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

May 14, 2026 | **Village Hall - 3rd Floor Board Room** | **7:00 PM**

1. **CALL TO ORDER**
2. **APPROVAL OF MINUTES**
   - 2.1. PZ-08-26 / 1326 W Central Road / ZMA from R-A Single-Family Residence District to C-R Conservation Recreation District
   - 2.2. PZ-05-26 / 201 E Euclid Avenue / CU: Drive through for a Coffee Shop
3. **NEW BUSINESS**
   - 3.1. PZ-09-26 / 908 I Oka Ave / CU: Accessory Structure / PZ Final
   - 3.2. PZ-02-26 / 1052 Center Dr / CU: Massage Therapy / Village Board Final
   - 3.3. PZ-03-25 / 1040 W Northwest Highway / CU: Daycare Center / Village Board Final (PURSUANT TO REMAND FROM THE VILLAGE OF MOUNT PROSPECT, BOARD OF TRUSTEES)
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-08-26	Hearing Date: April 23, 2026
PROPERTY ADDRESS:	1326 W. Central Road
PETITIONER:	Mount Prospect Park District
PUBLICATION DATE:	April 8, 2026
REQUEST:	Zoning Map Amendment from R-A Single-Family Residence District to C-R Conservation Recreation District
MEMBERS PRESENT:	Joseph Donnelly William Beattie Ewa Weir Walter Szymczak Richard Rogers Michael Fricano Fay Costa
MEMBERS ABSENT:	Donald Olsen
STAFF MEMBERS PRESENT:	Ann Choi – Development Planner Charles Hogan – Development Planner
INTERESTED PARTIES:	Mount Prospect Park District, Petitioner (Jim Jarog and Jeanette Foley)

Chairman Donnelly called the meeting to order at 7:01 PM. Vice Chairman Beattie made a motion seconded by Commissioner Szymczak to approve the minutes from the Planning and Zoning Commission meeting on March 26, 2026. The minutes were approved 6-0 (Commission Costa abstained).

Chairman Donnelly introduced Case PZ-08-26, 1326 West Central Road, a request for a zoning map amendment from R-A Single Family Residence District to C-R Conservation Recreation District. The Village Board will serve as the final authority for the request.

Staff Presentation
Ms. Choi presented the proposed rezoning of the subject property and stated that the property is zoned R-A Single-Family Residence District and is bordered by Melas Park zoned C-R Conservation Recreation to the north, a visual arts studio through with the park district zoned C-R to the west, single-family residential lots zoned R-A Single Family Residential District to the east, and single-family residential lots zoned R-1 Single Family Residential District to the south. Ms. Choi stated that the subject property was annexed into the Village in 1958 and is one of the residential lots located on the north side of Central Road, between the art studio and N. Kenilworth Avenue.

Ms. Choi explained that the subject property has remained vacant for many years and does not currently have driveway access to Central Road. Ms. Choi pointed out that precedence exists for the rezoning of adjacent property and in 1996, the Mount Prospect Park District obtained approval to rezone two lots located west of the Subject Property from I-1 Limited Industrial to C-R Conservation Recreation, along with a conditional use permit for a visual arts center and variations for setbacks and lot coverage. Ms. Choi indicated that today, a small portion of the building is utilized for an operating art studio, while the majority of the structure is used by the Mount Prospect Park District for equipment and material storage. Ms. Choi further stated that the art studio is anticipated to relocate to the Lions Park Recreation Center within the next year.

Ms. Choi went on to state that the park district has entered into a purchase agreement with the current property owner for the subject property, pending certain contingencies including the approval of the requested zoning map amendment. Ms. Choi noted that at this time, the park district has no plans to improve the property and currently intends to preserve the lot as open space and allow for potential future opportunities. At such time that improvements requiring zoning approval are proposed, Ms. Choi stated that the park district will be required to work with the Village to ensure any proposed improvements will comply with all Village Codes or seek the necessary approvals.

Ms. Choi explained that the Future Land Use Map in the Village's Comprehensive Plan designates the subject property as single-family residential, and while the rezoning does not align with the Future Land Use Map's Single-Family Residential designation, it supports the Comprehensive Plan's broader goals to advance priorities like open space preservation and recreational access. Ms. Choi further emphasized that the Plan also encourages partnerships to expand parkland, including strategies for acquiring or leasing land for open space. Given its location next to Melas Park and other recreational uses, Ms. Choi stated that the requested rezoning would help strengthen the overall open space network and represents a logical and well-supported land use decision, even though it departs from the map designation.

Staff Recommendation
Ms. Choi stated that staff finds that the proposed zoning map amendment meets the applicable standards contained in the Mount Prospect Zoning Ordinance and 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 zoning map amendment from R-A Single Family Residence District to C-R Conservation Recreation District at the Subject Property, also known as 1326 W. Central Road (PIN: 03-33-415-014-0000), subject to the following condition:

    a. The zoning map amendment granted herein shall be expressly conditioned upon the transfer of title of the Subject Property to the Petitioner. If such transfer of title does not occur, the approval shall not take effect and shall be deemed null and void."

The Village Board's decision is final.

Commission Questions for Staff
Vice Chairman Beattie asked whether there were any other feasible uses or development options for the subject property given its limited size, and whether the parcel could reasonably be utilized for any purpose other than single-family residential. Ms. Choi stated that, if the request were not approved, the property would revert back to its R-A zoning and would return to the market. However, due to the narrow configuration of the parcel, it would likely need to be consolidated with the properties to the west for future development. Ms. Choi noted that she was uncertain of any plans that the Mount Prospect Park District had more redevelopment.

Commissioner Weir asked whether there were opportunities to keep the property on the tax roll by combining it with the adjacent property and considering it as a potential redevelopment site. Ms. Choi responded that, if the rezoning request were not approved, the property would return to the market and could be redeveloped as a single-family residential lot. Commissioner Weir further asked whether the site could be intensified, and Ms. Choi explained that additional intensity would not be permitted under the current R-A Single-Family Residential zoning designation.

Hearing no further questions for staff, Chairman Donnelly swore in the following speakers:

- James Jarog and Jeanette Foley, Mount Prospect Park District, 1000 W. Central Road, Mount Prospect IL

Commission Questions for the Petitioner
Chairman Donnelly asked the Petitioner whether there were any plans for the subject property. Mr. Jarog responded that the park district does not currently have any specific plans for the property. Mr. Jarog explained that the property had been on and off the market for approximately 15 to 20 years, and the park district had been approached about purchasing it in the past; however, the asking price at that time was too high. Mr. Jarog stated that the parties were able to reach a mutually agreeable price with this purchase, which presented a good opportunity for potential future use, but in the interim, the property would be maintained as open space.

Chairman Donnelly asked whether the property would eventually be combined with the park. Mr. Jarog responded that he anticipates a plat of consolidation would likely occur to combine the subject property with the art studio parcel. However, Mr. Jarog noted that the park district has not yet determined the future of the art studio property once the studio relocates to the Lions Park Recreation Center upon its opening next year, so the long-term plan remains to be determined.

Vice Chairman Beattie suggested that the park district likely had some general ideas for the future use of the property, even if nothing had been discussed in great specificity. Mr. Jarog responded that additional parking could be a possibility if the parcel were to be redeveloped in the future but reiterated that there are currently no specific plans for the site. Mr. Jarog stated that the Park District Board pursued the purchase primarily to preserve the property as open space and to keep future options available, particularly in relation to the art studio site. Chairman Donnelly added that the park district likely did not have many very opportunities to purchase land. Mr. Jarog added that he did not anticipate a large recreation center being developed on the property and stated that the immediate plans are to preserve the land as open space.

Commissioner Weir noted the discussion regarding parking and asked whether there was currently a need for additional parking. Mr. Jarog responded that there is no need for additional parking for the existing art studio program. Mr. Jarog also noted that one of the challenges for the seller is that the property does not currently have a curb cut, and introducing one so close to the existing crosswalk could create a safety concern.

Commissioner Weir asked whether the property could be combined with the park district parcel and later sold on the market. Mr. Jarog responded that the park district would not intend to sell the property in that manner. Commissioner Weir then asked about the purchase price, and Ms. Foley stated that the agreed purchase price was $131,000.

Motion and Vote
Hearing no further comments or questions, Chairman Donnelly closed the hearing and asked for a motion. Commissioner Rogers made a motion seconded by Commissioner

Szymczak to approve the zoning map amendment subject to the condition outlined in the staff report.

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

The Planning and Zoning Commission gave a positive recommendation (7-0) for the next Village Board meeting to be held on May 5, 2026.

After hearing one additional item of New Business, Chairman Donnelly made a motion, seconded by Vice Chairman Beattie, and the meeting was adjourned at 7:39 PM.



Ann Choi, Development Planner

MINUTES OF THE REGULAR MEETING OF THE PLANNING & ZONING COMMISSION

CASE NO. PZ-05-26 Hearing Date: April 23, 2026

PROPERTY ADDRESS: 201 East Euclid Avenue

PETITIONER: Who Brew, LLC

PUBLICATION DATE: April 8, 2026

REQUEST: Conditional Use for a Drive-Through Coffee Shop at 201 E. Euclid Avenue

MEMBERS PRESENT: Joseph Donnelly, Chairperson
William Beattie
Walter Szymczak
Ewa Weir
Richard Rogers
Michael Fricano
Fay Costa

MEMBERS ABSENT: Donald Olsen

STAFF MEMBERS PRESENT: Charlie Hogan, AICP – Development Planner
Ann Choi – Development Planner

INTERESTED PARTIES: Who Brew, LLC; Village of Mount Prospect

Chairperson Donnelly called the meeting to order at 7:01 PM. Commissioner Beattie made a motion seconded by Commissioner Szymczak to approve the minutes from the Planning and Zoning Commission meeting on March 26, 2026. The minutes were approved 6-0 (Commissioner Costa abstained).

The Commission first heard Case PZ-08-26, a Zoning Map Amendment for 1326 W. Central Road, which received a positive recommendation (7-0).

Chairperson Donnelly then introduced Case PZ-05-26, a request for conditional use approval for a drive-through coffee shop at 201 East Euclid Avenue.

Mr. Hogan stated that the petitioner, Who Brew, LLC, is requesting conditional use approval to re-establish and expand the existing drive-through associated with a new 7 Brew coffee shop at 201 East Euclid Avenue, an outlot of Randhurst Village. He stated that the property is zoned B-3 Community Shopping PUD and operated as a drive-through Steak and Shake from 1999 to 2022. He noted the proposal requires Village Board approval, that a minor amendment to the Randhurst Village PUD is being evaluated separately, and that staff supports the conditional use request with conditions.

Mr. Hogan reviewed the conditional use application, detailing the existing site conditions, the proposed site plan, and the proposed operational characteristics. He stated that the petitioner proposes to retain the existing 3,694 square foot building and reconfigure the site to accommodate two drive-through lanes wrapping around the building. He noted that the eastern access drive along Randhurst Village Drive will be closed, with site access consolidated to the southern and western access points. Mr. Hogan stated that 7 Brew staff stationed near the drive-through entrance will take orders using tablet computers, and patrons will exit south to Randhurst Village Drive after picking up their order.

Mr. Hogan reviewed the Traffic Impact Study prepared by KLOA, Inc. He stated the study found that nearby intersections are expected to continue operating well after 7 Brew opens, with some increased delay anticipated for the northbound left-turn movement at Euclid Avenue and Randhurst Village Drive during peak hours. He stated that the proposed site accommodates up to 48 vehicles in queue, which exceeds the projected stabilized peak queue of 31 to 34 vehicles once additional 7 Brew locations open in the region. Mr. Hogan stated staff concurs with the methodology and findings of the traffic study.

Mr. Hogan stated that the proposed parking, landscaping, lighting, signage, and drainage all meet code. He noted that the Metropolitan Water Reclamation District of Greater Chicago issued a letter dated April 13, 2026 confirming that a Watershed Management Ordinance permit will not be required for the proposed project.

Mr. Hogan stated that the proposed conditional use meets the standards contained in Section 14.203(F) of the Zoning Ordinance and 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:

"A conditional use to allow two drive-through lanes at the property commonly known as 201 East Euclid Avenue, subject to the conditions detailed in the staff report."

Mr. Hogan stated that the Village Board's decision is final for this case.

After Mr. Hogan concluded his presentation, Chairperson Donnelly asked the commissioners to present any questions they had for staff.

Commissioner Costa asked for clarification on the proposed traffic pattern through the site.

Mr. Hogan explained that patrons will enter from either the western cross-access drive from Planet Fitness or the southern access drive from Randhurst Village Drive, queue in one of two drive-through lanes that wrap around the building, place an order with a staff member using a tablet, proceed to the pickup window, and exit south to Randhurst Village Drive.

Commissioner Beattie asked for additional information on the berverage ordering and pickup procedure.

Mr. Hogan explained that orders are taken by 7 Brew staff with tablet computers and picked up on the west side of the building.

Commissioner Weir asked for additional information on the proposed landscaping and the dumpster enclosure.

Mr. Hogan stated that the petitioner is maintaining and enhancing the existing planting beds and is adding landscaping along the eastern perimeter of the property where the access drive will be closed. He stated that the dumpster enclosure meets code requirements and is screened consistent with other enclosures at the shopping center.

No other commissioners had questions of staff and the petitioner approached the podium.

The petitioner introduced himself as Matthew Nyweide of 243 Forest Avenue, representing Who Brew, LLC. Mr. Nyweide provided an overview of the 7 Brew concept and described the operational protocols for the proposed location, including how staff handle walk-up customers in a drive-through-only configuration. He stated that 7 Brew has a number of additional locations open or under development in the Chicago region.

Commissioners asked minor follow-up questions regarding operations and the customer experience, which Mr. Nyweide addressed.

Hearing no further comments or questions, Chairperson Donnelly asked for a motion to approve the conditional use. Commissioner Beattie made a motion seconded by Commissioner Weir to approve the following motion:

“A conditional use to allow two drive-through lanes at the property commonly known as 201 East Euclid Avenue, subject to the conditions detailed in the staff report.”

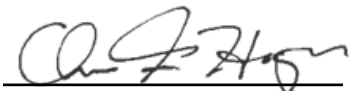
The Commission made a motion to adopt staff’s findings.

UPON ROLL CALL AYES: Szymczak, Weir, Beattie, Rogers, Fricano, Costa, Donnelly

NAYS: None

The Planning and Zoning Commission gave a positive recommendation (7-0) to the Village Board.

Hearing no further discussion, Commissioner Beattie made a motion seconded by Commissioner Szymczak and the meeting was adjourned at 7:40 PM.



Charlie Hogan, AICP, Development Planner

Item Cover Page

Subject	**PZ-09-26 / 908 I Oka Ave / CU: Accessory Structure / PZ Final**
Meeting	May 14, 2026 - 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, Michael Cuddy, is seeking conditional use approval to reconstruct an existing deck that encroaches the interior side yard at 908 I Oka Avenue (the Subject Property). The proposed deck will measure 6’-8” by 6’ and will have a 1’ setback from the property line. The proposal meets the requirements and standards related to the Village Code, and Staff is supportive of the conditional use request.

Discussion

BACKGROUND

The Subject Property was annexed into the Village in 1925 and the original home was constructed in 1946. At its closest point, the primary structure encroaches .75’ into the south interior side yard. The Petitioner purchased the Subject Property in 1991, and in 1998 constructed an addition and concrete patio with appropriate setbacks from the interior side lot line. The Petitioner asserts that the deck on the south side of the home existed when he purchased the property. Permit records suggest that the property has historically had a small deck on the south side of the home to provide access to the kitchen.

PROPOSAL

The existing deck measures 7’-1” by 6’-3” (44.3 SF) and is roughly 7” from the property line. The Petitioner is proposing a slightly smaller dimension, 6’-8” by 6’-0” (40.0 SF), for the replacement. The deck has the same function and area as a stoop, which is a “permitted obstruction” and is defined as “a platform at the entrance to a building with a maximum dimension of eight feet (8') in width and five feet (5') in depth.” However, the deck depth (6’) exceeds the maximum allowed for a stoop (5’) and therefore zoning relief is required. The Petitioner asserts that the 6’ depth is needed to re-use the existing piers and to provide sufficient clearance to access the side door to the garage. The deck would be situated 1’ off the interior side property line, whereas the required side yard setback for a deck or patio at the Subject Property is 7.5’. The table below outlines the bulk regulations for the R-1 Single

Family Residential district:

Minimum Setbacks	R-1 Code Requirement for Decks/ Patios	Proposed
Front (E)	30’	No change
Interior Side (N)	7.5’	No change
Interior Side (S)	7.5’	**1.0’ (6.5’ or 87% encroachment)**
Rear (W)	15’	No change
Max Lot Coverage	45.0%	37.8%
Max Front Yard Coverage	45.0%	No change
Max Floor Area Ratio	0.50	No change

The Petitioner is requesting conditional use approval for the deck to encroach the interior side yard by 6.5’, or 87% of the requirement. The Village Board passed text amendments (PZ-01-26) on May 5, 2026 that give the Planning and Zoning Commission final authority on relief from accessory structure requirements in single family residential districts, therefore the Planning and Zoning Commission decision is final for this case.

PUBLIC COMMENT
The Petitioner provided Staff with a letter of support from the neighbor to the south, the property that would be the most directly impacted by the reduced side yard setback.

STANDARDS AND FINDINGS
The proposed deck is an existing nonconforming accessory structure and has existed for over 35 years with no issues from surrounding neighbors. The deck would otherwise be classified as a stoop and allowed by right if it met the maximum dimensions of a stoop (5’ by 8’). There is no indication that the proposed improvement would create adverse conditions or nuisances that could negatively affect the use and enjoyment of nearby properties. Given the nature of the proposal, the support expressed by the neighboring property owner, and its conformance with the Village’s zoning ordinance, comprehensive plan, and strategic plan, staff recommends approval of the requested conditional use.

Alternatives

A. Approval of the following motion: "A conditional use to construct a deck that encroaches 6.5’ into the interior side yard at 908 I Oka Avenue, subject to the following conditions:

1. The conditional use shall apply to the deck only and not for any other principal or accessory structures;
2. The deck shall not exceed 6’-8” by 6’-0” and shall maintain a minimum 1’ setback from the interior side property line;
3. The deck shall not be expanded, enlarged, or reconstructed in a manner that increases its degree of nonconformity;
4. The conditional use shall expire if the deck is removed and not replaced for more than twelve months, or if the property is redeveloped; and
5. The Petitioner shall submit for a building permit and construct the deck, walkway, and garbage enclosure in full compliance with the Village’s current codes.”

B. Action at the discretion of the Planning and Zoning Commission.

Staff Recommendation

Approval of a conditional use to construct a deck that encroaches 6.5’ into the interior side yard at 908 I Oka Avenue, subject to the conditions listed in the staff report.

Attachments

1. PZ-09-26 Staff Report
2. PZ-09-26 Administrative Content_Redacted
3. PZ-09-26 Plans
4. PZ-09-26 Public Comment

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 7, 2026

CASE NUMBER
PZ-09-26

APPLICANT/PROPERTY OWNER
Michael Cuddy

PUBLIC HEARING DATE
May 14, 2026

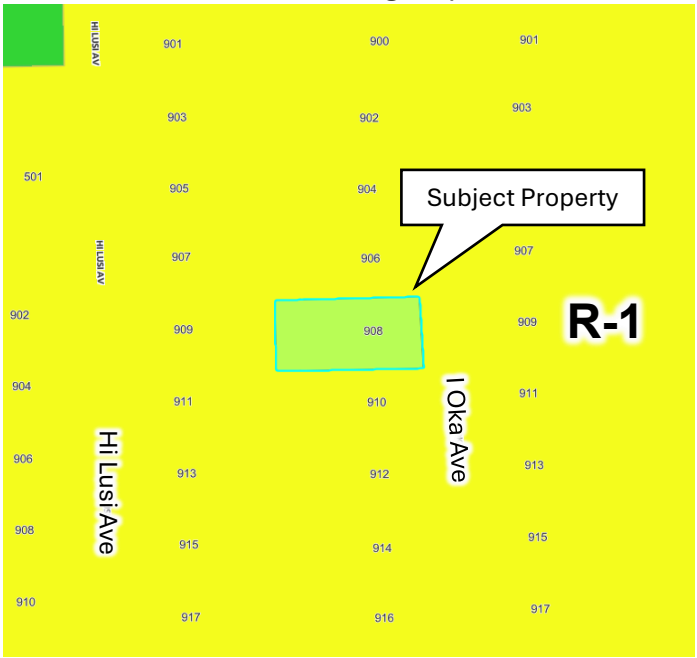
PROPERTY ADDRESS/LOCATION
908 I Oka Ave

BRIEF SUMMARY OF REQUEST
The Petitioner, Michael Cuddy, is seeking conditional use approval to reconstruct an existing deck that encroaches the interior side yard at 908 I Oka Avenue (the Subject Property). The proposed deck will measure 6'-8" by 6' and will have a 1' setback from the property line. The proposal meets the requirements and standards related to the Village Code, and Staff is supportive of the conditional use request.

2024 Aerial Image



2025 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	0.26 acres

STAFF RECOMMENDATION APPROVE | APPROVE WITH CONDITIONS | DENY

DISCUSSION OF PROPOSAL

BACKGROUND / PROPERTY HISTORY

The Subject Property was annexed into the Village in 1925 and the original home was constructed in 1946. At its closest point, the primary structure encroaches .75' into the south interior side yard. The Petitioner purchased the Subject Property in 1991, and in 1998 constructed an addition and concrete patio with appropriate setbacks from the interior side lot line. The Petitioner asserts that the deck on the south side of the home existed when he purchased the property. Permit records suggest that the property has historically had a small deck on the south side of the home to provide access to the kitchen.

PROPOSAL

The Petitioner proposes to reconstruct the deck and stairs on the south side of the home. The proposal also includes a 3' wide walkway leading from the driveway to the deck, and a garbage enclosure measuring 8' by 3'. The garbage "pad" will consist of pavers on soil and a three-sided 6' fence to screen the refuse containers. The enclosure will be located behind the principal building line.

The existing deck measures 7'-1" by 6'-3" (44.3 SF) and is roughly 7" from the property line. The Petitioner is proposing a slightly smaller dimension, 6'-8" by 6'-0" (40.0 SF), for the replacement. The deck has the same function and area as a stoop, which is a "permitted obstruction" and is defined as "a platform at the entrance to a building with a maximum dimension of eight feet (8') in width and five feet (5') in depth." However, the deck depth (6') exceeds the maximum allowed for a stoop (5') and therefore zoning relief is required. The Petitioner asserts that the 6' depth is needed to re-use the existing piers and to provide sufficient clearance to access the side door to the garage. The deck would be situated 1' off the interior side property line, whereas the required side yard setback for a deck or patio at the Subject Property is 7.5'. The table below outlines the bulk regulations for the R-1 Single Family Residential district:

Minimum Setbacks	R-1 Code Requirement for Decks/ Patios	Proposed
Front (E)	30'	No change
Interior Side (N)	7.5'	No change
Interior Side (S)	7.5'	**1.0' (6.5' or 87% encroachment)**
Rear (W)	15'	No change
Max Lot Coverage	45.0%	37.8%
Max Front Yard Coverage	45.0%	No change
Max Floor Area Ratio	0.50	No change

The Petitioner is requesting conditional use approval for the deck to encroach the interior side yard by 6.5', or 87% of the requirement. The Village Board passed text amendments (PZ-01-26) on May 5, 2026 that give the Planning and Zoning Commission final authority on relief from accessory structure requirements in single family residential districts, therefore the Planning and Zoning Commission decision is final for this case.

PUBLIC COMMENT

The Petitioner provided Staff with a letter of support from the neighbor to the south, the property that would be the most directly impacted by the reduced side yard setback.

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 decision to approve or deny the request.

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:

"A conditional use to construct a deck that encroaches 6.5' into the interior side yard at 908 I Oka Avenue, subject to the following conditions:

1. The conditional use shall apply to the deck only and not for any other principal or accessory structures;
2. The deck shall not exceed 6'-8" by 6'-0" and shall maintain a minimum 1' setback from the interior side property line;
3. The deck shall not be expanded, enlarged, or reconstructed in a manner that increases its degree of nonconformity;
4. The conditional use shall expire if the deck is removed and not replaced for more than twelve (12) months, or if the property is redeveloped; and
5. The Petitioner shall submit for a building permit and construct the deck, walkway, and garbage enclosure in full compliance with the Village's current codes."

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 deck has existed for 35+ years and is deteriorating. The Petitioner notes that the proposed deck is adjacent to the neighbor's garage window and mud room window and will not disturb them. The Petitioner states that the neighbor to the south will not be prevented from putting up a fence in the future or otherwise developing their property. The Petitioner reports that drainage will not be affected, as the neighbor to the south has a drainage swale from front to back, and the neighbor to the west also has a drainage system. The Petitioner contends that the project will allow him to improve his property and it is in line with the Comprehensive Plan. The Petitioner confirms that no other relief is requested.

Staff's Findings: The proposed deck is an existing nonconforming accessory structure and has existed for over 35 years with no issues from surrounding neighbors. The deck would otherwise be classified as a stoop and allowed by right if it met the maximum dimensions of a stoop (5' by 8'). There is no indication that the proposed improvement would create adverse conditions or nuisances that could negatively affect the use and enjoyment of nearby properties. Furthermore, the conditional use request is consistent with the goals and policies of the Village's Comprehensive Plan, as it supports the continued residential use of the property. The conditional use request is 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. The proposed conditional use request aligns with this goal by supporting reasonable residential reinvestment while maintaining compatibility with surrounding properties. Given the nature of the proposal, the support expressed by the neighboring property owner, and its conformance with the Village's zoning ordinance, comprehensive plan, and strategic plan, staff recommends approval of the requested conditional use.

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 - 09 - 26 Date of Submission: 3/12/26 Hearing Date: 5/14/26

Project Name/Address: PZ-09-26 / 908 I Oka Ave / CU: Accessory Structure

I. Subject Property

Address(es): 908 S. I oka Ave

Zoning District (s): R-1 Property Area (Sq.Ft. and/or Acreage): 11497

Parcel Index Number(s) (PIN(s): 08-14-207-015-0000

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

☒ Conditional Use: For Side yard setback

☐ Variation(s): To

☐ Zoning Map Amendment: Rezone From To

☐ Zoning Text Amendment: Section(s)

☐ Other:

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

Replacing axsisting Deck in side yard.

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

Name: Michael Cuddy Corporation: DNA

Address: 908 S. I oka Ave

City, State, ZIP Code: Mt. Prospect, IL. 60056

Phone: [redacted] Email: [redacted]

Interest in Property: Owner

(e.g. owner, buyer, developer, lessee, architect, etc…)

V. Property Owner

☐ Check if Same as Applicant

Name: Michael Cuddy Corporation: DNA

Address: 908 S. Iola Ave

City, State, ZIP Code: Mt. Prospect, IL. 60056

Phone: [redacted] Email: [redacted]

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: Michael Cuddy Date: 3-12-26

(Signature)

Michael Cuddy

(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: _____

(Signature)

_____

(Print or Type Name)

Affidavit of Ownership

COUNTY OF COOK)
)
STATE OF ILLINOIS)

I, Michael Cuddy, 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 908 S. Ioka Ave Mt. Prospect, IL 60056
(property address and PIN) 08-14-207-015-0000

and that such property is owned by Michael & Shawn Cuddy as of this date.
(print name)

Michael Cuddy
Signature
Michael Cuddy

Subscribed and sworn to before
me this 13th day of
March, 2026

"OFFICIAL SEAL"
ALMA NATI
Notary Public - State of Illinois
My Commission Expires December 04, 2026

Alma Nati
Notary Public

APPLICATION NO. 25320
DOCUMENT NO. 3957404

VOLUME 3081-2 PAGE 430
CERTIFICATE NO. 1538859
OWNER MICHAEL L. CUDDY, ET AL

Intercounty Title Company of Illinois
120 West Madison Street
Chicago, Illinois 60602
S-1256842
P.I.N. 08-14-207-015

OWNERS DUPLICATE

CERTIFICATE OF TITLE

Date Of First Registration

OCTOBER SIXTEENTH (16th), 1946

TRANSFERRED FROM CERTIFICATE NO. 673761 WP

CAUTION
All documents in any way affecting the title to the premises described within must be filed in the Registrar's Office and in order to save inconvenience and delay kindly follow the legal description on Certificate and by so doing you will help the efficiency of the Torrens System and the public in general.
Carol Moseley Braun
Registrar of Torrens Titles

STATE OF ILLINOIS } ss.
COOK COUNTY }

I Carol Moseley Braun Registrar of Titles in and for said County, in the State aforesaid, do hereby certify that

MICHAEL L. CUDDY AND SHAWN M. ZACHAR
((1st A Man Never Married) (2nd A Woman Never Married)
AS JOINT TENANTS WITH RIGHT OF SURVIVORSHIP

of the VILLAGE OF RIVER GROVE *County of* COOK *and State of* ILLINOIS

ARE *the owners of an estate in fee simple, in the following described land situated in the County of Cook and State of Illinois.*

DESCRIPTION OF LAND

(S)

A.L.T.A. OWNER'S FORM

SCHEDULE A

Number S1256842

Amount of Policy $123,500.00
Date of Policy: May 10, 1991

1. Name of Insured:

MICHAEL L. CUDDY, SINGLE PERSON NEVER MARRIED, AND SHAWN M. ZACHAR, SINGLE PERSON NEVER MARRIED.

2. The estate or interest in the land described or referred to in this Schedule covered by this Policy is:

FEE SIMPLE, IN JOINT TENANCY.

3. Title to the estate or interest covered by this Policy at the date hereof is vested in the insured.

4. The land referred to in this Policy is described as follows:

LOT 5 IN BLOCK 3 IN LONNQUIST GARDENS, BEING A SUBDIVISION OF PART OF THE NORTHEAST 1/4 OF SECTION 14, TOWNSHIP 41 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS, ACCORDING TO THE PLAT THEREOF RECORDED NOVEMBER 20, 1945 AS DOCUMENT 13663132 IN BOOK 356 OF PLATS PAGE 5, IN COOK COUNTY, ILLINOIS.

Countersigned:

Vicki Shannon

AUTHORIZED SIGNATORY

This Policy valid only if Schedule B is attached.

Payment type:	**Cook County Treasurer Online Property Tax System (Prior Tax Year)**
Property Index Number (PIN):	**08142070150000**

Payment method:	**E-Check**

Payment Method Information

Account type:	**Checking Account**
Account holder name:	**Shawn Cuddy**
Account number:	[redacted]
Routing number:	[redacted]
Bank name:	**BANK OF AMERICA, N.A.**

billpay@paymentus.com 12/4/2025 12:46 PM

Payment Information for Cook County Property Tax

[redacted]

Payment Information for Cook County Property Tax

Dear Shawn Cuddy,

Thank you for submitting your payment Cook County Treasurer Online Property Tax System (Prior Tax Year). This email is to confirm on Dec 04, 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:	**200357205066**
Payment date:	**Dec 04, 2025**
Payment amount:	**4,584.71**
Total amount charged:	**4,584.71**

Contact Information

First name:	**Shawn**
Last name:	**Cuddy**
Email:	[redacted]

Account Information

Mount Prospect Conditional Use Standards

~~BUSINESS~~ NAME: Michael Cuddy 3-12-26

DATE: _____

Please write a response to each conditional use standard. Describe HOW your proposal will meet each standard. Copy this list onto letterhead and then type answers for each point.

Conditional Use - No conditional use shall be recommended for approval by the planning and zoning commission unless it finds:

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;

   This deck will not be detrimental to surrounding propeties. This deck has existed for 30+ years.

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;

   This proposed deck is adjacent to Neighbors garage window and mud room window. Replacing old deck will improve property values.

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;

   Replacing an existing old detioriating deck. It will not prevent development of surrounding propeties. Neighbor to the sooth will not be prevented from putting up fence in the future.

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

   Neighbor to the south has a drainage swale from front to back and also Neighbor to the west also has a drainage system.

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;

   DNA.

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

My project is in line w.th. the comprehensive plan. IT will allow me to impove my property.

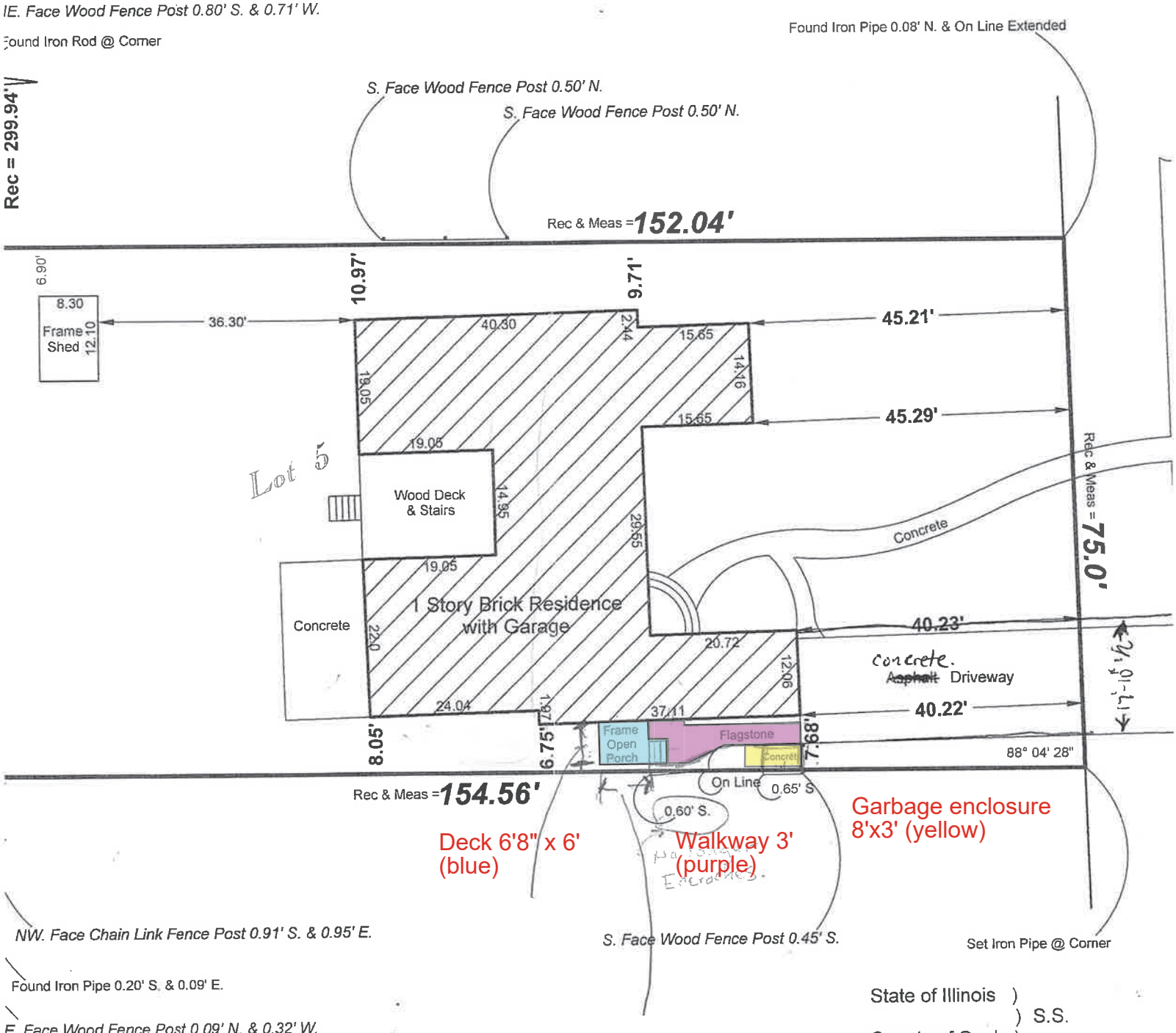
7. That the conditional use shall, in all other respects, conform to the applicable regulations of the district in which it is located, except as such regulations may, in each instance, be modified pursuant to the recommendations of the Planning & Zoning Commission.

No other relief is requested..

Plat of Survey by Central Survey PLLC

Legal Description

, being a Subdivision of part of the Northeast ¼ of Section 14, Township 41 North, Range 11 East of the Third Principal
Commonly Known as: 908 S. I-Oka Ave., Mount Prospect, Illinois
Area of Land Described: 11,497 Sq. Ft.



Site Plan 3/17/26

908 S. I-OkA
MT Prospect

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

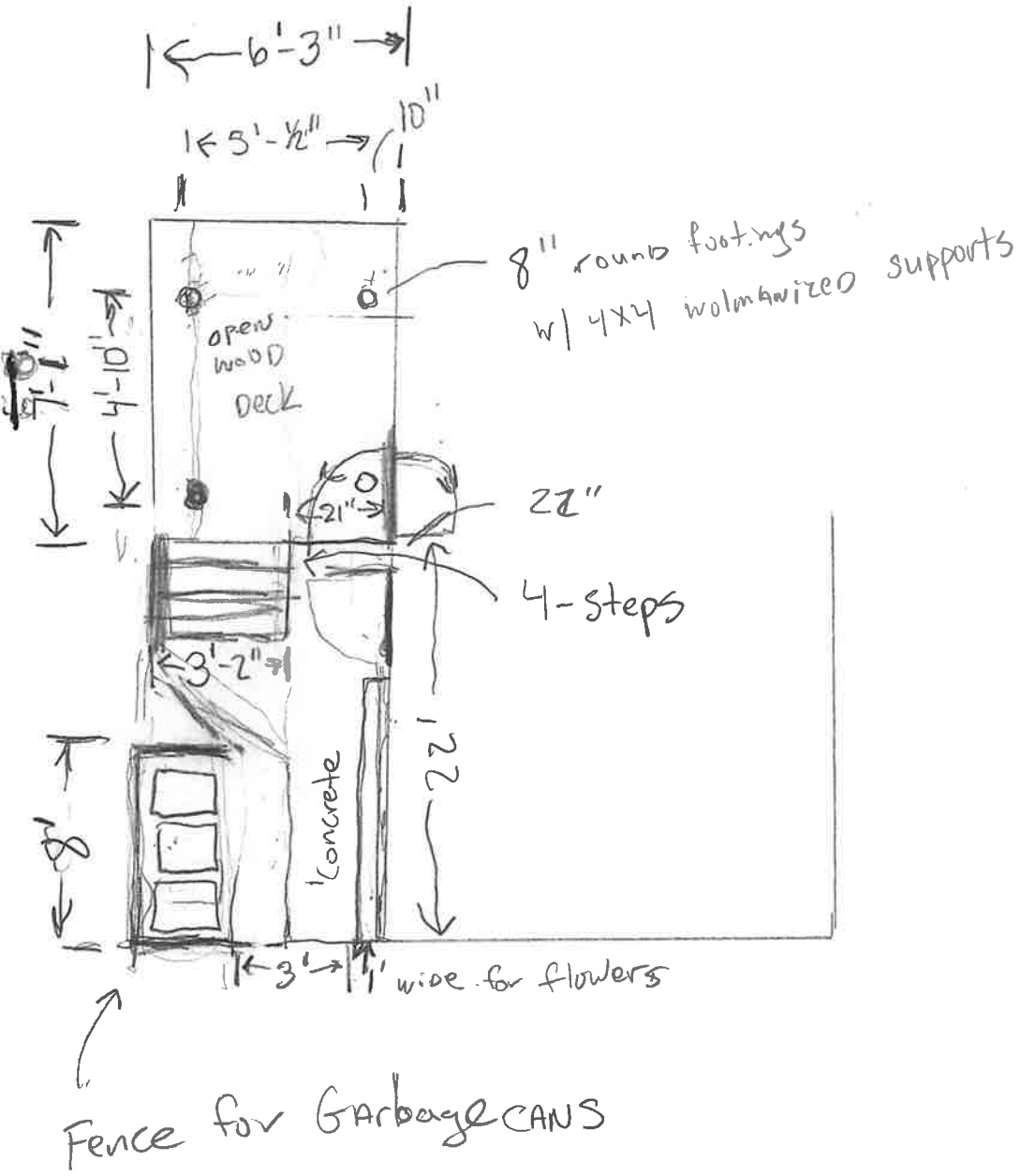
Central Survey PLLC does hereby
the land shown hereon was perform
a correct representation of said surv
Dimensions are shown in feet and h

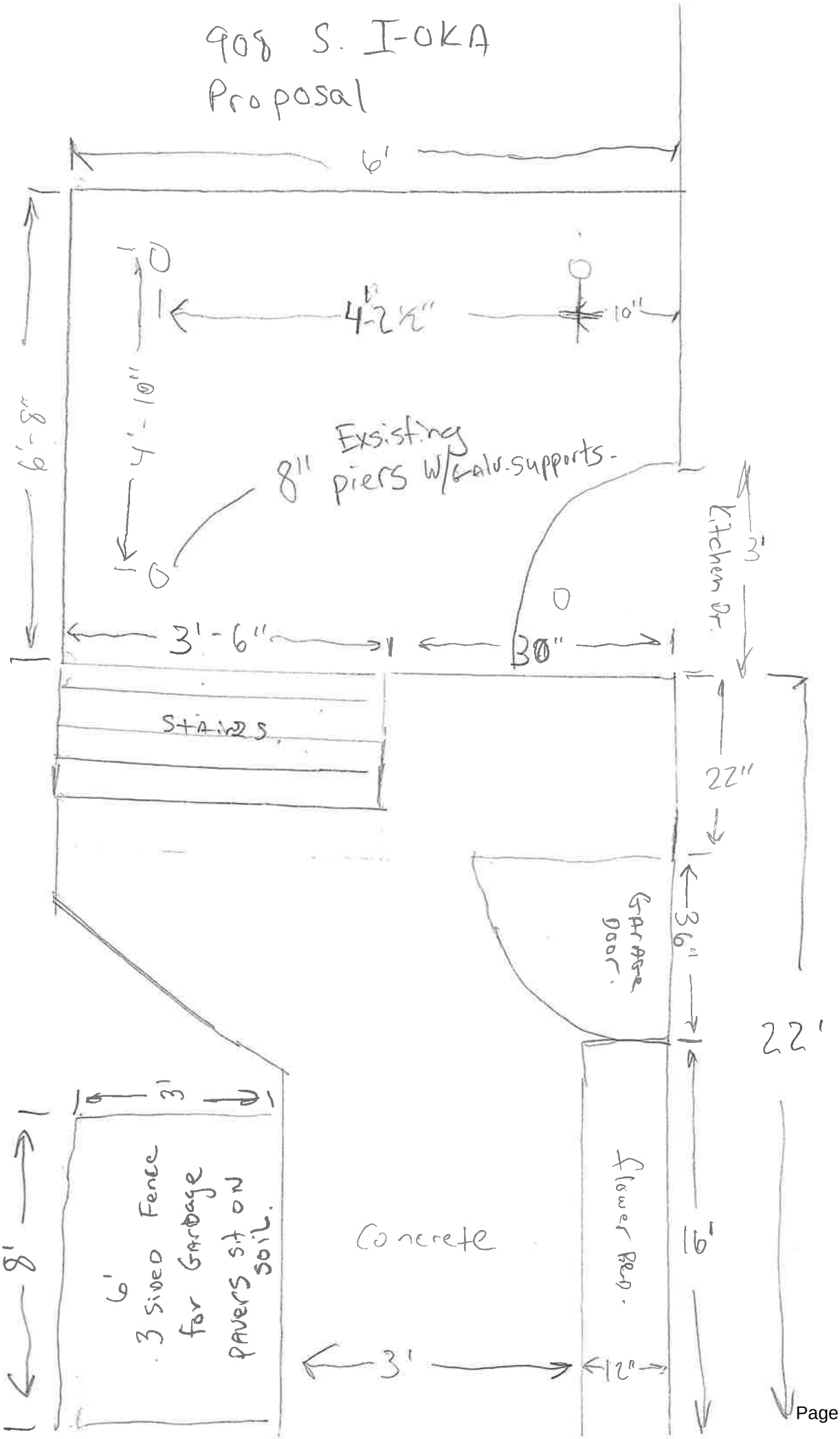
Dated this 10th day of Mar

John M. Henriksen P.L.S. #2668 (exp.11/3

908 S. I-Ola

Existing plan.




908 S. I-OKA
Proposal
6'
4'-2½"
10"
4'-10"
6'-8"
8" Existing piers w/Galv. supports
3'-6"
30"
3'
Kitchen dr.
Stairs
22"
36"
Garage door
22'
3'
8'
6' 3 sided Fence for Garbage
Pavers sit on soil.
Concrete
Flower Bed
3'
12"
16'

Customer: **mike cuddy**

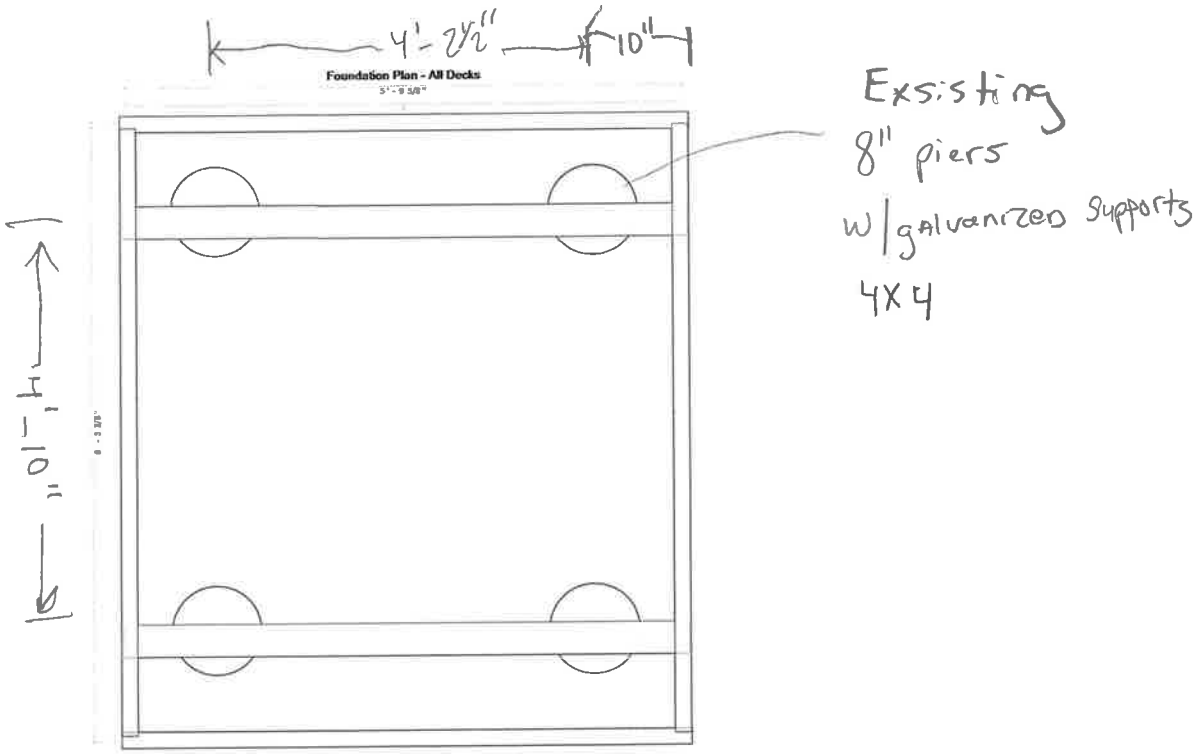
Address: **908 S. I-OKA, MOUNT PROSPECT, ILLINOIS 60056**



General Project Information

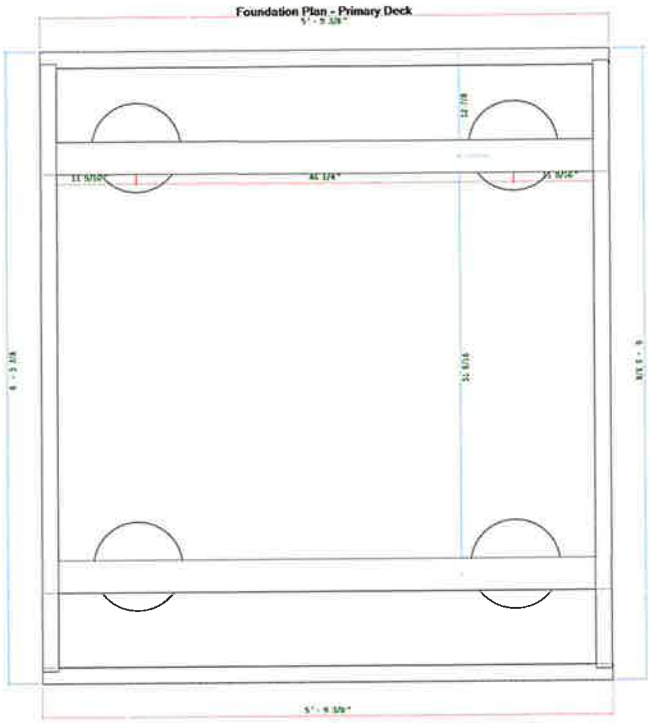
Total Square Feet	40
Height	2' 3"
Number of Levels	1
Decking	Enhance Basics-Enhance Saddle **https://online.flippingbook.com/view/171224276/**
Railing	Signature Square Balusters - Charcoal Black **https://online.flippingbook.com/view/171224276/**
Railing Height	36"
Maximum Railing Span	68.32"
Deck Post Width	5.5"
Deck Board Width	5.5"
Joist Spacing	16"
Stringer Spacing	9"
NOTES	

Foundation Plan - All Decks



Download Fullsize Image

Foundation Plan - Primary Deck

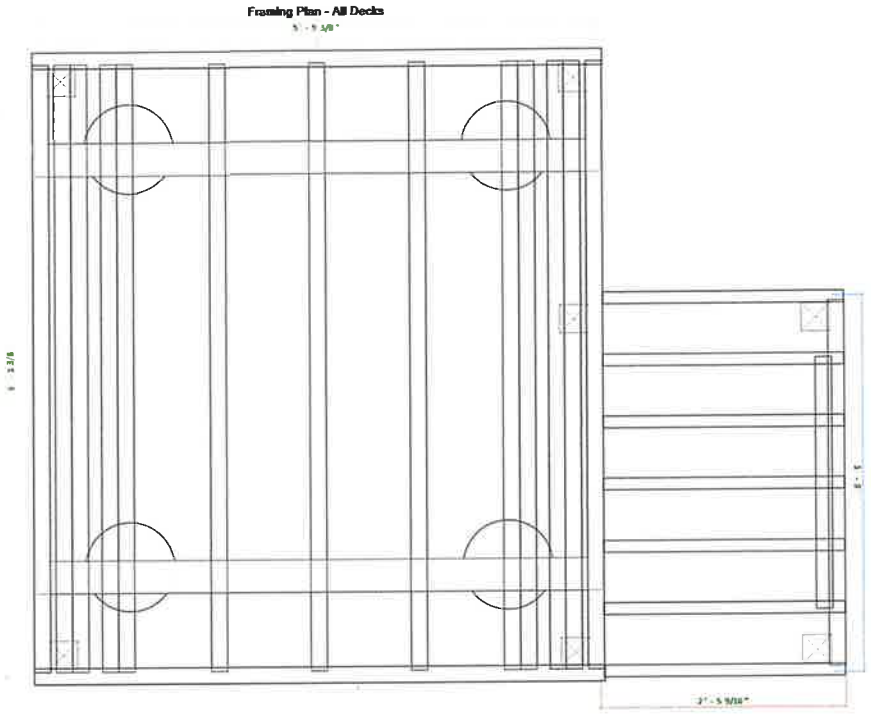


Download Fullsize Image

Total Square Feet	40
Length	6' 8"
Width	6'
Height	2' 3"

Framing Plan

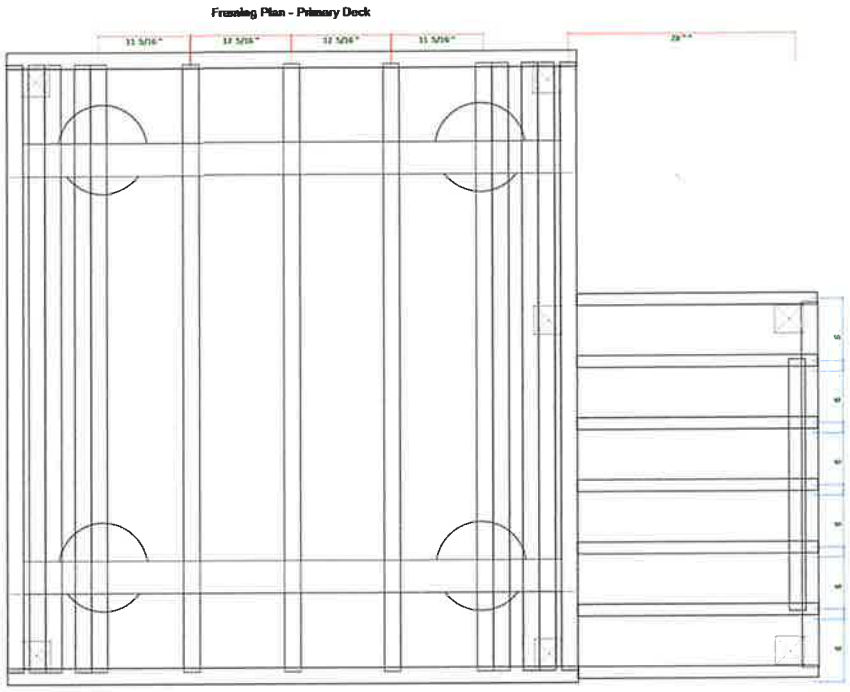
Frame Structure - All Decks



Download Fullsize Image

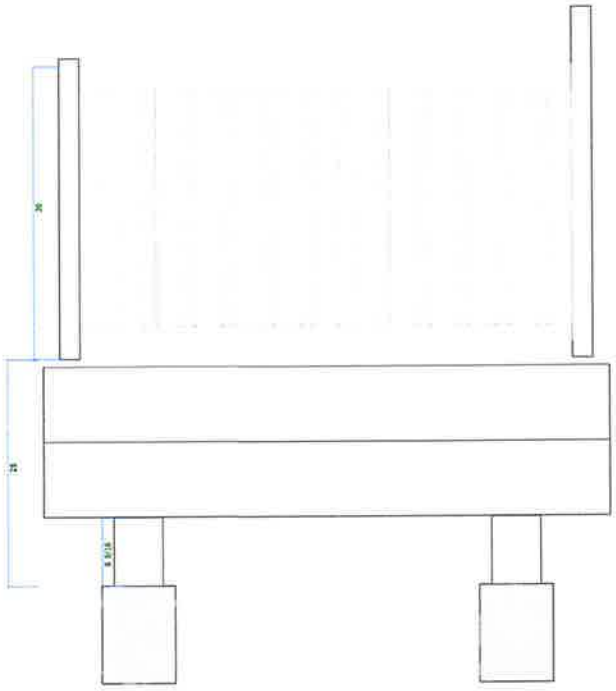
Framing Plan

Frame Structure - Primary Deck



Download Fullsize Image

Side View



Download Fullsize Image

Village of Mt. Prospect
Attn: Zoning Board
50 S. Emerson St.
Mt. Prospect, Il. 60056

March 16, 2026

Dear Zoning Board,

I have reviewed the plans of my neighbor Mike Cuddy at 908 S. I oka Ave. and have no Issues. I live to the south of the above address at 910 S. I oka Ave.

Thanks,

LAUREN ROBERTS

From: Pat Eder
To: Lalagos, Antonia
Subject: 908 S. I Oka Ave Zoning Hearing
Date: Tuesday, May 12, 2026 9:10:18 PM

Hello,

My name is Pat Eder. I live next door at 906 S I Oka Ave.
I am in favor of my neighbor doing whatever it is that required this hearing.

Thank you

Pat

Item Cover Page

Subject	**PZ-02-26 / 1052 Center Dr / CU: Massage Therapy / Village Board Final**
Meeting	May 14, 2026 - 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 (KAAM Spa #11 LLC, Michael and Kathy Hendershott) is proposing a change of ownership for an existing massage therapy establishment at 1052 Center Drive (the Subject Property). Massage therapy businesses require a new conditional use approval when there is a change of location or a change of ownership. The Subject Property is zoned B-3* Community Shopping PUD. The proposed business meets the standards for a conditional use and therefore Staff is supportive of the request.

Discussion

BACKGROUND

The Subject Property is a 3,613 square foot tenant space in Randhurst Village, a 1.2 million square foot lifestyle shopping center. Massage Envy occupied the space from 2013 to 2023, and then relocated to Mt Prospect Plaza. After a period of vacancy in 2024, the Randhurst storefront was re-opened under the "Hand & Stone" franchise.

PROPOSAL

The Petitioner, Michael and Kathy Hendershott of KAAM Spa #11 LLC, proposes to take over operations of the existing 3,613 square foot Hand & Stone massage establishment at the Subject Property. The Petitioner stated in the application that they are long-term multi-unit franchise owners. They currently operate 13 Hand & Stone locations in the Chicago suburbs and Naples, Florida. The Petitioner describes the business as an upscale day spa specializing in massage, facial, hair removal, and body slimming services. They will employ approximately 25 professional massage therapists and estheticians at the Mount Prospect location,

which has 14 treatment rooms. The Petitioner noted that their service providers are educated, licensed and regulated by the State of Illinois. According to the website, the hours of operation are Monday – Friday 9AM to 9PM, Saturday 8AM to 8PM, and Sunday 9AM to 6PM.

The Subject Property is zoned B-3* Community Shopping Planned Unit Development (PUD). Sufficient parking is provided for this business use per the approved PUD. The Petitioner proposes to use the existing floor plan and signage with no interior or exterior renovations requiring a building permit.

The Petitioner submitted a business license application and a massage therapy addendum according to the requirements of Village Code Chapter 11, Article 39 for Massage Establishments.

PUBLIC COMMENT
As of this writing, staff has not received public comment on the proposal.

STANDARDS AND FINDINGS
Staff has reviewed the petitioner's request for a conditional use to operate a massage establishment and finds that the standards have been met. The Police Department confirmed that the petitioner has met the standards to obtain a massage establishment business license. Staff finds that the proposal will not endanger public health, safety, morals, comfort, or general welfare. The space has operated as a Hand & Stone location since 2024 without incident, and no substantial changes are proposed.

Alternatives

A. Approval of the following motion: "A conditional use to operate a massage therapy establishment at 1052 Center Drive, subject to the following conditions:

1. Any massage therapist employed at the business establishment shall hold a valid massage therapist license with the State of Illinois;
2. Compliance with all applicable development, fire, building, and other Village Codes and regulations; and
3. A new conditional use approval shall be required for:
    a. A change of ownership involving 50% or more of the officers or partners;
    b. A change in legal entity; or
    c. A change in location."

B. Action at the discretion of the Planning and Zoning Commission.

Staff Recommendation

Approval of a conditional use to operate a massage therapy establishment at 1052 Center Drive, subject to conditions listed in the staff report.

Attachments

1. PZ-02-26 Staff Report
2. PZ-02-26 Administrative Content_Redacted
3. PZ-02-26 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 7, 2026

CASE NUMBER
PZ-02-26

APPLICANT/PROPERTY OWNER
KAAM Spa #11 LLC /
RREF III-P Randhurst Village LLC

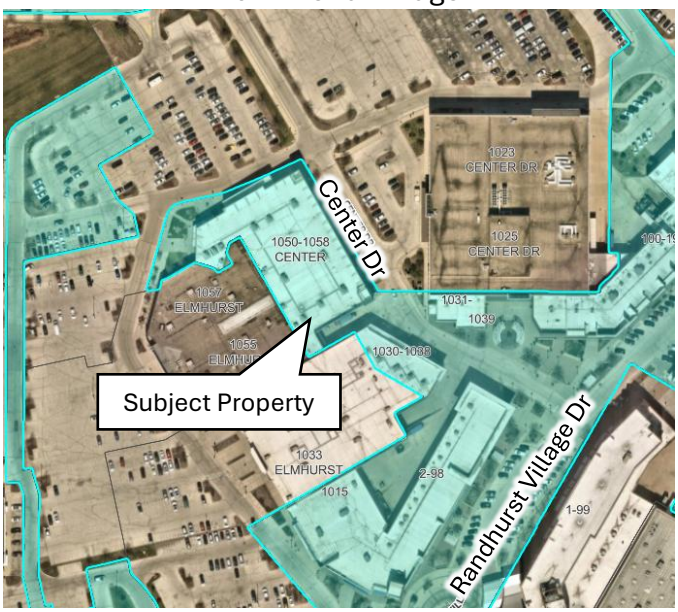
PUBLIC HEARING DATE
May 14, 2026

PROPERTY ADDRESS/LOCATION
1052 Center Dr

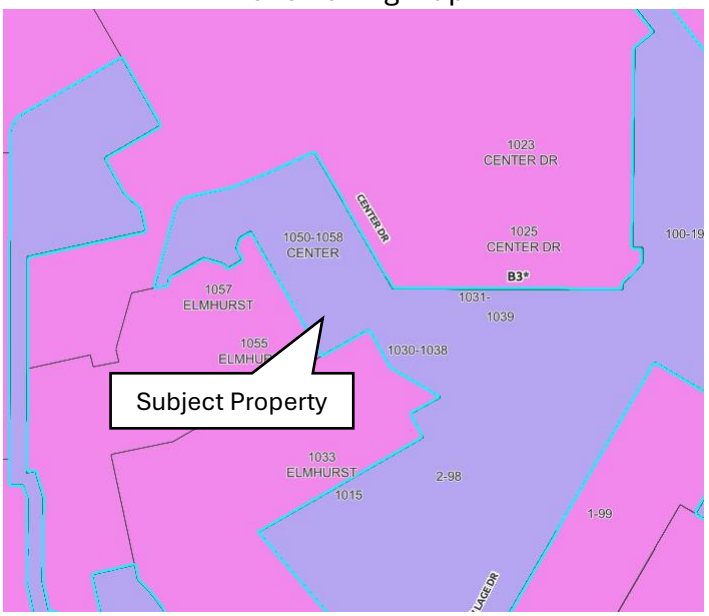
BRIEF SUMMARY OF REQUEST

The Petitioner (KAAM Spa #11 LLC, Michael and Kathy Hendershott) is proposing a change of ownership for an existing massage therapy establishment at 1052 Center Drive (the Subject Property). Massage therapy businesses require a new conditional use approval when there is a change of location or a change of ownership. The Subject Property is zoned B-3* Community Shopping PUD. The proposed business meets the standards for a conditional use and therefore Staff is supportive of the request.

2024 Aerial Image



2025 Zoning Map



EXISTING ZONING	EXISTING LAND USE/ SITE IMPROVEMENTS	SURROUNDING ZONING & LAND USE	SIZE OF PROPERTY
B-3* Community Shopping PUD	Shopping Center	North: B-3* Community Shopping PUD East: B-3* Community Shopping PUD South: B-3* Community Shopping PUD West: B-3* Community Shopping PUD	3613 SF (Tenant)

STAFF RECOMMENDATION APPROVE | APPROVE WITH CONDITIONS | DENY

DISCUSSION OF PROPOSAL

BACKGROUND / PROPERTY HISTORY

The Subject Property is a 3,613 square foot tenant space in Randhurst Village, a 1.2 million square foot lifestyle shopping center. Massage Envy occupied the space from 2013 to 2023, and then relocated to Mt Prospect Plaza. After a period of vacancy in 2024, the Randhurst storefront was re-opened under the "Hand & Stone" franchise.

PROPOSAL

The Petitioner, Michael and Kathy Hendershott of KAAM Spa #11 LLC, proposes to take over operations of the existing 3,613 square foot Hand & Stone massage establishment at the Subject Property. The Petitioner stated in the application that they are long-term multi-unit franchise owners. They currently operate 13 Hand & Stone locations in the Chicago suburbs and Naples, Florida. The Petitioner describes the business as an upscale day spa specializing in massage, facial, hair removal, and body slimming services. They will employ approximately 25 professional massage therapists and estheticians at the Mount Prospect location, which has 14 treatment rooms. The Petitioner noted that their service providers are educated, licensed and regulated by the State of Illinois. According to the website, the hours of operation are Monday – Friday 9AM to 9PM, Saturday 8AM to 8PM, and Sunday 9AM to 6PM.

The Subject Property is zoned B-3* Community Shopping Planned Unit Development (PUD). Sufficient parking is provided for this business use per the approved PUD. The Petitioner proposes to use the existing floor plan and signage with no interior or exterior renovations requiring a building permit.

The Petitioner submitted a business license application and a massage therapy addendum according to the requirements of Village Code Chapter 11, Article 39 for Massage Establishments.

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

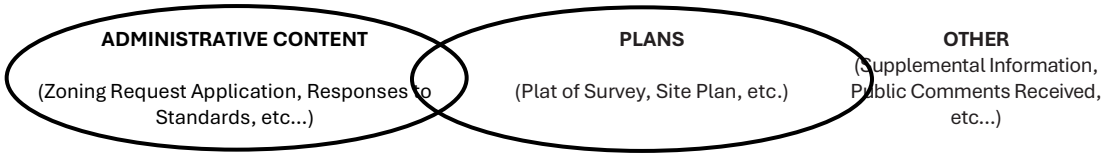
Staff finds that the proposed conditional use meets the standards contained in the Mount Prospect Zoning Ordinance. Staff requests that the Planning and Zoning Commission make a motion to adopt Staff's findings as the findings of the Planning and Zoning Commission and recommend **approval** of the following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

1. "A conditional use to operate a massage therapy establishment at 1052 Center Drive, subject to the following conditions:
    a. Any massage therapist employed at the business establishment shall hold a valid massage therapist license with the State of Illinois;
    b. Compliance with all applicable development, fire, building, and other Village Codes and regulations; and
    c. 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:



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 in their application that Hand & Stone is a national franchise and that all massage therapists and estheticians employed at this location are licensed and regulated by the State of Illinois. The Petitioner notes that the Subject Property is an existing Hand & Stone location that has recently been renovated, and that no additional renovations or construction are planned. The Petitioner asserts that the business is in an existing commercial center and there will be no impact on utilities, access roads, drainage, or ingress / egress. The petitioner affirms that the business will abide by all state and village regulations at time of implementation or at renewals.

Staff's Findings: Staff has reviewed the petitioner's request for a conditional use to operate a massage establishment and finds that the standards have been met. The Police Department confirmed that the petitioner has met the standards to obtain a massage establishment business license. Staff finds that the proposal will not endanger public health, safety, morals, comfort, or general welfare. The space has operated as a Hand & Stone location since 2024 without incident, and no substantial changes are proposed. No physical changes are proposed that would impede improvement of the surrounding properties, impact public utilities or drainage, or cause traffic congestion in the public streets. Randhurst Village is designated "Corridor Commercial" in the future land use plan and the proposed personal services use is complimentary to the retail, restaurant, and entertainment uses in a lifestyle center.

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:	Corporation:
Address:	
City, State, ZIP Code:	
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: 12/30/25
(Signature)

MICHAEL HENDERSHOTT
(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: _____
(Signature)

_____
(Print or Type Name)

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:	RREF III - P Randhurst Village, LLC	Corporation:	DLC Management Corp
Address:	565 Taxter Road		
City, State, ZIP Code:	Elmsford, NY 10523		
Phone:	[redacted]	Email:	[redacted]

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: _____
(Signature)

_____
(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: KM Date: 1/26/2026
(Signature)

Kevin Manganello
(Print or Type Name)

AFFIDAVIT

THIS AFFIANT, RREF III-P Randhurst Village, LLC, a Delaware limited liability company, being duly cautioned and sworn, deposes and says that:

1. Affiant is the record owner of the premises more fully described on Exhibit A attached hereto (the "Property").

2. Affiant has no knowledge of any unrecorded easement, or claim of easement, affecting the Property.

3. No person other than Affiant is in possession or has a right to possession of the Property other than tenants under those leases set forth on Exhibit B and Exhibit C attached hereto (each, a "Lease" and collectively, the "Leases"). Each Lease is subordinate to the mortgage being insured by the Lender's Policy Title Commitment No. CCHI2402202LI of Chicago Title Insurance Company (the "Commitment") by its terms or pursuant to a Subordination, Non-Disturbance and Attornment Agreement other than Home Depot, Old Navy, Bath & Body Works, Petsmart LLC, Michaels Stores, Inc. and DSW Shoe Warehouse, Inc. None of the tenants under the Leases has any right to purchase all or any portion of the Property other than Costco Wholesale Corporation, a Washington corporation, which has a right of first refusal with respect to its leased premises.

4. The Affiant is the landlord under the lease described on Exhibit C ("Tenant Lease"). There has been no default by RREF III-P Randhurst Village, LLC ("Village Tenant"), as tenant, under the Tenant Lease.

5. Any repair or improvement of the Property by Affiant within the last 180 days was completed and paid for, or will be paid for, in the ordinary course of business.

6. To Affiant's knowledge, there are no unpaid real estate taxes or assessments affecting the Property except those currently due and payable.

7. Affiant has not executed and delivered an unrecorded mortgage or other lien affecting the Property.

8. Other than the Leases, Affiant has not executed and delivered any unrecorded option to purchase, right of first refusal, contract of sale, agreement, covenant, trust or other document creating any unrecorded right, title, interest in, or encumbrance on, the Property.

9. No proceedings in bankruptcy or receivership have been instituted by or against the Affiant (or any of its constituent entities involved in the authorization of the loan from UBS AG, Stamford Branch to Affiant, RREF III-P Randhurst Village Tenant, LLC and RREF III-P Randhurst Village Finance, LLC (the "Loan")) which are now pending, nor has the Affiant (or any of its constituent entities involved in the authorization of the Loan) made any assignment for the benefit of creditors which is in effect as to the Property.

10. To Affiant's knowledge, Affiant has not received any written notice of violation of and is not aware of any violation(s) of any Covenants, Conditions, Restrictions, Grants or Easements, recorded or unrecorded, which affects the Property, in all cases which has not been resolved.

11. To Affiant's knowledge, any assessments, fees or private charges due and payable pursuant to any instrument referred to in Schedule B of the Commitment are paid in full as of the date hereof.

That in consideration of Chicago Title Insurance Company's willingness to insure the "Gap" (that period of time between the last search of the public records and the recording of the insured instruments) the undersigned agrees to indemnify and hold harmless said company against all loss or expense due to any lien or other encumbrance affecting title to the Property and caused by Affiant which first appears in the public records after the date and time of funding, the date of which is agreed to be August 6, 2024 (the "Funding") and the earlier to occur of (A) the date and time the documents creating the interest being insured have been filed for recording or (B) fifteen (15) days from the Funding.

THIS AFFIDAVIT is made for the purpose of inducing Chicago Title Insurance Company to issue a title insurance policy or policies, title policy endorsement or other title evidence, and if acting as escrow or closing agent, then to disburse any funds held as escrow or closing agent. Affiant hereby indemnifies and agrees to save harmless Chicago Title Insurance Company against any damages or expense, including reasonable attorney's fees, sustained as a result of any of the foregoing matters not being true and accurate in all material respects.

IN WITNESS WHEREOF, Affiant has executed and delivered this Affidavit as of the 6th day of August, 2024.

RREF III-P RANDHURST VILLAGE, LLC,
a Delaware limited liability company

By: _____
Adam Ifshin
President

STATE OF NEW YORK)
)
COUNTY OF WESTCHESTER)

The foregoing instrument was acknowledged before me on the 3 day of July, 2024 by Adam Ifshin, who being authorized to do so, executed the foregoing instrument for the purposes therein contained by signing his name.

WITNESS my hand and official seal this 3 day of July, 2024.

_____
Notary Public

My Commission Expires: 8.8.26

CAROLYN C. WHITSETT
Notary Public - State of New York
No. 01WH6437904
Qualified in Westchester County
My Commission Expires 08/08/2026

[SIGNATURE PAGE TO OWNER'S AFFIDAVIT]
S-1

2000240019D

Doc# 2000240019 Fee $77.00

RHSP FEE:$9.00 RPRF FEE: $1.00

EDWARD M. MOODY

COOK COUNTY RECORDER OF DEEDS

DATE: 01/02/2020 04:06 PM PG: 1 OF 14

This document prepared by
and after recording return to:

Arent Fox LLP
1717 K Street, NW
Washington, DC 20006-5344
Attn: Thomas R. Castiello

CCHI 1905587LD 3of7

QUIT CLAIM DEED

THIS QUIT CLAIM DEED is made this 30 of December, 2019 by REDUS EL, LLC, a Delaware limited liability company, having an address of c/o Wells Fargo Bank, N.A., 1 Independent Drive, 8th Floor, Suite 810, Jacksonville, FL 32202, MAC Z3094-083 ("Grantor"), for and in consideration of Ten and No/100ths Dollars ($10.00) and other good and valuable consideration in hand paid, by these presents does CONVEY and QUIT CLAIM to RREF III-P RANDHURST VILLAGE, LLC, a Delaware limited liability company, having an address of c/o DLC Management Corp., 565 Taxter Road, Suite 400, Elmsford, NY 10523 ("Grantee"), forever, all of Grantor's right, title and interest in and to the following described real estate situated in Cook County, in the State of Illinois, to wit:

See Exhibit A attached hereto and made a part hereof.

Common Street Address: 999 N. Elmhurst Road, Mount Prospect, Illinois 60056

Property Index Numbers: See Exhibit A attached hereto and made a part hereof.

Together with all of Grantor's right, title and interest in and to all and singular hereditaments and appurtenances belonging thereto, or in any way appertaining, and the reversion or reversions, remainder or remainders, rents, issues and profits thereof, and all the estate, right, title, interest, claim or demand whatsoever, of Grantor, either at law or in equity of, in and to the above-described premises, with the hereditaments and appurtenances:

[SIGNATURE ON FOLLOWING PAGE]

REAL ESTATE TRANSFER TAX 02-Jan-2020

COUNTY:	29,500.00
ILLINOIS:	59,000.00
TOTAL:	88,500.00

03-27-401-040-0000 | 20191201676135 | 2-135-792-992

VILLAGE OF MOUNT PROSPECT
REAL ESTATE TRANSFER TAX
DEC 23 2019
48182 $ 177,000-

S N
P 14
S -
M -
SC Y
E -
INT JP

IN WITNESS WHEREOF, this Quit Claim Deed has been executed by Grantor on and as of the date first above written.

REDUS EL, LLC, a Delaware limited liability company

By: REDUS Properties Inc., a Delaware corporation
Its: Sole Member

By: _____
Name: Donna Cummings
Its: Vice President

STATE OF_____)
) SS.
COUNTY OF_____)

I, the undersigned, a Notary Public in and for said County, in the State aforesaid, CERTIFY THAT _____, the _____ of REDUS Properties Inc., a Delaware corporation, as the sole member of REDUS EL, LLC, a Delaware limited liability company, is 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 he signed, sealed and delivered the instrument as his free and voluntary act, and the voluntary act of the company, for the uses and purposes therein set forth.

Given under my hand and notarial seal, this _____ day of December, 2019.

_____
Notary Public

My commission expires on: _____.

See attached

Mail future tax bills to:

RREF III-P Randhurst Village, LLC
c/o DLC Management Corp.
565 Taxter Road
Suite 400
Elmsford, New York 10523

California All-Purpose Certificate of Acknowledgment

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California
County of San Francisco } s.s.

On Dec 16, 2019 before me, Dawn Marie Beck, Notary Public,
Name of Notary Public, Title

personally appeared Donna Cummings
Name of Signer (1)

Name of Signer (2)

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Dawn Marie Beck
Signature of Notary Public

DAWN MARIE BECK
Notary Public – California
San Francisco County
Commission # 2185994
My Comm. Expires Mar 10, 2021

Seal

OPTIONAL INFORMATION

Although the information in this section is not required by law, it could prevent fraudulent removal and reattachment of this acknowledgment to an unauthorized document and may prove useful to persons relying on the attached document.

Description of Attached Document

The preceding Certificate of Acknowledgment is attached to a document titled/for the purpose of Quit Claim Deed,

containing _____ pages, and dated _____.

The signer(s) capacity or authority is/are as:

- ☐ Individual(s)
- ☐ Attorney-in-fact
- ☐ Corporate Officer(s) _____
  Title(s)
- ☐ Guardian/Conservator
- ☐ Partner - Limited/General
- ☐ Trustee(s)
- ☐ Other: _____

representing: _____
Name(s) of Person(s) Entity(ies) Signer is Representing

Additional Information

Method of Signer Identification

Proved to me on the basis of satisfactory evidence:
☐ form(s) of identification ☐ credible witness(es)

Notarial event is detailed in notary journal on:
Page # _____ Entry # _____

Notary contact: _____

Other

☐ Additional Signer ☐ Signer(s) Thumbprints(s)

☐ _____

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Your Property Tax Overview

TOTAL TAXING DISTRICT DEBT ATTRIBUTED TO YOUR PROPERTY

Total Taxing District Debt Attributed to Your Property:	**$395,545**
Property Value:	**$3,485,556**
Total Debt % Attributed to Your Property Value:	**11.3%**

To see the 20-Year History of Your Property Taxes, click here

Note: The above amounts are illustrations of how much government debt could be attributed to your property based on its 2024 value.

See Details Here

OVERVIEW - PAYMENTS

Property Index Number (PIN): **03-27-401-280-0000** BEGIN A NEW SEARCH



Incorrect Image? Click Here.

Scroll down for more information.

Property Location:
1033 N ELMHURST RD
MOUNT PROSPECT, IL 60056-0000

Volume: 233

Mailing Information:
DLC MANAGEMENT CORP
565 TAXTER RD
ELMSFORD, NY 10523-2300

Update Your Information

Are Your Taxes Paid?

Tax Year 2023 (billed in 2024) Total Amount Billed: $261,601.77

1st INSTALLMENT - Tax Year 2023		2nd INSTALLMENT - Tax Year 2023	
Original Billed Amount:	$138,048.59	**Original Billed Amount:**	$123,553.18
Due Date:	03/01/2024	**Due Date:**	08/01/2024
Tax:	$0.00	**Tax:**	$0.00
Interest:	$0.00	**Interest:**	$0.00
Current Amount Due:	**$0.00**	**Current Amount Due:**	**$0.00**

PAID PAID

Total Amount Due: **$0.00**

Tax Year 2024 (billed in 2025) Total Amount Billed: $270,297.91

1st INSTALLMENT - Tax Year 2024	
Original Billed Amount:	$143,880.97
Due Date:	03/04/2025
Tax:	$0.00
Interest:	$0.00
Current Amount Due:	$0.00

PAID

2nd INSTALLMENT - Tax Year 2024	
Original Billed Amount:	$126,416.94
Due Date:	12/15/2025
Tax:	$0.00
Interest:	$0.00
Current Amount Due:	$0.00

PAID

Total Amount Due: $0.00

About payments: Payments are recorded the date they are received. They appear on the website about three business days later.

Download Your Tax Bill

Open a PDF of your tax bill that can be printed and used to pay in person or by mail.

Tax Year 2023 Second Installment **Due Thursday, August 1, 2024**

Tax Year 2024 Second Installment **Due Monday, December 15, 2025**

Stop receiving your tax bill by mail.

Sign up for eBilling to receive future tax bills via email.

Are There Any Overpayments on Your PIN?

Our records do not indicate a refund available on the PIN you have entered.

Have You Received Your Exemptions in These Tax Years?

	2024	2023	2022	2021
Homeowner Exemption:	NO	NO	NO	NO
Senior Citizen Exemption:	NO	NO	NO	NO
Senior Freeze Exemption:	NO	NO	NO	NO
Returning Veteran Exemption:	NO	NO	NO	NO
Disabled Person Exemption:	NO	NO	NO	NO
Disabled Veteran Exemption:	NO	NO	NO	NO

Apply for a missing exemption

20-Year Property Tax Bill History

GUARANTY

FOR VALUE RECEIVED, and in consideration of the execution of that certain Assignment and Assumption of Lease Agreement of even date herewith (the "Assignment") covering certain premises in Randhurst Village, Mt. Prospect, Illinois, amending that certain Lease dated September 5, 2024, between Landlord and Tenant's predecessor-in-interest (the "Lease"), the creation of the tenancy under said Lease and the extension of credit by RREF III-P Randhurst Village, LLC ("Landlord") to KAAM SPA #11, LLC ("Tenant"), and for the purpose of inducing Landlord to execute the Assignment, the undersigned (individually and collectively, "Guarantor"), jointly and severally, do hereby absolutely and unconditionally guarantee to Landlord, its successors and assigns, the full and prompt payment when due, of all rents, charges and additional sums coming due under the Lease together with the performance of all covenants and agreements of the Tenant therein contained and together with the full and prompt payment of all damages that may arise or be incurred by Landlord in consequence of Tenant's failure to perform such covenants and agreements (all such obligations hereinafter collectively referred to as "Liabilities"), and the undersigned further agree to pay all expenses, including attorneys' fees and legal expenses, paid or incurred by Landlord in endeavoring to collect or enforce the Liabilities or any part thereof and in enforcing this Guaranty, such payment and performance to be made or performed by the undersigned forthwith upon a default by Tenant.

In the event of the death, incompetency, dissolution, bankruptcy or insolvency of Tenant, or the inability of Tenant to pay debts as they mature, or an assignment by Tenant for the benefit of creditors, or the institution of any bankruptcy or other proceedings by or against Tenant alleging that Tenant is insolvent or unable to pay debts as they mature, or Tenant's default under the Lease, and if such event shall occur at a time when any of the Liabilities may not then be due and payable, the undersigned agree to pay to Landlord upon demand, the full amount which would be payable hereunder by the undersigned if all Liabilities were then due and payable.

This Guaranty shall be an absolute**,** and unconditional guaranty of payment and not of collection and shall remain in full force and effect as to the undersigned during the Lease Term of said Lease, and any renewal or extension thereof, and thereafter so long as any Liabilities remain due and payable even though the Lease Term or any renewal or extension thereof shall have expired. An assignment of said Lease or any subletting thereunder shall not release or relieve the undersigned from their liability hereunder.

Landlord may, from time to time, without notice to the undersigned: (a) retain or obtain a security interest in any property to secure any of the Liabilities or any obligation hereunder, (b) retain or obtain the primary or secondary liability of any party or parties, in addition to the undersigned, with respect to any of the Liabilities, (c) extend or renew for any period (whether or not longer than the original period), alter or exchange said Lease or any of the Liabilities, (d) release, waive or compromise any liability of any of the undersigned hereunder or any liability of any other party or parties primarily or secondarily liable on any of the Liabilities, (e) release or impair any security interest or lien, if any, in all or any property securing any of the Liabilities or any obligation hereunder and permit any substitution or exchange for any such property, and (f) resort to the undersigned for payment of any of the Liabilities, whether or not Landlord shall have resorted to any property securing any of the Liabilities or any obligation hereunder or shall have proceeded against any other of the undersigned or against Tenant or any other party primarily or secondarily liable on any of the Liabilities. No such action or failure to act by Landlord shall affect the undersigned's liability hereunder in any manner whatsoever. Any amount received by Landlord from whatsoever source and applied by it toward the payment of the Liabilities shall be applied in such order of application as Landlord may from time to time elect.

To the extent allowed by applicable law, the undersigned hereby expressly waive: (a) notice of the acceptance of this Guaranty, (b) notice of the existence, creation, amount, modification, amendment, alteration or extension of the Lease or all or any of the Liabilities, whether or not such notice is required to

be given to Tenant under the terms of the Lease, (c) presentment, demand, notice of dishonor, protest, and all other notices whatsoever, (d) any benefit of valuation, appraisement, homestead or other exemption law, now or hereafter in effect in any jurisdiction in which enforcement of this Guaranty is sought, and (e) all diligence in collection, perfection or protection of or realization upon the Liabilities or any thereof, any obligation hereunder, or any security for any of the foregoing.

No delay on the part of Landlord in the exercise of any right or remedy shall operate as a waiver thereof, and no final or partial exercise by Landlord of any right or remedy shall preclude other or further exercises thereof or the exercises of any other right or remedy.

The validity of this Guaranty and the obligations of the undersigned hereunder shall not be terminated, affected or impaired by reason of any action which Landlord may take or fail to take against Tenant or by reason of any failure to enforce, any of the rights or remedies reserved to Landlord in said Lease, or otherwise, or by reason of the bankruptcy or insolvency of Tenant and whether or not the term of said Lease shall terminate by reason of said bankruptcy or insolvency.

This Guaranty shall be binding upon the undersigned, and upon the heirs, legal representatives, successors and assigns of the undersigned and shall be governed by the substantive laws of the State of Illinois without regard to principles of conflict of laws. Guarantor waives any right to trial by jury in any action, suit or proceeding arising out of this Guaranty or the Lease.

If this Guaranty is executed by a corporation, association, partnership (general or limited), joint venture, syndicate, trust or any other type of organization other than individuals, the individual signatories hereto represent and warrant that they, and each of them, are duly authorized to execute this Guaranty for and on behalf of such organization and that such organization is the sole owner of all ownership interest in the Tenant.

No waiver by Landlord or Guarantor of any breach of any term, covenant or condition hereof shall be deemed a waiver of the same or any subsequent breach of the same or any other term, covenant or condition. No covenant, term or condition of this Guaranty shall be deemed waived by Landlord or Guarantor unless waived in writing.

There are no representations, covenants, warranties, promises, agreements, conditions or undertakings, oral or written, between Landlord and Guarantor other than herein set forth. Except as herein otherwise provided, no subsequent alteration, amendment, change or addition to this Guaranty shall be binding upon Landlord or Guarantor unless in writing and signed by them.

All notices from Guarantor to Landlord required or permitted by any provision of this Guaranty shall be directed to Landlord as follows:

RREF III-P Randhurst Village, LLC
c/o DLC Management Corporation
565 Taxter Road
Elmsford, New York 10523
Attn: General Counsel

All notices from Landlord to Guarantor required or permitted hereunder shall be directed as follows, namely:

Michael L. Hendershott
0S163 Willis Circle
Geneva, Illinois 60134

Kathy E. Hendershott
0S163 Willis Circle
Geneva, Illinois 60134

All notices to be given hereunder by either party shall be written and sent by registered or certified mail, return receipt requested, postage pre-paid or by an overnight mail delivery service, addressed to the party intended to be notified at the address set forth above. Either party may, at any time, or from time to time, notify the other in writing of a substitute address for that above set forth, and thereafter notices shall be directed to such substitute address. Notice given as aforesaid shall be sufficient service thereof and shall be deemed given as of the date received, as evidenced by the return receipt of the registered or certified mail or the express delivery receipt, as the case may be.

If any provision of this Guaranty or the application thereof to any person or circumstance shall to any extent be invalid or unenforceable, the remainder of this Guaranty, or the application of such provision to persons or circumstances other than those as to which it is invalid or unenforceable, shall not be affected thereby and each provision of this Guaranty shall be valid and enforceable to the fullest extent permitted by law.

IN WITNESS WHEREOF, the undersigned have executed this instrument, or caused this instrument to be executed by its officers, duly authorized in the premises, deemed to be as of the date of the Assignment.

GUARANTOR

Michael Hendershott
Michael Hendershott (Nov 26, 2025 08:57:26 CST)

MICHAEL L. HENDERSHOTT

0S163 Willis Circle
Residence Address

Geneva, Illinois 60134
City, State, Zip

[redacted]

Kathy Hendershott
Kathy Hendershott (Nov 26, 2025 09:03:39 CST)

KATHY E. HENDERSHOTT

0S163 Willis Circle
Residence Address

Geneva, Illinois 60134
City, State, Zip

[redacted]

ASSIGNMENT AND ASSUMPTION OF LEASE AGREEMENT

THIS ASSIGNMENT AND ASSUMPTION OF LEASE AGREEMENT (hereinafter referred to as this "Assignment") is entered into as of November 26, 2025 by and among RREF III-P Randhurst Village, LLC, a Delaware limited liability company ("Landlord"), having an office c/o DLC Management Corporation, 565 Taxter Road, Elmsford, New York 10523, and AMC II INVESTMENTS - RM, LLC, an Illinois limited liability company, d/b/a Hand & Stone ("Assignor"), having an address at 12 Falling Canyon Court, Henderson, Nevada 89011, and KAAM SPA #11, LLC, an Illinois limited liability company ("Assignee"), having an address at 0S163 Willis Circle, Geneva, Illinois 60134, and William Christy, an individual ("Guarantor"), having an address at 864 N Bennett Street, Geneva, Illinois, 60134.

WITNESSETH:

WHEREAS, Landlord and Assignor are parties to that certain lease dated September 5, 2024 (the "Lease"), for that certain premises presently known as space #T101, which is deemed to contain 3,613 square feet (the "Premises") located at Randhurst Village, Mt. Prospect, Illinois (the "Shopping Center");

WHEREAS, Guarantor guaranteed Assignor's obligations under the Lease pursuant to that certain guaranty dated September 5, 2024 (the "Guaranty");

WHEREAS, Assignor desires to assign its interest in the Lease to Assignee and Assignee desires to assume all of the terms and conditions of Assignor under the Lease; and

WHEREAS, Landlord, Assignor and Assignee wish to modify certain terms of the Lease as hereinafter set forth.

NOW, THEREFORE, in consideration of the mutual promises herein contained and the sum of Ten Dollars ($10.00) and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the parties hereto, intending to be legally bound, do hereby agree as follows:

1. All capitalized terms contained in this Assignment and not otherwise defined herein shall, for the purposes hereof, have the same meaning as ascribed to them in the Lease.

2. The recitals set forth herein above are true and correct and are hereby incorporated herein by this reference.

3. This Assignment is to become effective on the date first above written (the "Effective Date"). Assignor hereby delivers possession of the Premises to Assignee on the Effective Date.

4. As of the Effective Date, Assignor does hereby assign and transfer unto Assignee all of its right, title and interest in the Lease. Assignee hereby assumes all of the terms, covenants and conditions of the Lease, and covenants and agrees to fully and faithfully perform all of the obligations of Assignor under the Lease, whether arising or accruing before, or after the Effective Date. Assignee covenants and agrees that it is responsible for any reconciliation shortfalls in payments of operating costs, insurance and/or real estate taxes, whether such shortfalls relate to the period before or after the Effective Date. Assignee's assumption contained herein shall inure to the benefit of Landlord, and Assignor's continued liability under the Lease shall inure to the benefit of Landlord.

5. This Assignment shall in no way serve to release or diminish the obligations of Assignor

or Guarantor to Landlord under the Lease and Assignor and Guarantor shall continue to remain fully liable for all obligations under the Lease and Assignor's and Guarantor's continued liability under the Lease shall inure to the benefit of Landlord. If Landlord and Assignee should agree to any modification of the Lease, or if Landlord should give any consent under the Lease, such actions shall not in any way operate to release Assignor or Guarantor from any liability or obligations under the Lease.

6. Commencing on the Effective Date, Assignee hereby covenants and agrees to pay to Landlord all rent as set forth in the Lease, without any prior demand therefor and without any offset or deduction whatsoever, in equal monthly installments on or before the first day of each month during the term of the Lease. Notwithstanding anything herein or elsewhere to the contrary, Assignee accepts and assumes responsibility for all rental obligations accruing during the term of the Lease, both before and after the effective date of this Assignment including common area maintenance and real estate tax reconciliations.

7. Assignor agrees that its Security Deposit, in the amount of Eight Thousand Three Hundred Twenty-Five and 05/100 Dollars ($8,325.05) currently being held by Landlord, shall be transferred to the benefit of Assignee and shall be retained by Landlord in accordance with Section 28 of the Original Lease. Assignee agrees to indemnify and hold harmless Landlord from and against any and all actions, claims, suits, demands or liability relating to Assignor's assignment of the Security Deposit to Assignee.

8. As an inducement for Landlord to enter into this Assignment, this Assignment is conditioned upon Michael L. Hendershott, an individual, and Kathy E. Hendershott, an individual, delivering to Landlord, simultaneously with Assignee's execution of this Assignment, an executed guaranty, guaranteeing Assignee's performance and obligations under the Lease, in a form acceptable to Landlord, in Landlord's sole discretion.

9. Simultaneously with Assignee's execution of this Assignment, Assignee shall complete and submit to Landlord the authorization form attached hereto as Exhibit A, which shall provide the necessary information and shall authorize Landlord to establish the monthly, automatic, electronic payment of the monthly Minimum Annual Rental and Additional Rent through Landlord's VersaPay program. Upon the Effective Date, Landlord shall initiate Assignee's VersaPay account; Assignee agrees to promptly respond to any electronic correspondence received from VersaPay in order to complete the initiation and setup of Assignee's VersaPay account. Assignee further agrees to maintain sufficient funds in Assignee's account on the first of each month for the withdrawal and payment of Minimum Annual Rental and Additional Rent. Landlord retains the right, in its sole discretion, to discontinue the acceptance of payment(s) by any particular electronic method. Additionally, in the event Assignee (a) defaults in the payment of Rent, and (b) does not at that time have an active VersaPay account, Assignee agrees that Landlord shall be entitled to set up a VersaPay account on Assignee's behalf in accordance with the foregoing process.

10. Notwithstanding anything to the contrary in the Lease, all notices desired or required to be given pursuant to the Lease and/or this Assignment shall be given at the following address:

If to Landlord:

For Payment: RREF III-P Randhurst Village, LLC
c/o DLC Management Corporation
P.O. Box 830739
Philadelphia, Pennsylvania 19182-0739

For Notices: RREF III-P Randhurst Village, LLC
c/o DLC Management Corporation

565 Taxter Road
Elmsford, New York 10523
Attn: General Counsel

If to Assignee: KAAM SPA #11, LLC
0S163 Willis Circle
Geneva, Illinois 60134

11. Assignee acknowledges that it has inspected the Premises and hereby agrees to accept possession and occupancy of the Premises on the Effective Date in its AS IS/WHERE IS condition with no work to be performed by Landlord.

12. Except as expressly provided herein, nothing in this Assignment shall be deemed to waive or modify any of the provisions of the Lease, or any amendment or addendum thereto.

13. The terms and conditions contained in this Assignment shall be considered confidential, proprietary information and Assignor and Assignee shall not discuss the contents with anyone other than their respective officers and/or partners. Breach of this confidentiality covenant shall be deemed a default under the Lease and Landlord may pursue its default rights and remedies against Assignor and/or Assignee.

14. Landlord hereby consents to the Assignment without waiving its rights to restrict any subsequent assignment of the Lease or subletting of the Premises in accordance with the terms and conditions set forth in the Lease.

15. Assignor and Assignee each certify that (i) it is not acting, directly or indirectly, for or on behalf of any person, group, entity, or nation named by any Executive Order of the United States Treasury Department as a terrorist, "Specially Designated National or Blocked Person," or other banned or blocked person, entity, nation, or transaction pursuant to any law, order, rule, or regulation that is enforced or administered by the Office of Foreign Assets Control; and (ii) it is not engaged in this transaction, directly or indirectly on behalf of, or instigating or facilitating this transaction, directly or indirectly on behalf of, any such person, group, entity, or nation. Assignor and Assignee each hereby agree to defend, indemnify, and hold harmless Landlord from and against any and all loss, cost, damage, expense and liability (including without limitation court costs and reasonable attorneys' fees) arising from or related to any breach of the foregoing certification.

16. Assignor and Assignee each hereby covenant to Landlord that at any time and from time to time after the date hereof, upon written request from Landlord, it will promptly do, execute, acknowledge and deliver, or will cause to be done, executed, acknowledged and delivered, all such further documents, acts and assurances as Landlord may reasonably request in order to facilitate the performance of and/or effectuate the intent of this Assignment and to carry out the terms hereof.

17. Assignor and Assignee each hereby represent and warrant that they each have the power and authority to enter into this Assignment and modify the Lease as set forth herein and Assignor and Assignee do not need to obtain the consent of any third party with respect to the foregoing.

18. Assignor and Assignee each covenant, warrant, and represent that they have had no conversations or other communications with any broker, finder or consultant in connection with this Assignment, and has not otherwise retained any person or entity as a broker, finder or consultant, whether on an exclusive or non-exclusive basis, in connection herewith, and that there were no brokers, finders or consultants instrumental in consummating this Assignment. Assignor and Assignee shall each save, defend and hold the Landlord harmless from and against any and all claims, liabilities, costs and expenses arising

as a result of a breach of the foregoing representation and warranty.

19. By the execution hereof, Assignor and Assignee acknowledge the full and faithful performance by Landlord of the obligations to be performed by Landlord under the Lease to the date hereof. Landlord is not in default under the terms and conditions of the Lease, and no conditions exist which, with the passage of time or the giving of notice, would constitute a default by Landlord under the terms and conditions of the Lease. Assignor has no present right to set off and no present defense or counterclaim against enforcement of Assignor's obligations under the Lease. Assignor and Assignee hereby generally release and discharge Landlord and all of its officers, directors, shareholders, agents, representatives, employees and attorneys, both present and past, of and from any and all claims, debts, liabilities, obligations, and causes of action of any kind or nature, whether known or unknown, based on, arising out of, or connected with, either directly or indirectly, any term, provision, matter, fact, event or occurrence related to or contained in the Lease, or to any landlord/ Assignor relationship between Assignor and Landlord from the beginning of time through the date hereof. This general release shall be governed by the laws of the State of Illinois. It is understood by the undersigned Assignor and Assignee that the facts with respect to which this general release is given may hereafter turn out to be other than or different from the facts in that connection now known to it or believed by it to be true, and it therefore expressly assumes the risk of the facts turning out to be so different and agrees that the foregoing general release shall be in all respects effective and not subject to termination or rescission by any such difference in facts. This general release shall bind any and all persons or entities claiming any rights by, under or through Assignor and/or Assignee.

20. Except as modified by this Assignment, the Lease and all covenants, amendments, terms and conditions thereof shall remain in full force and effect and are hereby in all respects ratified and confirmed.

21. The covenants, amendments, terms and conditions contained in this Assignment shall bind and inure to the benefit of the parties hereto and their respective successors and, except as otherwise provided in the Lease as hereby amended, their respective assigns.

22. This Assignment may not be changed or terminated orally but only by an amendment in writing signed by the party against whom enforcement of any waiver, change, termination, modification or discharge is sought.

23. This Assignment shall not be binding upon Landlord unless and until it is signed by Landlord and a fully executed counterpart thereof is delivered to both Assignor and Assignee. This Assignment may be executed in more than one counterpart, including by PDF or through authenticated electronic signature technology, each of which shall be deemed an original, and all of which counterparts taken together shall constitute one and the same agreement. The intentional action in electronically signing this Assignment shall be evidence of consent to be legally bound by this Assignment. The parties further consent and agree that the electronic signatures appearing on this Assignment shall be treated, for purpose of validity, enforceability and admissibility, the same as hand-written signatures.

REMAINDER OF PAGE INTENTIONALLY LEFT BLANK

IN WITNESS WHEREOF, the parties hereto have executed this Assignment as of the day and year first above written.

LANDLORD:
RREF III-P Randhurst Village, LLC,
a Delaware limited liability company

By: Adam Ifshin (Nov 26, 2025 10:23:21 EST)
Name: Adam Ifshin
Title: President

WITNESSES:
Mary McDermott
Print Name: Mary McDermott
Sydney Dooley
Print Name: Sydney Dooley

ASSIGNOR:
AMC II INVESTMENTS - RM, LLC,
an Illinois limited liability company

By: William Christy (Nov 25, 2025 12:40:55 PST)
Name: William Christy
Title: President

WITNESSES:
Print Name:
Print Name:

ASSIGNEE:
KAAM SPA #11, LLC,
an Illinois limited liability company

By: Michael Hendershott
Michael Hendershott (Nov 26, 2025 08:57:26 CST)
Name: Michael Hendershott
Title: Manager

WITNESSES:
Print Name:
Print Name:

Signatures continue on the following page.

Reaffirmation of Guarantor

The undersigned, as Guarantor of the aforesaid Lease, pursuant to that certain Guaranty, hereby (1) consents to this Assignment; (2) acknowledges that consenting to this Assignment or any amendment of the Lease is not required pursuant to the terms of the Guaranty and does not constitute the establishment of a practice requiring the consent of Guarantor to any further amendment of the Lease in order to continue the validity and effectiveness of the Guaranty; (3) ratifies and confirms that the Guaranty remains in full force and effect with respect to the Lease, as amended herein.

GUARANTOR:



William Christy

WITNESSES:

_____

Print Name:

_____

Print Name:

To the Village of Mount Prospect,

Below are the responses to the best of our knowledge to the conditional use standards required for our zoning application:

Mount Prospect Conditional Use Standards

Please write a response to each conditional use standard. Describe HOW your proposal will meet each standard. You can copy this list onto letterhead and then type answers.

Conditional Use - No conditional use shall be recommended for approval by the planning and zoning commission unless it finds:

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;

Hand and Stone Massage and Facial Spa is a national spa franchise of over 600 locations nationwide that provides massage, facial, hair removal, body toning, retail skin products and gift cards toning services to our membership and guests. All of our massage therapists and estheticians are licensed and regulated by the State of Illinois. We (the applicants) recently purchased this existing Hand and Stone at this location and address. We are multi-unit owners with 12 locations in both Illinois and Florida.

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;

This is an existing location that has recently been renovated and updated. It was previously a Massage Envy location before. We believe that we are an "upscale" brand for massage and facial services that have a high demand from clients who seek these services for their therapeutic and health benefits.

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;

This is an existing location in the Randhurst Village Shopping Center. There are no renovations or additional construction planned for this location.

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

This is an existing commercial center. There will be no impact or planned changes by our business use.

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;

This is an existing commercial center. There will be no impact or planned changes by our business use.

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

This is an existing commercial center. There will be no impact or planned changes by our business use.

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.

Our business use is licensed by the Village of Mount Prospect and by the State of Illinois. We abide by all state and village regulations at time of implementation or at renewals.

I trust this information meets the requirements and answers all questions to the best of our knowledge or as applicable to our usage.

Please advise if there are any further questions or clarifications required.

Thank you,

Michael Hendershott

KAAM Spa 11 dba Hand and Stone Massage and Facial Spa

AMERICAN NATIONAL

Commercial Real Estate
Due Diligence Management

3465 South Arlington Rd Suite E#183
Akron, OH 44312

330.294.1077
www.amnational.net

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ALTA/NSPS Land Title Survey

RANDHURST VILLAGE

1 RANDHURST VILLAGE DRIVE
Mount Prospect, IL 60056
County of Cook

Surveyor Certification:

To: URS AG, Stamford Branch, its successors and assigns, as their interest may appear; Chicago Title Insurance Company; Alpine Income Property OP, LP, a Delaware limited partnership, RREF III–P RANDHURST VILLAGE, LLC, a Delaware limited liability company, RREF III–P RANDHURST VILLAGE FINANCE, LLC, a Delaware limited liability company, RREF III–P RANDHURST VILLAGE TENANT, LLC, a Delaware limited liability company, PRIME FINANCE SHORT DURATION HOLDING COMPANY VIII, LLC, a Delaware limited liability company, its successors and/or assigns, and American National, LLC,

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 1, 2, 3, 4, 6a, 6b, 7a, 7b1, 7c, 8, 9, 10, 11a, 13, 14, 16, 17, 18, 19, 20 of Table A thereof. The fieldwork was completed on June 21, 2024.

Brian J. Fischer

Land Surveyor Number 035–003283
In state of Illinois
License Expiration Date: NOVEMBER 30, 2024
Illinois Design Firm No. LS–184–007626
Date of Plat or Map: JUNE 24, 2024
Date of Last Revision: AUGUST 5, 2024

Network Reference #20241147–001

Survey Prepared By:
THD Design Group, Inc.
148 Chesterfield Industrial Parkway Suite E
Chesterfield, MO 63005
Survey Updates: surveys@amnational.net

Legal Description

LAND DESCRIPTION:

(SEE SHEETS 3 & 4 FOR RECORD LEGAL DESCRIPTION PER TITLE COMMITMENT)



N.T.S.

LOCATION MAP

Legend of Symbols & Abbreviations

FOUND CROSS	ELECTRIC BOX	CABLE TV BOX
FOUND IRON PIPE	ELECTRIC METER	LIGHT STANDARD
SET IRON ROD	POWER POLE	CLEAN OUT
BENCHMARK	GUY WIRE	SANITARY MANHOLE (EXISTING)
TRAFFIC SIGNAL BOX	GAS METER	STORM SEWER MANHOLE (EXISTING)
PHONE BOX	GAS VALVE	STORM SEWER DRAIN (EXISTING)
UTILITY MANHOLE	WATER METER	GRATE INLET (EXISTING)
BOLLARD	WATER VALVE	AREA INLET (EXISTING)
MAILBOX	HYDRANT	GENERAL SURFACE DRAINAGE
SIGN	WATER SHUT OFF	EXISTING CONTOUR
POST	SPRINKLER HEAD	TREE LINE
EXISTING SHRUB	IRRIGATION VALVE BOX	SAN. SEWER (EXISTING)
EXISTING DECIDUOUS TREE	WELL	STORM DRAIN (EXISTING)
EXISTING EVERGREEN TREE	TEST HOLE	

General Survey Notes

1. SITE ADDRESS PER TAX INFORMATION AND POSTED IS AS FOLLOWS FOR THE PROPERTY:
999 NORTH ELMHURST ROAD, MOUNT PROSPECT, ILLINOIS. PARCEL ID FOR THE SUBJECT PROPERTY IS 03–27–401–040–0000, 304 KENSINGTON ROAD, MT. PROSPECT, IL
03–27–401–265–0000, 350 EAST KENSINGTON ROAD, MT. PROSPECT, IL
03–27–401–267–0000, 300 EAST KENSINGTON ROAD, MT. PROSPECT, IL
03–27–401–275–0000, 999 NORTH ELMHURST ROAD, MT. PROSPECT, IL
03–27–401–277–0000, 333 EAST EUCLID AVENUE, MT. PROSPECT, IL
03–27–401–280–0000, 1033 NORTH ELMHURST ROAD, MT. PROSPECT, IL
03–27–401–281–0000, 1057 NORTH ELMHURST ROAD, MT. PROSPECT, IL
03–27–401–282–0000, 999 NORTH ELMHURST ROAD, MT. PROSPECT, IL
03–27–401–293–0000, 200 RANDHURST VILLAGE DRIVE, MT. PROSPECT, IL
03–27–401–305–0000, 1 RANDHURST VILLAGE DRIVE, MT. PROSPECT, IL
03–27–409–001–0000, 940 EAST KENSINGTON ROAD, MT. PROSPECT, IL
03–27–409–002–0000, 940 EAST KENSINGTON ROAD, MT. PROSPECT, IL
03–27–409–003–0000, 940 EAST KENSINGTON ROAD, MT. PROSPECT, IL
03–27–409–004–0000, 940 EAST KENSINGTON ROAD, MT. PROSPECT, IL
03–27–409–014–0000, 201 EAST EUCLID AVENUE, MT. PROSPECT, IL
IN VILLAGE OF MOUNT PROSPECT, ILLINOIS AS PER THE COOK COUNTY, ILLINOIS ASSESSOR.

2. THE CURRENT PROPERTY OWNER RREF III–P RANDHURST VILLAGE, LLC, A DELAWARE LIMITED LIABILITY COMPANY, PER DEED RECORDED IN DOCUMENT NO. 00240019 OF THE VILLAGE OF MOUNT PROSPECT, IN COOK COUNTY, ILLINOIS RECORDS.

3. THE PROPERTY HAS DIRECT ACCESS TO AND FROM EAST KENSINGTON AVENUE, NORTH ELMHURST ROAD (IL 83), & EUCLID AVENUE, THREE DEDICATED AND ACCEPTED PUBLIC RIGHT–OF–WAYS, AT THE LOCATIONS LABELED HEREON. THE PROPERTY HAS DIRECT ACCESS & ACCESS PER INGRESS/EGRESS AND RECIPROCAL EASEMENT.

4. BASIS OF BEARINGS: BEARINGS BASED ON GRID NORTH, ILLINOIS STATE PLANE COORDINATE SYSTEM, NAD'83, EAST ZONE, AS DETERMINED THROUGH GPS OBSERVATION USING THE VRS NOW VIRTUAL REFERENCE NETWORK.

5. THERE ARE 4,679 PARKING SPOTS ON THE SUBJECT PROPERTY, 123 OF WHICH ARE HANDICAPPED AS DENOTED BY H.C.

6. THIS SURVEY IS INTENDED FOR USE FOR REAL ESTATE TRANSACTION, AND IS NOT INTENDED FOR CONSTRUCTION OR IMPROVEMENT DESIGN PURPOSES.

7. BUILDING FOOTPRINT AREA AND DIMENSIONS TAKEN TO OUTSIDE FACE OF FOUNDATION OR SLAB EDGE.

8. EXTERIOR BUILDING HEIGHT MEASURED FROM FINISHED FLOOR OF BUILDING TO TOP OF BUILDING ROOF AT LOCATION AS SPECIFIED ON PLAT.

9. EXTERIOR BUILDING TIES ARE SHOWN PERPENDICULAR TO THE PROPERTY LINES TO WHICH THEY ARE TIED.

10. THIS PROFESSIONAL SERVICE MEETS THE REQUIREMENTS FOR A BOUNDARY SURVEY BASED ON ILLINOIS STANDARDS OF PRACTICE AS DEFINED BY THE ADMINISTRATIVE CODE.

11. SEE TABLE FOR AREA OF TRACTS.

12. THERE WAS NO OBSERVABLE EVIDENCE OF EARTH MOVING WORK, BUILDING CONSTRUCTION OR BUILDING ADDITIONS OBSERVED IN THE PROCESS OF CONDUCTING THE FIELDWORK.

13. THERE DOES NOT APPEAR TO BE RECENT CONSTRUCTION OF STREETS, PAVEMENT OR SIDEWALKS EVIDENCED IN THE PROCESS OF CONDUCTING THE FIELDWORK.

14. THERE ARE NO PARTY WALLS LOCATED ON THE PREMISES, OR WALLS WHICH CROSS FROM BUILDING TO ANOTHER THROUGH A PROPERTY LINE, AS SHOWN ON THIS SURVEY.

15. THE PROPERTY'S NORTHWEST CORNER IS LOCATED AT THE INTERSECTION OF EUCLID AVENUE AND NORTH ELMHURST ROAD (IL 83).

16. THERE WAS NO EVIDENCE OF ANY CEMETERIES, GRAVESITES, AND/OR BURIAL GROUNDS OBSERVED OR NOTED IN RECORDED DOCUMENTS OBTAINED OR PROVIDED BY CLIENT.

17. (R)–RECORD BEARING OR DISTANCE (S)–SURVEYED BEARING OR DISTANCE.

18. THERE ARE NO GAPS OR GORES ON THE SURVEYED PROPERTY IN RELATION TO ITS ADJOINERS.

19. UTILITIES ARE SHOWN AS PER ABOVE GROUND OBSERVATION ONLY.

20. THERE WAS NO EVIDENCE OF SUBSTANTIAL AREAS OF REFUSE ON THE SUBJECT TRACT AT THE TIME OF THE SURVEY.

21. SET BACK, SIDE YARD AND REAR YARD LINES AS PER THE PROVIDED ZONING REPORT REFERENCING ZONING ORDINANCE(S) ARE AS SHOWN ON THE SURVEY.

22. THE SURVEY CORRECLTY SHOWS BUILDINGS, STRUCTURES AND IMPROVEMENTS AS OF THE DATE OF THE FIELD SURVEY.

23. THE SURVEY SHOWS ABOVE GROUND UTILITY LINES AND APPURTENANCES, AS PER INFORMATION AS SHOWN ON THE SURVEY.

24. THE EXTERIOR BOUNDARY OF THE AS–SURVEYED LAND DESCRIPTION FORMS A MATHMATICALLY CLOSED FIGURE.

25. PER THE ARCHITECTURAL PLANS PROVIDED FOR IN DOCUMENT NO. 1509141064, AND PER SAID DOCUMENT AND EXTERIOR INVESTIGATION BY SURVEYOR, A PARTY WALL BETWEEN PROPERTIES WAS NOT DETECTED OR LISTED IN SAID DOCUMENT.

Notes Corresponding to Schedule B

(13) 13. Assignment of Leases and Rents from RREF III – P RANDHURST VILLAGE, LLC, RREF III – P, RANDHURST VILLAGE FINANCE, LLC, and RREF III – P RANDHURST VILLAGE TENANT, LLC, each a Delaware limited liability company, Assignor, to PRIME FINANCE SHORT DURATION HOLDING COMPANY VIII, LLC, a Delaware limited liability company, Assignee, dated as of July 8, 2022, recorded July 25, 2022, as Document No. 2220647024 in the real estate land records of Cook County, Illinois.

Assignment of Assignment of Leases and Rents to PFP VIII Sub I, LLC, a Delaware limited liability company recorded October 3, 2022 as Document No. 2227613094.

Assignment of Assignment of Leases and Rents, to PFP 2022–9, Ltd., an exempted company incorporated with limited liability under the laws of Bermuda, recorded February 8, 2023 as Document No. 2303906004.

(Affects Land and other property)

(NOT OF A PLOTTABLE NATURE)

(17) 17. Rights of tenant as tenant only, under lease made by Rouse–Randhurst Shopping Center, Inc., as lessor, and Home Depot U.S.A., Inc., as Lessee, dated August 25, 1994, which lease was disclosed by a Memorandum of Lease recorded on March 21, 2000 as Document 00197324, which lease demises the land for a term of years beginning July 1, 1995 and ending fifteen years thereafter. And all rights thereunder of, and all acts done or suffered thereunder by, said lessee or by any party claiming by, through, or under said lessee, as amended by First Amendment to Lease recorded November 26, 2003 as Document 0333032144, and which lease contains no right of first refusal or option to purchase.

(NOT OF A PLOTTABLE NATURE)

(18) 18. Lease made by Rouse–Randhurst Shopping Center, Inc., a Maryland corporation to Steak N Shake, Inc., an Indiana corporation dated March 8, 1999, a short form lease of which was recorded May 17, 1999 as Document No.'s 99473596 and 99473597 demising the land as depicted on Exhibit "B" for a term of fifteen (15) years beginning on the date determined as set forth in Section 3.1 of the lease, and all rights thereunder of, and all acts done or suffered thereunder by, said lessee or by any party claiming by, through, or under said lessee.

Note: Option to extend the term for four (4) additional successive terms of five (5) years. Lease contains no right of first refusal or option to purchase.

(Affects Shopping Center)

Subordination, Non–disturbance and Attornment Agreement dated July 8, 2022, recorded July 25, 2022, as Document No. 2220647033.

(NOT OF A PLOTTABLE NATURE)

(19) 19. Right of first refusal contained in the unrecorded lease evidenced by a Memorandum of Ground Lease made by Rouse–Randhurst Shopping Center, LLC., a Maryland limited liability company to Costco Wholesale Corporation, a Washington corporation dated October 31, 2003 and recorded November 26, 2003 as Document Number 0333032141, amended by First Amendment to Memorandum of Ground Lease recorded October 30, 2008 as Document 0830405002, demising the land for a term of years commencing on the date thereof and expiring 20 years later.

(NOT OF A PLOTTABLE NATURE)

(20) 20. Rights of tenant as tenant only, under lease made by Rouse–Randhurst Shopping Center, a Maryland Corporation to General Cinema Theatres of Illinois, Inc., an Illinois corporation dated August 29, 1996 a Memorandum of which was recorded November 21, 1996 as Document 96858911, demising the land for a term of years, and al rights thereunder of, and all acts done or suffered thereunder by, said lessee or by any party claiming by, through, or under said lessee.

(Affects the Shopping Center)

First Amendment to Memorandum of Lease recorded October 28, 2009 as Document 0930145059. Lease contains no right of first refusal or option to purchase.
Subordination, Non–disturbance and Attornment Agreement dated July 8, 2022, recorded July 22, 2022, as Document No. 2220647029.

(NOT OF A PLOTTABLE NATURE)

(21) 21. Rights of tenant as tenant only, under memorandum of Ground Lease made by Rouse–Randhurst Shopping Center, LLC., a Maryland limited liability company to Costco Wholesale Corporation, a Washington corporation dated October 31, 2003 and recorded November 26, 2003 as Document Number 0333032141, amended by First Amendment to Memorandum of Ground Lease recorded October 30, 2008 as Document 0830405002, demising the land for a term of years commencing on the date thereof and expiring 20 years later, and all rights thereunder of, and all acts done or suffered thereunder by, said lessee or by any party claiming by, through, or under said lessee.

Note: Said Lease contains a right of first refusal with respect to offers to purchase the leased premises. Said right of first refusal is not applicable to this transaction.

Terms, provisions and conditions of the consent, Lease Recognition, Attornment and Guaranty Agreement made by and between Costco Wholesale Corporation, a Washington corporation, and Rouse–Randhurst Shopping Center, LLC., a Maryland limited liability company and other recorded November 26, 2003 as Document 0333032143.

(Affects part of Lot 1)

Subordination, Non–disturbance and Attornment Agreement dated July 8, 2022, recorded July 25, 2022, as Document No. 2220647028.

(NOT OF A PLOTTABLE NATURE)

(22) 22. Rights of Jewel Food Stores Inc., under lease dated April 19, 1995, a Memorandum of which was recorded April 25, 1995 as Document 95270450; and all parties claiming by thru or thereunder, and which lease contains no right of first refusal or option to purchase.

(Affects Shopping Center)

Subordination, Non–disturbance and Attornment Agreement dated July 8, 2022, recorded November 22, 2022, as Document No. 2232622023.

(NOT OF A PLOTTABLE NATURE)

(23) 23. Lease made by Randhurst Shopping Center LLC to RVDC, LLC dated April 4, 2012, a Memorandum of which was recorded May 25, 2012 as Document Number 1214655072, demising the land for a term of years, and all rights thereunder of , and all acts done or suffered thereunder by, said lessee or by any party claiming by, through, or under said lessee.

Subordination, Non–disturbance and Attornment Agreement dated July 8, 2022, recorded November 22, 2022, as Document No. 2232622024.

(NOT OF A PLOTTABLE NATURE)

(24) 24. Lease made by Randhurst Shopping Center LLC to Petsmart Inc dated January 27, 2010, a Memorandum of which was recorded March 8, 2010 as Document Number 1006713043, demising the land for a term of years, and all rights thereunder of , and all acts done or suffered thereunder by, said lessee or by any party claiming by, through, or under said lessee.

Subordination, Non–disturbance and Attornment Agreement dated July 8, 2022, recorded November 22, 2022, as Document No. 2232622025.

(NOT OF A PLOTTABLE NATURE)

Notes Corresponding to Schedule B, Cont;

(25) 25. Lease made by Randhurst Shopping Center LLC to T.J. Max of IL, LLC dated April 27, 2011, a Memorandum of which was recorded November 16, 2011 as Document Number 1132055028, demising the land for a term of years, and all rights thereunder of , and all acts done or suffered thereunder by, said lessee or by any party claiming by, through, or under said lessee.

Subordination, Non–disturbance and Attornment Agreement dated July 8, 2022, recorded July 25, 2022, as Document No. 2220647034.

(NOT OF A PLOTTABLE NATURE)

(26) 26. Lease made by Randhurst Shopping Center LLC to Panera, LLC, a Memorandum of which was recorded July 11, 2012 as Document Number 1219315037, demising the land for a term of years, and all rights thereunder of , and all acts done or suffered thereunder by, said lessee or by any party claiming by, through, or under said lessee.

Subordination, Non–disturbance and Attornment Agreement dated July 8, 2022, recorded November 22, 2022, as Document No. 2232622022.

(NOT OF A PLOTTABLE NATURE)

(27) 27. Lease made by Randhurst Shopping Center, LLC to Outback Steakhouse of Florida, LLC, successors–in–interest to Carrabba's Italian Grill, LLC dated May 13, 2014 and recorded June 16, 2014 as Document Number 1416722016, demising the land for a term of years ending 126 months from date of commencement, and all rights thereunder of, and all acts done or suffered thereunder by, said lessee or by any party claiming by, through, or under said lessee.

Note: Lease provides for three successive renewal terms of five years each.

First Amendment to Memorandum of Lease dated January 26, 2015 and recorded February 18, 2015 as Document Number 1504915030.

Subordination, Non–disturbance and Attornment Agreement dated July 8, 2022, recorded July 25, 2022, as Document No. 2220647032.

(NOT OF A PLOTTABLE NATURE)

(28) 28. Lease made by Randhurst Improvements, LLC to Michaels Stores, Inc. dated April 28, 2017 and recorded September 22, 2017 as Document Number 1726515113, demising the land for a term of years beginning on the "completion date" of the lease (as such term is defined in the lease) and ending on the last day of February, 2028, and all rights thereunder of, and all acts done or suffered thereunder by, said lessee or by any party claiming by, through, or under said lessee.

The lease grants to tenant successive options to extend the lease term from the date upon which the lease term would otherwise expire for three additional periods of five years each.

Subordination, Non–disturbance and Attornment Agreement dated July 8, 2022, recorded November 22, 2022, as Document No. 2232622019.

(29) 29. Existing unrecorded lease in favor of DSW Shoe Warehouse, Inc., a Missouri corporation, dated July 20, 2018 and all rights thereunder of the lessees and of any person or party claiming by, through or under the lessees, disclosed by Subordination, Non–disturbance and Attornment Agreement dated July 19, 2018 and recorded July 11, 2019 as Document No. 1919213265.

Subordination, Non–disturbance and Attornment Agreement dated July 8, 2022, recorded July 25, 2022, as Document No. 2220647030.

(NOT OF A PLOTTABLE NATURE)

(30) 30. Memorandum of Lease made by RREF III–P Randhurst Village Tenant, LLC and Home Goods, recorded July 30, 2021 as Document No. 2121116036.

Subordination, Non–Disturbance and Attornment Agreement made by Tuebor REIT Sub LLC, RREF III–P Randhurst Village, LLC and RREF III–P Randhurst Village Tenant, LLC and HomeGoods, Inc., recorded July 30, 2021 as Document No. 2121116037.

Non–Disturbance , Recognition and Attornment Agreement from Fee Owner/Parent Landlord made by RREF III–P Randhurst Village Tenant, LLC and HomeGoods, recorded July 30, 2021, as Document No. 2121116038.

(Affects underlying Land)

Subordination, Non–disturbance and Attornment Agreement dated July 8, 2022, recorded July 25, 2022, as Document No. 2220647031.

(NOT OF A PLOTTABLE NATURE)

(31) 31. Existing unrecorded lease to RH Cakes of Mount Prospect LLC and all rights thereunder of the lessees and of any person or party claiming by, through or under the lessees.

Subordination, Non–disturbance and Attornment Agreement dated July 8, 2022, recorded November 22, 2022, as Document No. 2232622021.

(NOT OF A PLOTTABLE NATURE)

(32) 32. Lease made by Randhurst Shopping Center LLC to Cost Plus, Inc dated August 8, 2011, a Memorandum of which was recorded March 29, 2012 as Document Number 1208919009, demising the land for a term of years, and all rights thereunder of , and all acts done or suffered thereunder by, said lessee or by any party claiming by, through, or under said lessee.

(NOT OF A PLOTTABLE NATURE)

(33) 33. Lease made by Randhurst Shopping Center, Realty Holding Company and Rand Office Realty Holding Company to Bed, Bath & Beyond Inc., a Memorandum of which was recorded July 1, 2005 as Document Number 0516212165, the restrictions, conditions and provisions therein, and all rights thereunder of, and all acts done or suffered thereunder by, said lessee by any party claiming by, through, or under said lessee, and which lease contains no right of first refusal or option to purchase.

Subordination, Non–disturbance and Attornment Agreement dated July 8, 2022, recorded November 22, 2022, as Document No. 2232622020.

(NOT OF A PLOTTABLE NATURE)

CONTINUED ON PAGE 2 OF 19.

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Due Diligence Management
3465 South Arlington Rd Suite E#183
Akron, OH 44312
330.294.1077
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08/19/24

Notes Corresponding to Schedule B, Cont;

(34) 34. Rights of tenant as tenant only, under unrecorded lease made by Randhurst Corporation, a corporation of Delaware to Wiebaldt Stores, Inc., a corporation of Illinois (now assigned to P.A. Bergner & Company of Illinois) dated May 26, 1961, demising part of the land for a term of thirty-nine (39) years disclosed by a Short Form Amendment to Lease , a Memorandum of which was dated June 25, 1981 and recorded June 30, 1981 as Document No. 25922896, and filed June 30, 1981 as Document No. LR3221722, which short form amendment extends the terms of the lease to June 30, 2001 and grants and option to renew up to twenty (20) additional years and all rights thereunder of, and all acts done or suffered thereunder by, said lessee or by any party claiming by, through, or under said lessee, and which lease contains no right of first refusal or option to purchase.

Note: The lessor's interest in the above lease was assigned by Randhurst Corporation, a corporation of Delaware to LaSalle National Bank, a national banking association as trustee under Trust Agreement dated May 5, 1981 and known as Trust Number 103910 by an Assignment of Leases dated May 12, 1981 and recorded June 30, 1981 as Document No. 25922895.

The following conveyance deeds have been recorded:

Document No. 25874609 Quit Claim Deed made by Randhurst Corporation to LaSalle National Bank Trust No. 103910.

Document No. 25922899 Trustee's Deed made by LaSalle National Bank as Trustee under trust agreement dated May 5, 1981 trust no. 103910 to Genevieve R. Cermak. (nominee deed)

Document No. 25922900 deed made by Genevieve R. Cermak to Morgan Guaranty Trust Company under trust dated Dec 9, 1960 for the Commingled Pension Trust Fund.

Document No. 0513819028 Special Warranty Deed made by Commingled Pension Trust Fund (Strategic Property) of JPMorgan Chase Bank, N. A. dated December 9, 1960 to Randhurst Shopping Center Realty Holding Company.

Document No. 0729003211 Quit Claim Deed made by Randhurst Shopping Center Realty Holding Company to CLP/SPF Randhurst LLC .

Document No. 0827626036 Quit Claim Deed made by CLP/SPF Randhurst LLC to Randhurst Shopping Center LLC.

Document No. 1517345041 Special Warranty Deed made by Randhurst Shopping Center LLC to Randhurst Improvements, LLC.

Assigned to P.A. Bergner and Company of Illinois, a short form memorandum of Lease recorded January 5, 1988 as Document No. 88003149.

and

Existing unrecorded lease in favor of Department Store Box, LLC and all rights thereunder of the lessee and of any person or party claiming by, through or under the lessee.

Assignment and Assumption of Lease Agreement dated September 3, 2019 made by and between Department Store Box, LLC (Assignor) to Redus One, LLC (Assignee).

Assignment and Assumption of Lease Agreement dated December 30, 2019 made by and between Redus One, LLC (Assignor) and RREF III–P RANDHURST VILLAGE TENANT, LLC, a Delaware limited liability company (Assignee), recorded January 2, 2020 as Document No. 2000240020.

As affected by Unrecorded Amended and Restated Lease evidenced by Short Form Memorandum of Lease by and between RREF III – P RANDHURST VILLAGE, LLC, a Delaware limited liability company, as Lessor and RREF III – P RANDHURST VILLAGE TENANT, LLC, a Delaware limited liability company, as Tenant dated July 8, 2022, recorded July 25, 2022, as Document No. 2220647021.

(NOT OF A PLOTTABLE NATURE)

(44) 44. Perpetual easement created by grant from Randhurst Corporation, a Corporation of Delaware to the Village of Mount Prospect, an Illinois Municipal Corporation, dated September 5, 1972 and recorded September 21, 1972 as Document No. 22059609 and filed July 30, 1974 as LR2765826 to construct and to maintain underground sanitary sewers and underground water mains, with manholes, valve vaults, fire hydrants, and other appurtenances thereto, and with the right to construct and maintain underground water service pipes connecting therewith in and over the strip of land 10 feet in width.

Locations of which were further amended by Easement Abrogation Plat recorded July 27, 2015. See document for exact location easements.

(AS SHOWN ON SURVEY).

(45) 45. Right of Way for:

(A)) A 42-inch storm sewer located 20 feet east of the east line of Elmhurst road;

(B) For a 48-inch storm sewer approximately 20 feet south of and parallel to the south line of Euclid Road;

Shown on the Plat of Resubdivision files July 24, 1987 as Document No. LR3637429 and recorded July 24, 1987 as Document No. 87408581 and amended by Easement Abrogation Plat Recorded July 27, 2015.

(See Plat for exact locations and particulars)

(AS SHOWN ON SURVEY).

(46) 46. Terms of the Redevelopment Agreement by and between the Village of Mt. Prospect and Randhurst Shopping Center LLC, dated December 8, 2008, recorded May 3, 2010 as Document Number 1012329004.

(NOT OF A PLOTTABLE NATURE)

(47) 47. Terms, conditions, restrictions and easements as contained in the Declaration of Covenants, Conditions and Restrictions for 1 Randhurst Village Drive, Mount Prospect, Illinois dated March 31, 2015 and Recorded April 1, 2015 as Document Number 1509141054, together with rights of adjoining owner or owners to the concurrent use of said easement.

(AS SHOWN ON SURVEY).

(48) 48. Easement in favor of Commonwealth Edison Company, AT&T Illinois A.K.A. Illinois Bell Telephone Company, Northern Gas Company doing business as Nicor Gas Company, and Comcast Corporation and its/their respective successors and assigns, to install, operate and maintain all equipment necessary for the purpose of serving the land and other property, together with the right of access to said equipment, and the provisions relating thereto contained in the Plat recorded June 22, 2015 as Document Number 1517316058, affecting the land depicted on the Plat as easement, utility easement or public utility easement.

(See document for particulars)

(AS SHOWN ON SURVEY)

(49) 49. Terms, covenants, conditions and restrictions contained in the Notice of Watershed Management Permit Requirements and Obligations of Perpetual Maintenance & Operation for Mixhoods and retail buildings recorded June 12, 2018 as Document Number 1816317202.

(NOT OF A PLOTTABLE NATURE)

(51) 51. Traffic Signal Equipment and Loop Detector Easement as granted to the Illinois Department of Transportation (I.D.O.T) by Plat of Easement recorded October 4, 2019 as Document Number 1927713083, and the terms and provisions contained therein.

(For further particulars see plat) (Affects underlying Lot 1)

(AS SHOWN ON SURVEY)

Notes Corresponding to Schedule B, Cont;

(52) 52. Easement(s) for the purpose(s) shown below and rights incidental thereto as delineated or as offered for dedication, on the map of said tract/plat; for purpose Public Utility Easement, affects the Land as Document No. 2211619042.

(Affects underlying Land, see document for particulars)

(AS SHOWN ON SURVEY)

(53) 53. Terms, covenants, conditions and restrictions contained in the Village of Mount Prospect Ordinance No. 6589 Approving a Final Plat of resubdivision for the Randhurst Resubdivision No. 2 recorded April 28, 2022 as Document No. 2211857001.

(PLAT AS REFERENECED ON SURVEY)

(54) 54. Covenants, conditions, restrictions and easements but omitting any covenants or restrictions, if any, including but not limited to those based upon race, color, religion, sex, sexual orientation, familial status, marital status, disability, handicap, national origin, ancestry, source of income, gender, gender identity, gender expression, medical condition or genetic information, as set forth in applicable state or federal laws, except to the extent that said covenant or restriction is permitted by applicable law, as set forth in the document recorded on May 2, 2022 as Document No. 2212222033.

(AS SHOWN ON SURVEY)

(55) 55. Traffic Signal Equipment and Loop Detector Easement as granted to the Illinois Department of Transportation (I.D.O.T) by Plat of Easement recorded October 4, 2019 as Document No. 1927713083, and the terms and provisions contained therein.

(For further particulars see plat, Affects Parcel A1)

(AS SHOWN ON SURVEY)

(58) 58. Vehicular Access Notes on the plat Randhurst Center Resubdivision No. 2 recorded April 28, 2022 as Document 2211857002;

1. There shall be no vehicular access from Lots 1, 10, 12, 13, 14 & 15 to IL 83 (Elmhurst Road).
2. There shall be no vehicular access from Lots 8 or 9 to Kensington Road.
3. All vehicular access shall be via internal circulation.

(NO PLOTTABLE INFORMATION, NOT PLOTTED)

Utility Notes

THE LOCATION OF UTILITIES SHOWN HEREON ARE FROM OBSERVED EVIDENCE OF ABOVE GROUND APPURTENANCES ONLY. THE SURVEYOR WAS NOT PROVIDED WITH UNDERGROUND PLANS OR SURFACE GROUND MARKINGS TO DETERMINE THE LOCATION OF ANY SUBTERRANEAN USES.

Encroachment Statement

NONE ARE NOTED.

Land Areas:

OVERALL TRACT AREA (EXTERIOR) = 4,356,852 SQ. FT./ 100.01 ACRES

EXCEPTION PARCELS, 2022 SUBDIVISION = 606,745 SQ. FT./ 13.93 ACRES

EXCEPTION PARCEL, 1 RANDHURST (PARCEL 29**) = 68,273 SQ. FT./ 1.56 ACRES

TOTAL NET ACERAGE = 3,681,834 SQ. FT./ 84.52 ACRES

PROPERTY JURISDICTION: VILLAGE OF MT. PROSPECT, ILLINOIS
PROPERTY ZONING: "B3" COMMUNITY SHOPPING DISTRICT PLANNED UNIT DEVELOPMENT

ZONING REPORT AS PREPARED BY: GLOBAL ZONING
GLOBAL ZONING JOB NO. GZ 28130
REPORT DATE: JULY 23, 2024

Zoning Information

STATUS			STATUS
ITEM	REQUIRED	OBSERVED	Contact Info:
PERMITTED USE	SHOPPING CENTER	SHOPPING CENTER	
MIN. LOT AREA	N/A	4,220,092.8 S.F.±	
MIN. FRONTAGE	N/A	1,451.6 FEET ±	
MAX. BLDG. COVERAGE	75% COVERAGE	19.7% COVERAGE	
MIN. SETBACKS FRONT	30 FEET (SEC. 14.1704) 20 FEET/15 FEET JEWEL OSCO (ORD 5705)	329 FEET N. ELMHURST 14.6 FEET JEWEL OSCO 55 FEET EUCLID	
MIN. SETBACKS SIDE (STREET)	30 FEET (SEC. 14.1704) 20 FEET (ORD 5705)	19.71 FEET ± EAST KENNSINGTON	Notes: CITY OF MOUNT PROSPECT, ILLINOIS JASON C. SHALLCROSS COMM./ECON. DEVELOPMENT DIR. VILLAGE OF MT. PROSPECT, IL 847-818-5328
MIN. SETBACKS SIDE (INTERIOR)	10 FEET (SEC. 14.1704)	63 FEET ±	
MIN. SETBACKS REAR	20 FEET (SEC. 14.1704)	N/A (CORNER LOT)	
MAX BUILDING HEIGHT	3 STORIES; 35 FEET (SEC. 14.1704) 60 FEET (ORD 5705)	62.63 FEET ± (LEGAL CONFORMING)	
PARKING SETBACK	10 FEET	GREATER THAN 10 FEET	
PARKING REGULAR	3,599#	3,611 PARKING SPACES^	
PARKING HANDICAP	N/A		
PARKING TOTAL	3,599#	3,611 PARKING SPACES^	

– SHOPPING CENTER OVER 150,000 SQUARE FEET: 4 PARKING SPACES PER 1,000 SQUARE FEET GROSS FLOOR AREA (SECTION 14.2207) (899,752 SQUARE FEET / 1,000 SQUARE FEET = 899.752 X 4 SPACES = 3,599 PARKING SPACES

^ – THERE ARE 3,611 SPACES WITHIN FEE SIMPLE BOUNDARY LOCATION, WITH 4,679 PARKING SPACES WITHIN THE DEVELOPMENT (RECIPROCAL PARKING)

FLOOD NOTE: By graphic plotting only, this property is in Zone(s) X (UNSHADED) of the Flood Insurance Rate Map,Community Panel No. 17031C0092G which bears an effective date of 8/19/2008 and is not in a Special Flood Hazard Area.

Commercial Real Estate
Due Diligence Management

3465 South Arlington Rd Suite E#183
Akron, OH 44312

330.294.1077
www.amnational.net

PRESS CTRL & CLICK HERE TO REQUEST A QUOTE

LEGAL DESCRIPTION

PARCEL A:
LOTS 1, 2, 3, 4, AND 14, IN RANDHURST CENTER RESUBDIVISION NO. 2, BEING A RESUBDIVISION OF LOTS 1, 2 AND 3 IN RANDHURST CENTER NO. 1, BEING A SUBDIVISION OF PART OF THE SOUTHEAST 1/4 OF SECTION 27, TOWNSHIP 42 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED APRIL 28, 2022 IN COOK COUNTY, ILLINOIS AS DOCUMENT NO. 2211857001.

PARCEL 1:
PORTIONS YET TO BE LEGALLY DESCRIBED OF PART OF LOTS 1, 2 AND 3 (EXCEPTING FROM SAID LOT ONE THAT PART TAKEN BY DEPARTMENT OF TRANSPORTATION STATE OF ILLINOIS IN CASE NO. 87L51078 AND ALSO EXCEPTING FROM SAID LOT ONE THAT PART CONVEYED TO THE PEOPLE OF THE STATE OF ILLINOIS, DEPARTMENT OF TRANSPORTATION PURSUANT TO THAT CERTAIN QUIT CLAIM DEED RECORDED SEPTEMBER 29, 1995 AS DOCUMENT NO. 95664230) IN RANDHURST CENTER RESUBDIVISION – NO. 1, BEING A RESUBDIVISION OF LOT ONE IN RANDHURST CENTER, BEING A SUBDIVISION OF PART OF THE SOUTHEAST 1/4 OF SECTION 27, TOWNSHIP 42 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS, ACCORDING TO THE PLAT OF SAID RANDHURST CENTER RESUBDIVISION – NO. 1 RECORDED JULY 24, 1987 IN THE OFFICE OF THE RECORDER OF DEEDS OF COOK COUNTY, ILLINOIS AS DOCUMENT NO. 87408581 AND REGISTERED IN THE OFFICE OF THE REGISTRAR OF TITLES OF SAID COUNTY AS DOCUMENT NO. LR3637429.

PARCEL 2:
NORTH 70 FEET OF THE WEST 70 FEET OF THE SOUTH 120 FEET OF THE EAST 1/2 OF THE SOUTHEAST 1/4 OF SECTION 27, TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

PARCEL 3:
A NONEXCLUSIVE STAIR #3 EASEMENT, ELEVATORS EASEMENT, GROUND FLOOR EXIT PASSAGEWAY EASEMENT, SECOND FLOOR PASSAGEWAY EASEMENT, HOTEL LOBBY EASEMENT, BASEMENT GARAGE EASEMENT, UTILITY CHASES EASEMENT, FIRE PUMP EASEMENT, STRUCTURAL SUPPORT AND MAINTENANCE EASEMENT, UTILITIES EASEMENT, EASEMENT FOR REPAIR OF ADJOINING STRUCTURES, EASEMENT FOR ENCROACHMENTS AND EMERGENCY ACCESS EASEMENT AS SET FORTH IN THE DECLARATION OF COVENANTS, CONDITIONS AND RESTRICTIONS FOR 1 RANDHURST VILLAGE DRIVE, MOUNT PROSPECT, IL DATED MARCH 31, 2015 AND RECORDED APRIL 1, 2015 AS DOCUMENT NUMBER 1509141054 FOR THE PURPOSES SET FORTH IN SAID DOCUMENT.

LESS AND EXCEPT FROM PARCELS 1 AND 2 ABOVE THE FOLLOWING PARCELS OF LAND:
LOTS 7, 9, 10, 12, 13 AND 15 IN RANDHURST CENTER RESUBDIVISION NO. 2, BEING A RESUBDIVISION OF LOTS 1, 2, AND 3 IN RANDHURST CENTER NO. 1, BEING A SUBDIVISION OF PART OF THE SOUTHEAST 1/4 OF SECTION 27, TOWNSHIP 42 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED APRIL 28, 2022 IN COOK COUNTY, ILLINOIS AS DOCUMENT NO. 2211857001.

PARCEL 11:
LOT 11 IN RANDHURST CENTER RESUBDIVISION NO. 2, BEING A RESUBDIVISION OF PARTS OF LOTS 1, 2 AND3 IN RANDHURST CENTER RESUBDIVISION NO. 1, BEING A SUBDIVISION OF PART OF THE SOUTHEAST 1/4 OF SECTION 27, TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED APRIL 28, 2022 AS DOCUMENT NO. 2211857002, IN COOK COUNTY, ILLINOIS

PARCEL 29(**):
THAT PART OF LOT 1 IN RANDHURST CENTER RESUBDIVISION-NO. 1, BEING A RESUBDIVISION OF LOT ONE IN RANDHURST CENTER, BEING A SUBDIVISION OF PART OF THE SOUTHEAST 1/4 OF SECTION 27, TOWNSHIP 42 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT OF SAID RANDHURST CENTER RESUBDIVISION – NO. 1 RECORDED JULY 24, 1987 IN THE OFFICE OF THE RECORDER OF DEEDS OF COOK COUNTY, ILLINOIS AS DOCUMENT NO. 87408581 LYING BELOW AN ELEVATION OF 670.55 (NAVD 88 DATUM) MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE MOST WESTERLY SOUTHWEST CORNER OF ORIGINAL LOT 1 AFORESAID; THENCE NORTH 00 DEGREES 00 MINUTES 00 SECONDS EAST, ALONG THE WESTERLY LINE OF SAID LOT 1, A DISTANCE OF 360.59 FEET; THENCE NORTH 90 DEGREES 00 MINUTES 00 SECONDS EAST, A DISTANCE OF 188.76 FEET; THENCE NORTH 04 DEGREES 04 MINUTES 56 SECONDS WEST, A DISTANCE OF 39.92 FEET TO A POINT OF A NON-TANGENT CURVE; THENCE NORTHERLY AND NORTHEASTERLY, 22.66 FEET ALONG AN ARC TO THE RIGHT, HAVING A RADIUS OF 19.50 FEET, SUBTENDED BY A LONG CHORD HAVING A BEARING OF NORTH 29 DEGREES 12 MINUTES 18 SECONDS EAST AND A LENGTH OF 21.40 FEET TO A POINT OF REVERSE CURVE; THENCE NORTHEASTERLY, 30.22 FEET ALONG AN ARC TO THE LEFT, HAVING A RADIUS OF 325.11 FEET, SUBTENDED BY A LONG CHORD HAVING A BEARING OF NORTH 59 DEGREES 49 MINUTES 45 SECONDS EAST AND A LENGTH OF 30.21 FEET TO A POINT OF A NON-TANGENT CURVE; THENCE NORTHEASTERLY, 37.52 FEET ALONG AN ARC TO THE RIGHT, HAVING A RADIUS OF 294.91 FEET, SUBTENDED BY A LONG CHORD HAVING A BEARING OF NORTH 43 DEGREES 06 MINUTES 11 SECONDS EAST AND A LENGTH OF 37.50 FEET TO A POINT OF A NON-TANGENT CURVE; THENCE NORTH 34 DEGREES 51 MINUTES 03 SECONDS EAST, A DISTANCE OF 72.03 FEET TO A POINT OF A NON-TANGENT CURVE; THENCE NORTHEASTERLY, 154.45 FEET ALONG AN ARC TO THE LEFT, HAVING A RADIUS OF 422.95 FEET, SUBTENDED BY A LONG CHORD HAVING A BEARING OF NORTH 15 DEGREES 01 MINUTES 34 SECONDS EAST AND A LENGTH OF 153.59 FEET TO A POINT OF REVERSE CURVE; THENCE NORTHERLY AND NORTHEASTERLY, 33.81 FEET ALONG AN ARC TO THE RIGHT, HAVING A RADIUS OF 26.50 FEET, SUBTENDED BY A LONG CHORD HAVING A BEARING OF NORTH 41 DEGREES 06 MINUTES 54 SECONDS EAST AND A LENGTH OF 31.56 FEET TO A POINT OF TANGENCY; THENCE NORTH 77 DEGREES 39 MINUTES 56 SECONDS EAST, A DISTANCE OF 352.49 FEET TO A POINT OF CURVE; THENCE EASTERLY AND SOUTHEASTERLY, 12.40 FEET ALONG AN ARC TO THE RIGHT, HAVING A RADIUS OF 11.50 FEET, SUBTENDED BY A LONG CHORD HAVING A BEARING OF SOUTH 71 DEGREES 26 MINUTES 54 SECONDS EAST AND A LENGTH OF 11.81 FEET TO A POINT OF REVERSE CURVE; THENCE SOUTHEASTERLY, 20.84 FEET ALONG AN ARC TO THE LEFT, HAVING A RADIUS OF 61.50 FEET, SUBTENDED BY A LONG CHORD HAVING A BEARING OF SOUTH 50 DEGREES 16 MINUTES 17 SECONDS EAST AND A LENGTH OF 20.74 FEET TO A POINT OF A NON-TANGENT CURVE; THENCE SOUTH 59 DEGREES 58 MINUTES 01 SECONDS EAST, A DISTANCE OF 51.51 FEET TO A POINT OF CURVE; THENCE SOUTHEASTERLY, 49.87 FEET ALONG AN ARC TO THE LEFT, HAVING A RADIUS OF 67.50 FEET, SUBTENDED BY A LONG CHORD HAVING A BEARING OF SOUTH 81 DEGREES 07 MINUTES 54 SECONDS EAST AND A LENGTH OF 48.74 FEET TO A POINT OF TANGENCY; THENCE NORTH 77 DEGREES 42 MINUTES 13 SECONDS EAST, A DISTANCE OF 77.05 FEET; THENCE NORTH 29 DEGREES 58 MINUTES 39 SECONDS EAST, A DISTANCE OF 0.58 FEET; THENCE SOUTH 60 DEGREES 01 MINUTES 21 SECONDS EAST, A DISTANCE OF 28.46 FEET; THENCE NORTH 29 DEGREES 58 MINUTES 39 SECONDS EAST, A DISTANCE OF 134.03 FEET; THENCE NORTH 60 DEGREES 01 MINUTES 21 SECONDS WEST, A DISTANCE OF 65.45 FEET TO THE POINT OF BEGINNING OF THE TRACT HEREIN DESCRIBED; THENCE NORTH 29 DEGREES 58 MINUTES 39 SECONDS EAST, A DISTANCE OF 298.50 FEET; THENCE SOUTH 60 DEGREES 01 MINUTES 21 SECONDS EAST, A DISTANCE OF 26.50 FEET; THENCE NORTH 29 DEGREES 58 MINUTES 39 SECONDS EAST, A DISTANCE OF 161.50 FEET; THENCE NORTH 60 DEGREES 01 MINUTES 21 SECONDS WEST, A DISTANCE OF 165.50 FEET; THENCE SOUTH 29 DEGREES 58 MINUTES 39 SECONDS WEST, A DISTANCE OF 460.00 FEET; THENCE SOUTH 60 DEGREES 01 MINUTES 21 SECONDS EAST, A DISTANCE OF 139.00 FEET TO THE POINT OF BEGINNING,

PARCEL 30(**):
THAT PART OF LOT 1 IN RANDHURST CENTER RESUBDIVISION – NO. 1, BEING A RESUBDIVISION OF LOT ONE IN RANDHURST CENTER, BEING A SUBDIVISION OF PART OF THE SOUTHEAST 1/4 OF SECTION 27, TOWNSHIP 42 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT OF SAID RANDHURST CENTER RESUBDIVISION– NO. 1 RECORDED JULY 24, 1987 IN THE OFFICE OF THE RECORDER OF DEEDS OF COOK COUNTY, ILLINOIS AS DOCUMENT NO. 87408581 LYING ABOVE AN ELEVATION OF 670.55 AND BELOW AN ELEVATION OF 691.55 (NAVD 88 DATUM) MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE MOST WESTERLY SOUTHWEST CORNER OF ORIGINAL LOT 1 AFORESAID; THENCE NORTH 00 DEGREES 00 MINUTES 00 SECONDS EAST, ALONG THE WESTERLY LINE OF SAID LOT 1, A DISTANCE OF 360.59 FEET; THENCE NORTH 90 DEGREES 00 MINUTES 00 SECONDS EAST, A DISTANCE OF 188.76 FEET; THENCE NORTH 04 DEGREES 04 MINUTES 56 SECONDS WEST, A DISTANCE OF 39.92 FEET TO A POINT OF A NON-TANGENT CURVE; THENCE NORTHERLY AND NORTHEASTERLY, 22.66 FEET ALONG AN ARC TO THE RIGHT, HAVING A RADIUS OF 19.50 FEET, SUBTENDED BY A LONG CHORD HAVING A BEARING OF NORTH 29 DEGREES 12 MINUTES 18 SECONDS EAST AND A LENGTH OF 21.40 FEET TO A POINT OF REVERSE CURVE; THENCE NORTHEASTERLY, 30.22 FEET ALONG AN ARC TO THE LEFT, HAVING A RADIUS OF 325.11 FEET, SUBTENDED BY A LONG CHORD HAVING A BEARING OF NORTH 59 DEGREES 49 MINUTES 45 SECONDS EAST AND A LENGTH OF 30.21 FEET TO A POINT OF A NON-TANGENT CURVE; THENCE NORTHEASTERLY, 37.52 FEET ALONG AN ARC TO THE RIGHT, HAVING A RADIUS OF 294.91 FEET, SUBTENDED BY A LONG CHORD HAVING A BEARING OF NORTH 43 DEGREES 06 MINUTES 11 SECONDS EAST AND A LENGTH OF 37.50 FEET TO A POINT OF A NON-TANGENT CURVE; THENCE NORTH 34 DEGREES 51 MINUTES 03 SECONDS EAST, A DISTANCE OF 72.03 FEET TO A POINT OF A NON-TANGENT CURVE; THENCE NORTHEASTERLY, 154.45 FEET ALONG AN ARC TO THE LEFT, HAVING A RADIUS OF 422.95 FEET, SUBTENDED BY A LONG CHORD HAVING A BEARING OF NORTH 15 DEGREES 01 MINUTES 34 SECONDS EAST AND A LENGTH OF 153.59 FEET TO A POINT OF REVERSE CURVE; THENCE NORTHERLY AND NORTHEASTERLY, 33.81 FEET ALONG AN ARC TO THE RIGHT, HAVING A RADIUS OF 26.50 FEET, SUBTENDED BY A LONG CHORD HAVING A BEARING OF NORTH 41 DEGREES 06 MINUTES 54 SECONDS EAST AND A LENGTH OF 31.56 FEET TO A POINT OF TANGENCY; THENCE NORTH 77 DEGREES 39 MINUTES 56 SECONDS EAST, A DISTANCE OF 352.49 FEET TO A POINT OF CURVE; THENCE EASTERLY AND SOUTHEASTERLY, 12.40 FEET ALONG AN ARC TO THE RIGHT, HAVING A RADIUS OF 11.50 FEET, SUBTENDED BY A LONG CHORD HAVING A BEARING OF SOUTH 71 DEGREES 26 MINUTES 54 SECONDS EAST AND A LENGTH OF 11.81 FEET TO A POINT OF REVERSE CURVE; THENCE SOUTHEASTERLY, 20.84 FEET ALONG AN ARC TO THE LEFT, HAVING A RADIUS OF 61.50 FEET, SUBTENDED BY A LONG CHORD HAVING A BEARING OF SOUTH 50 DEGREES 16 MINUTES 17 SECONDS EAST AND A LENGTH OF 20.74 FEET TO A POINT OF A NON-TANGENT CURVE; THENCE SOUTH 59 DEGREES 58 MINUTES 01 SECONDS EAST, A DISTANCE OF 51.51 FEET TO A POINT OF CURVE; THENCE SOUTHEASTERLY, 49.87 FEET ALONG AN ARC TO THE LEFT, HAVING A RADIUS OF 67.50 FEET, SUBTENDED BY A LONG CHORD HAVING A BEARING OF SOUTH 81 DEGREES 07 MINUTES 54 SECONDS EAST AND A LENGTH OF 48.74 FEET TO A POINT OF TANGENCY; THENCE NORTH 77 DEGREES 42 MINUTES 13 SECONDS EAST, A DISTANCE OF 77.05 FEET; THENCE NORTH 29 DEGREES 58 MINUTES 39 SECONDS EAST, A DISTANCE OF 0.58 FEET; THENCE SOUTH 60 DEGREES 01 MINUTES 21 SECONDS EAST, A DISTANCE OF 28.46 FEET; THENCE NORTH 29 DEGREES 58 MINUTES 39 SECONDS EAST, A DISTANCE OF 134.03 FEET; THENCE NORTH 60 DEGREES 01 MINUTES 21 SECONDS WEST, A DISTANCE OF 65.45 FEET TO THE POINT OF BEGINNING OF THE TRACT HEREIN DESCRIBED; THENCE NORTH 29 DEGREES 58 MINUTES 39 SECONDS EAST, A DISTANCE OF 298.50 FEET; THENCE SOUTH 60 DEGREES 01 MINUTES 21 SECONDS EAST, A DISTANCE OF 26.50 FEET; THENCE NORTH 29 DEGREES 58 MINUTES 39 SECONDS EAST, A DISTANCE OF 161.50 FEET; THENCE NORTH 60 DEGREES 01 MINUTES 21 SECONDS WEST, A DISTANCE OF 165.50 FEET; THENCE SOUTH 29 DEGREES 58 MINUTES 39 SECONDS WEST, A DISTANCE OF 460.00 FEET; THENCE SOUTH 60 DEGREES 01 MINUTES 21 SECONDS EAST, A DISTANCE OF 139.00 FEET TO THE POINT OF BEGINNING,

PARCEL 31(**):
THAT PART OF LOT 1 IN RANDHURST CENTER RESUBDIVISION– NO. 1, BEING A RESUBDIVISION OF LOT ONE IN RANDHURST CENTER, BEING A SUBDIVISION OF PART OF THE SOUTHEAST 1/4 OF SECTION 27, TOWNSHIP 42 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT OF SAID RANDHURST CENTER RESUBDIVISION – NO. 1 RECORDED JULY 24, 1987 IN THE OFFICE OF THE RECORDER OF DEEDS OF COOK COUNTY, ILLINOIS AS DOCUMENT NO. 87408581 LYING ABOVE AN ELEVATION OF 691.55 AND BELOW AN ELEVATION OF 726.55 (NAVD 88 DATUM) MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE MOST WESTERLY SOUTHWEST CORNER OF ORIGINAL LOT 1 AFORESAID; THENCE NORTH 00 DEGREES 00 MINUTES 00 SECONDS EAST, ALONG THE WESTERLY LINE OF SAID LOT 1, A DISTANCE OF 360.59 FEET; THENCE NORTH 90 DEGREES 00 MINUTES 00 SECONDS EAST, A DISTANCE OF 188.76 FEET; THENCE NORTH 04 DEGREES 04 MINUTES 56 SECONDS WEST, A DISTANCE OF 39.92 FEET TO A POINT OF A NON-TANGENT CURVE; THENCE NORTHERLY AND NORTHEASTERLY, 22.66 FEET ALONG AN ARC TO THE RIGHT, HAVING A RADIUS OF 19.50 FEET, SUBTENDED BY A LONG CHORD HAVING A BEARING OF NORTH 29 DEGREES 12 MINUTES 18 SECONDS EAST AND A LENGTH OF 21.40 FEET TO A POINT OF REVERSE CURVE; THENCE NORTHEASTERLY, 30.22 FEET ALONG AN ARC TO THE LEFT, HAVING A RADIUS OF 325.11 FEET, SUBTENDED BY A LONG CHORD HAVING A BEARING OF NORTH 59 DEGREES 49 MINUTES 45 SECONDS EAST AND A LENGTH OF 30.21 FEET TO A POINT OF A NON-TANGENT CURVE; THENCE NORTHEASTERLY, 37.52 FEET ALONG AN ARC TO THE RIGHT, HAVING A RADIUS OF 294.91 FEET, SUBTENDED BY A LONG CHORD HAVING A BEARING OF NORTH 43 DEGREES 06 MINUTES 11 SECONDS EAST AND A LENGTH OF 37.50 FEET TO A POINT OF A NON-TANGENT CURVE; THENCE NORTH 34 DEGREES 51 MINUTES 03 SECONDS EAST, A DISTANCE OF 72.03 FEET TO A POINT OF A NON-TANGENT CURVE; THENCE NORTHEASTERLY, 154.45 FEET ALONG AN ARC TO THE LEFT, HAVING A RADIUS OF 422.95 FEET, SUBTENDED BY A LONG CHORD HAVING A BEARING OF NORTH 15 DEGREES 01 MINUTES 34 SECONDS EAST AND A LENGTH OF 153.59 FEET TO A POINT OF REVERSE CURVE; THENCE NORTHERLY AND NORTHEASTERLY, 33.81 FEET ALONG AN ARC TO THE RIGHT, HAVING A RADIUS OF 26.50 FEET, SUBTENDED BY A LONG CHORD HAVING A BEARING OF NORTH 41 DEGREES 06 MINUTES 54 SECONDS EAST AND A LENGTH OF 31.56 FEET TO A POINT OF TANGENCY; THENCE NORTH 77 DEGREES 39 MINUTES 56 SECONDS EAST, A DISTANCE OF 352.49 FEET TO A POINT OF CURVE; THENCE EASTERLY AND SOUTHEASTERLY, 12.40 FEET ALONG AN ARC TO THE RIGHT, HAVING A RADIUS OF 11.50 FEET, SUBTENDED BY A LONG CHORD HAVING A BEARING OF SOUTH 71 DEGREES 26 MINUTES 54 SECONDS EAST AND A LENGTH OF 11.81 FEET TO A POINT OF REVERSE CURVE; THENCE SOUTHEASTERLY, 20.84 FEET ALONG AN ARC TO THE LEFT, HAVING A RADIUS OF 61.50 FEET, SUBTENDED BY A LONG CHORD HAVING A BEARING OF SOUTH 50 DEGREES 16 MINUTES 17 SECONDS EAST AND A LENGTH OF 20.74 FEET TO A POINT OF A NON-TANGENT CURVE; THENCE SOUTH 59 DEGREES 58 MINUTES 01 SECONDS EAST, A DISTANCE OF 51.51 FEET TO A POINT OF CURVE; THENCE SOUTHEASTERLY, 49.87 FEET ALONG AN ARC TO THE LEFT, HAVING A RADIUS OF 67.50 FEET, SUBTENDED BY A LONG CHORD HAVING A BEARING OF SOUTH 81 DEGREES 07 MINUTES 54 SECONDS EAST AND A LENGTH OF 48.74 FEET TO A POINT OF TANGENCY; THENCE NORTH 77 DEGREES 42 MINUTES 13 SECONDS EAST, A DISTANCE OF 77.05 FEET; THENCE NORTH 29 DEGREES 58 MINUTES 39 SECONDS EAST, A DISTANCE OF 0.58 FEET; THENCE SOUTH 60 DEGREES 01 MINUTES 21 SECONDS EAST, A DISTANCE OF 28.46 FEET; THENCE NORTH 29 DEGREES 58 MINUTES 39 SECONDS EAST, A DISTANCE OF 134.03 FEET; THENCE NORTH 60 DEGREES 01 MINUTES 21 SECONDS WEST, A DISTANCE OF 65.45 FEET TO THE POINT OF BEGINNING OF THE TRACT HEREIN DESCRIBED; THENCE NORTH 29 DEGREES 58 MINUTES 39 SECONDS EAST, A DISTANCE OF 298.50 FEET; THENCE SOUTH 60 DEGREES 01 MINUTES 21 SECONDS EAST, A DISTANCE OF 26.50 FEET; THENCE NORTH 29 DEGREES 58 MINUTES 39 SECONDS EAST, A DISTANCE OF 161.50 FEET; THENCE NORTH 60 DEGREES 01 MINUTES 21 SECONDS WEST, A DISTANCE OF 165.50 FEET; THENCE SOUTH 29 DEGREES 58 MINUTES 39 SECONDS WEST, A DISTANCE OF 460.00 FEET; THENCE SOUTH 60 DEGREES 01 MINUTES 21 SECONDS EAST, A DISTANCE OF 139.00 FEET TO THE POINT OF BEGINNING, CONTAINING 0.590 ACRES, MORE OR LESS.

PARCEL 32(**):
THAT PART OF LOT 1 IN RANDHURST CENTER RESUBDIVISION– NO. 1, BEING A RESUBDIVISION OF LOT ONE IN RANDHURST CENTER, BEING A SUBDIVISION OF PART OF THE SOUTHEAST 1/4 OF SECTION 27, TOWNSHIP 42 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT OF SAID RANDHURST CENTER RESUBDIVISION – NO. 1 RECORDED JULY 24, 1987 IN THE OFFICE OF THE RECORDER OF DEEDS OF COOK COUNTY, ILLINOIS AS DOCUMENT NO. 87408581 LYING ABOVE AN ELEVATION OF 726.55 AND BELOW AN ELEVATION OF 744.55 (NAVD 88 DATUM) MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE MOST WESTERLY SOUTHWEST CORNER OF ORIGINAL LOT 1 AFORESAID; THENCE NORTH 00 DEGREES 00 MINUTES 00 SECONDS EAST, ALONG THE WESTERLY LINE OF SAID LOT 1, A DISTANCE OF 360.59 FEET; THENCE NORTH 90 DEGREES 00 MINUTES 00 SECONDS EAST, A DISTANCE OF 188.76 FEET; THENCE NORTH 04 DEGREES 04 MINUTES 56 SECONDS WEST, A DISTANCE OF 39.92 FEET TO A POINT OF A NON-TANGENT CURVE; THENCE NORTHERLY AND NORTHEASTERLY, 22.66 FEET ALONG AN ARC TO THE RIGHT, HAVING A RADIUS OF 19.50 FEET, SUBTENDED BY A LONG CHORD HAVING A BEARING OF NORTH 29 DEGREES 12 MINUTES 18 SECONDS EAST AND A LENGTH OF 21.40 FEET TO A POINT OF REVERSE CURVE; THENCE NORTHEASTERLY, 30.22 FEET ALONG AN ARC TO THE LEFT, HAVING A RADIUS OF 325.11 FEET, SUBTENDED BY A LONG CHORD HAVING A BEARING OF NORTH 59 DEGREES 49 MINUTES 45 SECONDS EAST AND A LENGTH OF 30.21 FEET TO A POINT OF A NON-TANGENT CURVE; THENCE NORTHEASTERLY, 37.52 FEET ALONG AN ARC TO THE RIGHT, HAVING A RADIUS OF 294.91 FEET, SUBTENDED BY A LONG CHORD HAVING A BEARING OF NORTH 43 DEGREES 06 MINUTES 11 SECONDS EAST AND A LENGTH OF 37.50 FEET TO A POINT OF A NON-TANGENT CURVE; THENCE NORTH 34 DEGREES 51 MINUTES 03 SECONDS EAST, A DISTANCE OF 72.03 FEET TO A POINT OF A NON-TANGENT CURVE; THENCE NORTHEASTERLY, 154.45 FEET ALONG AN ARC TO THE LEFT, HAVING A RADIUS OF 422.95 FEET, SUBTENDED BY A LONG CHORD HAVING A BEARING OF NORTH 15 DEGREES 01 MINUTES 34 SECONDS EAST AND A LENGTH OF 153.59 FEET TO A POINT OF REVERSE CURVE; THENCE NORTHERLY AND NORTHEASTERLY, 33.81 FEET ALONG AN ARC TO THE RIGHT, HAVING A RADIUS OF 26.50 FEET, SUBTENDED BY A LONG CHORD HAVING A BEARING OF NORTH 41 DEGREES 06 MINUTES 54 SECONDS EAST AND A LENGTH OF 31.56 FEET TO A POINT OF TANGENCY; THENCE NORTH 77 DEGREES 39 MINUTES 56 SECONDS EAST, A DISTANCE OF 352.49 FEET TO A POINT OF CURVE; THENCE EASTERLY AND SOUTHEASTERLY, 12.40 FEET ALONG AN ARC TO THE RIGHT, HAVING A RADIUS OF 11.50 FEET, SUBTENDED BY A LONG CHORD HAVING A BEARING OF SOUTH 71 DEGREES 26 MINUTES 54 SECONDS EAST AND A LENGTH OF 11.81 FEET TO A POINT OF REVERSE CURVE; THENCE SOUTHEASTERLY, 20.84 FEET ALONG AN ARC TO THE LEFT, HAVING A RADIUS OF 61.50 FEET, SUBTENDED BY A LONG CHORD HAVING A BEARING OF SOUTH 50 DEGREES 16 MINUTES 17 SECONDS EAST AND A LENGTH OF 20.74 FEET TO A POINT OF A NON-TANGENT CURVE; THENCE SOUTH 59 DEGREES 58 MINUTES 01 SECONDS EAST, A DISTANCE OF 51.51 FEET TO A POINT OF CURVE; THENCE SOUTHEASTERLY, 49.87 FEET ALONG AN ARC TO THE LEFT, HAVING A RADIUS OF 67.50 FEET, SUBTENDED BY A LONG CHORD HAVING A BEARING OF SOUTH 81 DEGREES 07 MINUTES 54 SECONDS EAST AND A LENGTH OF 48.74 FEET TO A POINT OF TANGENCY; THENCE NORTH 77 DEGREES 42 MINUTES 13 SECONDS EAST, A DISTANCE OF 77.05 FEET; THENCE NORTH 29 DEGREES 58 MINUTES 39 SECONDS EAST, A DISTANCE OF 0.58 FEET; THENCE SOUTH 60 DEGREES 01 MINUTES 21 SECONDS EAST, A DISTANCE OF 28.46 FEET; THENCE NORTH 29 DEGREES 58 MINUTES 39 SECONDS EAST, A DISTANCE OF 134.03 FEET; THENCE NORTH 60 DEGREES 01 MINUTES 21 SECONDS WEST, A DISTANCE OF 65.45 FEET TO THE POINT OF BEGINNING OF THE TRACT HEREIN DESCRIBED; THENCE SOUTH 15 DEGREES 14 MINUTES 59 SECONDS EAST, A DISTANCE OF 50.33 FEET; THENCE SOUTH 29 DEGREES 45 MINUTES 01 SECONDS WEST, A DISTANCE OF 26.43 FEET; THENCE SOUTH 74 DEGREES 45 MINUTES 01 SECONDS WEST, A DISTANCE OF 51.65 FEET; THENCE NORTH 15 DEGREES 14 MINUTES 59 SECONDS WEST, A DISTANCE OF 88.52 FEET; THENCE NORTH 29 DEGREES 45 MINUTES 01 SECONDS EAST, A DISTANCE OF 37.51 FEET; THENCE SOUTH 60 DEGREES 14 MINUTES 59 SECONDS EAST, A DISTANCE OF 61.96 FEET; THENCE SOUTH 15 DEGREES 14 MINUTES 59 SECONDS EAST, A DISTANCE OF 2.21 FEET TO THE POINT OF BEGINNING.

PARCEL 5:
THAT PART OF LOT 1 IN RANDHURST CENTER NO. 1, BEING A RESUBDIVISION OF LOT ONE IN RANDHURST CENTER BEING A SUBDIVISION OF PART OF THE SOUTHEAST QUARTER OF SECTION 27, TOWNSHIP 42 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN ACCORDING TO THE PLAT RECORDED JULY 24, 1987 AS DOCUMENT 87408581, MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCING AT A POINT ON THE SOUTH LINE OF EUCLID AVENUE BEING THE MOST NORTHERLY NORTHEAST CORNER OF LOT 2; THENCE EASTERLY ALONG THE SOUTH LINE OF EUCLID BEING A CURVED LINE CONVEX TO THE NORTH AND HAVING
A RADIUS OF 24,505.35 FEET A DISTANCE OF 110.13 FEET; THENCE SOUTHWESTERLY ALONG A CURVED LINE CONVEX TO THE NORTHWEST HAVING A RADIUS OF 25.0 FEET A DISTANCE OF 39.78 FEET CHORD BEARING SOUTH 45 DEGREES 38 MINUTES 23 SECOND WEST 35.72 FEET; THENCE SOUTH 00 DEGREES 03 MINUTES 02 SECONDS WEST ALONG A LINE 60.0 FEET EAST OF AND PARALLEL WITH THE EAST LINE OF LOT 2, 85.0 FEET TO THE POINT OF BEGINNING; THENCE SOUTH 00 DEGREES 03 MINUTES 02 SECONDS WEST 224.07 FEET TO A POINT OF CURVE; THENCE SOUTHEASTERLY 219.90 FEET ALONG A CURVED LINE CONVEX TO SOUTHWEST HAVING A RADIUS OF 129.91 FEET CHORD BEARING SOUTH 44 DEGREES 58 MINUTES 29 SECOND EAST 197.96 FEET; THENCE EAST 18.28 FEET; THENCE NORTH 364.11 FEET; THENCE WEST 158.0 FEET TO THE POINT OF BEGINNING, IN COOK COUNTY, ILLINOIS.

PARCEL 6:
THAT PART OF LOT 1 IN RANDHURST CENTER NO. 1, BEING A RESUBDIVISION OF LOT ONE IN RANDHURST CENTER, BEING A SUBDIVISION OF PART OF THE SOUTHEAST QUARTER OF SECTION 27, TOWNSHIP 42 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN ACCORDING TO THE PLAT RECORDED JULY 24, 1987 AS DOCUMENT 87408581, MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTHEAST CORNER OF SAID LOT 1; THENCE NORTH 01 DEGREES 10 MINUTES 50 SECONDS WEST, ALONG AN ASSUMED BEARING BEING THE EAST LINE OF SAID LOT 1, A DISTANCE OF 920.44 FEET; THENCE SOUTH 89 DEGREES 49 MINUTES 10 SECONDS WEST, 55.00 FEET TO THE POINT OF BEGINNING; THENCE SOUTH 89 DEGREES 49 MINUTES 10 SECONDS WEST. 241.69 FEET TO A POINT OF CURVATURE; THENCE WESTERLY
10.53 FEET, ALONG THE ARC OF A TANGENT CIRCLE TO THE RIGHT, HAVING A RADIUS OF 20.00 FEET AND WHOSE CHORD BEARS NORTH 75 DEGREES 06 MINUTES 00 SECONDS WEST, 10.41 FEET TO A POINT OF TANGENCY; THENCE NORTH 60 DEGREES 01 MINUTES 10 SECONDS WEST, 43.77 FEET; THENCE NORTHEASTERLY 20.89 FEET, ALONG THE ARC OF A TANGENT CIRCLE TO THE RIGHT HAVING A RADIUS OF
20.00 FEET AND WHOSE CHORD BEARS NORTH 59 DEGREES 54 MINUTES 00 SECONDS EAST, 19.95 FEET TO A POINT OF TANGENCY; THENCE NORTH 89 DEGREES 49 MINUTES 10 SECONDS EAST, 149.81 FEET TO A POINT OF CURVATURE; THENCE SOUTHEASTERLY 31.42 FEET; ALONG THE ARC OF A TANGENT CIRCLE TO THE RIGHT, HAVING A RADIUS OF 20.00 FEET AND WHOSE CHORD BEARS SOUTH 45 DEGREES 10 MINUTES 50 SECONDS EAST, 28.28 FEET TO A POINT OF TANGENCY; THENCE SOUTH 00 DEGREES 10 MINUTES 50 SECONDS EAST, 191.00 FEET TO THE POINT OF BEGINNING, IN COOK COUNTY, ILLINOIS.

PARCEL 8:
THAT PART OF LOT 1 IN RANDHURST CENTER NO. 1, BEING A RESUBDIVISION OF LOT ONE IN RANDHURST CENTER, BEING A SUBDIVISION OF PART OF THE SOUTHEAST QUARTER OF SECTION 27, TOWNSHIP 42 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN ACCORDING TO THE PLAT RECORDED JULY 24, 1987 AS DOCUMENT 87408581, MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTHEAST CORNER OF LOT 1; THENCE NORTH ALONG THE EAST LINE 17 FEET; THENCE WEST ALONG THE NORTH LINE OF KENSINGTON AVE (AS WIDENED) 1272.01 FEET TO THE POINT OF BEGINNING; THENCE NORTH 291.15 FEET; THENCE EAST 135.5 FEET; THENCE SOUTHEASTERLY ALONG A CURVE CONVEX NORTHEASTERLY WITH A RADIUS OF 30 FEETAN ARC LENGTH OF 47.12 FEET AND CHORD BEARING SOUTH 45 DEGREES EAST TO A POINT OF TANGEN

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LEGAL DESCRIPTION CONT;

COMMENCING AT THE MOST WESTERLY SOUTHWEST CORNER OF ORIGINAL LOT 1 AFORESAID; THENCE NORTH 00 DEGREES 00 MINUTES 00 SECONDS EAST, ALONG THE WESTERLY LINE OF SAID LOT 1, A DISTANCE OF 360.59 FEET; THENCE NORTH 90 DEGREES 00 MINUTES 00 SECONDS EAST, A DISTANCE OF 188.76 FEET; THENCE NORTH 04 DEGREES 04 MINUTES 56 SECONDS WEST, A DISTANCE OF 39.92 FEET TO A POINT OF A NON-TANGENT CURVE; THENCE NORTHERLY AND NORTHEASTERLY, 22.66 FEET ALONG AN ARC TO THE RIGHT, HAVING A RADIUS OF 19.50 FEET, SUBTENDED BY A LONG CHORD HAVING A BEARING OF NORTH 29 DEGREES 12 MINUTES 18 SECONDS EAST AND A LENGTH OF 21.40 FEET TO A POINT OF REVERSE CURVE; THENCE NORTHEASTERLY, 30.22 FEET ALONG AN ARC TO THE LEFT, HAVING A RADIUS OF 325.11 FEET, SUBTENDED BY A LONG CHORD HAVING A BEARING OF NORTH 59 DEGREES 49 MINUTES 45 SECONDS EAST AND A LENGTH OF 30.21 FEET TO A POINT OF A NON-TANGENT CURVE; THENCE NORTHEASTERLY, 42.41 FEET ALONG AN ARC TO THE RIGHT, HAVING A RADIUS OF 294.91 FEET, SUBTENDED BY A LONG CHORD HAVING A BEARING OF NORTH 63 DEGREES 06 MINUTES 11 SECONDS EAST AND A LENGTH OF 37.50 FEET TO A POINT OF A NON-TANGENT CURVE; THENCE NORTH 34 DEGREES 51 MINUTES 03 SECONDS EAST, A DISTANCE OF 72.03 FEET TO A POINT OF A NON-TANGENT CURVE; THENCE NORTHEASTERLY, 154.45 FEET ALONG AN ARC TO THE LEFT, HAVING A RADIUS OF 422.95 FEET, SUBTENDED BY A LONG CHORD HAVING A BEARING OF NORTH 15 DEGREES 01 MINUTES 34 SECONDS EAST AND A LENGTH OF 153.59 FEET TO A POINT OF REVERSE CURVE; THENCE NORTHERLY AND NORTHEASTERLY, 33.81 FEET ALONG AN ARC TO THE RIGHT, HAVING A RADIUS OF 26.50 FEET, SUBTENDED BY A LONG CHORD HAVING A BEARING OF NORTH 41 DEGREES 06 MINUTES 54 SECONDS EAST AND A LENGTH OF 31.56 FEET TO A POINT OF TANGENCY; THENCE NORTH 77 DEGREES 39 MINUTES 56 SECONDS EAST, A DISTANCE OF 352.49 FEET TO A POINT OF CURVE; THENCE EASTERLY AND SOUTHEASTERLY, 12.40 FEET ALONG AN ARC TO THE RIGHT, HAVING A RADIUS OF 11.50 FEET, SUBTENDED BY A LONG CHORD HAVING A BEARING OF SOUTH 71 DEGREES 26 MINUTES 54 SECONDS EAST AND A LENGTH OF 11.81 FEET TO A POINT OF REVERSE CURVE; THENCE SOUTHEASTERLY, 20.84 FEET ALONG AN ARC TO THE LEFT, HAVING A RADIUS OF 61.50 FEET, SUBTENDED BY A LONG CHORD HAVING A BEARING OF SOUTH 50 DEGREES 16 MINUTES 17 SECONDS EAST AND A LENGTH OF 20.74 FEET TO A POINT OF A NON-TANGENT CURVE; THENCE SOUTH 59 DEGREES 58 MINUTES 01 SECONDS EAST, A DISTANCE OF 51.51 FEET TO A POINT OF CURVE; THENCE SOUTHEASTERLY, 49.87 FEET ALONG AN ARC TO THE LEFT, HAVING A RADIUS OF 67.50 FEET, SUBTENDED BY A LONG CHORD HAVING A BEARING OF SOUTH 81 DEGREES 07 MINUTES 54 SECONDS EAST AND A LENGTH OF 48.74 FEET TO A POINT OF TANGENCY; THENCE NORTH 77 DEGREES 42 MINUTES 13 SECONDS EAST, A DISTANCE OF 77.05 FEET; THENCE NORTH 29 DEGREES 58 MINUTES 39 SECONDS EAST, A DISTANCE OF 0.58 FEET; THENCE SOUTH 60 DEGREES 01 MINUTES 21 SECONDS EAST, A DISTANCE OF 28.46 FEET; THENCE NORTH 29 DEGREES 58 MINUTES 39 SECONDS EAST, A DISTANCE OF 1.94 FEET TO THE POINT OF BEGINNING OF THE TRACT HEREIN DESCRIBED; THENCE NORTH 29 DEGREES 58 MINUTES 39 SECONDS EAST, A DISTANCE OF 298.50 FEET; THENCE SOUTH 60 DEGREES 01 MINUTES 21 SECONDS EAST, A DISTANCE OF 26.50 FEET; THENCE NORTH 29 DEGREES 58 MINUTES 39 SECONDS EAST, A DISTANCE OF 161.50 FEET; THENCE NORTH 60 DEGREES 01 MINUTES 21 SECONDS WEST, A DISTANCE OF 165.50 FEET; THENCE SOUTH 29 DEGREES 58 MINUTES 39 SECONDS WEST, A DISTANCE OF 460.00 FEET; THENCE SOUTH 60 DEGREES 01 MINUTES 21 SECONDS EAST, A DISTANCE OF 139.00 FEET TO THE POINT OF BEGINNING,

PARCEL 30(**):
THAT PART OF LOT 1 IN RANDHURST CENTER RESUBDIVISION – NO. 1, BEING A RESUBDIVISION OF LOT ONE IN RANDHURST CENTER, BEING A SUBDIVISION OF PART OF THE SOUTHEAST 1/4 OF SECTION 27, TOWNSHIP 42 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT OF SAID RANDHURST CENTER RESUBDIVISION– NO. 1 RECORDED JULY 24, 1987 IN THE OFFICE OF THE RECORDER OF DEEDS OF COOK COUNTY, ILLINOIS AS DOCUMENT NO. 87408581 LYING ABOVE AN ELEVATION OF 670.55 AND BELOW AN ELEVATION OF 691.55 (NAVD 88 DATUM) MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE MOST WESTERLY SOUTHWEST CORNER OF ORIGINAL LOT 1 AFORESAID; THENCE NORTH 00 DEGREES 00 MINUTES 00 SECONDS EAST, ALONG THE WESTERLY LINE OF SAID LOT 1, A DISTANCE OF 360.59 FEET; THENCE NORTH 90 DEGREES 00 MINUTES 00 SECONDS EAST, A DISTANCE OF 188.76 FEET; THENCE NORTH 04 DEGREES 04 MINUTES 56 SECONDS WEST, A DISTANCE OF 39.92 FEET TO A POINT OF A NON-TANGENT CURVE; THENCE NORTHERLY AND NORTHEASTERLY, 22.66 FEET ALONG AN ARC TO THE RIGHT, HAVING A RADIUS OF 19.50 FEET, SUBTENDED BY A LONG CHORD HAVING A BEARING OF NORTH 29 DEGREES 12 MINUTES 18 SECONDS EAST AND A LENGTH OF 21.40 FEET TO A POINT OF REVERSE CURVE; THENCE NORTHEASTERLY, 30.22 FEET ALONG AN ARC TO THE LEFT, HAVING A RADIUS OF 325.11 FEET, SUBTENDED BY A LONG CHORD HAVING A BEARING OF NORTH 59 DEGREES 49 MINUTES 45 SECONDS EAST AND A LENGTH OF 30.21 FEET TO A POINT OF A NON-TANGENT CURVE; THENCE NORTHEASTERLY, 42.41 FEET ALONG AN ARC TO THE RIGHT, HAVING A RADIUS OF 294.91 FEET, SUBTENDED BY A LONG CHORD HAVING A BEARING OF NORTH 63 DEGREES 06 MINUTES 11 SECONDS EAST AND A LENGTH OF 37.50 FEET TO A POINT OF A NON-TANGENT CURVE; THENCE NORTH 34 DEGREES 51 MINUTES 03 SECONDS EAST, A DISTANCE OF 72.03 FEET TO A POINT OF A NON-TANGENT CURVE; THENCE NORTHEASTERLY, 154.45 FEET ALONG AN ARC TO THE LEFT, HAVING A RADIUS OF 422.95 FEET, SUBTENDED BY A LONG CHORD HAVING A BEARING OF NORTH 15 DEGREES 01 MINUTES 34 SECONDS EAST AND A LENGTH OF 153.59 FEET TO A POINT OF REVERSE CURVE; THENCE NORTHERLY AND NORTHEASTERLY, 33.81 FEET ALONG AN ARC TO THE RIGHT, HAVING A RADIUS OF 26.50 FEET, SUBTENDED BY A LONG CHORD HAVING A BEARING OF NORTH 41 DEGREES 06 MINUTES 54 SECONDS EAST AND A LENGTH OF 31.56 FEET TO A POINT OF TANGENCY; THENCE NORTH 77 DEGREES 39 MINUTES 56 SECONDS EAST, A DISTANCE OF 352.49 FEET TO A POINT OF CURVE; THENCE EASTERLY AND SOUTHEASTERLY, 12.40 FEET ALONG AN ARC TO THE RIGHT, HAVING A RADIUS OF 11.50 FEET, SUBTENDED BY A LONG CHORD HAVING A BEARING OF SOUTH 71 DEGREES 26 MINUTES 54 SECONDS EAST AND A LENGTH OF 11.81 FEET TO A POINT OF REVERSE CURVE; THENCE SOUTHEASTERLY, 20.84 FEET ALONG AN ARC TO THE LEFT, HAVING A RADIUS OF 61.50 FEET, SUBTENDED BY A LONG CHORD HAVING A BEARING OF SOUTH 50 DEGREES 16 MINUTES 17 SECONDS EAST AND A LENGTH OF 20.74 FEET TO A POINT OF A NON-TANGENT CURVE; THENCE SOUTH 59 DEGREES 58 MINUTES 01 SECONDS EAST, A DISTANCE OF 51.51 FEET TO A POINT OF CURVE; THENCE SOUTHEASTERLY, 49.87 FEET ALONG AN ARC TO THE LEFT, HAVING A RADIUS OF 67.50 FEET, SUBTENDED BY A LONG CHORD HAVING A BEARING OF SOUTH 81 DEGREES 07 MINUTES 54 SECONDS EAST AND A LENGTH OF 48.74 FEET TO A POINT OF TANGENCY; THENCE NORTH 77 DEGREES 42 MINUTES 13 SECONDS EAST, A DISTANCE OF 77.05 FEET; THENCE NORTH 29 DEGREES 58 MINUTES 39 SECONDS EAST, A DISTANCE OF 0.58 FEET; THENCE SOUTH 60 DEGREES 01 MINUTES 21 SECONDS EAST, A DISTANCE OF 28.46 FEET; THENCE NORTH 29 DEGREES 58 MINUTES 39 SECONDS EAST, A DISTANCE OF 300.44 FEET; THENCE SOUTH 29 DEGREES 58 MINUTES 39 SECONDS WEST, A DISTANCE OF 52.47 FEET; THENCE NORTH 60 DEGREES 14 MINUTES 59 SECONDS WEST, A DISTANCE OF 18.67 FEET; THENCE SOUTH 29 DEGREES 45 MINUTES 01 SECONDS WEST, A DISTANCE OF 100.84 FEET TO THE POINT OF BEGINNING OF THE TRACT HEREIN DESCRIBED; THENCE NORTH 59 DEGREES 52 MINUTES 46 SECONDS WEST, A DISTANCE OF 194.42 FEET; THENCE SOUTH 29 DEGREES 45 MINUTES 01 SECONDS WEST, A DISTANCE OF 34.56 FEET; THENCE SOUTH 74 DEGREES 45 MINUTES 01 SECONDS WEST, A DISTANCE OF 15.25 FEET TO A POINT ON THE NORTHWESTERLY LINE OF PARCEL 29 AS DEPICTED ON THIS TAX DIVISION PLAT; THENCE SOUTH 29 DEGREES 58 MINUTES 39 SECONDS WEST, ALONG SAID NORTHWESTERLY LINE OF PARCEL 29, A DISTANCE OF 82.59 FEET; THENCE SOUTH 15 DEGREES 14 MINUTES 59 SECONDS EAST, A DISTANCE OF 82.59 FEET; THENCE NORTH 74 DEGREES 45 MINUTES 01 SECONDS EAST, A DISTANCE OF 67.03 FEET; THENCE NORTH 29 DEGREES 45 MINUTES 01 SECONDS EAST, A DISTANCE OF 93.93 FEET; THENCE SOUTH 60 DEGREES 14 MINUTES 59 SECONDS EAST, A DISTANCE OF 15.17 FEET; THENCE NORTH 29 DEGREES 45 MINUTES 01 SECONDS EAST, A DISTANCE OF 16.92 FEET TO THE POINT OF BEGINNING, .

PARCEL 31(**):
THAT PART OF LOT 1 IN RANDHURST CENTER RESUBDIVISION– NO. 1, BEING A RESUBDIVISION OF LOT ONE IN RANDHURST CENTER, BEING A SUBDIVISION OF PART OF THE SOUTHEAST 1/4 OF SECTION 27, TOWNSHIP 42 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT OF SAID RANDHURST CENTER RESUBDIVISION – NO. 1 RECORDED JULY 24, 1987 IN THE OFFICE OF THE RECORDER OF DEEDS OF COOK COUNTY, ILLINOIS AS DOCUMENT NO. 87408581 LYING ABOVE AN ELEVATION OF 691.55 AND BELOW AN ELEVATION OF 726.55 (NAVD 88 DATUM) MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE MOST WESTERLY SOUTHWEST CORNER OF ORIGINAL LOT 1 AFORESAID; THENCE NORTH 00 DEGREES 00 MINUTES 00 SECONDS EAST, ALONG THE WESTERLY LINE OF SAID LOT 1, A DISTANCE OF 360.59 FEET; THENCE NORTH 90 DEGREES 00 MINUTES 00 SECONDS EAST, A DISTANCE OF 188.76 FEET; THENCE NORTH 04 DEGREES 04 MINUTES 56 SECONDS WEST, A DISTANCE OF 39.92 FEET TO A POINT OF A NON-TANGENT CURVE; THENCE NORTHERLY AND NORTHEASTERLY, 22.66 FEET ALONG AN ARC TO THE RIGHT, HAVING A RADIUS OF 19.50 FEET, SUBTENDED BY A LONG CHORD HAVING A BEARING OF NORTH 29 DEGREES 12 MINUTES 18 SECONDS EAST AND A LENGTH OF 21.40 FEET TO A POINT OF REVERSE CURVE; THENCE NORTHEASTERLY, 30.22 FEET ALONG AN ARC TO THE LEFT, HAVING A RADIUS OF 325.11 FEET, SUBTENDED BY A LONG CHORD HAVING A BEARING OF NORTH 59 DEGREES 49 MINUTES 45 SECONDS EAST AND A LENGTH OF 30.21 FEET TO A POINT OF A NON-TANGENT CURVE; THENCE NORTHEASTERLY, 42.41 FEET ALONG AN ARC TO THE RIGHT, HAVING A RADIUS OF 294.91 FEET, SUBTENDED BY A LONG CHORD HAVING A BEARING OF NORTH 63 DEGREES 06 MINUTES 11 SECONDS EAST AND A LENGTH OF 37.50 FEET TO A POINT OF A NON-TANGENT CURVE; THENCE NORTH 34 DEGREES 51 MINUTES 03 SECONDS EAST, A DISTANCE OF 72.03 FEET TO A POINT OF A NON-TANGENT CURVE; THENCE NORTHEASTERLY, 154.45 FEET ALONG AN ARC TO THE LEFT, HAVING A RADIUS OF 422.95 FEET, SUBTENDED BY A LONG CHORD HAVING A BEARING OF NORTH 15 DEGREES 01 MINUTES 34 SECONDS EAST AND A LENGTH OF 153.59 FEET TO A POINT OF REVERSE CURVE; THENCE NORTHERLY AND NORTHEASTERLY, 33.81 FEET ALONG AN ARC TO THE RIGHT, HAVING A RADIUS OF 26.50 FEET, SUBTENDED BY A LONG CHORD HAVING A BEARING OF NORTH 41 DEGREES 06 MINUTES 54 SECONDS EAST AND A LENGTH OF 31.56 FEET TO A POINT OF TANGENCY; THENCE NORTH 77 DEGREES 39 MINUTES 56 SECONDS EAST, A DISTANCE OF 352.49 FEET TO A POINT OF CURVE; THENCE EASTERLY AND SOUTHEASTERLY, 12.40 FEET ALONG AN ARC TO THE RIGHT, HAVING A RADIUS OF 11.50 FEET, SUBTENDED BY A LONG CHORD HAVING A BEARING OF SOUTH 71 DEGREES 26 MINUTES 54 SECONDS EAST AND A LENGTH OF 11.81 FEET TO A POINT OF REVERSE CURVE; THENCE SOUTHEASTERLY, 20.84 FEET ALONG AN ARC TO THE LEFT, HAVING A RADIUS OF 61.50 FEET, SUBTENDED BY A LONG CHORD HAVING A BEARING OF SOUTH 50 DEGREES 16 MINUTES 17 SECONDS EAST AND A LENGTH OF 20.74 FEET TO A POINT OF A NON-TANGENT CURVE; THENCE SOUTH 59 DEGREES 58 MINUTES 01 SECONDS EAST, A DISTANCE OF 51.51 FEET TO A POINT OF CURVE; THENCE SOUTHEASTERLY, 49.87 FEET ALONG AN ARC TO THE LEFT, HAVING A RADIUS OF 67.50 FEET, SUBTENDED BY A LONG CHORD HAVING A BEARING OF SOUTH 81 DEGREES 07 MINUTES 54 SECONDS EAST AND A LENGTH OF 48.74 FEET TO A POINT OF TANGENCY; THENCE NORTH 77 DEGREES 42 MINUTES 13 SECONDS EAST, A DISTANCE OF 77.05 FEET; THENCE NORTH 29 DEGREES 58 MINUTES 39 SECONDS EAST, A DISTANCE OF 0.58 FEET; THENCE SOUTH 60 DEGREES 01 MINUTES 21 SECONDS EAST, A DISTANCE OF 28.46 FEET; THENCE NORTH 29 DEGREES 58 MINUTES 39 SECONDS EAST, A DISTANCE OF 1.94 FEET TO THE POINT OF BEGINNING OF THE TRACT HEREIN DESCRIBED; THENCE NORTH 29 DEGREES 58 MINUTES 39 SECONDS EAST, A DISTANCE OF 298.50 FEET; THENCE SOUTH 60 DEGREES 01 MINUTES 21 SECONDS EAST, A DISTANCE OF 26.50 FEET; THENCE NORTH 29 DEGREES 58 MINUTES 39 SECONDS EAST, A DISTANCE OF 161.50 FEET; THENCE NORTH 60 DEGREES 01 MINUTES 21 SECONDS WEST, A DISTANCE OF 165.50 FEET; THENCE SOUTH 29 DEGREES 58 MINUTES 39 SECONDS WEST, A DISTANCE OF 460.00 FEET; THENCE SOUTH 60 DEGREES 01 MINUTES 21 SECONDS EAST, A DISTANCE OF 139.00 FEET TO THE POINT OF BEGINNING,

THENCE SOUTHEASTERLY, 20.84 FEET ALONG AN ARC TO THE LEFT, HAVING A RADIUS OF 61.50 FEET, SUBTENDED BY A LONG CHORD HAVING A BEARING OF SOUTH 50 DEGREES 16 MINUTES 17 SECONDS EAST AND A LENGTH OF 20.74 FEET TO A POINT OF A NON-TANGENT CURVE; THENCE SOUTH 59 DEGREES 58 MINUTES 01 SECONDS EAST, A DISTANCE OF 51.51 FEET TO A POINT OF CURVE; THENCE SOUTHEASTERLY, 49.87 FEET ALONG AN ARC TO THE LEFT, HAVING A RADIUS OF 67.50 FEET, SUBTENDED BY A LONG CHORD HAVING A BEARING OF SOUTH 81 DEGREES 07 MINUTES 54 SECONDS EAST AND A LENGTH OF 48.74 FEET TO A POINT OF TANGENCY; THENCE NORTH 77 DEGREES 42 MINUTES 13 SECONDS EAST, A DISTANCE OF 77.05 FEET; THENCE NORTH 29 DEGREES 58 MINUTES 39 SECONDS EAST, A DISTANCE OF 0.58 FEET; THENCE SOUTH 60 DEGREES 01 MINUTES 21 SECONDS EAST, A DISTANCE OF 28.46 FEET; THENCE NORTH 29 DEGREES 58 MINUTES 39 SECONDS EAST, A DISTANCE OF 300.44 FEET; THENCE SOUTH 29 DEGREES 58 MINUTES 39 SECONDS WEST, A DISTANCE OF 52.47 FEET; THENCE NORTH 60 DEGREES 14 MINUTES 59 SECONDS WEST, A DISTANCE OF 18.67 FEET; THENCE SOUTH 29 DEGREES 45 MINUTES 01 SECONDS WEST, A DISTANCE OF 100.84 FEET TO THE POINT OF BEGINNING OF THE TRACT HEREIN DESCRIBED; THENCE NORTH 59 DEGREES 52 MINUTES 46 SECONDS WEST, A DISTANCE OF 194.42 FEET; THENCE SOUTH 29 DEGREES 45 MINUTES 01 SECONDS WEST, A DISTANCE OF 34.56 FEET; THENCE SOUTH 74 DEGREES 45 MINUTES 01 SECONDS WEST, A DISTANCE OF 15.25 FEET TO A POINT ON THE NORTHWESTERLY LINE OF PARCEL 29 AS DEPICTED ON THIS TAX DIVISION PLAT; THENCE SOUTH 29 DEGREES 58 MINUTES 39 SECONDS WEST, ALONG SAID NORTHWESTERLY LINE OF PARCEL 29, A DISTANCE OF 82.59 FEET; THENCE SOUTH 15 DEGREES 14 MINUTES 59 SECONDS EAST, A DISTANCE OF 82.59 FEET; THENCE NORTH 74 DEGREES 45 MINUTES 01 SECONDS EAST, A DISTANCE OF 67.03 FEET; THENCE NORTH 29 DEGREES 45 MINUTES 01 SECONDS EAST, A DISTANCE OF 93.93 FEET; THENCE SOUTH 60 DEGREES 14 MINUTES 59 SECONDS EAST, A DISTANCE OF 15.17 FEET; THENCE NORTH 29 DEGREES 45 MINUTES 01 SECONDS EAST, A DISTANCE OF 16.92 FEET TO THE POINT OF BEGINNING, .

PARCEL 32(**):
THAT PART OF LOT 1 IN RANDHURST CENTER RESUBDIVISION– NO. 1, BEING A RESUBDIVISION OF LOT ONE IN RANDHURST CENTER, BEING A SUBDIVISION OF PART OF THE SOUTHEAST 1/4 OF SECTION 27, TOWNSHIP 42 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT OF SAID RANDHURST CENTER RESUBDIVISION – NO. 1 RECORDED JULY 24, 1987 IN THE OFFICE OF THE RECORDER OF DEEDS OF COOK COUNTY, ILLINOIS AS DOCUMENT NO. 87408581 LYING ABOVE AN ELEVATION OF 726.55 AND BELOW AN ELEVATION OF 744.55 (NAVD 88 DATUM) MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE MOST WESTERLY SOUTHWEST CORNER OF ORIGINAL LOT 1 AFORESAID; THENCE NORTH 00 DEGREES 00 MINUTES 00 SECONDS EAST, ALONG THE WESTERLY LINE OF SAID LOT 1, A DISTANCE OF 360.59 FEET; THENCE NORTH 90 DEGREES 00 MINUTES 00 SECONDS EAST, A DISTANCE OF 188.76 FEET; THENCE NORTH 04 DEGREES 04 MINUTES 56 SECONDS WEST, A DISTANCE OF 39.92 FEET TO A POINT OF A NON-TANGENT CURVE; THENCE NORTHERLY AND NORTHEASTERLY, 22.66 FEET ALONG AN ARC TO THE RIGHT, HAVING A RADIUS OF 19.50 FEET, SUBTENDED BY A LONG CHORD HAVING A BEARING OF NORTH 29 DEGREES 12 MINUTES 18 SECONDS EAST AND A LENGTH OF 21.40 FEET TO A POINT OF REVERSE CURVE; THENCE NORTHEASTERLY, 30.22 FEET ALONG AN ARC TO THE LEFT, HAVING A RADIUS OF 325.11 FEET, SUBTENDED BY A LONG CHORD HAVING A BEARING OF NORTH 59 DEGREES 49 MINUTES 45 SECONDS EAST AND A LENGTH OF 30.21 FEET TO A POINT OF A NON-TANGENT CURVE; THENCE NORTHEASTERLY, 42.41 FEET ALONG AN ARC TO THE RIGHT, HAVING A RADIUS OF 294.91 FEET, SUBTENDED BY A LONG CHORD HAVING A BEARING OF NORTH 63 DEGREES 06 MINUTES 11 SECONDS EAST AND A LENGTH OF 37.50 FEET TO A POINT OF A NON-TANGENT CURVE; THENCE NORTH 34 DEGREES 51 MINUTES 03 SECONDS EAST, A DISTANCE OF 72.03 FEET TO A POINT OF A NON-TANGENT CURVE; THENCE NORTHEASTERLY, 154.45 FEET ALONG AN ARC TO THE LEFT, HAVING A RADIUS OF 422.95 FEET, SUBTENDED BY A LONG CHORD HAVING A BEARING OF NORTH 15 DEGREES 01 MINUTES 34 SECONDS EAST AND A LENGTH OF 153.59 FEET TO A POINT OF REVERSE CURVE; THENCE NORTHERLY AND NORTHEASTERLY, 33.81 FEET ALONG AN ARC TO THE RIGHT, HAVING A RADIUS OF 26.50 FEET, SUBTENDED BY A LONG CHORD HAVING A BEARING OF NORTH 41 DEGREES 06 MINUTES 54 SECONDS EAST AND A LENGTH OF 31.56 FEET TO A POINT OF TANGENCY; THENCE NORTH 77 DEGREES 39 MINUTES 56 SECONDS EAST, A DISTANCE OF 352.49 FEET TO A POINT OF CURVE; THENCE EASTERLY AND SOUTHEASTERLY, 12.40 FEET ALONG AN ARC TO THE RIGHT, HAVING A RADIUS OF 11.50 FEET, SUBTENDED BY A LONG CHORD HAVING A BEARING OF SOUTH 71 DEGREES 26 MINUTES 54 SECONDS EAST AND A LENGTH OF 11.81 FEET TO A POINT OF REVERSE CURVE; THENCE SOUTHEASTERLY, 20.84 FEET ALONG AN ARC TO THE LEFT, HAVING A RADIUS OF 61.50 FEET, SUBTENDED BY A LONG CHORD HAVING A BEARING OF SOUTH 50 DEGREES 16 MINUTES 17 SECONDS EAST AND A LENGTH OF 20.74 FEET TO A POINT OF A NON-TANGENT CURVE; THENCE SOUTH 59 DEGREES 58 MINUTES 01 SECONDS EAST, A DISTANCE OF 51.51 FEET TO A POINT OF CURVE; THENCE SOUTHEASTERLY, 49.87 FEET ALONG AN ARC TO THE LEFT, HAVING A RADIUS OF 67.50 FEET, SUBTENDED BY A LONG CHORD HAVING A BEARING OF SOUTH 81 DEGREES 07 MINUTES 54 SECONDS EAST AND A LENGTH OF 48.74 FEET TO A POINT OF TANGENCY; THENCE NORTH 77 DEGREES 42 MINUTES 13 SECONDS EAST, A DISTANCE OF 77.05 FEET; THENCE NORTH 29 DEGREES 58 MINUTES 39 SECONDS EAST, A DISTANCE OF 0.58 FEET; THENCE SOUTH 60 DEGREES 01 MINUTES 21 SECONDS EAST, A DISTANCE OF 28.46 FEET; THENCE NORTH 29 DEGREES 58 MINUTES 39 SECONDS EAST, A DISTANCE OF 1.94 FEET TO THE POINT OF BEGINNING OF THE TRACT HEREIN DESCRIBED; THENCE NORTH 29 DEGREES 58 MINUTES 39 SECONDS EAST, A DISTANCE OF 298.50 FEET; THENCE SOUTH 60 DEGREES 01 MINUTES 21 SECONDS EAST, A DISTANCE OF 26.50 FEET; THENCE NORTH 29 DEGREES 58 MINUTES 39 SECONDS EAST, A DISTANCE OF 161.50 FEET; THENCE NORTH 60 DEGREES 01 MINUTES 21 SECONDS WEST, A DISTANCE OF 165.50 FEET; THENCE SOUTH 29 DEGREES 58 MINUTES 39 SECONDS WEST, A DISTANCE OF 460.00 FEET; THENCE SOUTH 60 DEGREES 01 MINUTES 21 SECONDS EAST, A DISTANCE OF 139.00 FEET TO THE POINT OF BEGINNING,

THENCE SOUTHEASTERLY, 20.84 FEET ALONG AN ARC TO THE LEFT, HAVING A RADIUS OF 61.50 FEET, SUBTENDED BY A LONG CHORD HAVING A BEARING OF SOUTH 50 DEGREES 16 MINUTES 17 SECONDS EAST AND A LENGTH OF 20.74 FEET TO A POINT OF A NON-TANGENT CURVE; THENCE SOUTH 59 DEGREES 58 MINUTES 01 SECONDS EAST, A DISTANCE OF 51.51 FEET TO A POINT OF CURVE; THENCE SOUTHEASTERLY, 49.87 FEET ALONG AN ARC TO THE LEFT, HAVING A RADIUS OF 67.50 FEET, SUBTENDED BY A LONG CHORD HAVING A BEARING OF SOUTH 81 DEGREES 07 MINUTES 54 SECONDS EAST AND A LENGTH OF 48.74 FEET TO A POINT OF TANGENCY; THENCE NORTH 77 DEGREES 42 MINUTES 13 SECONDS EAST, A DISTANCE OF 77.05 FEET; THENCE NORTH 29 DEGREES 58 MINUTES 39 SECONDS EAST, A DISTANCE OF 0.58 FEET; THENCE SOUTH 60 DEGREES 01 MINUTES 21 SECONDS EAST, A DISTANCE OF 28.46 FEET; THENCE NORTH 29 DEGREES 58 MINUTES 39 SECONDS EAST, A DISTANCE OF 1.94 FEET TO THE POINT OF BEGINNING OF THE TRACT HEREIN DESCRIBED; THENCE NORTH 29 DEGREES 58 MINUTES 39 SECONDS WEST, A DISTANCE OF 298.50 FEET; THENCE SOUTH 60 DEGREES 01 MINUTES 21 SECONDS EAST, A DISTANCE OF 26.50 FEET; THENCE NORTH 29 DEGREES 58 MINUTES 39 SECONDS EAST, A DISTANCE OF 161.50 FEET; THENCE NORTH 60 DEGREES 01 MINUTES 21 SECONDS WEST, A DISTANCE OF 165.50 FEET; THENCE SOUTH 29 DEGREES 58 MINUTES 39 SECONDS WEST, A DISTANCE OF 460.00 FEET; THENCE SOUTH 60 DEGREES 01 MINUTES 21 SECONDS EAST, A DISTANCE OF 139.00 FEET TO THE POINT OF BEGINNING,

THENCE SOUTHEASTERLY, 20.84 FEET ALONG AN ARC TO THE LEFT, HAVING A RADIUS OF 61.50 FEET, SUBTENDED BY A LONG CHORD HAVING A BEARING OF SOUTH 50 DEGREES 16 MINUTES 17 SECONDS EAST AND A LENGTH OF 20.74 FEET TO A POINT OF A NON-TANGENT CURVE; THENCE SOUTH 59 DEGREES 58 MINUTES 01 SECONDS EAST, A DISTANCE OF 51.51 FEET TO A POINT OF CURVE; THENCE SOUTHEASTERLY, 49.87 FEET ALONG AN ARC TO THE LEFT, HAVING A RADIUS OF 67.50 FEET, SUBTENDED BY A LONG CHORD HAVING A BEARING OF SOUTH 81 DEGREES 07 MINUTES 54 SECONDS EAST AND A LENGTH OF 48.74 FEET TO A POINT OF TANGENCY; THENCE NORTH 77 DEGREES 42 MINUTES 13 SECONDS EAST, A DISTANCE OF 77.05 FEET; THENCE NORTH 29 DEGREES 58 MINUTES 39 SECONDS EAST, A DISTANCE OF 0.58 FEET; THENCE SOUTH 60 DEGREES 01 MINUTES 21 SECONDS EAST, A DISTANCE OF 28.46 FEET; THENCE NORTH 29 DEGREES 58 MINUTES 39 SECONDS EAST, A DISTANCE OF 1.94 FEET TO THE POINT OF BEGINNING OF THE TRACT HEREIN DESCRIBED; THENCE NORTH 29 DEGREES 58 MINUTES 39 SECONDS EAST, A DISTANCE OF 298.50 FEET; THENCE SOUTH 60 DEGREES 01 MINUTES 21 SECONDS EAST, A DISTANCE OF 26.50 FEET; THENCE NORTH 29 DEGREES 58 MINUTES 39 SECONDS EAST, A DISTANCE OF 161.50 FEET; THENCE NORTH 60 DEGREES 01 MINUTES 21 SECONDS WEST, A DISTANCE OF 165.50 FEET; THENCE SOUTH 29 DEGREES 58 MINUTES 39 SECONDS WEST, A DISTANCE OF 460.00 FEET; THENCE SOUTH 60 DEGREES 01 MINUTES 21 SECONDS EAST, A DISTANCE OF 139.00 FEET TO THE POINT OF BEGINNING,

PARCEL 5:
THAT PART OF LOT 1 IN RANDHURST CENTER NO. 1, BEING A RESUBDIVISION OF LOT ONE IN RANDHURST CENTER BEING A SUBDIVISION OF PART OF THE SOUTHEAST QUARTER OF SECTION 27, TOWNSHIP 42 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN ACCORDING TO THE PLAT RECORDED JULY 24, 1987 AS DOCUMENT 87408581, MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCING AT A POINT ON THE SOUTH LINE OF EUCLID AVENUE BEING THE MOST NORTHERLY NORTHEAST CORNER OF LOT 2; THENCE EASTERLY ALONG THE SOUTH LINE OF SAID EUCLID AVENUE 23.35 FEET TO THE POINT OF BEGINNING IN COOK COUNTY, ILLINOIS.
A RADIUS OF 24,505.35 FEET A DISTANCE OF 110.13 FEET; THENCE SOUTHWESTERLY ALONG A CURVED LINE CONVEX TO THE NORTHWEST HAVING A RADIUS OF 25.0 FEET A DISTANCE OF 39.78 FEET CHORD BEARING SOUTH 45 DEGREES 39 MINUTES 23 SECOND WEST 35.72 FEET; THENCE SOUTH 00 DEGREES 03 MINUTES 02 SECONDS WEST ALONG A LINE 60.0 FEET EAST OF AND PARALLEL WITH THE EAST LINE OF LOT 2, 85.0 FEET TO THE POINT OF BEGINNING; THENCE SOUTH 00 DEGREES 03 MINUTES 02 SECONDS WEST 224.07 FEET TO A POINT OF CURVE; THENCE SOUTHEASTERLY 219.90 FEET ALONG A CURVED LINE CONVEX TO SOUTHWEST HAVING A RADIUS OF 129.91 FEET CHORD BEARING SOUTH 44 DEGREES 58 MINUTES 29 SECOND EAST 197.96 FEET; THENCE EAST 18.28 FEET; THENCE NORTH 364.11 FEET; THENCE WEST 158.0 FEET TO THE POINT OF BEGINNING, IN COOK COUNTY, ILLINOIS.

PARCEL 6:

THAT PART OF LOT 1 IN RANDHURST CENTER NO. 1, BEING A RESUBDIVISION OF LOT ONE IN RANDHURST CENTER, BEING A SUBDIVISION OF PART OF THE SOUTHEAST QUARTER OF SECTION 27, TOWNSHIP 42 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN ACCORDING TO THE PLAT RECORDED JULY 24, 1987 AS DOCUMENT 87408581, MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTHEAST CORNER OF SAID LOT 1; THENCE NORTH 01 DEGREES 10 MINUTES 50 SECONDS WEST, ALONG AN ASSUMED BEARING BEING THE EAST LINE OF SAID LOT 1, A DISTANCE OF 920.44 FEET; THENCE SOUTH 89 DEGREES 49 MINUTES 10 SECONDS WEST, 55.00 FEET TO THE POINT OF BEGINNING; THENCE SOUTH 89 DEGREES 49 MINUTES 10 SECONDS WEST. 241.69 FEET TO A POINT OF CURVATURE; THENCE WESTERLY
10.53 FEET, ALONG THE ARC OF A TANGENT CIRCLE TO THE RIGHT, HAVING A RADIUS OF 20.00

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LEGAL DESCRIPTION CONT;

COMMENCING AT THE MOST WESTERLY SOUTHWEST CORNER OF ORIGINAL LOT 1 AFORESAID; THENCE NORTH 00 DEGREES 00 MINUTES 00 SECONDS EAST, ALONG THE WESTERLY LINE OF SAID LOT 1, A DISTANCE OF 360.59 FEET; THENCE NORTH 90 DEGREES 00 MINUTES 00 SECONDS EAST, A DISTANCE OF 188.76 FEET; THENCE NORTH 04 DEGREES 04 MINUTES 56 SECONDS WEST, A DISTANCE OF 39.92 FEET TO A POINT OF A NON-TANGENT CURVE; THENCE NORTHERLY AND NORTHEASTERLY, 22.66 FEET ALONG AN ARC TO THE RIGHT, HAVING A RADIUS OF 19.50 FEET, SUBTENDED BY A LONG CHORD HAVING A BEARING OF NORTH 29 DEGREES 12 MINUTES 18 SECONDS EAST AND A LENGTH OF 21.40 FEET TO A POINT OF REVERSE CURVE; THENCE NORTHEASTERLY, 30.22 FEET ALONG AN ARC TO THE LEFT, HAVING A RADIUS OF 325.11 FEET, SUBTENDED BY A LONG CHORD HAVING A BEARING OF NORTH 59 DEGREES 49 MINUTES 45 SECONDS EAST AND A LENGTH OF 30.21 FEET TO A POINT OF A NON-TANGENT CURVE; THENCE NORTH 56 DEGREES 27 MINUTES 15 SECONDS EAST, A DISTANCE OF 42.41 FEET TO A POINT OF A NON-TANGENT CURVE; THENCE NORTHEASTERLY, 37.52 FEET ALONG AN ARC TO THE LEFT, HAVING A RADIUS OF 294.91 FEET, SUBTENDED BY A LONG CHORD HAVING A BEARING OF NORTH 43 DEGREES 06 MINUTES 11 SECONDS EAST AND A LENGTH OF 37.50 FEET TO A POINT OF A NON-TANGENT CURVE; THENCE NORTH 34 DEGREES 51 MINUTES 03 SECONDS EAST, A DISTANCE OF 72.03 FEET TO A POINT OF A NON-TANGENT CURVE; THENCE NORTHEASTERLY, 154.45 FEET ALONG AN ARC TO THE LEFT, HAVING A RADIUS OF 422.95 FEET, SUBTENDED BY A LONG CHORD HAVING A BEARING OF NORTH 15 DEGREES 01 MINUTES 34 SECONDS EAST AND A LENGTH OF 153.59 FEET TO A POINT OF REVERSE CURVE; THENCE NORTHERLY AND NORTHEASTERLY, 33.81 FEET ALONG AN ARC TO THE RIGHT, HAVING A RADIUS OF 26.50 FEET, SUBTENDED BY A LONG CHORD HAVING A BEARING OF NORTH 41 DEGREES 06 MINUTES 54 SECONDS EAST AND A LENGTH OF 31.56 FEET TO A POINT OF TANGENCY; THENCE NORTH 77 DEGREES 39 MINUTES 56 SECONDS EAST, A DISTANCE OF 352.49 FEET TO A POINT OF CURVE; THENCE EASTERLY AND SOUTHEASTERLY, 12.40 FEET ALONG AN ARC TO THE RIGHT, HAVING A RADIUS OF 11.50 FEET, SUBTENDED BY A LONG CHORD HAVING A BEARING OF SOUTH 71 DEGREES 26 MINUTES 54 SECONDS EAST AND A LENGTH OF 11.81 FEET TO A POINT OF REVERSE CURVE; THENCE SOUTHEASTERLY, 20.84 FEET ALONG AN ARC TO THE LEFT, HAVING A RADIUS OF 61.50 FEET, SUBTENDED BY A LONG CHORD HAVING A BEARING OF SOUTH 50 DEGREES 16 MINUTES 17 SECONDS EAST AND A LENGTH OF 20.74 FEET TO A POINT OF A NON-TANGENT CURVE; THENCE SOUTH 59 DEGREES 58 MINUTES 01 SECONDS EAST, A DISTANCE OF 51.51 FEET TO A POINT OF CURVE; THENCE SOUTHEASTERLY, 49.87 FEET ALONG AN ARC TO THE LEFT, HAVING A RADIUS OF 67.50 FEET, SUBTENDED BY A LONG CHORD HAVING A BEARING OF SOUTH 81 DEGREES 07 MINUTES 54 SECONDS EAST AND A LENGTH OF 48.74 FEET TO A POINT OF TANGENCY; THENCE NORTH 77 DEGREES 42 MINUTES 13 SECONDS EAST, A DISTANCE OF 77.05 FEET; THENCE NORTH 29 DEGREES 58 MINUTES 39 SECONDS EAST, A DISTANCE OF 0.58 FEET; THENCE SOUTH 60 DEGREES 01 MINUTES 21 SECONDS EAST, A DISTANCE OF 28.46 FEET; THENCE NORTH 29 DEGREES 58 MINUTES 39 SECONDS EAST, A DISTANCE OF 1.94 FEET TO THE POINT OF BEGINNING OF THE TRACT HEREIN DESCRIBED; THENCE NORTH 29 DEGREES 58 MINUTES 39 SECONDS EAST, A DISTANCE OF 298.50 FEET; THENCE SOUTH 60 DEGREES 01 MINUTES 21 SECONDS EAST, A DISTANCE OF 26.50 FEET; THENCE NORTH 29 DEGREES 58 MINUTES 39 SECONDS EAST, A DISTANCE OF 161.50 FEET; THENCE NORTH 60 DEGREES 01 MINUTES 21 SECONDS WEST, A DISTANCE OF 165.50 FEET; THENCE SOUTH 29 DEGREES 58 MINUTES 39 SECONDS WEST, A DISTANCE OF 460.00 FEET; THENCE SOUTH 60 DEGREES 01 MINUTES 21 SECONDS EAST, A DISTANCE OF 139.00 FEET TO THE POINT OF BEGINNING,

PARCEL 30(**):
THAT PART OF LOT 1 IN RANDHURST CENTER RESUBDIVISION – NO. 1, BEING A RESUBDIVISION OF LOT ONE IN RANDHURST CENTER, BEING A SUBDIVISION OF PART OF THE SOUTHEAST 1/4 OF SECTION 27, TOWNSHIP 42 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT OF SAID RANDHURST CENTER RESUBDIVISION– NO. 1 RECORDED JULY 24, 1987 IN THE OFFICE OF THE RECORDER OF DEEDS OF COOK COUNTY, ILLINOIS AS DOCUMENT NO. 87408581 LYING ABOVE AN ELEVATION OF 670.55 AND BELOW AN ELEVATION OF 691.55 (NAVD 88 DATUM) MORE PARTICULARLY DESCRIBED AS FOLLOWS:
COMMENCING AT THE MOST WESTERLY SOUTHWEST CORNER OF ORIGINAL LOT 1 AFORESAID; THENCE NORTH 00 DEGREES 00 MINUTES 00 SECONDS EAST, ALONG THE WESTERLY LINE OF SAID LOT 1, A DISTANCE OF 360.59 FEET; THENCE NORTH 90 DEGREES 00 MINUTES 00 SECONDS EAST, A DISTANCE OF 188.76 FEET; THENCE NORTH 04 DEGREES 04 MINUTES 56 SECONDS WEST, A DISTANCE OF 39.92 FEET TO A POINT OF A NON-TANGENT CURVE; THENCE NORTHERLY AND NORTHEASTERLY, 22.66 FEET ALONG AN ARC TO THE RIGHT, HAVING A RADIUS OF 19.50 FEET, SUBTENDED BY A LONG CHORD HAVING A BEARING OF NORTH 29 DEGREES 12 MINUTES 18 SECONDS EAST AND A LENGTH OF 21.40 FEET TO A POINT OF REVERSE CURVE; THENCE NORTHEASTERLY, 30.22 FEET ALONG AN ARC TO THE LEFT, HAVING A RADIUS OF 325.11 FEET, SUBTENDED BY A LONG CHORD HAVING A BEARING OF NORTH 59 DEGREES 49 MINUTES 45 SECONDS EAST AND A LENGTH OF 30.21 FEET TO A POINT OF A NON-TANGENT CURVE; THENCE NORTH 56 DEGREES 27 MINUTES 15 SECONDS EAST, A DISTANCE OF 42.41 FEET TO A POINT OF A NON-TANGENT CURVE; THENCE NORTHEASTERLY, 37.52 FEET ALONG AN ARC TO THE LEFT, HAVING A RADIUS OF 294.91 FEET, SUBTENDED BY A LONG CHORD HAVING A BEARING OF NORTH 43 DEGREES 06 MINUTES 11 SECONDS EAST AND A LENGTH OF 37.50 FEET TO A POINT OF A NON-TANGENT CURVE; THENCE NORTH 34 DEGREES 51 MINUTES 03 SECONDS EAST, A DISTANCE OF 72.03 FEET TO A POINT OF A NON-TANGENT CURVE; THENCE NORTHEASTERLY, 154.45 FEET ALONG AN ARC TO THE LEFT, HAVING A RADIUS OF 422.95 FEET, SUBTENDED BY A LONG CHORD HAVING A BEARING OF NORTH 15 DEGREES 01 MINUTES 34 SECONDS EAST AND A LENGTH OF 153.59 FEET TO A POINT OF REVERSE CURVE; THENCE NORTHERLY AND NORTHEASTERLY, 33.81 FEET ALONG AN ARC TO THE RIGHT, HAVING A RADIUS OF 26.50 FEET, SUBTENDED BY A LONG CHORD HAVING A BEARING OF NORTH 41 DEGREES 06 MINUTES 54 SECONDS EAST AND A LENGTH OF 31.56 FEET TO A POINT OF TANGENCY; THENCE NORTH 77 DEGREES 39 MINUTES 56 SECONDS EAST, A DISTANCE OF 352.49 FEET TO A POINT OF CURVE; THENCE EASTERLY AND SOUTHEASTERLY, 12.40 FEET ALONG AN ARC TO THE RIGHT, HAVING A RADIUS OF 11.50 FEET, SUBTENDED BY A LONG CHORD HAVING A BEARING OF SOUTH 71 DEGREES 26 MINUTES 54 SECONDS EAST AND A LENGTH OF 11.81 FEET TO A POINT OF REVERSE CURVE; THENCE SOUTHEASTERLY, 20.84 FEET ALONG AN ARC TO THE LEFT, HAVING A RADIUS OF 61.50 FEET, SUBTENDED BY A LONG CHORD HAVING A BEARING OF SOUTH 50 DEGREES 16 MINUTES 17 SECONDS EAST AND A LENGTH OF 20.74 FEET TO A POINT OF A NON-TANGENT CURVE; THENCE SOUTH 59 DEGREES 58 MINUTES 01 SECONDS EAST, A DISTANCE OF 51.51 FEET TO A POINT OF CURVE; THENCE SOUTHEASTERLY, 49.87 FEET ALONG AN ARC TO THE LEFT, HAVING A RADIUS OF 67.50 FEET, SUBTENDED BY A LONG CHORD HAVING A BEARING OF SOUTH 81 DEGREES 07 MINUTES 54 SECONDS EAST AND A LENGTH OF 48.74 FEET TO A POINT OF TANGENCY; THENCE NORTH 77 DEGREES 42 MINUTES 13 SECONDS EAST, A DISTANCE OF 77.05 FEET; THENCE NORTH 29 DEGREES 58 MINUTES 39 SECONDS EAST, A DISTANCE OF 0.58 FEET; THENCE SOUTH 60 DEGREES 01 MINUTES 21 SECONDS EAST, A DISTANCE OF 28.46 FEET; THENCE NORTH 29 DEGREES 58 MINUTES 39 SECONDS EAST, A DISTANCE OF 134.03 FEET; THENCE NORTH 60 DEGREES 01 MINUTES 21 SECONDS WEST, A DISTANCE OF 65.45 FEET TO THE POINT OF BEGINNING OF THE TRACT HEREIN DESCRIBED; THENCE SOUTH 15 DEGREES 14 MINUTES 59 SECONDS EAST, A DISTANCE OF 50.33 FEET; THENCE SOUTH 29 DEGREES 45 MINUTES 01 SECONDS WEST, A DISTANCE OF 26.43 FEET; THENCE SOUTH 74 DEGREES 45 MINUTES 01 SECONDS WEST, A DISTANCE OF 51.65 FEET; THENCE NORTH 15 DEGREES 14 MINUTES 59 SECONDS WEST, A DISTANCE OF 88.52 FEET; THENCE NORTH 29 DEGREES 45 MINUTES 01 SECONDS EAST, A DISTANCE OF 244.70 FEET; THENCE NORTH 44 DEGREES 45 MINUTES 01 SECONDS EAST, A DISTANCE OF 81.50 FEET; THENCE SOUTH 45 DEGREES 14 MINUTES 59 SECONDS EAST, A DISTANCE OF 69.44 FEET; THENCE SOUTH 44 DEGREES 45 MINUTES 01 SECONDS WEST, A DISTANCE OF 66.77 FEET; THENCE SOUTH 29 DEGREES 45 MINUTES 01 SECONDS WEST, A DISTANCE OF 122.87 FEET; THENCE NORTH 60 DEGREES 14 MINUTES 59 SECONDS WEST, A DISTANCE OF 7.36 FEET; THENCE SOUTH 29 DEGREES 45 MINUTES 01 SECONDS WEST, A DISTANCE OF 82.13 FEET TO THE POINT OF BEGINNING, CONTAINING 0.590 ACRES, MORE OR LESS.

PARCEL 31(**):
THAT PART OF LOT 1 IN RANDHURST CENTER RESUBDIVISION– NO. 1, BEING A RESUBDIVISION OF LOT ONE IN RANDHURST CENTER, BEING A SUBDIVISION OF PART OF THE SOUTHEAST 1/4 OF SECTION 27, TOWNSHIP 42 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT OF SAID RANDHURST CENTER RESUBDIVISION – NO. 1 RECORDED JULY 24, 1987 IN THE OFFICE OF THE RECORDER OF DEEDS OF COOK COUNTY, ILLINOIS AS DOCUMENT NO. 87408581 LYING ABOVE AN ELEVATION OF 691.55 AND BELOW AN ELEVATION OF 726.55 (NAVD 88 DATUM) MORE PARTICULARLY DESCRIBED AS FOLLOWS:
COMMENCING AT THE MOST WESTERLY SOUTHWEST CORNER OF ORIGINAL LOT 1 AFORESAID; THENCE NORTH 00 DEGREES 00 MINUTES 00 SECONDS EAST, ALONG THE WESTERLY LINE OF SAID LOT 1, A DISTANCE OF 360.59 FEET; THENCE NORTH 90 DEGREES 00 MINUTES 00 SECONDS EAST, A DISTANCE OF 188.76 FEET; THENCE NORTH 04 DEGREES 04 MINUTES 56 SECONDS WEST, A DISTANCE OF 39.92 FEET TO A POINT OF A NON-TANGENT CURVE; THENCE NORTHERLY AND NORTHEASTERLY, 22.66 FEET ALONG AN ARC TO THE RIGHT, HAVING A RADIUS OF 19.50 FEET, SUBTENDED BY A LONG CHORD HAVING A BEARING OF NORTH 29 DEGREES 12 MINUTES 18 SECONDS EAST AND A LENGTH OF 21.40 FEET TO A POINT OF REVERSE CURVE; THENCE NORTHEASTERLY, 30.22 FEET ALONG AN ARC TO THE LEFT, HAVING A RADIUS OF 325.11 FEET, SUBTENDED BY A LONG CHORD HAVING A BEARING OF NORTH 59 DEGREES 49 MINUTES 45 SECONDS EAST AND A LENGTH OF 30.21 FEET TO A POINT OF A NON-TANGENT CURVE; THENCE NORTH 56 DEGREES 27 MINUTES 15 SECONDS EAST, A DISTANCE OF 42.41 FEET TO A POINT OF A NON-TANGENT CURVE; THENCE NORTHEASTERLY, 37.52 FEET ALONG AN ARC TO THE LEFT, HAVING A RADIUS OF 294.91 FEET, SUBTENDED BY A LONG CHORD HAVING A BEARING OF NORTH 43 DEGREES 06 MINUTES 11 SECONDS EAST AND A LENGTH OF 37.50 FEET TO A POINT OF A NON-TANGENT CURVE; THENCE NORTH 34 DEGREES 51 MINUTES 03 SECONDS EAST, A DISTANCE OF 72.03 FEET TO A POINT OF A NON-TANGENT CURVE; THENCE NORTHEASTERLY, 154.45 FEET ALONG AN ARC TO THE LEFT, HAVING A RADIUS OF 422.95 FEET, SUBTENDED BY A LONG CHORD HAVING A BEARING OF NORTH 15 DEGREES 01 MINUTES 34 SECONDS EAST AND A LENGTH OF 153.59 FEET TO A POINT OF REVERSE CURVE; THENCE NORTHERLY AND NORTHEASTERLY, 33.81 FEET ALONG AN ARC TO THE RIGHT, HAVING A RADIUS OF 26.50 FEET, SUBTENDED BY A LONG CHORD HAVING A BEARING OF NORTH 41 DEGREES 06 MINUTES 54 SECONDS EAST AND A LENGTH OF 31.56 FEET TO A POINT OF TANGENCY; THENCE NORTH 77 DEGREES 39 MINUTES 56 SECONDS EAST, A DISTANCE OF 352.49 FEET TO A POINT OF CURVE; THENCE EASTERLY AND SOUTHEASTERLY, 12.40 FEET ALONG AN ARC TO THE RIGHT, HAVING A RADIUS OF 11.50 FEET, SUBTENDED BY A LONG CHORD HAVING A BEARING OF SOUTH 71 DEGREES 26 MINUTES 54 SECONDS EAST AND A LENGTH OF 11.81 FEET TO A POINT OF REVERSE CURVE; THENCE SOUTHEASTERLY, 20.84 FEET ALONG AN ARC TO THE LEFT, HAVING A RADIUS OF 61.50 FEET, SUBTENDED BY A LONG CHORD HAVING A BEARING OF SOUTH 50 DEGREES 16 MINUTES 17 SECONDS EAST AND A LENGTH OF 20.74 FEET TO A POINT OF A NON-TANGENT CURVE; THENCE SOUTH 59 DEGREES 58 MINUTES 01 SECONDS EAST, A DISTANCE OF 51.51 FEET TO A POINT OF CURVE; THENCE SOUTHEASTERLY, 49.87 FEET ALONG AN ARC TO THE LEFT, HAVING A RADIUS OF 67.50 FEET, SUBTENDED BY A LONG CHORD HAVING A BEARING OF SOUTH 81 DEGREES 07 MINUTES 54 SECONDS EAST AND A LENGTH OF 48.74 FEET TO A POINT OF TANGENCY; THENCE NORTH 77 DEGREES 42 MINUTES 13 SECONDS EAST, A DISTANCE OF 77.05 FEET; THENCE NORTH 29 DEGREES 58 MINUTES 39 SECONDS EAST, A DISTANCE OF 0.58 FEET; THENCE SOUTH 60 DEGREES 01 MINUTES 21 SECONDS EAST, A DISTANCE OF 28.46 FEET; THENCE NORTH 29 DEGREES 58 MINUTES 39 SECONDS EAST, A DISTANCE OF 134.03 FEET; THENCE NORTH 60 DEGREES 01 MINUTES 21 SECONDS WEST, A DISTANCE OF 65.45 FEET TO THE POINT OF BEGINNING OF THE TRACT HEREIN DESCRIBED; THENCE SOUTH 15 DEGREES 14 MINUTES 59 SECONDS EAST, A DISTANCE OF 50.33 FEET; THENCE SOUTH 29 DEGREES 45 MINUTES 01 SECONDS WEST, A DISTANCE OF 26.43 FEET; THENCE SOUTH 74 DEGREES 45 MINUTES 01 SECONDS WEST, A DISTANCE OF 51.65 FEET; THENCE NORTH 15 DEGREES 14 MINUTES 59 SECONDS WEST, A DISTANCE OF 88.52 FEET; THENCE NORTH 29 DEGREES 45 MINUTES 01 SECONDS EAST, A DISTANCE OF 37.51 FEET; THENCE SOUTH 60 DEGREES 14 MINUTES 59 SECONDS EAST, A DISTANCE OF 61.96 FEET; THENCE SOUTH 15 DEGREES 14 MINUTES 59 SECONDS EAST, A DISTANCE OF 2.21 FEET TO THE POINT OF BEGINNING.

(ASSURANCE NOTE: THE PROPERTY SHOWN HEREON IS BASED UPON THE TITLE COMMITMENT AS PREPARED BY CHICAGO TITLE INSURANCE COMPANY, COMMITMENT NO. CCH1240220221, WITH AN EFFECTIVE DATE OF MAY 17, 2024, BEING THE SAME PROPERTY AS SURVEYED. THE LEGAL DESCRIPTION CONTAINED IN CHICAGO TITLE COMMITMENT NO. CCH2402202J AND THE "AS SURVEYED" LEGAL DESCRIPTION IS THE SAME WITHOUT ANY GAPS OR GORES).

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EXCEPTION DIMENSIONS

LOT 5, RANDHURST SUBDIVISION NO. 2 (PARCEL 5 PER TITLE)
AREA=53,342 SQ. FT., 1.225 AC.

"F"–N00° 02' 42"W 224.37'(S)
N00° 03' 45"W 224.07'(R)

"G"–R=139.91'(R/S)
L=197.96'(R) 197.66'(S)
CB=S44°57'54"E(R), S44°59'13"E(S)
LC=242.76'(R/S)

"H"–N89° 55' 44"W 18.39'(S)
N89° 56' 47"W 18.28'(R)

"I"–S00° 02' 52"E 364.11'(S)
S00° 03' 55"E 364.11'(R)

"J"–S89° 58' 08"E 158.00'(S)
S89° 59' 11"E 158.00'(R)

"K"–S0° 02' 53"E 106.57'(S)

EXCEPTION DIMENSIONS

LOT 6, RANDHURST SUBDIVISION NO. 2 (PARCEL 6 PER TITLE)
AREA=50,382 SQ. FT., 1.157 AC.

"L"–S89° 49' 10"W 59.00'(S)
S89° 48' 53"W 59.00'(R)

"M"–S89° 48' 53"W 241.68'(S)
S89° 49' 10"W 241.69'(R)

"N"–R=20.00'(R/S)
L=10.53'(R/S)
CB=N75°06'00"W(R), N75°06'17"W(S)
LC=10.41'(R/S)

"O"–N60° 01' 27"W 43.77'(S)
N60° 01' 10"W 43.77'(R)

"P"–N29° 58' 33"E 203.96'(S)
N29° 58' 50"E 203.96'(R)

"Q"–R=20.00'(R/S)
L=20.89'(R/S)
CB=N59°54'00"E(R), N59°53'43"E(S)
LC=19.95'(R/S)

"R"–S89° 48' 53"E 149.81'(S)
N89° 49' 10"E 149.81'(R)

"S"–R=20.00'(R/S)
L=31.42'(R/S)
CB=S45°10'50"E(R), S45°11'07"E(S)
LC=28.28'(R/S)

"T"–S89° 11' 07"E 191.00'(S)
S00° 10' 50"E 191.00'(R)

EXCEPTION DIMENSIONS

LOT 7, RANDHURST SUBDIVISION NO. 2 (PARCEL 6 PER TITLE)
AREA=50,382 SQ. FT., 1.157 AC.

"L"–S89° 49' 10"W 59.00'(S)
S89° 48' 53"W 59.00'(R)

"M"–S89° 48' 53"W 241.68'(S)
S89° 49' 10"W 241.69'(R)

"N"–R=20.00'(R/S)
L=10.53'(R/S)
CB=N75°06'00"W(R), N75°06'17"W(S)
LC=10.41'(R/S)

"O"–N60° 01' 27"W 43.77'(S)
N60° 01' 10"W 43.77'(R)

"Z"–S00° 10' 05"E 220.50'(R)
S00° 11' 07"E 220.00'(S)

"AA"–R=7.50'(R/S)
L=11.78'(R/S)
CB=S44°49'10"W(R), S44°48'53"W(S)
LC=10.61'(R/S)

"BB"–S89° 48' 53"W 358.95'(S)
S89° 49' 10"W 358.95'(R)

"CC"–R=20.00'(R/S)
L=10.46'(R/S)
CB=N75°11'38"W(R), N75°11'55"W(S)
LC=10.34'(R/S)

"DD"–N60° 12' 43"W 29.40'(S)
N60° 12' 26"W 29.65'(R)

"EE"–R=15.00'(R/S)
L=23.56'(R/S)
CB=N15°12'26"W(R), N15°12'43"W(S)
LC=21.21'(R/S)

"FF"–N29° 47' 17"E 94.21'(S)
N29° 47' 34"E 94.63'(R)

"GG"–N23° 17' 16"E 47.31'(S)
N23° 17' 33"E 47.31'(R)

"HH"–N29° 58' 33"E 103.34'(S)
N29° 58' 50"E 103.34'(R)

EXCEPTION DIMENSIONS

LOT 8, RANDHURST SUBDIVISION NO. 2 (PARCEL 8 PER TITLE)
AREA=48,029 SQ. FT., 1.103 AC.

"U"–N00° 01' 45"W 291.36'(S)
N00° 02' 15"E 291.15'(R)

"V"–S89° 56' 18"E 135.52'(S)
S89° 57' 45"E 135.50'(R)

"W"–R=30.00'(R/S)
L=47.12'(R), 47.11'(S)
CB=S44°59''25"E(R), S45°02'33"E(S)
LC=42.42'(R/S)

"X"–S00° 03' 22"E 261.18'(S)
S00° 00' 38"W 261.17'(R)

"Y"–N89° 58' 10"W 165.64'(S)
N89° 57' 27"W 165.64'(R)

EXCEPTION DIMENSIONS

LOT 9, RANDHURST SUBDIVISION NO. 2 (PARCEL 9 PER TITLE)
AREA=65,542 SQ. FT., 1.500 AC.

"U"–N00° 01' 45"W 291.36'(S)
N00° 02' 15"E 291.15'(R)

EXCEPTION DIMENSIONS

LOT 10, RANDHURST SUBDIVISION NO. 2 (PARCEL 10 PER TITLE)
AREA=82,553 SQ. FT., 1.895 AC.

"D"–S05° 19' 59"E 160.96'(S)
S05° 15' 59"E 160.96'(R)

"E"–S43° 03' 59"E 17.95'(S)
S42° 59' 59"E 17.95'(R)

EXCEPTION DIMENSIONS

LOT 11, RANDHURST SUBDIVISION NO. 2 (PARCEL 11 PER TITLE)
AREA=32,330 SQ. FT., 0.742 AC.

"A"–S74° 44' 21"W 220.06'(S)
N74° 48' 21"E 220.06'(R)

"B"–R=282.20'(R/S)
L=250.94'(R/S)
CB=N23°20'42"E(R), S23°17'13"W(S)
LC=242.76'(R/S)

"C"–S84° 40' 01"W 89.50'(S)
S84° 44' 01"W 89.50'(R)

"D"–S05° 19' 59"E 160.96'(S)
S05° 15' 59"E 160.96'(R)

"E"–S43° 03' 59"E 17.95'(S)
S42° 59' 59"E 17.95'(R)

EXCEPTION DIMENSIONS

LOT 12, RANDHURST SUBDIVISION NO. 2 (PARCEL 12 PER TITLE)
AREA=41,405 SQ. FT., 0.951 AC.

"QQ"–N89° 53' 32"E 20.51'(S)
N89° 52' 44"E 20.51'(R)

"RR"–S16° 06' 45"E 23.06'(S)
S16° 07' 33"E 23.06'(R)

"SS"–S00° 06' 28"E 122.51'(S)
S00° 07' 16"E 122.51'(R)

"TT"–S12° 24' 16"E 111.25'(S)
S12° 25' 04"E 111.25'(R)

PARCEL A

"II"–R=25.00'(R/S)
L=10.46'(R/S)
CB=N75°11'38"W(R), N75°11'55"W(S)
LC=10.34'(R/S)

"KK"–R=225.00'(R/S)
L=207.25'(R/S)
CB=N85°47'01"E(R), N85°48'31"E(S)
LC=200.00'(R/S)

"JJ"–R=20.00'(R/S)
L=39.20'(R/S)
CB=S56°01'32"W(R), S56°02'47"W(S)
LC=33.22'(R/S)

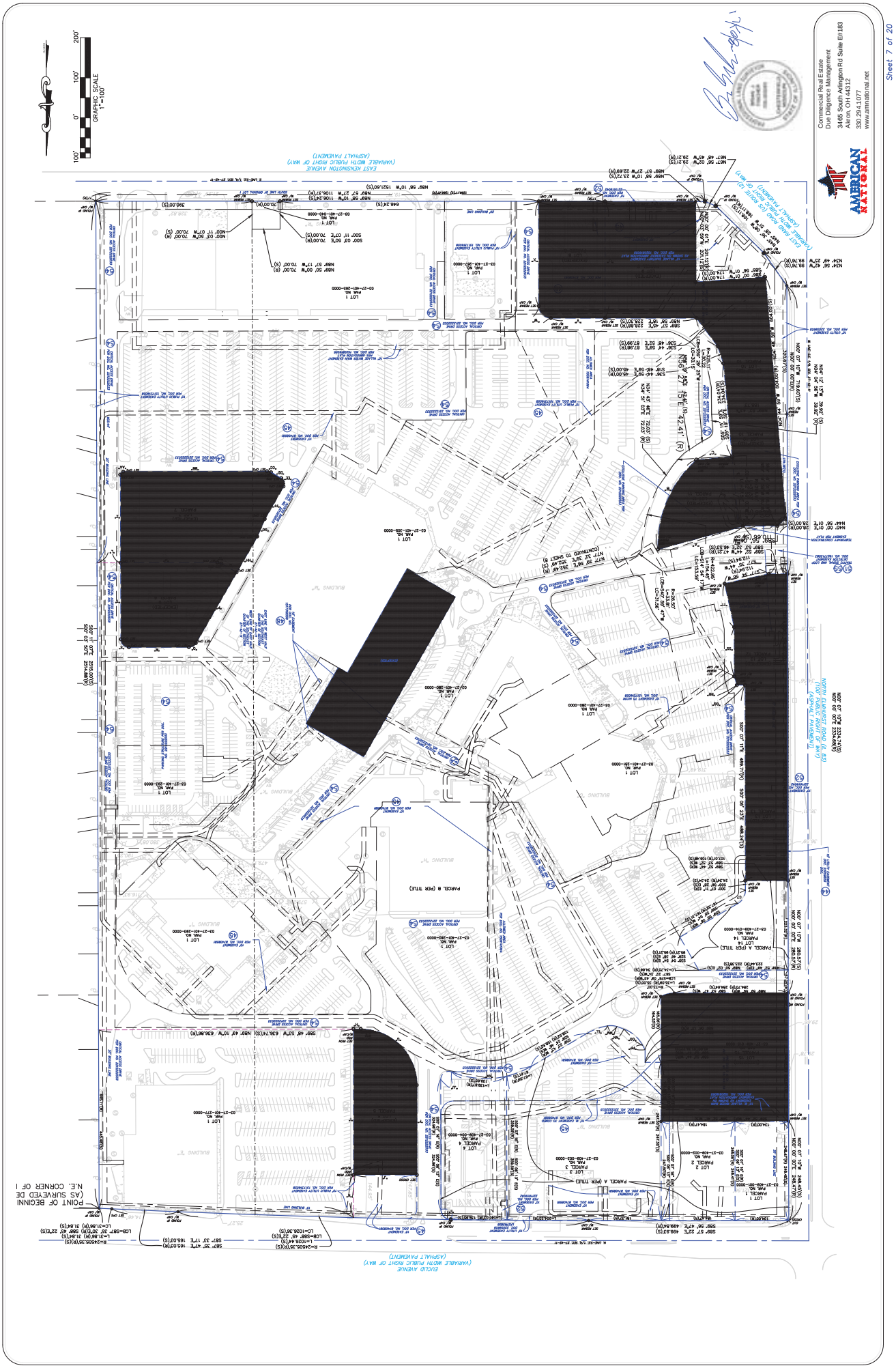
"LL"–R=162.00'(R/S)
L=57.27'(R/S)
CB=S69°31'21"W(R), S69°32'23"W(S)
LC=56.97'(R/S)

"MM"–R=45.00'(R/S)
L=23.58'(R/S)
CB=N75°11'38"W(R), N75°11'55"W(S)
LC=10.34'(R/S)

"NN"–N70° 18' 55"W 18.41'(S)
N70° 19' 58"W 18.41'(R)

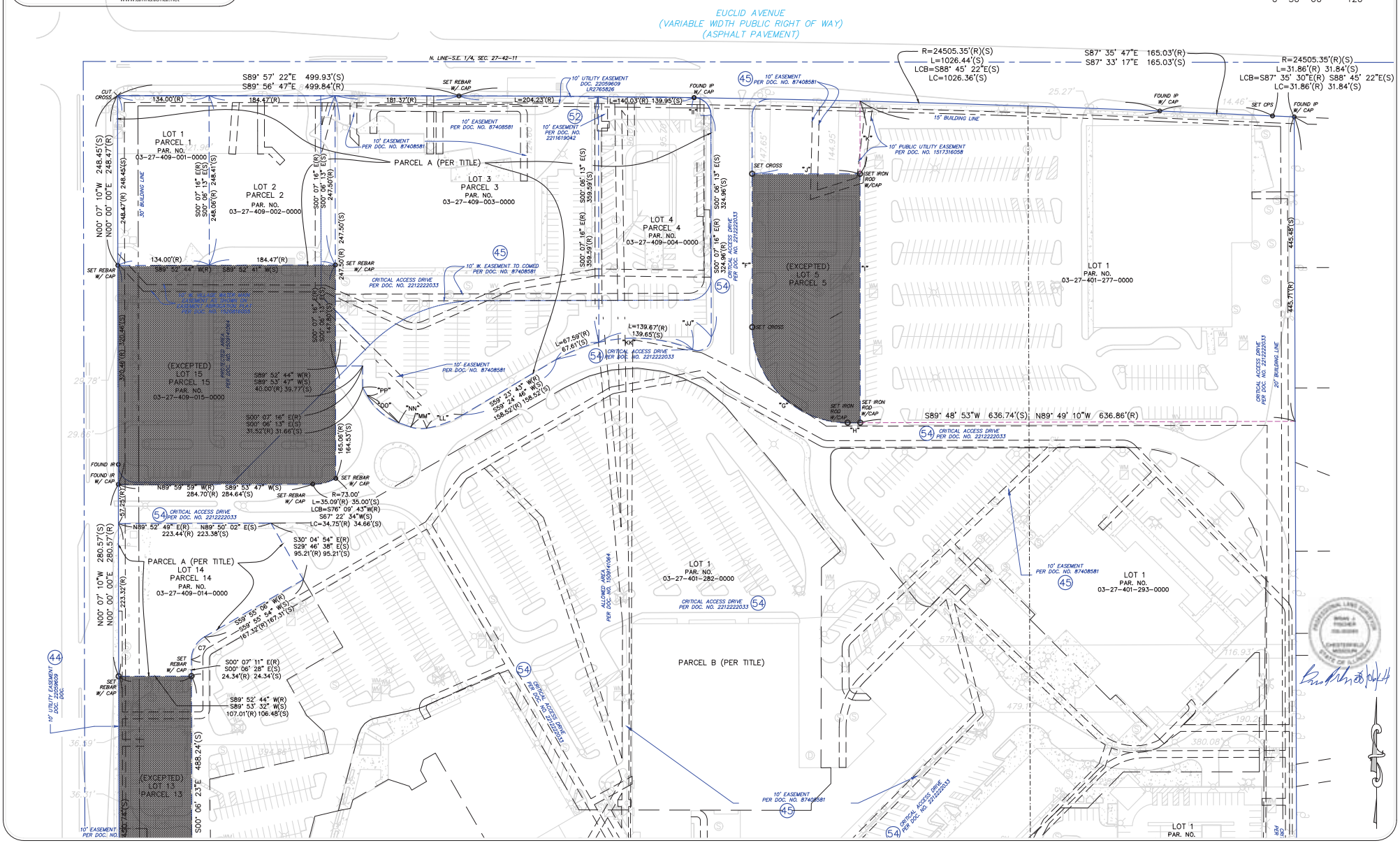
"OO"–R=85.00'(R/S)
L=62.88'(R/S)
CB=N49°08'20"W(R), N49°07'18"W(S)
LC=61.46'(R/S)

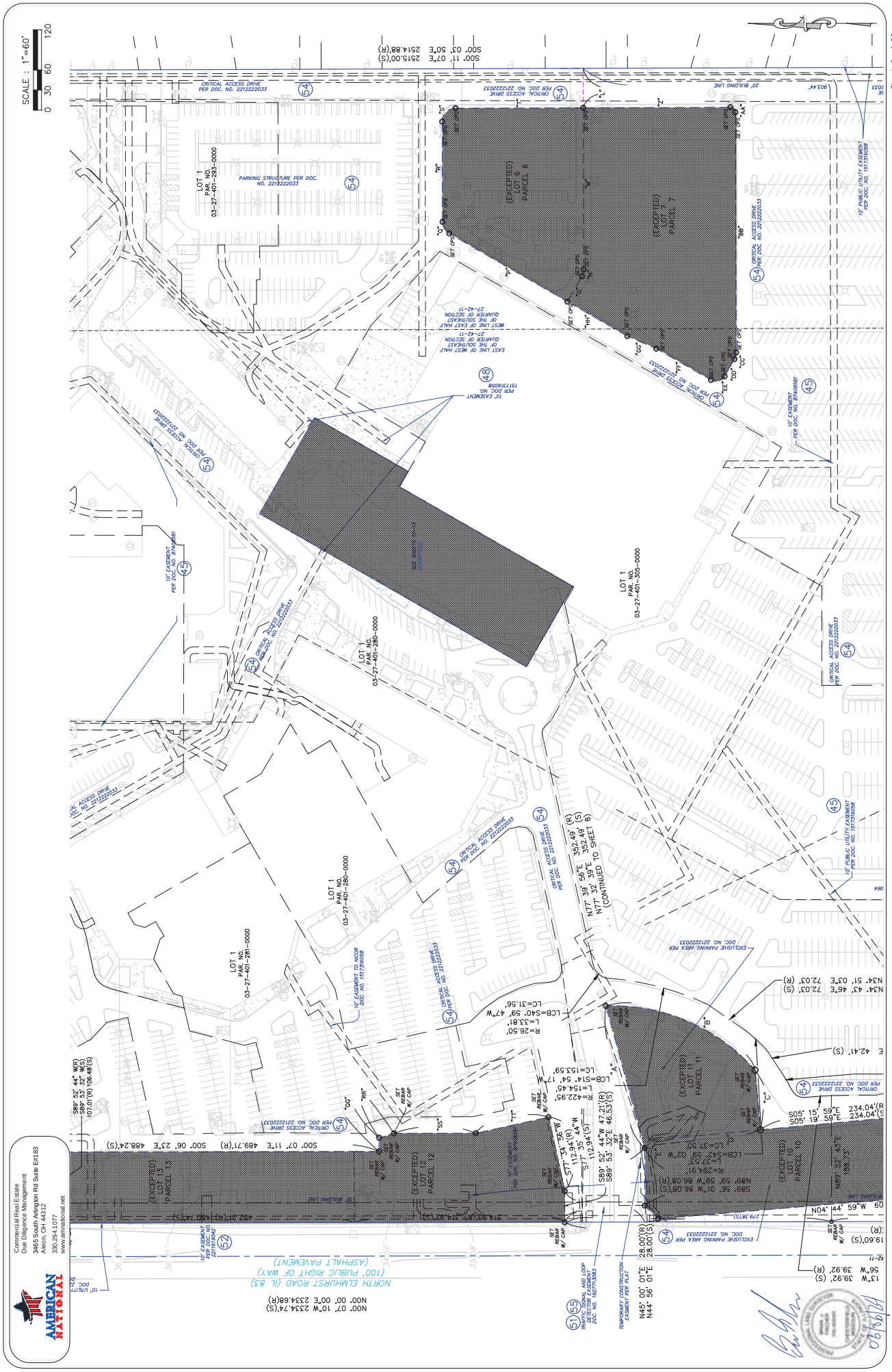
"PP"–N29° 35' 21"W 12.43'(S)
N27° 56' 23"W 13.16'(R)

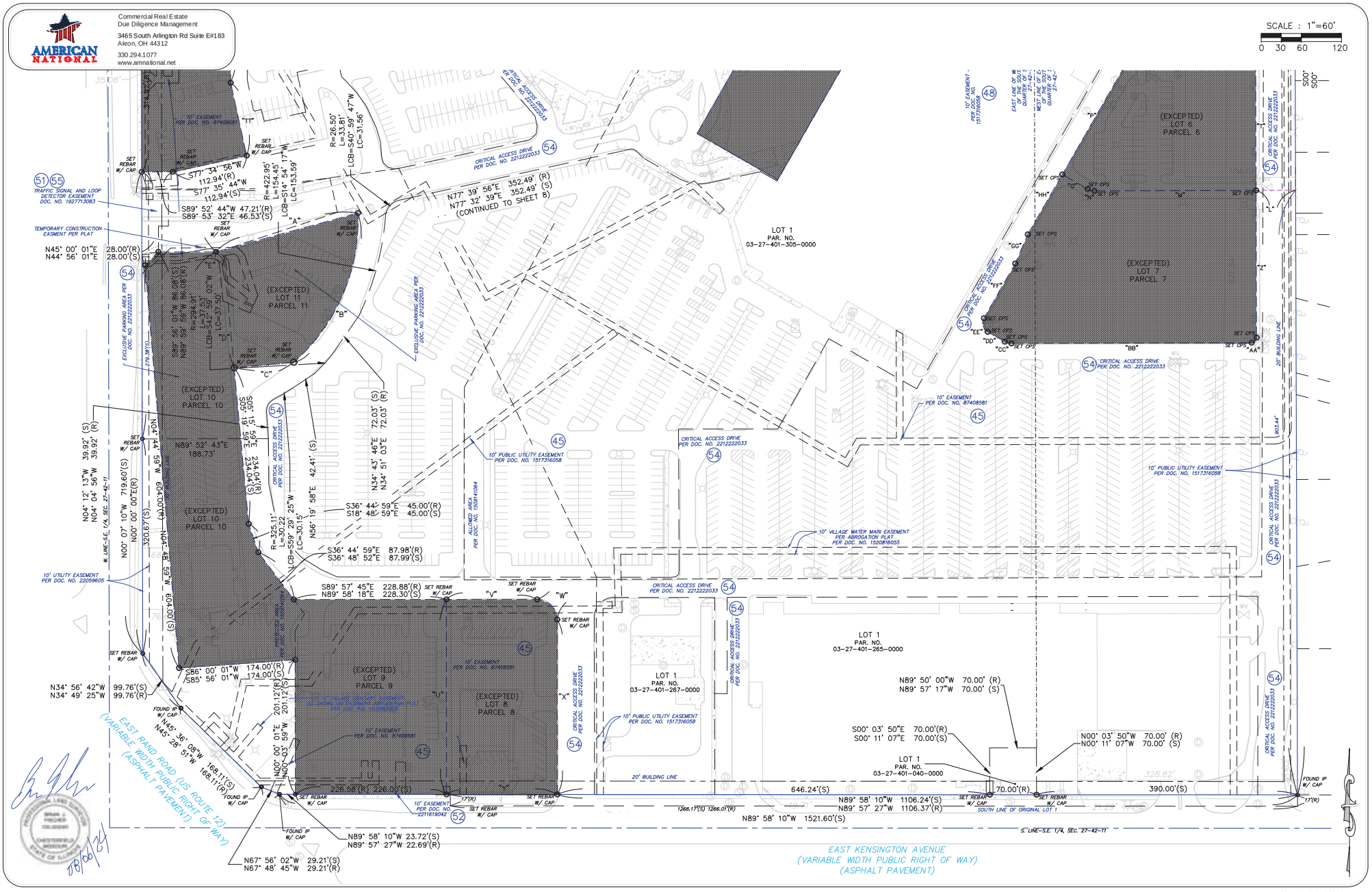

GRAPHIC SCALE
1" = 100'
200'
100'
0'
100'
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Sheet 7 of 20
EAST EXCHANGE AVENUE
(VARIABLE WIDTH PUBLIC RIGHT OF WAY)
(ASPHALT PAVEMENT)
EAST PARK BLVD
(VARIABLE WIDTH PUBLIC RIGHT OF WAY)
(ASPHALT PAVEMENT)
NORTH ELMHURST ROAD (N. 83)
(100' PUBLIC RIGHT OF WAY)
(ASPHALT PAVEMENT)
EUCLID AVENUE
(VARIABLE WIDTH PUBLIC RIGHT OF WAY)
(ASPHALT PAVEMENT)
POINT OF BEGINNI
(AS SURVEYED DE
N.E. CORNER OF I
PARCEL B (PER TITLE)
PARCEL A (PER TITLE)

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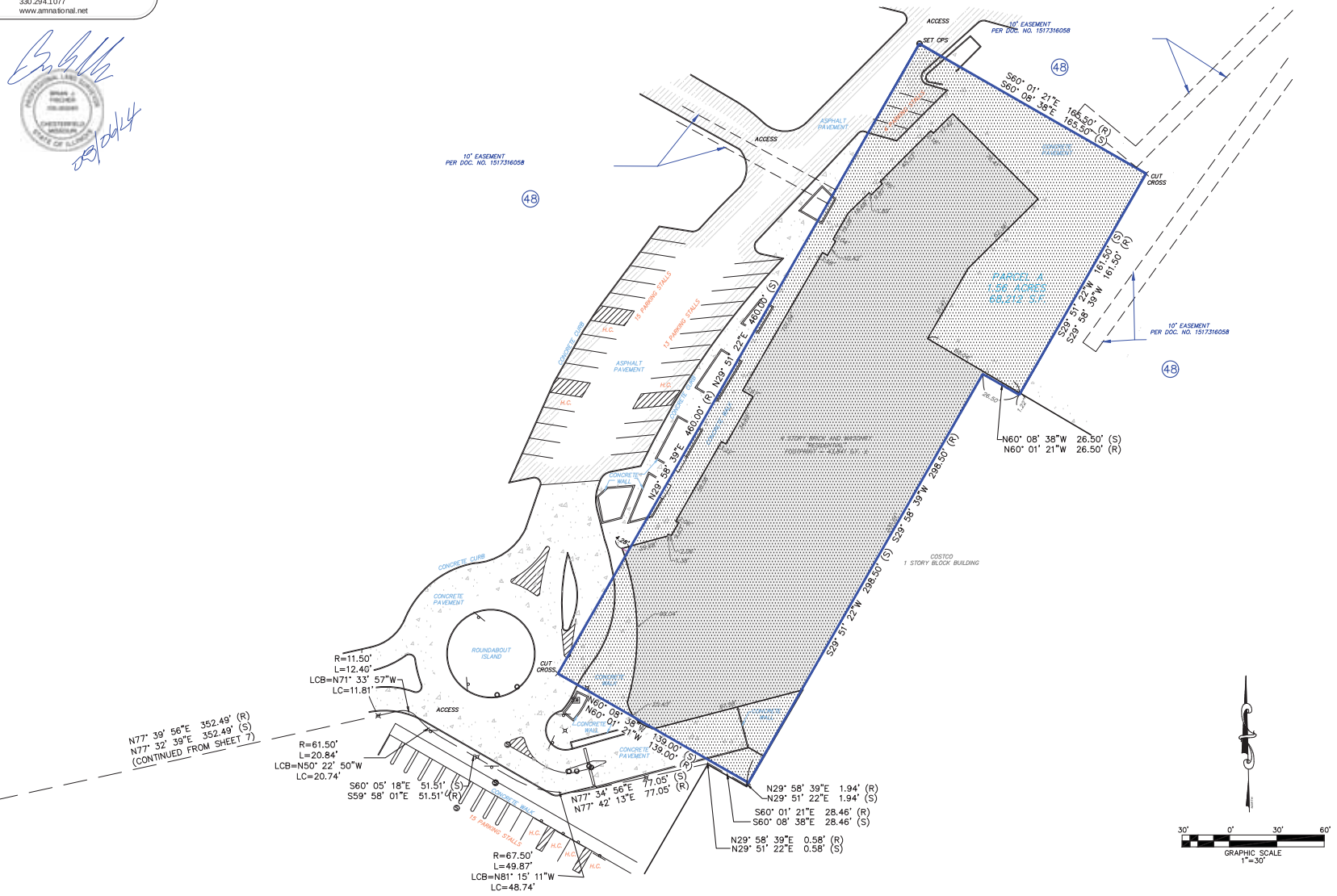
SCALE : 1"=60'
0 30 60 120




SCALE : 1"=60'
0 30 60 120
CRITICAL ACCESS DRIVE PER DOC. NO. 221222033
PARKING STRUCTURE PER DOC. NO. 221222033
LOT 1 PAR. NO. 03-27-401-293-0000
LOT 1 PAR. NO. 03-27-401-286-0000
LOT 1 PAR. NO. 03-27-401-305-0000
LOT 1 PAR. NO. 03-27-401-281-0000
(EXCEPTED) LOT 13 PARCEL 13
(EXCEPTED) LOT 12 PARCEL 12
(EXCEPTED) LOT 11 PARCEL 11
(EXCEPTED) LOT 10 PARCEL 10
(EXCEPTED) LOT 8 PARCEL 8
(EXCEPTED) LOT 7 PARCEL 7
S00° 11' 07"E 2515.00'(S)
S00° 03' 50"E 2514.88'(R)
S00° 07' 11"E 489.71'(R)
S00° 06' 23"E 488.24'(S)
N00° 07' 10"W 2334.74'(S)
N00° 00' 00"E 2334.68'(R)
NORTH ELMHURST ROAD (IL 83)
(100' PUBLIC RIGHT OF WAY)
(ASPHALT PAVEMENT)
EXCLUSIVE PARKING AREA PER DOC. NO. 2212222033
TEMPORARY CONSTRUCTION EASEMENT PER PLAT
TRAFFIC SIGNAL AND LOOP DETECTOR EASEMENT DOC. NO. 1827170083
10' PUBLIC UTILITY EASEMENT PER DOC. NO. 1517160598
10' EASEMENT PER DOC. NO. DP1408691
10' EASEMENT PER DOC. NO. 1517160598
10' UTILITY EASEMENT PER DOC. NO. 2211194042
SEE SHEET 10 FOR CONTINUED
(CONTINUED TO SHEET 8)
EXCLUSIVE PARKING AREA PER DOC. NO. 2212222033
SET IRON ROD W/ CAP
SET PK NAIL
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Akron, OH 44312
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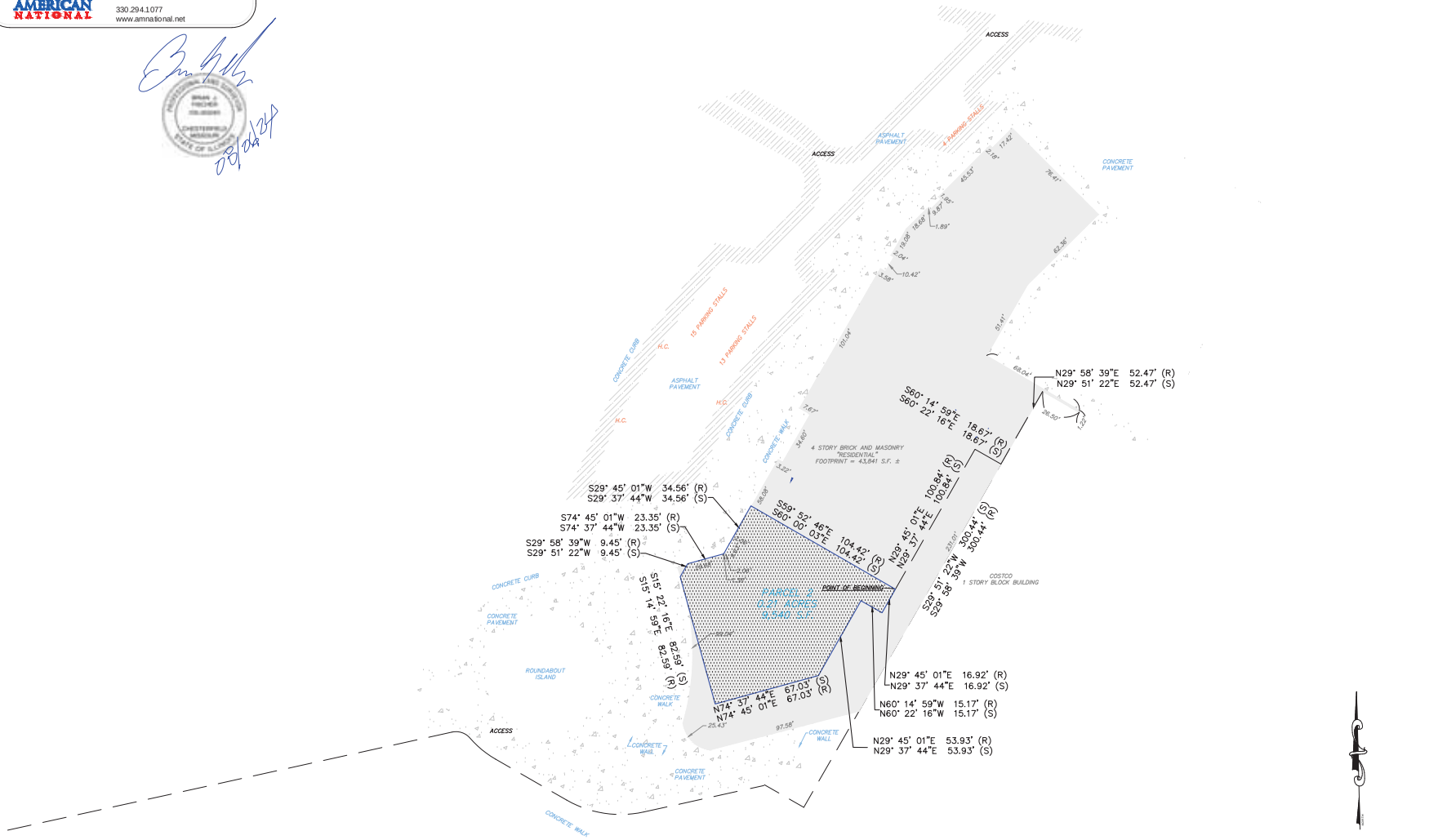

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Akron, OH 44312
330.294.1077
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SCALE : 1"=60'
0 30 60 120
LOT 1
PAR. NO.
03-27-401-305-0000
(EXCEPTED)
LOT 11
PARCEL 11
(EXCEPTED)
LOT 10
PARCEL 10
(EXCEPTED)
LOT 9
PARCEL 9
(EXCEPTED)
LOT 8
PARCEL 8
(EXCEPTED)
LOT 6
PARCEL 6
(EXCEPTED)
LOT 7
PARCEL 7
LOT 1
PAR. NO.
03-27-401-265-0000
LOT 1
PAR. NO.
03-27-401-267-0000
LOT 1
PAR. NO.
03-27-401-040-0000
EAST RAND ROAD (US ROUTE 12)
(VARIABLE WIDTH PUBLIC RIGHT OF WAY)
(ASPHALT PAVEMENT)
EAST KENSINGTON AVENUE
(VARIABLE WIDTH PUBLIC RIGHT OF WAY)
(ASPHALT PAVEMENT)
CRITICAL ACCESS DRIVE PER DOC. NO. 2212222033
10' PUBLIC UTILITY EASEMENT PER DOC. NO. 1517316058
10' VILLAGE WATER MAIN EASEMENT PER ABROGATION PLAT PER DOC. NO. 1520816055
10' EASEMENT PER DOC. NO. 8740858
10' EASEMENT PER DOC. NO. 2211619042
10' UTILITY EASEMENT PER DOC. NO. 22059605
TRAFFIC SIGNAL AND LOOP DETECTOR EASEMENT DOC. NO. 1927713083
TEMPORARY CONSTRUCTION EASEMENT PER PLAT
EXCLUSIVE PARKING AREA PER DOC. NO. 2212222033
ALLOWED AREA PER DOC. NO. 1509141984
20' BUILDING LINE
SET REBAR W/ CAP
FOUND IP W/ CAP
SET CPS
S77° 33' 56"W 112.94'(R)
S77° 35' 44"W 112.94'(S)
S89° 52' 44"W 47.21'(R)
S89° 53' 32"E 46.53'(S)
N77° 39' 56"E 352.49' (R)
N77° 32' 39"E 352.49' (S)
(CONTINUED TO SHEET 8)
N45° 00' 01"E 28.00'(R)
N44° 56' 01"E 28.00'(S)
N89° 52' 43"E 188.73'
S05° 15' 59"E 234.04'(R)
S05° 19' 59"E 234.17'(S)
S36° 44' 59"E 45.00'(R)
S18° 48' 59"E 45.00'(S)
S36° 44' 59"E 87.98'(R)
S36° 48' 52"E 87.99'(S)
S89° 57' 45"E 228.88'(R)
N89° 58' 18"E 228.30'(S)
S86° 00' 01"W 174.00'(R)
S85° 56' 01"W 174.00'(S)
N34° 56' 42"W 99.76'(S)
N34° 49' 25"W 99.76'(R)
N45° 36' 09"W 168.11'(S)
N45° 28' 51"W 168.11'(R)
N00° 00' 01"E 201.12'(R)
N00° 03' 59"W 201.12'(S)
226.58'(R) 226.00'(S)
N89° 58' 10"W 23.72'(S)
N89° 57' 27"W 22.69'(R)
N67° 56' 02"W 29.21'(S)
N67° 48' 45"W 29.21'(R)
N89° 58' 10"W 1521.60'(S)
646.24'(S)
1266.17'(S) 1266.01'(R)
N89° 58' 10"W 1106.24'(S)
N89° 57' 27"W 1106.37'(R)
70.00'(R)
390.00'(S)
N89° 50' 00"W 70.00' (R)
N89° 57' 17"W 70.00' (S)
S00° 03' 50"E 70.00'(R)
S00° 11' 07"E 70.00'(S)
N00° 03' 50"W 70.00' (R)
N00° 11' 07"W 70.00' (S)
S. LINE-S.E. 1/4, SEc. 27-42-11
W. LINE-S.E. 1/4, SEc. 27-42-11
SOUTH LINE OF ORIGINAL LOT 1

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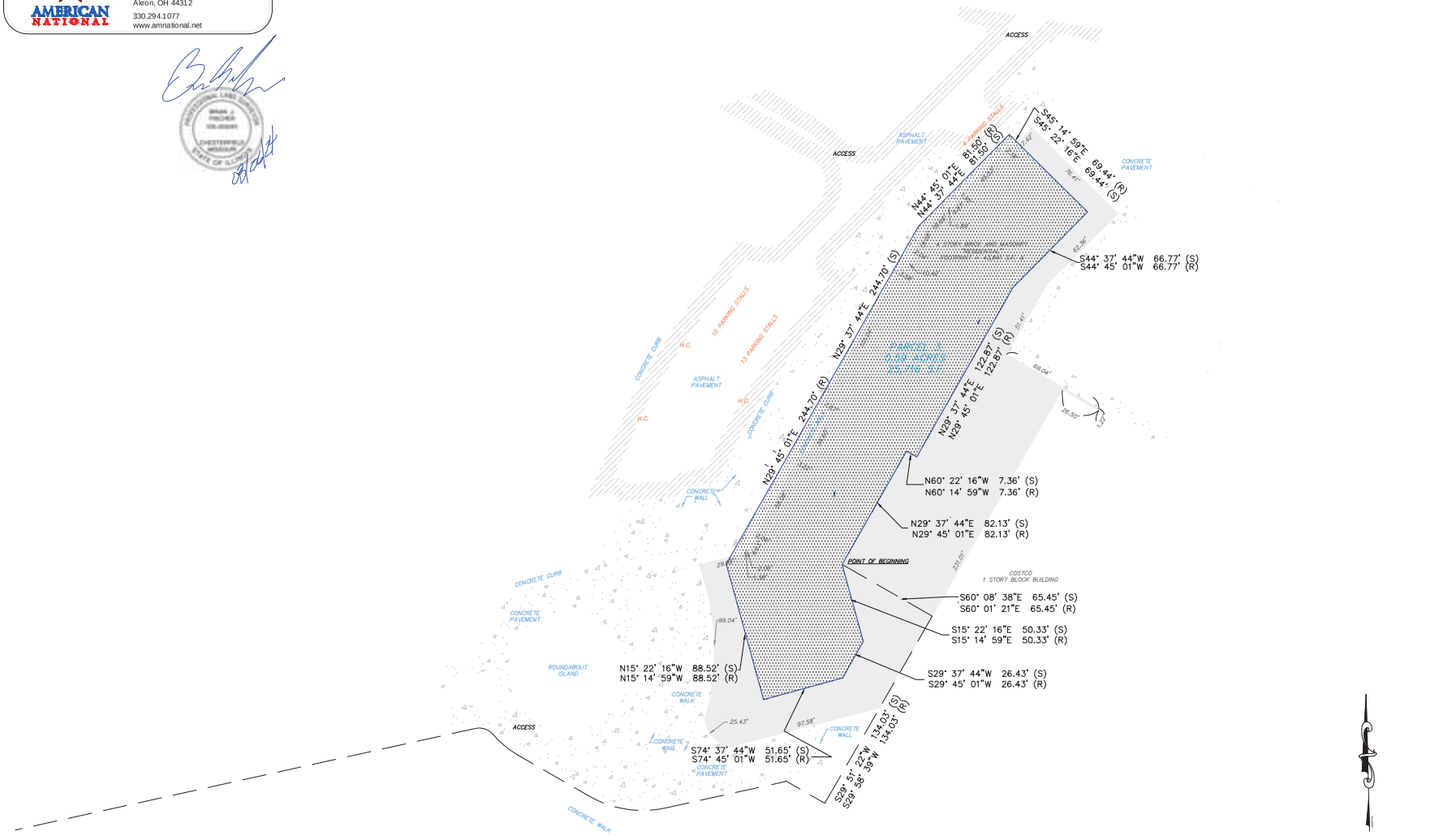
PARCEL 29 (BASEMENT)

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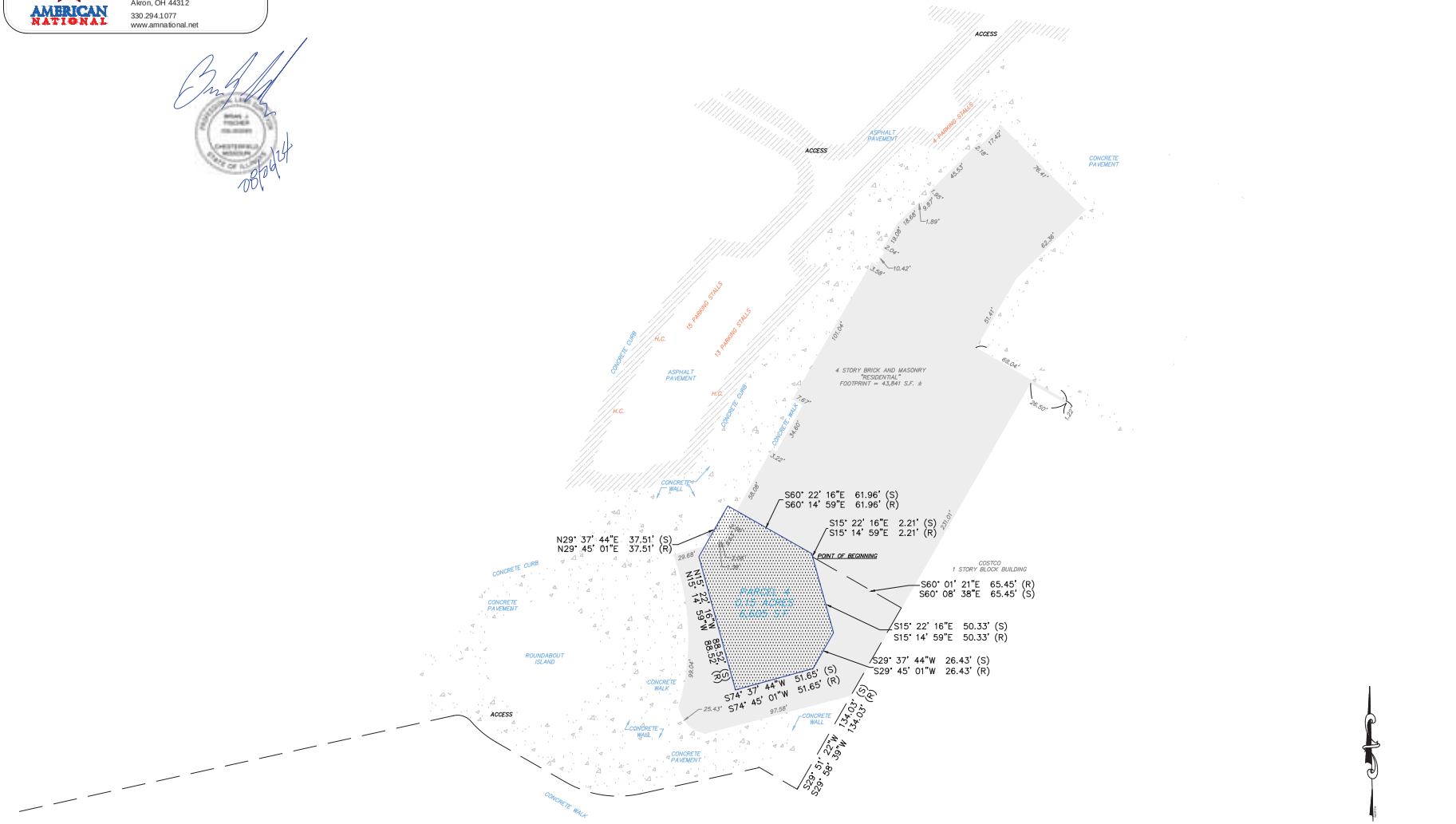
PARCEL 30 (LEVEL 1)

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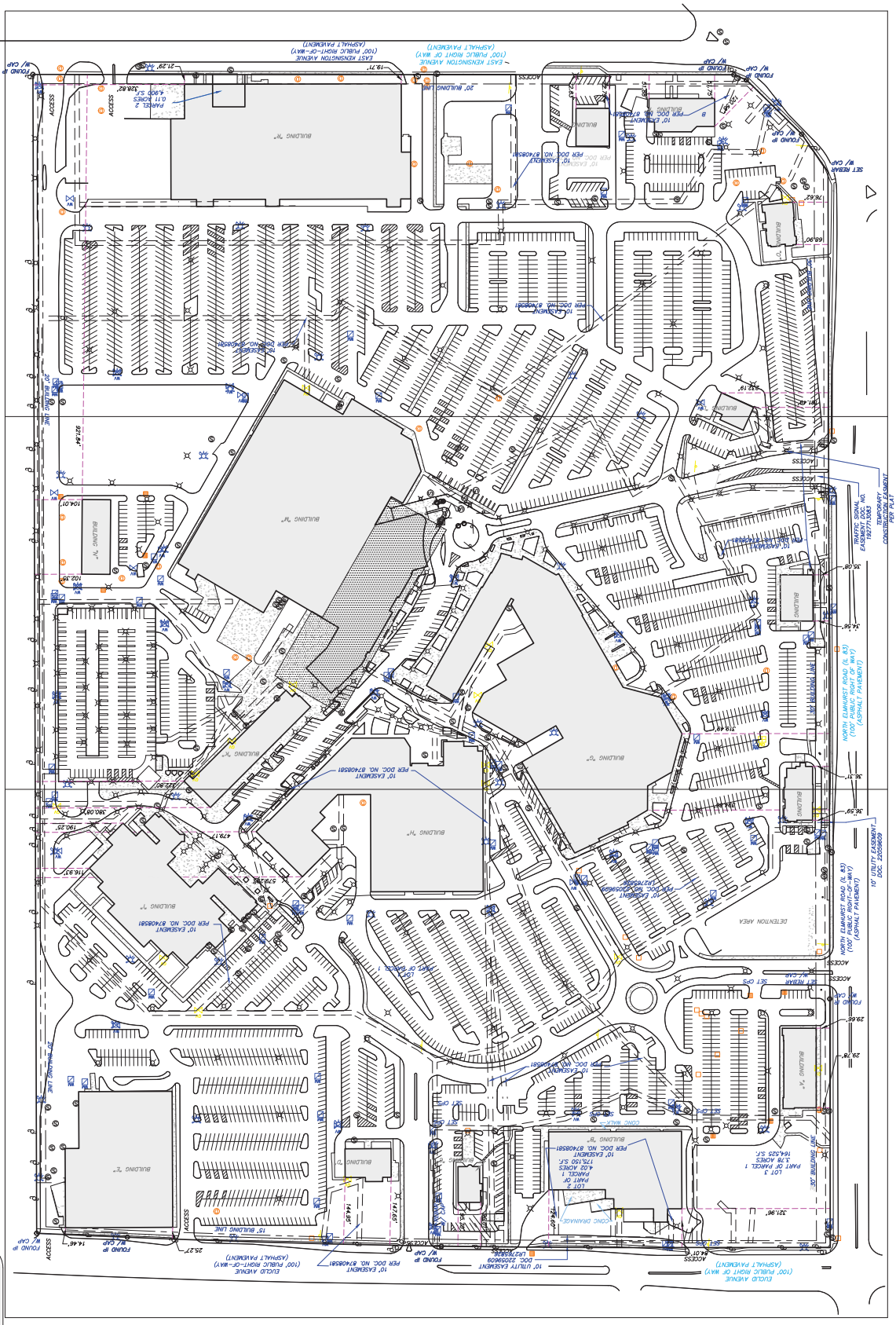


PARCEL 31 (LEVELS 2–4)

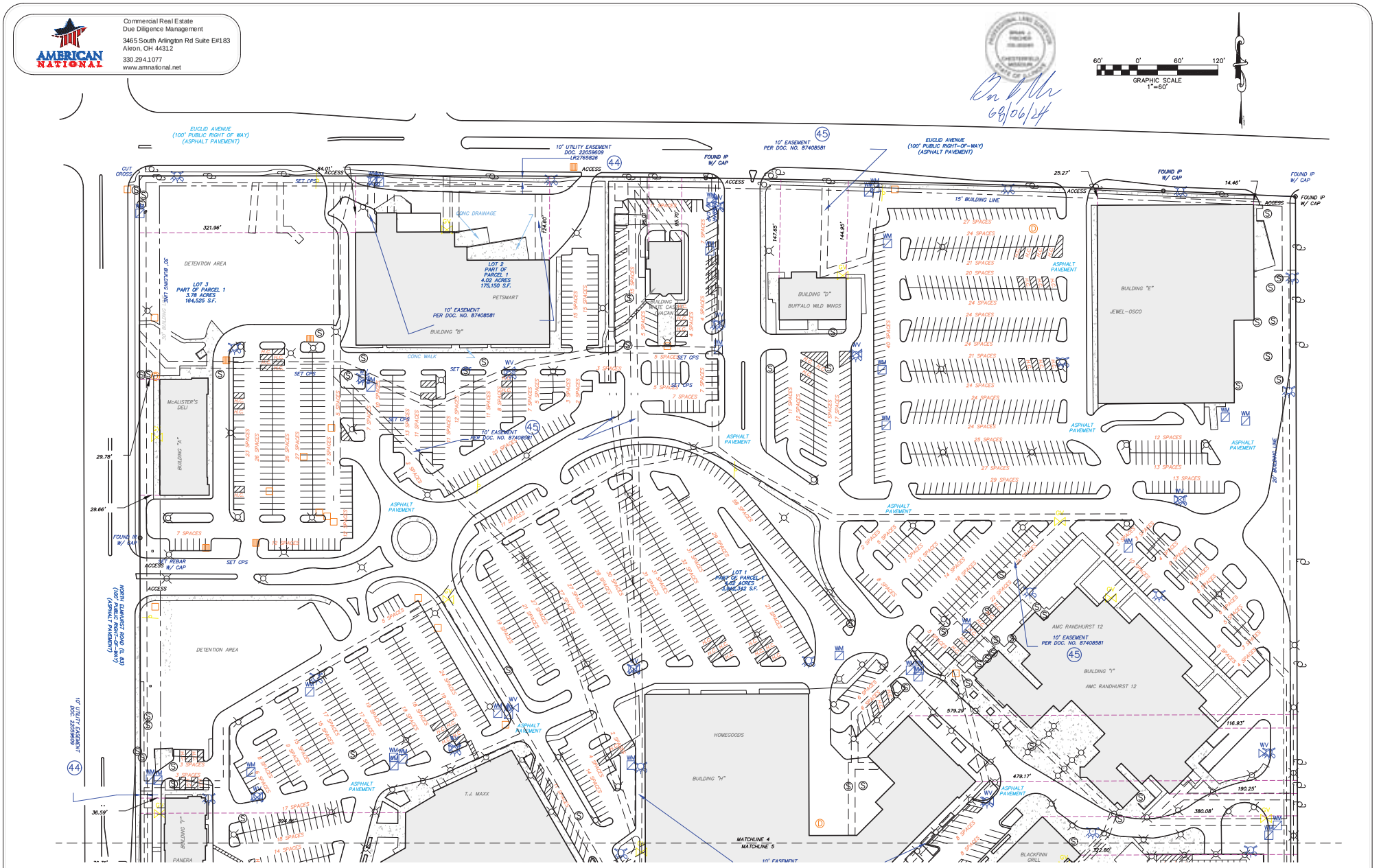
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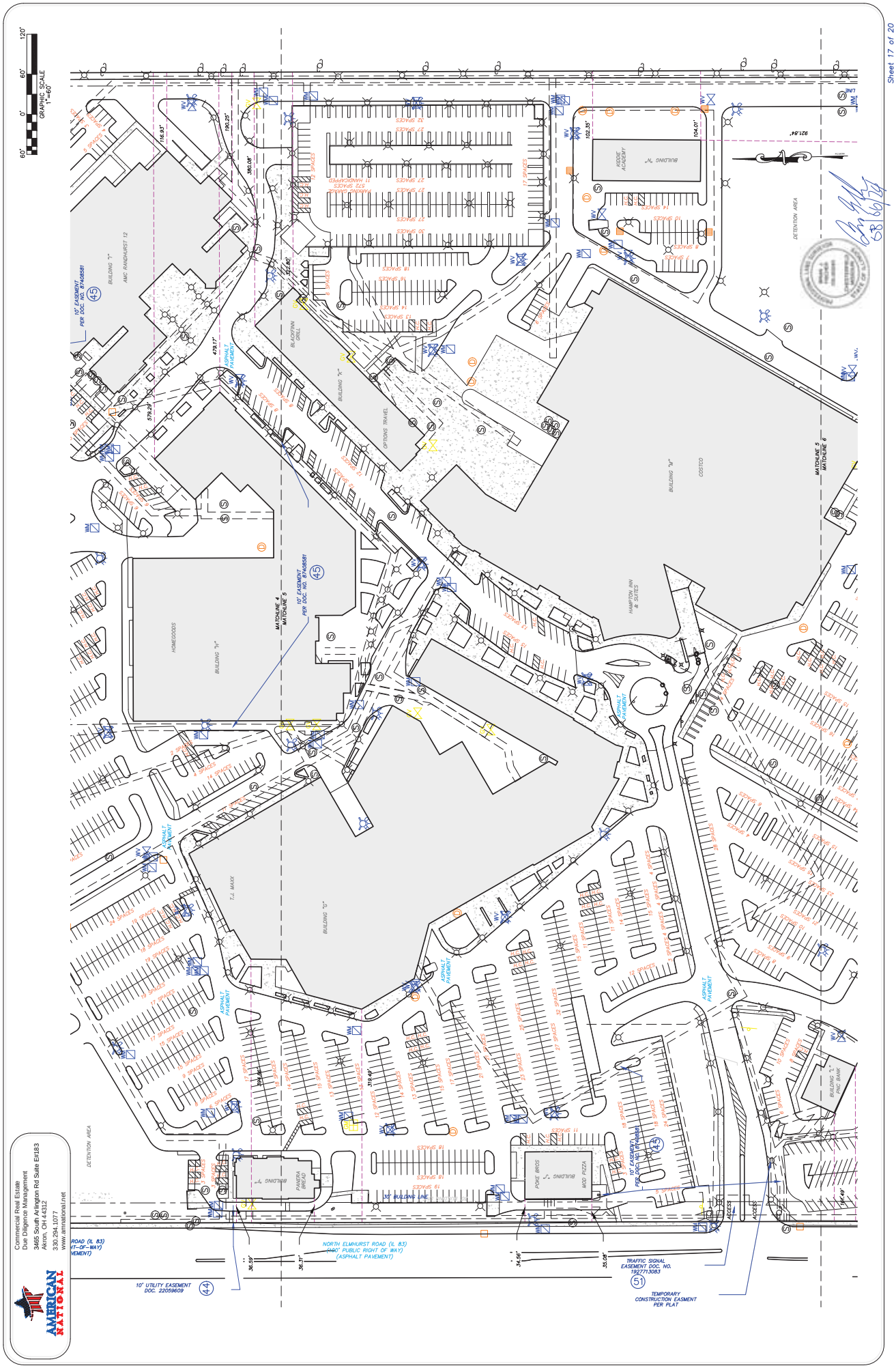


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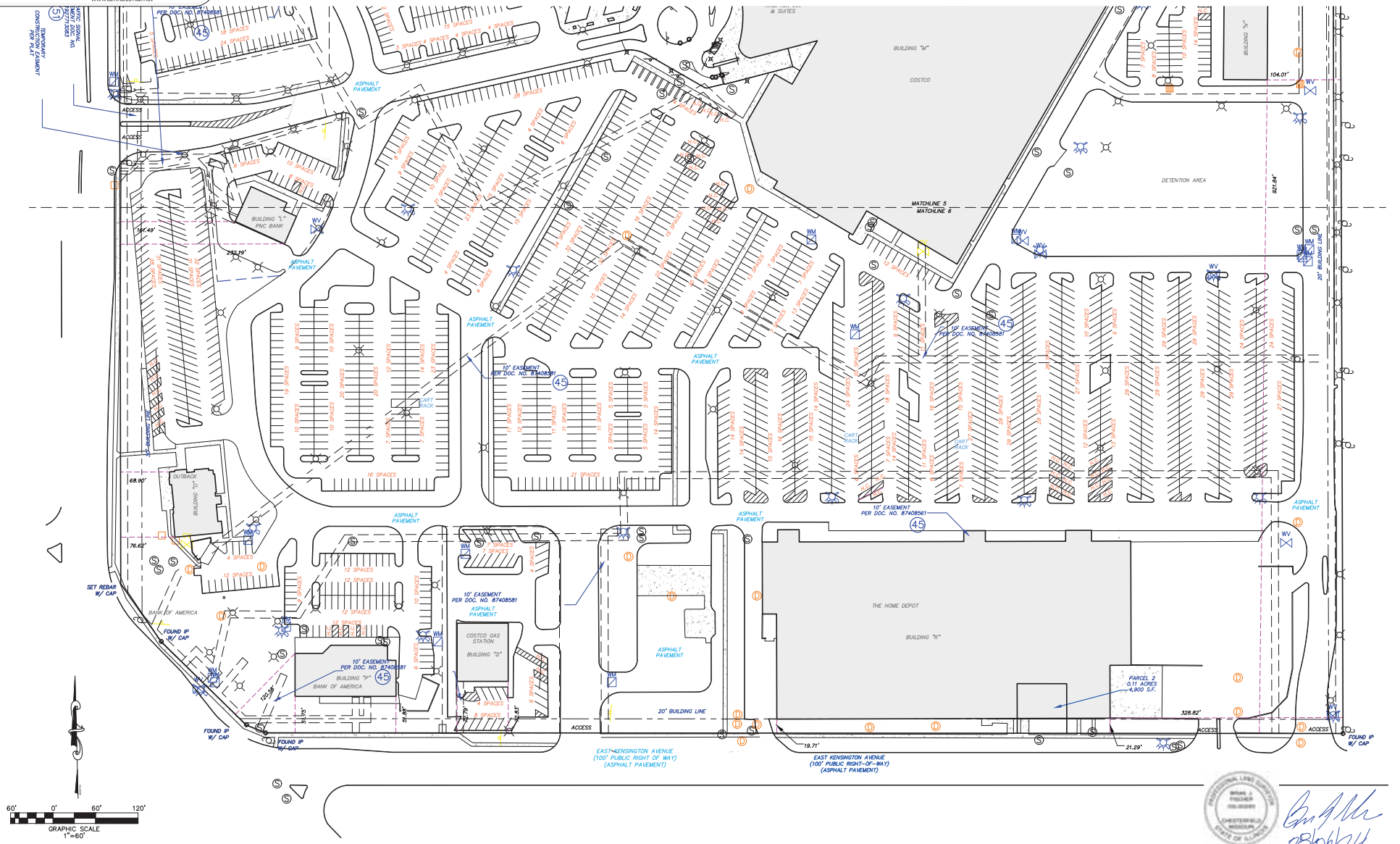


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60' 0' 60' 120'
GRAPHIC SCALE
1"=60'
08/06/24
EUCLID AVENUE
(100' PUBLIC RIGHT OF WAY)
(ASPHALT PAVEMENT)
10' UTILITY EASEMENT
DOC. 22059609
LR2765826
10' EASEMENT
PER DOC. NO. 87408581
EUCLID AVENUE
(100' PUBLIC RIGHT-OF-WAY)
(ASPHALT PAVEMENT)
15' BUILDING LINE
DETENTION AREA
LOT 3
PART OF PARCEL 1
3.78 ACRES
164,525 S.F.
LOT 2
PART OF
PARCEL 1
4.02 ACRES
175,150 S.F.
PETSMART
BUILDING "B"
BUILDING "D"
BUFFALO WILD WINGS
BUILDING "E"
JEWEL-OSCO
McALISTER'S
DELI
BUILDING "A"
CONC WALK
CONC DRAINAGE
ASPHALT
PAVEMENT
LOT 1
PART OF PARCEL 1
4.02 ACRES
174,342 S.F.
AMC RANDHURST 12
BUILDING "F"
HOMEGOODS
BUILDING "H"
T.J. MAXX
BUILDING "I"
PANERA
BUILDING "C"
BLACKFINN
GRILL
MATCHLINE 4
MATCHLINE 5
NORTH ELMHURST ROAD (IL 83)
(100' PUBLIC RIGHT-OF-WAY)
(ASPHALT PAVEMENT)
20' DRAINAGE LINE
FOUND IP
W/ CAP
SET REBAR
ACCESS W/ CAP
SET CPS
ACCESS

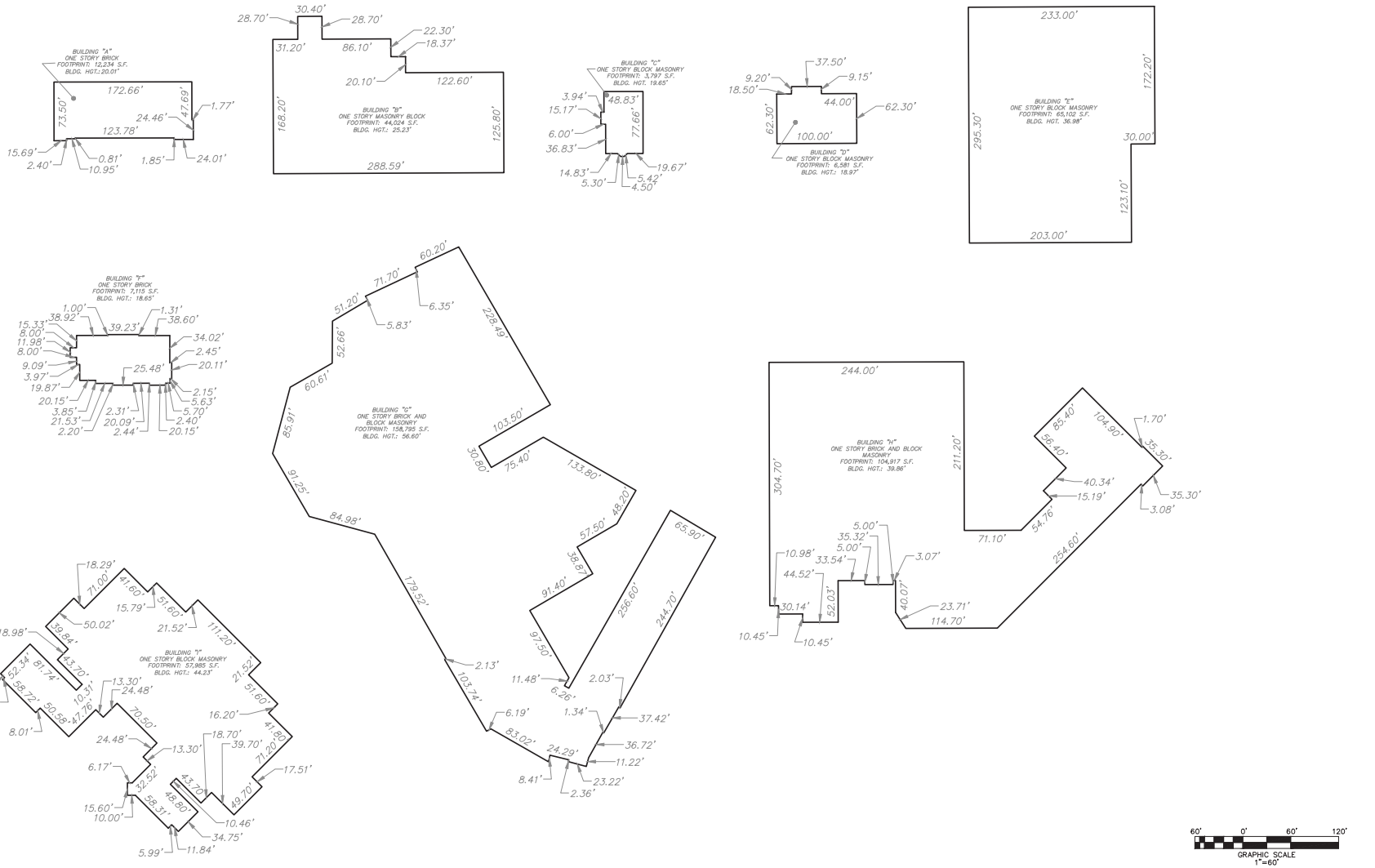

GRAPHIC SCALE
1"=60'
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AMERICAN NATIONAL
BUILDING "A"
BUILDING "B"
BUILDING "C"
BUILDING "D"
BUILDING "E"
BUILDING "F"
BUILDING "G"
HOMEGOODS
T.J. MAXX
OPTIONS TRAVEL
BLAZEFIRN GRILL
KODDE ACADEMY
HAMPTON INN & SUITES
COSTCO
PANERA BREAD
POKE BROS
MOD PIZZA
PNC BANK
DETENTION AREA
ASPHALT PAVEMENT
MATCHLINE 4
MATCHLINE 5
MATCHLINE 6
10' EASEMENT PER DOC. NO. 87408581
10' UTILITY EASEMENT DOC. 22059609
NORTH ELMHURST ROAD (IL 83) 100' PUBLIC RIGHT OF WAY (ASPHALT PAVEMENT)
TRAFFIC SIGNAL EASEMENT DOC. NO. 1927713083
TEMPORARY CONSTRUCTION EASMENT PER PLAT
10' BUILDING LINE

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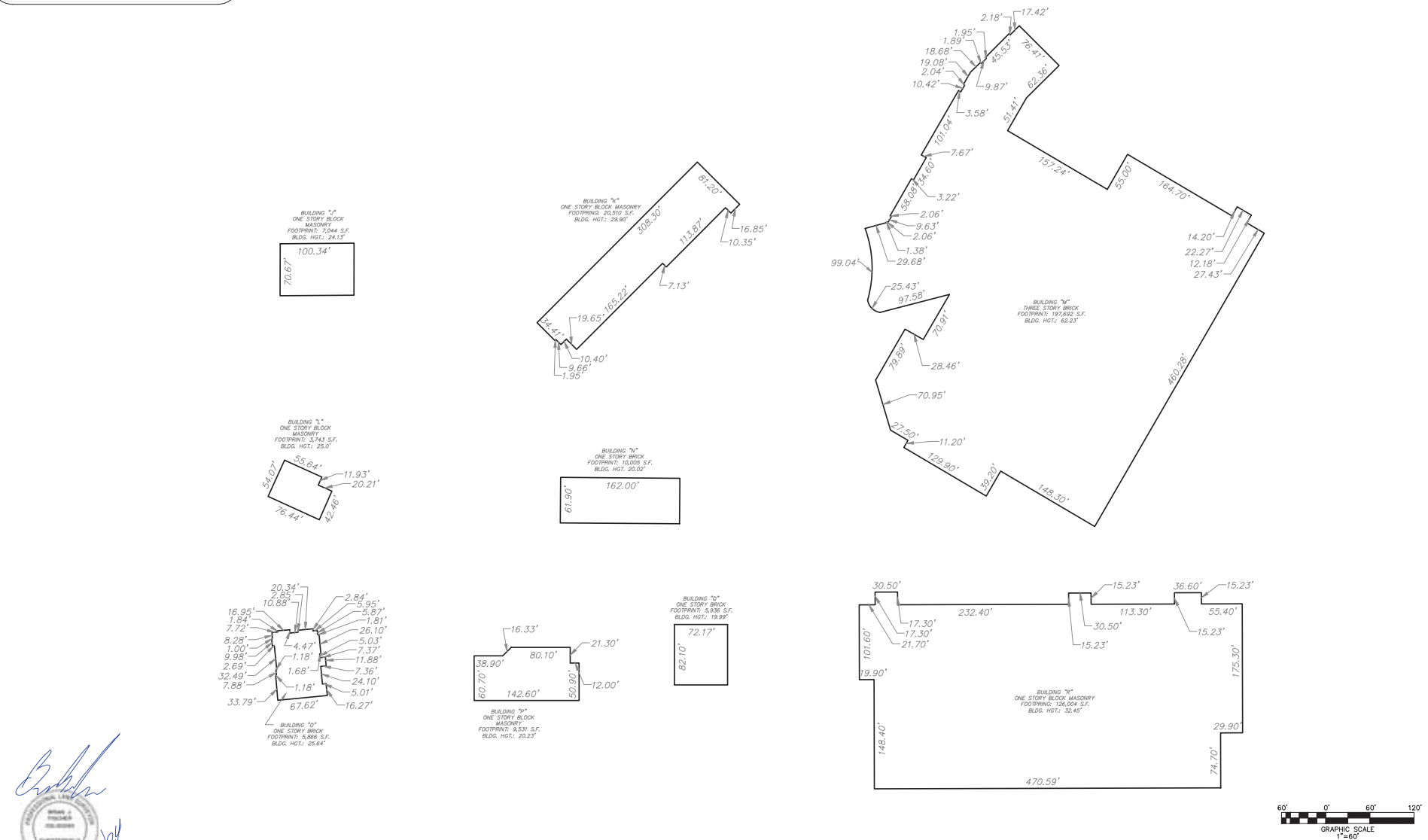
Sheet 18 of 20

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08/08/24

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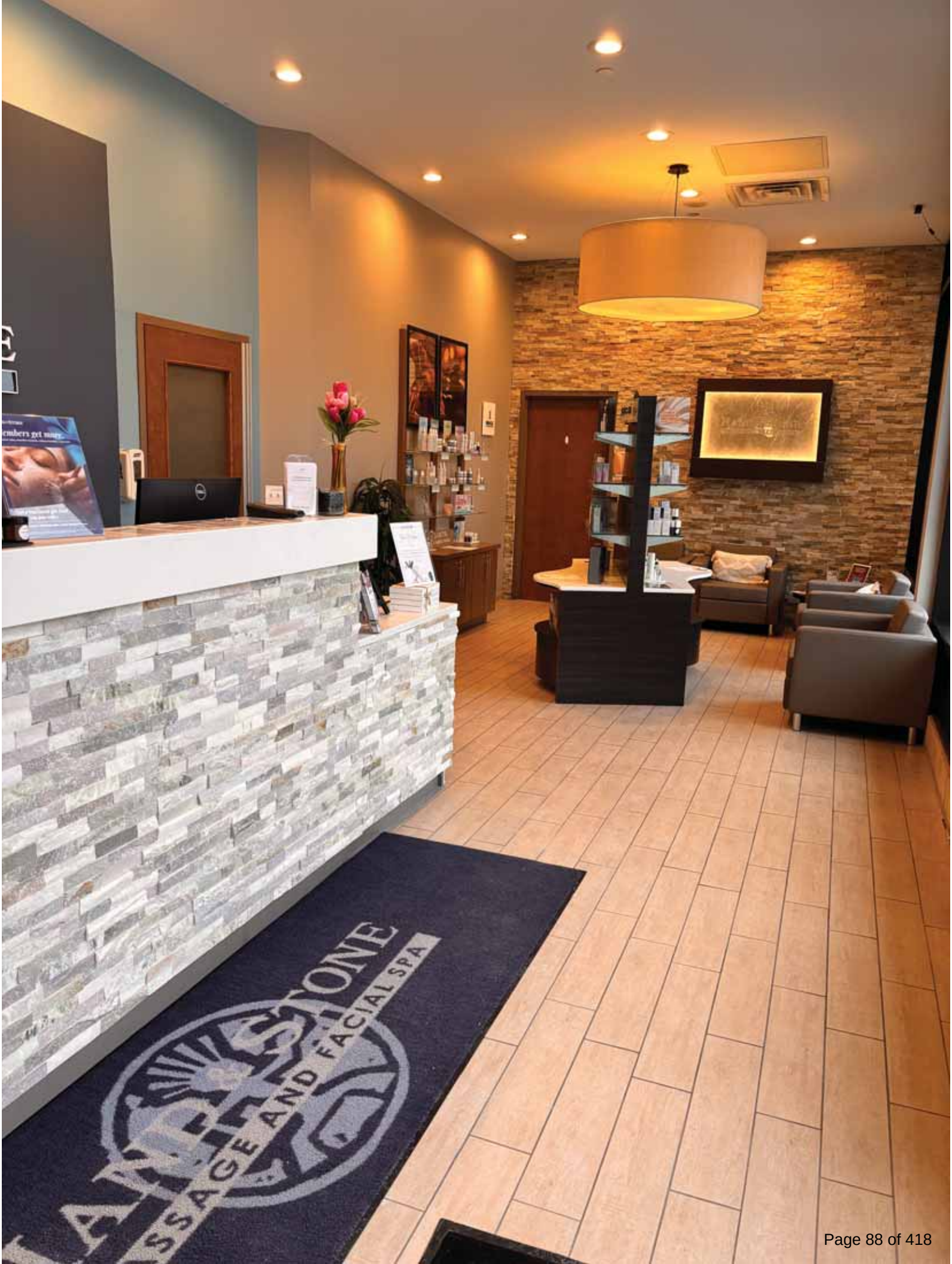
Randhurst Village



A101 Old Navy	12,500 SF
A102a America's Best Contacts & Eyeglasses	4,159 SF
A102b,103 Milano Nail Salon	6,102 SF
A107 Miniso	5,000 SF
A118 AVAILABLE	6,262 SF
A125 La Novia Bridal	3,503 SF
B101 AVAILABLE	3,436 SF
C101A AVAILABLE	868 SF
C101B Organic Nails	1,712 SF
C103 Time Mission	8,115 SF
C104 AVAILABLE	2,651 SF
C119 Mr. Kimchi BBQ	6,558 SF
C120 Grade A Cafe	4,577 SF
C124 AVAILABLE	3,400 SF
C200 AVAILABLE	6,967 SF
C222 Weiss & Thompson, PC	2,359 SF
C234 State Farm Insurance	980 SF
C246 DLC Management Office	531 SF
D101 AVAILABLE	2,888 SF
D103 Altea Vietnamese Coffee	1,607 SF
D104 Surf's Up	1,200 SF
E101A Orange Theory Fitness	3,200 SF
E101B AVAILABLE	1,881 SF
E101C DSW	16,614 SF
E101D Michaels	23,944 SF
EO100 Tide Dry Cleaners	2,826 SF
EO200 Waxing The City	1,710 SF
EO201 Aligned Modern Health	2,250 SF

Randhurst Village

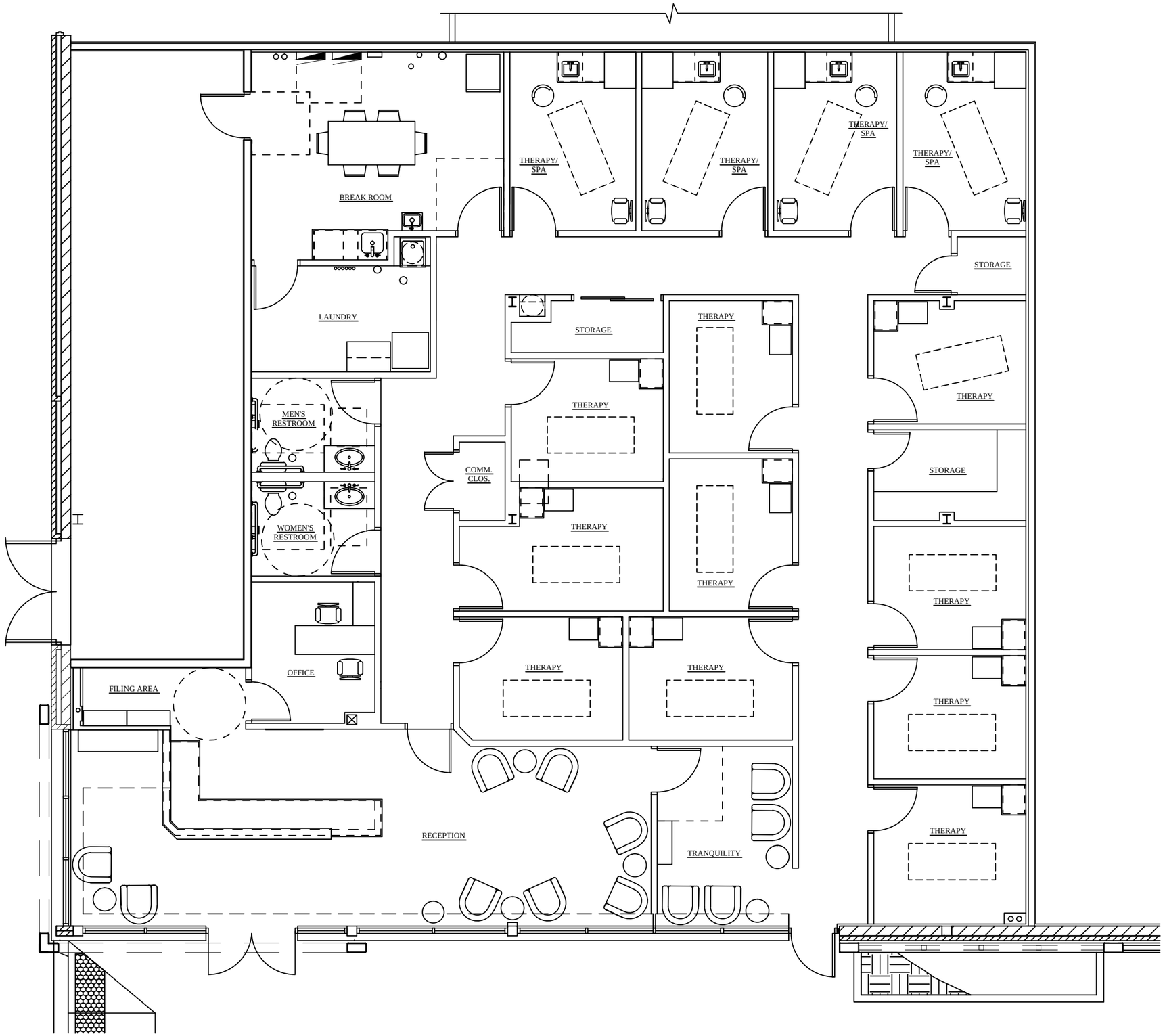
EO202 Club Pilates	1,540 SF	Nat.Store Macy's	43,000 SF
EO300 McAlister's Deli	3,500 SF	P100 PetSmart	25,083 SF
F101 Meat Moot	3,134 SF	**PAD 2 AVAILABLE**	5,998 SF
Fitness Planet Fitness	18,328 SF	**PAD 4 AVAILABLE**	3,748 SF
G101 HongDae Korean Bar & Grill	6,316 SF	T100 Skechers	15,073 SF
G107 AVAILABLE	1,193 SF	**T100B AVAILABLE**	22,557 SF
G109 AVAILABLE	1,497 SF	T101 Hand & Stone	3,613 SF
G117 Blackfinn Randhurst Grill	8,632 SF	T102 T.J.Maxx	26,129 SF
G200 Playroom Cafe	1,646 SF	T106,107 Bath & Body Works	4,159 SF
G201 Options Travel	6,440 SF	U101 Chipotle	2,457 SF
G202 Playroom Cafe	4,977 SF	U200 Jersey Mike's Subs	1,248 SF
H101 AVAILABLE	6,939 SF	U300 Sport Clips	1,020 SF
H102 Golf Factory	9,000 SF	U400 T-Mobile	2,003 SF
H103 AVAILABLE	4,500 SF	U500 Five Guys Burgers & Fries	2,532 SF
H105 Phenix Salon Suites	5,400 SF	100-A HomeGoods	24,000 SF
L1 MOD Pizza	3,025 SF	**100-LL AVAILABLE**	68,743 SF
L2 Hangry Joes Hot Chicken	2,373 SF	**100-UL AVAILABLE**	66,425 SF
L3 Poke Bros	1,479 SF	200 Costco	151,479 SF
M1 Panera Bread	4,000 SF	300 The Home Depot	122,750 SF
M2 GNC	1,100 SF	400 Jewel-Osco	65,230 SF
M3 Nothing Bundt Cakes	1,709 SF	500 AMC Theatres	47,991 SF


MASSAGE AND FACIAL SPA


HAND & STONE
MASSAGE AND FACIAL SPA
Welcome
Daniel
Tatiana


HAND & STONE
MASSAGE AND FACIAL SPA
gift cards


HAND & STONE
MASSAGE AND FACIAL SPA
facial
waxing
massage


BREAK ROOM
LAUNDRY
MEN'S RESTROOM
WOMEN'S RESTROOM
OFFICE
FILING AREA
RECEPTION
COMM. CLOS.
STORAGE
THERAPY
THERAPY/ SPA
THERAPY/ SPA
THERAPY/ SPA
THERAPY/ SPA
STORAGE
THERAPY
THERAPY
THERAPY
THERAPY
THERAPY
THERAPY
THERAPY
THERAPY
THERAPY
THERAPY
STORAGE
TRANQUILITY

Business Overview

KAAM Spa 11 LLC dba Hand and Stone Massage and Facial Spa

KAAM 11 LLC – dba Hand and Stone Massage and Facial Spa is an upscale day spa specializing in massage, facial, hair removal and body slimming services. We are located in the Randhurst Village shopping center, Mount Prospect IL. The location was previously owned by another franchise owner who recently relocated out of state and retired from the industry. The location is one of a group of 13 spas owned by Michael and Kathy Hendershott. The new owners are long-term multi-unit franchise owners of Hand and Stone Massage and Facial.

Massage and facial services are a growing industry and part of a healthy lifestyle. Our mission is to provide quality spa services at affordable rates. Hand and Stone has over 20 years of spa development with over 600 locations nationwide. Along with massage and facial services, we sell retail skin products and gift cards. Our target market is middle income women and men between 35 and 65 years of age.

From the Hand and Stone prospective:

> Massage, skincare & spa industry by the numbers
>
> The facial, massage, and spa industry has experienced significant growth across North America, and it's not slowing down anytime soon.
>
> Americans between 16-24 spend over $200 on health and wellness per month (U.S. Bureau of Labor Statistics)
>
> The massage therapy industry is expected to reach $21.6 billion in revenue in 2024.
>
> The U.S. spa industry is expected to grow at a CAGR of 11.3% through 2030.
>
> The skincare treatment market is valued at nearly $21 billion as of 2024. With estimated growth projected at 5.4% YOY, it is expected to reach over $35 billion in 10 years.
>
> Nearly half of all massage consumers in 2023 got their last massage for health reasons. (American Massage Therapy Association)
>
> 22% of those massages occur at massage franchises.

The owners of this location have a combined 50 years of professional business experience prior to becoming franchise owners. Michael was a Managing Director at JP Morgan and Kathy was a Restaurant Manufacturing Project Manager for Restaurant Services Inc. Both owners are active in the business along with their adult children.

We employee approximately 25 professional massage therapists and estheticians at the Mount Prospect location. All our service providers are educated, licensed and regulated by the State of

Illinois licensing professional standards. Our combined locations have over 300 employees, 13,000 members and provide over 130k services annually with a combined revenue of $17M.

Our long-term plan for this location is to continue to grow our membership base, increase the number of services provided and ultimately increase our staff of professionals. We believe this location has an untapped potential for continued growth and is an asset to the shopping center and community in which we operate. We look forward to the continued success of this location and becoming the premium spa service provider in the Village of Mount Prospect.

KAAM Spa #1, LLC
Hand and Stone
82 Danada Square West
Wheaton, IL 60189

KAAM Spa #2, LLC
Hand and Stone
1416 S Randall Rd, Ste 120
Geneva, IL 60134

KAAM Spa #3, LLC
Hand and Stone
2531 75th St, Ste 110
Naperville, IL 60540

KAAM Spa #4, LLC
Hand and Stone
14225 95th Ave, Ste 416
Orland Park, IL 60462

KAAM Spa #5, LLC
Hand and Stone
2411 95th St, Ste 120
Naperville, IL 60564

KAAM Spa #6, LLC
Hand and Stone
4868 Davis Blvd
Naples, FL 64104

KAAM Spa #7, LLC
Hand and Stone
8850 Founders Sq Dr,#205
Naples, FL 34120

KAAM Spa #8, LLC
Hand and Stone
903 NE 15th Place, Ste 120
Cape Coral, FL 33909

KAAM Spa #10, LLC
Hand and Stone
792 W Army Trail Rd
Carol Stream, IL 60188

KAAM Spa #11, LLC
Hand and Stone
1052 Center Dr
Mount Prospect, IL 60056

KAAM Spa #12, LLC
Hand and Stone
398 Randall Rd
South Elgin, IL 60177

KAAM Spa #13, LLC
Hand and Stone
2510 New Sutton Rd
Hoffman Estates, IL 60192

Item Cover Page

Subject	**PZ-03-25 / 1040 W Northwest Highway / CU: Daycare Center / Village Board Final (PURSUANT TO REMAND FROM THE VILLAGE OF MOUNT PROSPECT, BOARD OF TRUSTEES)**
Meeting	May 14, 2026 - 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), 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 proposed 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 49 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 counterclockwise 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.

PUBLIC HEARING ON MAY 22, 2025
After hearing concerns related to landscaping and screening from a resident to the north, the Planning and Zoning Commission unanimously recommended approval of the conditional use request for a daycare center by a vote of 5-0 at the public hearing held on May 22, 2025.

FIRST AND SECOND READINGS AT VILLAGE BOARD - JUNE 3, 2025 AND JUNE 17, 2025
At the June 3, 2025 Village Board meeting, both trustees and nearby residents raised several concerns about the proposed daycare, particularly regarding the outdoor play area. These included the hours of outdoor use, the number of children outside at one time, potential noise impacts on neighboring properties, the placement of the trash enclosure along the perimeter, and the possibility of buses disrupting traffic on Northwest Highway during pickup and drop-off. To allow time for the Petitioner to address some concerns raised regarding traffic, noise and odor, the request stood as a first reading and the second reading was scheduled for June 17, 2025.

SECOND READING AT VILLAGE BOARD - JUNE 17, 2025
Several concerns were raised by both the Village Board and adjacent residents at the first reading of the approving ordinance at the June 3rd, 2025 Village Board Meeting. Two adjacent residents to the west, along with trustees, raised concerns about:

1. The time of day the outside play area would be utilized;
2. The number of children playing outside at any one time;
3. Noise impacting neighbors from children playing outside;
4. The trash enclosure is located on the property's perimeter; and
5. Buses may stop traffic on Northwest Highway during pick-up and drop-off.

In response, the Petitioner submitted additional materials and agreed to site modifications aimed at addressing these issues. Proposed changes included relocating the trash enclosure southeast of the outdoor play area and adding a 5- to 10-foot landscaped buffer around the outdoor play area. Noise studies from similar daycare facilities, along with independent measurements conducted by staff, indicated that sound levels from outdoor play typically remain at or below 70 dBA that are comparable to common background noise and often lower than existing ambient levels along Northwest Highway, which can reach 80 dBA or more when trains pass.

The Village Board's discussion centered on whether the daycare was appropriate for a predominantly residential area, with some trustees questioning the compatibility of a larger, more intensive use within the zoning district. The motion to approve the ordinance failed in a

4-2 vote, and the conditional use permit was denied.

FIRST ADDENDUM TO THE ZONING REQUEST

On July 25, 2025, the Petitioner requested, and the Village Board agreed, to remand the matter to the Planning and Zoning Commission to consider three issues raised during the Village Board's deliberations: (1) the potential impact of the proposed use on surrounding property values, (2) potential noise impacts associated with the proposed playground area, and (3) traffic circulation and parking demand associated with the proposed use. In response to concerns raised during the initial presentations to the Village Board on June 5, 2025 and June 17, 2025, the Petitioner has submitted supplemental documentation prepared by local consultants, including a childcare facility sound study, a market impact analysis and a planning report. Based on this new information and staff's review, we are recommending approval with the following amended conditions (amendments in blue).

1. The subject property shall be developed in general conformance with the approved development plans which will consist of the following (collectively the "Approved Plans"):
    a. Final Engineering Plans titled "Site Development Plans For 1040 W Northwest Hwy Proposed Daycare Facility & Natural Playground", consisting of eleven (11) sheets, as prepared by Stonefield Engineering & Design, with the latest revision date of 04/08/2026;
    b. Play Area Concept, consisting of one (1) sheet, Sheet L-1, as prepared by Stonefield Engineering & Design, and dated 04/08/2026;
    c. Architectural Floor Plans, consisting of two (2) sheets, Sheets SA-1.1and SA-1.2, as prepared by Jarmel Kizel, with the latest revision date of 03/14/2025;
    d. Exterior elevations, consisting of one (1) sheet, Sheet SA-1.4, as prepared by Jarmel Kizel, and dated 03/14/2025;
    e. Landbank Parking Plan, consisting of one (1) sheet, as prepared by Stonefield Engineering & Design, and bearing the latest revision date of 5/6/2025;
    f. Childcare Facility Sound Study, consisting of eleven (11) pages, prepared by Thunder Acoustics, LLC, and dated April 9, 2026; and
    g. Market Impact Analysis, consisting of forty-three (43) pages, prepared by MaRous & Company, and dated April 2, 2026.
2. The Petitioner shall address all comments included in the Village review letter dated May 8, 2026 (PZ-03-25).
3. 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.
4. 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.
5. An amendment to this conditional use shall be required prior to any future expansion of this daycare center.
6. 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.
7. Drop-off/pick-up shall not involve buses that stop traffic on Northwest Highway and shall occur entirely on the Subject Property.

8. No more than two classrooms or fifty (50) children, whichever is fewer, shall be permitted to use the outdoor play area at any one time.
9. Student use of the outdoor play area shall be restricted to be between the hours of 9:00 AM and 7:00 PM. Between the hours of 9:00 AM and 5:00 PM, recess, class, or uncontrolled play use of the outdoor play area shall be permitted. Between the hours of 5:00 PM and 7:00 PM, the maximum number of children using the outdoor play area shall be restricted to the lesser of one (1) classroom or thirty (30) children. Use of the outdoor play area after 5:00 PM shall consist of passive activity, including but not limited to reading, gardening, coloring, or other similar activities with staff supervision.
10. 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.
11. 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.
12. An eight-foot-tall solid fence with no gaps, consistent with the recommendations provided in the Sound Study prepared by Thunder Acoustics and dated April 9, 2026, shall be installed around the perimeter of the outdoor play area. The fence shall be solid and without gaps other than below the fence rail and any decorative component or area between the posts above the height of eight (8') feet. The Sound Engineer shall submit a certification letter prior to issuance of a building permit verifying that the proposed fence material complies with the Sound Study. Management and teachers shall be trained on the importance of child observation and conduct that leads to increases in sound levels.
13. No amplified sound devices, including but not limited to megaphones, speakers, or other devices that artificially or mechanically increase sound levels above playground noise shall be permitted within the outdoor play area, except for speakers used only for emergency announcements (lightning or other weather emergency) and fire safety apparatus.
14. The Petitioner shall provide noise testing and data to be submitted to the Village within ninety (90) days following the issuance of a Temporary Certificate of Occupancy (TCO) to verify that the sound levels at nearby residential properties remain less than 5 dB(A) above ambient sound levels, consistent with the recommendations and maximum levels identified in the Sound Study. Such testing shall be performed by a contractor certified and qualified to conduct acoustic testing and shall occur with no fewer than fifty (50) children present in the outdoor play area under normal operating conditions. If it takes longer than ninety (90) days to verify the sound levels due to an insufficient number of children being enrolled, this period may be extended subject to the discretion of the Community Development Director.

    If such testing demonstrates that additional mitigation is necessary to achieve compliance, the Petitioner shall implement additional noise mitigation measures, which may include, but are not limited to, supplemental landscaping, additional perimeter fencing, and/or a reduction in the maximum number of children permitted in the outdoor play area at any one time, as determined by the Community Development Director. Upon the Community Development Director's

satisfaction that compliance has been achieved, a Final Certificate of Occupancy may be issued.

CONDITIONAL USE STANDARDS, FINDINGS OF FACT AND STAFF'S RECOMMENDATION

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 petitioner has demonstrated that 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, subject to the conditions listed in the Staff Update Memo dated May 8, 2026.

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 Update Memo dated May 8, 2026.
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 Update Memo dated May 8, 2026.

Attachments

1. PZ-03-25 Staff Update Memo_PZC_05.08.2026
2. PZ-03-25 First Addendum to Petition 04102026
3. PZ-03-25 Childcare Facility Sound Study
4. PZ-03-25 Market Impact Analysis
5. PZ-03-25 Planning Report
6. PZ-03-25 Traffic Impact Study (12 min)
7. PZ-03-25 Traffic Impact Study (15 min)
8. PZ-03-25 Updated Outdoor Play Area Plan
9. PZ-03-25 Updated Engineering Plans
10. PZ-03-25 Public Comment_All_Redacted
11. PZ-03-25 1040 W Northwest Hwy Review Letter 4_05.08.2026
12. PZ-03-25 June 17th Village Board Cover Page
13. PZ-03-25 06_17_2025 VB Minutes

14. PZ-03-25 June 3rd Village Board Cover Page
15. PZ-03-25 6_03_2025 VB Minutes
16. PZ-03-25 PZC Agenda Packet May 22, 2025_Redacted

Village of Mount Prospect
Community Development Department

M E M O R A N D U M

TO: **MICHAEL J. CASSADY, VILLAGE MANAGER**

FROM: **JASON SHALLCROSS, DIRECTOR OF COMMUNITY & ECONOMIC DEVELOPMENT**

DATE: **MAY 8, 2026**

SUBJECT: **PZ-03-25: 1040 W. NORTHWEST HWY – AMENDED STAFF RECOMMENDATION**

Background
This memorandum provides an update on staff's revised recommendation to approve the conditional use request for a daycare facility at 1040 W. Northwest Highway. In response to concerns raised during the initial presentations to the Village Board on June 5, 2025 and June 17, 2025, the Petitioner has submitted supplemental documentation and staff has prepared additional conditions of approval. Based on this new information and staff's review, we are recommending approval with amended conditions.

Summary of Information
In response to concerns regarding noise, traffic, and a perceived decrease in property values, the petitioner has submitted a First Addendum to the conditional use request including a valuation report prepared by MaRous & Company, a childcare facility sound study prepared by Thunder Acoustics, and a planning report prepared by Bill Cooney, AICP, and agreed to further site modifications to address neighborhood and Village feedback.

Sound Study
The sound study prepared by Thunder Acoustics evaluates the potential noise impact of the proposed childcare facility's outdoor playground, which is expected to accommodate up to 50 children. Using established acoustic standards, the analysis defines a meaningful noise impact as a time-averaged sound level that exceeds ambient levels by at least 5 dB(A). A 24-hour ambient noise assessment found that the area surrounding the subject property already experiences relatively elevated sound levels that average about 49 dB(A) during daytime hours, largely due to nearby train, vehicle, and aircraft activity, with ambient noise levels reaching 52 dB(A) during the morning commute (7:00 AM to 9:00 AM) and in the evening (5:00 PM to 9:00 PM). These existing conditions create a sound environment where intermittent increases caused by frequent train and vehicle passing are common and often exceed 70 dB(A).

In order to mitigate the noise, a properly constructed 8-foot-tall sound fence was proposed. With the sound fence in place, the projected playground noise at nearby properties is predicted to be approximately 52 dB(A), or less than 3 dB(A) above ambient levels. The sound study reasons this increase is considered "just noticeable" and falls below the 5 dB(A) threshold typically associated with a noise disturbance. The study concludes that the playground will not "disturb the peace or quiet of the neighborhood" as defined by the Village code and will be acoustically compatible with surrounding uses, with only occasional, brief audibility of children's voices during quieter periods.

Market Impact Analysis
The market impact analysis report dated April 2, 2026 and prepared by MaRous & Company analyzes whether the proposed daycare facility would impact nearby residential property values, using market data, resale trends, and matched pair comparisons. This analysis examined homes located in close proximity to existing daycare

centers, some as near as 93 to 182 feet, and compared their sale prices to similar homes without such proximity. Across two case studies, including recent sales, the data consistently showed that properties near daycare facilities continued to appreciate and did not experience diminished value. The matched pair analysis, a standard appraisal methodology, found no evidence that proximity to daycare uses negatively influences residential property values.

Based on these findings and broader market conditions, the report concludes that the proposed daycare will not diminish or impair surrounding property values. Supporting factors include compliance with development and operating standards, limited hours of operation compared to other permitted uses, and existing environmental conditions such as traffic and ambient noise. Additionally, the report states that the project represents a significant investment in the community, contributing to local economic activity, job creation, and tax revenue. The report ultimately finds that the daycare may serve as a neighborhood amenity, potentially enhancing demand for housing in the area rather than detracting from it.

Planning Report

A planning report was prepared by Bill Cooney, a certified planning consultant who served as a Director of Community Development for the Village of Mount Prospect, where he led planning and economic development initiatives. Per the planning report, Mr. Cooney states that the petitioner has adequately addressed prior Village Board concerns regarding property values, noise, and traffic through expert analyses and a revised site plan incorporating staff and engineering recommendations. Mr. Cooney attests that the evidence supports that the proposed daycare will not negatively impact surrounding properties, will operate within acceptable noise thresholds, and will function efficiently from a traffic and parking standpoint. Mr. Cooney states that the daycare use is fully consistent with the Village's Comprehensive Plan and zoning framework, serving as an appropriate neighborhood-oriented and transitional use that serves as a buffer between residential and commercial areas. Overall, Mr. Cooney contends that the proposal meets all standards for conditional use approval and represents a beneficial reinvestment in an underutilized site that will provide meaningful community benefits.

Amended Conditions of Approval

The following amended conditions are designed to mitigate the potential impacts identified by the Village Board while still allowing the business to operate. Staff is recommending approval of the conditional use request, subject to the amended conditions, as shown below (see text in blue):

1. The subject property shall be developed in general conformance with the approved development plans which will consist of the following (collectively the "Approved Plans"):
    a. Final Engineering Plans titled "Site Development Plans For 1040 W Northwest Hwy Proposed Daycare Facility & Natural Playground", consisting of eleven (11) sheets, as prepared by Stonefield Engineering & Design, with the latest revision date of 04/08/2026;
    b. Play Area Concept, consisting of one (1) sheet, Sheet L-1, as prepared by Stonefield Engineering & Design, and dated 04/08/2026;
    c. Architectural Floor Plans, consisting of two (2) sheets, Sheets SA-1.1and SA-1.2, as prepared by Jarmel Kizel, with the latest revision date of 03/14/2025;
    d. Exterior elevations, consisting of one (1) sheet, Sheet SA-1.4, as prepared by Jarmel Kizel, and dated 03/14/2025;
    e. Landbank Parking Plan, consisting of one (1) sheet, as prepared by Stonefield Engineering & Design, and bearing the latest revision date of 5/6/2025;
    f. Childcare Facility Sound Study, consisting of eleven (11) pages, prepared by Thunder Acoustics, LLC, and dated April 9, 2026; and
    g. Market Impact Analysis, consisting of forty-three (43) pages, prepared by MaRous & Company, and dated April 2, 2026.
2. The Petitioner shall address all comments included in the Village review letter dated May 8, 2026 (PZ-03-25).

3. 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.
4. 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.
5. An amendment to this conditional use shall be required prior to any future expansion of this daycare center.
6. 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.
7. Drop-off/pick-up shall not involve buses that stop traffic on Northwest Highway and shall occur entirely on the Subject Property.
8. No more than two classrooms or fifty (50) children, whichever is fewer, shall be permitted to use the outdoor play area at any one time.
9. Student use of the outdoor play area shall be restricted to be between the hours of 9:00 AM and 7:00 PM. Between the hours of 9:00 AM and 5:00 PM, recess, class, or uncontrolled play use of the outdoor play area shall be permitted. Between the hours of 5:00 PM and 7:00 PM, the maximum number of children using the outdoor play area shall be restricted to the lesser of one (1) classroom or thirty (30) children. Use of the outdoor play area after 5:00 PM shall consist of passive activity, including but not limited to reading, gardening, coloring, or other similar activities with staff supervision.
10. 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.
11. 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.
12. An eight-foot-tall solid fence with no gaps, consistent with the recommendations provided in the Sound Study prepared by Thunder Acoustics and dated April 9, 2026, shall be installed around the perimeter of the outdoor play area. The fence shall be solid and without gaps other than below the fence rail and any decorative component or area between the posts above the height of eight (8') feet. The Sound Engineer shall submit a certification letter prior to issuance of a building permit verifying that the proposed fence material complies with the Sound Study. Management and teachers shall be trained on the importance of child observation and conduct that leads to increases in sound levels.
13. No amplified sound devices, including but not limited to megaphones, speakers, or other devices that artificially or mechanically increase sound levels above playground noise shall be permitted within the outdoor play area, except for speakers used only for emergency announcements (lightning or other weather emergency) and fire safety apparatus.
14. The Petitioner shall provide noise testing and data to be submitted to the Village within ninety (90) days following the issuance of a Temporary Certificate of Occupancy (TCO) to verify that the sound levels at nearby residential properties remain less than 5 dB(A) above ambient sound levels, consistent with the recommendations and maximum levels identified in the Sound Study. Such testing shall be performed by a contractor certified and qualified to conduct acoustic testing and shall occur with no fewer than fifty (50) children present in the outdoor play area under normal operating conditions. If it takes longer than ninety (90) days to verify the sound levels due to an insufficient number of children being enrolled, this period may be extended subject to the discretion of the Community Development Director.

    If such testing demonstrates that additional mitigation is necessary to achieve compliance, the Petitioner shall implement additional noise mitigation measures, which may include, but are not limited to, supplemental landscaping, additional perimeter fencing, and/or a reduction in the maximum number of children permitted in the outdoor play area at any one time, as determined by the Community Development

Director. Upon the Community Development Director's satisfaction that compliance has been achieved, a Final Certificate of Occupancy may be issued.

FIRST ADDENDUM TO THE
PETITION FOR A 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:

This First Addendum upon remand is submitted on behalf of W Northwest MP LLC, an Illinois limited liability company (the "Petitioner") in support of its petition for a Conditional Use Permit for a daycare center at 1040 W. Northwest Highway (the "Property"). With this supplement, Petitioner provides a distinct discussion of the townhome development to the west, the MaRous & Company report (valuation report), the Thunder Hearing & Sound report, and the planning report of Bill Cooney.

Petitioner respectfully seeks re-affirmation of the prior favorable recommendation by the Planning and Zoning Commission ("PZC") and approval by the Village Board of a daycare to be constructed according to the plans provided and conditions that have developed during the process. Petitioner intends that the use lead to a new active member of the Mount Prospect community and that the use contribute greatly to the residents and businesses in the corridor and in town.

II. ZONING REGULATION

The Property is in the Village's B-1 Business District. The Mount Prospect Zoning Ordinance identifies daycare centers as a conditional use in the B-1 Business District. Thus, Petitioner's facilities are appropriate in the B-1 district. The designation of daycare centers as conditional uses is a legislative determination that the use is appropriate in the B-1 Business District unless the Village Board determines that the particular use proposed at the designated location carries detrimental impacts that are not present on other lots in the zoning district. None of the impacts of this use indicate a detrimental impact to the surrounding land uses, but it is important to note in advance of the remainder of this supplement that all of the claims of detrimental impact relate to impacts that are going to occur regardless of where the use is located. For example, the sound of

children playing is common throughout the area surrounding the B-1 district and the west end of the Northwest Highway Corridor. Under the Village's comprehensive planning, the Northwest Highway corridor is intended to be family-centric, and there are dozens of acres of play fields and outdoor recreation areas already. Most of these abut single family residential use and, in many instances, some of the play areas are much closer to homes. Vehicular movements noted by neighbors are already common, and the Property and the adjacent townhomes already rely on an arterial street that is part of the federal aid highway system and under the jurisdiction of the Illinois Department of Transportation—this reliance is no different across the B-1 district and the three segments of the Northwest Highway Corridor. Similarly, concerns over use and district transitions are the same across most B-1 district or related use transitions. There is nothing in Petitioner's development proposal that indicates the detriment contemplated by the Illinois Supreme Court and the Village's standards that should cause the denial of the project at this location.

The B-1 district is intended to function as a transitional zoning district between residential areas and more intensive commercial and retail uses.[1] The daycare center will be consistent with this transitional planning purpose because it provides a family-oriented community service that is compatible with both nearby residential neighborhoods and the surrounding commercial corridor. Petitioner's primary hours of operation are weekdays during the day—another intended element of the B-1 transition. The B-1 district, with the exception of the townhomes, was a continuous transition from areas to the north to the railroad. As discussed below, the Village changed the use and purpose of the townhome land, but the purpose of the Property never changed.

Village staff conducted a comprehensive review of the Petitioner's proposal and issued a staff report dated May 15, 2025, recommending approval of the requested conditional use. After reviewing the staff report and hearing testimony, the PZC unanimously voted 5-0 on May 22, 2025, to recommend approval of Petitioner's request for conditional use.

Daycare centers are compatible in the B-1 District and the record demonstrates that the proposed daycare center satisfies the Village's conditional use standards and will operate in a manner compatible with surrounding properties.

III. PLANNING CONTEXT – NORTHWEST HIGHWAY CORRIDOR:

The daycare center is also consistent with the Village's broader planning goals for the Northwest Highway corridor. Following up on its 2007 Comprehensive Plan, in 2011, the Village commissioned a subarea planning study of the Northwest Highway corridor to evaluate opportunities to improve the corridor and strengthen its role as an important commercial and community corridor within the Village.[2] The Northwest Highway Corridor Study identified a need to expand the variety of desirable uses along Northwest Highway, including grocery stores, restaurants, retail establishments, entertainment uses, and family-oriented uses.

The study also found, based on interviews with Village residents and stakeholders, that many residents were concerned about the number of vacant and under-used properties along the corridor,

[1] Village Code of Mount Prospect, Illinois, Section 14-1501

[2] Northwest Highway Corridor Plan (Village of Mount Prospect, adopted June 7, 2011). pp 18-20.

which were viewed as contributing to a lack of visual interest and vitality along Northwest Highway.[3] The Property is underutilized and carries a sense of obsolescence.

The daycare center will directly advance these and other planning objectives by redeveloping a currently underused property with a family-oriented community use that will generate daily activity and contribute to the vitality of the corridor while remaining compatible with nearby residential properties. These are several components of the Northwest Highway Corridor Study, which fits alongside the 2017 Envision Comprehensive Plan and the more recent data and input from the 2040 Existing Conditions study published last Fall. Petitioner addresses the context of the project within these planning documents in Part XI.

IV. SUMMARY OF PROPOSED DAYCARE OPERATIONS

The Petitioner will operate a daycare center (the "Center") in association with The Nest Schools, Inc., a nationally respected and award-winning provider of early childhood education programs. The daycare center will occupy the existing two-story building on the Property with a proposed building expansion. When completed, the Center will offer childcare services for children ranging from six weeks to six years of age, with optional before- and after-school programming for children up to twelve years old. The Center is designed to be a feature facility with an attractive, well-landscaped outdoor play area and a large indoor play and experiential area—placing daycare in Mount Prospect at the forefront on a nationwide basis.

The Center will ultimately accommodate up to 339 children and will employ approximately 39 full-time and 10 part-time staff members. (As preferred under the Village's planning instruments (Part XI), this will return employment levels at the property to slightly below those that existed years ago.) The Center's primary hours of operation are Monday through Friday from 7:00 a.m. to 7:00 p.m. The Center will incorporate modern classroom facilities, security systems, parent communication technology, indoor activity areas, and a commercial kitchen providing nutritious meals. A key component of the Center is the incorporation of a large natural playground area designed to provide children with a park-like outdoor environment.

Petitioner and The Nest Schools are valued members of the communities where they operate. The Center will feature programming that includes police and fire, volunteerism and community involvement.

The Center offers a proper, efficient and accessible parking area served by driveways that allow access to and from other parts of the Village, including its Downtown Segment of the Northwest Highway corridor. Multiple plans and studies since 2007 have stressed the need to encourage visitors to make return visits to the Downtown Segment of the Northwest Highway corridor.

V. PROCEDURAL HISTORY:

The Petitioner's application has undergone extensive review by Village staff and the PZC:

[3] Northwest Highway Corridor Plan pp 18-20.

January 29 – May 14, 2025 – Four rounds of staff review conducted by Village departments including Planning, Public Works/Engineering, Building, Fire Prevention, and Environmental Health.

April 15, 2025 – Conditional use petition submitted.

May 15, 2025 – Village staff issued their staff report recommending approval of the Petitioner's request for a conditional use to operate a daycare center.

May 22, 2025 – Public hearing conducted before the PZC. Following the hearing, the PZC voted 5-0 to recommend approval of the conditional use request.

June 3 and June 17, 2025 – The Village Board considered the petition amid new noise claims and voted 4-2 to deny the Petitioner's request for conditional use. During this period, staff conducted sound measurements when neighbors raised sound levels as a post-hearing objection. Petitioner collected sound data from another facility to confirm sound would not be an issue.

July 15, 2025 – The Petitioner requested, and the Village Board agreed, to remand the matter to the PZC to consider three issues raised during the Board's deliberations: (1) the potential impact of the proposed use on surrounding property values, (2) potential noise impacts associated with the proposed playground area, and (3) traffic circulation and parking demand associated with the proposed use.

Various issues arose outside of the planning process, including frustration between Petitioner and the owner and with the Village. Over the months since July, Petitioner maintained its interest in the Village and the project as well as its communication with the Village. The project is on a positive path for consideration and, hopefully, site work in 2026.

April 2026 – Petitioner submitted reports and a revised fence plan for the outdoor playground.

VI. STAFF REVIEW PROCESS

Petitioner's request for conditional use has undergone a thorough review by Village staff through four separate staff review letters dated January 29, April 4, April 24, and May 14, 2025. Copies of all staff review letters are appended hereto as **Exhibit 1**.

Throughout this process, multiple Village departments, including Planning, Public Works, Engineering, Building, Fire Prevention, and Environmental Health, carefully and diligently evaluated the Petitioner's site plans, architectural drawings, and engineering materials to ensure that the daycare use complies with the Village's Zoning Ordinance and the standards governing conditional uses.

During the course of these reviews, staff identified matters requiring clarification or modification and requested revisions to the Petitioner's plans. These comments addressed matters such as traffic circulation and pick-up/drop-off operations, parking configuration, landscaping and buffering

adjacent to residential properties, accessibility requirements, building and life-safety codes, signage compliance, and state licensing requirements for daycare facilities.

Staff also required preparation and revision of a Traffic Impact Study and suggested modifications to the site design to further ensure that vehicle circulation would not result in congestion or queuing onto Northwest Highway. Throughout this process, the Petitioner worked collaboratively with staff to address matters raised and to adapt plans to meet the technical needs of the project.

By the time of the final staff review dated May 14, 2025, the remaining comments related primarily to matters that would be addressed during the building permit phase, while the Village's Public Works Department confirmed that it had no objection to the conditional use from a traffic or engineering standpoint.

Following hearing, staff became involved again when two townhome residents raised concerns over sound generated by the use. At the time, Petitioner had absolute confidence that sound from the landscaped outdoor play area would comply with applicable regulations of the Illinois Environmental Protection Agency. Petitioner also understood planning for recess and outdoor activities as well as the sound generated at recess since daycare operators focus on sound for the safety of the children at the facility. Staff took sound measurements that, as reported, did not indicate any issue with sound migration. Additionally, Petitioner had sound readings taken from another of its locations and this, too, showed no issues with sound from the daycare operations.

Prior to the votes to reconsider and remand the matter to the PZC, and through attorneys, there was some additional discussion of the sound issues claimed by two townhome residents and whether fence screening would benefit neighbors even if not technically required. Upon review and reconsideration, the plan on remand calls for a fence around the perimeter of the playground.

VII. TRAFFIC IMPACT AND SITE CIRCULATION

Traffic circulation and access to the Property as well as parking, student loading and stacking were all carefully analyzed through staff reviews. The Traffic Impact Study ("TIS") prepared by Stonefield Engineering & Design, LLC shows that existing roadway conditions are sufficient to support the project. Projected traffic and the characteristics of the Property's ingress, egress, parking spaces, and parent drop-off and pick-up operations are not only sufficient, but they allow for additional precautions often reserved for larger assembly uses. Using accepted engineering methodologies under the Institute of Transportation Engineers Trip Generation Manual and the Highway Capacity Manual, the TIS establishes that the Center will not have an adverse impact on traffic operations along Northwest Highway or the surrounding roadways.

Northwest Highway (U.S. Route 14) is classified as a minor arterial roadway and currently carries approximately 9,700 vehicles per day. Field traffic counts conducted for the study identified a weekday morning peak hour of approximately 7:45 a.m. to 8:45 a.m. and an evening peak hour of 4:30 p.m. to 5:30 p.m. The morning student intake operations are a bit of a rolling process, with students dropped in what become predictable volumes and intervals, while the more identifiable afternoon peak for retrieving students occurs well before the peak weekday hour.

The TIS evaluated existing conditions as well as projected conditions assuming the daycare center operates at full capacity. The analysis determined that the most critical traffic movement—eastbound left turns into the site—would operate at Level of Service A, indicating minimal delay and efficient access. Vehicles exiting the site were also projected to operate within acceptable engineering standards. Queueing analysis confirmed that vehicles would not extend onto Northwest Highway.

Traffic circulation and parent drop-off and pick-up operations were a central focus of the Village's review process. Village engineering staff required additional analysis and revisions to the site plan to ensure that vehicle circulation would occur entirely within the site and would not result in vehicles stacking onto Northwest Highway. As part of this review, the Village Engineer required the traffic analysis to incorporate more conservative operational assumptions regarding the amount of time required for parents to drop off and pick up children. The original analysis relied on an average service time of approximately seven minutes. At the request of Village staff, the study was revised using a twelve-minute average service time.

Under the Village's 12-minute service time assumption, the analysis determined that 34 parking spaces would be required to accommodate peak demand. The site plan provides 37 dedicated drop-off and pick-up spaces, thereby exceeding the number required—even under the Village's conservative assumptions.

Village staff also required revisions to the site layout. The drop-off and pick-up area were relocated to the west side of the building, where additional internal circulation space is available. As an additional safeguard, the Village required Petitioner to provide a land-banked parking plan reserving five additional parking spaces that can be constructed if future review indicates that additional spaces are necessary.

During the May 22, 2025, PZC hearing, Village planning staff summarized the findings of the traffic study and explained the revisions required by the Village Engineer. Members of the PZC questioned both staff and the Petitioner's traffic engineer regarding peak traffic periods and parking demand. Staff confirmed on the record that they were confident the parking supply would be sufficient during peak operating times. Members of the PZC engaged in a detailed discussion of these findings. Chairman Donnelly and Vice Chairman Beattie questioned the Petitioner's traffic engineer regarding the timing of peak traffic periods, expected parking demand during those periods, and the operational characteristics of parent drop-off and pick-up activity. In response, the traffic engineer explained the methodology used in the analysis and confirmed that the Center's design provides sufficient parking capacity even during the busiest anticipated periods of its operations.

During this discussion, Vice Chairman Beattie specifically asked whether it might be easier to construct the land-banked parking spaces immediately rather than revisit the issue later. Village staff responded that they were confident the parking supply would be sufficient during peak operating periods and explained that the land-banked spaces were intended simply as a precaution should future monitoring indicate additional parking would be necessary.

These exchanges are significant because they demonstrate that the PZC did not simply rely on the Petitioner's traffic study, but also actively examined the issue through questioning of both Village staff and the Petitioner's traffic engineer. The PZC's deliberations reflect a thoughtful evaluation of the traffic evidence presented at hearing.

After considering the traffic study, Village staff analysis, and testimony presented during the hearing, the PZC voted 5-0 to recommend approval of the Petitioner's request for conditional use.

VIII. SITE DESIGN AND BUFFERING MODIFICATIONS FOLLOWING THE JUNE 3, 2025, VILLAGE BOARD MEETING

Petitioner's site plan minimizes potential adverse impacts on neighboring residential properties. The Petitioner's proposed playground area is located behind the building and outside required setback areas, thereby maintaining substantial separation between the playground and adjacent residential properties. The Property also contains mature arborvitae approximately 18 feet in height along the western Property line, which provide substantial screening and contribute to sound mitigation between the properties (the townhomes use an open fence adjacent to the commercial parking lot on the Property).

Following the Village Board's initial consideration of the Petitioner's request on June 3, 2025, the Petitioner considered objections raised by residents of the adjacent townhome development. The neighbors who raised objections declined to participate in a meeting with staff and Petitioner, but Village staff communicated additional measures through which Petitioner could further mitigate potential adverse impacts on neighbors.

Following a June 9, 2025, conference call, the Petitioner revised its site plan to provide additional landscaping around the playground area consisting of layered buffering that includes at least fifty percent evergreen trees. This new landscaping creates a second layer of screening around the playground area in addition to the substantial existing screening/buffering already provided by mature trees along the property lines. Petitioner also relocated the dumpster from the northwest corner of the Property to the east side of the building. The revised site design therefore provides an even greater degree of buffering and separation between the daycare center and surrounding residential properties than was originally proposed and than is typically required for this type of use.

IX. COMPARATIVE REVIEW OF OTHER DAYCARE CENTER OPPORTUNITY IN MOUNT PROSPECT

Petitioner has reviewed several daycare centers currently operating within the Village that were previously approved through the conditional use process. The purpose of this review was to better understand how the Village has historically evaluated daycare centers with outdoor play areas located near residential properties and how these daycare centers co-exist near single family residences.

The Petitioner also identified several area daycare centers where playground areas are located in rear or side yard setbacks directly adjacent to residential properties. These include facilities located at: (1) 621 North Main Street, Mount Prospect and (2) 1020 Hunt Club Drive, Mount Prospect. At these locations, the playground areas are as close, or closer, to residential property lines and contain significantly less buffering or screening than proposed for the Property. Photos of these properties are appended hereto as **Exhibit 2**.

Similarly, the daycare center located at 1738 E. Kensington Road includes a playground area located in the rear yard in similar proximity to residential properties and lacks the layered buffering and screening proposed by the Petitioner. A photo of the property is appended hereto as **Exhibit 3**.

Additional daycare facilities operating within Mount Prospect include: (1) Parkview Montessori School – 1601 Feehanville Road, and (2) Rose Garden Academy – 1630-1638 W. Algonquin Road.

Through records obtained by the Petitioner pursuant to Freedom of Information Act requests, the Petitioner confirmed that these daycare centers were approved by the Village Board without any identified concerns related to playground noise. The Village authorizes daycare centers as a conditional use in all zoning districts except the I-3, I-2, R-4, and C-R districts. The C-R district hosts uses similar to daycare with similar age groups and sound generation. Daycare centers would likely not operate in the I-2, I-3 or R-4 districts unless within an existing development. The direction of the Village's regulation of daycare centers significantly conflicts with the townhome neighbors' claims of sound and traffic concerns.

This comparative review is instructive as it demonstrates that daycare playgrounds operating under conditions similar to or less protective than the design proposed by the Petitioner have existed and operated without creating the types of adverse impacts that have been suggested in this case. The Petitioner's proposal, in contrast to some other daycare centers referenced above, places the playground well outside required setback areas, incorporates two layers of buffering, and benefits from existing mature arborvitae approximately 18 feet in height along the Property lines. Additionally, rather than locating on the inside of the several available districts, Petitioner proposes its use along Northwest Highway opposite the Union Pacific railroad.

When considered together with the Village's experience with these existing daycare centers, the evidence in this case strongly supports the conclusion that the daycare use will operate in a manner compatible with surrounding properties.

X. ZONING HISTORY OF ADJACENT TOWNHOME DEVELOPMENT

The objections raised by two residents of the townhome development located immediately west of the Property at 1060 West Northwest Highway should also be considered within the broader zoning history of that development and its relation to Petitioner's pending case.

The townhome development was approved in 2002 pursuant to a zoning petition filed by NEPCO, Inc., seeking both a map amendment and a conditional use permit for a Planned Unit Development (PUD). At that time, the property was zoned B-1 Business District, which is the same zoning classification that applies to the Petitioner's property today. Zoning lots west of the townhomes remain zoned B-1. As in the present matter—where two townhome owners oppose daycare use—the zoning relief sought by NEPCO, Inc. was opposed by the Northwest Meadows Homeowners Association. For at least the past thirty years, the Village has consistently treated townhomes as a transitional or buffering use, intended to be integrated between non-residential districts and other uses. By their nature, and as reflected in the Village's planning framework, townhomes have historically been developed in locations where they are subject to the impacts of adjacent, more intensive uses.

NEPCO, Inc.'s application for the townhome development expressly contemplated the proximity of B-1 uses, including the limited depth of the rear yards abutting the Property. Notably, NEPCO and all purchasers of units in the townhomes knew that a building at the time could be situated as close as thirty (30) to thirty-five (35) feet to the east wall of the townhomes. They were also aware that the full range of permitted and conditional uses remained and would be available to the Property—along with accessory characteristics such as lighting, parking, circulation, traffic and sound. At no time from 2002 to the present, did the Village ever contemplate downzoning or restricting uses on the Property due to the townhomes.

During the Village's review of the 2002 petition, Village planning staff recommended that the PZC deny both the requested map amendment and the conditional use for the Planned Unit Development, citing concerns regarding compatibility with the Village's existing zoning map and surrounding land use framework. When the PZC considered the request, the PZC's vote reflected the divided views regarding the proposal. The PZC, on a 3-3 vote, denied a positive recommendation of the conditional use for the Planned Unit Development, which resulted in a recommendation of denial, and recommend (4-2 vote) approval of the map amendment to rezone the property from B-1 to R-2. This followed NEPCO's effort to provide for slightly larger rear and side yards because the Village understood in 2002 that even smaller yards could lead to less use and benefit for the owners.

One of the issues the townhome neighbors raise is sound emanating from non-residential use. Given the historical planning of the area and the longstanding existence of parking lots across the rear of the Property and the townhome site (until 2003), the residents' complaints related to vehicular movements, a smaller parking lot, and car doors are weak. The Village could not have approved the townhomes without determining that the townhomes will not impede the use, operation or maintenance of adjacent properties for their intended uses or for uses authorized by the Zoning Ordinance. One of these uses is day care use. The 2002 legislative finding that the townhomes fit within the character of the use of the area and will not impede the use of the Property are compelling in an environment where the *only* change in the block is the addition of the townhomes.

Despite the staff recommendation to deny the petition and the PZC's failure to recommend approval of the conditional use for the Planned Unit Development, the Village Board subsequently

approved both the map amendment and the conditional use for the townhome development. At the time of this approval, 35 Ill. Admin. Code 901.101(e) authorized municipalities to assign land use classifications to land for application of numeric sound standards used by the Illinois Environmental Protection Agency. The Village does not assign land use classifications as allowed under Section 901.101(e), and its historical election not to assign land use classifications to receptor sites (such as assigning townhomes rezoned from B-1 a non-residential sound classification) indicates that the elected and appointed officials trusted themselves to apply good and practical judgment in evaluating sound so that someone who operates or resides on land converted next to a use of greater intensity is not permitted to hamper reasonable development efforts with claims of sound concerns. This historical context is instructive when evaluating the Petitioner's request. In the current matter, Village planning staff conducted a detailed review of the Petitioner's proposal and concluded that the proposed daycare center satisfies the standards for approval of a conditional use in the B-1 District. After reviewing the staff report and the evidentiary record, the Planning and Zoning PZC voted 5-0 to recommend approval of the petition.

In contrast to the circumstances surrounding the approval of the neighboring townhome development—where staff recommended denial and the PZC did not recommend approval of the conditional use—the Village Board denied the Petitioner's request despite the professional recommendation of staff and the unanimous recommendation of the PZC.

The purpose of noting this sequence is not to question the Village Board's authority to exercise independent judgment in zoning matters. Rather, it illustrates the importance of ensuring that land use decisions are grounded in the standards established by the Village's Zoning Ordinance and supported by the evidentiary record developed during the review process.

In the present case, the record—including staff analysis, engineering review, and the PZC's deliberations—supports the conclusion that the daycare facility satisfies the Village's conditional use standards and will operate in a manner compatible with surrounding properties. The reports from MaRous & Company (valuation assessment), Thunder Hearing & Sound, LLC (sound evaluation), and Bill Cooney all support the conclusion that the project meets all standards for conditional use.

Nevertheless, and notwithstanding that the proposed use will meet all applicable standards for sound (as noted with informal measurements by staff in 2025 indicating no problem, a 2025 comparative site review by Petitioner generally confirming no problems with sound as well as the 2026 Thunder analysis showing no adverse impact from sound even if the sound of children at play is deemed offensive), Petitioner has done its best to respect its neighbors:

1. The 2026 report provided by Steve Thunder (Thunder Hearing & Sound, LLC) involved modeling and analysis showing that the townhomes were much closer than receptor use areas and structures to the north and east—and the 2002 townhome approval obviously verifies that this was intended by the townhome developer and the Village;
2. Petitioner retains existing perimeter trees and landscaping to allow a visual buffer and to allow some reduction of sound levels from all activities within the Property;

3. Petitioner plans significant landscaping within the outdoor playground area;
4. Petitioner agreed to cap the number of children on the outdoor playground at 50 children;
5. Though not required for any offensive noise, Petitioner's plans depict an 8-foot solid fence along the perimeter of the playground which attenuates sound levels as if the sound of children playing is offensive, but a 7-foot fence is essentially as effective and the Village could view a 6-foot fence as sufficient even not quantitatively .

Item 5 was previously discussed between the Village attorney and Petitioner's litigation counsel in Summer 2025 as something that may be preferred. Petitioner respectfully notes that the solid fence is not a required amenity and notes that homes north and east of the property are not similarly situated to the townhomes which were intended to filter in between distinct zoning districts and land uses. However, it will treat owners in all directions similarly.

Petitioner hopes that owners within the townhome development respect this effort and asks the PZC to favorably recommend and the Village Board to approve the conditional use as adjusted.

XI. COMPREHENSIVE PLANNING UPDATE

The Village has embarked on its 2040 comprehensive planning process. In this section, Petitioner, with its planning consultant's assistance, addresses information published by the Village subsequent to remand. All of the Village's comprehensive planning continues to support the project. No aspect of Village planning indicates that a daycare use at the property, and in this configuration, causes a concern for detrimental impacts or negative impacts because the use and its attending effects are intended in the B-1 zoning district and in the Northwest Highway corridor.

The Mount Prospect 2040 Existing Conditions Report (September 2025) continues to reflect that the property is a continued location for office employment (albeit much smaller than in years past when it was a larger engineering office and an insurance and adjusting office) and for daytime operations. (2040 Ex. Cond., at 13, 16-17) The Village features higher than average Cook County employment levels and an otherwise strong community fabric, but the 2040 Existing Conditions Report notes that not all residents benefit similarly from access to resources or economy and notes: "The Comprehensive Plan could propose strategies that ensure access to housing, healthcare, and supportive services for all residents." (2040 Ex. Cond., at 37) Nationally, daycare is uniformly recognized as one supportive service that strengthens families at all levels (early childhood education, economics, access to work force, and job opportunity). Additionally, the project gains support where the 2040 Existing Conditions Report encourages attracting new employers (Petitioner will have 49 employees, increasing those employed on site from the current handful), increasing local job opportunity (directly and indirectly), and connectivity (the daycare center will be on an arterial highway near the Union Pacific commuter line). (2040 Ex. Cond., at 37) It is also located within a reasonable distance from other employment centers in the Village and surrounding area.

The 2040 Existing Conditions report notes that the R-2 district is for *limited concentrations* of attached single family homes typically filtered in among other districts. (2040 Ex. Cond., at 18) This has been the case since at least 2007. The small townhome development west of the Property is filtered in among less intense residential and more intense business.

As indicated in aerial photography on file with the University of Illinois and, in part, available from Cook County, forty years ago Northwest Highway was dominated by the railroad and, other than a longstanding three-story multi-family building and public use areas, the Property was at the east end of a B-1 office and small business district in which properties were generally aligned with buildings situated forward on the zoning lots and parking in the rear. The Property and 1060 W. Northwest Highway offered accessory off-street parking in this same design and to a similar depth in relation to adjacent residential development until the development of the townhomes.

The Village's current Comprehensive Plan was approved in 2007 and updated through Envision in 2017. This plan remains in force today and contemplates subarea or more specialized plans that address more particular areas (i.e., the Northwest Highway Corridor) or subjects (i.e., bikeways and transportation).

The Property is in the more varied west segment of the Northwest Highway Corridor Plan (2011). (Plan, at 2-3) This area is intended for office, neighborhood commercial and institutional use. It presently features a range of small business uses, school or open space use and residential use. Homes in the west segment are situated in a longstanding three-story multi-family building, a townhome project filtered into the corridor, or on the perimeter of larger single-family subdivisions. As noted in the Zoning Map and in the Northwest Highway Corridor Plan, homes abutting to the Property have rear lots adjacent to the Property after a century of common historic transition planning along rear and side lot lines.

As noted in 2025, there are several portions of the Northwest Highway Corridor Plan that remain relevant today:

1. "The public . . . would like a wider variety of commercial uses than what currently exists within the corridor." (Plan, at 19)

2. "Retailers outside of the downtown district would like to see more traffic generating uses." (Plan, at 19)

3. "Residents and businesses would like to see a wider range of land uses in the study area because they believe that more people would patronize Mount Prospect stores if there were more reasons to visit the study area" and daycare is a family-friendly use that regularly draws families into the corridor. (Plan, at 19)

4. "The Village should continue to attract a range of housing and commercial uses to the corridor." (Plan, at 19)

5. Streetscape improvements (Plan, at 20) and building upgrades (Plan, at 21) are substantial elements of a project that will bring a substantial indoor recreation area for children (an amenity that does not exist in Mount Prospect and is not common among daycare operations regionally).

6. "[A]ttract new commercial businesses, such as a kid-friendly uses. . . ." (Plan, at 24)

7. "Ensure that the appearance of all buildings, grounds, and parking areas within the corridor is maintained." (Plan, at 24)

8. ". . . [F]urther strengthen and expand the Village's tax and economic base," which the daycare does on a primary basis (property taxes, jobs) and secondary basis (employee purchases, secondary visit purchases, childcare options for families). (Plan, at 24)

9. The re-use of the building is sustainable development. (Plan, at 25)

10. Encourage capital improvements. (Plan, at 28)

The project meets several policies and objectives of the 2017 Envision Comprehensive Plan:

Principle 1: transit friendliness of daycare on corridor near commuter rail (1.1.4, 1.4.1); non-incentivized redevelopment on corridor (1.1.5); positive re-use of underutilized building (1.4.1); daycare historically compatible near residential areas (1.2.4); attraction of business to Northwest Highway (1.6.2); reinvestment in older buildings (2.1.3); family friendly amenities (5.1.5); sustainable development (7.1.7);

Principle 2: primarily objectives related to the provision of public transit;

Principle 3: arts and culture (4.2.1); youth engagement (4.4.1); lifelong learning (4.5.1);

Principle 4: healthy lifestyle accessibility (1.1.1); promoting healthy options (2.1.1, 2.1.2, 2.1.4); potential for inter-generational services (3.2.3); law enforcement and fire safety education (4.2.2);

Principle 5: sustainability (1.3.1, 1.3.2)

Principle 6: partner in community events (2.1.2); interning/mentoring (2.1.3).

The project meets the business and corridor and neighborhood objectives as set forth in the 2017 Envision Plan through diversity and creative use, adaptive re-use, appropriate transitions, adequate vehicle movements and carpooling (at 80, see also 78), and meets recreational objectives. (Plan, at 83) The project also answers many implementation tasks: 1.4, 1.8, 1.17, 1.18, 1.20, 2.25, 3.3, 3.13, 4.2, 4.3, 4.7, 4.8, 4.15, 4.16, 4.19, 4.23, 5.7, 5.9, 6.6, 6.8, 6.9.

XII. CONCLUSION

The record demonstrates that the daycare center clearly satisfies the Village's conditional use standards. Bill Cooney's report, the Thunder sound study and the MaRous valuation report confirm and solidify this conclusion. The proposal has been thoroughly reviewed by Village staff, supported by professional engineering analysis, and recommended for approval by the PZC by a 5-0 vote, so Petitioner has submitted this additional information to address post-hearing developments at the Village Board.

Petitioner's site plan incorporates substantial buffering and thoughtful site design to avoid potential impacts on neighboring properties. When considered together with the Village's experience with comparable daycare facilities operating in closer proximity to residential properties and with less buffering, the record supports the conclusion that the daycare center will operate in a manner compatible with the surrounding properties. Nothing in the use at this location causes unique concern that would justify denial.

During the prior hearing process, there was a series of conditions that attended the PZC recommendation and continued in the Village Board proceedings. Applicant recites these below:

1. The subject property shall be developed in general compliance with the approved development plans which consist of the following:
    a. 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 04/08/2026, except that they shall are hereby modified to be consistent with the "Play Area Concept" plan, as prepared by Stonefield Engineering & Design, with latest revision date of 04/08/2026, which includes shrubs and trees, which shall be 50% evergreen, and which will have a sound fence with a height of at least six (6) feet, relocate the trash enclosure to the interior of the site;
    b. 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;
    c. Exterior elevations, consisting of 1 sheet, Sheet SA-1.4, as prepared by Jarmel Kizel, and dated 03/14/2025; and
    d. Landbank Parking Plan, as prepared by Stonefield Engineering & Design, and bearing the latest revision date of 5/6/2025.
2. The petitioner shall address all comments included in the Village review letter dated May 14, 2025;
3. 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;
4. 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;
5. An amendment to this conditional use shall be required prior to any future expansion of this daycare center;

6. 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;
7. Child drop-off/pick-up shall not involve buses that stop traffic on Northwest Highway and shall occur entirely on the Subject Property;
8. No more than two classrooms or 50 children, whichever is fewer, shall be permitted to use the outdoor play area at any one time;
9. Use of the outdoor play area shall be restricted to be between the hours of 7:00 AM and 7:00 PM (formerly between 9 AM and 5 PM, but sound is within ambient noise with a 7-foot fence);
10. 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; and
11. 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.

Accordingly, the Petitioner respectfully requests that the PZC reaffirm its positive review on the project and recommend approval and that the Village Board approve the Petitioner's request for conditional use for 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: April 10, 2026

EXHIBIT 1

STAFF REVIEW LETTERS

[Annexed]

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.

MAYOR
Paul Wm. Hoefert

TRUSTEES
Vincent J. Dante
Terri Gens
William A. Grossi
John J. Matuszak
Colleen E. Saccotelli

VILLAGE MANAGER
Michael J. Cassady

VILLAGE CLERK
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Village of Mount Prospect

50 S. Emerson Street, Mount Prospect, Illinois 60056

April 4, 2025

Fornaro law
c/o Heather Doman
1022 S. LaGrange Rd
La Grange, IL 60525
Via e-mail: hdoman@fornarolaw.com

Re: 1040 W. Northwest Highway / Conditional Use Approval for a Daycare Center / Review #1

Dear Ms. Doman,

The Village of Mount Prospect has reviewed the first submittal for conditional use approval for a daycare center at 1040 W. Northwest Highway, Mount Prospect. Staff has the following review comments:

Planning Division:

General:

1. The land use and zoning table on Sheet C-2 should be revised to show the minimum interior side yard setback (west) requires a 20' setback as the subject property is adjacent to a R-2 attached single-family residential planned unit development whose 20' interior side yard abuts the subject property's west lot line. A separate minimum interior side yard setback (east) should be added to the table that requires a 30' setback as the subject property is adjacent to R-X zoned lots whose 30' rear yards abut the subject property's north lot line.
2. Provide elevations/photos of the existing trash enclosure.
3. The project narrative states that the outdoor portion of the playground will be 18" lower than the covered portion of the playground. Is there a ramp or steps to take children down? How will those with disabilities navigate the difference in elevation?
4. What do the diagonal lines on the floor plans represent? Please remove these lines so that the floor plans are readable.

Photometric Plan:

5. Sheet C-4 should provide the following notes under “General Lighting Notes”:
    a) 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; and
    b) 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.

Fence Plan:

6. Fencing is noted on the plans. Submit fence elevations that comply with Section 14.318.

Off Street Parking and Loading:

7. Per Section 14.2206(E)(8), light poles in a parking lot shall be protected from vehicles by curbed landscape islands.
8. Will there be any deliveries made by large trucks at the proposed daycare and where would unloading occur? What hours would the unloading occur and at what frequency?

Landscape Plan:

9. Provide a landscape plan for the entire site that meets the requirements of Section 14.2303. Per 14.2303(A)(3), the landscape plan shall identify all existing planting material to remain, including the identification of trees, shrubs and ground cover. The planting schedule shall identify the plantings within the ‘landscape buffer’, existing foundation landscaping, and landscaping within the parking lot islands including the scientific and common names, number of plantings, minimum installation sizes, size/container, and spacing. The existing landscaping shall be in good health, or they will need to be replaced, and any changes shall be reflected in the landscape plan.
10. Per Section 14.2303(A)(5), the landscape plan shall provide the proposed treatment of all ground surfaces (ground covers, sod, seed and/or plantings), especially in the outdoor ‘natural’ playground area. Please note that the Village counts artificial turf as an impervious surface and will count against lot coverage.
11. An irrigation plan is required under Section 14.2303(A)9.
12. Per Section 14.2303(B)(3), a planting data box shall include the required and proposed calculations for the following:

    Planting data box which shall include the required and proposed calculations for the following:

    i. Length (in feet) for each lot line:
        1. Adjacent to public right of way.
        2. Adjacent to nonresidentially zoned property.
        3. Adjacent to residential property.

ii. The total number of trees required and proposed.
iii. The total number of shrubs required and proposed.

13. After the existing plantings (in the landscape buffer, foundation landscaping, and parking lot islands) have been identified, demonstrate that the landscaping for the entire site meets the requirements of Section 14.2304, including minimum installation sizes and mix of deciduous / evergreen shrubs. The current mix of deciduous / evergreen shrubs do not meet the 50% requirement for each. The plant schedule should distinguish the ornamental trees from the shade trees. For shrubs that mature at less than five feet (5') in height, minimum installation size shall be two feet (2'). For shrubs that mature taller than five feet (5') in height, minimum installation size shall be three feet (3'). Include the minimum installation sizes and mature heights of each shrub.
14. Add the following three notes under the “Mount Prospect Landscape Notes”:
    a) Except areas occupied by planting beds, all landscaping areas located in the front or exterior side yards shall be sodded.
    b) Except areas occupied by planting beds, all landscaping areas located in the interior side or rear yards shall be sodded or seeded.
    c) Plant materials installed along the perimeters of parking areas and rights of way shall be salt hardy.
15. Per Section 14.2306(A), parking lot landscape islands shall be a minimum of seven feet (7’) in width and at least 120 square feet in area. Provide dimensions of the width of each parking lot landscape island. All parking lot landscape islands, including existing end islands, shall provide 50% live coverage. Live coverage shall consist of a mixture of planting material, including evergreens, shrubs and perennials.
16. Per Section 14.2306(B), Perimeter Landscaping: The regulations shall apply to the area defined along an adjacent lot line, extending to any or all of the following: exterior curblines of a parking lot; drive aisles or loading docks; and any building.

    Perimeters Abutting/Adjacent to Single-Family Residential Uses: The following landscaping is required along lot lines that are adjacent or abutting a single-family residential use.
    a) Front And Exterior Side Yards:
        1. Where located across a street from a residential use, continuous landscaping shall be provided along the frontage to a height of three feet (3').
        2. Shade trees shall be provided at the equivalent of fifty feet (50') apart along the abutting lot line.
    b) Rear And Interior Side Yards:
        1. A screen/buffer shall be provided at a minimum of six feet (6') in height.
        2. Shade trees shall be provided at the equivalent of fifty feet (50') apart along the abutting lot line.

3. Other planting material, including ornamental trees, evergreens, shrubbery, hedges, and/or other live planting materials shall be provided at intermittent locations, covering at least seventy five percent (75%) of the linear frontage.

17. Add parking lot landscape islands at the end of each row of parking stalls regardless of the number of parking stalls in the row to meet the requirements of Section 14.2306(A).
18. Additional foundation landscaping shall be provided along the southwest façade. Existing foundation landscaping must be identified and must be in good health. Provide the width of all foundation landscaping – a minimum of 4 feet is required per Section 14.2307.
19. Per 15.501(C) and 15.502(D), parkway trees are required. However, fees will be collected, and parkway trees will be selected and planted by the Village. Delete the 4 proposed parkway trees along Northwest Highway.
20. Three mature trees are proposed for removal. Additional information is required per Section 14.2308, including reason for tree removal and a description of the trees to be removed. Arguments for removal under subsections A3c and A3d of this section shall be accompanied by a report from a certified arborist.

Signage:

21. Sheet SA-1.4 shows one wall sign and one monument sign. No dimensions were provided for the monument sign. No signage relief has been requested or approved as part of this submittal. Any sign drawings that are submitted during building permit phase shall comply with code.
22. Per Section 7.302(G)(9), a minimum of two (2) square feet of landscaping will be required for every one square foot of sign face required. Landscaping shall form an attractive, dense cluster at the base of the sign.

Public Works Department:

Comments Regarding the Traffic Impact Study (TIS): (These comments should be addressed prior to granting conditional use approval.)

23. The Traffic Impact Study needs to be stamped by an Illinois registered PE.
24. Use a 1.0% compounded background growth rate instead of the 0.50% noted under Background Growth on page 5.
25. Revise the Pass-By Trip and Diverted Link Trip percentages. Due to the roadway network in the area, we believe these amounts should be lower. Northwest Highway has the Union Pacific Railroad paralleling it to the south for its entire length in the area. This disrupts the standard road network and creates a barrier that does not allow easy distribution of trips. Therefore, there will be less Pass-By and Diverted Link trips than indicated as standard by Institute of Transportation Engineers (ITE).

26. Provide a parking analysis based on the ITE's latest parking generation manual to determine if more parking spaces are necessary beyond what the Village Code would require to adequately serve this use.
27. Staff is concerned with the possibility of the queues entering the site backing up onto Northwest Hwy. What measures will be put into place to mitigate the chances of vehicles queueing onto Northwest Hwy.? To eliminate this possibility, we suggest that you consider flipping the drop-off/pick-up parking to the west side of the building, and the staff & visitor parking to the east. In this way the queue would have to wrap all the way around the building before reaching Northwest Hwy. Note: This may require sidewalk to be installed along the west side of the building.
28. The TIS must be submitted to the Illinois Department of Transportation (IDoT) for review. Approval from IDoT will be required as a condition of the Village permit.

Comments Regarding the Site Design: (These comments may be addressed as part of the building permit submittal.)

29. Do not place signs back-to-back if they interfere with a reserved sign shape (no square signs on the back of octagonal stop signs).
30. Provide additional signage & striping to better direct pick-up/drop-off traffic.
31. Correct the direction of flow arrows on the existing sanitary service from the building.
32. The plan shows an existing storm sewer from across Northwest Highway connecting to the catch basin near the southwest corner of the site. This storm sewer does not exist; delete this sewer from the plan.
33. Per MSD Permit 88-782, 0.353 ac-ft provided. Confirm permitted volume is still available, or provide (restore) as part of this project. Also, confirm the 3" restrictor is in place, or reinstall as part of this project.
34. Obtain a "Letter of Determination" from MWRD confirming if WMO permit will be required.

Building Department:

35. Provide full code analysis including building and adopted codes in addition an analysis based on the Illinois State Plumbing Code and Illinois Accessibility Code. In the plumbing code analysis, provide per use groups including child calculations as afforded by the state code.

    The kitchen equipment and installation in addition to the full project requires architectural, mechanical, electric, plumbing and energy code drawings. The kitchen details require hood drawings, cut sheets, product listings, proposed menu (if available).

Environmental Health Division:

36. New daycare will require State of Illinois and DCFS approval. Provide all information to the State of Illinois and DCFS as necessary.
37. Specifications for the new kitchen will be required along with all other requirements of the New Food Establishment packet which is provided (see attachment).

Fire Department:

Please advise the petitioner that the following items must be included in the building/site plans submittal (all comments must be addressed during building permit submittal):

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

    Village of Mount Prospect Fire Prevention Code, 24.20

39. A fire alarm system will be required for this project. Ensure that the fire alarm shop drawings with point-to-point wiring diagrams, battery load calculations, and equipment cut sheets are submitted for review.
40. An additional means of egress will be required based on occupancy load and travel distances. Additional means of egress may be required for any infant rooms and rooms for children under two.
41. 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.
42. Before final approval, a State of Illinois Fire Marshal inspection/ IL-DCFS license will be required.
43. Fire lanes will be required based on the site review. Additional marking of fire lanes will be required.
44. All egress doors are to use keyless locksets on the egress side. No flush bolts, dead or draw bolts, etc. will be allowed.

    Life Safety Code, 7.2.1.5.1

If any changes are requested, please make the changes as noted above and submit a point-by-point response letter and pdf files of the drawings. Please upload revisions into the portal. Feel free to contact me at (847) 818-5314 / achoi@mountprospect.org if you have any questions.

Sincerely,



Ann Choi
Development Planner
Community Development

c: File

MAYOR
Paul Wm. Hoefert

TRUSTEES
Vincent J. Dante
Terri Gens
William A. Grossi
John J. Matuszak
Colleen E. Saccotelli

VILLAGE MANAGER
Michael J. Cassady

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www.mountprospect.org

Village of Mount Prospect

50 S. Emerson Street, Mount Prospect, Illinois 60056

April 24, 2025

Fornaro law
c/o Heather Doman
1022 S. LaGrange Rd
La Grange, IL 60525
Via e-mail: hdoman@fornarolaw.com

Re: 1040 W. Northwest Highway / Conditional Use Approval for a Daycare Center / Review #2

Dear Ms. Doman,

The Village of Mount Prospect has reviewed the second submittal for conditional use approval for a daycare center at 1040 W. Northwest Highway, Mount Prospect. Staff has the following review comments:

Planning Division:

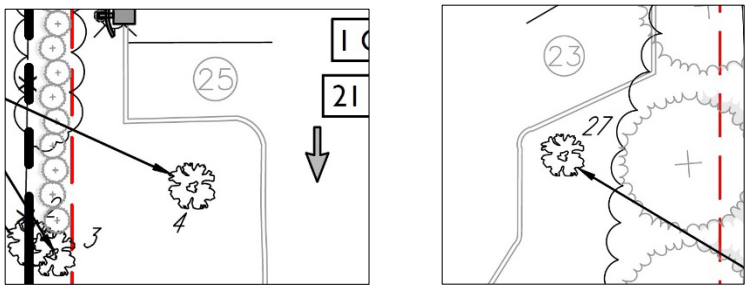
General:

1. The drop-off/pick-up parking shall be located on the west side of the building, and the staff and visitor parking shall be located along the east side of the building.
2. A sidewalk for pedestrian access shall be provided from the pick-up/drop-off area to the front door along the west side of the building.

Landscape Plan:

3. Per Section 14.2304(B)(2)(b), for shrubs that mature at less than five feet (5') in height, the minimum installation size shall be two feet (2').
4. Per Section 14.2304(B)(2)(c), for shrubs that mature taller than five feet (5') in height, minimum installation size shall be three feet (3').
5. Include the mature heights of each shrub in the plant schedule.
6. The plant schedule should distinguish the ornamental trees from the shade trees.
7. Per Section 14.2306(A)(2), there shall be at least fifty percent (50%) live coverage in the landscape parking lot islands located at the site's southwest and southeast corners. Live

coverage shall consist of a mixture of planting material, including evergreens, shrubs and perennials.



8. The trees that will be removed as noted in the tree inventory table do not need to be replaced. Per Section 14.2308(B)(4), only trees that were designated for preservation that are destroyed or razed during the construction process, during regular maintenance activities, or have been removed without prior approval of the community development director are required to be replaced.
9. Add a fourth column to the table providing the reason for tree removal and cite the correct code section: Section 14.2308(A)(3)(a), (b), (c) or (d).
10. Per Section 14.2303(A)(9), a code-compliant irrigation plan shall be required at time of building permit submittal.

Signage:

11. Per 7.302(D), an awning or canopy sign may be used as primary signage provided no wall signs are directed to the same street frontage. The area of such sign shall not exceed fifty percent (50%) of the exterior surface area of the awning, or face of the canopy, up to a maximum of one hundred fifty (150) square feet, whichever is less. Sheet SA-1.4 shows a future logo/signage that appears to exceed the 50% requirement. Correct the table as a canopy sign and not a wall sign and comply with the 50% requirement.
12. Per 7.302(G)(9), a minimum of two square feet of landscaping is required for every one square foot of sign face required. Landscaping shall form an attractive, dense cluster at the base of the sign. Include the landscaping area calculation on the signage drawing.
13. No signage relief has been requested or will be approved as part of this submittal. Any sign drawings that are submitted during the building permit phase shall comply with code.

Public Works Department:

Comments Regarding the Traffic Impact Study (TIS): (These comments should be addressed prior to granting conditional use approval.)

14. Update the pick-up & drop-off analysis and Table 13 using an average service time of 15 minutes.
15. To maximize the available space for vehicle queueing, locate the student pick-up/drop-off to be on west side of building.

Comments Regarding the Site Design: (These comments may be addressed as part of the building permit submittal.)

16. Narrow the driveway along the front of the building to a single lane width, and provide striping & signage to direct traffic one-way, eastbound.
17. Provide sidewalk for pedestrian access from the pick-up/drop-off area to the front door along the west side of the building.
18. Provide ADA/IAC compliant pedestrian access from public sidewalk to building.
19. Per MSD Permit 88-782, 0.353 ac-ft provided. Confirm permitted volume is still available, or provide (restore) as part of this project. Also, confirm the 3" restrictor is in place, or reinstall as part of this project.
20. Do not place signs back to back if they interfere with a reserved sign shape (no square signs on the back of octagonal stop signs).

Building Department:

21. A full building code plan review will be completed at time of permit submittal.

Environmental Health Division:

22. New daycare will require State of Illinois and DCFS approval. Provide all information to the State of Illinois and DCFS as necessary.
23. Specifications for the new kitchen will be required along with all other requirements of the New Food Establishment packet which is provided (see attachment).

Fire Department:

Please advise the petitioner that the following items must be included in the building/site plans submittal:

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

Village of Mount Prospect Fire Prevention Code, 24.20

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

26. An additional means of egress will be required based on occupancy load and travel distances. Additional means of egress may be required for any infant rooms and rooms for children under two.
27. 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.
28. Before final approval, a State of Illinois Fire Marshal inspection/ IL-DCFS license will be required.
29. Fire lanes will be required based on the site review. Additional marking of fire lanes will be required.
30. All egress doors are to use keyless locksets on the egress side. No flush bolts, dead or draw bolts, etc. will be allowed.

Life Safety Code, 7.2.1.5.1

If any changes are requested, please make the changes as noted above and submit a point-by-point response letter and pdf files of the drawings. Please upload revisions into the portal. Feel free to contact me at (847) 818-5314 / achoi@mountprospect.org if you have any questions.

Sincerely,



Ann Choi
Development Planner
Community Development

c: File

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www.mountprospect.org

Village of Mount Prospect

50 S. Emerson Street, Mount Prospect, Illinois 60056

May 14, 2025

Fornaro law
c/o Heather Doman
1022 S. LaGrange Rd
La Grange, IL 60525
Via e-mail: hdoman@fornarolaw.com

Re: 1040 W. Northwest Highway / Conditional Use Approval for a Daycare Center / Review #3

Dear Ms. Doman,

The Village of Mount Prospect has reviewed the second submittal for conditional use approval for a daycare center at 1040 W. Northwest Highway, Mount Prospect. Staff has the following review comments:

Planning Division:
These comments should be addressed prior to granting conditional use approval:

1. A separate parking landbank plan shall be provided prior to the Village Board meeting (date TBD).

These comments may be addressed as part of the building permit submittal:

2. Consider adding foundation landscaping in the form of decorative, year-round planter boxes and pots along the west side of the building.
3. A code-compliant landscape plan, irrigation plan, photometric plan and signage drawings are required with the building permit submittal.

Public Works Department:
PW has no further comments regarding the Traffic Impact Study, and has no objection to the requested Conditional Use to operate a daycare. However, the comments noted below must be addressed before a Building Permit can be issued:

4. Narrow the driveway along the front of the building to a single lane width, and provide striping & signage to direct traffic one-way, eastbound.

5. Provide sidewalk for pedestrian access from the pick-up/drop-off area to the front door along the west side of the building.
6. Provide ADA/IAC compliant pedestrian access from public sidewalk to building.
7. Per MSD Permit 88-782, 0.353 ac-ft provided. Confirm permitted volume is still available, or provide (restore) as part of this project. Also, confirm the 3" restrictor is in place, or reinstall as part of this project.
8. Do not place signs back to back if they interfere with a reserved sign shape (no square signs on the back of octagonal stop signs).

Building Department:

9. A full building code plan review will be completed at time of permit submittal.

Environmental Health Division:

10. New daycare will require State of Illinois and DCFS approval. Provide all information to the State of Illinois and DCFS as necessary.
11. Specifications for the new kitchen will be required along with all other requirements of the New Food Establishment packet which is provided (see attachment).

Fire Department:

Please advise the petitioner that the following items must be included in the building/site plans submittal:

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

Village of Mount Prospect Fire Prevention Code, 24.20

13. A fire alarm system will be required for this project. Ensure that the fire alarm shop drawings with point-to-point wiring diagrams, battery load calculations, and equipment cut sheets are submitted for review.
14. An additional means of egress will be required based on occupancy load and travel distances. Additional means of egress may be required for any infant rooms and rooms for children under two.
15. 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.
16. Before final approval, a State of Illinois Fire Marshal inspection/ IL-DCFS license will be required.
17. Fire lanes will be required based on the site review. Additional marking of fire lanes will be required.

18. All egress doors are to use keyless locksets on the egress side. No flush bolts, dead or draw bolts, etc. will be allowed.

    Life Safety Code, 7.2.1.5.1

If any changes are requested, please make the changes as noted above and submit a point-by-point response letter and pdf files of the drawings. Please upload revisions into the portal. Feel free to contact me at (847) 818-5314 / achoi@mountprospect.org if you have any questions.

Sincerely,



Ann Choi
Development Planner
Community Development

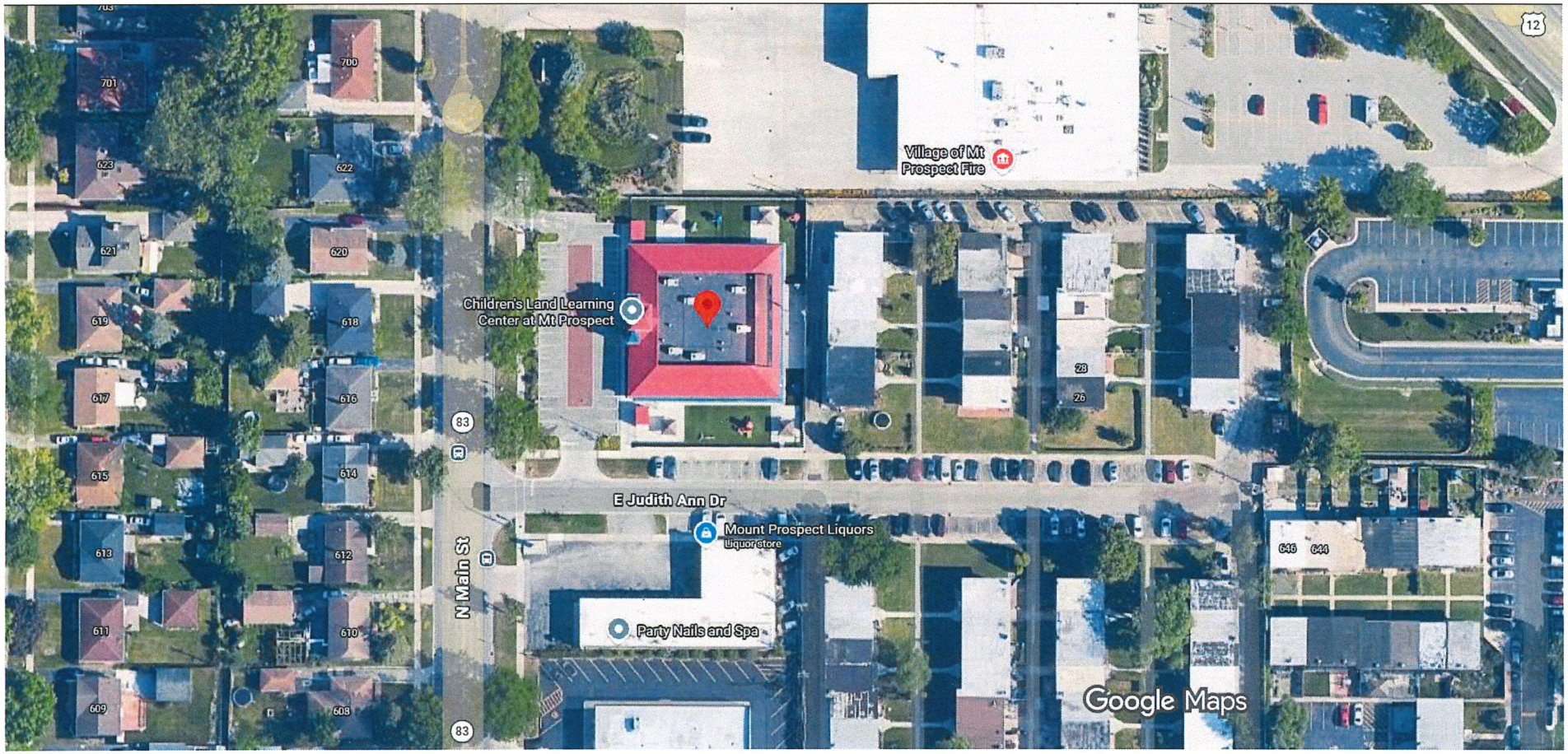
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EXHIBIT 2

DAYCARE FACILITIES ADJACENT TO RESIDENTIAL PROPERTIES EXAMPLES

[Annexed]

621 N Main St



Imagery ©2026 Airbus, Maxar Technologies, Map data ©2026 Google 50 ft

1020 Hunt Club Dr

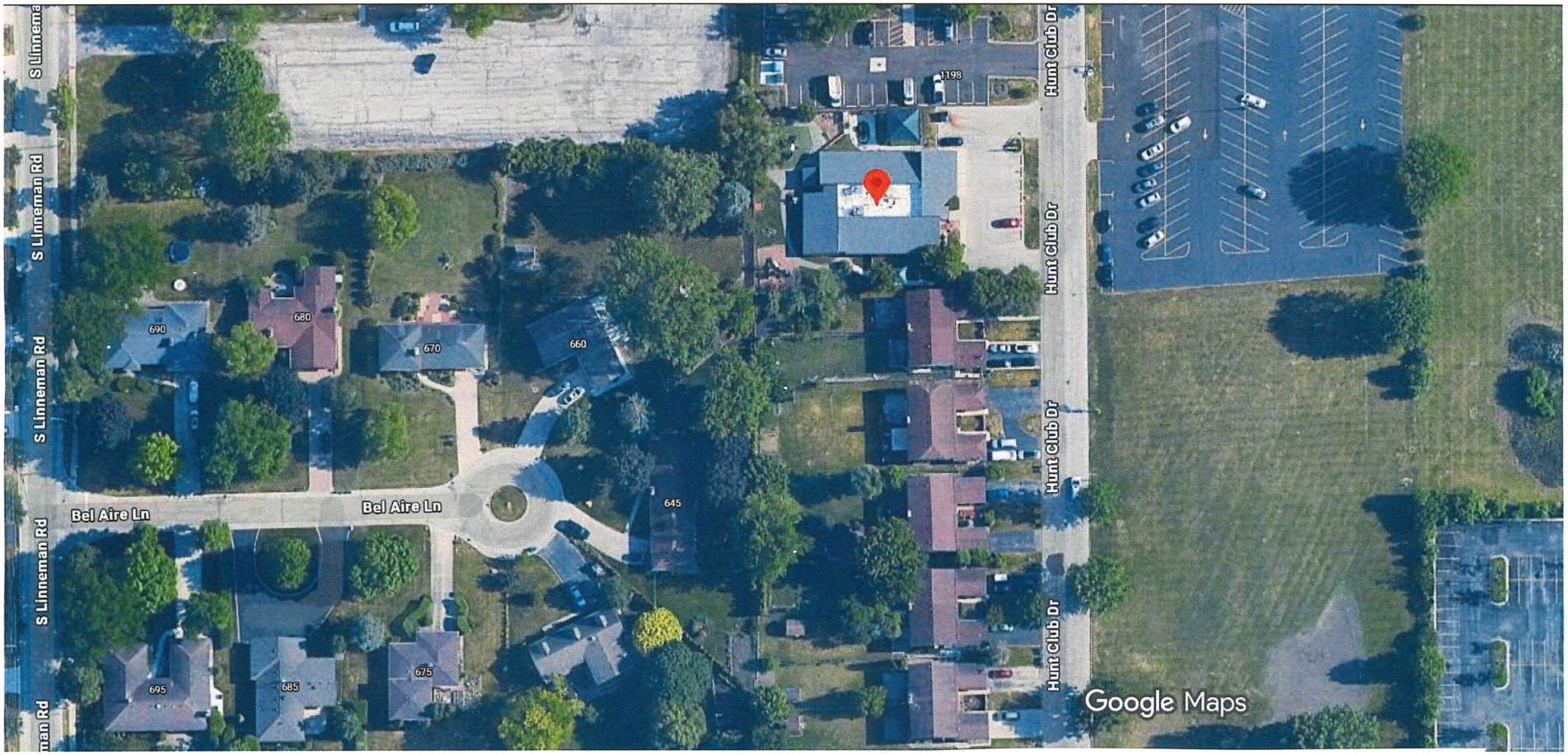
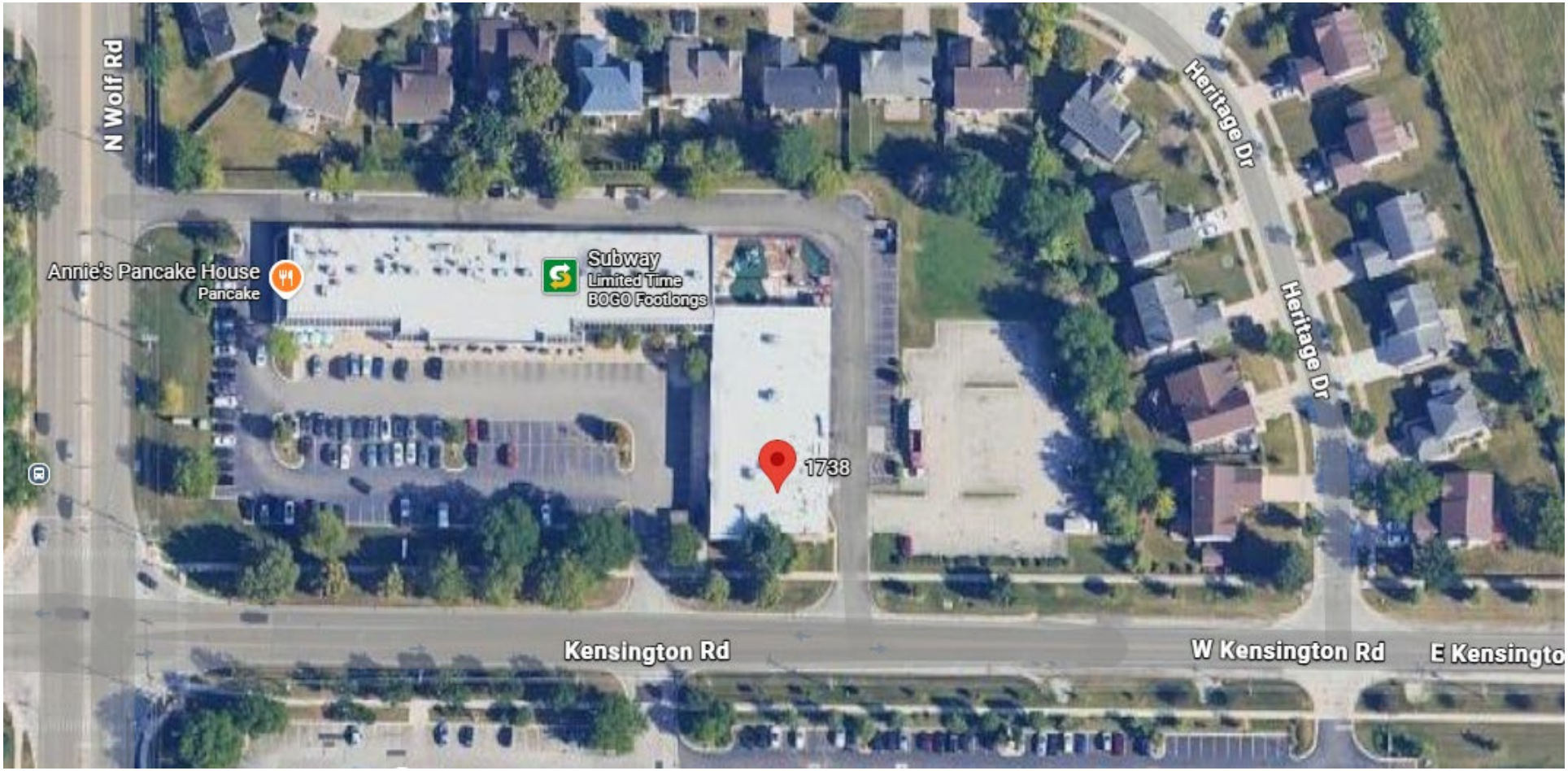


EXHIBIT 3

DAYCARE FACILITY LACKING LAYERED BUFFERING EXAMPLE

[Annexed]

1738 E Kensington RD



Thunder Acoustics, LLC
847 South Randall Road, #218 Elgin, IL 60123
855-566-7488 www.ThunderAcoustics.com

Childcare Facility Sound Study

April 9th, 2026
Prepared for:
Harmony Group Capital, LLC

Thunder Acoustics examined the potential noise emanating from the playground of the proposed childcare facility. The new childcare facility will use an existing building at 1040 W Northwest Hwy in Mount Prospect, IL. It will feature an indoor playground and approximately 9,000-square-foot outdoor playground. The indoor playground is fully enclosed and therefore will not create a noise issue. The outdoor playground is shown below in **FIGURE 1** and will hold a maximum of 50 children. Because children playing can create noise, we examined the potential impact of the outdoor playground on the surrounding area.

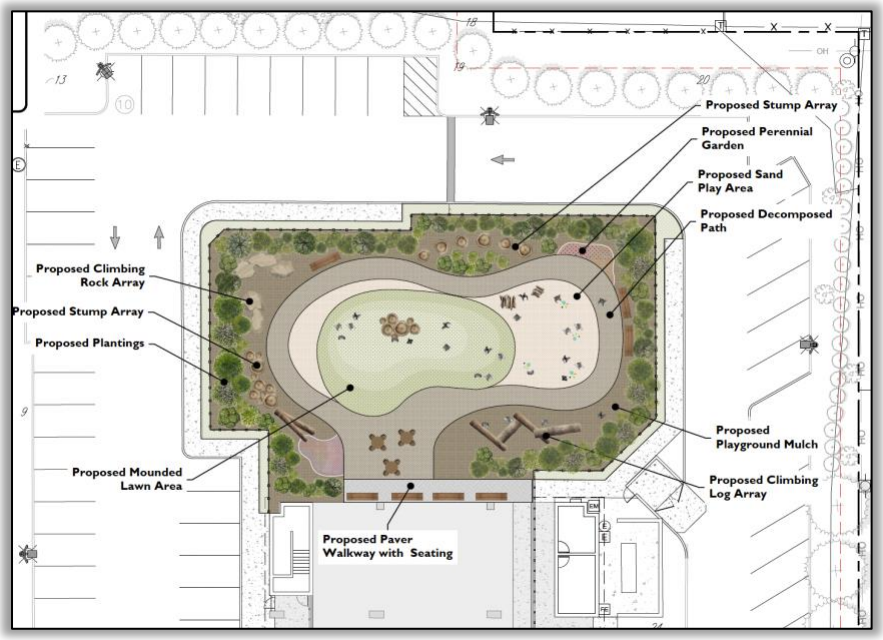


Figure 1 – New playground behind the existing building

Noise Codes

From the Mount Prospect Ordinance Chapter 23, Section 1403: ENUMERATION OF NUISANCES, Part H it states that, " *… it is a nuisance for any person... to produce… any* ***offensive noise*** *which* ***disturbs the peace or quiet*** *of the neighborhood...*"

Whether a noise is considered “offensive” can be subjective; therefore, this report focuses on the quantitative aspects of sound. Established acoustical standards, however, provide guidance

on characteristics that increase the potential for annoyance. According to American National Standards Institute S12.9-2021, Part 4, *Quantities and Procedures for Description and Measurement of Environmental Sound – Noise Assessment and Prediction of Long-Term Community Response*, adjustment factors are applied to sounds that are impulsive, tonal, or contain strong low-frequency content. These characteristics are not typical of children playing and therefore do not warrant additional penalty adjustments under this standard.

Our interpretation of "disturbs the peace or quiet" is that the sound must be clearly audible above the existing ambient environment. Acoustically, this corresponds to a time-averaged sound level that is at least 5 dB(A) above the ambient noise level. A 5 dB(A) increase is widely recognized as clearly perceptible and is commonly used as a threshold for assessing noise impact. This approach is consistent with regulatory frameworks in states such as California and New York, which utilize a 5 dB(A) increase above ambient levels in their noise criteria. While Illinois standards are based on fixed threshold limits, best practice for evaluating noise impact is to compare project sound levels to existing ambient conditions.

Additionally, guidance from the U.S. Environmental Protection Agency supports the use of time-averaged sound levels (Leq) when evaluating environmental noise and community response, reflecting the importance of cumulative sound exposure rather than instantaneous levels. Consistent with this approach, the State of Illinois specifies a 1-hour time-averaging period for environmental noise assessments.

Ambient Noise Assessment

To evaluate the audibility of the playground activity above the ambient background noise, we visited the Mount Prospect facility on Tuesday, March 19th, to examine the area and set up professional-grade equipment near the neighbors to record the ambient noise. **FIGURE 2** shows this location. The recording ran for a nominal 24 hours to capture the existing noise in the area.

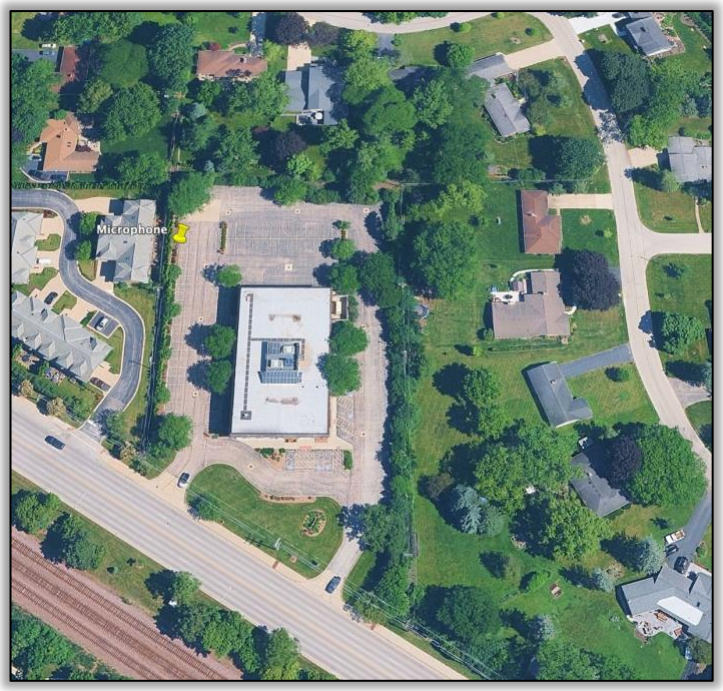


Figure 2 – Ambient Microphone Location

We analyzed the recording to produce sound-level data at 1-second intervals. The results of this analysis are shown in **FIGURE 3**. The 1-second sound levels, often called the instantaneous sound level, are shown by the thin, green, dotted line. We calculated a moving 10-minute median sound level, also known as the L_{50} level. This descriptor,

shown by the dark, solid green line, is a commonly used measure of background noise. Because it represents the sound level exceeded 50% of the time, it effectively filters out the higher, transient events such as trains, trucks, and airplanes. During the recording and for the hours the playground was in use (9:00 AM – 5:00 PM), the 1-hour median levels (L_{50}) ranged from 46 to 52 dB(A). The overall median sound level during this period was **49 dB(A)**, which is approximately equivalent to the sound level of a dishwasher at a distance of 3 feet. Ambient sound levels were higher during the morning commute (7:00 AM to 9:00 AM) at approximately 52 dB(A) and in the evening (5:00 PM to 9:00 PM) at approximately 51–52 dB(A). As a result, playground use during these periods would have less relative impact compared to the mid-day hours (9:00 AM to 5:00 PM), when ambient levels are lower.

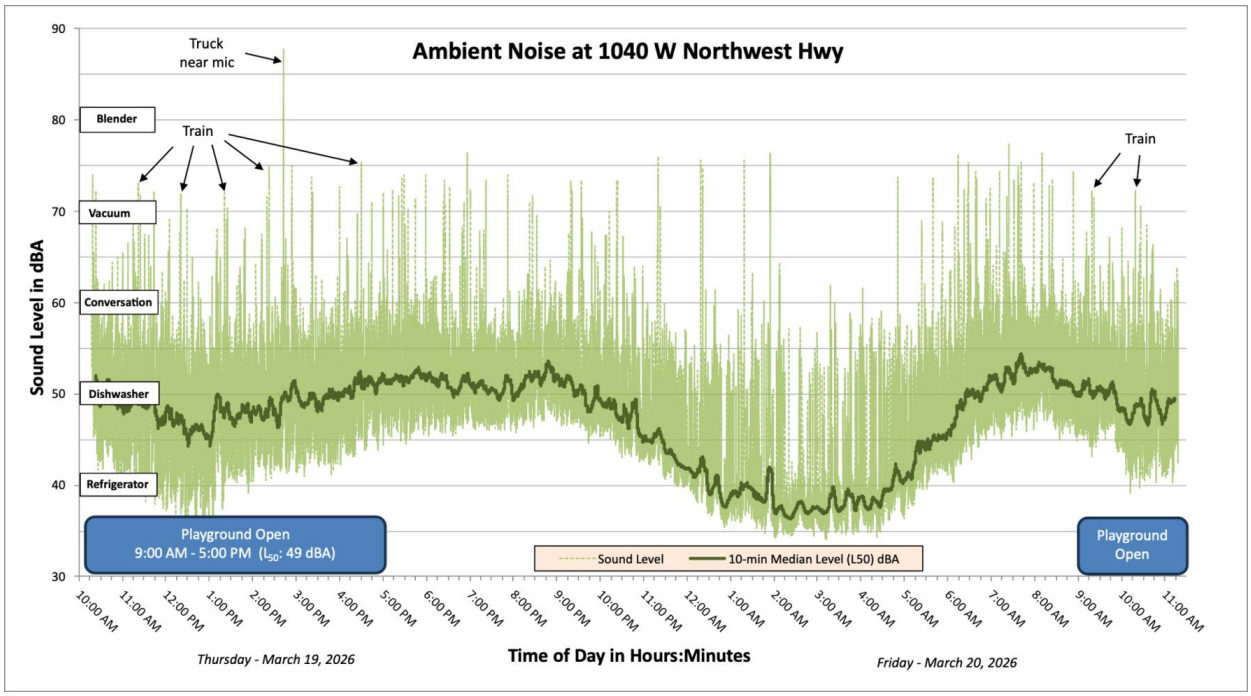


Figure 3 – Plot showing the ambient noise recorded over a nominal 24-hour period.

We listened to portions of the recording to identify the dominant noise levels recorded over the sample period and annotated some of this noise on **FIGURE 3**. With the Metra line and Northwest Hwy next to this property, the area's soundscape is characterized by frequent train and vehicle passings. While the train passings were less frequent, they were high-intensity, typically exceeding 70 dB(A) at the microphone location. This would be about the level of a vacuum at 3 ft. The vehicle passing noise was more frequent, but the sound levels were lower. Secondary to those two sources, there were also frequent jet flyovers.

Source Noise

To assess the site's sound emissions, we captured sound generated at a similar playground (Guidepost Montessori at South Naperville) with 30 children aged 3-5 years. We set up professional-grade equipment outside the fenced area, as shown in **FIGURE 4**, to record noise, and then analyzed the recordings in our lab to calculate sound levels radiated from the playground. This included a nominal 1 hour of background noise (i.e., without children on the playground) and a nominal 1 hour of children using the playground. Based on this analysis, the playground with 30 children produced a time-average sound level of **68 dB(A) at the microphone position**. For 50 children, the level would be 70 dB(A).



Figure 4 – Guidepost South Naperville (5051 Ace Lane Naperville, IL)

Sound Modeling

Our software, SoundPlan™, is an internationally accepted program that accurately calculates the sound level at millions of distant points based on the site's topography, reflections from buildings, ground reflections from the parking lot, atmospheric absorption, diffraction from vegetation, and shielding from berms and structures.

First, we developed a model of our sound source collection at Guidepost South in Naperville. This was a necessary step to validate our sound source setup. This model accurately captured and adjusted for the effects of this environment, like reflections from the nearby building, that would be different in the case of the proposed playground. The model results matched our measurements, which means the sound source was accurate to apply to the new location.

Then, we developed a model of the new location to calculate the sound radiated from the proposed playground including all the factors listed above. Based on these calculations, the program generated a plot of color-coded sound-level contours surrounding the site as shown in **FIGURE 5.** These contours include the effect of an 8-foot-tall “sound” fence. This “sound” fence

can be made from a variety of materials, such as PVC, but it must be solid with no gaps and must have a Sound Transmission Class rating of greater than STC 15 (reduction of sound going straight through the fence) to achieve the results shown. Additionally, at the end of this report are similar figures and a data table showing the effects of a 7 ft tall and a 6 ft tall "sound" fence.

FIGURE 5 presents the projected sound levels from the school yard in comparison to the measured ambient sound level at 1040 W Northwest Highway. The dark green shading represents the ambient sound level of 49 dB(A) during school operating hours. Contour intervals are shown in 2 dB(A) increments, which correspond to changes that are generally negligible in terms of perceptibility (see **TABLE 1**). The next contour range, representing a 3–4 dB(A) increase above ambient, corresponds to a just noticeable difference, while increases of 5–6 dB(A) are considered clearly noticeable and would represent a mild impact.

Table 1 – Perceptual Difference as a Function of the Decibel Increase

Decibel Increase	Perceptual Difference	Impact
1-2 dB(A)	Negligible	None
3-4 dB(A)	Just Noticeable	Slight
5-6 dB(A)	Clearly Noticeable	Mild
7-8 dB(A)	Strongly Noticeable	Moderate
9-10 dB(A)	Doubling in Loudness	Substantial

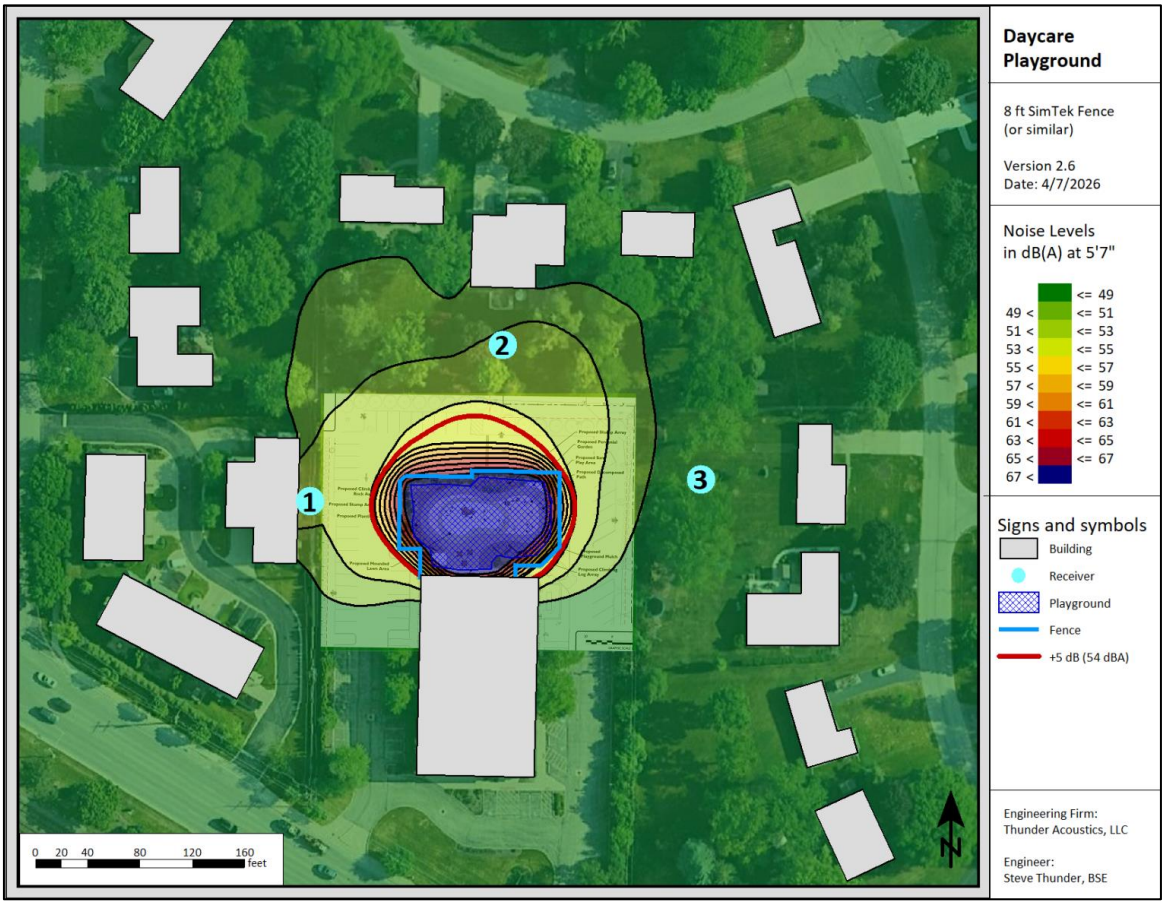


Figure 5 – Impact level contours for an 8 ft Fence

We chose three points - represented by blue dots on **FIGURE 5** - to extract the calculated sound levels from the program. Based on these values, we expect the noise levels from the playground to be below the ambient level for Location 4 and slightly above the ambient for Locations 1 and 3, each at 52 dB(A). At only 3 dB(A) above the ambient noise, the level would be just noticeable. Since this is below 5 dB(A), the additional noise would not be sufficient to *"disturb the peace or quiet of the neighborhood"*.

Conclusion

Based on the analysis performed, here are our key findings:

- Existing ambient noise levels during playground operating hours are relatively elevated, with a median (L_{50}) of 49 dB(A). The ambient noise is dominated by heavy train and vehicle traffic in the area.

- The predicted sound levels at nearby locations, and an 8 ft "sound" fence, are no more than 52 dB(A). At less than 3 dB(A) above ambient, this represents a "just noticeable" difference from ambient noise. *Refer to the attached figures and table for the results of a 7 ft and 6 ft "sound" fence.*

- With a difference of less than 5 dB(A), the projected sound levels are insufficient to *"disturb the peace or quiet of the neighborhood"* as defined by the Mount Prospect ordinance.

In summary, as long as a "sound fence" is properly constructed, the proposed playground is acoustically compatible with the surrounding area and meets the intent of the local noise regulations. This does not mean that children playing will be inaudible at all times. If there is a yell or shout during a lull in traffic, it would likely be audible for a moment. But as the US EPA advocates, the long-term annoyance of a noise source must be assessed using time-averaging.

Submitted by:



Steve Thunder, BSE
Acoustical Engineer

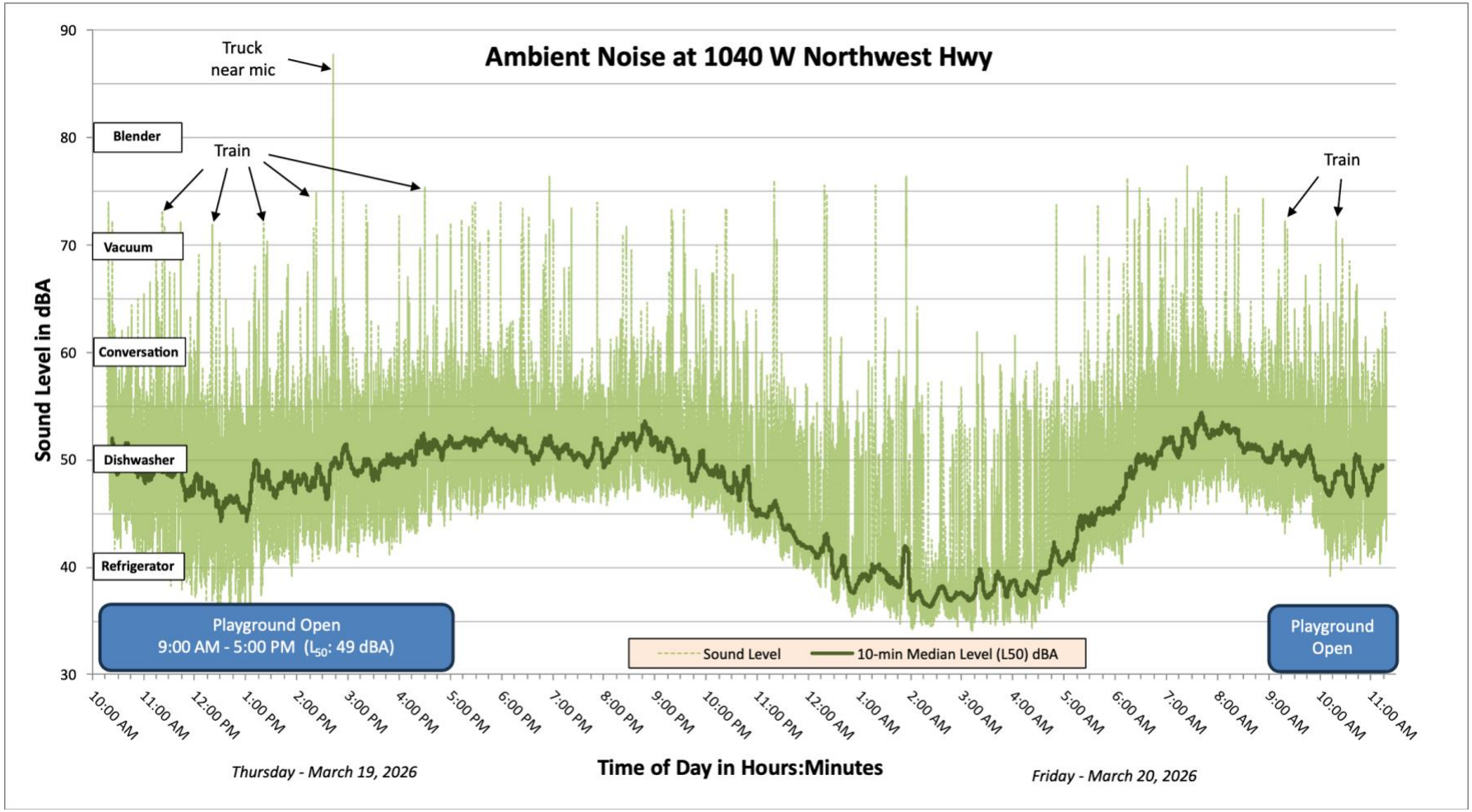


Figure 3 – Plot showing the ambient noise recorded over a nominal 24-hour period.

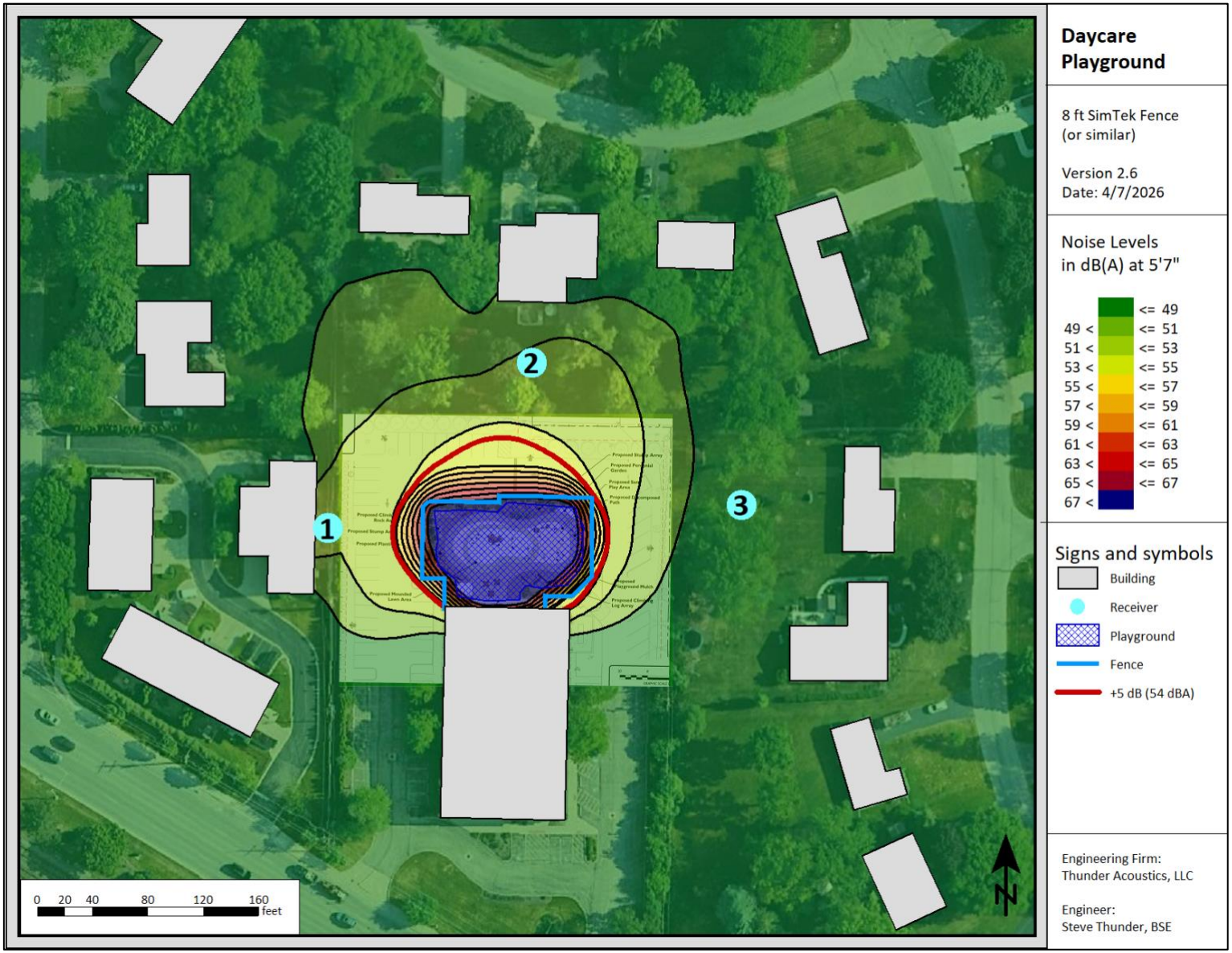
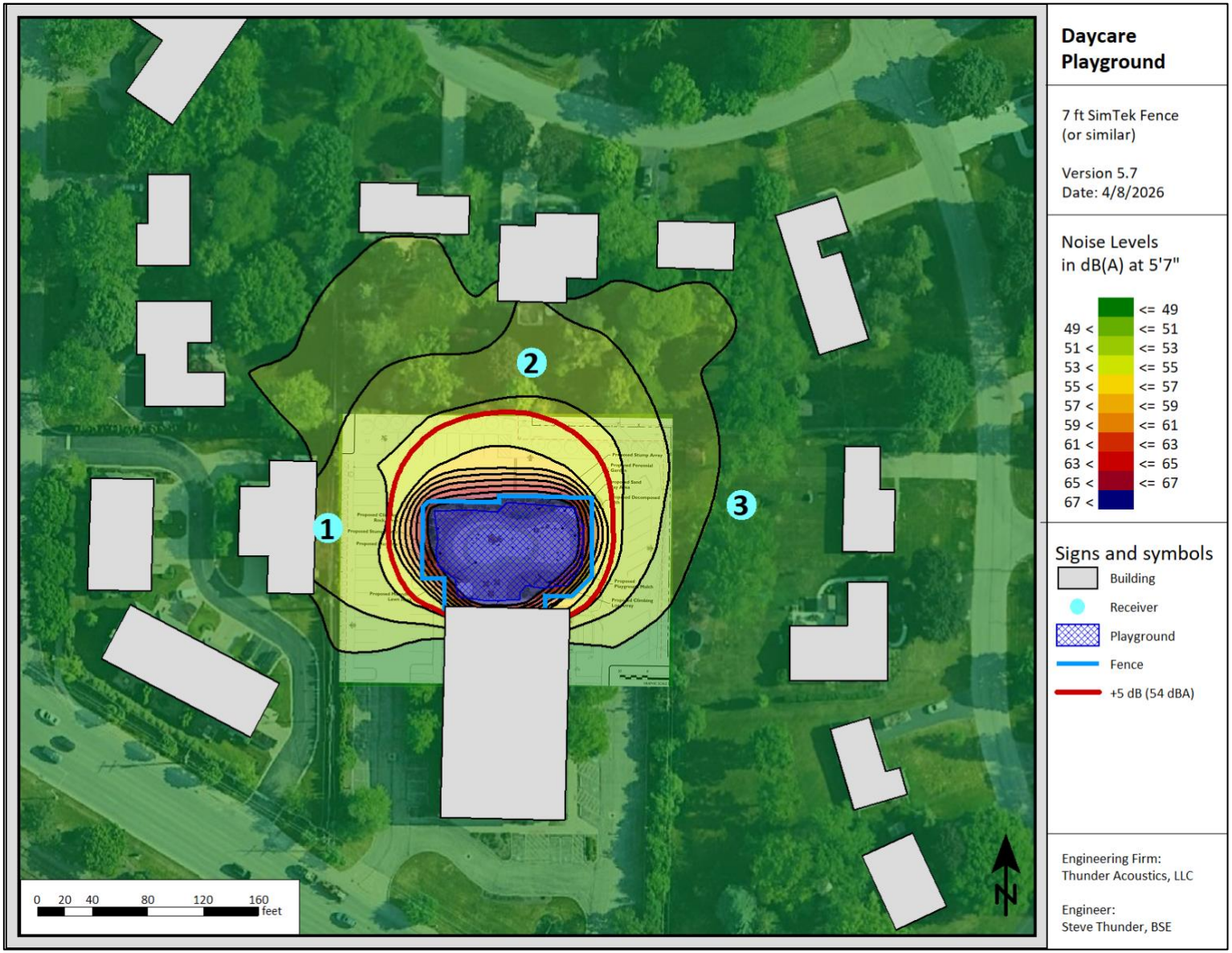
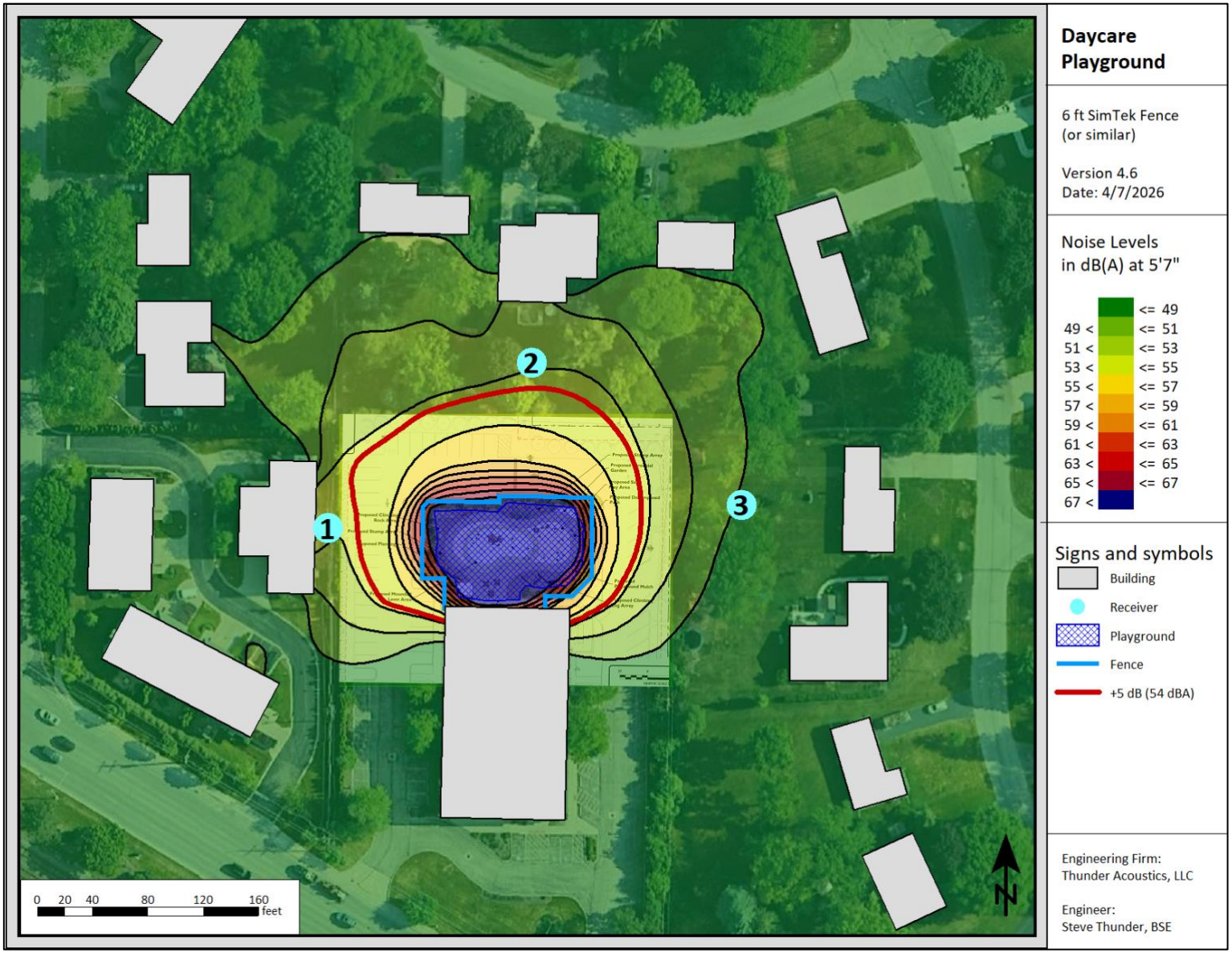


Figure 5 – Impact level contours for an 8 ft Fence



Impact level contours for a 7 ft Fence



Impact level contours for a 6 ft Fence

Receiver	Obj.-No.	Leq, dB(A)	Ambient Noise (9am-5pm), dB(A)	Difference
No Fence				
711 French Way - Backyard	1	59	49	10
1005 W Isabella St	2	58	49	9
206 Mac Arthur Blvd	3	55	49	6
8 ft SimTek Fence (or similar)				
711 French Way - Backyard	1	52	49	3
1005 W Isabella St	2	52	49	3
206 Mac Arthur Blvd	3	47	49	-2
7 ft SimTek Fence (or similar)				
711 French Way - Backyard	1	53	49	4
1005 W Isabella St	2	53	49	3
206 Mac Arthur Blvd	3	48	49	-1
6 ft SimTek Fence (or similar)				
711 French Way - Backyard	1	54	49	5
1005 W Isabella St	2	53	49	4
206 Mac Arthur Blvd	3	49	49	0

MARKET IMPACT ANALYSIS

PROPOSED HIGH-QUALITY DAYCARE DEVELOPMENT
1040 WEST NORTHWEST HIGHWAY
MOUNT PROSPECT, ILLINOIS 60056

April 2, 2026

Harmony Group Capital, LLC
220-46 73rd Avenue
Bayside, New York 11364

Attention: Mr. Ira Schwartz, Executive Director, Development

Subject: Market Impact Report
Proposed High-End Daycare
1040 West Northwest Highway
Mount Prospect, Illinois 60056

Dear Mr. Schwartz,

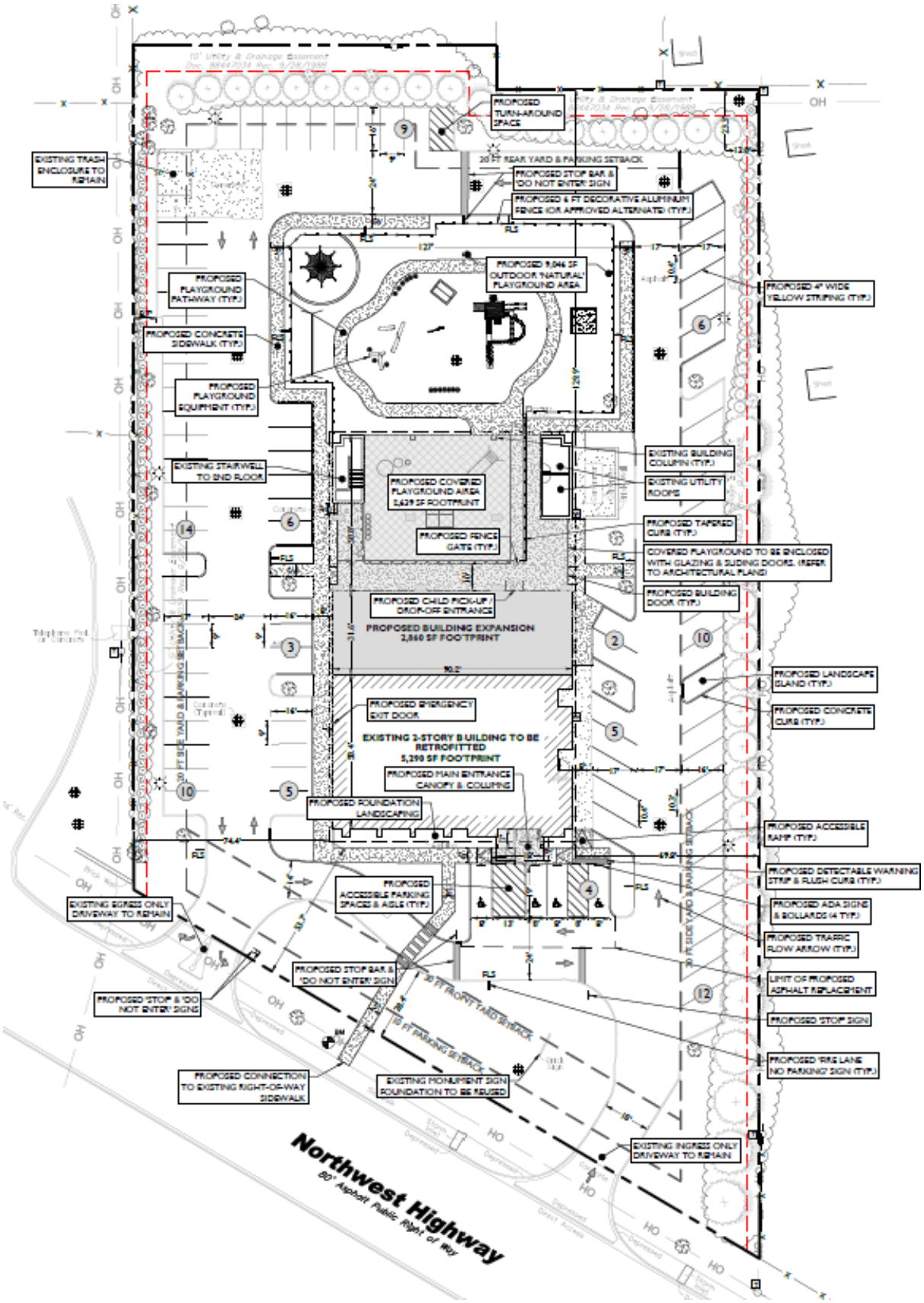
In accordance with your request, the application for development approval proposed by Harmony Group Capital, LLC, has been analyzed and this value impact analysis has been prepared.

MaRous & Company specializes in the valuation of unique and complex investment-grade real estate and has conducted similar market impact studies for a variety of clients and for several different proposed developments over the last 40 years. Clients have ranged from municipalities, counties, and school districts, to corporations, developers, and citizens' groups. The types of projects analyzed include: warehouse and distribution facilities; industrial uses such as waste transfer stations, landfills, quarries, and material recycling facilities; suburban school development; recreational uses such as skate parks and lighted high school athletic fields; commercial developments such as shopping centers and big-box retail facilities; religious facilities such as mosques and mega-churches; residential developments including high-density multifamily and congregate-care buildings; and large single-family subdivisions. MaRous & Company has also appraised a variety of real estate properties in the subject area.

Value-impact projects include, but are not limited to proposed industrial/distribution parks in South Elgin, Carpentersville, Hillside, Glenview, Aurora, and Huntley; quarry expansions/material processing in Will County and Lakemoor; proposed Memorial Field variance for a lighted field for Glenbard Township High School; the proposed development of a K-8 school in Evanston; and proposed development of tennis courts at Woodlands Academy, Lake Forest. Other value-impact projects include assisted-living facilities in Highland Park and Bannockburn; the proposed development of a residential rehabilitation facility near St. Charles; a senior independent-living building in Grayslake; expansion of a continuing care community in Lake Forest; two Presbyterian Homes facilities in Evanston—one new construction and one proposed redevelopment; and The Moorings of Arlington Heights.

Along with the various projects described above, MaRous & Company has conducted over 100 market studies of energy-related projects. These projects consist of analyzing the impact of wind-energy facilities, solar-energy facilities, and transmission lines on adjacent residential uses, as well as several proposed natural gas-fired electric plants in various locations.

Project Information	
Location	1040 West Northwest Highway Mount Prospect, Illinois
Project Type	High-End Daycare
Project Developer	Harmony Group Capital, LLC
Current Land Acreage	2.08 Acres
Existing Property	2-Story Office Property
Proposed Daycare Development	Retrofitted 21,760-square-foot existing office 2,860-square-foot building expansion Covered playground Outdoor playground
Typical Hours of Operation	7AM to 7PM Monday – Friday
Current Zoning	B-1 – Business Office Allowed uses: car rental, offices, dance studios, funeral homes, medical offices, municipal buildings, and more
Access	Ingress is permitted only on the east side of the property and egress only on the west side of the property
Access and Traffic Considerations	According to Stonefield Engineering & Design, LLC, the proposed development would not have a significant impact on the traffic operations of the adjacent roadway network.
Proposed Landscaping	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, playground, and parking island landscaping. The petitioner will also replace the existing light poles in the parking lot and reuse the existing monument sign.
Approximate Distance from Proposed Building Improvements to Nearest Existing Residential Home (Building to Building)	97 feet from the west townhomes 160 feet from the east single-family homes 200 feet from the north single-family homes
Public and Economic Considerations	Will provide a useful service for the nearby community Project Cost - $2,500,000+ New higher property providing stabilized community property tax revenue



PROPOSED SITE PLAN

Purpose and Intended Use of the Study

The purpose of this appraisal assignment is to analyze the potential impact, if any, on the value of the surrounding properties in the area of the proposed development which consists of a high-end daycare. The report is intended specifically for the use of Harmony Group Capital, LLC. Any other use or user of this report is considered to be unintended.

Executive Summary

As a result of the market impact analysis undertaken, the conclusion made is that the proposed development will not diminish or impair property values in the nearby area and the surrounding community. Further, market data from the subject area support the conclusion that the proposed development will not diminish or impair property values in the nearby area and the surrounding community. These conclusions are based on the following:

- The use will meet or exceed all the required development and operating standards.
- Controls will be in place to ensure ongoing compliance.
- Medical office is legal by right which would have a high volume of traffic/use compared to the daycare and existing minimally used office.
- Planned landscaping, particularly along residential boundaries.
- The existing property likely buffers existing noise from West Northwest Highway.
- According to Stonefield Engineering & Design LLC, the proposed development would not have a significant impact on the traffic operations of the adjacent roadway network.
- The hours of operation for the proposed development provide little to no use on the weekends and virtually no use on the evenings during the week compared to a more intense use such as medical office.
- Although currently nearly vacant, the existing office property has existed for more than 30 years and previously generated traffic which is also visually the same or inferior compared to the proposed high-end daycare.
- The subject area is already impacted by noise from West Northwest Highway and the Union Pacific rail line (estimated to run 70-90 trains per weekday).
- More than $2,500,000 investment in high-quality real estate for the community.
- New higher property taxes for the community, not including one-time various development fees and other taxes.
- The proposed project will generate substantial building permit fees, create temporary and permanent jobs, and boost demand for local services during construction. It will also result in positive real estate taxes with a positive impact on schools, police, libraries, parks, fire, and other taxing districts.
- The proposed daycare is an amenity to the community which is likely to create greater demand for local residency and therefore is likely to increase nearby property values.
- An analysis of recent single-family and townhouse residential sales proximate to existing daycares in the nearby area, which includes a residential sale as close as 93 feet to a daycare building, did not support any finding that proximity to daycare use had any impact on property values.

Definition of Market Value

When discussing market value, the following definition is used:

> *The most probable price a property should bring in a competitive and open market under all condition's requisite to a fair sale, the buyer and seller each acting prudently and knowledgeably, and assuming the price is not affected by undue stimulus*. Implicit in this definition is the consummation of a sale as of a specified date and the passing of title from seller to buyer under conditions whereby:
>
> - Buyer and seller are typically motivated.
> - Both parties are well informed or well advised and acting in what they consider their own best interests.
> - A reasonable time is allowed for exposure in the open market.
> - Payment is made in terms of cash in U.S. dollars or in terms of financial arrangements comparable thereto.
> - The price represents the normal consideration for the property sold unaffected by special or creative financing or sales concessions granted by anyone associated with the sale. [1]

Scope of Work and Reporting Process

Information was gathered concerning the real estate market generally and the market of the area surrounding the project specifically. The uses in the surrounding area were considered. The following summarizes the actions taken:

- Review of the project's supporting documents and plan submissions provided by Harmony Group Capital, LLC.
- Review of a traffic study prepared by Stonefield Engineering & Design, dated May 6, 2025.
- Review of the demographics in the area of the proposed high-end daycare.
- Data gathered on the general market area of the proposed development, in other comparable locations, and in Mount Prospect in which existing daycares are located.
- Data gathered on the market for residential in the nearby area of the project and from other areas in the county from private sources, public sources, and sources from the Mount Prospect and/or Illinois public records.
- Interviews of Illinois real estate professionals concerning recent sales in their area, local market conditions, and the impact of daycares on property values in the area.
- Physical inspections of the properties used for development of the matched pairs on the exterior, and photographs of the interiors where available, by MaRous & Company.
- Inspections performed of the subject area and the areas in nearby towns with existing multifamily use by Stephen Vizcarra and Michael S. MaRous on February 27, 2026.

[1] *(12 C.F.R. Part 34.42(g); 55 Federal Register 34696, August 24, 1990, as amended at 57 Federal Register 12202, April 9, 1992; 59 Federal Register 29499, June 7, 1994)*

This document is considered to conform to the requirements of the *Uniform Standards of Professional Appraisal Practice and Advisory Opinions* (USPAP). This letter is a brief recapitulation of the appraisal data, analyses, and conclusions; additional supporting documentation is retained in the MaRous & Company office file. There are no extraordinary assumptions or hypothetical conditions included in the market study.

In order to form a judgment concerning the potential impact, if any, on the value of the surrounding residential properties of the approval of the proposed development the following have been considered:

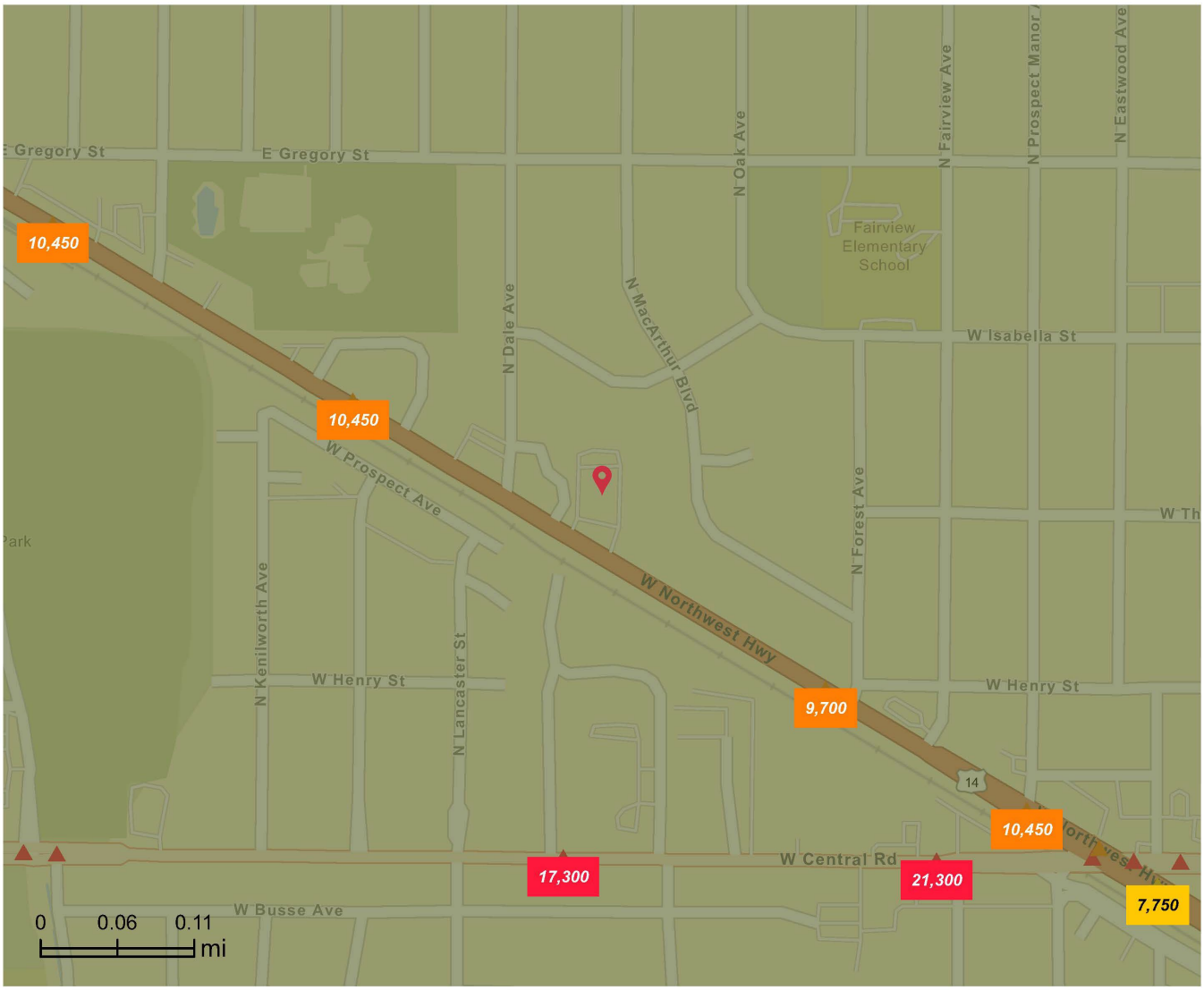
- The character and the value of the residential properties in the general area of the proposed high-end daycare
- The economic impact on the larger community by the proposed high-end daycare
- The impact on the value of the surrounding residential properties by the proposed high-end daycare

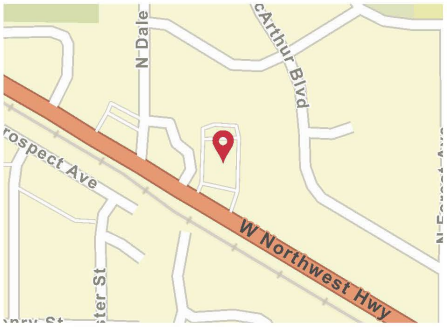
3-Mile Area Demographics and Development Area Analysis

3 miles			
Summary	**Census 2020**	**2025**	**2030**
Total Population	134,023	128,036	125,585
Total Households	52,968	52,836	52,744
Family Households	35,817	34,809	34,603
Average Household Size	2.51	2.40	2.36
Owner Occupied Housing Units	38,787	39,215	39,813
Renter Occupied Housing Units	14,181	13,621	12,931
Median Age	42.8	43.5	44.5

3 miles			
Trends 2025 - 2030	**Area**	**State**	**National**
Population	-0.4%	-0.3%	0.4%
Households	0.0%	0.1%	0.6%
Family Population	-0.1%	0.0%	0.5%
Owner Occupied Housing Units	0.3%	0.5%	0.0%
Median Household Income	2.0%	2.5%	2.5%

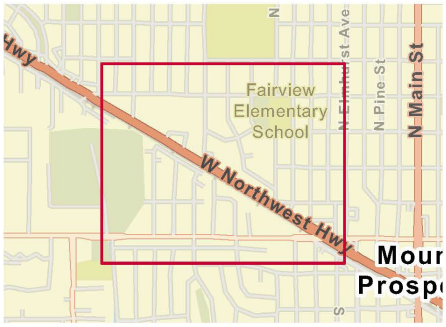
3 miles				
Households by Income	**2025**		**2030**	
	Number	**Percent**	**Number**	**Percent**
<$10,000	1,990	3.8%	1,945	3.7%
$10,000-14,999	1,100	2.1%	906	1.7%
$15,000-19,999	900	1.7%	701	1.3%
$20,000-24,999	987	1.9%	723	1.4%
$25,000-29,999	918	1.7%	747	1.4%
$30,000-34,999	958	1.8%	787	1.5%
$35,000-39,999	1,057	2.0%	882	1.7%
$40,000-44,999	1,427	2.7%	1,276	2.4%
$45,000-49,999	1,178	2.2%	1,041	2.0%
$50,000-59,999	2,860	5.4%	2,530	4.8%
$60,000-74,999	4,181	7.9%	3,767	7.1%
$75000-99999	5,815	11.0%	5,292	10.0%
$100,000-124,999	6,675	12.6%	6,504	12.3%
$125,000-149,999	4,636	8.8%	4,633	8.8%
$150000-199999	7,324	13.9%	7,858	14.9%
$200,000-249,999	4,246	8.0%	5,157	9.8%
$250,000-299,999	3,039	5.8%	3,555	6.7%
$300,000-399,999	2,041	3.9%	2,643	5.0%
$400,000-499,999	476	0.9%	624	1.2%
$500,000+	1,029	2.0%	1,174	2.2%
Median Household Income	$109,948	-	$121,591	-
Average Household Income	$139,508	-	$153,057	-
Per Capita Income	$57,525	-	$64,234	-





Average Daily Traffic Volume

- Up to 8,000 vehicles per day
- 8,001 - 15,000
- 15,001 - 50,000
- 50,001 - 70,000
- 70,001 - 100,000
- More than 100,000 per day



Based on the traffic map, the immediate subject area receives impact from approximately 9,700 – 10,450 vehicles per day on West Northwest Highway. Not highlighted on the map is the Union Pacific rail line (estimated to run 70-90 trains per weekday).

Recent Residential Sales Near the Subject Area

The following table summarizes a sample of recent sales of residential properties in the nearby area of the proposed development which consisted of sales that had consistent data across private and public sources.

Single-Family Sales

	Stat	Street #	Str Name	Sfx	City	All Beds	Baths	Yr Blt	ASF	Acreage	Closed Date	Sold Pr	Taxes
1	CLSD	207	Withorn	Ln	Mount Prospect	3	2	1954	1803	0.405	09/20/2021	$360,000	$11,121
2	CLSD	312	Dale	Ave	Mount Prospect	2	1	1954	1370	0.3537	01/27/2023	$365,000	$7,167.87
3	CLSD	303	MacArthur	Blvd	Mount Prospect	3	1	1955	1348	0.4378	04/28/2021	$385,000	$7,353
4	CLSD	110	Macarthur	Blvd	Mount Prospect	3	2	1956	1086	0.49	06/02/2022	$389,000	$2,164.50
5	CLSD	300	Dale	Ave	Mount Prospect	3	2	1955	2577		06/15/2022	$567,000	$10,962.77
6	CLSD	309	Dale	Ave	Mount Prospect	4	2.1	1964	2786		05/16/2025	$680,000	$11,686.76
7	CLSD	312	Oak	Ave	Mount Prospect	4+1 bsmt	3	1955	2777	0.45	07/26/2024	$722,000	$12,720
8	CLSD	903	Isabella	St	Mount Prospect	4	4.1	1955	3426		10/16/2020	$725,000	$16,986
9	CLSD	221	Dale	Ave	Mount Prospect	4	3.2	1955	4600		06/30/2025	$1,111,376	$13,355
10	CLSD	109	MacArthur	Blvd	Mount Prospect	4+1 bsmt	5.1	2007	4594		11/22/2024	$1,375,000	$22,990

Attached Single-Family Sales

	MLS #	Stat	City	Street #	CP	Str Name	Sfx	LP/SP	ASF	Yr Blt	All Beds	# Full Baths	# Half Baths	# Garage Spaces	Type	Closed Date
1	09395050	CLSD	Mount Prospect	708		French	Way	$420,389 (F)	2320	2013	3	3	1	2	Townhouse-2 Story	02/24/2017
2	11306868	CLSD	Mount Prospect	700		French	Way	$515,000	0	2003	2	3	1	2	Townhouse-2 Story	03/15/2022
3	10988265	CLSD	Mount Prospect	702		French	Way	$535,000	2303	2003	3	4	0	2	Townhouse-2 Story	04/09/2021
4	11312904	CLSD	Mount Prospect	708		French	Way	$607,000	3002	2003	3	3	1	2	Townhouse-2 Story	03/11/2022
5	12413205	CLSD	Mount Prospect	706		French	Way	$635,100	2532	2003	3	3	1	2	Condo-Duplex	09/03/2025

Factors That Affect Property Values Considered

- Appearance
  - High-end daycares have an active use of the land they occupy and are generally compatible with all uses in the immediate surrounding area considering appropriate controls. The proposed project will have a visually modern design that will fit in with its surroundings.
  - The subject property has been improved with an existing two-story office property for more than 30 years which is visually the same or inferior compared to the proposed high-end daycare.
  - Increased landscaping, particularly along residential boundaries.
- Noise and Odor
  - High-end daycare projects produce some sound.
  - High-end daycare projects are not reported to produce significant odor.
  - The subject area is already impacted by noise from West Northwest Highway and the Union Pacific rail line (estimated to run 70-90 trains per weekday).
- Traffic/Use
  - According to Stonefield Engineering & Design, the proposed development would not have a significant impact on the traffic operations of the adjacent roadway network.
  - No modifications to the existing access by the development.
  - Although currently nearly vacant, the existing office property has existed for more than 30 years and previously generated traffic.
  - The hours of operation for the proposed development provide little to no use on the weekends and virtually no use on the evenings during the week compared to a more intense use such as medical office.
  - Medical office is legal by right which would have a high volume of traffic/use compared to the daycare and existing nearly vacant office.
- Hazardous Materials
  - High-end daycares are not reported to produce any significant hazardous materials and toxins.
- Public Services
  - Infrastructure Benefits
    - More than $2,500,000 investment in high-quality real estate for the community.
    - New higher property taxes for the community, not including one-time various development fees and other taxes.
    - Creation of temporary and long-term employment opportunities.
    - A useful service will be provided to the nearby community.
  - Schools
    - Taxes paid by the proposed development will benefit schools with greater funding.
  - Community Benefit
    - The proposed daycare will provide early child education benefiting local families.

- The proposed daycare will support local workforce participation by affording parental guardians greater flexibility to maintain employment while children are under care.
- The proposed daycare is an amenity to the community which is likely to create greater demand for local residency and therefore is likely to increase nearby property values.

Market Impact Analysis

A market impact analysis is undertaken to develop an opinion as to whether the proposed project will have an effect on the value of residential uses in proximity to the proposed project. This analysis includes:

- A matched pair analysis considering the impact on value of residential properties proximate to daycares in or nearby Mount Prospect
- Analysis of resales of homes near daycare use during the existence of the daycares
- Research of daycare demand in the area to determine if there is any impact on the residential

Residential Appreciation Amidst Daycares

The following analysis considers resales of townhomes and homes near daycare use during the existence of the daycare.

The first resale considers a home near the Children's Land Learning Center at Mount Prospect, built likely in 2020 comprising about 11,000 square feet. This daycare is approximately 182 feet away building to building from the home.

The second re-sale considers a townhome near a daycare that comprises approximately 7,000 square feet and is located at 1540 Algonquin Road, Palatine. This home is approximately 124 feet from the daycare.

Address	Square Footage	Year Built	Beds	Baths	Lot Size
616 North Main Street Mount Prospect	1,080	1956	3	2	0.16 Acres
Sale Date: 08/17/2020			Sale Price: $298,000		
Sale Date: 02/21/2025			Sale Price: $407,000		
About 8.13% appreciation (straight line) year over year for about 4.5 years, included in such was an interior update of the home and a new roof. The update consisted of a new bathroom, new carpet, and new drain tiles.					



Address	Square Footage	Year Built	Beds	Baths	Lot Size
1591 Sout Paul Le Comte Court Palatine	2,139	2007	3	4.1	N/A
Sale Date: 03/30/2017			Sale Price: $500,000		
Sale Date: 09/29/2021			Sale Price: $543,000		

About 1.9% appreciation (straight line) year over year for about 4.5 years with no updates noted on the listing reports.



The preceding homes have been appreciating amidst daycare buildings.

Matched Pair Analysis

A matched pair analysis is a methodology which analyzes the importance of a selected characteristic—in this instance proximity to daycares—to the value of a property. [2] This technique compares the sale of a property in proximity to the selected characteristic to the sale of a similar property in the same market area and under similar market conditions but without the proximity to the selected characteristic.

It is difficult to find properties that are identical except for proximity to a daycare, and which also occurred under substantially similar market conditions. The residences included in this study were researched in MLS then confirmed by the corresponding municipality/county public records.

Adjustment grids are included with each matched pair analysis to compare each variable of sale. The adjustment comparisons in the following analyses are qualitative. A qualitative analysis involves using quality ratings based on how the non-proximate sales compare to the proximate sales and does not require using dollar adjustments. [3] The non-proximate sales are adjusted with the notations of superior (-), similar (o), and inferior (+). The superior variables are given downward adjustments to meet the related variables of the proximate residences. The similar variables do not require adjustments. The inferior variables are given upward adjustments in order to meet the related variables of the proximate residences.

[2] *See the discussion "Paired Sales Analysis" and "Sale/Resale Analysis" in Bell, Randall, MAI, Real Estate Damages, Applied Economics and Detrimental Conditions, Second Edition, Appraisal Institute, 2008, pages 25-27. The ideal is to review a sale and resale of a property in proximity to a selected characteristic, to compare it to a sale and resale of a similar property without such proximity, and to then analyze whether the proximity to the selected characteristic influenced the change in value. However, in rural areas it usually is not possible to find data for this type of "pure pair" analysis.*

[3] *Horn, T. (2015, September 3). What qualitative analysis is and how agents can use it to price their listings • Birmingham Appraisal Blog. Retrieved from https://birminghamappraisalblog.com/appraisal/what-qualitative-analysis-is-and-how-agents-can-use-it-to-price-their-listings/*

Children's Land Learning Center Analysis - Matched Pair No. 1

A newer daycare was built likely in 2020, comprising about 11,000 square feet of building area located at 621 North Main Street, Mount Prospect. Matched Pair #1 considers the sale of a house located at 616 North Main Street, Mount Prospect, which sold in February 2025. This house is approximately 182 feet building to building from the daycare.

This sale is compared with two nearby comparable sales that sold in July 2025 and October 2025, respectively. The salient details of these two properties are summarized in the table below.

The following aerial map illustrates the relationship of proximate properties to the daycare.



MATCHED PAIR NO. 1			
	1A - Proximate to Daycare	**1B – Nearby Sale**	**1C – Nearby Sale**
Address	616 N. Main Street Mount Prospect	709 N. Russel St. Mount Prospect	702 N. Pine St. Mount Prospect
Distance from Daycare (feet)	182	N/A	N/A
Sale Date	February 21, 2025	July 11, 2025	October 15, 2025
Sale Price	$407,000	$400,000	$410,000
Sale Price/Sq. Ft. (above grade)	$376.85	$310.08	$256.25
Year Built	1956	1957	1957
Building Size (Sq. Ft.)	1,080	1,290	1,600
Lot Size (acres)	0.16	N/A	N/A
Style	1 Story (Brick) 3 bedrooms, 2 bath	1 Story (Brick) 3 bedrooms, 1.1 bath	1.5 Story (Brick, Aluminum) 3 bedrooms, 2 bath
Basement	Finished	Partially Finished	Crawl
Utilities	Central air Forced-air heat Public water	Central air Forced-air heat Public water	Central air Forced-air heat Public water
Other	Two-car detached garage	One-car attached garage	Two-car detached garage



616 N. Main Street
Mount Prospect



709 N. Russel St.
Mount Prospect



702 N. Pine St.
Mount Prospect

ADJUSTMENT GRID MATCHED PAIR NO. 1

Sale No.	Address	Sale Date	Year Built	Building Size	Lot Size	Location	Exterior Style	Interior Finish	Beds/Baths	Basement
1B	709 N. Russel St. Mount Prospect	O	O	-	N/A	O	O	N/A	O	O
1C	702 N. Pine St. Mount Prospect	O	O	-	N/A	O	O	O	O	+

\+ Positive adjustment based on comparable being inferior in comparison to property #1A
\- Negative adjustment based on comparable being superior in comparison to property #1A
o No adjustment necessary

The above sales compared to 616 North Main Street are similar; however, considering the adjustments noted in the above table, the differences in the sale price do not support the conclusion that proximity to the proposed daycare had a negative impact on the value of the 616 North Main Street property.



MATCHED PAIR 1 LOCATION MAP

Bright Horizons at Mount Prospect Analysis - Matched Pair No. 2

Bright Horizons daycare is comprised of approximately 6,500 square feet, and is located at 1020 Hunt Club Drive, Mount Prospect. Matched Pair #2 considers the sale of a house located at 645 West Bel Aire Lane, Mount Prospect, which sold in July 2022. This home is approximately 150 feet from the daycare.

This sale is compared with two non-proximate similar properties which both sold in March of 2021 and June of 2021. The salient details of these two properties are summarized in the table below.

The following aerial map illustrates the relationship of the proximate property to the daycare.



MATCHED PAIR NO. 2

	2A - Proximate to a Daycare	2B – Nearby Sale	2C – Nearby Sale
Address	645 W. Bel Aire Ln. Mount Prospect	1001 S. Grace St. Mount Prospect	1016 S. Beechwood Drive Mount Prospect
Distance from daycare (feet)	150	N/A	N/A
Sale Date	July 15, 2022	March 15, 2021	June 02, 2021
Sale Price	$400,000	$390,000	$405,000
Sale Price/Sq. Ft. (above grade)	$205.97	$267.67	$295.40
Year Built	1948	1976	1974
Building Size (Sq. Ft.)	1,942	1,457	1,371
Lot Size (Acres)	N/A	0.25	0.25
Style	1 Story (Brick) 3 bedrooms, 2 bath	1.5 Story (Vinyl) 3 bedrooms, 2 bath	2 Story (Vinyl) 3 bedrooms, 2 bath
Basement	Finished	Partially Finished	Finished
Utilities	Central air Forced-air heat Public water	Central air Forced-air heat Public water	Central air Forced-air heat Public water
Parking	2-car attached garage	2-car attached garage	2-car attached garage

645 W. Bel Aire Ln.
Mount Prospect



ADJUSTMENT GRID MATCHED PAIR NO. 2

Sale No.	Address	Sale Date	Year Built	Building Size	Lot Size	Location	Exterior Style	Interior Finish	Beds/Baths	Basement
2B	1001 S. Grace St. Mount Prospect	+	-	+	N/A	O	-	-	O	O
2C	1016 S. Beechwood Drive Mount Prospect	+	-	+	N/A	O	-	O	O	O

\+ Positive adjustment based on comparable being inferior in comparison to property #1A
\- Negative adjustment based on comparable being superior in comparison to property #2A
o No adjustment necessary

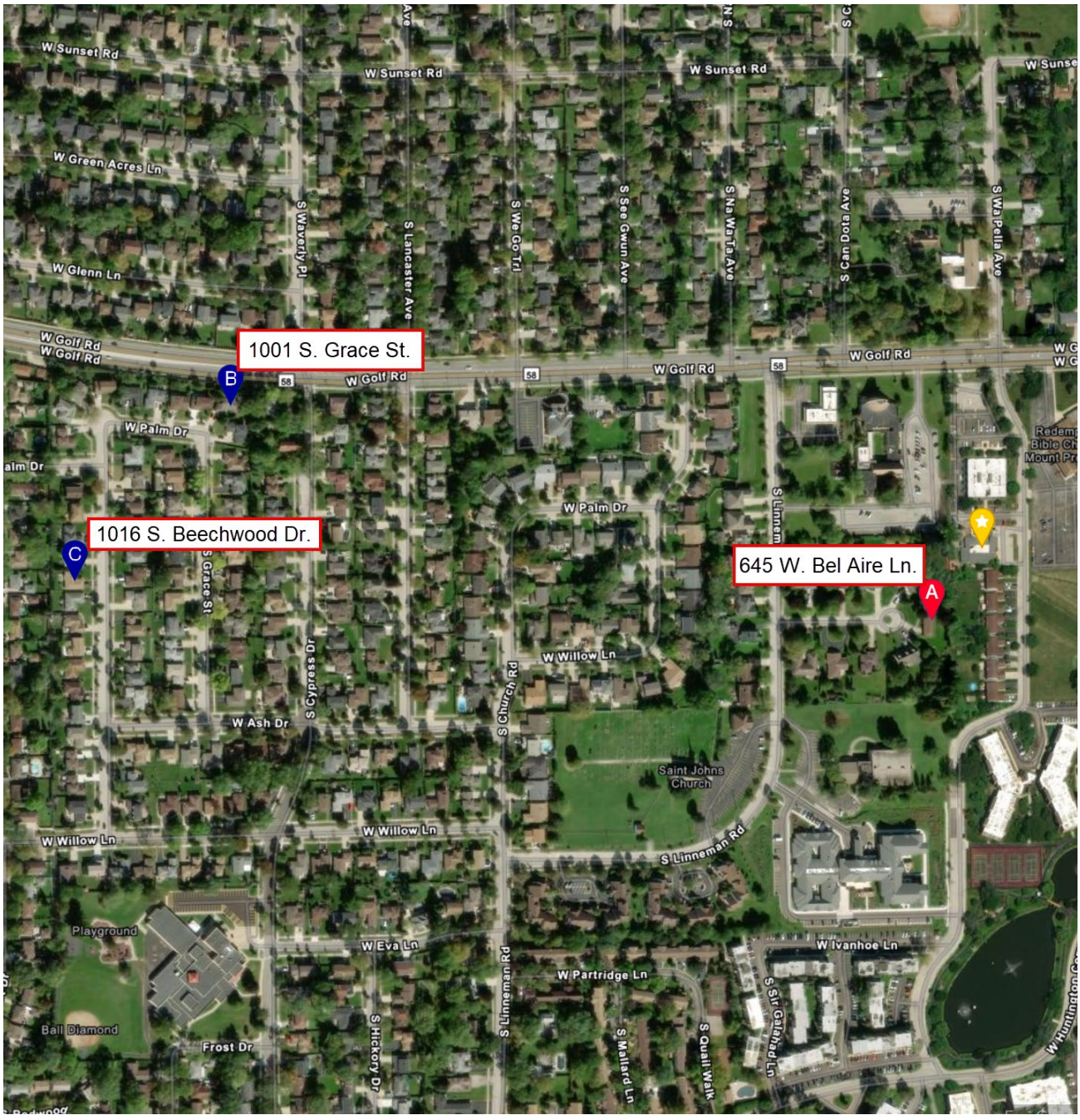
The above sales compared to 645 West Bel Aire Lane are similar; however, considering the adjustments noted in the above table, the differences in the sale price do not support the conclusion that proximity to uses similar to the proposed daycare have a negative impact on the value of the 645West Bel Aire Lane property.



1001 S. Grace St.
Mount Prospect



1016 S. Beechwood Drive
Mount Prospect



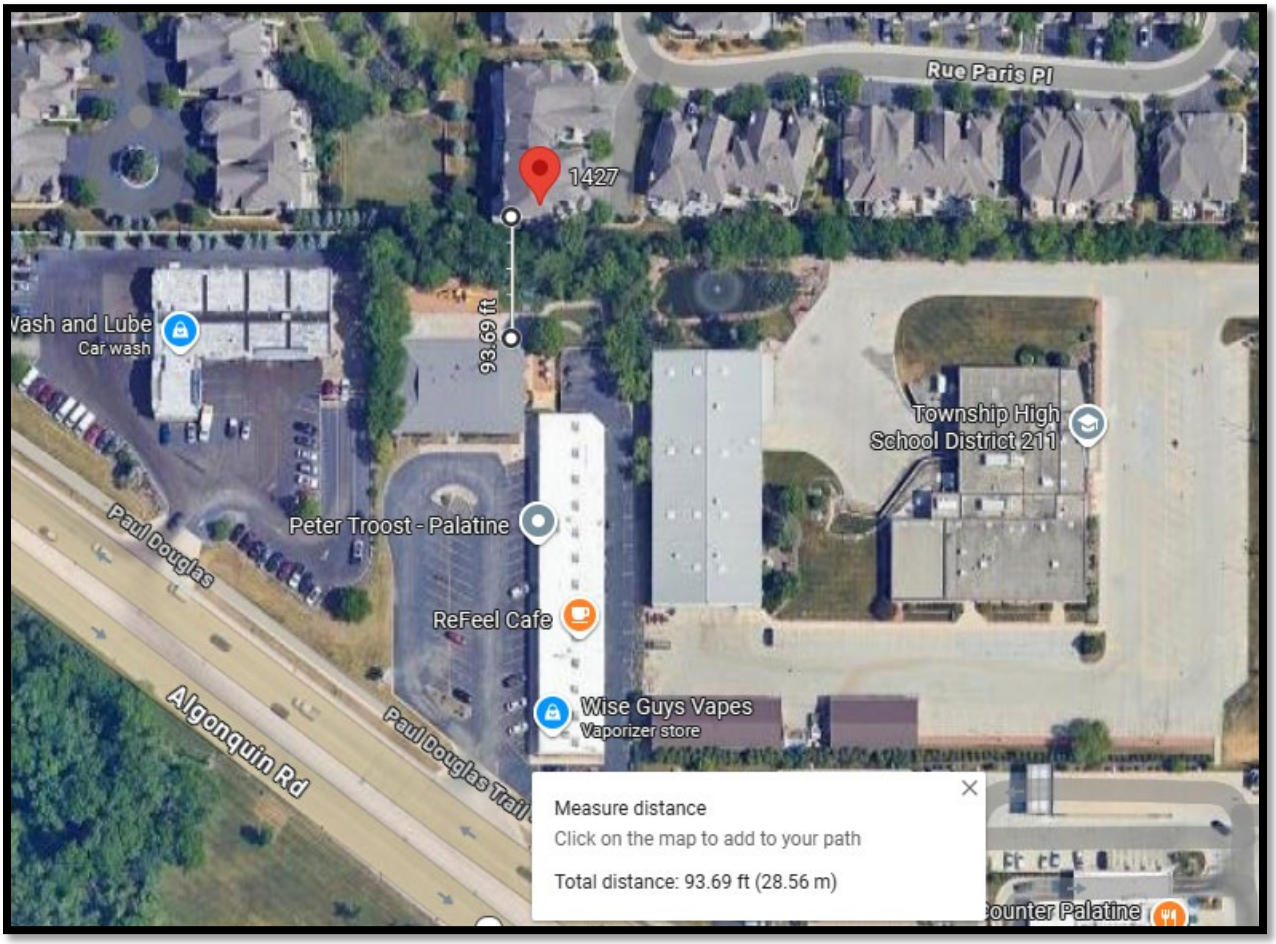
MATCHED PAIR 2 LOCATION MAP

Ecole 360 Child Development Analysis - Matched Pair No. 3

A daycare comprises approximately 7,000 square feet and is located at 1540 Algonquin Road, Palatine. Matched Pair #3 considers the sale of a townhouse located at 1427 West Rue Paris Place, Palatine, sold in March 2018. This home is approximately 93 feet from the daycare.

This sale is compared with one non-proximate similar property that sold in June 2017. The salient details of this property is summarized in the table below.

The following aerial map illustrates the relationship of the proximate property to the daycare.



MATCHED PAIR NO. 3

	3A - Proximate to Daycare	3B – Nearby Sale
Address	1427 W. Rue Paris Pl. Palatine	1578 S. Paul Le Comte Ct. Palatine
Distance from daycare (feet)	93	N/A
Sale Date	March 22, 2018	June 14, 2017
Sale Price	$510,000	$500,000
Sale Price/Sq. Ft. (above grade)	$183.65	$222.52
Year Built	2011	2007
Building Size (Sq. Ft.)	2,777	2,247
Style	3 Story (Brick) 2 bedrooms, 3.1 bath	2 Story (Brick) 3 bedrooms, 2.2 bath
Basement	Finished	Finished
Utilities	Central air Forced-air heat Public Water Sewer	Central air Forced-air heat Public Water Sewer
Other	2-car attached garage	2-car attached garage

1427 W. Rue Paris Pl.
Palatine



ADJUSTMENT GRID MATCHED PAIR NO. 3

Sale No.	Address	Sale Date	Year Built	Building Size	End Unit	Location	Exterior Style	Interior Finish	Beds/Baths	Basement
3B	1578 S. Paul Le Comte Ct. Palatine	O	O	+	O	O	O	O	O	O

\+ Positive adjustment based on comparable being inferior in comparison to property #3A
\- Negative adjustment based on comparable being superior in comparison to property #3A
o No adjustment necessary

The above sale compared to 1427 W. Rue Paris Pl. is similar; however, considering the adjustments noted in the above table, the difference in the sale price does not support the conclusion that proximity to uses similar to the proposed daycare have a negative impact on the value of the 1427 W. Rue Paris Pl property.



1578 S. Paul Le Comte Ct
Palatine



MATCHED PAIR 3 LOCATION MAP

Matched Pair Analysis Conclusions

Comparing the sale of properties proximate to daycares to similar properties selling under similar market conditions without proximity to daycares, we have not discovered any sales in which proximity to daycares appear to have had a negative impact on property values. Comparatively, the distance to the proposed subject development from the nearby residential are farther away compared to some of the matched pairs' distance to daycare that is used in this report. Additionally, recent sales near daycare use show further evidence of the lack of impact from it. Lastly, price points for the residential market of the subject area over the last two to three years amidst daycare development in the subject area have continued to increase. Therefore, the conclusion is that there does not appear to have been any measurable negative impact on surrounding residential property values due to the proximity of daycares similar to the proposed project.

Conclusions

As a result of the market impact analysis undertaken, the conclusion made is that the proposed development will not diminish or impair property values in the nearby area and the surrounding community. Further, market data from the subject area support the conclusion that the proposed development will not diminish or impair property values in the nearby area and the surrounding community. These conclusions are based on the following:

- The use will meet or exceed all the required development and operating standards.
- Controls will be in place to ensure ongoing compliance.
- Medical office is legal by right which would have a high volume of traffic/use compared to the daycare and existing minimally used office.
- Planned landscaping, particularly along residential boundaries.
- The existing property likely buffers existing noise from West Northwest Highway.
- According to Stonefield Engineering & Design LLC, the proposed development would not have a significant impact on the traffic operations of the adjacent roadway network.
- The hours of operation for the proposed development provide little to no use on the weekends and virtually no use on the evenings during the week compared to a more intense use such as medical office.
- Although currently nearly vacant, the existing office property has existed for more than 30 years and previously generated traffic which is also visually the same or inferior compared to the proposed high-end daycare.
- The subject area is already impacted by noise from West Northwest Highway and the Union Pacific rail line (estimated to run 70-90 trains per weekday).
- More than $2,500,000 investment in high-quality real estate for the community.
- New higher property taxes for the community, not including one-time various development fees and other taxes.
- The proposed project will generate substantial building permit fees, create temporary and permanent jobs, and boost demand for local services during construction. It will also result in positive real estate taxes with a positive impact on schools, police, libraries, parks, fire, and other taxing districts.
- The proposed daycare is an amenity to the community which is likely to create greater demand for local residency and therefore is likely to increase nearby property values.
- An analysis of recent single-family and townhouse residential sales proximate to existing daycares in the nearby area, which includes a residential sale as close as 93 feet to a daycare building, did not support any finding that proximity to daycare use had any impact on property values.

This report is based on market conditions existing as of February 27, 2026. This market impact study has been prepared specifically for the use of the client to gain information in relation to the development of the proposed high-end daycare. Other use or user of this report is considered to be unintended.

Respectfully submitted,



Michael S. MaRous, MAI, CRE
Illinois Certified General - #553.000141 (9/27 expiration)



Stephen A. Vizcarra
Associate Real Estate Trainee Appraiser - #557.006879 (9/27 expiration)

CERTIFICATE OF REPORT

We do hereby certify that:

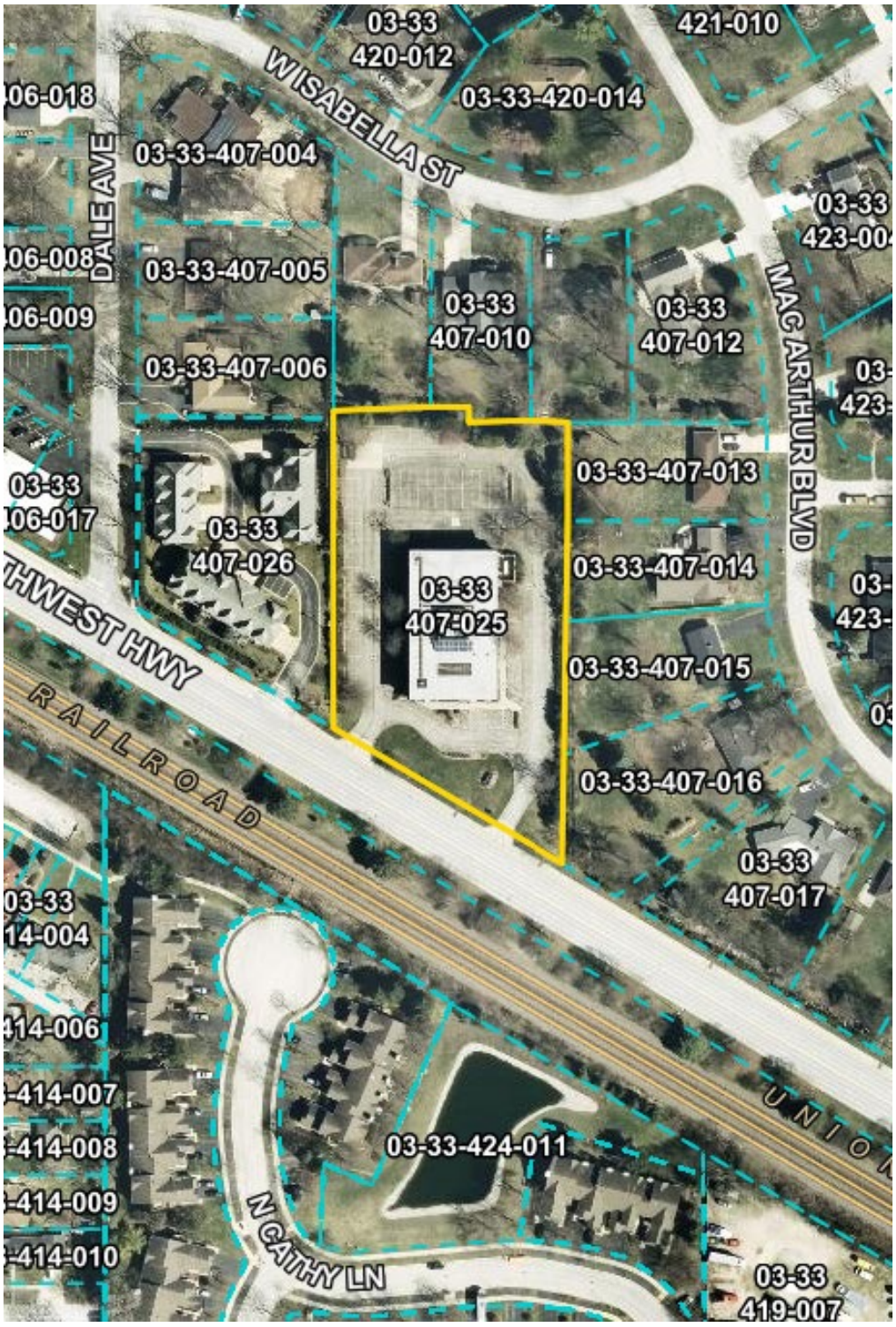
1. The statements of fact contained in this report are true and correct.
2. The reported analyses, opinions, and conclusions are limited only by the reported assumptions and limiting conditions, and are our personal, impartial, and unbiased professional analyses, opinions, conclusions, and recommendations.
3. We have no present or prospective personal interest in the property that is the subject of this report and no personal interest with respect to the parties involved.
4. We have performed no services, as an appraiser or in any other capacity, regarding the property that is the subject of this report within the three-year period immediately preceding acceptance of this assignment.
5. We have no bias with respect to the property that is the subject of the work under review or to the parties involved with this assignment.
6. Our engagement in this assignment was not contingent upon developing or reporting predetermined results.
7. Our compensation for completing this assignment is not contingent upon the development or reporting of predetermined value or direction in value that favors the cause of the client, the amount of the value opinion, the attainment of a stipulated result, or the occurrence of a subsequent event directly related to the intended use of this appraisal consulting assignment.
9. Our analyses, opinions, and conclusions were developed, and this report has been prepared in conformity with the *Uniform Standards of Professional Appraisal Practice.*
10. We have made a personal inspection of the subject of the work under review on February 27, 2026.
11. The reported analysis, opinions, and conclusions were developed, and this report has been prepared, in conformity with the Code of Professional Ethics and Standards of Professional Appraisal Practice of the Appraisal Foundation.
12. The use of the report is subject to the requirements of the Appraisal Institute relating to review by its duly authorized representatives.
13. As of the date of this report, Michael S. MaRous, MAI, CRE, has completed the continuing education requirements for Designated Members of the Appraisal Institute.

Respectfully submitted,
MaRous & Company

Michael S. MaRous, MAI, CRE
Illinois Certified General - #553.000141 (9/27 expiration)

Stephen A. Vizcarra
Associate Real Estate Trainee Appraiser - #557.006879 (9/27 expiration)

ADDENDA



AERIAL SITE VIEW

QUALIFICATIONS

STEPHEN VIZCARRA

Stephen Vizcarra has been active in real estate appraisal since 2021 and employed at MaRous & Company since 2020. He is also a State of Illinois Associate Real Estate Trainee Appraiser, License Number 557.006879 (9/27). Mr. Vizcarra has assisted in a variety of types of appraisal projects such as estate planning, real estate tax appeal, market impact and acquisition.

Appraisal Experience

- Industrial Land
- Residential Land
- Commercial Land
- Farmland
- Market Impact Analysis
- Highest and Best Use Studies

Professional Designations and Affiliations

Illinois Associate Real Estate Trainee Appraiser, License Number 557.006879, expiration (9/27)

Education

Associates degree in Computer Information Systems, Harper Community College, graduated 2019

MICHAEL S. MAROUS
STATEMENT OF QUALIFICATIONS

Michael S. MaRous, MAI, CRE, is president and owner of MaRous and Company. He has appraised more than $15 billion worth of primarily investment-grade real estate in more than 25 states. In addition to providing documented appraisals, he has served as an expert witness in litigation proceedings for many law firms; financial institutions; corporations; builders and developers; architects; local, state, county, and federal governments and agencies; and school districts in the Chicago metropolitan area. His experience in partial interest, condemnation, damage impact, easement (including aerial and subsurface), marital dissolutions, bankruptcy proceedings, and other valuation issues is extensive. He has provided highest and best use, marketability, and feasibility studies for a variety of properties. Many of the largest redevelopment areas and public projects, including Interstate 355, the Chicago O'Hare International Airport expansion, the Chicago Midway International Airport expansion, and the McCormick Place expansion, are part of Mr. MaRous' experience. Mr. MaRous also has experience in regard to mediation and arbitration proceedings. Also, he has purchased and developed real estate for his own account.

APPRAISAL AND CONSULTATION EXPERIENCE

Industrial Properties

Business Parks	Manufacturing Facilities	Self-storage Facilities
Distribution Centers	Research Facilities	Warehouses

Commercial Properties

Auto Sales/Service Facilities	Gasoline Stations	Restaurants
Banquet Halls	Hotels and Motels	Shopping Centers
Big Box Stores	Office Buildings	Theaters

Special-Purpose Properties

Bowling Alleys	Nurseries	Tank Farms
Cemeteries	Riverboat Gambling Facilities	Underground Gas Aquifers
Farms	Schools	Utility Corridors
Golf Courses	Stadium Expansion Issues	Waste Transfer Facilities
Lumber Yards	Solar Farms	Wind Farms

Residential Properties

Apartment Complexes	Condominium Developments	Subdivision Developments
Condominium Conversions	Single-family Residences	Townhouse Developments

Vacant Land

Agricultural	Easements	Rights of Way
Alleys	Industrial	Streets
Commercial	Residential	Vacations

Clients

Corporations	Law Firms	Private Parties
Financial Institutions	Not-for-profit Associations	Public Entities

EDUCATION

B.S., Urban Land Economics, University of Illinois, Urbana-Champaign
Continuing education seminars and programs through the Appraisal Institute
and the American Society of Real Estate Counselors, and real estate brokerage classes

PUBLIC SERVICE

Mayor, City of Park Ridge, Illinois (2003-2005)
Alderman, City of Park Ridge, including Liaison to the Zoning Board of Appeals and Planning and Zoning and Chairman of the Finance and Public Safety Committees (1997-2005)

PROFESSIONAL AFFILIATIONS AND LICENSES

Appraisal Institute, MAI designation, Number 6159
Counselors of Real Estate, CRE designation
Illinois Certified General Real Estate Appraiser, License Number 553.000141 (9/27)
Indiana Certified General Real Estate Appraiser, License Number CG41600008 (6/26)
Wisconsin Certified General Real Estate Appraiser, License Number 1874-10 (12/27)
Minnesota Certified General Real Estate Appraiser, License Number 40330656 (8/26)
Iowa Certified General Real Estate Appraiser, License Number CG03468 (6/27)
South Dakota Certified General Real Estate Appraiser, License Number 1467CG (9/26)
Michigan Certified General Real Estate Appraiser, License Number 1205004587 (7/27)
Colorado Certified General Real Estate Appraiser, License Number CG200004173 (12/27)

Licensed Real Estate Managing Broker (Illinois)

PROFESSIONAL ACTIVITIES

Mr. MaRous is past president of the Chicago Chapter of the Appraisal Institute. He is former chair and vice chair of the National Publications Committee and has sat on the board of The Appraisal Journal. In addition, he has served on and/or chaired more than 15 other committees of the Appraisal Institute, the Society of Real Estate Appraisers, and the American Institute of Real Estate Appraisers.

Mr. MaRous served as chair of the Midwest Chapter of the Counselors of Real Estate in 2006 and 2007 and has served on the National CRE Board since 2011. He sat on the Midwest Chapter Board of Directors, the Editorial Board of Real Estate Issues, and on various other committees.

Mr. MaRous also is past president of the Illinois Coalition of Appraisal Professionals. He also has been involved with many other professional associations, including the Real Estate Counseling Group of America, the Northwest Suburban Real Estate Board, the National Association of Real Estate Boards, and the Northern Illinois Commercial Association of Realtors.

PUBLICATIONS AND PROFESSIONAL RECOGNITION

Mr. MaRous has spoken at more than 20 programs and seminars related to real estate appraisal and valuation.

Author

"Low-income Housing in Our Backyards," *The Appraisal Journal*, January 1996
"The Appraisal Institute Moves Forward," *Illinois Real Estate Magazine*, December 1993
"Chicago Chapter, Appraisal Institute," *Northern Illinois Real Estate Magazine*, February 1993
"Independent Appraisals Can Help Protect Your Financial Base," *Illinois School Board Journal*, November-December 1990
"What Real Estate Appraisals Can Do for School Districts,"
School Business Affairs, October 1990

Awards

Appraisal Institute - George L. Schmutz Memorial Award, 2001
Chicago Chapter of the Appraisal Institute – Heritage Award,
2000
Chicago Chapter of the Appraisal Institute - Herman O. Walther, 1987 (Distinguished Chapter Member)

Reviewer or Citation in the Following Books

Rural Property Valuation, 2017
Real Estate Damages, 1999, 2008, and 2016
Golf Property Analysis and Valuation, 2016
Dictionary of Real Estate Appraisal, Fourth Edition, 2002 and Sixth Edition, 2015
Market Analysis for Real Estate, 2005 and 2014
Appraisal of Real Estate, Twelfth Edition, 2001, Thirteenth Edition, 2008, Fourteenth Edition, 2013
Shopping Center Appraisal and Analysis, 2009
Subdivision Valuation, 2008
Valuation of Apartment Properties, 2007
Valuation of Billboards, 2006
Appraising Industrial Properties, 2005
Valuation of Market Studies for Affordable Housing, 2005
Valuing Undivided Interest in Real Property: Partnerships and Cotenancies, 2004
Analysis and Valuation of Golf Courses and Country Clubs, 2003
Valuing Contaminated Properties: An Appraisal Institute Anthology, 2002
Hotels and Motels: Valuation and Market Studies, 2001
Land Valuation: Adjustment Procedures and Assignments, 2001
Appraisal of Rural Property, Second Edition, 2000
Capitalization Theory and Techniques, Study Guide, Second Edition, 2000
Guide to Appraisal Valuation Modeling Land, 2000
Appraising Residential Properties, Third Edition, 1999
Business of Show Business: The Valuation of Movie Theaters, 1999
GIS in Real Estate: Integrating, Analyzing and Presenting Locational Information, 1998
Market Analysis for Valuation Appraisals, 1995

REPRESENTATIVE WORK OF MICHAEL S. MAROUS

Headquarters/Corporate Office Facilities in Illinois

Corporate headquarters, 300,000 sq. ft. and 500,000 sq. ft., Chicago
Fortune 500 corporation facility, 450,000 sq. ft., Northfield
Major airline headquarters, 1,100,000 million sq. ft. on 47 acres, Elk Grove Village
Corporate Headquarters, 1,500,000+ sq. ft., Lake County

Office Buildings in Chicago

401 South LaSalle Street, 140,000 sq. ft.
134 North LaSalle Street, 260,000 sq. ft.
333 North Michigan Avenue, 260,000 sq. ft.
171 West Randolph Street, 360,000 sq. ft.
20 West Kinzie Street, 405,000 sq. ft.
55 East Washington Street, 500,000 sq. ft.
10 South LaSalle Street, 870,000 sq. ft.
222 West Adams Street, 1,000,000 sq. ft.
141 West Jackson Boulevard, 1,065,000 sq. ft.
333 South Wabash Avenue, 1,125,000 sq. ft.
155 North Wacker Drive, 1,406,000 sq. ft.
70 West Madison Street, 1,430,000 sq. ft.
111 South Wacker Drive, 1,454,000 sq. ft.
175 West Jackson Boulevard, 1,450,000 sq. ft.
227 West Monroe Street, 1,800,000 sq. ft.
10 South Dearborn Street, 1,900,000 sq. ft.

Hotels in Chicago

One West Wacker Drive (Renaissance Chicago Hotel)
10 East Grand Avenue (Hilton Garden Inn)
106 East Superior Street (Peninsula Hotel)
120 East Delaware Place (Four Seasons)
140 East Walton Place (The Drake Hotel)
160 East Pearson Street (Ritz Carlton)
301 East North Water Street (Sheraton Hotel)
320 North Dearborn Street (Westin Chicago River North)
401 North Wabash Avenue (Trump Tower)
505 North Michigan Avenue (Hotel InterContinental)
676 North Michigan Avenue (Omni Chicago Hotel)
800 North Michigan Avenue (The Park Hyatt)

Large Industrial Properties in Illinois

Chicago Fortune 500 company distribution center, 1,000,000 sq.
Caterpillar Distribution Facility, 2,231,000 sq. ft., Morton
Self-storage facilities, various Chicago metropolitan locations

Airport Related Properties

Mr. MaRous has performed valuations on more than 100 parcels in and around Chicago O'Hare International Airport, Chicago Midway International Airport, Palwaukee Municipal Airport, Chicago Aurora Airport, DuPage Airport, and Lambert-St. Louis International Airport

Vacant Land in Illinois

15 acres, office, Northbrook
20 acres, residential, Glenview
25 acres, Hinsdale
55 acres, mixed-use, Darien
68 acres, Roosevelt Road and the Chicago River
75 acres, I-88 at I-355, Downers Grove
100± acres, various uses, Lake County
100 acres, Western Springs
140 acres, Flossmoor
142 acres, residential, Lake County
160 acres, residential, Cary
200 acres, mixed-use, Bartlett
250 acres, Island Lake
450 acres, residential, Wauconda
475± acres, various uses, Lake County
650 acres, Hawthorne Woods
650 acres, Waukegan/Libertyville
800 acres, Woodridge
900 acres, Matteson
1,000± acres, Batavia area
2,000± acres, Northern Lake County
5,000 acres, southwest suburban Chicago area
Landfill expansion, Lake County

Retail Facilities

20 Community shopping centers, various Chicago metropolitan locations
Big box uses, various Chicago metropolitan locations and the Midwest
Gasoline Stations, various Chicago metropolitan locations
More than 100 single-tenant retail facilities larger than 80,000 sq. ft., various Midwest metropolitan locations
Macy's Downtown Chicago
Apple Store Downtown Chicago

Residential Projects

Riverview II, Chicago; Old Town East and West, Chicago; Museum Park Lofts II, Museum Park Tower 4, University Commons, Two River Place, River Place on the Park, Chicago;
Timber Trails, Western Springs, Illinois

Market Impact Studies

Land-fill projects in various locations
Quarry expansions in Boone and Kendall counties
Commercial development and/or parking lots in various communities
Zoning changes in various communities
Waste transfer stations in various communities

Business and Industrial Parks

Chevy Chase Business Park, 30 acres, Buffalo Grove
Carol Point Business Center, 300-acre industrial park, Carol Stream, $125,000,000+ project
Internationale Centre, approximately 1,000 acre-multiuse business park, Woodridge

Properties in Other States

330,000 sq. ft., Newport Beach, California
Former government depot/warehouse and distribution center, 2,500,000 sq. ft. on 100+ acres, Ohio
Shopping Center, St. Louis, Missouri, Office Building, Clayton, Missouri
Condominium Development, South Dakota, South Dakota
Hormel Foods, various Midwest locations
Wisconsin Properties including Lowes, Menards, Milwaukee Zoo, CVS Pharmacy's in Milwaukee, Dairyland Racetrack, Major Industrial Property in Manawa, Class A Office Buildings and Vacant Land

Energy Related Projects

Oakwood Hills Energy Center, McHenry County, Illinois
Lackawanna Power Plant, Lackawanna County, Pennsylvania
Commonwealth Edison, high tension lines

Wind Projects

Illinois

Alta Farms Wind Project II, Dewitt County
Bennington Wind Project, Marshall County
Goose Creek Wind, Piatt County
Harvest Ridge Wind Farm, Douglas County
Lincoln Land Wind Farm, Morgan County
Midland Wind Farm, Henry County
McLean County Wind Farm, McLean County
Otter Creek Wind Farm, LaSalle County
Pleasant Ridge Wind Farm, Livingston County
Radford's Run Wind Farm, Macon County
Shady Oaks II, Lee County
Twin Groves Wind Farm, McLean County
Walnut Ridge Wind Farm, Bureau County

Indiana

Roaming Bison Wind Farm, Montgomery County
Tippecanoe County Wind Farm, Tippecanoe County

Iowa

Great Pathfinder Wind Project, *Boone & Hamilton County*
Ida Grove II Wind Farm, *Ida County*

Kansas

Neosho Ridge Wind Farm, Neosho County
Jayhawk Wind, Bourbon County & Crawford County

New York

Alle-Catt Wind, Allegany County, Cattaraugus County, & Wyoming County
Orangeville Wind Farm, Wyoming County

Ohio

Seneca Wind, Seneca County
Republic Wind, Seneca County & Sandusky County

South Dakota

Deuel Harvest Wind Farm, Deuel County
Dakota Range Wind Project I-III, Codington County, Grant County, & Roberts County
Crocker Wind Farm, Clark County
Crowned Ridge Wind II, Deuel County
Prevailing Wind Park, Bon Homme County, Charles Mix County, & Hutchinson County
Sweet Land Wind Farm, Hand County
Triple H Wind Farm, Hyde County
Tatanka Ridge Wind Project, Deuel County

Solar Projects

Illinois

Hickory Point Solar Energy Center, Christian County

Indiana

Lone Oak Solar Farm, Madison County

Maryland

Dorchester County Solar Farm, Dorchester County

Wisconsin

Badger Hollow Solar Farm, Iowa County
Darien Solar Energy Center, Rock County & Walworth County
Grant County Solar, Grant County
Paris Solar Energy Center, Kenosha County

South Dakota

Brookhaven Solar Energy Production Facility, Brookings County

Western Regions of the United States of America

Southwest Region – Arizona, Colorado, Nevada, New Mexico, & Utah
Northwest Region – Idaho and Oregon
Southern Great Plains Region – Texas
Northern Great Plains Region – General Research

REPRESENTATIVE CLIENT LISTING OF MICHAEL S. MAROUS

Law Firms

Alschuler, Simantz & Hem LLC Ancel, Glink, Diamond, Bush, DiClanni & Krafthefer
Arnstein & Lehr LLP
Berger, Newmark & Fenchel P.C.
Berger Schatz
Botti Law Firm, P.C.
Carmody MacDonald P.C.
Carr Law Firm
Crane, Heyman, Simon, Welch & Clar
Daley & Georges, Ltd.
Day, Robert & Morrison, P.C. Dentons US LLP
DiMonte & Lizak LLC
DLA Piper
Dreyer, Foote, Streit, Furgason & Slocum, P.A.
Drinker, Biddle & Reath LLP
Figliulo & Silverman, P.C.
Foran, O'Toole & Burke LLC
Franczek P.C.
Fredrikson & Byron, P.A.
Freeborn & Peters LLP
Gould & Ratner LLP
Greenberg Traurig LLP
Helm & Wagner
Robert Hill Law, Ltd.
Hinshaw & Culbertson LLP
Holland & Knight LLP
Ice Miller LLP
Jenner & Block
Katz & Stefani, LLC
Kinnally, Flaherty, Krentz, Loran, Hodge & Mazur PC
Kirkland & Ellis LLP
Klein, Thorpe & Jenkins, Ltd.
McDermott, Will & Emery
Mayer Brown
Michael Best & Friedrich LLP
Morrison & Morrison, Ltd.
Bryan E. Mraz & Associates
Neal, Gerber & Eisenberg, LLP
Neal & Leroy LLC
O'Donnell Haddad LLC
Prendergast & DelPrincipe
Rathje & Woodward, LLC
Righeimer, Martin & Cinquino, P.C.
Robbins, Salomon & Patt, Ltd.
Rosenfeld Hafron Shapiro & Farmer
Rosenthal, Murphey, Coblentz & Donahue Rubin & Associates, P.C.
Ryan and Ryan, P.C.
Reed Smith LLP
Sarnoff & Baccash
Scariano, Himes & Petrarca, Chtd.
Schiff Hardin LLP
Schiller, DuCanto & Fleck LLP
Schirott, Luetkehans & Garner, LLC
Schuyler, Roche & Crisham, P.C.
Sidley Austin LLP
Storino, Ramello & Durkin
Thomas M. Tully & Associates
Thompson Coburn, LLP
Tuttle, Vedral & Collins, P.C.
Vedder Price
von Briesen & Roper, SC
Winston & Strawn LLP
Worsek & Vihon LLP
Meltzer, Purtill & Stelle LLC

Financial Institutions

AmericaUnited Bank Trust
BMO Harris Bank
Charter One
Citibank
Cole Taylor Bank
First Bank of Highland Park
First Financial Northwest Bank
First Midwest Bank
First State Financial
Glenview State Bank
Itasca Bank & Trust Co.
Lake Forest Bank & Trust Co.
MB Financial Bank
Midwest Bank
Northern Trust
Northview Bank & Trust
The Private Bank
Wintrust

Corporations

Advocate Health Care System
Alliance Property Consultants
American Stores Company
Archdiocese of Chicago
Arthur J. Rogers and Company
Avangrid Renewables, LLC
BHE Renewables
BP Amoco Oil Company
Christopher B. Burke Engineering, Ltd. Cambridge Homes
Canadian National Railroad
Capital Realty Services, Inc.
Chicago Cubs
Children's Memorial Hospital
Chrysler Realty Corporation
Citgo Petroleum Corporation
CorLands
CVS
Edward R. James Partners, LLC
Enterprise Development Corporation
Enterprise Leasing Company
Exxon Mobil Corporation
Hamilton Partners
Hollister Corporation
Imperial Realty Company
Invenergy LLC
Kimco Realty Corporation
Kinder Morgan, Inc.
Lakewood Homes
Lowe's Companies, Inc.
Loyola University Health System
Marathon Oil Corporation
Meijer, Inc.
Menards
Mesirow Stein Real Estate, Inc.
Paradigm Tax Group
Prime Group Realty Trust
Public Storage Corporation
RREEF Corporation
Shell Oil Company
Union Pacific Railroad Company
United Airlines, Inc.

Public Entities

Illinois Local Governments and Agencies

Village of Arlington Heights
Village of Barrington
Village of Bartlett
Village of Bellwood
Village of Brookfield
Village of Burr Ridge
City of Canton
Village of Cary
City of Chicago
Village of Deer Park
City of Des Plaines
Des Plaines Park District
Downers Grove Park District
City of Elgin
Elk Grove Village
City of Elmhurst
Village of Elmwood Park
City of Evanston
Village of Forest Park
Village of Franklin Park
Village of Glenview
Glenview Park District
Village of Harwood Heights
City of Highland Park
Village of Hinsdale
Village of Inverness
Village of Kenilworth
Village of Kildeer
Village of Lake Zurich
Leyden Township
Village of Lincolnshire
Village of Lincolnwood
Village of Morton Grove
Village of Mount Prospect
Village of North Aurora
Village of Northbrook
City of North Chicago
Village of Northfield
Northfield Township
Village of Oak Brook
Village of Orland Park
City of Palos Hills
City of Peoria
City of Prospect Heights
City of Rolling Meadows
Village of Rosemont
City of St. Charles
Village of Schaumburg
Village of Schiller Park
Village of Skokie
Village of South Barrington
Village of Streamwood
Metropolitan Water Reclamation District of Greater Chicago
City of Waukegan
Village of Wheeling
Village of Wilmette
Village of Willowbrook
Village of Winnetka
Village of Woodridge

County Governments and Agencies

Boone County State's Attorney's Office
Forest Preserve of Cook County
Cook County State's Attorney's Office
DuPage County Board of Review
Forest Preserve District of DuPage County
Kane County
Kendall County Board of Review
Lake County
Lake County Forest Preserve District
Lake County State's Attorney's Office
Morton Township
Peoria County

State and Federal Government Agencies

Federal Deposit Insurance Corporation
U.S. General Services Administration
Illinois Housing Development Authority
Illinois State Toll Highway Authority
The U.S. Postal Service

Schools

Argo Community High School District No. 217
Arlington Heights District No. 25 Township High School District No. 214, Arlington Heights
Barrington Community Unit District No. 220
Chicago Board of Education
Chicago Ridge District No. 127½
College of Lake County
Community Consolidated School District No. 15
Community Consolidated School District No. 146
Community School District No. 200 Consolidated High School District No. 230
Darien District No. 61
DePaul University
Elk Grove Community Consolidated District No. 59
Elmhurst Community Unit School District No. 205
Glen Ellyn School District No. 41
Glenbard High School District No. 87
Indian Springs School District No. 109
LaGrange School District No. 105
Lake Forest Academy
Leyden Community High School District No. 212
Loyola University
Lyons Township High School District No. 204
Maine Township High School District No. 207
Niles Elementary District No. 71
North Shore District No. 112, Highland Park
Northwestern University
Orland Park School District No. 135
Palatine High School District #211
Rhodes School District No. 84-1/2
Riverside-Brookfield High School District No. 208
Rosalind Franklin University
Roselle School District No. 12
Schaumburg Community Consolidated District No. 54
Sunset Ridge School District No. 29
Township High School District No. 211
Township High School District No. 214
Triton College
University of Illinois
Wheeling Community Consolidated District No. 21
Wilmette District No. 39

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4/9/26

Joseph Donnelly, Chairman
Planning and Zoning Commission
Village of Mount Prospect
c/o Jason Shallcross, Director of Community Development
50 S. Emerson St.
Mount Prospect, IL 60056

Re: PZ-03-25 - Conditional Use Application – Proposed Daycare Facility at 1040 W. Northwest Highway

Dear Chairman Donnelly and Honorable Members of the Planning and Zoning Commission:

I am submitting this letter, along with supporting documents, on behalf of W Northwest MP LLC, petitioner for a conditional use permit for a daycare center at 1040 W. Northwest Highway. To introduce myself, I am an urban planning consultant working independently for both private and public organizations. Before establishing my consultancy, I spent three decades as the Director of Community Development for the Village of Mount Prospect, overseeing planning and economic development. I am an active member of the American Planning Association and have been certified by the American Institute of Certified Planners for the past 34 years.

As the Commission will recall, the petitioner appeared before the Planning and Zoning Commission last May where you voted to make a positive recommendation to the Village Board. The Village Board considered the matter at their June meetings and voted to deny the request due to concerns with perceived negative impacts on surrounding residents related to property values, noise, and traffic. The Village Board later voted in July to remand the petition back to the Planning and Zoning Commission to allow the petitioner to provide additional information in support of their proposal related to these issues.

The petitioner has been working over the past several months to provide supplemental information that addresses all concerns raised by the Village Board. Petitioner engaged local experts to analyze the project's impact on property values and noise and it revisited traffic. The sound and valuation reports are attached to this letter. Based upon these reports and other supporting documents, it is my opinion that the proposed daycare center

will not negatively impact surrounding properties and the project meets the standards of the Zoning Ordinance.

Conformance with Village Zoning Code and Long-Range Planning Goals and Objectives:

The proposed daycare facility is strongly supported by the Village's Comprehensive Plan and the planning objectives in the Northwest Highway Corridor Plan. The Comprehensive Plan designated the subject property within the Neighborhood Center District, where intended primary uses include a mix of business offices, small-scale retail, restaurants, **daycare facilities**, professional services, and other neighborhood-serving commercial uses. The proposed daycare is fully consistent with these intended uses and aligns with the Village's long-range planning objectives related to the subject property.

In addition, the proposal meets all of the standards established for conditional uses in the Zoning Ordinance. These standards include 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.
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 use 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.

As outlined in the petitioner's initial application and supplements to the application, the petitioner asserts that the establishment, maintenance, and operation of the proposed conditional use will not adversely impact public health, safety, morals, comfort, or general welfare. The development and operation of the facility are not anticipated to conflict with the best interests of Village residents. The daycare center is a family-oriented use specifically contemplated within the B-1 zoning district.

The proposed facility will neither negatively affect the use or enjoyment of adjacent properties nor diminish or impair property values within the surrounding neighborhood. As noted later in this correspondence there will be no impairment or diminution in property values. The daycare is an appropriate transitional use that serves as a buffer between residential and commercial areas, aligning with the intended function of the B-1 district.

The project will not hinder the normal and orderly development of nearby properties. Instead, reinvestment in this long-underutilized site is expected to stimulate further interest from potential developers and business operators by transforming a nearly vacant property into a quality childcare facility that addresses a demonstrated community need (49 new jobs, family activity in the Northwest Highway corridor, and enhanced early childhood education).

The petitioner also commits to collaborating closely with Village officials. Operational procedures will be implemented to manage traffic flow efficiently and minimize congestion on public streets, particularly along Northwest Highway, a major transportation corridor. Furthermore, all students will be accompanied by a parent or guardian during drop-off and pick-up to ensure safe and orderly operations.

With respect to operational impacts, the petitioner has carefully evaluated potential effects related to noise, property values, and traffic. Attached to this letter are detailed reports from leading experts on property valuation and sound impacts. Petitioner's plan for traffic and parking was revisited, and no changes were necessary. Below are summaries of each of these reports:

Impact on Surrounding Property Values:

The petitioner hired Marous & Company to conduct a Market Impact Analysis for the proposed daycare center. This comprehensive study evaluated the potential impact of the development on surrounding property values and the local community. Their analysis concludes that the proposed daycare will not diminish or impair property values in the nearby area. This conclusion is supported by extensive market data, matched pair analyses, and a review of recent residential sales near existing daycare facilities, and which demonstrate no negative impact on property values due to proximity to daycare developments.

Noise Impact:

The petitioner retained Thunder Acoustics, LLC (Thunder) to evaluate potential noise impacts from the proposed daycare's outdoor playground. Village Code defines a noise nuisance as any offensive sound that disturbs the peace or quiet of nearby residents. In this case, the relevant sound source would be children playing outdoors—an activity already common in the surrounding neighborhood and at nearby Fairview and Meadows Parks.

Assessing nuisance is a two-step process that first involves determining if an offensive sound exists. Typically, children's play is not considered offensive in residential, institutional, or open spaces, especially since village planning for the Northwest Highway Corridor has promoted family-oriented activities since 2007. The Village balances neighbor interests in its planning process. Here, the petitioner proposes a playground fence, originally at eight feet, though six feet may suffice given that children's noise is not offensive. Nonetheless, the Village has authority to require an eight-foot solid fence, and the petitioner is willing to comply, but practical judgement may favor a six-foot height.

Thunder was not asked to opine whether the sound of children playing was offensive. To address the Village Code's "peace and quiet" standard, Thunder applied the acoustic benchmark of a disturbance occurring when noise exceeds ambient levels by more than 5 dBA. Ambient conditions were recorded at the property over a 24-hour period, showing a median daytime level of 49 dBA during anticipated playground hours. The study also documented regular spikes significantly above 70 dBA from passing trains, vehicles, and aircraft, which shape the area's existing sound environment.

Thunder then measured playground noise at another daycare center with 30 children and modeled conditions for 50 children at the subject site, accounting for topography, building reflections, ground absorption, and shielding from sound fencing. Thunder included a sound map for the property with an 8-foot sound fence and recommended use of this fence if the objective was to maintain a level of "negligible" or "just noticeable" for the sound of children playing. Thunder also shared, outside of his report, a sound map for the property with a 6-foot fence that indicated a 4.6 to 5 dBA difference in sound (the lower end of "clearly noticeable").

The study concludes that, with a properly constructed sound fence, the playground will be acoustically compatible with the neighborhood and compliant with local regulations. While brief peaks in children's voices may be audible during quieter moments between traffic, these instances are expected to be short-lived and not create sustained annoyance.

In addition to engaging Thunder to conduct a comprehensive noise analysis, the petitioner submitted a FOIA request to the Village to determine the number of noise complaints filed against existing daycare centers. The Village's records show that, despite several of these facilities being situated closer to nearby residences than the proposed center, no noise complaints have been recorded.

Traffic and Parking:

The petitioner submitted a Traffic Impact Study (TIS) prepared by Stonefield Engineering & Design with its initial application. The TIS evaluated operations using a 7-minute average drop-off/pick-up service time, consistent with a 95th-percentile parking demand rate. The study concluded that the daycare center would not significantly impact traffic operations along Northwest Highway and that the on-site parking supply would be sufficient to support the use. The TIS identified a peak demand of 21 parking spaces for

drop-off/pick-up activity, well below the 37 spaces provided. Additionally, the petitioner has allocated 5 land banked spaces if needed.

During its review, the Village Engineer requested that the TIS be revised using a more conservative 12-minute average service time. This is a far more conservative approach to variability in drop-off and pick-up operations. The Engineer also recommended relocating the drop-off/pick-up area to the west side of the building to maximize queuing capacity and narrowing the driveway along the building frontage to a single-lane width in a one-way eastbound direction. The petitioner incorporated all these recommendations into the revised site plan and updated TIS. With these modifications, staff and the Planning and Zoning Commission were supportive of the proposed daycare center.

Conclusion:

Based on the foregoing, the proposed daycare center fully satisfies the standards for conditional use approval. The use will not endanger public health, safety, morals, comfort, or general welfare. Rather, it represents the type of neighborhood-serving, family-oriented use contemplated in the Village's adopted long-range planning documents and aligns with the broader goals for reinvestment along the Northwest Highway corridor. In addition, the planning for the project is consistent with data and commentary in the Village's Existing Conditions Report related to the 2040 comprehensive planning process.

In my professional opinion, the project will not create adverse impacts on surrounding properties, diminish property values, or interfere with the enjoyment of nearby uses. The redevelopment will activate a long-underutilized site and introduce a high-quality, conveniently located childcare option for local families, strengthening the corridor's vitality and supporting the Village's economic development objectives.

The daycare center will be operated in full compliance with all applicable Village regulations and state licensing requirements. The site plan incorporates all staff recommended modifications related to traffic management measures and safe, well-organized drop-off and pick-up procedures to ensure smooth operations and protect public safety.

Based on the materials submitted and the project's consistency with the Village's zoning ordinance and adopted planning documents, the petitioner respectfully requests approval of the conditional use.

Respectfully submitted,

Bill Cooney, AICP
Urban Planning Consultant

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

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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**.

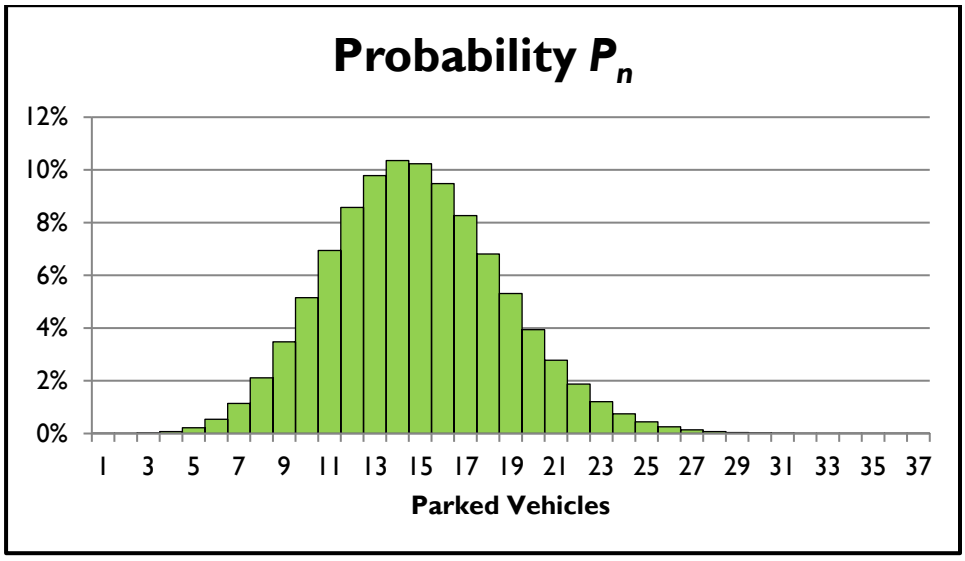


EXHIBIT 1 – PROBABILITY OF PARKED VEHICLES ON-SITE

[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**.

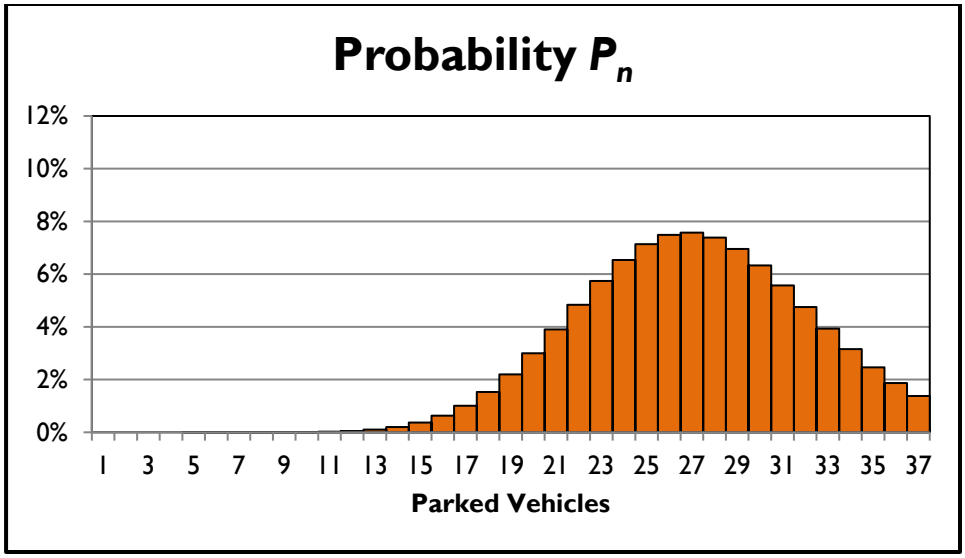


EXHIBIT 2 – PROBABILITY OF PARKED VEHICLES ON-SITE – VILLAGE ENGINEER RATE

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

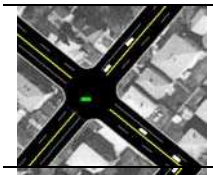
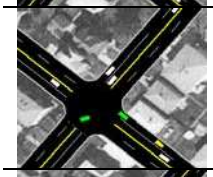
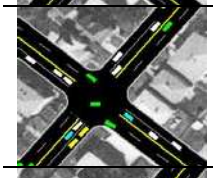
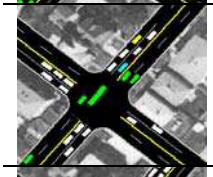
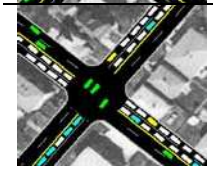
TECHNICAL APPENDIX

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

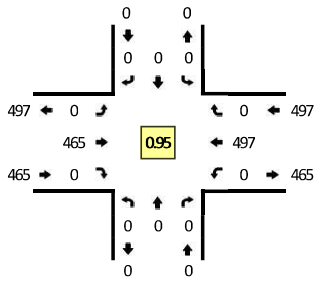
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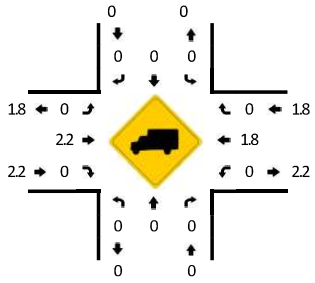
Method for determining peak hour: Total Entering Volume

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

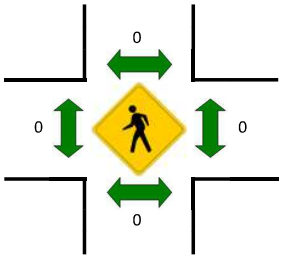
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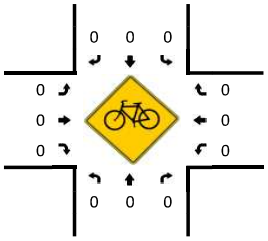


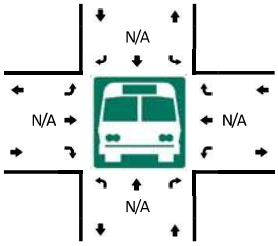


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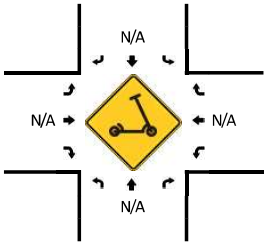












15-Min Count Period Beginning At	East Dwy (Northbound)				East Dwy (Southbound)				W Northwest Hwy (Eastbound)				W Northwest Hwy (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	0	0	0	0	0	0	0	88	0	0	0	69	0	0	157	
7:15 AM	0	0	0	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

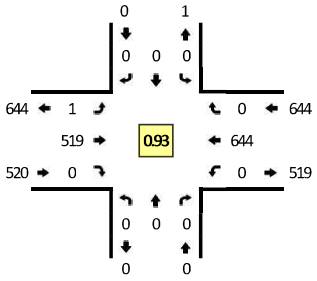
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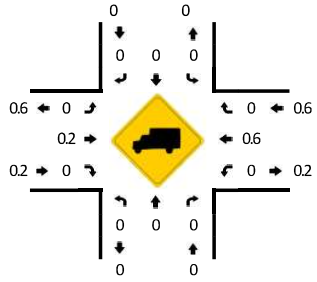
Method for determining peak hour: Total Entering Volume

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

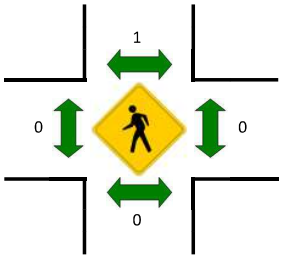
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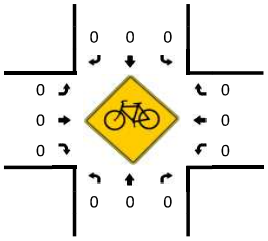


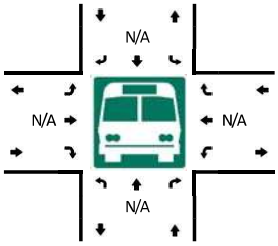


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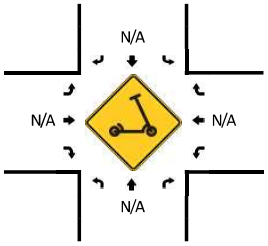












15-Min Count Period Beginning At	East Dwy (Northbound)				East Dwy (Southbound)				W Northwest Hwy (Eastbound)				W Northwest Hwy (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	0	0	0	0	0	107	0	0	0	168	0	0	275	
4:15 PM	0	0	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

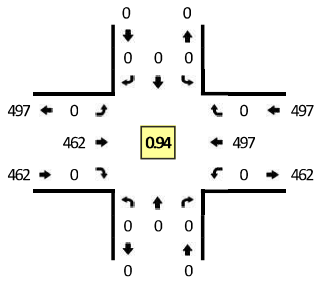
Type of peak hour being reported: Intersection Peak

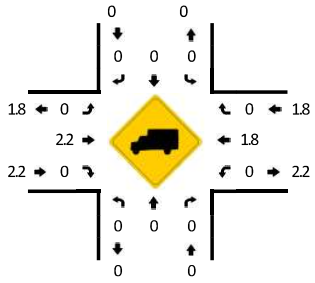
Method for determining peak hour: Total Entering Volume

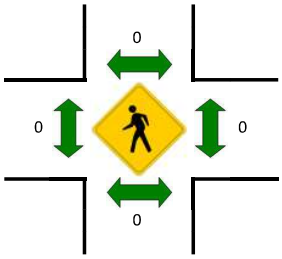
LOCATION: West Dwy -- W Northwest Hwy
CITY/STATE: Mount Prospect, IL

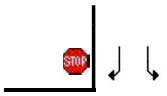
QC JOB #: 16946203
DATE: Tue, Mar 4 2025

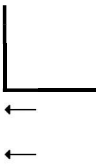
Peak-Hour: 7:45 AM -- 8:45 AM
Peak 15-Min: 8:00 AM -- 8:15 AM

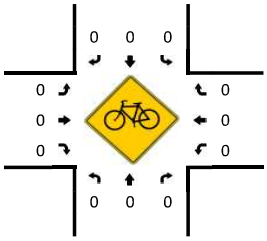


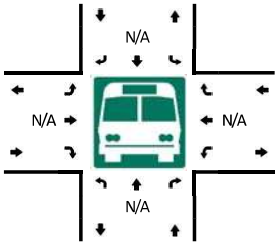


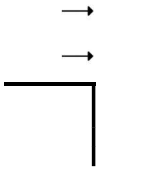




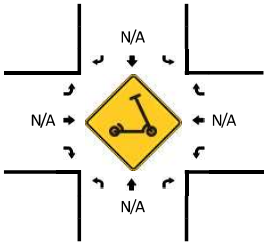












15-Min Count Period Beginning At	West Dwy (Northbound)				West Dwy (Southbound)				W Northwest Hwy (Eastbound)				W Northwest Hwy (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	0	0	0	0	0	0	0	89	0	0	0	64	0	0	153	
7:15 AM	0	0	0	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

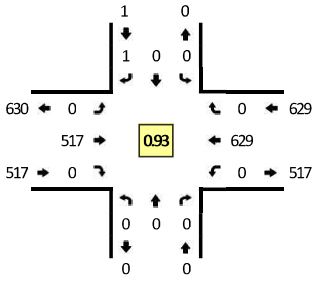
Type of peak hour being reported: Intersection Peak

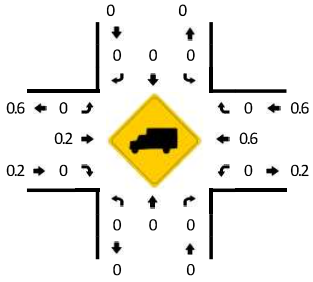
Method for determining peak hour: Total Entering Volume

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

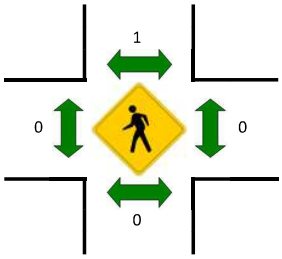
QC JOB #: 16946204
DATE: Tue, Mar 4 2025

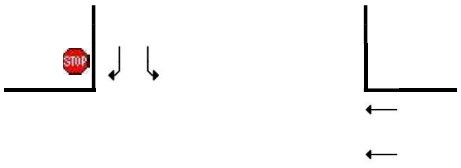
Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

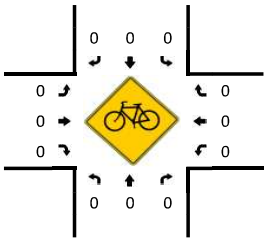


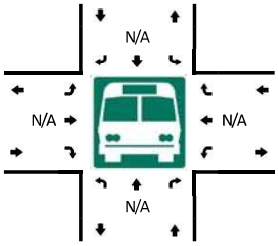


TRUE DATA TO IMPROVE MOBILITY

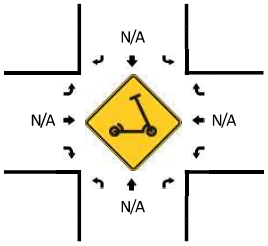












15-Min Count Period Beginning At	West Dwy (Northbound)				West Dwy (Southbound)				W Northwest Hwy (Eastbound)				W Northwest Hwy (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	0	0	0	0	0	109	0	0	0	174	0	0	283	
4:15 PM	0	0	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

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

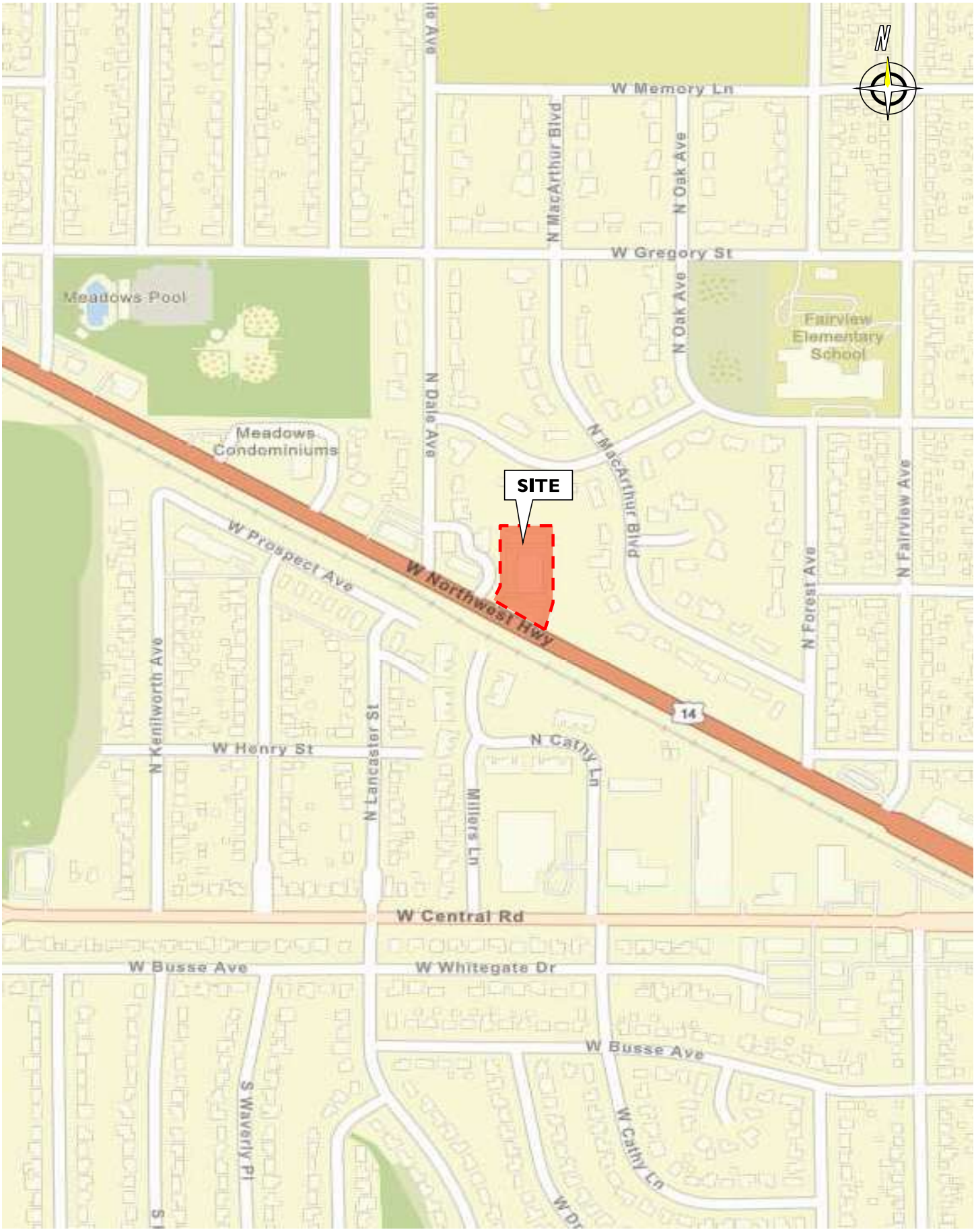
LOCATION INFO	
Location ID	016 1367
Type	LINK
Fnct'l Class	4
Located On	Northwest Hwy
From Road	Arthur Ave
To Road	Central Rd
Direction	2-WAY
County	Cook
Community	ARLINGTON HEIGHTS
MPO ID	
HPMS ID	
Agency	Illinois DOT

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	

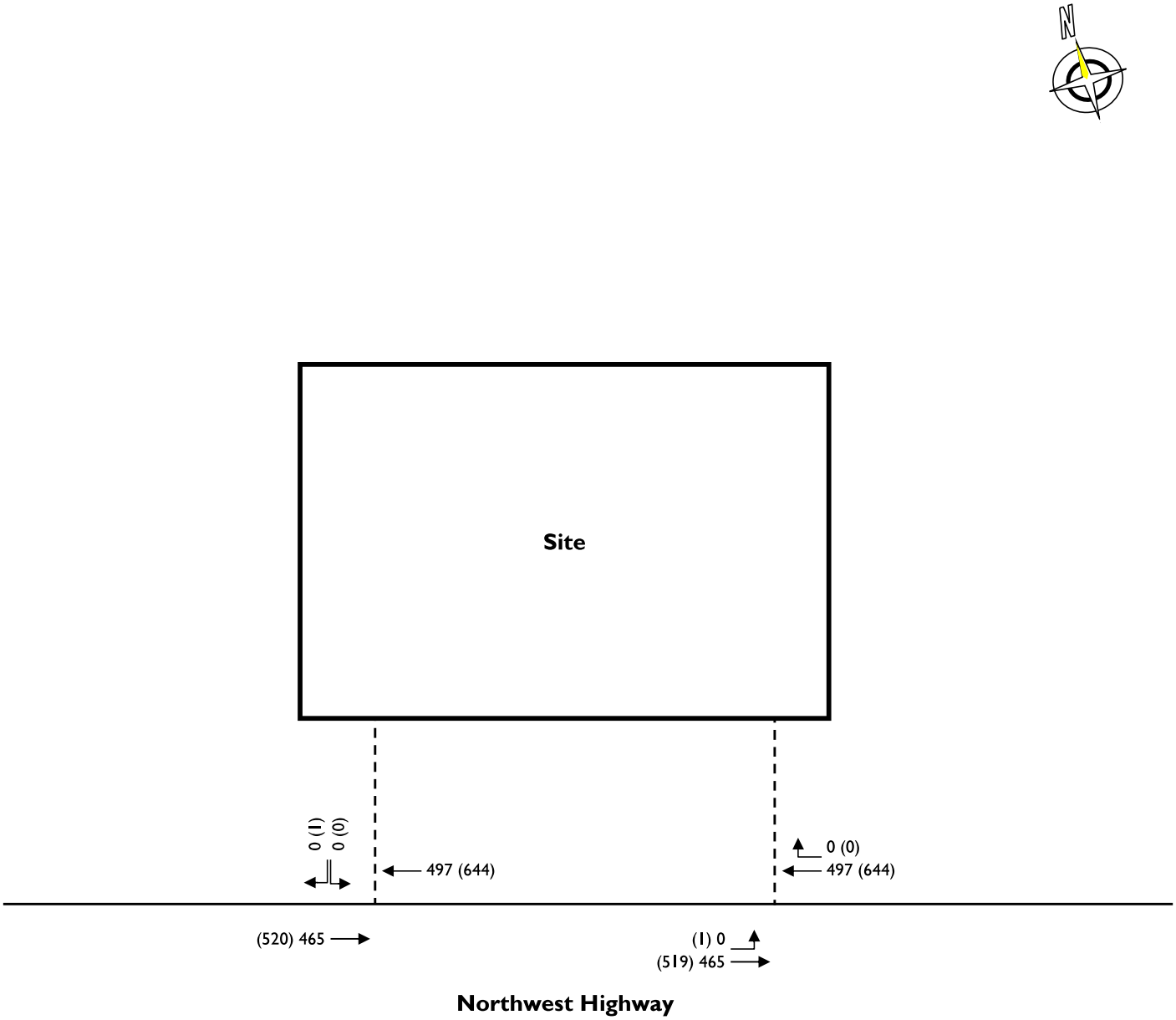
INTERVAL:60-MIN	
Time	Hourly Count
0:00-1:00	69
1:00-2:00	38
2:00-3:00	24
3:00-4:00	24
4:00-5:00	71
5:00-6:00	180
6:00-7:00	435
7:00-8:00	660
8:00-9:00	744
9:00-10:00	701
10:00-11:00	581
11:00-12:00	742
12:00-13:00	752
13:00-14:00	681
14:00-15:00	769
15:00-16:00	867
16:00-17:00	958
17:00-18:00	1,056
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**

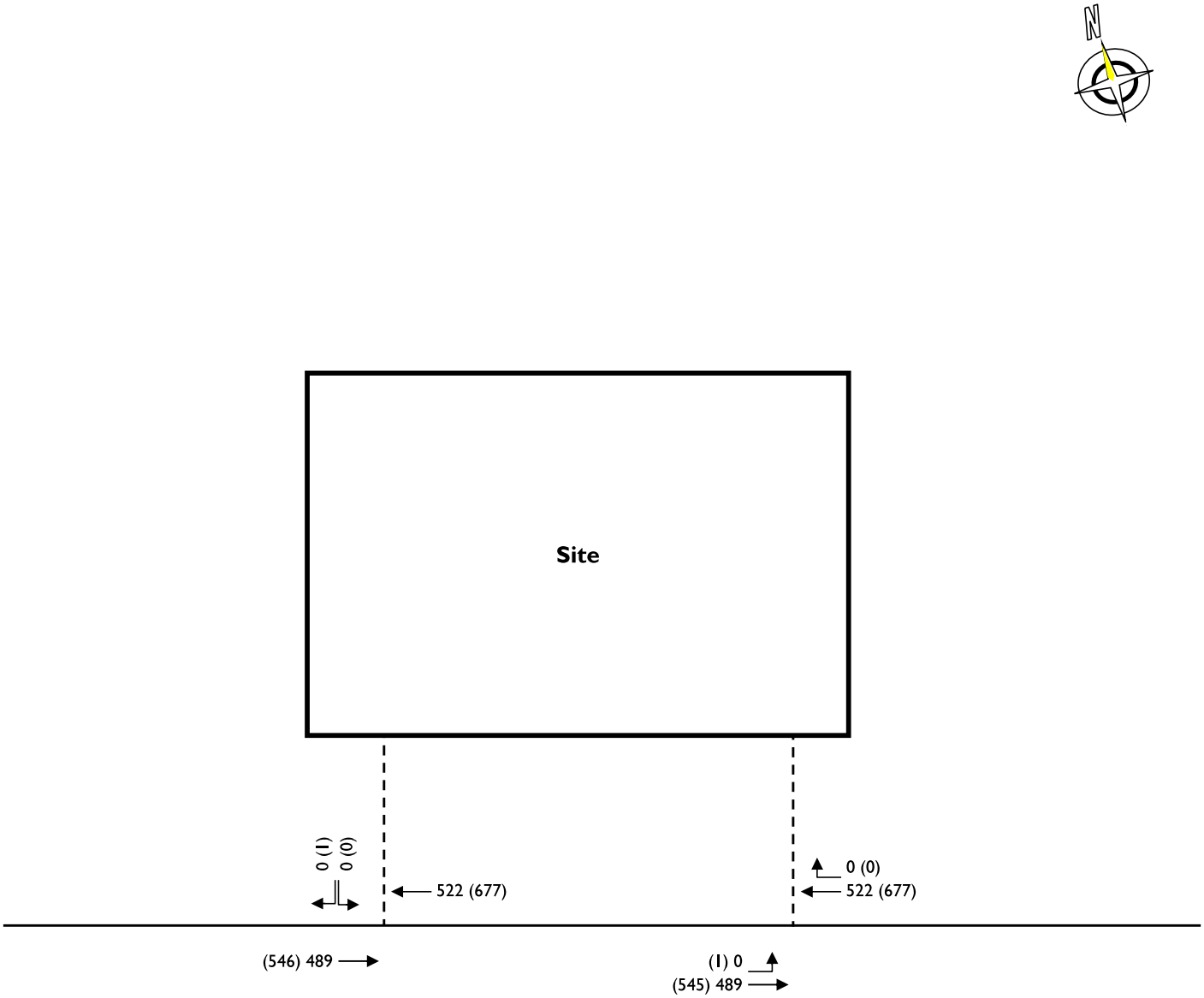


LEGEND

- 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**

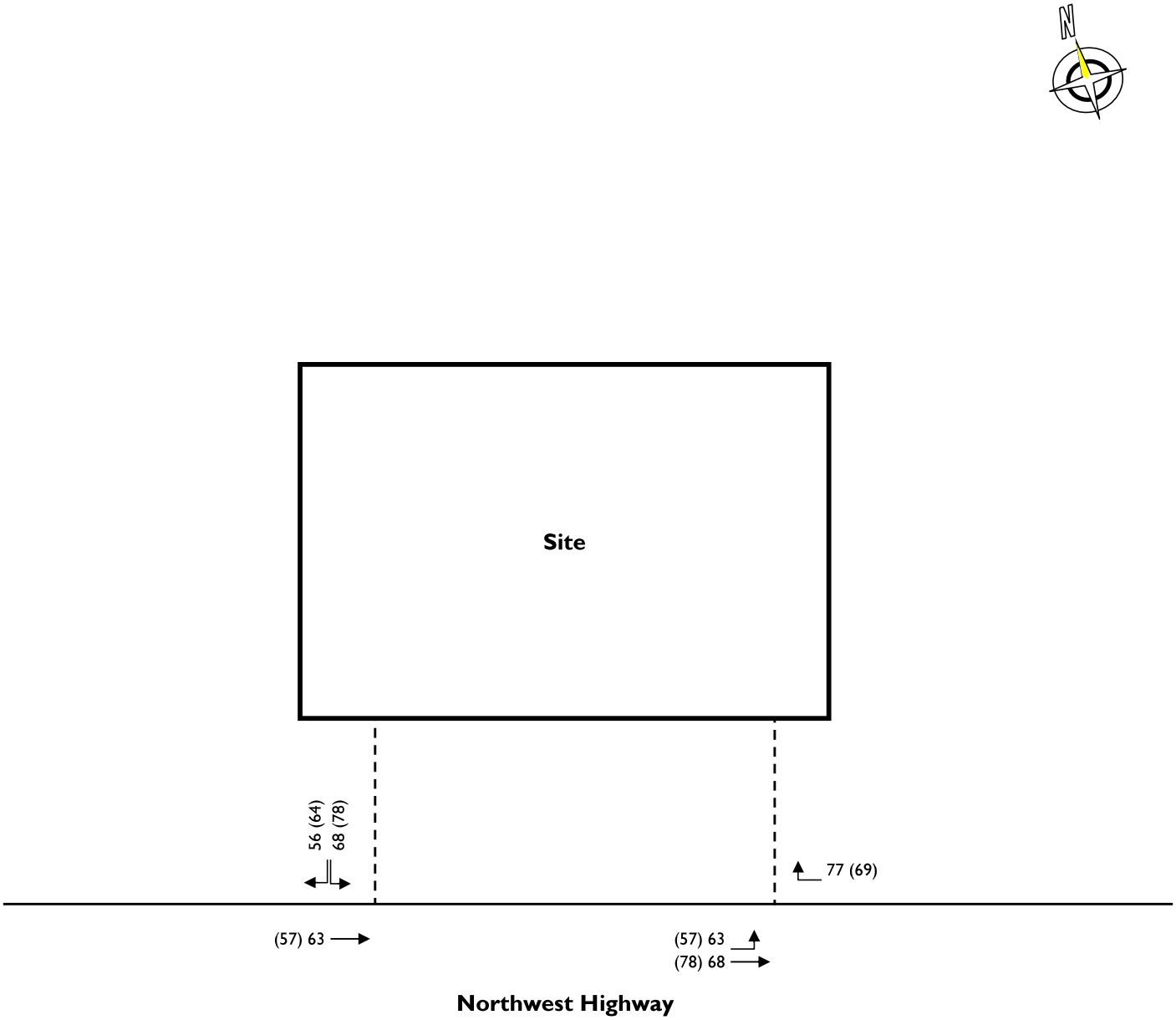


LEGEND

- 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**

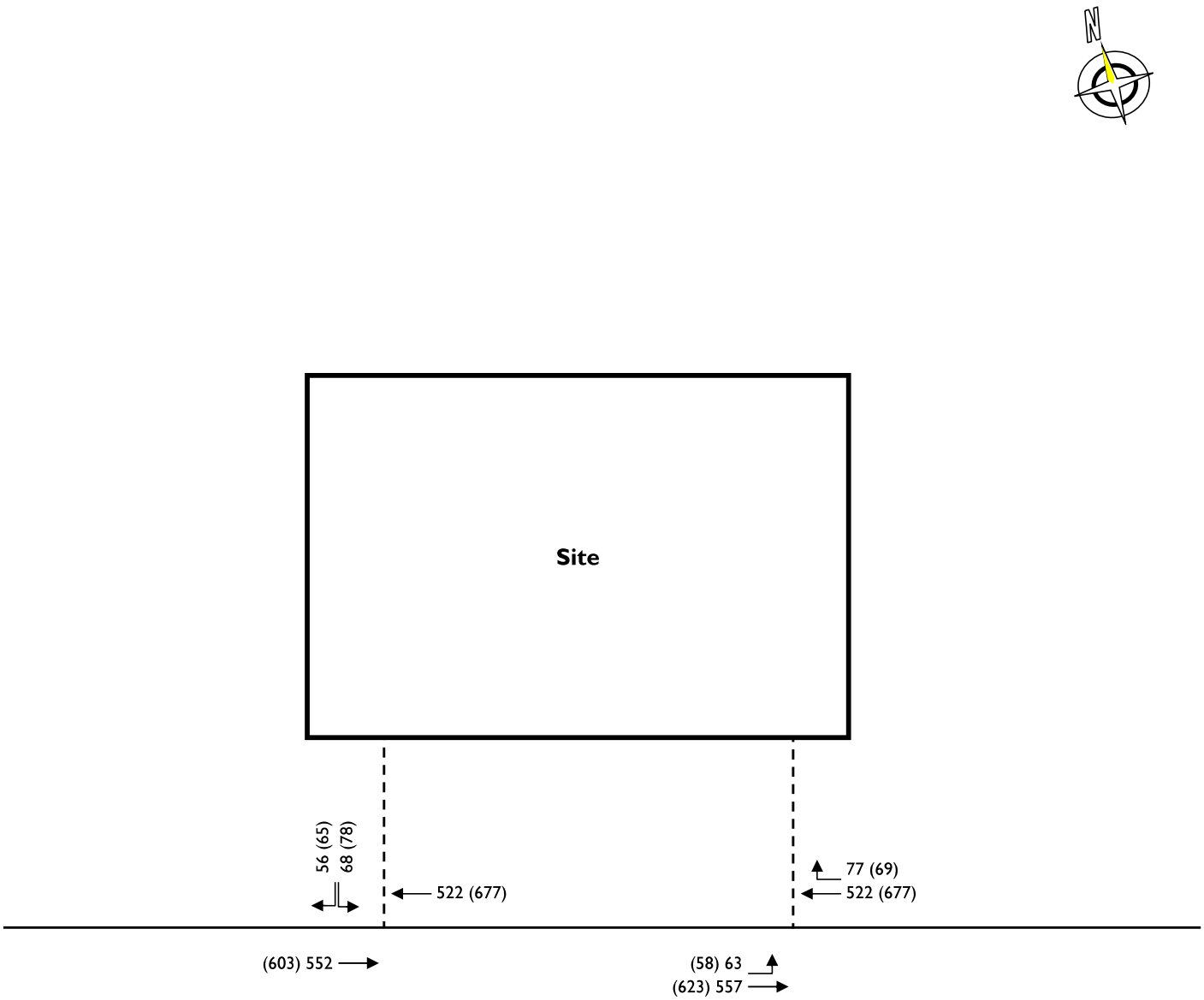


LEGEND

- 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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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**.

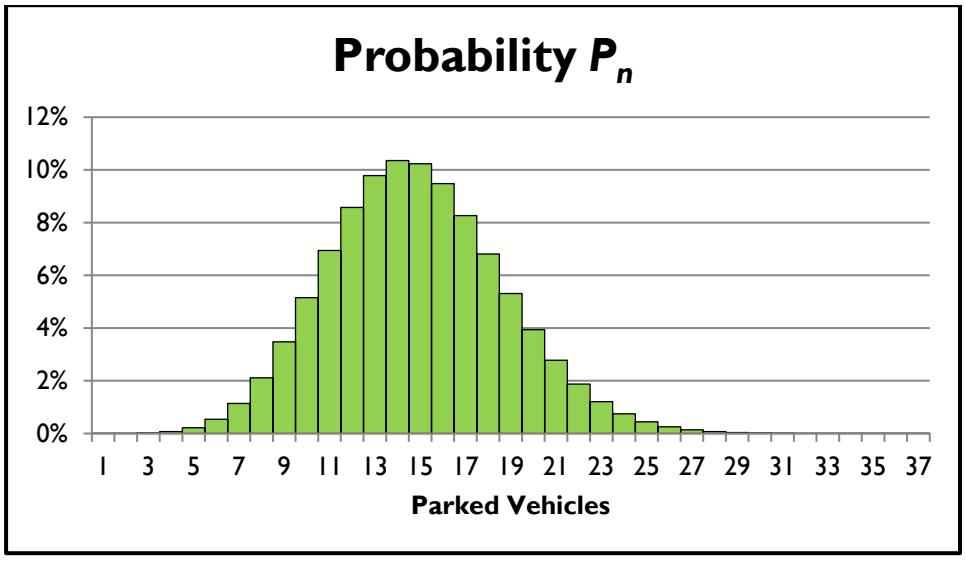


EXHIBIT 1 – PROBABILITY OF PARKED VEHICLES ON-SITE

[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**.

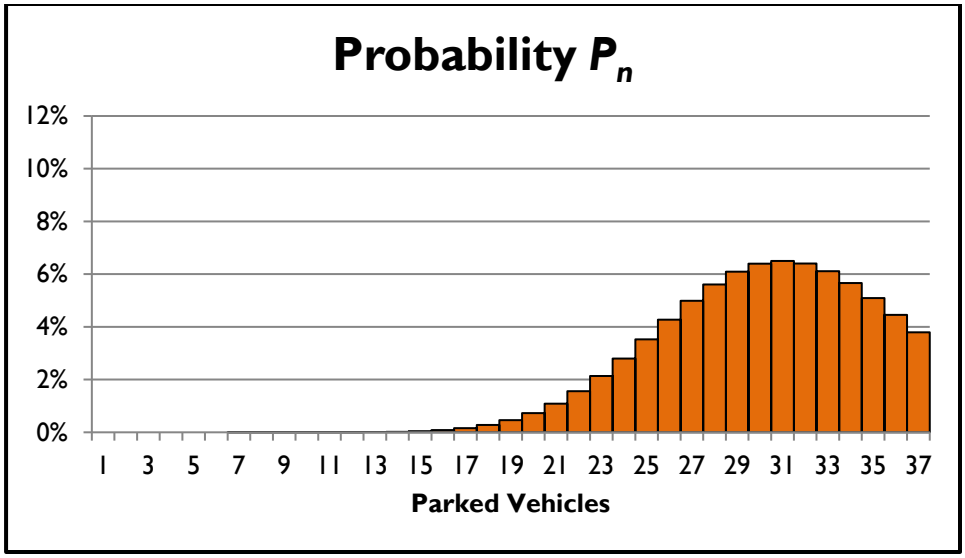


EXHIBIT 2 – PROBABILITY OF PARKED VEHICLES ON-SITE – VILLAGE ENGINEER RATE

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

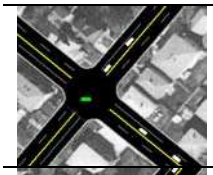
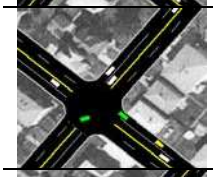
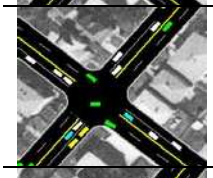
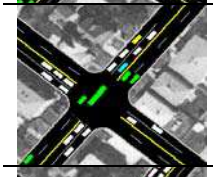
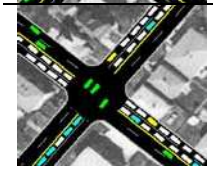
TECHNICAL APPENDIX

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

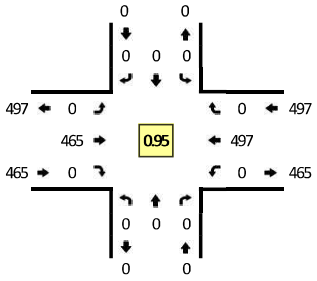
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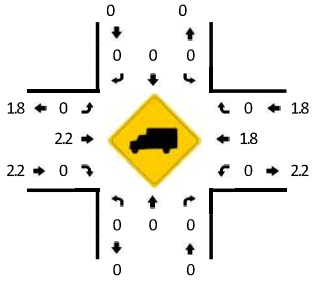
Method for determining peak hour: Total Entering Volume

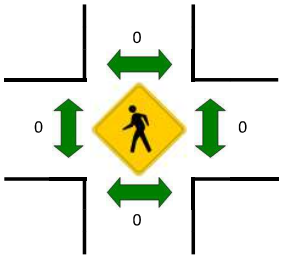
LOCATION: East Dwy -- W Northwest Hwy
CITY/STATE: Mount Prospect, IL

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

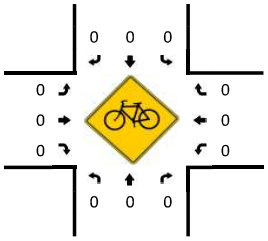
Peak-Hour: 7:45 AM -- 8:45 AM
Peak 15-Min: 8:00 AM -- 8:15 AM

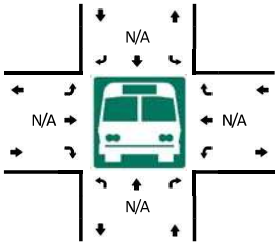




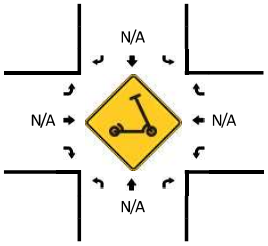












15-Min Count Period Beginning At	East Dwy (Northbound)				East Dwy (Southbound)				W Northwest Hwy (Eastbound)				W Northwest Hwy (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	0	0	0	0	0	0	0	88	0	0	0	69	0	0	157	
7:15 AM	0	0	0	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

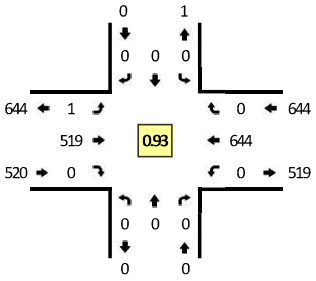
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Method for determining peak hour: Total Entering Volume

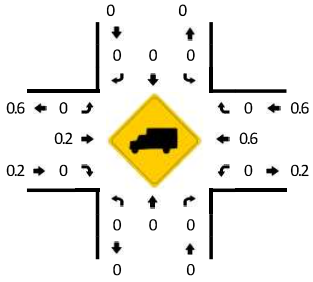
LOCATION: East Dwy -- W Northwest Hwy
CITY/STATE: Mount Prospect, IL

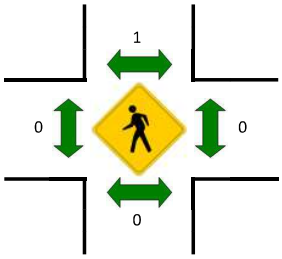
QC JOB #: 16946202
DATE: Tue, Mar 4 2025

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

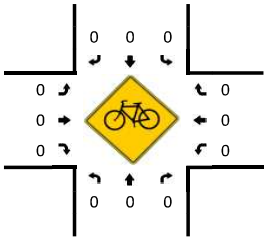


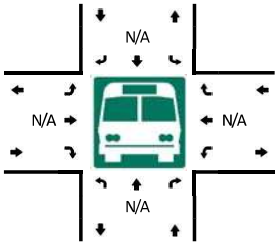




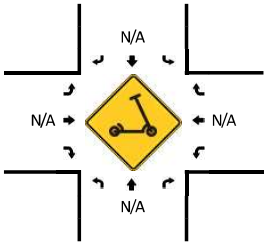












15-Min Count Period Beginning At	East Dwy (Northbound)				East Dwy (Southbound)				W Northwest Hwy (Eastbound)				W Northwest Hwy (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	0	0	0	0	0	107	0	0	0	168	0	0	275	
4:15 PM	0	0	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

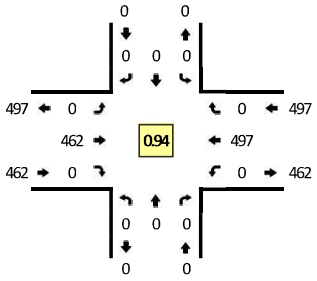
Type of peak hour being reported: Intersection Peak

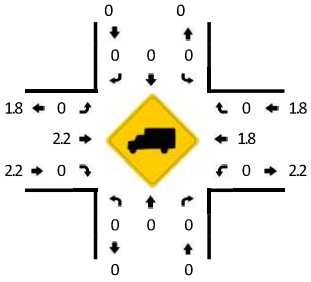
Method for determining peak hour: Total Entering Volume

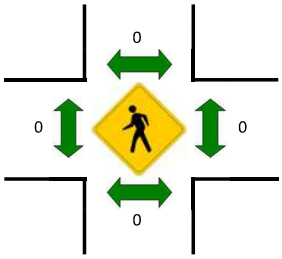
LOCATION: West Dwy -- W Northwest Hwy
CITY/STATE: Mount Prospect, IL

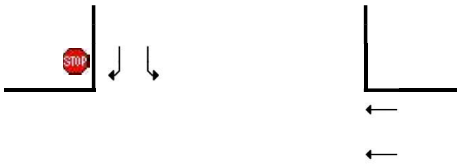
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DATE: Tue, Mar 4 2025

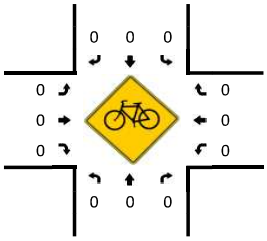
Peak-Hour: 7:45 AM -- 8:45 AM
Peak 15-Min: 8:00 AM -- 8:15 AM

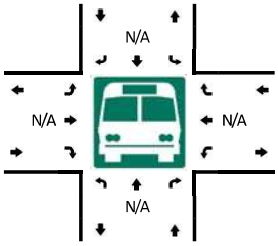




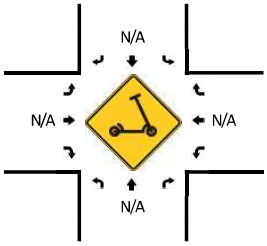












15-Min Count Period Beginning At	West Dwy (Northbound)				West Dwy (Southbound)				W Northwest Hwy (Eastbound)				W Northwest Hwy (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	0	0	0	0	0	0	0	89	0	0	0	64	0	0	153	
7:15 AM	0	0	0	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

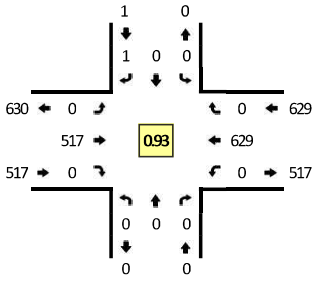
Type of peak hour being reported: Intersection Peak

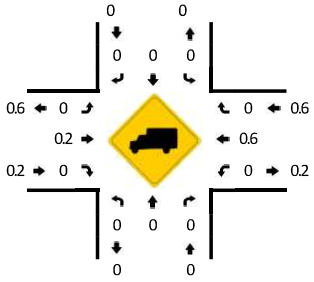
Method for determining peak hour: Total Entering Volume

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

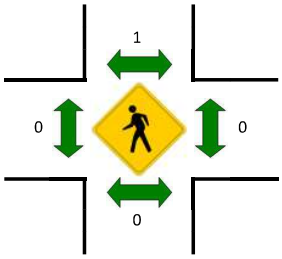
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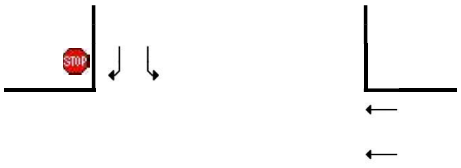
Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

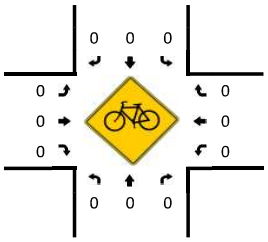


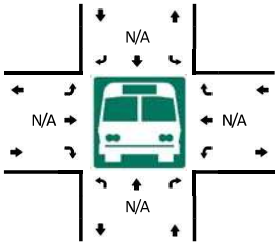


TRUE DATA TO IMPROVE MOBILITY

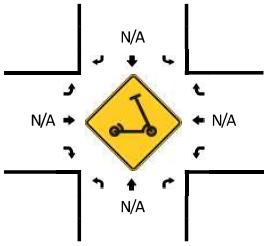












15-Min Count Period Beginning At	West Dwy (Northbound)				West Dwy (Southbound)				W Northwest Hwy (Eastbound)				W Northwest Hwy (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	0	0	0	0	0	109	0	0	0	174	0	0	283	
4:15 PM	0	0	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

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

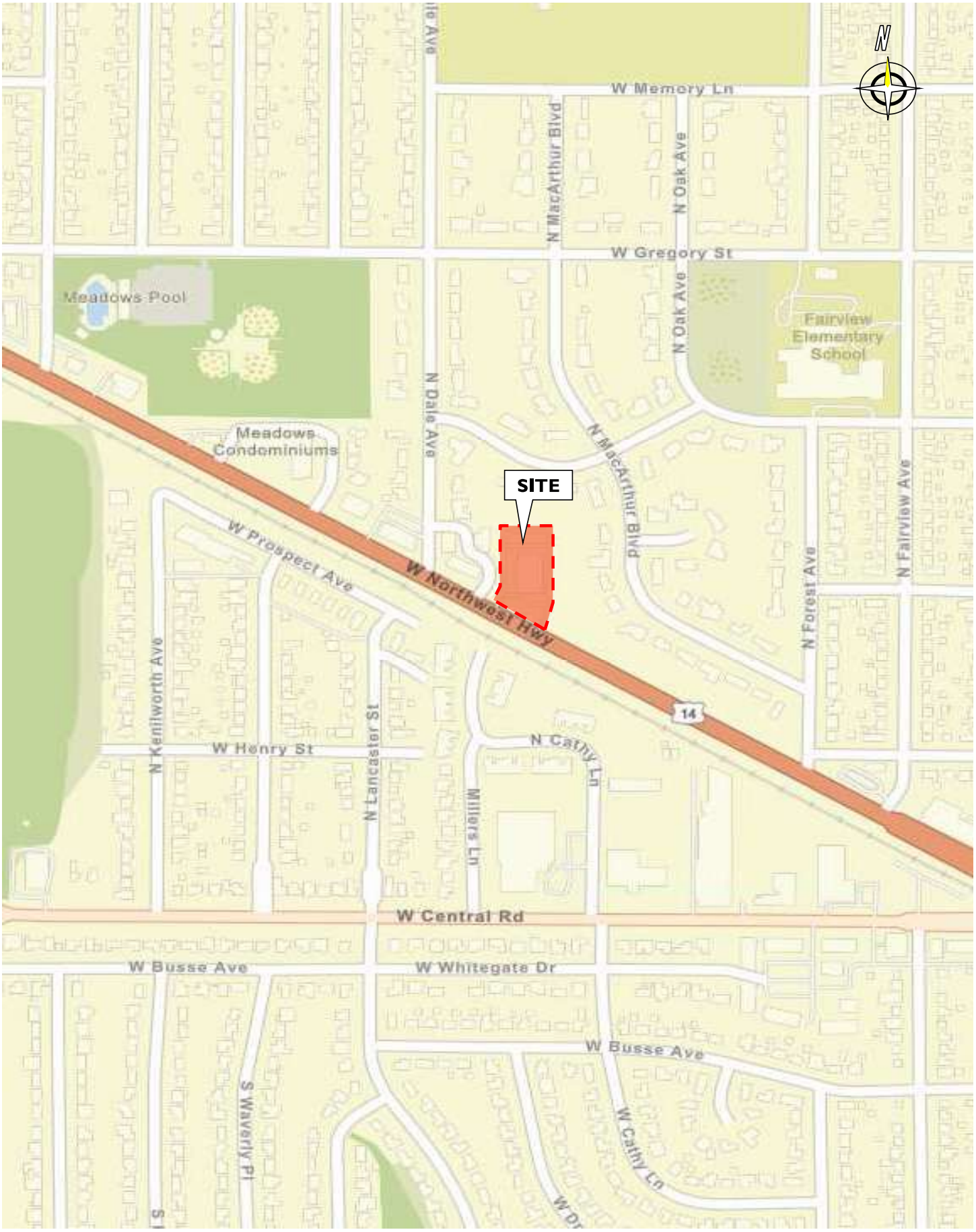
LOCATION INFO	
Location ID	016 1367
Type	LINK
Fnct'l Class	4
Located On	Northwest Hwy
From Road	Arthur Ave
To Road	Central Rd
Direction	2-WAY
County	Cook
Community	ARLINGTON HEIGHTS
MPO ID	
HPMS ID	
Agency	Illinois DOT

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	

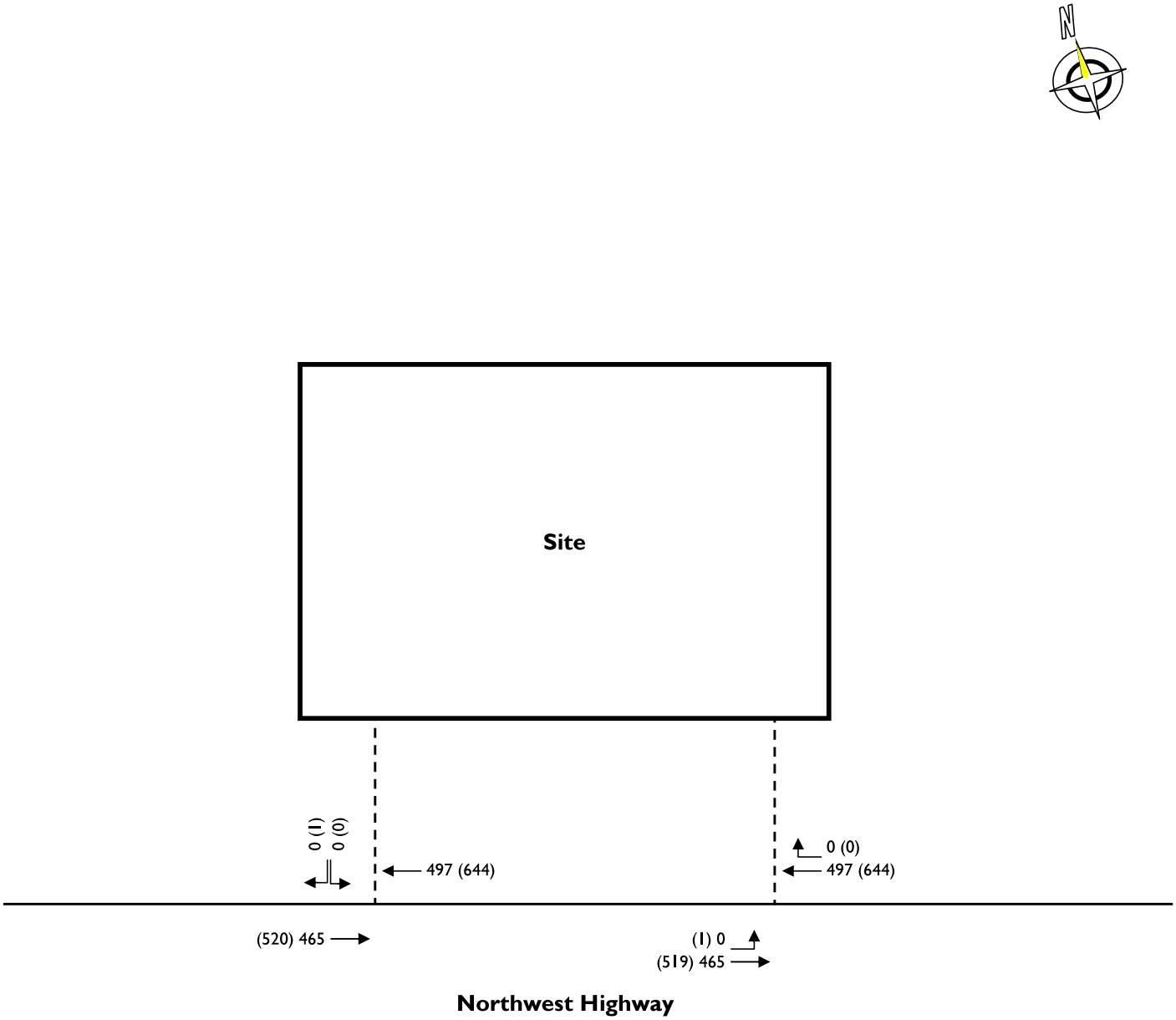
INTERVAL:60-MIN	
Time	Hourly Count
0:00-1:00	69
1:00-2:00	38
2:00-3:00	24
3:00-4:00	24
4:00-5:00	71
5:00-6:00	180
6:00-7:00	435
7:00-8:00	660
8:00-9:00	744
9:00-10:00	701
10:00-11:00	581
11:00-12:00	742
12:00-13:00	752
13:00-14:00	681
14:00-15:00	769
15:00-16:00	867
16:00-17:00	958
17:00-18:00	1,056
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**

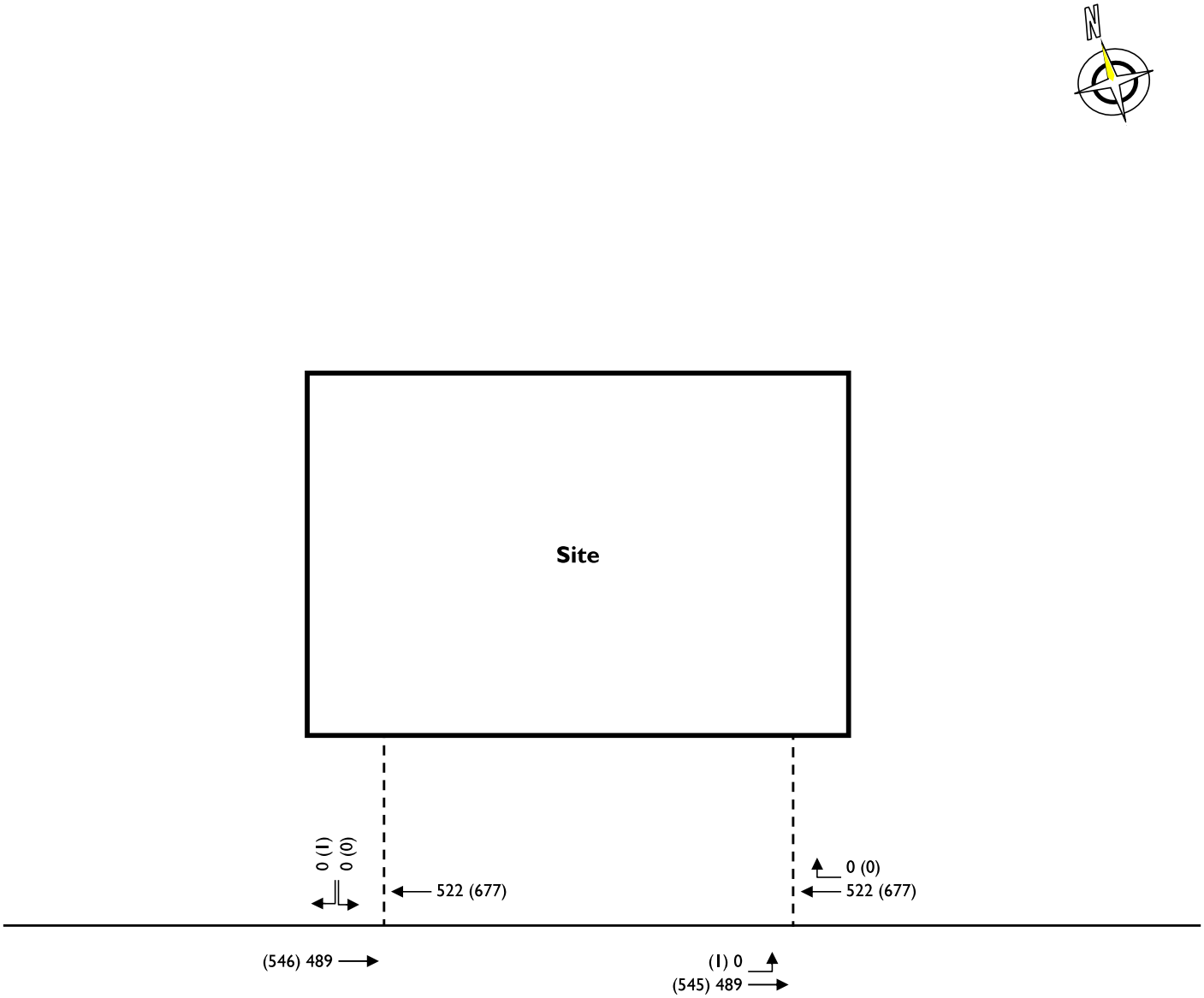


LEGEND

- 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**

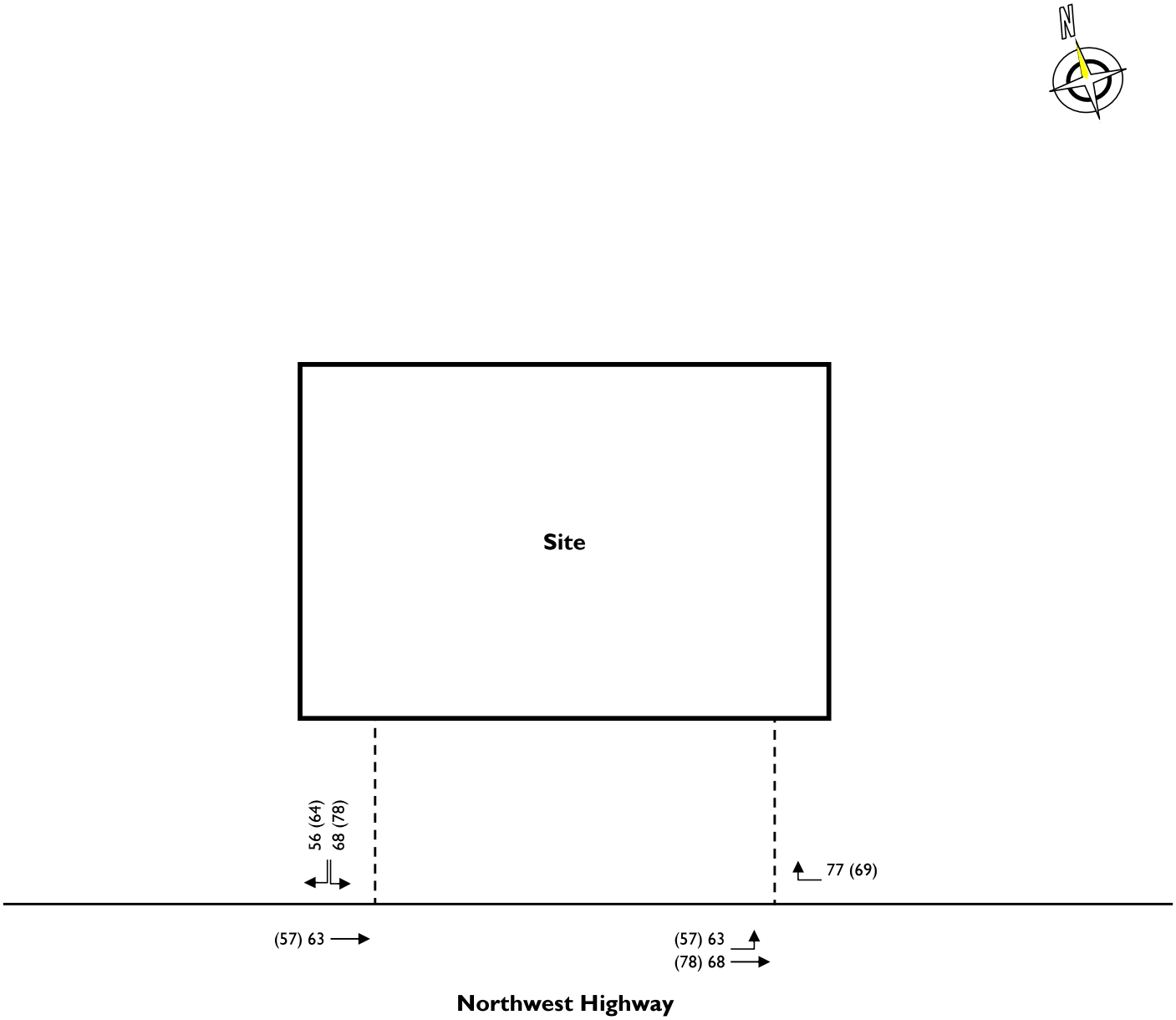


LEGEND

- 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**

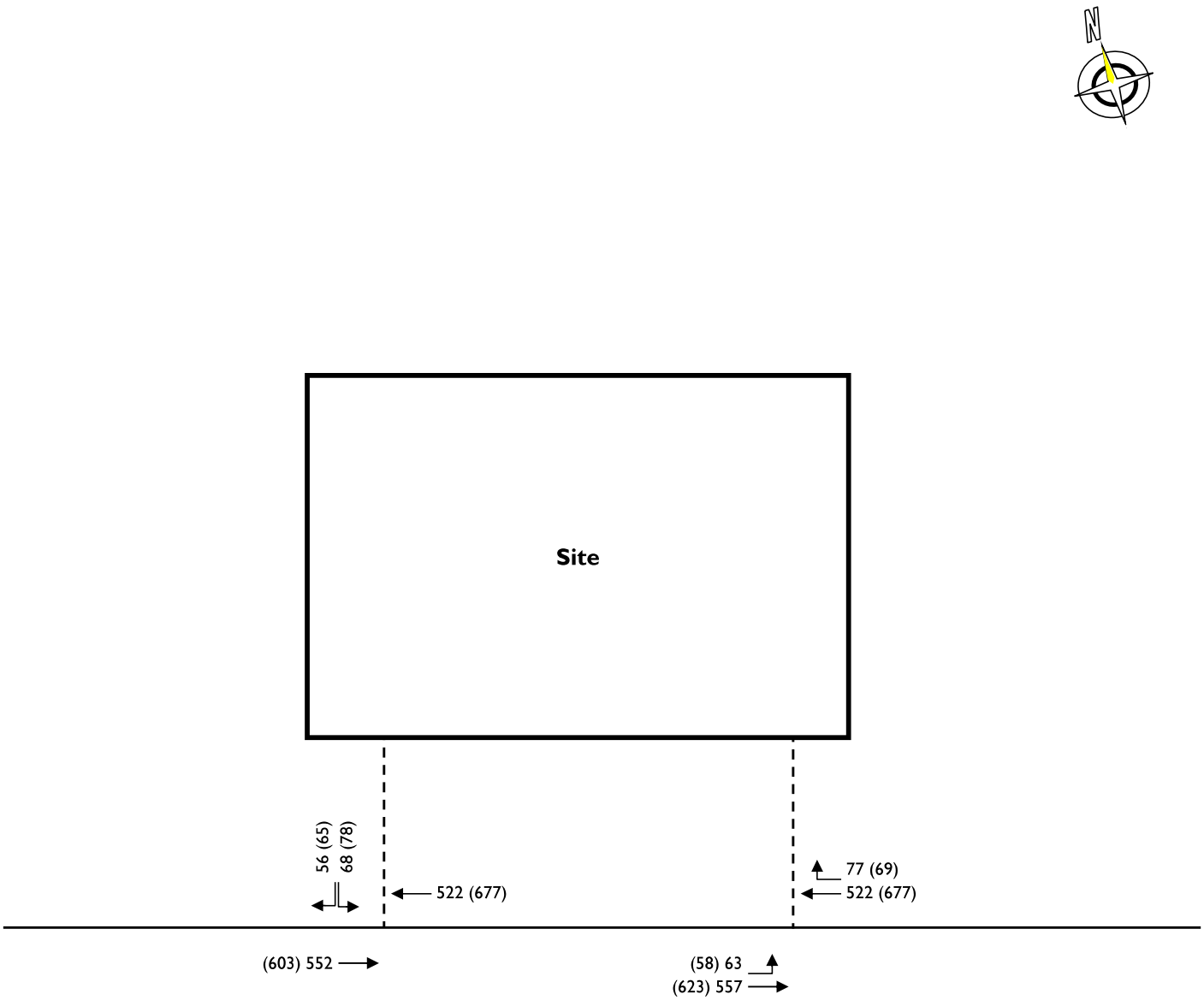


LEGEND

- 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



20' 0' 20' 40'

GRAPHIC SCALE IN FEET
1" = 20'

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Phone 248.247.1115

PLAYGROUND 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:	PD
CHECKED BY:	PD
DATE:	04/08/2026
SCALE: (H)	1" = 20'
PROJECT ID:	DET-240465

TITLE:

PLAY AREA CONCEPT

SHEET:

L-1

V:\DET\2024\DET-240465 Jon Farazmand - 1040 W Northwest Highway, Mount Prospect, IL\CADD\Concepts\Playground\2026-04-08_Playground Concept-1040 W Northwest Highway, Mount Prospect, IL - 04-08-2026.dwg

SITE DEVELOPMENT PLANS

FOR

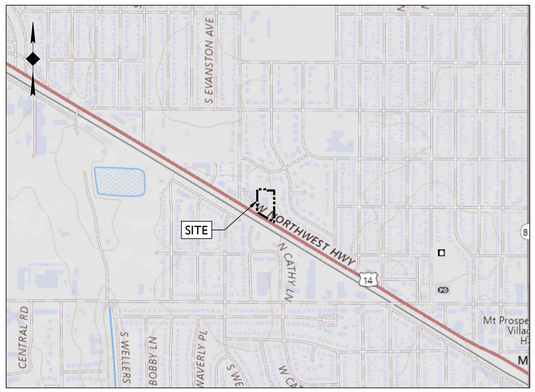
1040 W NORTHWEST HWY

PROPOSED DAYCARE FACILITY & NATURAL PLAYGROUND

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

1040 WEST NORTHWEST HIGHWAY

VILLAGE OF MOUNT PROSPECT, COOK COUNTY, ILLINOIS



SOURCE: USGS TOPOGRAPHICAL MAPPER

LOCATION MAP

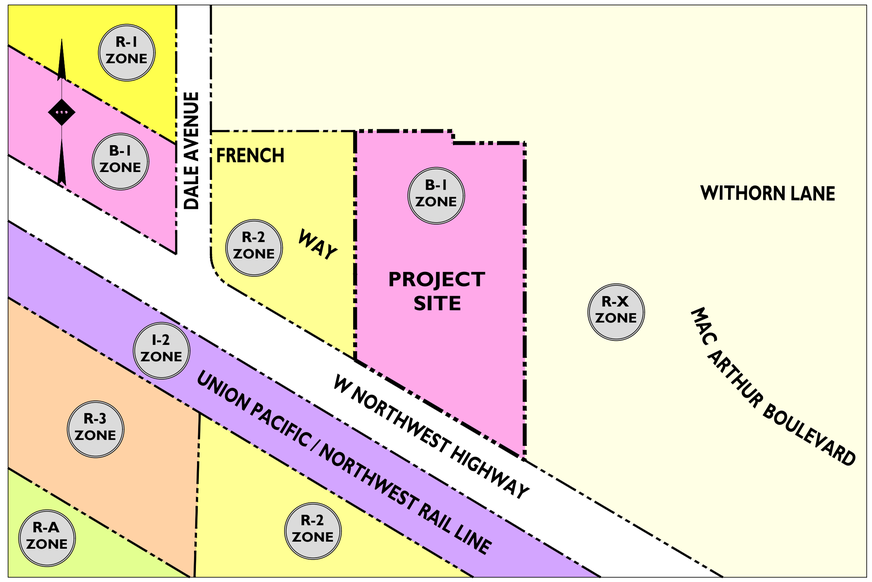
SCALE: 1" = 1,000'±



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

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Princeton, NJ · Tampa, FL · Rutherford, NJ
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Phone 248.247.1115

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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

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

ISSUE	DATE	BY	DESCRIPTION
5	04/08/2026	KH	RESUBMISSION FOR SITE PLAN APPROVAL
4	06/10/2025	JD/KH	REVISION - RELOCATE TRASH ENCLOSURE
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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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
KEVIN HEFFERNAN
062-071227
STATE OF ILLINOIS

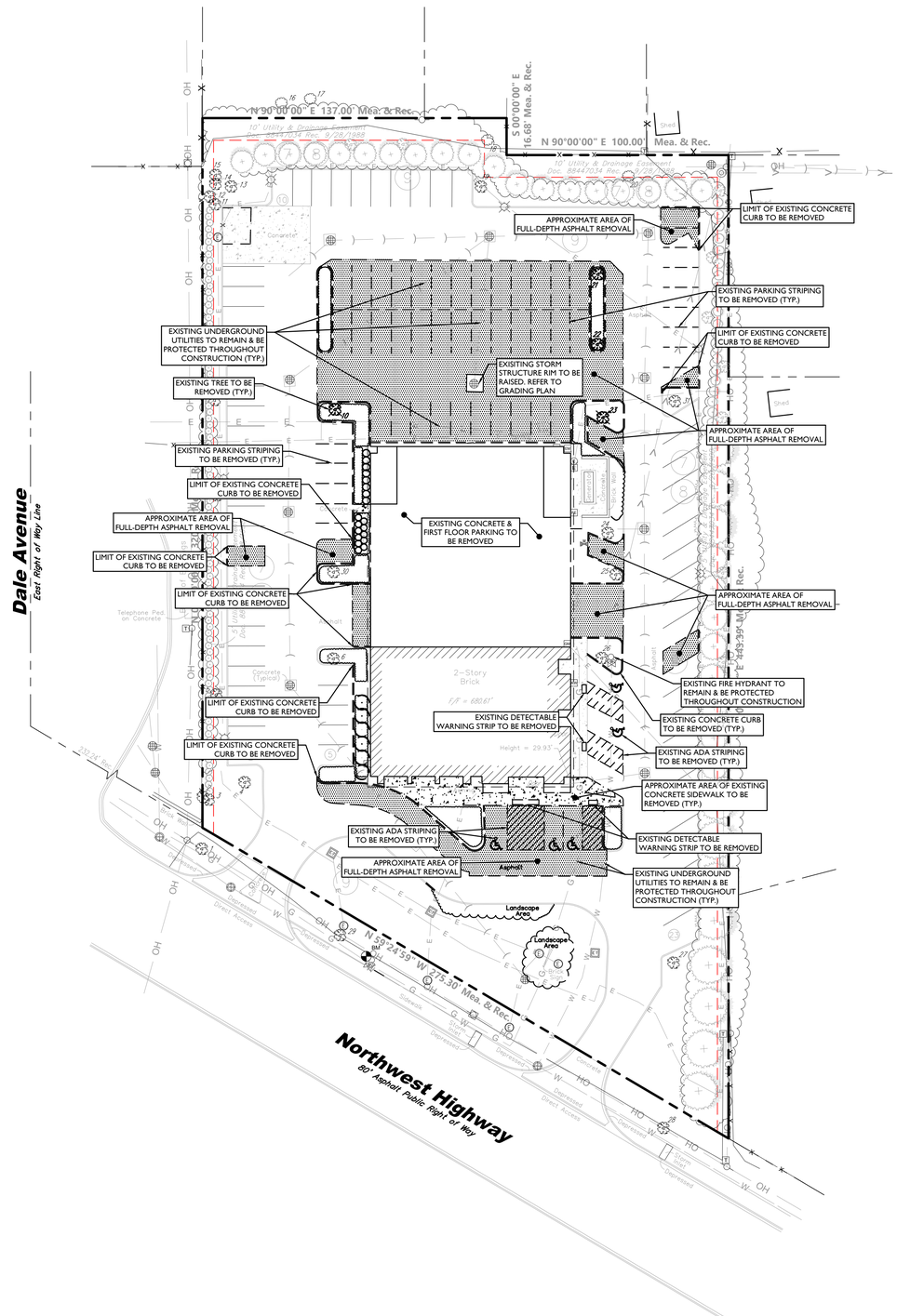
STONEFIELD engineering & design

SCALE: AS SHOWN | PROJECT ID: DET-240465

TITLE: COVER SHEET

DRAWING: C-1

V:\DET\DOCS\DET-240465\JON FARAZMAND - 1040 W NORTHWEST HIGHWAY, MOUNT PROSPECT, IL\CAD\PLOTS\PLAN\COVER.DWG



V:\DET\2024\DET-240465\ACAD\PLANS\DET-240465-DEMO.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.

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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
5	04/08/2026	KH	RESUBMISSION FOR SITE PLAN APPROVAL
4	06/10/2025	JD/KH	REVISION - RELOCATE TRASH ENCLOSURE
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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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

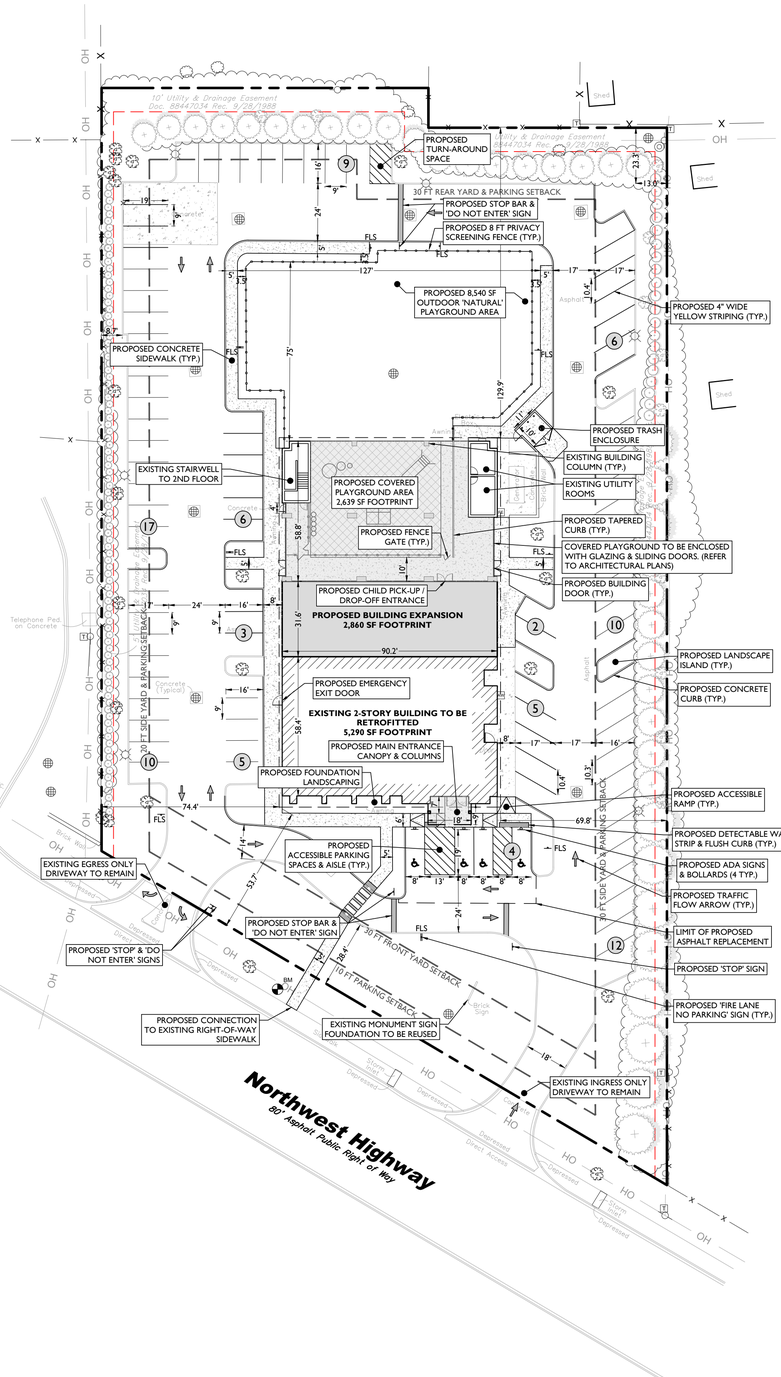
LICENSED PROFESSIONAL ENGINEER
KEVIN HEFFERNAN
062-077227
STATE OF ILLINOIS

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

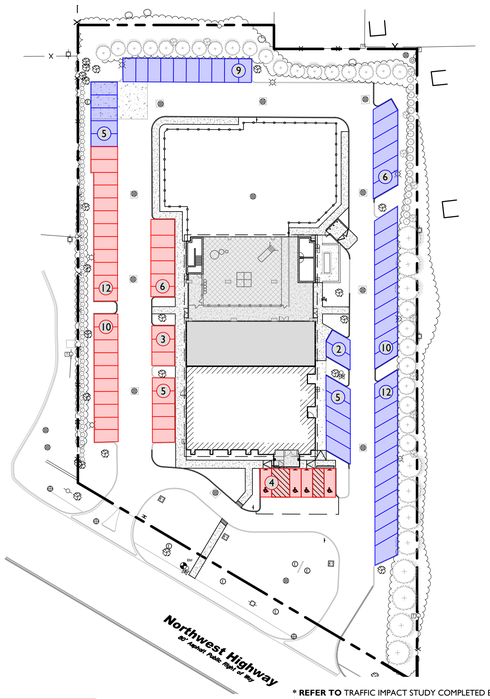
OFF-STREET PARKING REQUIREMENTS

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	89 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: **40 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 21 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
5	04/08/2026	KH	RESUBMISSION FOR SITE PLAN APPROVAL
4	06/10/2025	JD/KH	REVISION - RELOCATE TRASH ENCLOSURE
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
KEVIN HEFFERNAN
062-077227
STATE OF ILLINOIS

STONEFIELD engineering & design

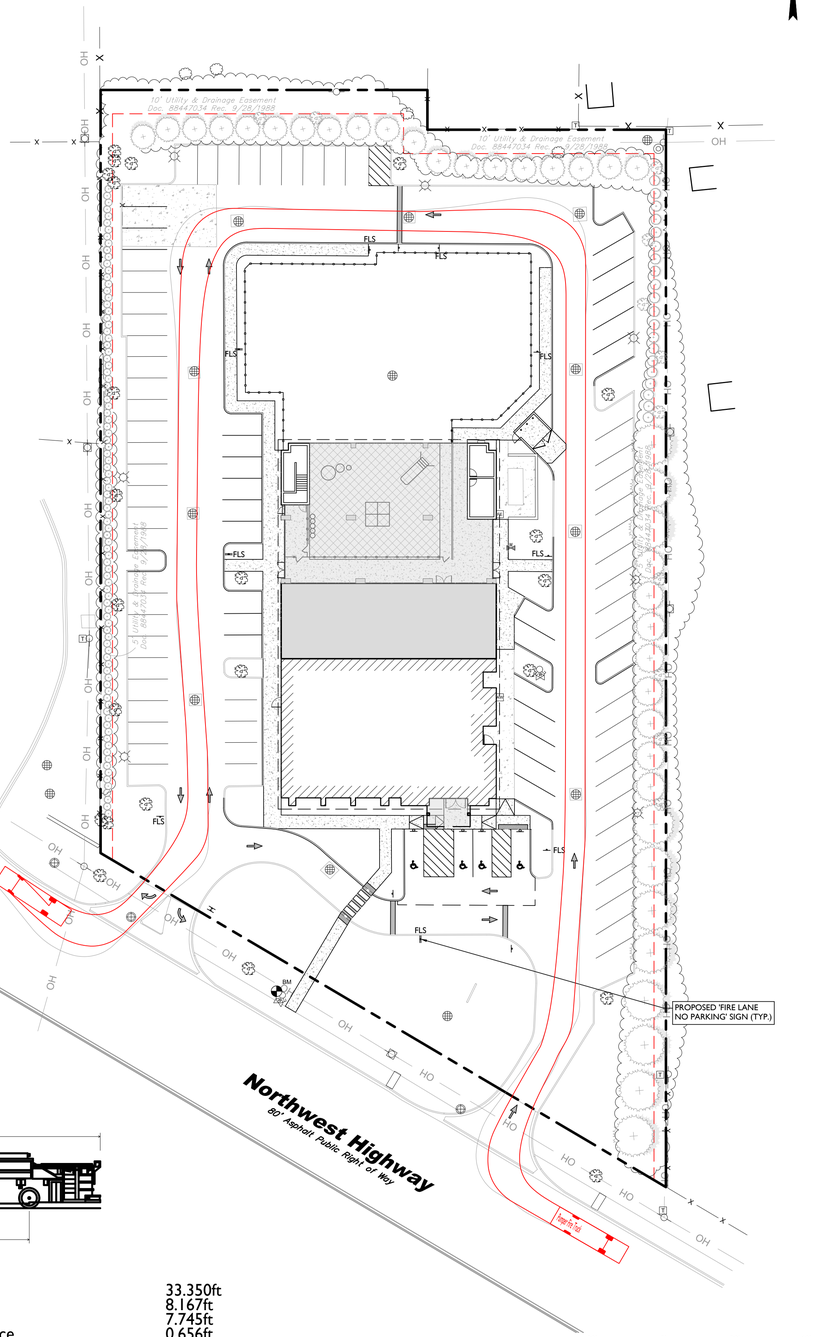
SCALE: 1" = 30' | PROJECT ID: DET-240465

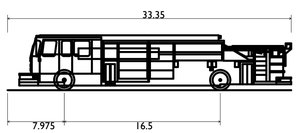
TITLE: SITE PLAN

DRAWING: C-3

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FIRE TRUCK ROUTE

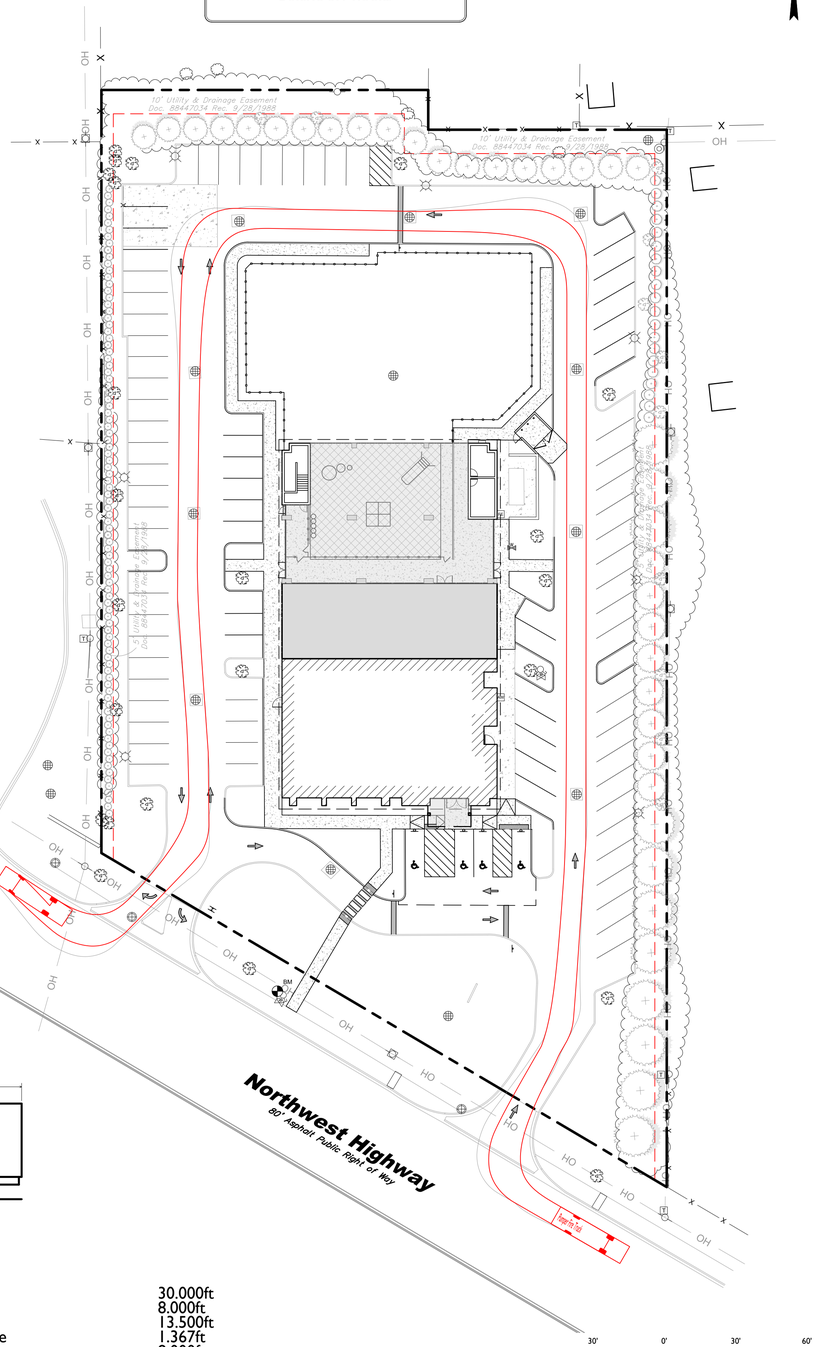


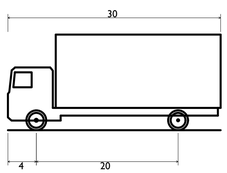


Pumper Fire Truck	
Overall Length	33.350ft
Overall Width	8.167ft
Overall Body Height	7.745ft
Min Body Ground Clearance	0.656ft
Track Width	8.167ft
Lock-to-lock time	5.00s
Max Wheel Angle	45.00°

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°

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VILLAGE OF MOUNT PROSPECT
COOK COUNTY, ILLINOIS

LICENSED PROFESSIONAL ENGINEER
KEVIN HEFFERNAN
062-071727
STATE OF ILLINOIS

STONEFIELD engineering & design

SCALE: 1" = 30' | PROJECT ID: DET-240465

TITLE: TRUCK CIRCULATION PLAN

DRAWING: C-4

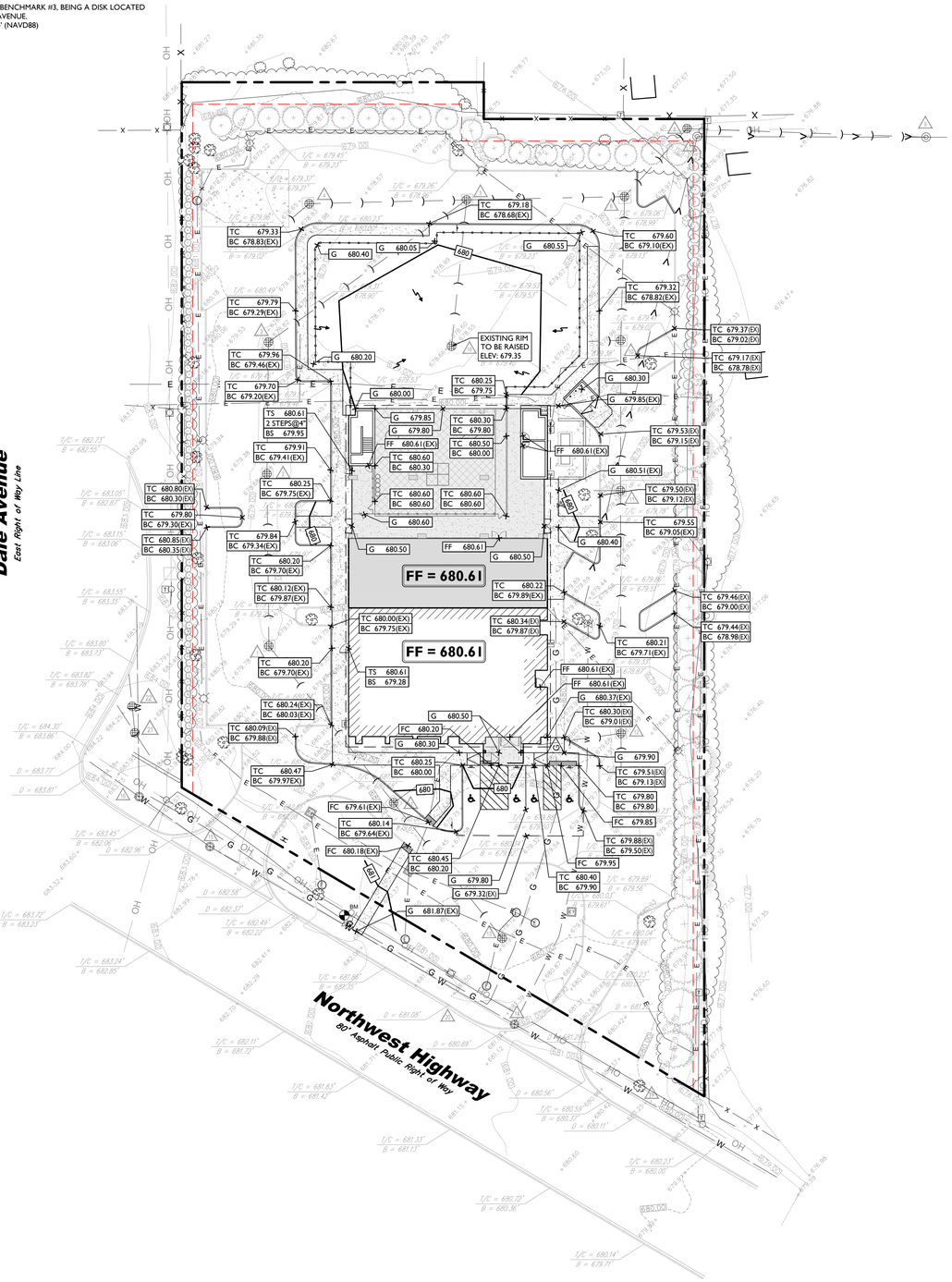
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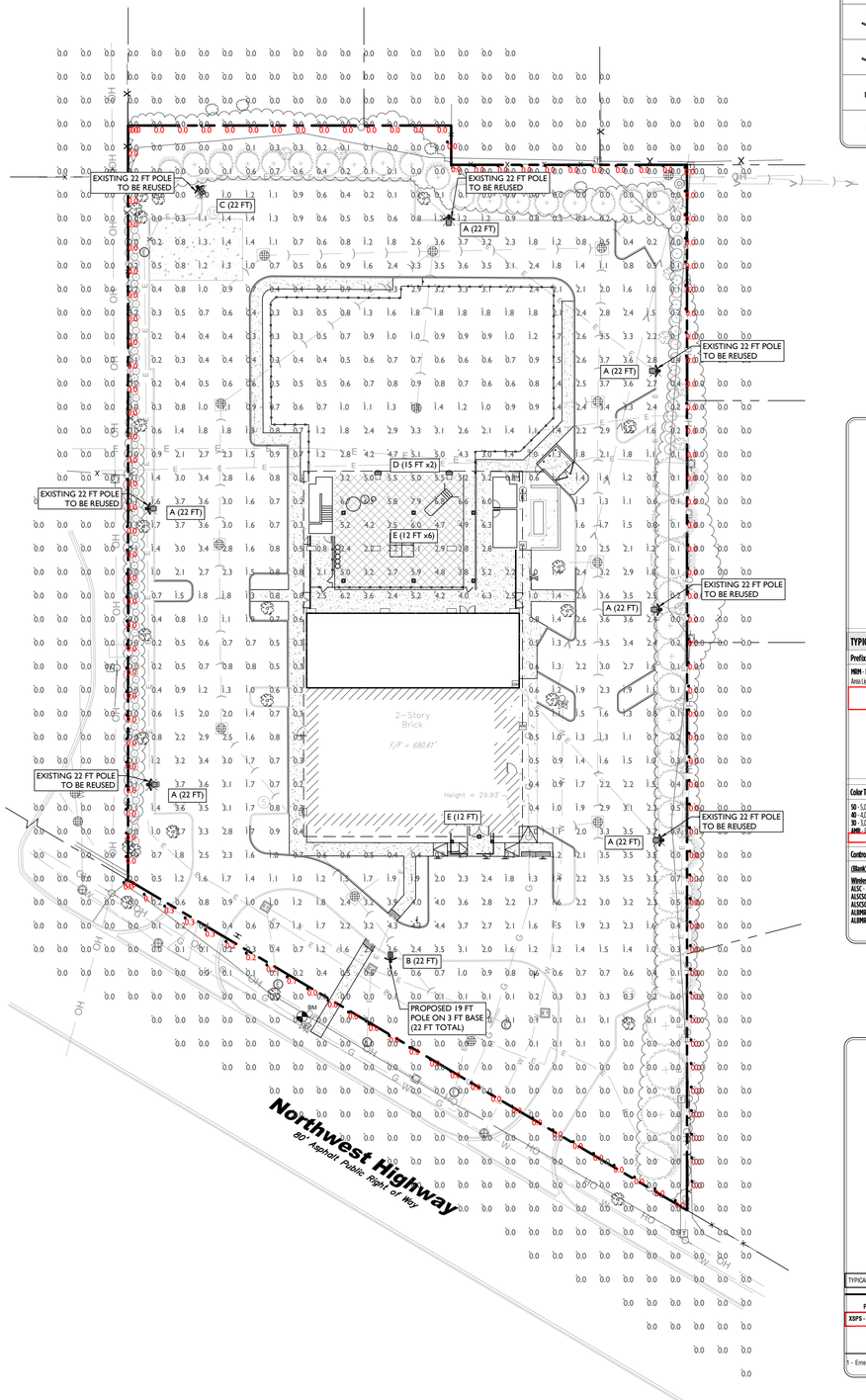
BENCHMARK - ON SITE

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)


Dale Avenue
East Right of Way Line
Northwest Highway
80' Asphalt Public Right of Way
FF = 680.61
FF = 680.61
EXISTING RIM TO BE RAISED ELEV: 679.35
TC 679.18 BC 678.68(EX)
TC 679.33 BC 678.83(EX)
TC 679.79 BC 679.29(EX)
TC 679.96 BC 679.46(EX)
TC 679.70 BC 679.20(EX)
TC 679.60 BC 679.10(EX)
TC 679.32 BC 678.82(EX)
TC 679.37(EX) BC 679.02(EX)
TC 679.17(EX) BC 678.78(EX)
TC 679.53(EX) BC 679.15(EX)
TC 679.50(EX) BC 679.12(EX)
TC 679.55 BC 679.05(EX)
TC 679.46(EX) BC 679.00(EX)
TC 679.44(EX) BC 678.98(EX)
TC 680.80(EX) BC 680.30(EX)
TC 679.80 BC 679.30(EX)
TC 680.85(EX) BC 680.35(EX)
TC 679.84 BC 679.34(EX)
TC 680.20 BC 679.70(EX)
TC 680.12(EX) BC 679.87(EX)
TC 680.00(EX) BC 679.75(EX)
TC 680.20 BC 679.70(EX)
TC 680.24(EX) BC 680.03(EX)
TC 680.09(EX) BC 679.88(EX)
TC 680.47 BC 679.97(EX)
TC 680.14 BC 679.64(EX)
FC 680.18(EX)
FC 679.61(EX)
TC 680.25 BC 679.75
TC 680.30 BC 679.80
TC 680.50 BC 680.00
TC 680.60 BC 680.30
TC 680.60 BC 680.60
TC 680.22 BC 679.89(EX)
TC 680.34(EX) BC 679.87(EX)
TC 680.21 BC 679.71(EX)
TC 680.30(EX) BC 679.01(EX)
TC 680.25 BC 680.00
TC 680.45 BC 680.20
TC 680.40 BC 679.90
TC 679.88(EX) BC 679.50(EX)
TC 679.51(EX) BC 679.13(EX)
TC 679.80 BC 679.80
TS 680.61 2 STEPS@4" BS 679.95
TS 680.61 BS 679.28
FC 680.20 FF 680.61
FF 680.61(EX)
FF 680.61(EX)
FF 680.61(EX)
FF 680.37(EX)
FC 679.85
FC 679.95
G 680.40
G 680.55
G 680.05
G 680.40
G 680.20
G 680.00
G 679.85
G 679.80
G 680.30
G 680.60
G 680.50
G 680.50
G 680.30
G 680.50
G 679.32(EX)
G 681.87(EX)
G 680.30
G 679.85(EX)
G 680.51(EX)
G 679.90
680
680
680



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



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, 212W 36L - 36,000 lms, 280W 42L - 42,000 lms, 314W 48L - 48,000 lms, 403 W 55L - 55,000 lms, 458W Custom Lumen Packages[1]	SIL - Silicone	2 - Type 2 3 - Type 3 4 - Type 4 5W - Type 5 Wide FT - Forward Throw FTA - Forward Throw Automotive AM - Automotive Merchandise 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 (0-10V)

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)[3] IL - Integral Louver (Sharp Spill Light Cutoff)[3]

Controls (Choose One)

(Blank) - None

Wireless Controls System
ALSC - AirLink Synapse Control System[5]
ALSCS02 - AirLink Synapse Control System with 12-20' Motion Sensor[6]
ALSCS04 - AirLink Synapse Control System with 20-40' Motion Sensor[6]
ALBMB12LR - AirLink Blue Long Range Wireless Motion & Photo Sensor Controller (9-14' mounting height)[7]
ALBMB20LR - AirLink Blue Long Range Wireless Motion & Photo Sensor Controller (25-40' mounting height)[8]

Stand-Alone Controls
EXT - 0-10v Dimming leads extended to housing exterior
CSTP - 7 Pin Control Receptacle (NEMA C136.41)
IMSBT1L - Integral Bluetooth® Motion and Photocell Sensor (8-24' MH)[9]
IMSBT2L - Integral Bluetooth® Motion and Photocell Sensor (25-40' MH)[9]

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 23L - 23,000 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 - AirLink Synapse Control System ALSCS02 - AirLink Synapse Control System with 12-20' Motion Sensor ALSCS04 - AirLink Synapse Control System with 20-40' Motion Sensor ALBMB12LR - AirLink Blue Wireless Motion & Photo Sensor Controller (9 - 15') mounting height)[3] ALBMB20LR - 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)[4] IMSBT2L - Integral Bluetooth® Motion and Photocell Sensor (25-40' MH)[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 WHO - 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'

SYMBOL / DESCRIPTION

- A (XX') — PROPOSED LIGHTING FIXTURE (MOUNTING HEIGHT)
- +XX — PROPOSED LIGHTING INTENSITY (OVERALL SITE - FOOTCANDLES)
- +XX — PROPOSED LIGHTING INTENSITY (BOUNDARY - FOOTCANDLES)
- PROPOSED POLE MOUNTED LIGHT
- PROPOSED BUILDING MOUNTED LIGHT

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'

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1	03/14/2025	JD/KH	FOR SITE PLAN APPROVAL

NOT APPROVED FOR CONSTRUCTION

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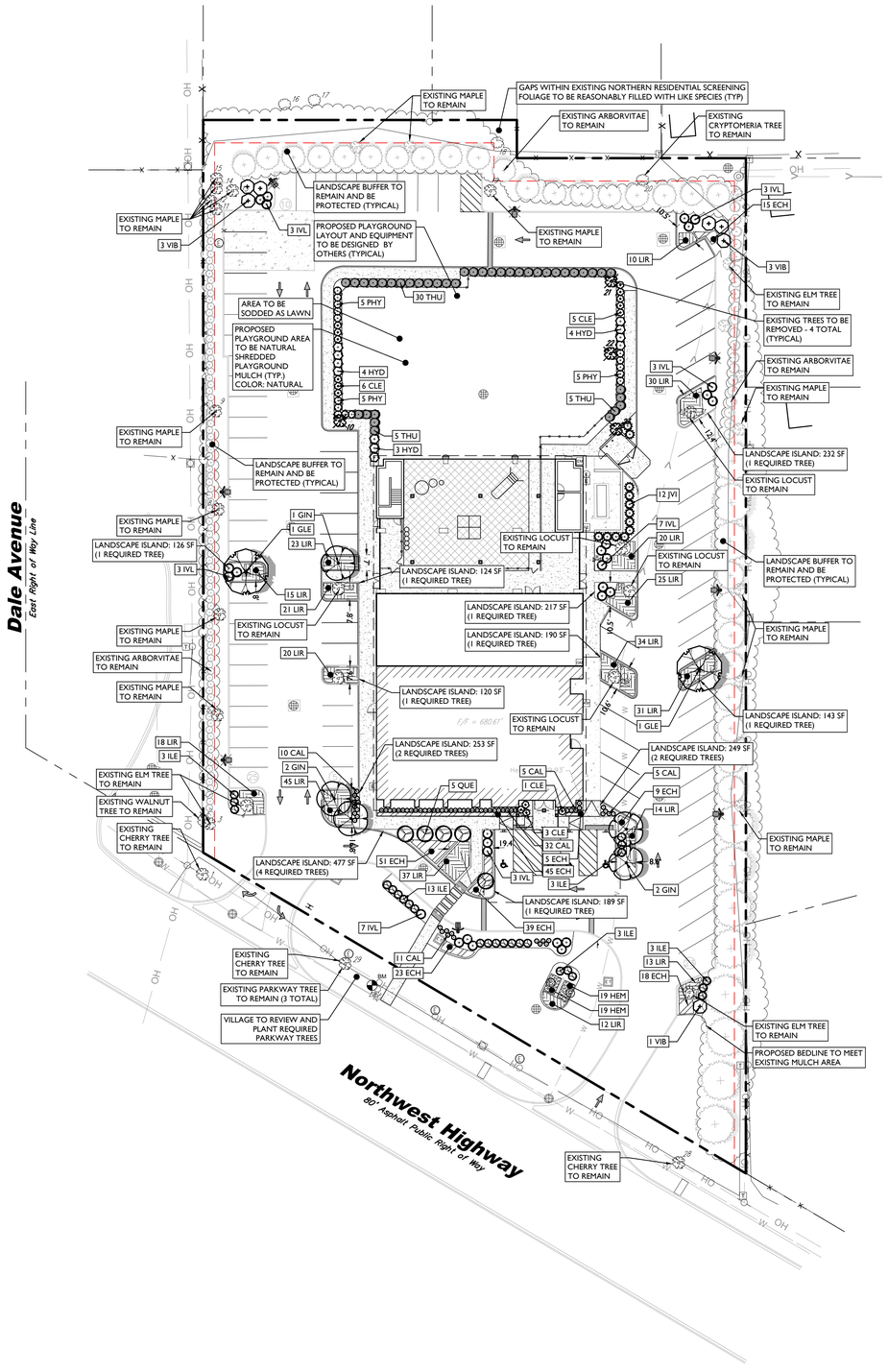
LICENSED PROFESSIONAL ENGINEER
KEVIN HEFFERNAN
062-077227
STATE OF ILLINOIS

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	12	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
	THU	40	THUJA OCCIDENTALIS 'SMARAGD'	EMERALD GREEN ARBORVITAE	6' - 7' HT	B&B	HEIGHT: 12 - 15 FT WIDTH: 3 - 4 FT	AS SHOWN
SHRUBS								
	HYD	11	HYDRANGEA MACROPHYLLA 'BAILMER'	ENDLESS SUMMER HYDRANGEA	36" - 42"	POT	HEIGHT: 4 - 5 FT WIDTH: 4 - 5 FT	AS SHOWN
	PHY	15	PHYSOCARPUS OPULIFOLIUS 'DONNA MAY'	LITTLE DEVIL NINEBARK	36" - 42"	POT	HEIGHT: 4 - 5 FT WIDTH: 3 - 4 FT	AS SHOWN
	CLE	15	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.

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)
§ 14.2306.A.1	PARKING LOT LANDSCAPING ONE PARKING LOT ISLAND PER 17 PARKING SPACES (86 SPACES)/(17) = 5 ISLANDS MINIMUM SIZE: 120 SF MINIMUM WIDTH: 7 FT	 10 ISLANDS 120 SF 7.0 FT
§ 14.2306.A.2	ONE SHADE TREE FOR EVERY 120 SF OF PLANTING ISLAND MINIMUM COVERAGE: 50% PLANTING	COMPLIES COMPLIES
§ 14.2306.B.1.b	PERIMETER LANDSCAPING WHEN ABUTTING SINGLE-FAMILY USE **FRONT YARD (SOUTH):** 269 LF CONTINUOUS LANDSCAPE SCREEN HEIGHT: 3 FT SHADE TREES 50' SPACING ABUTTING LOT LINE (269 LF)/(50 LF) = 6 TREES	 COMPLIES COMPLIES(2)
	REAR YARD (NORTH): 237 LF SCREEN BUFFER HEIGHT: 6 FT SHADE TREES 50' SPACING ABUTTING LOT LINE (237 LF)/(50 LF) = 5 TREES 75% COVERAGE WITH SHRUBS ALONG LOT LINES	 COMPLIES 5 TREES(1) COMPLIES
	SIDE YARD (EAST): 443 LF SCREEN BUFFER HEIGHT: 6 FT SHADE TREES 50' SPACING ABUTTING LOT LINE (443 LF)/(50 LF) = 9 TREES 75% COVERAGE WITH SHRUBS ALONG LOT LINES	 COMPLIES 9 TREES(1) COMPLIES
	SIDE YARD (WEST): 320 LF SCREEN BUFFER HEIGHT: 6 FT SHADE TREES 50' SPACING ABUTTING LOT LINE (320 LF)/(50 LF) = 7 TREES 75% COVERAGE WITH SHRUBS ALONG LOT LINES	 COMPLIES(1) 7 TREES(1) COMPLIES
§ 14.2307.A § 14.2307.C	FOUNDATION LANDSCAPING LANDSCAPE WIDTH AROUND BUILDING: 4 FT LANDSCAPE AREA TO BE PLANTED	 0.0 FT (EN)(3) PLANTING PROVIDED
§ 16.902	PARKWAY TREES 1 TREE FOR EVERY 40 LF OF FRONTAGE (269 LF OF FRONTAGE)/(40 LF) = 7 TREES	 WILL COMPLY, FEE TO BE PAID(2)
§ 7.302(G)(9)	MONUMENT SIGN LANDSCAPING 2 SF PER 1 SF OF SIGN FACE (60 SF SIGNAGE)(2 SF) = 120 SF	 238 SF BASE PLANTING BED

(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 BE REMOVED	§ 14.2308(A)(3)(a)
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.

SYMBOL **DESCRIPTION**

EXISTING TREE TO BE REMOVED

EXISTING TREE TO REMAIN

Know what's **below** **Call** before you dig.

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
5	04/08/2026	KH	RESUBMISSION FOR SITE PLAN APPROVAL
4	06/10/2025	JD/KH	REVISION - RELOCATE TRASH ENCLOSURE
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: 03-33-407-035-0000
1040 WEST NORTHWEST HIGHWAY
VILLAGE OF MOUNT PROSPECT
COOK COUNTY, ILLINOIS

LICENSED PROFESSIONAL ENGINEER
KEVIN HEFFERNAN
062-071727
STATE OF ILLINOIS

STONEFIELD engineering & design

SCALE: 1" = 30' | PROJECT ID: DET-240465

TITLE:

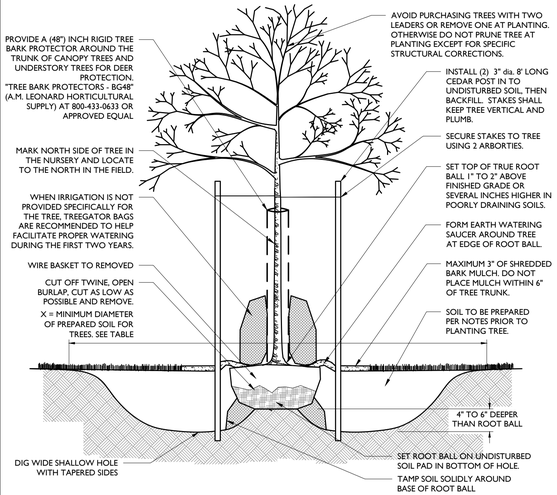
LANDSCAPING PLAN

DRAWING:

C-7

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



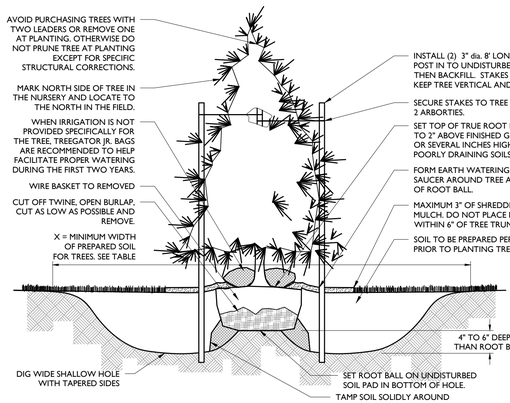
DECIDUOUS TREE PLANTING DETAIL

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 SOILS (MORE THAN 85% SAND) BY ADDING ORGANIC MATTER AND/OR DRY, SHREDDED CLAY LOAM UP TO 30% OF THE TOTAL MIX

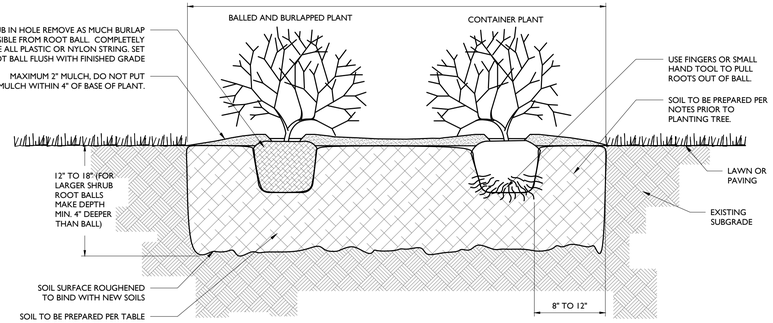


CONIFEROUS TREE PLANTING DETAIL

NOT TO SCALE

2

PREPARE SOIL IN THE ENTIRE BED USING PROCEDURES OUTLINED IN TABLE (X)



DECIDUOUS AND EVERGREEN SHRUB PLANTING DETAIL

NOT TO SCALE

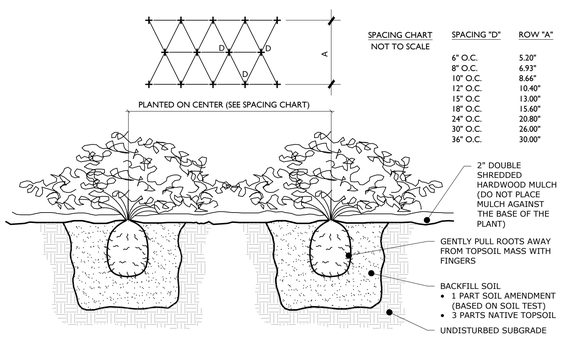
3

NOTES:

1. FOR 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

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



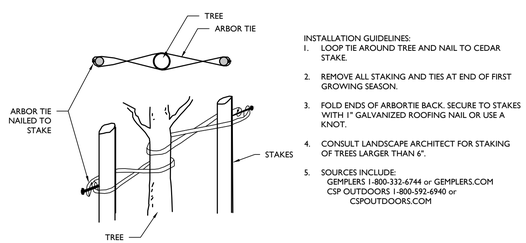
SPACING CHART
NOT TO SCALE

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 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. SUCH 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 FIXTURES 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, THESE 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

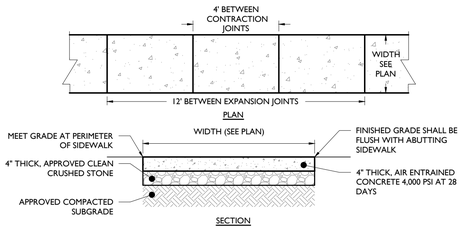
TABLE NOTES:
1. AT EACH IRRIGATION, APPLY TWO TO THREE GALLONS PER INCH TRUNK CALIPER TO THE ROOT BALL SURFACE. APPLY IT IN A MANNER SO ALL WATER SOAKS THE ENTIRE ROOT BALL. DO NOT WATER IF ROOT BALL IS WET/SATURATED ON THE IRRIGATION DAY.

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 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 ADDED 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:
    PLANTS (MARCH 15 - DECEMBER 15)
    LAWNS (MARCH 15 - JUNE 15 OR SEPTEMBER 1 - DECEMBER 1)
16. THE FOLLOWING TREES ARE SUSCEPTIBLE TO TRANSP

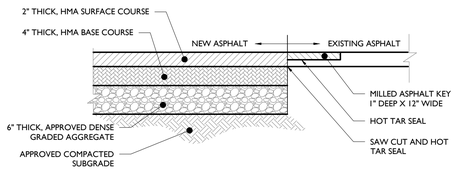


CONCRETE WALKWAY DETAIL

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 ½" FROM THE SURFACE.
3. 1" DEEP BY ¼" WIDE, TOOLED CONTRACTION JOINTS SHALL BE PROVIDED AT 4' INTERVALS.
4. EXPANSION JOIN SHALL BE PROVIDED WHERE ADJACENT TO A BUILDING.

1

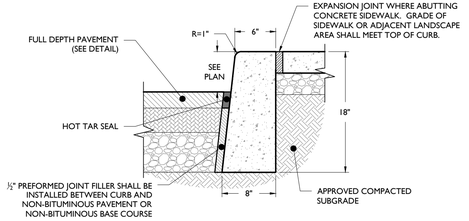


FULL DEPTH ASPHALT PAVEMENT DETAIL

NOT TO SCALE

NOTE:
HMA MIX AND DENSE GRADED AGGREGATE SHALL CONFORM TO STATE DEPARTMENT OF TRANSPORTATION SPECIFICATIONS.

2

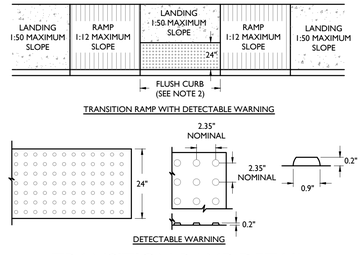


CONCRETE CURB DETAIL

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 ½" 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



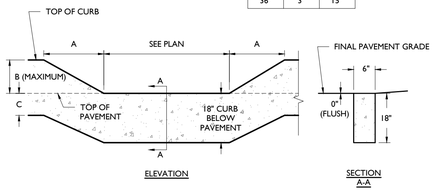
TRANSITION RAMP DETAIL

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

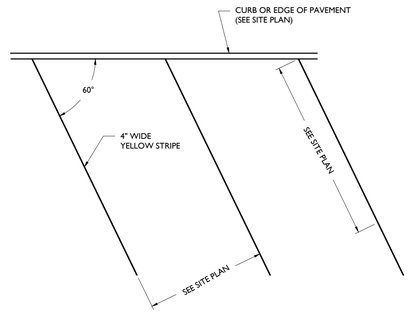
FLUSH CURB DIMENSIONS		
A	B	C
72"	6"	12"
60"	5"	13"
48"	4"	14"
36"	3"	15"



FLUSH CURB DETAIL

NOT TO SCALE

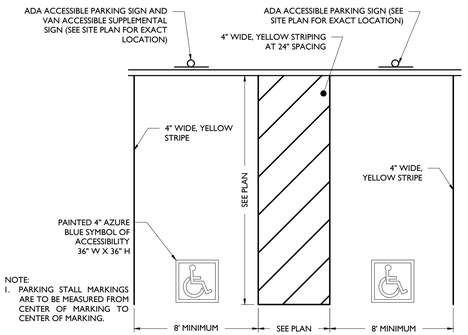
5



ANGLED PARKING STALL MARKINGS

NOT TO SCALE

6

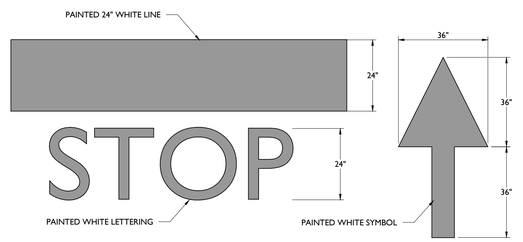


NOTE:
1. PARKING STALL MARKINGS ARE TO BE MEASURED FROM CENTER OF MARKING TO CENTER OF MARKING.

ACCESSIBLE PARKING STALL MARKINGS

NOT TO SCALE

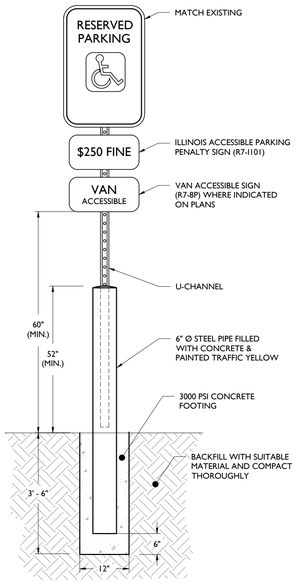
7



STOP BAR & ARROW DETAILS

NOT TO SCALE

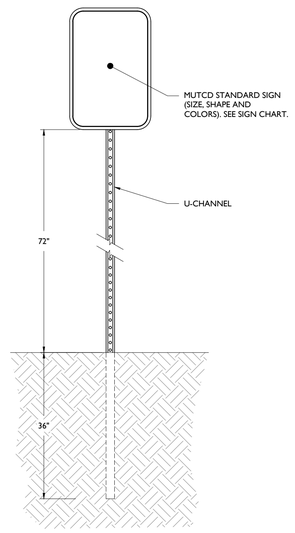
8



ACCESSIBLE PARKING SIGN WITH BOLLARD DETAIL

NOT TO SCALE

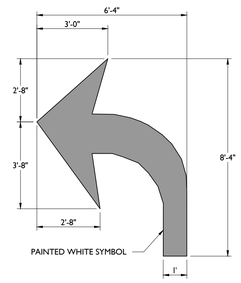
9



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

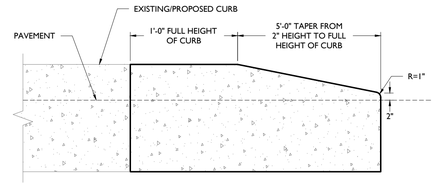
M.U.T.C.D. NUMBER	TEXT	COLOR		SIZE OF SIGN (WIDTH X HEIGHT)	TYPE OF MOUNT
		LEGEND	BACKGROUND		
STOP SIGN (R1-1)	STOP	WHITE	RED	36"x36"	GROUND
DO NOT ENTER (R5-1)	DO NOT ENTER	RED	WHITE	30"x30"	GROUND
ONE WAY RIGHT (R6-1R)	ONE WAY	BLACK	WHITE	36"x12"	GROUND

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
5	04/08/2026	KH	RESUBMISSION FOR SITE PLAN APPROVAL
4	06/10/2025	JD/KH	REVISION - RELOCATE TRASH ENCLOSURE
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: 03-32-407-025-0000
1040 WEST NORTHWEST HIGHWAY
VILLAGE OF MOUNT PROSPECT
COOK COUNTY, ILLINOIS

LICENSED PROFESSIONAL ENGINEER
KEVIN HEFFERNAN
062-077227
STATE OF ILLINOIS

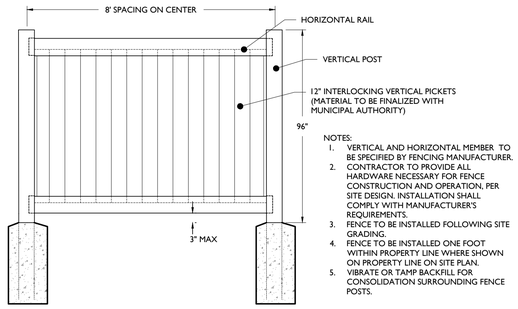
STONEFIELD engineering & design

SCALE: AS SHOWN | PROJECT ID: DET-240465

TITLE: CONSTRUCTION DETAILS

DRAWING: C-9

V:\DET\2024\DET-240465\JOA\MAJDMND - 1040 W NORTHWEST HIGHWAY, MOUNT PROSPECT, IL\CAD\PLOTS\DP-09-SHEETS.DWG



NOTES:

1. VERTICAL AND HORIZONTAL MEMBER TO BE SPECIFIED BY FENCING MANUFACTURER.
2. CONTRACTOR TO PROVIDE ALL HARDWARE NECESSARY FOR FENCE CONSTRUCTION AND OPERATION, PER SITE DESIGN. INSTALLATION SHALL COMPLY WITH MANUFACTURER'S REQUIREMENTS.
3. FENCE TO BE INSTALLED FOLLOWING SITE GRADING.
4. FENCE TO BE INSTALLED ONE FOOT WITHIN PROPERTY LINE WHERE SHOWN ON PROPERTY LINE ON SITE PLAN.
5. VIBRATE OR TAMP BACKFILL FOR CONSOLIDATION SURROUNDING FENCE POSTS.

PRIVACY FENCE DETAIL

NOT TO SCALE

1



FIRE LAND SIGN DETAIL

NOT TO SCALE

2

V:\DET\2024\DET-240465 | ON FARM\2-ND - 1040 W NORTHWEST HIGHWAY, MOUNT PROSPECT, IL\CAD\DP\DET-DP-ON FARM-1.DWG

ISSUE	DATE	BY	DESCRIPTION
5	04/08/2026	KH	RESUBMISSION FOR SITE PLAN APPROVAL
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NOT APPROVED FOR CONSTRUCTION

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KEVIN HEFFERNAN
062-077227
STATE OF ILLINOIS

STONEFIELD engineering & design

SCALE: AS SHOWN | PROJECT ID: DET-240465

TITLE:

CONSTRUCTION DETAILS

DRAWING:

C-10

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'				

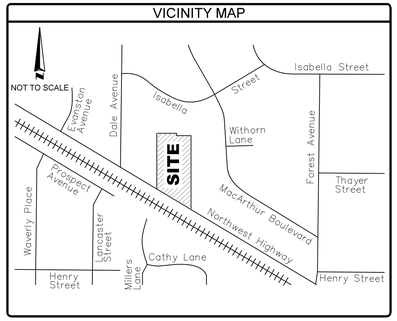
NOTES CORRESPONDING TO SCHEDULE "B" ITEMS

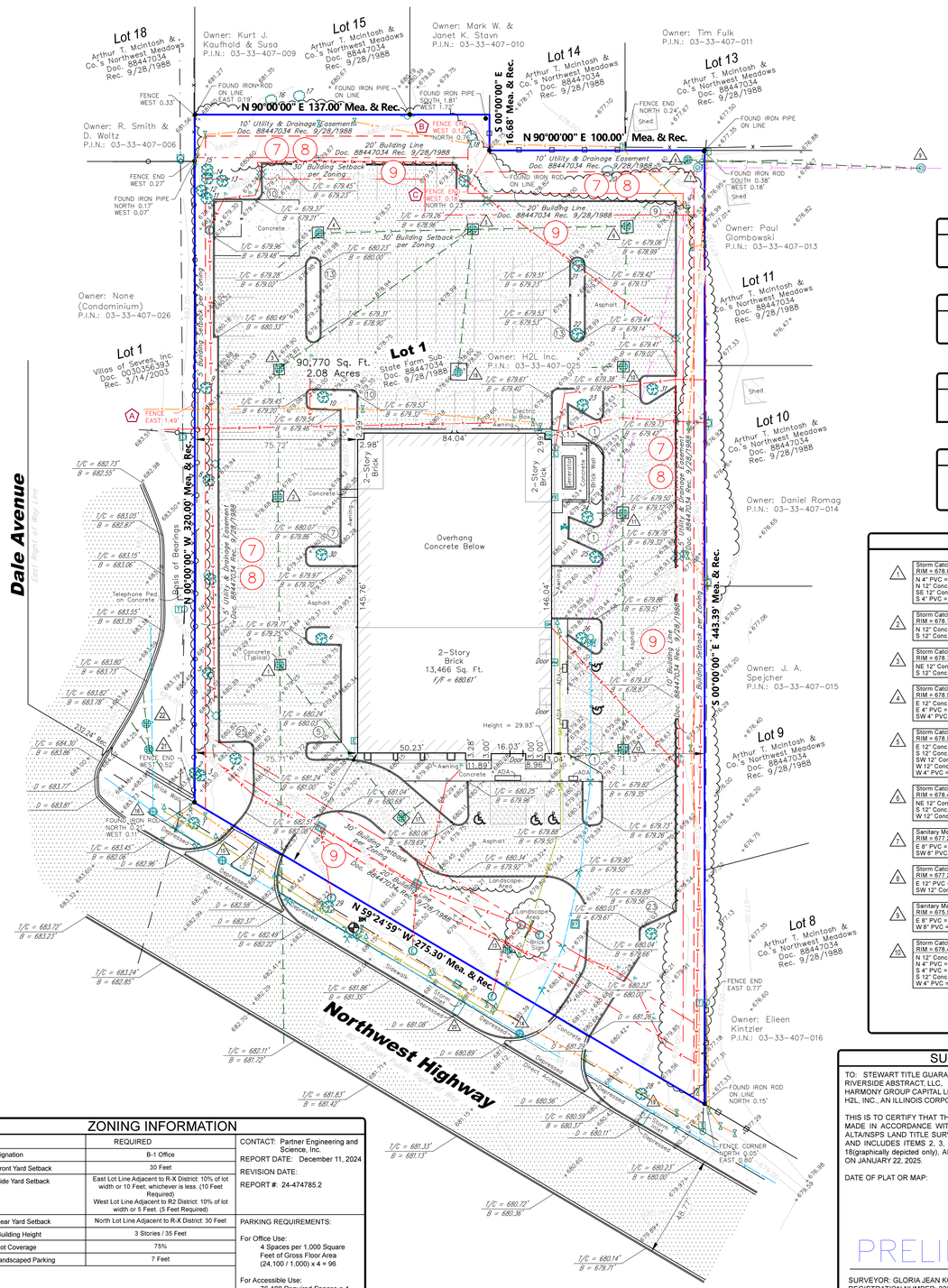
7 DRAINAGE AND UTILITY EASEMENT OF 5 FEET BACK FROM THE WESTERLY LINE, 10 FEET BACK FROM THE NORTHERLY LINE AND 5 FEET BACK FROM THE EASTERLY LINE, AS SHOWN ON THE PLAT OF SUBDIVISION RECORDED AS DOCUMENT NUMBER 88447034.
AFFECTS SURVEYED PROPERTY, AS SHOWN

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





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

1" = 30'
GRAPHIC SCALE
0 15' 30' 60'

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'

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 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 = 677.55'
E/W 10" Metal = 677.54'

17 Storm Catch Basin 17 RIM = 679.60'
N 6" PVC = 679.35'
SE 12" Conc. = 676.80'
SE 4" PVC = 676.10'
NW 4" PVC = 676.80'
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'

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
- 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

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From: [redacted]
To: Choi, Ann
Subject: Opposition to Conditional Use Change - 1040 W. Northwest Hwy., Mt. Prospect
Date: Wednesday, May 13, 2026 4:26:30 PM

Dear Ms. Choi,

I am writing as a resident of 307 N. Dale Ave. to strongly oppose the requested conditional use change at 1040 W. Northwest Highway that would permit The Nest Schools to operate a daycare for 339 children and 49 staff at that location. Please enter this letter into the record for the May 14 Planning & Zoning Commission hearing.

My opposition is grounded primarily in traffic and pedestrian safety concerns specific to our neighborhood:

• Our neighborhood does not have sidewalks. Children, families, and pedestrians already share the roadway directly with vehicles.

• Our street already functions as a cut-through to Prospect High School, generating heavy and often fast traffic during morning and afternoon hours.

• A 339-child daycare operating 7 a.m. to 7 p.m., five days a week, would compound an already strained situation. The drop-off and pick-up windows for a facility this size, combined with 49 staff arriving and leaving each day, would layer hundreds of additional vehicle trips onto streets that are already overburdened.

I have included a Daily Herald article from May 10, 2026 about the Hatlen Heights neighborhood, where the Village ultimately had to install speed humps along Audrey Lane and Hatlen Avenue after years of resident complaints about cut-through drivers seeking shortcuts to and from Central Road.

https://www.dailyherald.com/20260510/news/will-a-mount-prospect-neighborhood-finally-be-the-road-not-taken/

That neighborhood's experience is a cautionary tale for ours. The Village should not approve a use that it can reasonably foresee will require expensive, retroactive traffic mitigation a few years from now.

The appropriate use for this property is residential, specifically, townhomes consistent with the existing townhome development immediately to the west of the site. That use would fit the character of the surrounding area, would not introduce a daily commercial traffic burden, and would be a natural extension of what is already there.

I respectfully ask that the Planning & Zoning Commission deny this conditional use change. Thank you for your time and for entering my testimony into the record.

Sincerely,

Mark Meskauskas
[redacted]

Mount Prospect, IL

From: [redacted]
To: Choi, Ann
Subject: 1040 W Northwest Highway
Date: Wednesday, May 13, 2026 8:02:35 AM

Hi Ann,

I am a resident in the Northwest Meadows area of Mount Prospect. I am located at 303 North Dale Avenue.

I am strongly against a conditional use change to the zoning for this property. There are many reasons this building should not be rezoned and I am sure no one at the village would approve such a thing in their own backyard.

The building itself doesn't seem to meet the safety expectations I would expect from The Village of Mount Prospect especially for children 6 and younger. Also, the increase in traffic on our turning, winding roads in the Northwest Meadows will be very dangerous during morning and afternoon hours. This will lead to accidents and potentially serious injuries as we do not have the roads to handle such an increase of hundreds of new drivers speeding through a residential area.

Thank you for your attention to this matter. I look forward to hearing from you and hope the Commission strongly reconsiders allowing a daycare. I ask each and everyone of them to seriously consider if they would ever allow this in their own backyards.

Tom Sarau
[redacted]
Mount Prospect IL 6006

From: [redacted]
To: Choi, Ann
Subject: 1040 NW Highway potential daycare center
Date: Tuesday, May 12, 2026 4:30:10 PM

I find all points raised by the Villas of Sevres Board reasonable and agree wholeheartedly that a conditional use change should not be granted to the property at 1040 W. Northwest Highway near Dale Avenue.

As a 44-year resident of Dale, I would emphasize the following issues regarding the traffic to this street: we have watched the uptick in vehicular traffic as more Prospect students drive to and from school and the number of children riding scooters has increased exponentially. Anyone living on Dale Avenue and residents of Arlington Hts who use it as a cut-through already know that the two blocks running from NW Highway to Gregory Street are a speed zone. Cars exiting NW Highway at 40+ miles per hour frequently speed unimpeded by yield or stop signs until they reach Gregory. Do we really need another complication that will undoubtedly increase our traffic?

Please vote NO!

Linda Benwitz
[redacted]

Dear Village of Mount Prospect Planning & Zoning Commission members,

My wife and I purchased a unit in the Villas of Sevres townhouses in 2021. It was the very first house we visited when we were looking to move to Mount Prospect, and we fell in love with it.

To date, our experience has been exactly what we imagined. We walk to the library to borrow books and take classes, eat at the downtown restaurants and shop at the bakery where my wife worked as a teenager. When our property value assessment came in last year, we were not surprised to see it had increased. It's a sign the village is thriving.

I say all of that to provide context for my perspective on the conditional use request for the property at 1040 W. Northwest Highway. The back door of our townhouse is about 30 feet from Northwest Highway, with the train tracks across the street. We are comfortable with the train. We're between train stations, so it rumbles past every now and then, making some noise for 10-15 seconds. We also are comfortable with the highway. Yes, traffic noise increases during rush hour, but it is fairly quiet during work hours and at night.

Those were the two known sources of sound when we moved here in 2021. That was at the tail end of the pandemic, so I set up a work office, and I put it on the north side of the unit, facing away from the highway. I still take regular opportunities to work from home, opening the window when the weather is nice. From that window, I can see the building at 1040 W. Northwest Highway, and I can't imagine trying to get work done with a constant noise of a daycare. I also can't imagine moving here knowing that instead of two intermittent noises on the south side of my home I would now be surrounded, and that the noise emanating for the business next door would take place all day on every weekday.

My wife and I both work in education, so we appreciate the need for children to have a safe place to grow and learn. We are delighted that local businesses are thriving in Mount Prospect. We just don't think the village should make an exception to established zoning to wedge this daycare into a neighborhood where it does not belong.

Thank you,

Mike Hines

From: [redacted]
To: Choi, Ann
Subject: Property at 1040 w Northwest Highway
Date: Thursday, May 7, 2026 4:07:12 PM

Good afternoon,

I am writing regarding the proposal of a daycare center located at 1040 W Northwest Highway. My property is adjacent to that location. I am opposed to the idea of a daycare center opening. One of the main reasons is that property abuts several single family homes as well as a small townhome community. This property is basically right in my backyard. The amount of activity that would occur at that day care center would take away from the quiet community and people that reside here. I am concerned not only with the noise level from the kids but also the amount of additional traffic that would be using it. I have lived here 31 years and have noticed the increase of traffic on Northwest Highway as it is. Having a day care added would be extremely concerning. I believe it would be detrimental to the value of my home as well as the neighborhood.

I would also like to point out that Northwest Highway is very busy and there are no traffic lights from Central Ave to Arthur in Arlington Heights. Speeding cars is a regular occurrence along that stretch. I think it would be dangerous for anyone pulling in and out of that location.

I was under the impression that the village already said no to this day care center so I'm unclear why this issue is still coming up. But I am opposed to it. Please let me know if there is any additional information I can provide. Thank you.

Eileen Kintzler
[redacted]

From: [redacted]
To: Choi, Ann
Subject: Date revised
Date: Tuesday, May 5, 2026 5:43:01 PM

On my letter I just sent you for May 16th meeting
Please note it is for the May 14th meeting
Thank you

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From: [redacted]
To: Choi, Ann
Subject: Please forward to P&Z for May 16th meeting
Date: Tuesday, May 5, 2026 5:39:24 PM

Hello Mr Donnelly and Committee,

I am submitting my concerns over the proposed daycare/school facility at 1040 West Northwest Highway that is back in front of the Planning and Zoning committee. I would like the P&Z board to vote no for a conditional use on this parcel.

Noise:

- The noise level of the playground is a concern. Twelve hours a day. 7am-7pm
- Petitioner stated a max of 50 kids at a time would be outdoors playing. Summer school will allow children aged 12 and under for 12 hours a day.

Ingress/Egress:

- Ingress - No left turn lane on NW Hwy currently exists. There will be 250-300 cars at drop off and pickup each day.
- Egress – Cars from pickup and drop off will be simultaneously turning right and left onto NW Highway. All at peak traffic hours when Prospect High School students, parents and faculty are using Dale Avenue to get to school. Dale Avenue intersection is less than a half of block and the Villas of Sevres driveway is 32' from the access point for proposed daycare/school

Capacity of Proposed Daycare/School:

- The size of this daycare school is concerning. It's putting a full blown school surrounded by homes on 3 sides on 2.08 acres. This is not a small business for a neighborhood. Mount Prospect elementary schools with children aged 5-11 are all one story. How is a two story daycare school safe for 2 to 5 years old children?
    - For Context:
        - Indian Grove - 8.65 acres 456 students
        - Fairview - 9.7 acres 489 students
        - Lions - 9.8 acres 454 students
        - River trails - 11.12 acres 498 students
        - **NEST DAYCARE SCHOOL - 2.08 acres 339 Students**

Safety:

- Second floor Occupancy = (188) children ages 2-5 and (20) teachers. So that would be 1 teacher evacuating (9) 2-3 year olds down stairs in an emergency situation. And 1 teacher to 10 students for 3-4 and 4-5 year olds. How can they get 188 students down stairs safely and quickly. If there are 2 stairwells available that would be 94 students and 10 teachers attempting to evacuate 94 possibly crying and frightened students safely and quickly.
- When adding the student count on the plans it totals 281. (58) more students proposed….where are they going to be?
- (49) faculty. Is that including the kitchen, maintenance and administration help?

Guidelines below are used by architects when designing a new school. Comments by Rick Cozzi, AIA, REFP:

"The code does not dictate what aged kids can be located on what level of a building. However, best practice says that 2-5 year olds should be on the ground level for easy evacuation in the case of an emergency"

"There are general rules of thumb for schools but 339 kids on 2 acres is not even close to meeting these rules. Anything less than what we recommend causes tight space restraints for the building plan, and even tighter space constraints for the drop-off and pick-up, as well as outdoor activities for the kids."

"We would recommend at least 5 acres plus an additional acre per 100 kids - 339 kids equals roughly 8.5 acres. The 4 local school comparisons on 8-11 acres seem pretty accurate."

Conclusion:

I do not feel a conditional use should be allowed to accommodate a daycare school that is too large for 2 acres, unsafe for young children, noise level too loud for the surrounding homes and foremost unsafe for the traffic issues with the villas and extremely busy Dale Street.

Thank you.

Nancy Papanicholas

[redacted]

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Dear Village of Mount Prospect Planning & Zoning Commission members,

The Villas of Sevres Townhome Association is writing to share our concerns about the proposed zoning change to accommodate The Nest Schools daycare facility at 1040 W. Northwest Highway. We strongly encourage you to deny this request due to concerns about the impacts on our community and the national daycare chain's troubled track record.

Let us first be clear about where we stand:

- This is *not* a NIMBY issue because this is about preserving the status quo. We oppose a change in the current zoning that would allow a daycare to move into the space at 1040 W. Northwest Highway.
- We are eager for a business that is compliant with current zoning to move into 1040 W. Northwest Highway.
- We welcome a daycare business that would serve the families of Mount Prospect in an appropriately zoned area.

As you know, the daycare's proposal calls for up to 339 children from infant to age 6 as well as 49 staff. It would operate from 7 a.m. to 7 p.m. five days a week. We oppose the zoning change to permit this daycare for many reasons, including but not limited to the following:

- **Problematic company:** A quick internet search reveals that The Nest Schools is a private equity-backed business based in Florida whose employees and executives are the target of a January lawsuit related to allegations of child abuse. Other recent news stories reveal a licensure violation and management issues. We encourage you to do your research and come to your own conclusions about the company's fit in our community.
- **Traffic:** Under the proposal, automobiles will enter and exit the property from a road without a dedicated turn lane, creating significant congestion during peak commuting hours as visitors navigate toward and away from the property. This will send drivers into the side streets, which already are busy due to traffic to the high school. The Dale Avenue intersection is less than half of a block and the Villas of Sevres driveway is just 32 feet from the property's point of egress onto Northwest Highway. These intersections already are difficult to navigate during busy periods for traffic.
- **Noise:** The petitioners have argued that the noise of up to 50 children on the playground will be at the decibel level of a vacuum cleaner and pales in comparison to the noise from Northwest Highway and passing trains. As those of us who live in the neighborhood know, we moved here with a complete understanding of the noise and frequency of noise in the neighborhood. Even if the noise level of the daycare is the equivalent of a running vacuum cleaner—a dubious claim, at best—it adds a new noise that would be constant and not intermittent and brief like the trains or consistent with commuter patterns like the highway.
- **Property value:** Those of us who purchased our homes in the area after the construction of the building 1040 W. Northwest Highway would have had serious reservations had

there been a daycare next door. It is impossible for us to imagine that a change in zoning would not have a negative effect on the value of our properties.

If the Village of Mount Prospect changes the zoning to clear the way for a troubled national daycare chain at this location, where residents have happily lived for decades, there is no turning back and no recourse for the neighbors. It is a chilling outcome to consider.

We love the village. We understand and support the need for thriving businesses in our community that serve Mount Prospect families, but we do not support a change in zoning to permit this business. In addition to concerns about the company's leadership and practices, matters regarding traffic, safety, noise and the combined effects of those issues on our property values strongly suggest that the village should maintain its current zoning and find a more suitable location for the community's daycare needs.

Thank you for your consideration.

Sincerely,

Villas of Sevres Townhouse Association Board

May 30, 2025

Dear Mt. Prospect Board of Trustees:

As residents of The Villas at Sevres, we are gravely concerned about the daycare being proposed at 1040 W. Northwest Highway "The Daycare Site", and is scheduled to be heard by the village board on June 3, 2025.

The Village of Mount Prospect code of ordinances states the B-1 Business Office District "is intended to provide a zoning classification for limited office development in areas adjacent to more intense retail/commercial zoning classifications. The district shall provide a transitional area between residential and retail / commercial areas." The Daycare Site is surrounded on three sides by residential; not intense retail / commercial. This is why in 2008 the property was rezoned from B-1 to R-2 PUD (Ordinance No. 5681) and the Village of Mount Prospect deemed that residential was the appropriate use here. The applicant who re-zoned the property never built the residential, so the property reverted back to it's B-1 zoning classification, but the Village knew that a less intense use was more appropriate here. An increase in intensity here is not appropriate.

The current office building is a much less intense use, than a 339 child and 49 staff member daycare. This is why a daycare is a conditional use within the B-1 zoning district and is not appropriate at this location. The conditional use standards in Section 14.203.F.8 of the Mount Prospect zoning ordinance states that a conditional use shall conform to 7 requirements. The first two being "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" and "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 daycare would be detrimental to the comfort and general welfare of the adjacent residential communities and would be injurious to the enjoyment of our property and likely diminish property values for the following reasons:

- The noise level is a concern. For 12 hours a day (7 am – 7 pm), 339 children who haven't developed the skills to manage their volumes and be respectful of the neighboring properties will be yelling and screaming on the to-be-built playground. Also, the additional vehicular noise generated by pickup and drop off queuing is problematic.
- The dumpsters that are proposed to remain at the rear northwest corner of The Daycare Site will now service almost 400 people and a working kitchen. The dumpsters will also now be filled with soiled diapers. This is not a desirable condition adjacent to residential. The increase in use intensity will also create more garbage truck pickups, which will generate additional noise.
- Ingress and egress at the property will be a challenge. Currently there is no left turn lane on Northwest Highway into The Daycare Site. That worked when you had an office use where employees arrived and departed at different intervals. Given that daycare drop offs are at a very specific time, having 250 – 300 cars queuing on Northwest Highway around the same time is going to be a major problem. This is going to occur at peak rush hour times in the morning and evening.

We respectfully ask that the Village Board denies the conditional use permit at The Daycare Site.

Sincerely,

Jan Ramion

Nancy Papanicholas

Hello Mayor Hoefert and Trustees

The Villas of Sevres Townhome Association is submitting our concerns over the proposed daycare/school facility at 1040 West Northwest Highway that is back in front of the Village Board for a 2nd meeting.

Trash Enclosure/Dumpster(s):

- Dumpsters remaining on the back corner adjacent to our homes was proposed at The Planning and Zoning Meeting May 22, 2025.
- Dumpsters will be used daily for trash for almost 400 people (339 students 49 faculty) in a facility with a working kitchen. Along with dirty diapers daily.
- We would like to request the dumpsters be located next to the building away from homes and backyards. Therefore they will be able to manage the wildlife, noise and odor issues associated with trash removal and access.

Noise:

- The noise level of the playground is a concern. Twelve hours a day. 7am-7pm
- Petitioner stated 50 kids at a time would be outdoors playing.

Ingress/Egress:

- Ingress - No left turn lane on NW Hwy currently exists. There will be 250-300 cars at drop off and pickup each day.
- Egress – Cars from pickup and drop off will be simultaneously turning right and left onto NW Highway. All at peak traffic hours when Prospect High School students, parents and faculty are using Dale Avenue to get to school. Dale Avenue intersection is less than a half of block and the Villas of Sevres driveway is 32’ from the access point for proposed daycare/school

Capacity of Proposed Daycare/School:

- The size of this daycare school is concerning. It’s putting a full blown school surrounded by homes on 3 sides on 2.08 acres.
  - For Context:
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    - Lions - 9.8 acres 454 students
    - River trails - 11.12 acres 498 students
    - NEST DAYCARE SCHOOL - 2.08 acres 339 Students

Safety:

- Second floor Occupancy = (188) children ages 2-5 and (20) teachers. So that would be 1 teacher evacuating eight 2-3 year olds down stairs in an emergency situation. And 1 teacher to 10 students for 3-4 and 4-5 year olds. How can they get 188 students down stairs safely and quickly. How many stairwells are available?
- When adding the student count on the plans it totals 281. (58) more students proposed….where are they going to be?

- (49) faculty. Is that including the kitchen, maintenance and administration help?

Guidelines below are used by architects when designing a new school.
Comments by Rick Cozzi, AIA, REFP: (designed school buildings in Illinois for 40 years)

“The code does not dictate what aged kids can be located on what level of a building. However, best practice says that 2-5 year olds should be on the ground level for easy evacuation in the case of an emergency”

“There are general rules of thumb for schools but 339 kids on 2 acres is not even close to meeting these rules. Anything less than what we recommend causes tight space restraints for the building plan, and even tighter space constraints for the drop-off and pick-up, as well as outdoor activities for the kids.”

“We would recommend at least 5 acres plus an additional acre per 100 kids - 339 kids equals roughly 8.5 acres. The 4 local school comparisons on 8-11 acres seem pretty accurate.”

Conclusion:
There seems to be several issues with proposed Daycare/School including, but not limited to: intrusions of noise, traffic, and safety for the immediate and surrounding neighborhood along with safety of the kids within the program.

Jan Ramion and Nancy Papanicholas
The Villas of Sevres

MAYOR
Paul Wm. Hoefert

TRUSTEES
Vincent J. Dante
Terri Gens
William A. Grossi
John J. Matuszak
Colleen E. Saccotelli

VILLAGE MANAGER
Michael J. Cassady

VILLAGE CLERK
Karen Agoranos

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Village of Mount Prospect

50 S. Emerson Street, Mount Prospect, Illinois 60056

May 8, 2026

Fornaro law
c/o Margaret Owens
1022 S. LaGrange Rd
La Grange, IL 60525
Via e-mail: margaret@fornarolaw.com

Re: 1040 W. Northwest Highway / Conditional Use Approval for a Daycare Center / Review #5

Dear Ms. Owens,

The Village of Mount Prospect has reviewed the submittal for conditional use approval for a daycare center at 1040 W. Northwest Highway, Mount Prospect. Staff has the following review comments:

Planning Division:
These comments should be addressed prior to granting conditional use approval:

1. The fence detail on Sheet C-10 of the "Site Development Plans For 1040 W Northwest Hwy Proposed Daycare Facility & Natural Playground", consisting of eleven (11) sheets, as prepared by Stonefield Engineering & Design, with the latest revision date of 04/08/2026, shall be modified to include the proposed fence material which must be consistent with the recommendations provided in the Sound Study prepared by Thunder Acoustics and dated April 9, 2026. The sound fence shall be solid, without gaps, and shall have a Sound Transmission Class (STC) rating greater than STC 15. Provide the proposed fence material specification.
2. The cover sheet of the architectural drawing set (undated) states that the proposed occupant count is 351 children. Provide clarification for the change as the previous drawings have all stated 339 children. Please provide a revision date on the new architectural drawing set and revise the 351 children to 339 children.
3. Sheets SA-1.1 and SA-1.2 indicate a total of 351 children. Please revise so the total number of children is 339 children.

Public Works Department:
Engineering/Public Works has no objections to the requested conditional use. A thorough review of the site plans will be performed as part of the Building Permit review. Among the issues to be addressed as part of the Building Permit include the following:

1. Per MSD Permit 88-782, 0.353 ac-ft provided. Confirm permitted volume is still available, or provide (restore) as part of this project. Also, confirm the 3" restrictor is in place, or reinstall as part of this project.
2. Do not place signs back to back if they interfere with a reserved sign shape (no square signs on the back of octagonal stop signs).

Building Department:
1. A full building code plan review will be completed at time of permit submittal.

Environmental Health Division:
1. New daycare will require State of Illinois and DCFS approval. Provide all information to the State of Illinois and DCFS as necessary.
2. Specifications for the new kitchen will be required along with all other requirements of the New Food Establishment packet which is provided (see attachment).

Fire Department:
Please advise the petitioner that the following items must be included in the building/site plans submittal:
1. A fire sprinkler system in accordance with NFPA 13 will be required for this project. Ensure fire sprinkler shop drawings, hydraulic calculations, and equipment cut sheets are submitted for review.

   Village of Mount Prospect Fire Prevention Code, 24.20

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

3. An additional means of egress will be required based on occupancy load and travel distances. Additional means of egress may be required for any infant rooms and rooms for children under two.

4. 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.

5. Before permit approval, a State of Illinois Fire Marshal inspection/ IL-DCFS license will be required.

6. Fire lanes will be required based on the site review. Additional marking of fire lanes will be required.

7. All egress doors are to use keyless locksets on the egress side. No flush bolts, dead or draw bolts, etc. will be allowed.

Life Safety Code, 7.2.1.5.1

Recommended Conditions of Approval:

The conditional use for a day care center is subject to the following conditions of approval:

1. Development in general conformance with the approved development plans which will consist of the following (collectively the "**Approved Plans**"):
    a) Final Engineering Plans titled "Site Development Plans For 1040 W Northwest Hwy Proposed Daycare Facility & Natural Playground", consisting of eleven (11) sheets, as prepared by Stonefield Engineering & Design, with the latest revision date of 04/08/2026;
    b) Play Area Concept, consisting of one (1) sheet, Sheet L-1, as prepared by Stonefield Engineering & Design, and dated 04/08/2026;
    c) Architectural Floor Plans, consisting of two (2) sheets, Sheets SA-1.1and SA-1.2, as prepared by Jarmel Kizel, with the latest revision date of 03/14/2025;
    d) Exterior elevations, consisting of one (1) sheet, Sheet SA-1.4, as prepared by Jarmel Kizel, and dated 03/14/2025; and
    e) Landbank Parking Plan, consisting of one (1) sheet, as prepared by Stonefield Engineering & Design, and bearing the latest revision date of 5/6/2025.
    f) Childcare Facility Sound Study, consisting of eleven (11) pages, prepared by Thunder Acoustics, LLC, and dated April 9, 2026.
    g) Market Impact Analysis, consisting of forty-three (43) pages, prepared by MaRous & Company, and dated April 2, 2026.
2. The Petitioner shall address all comments included in the Village review letter dated May 8, 2026 (PZ-03-25).
3. 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.

4. 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.
5. An amendment to this conditional use approval shall be required prior to any future expansion of the daycare center.
6. 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.
7. Drop-off/pick-up shall not involve buses that stop traffic on Northwest Highway and shall occur entirely on the Subject Property.
8. No more than two classrooms or fifty (50) children, whichever is fewer, shall be permitted to use the outdoor play area at any one time.
9. Student use of the outdoor play area shall be restricted to be between the hours of 9:00 AM and 7:00 PM. Between the hours of 9:00 AM and 5:00 PM, recess, class, or uncontrolled play use of the outdoor play area shall be permitted. Between the hours of 5:00 PM and 7:00 PM, the maximum number of children using the outdoor play area shall be restricted to the lesser of one (1) classroom or thirty (30) children. Use of the outdoor play area after 5:00 PM shall consist of passive activity, including but not limited to reading, gardening, coloring, or other similar activities with staff supervision.
10. 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.
11. 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.
12. An eight-foot-tall solid fence with no gaps, consistent with the recommendations provided in the Sound Study prepared by Thunder Acoustics and dated April 9, 2026, shall be installed around the perimeter of the outdoor play area. The fence shall be solid and without gaps other than below the fence rail and any decorative component or area between the posts above the height of eight (8') feet. The Sound Engineer shall submit a certification letter prior to issuance of a building permit verifying that the proposed fence material complies with the Sound Study. Management and teachers shall be trained on the importance of child observation and conduct that leads to increases in sound levels.
13. No amplified sound devices, including but not limited to megaphones, speakers, or other devices that artificially or mechanically increase sound levels above playground noise shall be

permitted within the outdoor play area, except for speakers used only for emergency announcements (lightning or other weather emergency) and fire safety apparatus.

14. The Petitioner shall provide noise testing and data to be submitted to the Village within ninety (90) days following the issuance of a Temporary Certificate of Occupancy (TCO) to verify that the sound levels at nearby residential properties remain less than **5 dB(A)** above ambient sound levels, consistent with the recommendations and maximum levels identified in the Sound Study. Such testing shall be performed by a contractor certified and qualified to conduct acoustic testing and shall occur with no fewer than fifty (50) children present in the outdoor play area under normal operating conditions. If it takes longer than ninety (90) days to verify the sound levels due to an insufficient number of children being enrolled, this period may be extended subject to the discretion of the Community Development Director.

    If such testing demonstrates that additional mitigation is necessary to achieve compliance, the Petitioner shall implement additional noise mitigation measures, which may include, but are not limited to, supplemental landscaping, additional perimeter fencing, and/or a reduction in the maximum number of children permitted in the outdoor play area at any one time, as determined by the Community Development Director. Upon the Community Development Director's satisfaction that compliance has been achieved, a Final Certificate of Occupancy may be issued.

Please upload revisions into the portal. Feel free to contact me at (847) 818-5314 / achoi@mountprospect.org if you have any questions.

Sincerely,



Ann Choi
Development Planner
Community Development

c: File

Item Cover Page

Subject	**Second reading of an ordinance and adopt an ORDINANCE GRANTING A CONDITIONAL USE FOR A DAYCARE CENTER FOR THE PROPERTY LOCATED AT 1040 WEST NORTHWEST HIGHWAY, MOUNT PROSPECT, ILLINOIS (PZ-03-25)**
Meeting	June 17, 2025 - REGULAR MEETING OF THE MOUNT PROSPECT VILLAGE BOARD
Fiscal Impact (Y/N)	N
Dollar Amount	
Budget Source	
Category	OLD 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 proposed 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 counterclockwise 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.

CONDITIONAL USE STANDARDS, FINDINGS OF FACT AND STAFF'S RECOMMENDATION

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, subject to conditions.

PUBLIC HEARING

After hearing concerns related to landscaping and screening from a resident to the north, the Planning and Zoning Commission unanimously recommended approval of the conditional use request for a daycare center by a vote of 5-0 at the public hearing held on May 22, 2025.

FIRST READING AT VILLAGE BOARD - JUNE 3RD, 2025

Per the attached PZ-03-25 Update Memo, several concerns were raised by both the Village Board and adjacent residents at the first reading of the approving ordinance at the June 3rd, 2025 Village Board Meeting. Two adjacent residents to the west, along with trustees, raised concerns about:

1. The time of day the outside play area would be utilized;
2. The number of children playing outside at any one time;
3. Noise impacting neighbors from children playing outside;
4. The trash enclosure is located on the property's perimeter; and

Buses may stop traffic on Northwest Highway during pick-up and drop-off.

In response to these concerns, the petitioner has submitted additional materials and agreed to

further site modifications to address neighborhood and trustee feedback. Noise studies from comparable daycare locations in the petitioner's portfolio have been provided (see attached PZ-03-25 Update Memo) and new conceptual site plans show the outdoor play area being surrounded by a five-foot to ten-foot (5' - 10') landscape buffer around the perimeter of the outdoor play area with the trash enclosure being relocated to a more central location on the site.

Staff also conducted independent noise measurements at local daycare centers and parks (see the attached PZ-03-25 Update Memo). These readings indicate that even with outdoor play taking place, noise levels rarely exceed 70 dBA-comparable to running a vacuum or driving a vehicle at 60 mph. Factors influencing sound impact include distance from the source and the presence of barriers such as vegetation or fencing. Ambient noise along Northwest Highway measured between 62 and 79 dBA without train traffic present, and exceeded 80 dBA when a train was passing by.

Based on these findings, staff recommends approval of the conditional use request, subject to the following amended conditions (amendments in blue):

1. The subject property shall be developed in general compliance with the approved development plans which consist of the following:
    a. 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, except that they shall be modified to be consistent with the “Play Area Concept” plan, as prepared by Stonefield Engineering & Design, with latest revision date of 06/11/2025, to add a 5’-10’ landscape buffer around the perimeter of the proposed outdoor play area consisting of shrubs and trees, which shall be 50% evergreen, and relocate the trash enclosure to the interior of the site;
    b. 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;
    c. Exterior elevations, consisting of 1 sheet, Sheet SA-1.4, as prepared by Jarmel Kizel, and dated 03/14/2025; and
    d. Landbank Parking Plan, as prepared by Stonefield Engineering & Design, and bearing the latest revision date of 5/6/2025.
2. The petitioner shall address all comments included in the Village review letter dated May 14, 2025;
3. 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;
4. 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;
5. An amendment to this conditional use shall be required prior to any future expansion of this daycare center;
6. 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;
7. Child drop-off/pick-up shall not involve buses that stop traffic on Northwest Highway and shall occur entirely on the Subject Property;
8. No more than two classrooms or 50 children, whichever is fewer, shall be permitted to use the outdoor play area at any one time;
9. Use of the outdoor play area shall be restricted to be between the hours of 9:00 AM and 5:00 PM;
10. 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; and
11. 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.

Alternatives

1. Approve a conditional use to allow the operation of a daycare for the subject property located at 1040 West Northwest Highway, Case No. PZ-03-25, subject to the conditions listed in the attached ordinance.
2. Action at the discretion of the Village Board.

Staff Recommendation

Approve a conditional use to allow the operation of a daycare for the subject property located at 1040 West Northwest Highway, Case No. PZ-03-25, subject to the conditions listed in the attached ordinance.

Attachments

1. PZ-03-25 Update Memo
2. PZ-03-25 Ordinance
3. PZ-03-25 June 3rd Village Board Cover Page
4. PZ-03-25 Plans
5. PZ-03-25 Landbank Parking Plan
6. PZ-03-25 Staff Report
7. PZ-03-25 Traffic Impact Study (12 min)
8. PZ-03-25 Traffic Impact Study (15 min)
9. PZ-03-25 Village Review Letter #3_05.14.2025
10. PZ-03-25 Administrative Content
11. PZ-03-25 Waiver of 2nd Reading
12. PZ-03-25 Meeting Minutes
13. PZ-03-25 Public Comment
14. Public comment email

Motion by Bill Grossi, second by Vince Dante to approve the conditional use ordinance for 1703 W. Algonquin Road:

Yea: Bill Grossi, John Matuszak, Colleen Saccotelli, Vince Dante, Beth DiPrima, and Terri Gens
Nay: None

Final Resolution: Motion Passed
Ordinance No. 6793

7.4 2nd reading of an ordinance and adopt an ORDINANCE GRANTING A CONDITIONAL USE FOR A DAYCARE CENTER FOR THE PROPERTY LOCATED AT 1040 WEST NORTHWEST HIGHWAY, MOUNT PROSPECT, ILLINOIS (PZ-03-25)

Mr. Shallcross presented the second reading of the ordinance for a conditional use permit for a daycare center at 1040 West Northwest Highway. He addressed concerns raised during the first reading, which included noise generation, pickup and drop-off procedures that affect traffic, and the location of the trash enclosure.

Shallcross presented data on noise levels collected by both staff and the petitioner, showing that noise from children playing was generally below ambient noise levels on Northwest Highway. According to staff, measurements at other daycare facilities in town indicated that noise levels rarely exceeded 70 decibels, which is comparable to a running vacuum or being in a vehicle driving at 60 miles per hour. The ambient noise on Northwest Highway ranged from 62 to 79 decibels, with train noise reaching 80 to 85 decibels. The petitioner also conducted noise tests at other facilities, finding levels between 50 and 60 decibels when 30 feet away from 60 children playing.

The petitioner committed to several measures to address these concerns, including site design changes, operational limits, and additional mitigation measures. These include relocating the trash enclosure to be more internal to the site, limiting the outdoor play to no more than two classrooms or 50 children at one time, and restricting use of the outdoor play area to between 9 AM and 5 PM. They also agreed to create a 5 to 10-foot landscape buffer around the play area with 50% evergreen plantings.

Petitioner Jon Fairzman elaborated on noise concerns, explaining that younger children, like his own, tend to produce less noise than older kids involved in organized sports. He stressed that their other facilities showed maximum noise levels of 70 decibels with 60 children present, a sound comparable to a dishwasher. Trustee Gens and others expressed appreciation for the data but remained concerned about the impact on neighboring residences.

Public Comment:

Jean Spejcher
202 MacArthur

- Raised concerns regarding the safety of emergency vehicle access and maneuverability at the site. Questioned if this is an appropriate use for this property

Mr. Shallcross reported that the Fire Department reviewed and approved of the plans.

Jan Ramion
Resident of townhomes near the proposed site

- Questioned the number of buses that will be on the property for before and after school programs; raised concerns regarding the increase in traffic and the enrollment size of the daycare.

The petitioner responded, stating there are no plans to use buses for before and after-school programs.

Neil Krus
300 block of MacArthur

- Expressed concern regarding the absence of sidewalks on surrounding streets and the existing traffic from nearby schools.

Mona Hines
Mount Prospect resident

- Expressed concern with safety, noise and decrease in property values

Mike Hines
Mount Prospect resident

- Provided context on local area density compared to school acreages.

A board discussion followed. The discussion centered around balancing the needs and concerns of existing residents with the benefits provided by a new business, particularly in terms of safety, noise, and traffic concerns. The Board appreciated the petitioner's efforts but expressed concerns about the difficulty of locating a large daycare facility in a mainly residential area. Some believed that placing a B3 use in a B1 zone was inappropriate.

Motion by Colleen Saccotelli, second by Bill Grossi to approve the ordinance:

Yea: Bill Grossi, Colleen Saccotelli
Nay: Vincent Dante, Beth DiPrima, John Matuszak and Terri Gens

Final Resolution: Motion Failed

NEW BUSINESS – NONE

VILLAGE MANAGERS REPORT

9.1 Motion to Approve The Settlement Agreement Between The Village of Mount Prospect, The City of Des Plaines, and Prestige Feed LLC.

Motion by John Matuszak, second by Colleen Saccotelli to approve the settlement agreement between the Village of Mount Prospect, the City of Des Plaines, and Prestige Feed LLC:

Yea: Vincent Dante, Beth DiPrima, Terri Gens, Bill Grossi, John Matuszak, Colleen Saccotelli
Nay: None

Item Cover Page

Subject	**Motion to waive the rule requiring two readings of an ordinance and adopt an ORDINANCE GRANTING A CONDITIONAL USE FOR A DAYCARE CENTER FOR THE PROPERTY LOCATED AT 1040 WEST NORTHWEST HIGHWAY, MOUNT PROSPECT, ILLINOIS (PZ-03-25)**
Meeting	June 3, 2025 - REGULAR MEETING OF THE MOUNT PROSPECT VILLAGE BOARD
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 counterclockwise 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 TIS findings 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/pickup 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.

PUBLIC COMMENT
At the May 22, 2025, Planning & Zoning Commission meeting, Mark Stavnes, a neighbor to the north of the proposed development, expressed concern about insufficient screening between his property and the site, particularly regarding the possibility of children running onto his property. Mr. Stavnes also inquired about potential changes to the parking lot lighting. Chairman Donnelly clarified that lighting must meet code requirements, including zero light spillover onto adjacent properties. In response, the petitioner stated they would retain the existing dense landscaping, comply with the required 6-foot landscape buffer, and ensure child supervision, a fenced playground, and secure building access.

The Planning and Zoning Commission asked the petitioner to clarify when the peak 30-minute traffic period would occur. The petitioner's traffic engineer responded by explaining the methodology used to estimate traffic and parking needs and noted that the facility is designed to accommodate parking demand even during the busiest times, anticipated at 6 AM and 10 AM.

PUBLIC HEARING
The Planning and Zoning Commission unanimously recommended approval of the conditional use request for a daycare center by a vote of 5-0 at the public hearing held on May 22, 2025.

CONDITIONAL USE STANDARDS, FINDINGS OF FACT AND STAFF'S RECOMMENDATION
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.

The Petitioner is requesting that the Village Board waive the second reading and that final action be taken at the June 3, 2025 Village Board meeting.

Alternatives

1. Approve a conditional use to allow the operation of a daycare for the subject property located at 1040 West Northwest Highway, Case No. PZ-03-25, subject to the conditions listed in the attached ordinance.
2. Action at the discretion of the Village Board.

Staff Recommendation

Approve a conditional use to allow the operation of a daycare for the subject property located at 1040 West Northwest Highway, Case No. PZ-03-25, subject to the conditions listed in the attached ordinance.

Attachments

1. PZ-03-25 Plans
2. PZ-03-25 Landbank Parking Plan
3. PZ-03-25 Staff Report
4. PZ-03-25 Traffic Impact Study (12 min)
5. PZ-03-25 Traffic Impact Study (15 min)
6. PZ-03-25 Village Review Letter #3_05.14.2025
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8. PZ-03-25 Waiver of 2nd Reading
9. PZ-03-25 Meeting Minutes
10. PZ-03-25 Ordinance
11. PZ-03-25 Public Comment

as a tobacco and vape store. Mr. Shallcross stated that the Planning and Zoning Commission, on May 22, 2025, recommended approval by a vote of 5-0 based on several conditions as detailed in the proposed ordinance.
Mr. Shallcross also stated that the petitioner passed a rigorous background check, including reference checks, as required by the Village Code. Mr. Shallcross introduced Ms. Savarimuthu, who provided additional information regarding her business plan, which includes expanding the product assortment to include clothing, shoes, and novelty items. She answered questions from the Board. In response to a concern from the Board regarding products aimed at children, Ms. Savarimuthu assured the Board that the products target those in their 20s and 30s.

Trustee Grossi motioned to waive the rule requiring two readings of an ordinance and adopt the subject ordinance as presented. There was no second, and the motion failed. A brief discussion followed among the Board regarding their concerns. To give the petitioner time to address these concerns, Mayor Hoefert announced that the reading will stand as the first reading, and the second reading of this ordinance will take place at the June 17, 2025, regular meeting of the Village Board.

8.3. Motion to waive the rule requiring two readings of an ordinance and adopt an ORDINANCE GRANTING A CONDITIONAL USE FOR A DAYCARE CENTER FOR THE PROPERTY LOCATED AT 1040 WEST NORTHWEST HIGHWAY, MOUNT PROSPECT, ILLINOIS (PZ-03-25)

Mr. Shallcross presented plans for a conditional use for a daycare center at 1040 W. Northwest Highway. He stated that the former office building is vacant and presented existing conditions, as well as site and floor plans. He discussed proposed traffic patterns for entering and exiting the area property. The site plan included space for indoor and outdoor play areas. Mr.Shallcross stated that the petitioner, responding to staff concerns and results from a traffic study, agreed to identify certain areas to be delineated for specific uses. Mr. Shallcross displayed a map depicting the parking delineation. Spaces will be reserved for staff parking, while other stalls are designated for drop-off and pick-up. The plan allows for any stacking that may occur to happen on-site, rather than on Northwest Highway.

Mr. Shallcross discussed the landscaping plan, which will utilize existing landscaping and add complementary landscaping to the current design conditions. He added that the proposed parking requirements meet the Village Zoning Code. Mr. Shallcross stated that the petitioner has provided a plan to landbank areas around the site that could be converted into additional parking stalls.

The Planning and Zoning Commission voted 5-0 at their meeting on May 22, 2025, to recommend approval of the conditional use with conditions outlined in the subject ordinance. Mr. Shallcross detailed the approval conditions for the ordinance.

Several members of the Board expressed concerns and had questions regarding parking, drop-off/pick-up procedures, and noise conditions. Representatives for the petitioner, attorney Tim Foley and engineer Kevin Heffernan, answered questions from the Board.

<u>Public Comment:</u>
Jan Ramion
715 French Way
Representative for the residents of the Villas of Sevres

- Expressed concerns with noise, placement of dumpsters (odor), hours of operation, traffic (school buses) and cars stacking on Northwest Highway.

Mr. Heffernan and Mr. Foley responded.

Simona Hines
702 French Way

- Expressed concerns regarding traffic and noise

A Board discussion followed. To allow time for the petitioner to address some concerns raised regarding traffic, noise, and odor, Mayor Hoefert announced that this will stand as a first reading. The second reading will be held at the June 17, 2025, regular meeting of the Village Board.

VILLAGE MANAGER'S REPORT

9.1. Motion to accept lowest-cost, responsive bid for the Central Gateway Demolition and Restoration Project in an amount not to exceed $186,692.

Director of Public Works Sean Dorsey presented bid results and staff recommendations for the Central Gateway Demolition and Restoration Project, which involves the demolition and restoration of the property at 310 W. Northwest Highway.

Mr. Dorsey described the scope of work, which includes the demolition of the existing gas station building, foundation, footings, pavement stone base, and some earth to construct the Central Gateway Plaza. He stated that bid documents were prepared and advertised on the Village website, and ten companies were invited to bid on the project. Staff received seven bids. Fowler Enterprises of Hampshire, IL submitted the lowest cost bid. He stated that although they had not previously performed work in Mount Prospect, they had undertaken similar projects for Elk Grove Village, the Villages of Skokie, Franklin Park, and South Elgin, as well as the Arlington Heights Park District. Reference checks revealed high marks for their work performance, and the work was completed on time and under budget. Staff also interviewed the company's principal, Jake Fowler, who confirmed that the work can be completed within the budget.

Mr. Dorsey stated that staff recommends including a 10% contingency in the contract award for a total contract award of $186,692.

Mr. Dorsey answered questions from the Board.

Motion by John Matuszak, second by Vincent Dante to accept the lowest cost responsive bid in an amount not to exceed $186,692.00.

Yea: Vincent Dante, Beth DiPrima, Terri Gens, Bill Grossi, John Matuszak, Colleen Saccotelli
Nay: None

Final Resolution: Motion

9.2. As submitted

No additional report.

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: PZZ25-000003 Date of Submission: 03/18/2025 Hearing Date: 5/22/2025
Project Name/Address: PZ-03-25: Conditional Use for a Daycare Center at 1040 W Northwest Hwy

I. Subject Property

Address(es): 1040 W Northwest Hwy
Zoning District(s): B1 Property Area (SqFt and/or Acreage):
Parcel Index (PIN(s): 03-33-407-025-0000

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

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

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

See appended Narrative.

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

Name: Heather Doman Corporation: W Northwest MP LLC
Address: 1040 W Northwest Hwy
City, State, ZIP Code: Mount Prospect IL 60056
Phone: [redacted] Email: [redacted]

Interest in Property:

V. Property Owner

☐ Check if Same as Applicant

Name:	H2I, Inc.	Corporation:	
Address:	1040 W Northwest Hwy		
City, State, ZIP Code:	Mount Prospect, IL 60056		
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) Heather Doman

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) _____

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:	[redacted]

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.

Michael Dean Weis
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,

1126233021D

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

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

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

After recording mail to:

Box 400-CTCC

S Y
P 3
S N
SC Y
INT

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
SEP.13.11
REAL ESTATE TRANSFER TAX
DEPARTMENT OF REVENUE
STATE TAX
0000001803
REAL ESTATE TRANSFER TAX
0080000
FP 103024

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

COOK COUNTY
REAL ESTATE TRANSACTION TAX
SEP.13.11
REVENUE STAMP
COUNTY TAX
0000001816
REAL ESTATE TRANSFER TAX
0040000
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	Property Index Number (PIN) 03-33-407-025-0000 T1LG Volume 235 Amount Paid $

SN 0020240100 RTN 500001075 AN (see PIN) TC 008922

00202401002033340702500003008922400000000000000000000000000000000000000000000000

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 [redacted]

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.

---

[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.

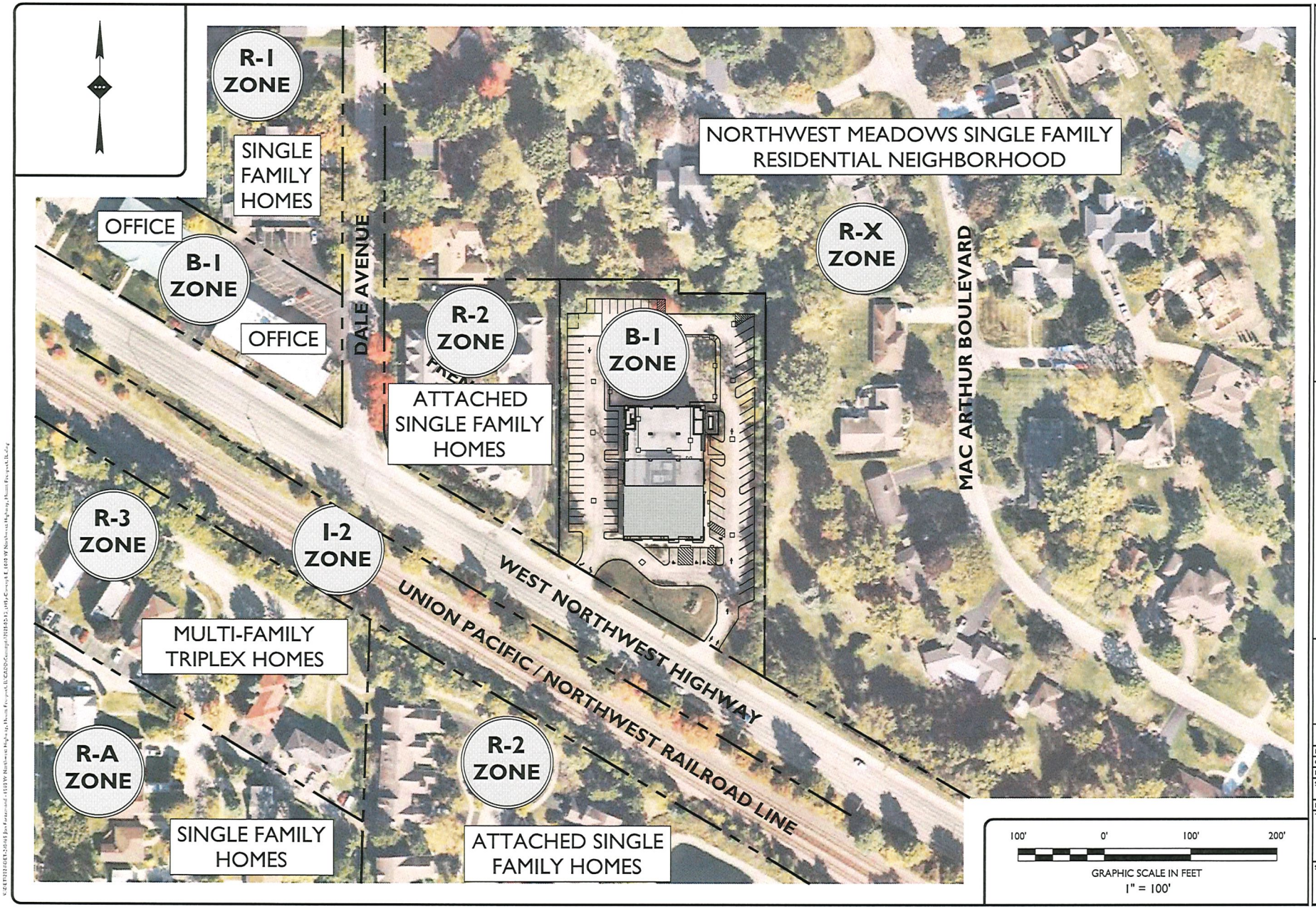
7. *That the conditional use shall, in all other respects, conform to the applicable regulations of the district in which it is located, except as such regulations may, in each instance, be modified pursuant to the recommendations of the Planning & Zoning Commission.*

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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Phone 248.247.1115

CONCEPT PLAN

PROPOSED DAY CARE CENTER

PID: 03-33-407-025-0000
1060 W NORTHWEST HIGHWAY
NEC OF DALE AVE & NW HWY
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.

[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

[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





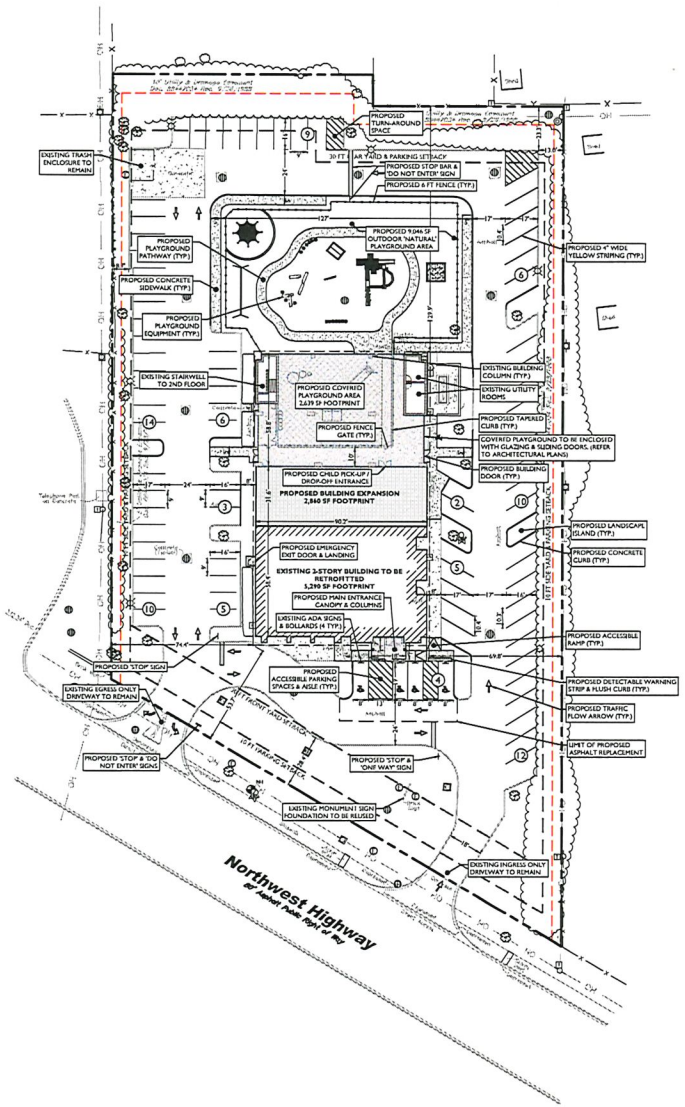








EXHIBIT 2



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)(3)	23.3 FT	NO CHANGE

(EN) EXISTING NON-CONFORMITY

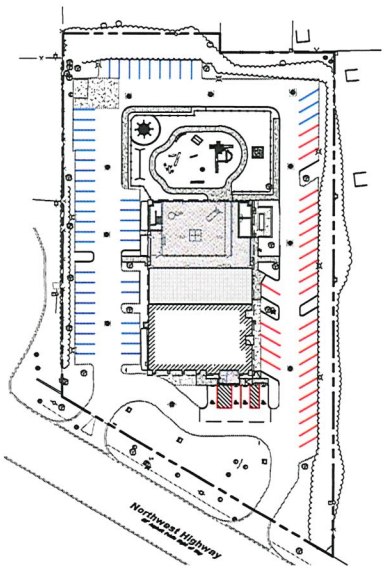
(1) § 14.1504.D: WHERE A SIDE OR REAR SETBACK IN THE B-1 DISTRICT IS CONTIGUOUS TO SINGLE-FAMILY RESIDENTIAL PROPERTY, ALL BUILDINGS AND PARKING LOTS SHALL MEET THE MINIMUM REQUIRED SETBACK IN THE ADJACENT ZONING DISTRICT IF GREATER

(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.)x49 EMP.) = 49 SPACES 1 SPACE PER 10 LICENSED CAPACITY SLOTS (1 SPACE / 10 LC.S.)(339 LC.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 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 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	03/03/25	JD/AS	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 121, 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 ARLINGTON HEIGHTS
COOK COUNTY, ILLINOIS

JONATHAN REID COOKSEY
062-072344
JON REID COOKSEY, P.E.
LICENSED PROFESSIONAL ENGINEER
STATE OF ILLINOIS

STONEFIELD engineering & design

SCALE: 1" = 30' PROJECT ID: DET-240465

TITLE: SITE PLAN

DRAWING: C-2

LEGISLATION IN HOUSING INVENTORY SITE PLAN PROJECT LOCATION STEPS

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
Kari K. Steele
President
Patricia Theresa Flynn
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Chairman of Finance
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Cameron Davis
Beth McElroy Kirkwood
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.

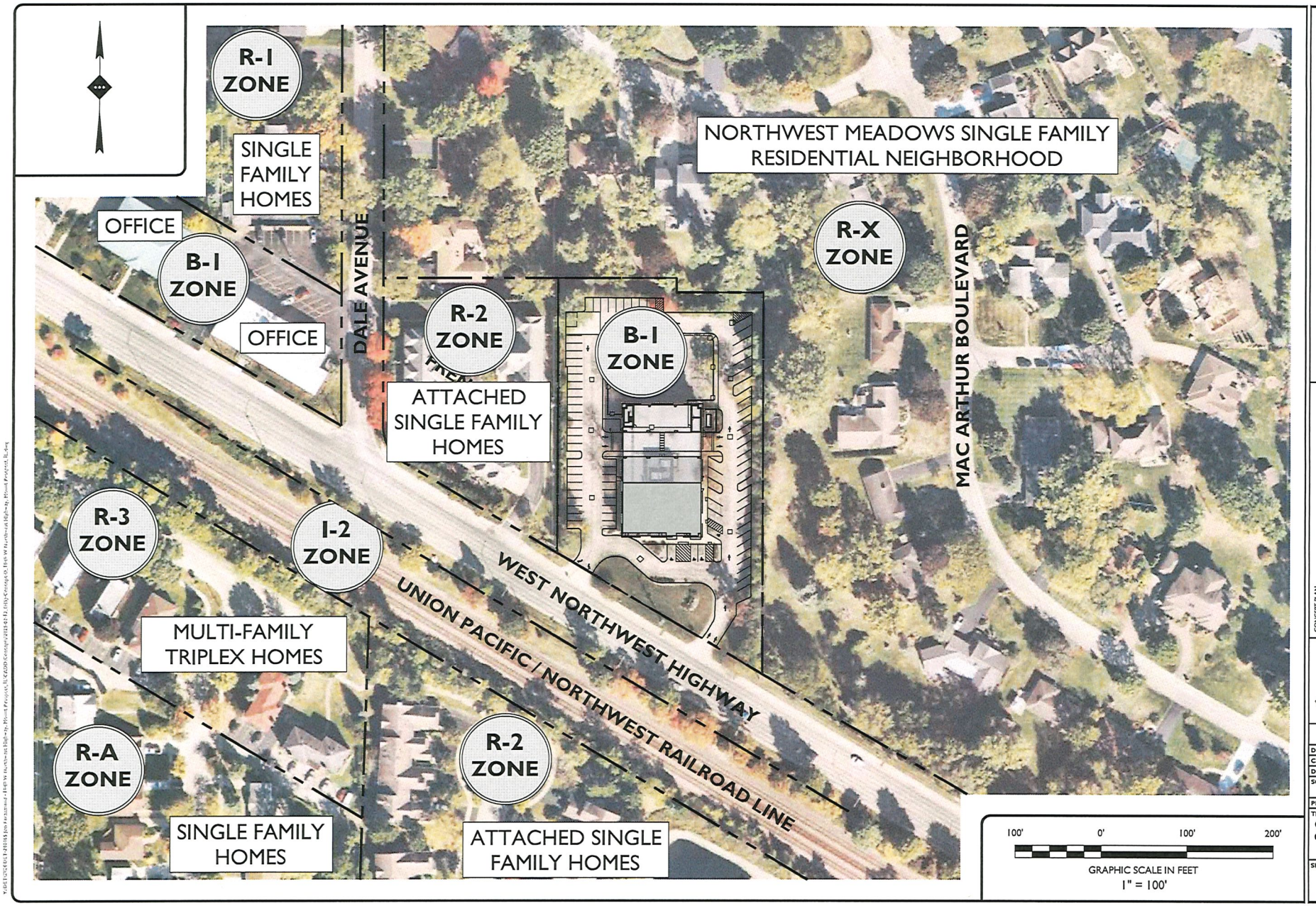
Sincerely,

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



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 120, Birmingham, MI 48009
Phone: 248.247.1115

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

NOT APPROVED FOR CONSTRUCTION

DRAFT

DRAWN BY: KRG
CHECKED BY: KTH
DATE: 01/17/2025
SCALE: (H) 1" = 40'
PROJECT ID: DET-240465

TITLE:
TRUCK CIRCULATION

SHEET:
EX-1

CONCEPT PLAN

PROPOSED DAY CARE CENTER

PID: 03-33-407-035-0000
1040 W NORTHWEST HIGHWAY
VILLAGE OF MOUNT PROSPECT
COOK COUNTY, ILLINOIS

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Phone 248.247.1115

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

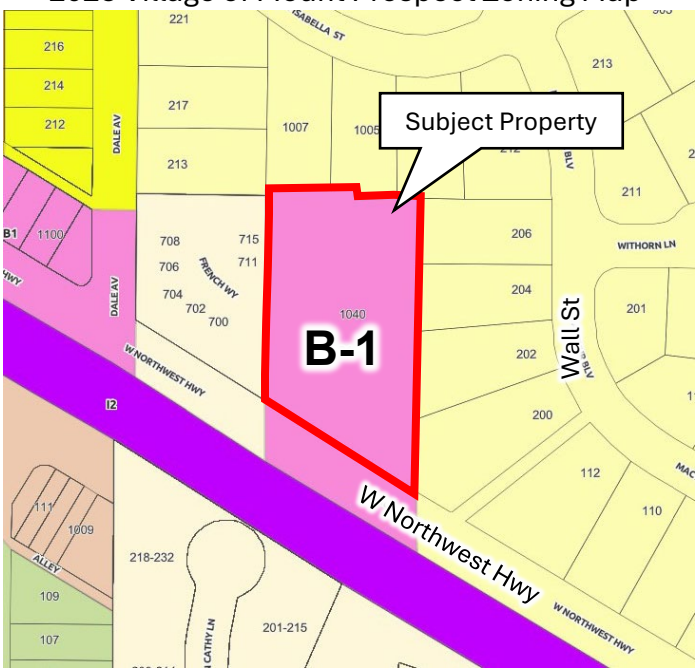
BRIEF SUMMARY OF REQUEST

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 5/6/2025.

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.

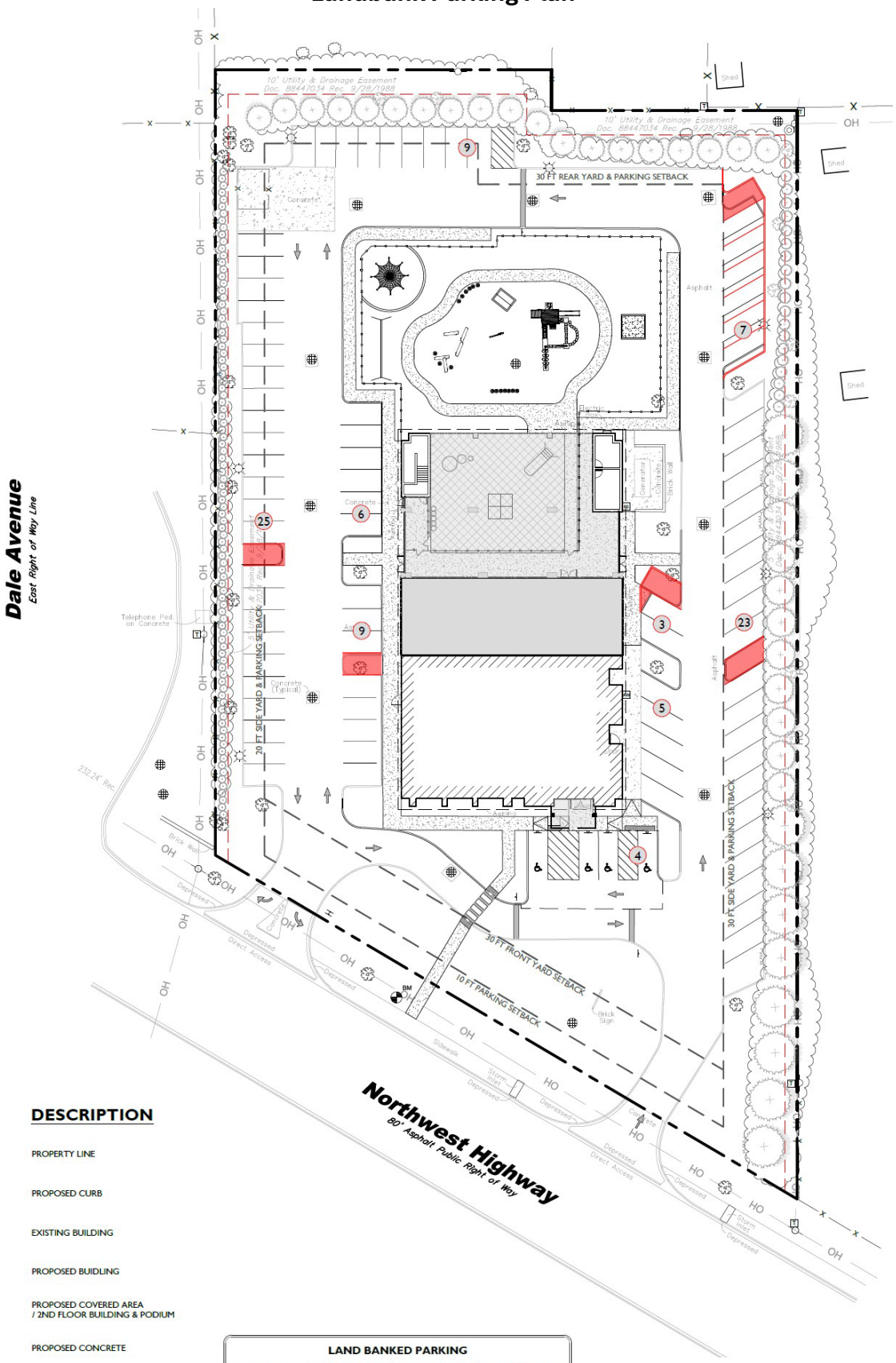
The petitioner states that the establishment, maintenance, or operation of the conditional use will not be detrimental to, or endanger, the public health, safety, morals, comfort, or general welfare because nothing intended or contemplated by the petitioner will be detrimental, or contrary, to the general 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



SYMBOL	DESCRIPTION
	PROPERTY LINE
	PROPOSED CURB
	EXISTING BUILDING
	PROPOSED BUIDLING
	PROPOSED COVERED AREA / 2ND FLOOR BUILDING & PODIUM
	PROPOSED CONCRETE
	LAND BANKED SPACES

LAND BANKED PARKING			
REQUIRED	EXISTING	PROPOSED	LANDBANKED
83 SPACES	123 SPACES	86 SPACES	91 SPACES

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'				

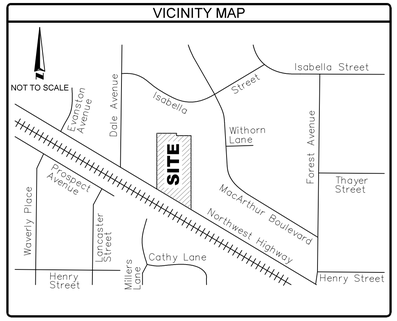
NOTES CORRESPONDING TO SCHEDULE "B" ITEMS

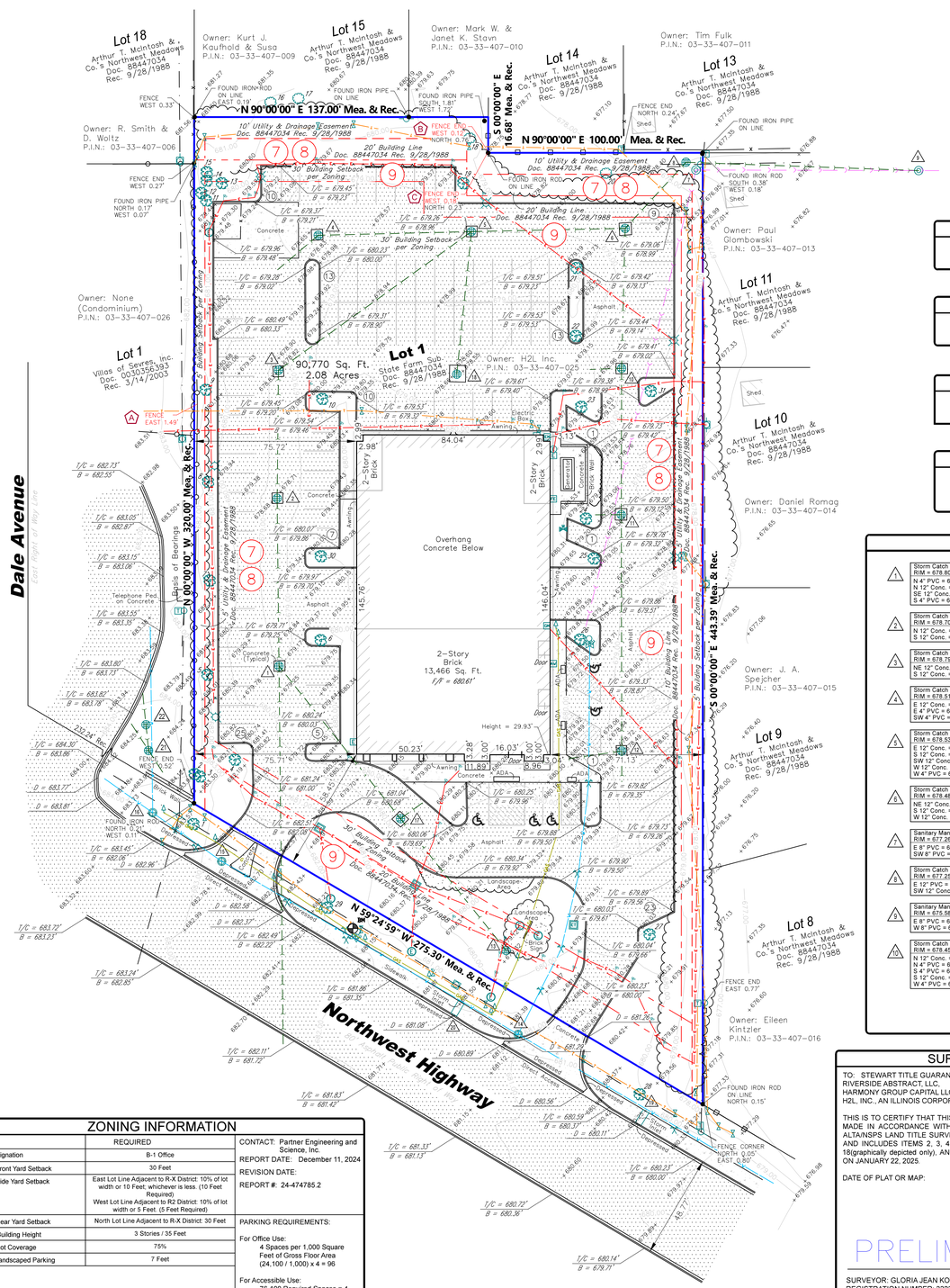
7 DRAINAGE AND UTILITY EASEMENT OF 5 FEET BACK FROM THE WESTERLY LINE, 10 FEET BACK FROM THE NORTHERLY LINE AND 5 FEET BACK FROM THE EASTERLY LINE, AS SHOWN ON THE PLAT OF SUBDIVISION RECORDED AS DOCUMENT NUMBER 88447034.
AFFECTS SURVEYED PROPERTY, AS SHOWN

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





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

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'

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 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 = 677.55'
E/W 10" Metal = 677.54'

17 Storm Catch Basin 17 RIM = 679.60'
N 6" PVC = 679.35'
SE 12" Conc. = 676.80'
SE 4" PVC = 676.10'
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'

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
- (5) 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

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

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SITE DEVELOPMENT PLANS

FOR

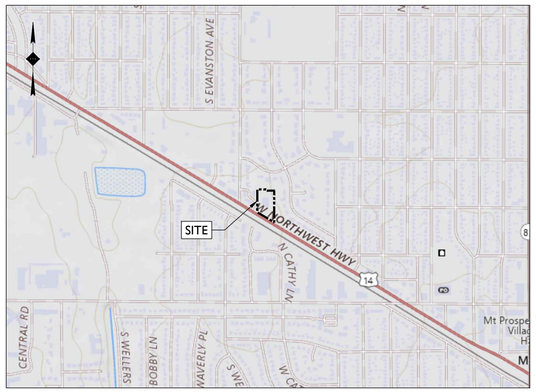
1040 W NORTHWEST HWY

PROPOSED DAYCARE FACILITY & NATURAL PLAYGROUND

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

1040 WEST NORTHWEST HIGHWAY

VILLAGE OF MOUNT PROSPECT, COOK COUNTY, ILLINOIS



SOURCE: USGS TOPOGRAPHICAL MAPPER

LOCATION MAP

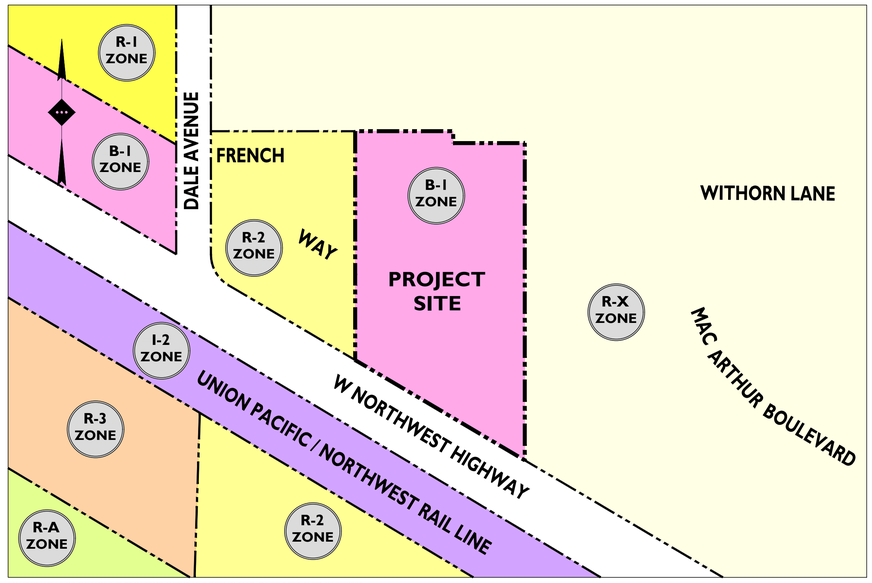
SCALE: 1" = 1,000'±



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** **Call** before you dig.

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

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

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: 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. — LICENSE No. 062-069141 — LICENSE EXPIRATION DATE: NOVEMBER 30, 2026 — STATE OF ILLINOIS

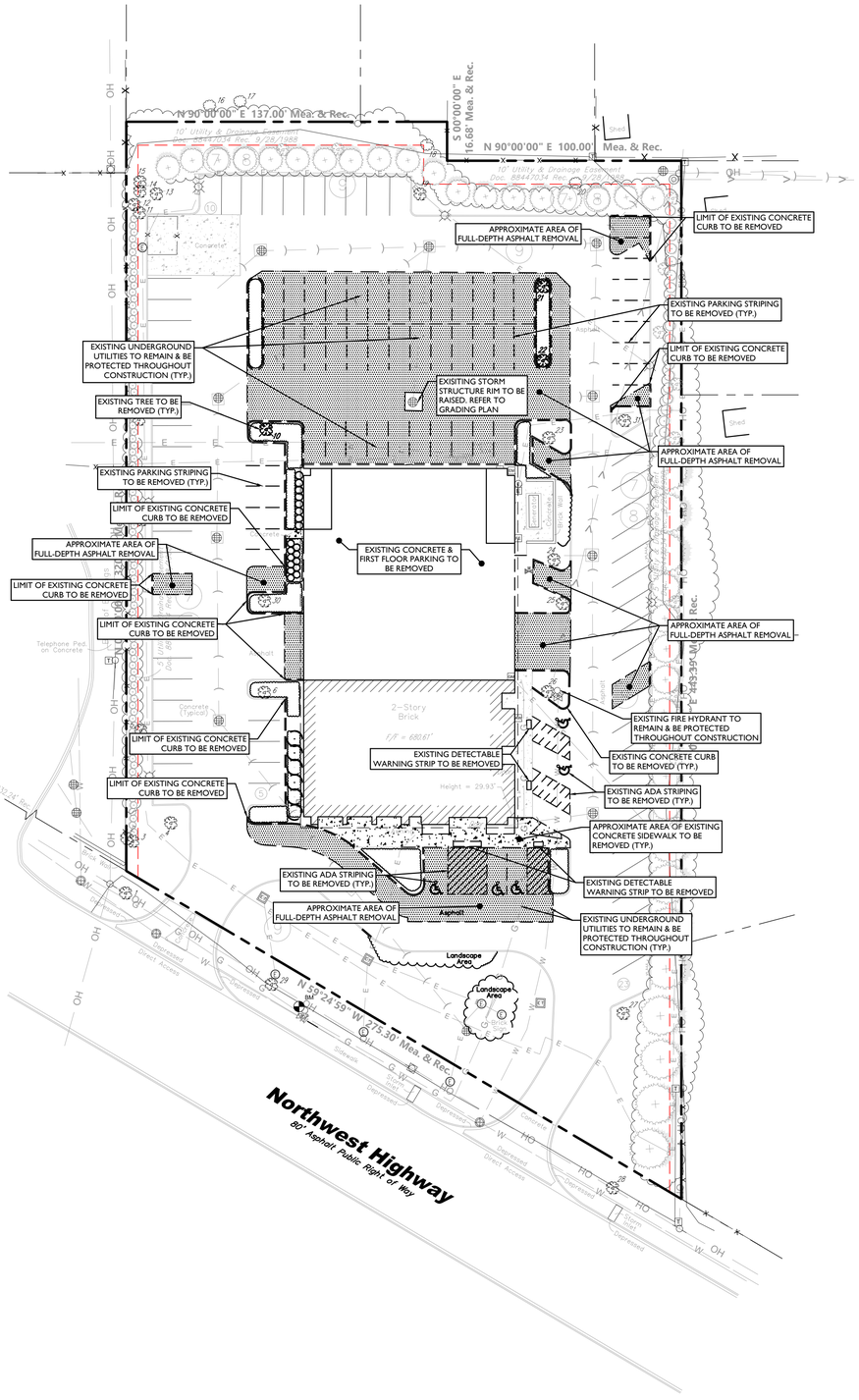
STONEFIELD engineering & design

SCALE: AS SHOWN | PROJECT ID: DET-240465

TITLE: COVER SHEET

DRAWING: C-1

V:\DET\DOCS\DET-240465\JON FARAZMAND - 1040 W NORTHWEST HIGHWAY, MOUNT PROSPECT, IL\CAD\PLOTS\PLAN\C-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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SITE DEVELOPMENT PLANS

1040 W NORTHWEST HWY

PROPOSED DAYCARE FACILITY & NATURAL PLAYGROUND

PID: 03-33-407-035-0000
1040 WEST NORTHWEST HIGHWAY
VILLAGE OF MOUNT PROSPECT
COOK COUNTY, ILLINOIS

JONATHAN REID COOKSEY
062-067761
LICENSED PROFESSIONAL ENGINEER
STATE OF ILLINOIS

JONATHAN REID COOKSEY, P.E.
ILLINOIS LICENSE No. 062-067761
LICENSED PROFESSIONAL ENGINEER

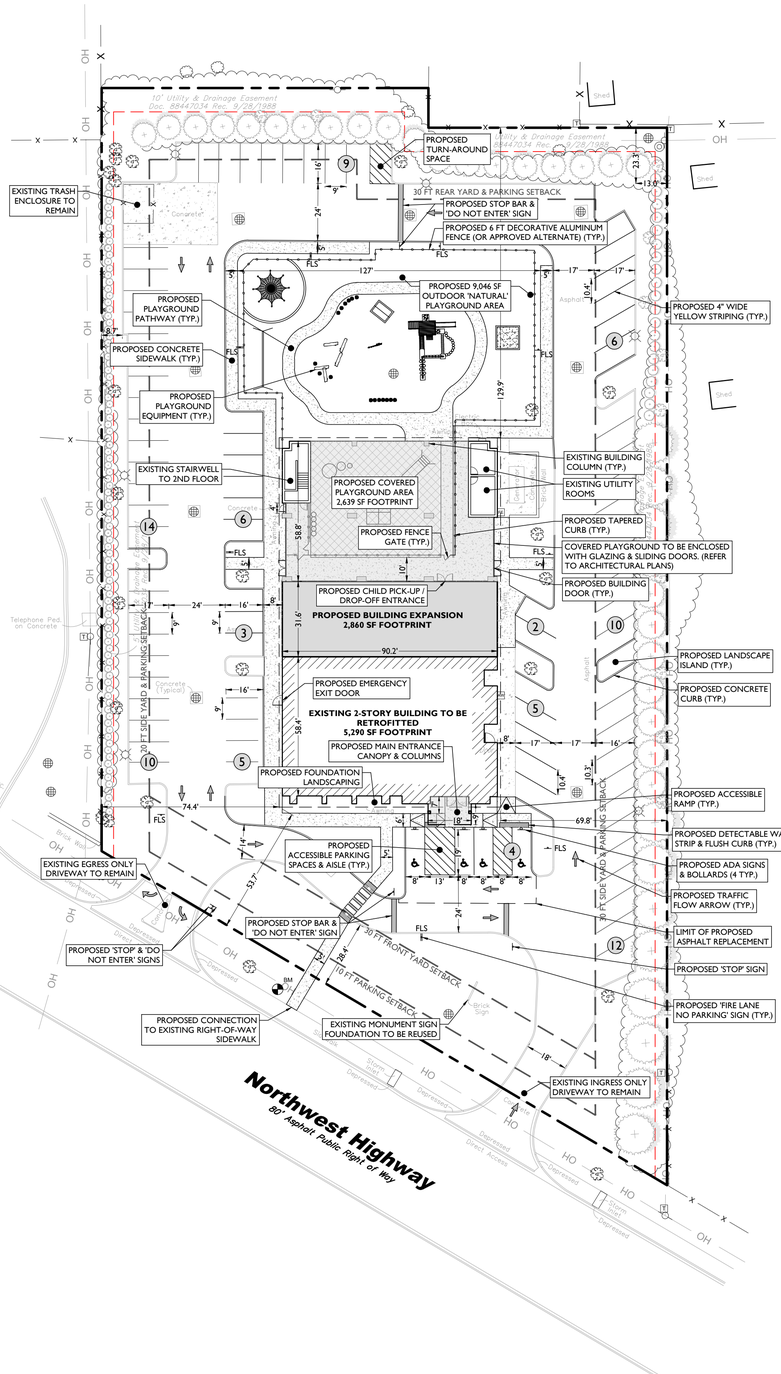
STONEFIELD engineering & design

SCALE: 1" = 30' | PROJECT ID: DET-240465

TITLE: **DEMOLITION PLAN**

DRAWING: **C-2**

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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

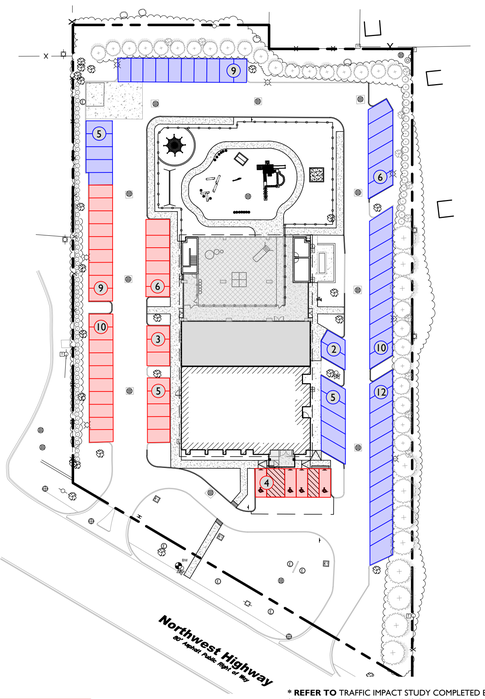
OFF-STREET PARKING REQUIREMENTS

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

JONATHAN REID COOKSEY
062-067141
LICENSED PROFESSIONAL ENGINEER
STATE OF ILLINOIS

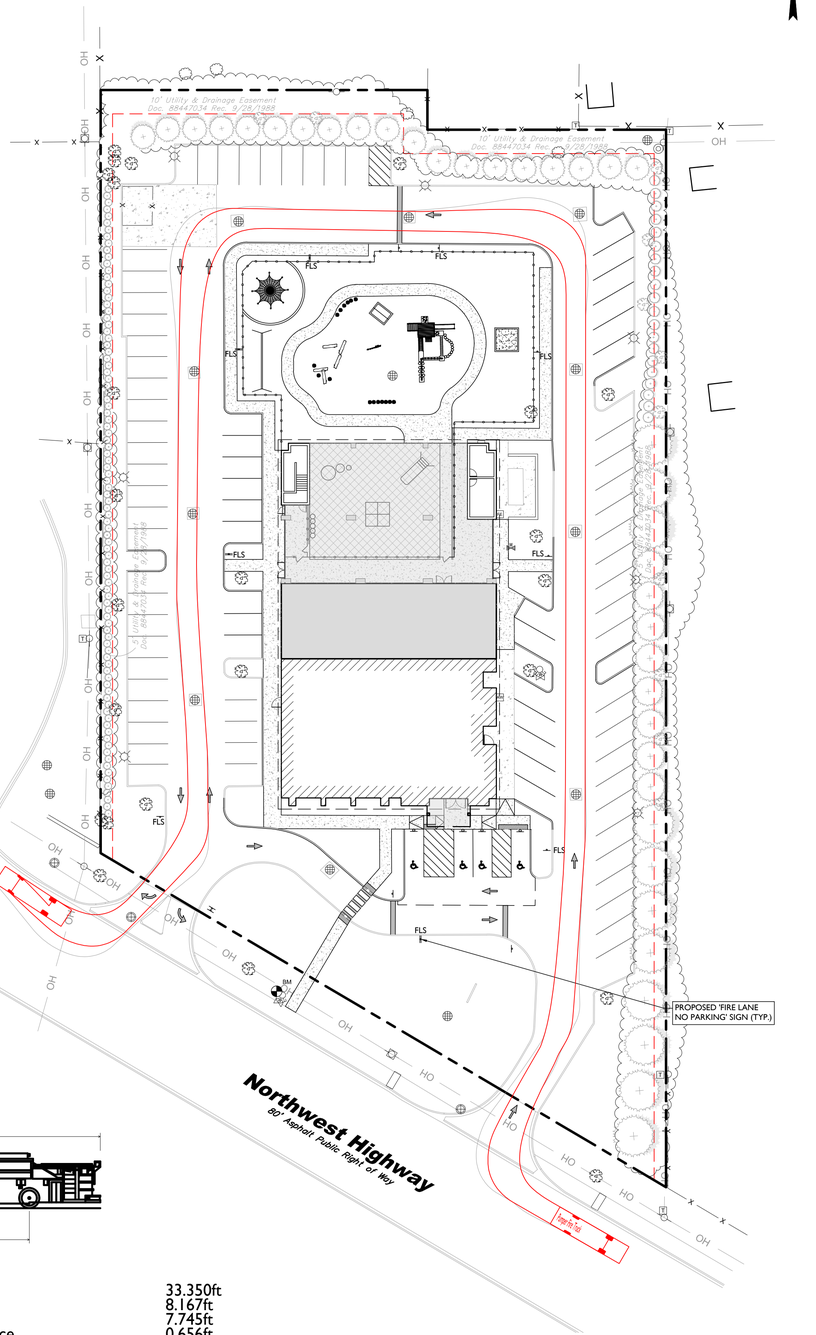
STONEFIELD engineering & design

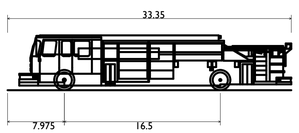
SCALE: 1" = 30' | PROJECT ID: DET-240465

TITLE: SITE PLAN

DRAWING: C-3

FIRE TRUCK ROUTE

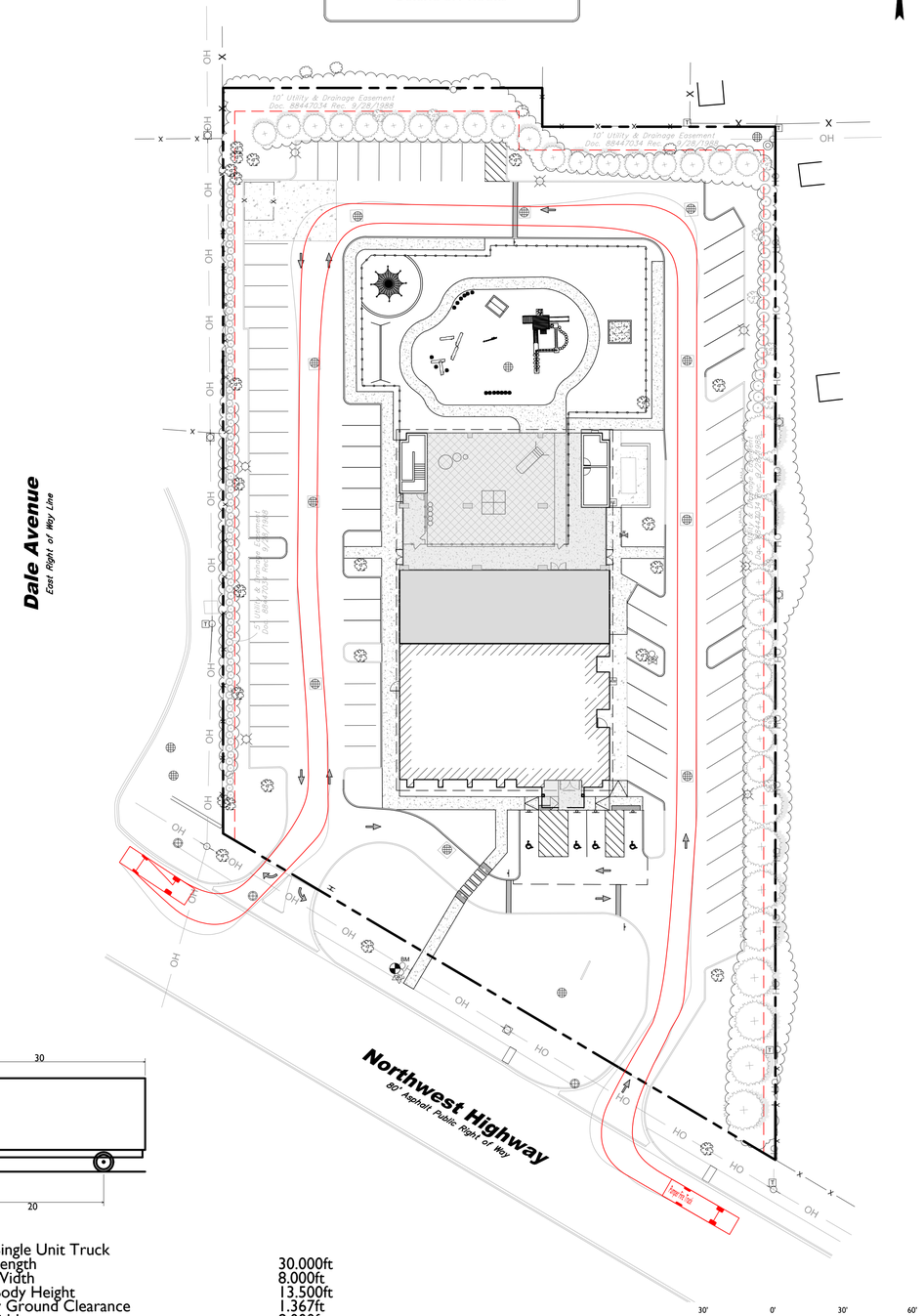


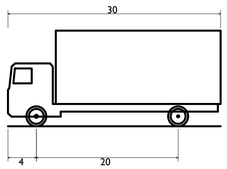


Pumper Fire Truck	
Overall Length	33.350ft
Overall Width	8.167ft
Overall Body Height	7.745ft
Min Body Ground Clearance	0.656ft
Track Width	8.167ft
Lock-to-lock time	5.00s
Max Wheel Angle	45.00°

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°

ISSUE	DATE	BY	DESCRIPTION
3	05/06/2025	JD/KH	RESUBMISSION FOR SITE PLAN APPROVAL
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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

LICENSED PROFESSIONAL ENGINEER
JONATHAN REID COOKSEY
062-087140
J. REID COOKSEY, P.E.
ILLINOIS LICENSE No. 062-087140
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

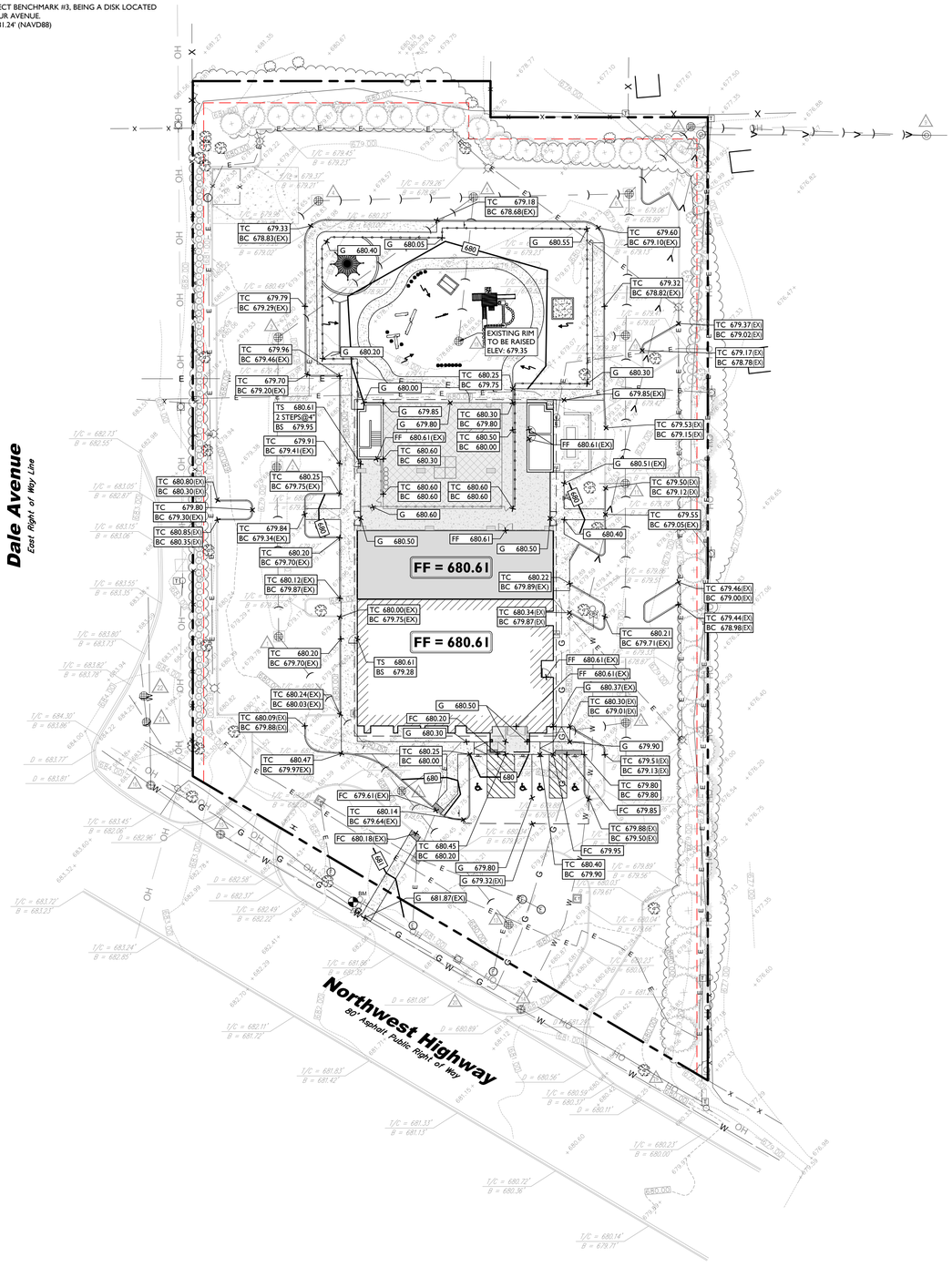
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BENCHMARK - ON SITE

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 = 679.60' 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'
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 EASEMENT 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 ½ 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	JDK/H	RESUBMISSION FOR SITE PLAN APPROVAL
2	04/15/2025	JDK/H	RESUBMISSION FOR SITE PLAN APPROVAL
1	03/14/2025	JDK/H	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: 03-33-407-035-0000
1040 WEST NORTHWEST HIGHWAY
VILLAGE OF MOUNT PROSPECT
COOK COUNTY, ILLINOIS

JONATHAN REID COOKSEY
062-067161
LICENSED PROFESSIONAL ENGINEER
J. REID COOKSEY, P.E.
ILLINOIS LICENSE No. 062-067161
LICENSE EXPIRATION: 11/30/2026
STATE OF ILLINOIS

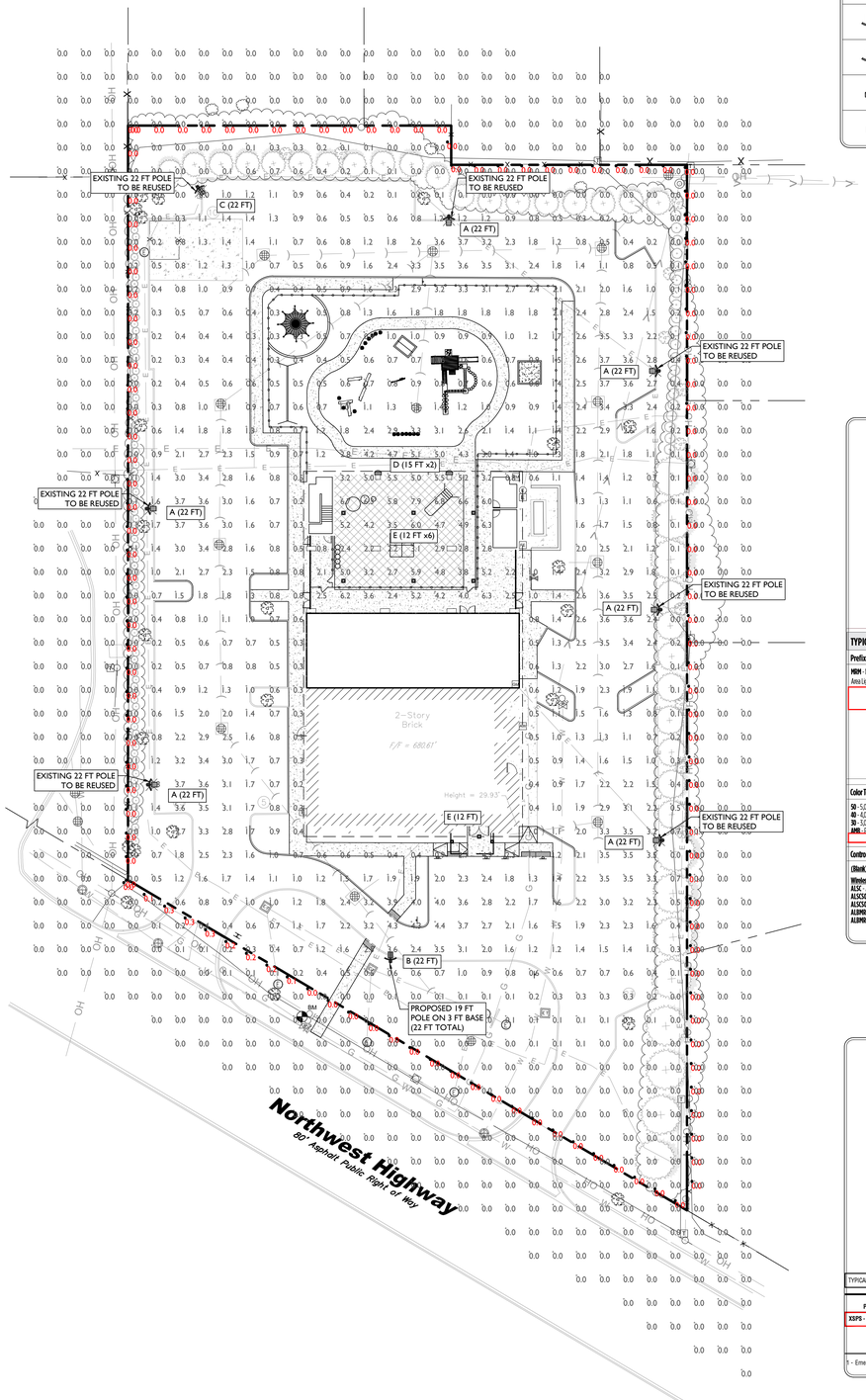
STONEFIELD engineering & design

SCALE: 1" = 30' | PROJECT ID: DET-240465

TITLE: GRADING, STORMWATER MANAGEMENT, & UTILITY PLAN

DRAWING: C-5

V:\DET\2024\DET-240465\ZON\MAS\MAND - 1040 W NORTHWEST HIGHWAY, MOUNT PROSPECT, IL\CAD\PLOTS\PDF\05_GRAD_STMUTL.DWG



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)
- +XX — PROPOSED LIGHTING INTENSITY (OVERALL SITE - FOOTCANDLES)
- +XX — 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[1]	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, 212W **36L** - 36,000 lms, 280W **42L** - 42,000 lms, 314W **48L** - 48,000 lms, 401W **55L** - 55,000 lms, 458W Custom Lumen Packages[1]	**SIL** - Silicone	**2** - Type 2 **3** - Type 3 **4** - Type 4 **5W** - Type 5 Wide **FT** - Forward Throw **FTA** - Forward Throw Automotive **HM** - Automotive Merchandise **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 (547-480V)	**DIM** - 0-10V Dimming (0-10V)

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)[3] **IL** - Integral Louver (Sharp Spill Light Cutoff)[3]

Controls (Choose One)

(**Blank**) - None

Wireless Controls System
ALSC - Axis Ink Synapse Control System[2]
ALSCS02 - Axis Ink Synapse Control System with 12-20' Motion Sensor[4]
ALSCS04 - Axis Ink Synapse Control System with 20-40' Motion Sensor[4]
ALBMR12LR - Axis Ink Blue Long Range Wireless Motion & Photo Sensor Controller (9-14' mounting height)[2,3]
ALBMR20LR - Axis Ink Blue Long Range Wireless Motion & Photo Sensor Controller (25-40' mounting height)[2,3]

Stand-Alone Controls
EXT - 0-10v Dimming leads extended to housing exterior
CETP - 7 Pin Control Receptacle ANSI C136.41[3]
IMSBT1L - Integral Bluetooth® Motion and Photocell Sensor (8-24' MH)[2,3]
IMSBT2L - Integral Bluetooth® Motion and Photocell Sensor (25-40' MH)[2,3]

Button Type Photocells
PC120 - 120V
PC208-277 - 208 - 277V
PC347 - 347V

FIXTURES 'A', 'B' & 'C'

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 **WHO** - 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	**CWT** - 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'



TYPICAL ORDER EXAMPLE: XWM 2 LED 03L 30 UE BRZ ALSC

Family	Distribution	Light Source	Lumen Package	Color Temperature
XWM - Miracda 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 (547-480V)	**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** - Airlink Synapse Control System **ALSCS03** - Airlink Synapse Control System with 8-12' Motion Sensor **ALSCS02** - Airlink Synapse Control System with 12-20' Motion Sensor **ALBMR12LR** - Airlink Blue Wireless Motion & Photo Sensor Controller (8 - 15') mounting height)[2] **ALBMR20LR** - Airlink Blue Wireless Motion & Photo Sensor Controller (16 - 40' mounting height)[2] **Standalone Controls** **DIM** - 0-10v Dimming leads extended to housing exterior **IMSBT1L** - Integral Bluetooth™ Motion and Photocell Sensor (8-24' MH)[2,3] **IMSBT2L** - Integral Bluetooth™ Motion and Photocell Sensor (25-40' MH)[2,3] **Button Type Photocells** **PC120** - 120V **PC208-277** - 208 - 277V **PC347** - 347V	**Blank** - None **BB** - Battery Back-up (0°C)[1] **CWBB** - Cold Weather Battery Backup (-20°C)[1] **XPMA** - Pole Mounting Bracket **SPS** - 10kV Surge Protection **TB** - Terminal Block

FIXTURE 'D'

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	JDK/KH	RESUBMISSION FOR SITE PLAN APPROVAL
2	04/15/2025	JDK/KH	RESUBMISSION FOR SITE PLAN APPROVAL
1	03/14/2025	JDK/KH	FOR SITE PLAN APPROVAL

NOT APPROVED FOR CONSTRUCTION

STONEFIELD engineering & design
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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

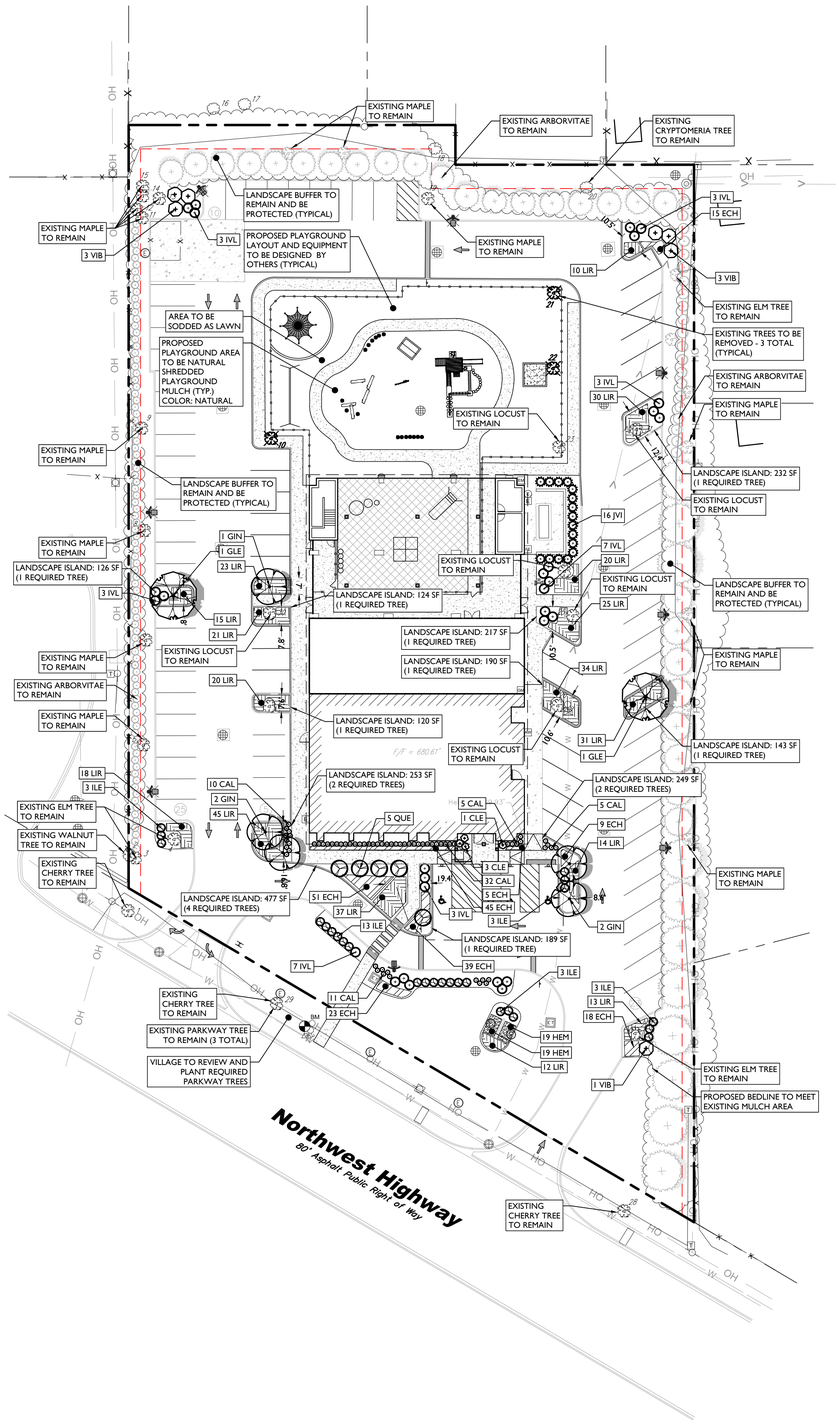


STONEFIELD engineering & design

SCALE: 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.

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)
§ 14.2306.A.1	PARKING LOT LANDSCAPING 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
§ 14.2306.B.1.b	PERIMETER LANDSCAPING 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.

SYMBOL **DESCRIPTION**

EXISTING TREE TO BE REMOVED

EXISTING TREE TO REMAIN

Know what's **below** **Call** before you dig.

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	JDKH	RESUBMISSION FOR SITE PLAN APPROVAL
2	04/15/2025	JDKH	RESUBMISSION FOR SITE PLAN APPROVAL
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NOT APPROVED FOR CONSTRUCTION

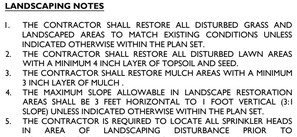
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SITE DEVELOPMENT PLANS

1040 W NORTHWEST HWY

PROPOSED DAYCARE FACILITY & NATURAL PLAYGROUND

PID: 03-32-407-035-0000
1040 WEST NORTHWEST HIGHWAY
VILLAGE OF MOUNT PROSPECT
COOK COUNTY, ILLINOIS



J. REID COOKSEY, P.E.
ILLINOIS LICENSE No. 062-057741
LICENSED PROFESSIONAL ENGINEER
STATE OF ILLINOIS

STONEFIELD engineering & design

SCALE: 1" = 30' | PROJECT ID: DET-240465

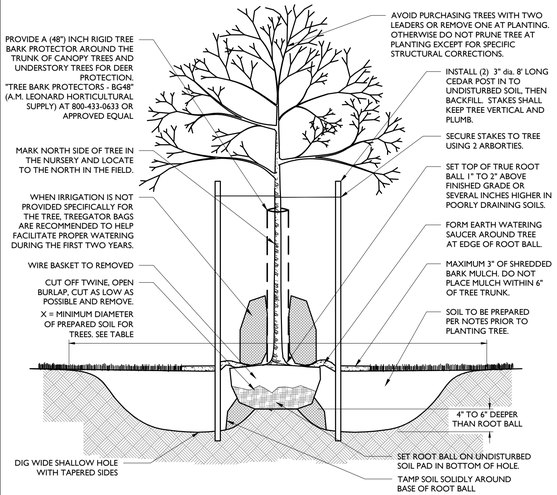
TITLE: **LANDSCAPING PLAN**

DRAWING: **C-7**

V:\DET\2024\DET-240465 JOH HANZMAN\D - 1040 W NORTHWEST HIGHWAY, MOUNT PROSPECT, IL\CAD\PLOTS\DP-07 @ LANDSCAPE

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



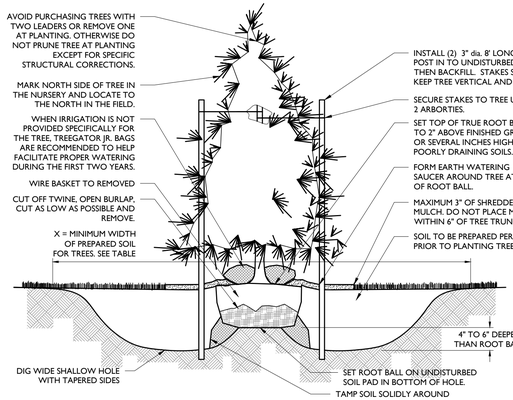
DECIDUOUS TREE PLANTING DETAIL

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

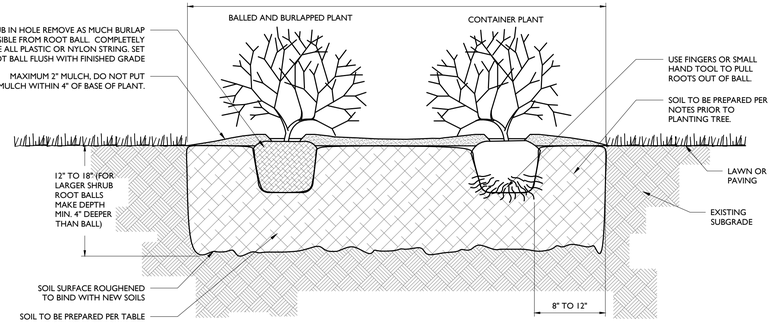


CONIFEROUS TREE PLANTING DETAIL

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

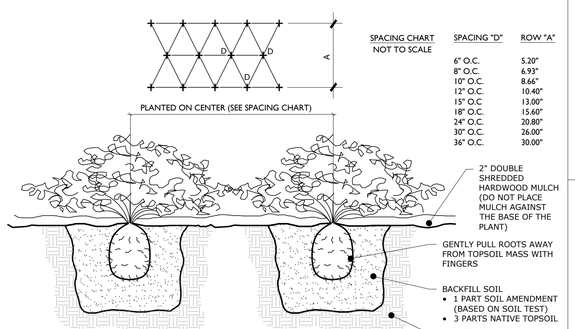
DECIDUOUS AND EVERGREEN SHRUB PLANTING DETAIL

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



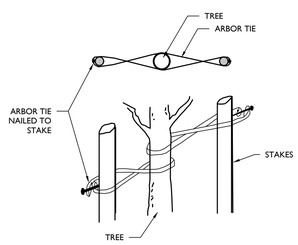
SPACING CHART
NOT TO SCALE

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 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. 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 FIXTURES 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.
- MYCORRHIZAL 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

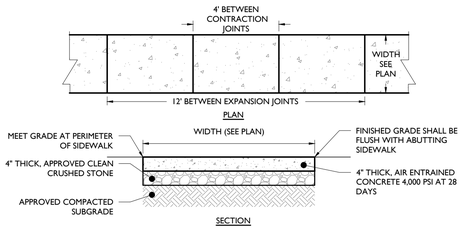
TABLE NOTES:
1. AT EACH IRRIGATION, APPLY TWO TO THREE GALLONS PER INCH TRUNK CALIPER TO THE ROOT BALL SURFACE. APPLY IT IN A MANNER SO ALL WATER SOAKS THE ENTIRE ROOT BALL. DO NOT WATER IF ROOT BALL IS WET/SATURATED ON THE IRRIGATION DAY.

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 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 ADDED 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:
    PLANTS (MARCH 15 - DECEMBER 15)
    LAWNS (MARCH 15 - JUNE 15 OR SEPTEMBER 1 - DECEMBER 1)
16. THE FOLLOWING TREES ARE SUSCEPTIBLE T

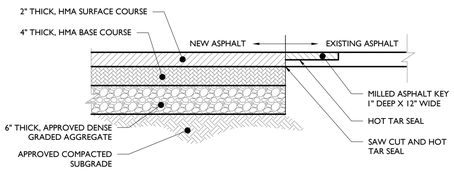


CONCRETE WALKWAY DETAIL

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 ½" FROM THE SURFACE.
3. 1" DEEP BY ¼" WIDE, TOOLED CONTRACTION JOINTS SHALL BE PROVIDED AT 4' INTERVALS.
4. EXPANSION JOIN SHALL BE PROVIDED WHERE ADJACENT TO A BUILDING.

1

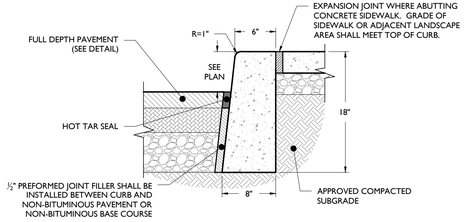


FULL DEPTH ASPHALT PAVEMENT DETAIL

NOT TO SCALE

NOTE:
HMA MIX AND DENSE GRADED AGGREGATE SHALL CONFORM TO STATE DEPARTMENT OF TRANSPORTATION SPECIFICATIONS.

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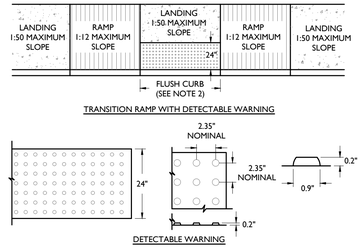


CONCRETE CURB DETAIL

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 ½" 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



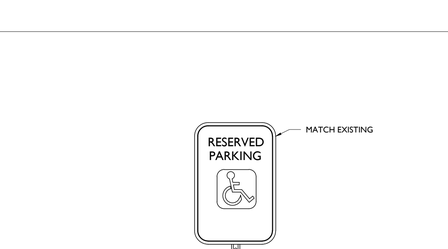
TRANSITION RAMP DETAIL

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

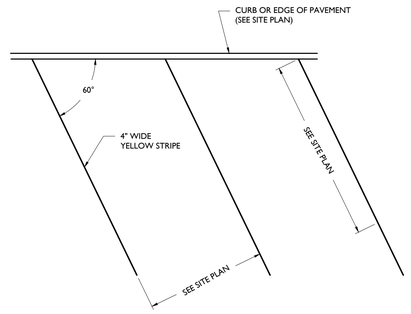
FLUSH CURB DIMENSIONS		
A	B	C
72"	6"	12"
60"	5"	13"
48"	4"	14"
36"	3"	15"



FLUSH CURB DETAIL

NOT TO SCALE

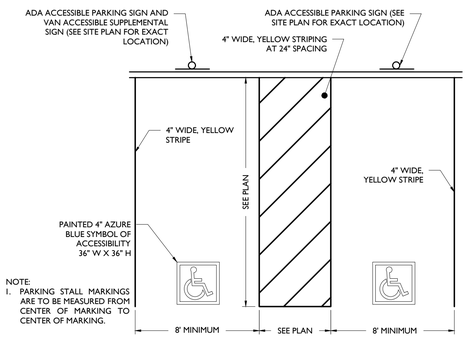
5



ANGLED PARKING STALL MARKINGS

NOT TO SCALE

6

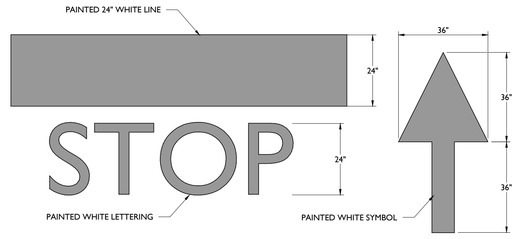


NOTE:
1. PARKING STALL MARKINGS ARE TO BE MEASURED FROM CENTER OF MARKING TO CENTER OF MARKING.

ACCESSIBLE PARKING STALL MARKINGS

NOT TO SCALE

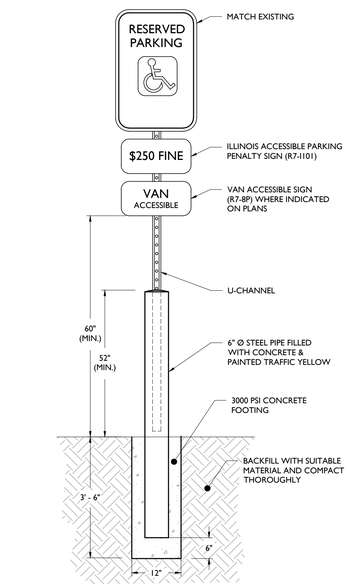
7



STOP BAR & ARROW DETAILS

NOT TO SCALE

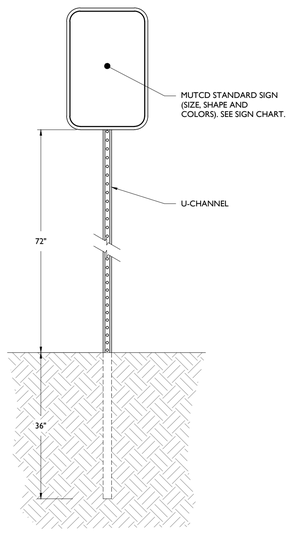
8



ACCESSIBLE PARKING SIGN WITH BOLLARD DETAIL

NOT TO SCALE

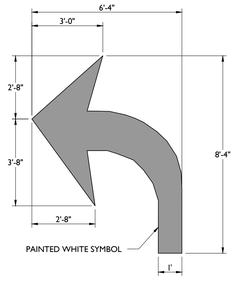
9



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

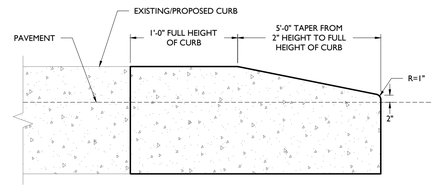
M.U.T.C.D. NUMBER	TEXT	COLOR		SIZE OF SIGN (WIDTH X HEIGHT)	TYPE OF MOUNT
		LEGEND	BACKGROUND		
STOP SIGN (R1-1)	STOP	WHITE	RED	36"x36"	GROUND
DO NOT ENTER (R5-1)	DO NOT ENTER	RED	WHITE	30"x30"	GROUND
ONE WAY RIGHT (R6-1R)	ONE WAY	BLACK	WHITE	36"x12"	GROUND

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	JDKH	RESUBMISSION FOR SITE PLAN APPROVAL
2	04/15/2025	JDKH	RESUBMISSION FOR SITE PLAN APPROVAL
1	03/14/2025	JDKH	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: 03-32-407-025-0000
1040 WEST NORTHWEST HIGHWAY
VILLAGE OF MOUNT PROSPECT
COOK COUNTY, ILLINOIS

LICENSED PROFESSIONAL ENGINEER
JONATHAN REID COOKSEY
062-069734
J. REID COOKSEY, P.E.
ILLINOIS LICENSE No. 062-069734
LICENSE EXPIRATION DATE: NOVEMBER 30, 2026
STATE OF ILLINOIS

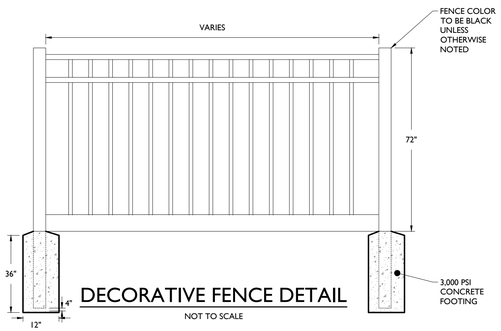
STONEFIELD engineering & design

SCALE: AS SHOWN | PROJECT ID: DET-240465

TITLE: CONSTRUCTION DETAILS

DRAWING: C-9

V:\DET\2024\DET-240465\JON MAIN\DWG - 1040 W NORTHWEST HIGHWAY, MOUNT PROSPECT, IL\CAD\PLOTS\PLAN SETS.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

V:\DET\2024\DET-240465\ [DWT\ANDARD - 1040 W NORTHWEST HIGHWAY, MOUNT PROSPECT, IL\CAD\PLOTS\PLAN SHEETS.DWG

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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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



STONEFIELD engineering & design

SCALE: AS SHOWN | PROJECT ID: DET-240465

TITLE:

CONSTRUCTION DETAILS

DRAWING:

C-10

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'				

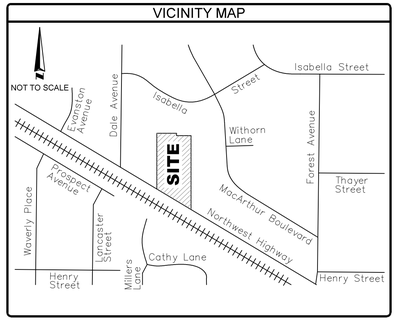
NOTES CORRESPONDING TO SCHEDULE "B" ITEMS

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

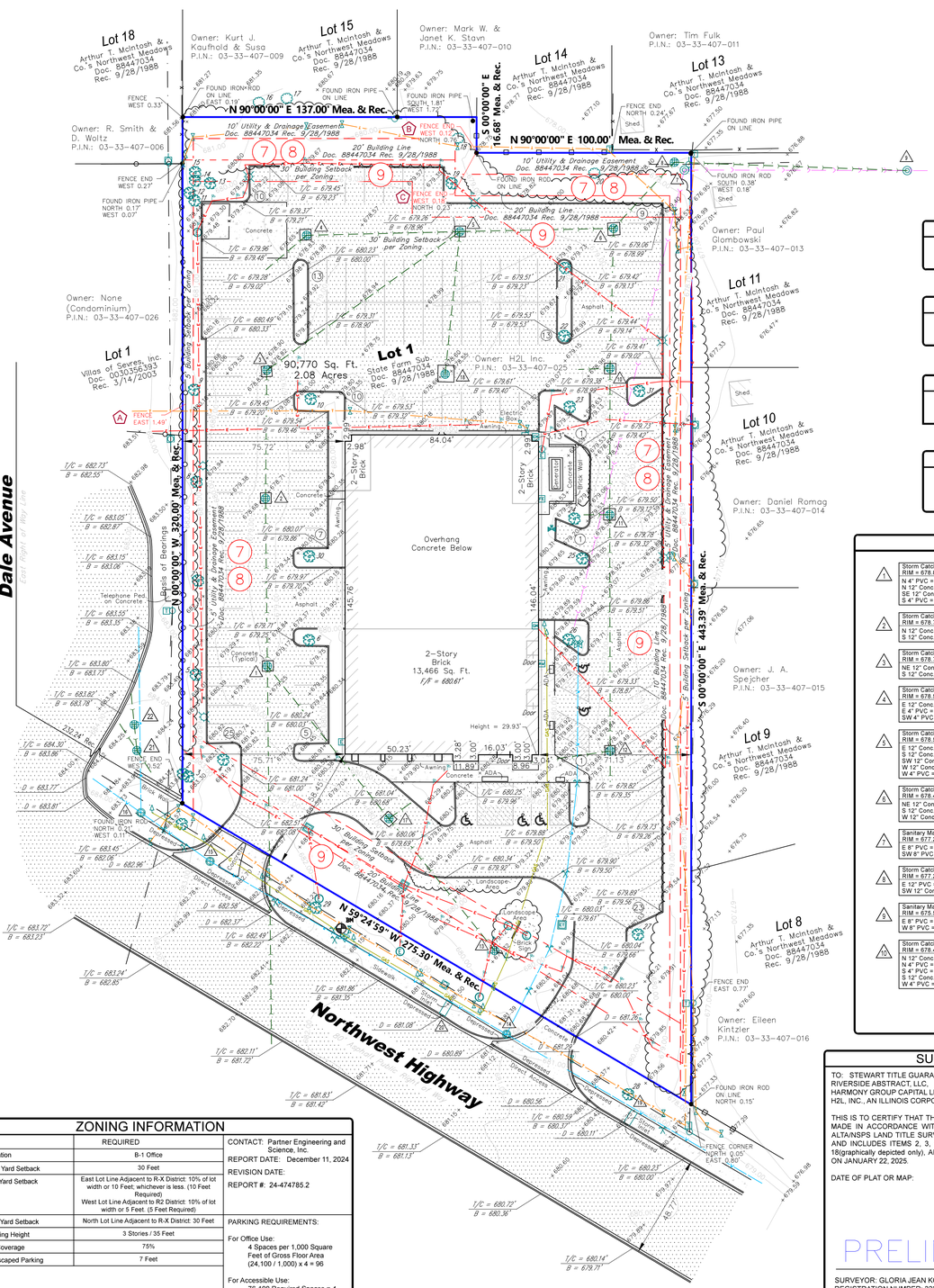
8 UTILITY AND DRAINAGE EASEMENT PROVISIONS CONTAINED ON THE PLAT OF SUBDIVISION RECORDED AS DOCUMENT NUMBER 88447034 RESERVING AND GRANTING ALL EASEMENTS WITHIN THE AREAS SHOWN BY DOTTED LINES AND MARKED "EASEMENT" ON SAID PLAT TO THOSE PUBLIC UTILITY COMPANIES OPERATING UNDER FRANCHISE FROM SAID MUNICIPALITY 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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Dale Avenue
East Right of Way Line
Lot 18
Arthur T. McIntosh & Co.'s Northwest Meadows Doc. 88447034 Rec. 9/28/1988
Lot 15
Arthur T. McIntosh & Co.'s Northwest Meadows Doc. 88447034 Rec. 9/28/1988
Lot 14
Arthur T. McIntosh & Co.'s Northwest Meadows Doc. 88447034 Rec. 9/28/1988
Lot 13
Arthur T. McIntosh & Co.'s Northwest Meadows Doc. 88447034 Rec. 9/28/1988
Lot 11
Arthur T. McIntosh & Co.'s Northwest Meadows Doc. 88447034 Rec. 9/28/1988
Lot 10
Arthur T. McIntosh & Co.'s Northwest Meadows Doc. 88447034 Rec. 9/28/1988
Lot 9
Arthur T. McIntosh & Co.'s Northwest Meadows Doc. 88447034 Rec. 9/28/1988
Lot 8
Arthur T. McIntosh & Co.'s Northwest Meadows Doc. 88447034 Rec. 9/28/1988
Lot 1
Villas of Seves, Inc. Doc. 0030356393 Rec. 3/14/2003
Owner: Kurt J. Kaufhold & Susa P.I.N.: 03-33-407-009
Owner: Mark W. & Janet K. Stavn P.I.N.: 03-33-407-010
Owner: Tim Fulk P.I.N.: 03-33-407-011
Owner: R. Smith & D. Woltz P.I.N.: 03-33-407-006
Owner: None (Condominium) P.I.N.: 03-33-407-026
Owner: Paul Glombowski P.I.N.: 03-33-407-013
Owner: Daniel Romag P.I.N.: 03-33-407-014
Owner: J. A. Spejcher P.I.N.: 03-33-407-015
Owner: Eileen Kintzler P.I.N.: 03-33-407-016
Owner: H2L Inc. P.I.N.: 03-33-407-025
Lot 1
90,770 Sq. Ft.
2.08 Acres
State Farm Sub. 88447034 Doc. Rec. 9/28/1988
N 90°00'00" E 137.00' Mea. & Rec.
N 90°00'00" E 100.00' Mea. & Rec.
S 0°00'00" E 166.68' Mea. & Rec.
S 0°00'00" E 443.39' Mea. & Rec.
N 0°00'00" W 320.00' Mea. & Rec.
N 59°24'59" W 275.30' Mea. & Rec.
Basis of Bearings
Northwest Highway
Overhang Concrete Below
2-Story Brick 13,466 Sq. Ft. f/f = 680.61'
Height = 29.93'
2-Story Brick
Concrete
Asphalt
Shed
Awning
Electric Box
Telephone Ped. on Concrete
Landscape Area
Brick Wall
Fence
Overhead Wires
Underground Electric
Underground Gas
Underground Telephone
Storm Line
Sanitary Line
Water Line
Gas Line
Direct Access
Curb Cut
Door
ADA
Sidewalk
Parking
Building Setback per Zoning
10' Utility & Drainage Easement Doc. 88447034 Rec. 9/28/1988
20' Building Line Doc. 88447034 Rec. 9/28/1988
FENCE END WEST 0.12' NORTH 0.24'
FENCE END WEST 0.18' NORTH 0.23'
FENCE END NORTH 0.24' WEST 0.52'
FENCE END WEST 0.27'
FENCE EAST 1.49'
FENCE END EAST 0.77'
FENCE CORNER NORTH 0.05' EAST 0.80'
FOUND IRON ROD ON LINE NORTH 0.11' WEST 0.18'
FOUND IRON ROD ON LINE NORTH 0.38' WEST 0.18'
FOUND IRON ROD ON LINE NORTH 0.15'
FOUND IRON PIPE NORTH 0.17' WEST 0.07'
FOUND IRON PIPE ON LINE
FOUND IRON PIPE SOUTH 1.81' WEST 1.73'
FOUND IRON PIPE ON LINE
FOUND IRON PIPE ON LINE
FOUND IRON PIPE ON LINE
FOUND IRON ROD ON LINE
FOUND IRON ROD ON LINE
FOUND IRON ROD

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

- 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
- COLUMN REFERENCE
- KEY NOTE - NUMBERED
- KEY NOTE - EXTERIOR FINISH
- 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
⊥	PERPENDICULAR
⏥	PLATE
ϕ	ROUND
□	SQUARE
X	WIDTH X HEIGHT
W/	WITH

ABBREVIATIONS

ABV	ABOVE
AFF	ABOVE FINISHED FLOOR
ACC	ACCESS
AF	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	BASS 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
CAP	CAPACITY
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
COL	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
EMNT	EASEMENT
E	EAST
ELAST	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
EXPMET	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
FHC	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
HGT	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	MANUFACTURER, (ER)
MRB	MARBLE
MAS	MASONRY
MTL	MATERIAL
MAX	MAXIMUM
MECH	MECHANIC, (AL)
MC	MEDICINE CABINET
MED	MEDIUM
MDO	MEDIUM DENSITY OVERLAY
MBE	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
OPNG	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
PAVIN	PAVIN
PK	PARKING
PBD	PARTICLE BOARD
PTN	PARTITION
PV	PAVE, (D), (ING)
PVMT	PAVEMENT
PERM	PERMANENT, (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
PRE	PREFORMED
PREM	PREMOLDED
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
REQD	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
SCL	SOAP DISPENSER
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
STUCO	STUCCO
SFLR	SUBFLOOR
SA	SUPPLY AIR
SUS	SUSPENDED
SYD	SY 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
VCP	VITREOUS CLAY PIPE
VCT	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

HARMONY GROUP

CHILD CARE

1040 W NORTHWEAST HWY
MOUNT PROSPECT, IL 60056

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	106	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 ACCORDINGLY. THIS REQUIREMENT, SHOP DRAWING REVIEW, AND 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)

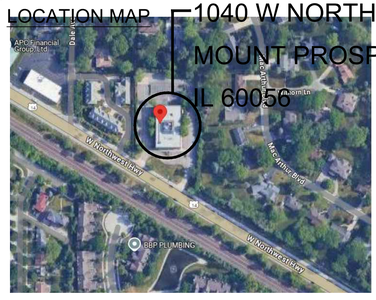
PROPOSED OCCUPANT — ALLOWED (REFER TO LICENSING CHART)

CHILDREN	339
TEACHERS	49
STAFF	2
TOTAL OCCUPANTS	390

PLUMBING FIXTURE COUNT:	ELEMENT	REQUIRED	PROVIDED
		389 OCC. / 2 = 195M, 195 F	
	WATER CLOSET	8: 151-175 OVER 175 ADD FIXTURE FOR EACH 50 MALES/FEMALES TOTAL 18	32 CHILDREN 1 FEMALE (STAFF) 1 MALE (STAFF) TOTAL 34
	LAVATORY	8: 151-175 OVER 175 ADD FIXTURE FOR EACH 50 MALES/FEMALES TOTAL 18	18 CHILDREN 1 FEMALE (STAFF) 1 MALE (STAFF) 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



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Implementation Services

ISSUE

NO.	DATE	DESCRIPTION	INT.
1	12/06/2024	SCHEMATIC DESIGN REVIEW	MBJ

REVISION

NO.	DATE	DESCRIPTION	INT.

PRINCIPALS

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CHERYL SCHWEIKER, AIA

Project:
HARMONY GROUP PROSPECT
1040 W NORTHWEAST HWY
MOUNT PROSPECT, IL 60056

Project Number:	Scale:
HARMONYNY24-309	
Drawn By:	Approved By:
JY	MBJ

Drawing Name:
TITLE SHEET

Drawing Number:
SA-1.5

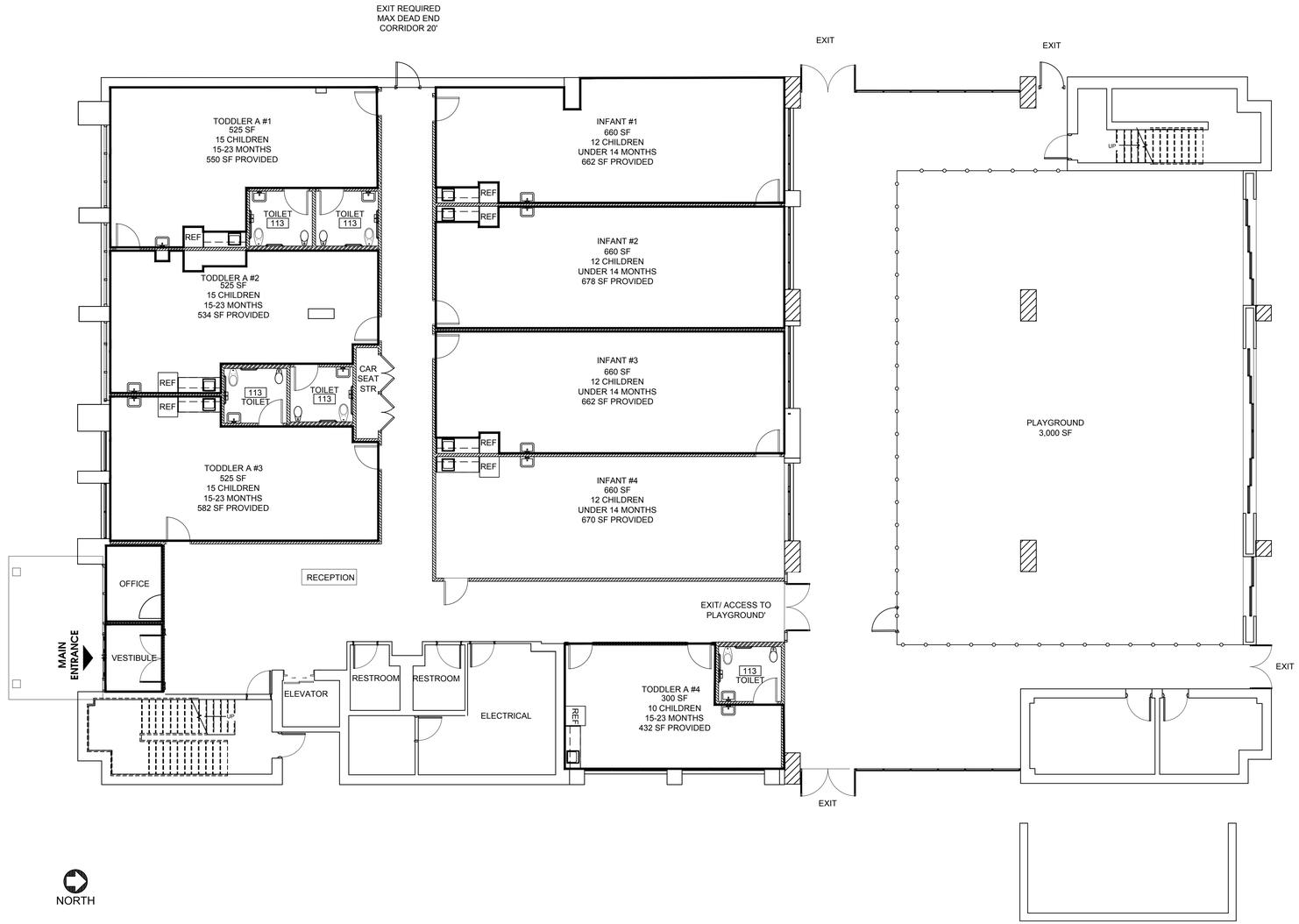
Initial Date: 12/06/2024

ARCHITECT OF RECORD

MATTHEW B. JARMEL, AIA, MBA
NY LIC 024673

H:\DRAWINGS\HARMONY GROUP\HARMONY24-309 - 1040 WEST NORTHWEST HWY MT PROSPECT\ILCDS\HARMONY24-297-T-100.DWG BBARRERES PLOTTED: 4/10/2025 12:22 PM

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

REVISION

NO.	DATE	DESCRIPTION	INT.

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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

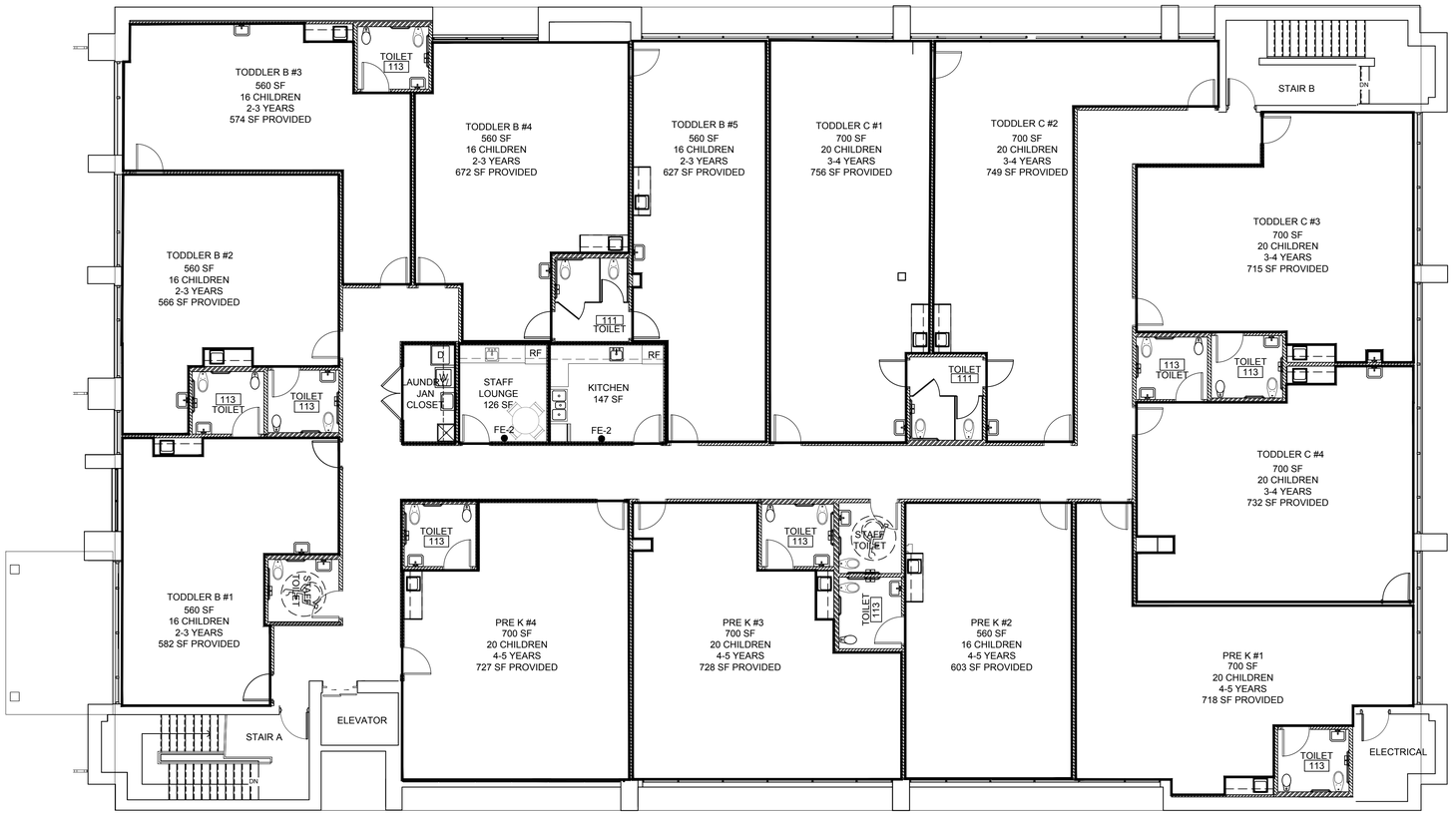
Initial Date:

ARCHITECT OF RECORD

MATTHEW B. JARMEL, AIA, MBA
IL LIC 001.020069

H:\DRAWINGS\HARMONY GROUP\HARMONY\24-309 - 1040 WEST NORTHWEST HWY MT PROSPECT\LSPACE PLANS\BLOCKING.DWG BEATRIZ BARRERES PLOTTED: 4/10/2025 12:24 PM

LEVEL 2:
NUMBER OF CHILDREN: 236
NUMBER OF TEACHER: 24



NORTH

1 SECOND FLOOR

SCALE: 1/8"=1'-0"

H:\DRAWINGS\HARMONY GROUP\HARMONY\24-309 - 1040 WEST NORTHWEST HWY MT PROSPECT\LSPACE PLANS\BLOCKING.DWG BEATRIZ BARRERES PLOTTED: 4/10/2025 12:24 PM

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REVISION

NO.	DATE	DESCRIPTION	INT.

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1040 W NORTHWEAST HWY
MOUNT PROSPECT, IL 60056

Project Number:	Scale:
HAR24-309	AS NOTED
Drawn By:	Approved By:
BB	MBJ

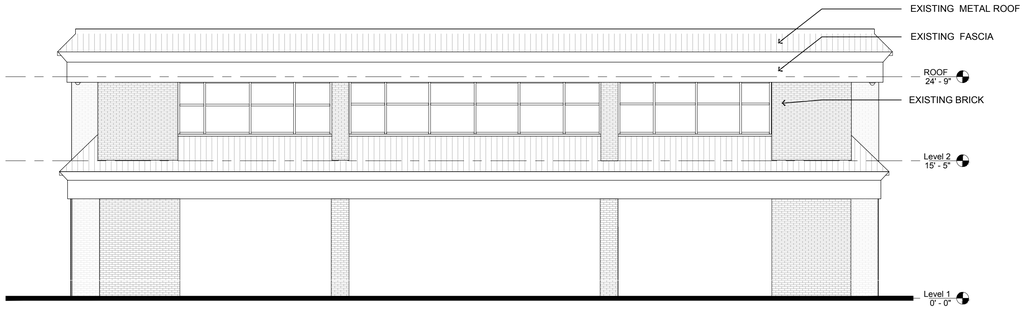
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SPACE PLAN
SECOND FLOOR

Drawing Number:
SA-1.2

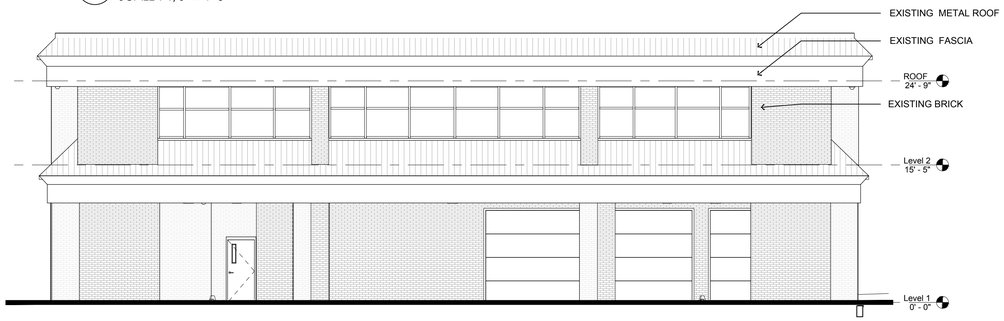
Initial Date:

ARCHITECT OF RECORD

MATTHEW B. JARMEL, AIA, MBA
IL LIC 001.020069



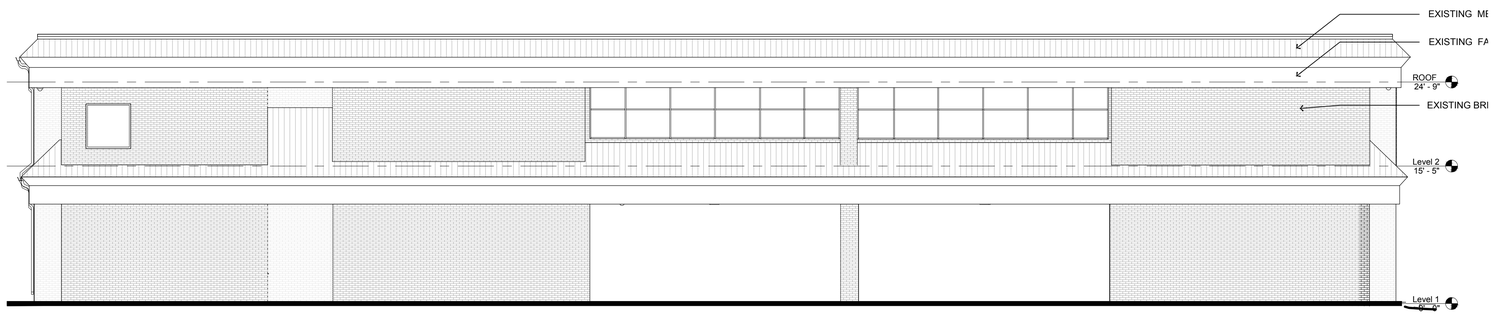
5 EXISTING NORTH ELEVATION @ PLAYGROUND
SCALE : 1/8" = 1'-0"



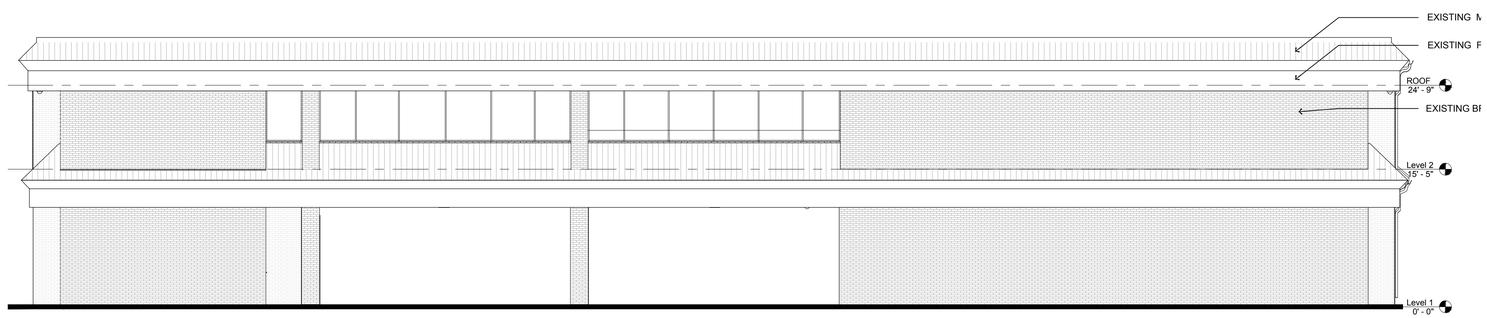
3 EXISTING NORTH ELEVATION
SCALE : 1/8" = 1'-0"



4 EXISTING SOUTH ELEVATION
SCALE : 1/8" = 1'-0"



2 EXISTING EAST ELEVATION
SCALE : 1/8" = 1'-0"



1 EXISTING WEST ELEVATION
SCALE : 1/8" = 1'-0"

Jarmel Kizel
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ISSUE

NO.	DATE	DESCRIPTION	INT.
1	03/14/25	FOR CLIENT REVIEW	CS

REVISION

NO.	DATE	DESCRIPTION	INT.

PRINCIPALS
MATTHEW B. JARMEL, AIA, MBA
RICHARD A. JARMEL, PE
IRWIN H. KIZEL, AIA, PP

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BEATRIZ BARRERES, RA
ARMEN B. BOHOSSIAN, PE
JEREMY D. BOYER, AIA
ANDRZEJ B. BRZOZOWSKI, PE
RUIQIN CHEN, PE
SHANNON CROWNOVER, PE
THOMAS DAFONSECA, PE
ANDRE E. DIBI, PE
ANTHONY FACCHINO, PE, PLS, PP
GERARD P. GESARIO, PE
JONATHAN KUYBIDA, AIA
KAROLINA PODKANOWICZ, AIA
RENATA MALDONADO E REZENDE, AIA, LEED AP
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:
EXISTING ELEVATIONS

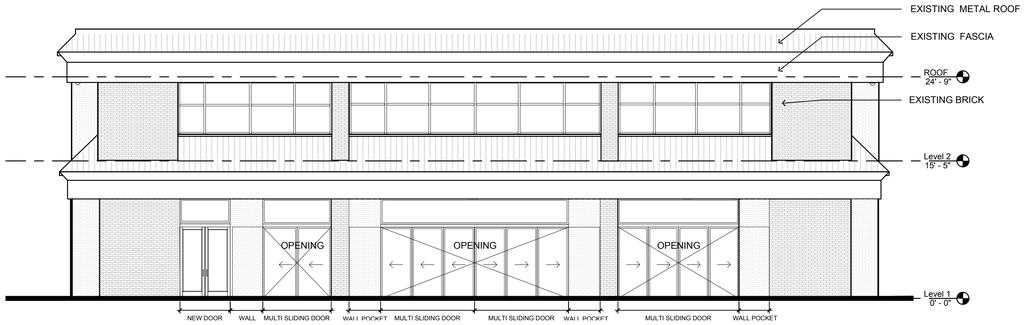
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Initial Date:

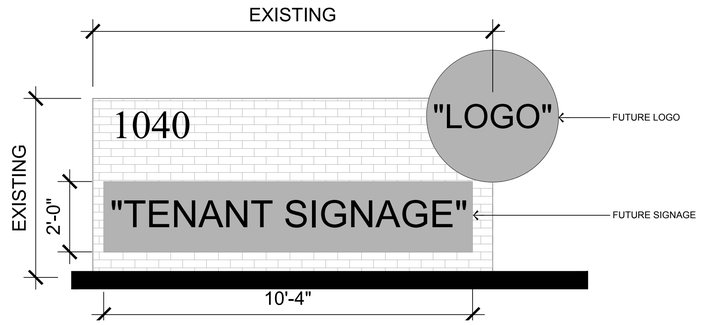
ARCHITECT OF RECORD

MATTHEW B. JARMEL, AIA, MBA
IL LIC 001.020069

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5 PROPOSED NORTH ELEVATION @ PLAYGROUND
SCALE : 1/8" = 1'-0"



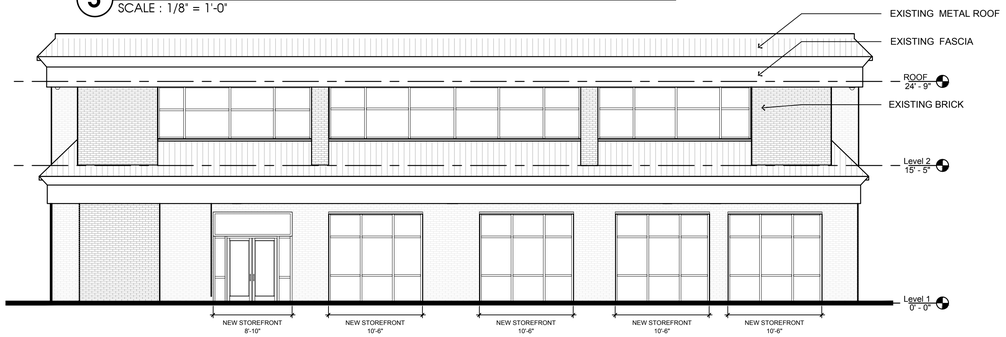
CANOPY SIGN: ZONING TABLE

ALLOWED (%)	ALLOWED (SF)	PROPOSED (SF)
50 (%) AREA	19 (SF)	19(SF)

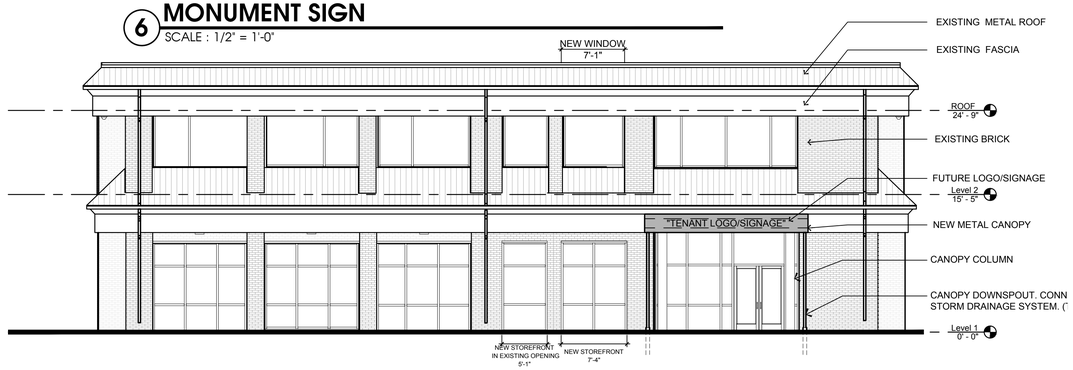
MONUMENT SIGN: ZONING TABLE

ALLOWED (SF)	PROPOSED (SF)
75 (SF)	60 (SF)

6 MONUMENT SIGN
SCALE : 1/2" = 1'-0"



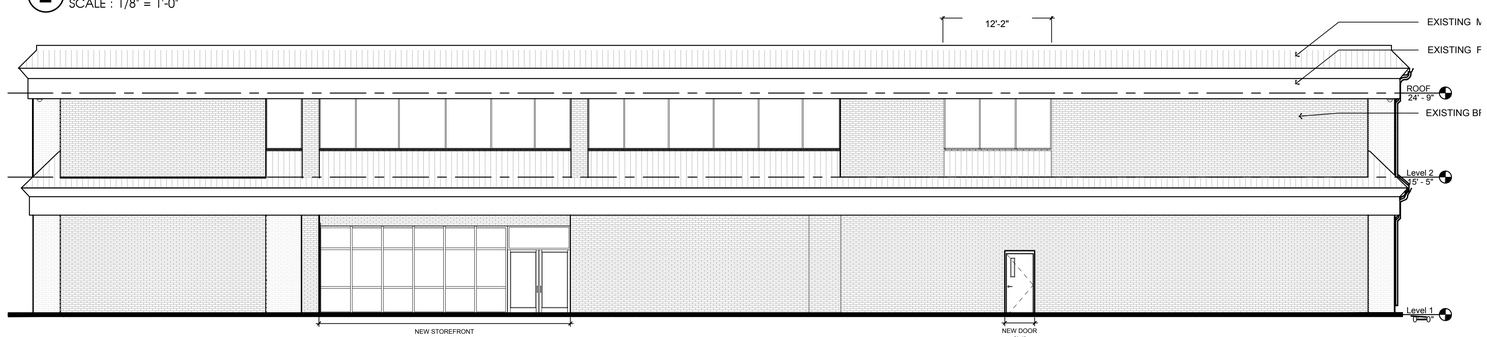
3 PROPOSED NORTH ELEVATION
SCALE : 1/8" = 1'-0"



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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ISSUE

NO.	DATE	DESCRIPTION	INT.
1	03/14/25	FOR CLIENT REVIEW	CS

REVISION

NO.	DATE	DESCRIPTION	INT.

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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:
PROPOSED ELEVATIONS

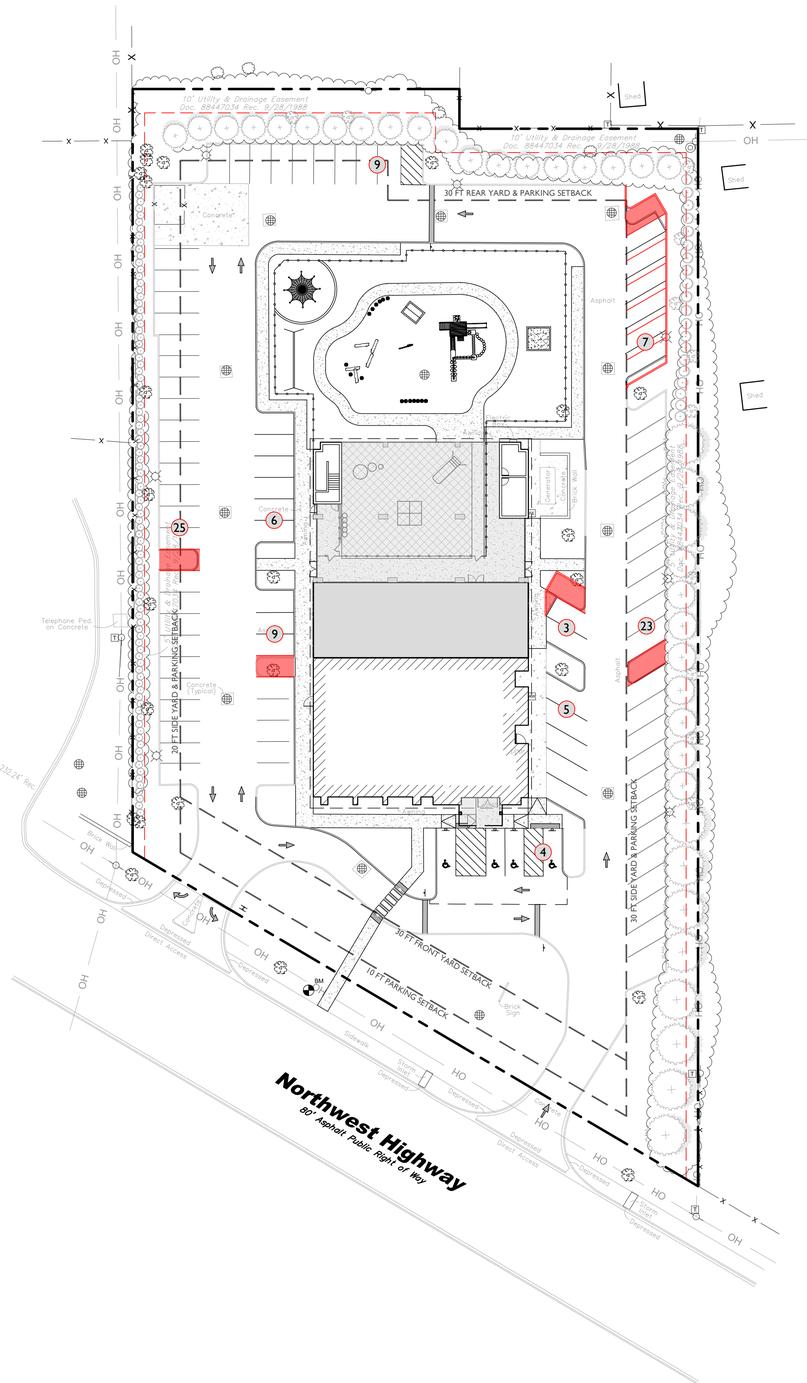
Drawing Number:
SA-1.4

Initial Date:

ARCHITECT OF RECORD

MATTHEW B. JARMEL, AIA, MBA
IL LIC 001.020069

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LAND BANKED PARKING			
REQUIRED	EXISTING	PROPOSED	LANDBANKED
83 SPACES	123 SPACES	86 SPACES	91 SPACES

SYMBOL	DESCRIPTION
	PROPERTY LINE
	PROPOSED CURB
	EXISTING BUILDING
	PROPOSED BUIDLING
	PROPOSED COVERED AREA / 2ND FLOOR BUILDING & PODIUM
	PROPOSED CONCRETE
	LAND BANKED SPACES

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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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: 03-23-407-035-0000
1040 WEST NORTHWEST HIGHWAY
VILLAGE OF MOUNT PROSPECT
COOK COUNTY, 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:

LAND BANKED PARKING PLAN

DRAWING:

EX-1

V:\DET\DRAWET\240465\CAD\MAINMAND - 1040 W NORTHWEST HIGHWAY, MOUNT PROSPECT, IL\LAND\PROTECTION PLAN SITE.DWG

MAYOR
Paul Wm. Hoefert

TRUSTEES
Vincent J. Dante
Terri Gens
William A. Grossi
John J. Matuszak
Colleen E. Saccotelli

VILLAGE MANAGER
Michael J. Cassady

VILLAGE CLERK
Karen Agoranos

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Village of Mount Prospect

50 S. Emerson Street, Mount Prospect, Illinois 60056

May 14, 2025

Fornaro law
c/o Heather Doman
1022 S. LaGrange Rd
La Grange, IL 60525
Via e-mail: [redacted]

Re: 1040 W. Northwest Highway / Conditional Use Approval for a Daycare Center / Review #3

Dear Ms. Doman,

The Village of Mount Prospect has reviewed the second submittal for conditional use approval for a daycare center at 1040 W. Northwest Highway, Mount Prospect. Staff has the following review comments:

Planning Division:
These comments should be addressed prior to granting conditional use approval:

1. A separate parking landbank plan shall be provided prior to the Village Board meeting (date TBD).

These comments may be addressed as part of the building permit submittal:

2. Consider adding foundation landscaping in the form of decorative, year-round planter boxes and pots along the west side of the building.
3. A code-compliant landscape plan, irrigation plan, photometric plan and signage drawings are required with the building permit submittal.

Public Works Department:
PW has no further comments regarding the Traffic Impact Study, and has no objection to the requested Conditional Use to operate a daycare. However, the comments noted below must be addressed before a Building Permit can be issued:

4. Narrow the driveway along the front of the building to a single lane width, and provide striping & signage to direct traffic one-way, eastbound.

5. Provide sidewalk for pedestrian access from the pick-up/drop-off area to the front door along the west side of the building.
6. Provide ADA/IAC compliant pedestrian access from public sidewalk to building.
7. Per MSD Permit 88-782, 0.353 ac-ft provided. Confirm permitted volume is still available, or provide (restore) as part of this project. Also, confirm the 3" restrictor is in place, or reinstall as part of this project.
8. Do not place signs back to back if they interfere with a reserved sign shape (no square signs on the back of octagonal stop signs).

Building Department:

9. A full building code plan review will be completed at time of permit submittal.

Environmental Health Division:

10. New daycare will require State of Illinois and DCFS approval. Provide all information to the State of Illinois and DCFS as necessary.
11. Specifications for the new kitchen will be required along with all other requirements of the New Food Establishment packet which is provided (see attachment).

Fire Department:

Please advise the petitioner that the following items must be included in the building/site plans submittal:

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

Village of Mount Prospect Fire Prevention Code, 24.20

13. A fire alarm system will be required for this project. Ensure that the fire alarm shop drawings with point-to-point wiring diagrams, battery load calculations, and equipment cut sheets are submitted for review.
14. An additional means of egress will be required based on occupancy load and travel distances. Additional means of egress may be required for any infant rooms and rooms for children under two.
15. 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.
16. Before final approval, a State of Illinois Fire Marshal inspection/ IL-DCFS license will be required.
17. Fire lanes will be required based on the site review. Additional marking of fire lanes will be required.

18. All egress doors are to use keyless locksets on the egress side. No flush bolts, dead or draw bolts, etc. will be allowed.

    Life Safety Code, 7.2.1.5.1

If any changes are requested, please make the changes as noted above and submit a point-by-point response letter and pdf files of the drawings. Please upload revisions into the portal. Feel free to contact me at (847) 818-5314 / achoi@mountprospect.org if you have any questions.

Sincerely,



Ann Choi
Development Planner
Community Development

c: File

MINUTES OF THE REGULAR MEETING OF THE PLANNING & ZONING COMMISSION

CASE NO. PZ-03-25	Hearing Date: May 22, 2025
PROPERTY ADDRESS:	1040 West Northwest Highway
PETITIONER:	W Northwest MP LLC c/o Timothy Foley, Fornaro Law 1022 S. La Grange Road La Grange, Illinois 60525
PROPERTY OWNER:	Patrick J. Hennelly, H2L, Inc.
PUBLICATION DATE:	May 7, 2025
REQUEST:	A conditional use approval to allow for a daycare center and other relief from the Village of Mount Prospect Village Code as may be required for this project.
MEMBERS PRESENT:	Joseph Donnelly Walter Szymczak William Beattie Michael Fricano Richard Rogers
MEMBERS ABSENT:	Donald Olsen Ewa Weir
STAFF MEMBERS PRESENT:	Ann Choi – Development Planner Antonia Lalagos – Development Planner Daniel Villalobos – Planning Intern
INTERESTED PARTIES:	Mark Stavnes, Resident, Village of Mount Prospect

This is a continuation of the same P&Z meeting following PZ-04-25, starting at 7:25 PM. Chairman Donnelly introduced case number PZ-03-25, 1040 Northwest Highway, a request for a conditional use for zoning relief. The Village Board's decision is final for this case.

Ms. Choi reported that the Petitioner, W Northwest MP LLC, in partnership with The Nest Schools Inc., is seeking conditional use approval to operate a daycare center within an

existing two-story, 16,568-square-foot office building. The subject property, located at 1040 W Northwest Highway, is zoned B-1 Business Office District.

Ms. Choi explained how the subject property is located between a townhome development to the west and single-family residential properties to the north and east. Ms. Choi stated that the existing office building was constructed in 1989 for State Farm Insurance. Ms. Choi stated that zoning records indicate that in 2008, the property was rezoned from B-1 to R-2 PUD and conditional use approval for a 14-unit townhome planned unit development was granted. However, the townhome project was never constructed, and the property subsequently reverted to its original B-1 zoning classification.

Ms. Choi further stated that the current owner 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.

Ms. Choi explained that the site access consists 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. Ms. Choi presented a slide of the existing site plan that showed that the ground floor of the building is open to vehicles with covered parking underneath the building. Ms. Choi stated that vehicular circulation generally follows a counter-clockwise rotation, with vehicles entering from the southern driveway into a one-way drive aisle with diagonal parking spaces located along the east side of the subject property.

Ms. Choi continued to explain that the petitioner proposes to retrofit the existing office building into a 339-student daycare facility with auxiliary playground space. Ms. Choi noted that the existing office building is located in the southern portion of the site, while the proposed outdoor playground will occupy the northern portion. Ms. Choi also noted that site access will remain unchanged.

Ms. Choi stated that the playground would total approximately 11,685 SF, of which 2,639 SF would be covered, and the remaining 9,046 SF would be outdoors. Ms. Choi further stated that surface-level parking spaces are located along the perimeter of the site, and that vehicular circulation would follow the same counterclockwise 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.

Ms. Choi also pointed out that the existing trash enclosure would remain in its existing location at the northwest corner of the site, and that the overall lot coverage would be reduced with the elimination of the 36 parking spaces and associated asphalt located north of the building to accommodate the outdoor natural playground area.

Ms. Choi stated that 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 1 parking space per employee and 1 space per 10 licensed capacity slots, resulting in a total requirement of 83 parking spaces, including a minimum of 4 ADA accessible spaces. Ms. Choi stated that the proposed site plan provides 86 parking spaces, which meets and exceeds zoning requirements, and 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.

Ms. Choi presented a slide showing that a substantial amount of existing landscape screening, primarily consisting of evergreen shrubs and arborvitae, currently exists along the west, north, and east perimeters of the site. Ms. Choi noted that 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. Ms. Choi stated that a 4-foot-wide band of foundation landscaping will be provided on the north and south elevations and on the south and east elevations of the building. Ms. Choi further stated that shade trees and live coverage will be added to parking lot islands throughout the site. Ms. Choi also stated that the existing freestanding sign will have a minimum of 2 square feet of landscaping per square foot of sign face added to the base of the podium.

Ms. Choi presented several photos of the outdoor playground area in other daycare centers that the applicant has opened. Ms. Choi restated that the impervious surface would decrease since the naturalized playground area will be replacing parking spaces. Ms. Choi pointed out that the existing first floor plan consists of an existing warehouse with three drive-in doors and 12 covered parking spaces.

Ms. Choi explained that the petitioner also proposes an expansion of 2,860 SF of the first floor by eliminating the existing covered parking spaces to accommodate the indoor playground. Ms. Choi noted that the existing warehouse room on the first floor will be

converted into 4 infant rooms, 4 toddler rooms, a 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.

Ms. Choi presented the floor plan for the second floor and noted that the second level will house 9 additional toddler rooms and pre-K rooms. Ms. Choi explained that the existing building materials—primarily brick, fascia, and a metal roof—will remain largely unchanged, preserving the current façade. Ms. Choi indicated that modifications to the north elevation, adjacent to the proposed playground, will include the installation of large sliding glass doors, and 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. Ms. Choi added that further enhancements include new glazing along the second floor of the east elevation and both the first and second floors of the west elevation.

Ms. Choi restated that the subject property would meet the required parking by providing 86 parking stalls. Of the 86 stalls provided, 37 would be required for daycare drop off and pick up.

Ms. Choi went on to explain that a traffic impact study was prepared by Stonefield Engineering & Design and it was initially based on an average drop-off/pick-up service time of 7 minutes based on a 95th percentile parking demand rate. Ms. Choi noted that the initial findings showed that the proposed daycare center would not significantly impact traffic on Northwest Highway, and that the parking supply—37 spaces—would be more than sufficient to handle peak demand, which was estimated at 21 spaces. Ms. Choi explained that after reviewing the report, the Village Engineer requested a more conservative analysis, asking to increase the average service time to 12 minutes to better account for variability during drop-off and pick-up. Ms. Choi also stated that the Village Engineer also recommended a few site design changes: First, relocate the drop-off and pick-up area to the west side of the building to improve vehicle queueing; and second, narrow the front driveway to a single lane, and add striping and signage to create a one-way, eastbound traffic flow. Ms. Choi stated that these changes would discourage vehicles from making quick left turns into the ADA parking area and potentially causing backups onto Northwest Highway.

Ms. Choi indicated that in response, the applicant submitted revised studies using both 15-minute and 12-minute service times, and summarized the following:

- With a 15-minute service time, the analysis showed that 47 parking spaces would be needed—10 more than are currently planned.
- With a 12-minute service time, 34 spaces would be needed—so the proposed 37 spaces would still be sufficient.
- And just for reference, if the average time were 13 minutes, the parking demand would be exactly 37 spaces, which matches the number of parking spaces proposed for drop-off and pick-up.

Ms. Choi continued that 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 would require additional parking spaces to be land banked to ensure that traffic will not back up onto Northwest Highway. Ms. Choi stated that 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. Ms. Choi presented the Landbank Parking Plan that identified 5 parking spaces, most of which are parking lot islands, that may be converted for the additional parking spaces. Ms. Choi stated that after the daycare facility opens, the Public Works Department will monitor parking activity during peak hours. Within 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 6 months of notification, unless an extension is granted.

Ms. Choi concluded by stating that staff finds that the proposal meets the conditional use as listed in the Zoning Code. Ms. Choi stated that that the proposed conditional use for a daycare center will not have an adverse impact on the public or adjacent properties. Ms. Choi contends that the proposed daycare aligns with the objectives of the Comprehensive Plan as the daycare will provide childcare services available to the local community. Ms. Choi noted that other Village departments reviewed the Petitioner's proposal and did not object to the conditional use request. Ms. Choi stated that the conditional use will not be a detriment or endanger the welfare of the general public and that the proposed use complies with the Comprehensive Plan and furthers childcare services available to the local community. Therefore, staff recommends that the Planning & Zoning Commission make a motion to adopt staff's findings as the findings of the Planning and Zoning Commission and 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 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-1.1 and 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 5/06/2025.
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; and
h. 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.

Ms. Choi concluded her presentation by stating that the Village Board's decision is final for this case.

Vice Chairman Beattie asked staff about the logistics of parking and if it would be easier to build the five spots now to avoid revisiting the parking issue in 6 months. Ms. Choi responded that staff is fairly confident with the parking as proposed, noting that the Village asked the petitioner for a more conservative analysis. Ms. Choi stated that staff is confident that sufficient parking will be available at peak times and will not require additional spaces. Ms. Choi added that the five land banked spaces would be available to fill a "just in case" scenario.

Chairman Donnelly swore in the following individuals:

- Petitioner, Jon Farazand, W Northwest MP LLC, 220-46 73rd Ave Oakland Gardens, NY
- Tim Foley, Fornaro Law at 1022 S. La Grange Road La Grange, IL
- Kevin Heffernan, Design Engineer, Stonefield Engineering & Design at 555 S Old Woodward Ave Suite 12L, Birmingham, MI

The petitioner provided a presentation surrounding the development, business operations, and the vision of the daycare center. Chairman Donnelly and Vice Chairman Beattie asked the petitioner when the peak 30 minutes would occur. Mr. Heffernan explained the methodology of preparing for traffic and the required parking spaces, noting that the facility will have enough parking even in the worst of scenarios at the peak times of 6 AM and 10 AM.

Chairman Donnelly swore in interested party, Mark Stavnes, 1005 W Isabella St, Mount Prospect IL. Mr. Stavnes stated that he lives directly north of the subject property and is concerned that the existing bushes are not sufficient blockage between the proposed development and their property, especially for children potentially running into their backyard. Mr. Stavnes asked if the petitioner would expand on what they were planning on building and planting for the north end adjacent to their home. Chairman Donnelly asked if the homeowner has a fence on the property. Mr. Stavnes answered that they have a partial privately-owned fence.

Mr. Stavnes continued with a second question surrounding the lighting, and whether if the existing parking lot lighting would be changing. Chairman Donnelly responded petitioners usually are required to provide code compliant lighting, noting a code requirement that required lighting that crosses property lines has to be zero foot-candles. The lighting must be sufficiently bright to illuminate the parking lot but cannot drift onto surrounding properties.

The petitioner came back to the podium, responding that they would re-utilize the landscape screen to the north, a pretty thick arbor.

Chairman Donnelly asked staff if there is a requirement for the petitioner to have a fence between the properties. Ms. Choi replied there is no fence requirement and presented a photo showcasing the heavily landscaped property line. The petitioner stated that the code requires a 6-foot landscape buffer screen which will provide and maintain adequate blockage. Furthermore, the petitioner stated that the entry and exit of the children will be guided by parents and children will not be left alone to enter and exit the building at morning arrival and afternoon dismissal. The petitioner stated that the playground will be fenced and the doors will be locked.

Chairman Donnelly confirmed with the citizen resident that the question and concern was addressed.

Vice Chairman Beattie asked staff on the condition surrounding how the petitioner was to address all comments dated May 14, 2025. He was interested in what those comments were. Ms. Choi answered that in the agenda packet is where they should have been included. There were comments from the planning and zoning division, public works, fire department, building, and public health which can all be addressed during the building permit submittal. Chairman Donnelly confirmed with the petitioner that there were no problems with what was being asked by them.

Hearing no further comments or questions, Chairman Donnelly closed the hearing and asked for the following motion to approve the conditions as noted in the staff report. Vice Chairman Beattie made the motion and was seconded by Szymczak.

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

The motion was approved by a vote of 5-0.

The Planning and Zoning Commission gave a positive recommendation (5-0) to the Village Board for the June 3, 2025 Village Board meeting.

Hearing no further discussion, Vice Chairman Beattie made a motion seconded by Commissioner Szymczak and the meeting was adjourned at 8:04 PM.

Daniel Villalobos
Planning Intern