
CIR	CIRCLE
CIRC	CIRCUMFERENCE
CLR	CLEAR, CLEARANCE
CLS	CLOSURE
CGL	COATED GLASS
COL	COLUMN
COMB	COMBINATION
COM	COMMON
COMPT	COMPARTMENT
COMPO	COMPOSITION, COMPOSITE
COMP	COMPRESS, (ED), (ION), (IBLE)
CONC	CONCRETE
CMU	CONCRETE MASONRY UNIT
CONN	CONNECTION
CONST	CONSTRUCTION
CONT	CONTINUE, CONTINUOUS
CONTR	CONTRACT, CONTRACTOR
CJ	CONTROL JOINT
CPR	COPPER
CG	CORNER GUARD
CORR	CORRUGATED
CTR	COUNTER
CS	COUNTERSINK
CRS	COURSE
CFT	CUBIC FOOT
CYD	CUBIC YARD
DPR	DAMPER
DP	DAMPPROOFING

DL	DEAD LOAD
DEM	DEMOLISH, DEMOLITION
DMT	DEMOUNTABLE
DTL	DETAIL
DIAG	DIAGONAL
DIA	DIAMETER
DIM	DIMENSION
DSP	DISPENSER
DIV	DIVISION
DR	DOOR
DTA	DOVETAIL ANCHOR
DTS	DOVETAIL ANCHOR SLOT
DN	DOWN
DS	DOWNSPOUT
DT	DRAIN TILE
DWR	DRAWER
DWG	DRAWING
DF	DRINKING FOUNTAIN
DW	DUMBWAITER
EA	EACH
EF	EACH FACE
EW	EACH WAY
ESMNT	EASEMENT
E	EAST
	ELASTIC
ELEC	ELECTRIC, (AL)
EP	ELECTRICAL PANELBOARD
EWC	ELECTRIC WATER COOLER
EL	ELEVATION (VERTICAL HEIGHT)
ELE	ELEVATION (VIEW)
ELEV	ELEVATOR
EMER	EMERGENCY
ENC	ENCLOSE, (URE)
EQ	EQUAL
EQP	EQUIPMENT
ESC	ESCALATOR
EST	ESTIMATE
EXH	EXHAUST
EXG	EXISTING
EXMP	EXPANDED METAL PLATE
EB	EXPANSION BOLT
EJT	EXPANSION JOINT
EXP	EXPOSED
EXT	EXTERIOR
FOC	FACE OF CONCRETE
FOF	FACE OF FINISH
FOM	FACE OF MASONRY
FOS	FACE OF STUDS
FAS	FASTEN, FASTENER
FN	FENCE
FBD	FIBERBOARD
FGL	FIBERGLASS
FIN	FINISH, (ED)
FF	FINISHED FLOOR ELEVATION
FFL	FINISHED FLOOR LINE
FA	FIRE ALARM
FE	FIRE EXTINGUISHER
FEC	FIRE EXTINGUISHER CABINET
FHS	FIRE HOSE STATION
FPL	FIREPLACE
FP	FIREPROOF
FRT	FIRE-RETARDANT
FIXT	FIXTURE
FLG	FLASHING
FLX	FLEXIBLE
FG	FLOAT GLASS
FLR	FLOOR, (ING)
FD	FLOOR DRAIN
FL	FLOW LINE
FLUR	FLOURESCENT
FJT	FLUSH JOINT
FTG	FOOTING
FND	FOUNDATION
FR	FRAME, (D), (ING)
FS	FULL SIZE
FUR	FURRED, (ING)
FUT	FUTURE
GA	GAGE, GAUGE
GV	GALVANIZED
GKT	GASKET, (ED)
GC	GENERAL CONTRACT, (OR)
GL	GLASS, GLAZING
GLB	GLASS BLOCK
GCMU	GLAZED CONCRETE MASONRY UNITS
GLAM	GLUED LAMINATE
GB	GRAB BAR
GD	GRADE, GRADING
GRN	GRANITE
GRT	GRATE, (ING)
GVL	GRAVEL
GRHS	GREENHOUSE
GT	GROUT
GRD	GUARD
GUT	GUTTER
GPL	GYPSUM LATH
GPPL	GYPSUM PLASTER
GPT	GYPSUM TILE
GWB	GYPSUM WALLBOARD
HC	HANDICAP
HRL	HANDRAIL
HBD	HARDBOARD
HDW	HARDWARE
HWD	HARDWOOD
HDR	HEADER
HTG	HEATING
HVAC	HEATING/VENTILATING/AIR CONDITIONING
HD	HEAVY DUTY
HT	HEIGHT
HPT	HIGH POINT
HCR	HOLLOW CORE
HOR	HORIZONTAL
HB	HOSE BIBB
INCAN	INCANDESCENT
INCIN	INCINERATOR
INCL	INCLUDE, (ED), (ING)
ID	INSIDE DIAMETER
INS	INSULATE, (ED), (ING)
INSC	INSULATING CONCRETE
IGL	INSULATING GLASS
INT	INTERIOR
INTM	INTERMEDIATE
INV	INVERT
JC	JANITOR'S CLOSET

JT	JOINT
JF	JOINT FILLER
J	JOIST
KPL	KICKPLATE
KIT	KITCHEN
KO	KNOCKOUT
LBL	LABEL
LAB	LABORATORY
LAD	LADDER
LB	LAG BOLT
LAM	LAMINATE, (ED)
LGL	LAMINATED GLASS
LAV	LAVATORY
LO	LAYOUT
LH	LEFT HAND
L	LENGTH
LT	LIGHT
LW	LIGHTWEIGHT
LMS	LIMESTONE
LTL	LINTEL
LL	LIVE LOAD
LOC	LOCATE
LLD	LOOSE LAID
LVR	LOUVER
LPT	LOW POINT
MB	MACHINE BOLT
MH	MANHOLE
MFR	MANUFACTURE, (ER)
MRB	MARBLE
MAS	MASONRY
MTL	MATERIAL
MAX	MAXIMUM
MECH	MECHANIC, (AL)
MC	MEDICINE CABINET
MED	MEDIUM
MDO	MEDIUM DENSITY OVERLAY
MBB	MAKE BELIEVE BOULEVARD
MBR	MEMBER
MMB	MEMBRANE
MET	METAL
MO	MASONRY OPENING
MW	MICROWAVE
MM	MILLIMETER, (S)
MIN	MINIMUM
MIR	MIRROR
MGL	MIRROR GLASS (FRAMED)
MISC	MISCELLANEOUS
MOD	MODULAR
MLD	MOLDING, MOULDING
MR	MOP RECEPTOR
MT	MOUNT, (ED), (ING)
MOV	MOVABLE
MULL	MULLION
NL	NAILABLE
NAT	NATURAL
NI	NICKEL
NR	NOISE REDUCTION
NOM	NOMINAL
N	NORTH
NIC	NOT IN CONTRACT
NTS	NOT TO SCALE
NO	NUMBER
OC	ON CENTER, (S)
OP	OPAQUE
OPG	OPENING
OPH	OPPOSITE HAND
ORN	ORNAMENTAL
OD	OUTSIDE DIAMETER
OA	OVERALL
OH	OVERHEAD
PNT	PAINT, (ED)
PNL	PANEL, (ING)
PB	PANIC BAR
PTD	PAPER TOWEL DISPENSER
PTR	PAPER TOWEL RECEPTOR
PAR	PARALLEL
PRPT	PARAPET
PK	PARKING
PBD	PARTICLE BOARD
PTN	PARTITION
PV	PAVE, (D), (ING)
PVMT	PAVEMENT
PERF	PERFORATE, (ED)
PER	PERIMETER
PTR	PLANTER
PLTG	PLANTING
PLAS	PLASTER
PLA	PLASTIC
PLAM	PLASTIC LAMINATE
PL	PLATE
PG	PLATE GLASS
PWD	PLYWOOD
PT	POINT
PVC	POLYVINYL CHLORIDE
PE	PORCELAIN ENAMEL
PCPL	PORTLAND CEMENT PLASTER
PD	POUND,(S)
PCF	POUNDS PER CUBIC FOOT
PLF	POUNDS PER LINEAR FOOT
PSF	POUNDS PER SQUARE FOOT
PSI	POUNDS PER SQUARE INCH
PCC	PRECAST CONCRETE
PFB	PREFABRICATE, (ED)
PFN	PREFINISHED
PRF	PREFORMED
PREM	PREMOULDED
PT	PRESSURE TREATED
PL	PROPERTY LINE
QT	QUARRY TILE
RBT	RABBET, REBATE
RAD	RADIUS
RFT	RAFTER
RL	RAIL, (ING)
REC	RECESS, (ED)
REF	REFER, (ENCE)
RFL	REFLECT, (ED), (IVE), (OR)
REFR	REFRIGERATOR
REG	REGISTER
REIN	REINFORCE, (ED), (ING)
RECP	REINFORCED CONCRETE PIPE
REM	REMOVE
REQ'D	REQUIRED
RES	RESILIENT
RET	RETURN
RA	RETURN AIR
RVS	REVERSE (SIDE)
REV	REVISE, (S), REVISE, (ED)

RH	RIGHT HAND
ROW	RIGHT OF WAY
R	RISER
RVT	RIVET
R&S	ROD AND SHELF
RD	ROOF DRAIN
RFH	ROOF HATCH
RFG	ROOFING
RM	ROOM
RO	ROUGH OPENING
RCP	ROUND CONCRETE PIPE
ROK	ROWLOCK
RB	RUBBER BASE
RBT	RUBBER TILE
RBL	RUBBLE STONE
SFGL	SAFETY GLASS
SCH	SCHEDULE
SCN	SCREEN
SCUP	SCUPPER
SNT	SEALANT
STG	SEATING
SEC	SECTION
SVYD	SERVICE YARD
SSK	SERVICE SINK
SHTH	SHEATH, (ING)
SHT	SHEET
SG	SHEET GLASS
SH	SHELF, SHELVING
SHNG	SHINGLE, (S)
SHU	SHUTTER, (S)
SIDG	SIDING
SIM	SIMILAR
SKL	SKYLIGHT
SL	SLEEVE
SLO	SLOPE
SOL	SOLDIER
SC	SOLID CORE
SP	SOUNDPROOF
S	SOUTH
SPC	SPACE, (R)
SGL	SPANDREL GLASS
SPK	SPEAKER
SPL	SPECIAL
SPEC	SPECIFICATION
SPH	SPLASH
SQ	SQUARE
SST	STAINLESS STEEL
STGL	STAINED GLASS
STD	STANDARD
STA	STATION
ST	STEEL
STO	STORAGE
SF	STOREFRONT
SD	STORM DRAIN
STR	STRUCTURAL
STCO	STUCCO
SFLR	SUBFLOOR
SA	SUPPLY AIR
SUS	SUSPENDED
SYD	SIDE YARD
SYM	SYMMETRY, (ETRICAL)
SYN	SYNTHETIC
SYS	SYSTEM
TKBD	TACKBOARD
TEL	TELEPHONE
TV	TELEVISION
TG	TEMPERED GLASS
TIG	TEMPERED, INSULATED GLASS
TZ	TERRAZZO
THK	THICK, (NESS)
THR	THRESHOLD
TBRL	TO BE RELOCATED
TOBR	TO BE REMOVED
TPD	TOILET PAPER DISPENSER
TPTN	TOILET PARTITION
TOL	TOLERANCE
T&G	TONGUE AND GROOVE
TSL	TOP OF CONCRETE SLAB
TC	TOP OF CURB
TJ	TOP OF JOIST
TP	TOP OF PLATE
TST	TOP OF STEEL
TSF	TOP OF SUBFLOOR
TW	TOP OF WALL
TPG	TOPPING
TOR	TO REMAIN
TB	TOWEL BAR
TR	TRANSOM
T	TREAD
TRNB	TURNBUCKLE
TYP	TYPICAL
UC	UNDERCUT
UNF	UNFINISHED
UNO	UNLESS NOTED OTHERWISE
UR	URINAL
UTL	UTILITY
VJ	V-JOINT
VB	VAPOR BARRIER
VAR	VARNISH
VNR	VENEER
VERT	VERTICAL
VG	VERTICAL GRAIN
VIN	VINYL
VB	VINYL BASE
VCT	VINYL COMPOSITION TILE
VF	VINYL FABRIC
VT	VINYL TILE
VICP	VITREOUS CLAY PIPE
VICT	VITREOUS CLAY TILE
WSCT	WAINSCOT
WH	WALL HUNG
WC	WATER CLOSET
WHTR	WATER HEATER
WP	WATERPROOFING
WR	WATER RESISTANT
WS	WATERSTOP
WST	WEATHERSTRIP, (ING)
WWF	WELDED WIRE FABRIC
W	WEST
WHS	WHEEL STOP
WID	WIDTH, WIDE
WIN	WINDOW
WG	WIRED GLASS
WM	WIRE MESH
WO	WITHOUT
WD	WOOD
WI	WROUGHT IRON

LICENSING CALCULATION CHART
Harmony Group - Mount Prospect, IL

FLOOR	ROOM NUMBER	ROOM NAME	AGE GROUP	NUMBER OF CHILDREN	NUMBER OF TEACHERS	TEACHER RATIO	STATE REQ'D S.F.	NET S.F.*	GROSS S.F.	RATIO CHILD PER S.F.
FIRST	103	INFANT #1	<14 MO.	12	3	1/4	600	661	681	1/50
FIRST	104	INFANT #2	<14 MO.	12	3	1/4	600	670	690	1/50
FIRST	108	INFANT #3	<14 MO.	12	3	1/4	600	670	690	1/50
FIRST	111	INFANT #4	<14 MO.	12	3	1/4	600	668	688	1/50
FIRST	122	TODDLER A #1	1 -2 YEARS	15	3	1/5	525	548	568	1/50
FIRST	112	TODDLER A #2	1 -2 YEARS	15	3	1/5	525	518	538	1/30
FIRST	116	TODDLER A #3	1 -2 YEARS	15	3	1/5	525	528	548	1/30
FIRST	116	TODDLER A #4	1 -2 YEARS	10	3	1/5	300	357	377	1/30
SECOND	117	TODDLER B #1	2 -3 YEARS	16	2	1/8	560	580	594	1/30
SECOND	124	TODDLER B #2	2 -3 YEARS	16	2	1/8	560	565	594	1/30
SECOND	124	TODDLER B #3	2 -3 YEARS	16	2	1/8	560	562	576	1/30
SECOND	124	TODDLER B #4	2 -3 YEARS	16	2	1/8	560	580	594	1/30
SECOND	124	TODDLER B #5	2 -3 YEARS	16	2	1/8	560	626	612	1/30
SECOND	124	TODDLER C #1	3-4 YEARS	20	2	1/10	700	782	768	1/30
SECOND	124	TODDLER C #2	3-4 YEARS	20	2	1/10	700	763	749	1/30
SECOND	124	TODDLER C #3	3-4 YEARS	20	2	1/10	700	763	749	1/30
SECOND	124	TODDLER C #4	3-4 YEARS	20	2	1/10	700	715	729	1/30
SECOND	006	PRE K #1	4 -5 YEARS	20	2	1/10	700	710	721	1/30
SECOND	007	PRE K #2	4 -5 YEARS	16	2	1/10	560	577	566	1/30
SECOND	010	PRE K #3	4 -5 YEARS	20	2	1/10	700	728	739	1/30
SECOND	001	PRE K #4	4 -5 YEARS	20	2	1/10	700	716	727	1/30
			TOTALS:	339	48					
				+ 2 ADMIN. STAFF						
				TOTAL	389					

CONTACTS:

OWNER/DEVELOPER:
XXX

CIVIL ENGINEER:
KEVIN HEFFERNAN, PE
STONEFIELD
248-247-1115

ARCHITECT/ENGINEER:
MATTHEW B. JARMEL, AIA, MBA
JARMEL KIZEL ARCHITECTS & ENGINEERS
42 OKNER PKWY, LIVINGSTON, NJ 07039
973-994-9669
CSCHWEIKER@JKARCH.COM

TENANT:
HARMONY GROUP

SUBMITTALS:

IT IS THE GENERAL CONTRACTOR'S (GC) RESPONSIBILITY TO SECURE AND REVIEW ALL SHOP DRAWINGS INDICATED FOR REVIEW BY THE CONSTRUCTION DOCUMENTS. IT IS EXPECTED THAT THE GC IS TO PROVIDE THEIR STAMP OF APPROVAL CERTIFYING THAT THEY HAVE COORDINATED AND VERIFIED ALL DIMENSIONS AND MATERIALS ALONG WITH THE COORDINATION OF ANY ADDITIONAL INFORMATION AFFECTING THE INSTALLATION, INCLUDING THE ACTUAL FIELD CONDITIONS. SHOP DRAWINGS NOT COMPLYING WILL NOT BE REVIEWED AND WILL BE SENT BACK TO THE GC FOR RESUBMITTAL IN ACCORDANCE WITH THIS REQUIREMENT. SHOP DRAWING RESUBMITTALS ARE TO INCLUDE ANY AND ALL CHANGES REQUESTED IN PREVIOUS REVIEWS, CLOUDING SAME AND PROVIDING A REVISION NUMBER. THE GC IS NOT TO PROCEED WITH ANY WORK OR FABRICATION UNTIL THE SHOP DRAWINGS HAVE BEEN REVIEWED AND APPROVED BY THE ARCHITECT. THE ARCHITECT WILL NOT ACCEPT ANY CHARGES FROM THE GC OR THEIR SUB-CONTRACTORS BASED ON THE REQUIRED RESUBMITTAL REQUESTED, AND MUST CLEARLY EXPLAIN THIS TO THEIR SELECTED SUB-CONTRACTOR BEFORE ENGAGING THEM AS PART OF THEIR TEAM.

LONG LEAD TIMES:

IT IS THE OWNER/DEVELOPER AND GENERAL CONTRACTOR (GC) RESPONSIBILITY TO MANAGE AND ORDER ALL SPECIFIED PRODUCTS AND SERVICES REQUIRED IN THE CONSTRUCTION DOCUMENTS IN A TIMELY MANNER IN ACCORDANCE WITH THE APPROVED PROJECT SCHEDULE. CONSTRUCTION SCHEDULE EXTENSIONS SHALL NOT BE ACCEPTED FOR DELAYED PRODUCTS AND SERVICES.

UTILITY SERVICES:

IT IS THE OWNER/DEVELOPER RESPONSIBILITY TO COORDINATE AND ORDER ALL UTILITY SERVICES IN ADVANCE OF FINAL CONSTRUCTION DOCUMENT APPROVALS AND COMMENCEMENT OF CONSTRUCTION. UTILITIES SHALL INCLUDE BUT ARE NOT LIMITED TO WATER, ELECTRIC, NATURAL GAS, TELEPHONE, AND INTERNET. ALL REQUISITE MUNICIPAL AND CORPORATE PROVIDER APPLICATIONS AND RECEIPT OF PAYMENT(S) MUST BE SUBMITTED TO THE NEST SCHOOL FOR RECORD KEEPING PURPOSES. COORDINATION OF ALL UTILITIES MUST BE IN ACCORDANCE WITH THE PROFESSIONAL ARCHITECTURE AND ENGINEERING TEAMS AND MEET FINAL APPROVED CONSTRUCTION DOCUMENT REQUIREMENTS, PRE-CONSTRUCTION COORDINATION AND COMPLETION OF THESE ORDERS IS NECESSARY. CONSTRUCTION SCHEDULE EXTENSIONS SHALL NOT BE ACCEPTED FOR UTILITY DELAYS.

DEFERRED SUBMITTALS

(PREPARED BY OTHERS)

- SPRINKLER SHOP DRAWINGS
- FIRE ALARM SHOP DRAWINGS
- TRUSS SHOP DRAWINGS
- PLAYGROUND SHOP DRAWINGS
- AWNING SHOP DRAWINGS

SCHEDULE OF DRAWINGS

SA-1.1	SPACE PLAN-FIRST FLOOR
SA-1.2	SPACE PLAN-SECOND FLOOR
SA-1.3	EXISTING ELEVATIONS
SA-1.4	PROPOSED ELEVATIONS
SA-1.5	TITLE SHEETS

CODE DATA

APPLICABLE CODES:

2021 INTERNATIONAL BUILDING CODE
IL ENERGY CONSERVATION CODE
2021 MECHANICAL CODE
2021 INTERNATIONAL FUEL & GAS CODE
2020 NATIONAL ELECTRICAL CODE
ILLINOIS STATE PLUMBING CODE
ILLINOIS ACCESSIBILITY CODE

ZONING INFORMATION

LOCATION :	1040 W NORTHWEAST HWY, MOUNT PROSPECT, IL 60056
BLOCK NO.:	X
LOT NO.:	X
BIN:	X
LOT AREA:	X
ZONING DISTRICT:	B1
OVERLAY:	
BUILDING CLASS:	MULTI-STORY DAUCARE
ALLOW. FAR:	(NO CHANGE)
HEIGHT:	(NO CHANGE)

CODE REVIEW:

GENERAL DESCRIPTION: CHILD CARE USE. TENANT FIT OUT IN AN EXISTING (2 STORIES, B,) MIXED USED BUILDING. I-4 AND E ARE PROPOSED NEW OCCUPANCY GROUPS

TENANT PROPOSED USE GROUP BOTH USES: CHANGE OF USE FIRST FLOOR FROM B TO I4 & E
I-4 (CHILD CARE FACILITY) / E (EDUCATIONAL) (2021 INTERNATIONAL BUILDING CODE).
MUST BE LISTED ON PERMIT APPLICATION AND FINAL CERTIFICATE OF OCCUPANCY
NON-SEPARATED USE GROUP DESIGNED TO I-4

CONSTRUCTION : CLASSIFICATION: IIA (PROTECTED, NON-COMBUSTIBLE) (NO CHANGE)

FIRE SPRINKLERS: FULL AUTOMATIC SPRINKLER SYSTEM

FIRE RESISTANCE RATINGS REQUIRED:

BUILDING ELEMENT	REQUIRED	PROVIDED
STRUCTURAL FRAMING	1 HOURS	EXISTING (NO CHANGE)
BEARING WALLS	1 HOURS	EXISTING (NO CHANGE)
NON-BEARING WALLS	0 HOURS	0 HOURS
FLOOR CONST.	1 HOURS	EXISTING (NO CHANGE)
ROOF CONST.	1 HOURS	EXISTING (NO CHANGE)
EXTERIOR WALLS		EXISTING (NO CHANGE)
CORRIDOR	1 HOURS	EXISTING (NO CHANGE)

PROPOSED OCCUPANT:

ALLOWED (REFER TO LICENSING CHART)	
CHILDREN	339
TEACHERS	49
STAFF	2
TOTAL OCCUPANTS	390

PLUMBING	ELEMENT	REQUIRED	PROVIDED
FIXTURE COUNT:		389 OCC. / 2 = 195M, 195 F	
	WATER CLOSET	8: 151-175	32 CHILDREN
		OVER 175 ADD FIXTURE	1 FEMALE (STAFF)
		FOR EACH 50 MALES/FEMALES	1 MALE (STAFF)
		TOTAL 18	TOTAL 34
	LAVATORY	8: 151-175	18 CHILDREN
		OVER 175 ADD FIXTURE	1 FEMALE (STAFF)
		FOR EACH 50 MALES/FEMALES	1 MALE (STAFF)
		TOTAL 18	20 LAVATORIES
	DRINKING FOUNTAIN	2	2
	SERVICE SINK	1	1
	SHOWER/BATHTUB	1	PORTABLE WASH BASINS PROVIDED BY TENANT (NOT PLUMBED)

LOCATION MAP

1040 W NORTHWEAST HWY, MOUNT PROSPECT, IL 60056

Jarmel Kizel
ARCHITECTS AND ENGINEERS INC.
42 OKNER PARKWAY
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ISSUE

NO.	DATE	DESCRIPTION	INT.
1	12/06/2024	SCHEMATIC DESIGN REVIEW	MBJ

REVISION

NO.	DATE	DESCRIPTION	INT.

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RICHARD A. JARMEL, PE
IRWIN H. KIZEL, AIA, PP

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JEROME LESLIE EBEN, FAIA, PP
GERARD P. GESARIO, PE
FREDERICK KINCAID, AIA
DAVID L. LESESNE, RA
KAROLINA PODKANOWICZ, AIA
ROBERT B. RICHARDSON, AIA
CHERYL SCHWEIKER, AIA

Project:
HARMONY GROUP PROSPECT
1040 W NORTHWEAST HWY
MOUNT PROSPECT, IL 60056

Project Number: HARMONYNY24-309
Scale:

Drawn By: JY
Approved By: MBJ

Drawing Name: **TITLE SHEET**

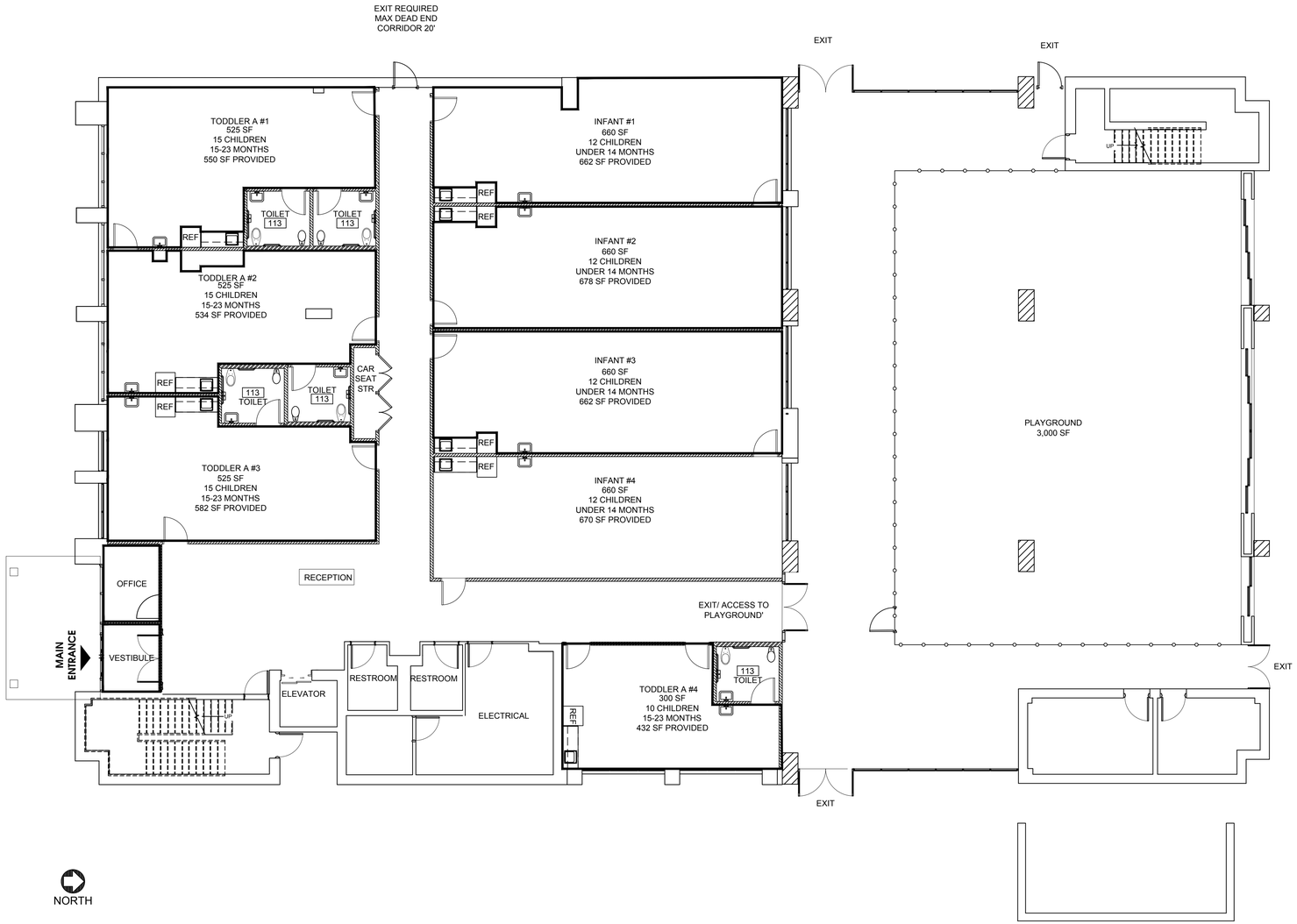
Drawing Number: **SA-1.5**

Initial Date: 12/06/2024

ARCHITECT OF RECORD

MATTHEW B. JARMEL, AIA, MBA
NY LIC 024673

LEVEL 1:	
NUMBER OF CHILDREN:	103
NUMBER OF TEACHER:	24
ADMIN STAFF:	2
TOTAL:	
NUMBER OF CHILDREN:	339
NUMBER OF TEACHER:	48
ADMIN STAFF:	2
TOTAL:	389
REQUIRED PLUMBING FIXTURES:	17
PROVIDED PLUMBING FIXTURES:	29



1 **FIRST FLOOR**
SCALE: 1/8"=1'-0"

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1	01/30/25	FOR CLIENT REVIEW	CS
2	02/12/25	FOR CLIENT REVIEW	CS
3	02/13/25	FOR CLIENT REVIEW	CS
4	03/14/25	FOR CLIENT REVIEW	CS

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CHERYL SCHWEIKER, AIA,
STEVEN J. VAZ, PE

Project:
HARMONY PROSPECT
1040 W NORTHWEAST HWY
MOUNT PROSPECT, IL 60056

Project Number:	Scale:
HAR24-309	AS NOTED
Drawn By:	Approved By:
BB	MBJ

Drawing Name:
SPACE PLAN
FIRST FLOOR

Drawing Number:
SA-1.1

Initial Date:

ARCHITECT OF RECORD
MATTHEW B. JARMEL, AIA, MBA
IL UC 001.020069

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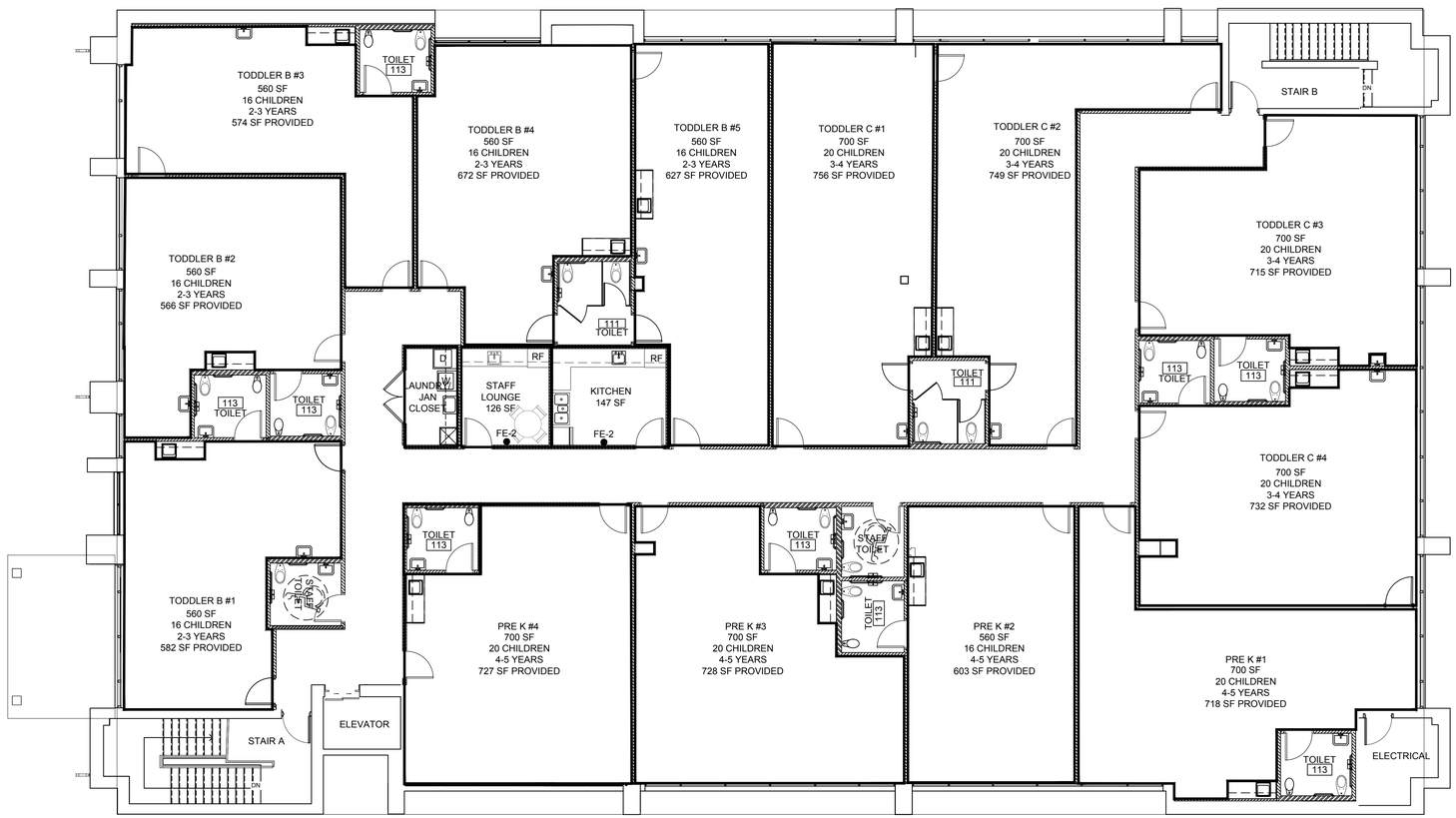
LEVEL 2:
NUMBER OF CHILDREN: 236
NUMBER OF TEACHER: 24



1 SECOND FLOOR

SCALE: 1/8"=1'-0"

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STEVEN J. VAZ, PE

Project:
HARMONY PROSPECT
1040 W NORTHWEAST HWY
MOUNT PROSPECT, IL 60056

Project Number:	Scale:
HAR24-309	AS NOTED
Drawn By: BB	Approved By: MBJ

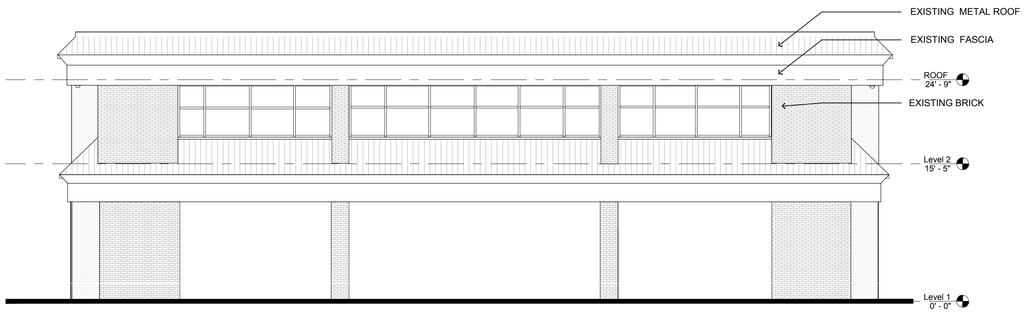
Drawing Name:
SPACE PLAN
SECOND FLOOR

Drawing Number:
SA-1.2

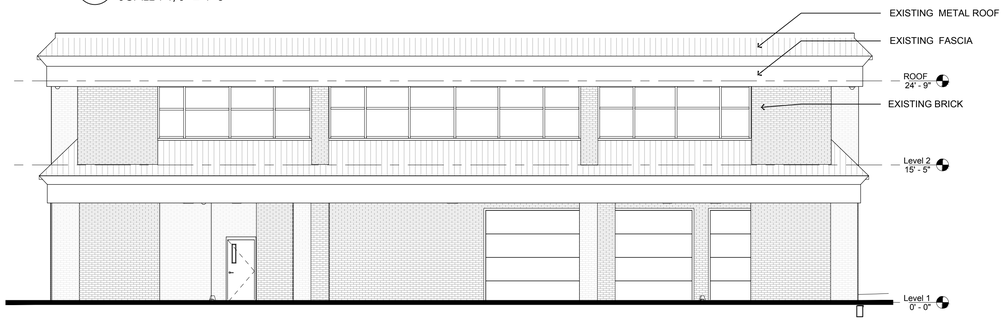
Initial Date:

ARCHITECT OF RECORD

MATTHEW B. JARMEL, AIA, MBA
IL LIC 001.020069

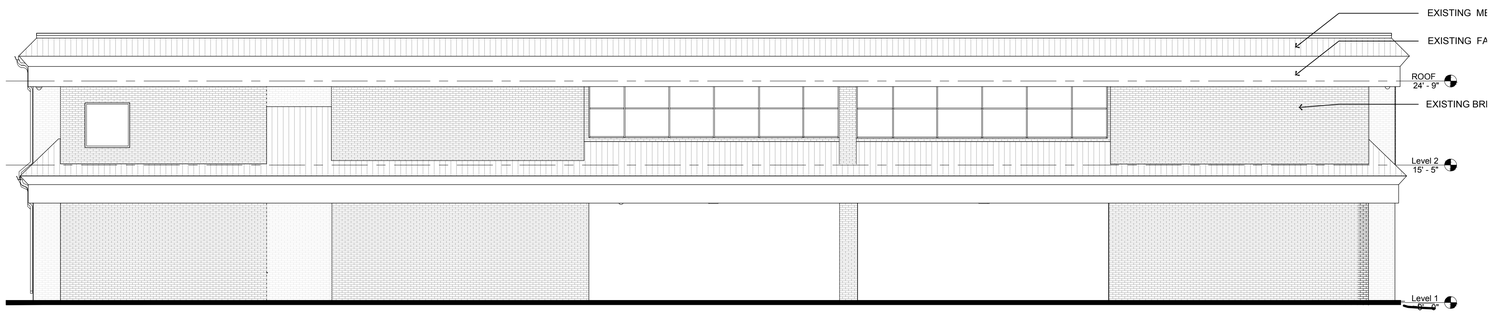


5 EXISTING NORTH ELEVATION @ PLAYGROUND
SCALE : 1/8" = 1'-0"



3 EXISTING NORTH ELEVATION
SCALE : 1/8" = 1'-0"

4 EXISTING SOUTH ELEVATION
SCALE : 1/8" = 1'-0"



2 EXISTING EAST ELEVATION
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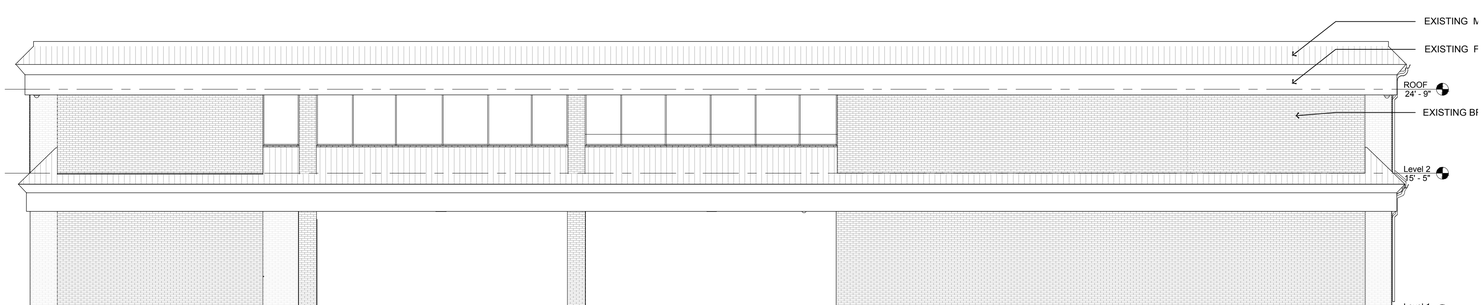

1 EXISTING WEST ELEVATION
SCALE : 1/8" = 1'-0"

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Project:
HARMONY PROSPECT
1040 W NORTHWEAST HWY
MOUNT PROSPECT, IL 60056

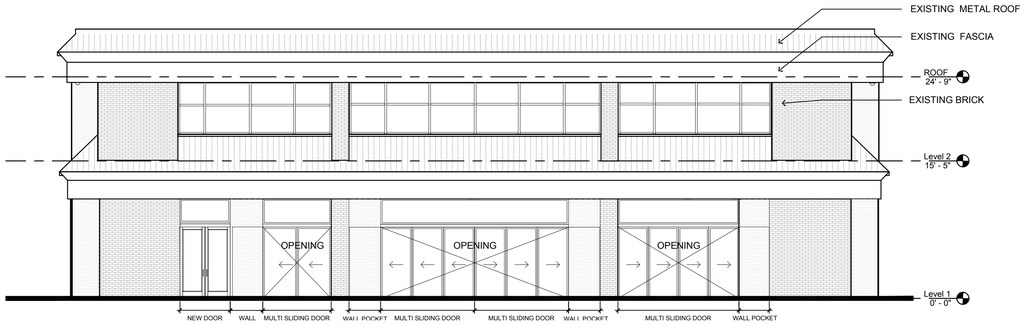
Project Number:	Scale:
HAR24-309	AS NOTED
Drawn By: BB	Approved By: MBJ

Drawing Name:
EXISTING ELEVATIONS

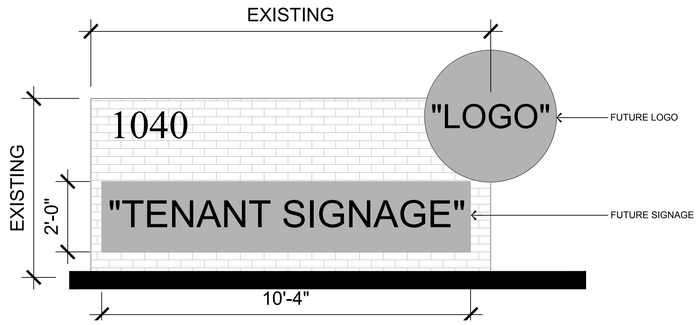
Drawing Number:
SA-1.3

Initial Date:

ARCHITECT OF RECORD
MATTHEW B. JARMEL, AIA, MBA
IL LIC 001-020069



5 PROPOSED NORTH ELEVATION @ PLAYGROUND
SCALE : 1/8" = 1'-0"



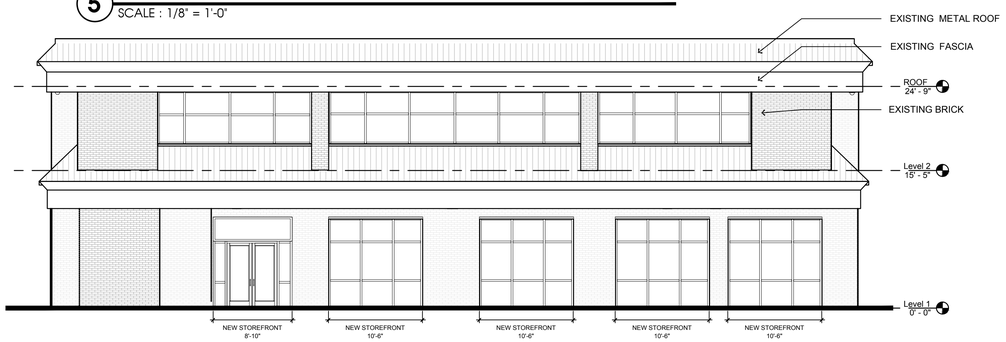
CANOPY SIGN: ZONING TABLE

ALLOWED (%)	ALLOWED (SF)	PROPOSED (SF)
50 (%) AREA	19 (SF)	19(SF)

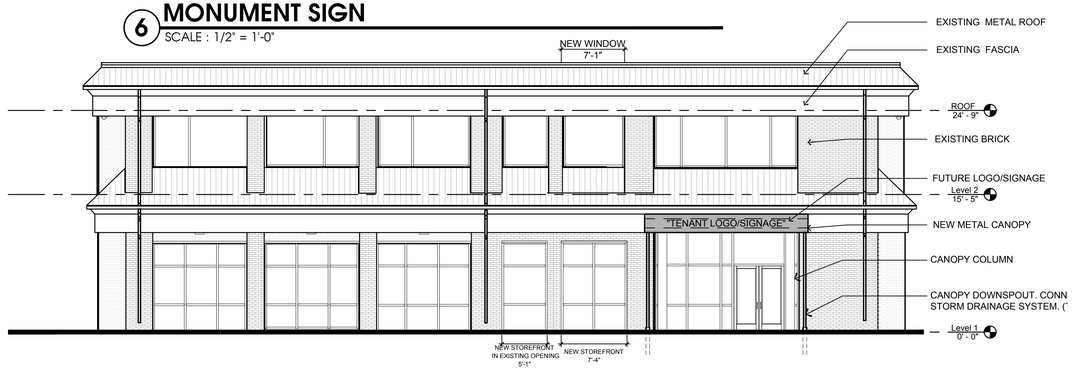
MONUMENT SIGN: ZONING TABLE

ALLOWED (SF)	PROPOSED (SF)
75 (SF)	60 (SF)

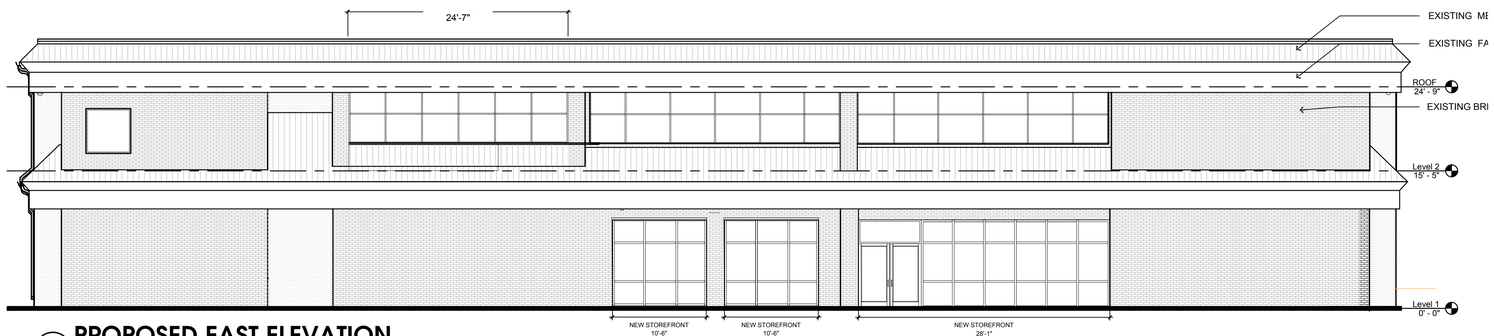
6 MONUMENT SIGN
SCALE : 1/2" = 1'-0"



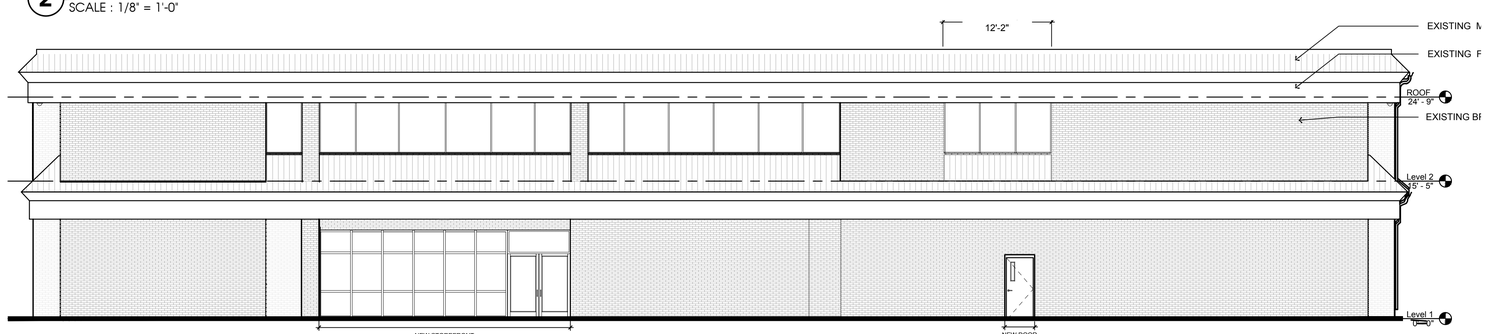
3 PROPOSED NORTH ELEVATION
SCALE : 1/8" = 1'-0"



4 PROPOSED SOTUH ELEVATION
SCALE : 1/8" = 1'-0"



2 PROPOSED EAST ELEVATION
SCALE : 1/8" = 1'-0"



1 PROPOSED WEST ELEVATION
SCALE : 1/8" = 1'-0"

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Project:
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1040 W NORTHWEAST HWY
MOUNT PROSPECT, IL 60056

Project Number:	Scale:
HAR24-309	AS NOTED
Drawn By: BB	Approved By: MBJ

Drawing Name:
PROPOSED ELEVATIONS

Drawing Number:
SA-1.4

Initial Date:

ARCHITECT OF RECORD
MATTHEW B. JARMEL, AIA, MBA
IL LIC 001-020069

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Item Cover Page

Subject	**PZ-05-25 / 1703 W Algonquin Rd / CU: Tobacco / Village Board Final**
Meeting	May 22, 2025 - REGULAR MEETING OF THE MOUNT PROSPECT PLANNING AND ZONING COMMISSION
Fiscal Impact (Y/N)	N
Dollar Amount	
Budget Source	
Category	NEW BUSINESS
Type	Action Item

Information

The petitioner (Samantha Savarimuthu, Quality Retail Solutions Inc) is seeking conditional use approval to purchase an existing 1,200 square foot tobacco establishment (92 Smoke and Vape) at the subject property (1703 West Algonquin Road). Tobacco establishment licenses are non-transferable; therefore, the petitioner must obtain conditional use approval to purchase the business. The proposed business meets the standards for a conditional use and therefore staff is supportive of the request.

Discussion

The subject property is a single-story multi-tenant commercial building with a mixture of retail, restaurant, medical and professional office, personal services, and institutional uses. The tobacco establishment, 92 Smoke and Vape, has operated at 1703 West Algonquin Road since 2020.

The petitioner, Samantha Savarimuthu of Quality Retail Solutions Inc, proposes to purchase the existing tobacco establishment at the subject property. The petitioner stated in the application that the business will be a full-service tobacco, vape, novelty, and clothing store. According to the business plan, the petitioner intends to 1) expand product offerings by introducing shoes and apparel and enhancing the novelty selection with giftable and collectible items; 2) increase marketing and advertising through social media, digital marketing, local promotions and sponsorships, and a customer loyalty program; and 3) improve operations through updated inventory management systems and expanded store hours. The proposed hours of operation are 10AM – 12AM daily. The petitioner notes in the application that the business will adhere to all local, state, and federal laws regarding the sale of tobacco and vape products, and that the store will be operated exclusively by family members over the age of 22. The petitioner proposes to use the existing floor plan with no interior or exterior renovations requiring a building permit.

The subject property is zoned B-3 Community Shopping. The shopping center is striped with 162 parking stalls. The proposal does not involve a change in use which warrants additional

parking.

The petitioner submitted a business license application and a tobacco establishment addendum according to the requirements of Village Code Chapter 11, Article 8 for Sale of Tobacco and Related Products.

As of this writing, staff has not received public comment pertaining to the case.

Alternatives

1. Approval of the following motion: "A conditional use to operate a tobacco establishment at 1703 West Algonquin Road, subject to the following conditions:
a. The business shall hold a valid Mount Prospect business license;
b. Consumption of tobacco products on site is prohibited;
c. Compliance with all applicable local, state, and federal laws regarding the sale and distribution of tobacco and related products;
d. Compliance with all applicable development, fire, building, and other Village Codes and regulations; and
e. A new conditional use approval shall be required for:
   i. A change of ownership involving 50% or more of the officers or partners;
   ii. A change in legal entity; or
   iii. A change in location.

2. Action at the discretion of the Planning & Zoning Commission.

Staff Recommendation

Approval of a conditional use to operate a tobacco establishment at 1703 West Algonquin Road, subject to the conditions listed in the staff report.

Attachments

1. PZ-05-25 Staff Report
2. PZ-05-25 Administrative Content
3. PZ-05-25 Plans

VILLAGE OF MOUNT PROSPECT 50 S. Emerson Street, Mount Prospect, IL 60056

STAFF REPORT FROM THE DEPARTMENT OF Community Development

Jason C Shallcross, AICP, CEcD
Director of Community Development

Antonia Lalagos
Development Planner

DATE: May 15, 2025

CASE NUMBER
PZ-05-25

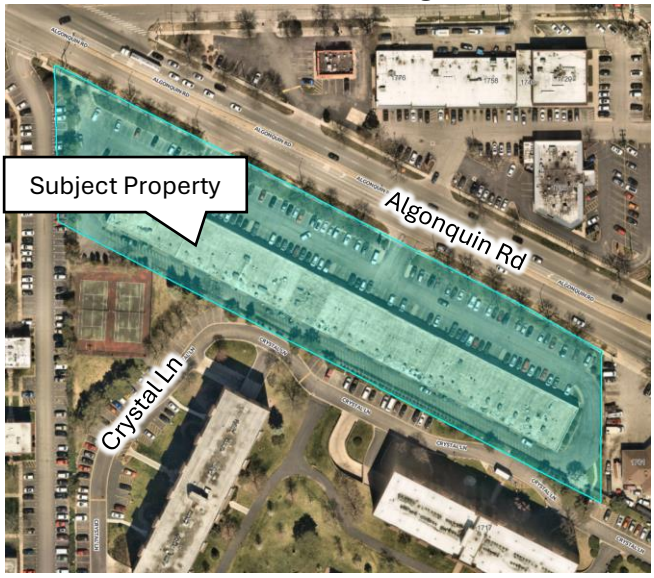
APPLICANT/PROPERTY OWNER
Quality Retail Solutions Inc /
Parkway Bank & Trust Co. Trustee Trust Agreement 11/2/98 #12122

PUBLIC HEARING DATE
May 22, 2025

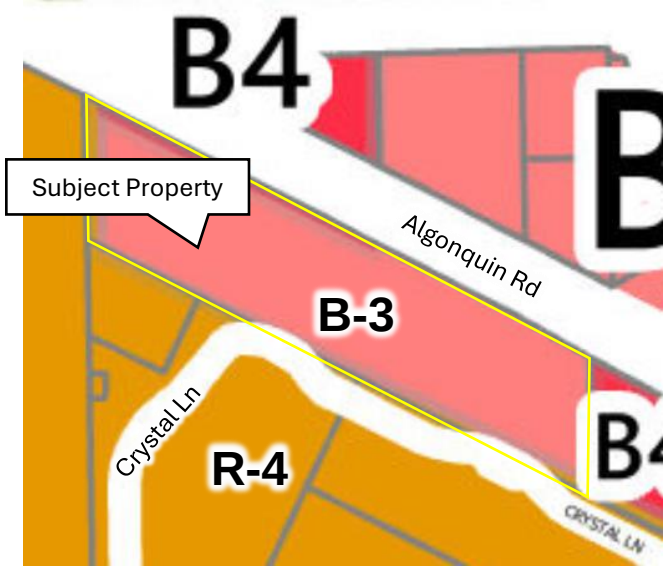
PROPERTY ADDRESS/LOCATION
1703 W Algonquin Rd

BRIEF SUMMARY OF REQUEST
The petitioner (Samantha Savarimuthu, Quality Retail Solutions Inc) is seeking conditional use approval to purchase an existing 1,200 square foot tobacco establishment (92 Smoke and Vape) at the subject property (1703 West Algonquin Road). Tobacco establishment licenses are non-transferable; therefore, the petitioner must obtain conditional use approval to purchase the business. The proposed business meets the standards for a conditional use and therefore staff is supportive of the request.

2024 Aerial Image



2024 Village of Mount Prospect Zoning Map



EXISTING ZONING	EXISTING LAND USE/ SITE IMPROVEMENTS	SURROUNDING ZONING & LAND USE	SIZE OF PROPERTY
B-3 Community Shopping	Multi-tenant commercial	North: B-4 Corridor Commercial, B-3 Community Shopping East: B-4 Corridor Commercial South: R-4 Multi-family Residential West: R-4 Multi-family Residential	1,200 SF (Tenant Space)

STAFF RECOMMENDATION	APPROVE	APPROVE WITH CONDITIONS	DENY

DISCUSSION OF PROPOSAL

BACKGROUND / PROPERTY HISTORY

The subject property is a single-story multi-tenant commercial building with a mixture of retail, restaurant, medical and professional office, personal services, and institutional uses. The tobacco establishment, 92 Smoke and Vape, has operated at 1703 West Algonquin Road since 2020.

PROPOSAL

The petitioner, Samantha Savarimuthu of Quality Retail Solutions Inc, proposes to purchase the existing tobacco establishment at the subject property. The petitioner stated in the application that the business will be a full-service tobacco, vape, novelty, and clothing store. According to the business plan, the petitioner intends to 1) expand product offerings by introducing shoes and apparel and enhancing the novelty selection with giftable and collectible items; 2) increase marketing and advertising through social media, digital marketing, local promotions and sponsorships, and a customer loyalty program; and 3) improve operations through updated inventory management systems and expanded store hours. The proposed hours of operation are 10AM – 12AM daily. The petitioner notes in the application that the business will adhere to all local, state, and federal laws regarding the sale of tobacco and vape products, and that the store will be operated exclusively by family members over the age of 22. The petitioner proposes to use the existing floor plan with no interior or exterior renovations requiring a building permit.

The subject property is zoned B-3 Community Shopping. The shopping center is striped with 162 parking stalls. The proposal does not involve a change in use which warrants additional parking.

The petitioner submitted a business license application and a tobacco establishment addendum according to the requirements of Village Code Chapter 11, Article 8 for Sale of Tobacco and Related Products.

STANDARDS AND FINDINGS

The Planning and Zoning Commission shall review the standards and findings of fact outlined in **Exhibit A** and 1) accept them without changes, 2) accept them with changes, or 3) reject the findings. The Planning and Zoning Commission shall use the findings of fact to guide their recommendation to the Village Board.

STAFF RECOMMENDATION

Staff finds that the proposed conditional use meets the applicable standards contained in the Mount Prospect Zoning Ordinance. Staff requests that the Planning and Zoning Commission make a motion to adopt staff's findings as the findings of the Planning and Zoning Commission and recommend **approval** of the following motion:

"Motion to approve:

1. "A conditional use to operate a tobacco establishment at 1703 West Algonquin Road, subject to the following conditions:
    a. The business shall hold a valid Mount Prospect business license;
    b. Consumption of tobacco products on site is prohibited;
    c. Compliance with all applicable local, state, and federal laws regarding the sale and distribution of tobacco and related products;

d. Compliance with all applicable development, fire, building, and other Village Codes and regulations; and
e. A new conditional use approval shall be required for:
    i. A change of ownership involving 50% or more of the officers or partners;
    ii. A change in legal entity; or
    iii. A change in location.

The Village Board's decision is final for this case.

ATTACHMENTS:	ADMINISTRATIVE CONTENT (Zoning Request Application, Responses to Standards, etc...)	PLANS (Plat of Survey, Site Plan, etc.)	OTHER (Supplemental Information, Public Comments Received, etc...)

I concur:

Jason C Shallcross, AICP, CEcD
Director of Community Development

Exhibit A
Standards and Findings of Fact

CONDITIONAL USE STANDARDS
Section 14.203.F.8 of the Village of Mount Prospect Zoning Ordinance provides that a Conditional Use shall conform to the following requirements:

1. That the establishment, maintenance, or operation of the conditional use will not be detrimental to, or endanger the public health, safety, morals, comfort, or general welfare;
2. That the conditional use will not be injurious to the uses and enjoyment of other property in the immediate vicinity for the purposes already permitted, nor substantially diminish and impair property values within the neighborhood in which it is to be located;
3. That the establishment of the conditional use will not impede the normal and orderly development and improvement of the surrounding property for uses permitted in the district;
4. That adequate public utilities, access roads, drainage and/or necessary facilities have been or will be provided;
5. That adequate measures have been or will be taken to provide ingress and egress so designed as to minimize traffic congestion in the public streets;
6. That the proposed conditional use is not contrary to the objectives of the current comprehensive plan for the village; and
7. That the conditional use shall, in all other respects, conform to the applicable regulations of the district in which it is located, except as such regulations may, in each instance, be modified pursuant to the recommendations of the planning and zoning commission.

Petitioner's Findings: The petitioner states that the business will strictly comply with all local, state, and federal laws regarding the sale of tobacco and vape products, and that they will enforce a zero-tolerance policy for ID verification and refuse sales to anyone without proper age verification. The petitioner contends that the store is an existing business and that they do not generate excessive noise, traffic, or disturbances that will affect neighboring properties. The petitioner notes that the business has been operating in this location without issue, and that the continued operation will not hinder future development or interfere with surrounding property uses. The petitioner asserts that the property is adequately equipped with existing utilities and infrastructure, and no modifications to utilities, drainage, or roads are necessary for the continued operation of the business. The petitioner states that the store is located in a commercial area and that the business does not generate a high traffic flow. Per the petitioner, the business does not conflict with the Village Comprehensive Plan, and the business supports the local economy by contributing tax revenue and maintaining a compliant retail space. The petitioner concludes that the property will comply with all zoning, licensing, and business regulations set forth by the Village and will implement any necessary modifications from the Planning and Zoning Commission.

Staff's Findings: Staff has reviewed the petitioner's request for a conditional use to operate a tobacco establishment and finds that the standards have been met. Staff did not find evidence that the business would endanger public health, safety, morals, comfort, or general welfare. The Police Department confirmed that the petitioner has met the standards to obtain a tobacco establishment business license. The petitioner wrote in their application that they are aware of the local, state, and federal requirements regarding tobacco sales and distribution. The business has operated for five years at this location and no substantial changes are proposed for the uses and services provided. No physical changes are proposed for the interior or exterior that would impede improvement of the surrounding properties, impact public

utilities or drainage, or cause traffic congestion in the public streets. The subject property is designated “Neighborhood Center” in the future land use plan and the proposed retail use is compatible with the mix of small-scale commercial uses already established in this area.

Village of Mount Prospect
Community Development Department
50 S. Emerson Street
Mount Prospect, Illinois 60056
Phone: (847) 818-5328

Zoning Request Application

Official Use Only (To be completed by Village Staff)

Case Number: P&Z -_____-_____ Date of Submission: _____ Hearing Date: _____

Project Name/Address: _____

I. Subject Property

Address(es): 1703 W Algonquin Rd

Zoning District (s): B-3 Property Area (Sq.Ft. and/or Acreage): 1200

Parcel Index Number(s) (PIN(s): 08-22-203-041-0000

II. Zoning Request(s) (Check all that apply)

- [x] Conditional Use: For Tobacco Establishment
- [ ] Variation(s): To _____
- [ ] Zoning Map Amendment: Rezone From _____ To _____
- [ ] Zoning Text Amendment: Section(s) _____
- [ ] Other: _____

III. Summary of Proposal (use separate sheet if necessary)

Change ownership of existing tobacco establishment located at 1703 W Algonquin Rd

IV. Applicant (all correspondence will be sent to the applicant)

Name: Samantha Savarimuthu Corporation: Quality Retail Solutions Inc

Address: 1703 W Algonquin Rd

City, State, ZIP Code: Mount Prospect IL 60056

Phone: 917-349-4586 Email: suryagkla@gmail.com

Interest in Property: Prospective business owner for 92 Smoke and Vape
(e.g. owner, buyer, developer, lessee, architect, etc...)

V. Property Owner	
☐ Check if Same as Applicant	
Name: Albert Bruno	Corporation: Parkway Bank & Trust Co. Trustee Trust Agreement 11/2/98 #12122
Address: 4701 N Cumberland Ave STE 27 Norridge, IL 60706	
City, State, ZIP Code: Norridge IL 60706	
Phone: 708-456-8421	Email: albruno@stateservicesmgmt.com

In consideration of the information contained in this petition as well as all supporting documentation, it is requested that approval be given to this request. The applicant is the owner or authorized representative of the owner of the property. The petitioner and the owner of the property grant employees of the Village of Mount Prospect and their agent's permission to enter on the property during reasonable hours for visual inspection of the subject property.

I hereby affirm that all information provided herein and in all materials submitted in association with this application are true and accurate to the best of my knowledge.

Applicant: _____ Date: 03/31/2025
(Signature)

Samantha Savarimuthu
(Print or Type Name)

If applicant is not property owner:

I hereby designate the applicant to act as my agent for the purpose of seeking the zoning request(s) described in this application and the associated supporting material.

Property Owner: _____ Date: 03/31/2025
(Signature)

Albert Bruno
(Print or Type Name)

Submission Package for Tobacco License Application

Village of Mount Prospect, IL

Business Information

Applicant Name: Samantha Savarimuthu

Business Name: 92 Smoke and Vape

Business Address: 1703 W Algonquin Rd Mt Prospect Illinois 60056

Contact Information: 847-525-2637 | suryagkla@gmail.com

1. Site Plan

• The building and parking lot footprint will remain unchanged.

• No modifications are planned for the existing structure or parking layout.

2. Building Elevations

• The exterior appearance of the building will not be altered.

• No structural or cosmetic changes are proposed.

3. Floor Plans

• Please refer to the attached floor plan of the unit we are occupying.

4. Engineering Plans

• No additions, removals, or modifications to utilities are planned at the site.

• The existing plumbing, electrical, and HVAC systems will remain unchanged.

5. Landscape Plan & Tree Preservation Plan

• The current landscaping will remain as is.

• No trees will be removed or modified.

6. Photometric Plan

• No changes or additions will be made to the exterior lighting.

7. Sign Drawings

• The existing signage will remain unchanged.

• No new signs will be installed.

8. List of Current Tenants & Vacant Space

• Please refer to the attached tenant list provided by the landlord, which includes the square footage of each unit and any vacant spaces.

9. Document Indicating Intent to Buy or Lease

• Please see the attached purchase agreement confirming our intent to acquire the business.

10. Paid Receipt of Most Recent Property Tax Bill

• Please see the attached property tax receipt provided by the landlord.

11. Plat Survey Reflecting Current Condition

• Please see the attached plat survey from the landlord, which accurately reflects the current site conditions.

12. Alignment with Comprehensive Plan of the Village

Upon thorough review of the Village of Mount Prospect's Comprehensive Plan (176 pages), we confirm that our proposed conditional use aligns with the village's objectives.

Our intent is as follows:

• To purchase the business and ensure its long-term stability.

• To strictly adhere to all local, state, and federal laws governing the sale of tobacco and related products.

• To provide a safe, compliant, and enjoyable retail experience for our customers.

• To operate in a manner that supports the village's economic and community development goals.

We appreciate your time in reviewing our application and look forward to working with the Village of Mount Prospect to ensure full compliance with all necessary regulations.

Sincerely,

Samantha M Savarimuthu

President

Affidavit of Ownership

COUNTY OF COOK)
)
STATE OF ILLINOIS)

I, Albert BRUNO, under oath, state that I am
(print name)

☒ the sole owner of the property
☐ an owner of the property
☐ an authorized officer for the owner of the property

commonly described as Crystal Court Shopping Center.
(property address and PIN) 1703- 1759 W. Algonquin Rd,
Mt. Prospect IL

and that such property is owned by _____ as of this date.
(print name)

X _____
Signature
ALBERT BRUNO

Subscribed and sworn to before
me this 10th day of
March, 2025.

Marisabella Reyes
Notary Public

OFFICIAL SEAL
MARISABELLA C REYES
Notary Public, State of Illinois
Commission No. 980328
My Commission Expires October 30, 2027

OFFICIAL SEAL
MARISABELLA C REYES
Notary Public, State of Illinois
Commission No. 880328
My Commission Expires October 30, 2027

08080935

5012/0099 03 001 Page 1 of 4
1998-12-01 09:32:52
Cook County Recorder 27.00

08080935

TRUSTEE'S DEED IN TRUST

THIS INDENTURE, made this 17th. day of November, 1998, between **AMERICAN NATIONAL BANK AND TRUST COMPANY OF CHICAGO,** a National Banking Association, duly authorized to accept and execute trusts within the State of Illinois, not personally but as Trustee under the provisions of a deed or deeds in trust duly recorded and delivered to said Bank in pursuance of a certain Trust Agreement, dated the 12th day of April, 1984 known as Trust Number 60753 party of the first part, and

(Reserved for Recorders Use Only)

PARKWAY BANK & TRUST,
4800 North Harlem Ave., Harwood Heights, Ill. 60656
as Trustee under the provisions of a certain Trust Agreement, dated the 2nd. day of November, 1998, and known as Trust Number 12122, party of the second part.

WITNESSETH, that said party of the first part, in consideration of the sum of --Ten and no/100 ($10.00)-- Dollars and other good and valuable consideration in hand paid, does hereby convey and **QUIT-CLAIM** unto said party of the second part, the following described real estate, situated in Cook County, Illinois, to-wit:

SEE ATTACHED LEGAL DESCRIPTION

Commonly Known As 1703-1767 Algonquin Rd., Mt. Prospect, Ill. 60056

Property Index Number 08-22-203-041-0000

together with the tenements and appurtenances thereunto belonging.

TO HAVE AND TO HOLD, the said real estate with the appurtenances, upon the trusts, and for the uses and purposes herein and in said Trust Agreement set forth.

THE TERMS AND CONDITIONS APPEARING ON THE REVERSE SIDE OF THIS INSTRUMENT ARE MADE A PART HEREOF.

And the said grantor hereby expressly waives and releases any and all right or benefit under and by virtue of any and all statutes of the State of Illinois, providing for exemption or homesteads from sale on execution or otherwise.

This deed is executed by the party of the first part, as Trustee, as aforesaid, pursuant to direction and in the exercise of the power and authority granted to and vested in it by the terms of said Deed or Deeds in Trust and the provisions of said Trust Agreement above mentioned, including the authority to convey directly to the grantee Trustee named herein, and of every other power and authority thereunto enabling. This deed is made subject to the liens of all trust deeds and/or mortgages upon said real estate, if any, recorded or registered in said county.

IN WITNESS WHEREOF, said party of the first part has caused its corporate seal to be hereto affixed, and has caused its name to be signed to these presents by one of its officers, the day and year first above written.

AMERICAN NATIONAL BANK AND TRUST COMPANY OF CHICAGO
as Trustee, as aforesaid, and not personally,

By Margaret O'Donnell
Trust Administrator

AMERICAN NATIONAL BANK & TRUST COMPANY OF CHICAGO CORPORATE SEAL

Exempt under provisions of Paragraph e, Section 4, Real Estate Transfer Tax Act.

STATE OF ILLINOIS)
COUNTY OF COOK) I, the undersigned, a Notary Public in and for said County, in the State aforesaid, do hereby certify Margaret O'Donnell an officer of American National Bank and Trust Company of Chicago personally known to me to be the same person whose name is subscribed to the foregoing instrument, appeared before me this day in person and acknowledged that said officer of said association signed and delivered this instrument as a free and voluntary act, for the uses and purposes therein set forth.

GIVEN under my hand and seal this 17th. day of November, 1998.

Therese M. McGann
NOTARY PUBLIC

OFFICIAL SEAL
THERESE M MCGANN
NOTARY PUBLIC, STATE OF ILLINOIS
MY COMMISSION EXPIRES: 11/21/02

Prepared By: American National Bank & Trust Company of Chicago Margaret O'Donnell

MAIL TO: P.O. BOX 41518-AB
CHICAGO IL. 60641-0518

BOX 333-CTI

ANB 0080

Full power and authority is hereby granted to said Trustee to improve, manage, protect and subdivide said real estate or any part thereof, to dedicate parks, streets, highways or alleys, to vacate any subdivision or part thereof, and to resubdivide said real estate as often as desired, to contract to sell, to grant options to purchase, to sell on any terms, to convey either with or without consideration, to convey said real estate or any part thereof to a successor or successors in trust and to grant to such successor or successors in trust all of the title, estate, powers and authorities vested in said Trustee, to donate, to dedicate, to mortgage, pledge or otherwise encumber said real estate, or any part thereof, to lease said real estate, or any part thereof, from time to time, in possession or reversion, by leases to commence in praesenti or in futuro, and upon any terms and for any period or periods of time, not exceeding in the case of any single demise the term of 198 years, and to renew or extend leases upon any terms and for any period or periods of time and to amend, change or modify leases and the terms and provisions thereof at any time or times hereafter, to contract to make leases and to grant options to lease and options to renew leases and options to purchase the whole or any part of the reversion and to contract respecting the manner of fixing the amount of present or future rentals, to partition or to exchange said real estate, or any part thereof, for other real or personal property, to grant easements or charges of any kind, to release, convey or assign any right, title or interest in or about or easement appurtenant to said real estate or any part thereof, and to deal with said real estate and every part thereof in all other ways and for such other considerations as it would be lawful for any person owning the same to deal with the same, whether similar to or different from the ways above specified, at any time or times hereafter.

In no case shall any party dealing with said Trustee, or any successor in trust, in relation to said real estate, or to whom said real estate or any part thereof shall be conveyed, contracted to be sold, leased or mortgaged by said Trustee, or any successor in trust, be obliged to see to the application of any purchase money, rent or money borrowed or advanced on said real estate, or be obliged to see that the terms of this trust have been complied with, or be obliged to inquire into the authority, necessity or expediency of any act of said Trustee, or be obliged or privileged to inquire into any of the terms of said Trust Agreement; and every deed, trust deed, mortgage, lease or other instrument executed by said Trustee, or any successor in trust, in relation to said real estate shall be conclusive evidence in favor of every person *(including the Registrar of Titles of said county)* relying upon or claiming under any such conveyance, lease or other instrument, (a) that at the time of the delivery thereof the trust created by this Indenture and by said Trust Agreement was in full force and effect, (b) that such conveyance or other instrument was executed in accordance with the trusts, conditions and limitations contained in this Indenture and in said Trust Agreement or in all amendments thereof, if any, and binding upon all beneficiaries thereunder, (c) that said Trustee, or any successor in trust, was duly authorized and empowered to execute and deliver every such deed, trust deed, lease, mortgage or other instrument and (d) if the conveyance is made to a successor or successors in trust, that such successor or successors in trust have been properly appointed and are fully vested with all the title, estate, rights, powers, authorities, duties and obligations of its, his or their predecessor in trust.

This conveyance is made upon the express understanding and condition that neither Grantee, individually or as Trustee, nor its successor or successors in trust shall incur any personal liability or be subjected to any claim, judgment or decree for anything it or they or its or their agents or attorneys may do or omit to do in or about the said real estate or under the provisions of this Deed or said Trust Agreement or any amendment thereto, or for injury to person or property happening in or about said real estate, any and all such liability being hereby expressly waived and released. Any contract, obligation or indebtedness incurred or entered into by the Trustee in connection with said real estate may be entered into by it in the name of the then beneficiaries under said Trust Agreement as their attorney-in-fact, hereby irrevocably appointed for such purposes, or at the election of the Trustee, in its own name, as Trustee of an express trust and not individually *(and the Trustee shall have no obligation whatsoever with respect to any such contract, obligation or indebtedness except only so far as the trust property and funds in the actual possession of the Trustee shall be applicable for the payment and discharge thereof.)* All persons and corporations whomsoever and whatsoever shall be charged with notice of this condition from the date of the filing for record of this Deed.

The interest of each and every beneficiary hereunder and under said Trust Agreement and of all persons claiming under them or any of them shall be only in the earnings, avails and proceeds arising from the sale or any other disposition of said real estate, and such interest is hereby declared to be personal property, and no beneficiary hereunder shall have any title or interest, legal or equitable, in or to said real estate as such, but only an interest in earnings, avails and proceeds thereof as aforesaid, the intention hereof being to vest in said Grantee the entire legal and equitable title in fee simple, in and to all of the real estate above described.

If the title to any of the above real estate is now or hereafter registered, the Registrar of Titles is hereby directed not to register or note in the certificate of title or duplicate thereof, or memorial, the words "in trust," or "upon condition," or "with limitations," or words of similar import, in accordance with the statute in such case made and provided.

EXEMPT UNDER PROVISIONS OF PARAGRAPH E, SECTION 4, REAL ESTATE TRANSFER ACT.
11-17-98
Date Buyer, Seller or Representative

VILLAGE OF MOUNT PROSPECT
REAL ESTATE TRANSFER TAX
NOV 24 1998
17270 $ -0-

TRUST DEPT.
APR 12 1999
SCANNED

LEGAL DESCRIPTION

Parcel 1:
Lot 2 in Marco Polo's Subdivision, being a subdivision of the East half of the Northeast quarter of Section 22, Township 41 North, Range 11, East of the Third Principal Meridian in Cook County, Illinois.

Parcel 2:
Easement for the benefit of Parcel 1 as created by grant made by and between the Crystal Towers Homeowners Association and American National Bank and Trust Company of Chicago as Trustee under Trust Agreement dated April 12, 1984 and known as Trust Number 60753 recorded as Document 27193862 for storm and sanitary sewers.

1703-1767 Algonquin Road, Mt. Prospect, Illinois 60056
Perm. Index No. 08-22-203-041-0000

PARKWAY BANK
What A Community Bank Should Be.

4800 North Harlem Avenue, Harwood Heights, Illinois 60706 (708) 867-6600 / Fax (708) 867-1119

TRUSTEE'S CERTIFICATION

March 21, 2025

To Whom It May Concern:

Re: Land Trust No. 12122 **Dated: November 2, 1998**

This is to certify that as of the above captioned date, the beneficial interest in PARKWAY BANK AND TRUST COMPANY, land trust number 12122 according to the trustee's records is vested as follows:

CRYSTAL COURT SHOPPING CENTER – 100%

The power of direction according to our records is vested in:

ALBERT BRUNO

Parkway Bank and Trust Company makes no representations as to the condition of title.

Should you have any further questions, please contact me at (708) 867-2574.

Very Truly Yours,

Joseph F. Sochacki
Vice President / Trust Officer
Parkway Bank and Trust Company

Sere

From: BillPay@paymentus.com
Sent: Thursday, February 27, 2025 12:52 PM
To: Sere
Subject: Payment Information for Cook County Property Tax

Payment Information for Cook County Property Tax

Dear Albert Bruno,

Thank you for submitting your payment Cook County Treasurer Online Property Tax System (Prior Tax Year). This email is to confirm on Feb 27, 2025, you authorized Cook County Treasurer Online Property Tax System (Prior Tax Year) to debit the bank account listed below. Please review your bank account after 3 to 5 business days to confirm a successful payment was made.

*** PLEASE DO NOT RESPOND TO THIS EMAIL ***

Confirmation number:	**200215188990**
Payment date:	**Feb 27, 2025**
Payment amount:	**122,197.56**
Total amount charged:	**122,197.56**
Contact Information	
First name:	**Albert**
Last name:	**Bruno**
Email:	**sere@stateservicesmgmt.com**
Account Information	
Payment type:	**Cook County Treasurer Online Property Tax System (Prior Tax Year)**
Property Index Number (PIN):	**08222030410000**
Payment method:	**E-Check**
Payment Method Information	
Account type:	**Checking Account**
Account holder name:	**Crystal Court Shopping Center**
Account number:	********7995**
Routing number:	*******6375**

CC

TOTAL PAYMENT DUE
$122,197.56
By 03/04/2025

2024 First Installment Property Tax Bill - Cook County Electronic Bill

Property Index Number (PIN)	Volume	Code	Tax Year	(Payable In)	Township	Classification
08-22-203-041-0000	050	16048	2024	(2025)	ELK GROVE	5-31

IF PAYING LATE, PLEASE PAY	03/05/25-04/01/25	04/02/25-05/01/25	05/02/25-06/01/25	LATE INTEREST IS 0.75% PER MONTH, BY STATE LAW
	$123,114.04	$124,030.52	$124,947.00	

TAXING DISTRICT DEBT AND FINANCIAL DATA

Your Taxing Districts	Money Owed by Your Taxing Districts	Pension and Healthcare Amounts Promised by Your Taxing Districts	Amount of Pension and Healthcare Shortage	% of Pension and Healthcare Costs Taxing Districts Can Pay
Northwest Mosquito Abatement Wheeling	$455,316	$8,630,076	$461,013	94.66%
Metro Water Reclamation Dist of Chicago	$3,126,243,000	$3,151,727,000	$1,449,923,000	54.00%
Mt Prospect Park District	$34,370,083	$36,220,947	$3,999,183	88.96%
Harper Coll Comm College 512 (Palatine)	$322,598,943	$32,974,963	$32,974,963	0.00%
Township HS District 214 (Arlington Hts)	$90,904,159	$296,515,358	$1,194,163	99.60%
Comm Consolidated SD 59 (Arlington Hts)	$13,824,049	$150,264,026	$9,719,629	93.53%
Village of Mount Prospect	$171,861,845	$385,434,723	$140,636,940	63.51%
Town of Elk Grove	$70,673	$7,617,011	$398,884	94.76%
Cook County Forest Preserve District	$214,441,242	$617,834,550	$382,643,760	38.07%
County of Cook	$8,262,580,154	$26,512,006,772	$14,493,276,944	45.33%
Total	$12,237,349,464	$31,199,225,426	$16,515,228,479	

For a more in-depth look at government finances and how they affect your taxes, visit *cookcountytreasurer.com*

PAY YOUR TAXES ONLINE
Pay at cookcountytreasurer.com from your bank account or credit card.

IMPORTANT MESSAGES

TAX CALCULATOR

2023 TOTAL TAX		222,177.38
2024 ESTIMATE	X	55%
2024 1st INSTALLMENT	=	122,197.56

The First Installment amount is 55% of last year's total taxes. All exemptions, such as homeowner and senior exemptions, will be reflected on your Second Installment tax bill.

PROPERTY LOCATION

1749 ALGONQUIN RD
MOUNT PROSPECT IL 60056

MAILING ADDRESS

CRYSTAL COURT SC
4701 N CUMBERLAND AVE
NORRIDGE IL 607062905

*** *Please see 2024 First Installment Payment Coupon next page* ***

Crystal Court

A

Acquisition Plan for 92 Smoke and Vape

Prepared By StreamLine Capital Group

I. Executive Summary

Samantha Savarimuthu intends to acquire 92 Smoke & Vape, a well-established tobacco, vape, and novelty shop located at 1703 W Algonquin Rd, Mount Prospect, IL under Quality Retail Solutions Inc. The business is currently generating $200,000–$300,000 in annual gross sales. While the store has been performing steadily, it has not utilized any marketing or advertising strategies, and the novelty product lineup is minimal.

Her plan is to reinvigorate the business with new management, expanded product offerings, improved marketing, and enhanced operational efficiency. We will introduce a shoe and t-shirt section, implement a customer loyalty program, and optimize store operations with a modern POS system, better inventory management, and cost-effective merchant processing.

With these improvements, we conservatively project $400,000 in gross sales by 2026, followed by a 30% year-over-year growth, with the potential to reach $700,000–$800,000 in annual sales, aligning with the performance of successful tobacco and novelty stores.

About the Proprietor: Samantha M Savarimuthu

Samantha Savarimuthu has deep roots in Mount Prospect, having lived in the community her entire life. Coming from an Indian immigrant family, she learned the value of hard work and entrepreneurship at a young age.

• Her father has been a 20+ year associate at Binny's Beverage Depot in Des Plaines, and her mother has been a 20+ year charge nurse at Alexian Brothers in Elk Grove.

• Samantha attended Rolling Meadows High School, graduated with honors, and earned a bachelor's degree in Business Administration with an emphasis in Human Resource Management from Loyola University.

• She is a serial entrepreneur with experience in logistics, real estate, and e-commerce. She currently works at AIT Worldwide Logistics, a billion-dollar logistics company in Itasca.

• She owns two successful Airbnb properties in Hoffman Estates and Des Plaines and operates a profitable e-commerce business reselling shoes and novelty items on Amazon and eBay.

• Her established vendor relationships from her e-commerce business will be leveraged to enhance the product offerings at 92 Smoke & Vape.

• Her family has strong ties to the business and manufacturing sectors, including her great uncle Doss Samikannu, founder and CEO of AmTab in Bensenville.

• Samantha's fiancé is a national PLP SBA lender specializing in community development, real estate, and business acquisition financing, providing strong financial insight for the growth of the business.

With deep community connections, retail experience, and a strong business background, Samantha is uniquely positioned to elevate 92 Smoke & Vape into a thriving retail operation.

II. Business Description

A. Business Overview

• Business Name: 92 Smoke & Vape

• Location: 1703 W Algonquin Rd, Mount Prospect, IL

• Industry: Retail (Tobacco, Vape, Novelty, Apparel & Footwear)

• Ownership Structure: Family-owned and operated

B. Current Performance & Challenges

• Current gross sales: $200,000–$300,000

• Strengths: Established customer base, steady foot traffic, strong tobacco and vape sales

• Challenges: Lack of marketing, minimal novelty product selection, outdated inventory & POS system

C. Growth Opportunities

• Product expansion: Introduce shoes and branded t-shirts to diversify revenue streams

• Marketing & Advertising: Implement digital and local marketing strategies

• Customer Retention: Launch a rewards and loyalty program

• Operational Efficiency: Upgrade POS, inventory software, and merchant processing

III. Market Analysis

A. Location & Demographics

Mount Prospect is a suburban area with a diverse population and strong disposable income levels. The store is positioned in a high-traffic area on Algonquin Rd, benefiting from both local residents and commuters.

• Population (Mount Prospect): ~55,000

• Median Household Income: ~$90,000

• Retail Competition: Limited direct competition for a combined smoke, vape, novelty, and apparel store

B. Competitive Analysis

While there are other vape and smoke shops in the area, most do not offer shoes, apparel, or a strong customer loyalty program. By differentiating with a broader product mix and marketing, we can capture more market share.

C. Industry Trends

• Vape and smoke shops are seeing consistent demand, with growth driven by niche product offerings and strong customer relationships.

• Novelty and lifestyle products (like branded t-shirts and sneakers) provide higher-margin revenue streams.

• Customer loyalty programs drive repeat business and higher purchase frequency.

IV. Growth Strategy & Implementation

A. Product Expansion

1. Shoes & Apparel Section:

• Introduce trendy sneakers and branded t-shirts

• Partner with wholesale suppliers for exclusive items

• Target both existing customers and streetwear enthusiasts

2. Enhanced Novelty Selection:

• Expand into giftable and collectible items

• Add exclusive and seasonal merchandise

B. Marketing & Advertising

1. Social Media & Digital Marketing:

• Instagram, Facebook, and TikTok promotions

• Paid local ads targeting streetwear enthusiasts

• Engage customers with exclusive product drops and promotions

2. Local Promotions & Sponsorships:

• Partner with local barbershops, tattoo shops, and events

• Distribute flyers and discount offers in high-traffic areas

3. Customer Loyalty Program:

• Implement a points-based rewards system

• Offer exclusive discounts to returning customers

C. Operational Improvements

1. Technology & Inventory Management:

• Upgrade to a modern POS system

• Implement real-time inventory tracking software

• Reduce stock shortages and overstock issues

2. Cost Optimization:

• Secure better merchant processing rates

• Improve vendor relationships for bulk purchasing discounts

3. Expanded Store Hours:

• Align operating hours with customer demand and village regulations

• Increase accessibility during peak business hours

V. Financial Projections

A. Revenue Growth Plan

Year	Projected Gross Sales	% Growth
2024	$300,000 (Current)	—
2025	$350,000	+16%
2026	$400,000	+14%
2027	$520,000	+30%
2028	$676,000	+30%
2029	$800,000 (Peak)	+18%

VII. Conclusion

The purchase and revitalization of 92 Smoke & Vape represent a strong business opportunity with significant growth potential. With new management, an expanded product line, enhanced marketing, and improved operational efficiencies, we aim to transform the business into a high-performing retail location generating $700,000–$800,000 in annual sales.

By implementing these strategies, we will maximize profitability, strengthen customer retention, and position 92 Smoke & Vape as the go-to destination for tobacco, novelty items, and urban fashion in Mount Prospect.

We look forward to securing this opportunity and bringing our vision to life.

Sincerely,

Samantha M Savarimuthu

President

847-525-2637

CRYSTAL COURT SHOPPING CENTER

Legal Description

PARCEL 1: LOT 2 IN MARCO POLO'S SUBDIVISION, BEING A SUBDIVISION OF THE EAST HALF OF THE NORTHEAST QUARTER OF SECTION 22, TOWNSHIP 41 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN IN COOK COUNTY, ILLINOIS.

PARCEL 2: EASEMENT FOR THE BENEFIT OF PARCEL 1 AS CREATED BY GRANT MADE BY AND BETWEEN THE CRYSTAL TOWERS HOMEOWNERS ASSOCIATION AND AMERICAN NATIONAL BANK AND TRUST COMPANY OF CHICAGO AS TRUSTEE UNDER TRUST AGREEMENT DATED APRIL 12, 1984, AND KNOWN AS TRUST NUMBER 60753 RECORDED AS DOCUMENT 27193862 FOR STORM AND SANITARY SEWERS.

Conditional Use Standards for 92 Smoke & Vape

3/4/2025

Village of Mount Prospect

Planning & Zoning Commission

50 S. Emerson Street

Mount Prospect, IL 60056

Dear Planning & Zoning Commission,

We are submitting this letter in response to the conditional use standards for the purchase and continued operation of 92 Smoke & Vape, a tobacco store in Mount Prospect, IL. Below, we outline how our proposal meets each standard:

1. That the establishment, maintenance, or operation of the conditional use will not be detrimental to, or endanger the public health, safety, morals, comfort, or general welfare.

• Our business will strictly comply with all local, state, and federal laws regarding the sale of tobacco and vape products.

• The store will be operated exclusively by family members, all over the age of 22, ensuring consistent management and oversight.

• We will enforce a zero-tolerance policy for ID verification, refusing sales to anyone without proper age verification.

• The store will continue to be a clean, safe, and professionally managed retail space, ensuring a responsible environment for customers and the community.

2. That the conditional use will not be injurious to the uses and enjoyment of other property in the immediate vicinity for the purposes already permitted, nor substantially diminish and impair property values within the neighborhood in which it is to be located.

• 92 Smoke & Vape is an existing business, and we will maintain its current operations without disruptive changes.

• The store will continue to be well-maintained and professional, ensuring it does not negatively impact surrounding businesses or property values.

• We do not generate excessive noise, traffic, or disturbances that would affect neighboring properties.

3. That the establishment of the conditional use will not impede the normal and orderly development and improvement of the surrounding property for uses permitted in the district.

• The business has been operating in this location without issue, and our continued operation will not hinder future development.

• Our business aligns with the commercial nature of the district and does not interfere with surrounding property use.

4. That adequate public utilities, access roads, drainage, and/or necessary facilities have been or will be provided.

• The site is fully equipped with existing utilities and infrastructure that meet the needs of the business.

• No modifications to utilities, drainage, or roads are necessary for the continued operation of 92 Smoke & Vape.

5. That adequate measures have been or will be taken to provide ingress and egress so designed as to minimize traffic congestion in the public streets.

• The store is located in a commercial area with designated parking and access points that do not contribute to traffic congestion.

• The customer flow is steady but not high-traffic, minimizing any potential congestion concerns.

6. That the proposed conditional use is not contrary to the objectives of the current Comprehensive Plan for the Village.

• After reviewing the Village of Mount Prospect Comprehensive Plan, we have determined that our business does not conflict with any stated objectives.

• Our business supports the local economy by contributing tax revenue and maintaining a legally compliant retail space.

• By upholding a strict zero-tolerance ID verification policy, we are ensuring responsible business operations in line with community standards.

7. That the conditional use shall, in all other respects, conform to the applicable regulations of the district in which it is located, except as such regulations may, in each instance, be modified pursuant to the recommendations of the Planning & Zoning Commission.

• We will fully comply with all zoning, licensing, and business operation regulations set forth by the Village.

• Any necessary modifications or recommendations from the Planning & Zoning Commission will be implemented as required.

We appreciate your time and consideration in reviewing our request. We are committed to operating 92 Smoke & Vape as a responsible, family-run business that complies with all laws and maintains a safe and professional retail environment. Please let us know if you require any additional information.

Sincerely,

Samantha M Savarimuthu

President

ALTA / ACSM

LAND TITLE SURVEY

PARCEL 1: LOT 2 IN MARCO POLO'S SUBDIVISION, BEING A SUBDIVISION OF THE EAST 1/2 OF THE NORTHWEST 1/4 OF SECTION 22, TOWNSHIP 41 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

PARCEL 2: EASEMENT FOR THE BENEFIT OF PARCEL 1 AS CREATED BY GRANT MADE BY AND BETWEEN THE CRYSTAL TOWERS HOMEOWNERS ASSOCIATION AND AMERICAN NATIONAL BANK AND TRUST COMPANY OF CHICAGO AS TRUSTEE UNDER TRUST AGREEMENT DATED APRIL 12, 1984 AND KNOWN AS TRUST NUMBER 60753 RECORDED AS DOCUMENT 27193862 FOR STORM AND SANITARY SEWERS.

STATE OF ILLINOIS]
COUNTY OF C O O K] SS.

TO: Chicago Title Insurance Co. No. 7112028
American National Bank & Trust Company of Chicago Turst #60753

JOSEPH A. SCHUDT & ASSOCIATES, INC., Illinois Land Surveyor Corporation No. 48-39, hereby certifies that this plat and the survey on which it is based were made in accordance with the "Minimum Standard Detail Requirements for Land Title Surveys," jointly established and adopted by ATA and ACSM in 1962.

Matteson, Illinois April 24th, A.D. 1987

George C Ranney
Illinois Registered Land Surveyor No. 1553

TO WHOM IT MAY CONCERN:

Please be advised that we have examined the Flood Insurance Rate Map Community Panel Number 170129 effective August 2, 1982, as issued by the Federal Emergency Management Agency with reference to the property located hereon.

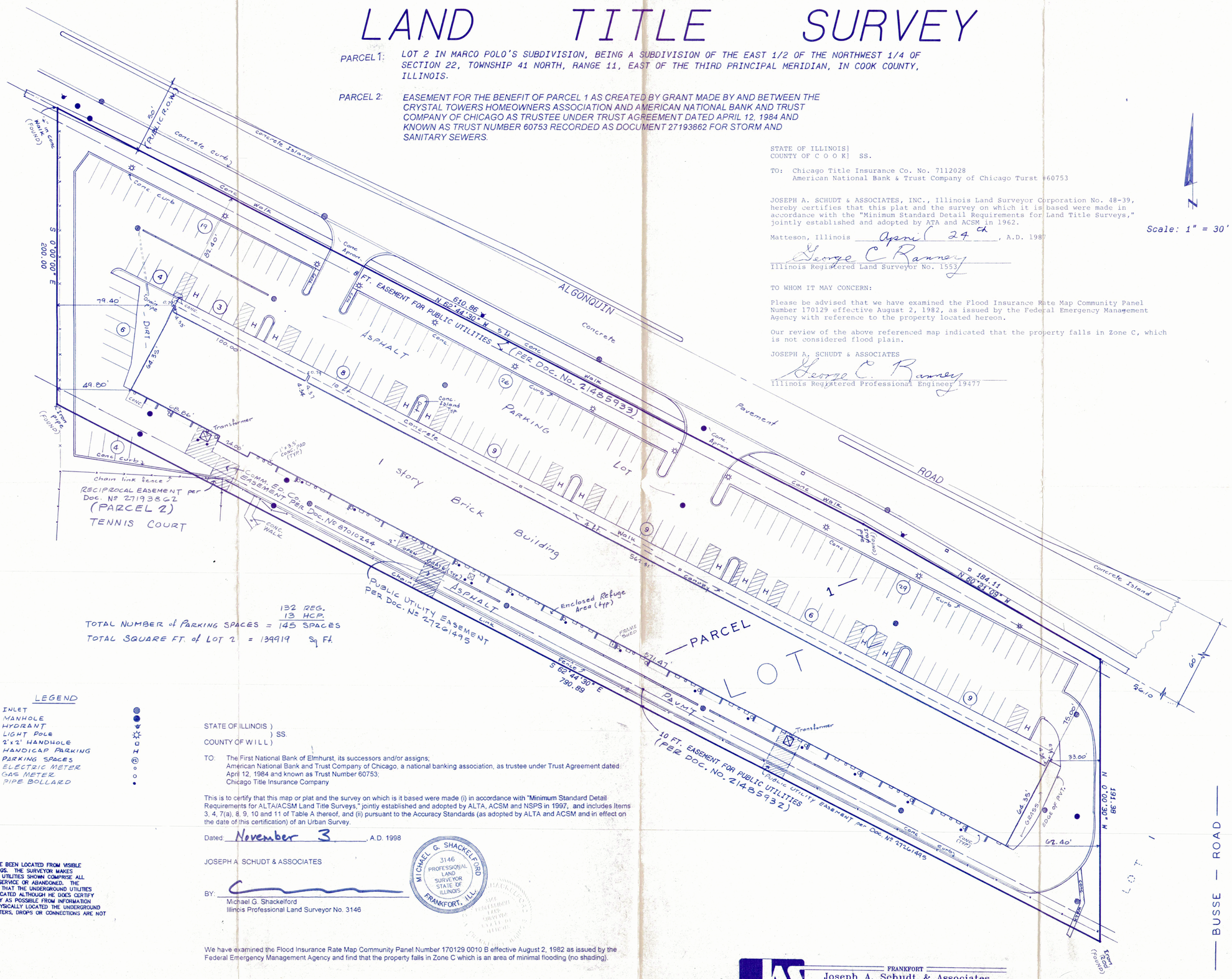
Our review of the above referenced map indicated that the property falls in Zone C, which is not considered flood plain.

JOSEPH A. SCHUDT & ASSOCIATES

George C. Ranney
Illinois Registered Professional Engineer 19477

N

Scale: 1" = 30'



TOTAL NUMBER of PARKING SPACES = 132 REG. + 13 HCP. = 145 SPACES
TOTAL SQUARE FT. of LOT 2 = 139919 Sq Ft.

LEGEND

- INLET
- MANHOLE
- HYDRANT
- LIGHT POLE
- 2'x2' HANDHOLE
- HANDICAP PARKING
- PARKING SPACES
- ELECTRIC METER
- GAS METER
- PIPE BOLLARD

STATE OF ILLINOIS)
) SS.
COUNTY OF W I L L)

TO: The First National Bank of Elmhurst, its successors and/or assigns;
American National Bank and Trust Company of Chicago, a national banking association, as trustee under Trust Agreement dated April 12, 1984 and known as Trust Number 60753;
Chicago Title Insurance Company

This is to certify that this map or plat and the survey on which is it based were made (i) in accordance with "Minimum Standard Detail Requirements for ALTA/ACSM Land Title Surveys," jointly established and adopted by ALTA, ACSM and NSPS in 1997, and includes Items 3, 4, 7(a), 8, 9, 10 and 11 of Table A thereof, and (ii) pursuant to the Accuracy Standards (as adopted by ALTA and ACSM and in effect on the date of this certification) of an Urban Survey.

Dated: November 3, A.D. 1998

JOSEPH A. SCHUDT & ASSOCIATES

BY: _____
Michael G. Shackelford
Illinois Professional Land Surveyor No. 3146

MICHAEL G. SHACKELFORD 3146 PROFESSIONAL LAND SURVEYOR STATE OF ILLINOIS FRANKFORT, ILL.

We have examined the Flood Insurance Rate Map Community Panel Number 170129 0010 B effective August 2, 1982 as issued by the Federal Emergency Management Agency and find that the property falls in Zone C which is an area of minimal flooding (no shading).

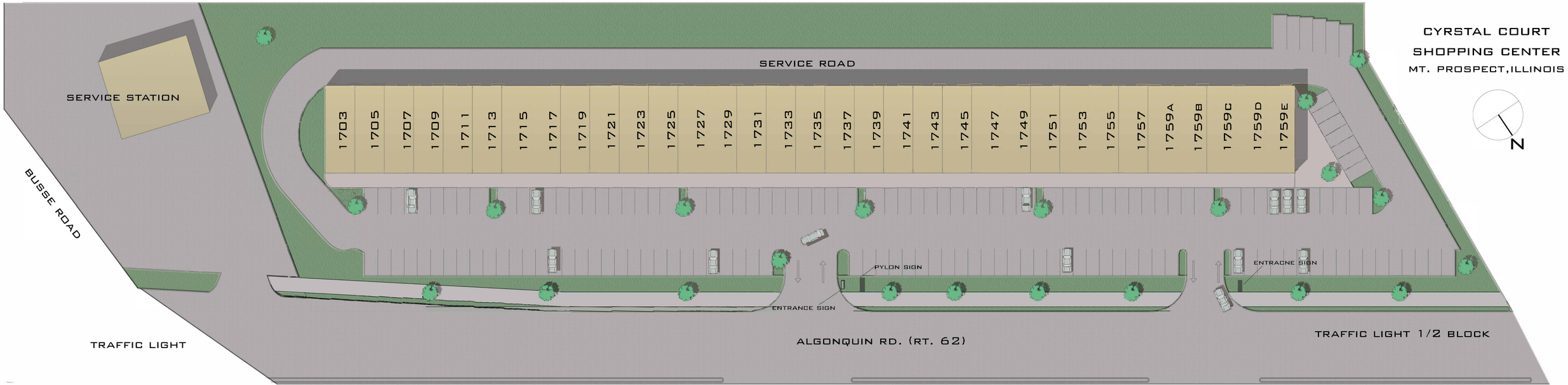
UTILITY LOCATION:

THE UNDERGROUND UTILITIES SHOWN HAVE BEEN LOCATED FROM VISIBLE FIELD INFORMATION AND EXISTING DRAWINGS. THE SURVEYOR MAKES NO GUARANTEE THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH HE DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES. ORDINARY UTILITY SERVICE METERS, DROPS OR CONNECTIONS ARE NOT LOCATED OR SHOWN ON SURVEY.

FRANKFORT
Joseph A. Schudt & Associates
19350 S. HARLEM AVENUE FRANKFORT, IL 60423
PHONE: 708-720-1000 FAX: 708-720-1065
CIVIL ENGINEERING LAND SURVEYING LAND PLANNING

REVISED EASEMENTS 6-9-87

86-129-0


CYRSTAL COURT
SHOPPING CENTER
MT. PROSPECT,ILLINOIS
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SERVICE ROAD
SERVICE STATION
BUSSE ROAD
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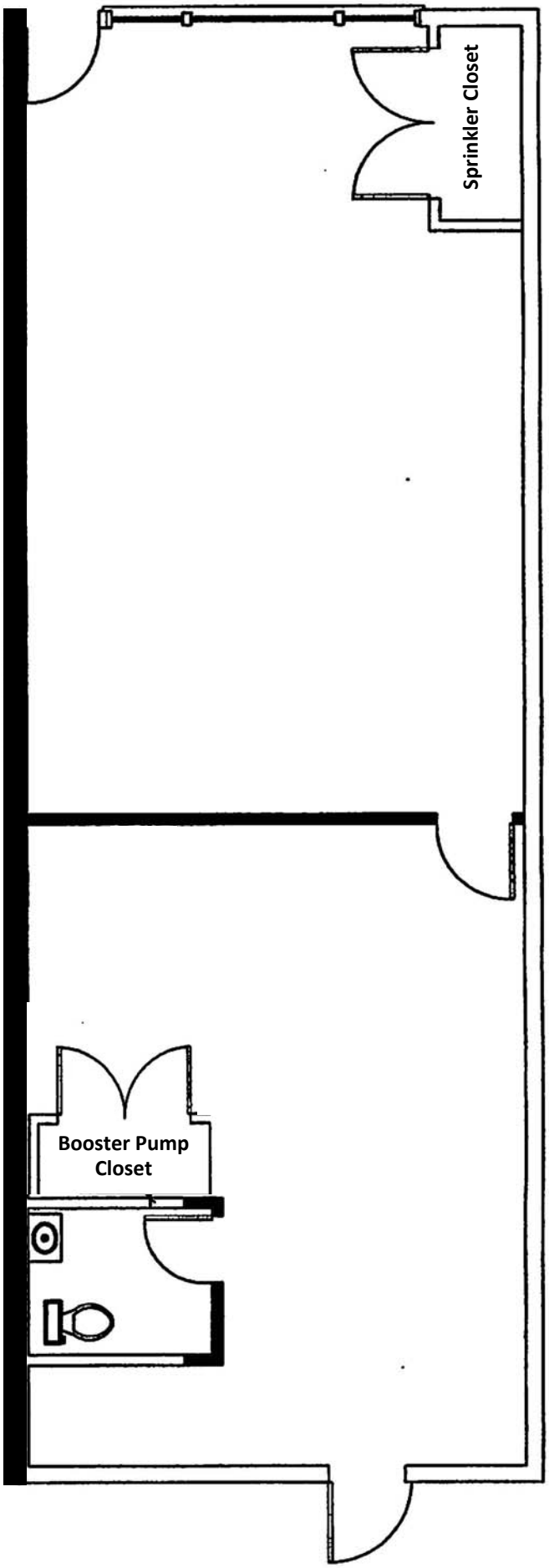
1759C
1759D
1759E
PYLON SIGN
ENTRANCE SIGN
ENTRACNE SIGN
TRAFFIC LIGHT
ALGONQUIN RD. (RT. 62)
TRAFFIC LIGHT 1/2 BLOCK



EXISTING FLOOR PLAN
1703 W. Algonquin Road
Mount Prospect, IL
1,200 Rentable Sqft

Greetings,

Quality Retail Solutions Inc DBA 92 Smoke and Vape is a full service tobacco, novelty and clothing store located at 1703 W Algonquin Rd, Mt Prospect IL.

Located on the intersection of Busse and Algonquin Rd. Our location is easily accessible, and with a wide variety of products and flexible hours of operation (10am - 12am) 7 days a week - we strive to provide best in class customer service and products to our Patrons.

Regards,

Samantha M Savarimuthu

President, Quality Retail Solutions Inc

1703 W Algonquin Rd, Mt Prospect IL 60056

847-525-2637