



VIRTUAL & IN-PERSON
PLANNING AND ZONING BOARD MEETING

Tuesday, March 23, 2021

Regular Session – 7:00 p.m.

As the City of Des Plaines continues to follow social distancing requirements along with Governor Pritzker's Executive Orders and mandated mitigation restrictions, the Planning and Zoning Board Meeting on Tuesday, March 23, 2021 will be held virtually beginning at 7:00 p.m.

The meeting will be held virtually through Zoom and in person at City Hall in the Council Chambers (Room 102). However, pursuant to the current state-wide executive orders, no more than 25 people (including City staff) can be in the Council Chambers at one time during the meeting. Therefore, the City encourages residents and interested parties to participate in the meeting through Zoom and by submitting written public comments in advance of the meeting. Public comment can be taken during the meeting for those that choose to be physically present, those that follow the instructions below to participate virtually, or by submitting public comments by e-mail to publiccomments@desplaines.org.

Public comments received by 5 p.m., Tuesday, March 23, 2021 will be distributed to Planning and Zoning Board members prior to the Council meeting. Please indicate if you wish to have your comment read at the meeting. Public comments read at the meeting are limited to 200 words or less. Public comments should be e-mailed and contain the following information:

- In the subject line, identify "Planning and Zoning Board Meeting Public Comment"
- Name
- Address (optional)
- City
- Phone (optional)
- Organization, agency representing, if applicable
- Topic or agenda item number of interest

If you would like to provide live public comment during the virtual meeting, please send your request to publiccomments@desplaines.org and you will be sent a link with additional information to join the meeting.

All e-mails received will be acknowledged. Individuals with no access to e-mail may leave a message with the City Clerk's Office at 847-391-5311.

The City of Des Plaines remains united in ensuring the safety and health of our community and our employees. To protect the public and staff, the City will continue to provide only essential functions and services during the Governor's Stay-at-Home Order. The City urges residents and businesses to comply with the Order. If residents must leave their home, it is very important to practice social distancing and keep at least six feet between others. For a list of services and additional information during this time, please visit www.desplaines.org. The City encourages individuals to sign up for its e-news for important information from the City and its government partners, including State and Federal authorities. The City updates its website and posts on social media daily. To sign up for electronic newsletters, please visit <https://www.desplaines.org/mycity/>.



Community & Economic Development
1420 Miner Street, Des Plaines, IL 60016
P: 847.391.5392 | W: desplaines.org

Planning and Zoning Board Agenda

March 23, 2021

Room 102 – 7:00 P.M.

Call to Order:

Roll Call:

Approval of Minutes: February 23, 2021

Public Comment: For matters that are not on the Agenda

Old Business: None

New Business:

1. Address: 110 S. River Road

Case Number: 21-004-CU

Public Hearing

The petitioner is requesting a Conditional Use under Section 12-7-3(F)(3) of the 1998 Des Plaines Zoning Ordinance, as amended, to allow for an auto service repair use in the C-3 zoning district, and approval of any other such variations, waivers, and zoning relief as may be necessary.

PIN: 09-17-200-089-0000

Petitioner: Jason Churak, CC Automotive, LLC, 110 S. River Road, Des Plaines, IL 60016

Owner: Marek Amarex, Amarex Real Properties, 110 S. River Road, Des Plaines, IL 60016

2. Address: 1700 Higgins Road

Case Number: 21-005-PUD-A

Public Hearing

The petitioner is requesting an amendment to an existing Planned Unit Development under Section 12-3-5 of the Des Plaines Zoning Ordinance, as amended, to construct a four-story, 107-room hotel building and 207-space parking garage in lieu of the approved restaurant use at 1700 Higgins Road, and the approval of any other such variations, waivers, and zoning relief as may be necessary.

PINs: 09-33-309-007-0000; 09-33-310-004-0000

Petitioner: Mariner Higgins Centre, LLC, 117 Macquarie Street, Sydney, NSW 2000, Australia

Owner: Mariner Higgins Centre, LLC, 117 Macquarie Street, Sydney, NSW 2000, Australia

3. Address: 800 Beau Drive

Case Number: 21-006-V
Public Hearing

The petitioner is requesting a Major Variation under Section 12-3-6 of the 1998 Des Plaines Zoning Ordinance, as amended, to allow for increased density at 800 Beau Drive in the R-3 zoning district to construct a 50-unit apartment building where only 29-units are permitted, and approval of any other such variations, waivers, and zoning relief as may be necessary.

PIN: 08-24-100-022-0000

Petitioner: HTG Illinois Developer, LLC, 3225 Aviation Avenue, 6th Floor, Coconut Grove, FL 33133

Owner: Sae Khwang United Presbyterian Church, 800 Beau Drive, Des Plaines, IL 60016

Next Agenda – April 13, 2021

City of Des Plaines, in compliance with the Americans With Disabilities Act, requests that persons with disabilities, who require certain accommodations to allow them to observe and/or participate in the meeting(s) or have questions about the meeting(s) or facilities, contact the ADA Coordinator at 847-391-5486 to allow the City to make reasonable accommodations for these persons. The public hearing may be continued to a further date, time and place without publication of a further published notice such as this notice.

Case 20-053-CU
Case 21-001-FPLAT
Case 21-002-PUD-A

607 E. Oakton St
460 Good Ave
3000 River Rd

Conditional Use
Final Plat of Subdivision
Planned Unit Development – Amendment

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DES PLAINES PLANNING AND ZONING BOARD MEETING

February 23, 2021

MINUTES

As the City of Des Plaines continues to follow social distancing requirements and Governor Pritzker's Restore Illinois Order, the Planning and Zoning Board Meeting on Tuesday, February 23, 2021 was held virtually, via Zoom, and in person in Room 101 of the Des Plaines Civic Center beginning at 7:00 p.m.

ZONING BOARD

Chairman Szabo called the meeting to order at 7:00 p.m. and read this evening's cases. Roll call was established.

PRESENT: Fowler, Hofherr, Saletnik, Veremis, Szabo

ABSENT: Bader, Catalano

ALSO PRESENT: Michael McMahon/Director/Community & Economic Development
Jonathan Stytz, Planner/Community & Economic Development
Wendy Bednarz/Recording Secretary

A quorum was present.

Member Catalano joined the meeting via Zoom at 7:07 p.m.

PUBLIC COMMENT

There was no Public Comment.

APPROVAL OF MINUTES

A motion was made by Board Member Hofherr, seconded by Board Member Fowler, to approve the minutes of January 12, 2021, as presented.

AYES: Hofherr, Fowler, Saletnik, Veremis, Szabo

NAYES: None

ABSTAIN: None

*****MOTION CARRIED UNANIMOUSLY*****

Case 20-053-CU	607 E. Oakton St	Conditional Use
Case 21-001-FPLAT	460 Good Ave	Final Plat of Subdivision
Case 21-002-PUD-A	3000 River Rd	Planned Unit Development – Amendment

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OLD BUSINESS

NEW BUSINESS

1. **Address:** 607 E. Oakton Street

Case Number: 20-053-CU
Public Hearing

The petitioner is requesting a Conditional Use under Section 12-7-3(F)(3) of the 1998 Des Plaines Zoning Ordinance, as amended, to allow for an auto service repair use in the C-3 zoning district, and approval of any other such variations, waivers, and zoning relief as may be necessary.

PINs: 09-30-202-008-0000
Petitioner: Pedro Romero, 303 Delaware Street, Carpentersville, IL 60110
Owner: 607 Oakton, LLC, 2241 W. Howard Street, Chicago, IL 60645

The petitioner has attempted to submit full revisions for the Conditional Use request but the revisions are not complete. As such, staff is respectfully requesting the Planning and Zoning Board to open the public hearing at the February 23, 2021 meeting and to continue the case to the April 13, 2021 Planning and Zoning Board Meeting.

A motion was made by Board Member Hofherr, seconded by Board Member Saletnik, to open and continue Case Number 20-053-CU, 607 E. Oakton Street, to the April 13, 2021 Planning & Zoning Board meeting.

AYES: Hofherr, Saletnik, Fowler, Veremis, Szabo

NAYES: None

ABSTAIN: None

*****MOTION CARRIED UNANIMOUSLY*****

Case 20-053-CU	607 E. Oakton St	Conditional Use
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2. **Address:** 460 Good Avenue

Case Number: 21-001-FPLAT
Public Hearing

The petitioner is requesting a Final Plat of Subdivision under Section 13-2-4 of the Subdivision Regulations to split one lot into two lots of record at 460 Good Avenue, and the approval of any other such variations, waivers, and zoning relief as may be necessary.

PINs: 09-15-300-009-0000
Petitioner: Samee Baig, 10051 Potter Road, Des Plaines, IL 60016
Owner: Mirza Baig, 10051 Potter Road, Des Plaines, IL 60016

Chairman Szabo swore in Samee Baig of 10051 Potter Road, Des Plaines, IL 60016. The Petitioner provided a brief overview of the request.

Chairman Szabo asked if the Board had any questions. No questions were asked.

Chairman Szabo asked that the Staff Report be entered into record. Planner Stytz provided a summary of the following report:

Issue: The petitioner is requesting a Final Plat of Subdivision under Section 13-2 of the Des Plaines Subdivision Regulations to split one lot into two lots of record in the R-1 zoning district at 460 Good Avenue.

Analysis:

Address:	460 Good Avenue
Owner:	Samee Baig, 10051 Potter Road, Des Plaines, IL 60016
Petitioner:	Mirza Baig, 10051 Potter Road, Des Plaines, IL 60016
Case Number:	21-001-FPLAT
Real Estate Index Number:	09-15-300-009-0000
Ward:	#1, Alderman Mark A. Lysakowski
Existing Zoning:	R-1, Single Family Residential District
Existing Land Use:	Vacant Lot
Surrounding Zoning:	North: R-1, Single Family Residential District

Case 20-053-CU
Case 21-001-FPLAT
Case 21-002-PUD-A

607 E. Oakton St
460 Good Ave
3000 River Rd

Conditional Use
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South: R-1, Single Family Residential District
East: R-1, Single Family Residential District
West: R-1, Single Family Residential District

Surrounding Land Use:

North: Single Family Residence
South: Single Family Residence
East: Single Family Residence
West: Single Family Residence

Street Classification:

Good Avenue and Edward Court are local roads.

Comprehensive Plan:

The Comprehensive Plan designates the site as Single Family Residential.

Project Description: ____

The petitioner, Samee Baig, is requesting a Final Plat of Subdivision for the property located at 460 Good Avenue. The subject property is 25,961.20-square feet (0.596 acres) in size and is comprised of one undeveloped lot as shown in the Plat of Survey.

The petitioner proposes to subdivide the existing lot into two lots of record and construct a new single-family home on each new lot. Lot 1 will serve as the western lot with access from Edward Court whereas Lot 2 will serve as the east lot with access from Good Avenue. Both lots will be 90-feet in width and 13,020-square feet in area as shown on the Final Plat of Subdivision.

Final Plat of Subdivision Report

Name of Subdivision:

Baig Estates

Address:

460 Good Avenue

Requests:

Approval of Final Plat of Subdivision

**Total Acreage of
Subdivision:**

0.596 acres

**Lot Descriptions and
Construction Plans:**

The petitioner's Final Plat of Subdivision shows the existing 25,961.20-square foot property being split into two lots each 90-feet in width and 13,020-square feet in area. The Final Plat of Subdivision shows a five-foot public utility and drainage easement at the rear, a five-foot public utility and drainage easement on the sides, a 25-foot building line in the front of each proposed lot, and ten-foot public utility and drainage easement and sanitary sewer easement along the front (west side) of Lot 1.

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Compliance with the Comprehensive Plan

There are several parts of the 2019 Des Plaines Comprehensive Plan that align with the proposed project. Those portions are follows:

- Under Overarching Principles:
 - The Comprehensive Plan seeks to promote a wider range of housing options and to encourage the reinvestment and preservation of established Des Plaines neighborhoods through the addition of new housing to fit diverse needs. The proposal seeks to reinvest in this vacant lot and provide additional housing options in this established neighborhood.
- Under Future Land Use Map:
 - The property is marked for Single-Family Residential land uses. These areas are designated for detached single-family residences to maintain and improve housing options for residents. The proposed use will transform an existing undeveloped lot to provide additional single-family housing options for the community as a whole.

While the aforementioned bullet points are only a small portion of the Comprehensive Plan, there is a large emphasis on maintaining detached single-family zoning areas and promoting the expansion of these developments to increase housing options for residents. The petitioner is proposing to take an undeveloped 0.596-acre parcel and subdivide it to provide two additional residences for the community.

Recommendation: I recommend approval of the Final Plat of Subdivision pursuant to 13-2 of the Des Plaines Subdivision Ordinance to split one lot into two lots of record in the R-1 zoning district at 460 Good Avenue.

Planning and Zoning Board Procedure: Under Section 13-2-5 (Approval of Final Plat By Planning and Zoning Board) of the Subdivision Ordinance, the Planning and Zoning Board has the authority to recommend approval, approval subject to conditions, or denial of the above-mentioned Final Plat of Subdivision request for the property at 460 Good Avenue.

A motion was made by Board Member Saletnik, seconded by Board Member Hofherr, to recommend approval of the Final Plat of Subdivision for the property at 460 Good Avenue, as presented.

AYES: Saletnik, Hofherr, Catalano, Fowler, Veremis, Szabo

NAYES: None

ABSTAIN: None

*****MOTION CARRIES *****

This item will be on the March 15, 2020 City Council meeting agenda.

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3. **Address:** 3000 River Road

Case Number: 21-002-PUD-A

Public Hearing

The petitioner is requesting an amendment to an existing Planned Unit Development under Section 12-3-5 of the Des Plaines Zoning Ordinance, as amended, to construct a two-story addition onto the existing casino building and make various site adjustments at 3000 River Road, and the approval of any other such variations, waivers, and zoning relief as may be necessary.

PINs: 09-34-300-032-0000; -045; -046; -047

Petitioner: Michael Tobin, Midwest Gaming and Entertainment, LLC, 900 N. Michigan Avenue, Suite 1600, Chicago, IL 60611

Owner: Gregory A. Carlin, Midwest Gaming and Entertainment, LLC / Devon Parcel, LLC, 900 N. Michigan Avenue, Suite 1600, Chicago, IL 60611

Chairman Szabo swore in the following individuals via Zoom: Michael Tobin, Midwest Gaming and Entertainment, 900 N. Michigan Avenue, Suite 1600, Chicago, IL; Corey Wise, Rivers Casino, 3000 River Road, Des Plaines, IL; Todd Shaffer, Haeger Engineering LLC, 100 E State Parkway, Schaumburg, IL; and Javier Millian, KLOA Inc, 9575 W Higgins Road, Suite 400, Rosemont, IL.

Mr. Shaffer presented a thorough synopsis of the expansion plan, which includes a reconfigured back of house space, a new restaurant, additional area for slot machines, and a table gaming area on the first floor. The second floor expansion includes an event space, additional slot machines, and a poker room; an additional office area is also included in the expansion on the mezzanine level for casino operations. Mr. Shaffer also highlighted the overall site plan, landscape plans, parking plans and provided renderings, which included proposed signage, which will be applied for and discussed at a future date.

Chairman Szabo asked if there were any questions from the Board.

Member Catalano inquired about the possible Tollway interchange along 294 and suggested that the Casino may be interested in coordinating with the Tollway for a northbound exit ramp. Mr. Millian stated that he was not aware of any plans to construct an interchange. Mr. McMahon provided history or the proposed interchange; there were plans for an interchange in mid-to-late 2000's with the O'Hare Lakes mixed-use development, however, that project did not happen due to the housing crash. Mr. McMahon stated that the addition of an exit ramp is a costly project and tied to a private development or a TIF district. Mr. Tobin stated that the casino has explored an additional interchange with the Tollway over the years.

Member Catalano inquired about traffic counts. Mr. Millian provided traffic counts for peak hours on Friday and Saturday (Friday evening – 68 inbound/Saturday evening-73 inbound/Saturday morning -86 outbound/Saturday evening – 71 outbound). Member Fowler asked when the counts were taken. Mr.

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Millian stated that the counts were taken on a Wednesday, Thursday, Friday and Saturday in September 2019.

Member Hofherr asked is the access road would still be used to get on Devon Ave. Mr. Shaffer stated that the road would still be utilized.

Member Hofherr inquired about the construction timeline. Mr. Tobin responded that that prep work would begin in March, with construction beginning in April. Rivers plans to open the areas in phases, with the first phase opening in February 2022, a second in early March 2022 and the event space opening in mid-late March 2022.

Member Hofherr inquired about the increase in Des Plaines Fire/Police response. Mr. Wise stated that although there is an increase in casino capacity, it would not be a proportional increase in customers. Mr. Wise believes that the increase for emergency services would be minimal.

Member Veremis asked about the increase for employees. Mr. Wise stated that they plan to hire between 200-300 new employees for positions in security, food and beverage and table games. Mr. Wise mentioned that Rivers Casino provides training for dealers at no cost and is a lifelong skill.

Chairman Szabo asked if there was a preference to hire Des Plaines residents. Mr. Wise stated that the casino has current job openings and encourages those to apply.

Member Hofherr asked when live entertainment would return to the casino. Mr. Wise stated that with the building of the second floor event space, it could be configured for concerts, break out groups, etc. and looks forward to return of events to the casino.

Member Saletnik inquired about the traffic patterns (egress/ingress and pedestrian/vehicular traffic) during construction. Mr. Shaffer provided a detailed explanation of the traffic plan for employees, customers and vehicle traffic during the construction phases.

Member Hofherr inquired about the addition of a hotel on the casino property. Mr. Shaffer stated that the hotel was part of the original Planned Unit Development in 2009/2010. Mr. Tobin stated that future plans include a hotel on the south side of the casino.

Chairman Szabo asked that the Staff Report be entered into record. Planner Stytz provided a summary of the following report:

Issue: The petitioner is requesting a Major Amendment to the Planned Unit Development (PUD) under Section 12-3-5 of the Des Plaines Zoning Ordinance, as amended, to construct a two-story addition onto the existing casino building and make various site adjustments at 3000 River Road, and the approval of any other such variations, waivers, and zoning relief as may be necessary.

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Analysis:

Address: 3000 River Road

Owner: Gregory A. Carlin, Midwest Gaming & Entertainment, LLC, 900 N. Michigan Avenue, Suite 1600, Chicago, IL 60611

Petitioner: Michael Tobin, Midwest Gaming & Entertainment, LLC, 900 N. Michigan Avenue, Suite 1600, Chicago, IL 60611

Case Number: 21-002-PUD-A

Real Estate Index Numbers: 09-34-300-032; -045; -046; & -047

Existing Zoning C-6, Casino District

Existing Land Uses Casino, Parking Garage, and Surface Parking

Surrounding Zoning
 North: C-2, Limited Office
 South: Commercial (Rosemont)
 East: Cook County Forest Preserve
 West: I-294 Tollway, then C-7, High Density Campus District

Surrounding Land Use
 North: Hotel
 South: Office Space and Rosemont Village Hall
 East: Open Space/Park
 West: I-294 Tollway, then O'Hare Lakes Business Park

Street Classification Devon Avenue and River Road are classified as Arterial Streets.

Comprehensive Plan Designation Commercial

Final Planned Unit Development

Project Description The applicant is requesting a Major Amendment to the Planned Unit Development to amend Ordinance Z-33-19 to allow for a proposed expansion of Rivers Casino, which is located at 3000 River Road, and the modification of the "Onsite Utility Maintenance Agreement" between Midwest Gaming & Entertainment, LLC and the City of Des Plaines recorded as Document Number 1129903055. The existing property contains a 140,363 square foot casino building, a four-story parking garage with a pedestrian bridge connecting from the second level of the garage to the casino building, and a two-story office building with a

surface parking lot. With all lots combined, the property encompasses 20.017 acres in land area. This request comes after the previous Planned Unit Development Major Amendment request to expand the existing parking garage to accommodate necessary parking for the increase of gaming positions from 1,200 to 1,485, which was approved December 2, 2019 through Ordinance Z-33-19. The parking garage expansion resulted in a net gain of 719 parking spaces bringing the total number of parking spaces on site to 3,063 parking spaces.

This request will entail a proposal to expand the existing casino building with a two-story, approximately 84,000-square foot addition and various site adjustments to the parking garage, main site entrance, and circulation of the site. The two-story expansion is comprised of approximately 84,000-square feet of enclosed space distributed over two main levels and two smaller mezzanine levels, including approximately 33,000-square feet of new gaming space, small food and beverage outlet, 10,100-square foot multi-purpose event center, and associated back of house areas. The proposal to expand the casino building is a direct result of recent Illinois legislation that allows existing casinos to apply to expand from the former limit of 1,200 gaming positions to the new limit of 2,000 gaming positions. As cited in the applicant's Project Narrative, the ownership team is proposing the casino building expansion with this Planned Unit Development Major Amendment request to reach 2,000 gaming positions.

The other items to note are the modification of the "Onsite Utility Maintenance Agreement" to account for the parking garage expansion that was approved with the previous Planned Unit Development Major Amendment for the property and the proposed amendments to the Localized Alternative Sign Regulation (LASR), which was originally approved by City Council through Ordinance Z-6-10 and to which a previous amendment was approved December 2, 2019 through Ordinance Z-33-19. While the materials and project narrative provide details of proposed amendments to the LASR on the site, this request will be submitted on a separate development application at a later date.

The Des Plaines Zoning Ordinance Section 12-7-3.I. requires one parking space per gaming seat, the same parking regulation as the State of Illinois. The total number of parking spaces provided by the previous parking garage expansion far exceeds the parking count required by the Zoning Ordinance as 2,000 parking spaces are required and 3,063 spaces will be provided. The proposed parking is high in order to accommodate the approximately 1,200 employees that work at Rivers Casino and the expansion of the casino to reach 2,000 gaming positions. The attached

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traffic study discusses the parking and trip generation in more detail (Attachment 10).

Compliance with the Comprehensive Plan

As found in the City of Des Plaines' 2019 Comprehensive Plan, there are several parts of the Comprehensive Plan that align with the proposed project. Those portions are as follows:

- Under Future Land Use Map:
 - The property is marked for commercial land use. The proposed expanded parking garage will further enhance the existing casino property which will also allow the casino to expand to the maximum allowed 2,000 gaming positions. This will also allow the casino to continue to be a regional entertainment destination.
- Under Economic Development:
 - The Comprehensive Plan recognizes the economic vitality of the surrounding area and its importance to the broader region. The proposed enhancements of this site would be in-keeping with prior development efforts from the casino.

Compliance with the City's Strategic Plan, Focus 2022

The City's current Strategic Plan lays out a clear vision for future economic development projects. Specifically, under Re-imagined Growth, the Strategic Plan states the following: "Encourage more entertainment and hotel expansion to enhance the Casino corridor". Approving the proposed development application will assist with enhancing the casino corridor as it will prepare this site to expand the casino and allow for an attached hotel.

As cited in various sections in the Des Plaines Zoning Ordinance and the Subdivision Ordinance, each requests comes paired with a series of statements to assist the Planning and Zoning Board as well as the City Council to review the facts with each request. These statements are referred to as 'Standards' and the subsections below directly relate to the requests being made by the applicant.

Planned Unit Development (PUD) Findings

As required, the proposed development is reviewed in terms of the findings contained in Section 3-5-5 of the Zoning Ordinance. In reviewing these standards, staff has the following comments:

A. The extent to which the Proposed Plan is or is not consistent with the stated purpose of the PUD regulations in Section 12-3-5-1 and is a stated Conditional Use in the subject zoning district:

Comment: A PUD is a listed conditional use in the C-6 zoning district. The proposed project meets the stated purpose of the PUD. Additionally, the proposed improvements of the subject parcels will enhance the neighboring area, but also be cognizant of nearby land uses. Please also see the responses from the applicant.

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B. The extent to which the proposed plan meets the prerequisites and standards of the planned unit development regulations:

Comment: The proposed development will be in-keeping with the City’s prerequisites and standards regarding planned unit development regulations. Please also see the responses from the applicant.

C. The extent to which the proposed plan departs from the applicable zoning and subdivision regulations otherwise applicable to the subject property, including, but not limited to the density, dimension, area, bulk, and use and the reasons why such departures are or are not deemed to be in the public interest:

Comment: The proposed project is in-line with the intent of a PUD as a setback exception for the five foot building setback requirement for the existing office building at 2980 River Road has been recorded with the previous PUD Major Amendment in 2019. All other aspects of the property’s building height and number of parking spaces complies with the Zoning Ordinance. Please also see the responses from the applicant.

D. The extent to which the physical design of the proposed development does or does not make adequate provision for public services, provide adequate control of vehicular traffic, provide for, protect open space, and further the amenities of light and air, recreation and visual enjoyment:

Comment: All provisions for public services, adequate traffic control and the protection of open space are being accommodated in the development. The petitioner is proposing to adjust the main entrance to the site to accommodate the building expansion and improve circulation and access throughout the site. Please also see the responses from the applicant.

E. The extent to which the relationship and compatibility of the proposed development is beneficial or adverse to adjacent properties and neighborhood:

Comment: The proposed expansion complements existing development to the north, west and south as all surrounding properties, except for the Cook County Forest Preserve are built up. Additionally, measurements will be made to reduce any impact on the nearby properties as all elements will have to comply with the Des Plaines Subdivision and Zoning Ordinances.

F. The extent to which the proposed plan is not desirable to physical development, tax base and economic well-being of the entire community:

Comment: The proposed project will contribute to an improved physical appearance within the City by constructing an addition onto the existing casino building with updated landscaping, utility connections, and vehicular access and circulation. This will contribute positively to the tax base and economic well-being of the community. Please also see the responses from the applicant.

G. The extent to which the proposed plan is in conformity with the recommendations of the 2019 Comprehensive Plan:

Comment: The proposed development meets the goals, objectives and recommendations of the 2019 Comprehensive Plan. Please also see the responses from the applicant.

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Recommendations: Staff supports the Major Amendment to the Planned Unit Development under Section 12-3-5 of the Des Plaines Zoning Ordinance, as amended, to construct a two-story addition onto the existing casino building and make various site adjustments at 3000 River Road with the condition that drawings may have to be amended to comply with all applicable codes and regulations.

Planning and Zoning Board Procedure:

The Planning and Zoning Board may vote to *recommend* approval, approval with modifications, or disapproval over the request Major Amendment for the Planned Unit Development and modification of the Onsite Utility Maintenance Agreement for River’s Casino at 3000 River Road. The City Council has final authority over the proposal.

A motion was made by Board Member Hofherr, seconded by Board Member Catalano to recommend approval of the Major Amendment for the Planned Unit Development and modification of the Onsite Utility Maintenance Agreement for River’s Casino at 3000 River Road, as presented.

AYES:	Hofherr, Catalano, Fowler, Saletnik, Veremis, Szabo
NAYES:	None
ABSTAIN:	None

*****MOTION CARRIES *****

ADJOURNMENT

The next meeting scheduled for March 9, 2021 has been cancelled. The next scheduled Planning & Zoning Board meeting is Tuesday, March 23, 2021.

Chairman Szabo adjourned the meeting by voice vote at 7:54 p.m.

Sincerely,

Wendy Bednarz, Recording Secretary

cc: City Officials, Aldermen, Zoning Board of Appeals, Petitioners

MEMORANDUM

Date: March 15, 2021
To: Planning and Zoning Board
From: Jonathan Stytz, Planner JS
Cc: Michael McMahon, Community & Economic Development Director mm
Subject: Consideration of Conditional Use for Auto Service Repair Use at 110 S. River Road, Case 21-004-CU (1st Ward)

Issue: The petitioner is requesting a Conditional Use under Section 12-7-3(F)(3) of the 1998 Des Plaines Zoning Ordinance, as amended, to allow for an auto service repair use in the C-3 zoning district.

Analysis:

Address: 110 S. River Road

Owners: Jason Churak, 10 E. Comfort Lane, Palatine, IL 60067

Petitioner: Ararey Real Properties, 110 S. River Road, Des Plaines, IL 60016

Case Number: 21-004-CU

**Real Estate Index
Number:** 09-17-200-089-0000

Ward: #1, Alderman Mark A. Lysakowski

Existing Zoning: C-3, General Commercial

Existing Land Use: Multi-Tenant Commercial Building

Surrounding Zoning: North: C-3, General Commercial District
South: C-3, General Commercial District
East: R-1, Single Family Residential District
West: C-3, General Commercial District

Surrounding Land Use:	North: Rand Road Community (Residential) South: Rand Road Community (Residential) / Pesche's (Commercial) East: Lions Woods Park (Recreational) West: Rand Road Mobile Home Park (Residential)
Street Classification:	South River Road is classified as a Principal Arterial road.
Comprehensive Plan:	The Comprehensive Plan designates this site as Commercial Industrial Urban Mix.
Project Description:	<p>The petitioner, Jason Churak, has requested a Conditional Use Permit to operate an auto service repair facility, CC Automotive, at 110 S. River Road. The subject property is located within the C-3, General Commercial district and auto service repair is a conditional use with the C-3 zoning district. The subject property contains a multi-tenant building with a surface parking area as shown in the Plat of Survey (Attachment 4). The subject property is located along South River Road east of the Rand Road Community Mobile Home Park and north of Pesche's Flowers. The subject property is currently accessed by two curb cuts off South River Road. The petitioner began operating CC Automotive out of this location in December 2020 without a business license. Code Enforcement contacted the petitioner on December 11, 2020 requesting that business operations on the subject property would cease immediately until a conditional use permit was received for the auto service repair use. Thus, the petitioner is requesting a conditional use permit to bring his auto service repair use into compliance with the Des Plaines Zoning Ordinance.</p>

The existing one-story, 26,320-square foot building is made up of five suites with a front customer entrance and service entrance with garage door at the rear of the unit. The petitioner wishes to operate CC Automotive out of Suite 6, which has its main entrance located on the south side of the building and consists of approximately 3,430-square feet. The existing suite is mostly open with one frame partition separating the main entrance and restroom from the open shop floor. Based on the Floor Plans (Attachment 6), the petitioner proposes to utilize the existing frame partition area as an office and waiting area with the restrooms totaling approximately 675-square feet. The remaining area, totaling approximately 2,121-square feet, will be utilized for three service bays and open shop area. The petitioner's proposal does not include any changes to the building. However, the petitioner does plan to add landscaping in front of his suite in addition to the existing landscaping throughout the site as indicated in the Site Plan (Attachment 5). The dumpster for this suite will be stored inside the building at all times with the exception of trash pickup days in compliance with Section 12-10-11 of the Des Plaines Zoning Ordinance.

Pursuant to Section 12-9-7 of the Des Plaines zoning Ordinance, auto service repair facilities are required to provide two parking spaces per service bay and one space for every 200 square feet of accessory retail. Thus, a total of 12 off-street parking spaces are required including one handicap accessible parking space (three service bays plus 1,094-square feet / 200-square feet of accessory office space = 12 spaces). The Site Plan (Attachment 6) proposes 15 total parking spaces on the property, including a handicap accessible space, which meets this requirement.

CC Automotive will be open on Monday through Friday from 8 am to 6:30 pm, Saturday from 9 am to 2 pm, and closed on Sundays. Their services will include general automotive repair and maintenance such as electrical diagnostic, tune-ups, oil changes, brakes, batteries, light exhaust work, and check engine repair. A maximum of two employees and the petitioner will be present on site at a given time. Please see the Project Narrative (Attachment 1) for more details.

Compliance with the Comprehensive Plan

The proposed project, including the proposed the site improvements, address various goals and objectives of the 2019 Comprehensive Plan including the following aspects:

- **Future Land Use Plan:**

- This property is designated as Commercial Industrial Urban Mix on the Future Land Use Plan. The Future Land Use Plan strives to create a well-balanced development area with a healthy mixture of commercial and industrial uses. While the current use is commercial and the existing building contains multiple tenant spaces, the petitioner will work to enhance the subject tenant space with general maintenance and additional landscaping along the front of the tenant space. All activities and items stored will be inside to reduce any negative impacts.
- The subject property is located along the defined River Road commercial corridor with a mobile home community to the north and west, commercial development to the south, and park to the east. The subject property contains a multi-tenant building with a variety of different commercial uses and is located in between large, established commercial developments along River Road. The request would assist in the retention of a new commercial business at this location and provide additional automotive services for the residents of Des Plaines.

- **Landscaping and Screening:**

- The Comprehensive Plan seeks to encourage and actively pursue beautification opportunities and efforts, including the installation of landscaping, street furniture, lighting, and other amenities, to establish a more attractive shopping environment and achieve stronger corridor identity in Des Plaines.
- The existing site contains landscaping around the multi-tenant building. However, the proposal seeks to add evergreen bushes along the front of the subject tenant space where the petitioner plans to locate the auto service repair use. While the front of this tenant space is not directly facing River Road, the addition of the evergreen bushes will improve the aesthetics of this site.

While the aforementioned aspects represent a small portion of the goals and strategies of the Comprehensive Plan, there is a large emphasis on improving existing commercial developments and enhancing commercial corridors throughout Des Plaines.

Conditional Use Findings: Conditional Use requests are subject to the standards set forth in Section 12-3-4(E) of the 1998 City of Des Plaines Zoning Ordinance, as amended. In reviewing these standards, staff has the following comments:

A. The proposed Conditional Use is in fact a Conditional Use established within the specific Zoning district involved:

Comment: Please see the petitioner's responses to Standards for Conditional Uses.

B. The proposed Conditional Use is in accordance with the objectives of the City's Comprehensive Plan:

Comment: Please see the petitioner's responses to Standards for Conditional Uses.

C. The proposed Conditional Use is designed, constructed, operated and maintained to be harmonious and appropriate in appearance with the existing or intended character of the general vicinity:

Comment: Please see the petitioner's responses to Standards for Conditional Uses.

D. The proposed Conditional Use is not hazardous or disturbing to existing neighboring uses:

Comment: Please see the petitioner's responses to Standards for Conditional Uses.

E. The proposed Conditional Use is to be served adequately by essential public facilities and services, such as highways, streets, police and fire protection, drainage structures, refuse disposal, water and sewer, and schools; or, agencies responsible for establishing the Conditional Use shall provide adequately any such services:

Comment: Please see the petitioner's responses to Standards for Conditional Uses.

F. The proposed Conditional Use does not create excessive additional requirements at public expense for public facilities and services and will not be detrimental to the economic well-being of the entire community:

Comment: Please see the petitioner's responses to Standards for Conditional Uses.

G. The proposed Conditional Use does not involve uses, activities, processes, materials, equipment and conditions of operation that will be detrimental to any persons, property, or the general welfare by reason of excessive production of traffic, noise, smoke fumes, glare or odors:

Comment: Please see the petitioner's responses to Standards for Conditional Uses.

H. The proposed Conditional Use provides vehicular access to the property designed so that it does not create an interference with traffic on surrounding public thoroughfares:

Comment: Please see the petitioner's responses to Standards for Conditional Uses.

I. The proposed Conditional Use does not result in the destruction, loss, or damage of natural, scenic, or historic features of major importance:

Comment: Please see the petitioner's responses to Standards for Conditional Uses.

J. The proposed Conditional Use complies with all additional regulations in the Zoning Ordinance specific to the Conditional Use requested:

Comment: Please see the petitioner's responses to Standards for Conditional Uses.

Recommendation: Staff does not recommend approval or disapproval of the Conditional Use Permit for auto service repair use at 110 S. River Road based on a review of the information presented by the applicant and the findings made above, as specified in Section 12-3-4(E) (Standards for Conditional Uses) of the City of Des Plaines Zoning Ordinance. If a motion to approve is made, staff recommends the following conditions:

1. The parking area shall be repaved with a dust-free hard surface and the parking spaces shall be painted on the property to match the approved Site Plan.
2. No damaged or inoperable vehicles are allowed outside at any time.
3. No vehicles shall be stored within the required drive aisles or customer parking spaces at any time.
4. Only three service bays shall be allowed for the life of this conditional use.
5. No auto body related activities are permitted at any time.

Planning and Zoning Board Procedure: Under Section 12-3-4(D) (Procedure for Review and Decision for Conditional Uses) of the Zoning Ordinance, the Planning and Zoning Board has the authority to *recommend* that the City Council approve, approve subject to conditions, or deny the above-mentioned conditional use for a new auto service repair use at 110 S. River Road. The City Council has final authority on the proposal.

Attachments:

- Attachment 1: Project Narrative
- Attachment 2: Petitioner's Responses to Standards
- Attachment 3: Location Map
- Attachment 4: Plat of Survey
- Attachment 5: Site Plan
- Attachment 6: Floor Plan
- Attachment 7: Site and Context Photos



110 S. River Road
Suite 6
Des Plaines, IL 60016
630-878-8123

Project Narrative
3-9-2021

CC Automotive is seeking a conditional use permit to open an automotive service center. The service we look to offer are general automotive repair including electrical diagnostic, tune ups, oil changes, brakes, batteries, light exhaust work, check engine repair and general automotive maintenance. We at this time offer no towing services and will only have vehicles dropped off during regular business hours. Regular business Hours will be Monday – Friday 8:00 am to 6:30 pm. Saturday will be 9:00 am to 2:00 pm. We have no plans to change any parking, landscape, entrances or any part of the existing structure. As for signage the location has a street sign for all the businesses located on site. The dumpster enclosure will not be necessary as we plan storing the dumpster inside the shop area to prevent any dumping of illegal materials. CC automotive will have no vehicles be dropped off after business hours and definitely will not have any tow trucks coming and leaving during non business hours.

Thank you
Jason Churak

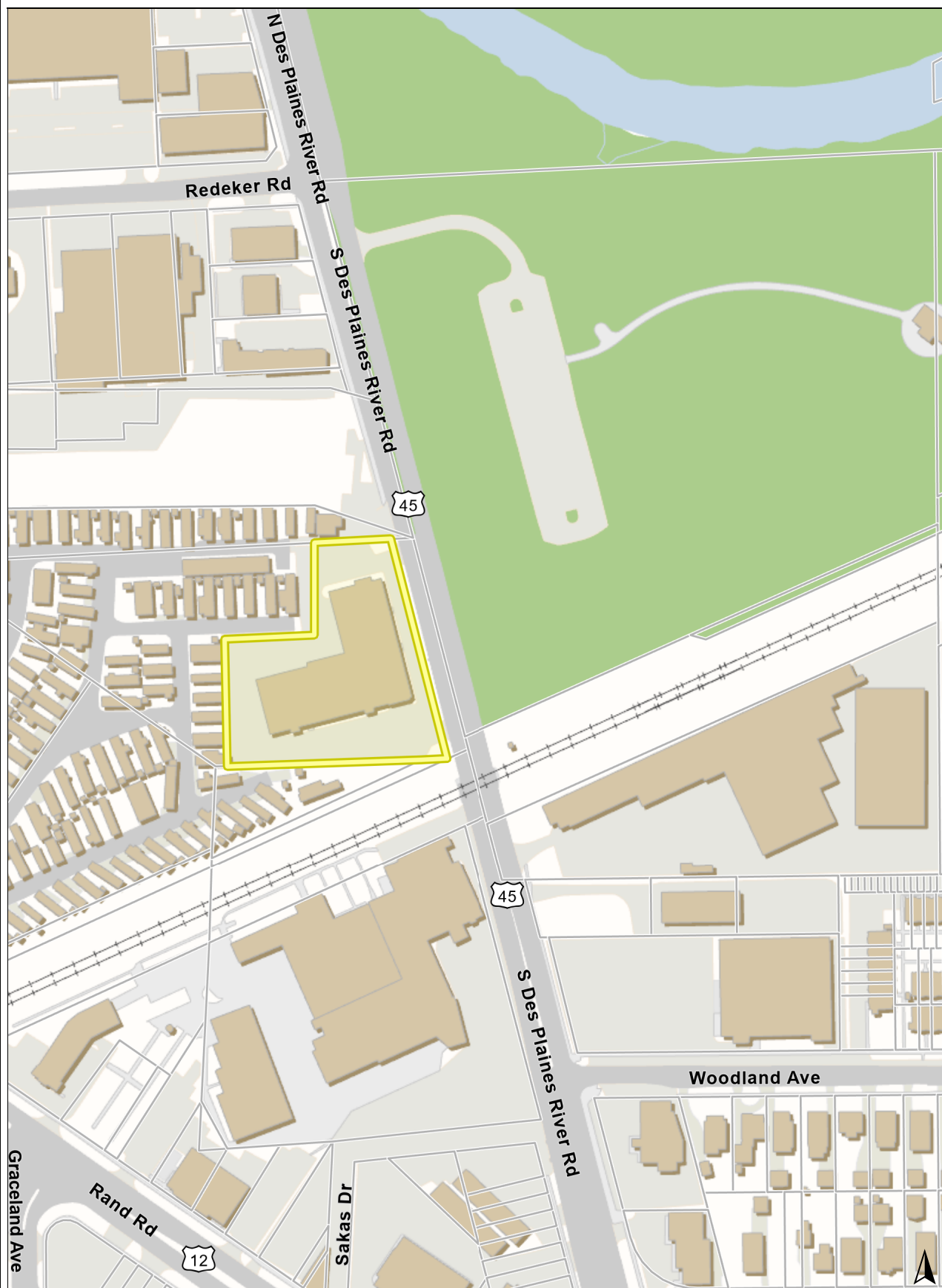


110 S. River Road
Suite 6
Des Plaines, IL 60016
630-878-8123

Answers for standards for conditional uses: 3-9-2021

1. Yes the conditional use I seek is established within the zoning district .
2. The conditional use permit for this location is in line with the City of Des Plaines objectives and comprehensive plan, as it promotes business within the city limits. It also provided a necessary service for the community.
3. This proposed conditional use is being sought in an existing building that meets all standards for the area and is maintained extremely well and is in exemptible condition. The proposed business will adhere to all standards and looks to maintain a very clean and professional business. The goal of CC Automotive is to be good neighbors and run a first class operation that adheres to all local and state policies.
4. The conditional use will complement the other businesses already occupying the location. CC Automotive looks forward to being a good neighbor to all the other businesses at the location.
5. The conditional use of this location will have no adverse affects on any of the highways, streets, police, and fire protection. CC Automotive will have no effect on disposal, water and sewer seeing it only uses minimal water, runs a clean organization, and pays a third party for disposal of garbage. It will have a positive effect on the school system as it looks to sponsor local sports teams, advertise in local school programs, and looks to get in involved in the work program at Main West.
6. This conditional use will cause no excessive requirements at public expense for facilities and services.

7. This conditional use does not involve any activities that will be detrimental anyone and property. There will not be any excessive production of traffic, noise, smoke, fumes, glare, or odors.
8. The conditional use will have no effect on the traffic in the general area. The driveways to 110 S River Rd. are large and flow well. The street is a 4-lane highway style street and does have enough room for turning.
9. The proposed conditional use for 110 s river road is being sought in an existing building so no destruction or loss will happen to any natural or scenic features.
10. The conditional use being sought by CC Automotive complies with all regulations from the City of Des Plaines and is inline with all guidelines listed by the city.

Legend

0 300 600
ft

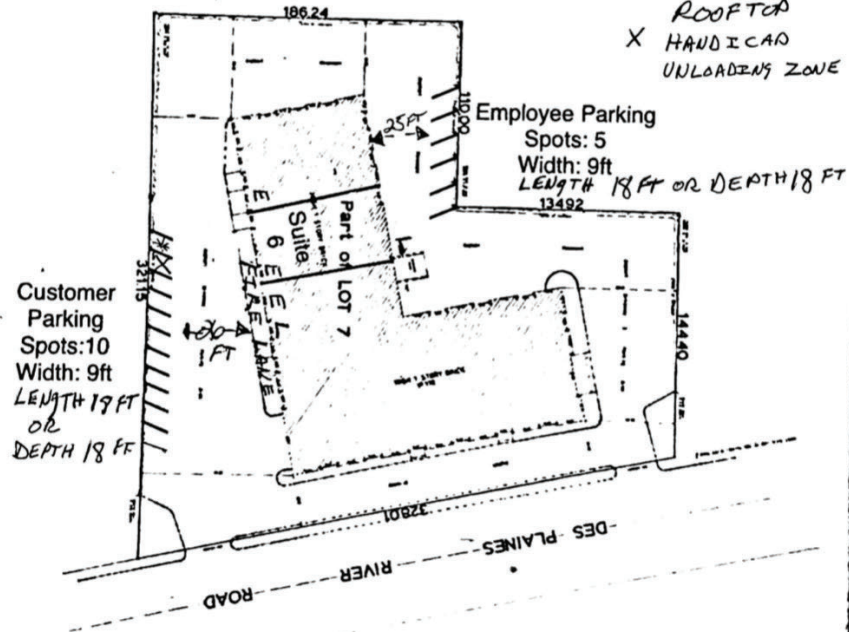
Print Date: 3/16/2021**Notes**

Disclaimer: The GIS Consortium and MGP Inc. are not liable for any use, misuse, modification or disclosure of any map provided under applicable law. This map is for general information purposes only. Although the information is believed to be generally accurate, errors may exist and the user should independently confirm for accuracy. The map does not constitute a regulatory determination and is not a base for engineering design. A Registered Land Surveyor should be consulted to determine precise location boundaries on the ground.

3-9-21

Site Plan 110 S. River Road

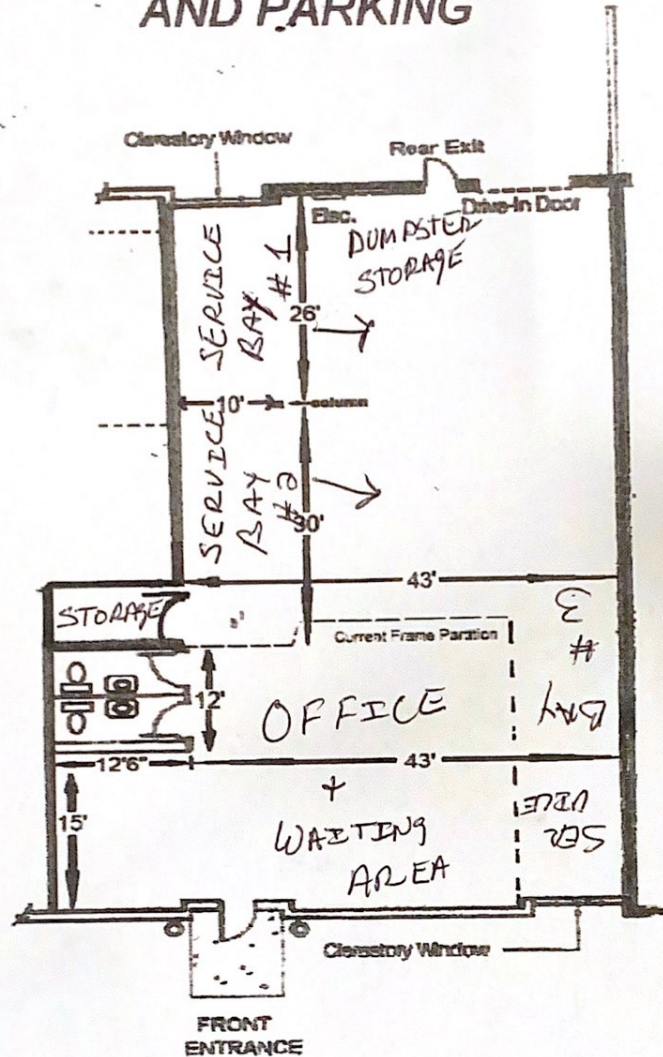
- LEGEND
- * HANDICAP PARKING
 - E EVERGREEN BUSH
 - L OUTDOOR LIGHT
 - ROOFTOP
 - X HANDICAP UNLOADING ZONE



FLOOR PLAN.

3-9-21

REAR DRIVE AND PARKING



PARKING

★ This drawing is for informational purposes only and is not to be used for construction or other purposes without the approval of the architect.

Floor Plan

NTS

110 S. River Rd.
Des Plaines, Illinois

SUITE 6
(APPROX. 3850 SQ. FT.)

jc Tenant Initials

Page 9 of 9



110 S. River Rd – Public Notice



110 S. River Rd – Looking South at Front of Site



110 S. River Rd – Looking West at Front Entrance & Parking



110 S. River Rd – Looking Southwest at Rear Entrance & Parking



COMMUNITY AND ECONOMIC
DEVELOPMENT DEPARTMENT

1420 Miner Street
Des Plaines, IL 60016
P: 847.391.5380
desplaines.org

MEMORANDUM

Date: March 15, 2021

To: Planning and Zoning Board

From: Jonathan Stytz, Planner JS

CC: Michael McMahon, Community and Economic Development Director mm

Subject: Consideration of the following: (i) a Major Amendment to the existing Planned Unit Development (PUD) under Section 12-3-5 of the Des Plaines Zoning Ordinance, as amended; (ii) a Final Plat of Subdivision under Section 13-2-5 of the Subdivision Regulations; (iii) Major Variations under Sections 12-7-3(K) and 12-9-7 of the Des Plaines Zoning Ordinance; and (iv) the approval of any other such variations, waivers, and zoning relief as may be necessary to allow for the construction of a five-story, 64,760-square foot hotel in lieu of the Class A restaurant approved in Ordinance Z-21-19. Case #21-005-PUD-A

Issue: The petitioner is requesting: (i) a Major Amendment to the existing Planned Unit Development (PUD) to allow for the construction of a five-story, 64,760-square foot hotel in lieu of the Class A restaurant approved in Ordinance Z-21-19; (ii) a Final Plat of Subdivision to resubdivide the existing property from two lots to four lots; (iii) Major Variations to allow a lot depth of 6-feet for Lots 3 and 4 where a minimum lot depth of 125-feet is required; (iv) Major Variations to allow a reduction in the number of required parking spaces from 541 to 338 spaces for Lot 1 and a reduction in the number of required parking spaces from 110 to 63 spaces on Lot 2; and (v) the approval of any other such variations, waivers, and zoning relief as may be necessary for the property at 1700 W. Higgins Road.

Analysis:

Address: 1700 W. Higgins Road

Owner: Andrew Saunders, Mariner Higgins Centre, LLC, 117 Macquarie Street, Sydney, NSW 2000, Australia

Petitioner: Mark Rogers, Mariner Higgins Centre, LLC, 117 Macquarie Street, Sydney, NSW 2000, Australia

Case Number: 21-005-FPLAT-PUD-A

**Real Estate Index
Numbers:**

09-33-309-007-0000; 09-33-310-004-0000

Existing Zoning	C-3, General Commercial District
Existing Land Uses	Multi-tenant Office Building and Surface Parking
Surrounding Zoning	North: I-90 Tollway; R-1, Single Family Residential South: G, Government and Institutional (Rosemont) East: C-2, Limited Office Commercial District West: C-3, General Commercial District
Surrounding Land Use	North: I-90 Tollway; Single Family Residences South: Health & Fitness / Village Manor Apartments (Rosemont) East: Open Space / Park West: Vacant lot
Street Classification	Higgins Road is classified as a minor arterial street.
Comprehensive Plan	The Comprehensive Plan designates this property as Commercial.

Final Planned Unit Development

Project Description The applicant, Mark Rogers on behalf of Mariner Higgins Centre, LLC, is requesting a Major Amendment to the PUD to amend Ordinance Z-21-19 to allow for the construction of a five-story, 64,760-square foot hotel in lieu of the Class A restaurant that was a part of the Final PUD approved August 19, 2019. The existing property consists of two parcels containing a six-story office building with 135,000-square feet of leasable office space and a 392 parking spaces, including 358 surface spaces, 28 indoor spaces, and six handicap accessible parking spaces. With all lots combined, the property encompasses 5.744 acres in land area.

This request comes after the approval of Ordinance Z-21-19, which granted a Final PUD with exceptions, major variations for lot depth and parking, and a Final Plat of Subdivision for (i) substantial renovations of the existing office building; (ii) construction of a new 6,000-square foot out lot building for use as a restaurant; (iii) construction of an 88-space parking lot on vacant property located across Willow Creek; and (iv) installing significant infrastructure upgrades to all parcels including the addition of both above-ground and below-ground stormwater detention facilities and new box culvert bridge over Willow Creek connecting the proposed parking lot to the subject property. Since December of 2018, the existing office building has undergone major renovations as identified in the Project Narrative (Attachment 1), including, but not limited to, the modernization of elevators, installation of business generator/incubator spaces, rehabilitating suites, remodeling the café, and replacement of the roof. However, the property owner is now desirous to construct a hotel instead of the 6,000-square foot restaurant previously approved with Ordinance Z-21-19. As a result in the change of project scope, the sale and use of the vacant property became unavailable to the petitioner requiring the Plat of Subdivision and Plat of PUD boundaries to be updated.

The major amendment to the existing PUD has been revised to show the proposed hotel positioned in the southeast corner of the property where the

original restaurant out lot building was intended and a new 34,658-square foot parking deck (total gross square footage of 68,290 including the ground and top tiers) proposed on the northwest portion of the development. The new hotel development will result in a loss of 82 parking spaces for the site as a whole. However, the proposed parking garage will consist of 207 parking spaces bringing the total number of parking spaces on site to 401 and providing a net increase of nine parking spaces. The property owner proposes to conduct the following enhancements to the existing property:

- Construction of an approximately 67,500-square foot hotel on the southeast corner of the lot;
- Construction of a new 207-space off street parking garage on the northwest corner of the lot; and
- Significant infrastructure upgrades to all properties including the addition of stormwater detention facilities to accommodate run-off.

The petitioner successfully obtained Final PUD approvals in 2019 given the multiple uses, the unique lot configurations, the notion of existing office building and proposed restaurant building within the same development, the concept of the proposed parking lot to serve the existing office building and the proposed restaurant, and the proposed level of open space with the new parking lot to accommodate stormwater run-off. While the new request offers a hotel in place of the restaurant and a parking garage in place of a surface parking lot, the proposal still represents a unique mixed use development with multiple structures, unique lot configurations, additional parking availability for use of the entire development, and improvements for storm-water detention. To achieve the intent of PUDs for these types of developments, Section 12-3-5(C) of the Zoning Ordinance allows for permitted exceptions to the bulk regulations of the Zoning Ordinance. Due to the unique property characteristics identified above, the petitioner has requested the following exceptions to the bulk regulations of the Zoning Ordinance:

- A building height exception of 59'-1/8" for the proposed hotel building where the maximum allowed is 45 feet.
 - In the C-3 district, the maximum building height is 45 feet. The property owner received a PUD exception for building height of the existing office building that was legally non-conforming. The new hotel building would not be as tall as the existing office building but would not meet the maximum height requirement. Thus, the petitioner looks to protect this building with the proposed PUD exception (Section 12-7-3.L).
- An exception to the back of curb setback from the southern and eastern edges of the proposed off street parking lot to the south and east property lines, respectively for the new hotel (Section 12-9-6-C) – the required setback is 3.5 feet and the closest back of curb setback is 2.07-feet.
 - The property owner is proposing to provide ample room for parking, circulation, and fire truck movements on the new hotel site by reducing the proposed back of curb setback.

- An exception to the five-foot perimeter parking lot landscaping area requirement for the proposed hotel parking lot (Section 12-10-8-C).
 - The amount of space available for landscaping is limited behind the southern and eastern parking space rows. However, the petitioner proposes to add a row of landscaping in these areas as well as additional landscaping in the corner of these parking areas and throughout the hotel site.

It is important to note that PUD exceptions were awarded to the subject property in 2019 given that the existing office building was built in 1986 prior to the establishment of modern zoning regulations making elements of the property non-conforming. Note, there is currently a deficit of parking for the existing office building as the office building was built under a different parking requirement. With the addition of the new parking garage to the west, the entire development will have a positive gain on the parking count which reduces the extent of the variance request. The attached traffic study discusses the parking and trip generation in more detail (Attachment 12). The parking variance request is explained in the Major Variations section of the staff report below.

Final Plat of Subdivision

Project Description

The petitioner has submitted a revised Final Plat of Subdivision in order to re-subdivide the existing lots into four new lots to reflect the change in scope for the redevelopment of this property. The proposed new lot configuration is found below:

Final Plat of Subdivision - Lot Matrix

Proposed Lot Number	Proposed/Existing Use	Proposed Land Area	Proposed Acreage
Lot 1	Existing Office Building & Proposed Parking Garage	197,350 SF	4.531
Lot 2	Proposed Hotel	52,774 SF	1.212
Lot 3	Western Billboard	36 SF	0.001
Lot 4	Eastern Billboard	36 SF	0.001

A description of each proposed lot is as follows:

- Lot 1 – The existing office building is currently situated across both of the existing parcels, but will be reconfigured on the revised Plat of Subdivision so that Lot 1 includes the entire office building and the proposed parking garage. The petitioner has indicated that a portion of the proposed parking garage will be located on property owned by the City of Des Plaines, which will be vacated/sold to the petitioner so it can be incorporated into Lot 1.
- Lot 2 – The proposed hotel and the proposed surface parking area will be located on a separate lot at the southeast corner of the property. Lot 2 will lot for the existing office building will be reduced to accommodate the new proposed restaurant and to create two separate lots for the existing billboards.
- Lot 3 – This lot encompasses the base of the westernmost billboard sign.
- Lot 4 – This lot encompasses the base of the easternmost billboard sign.

Major Variations

Project Description

The petitioner has submitted variance requests for parking and lot depth due to the unique size and shape of the development. The existing office building property contains 392 parking spaces, which is a non-conforming parking count for today's standards. However, this office building was constructed under a different parking regulation. Thus, as part of the development proposal, the petitioner is requesting a major variation to reduce the off street parking requirement for the existing office building on the new Lot 1 from the required 541 spaces to 338 off street parking spaces. Pursuant to Section 12-9-7, the proposed hotel requires a total of 110 parking spaces. Since the hotel site on the new Lot 2 will only contain 63 spaces, the petitioner is also requesting a major variation to reduce the parking from 110 spaces to 63 spaces. The proposed hotel building footprint will remove 82 spaces from the site. However, the petitioner is constructing a brand new 207-space parking garage on the northwest corner of the lot directly east of Willow Creek bringing the parking total for the entire development to 401 spaces, which is a net gain of nine off street parking spaces compared to the current parking total. It is important to note that some of the existing office parking spaces will be transitioned to the new hotel as necessary. However, the new parking garage will provide additional parking for the existing office use and effectively reduce the nonconforming status.

Additionally, the petitioner is requesting major variances to reduce the lot depths from 125 feet to six feet for Lots 3 and 4, which entail the base of the billboards. These requests are a deviation from Subdivision Code Section 13-2-5.R. However, staff does not have a concern with the lot depth variance requests as the lot configuration is for tax purposes. All variation requests are summarized in the table below:

Regulation	Required	Proposed
Parking – Office Building (Lot 1)	541 spaces	338 spaces
Parking – Hotel (Lot 2)	110 spaces	63 spaces
Lot Depth (Lot 3)	125-feet	6-feet
Lot Depth (Lot 4)	125-feet	6-feet

Compliance with the Comprehensive Plan

As found in the City of Des Plaines' 2019 Comprehensive Plan, there are several parts of the Comprehensive Plan that align with the proposed project. Those portions are as follows:

- Under Future Land Use Map:
 - The property is marked for commercial land use. The proposed expanded parking garage will further enhance the existing office building property, reduce the existing parking non-conformity, and allow for mixed use development on the site. This will also allow the subject property to support multiple uses in close proximity to transit and the higher density commercial corridor in its immediate vicinity.
- Under Economic Development:
 - The Comprehensive Plan recognizes the economic vitality of the surrounding area and its importance to the broader region. The proposed enhancements of this site would be in-keeping with prior development efforts from the office building.

Planned Unit Development (PUD) Findings

As required, the proposed development is reviewed in terms of the findings contained in Section 3-5-5 of the Zoning Ordinance. In reviewing these standards, staff has the following comments:

A. The extent to which the Proposed Plan is or is not consistent with the stated purpose of the PUD regulations in Section 12-3-5-1 and is a stated Conditional Use in the subject zoning district:

Comment: A PUD is a listed conditional use in the C-3 zoning district. The proposed project meets the stated purpose of the PUD. Additionally, the proposed improvements of the subject parcels will enhance the neighboring area, but also be cognizant of nearby land uses. Please also see the responses from the applicant.

B. The extent to which the proposed plan meets the prerequisites and standards of the planned unit development regulations:

Comment: The proposed development will be in-keeping with the City's prerequisites and standards regarding planned unit development regulations. Please also see the responses from the applicant.

C. The extent to which the proposed plan departs from the applicable zoning and subdivision regulations otherwise applicable to the subject property, including, but not limited to the density, dimension, area, bulk, and use and the reasons why such departures are or are not deemed to be in the public interest:

Comment: The proposed project is in-line with the intent of a PUD as exceptions for building height, back of curb setback, and a five-foot landscape setback have been proposed for the new hotel and parking garage plans on the subject property. Aside from variation requests for parking and lot depth, all other aspects of the revised development proposal comply with the Zoning Ordinance. Please also see the responses from the applicant.

D. The extent to which the physical design of the proposed development does or does not make adequate provision for public services, provide adequate control of vehicular traffic, provide for, protect open space, and further the amenities of light and air, recreation and visual enjoyment:

Comment: All provisions for public services, adequate traffic control and the protection of open space are being accommodated in the development. The petitioner is proposing to adjust the main entrance and drive-aisle areas to the site to accommodate the building expansion, improve circulation and access throughout the site, and allow for sufficient emergency vehicle turning radii throughout the site. Please also see the responses from the applicant.

E. The extent to which the relationship and compatibility of the proposed development is beneficial or adverse to adjacent properties and neighborhood:

Comment: The proposed expansion complements existing development to the east, west and south as all surrounding properties, except for the Rosemont Park District property directly east of the subject property are built up. Additionally, measurements will be made to reduce any impact on the nearby properties as all elements will have to comply with the Des Plaines Subdivision and Zoning Ordinances.

F. The extent to which the proposed plan is not desirable to physical development, tax base and economic well-being of the entire community:

Comment: The proposed project will contribute to an improved physical appearance within the City by adding a new use to the existing office building property with updated landscaping, utility connections, and vehicular access and circulation. This will contribute positively to the tax base and economic well-being of the community. Please also see the responses from the applicant.

G. The extent to which the proposed plan is in conformity with the recommendations of the 2019 Comprehensive Plan:

Comment: The proposed development meets the goals, objectives and recommendations of the 2019 Comprehensive Plan. Please also see the responses from the applicant.

Variation Findings: Variation requests are subject to the standards set forth in Section 12-3-6(H) of the 1998 City of Des Plaines Zoning Ordinance, as amended.

- 1. Hardship: No variation shall be granted pursuant to this subsection H unless the applicant shall establish that carrying out the strict letter of the provisions of this title would create a particular hardship or a practical difficulty:**

Comment: Carrying out the strict letter of this code would create a practical difficult for the property owner as the existing office building was developed in 1986 prior to the establishment of modern zoning regulations for parking. Thus, the existing office building was developed under a parking regulation that does not meet modern standards. The proposal includes the construction of a 207-space parking garage which will reduce the non-conforming parking count, but will by no means meet the minimum parking standards requiring the petitioner to request a variation. The subject property also contains two active billboards, one on the east side and the other on the west side of the property, which are currently incorporated with the existing office lots. As part of the development, the site will be resubdivided to include an individual lot for each billboard for taxing purposes. The minimum lot depth requirement of 125-feet for the intended use is not practical for the subject property. Please see the Petitioner's responses to Standards for Variations.

- 2. Unique Physical Condition: The subject lot is exceptional as compared to other lots subject to the same provision by reason of a unique physical condition, including presence of an existing use, structure, or sign, whether conforming or nonconforming; irregular or substandard shape or size; exceptional topographical features; or other extraordinary physical conditions peculiar to and inherent in the subject lot that amount to more than a mere inconvenience to the owner and that relate to or arise out of the lot rather than the personal situation of the current owner of the lot:**

Comment: The existing access and location of the subject property creates a unique physical condition that limits the available development of this site and prevents full compliance with current zoning standards. The site is landlocked by the I-90 Tollway to the north, the Rosemont Park District to the east, Willow Creek to the west, and Higgins Road to the south, which serves as the site's only access point. The petitioner originally had an opportunity to construct a bridge across Willow Creek to construct additional parking on property owned by the Village of Rosemont. However, this arrangement fell through limiting the development of the site to its current boundaries. Additionally, the petitioner is unable to meet the required lot depth requirements for the two new billboard lots given that the billboards are located in close proximity to the existing office building and that the reallocation of ownership involved with the expansion of each billboard lot to the minimum standards could cause more parking concerns. Please see the Petitioner's responses to Standards for Variations.

- 3. Not Self-Created: The aforesaid unique physical condition is not the result of any action or inaction of the owner or its predecessors in title and existed at the time of the enactment of the provisions from which a variance is sought or was created by natural forces or was the result of governmental action, other than the adoption of this title:**

Comment: The physical conditions described above are of no fault to the petitioner as the existing property consists of these characteristics prior to the development proposal for the new hotel. As previously mentioned, the office building was built before the establishment of modern zoning regulations creating several non-conformities. Staff is not aware of any action of the current or

previous owner which created the conditions described above. Please see the Petitioner's responses to Standards for Variations.

- 4. Denied Substantial Rights: The carrying out of the strict letter of the provision from which a variance is sought would deprive the owner of the subject lot of substantial rights commonly enjoyed by owners of other lots subject to the same provision:**

Comment: Carrying out the strict letter of this code could deprive the existing property owner of substantial rights enjoyed by other owners of similarly zoned lots by limiting the redevelopment of the property with uses enjoyed by similar developments in the area. The PUD located west of the subject property and south of the I-90 Tollway includes a mixed use development with a hotel/Class A Restaurant, Fuel Center/Class B restaurant, and car wash contains multiple structures and parking areas similar to the design for the proposed development. Please see the Petitioner's responses to Standards for Variations.

- 5. Not Merely Special Privilege: The alleged hardship or difficulty is neither merely the inability of the owner or occupant to enjoy some special privilege or additional right not available to owners or occupants of other lots subject to the same provision, nor merely the inability of the owner to make more money from the use of the subject lot:**

Comment: The granting of this variation for density would not provide any special privilege of the property owner or petitioner as similar developments in the C-3 zoning district have the opportunity for this request for development proposals permitted in the C-3 district. This variation would allow for the redevelopment of the existing site and the increase in mixed use developments in Des Plaines. Please see the Petitioner's responses to Standards for Variations.

- 6. Title And Plan Purposes: The variation would not result in a use or development of the subject lot that would be not in harmony with the general and specific purposes for which this title and the provision from which a variation is sought were enacted or the general purpose and intent of the comprehensive plan:**

Comment: The proposed multi-family development would be harmonious with the surrounding multi-use developments to the east and west of the subject property. The mixed use development proposal supports the goals and objectives of the Comprehensive Plan, which strives to incorporate multiple uses on single lots. Please see the Petitioner's responses to Standards for Variations.

- 7. No Other Remedy: There is no means other than the requested variation by which the alleged hardship or difficulty can be avoided or remedied to a degree sufficient to permit a reasonable use of the subject lot.**

Comment: There are no other reasons that the aforementioned hardships can be avoided or remedied as the property is land-locked and cannot be expanded to meet minimum standards for larger commercial development intended for a C-3 zoned property. Please see the Petitioner's responses to Standards for Variations.

- 8. Minimum Required: The requested variation is the minimum measure of relief necessary to alleviate the alleged hardship or difficulty presented by the strict application of this title.**

Comment: This would be the minimum amount of relief necessary to alleviate the aforementioned hardships and allow the petitioner to redevelop the subject property with a multi-use development. The proposed meets or exceeds all other requirements of the Des Plaines Zoning Ordinance. Please see the Petitioner's responses to Standards for Variations.

Recommendations: Staff supports the following requests for the development at 1700 W. Higgins: (i) a Major Amendment to the existing Planned Unit Development (PUD) to allow for the construction of a five-story, 64,760-square foot hotel in lieu of the Class A restaurant approved in Ordinance Z-21-19; (ii) a Final Plat of Subdivision to resubdivide the existing property from two lots to four lots; (iii) Major Variations to allow a lot depth of 6-feet for Lots 3 and 4 where a minimum lot depth of 125-feet is required; (iv) Major Variations to allow a reduction in the number of required parking spaces from 541 to 338 spaces for Lot 1 and a reduction in the number of required parking spaces from 110 to 63 spaces on Lot 2 with the condition that drawings may have to be amended to comply with all applicable codes and regulations.

Planning and Zoning Board Procedure:

The Planning and Zoning Board may vote to *recommend* approval, approval with modifications, or disapproval over the requested Major Amendment for the Planned Unit Development, Final Plat of Subdivision, and Variation requests for 1700 W. Higgins Road. The City Council has final authority over the proposal.

Attachments:

Attachment 1:	Project Narrative
Attachment 2:	Petitioner's Responses to Standards
Attachment 3:	Location Map
Attachment 4:	Plat of Survey
Attachment 5:	Geometric Site Plan and Parking Plan
Attachment 6:	Amended Plat of PUD
Attachment 7:	Select Architectural Plans
Attachment 8:	Select Final Engineering Drawings
Attachment 9:	Final Plat of Subdivision
Attachment 10:	Landscape Plan
Attachment 11:	Electrical and Photometric Plan
Attachment 12:	Parking and Traffic Study without Appendices
Attachment 13:	Turning Radius Diagram
Attachment 14:	Site and Context Photos



33 NORTH LASALLE STREET, 28TH FLOOR CHICAGO, ILLINOIS 60602
BRIAN P. LISTON (312) 580-1594 PETER TSANTILIS (312) 604-3808 FACSIMILE (312) 580-1592

March 16, 2021

VIA MAIL & EMAIL

Mike McMahon
Economic Development Coordinator
City of Des Plaines
1420 Miner Street
Des Plaines, Illinois 60016

RE: Development Application Narrative
Mariner Higgins Centre, LLC
1700 W. Higgins Road
Des Plaines, Illinois 60018
PINs: 09-33-310-004; 09-33-309-007-0000

Dear Mike:

Mariner Higgins Centre, LLC (the "Applicant") is the owner of the property located at 1700 W. Higgins Road, Des Plaines, Illinois 60018 (09-33-310-004-0000; 09-33-309-007-0000). The Applicant is requesting approval from the City of Des Plaines (the "City") of a Final Planned Unit Development (PUD), a Final Plat of Subdivision and three major variances. Applicant is also requesting that CED staff review and approve the proposed hotel design & user.

The requested Final PUD includes an existing 139,000 square foot commercial building which has recently been renovated, construction of an approximately 64,760 square foot hotel, construction of a new decked parking garage, digitization of a billboard and significant infrastructure and storm-water management upgrades.

Since December of 2018, the Applicant has invested approximately \$3,789,917 for major renovations at the existing office building. One of the largest projects required for the property was a complete elevator modernization which was finished in 2019. The other major project for the office was the installation of a business generator/incubator spaces, with Applicant spending over \$500,000 to construct and furnish the areas. The goal is now having growing companies enter the O'Hare office sub-market and eventually grow into larger spaces within the building. Relatedly, the Applicant has also finished rehabilitating some of its previously vacant suites (450, 300, 680 & 690), replaced the roof, installed new furniture for the common areas, completed work in the corridor, finished remodeling the café, resurfaced the parking lot, installed sidewalks, parking lot LEDs, terrazzo floor, revolving doors and more

Since completion, the Applicant has attracted a number of new tenants to both the generator space and formerly vacant suites. Fi-Tek, LLC is currently working out of generator space 7, with plans to potentially move operations to suite 550 later in 2021. Tech USA also started utilized the generator space while suite 450 was being finished. Chepov & Scott are currently in suite 430 and will also be expanding into suite 440. Physicians Immediate Care is in suite 600 (11,686 SF), and as of early February the Law Offices of Samuel Bae has been set up in generator space 6. The Applicant also has Efrutti under contract to lease suite 680 starting in June 2021. Pre-COVID, employment number for the existing office building were around 250, but currently the number is likely half based on alternating schedules and working from home.

Additionally, the Applicant plans to construct a new 64,760 square foot Homes 2Suites Hotel by Hilton on the subject property, including 63 off street parking spaces, including six (6) ADA spots. Homes2 Suite is a modern mid-scale hotel featuring all suites, focusing on the extended stay traveler. Besides the first, each floor of the hotel will feature 15 queen studios, 6 queen studios (connecting), and one ADA accessible queen studio. The measurement for the highest point of the building is 68' 2 ½". The building materials comply with Section 12-3-11 of the zoning ordinance, and a copy of the materials to be used is included on the Hotel elevation sheets A-4.1 & A-4.2 included in the enclosed packet. The Dumpster Details sheet (SP-2) was erroneously left out of the initial packet, but is now included with the Hotel design documents. Please see the breakdown below for the dimensions for all hotel areas devoted to offices:

- **First Floor Offices**

- Sales Office:

- Area: 133 Sq. Ft. – Dimensions: 11' 10 13/16 " x 9' 4 ½ "

- Engineer Office:

- Area: 71.4 Sq. Ft. – Dimensions: 11' 10 13/16 " x 6'

- Manager Office:

- Area: 112.8 Sq. Ft. – Dimensions 11' x 9' 3 1/8 "

- B.O.H.:

- Area: 858.5 Sq. Ft.

- Food Prep:

- Area: 269.4 Sq. Ft.

- **Typical Floor**

- No office sheets for 1.2 through 1.5, but there is a housekeeping room that measures 434.29 Sq. Ft.

Please also see the enclosed fire truck turning exhibits and updated drawings including placement of a new fire hydrant on the east side of the hotel (see sheet UT1). As to trash pickup and disposal, a collection pad is proposed near the ramp of the new parking garage with a trash enclosure is proposed on the east side of the hotel (please see sheet GM1). Construction is planned to begin around mid to late 2021, with completion by mid-2022. The Final PUD or other controlling document will include an easement which allows for shared parking across both lots. The Hotel and Office parking will work synergistically with one another, with office parking demand declining in the afternoon while Hotel parking increases. The parking will be fully open with the exception that priority will be given to the parking spaces on Lot 2 to the Hotel after normal working hours. This will allow the Hotel to utilize the parking directly north for the peak check in hours.

The site currently consists of two parcels which include an existing 139,000 square foot commercial building surrounding by a parking lot on each end. The total land square footage of these two parcels is approximately 230,126 square feet of land. The site currently has 392 parking spaces including 358 outdoor parking spaces, 28 indoor parking spaces, and six handicap parking spaces. According to a study done on April 3rd, 2019, peak parking demand was 136 vehicles (35 percent) occurring at 11:00 A.M. with a surplus of 256 parking spaces. It should be noted that, at the time the parking occupancy survey was conducted, the existing six-story office building had approximately 74,291 square feet of vacant space. In order to determine the parking demand of the fully occupied office building, the parking demand of the vacant space was estimated based on the results of the parking occupancy survey. As a result, the peak parking demand of the fully occupied office building will occur at 11:00 A.M. with a parking demand of 302 spaces.

As a result of the hotel development, the existing office building will be losing 82 parking spots. However, Applicant will be constructing a new 34,658 square foot decked parking garage, with a total gross square footage of 68,290 (including the ground and top tiers). The proposed 207-space parking garage will be replacing the existing surface parking spaces. Overall, the site will provide a total parking supply of 401 spaces, which is a net increase of nine (9) parking spaces over the existing supply.

Stormwater management is required for this project and will be designed to meet Metropolitan Water Reclamation District of Greater Chicago (MWRD) standards. The project is tributary to Willow. The site is currently developed as an office building and surrounding parking lot. The proposed plan consists of a new hotel East of the office building with an underground stormwater vault under the parking lot for detention and volume control. The stormwater vault is sized based on the hotel development area (area disturbed for new hotel). The vault is tributary to an existing sewer on-site that outfalls to Willow Creek. No additional stormwater management is required for areas not disturbed for construction of the hotel.

In addition, a parking garage is proposed northwest of the existing office building with an underground stormwater vault under the parking garage for detention and volume control. The stormwater vault is sized based the parking garage development area (area disturbed for new parking garage). The vault is tributary to an existing sewer on-site that outfalls to Willow Creek. No additional stormwater management is required for areas not disturbed for construction of the garage.

The Applicant is also requesting three major variances. The first variances request is for Lot 3 and 4 to reduce the 125' lot depth requirement to 6' pursuant to 13-2-5-R of the subdivision regulations. Second, Applicant requests a variance for Lot 1 to reduce the parking requirement from 541 spaces to 338 spaces pursuant to 12-9-7 of the zoning ordinance. The third and final variance request is to reduce the parking requirement from 110 spaces to 63 spaces on Lot 2, pursuant to 12-9-7 of the zoning ordinance.

The total projected parking demand of the overall site was calculated adding the projected parking demand for the proposed hotel to the projected parking demand of the office building assuming full occupancy. It should be noted that in order to provide for a conservative analysis, the highest hourly parking demand for each land use was utilized (City of Des Plaines Code for the all-suites hotel and ITE rates for the office building). Table 7 below of the enclosed KLOA Traffic/Parking Study shows the total projected hourly parking demand for the site. A review of Table 7 indicates that the projected peak parking demand for the overall site will be 363 vehicles (91 percent occupancy) occurring at 10:00 A.M. with a surplus of 38 parking spaces. Therefore, the results of the parking evaluation show that the proposed parking supply of 401 parking spaces will be adequate in accommodating the projected peak parking demand of the two land uses.

Table 7
WEEKDAY TOTAL PROJECTED PARKING DEMAND

Time	Office ¹	Hotel ²	Total	Surplus	Percent Occupancy
5:00 AM	4	95	99	302	0.25
6:00 AM	20	95	115	286	0.29
7:00 AM	65	87	152	249	0.38
8:00 AM	181	77	258	143	0.64
9:00 AM	282	76	358	43	0.89
10:00 AM	312	51	363	38	0.91
11:00 AM	314	44	358	43	0.89
12:00 PM	275	31	306	95	0.76
1:00 PM	275	32	307	94	0.77
2:00 PM	290	27	317	84	0.79
3:00 PM	273	36	309	92	0.77
4:00 PM	251	46	297	104	0.74
5:00 PM	161	41	202	199	0.50
6:00 PM	51	43	94	307	0.23
7:00 PM	28	39	67	334	0.17
Proposed Parking Supply: 401 spaces					
1 – Hourly parking demand based on ITE rates at full occupancy					
2 – Hourly parking demand based on City of Des Plaines Code					

The Applicant is requesting the City's approval of the attached Final Plat of Subdivision. The proposed subdivision seeks to re-subdivide the existing lots into five new lots to reflect the redevelopment of this property:

<u>Proposed Lot Number</u>	<u>Proposed/Existing Use</u>	<u>Proposed Land Area</u>
Lot 1	Office/Garage	179,154 SF
Lot 2	Hotel	52,774 SF
Lot 3	Billboard	36 SF
Lot 4	Billboard	36 SF

The office building is currently sited on across both existing parcels, but is being reconfigured on the Plat so that the Eastern boundary of existing Parcel #1 will be extended further to include the entirety of the office building. The decked parking garage will be constructed to the North-West of the office building on existing Parcel #1. A portion of the garage will be located within the Webster Avenue Tollway owned by the City of Des Plaines. Said portion is being vacated/sold to the Applicant to incorporate it into the new proposed Lot 1. Once the PUD has been submitted and recorded, the office and decked parking site will be on a single parcel.

The area of land to become Proposed Lot 2 is located on current Parcel #2, and will be the site of a new 64,760 square foot hotel. The exterior color and building materials for the future hotel building will complement the existing office building and comply with the Building Design Standards in the Zoning Ordinance. The Applicant is under contract with a hotel developer, with plans to begin construction of the Hotel mid to late 2021. Lastly, Proposed Lots 3 and 4 encompass the base of the two billboards, with Lot 3 encompassing the westernmost billboard and Lot 4 encompassing the easternmost billboard.

Ultimately, the Applicant requests that the City of Des Plaines approve of the proposed Final PUD, Final Plat of Subdivision, zoning variances and approval of the Hotel user. Should you need any additional documentation or have any questions or concerns, do not hesitate to contact me at (312) 604-3898.

Best Regards,



Mark Rogers

STANDARDS FOR PLANNED UNIT DEVELOPMENTS

The Planning and Zoning Board and City Council review the particular facts and circumstances of each proposed Planned Unit Development in terms of the following standards. Keep in mind that in responding to the items below, you are demonstrating that the proposed use is appropriate for the site and will not have a negative impact on surrounding properties and the community. Please answer each item completely and thoroughly.

Project: 1700 W. Higgins Road

- 1. The extent to which the proposed plan is or is not consistent with the stated purpose of the planned unit development regulations set forth in subsection A of this section;**

Response: The proposed plan is consistent with the planned unit development regulations listed in subsection A. This plan would not be possible under the strict application of other sections as this development has many unique features, such as being located on and along Willow Creek, the fact that the development encompasses both existing buildings and proposed new ones, and the general size of the development. The current plan proposes a new decked parking garage to the North-West of the existing office building to support both the office and the newly proposed Hotel. Not only will the project add a new revenue generating hotel, but will also increase the net number parking spaces at the Subject Property by nine (9).

- 2. The extent to which the proposed plan meets the requirements and standards of the planned unit development regulations;**

Response: The proposed plan meets all the requirements and standards of the PUD regulations in section 12-3-5. The plan is allowable in both C-2 and C-3 zoning districts, and it meets the minimum size of two (2) acres for said districts. The Final PUD will be under single ownership.

- 3. The extent to which the proposed plan departs from the zoning and subdivision regulations otherwise applicable to the subject property, including, but not limited to, the density, dimension, area, bulk and use and the reasons why such departures are or are not deemed to be in the public interest;**

Response: The proposed plan departs from the regulations only slightly. The existing office building at the Subject Property was constructed in 1986, before the C-2 and C-3 zoning districts were in existence. Once introduced the zoning districts made some components of the existing property non-conforming.

Identified exceptions include a building height exception of 72 feet, an exception to the back of curb setback from the northern edge of the existing off street parking lot to the north property line (the required setback is 3.5 feet and the closest back of curb setback is .8 feet.), an exception to the seven-foot perimeter parking lot landscaping area requirement, and an exception to the seven foot perimeter parking lot landscaping area requirement for the existing parking lot.

The building height and seven foot perimeter parking lot landscaping area requirements were introduced after the office building was developed as mentioned above, and its departure from the regulations will have no effect on the public interest as Applicant is only looking to protect the building with a PUD exception. The proposed plan will not be detrimental to surrounding properties, and will only serve to increase public safety and accessibility by adding additional parking for the development.

4. **The extent to which the physical design of the proposed plan does or does not make adequate provision for public services, provide adequate control over vehicular traffic, provide for and protect designated common open space, and further the amenities of light and air, recreation and visual enjoyment;**

Response: The physical design on the proposed plan makes adequate provisions for public services, control of vehicular traffic, common open space and furthers the amenities of light, air, recreation and visual enjoyment.

A shared access and parking easement is noted on the plat or other controlling document allowing said tenants, guests and patrons to share parking on each of the new lots. An easement for the air/billboard overhand rights is also listed on the face of the plat, allowing the billboard faces to cross over their respective lots and project onto the proposed Lot 1. The plan also furthers the amenities of light, air and visual enjoyment through the installation of new signage, updated landscaping, and the substantial rehabilitation of the existing office building.

5. **The extent to which the relationship and compatibility of the proposed plan is beneficial or adverse to adjacent properties and neighborhood;**

Response: The plan is compatible with the current conditions and the overall character of existing development in the immediate vicinity as the properties to the west across the Canadian National Railroad. Further, the property to the southwest in Rosemont is zoned for

commercial uses and has similar characteristics as the proposed development: mixed use commercial and office space. The plan is also beneficial to adjacent properties and neighborhood as proposed businesses and Hotel will cater to the O'Hare Airport travelers, local residents, nearby works and motorists traveling on Mannheim Road and the Tollway. The plan will also be beneficial by generally increasing the economic activity of the development through the addition of the 64,760 square foot Hotel.

The substantial rehabilitation of the existing office and the planned landscaping will also further the visibility of the development, and eventually lead to a higher tax base resulting from the improved building, new decked parking garage, and hotel.

6. The extent to which the proposed plan is not desirable to the proposed plan to physical development, tax base and economic well-being of the entire community; and

Response: Applicant does not believe the proposed plan will be undesirable to physical development, tax base, and economic wellbeing of the entire community. As mentioned above, the proposed plan will substantially increase the amount of taxes generated at the property, will beautify the area and its surrounds, bring in new business to the City, and otherwise increase the economic activity in the area from hotel patrons and employees.

7. The extent to which the proposed plan is not in conformity with the recommendations of the comprehensive plan

Response: The proposed plan is in conformity with the recommendations of the comprehensive plan. The 2019 City of Des Plaines Comprehensive Plan designates the area as Commercial. "Commercial areas include retail, office, and service-oriented uses that primarily service day-to-day needs of local residents." See page 12 of Des Plaines Comprehensive Plan. The proposed commercial development plans for a hotel to be located to the east of the existing office building commonly known as 1700 Higgins Centre. The proposed hotel will further Des Plaines Economic Development goal to "enhance existing commercial and industrial areas and expand employment opportunities." See page 7 of Des Plaines Comprehensive Plan. The proposed development will take advantage of area to the North-West of the existing office building to construct a new deck parking garage to service not only the office, but the proposed Hotel to the East. This garage will open up more space to be developed on the existing site for the proposed hotel and enhancing the commercial area along Higgins Road.

STANDARDS FOR VARIATIONS

In order to understand your reasons for requesting a variation, please answer the following items completely and thoroughly (two to three sentences each). Variation applicants must demonstrate that special circumstances or unusual conditions prevent them from following the specific regulations of their zoning district. Applicants must prove that the zoning regulations, in combination with the uncommon conditions of the property, prevents them from making any reasonable use of the land. Keep in mind that no variation may be granted that would adversely affect surrounding properties or the general neighborhood.

Requested Variations:

- Variation request for Lot 1 to reduce the parking requirement from 541 spaces to 338 spaces pursuant to 12-9-7 of the zoning ordinance
- Variation request for Lot 2 to reduce the parking requirement from 115 spaces to 63 spaces pursuant to 12-9-7 of the zoning ordinance.
- Variation request for Lot 3 and Lot 4 to reduce the 125' lot depth requirement to 6' pursuant to 13-2-5-R of the subdivision regulations.

-
1. **Hardship: No variation shall be granted pursuant to this subsection H unless the applicant shall establish that carrying out the strict letter of the provisions of this title would create a particular hardship or a practical difficulty.**

Response: Proposed Lot 1 will encompasses the 135,204 sq. ft. office building and the proposed decked parking garage. The office building currently has off street parking in the amount of 359 (including 28 interior parking spaces) whereas 12-9-7 of the zoning ordinance requires a total of 541 off street parking spaces. Due to the nature of the development, the presence of the floodplain/Willow Creek, and age of the office building, 541 off street parking spaces is not feasible in this location. Lot 2 will contain the proposed 64,760 square foot restaurant and 63 off-street parking spots. Similar to the issue above, zoning ordinance section 12-9-7 requires 1 spot per guest room and an additional spot for every 200 square feet of office space, resulting in 110 required spaces. In order to alleviate the parking deficit, The Applicant will construct a new 34,658 square foot decked parking garage, with a total gross square footage of 68,290 (including the ground and top tiers). The proposed 207-space parking garage will be replacing the existing surface parking spaces. Overall, the site will provide a total parking supply of 401 spaces, which is a net increase of nine (9) parking spaces over the existing supply.

According to the KLOA's traffic and parking study (see figure 7), the projected peak parking demand for the overall site will be 363 vehicles (91 percent occupancy) occurring at 10:00 A.M. with a surplus of 38 parking spaces. Therefore, the results of the parking evaluation show that the proposed parking supply of 401 parking spaces will be adequate in accommodating the projected peak parking demand of the two land uses.

The variance request for Lots 3 and 4 to reduce the required lot depth from 125' to 6' is necessary to protect the billboard monopoles that are already erected and in place. This PUD and Plat simply created a separate lot for each of the existing monopoles. Applicant is not proposing any additional work or changes to the billboards, but rather to protect the existing monopole with the proposed PUD variance. Without the variance, the Applicant will not be able to complete the development as planned; a lot depth of 125' for a monopole is not feasible.

- 2. Unique Physical Condition: The subject lot is exceptional as compared to other lots subject to the same provision by reason of a unique physical condition, including presence of an existing use, structure, or sign, whether conforming or nonconforming; irregular or substandard shape or size; exceptional topographical features; or other extraordinary physical conditions peculiar to and inherent in the subject lot that amount to more than a mere inconvenience to the owner and that relate to or arise out of the lot rather than the personal situation of the current owner of the lot.**

Response: The Subject Property is exceptional mainly due to the location of the lots on and around Willow Creek. The location of the lots in relation to the creek make construction around the area extremely difficult, requiring a storm-water management facility and permission from multiple agencies. Applicant has done the above due diligence, and will be constructing a new 207 space decked parking garage to remedy lost parking spots from the proposed Hotel. Additionally, the unique lot configuration (existing and proposed new buildings within the same development), in conjunction with the new parking garage servicing multiple parcels in the development, make the deficit on these lots more than a mere inconvenience or personal situation of the owner.

As to the Lots 3 & 4, they are exceptional in the fact that they are not 'normal' lots intended for building construction. Lots 3 & 4 are 36 square feet each, and include only a billboard monopole. It would not be prudent or possible to remove the billboards and increase the lot depth by 119' for a simple monopole. The billboards already exist, and this variance is simply to allow each to become its own Lot.

- 3. Not Self-Created: The aforesaid unique physical condition is not the result of any action or inaction of the owner or its predecessors in title and existed at the time of the enactment of the provisions from which a variance is sought or was created by natural forces or was the result of governmental action, other than the adoption of this title.**

Response: The unique physical conditions of these lots is not the result of inaction of the current owner or predecessor in title as the uniqueness derives mostly from the topographical features of the site. Additionally, at the time the development was created, the C-2 & C-3 Limited Office Commercial District did not exist. Once the zoning district was introduced, it made some components of the property non-conforming. The billboards on proposed lot 3 and 4 existed prior to this proposed plan, and Applicant is only looking to put each billboard monopole on its own Lot.

- 4. Denied Substantial Rights: The carrying out of the strict letter of the provision from which a variance is sought would deprive the owner of the subject lot of substantial rights commonly enjoyed by owners of other lots subject to the same provision.**

Response: Carrying out the strict letter of the provision would deprive owner the opportunity to develop the project as proposed, as it is not physically possible to add additional off-street parking on the proposed Lot 1 & 2 beyond what is proposed due to the nature of the existing building and improvements. In order to remedy these deficiencies, Applicant is to construct a new parking garage on proposed Lot 1, which will support 207 off street parking spaces. Without these variations, the development could not move forward; the existing office building would stay as-is, and the hotel as proposed could not be constructed.

As to the lot depth variances, carrying out the strict letter of the provision would force Applicant to remove the currently existing monopoles and increase lot depth by 119', simply to reinstall a single monopole. Apart from being ineffective and expensive, it may be physically impossible due to the nature of the existing improvements.

- 5. Not Merely Special Privilege: The alleged hardship or difficulty is neither merely the inability of the owner or occupant to enjoy some special privilege or additional right not available to owners or occupants of other lots subject to the same provision, nor merely the inability of the owner to make more money from the use of the subject lot.**

Response: The deficit in parking is not merely the inability of the owner to enjoy special privileges, but rather the inability of the site to support the necessary parking. Applicant has shown that it is willing to cooperate with the Village to create additional off street parking to help remedy the deficit. Similarly, the variance to the lot depths is not merely the inability of the owner to enjoy special privileges, but a necessity due to the nature of the existing improvements.

- 6. Title and Plan Purposes: The variation would not result in a use or development of the subject lot that would be not in harmony with the general and specific purposes for which this title and the provision from which a variation is sought were enacted or the general purpose and intent of the comprehensive plan.**

Response: The variance will not alter the intent, use or development of the comprehensive plan, as the actual use of the development will not change. Rather, the Applicant is proposing a new parking garage to help remedy the parking deficit and to minimize the effect of the variance. The variance and new lot will be in harmony with the development, and will assist further development on other parcels due to the shared parking easement. The proposed development will take advantage of area to the North-West of the office building to develop a new parking garage to remedy the spots lost due to the Hotel. This shift will open up more space to be developed on the existing site for the proposed Hotel and enhancing the commercial area along Higgins Road. The proposed Hotel will further Des Plaines Economic Development goal to “enhance existing commercial and industrial areas and expand employment opportunities.” See page 7 of Des Plaines Comprehensive Plan. The lot depth variances will have no effect on the general purpose and intent on the comprehensive plan other than being an item for which the development depends on.

- 7. No Other Remedy: There is no means other than the requested variation by which the alleged hardship or difficulty can be avoided or remedied to a degree sufficient to permit a reasonable use of the subject lot.**

Response: To Applicant’s knowledge, there is no other means other than the requested variation and proposed new parking garage to avoid the requirements of 12-9-7 of the zoning ordinance. The proposed parking garage will include 207 off street parking spots, which can be utilized by each of the development’s tenants, and will remedy or greatly decrease the effect of the parking deficit.

As mentioned previously, there is also no other feasible remedy other than a variation to the lot depth. Due to the nature of the existing billboards and improvements, it is neither prudent nor possible to increase the lot depth by 119’ for billboard monopoles.

- 8. Minimum Required: The requested variation is the minimum measure of relief necessary to alleviate the alleged hardship or difficulty presented by the strict application of this title.**

Response: The requested variation is the minimum measure of relief necessary to alleviate the parking deficit that currently exists. Applicant has only requested the amount of parking spots that currently exist be granted a variance on Lot 1. As to Lot 2, there is not enough physical space to fit over 100 spots. To remedy the potential effects of the variance, Applicant will build a new parking garage with 207 off street parking spots for

use by all patrons and employees of the development. Likewise, Applicant is only asking that the lot depth for the currently existing billboards be granted a variance to continue as currently configured.

Legend

0 500 1000
ft

Print Date: 3/17/2021

Notes

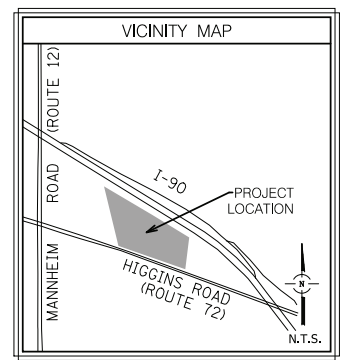
Disclaimer: The GIS Consortium and MGP Inc. are not liable for any use, misuse, modification or disclosure of any map provided under applicable law. This map is for general information purposes only. Although the information is believed to be generally accurate, errors may exist and the user should independently confirm for accuracy. The map does not constitute a regulatory determination and is not a base for engineering design. A Registered Land Surveyor should be consulted to determine precise location boundaries on the ground.

PLAT OF SURVEY

NOTES:
LAST DATE OF FIELD WORK: OCTOBER 27, 2018.
PROPERTY SURVEYED: 232,000 SQ. FT. OR 5.326 ACRES, MORE OR LESS.

LEGEND

- RIGHT-OF-WAY MONUMENT
- IRON / STEEL ROD (IR)
- IRON PIPE (IP)
- CUT CROSS
- PK / MAG NAIL
- RAILROAD SPIKE



PROPERTY DESCRIPTION (PER TITLE COMMITMENT NUMBER/FILE NO.: NCS-931718-MKE):

PARCEL 1:
BLOCK 5 IN ORCHARD PLACE (BY SCOTT), BEING A SUBDIVISION IN THE SOUTHWEST QUARTER OF SECTION 33, TOWNSHIP 41 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN, EXCEPT FROM BLOCK 5 THAT PART THEREOF DESCRIBED AS FOLLOWS: BEGINNING AT THE SOUTHWEST CORNER OF SAID BLOCK 5; THENCE SOUTHEASTERLY ALONG THE NORTHEASTERLY LINE OF HIGGINS ROAD, 248.3 FEET; THENCE NORTHERLY PARALLEL TO THE WESTERLY LINE OF SAID BLOCK 5, 537.4 FEET, MORE OR LESS TO THE NORTH LINE OF SAID BLOCK 5; THENCE WESTERLY ALONG SAID NORTHERLY LINE, 228.5 FEET, MORE OR LESS TO THE WESTERLY LINE OF SAID BLOCK 5; THENCE SOUTHERLY ALONG SAID WESTERLY LINE, 488.2 FEET MORE OR LESS TO THE POINT OF BEGINNING, IN COOK COUNTY, ILLINOIS.

PARCEL 2:
THAT PART OF THE SOUTHWEST QUARTER OF SECTION 33, TOWNSHIP 41 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN, LYING NORTH OF HIGGINS ROAD, DESCRIBED AS FOLLOWS:
COMMENCING ON THE NORTHERLY LINE OF SAID HIGGINS ROAD, 987.56 FEET NORTHWESTERLY OF THE EAST LINE OF SAID SOUTHWEST QUARTER; THENCE NORTH PARALLEL WITH THE EAST LINE OF SAID SOUTHWEST QUARTER, 248.38 FEET; THENCE NORTHWESTERLY ALONG A STRAIGHT LINE TO A POINT IN THE CENTER LINE OF CURTIS STREET, SAID POINT BEING 1537.13 FEET SOUTH OF THE NORTH LINE OF SAID SOUTHWEST QUARTER; THENCE SOUTH ALONG THE CENTER LINE OF CURTIS STREET, AND SAID STREET EXTENDED SOUTH TO THE NORTHERLY LINE OF HIGGINS ROAD; THENCE SOUTHEASTERLY ALONG THE NORTHERLY LINE OF SAID HIGGINS ROAD TO THE POINT OF BEGINNING, IN COOK COUNTY, ILLINOIS.

SURVEYORS DESCRIPTION OF PARCELS 1 AND 2

THAT PART OF THE SOUTHWEST QUARTER OF SECTION 33, TOWNSHIP 41 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN DESCRIBED AS FOLLOWS:
COMMENCING AT THE INTERSECTION OF THE EAST RIGHT OF WAY LINE OF THE 66 FOOT WIDE WISCONSIN CENTRAL LIMITED RAILROAD WITH THE NORTHERLY RIGHT OF WAY LINE OF THE 100 FOOT WIDE HIGGINS ROAD, AS MONUMENTED AND OCCUPIED, AND AS SHOWN ON A PLAT OF SURVEY OF PROPERTY TO BE ACQUIRED BY PURCHASE OR CONDEMNATION FOR HIGHWAY PURPOSES BY THE COUNTY OF COOK FOR NORTHWEST EXPRESSWAY FROM MANNHEIM RD. TO RUBY STREET, PLAT #465-7, SEC. 267-1819, TRAVERSE #18, BOOK #188, DATED SEPTEMBER 23, 1952, LAST REVISED 6-24-53, AND SIGNED BY WILLIAM J. MORTIMER, SUPERINTENDENT OF HIGHWAYS IN AND FOR THE COUNTY OF COOK ON DECEMBER 18, 1959, CURRENT IDOT DRAWING FILE: 13335-PDF, SAID POINT BEING ON THE WEST LINE OF BLOCK 5 IN ORCHARD PLACE, BEING A SUBDIVISION IN THE SOUTHWEST QUARTER OF SECTION 33, TOWNSHIP 41 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED MAY 9, 1988 AS DOCUMENT NUMBER 955011;
THENCE SOUTH 72 DEGREES 19 MINUTES 00 SECONDS EAST, BASED ON ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE (1201), NAD83 (2011 ADJUSTMENT), ALONG THE NORTHERLY LINE OF SAID HIGGINS ROAD, 174.90 FEET TO A BEND POINT; THENCE SOUTH TO DEGREES 09 MINUTES 45 SECONDS EAST CONTINUING ALONG SAID NORTHERLY LINE OF HIGGINS ROAD 74.10 FEET TO A 3/4" IRON PIPE FOUND, SAID POINT BEING ON A LINE LYING 207.7 FEET EAST OF AND PARALLEL WITH SAID EAST LINE OF WISCONSIN CENTRAL LIMITED RAILROAD, SAID POINT BEING THE POINT OF BEGINNING;
THENCE NORTH 15 DEGREES 08 MINUTES 15 SECONDS WEST ALONG THE LAST DESCRIBED PARALLEL LINE 516.88 FEET TO A 5/8" IRON ROD WITH PLASTIC CAP, SAID POINT BEING ON THE SOUTH RIGHT OF WAY LINE OF WEBSTER AVENUE PER SAID ORCHARD PLACE, AS OCCUPIED, ALSO BEING A POINT ON THE NORTH LINE OF SAID BLOCK 5; THENCE SOUTHEASTERLY 404.53 FEET ALONG THE LAST DESCRIBED LINE, BEING A CURVE TO THE RIGHT, NON-TANGENT TO THE LAST DESCRIBED CURVE, HAVING A RADIUS OF 782.00 FEET (AS SHOWN ON SCOTT'S RE-SUBDIVISION, RECORDED FEBRUARY 25, 1892 AS DOCUMENT NUMBER 1617466) WHOSE CHORD BEARS SOUTH 55 DEGREES 40 MINUTES 49 SECONDS EAST 400.03 FEET TO A 3/4" IRON PIPE FOUND ON THE CENTERLINE OF CURTIS AVENUE AS MONUMENTED; THENCE NORTH 02 DEGREES 24 MINUTES 42 SECONDS WEST ALONG SAID CENTERLINE AS MONUMENTED 64.78 FEET TO A 3/4" IRON PIPE FOUND AT THE SOUTHWEST CORNER OF THE SOUTHWEST QUARTER OF SECTION 33, TOWNSHIP 41 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED MAY 15, 1995 AS DOCUMENT NUMBER 95317395; THENCE SOUTH 00 DEGREES 08 MINUTES 13 SECONDS EAST ALONG A WESTERLY LINE OF THE LAST DESCRIBED PROPERTY CONVEYED TO THE VILLAGE OF ROSEMONT, SAID LINE BEING PARALLEL WITH THE EAST LINE OF THE SOUTHWEST QUARTER OF SAID SECTION 33, A DISTANCE OF 249.38 FEET TO A 5/8" IRON ROD WITH PLASTIC CAP AT THE SOUTHWEST CORNER OF THE LAST DESCRIBED PROPERTY CONVEYED TO THE VILLAGE OF ROSEMONT, SAID POINT BEING ON THE NORTHERLY RIGHT OF WAY LINE OF THE 100 FOOT WIDE HIGGINS ROAD AS MONUMENTED AND OCCUPIED, WHICH POINT IS 983.00 FEET NORTHWESTERLY OF SAID EAST LINE OF THE SOUTHWEST QUARTER OF SECTION 33, AS MEASURED, 987.56 FEET RECORD PER QUIT CLAIM DEED RECORDED MAY 15, 1995 AS DOCUMENT 95317395; THENCE NORTH TO DEGREES 09 MINUTES 35 SECONDS WEST ALONG SAID NORTHERLY LINE OF HIGGINS ROAD AS MONUMENTED AND OCCUPIED 610.73 FEET TO THE POINT OF BEGINNING, IN COOK COUNTY, ILLINOIS.

SURVEYOR'S NOTES:
NO DOCUMENTS WERE PROVIDED FOR THE DEDICATION OR CONVEYANCE OF HIGGINS ROAD. A REQUEST WAS MADE TO THE ILLINOIS DEPARTMENT OF TRANSPORTATION, THE VILLAGE OF ROSEMONT, THE CITY OF DES PLAINES, AND THE TITLE COMPANY WITH NO SUCCESS. THE RIGHT OF WAY OF HIGGINS ROAD IS SHOWN BASED ON PREVIOUS SURVEYS, AS OCCUPIED AND TAX MAPS.

NOTES:
THE CENTERLINE AND RIGHT OF WAY LINES OF HIGGINS ROAD ARE SHOWN PER:
PLAT OF SURVEY OF PROPERTY TO BE ACQUIRED BY PURCHASE OR CONDEMNATION FOR HIGHWAY PURPOSES BY THE COUNTY OF COOK FOR NORTHWEST EXPRESSWAY FROM MANNHEIM RD. TO RUBY STREET, PLAT # 465-7, SEC. 267-1819, TRAVERSE #18, BOOK #188, DATED SEPTEMBER 23, 1952, LAST REVISED 6-24-53, AND SIGNED BY WILLIAM J. MORTIMER, SUPERINTENDENT OF HIGHWAYS IN AND FOR THE COUNTY OF COOK ON DECEMBER 18, 1959, CURRENT IDOT FILE: 13335-PDF
AN AMBIGUITY EXISTS WITH THE WIDTH AND LOCATION OF WEBSTER AVENUE. THE SOUTH LINE OF WEBSTER AVENUE IS SHOWN HEREON FROM HISTORIC SURVEYS, MONUMENTS AND OCCUPATION. THE NORTH LINE OF WEBSTER AVENUE IS SHOWN HEREON FROM THE EXISTING SUBDIVISION TO THE NORTH OF THE TOLLWAY AS MONUMENTED AND OCCUPIED. THE RECORD WIDTH OF WEBSTER AVENUE IS 66 FEET WIDE. IN REALITY, BASED ON MONUMENTATION FOUND AND OCCUPATION THE MEASURED WIDTH IS MUCH LESS. THIS SURVEYOR CAN NOT RESOLVE OR EXPLAIN HOW THIS AMBIGUITY HAS OCCURRED OVER THE LAST 133 YEARS.

STATE OF ILLINOIS)
COUNTY OF COOK) SS

WE, SPACECO, INC., AN ILLINOIS PROFESSIONAL DESIGN FIRM, NUMBER 184-001157, DO HEREBY DECLARE THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED IS A TRUE AND CORRECT REPRESENTATION OF SAID SURVEY.

ALL DIMENSIONS ARE IN FEET AND DECIMAL PARTS THEREOF.
NO DISTANCES OR ANGLES SHOWN HEREON MAY BE ASSUMED BY SCALING.

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

GIVEN UNDER OUR HAND AND SEAL THIS 15TH DAY OF JANUARY, 2021 IN ROSEMONT, ILLINOIS.

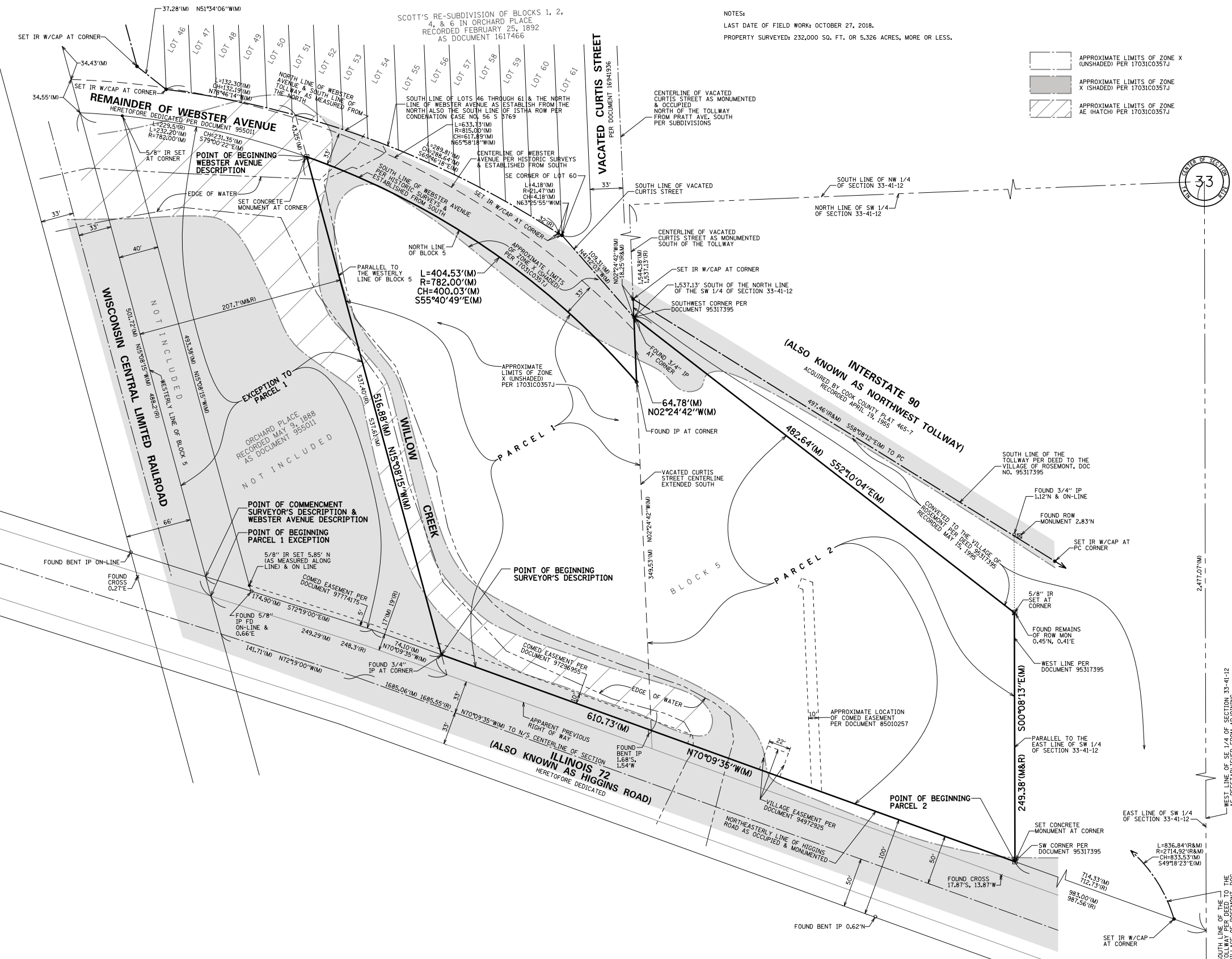
C. Brian Lounsbury
C. BRIAN LOUNSBURY, I.P.L.S., No. 035-2841
LICENSE EXPIRES: 11-30-2022

(VALID ONLY IF EMBOSSED SEAL AFFIXED)

COMPARE ALL DIMENSIONS BEFORE BUILDING AND REPORT ANY DISCREPANCIES AT ONCE. REFER TO DEED OR TITLE POLICY FOR BUILDING LINES AND EASEMENTS.

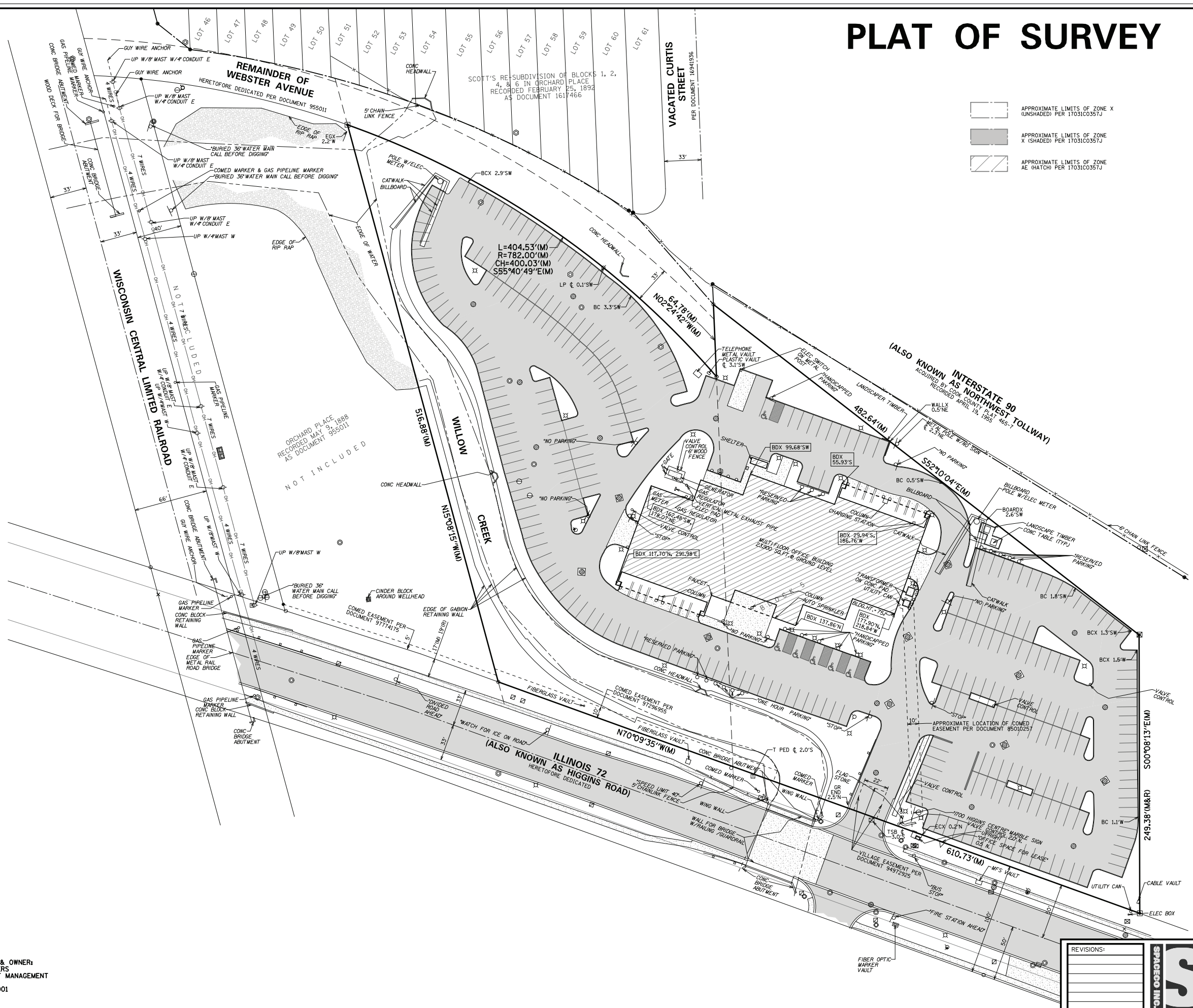


REVISIONS:	SPACECO INC.	CONSULTING ENGINEERS	DATE: 01/15/2021
		SITE DEVELOPMENT ENGINEERS	JOB NO: 8779.02
		LAND SURVEYORS	FILENAME: 8779.02SUR-01
			SHEET 1 OF 2
		9575 W. Higgins Road, Suite 700, Rosemont, Illinois 60018	
		Phone: (847) 696-4060 Fax: (847) 696-4065	

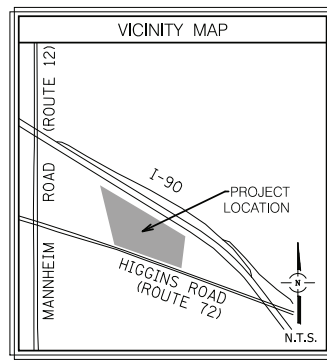
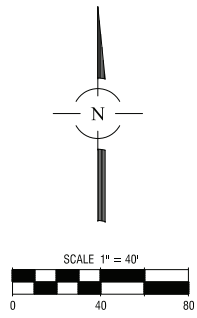


PREPARED FOR & OWNER:
ANDREW SAUNDERS
QUATTRO ASSET MANAGEMENT
GPO BOX 4358
SYDNEY NSW 2001

PLAT OF SURVEY



- APPROXIMATE LIMITS OF ZONE X (UNSHADED) PER 17031C0357J
- APPROXIMATE LIMITS OF ZONE X (SHADED) PER 17031C0357J
- APPROXIMATE LIMITS OF ZONE AE (HATCH) PER 17031C0357J



- LEGEND**
- STORM SEWER
 - SANITARY SEWER
 - COMBINED SEWER
 - WATER MAIN
 - GAS MAIN
 - UNDERGROUND TELEPHONE LINE
 - UNDERGROUND ELECTRIC LINE
 - UNDERGROUND CABLE LINE
 - OVERHEAD WIRE(S) ON UTILITY POLES
 - UNDER OPTIC LINE
 - RAILROAD
 - FENCE
 - GUARDRAIL
 - EDGE OF WATER
 - WETLAND LIMITS
 - SANITARY MANHOLE
 - STORM MANHOLE
 - CATCH BASIN
 - WELL
 - PILED END SECTION
 - ELECTRIC MANHOLE
 - TELEPHONE MANHOLE
 - TELEPHONE UPRIOT
 - ELECTRIC UPRIOT
 - CABLE TV UPRIOT
 - FIRE HYDRANT
 - VALVE AND VAULT
 - WATER VALVE
 - E BOX
 - AUXILIARY VALVE
 - STEEL
 - GAS VALVE
 - HAND HOLE
 - STREET LIGHT
 - UTILITY POLE
 - TRAFFIC SIGNAL
 - TRAFFIC SIGNAL BOX
 - SPRINKLER HEAD
 - BOLLARD
 - MANHOLE
 - IRON
 - UNIDENTIFIED MANHOLE
 - RIGHT-OF-WAY MONUMENT
 - DISC
 - IRON / STEEL ROD
 - IRON PIPE
 - CUT CROSS
 - PKI MANG WALL
 - RAILROAD SPIRE
 - SOIL BORING
 - BACK OF CURB
 - BACK OF CURB CORNER
 - BUILDING CORNER
 - BUILDING CORNER
 - CENTER
 - EDGE OF CONCRETE CORNER
 - EDGE OF GRAVEL CORNER
 - GUARDRAIL
 - LIGHT POLE
 - TELEPHONE PEDestal
 - TRAFFIC SIGNAL BOX
 - WALL CORNER
 - ASPHALT
 - CONCRETE
 - GRAVEL

PREPARED FOR & OWNER:
ANDREW SAUNDERS
QUATTRO ASSET MANAGEMENT
GPO BOX 4358
SYDNEY NSW 2001

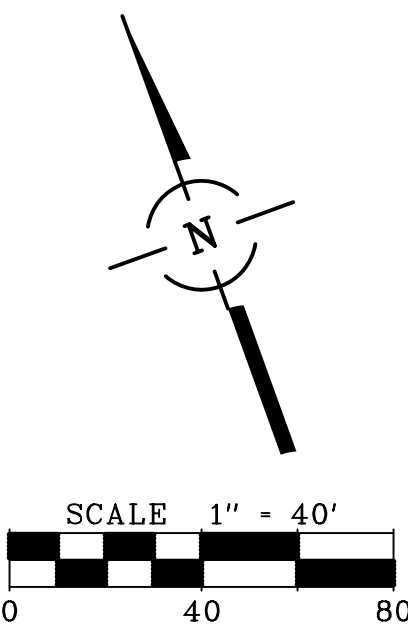
REVISIONS:



CONSULTING ENGINEERS
SITE DEVELOPING ENGINEERS
LAND SURVEYORS

9575 W. Higgins Road, Suite 700,
Rosemont, Illinois 60018
Phone: (847) 696-4060 Fax: (847) 696-4065

DATE: 01/15/2021
JOB NO: 8779.02
FILENAME: 8779.02SUR-01
SHEET 2 OF 2



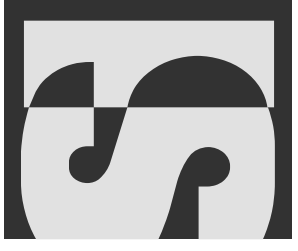
<u>PARKING TOTAL (ALL LOTS)</u>	
TOTAL AUTO PARKING SPACES =	385
TOTAL ADA PARKING SPACES =	16
<u>TOTAL PARKING SPACES = 401</u>	
<hr/>	
<u>PARKING SUMMARY</u>	
LOT 1	
AUTO PARKING (EXTERIOR) =	82
AUTO PARKING (GARAGE) =	16
PARKING (INTERIOR) =	28
ADA PARKING (EXTERIOR) =	5
AUTO PARKING (GARAGE) =	20
ADA PARKING (GARAGE) =	7
<hr/>	
LOT 1 TOTAL =	338 SPACES
<hr/>	
LOT 2	
ADA PARKING =	59 SPACES
ADA PARKING =	4 SPACES
<hr/>	
LOT 2 TOTAL =	63 SPACES

[illegible][illegible]

PARKING COUNT EXHIBIT
1700 W. HIGGINS ROAD DES PLAINES, ILLINOIS

CONSULTING ENGINEERS
SITE DEVELOPMENT ENGINEERS
LAND SURVEYORS

9575 W. Higgins Road, Suite 700,
Rosemont, Illinois 60018
Phone: (847) 696-4060 Fax: (847) 696-4065



FILENAME:
8779.03PARKING

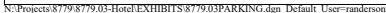
DATE:
01/18/21

JOB NO.
8779.03

SHEET

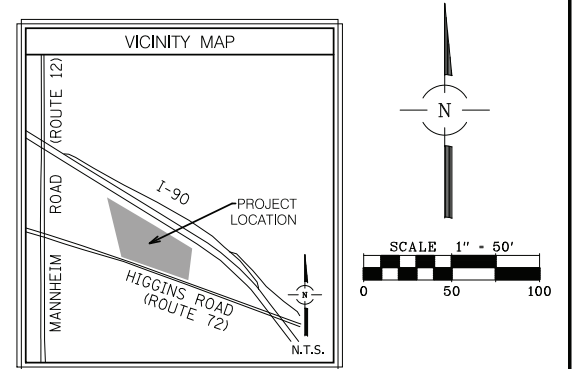
EXH

1 OF 1



FINAL PLAN OF PLANNED UNIT DEVELOPMENT 1700 WEST HIGGINS ROAD

BEING A SUBDIVISION IN THE SOUTHWEST QUARTER OF SECTION 33,
TOWNSHIP 41 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN



LEGEND	
⊗	RIGHT-OF-WAY MONUMENT
●	DISC
○	IRON / STEEL ROD (IR)
○	IRON PIPE (IP)
+	CUT CROSS
+	PK / MAG NAIL
+	RAILROAD SPIKE

PROPERTY DESCRIPTION (PER TITLE COMMITMENT NUMBER/FILE NO.) NCS-931718-MKN

PARCEL 1:

BLOCK 5 IN ORCHARD PLACE (BY SCOTT), BEING A SUBDIVISION IN THE SOUTHWEST QUARTER OF SECTION 33, TOWNSHIP 41 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN, LYING NORTH OF HIGGINS ROAD, DESCRIBED AS FOLLOWS:
BEGINNING AT THE SOUTHWEST CORNER OF SAID BLOCK 5; THENCE SOUTHEASTERLY ALONG THE NORTHEASTERLY LINE OF HIGGINS ROAD, 248.3 FEET; THENCE NORTHERLY PARALLEL TO THE WESTERLY LINE OF SAID BLOCK 5, 537.4 FEET, MORE OR LESS TO THE NORTH LINE OF SAID BLOCK 5; THENCE WESTERLY ALONG SAID NORTHERLY LINE, 229.5 FEET, MORE OR LESS TO THE WESTERLY LINE OF SAID BLOCK 5; THENCE SOUTHERLY ALONG SAID WESTERLY LINE, 488.2 FEET MORE OR LESS TO THE POINT OF BEGINNING, IN COOK COUNTY, ILLINOIS.

PARCEL 2:

THAT PART OF THE SOUTHWEST QUARTER OF SECTION 33, TOWNSHIP 41 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN, LYING NORTH OF HIGGINS ROAD, DESCRIBED AS FOLLOWS:

COMMENCING ON THE NORTHERLY LINE OF SAID HIGGINS ROAD, 987.56 FEET NORTHWESTERLY OF THE EAST LINE OF SAID SOUTHWEST QUARTER, THENCE NORTH PARALLEL WITH THE EAST LINE OF SAID SOUTHWEST QUARTER, 249.38 FEET; THENCE NORTHERLY ALONG A STRAIGHT LINE TO A POINT IN THE CENTERLINE OF CURTIS STREET, SAID POINT BEING 1537.13 FEET SOUTH OF THE NORTH LINE OF SAID SOUTHWEST QUARTER; THENCE SOUTH ALONG THE CENTERLINE OF CURTIS STREET, AND SAID STREET EXTENDING SOUTH TO THE NORTHERLY LINE OF HIGGINS ROAD; THENCE SOUTHEASTERLY ALONG THE NORTHERLY LINE OF SAID HIGGINS ROAD TO THE POINT OF BEGINNING, IN COOK COUNTY, ILLINOIS.

SURVEYORS DESCRIPTION OF PARCELS 1 AND 2

THAT PART THE SOUTHWEST QUARTER OF SECTION 33, TOWNSHIP 41 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN DESCRIBED AS FOLLOWS:

COMMENCING AT THE INTERSECTION OF THE EAST RIGHT OF WAY LINE OF THE 66 FOOT WIDE WISCONSIN CENTRAL LIMITED RAILROAD WITH THE NORTHERLY RIGHT OF WAY LINE OF THE 100 FOOT WIDE HIGGINS ROAD, AS MONUMENTED AND OCCUPIED, AND AS SHOWN ON A PLAT OF SURVEY OF PROPERTY TO BE ACQUIRED BY PURCHASE OR CONDEMNATION FOR HIGHWAY PURPOSES BY THE COUNTY OF COOK FOR NORTHWEST EXPRESSWAY FROM MANNHEIM RD. TO RUBY STREET, PLAT #465-7, SEC. 267-1819, TRAVERSE #18, BOOK #188, DATED SEPTEMBER 23, 1952, LAST REVISED 6-24-53, AND SIGNED BY WILLIAM J. MORTIMER, SUPERINTENDENT OF HIGHWAYS IN AND FOR THE COUNTY OF COOK ON DECEMBER 18, 1959, CURRENT IDOT DRAWING FILE: 13335.PDF, SAID POINT BEING ON THE WEST LINE OF BLOCK 5 IN ORCHARD PLACE, BEING A SUBDIVISION IN THE SOUTHWEST QUARTER OF SECTION 33, TOWNSHIP 41 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED MAY 3, 1888 AS DOCUMENT NUMBER 955011;

THENCE SOUTH 72 DEGREES 19 MINUTES 00 SECONDS EAST, BASED ON ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE (1201), NAD83 (2011 ADJUSTMENT), ALONG THE NORTHERLY LINE OF SAID HIGGINS ROAD, 174.90 FEET TO A BEND POINT; THENCE SOUTH TO DEGREES 09 MINUTES 35 SECONDS EAST CONTINUING ALONG SAID NORTHERLY LINE OF HIGGINS ROAD 741.00 FEET TO A 3/4" IRON PIPE FOUND, SAID POINT BEING ON A LINE LYING 207.7 FEET EAST OF AND PARALLEL WITH SAID EAST LINE OF WISCONSIN CENTRAL LIMITED RAILROAD, SAID POINT BEING THE POINT OF BEGINNING;

THENCE NORTH 15 DEGREES 08 MINUTES 15 SECONDS WEST ALONG THE LAST DESCRIBED PARALLEL LINE 516.88 FEET TO A 5/8" IRON ROD WITH PLASTIC CAP IN CONCRETE, SAID POINT BEING ON THE SOUTH RIGHT OF WAY LINE OF WEBSTER AVENUE PER SAID ORCHARD PLACE, AS OCCUPIED, ALSO BEING A POINT ON THE NORTH LINE OF SAID BLOCK 5; THENCE SOUTHEASTERLY 404.53 FEET ALONG THE LAST DESCRIBED LINE, BEING A CURVE TO THE RIGHT, NON-TANGENT TO THE LAST DESCRIBED COURSE, HAVING A RADIUS OF 782.00 FEET (AS SHOWN ON SCOTT'S RE-SUBDIVISION, RECORDED FEBRUARY 25, 1892 AS DOCUMENT NUMBER 1617466) WHOSE CHORD BEARS SOUTH 55 DEGREES 40 MINUTES 49 SECONDS EAST 400.03 FEET TO A 3/4" IRON PIPE FOUND ON THE CENTERLINE OF CURTIS AVENUE AS MONUMENTED; THENCE NORTH 02 DEGREES 24 MINUTES 42 SECONDS WEST ALONG SAID CENTERLINE AS MONUMENTED 647.8 FEET TO A 3/4" IRON PIPE FOUND AT THE SOUTHWESTERLY CORNER OF PROPERTY CONVEYED TO THE VILLAGE OF ROSEMONT BY THE COUNTY OF COOK PER QUIT CLAIM DEED RECORDED MAY 15, 1995 AS DOCUMENT 95317395; THENCE SOUTH 52 DEGREES 10 MINUTES 04 SECONDS EAST ALONG THE SOUTH LINE OF THE LAST DESCRIBED PROPERTY CONVEYED TO THE VILLAGE OF ROSEMONT, 482.64 FEET TO A 5/8" IRON ROD WITH PLASTIC CAP AT A CORNER OF THE LAST DESCRIBED PROPERTY CONVEYED TO THE VILLAGE OF ROSEMONT; THENCE SOUTH 00 DEGREES 08 MINUTES 13 SECONDS EAST ALONG A WESTERLY LINE OF THE LAST DESCRIBED PROPERTY CONVEYED TO THE VILLAGE OF ROSEMONT, SAID LINE BEING PARALLEL WITH THE EAST LINE OF THE SOUTHWEST QUARTER OF SAID SECTION 33, A DISTANCE OF 249.38 FEET TO A 5/8" IRON ROD WITH PLASTIC CAP AT THE SOUTHWEST CORNER OF THE LAST DESCRIBED PROPERTY CONVEYED TO THE VILLAGE OF ROSEMONT, SAID POINT BEING ON THE NORTHERLY RIGHT OF WAY LINE OF THE 100 FOOT WIDE HIGGINS ROAD AS MONUMENTED AND OCCUPIED, WHICH POINT IS 983.00 FEET NORTHWESTERLY OF SAID EAST LINE OF THE SOUTHWEST QUARTER OF SECTION 33, AS MEASURED, 987.56 FEET RECORD PER QUIT CLAIM DEED RECORDED MAY 15, 1995 AS DOCUMENT 95317395; THENCE NORTH TO DEGREES 09 MINUTES 35 SECONDS WEST ALONG SAID NORTHERLY LINE OF HIGGINS ROAD AS MONUMENTED AND OCCUPIED 610.73 FEET TO THE POINT OF BEGINNING, IN COOK COUNTY, ILLINOIS.

SURVEYORS DESCRIPTION OF WEBSTER AVENUE

THAT PART THE SOUTHWEST QUARTER OF SECTION 33, TOWNSHIP 41 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN DESCRIBED AS FOLLOWS:

COMMENCING AT THE INTERSECTION OF THE EAST RIGHT OF WAY LINE OF THE 66 FOOT WIDE WISCONSIN CENTRAL LIMITED RAILROAD WITH THE NORTHERLY RIGHT OF WAY LINE OF THE 100 FOOT WIDE HIGGINS ROAD, AS MONUMENTED AND OCCUPIED, AND AS SHOWN ON A PLAT OF SURVEY OF PROPERTY TO BE ACQUIRED BY PURCHASE OR CONDEMNATION FOR HIGHWAY PURPOSES BY THE COUNTY OF COOK FOR NORTHWEST EXPRESSWAY FROM MANNHEIM RD. TO RUBY STREET, PLAT #465-7, SEC. 267-1819, TRAVERSE #18, BOOK #188, DATED SEPTEMBER 23, 1952, LAST REVISED 6-24-53, AND SIGNED BY WILLIAM J. MORTIMER, SUPERINTENDENT OF HIGHWAYS IN AND FOR THE COUNTY OF COOK ON DECEMBER 18, 1959, CURRENT IDOT DRAWING FILE: 13335.PDF, SAID POINT BEING ON THE WEST LINE OF BLOCK 5 IN ORCHARD PLACE, BEING A SUBDIVISION IN THE SOUTHWEST QUARTER OF SECTION 33, TOWNSHIP 41 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED MAY 3, 1888 AS DOCUMENT NUMBER 955011;

THENCE SOUTH 72 DEGREES 19 MINUTES 00 SECONDS EAST, BASED ON ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE (1201), NAD83 (2011 ADJUSTMENT), ALONG THE NORTHERLY LINE OF SAID HIGGINS ROAD, 174.90 FEET TO A BEND POINT; THENCE SOUTH TO DEGREES 09 MINUTES 35 SECONDS EAST CONTINUING ALONG SAID NORTHERLY LINE OF HIGGINS ROAD 741.00 FEET TO A 3/4" IRON PIPE FOUND, SAID POINT BEING ON A LINE LYING 207.7 FEET EAST OF AND PARALLEL WITH SAID EAST LINE OF WISCONSIN CENTRAL LIMITED RAILROAD; THENCE NORTH 15 DEGREES 08 MINUTES 15 SECONDS WEST ALONG THE LAST DESCRIBED PARALLEL LINE 516.88 FEET TO A 5/8" IRON ROD WITH PLASTIC CAP IN CONCRETE, SAID POINT BEING ON THE SOUTH RIGHT OF WAY LINE OF WEBSTER AVENUE PER SAID ORCHARD PLACE, AS MONUMENTED AND OCCUPIED, ALSO BEING A POINT ON THE NORTH LINE OF SAID BLOCK 5, SAID POINT BEING THE POINT OF BEGINNING;

THENCE CONTINUING NORTH 15 DEGREES 08 MINUTES 15 SECONDS WEST ALONG SAID PARALLEL LINE 43.25 FEET TO A POINT ON THE SOUTH LINE OF THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY RIGHT OF WAY, INTERSTATE 90, PER FINAL JUDGMENT ORDER, SUPERIOR COURT OF COOK COUNTY CONDEMNATION CASE NO. 57 S 14630, ENTERED JANUARY 31, 1958, BEING THE SOUTH LINES OF LOTS 46 TO 60 IN BLOCK 4 OF SAID SCOTT'S RE-SUBDIVISION AFORESAID, ALSO BEING THE NORTH LINE OF SAID WEBSTER AVENUE; THENCE SOUTHEASTERLY 289.81 FEET ALONG THE LAST DESCRIBED LINE, BEING A CURVE TO THE RIGHT, NON-TANGENT TO THE LAST DESCRIBED COURSE, HAVING A RADIUS OF 930.28 FEET AND WHOSE CHORD BEARS SOUTH 63 DEGREES 46 MINUTES 18 SECONDS EAST 288.64 FEET TO A POINT ON A CURVE; THENCE CONTINUING 418 FEET ALONG THE LAST DESCRIBED LINE, BEING A CURVE TO THE LEFT, NON-TANGENT TO THE LAST DESCRIBED COURSE, HAVING A RADIUS OF 2147 FEET AND WHOSE CHORD BEARS SOUTH 63 DEGREES 26 MINUTES 55 SECONDS EAST 8 FEET TO THE SOUTHEAST CORNER OF SAID LOT 60, ALSO BEING THE SOUTH LINE OF VACATED CURTIS STREET PER ORDINANCE RECORDED AS DOCUMENT NUMBER 16941936; THENCE SOUTH 41 DEGREES 12 MINUTES 03 SECONDS EAST ALONG THE SOUTH LINE OF VACATED CURTIS STREET, 109.31 FEET TO A 3/4" IRON PIPE FOUND ON THE CENTERLINE OF SAID VACATED CURTIS STREET AS MONUMENTED, SAID POINT BEING 1537.13 FEET (RECORD) SOUTH OF THE NORTH LINE OF THE SOUTHWEST QUARTER OF SAID SECTION 33; THENCE SOUTH 02 DEGREES 24 MINUTES 42 SECONDS EAST ALONG THE SOUTHERLY EXTENSION OF SAID CENTERLINE OF CURTIS STREET 647.8 FEET TO A 3/4" IRON PIPE FOUND ON THE SOUTH LINE OF SAID WEBSTER AVENUE AS MONUMENTED AND OCCUPIED; THENCE NORTHWESTERLY 404.53 FEET ALONG THE LAST DESCRIBED LINE, BEING A CURVE TO THE LEFT, NON-TANGENT TO THE LAST DESCRIBED COURSE, HAVING A RADIUS OF 782.00 FEET AND WHOSE CHORD BEARS NORTH 55 DEGREES 40 MINUTES 49 SECONDS WEST 400.03 FEET TO THE POINT OF BEGINNING, IN COOK COUNTY, ILLINOIS.

EXISTING BOUNDARY INFORMATION

REVISIONS:
02/18/2021



CONSULTING ENGINEERS
SITE DEVELOPING ENGINEERS
LAND SURVEYORS

9575 W. Higgins Road, Suite 700,
Rosemont, Illinois 60018
Phone: (847) 696-4060 Fax: (847) 696-4065

DATE: 01/13/2021
JOB NO: 8779.02
FILENAME:
8779.02PUD-02
SHEET
1 OF 2

PREPARED FOR & OWNER:
ANDREW SAUNDERS
QUATTRO ASSET MANAGEMENT
GPO BOX 4358
SYDNEY NSW 2001

THE NORTH AND SOUTH LINES OF WEBSTER AVENUE, AS SHOWN ON THE ATTACHED DRAWING, ARE LOCATED AND SHOWN AS MONUMENTED AND OCCUPIED AND ARE IN MY PROFESSIONAL OPINION THE BEST RESOLUTION OF THE ABOVE DESCRIBED AMBIGUITY.

NOTES:
THE CENTERLINE AND RIGHT OF WAY LINES OF HIGGINS ROAD ARE SHOWN PER:
PLAT OF SURVEY OF PROPERTY TO BE ACQUIRED BY PURCHASE OR CONDEMNATION FOR HIGHWAY PURPOSES BY THE COUNTY OF COOK FOR NORTHWEST EXPRESSWAY FROM MANNHEIM RD. TO RUBY STREET, PLAT #465-7, SEC. 267-1819, TRAVERSE #18, BOOK #188, DATED SEPTEMBER 23, 1952, LAST REVISED 6-24-53, AND SIGNED BY WILLIAM J. MORTIMER, SUPERINTENDENT OF HIGHWAYS IN AND FOR THE COUNTY OF COOK ON DECEMBER 18, 1959, CURRENT IDOT FILE: 13335.PDF
AN AMBIGUITY EXISTS WITH THE WIDTH AND LOCATION OF WEBSTER AVENUE. THE SOUTH LINE OF WEBSTER AVENUE IS SHOWN HEREON FROM HISTORIC SURVEYS, MONUMENTS AND OCCUPATION. THE NORTH LINE OF WEBSTER AVENUE IS SHOWN HEREON FROM THE EXISTING SUBDIVISION TO THE NORTH OF THE TOLLWAY AS MONUMENTED AND OCCUPIED. THE RECORD WIDTH OF WEBSTER AVENUE IS 66 FEET WIDE. IN REALITY, BASED ON MONUMENTATION FOUND AND OCCUPATION THE MEASURED WIDTH IS MUCH LESS. THIS SURVEYOR CAN NOT RESOLVE OR EXPLAIN HOW THIS AMBIGUITY HAS OCCURRED OVER THE LAST 133 YEARS.

FOR REVIEW
PURPOSES ONLY

FINAL PLAN OF PLANNED UNIT DEVELOPMENT 1700 WEST HIGGINS ROAD

BEING A SUBDIVISION IN THE SOUTHWEST QUARTER OF SECTION 33,
TOWNSHIP 41 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN

NOTES:

UNDERGROUND UTILITIES ARE SHOWN BY USING PHYSICAL EVIDENCE FOUND ON THE SURFACE AND/OR FROM UTILITY COMPANY FIELD STAKES AND, THEREFORE, THEIR LOCATIONS ARE APPROXIMATE AND SUSPECTED AND MAY NOT BE COMPLETELY ACCURATE. FOR MORE ACCURATE LOCATION, FIELD EXCAVATE.

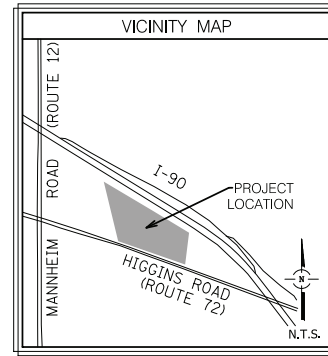
PIPE FLOW DIRECTIONS, IF SHOWN, ARE BASED ON FIELD INVERT ELEVATIONS UNLESS EXISTING PLANS INDICATE OTHERWISE, IN WHICH CASE THE EXISTING PLAN FLOW DIRECTION IS SHOWN.

PER ATLAS EXISTING UTILITY IS SHOWN ON THE PLAN BASED ON UTILITY COMPANY PROVIDED ATLAS SHEETS. LOCATION HAS NOT BEEN SURVEYED. DEPTH AND LOCATION OF EXISTING UTILITY SHALL BE FIELD VERIFIED PRIOR TO CONSTRUCTION TO DETERMINE IF THERE ARE ANY CONFLICTS WITH THE PROPOSED IMPROVEMENTS. NOTE THAT EXISTING UTILITIES IN ADDITION TO WHAT ARE SHOWN MAY BE PRESENT.

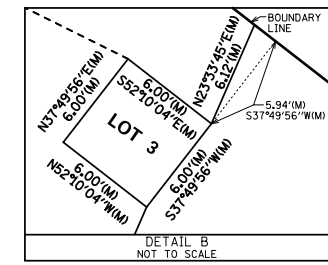
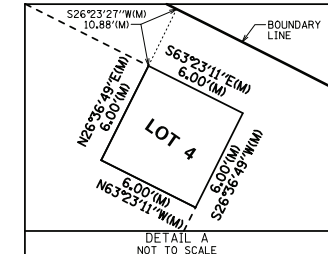
	SQUARE FEET	ACRES
LOT 1	197,350	4.531
LOT 2	52,774	1.212
LOT 3	36	0.001
LOT 4	36	0.001
TOTAL	250,195	5.744

THIS PLAT DOES NOT GRANT ANY EASEMENTS. SEE PLAT OF SUBDIVISION FOR EASEMENTS TO BE GRANTED.

- TO BE GRANTED EASEMENT FOR ACCESS
- TO BE GRANTED EASEMENT FOR STORM SEWER
- TO BE GRANTED EASEMENT FOR PUBLIC UTILITIES
- TO BE GRANTED STORM WATER DETENTION AREA
- TO BE GRANTED BLANKET PEDESTRIAN & VEHICLE ACCESS & PARKING EASEMENT
- APPROXIMATE BILLBOARD LIMITS SEE DECLARATION OF COVENANTS, CONDITIONS AND RESTRICTION FOR BILLBOARD AIR RIGHTS

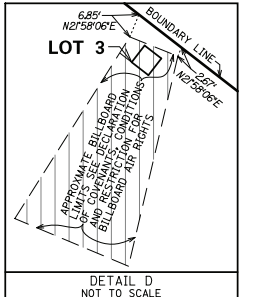
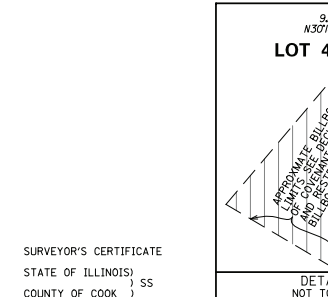


EXISTING	DESCRIPTION	PROPOSED
—	DRAIN TILE	—
—	STORM SEWER	—
—	SANITARY SEWER	—
—	SANITARY TRUNK SEWER	—
—	WATER MAIN (WITH SIZE)	—
—	PIPE TRENCH BACKFILL	—
—	GAS MAIN	—
—	TELEPHONE LINES	—
—	ELECTRIC LINE	—
—	FENCE	—
—	RIGHT-OF-WAY	—
—	EASEMENT	—
—	PROPERTY LINE	—
—	SETBACK LINE	—
—	CENTERLINE	—
—	CONTOUR	—
—	SANITARY MANHOLE	—
—	STORM MANHOLE	—
—	CATCH BASIN	—
—	INLET	—
—	FIRE HYDRANT	—
—	PRESSURE CONNECTION	—
—	PIPE REDUCER	—
—	VALVE AND VAULT, VALVE	—
—	FLARED END SECTION	—
—	STREET LIGHT	—
—	UTILITY POLE	—
—	CONTROL POINT	—
—	SIGN	—
—	SPOT ELEVATION	—
—	SOIL BORING	—
—	OVERLAND FLOW ROUTE	—
—	DRAINAGE SLOPE	—
—	GUARDRAIL	—
—	WATER'S EDGE	—
—	CONCRETE	—
—	REVERSE PITCH CURB	—
—	TREE, FIR TREE, BUSH, & PROPOSED TREE TO REMOVE	—



AIR RIGHTS BILLBOARD OVERHAND EASEMENT PROVISIONS
EASEMENT FOR THE PURPOSE OF ACCESS, INGRESS AND EGRESS, TO AND FROM EACH PARCEL HEREIN DESCRIBED AS LOT 1, LOT 2, LOT 3 AND LOT 4, TO FACILITATE MAINTENANCE, OPERATION AND REPAIR OF THE EASEMENT OF BILLBOARDS, BASES/PADS AND OTHER COMPONENTS LOCATED ON LOTS 1 THROUGH 4, PURSUANT TO THE TERMS OF THAT RESTRICTIVE COVENANTS AND EASEMENT AGREEMENT RECORDED IN THE OFFICE OF THE COOK COUNTY RECORDERS OF DEEDS AS DOCUMENT NO. 184-001157.

BLANKET CROSS ACCESS AND PARKING EASEMENT PROVISIONS
EASEMENT FOR THE PURPOSES OF VEHICULAR AND PEDESTRIAN ACCESS, INGRESS, EGRESS, PARKING, LOADING/UNLOADING, DELIVERIES, AS WELL AS MAINTENANCE, REPAIR, REPLACEMENT AND CONSTRUCTION ACROSS AND UPON EACH PARCEL HEREIN DESCRIBED AS LOT 1, LOT 2, LOT 3 & LOT 4, EXCEPT THAT THE PATRONS, EMPLOYEES AND DELIVERY PERSONNEL OF LOT 2 NOTED SHALL HAVE PRIORITY AS TO THE BENEFITS OF SUCH EASEMENTS PURSUANT TO THE TERMS OF THAT RESTRICTIVE COVENANTS AND EASEMENT AGREEMENT RECORDED IN THE OFFICE OF THE COOK COUNTY RECORDERS OF DEEDS AS DOCUMENT NO. 184-001157.



SURVEYOR'S CERTIFICATE
STATE OF ILLINOIS)
COUNTY OF COOK) SS

WE, SPACECO, INC., AN ILLINOIS PROFESSIONAL DESIGN FIRM, NUMBER 184-001157, DO HEREBY DECLARE THAT WE HAVE SURVEYED AND SUBDIVIDED THE PROPERTY AS HEREON DESCRIBED, AND THAT THE PLAT HEREON DRAWN IS A CORRECT REPRESENTATION OF SAID SURVEY AND PLANNED UNIT DEVELOPMENT PLAT.

WE FURTHER DECLARE THAT BASED UPON A REVIEW OF THE FLOOD INSURANCE RATE MAP (F.I.R.M.) COMMUNITY PANEL NUMBER 1703C0357J MAP WITH AN EFFECTIVE DATE OF AUGUST 19, 2008, IT IS OUR CONSIDERED OPINION THAT THIS PROPERTY LIES IN ZONE X (UNSHADED) - AREA OF MINIMAL FLOOD HAZARD WITH AN ANNUAL CHANCE FLOOD HAZARD, AREAS OF 1% ANNUAL CHANCE FLOOD WITH AVERAGE DEPTH LESS THAN ONE FOOT OR WITH DRAINAGE AREAS OF LESS THAN ONE SQUARE MILE; AND ZONE AE (HATCH) - REGULATORY FLOODWAY AS IDENTIFIED BY SAID F.I.R.M. MAP.

THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS OF PRACTICE APPLICABLE TO BOUNDARY SURVEYS.

GIVEN UNDER MY HAND AND SEAL THIS _____ DAY OF _____, A.D. 2021, IN ROSEMONT, ILLINOIS.

C. BRIAN LOUNSBURY, I.P.L.S., No. 035-2841
LICENSE EXPIRES: 11-30-2022

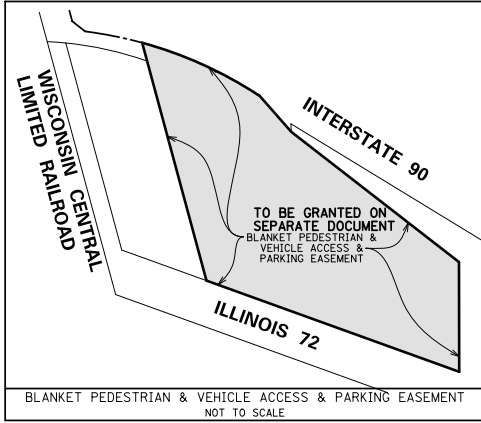
PROPOSED LOT & EASEMENT LAYOUT

REVISIONS:
02/18/2021
03/10/2021

CONSULTING ENGINEERS
SITE DEVELOPMENT ENGINEERS
LAND SURVEYORS

DATE: 01/13/2021
JOB NO: 8779.02
FILENAME: 8779.02PUD-02
SHEET 2 OF 2

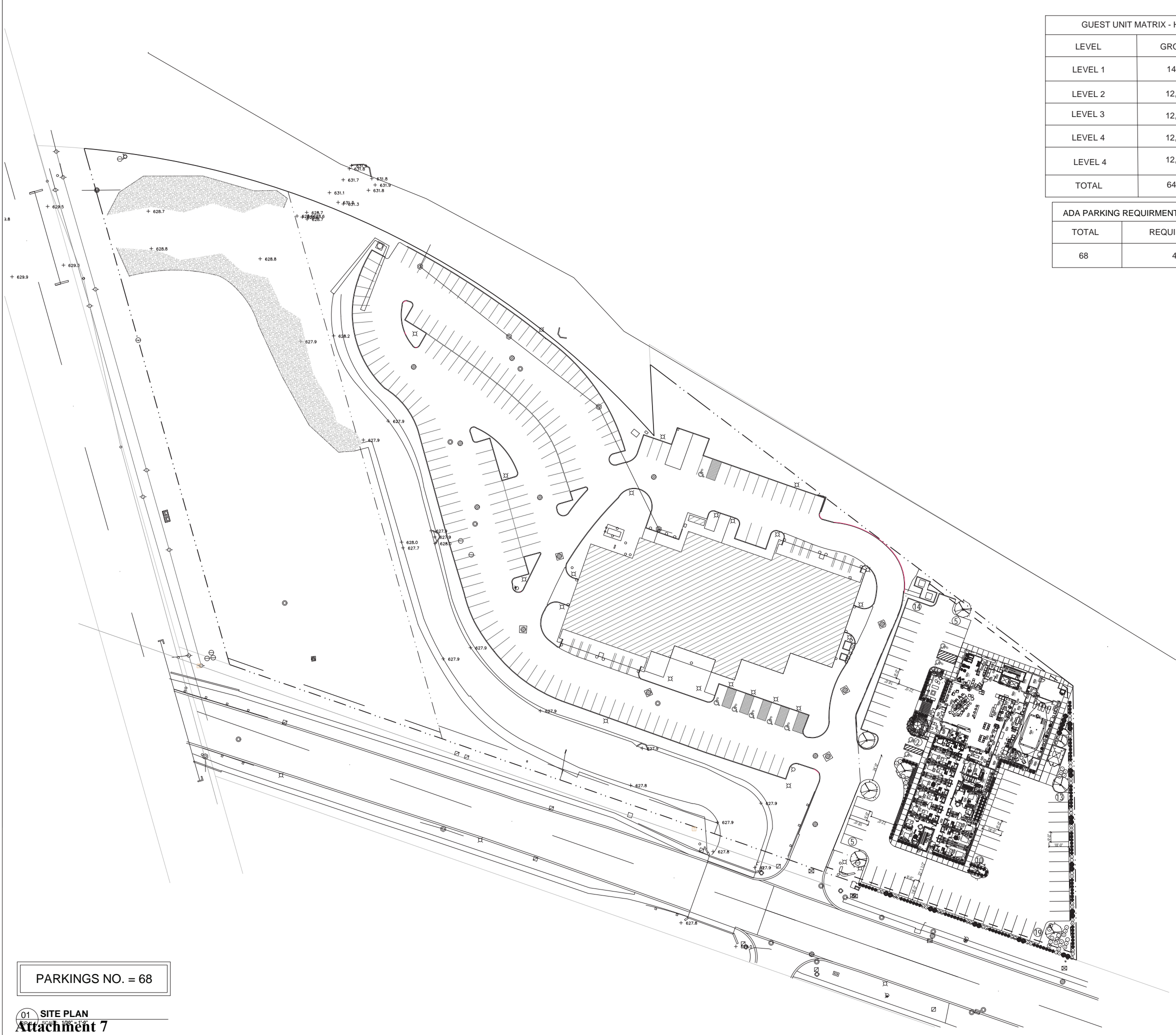
9575 W. Higgins Road, Suite 700,
Rosemont, Illinois 60018
Phone: (847) 696-4060 Fax: (847) 696-4065



TABULATION TABLE	LOT 1 (OFFICE & GARAGE)	LOT 2 (HOTEL)
NUMBER OF BUILDINGS	2	1
FLOOR AREA (NET)	135,204 SQ. FT. (OFFICE)	52,960 SQ. FT.
BUILDING HEIGHT	12' (6 STORIES)	68.6' (5 FLOORS)
HOURS OF OPERATION	N/A	SU-SA 24 HOURS
• OF EMPLOYEES	N/A	4
SPECIFIC USES	OFFICE USE & 3,336 SF OF LAB SPACE	HOTEL
• OF DWELLING UNITS PER ACRE	N/A	N/A
OFF-STREET PARKING REQUIRED	541	115
OFF-STREET PARKING PROVIDED	338 TOTAL (207 GARAGE + 131 SITE) - INCLUDES 28 INTERIOR PARKING	63

PREPARED FOR & OWNER:
ANDREW SAUNDERS
QUATTRO ASSET MANAGEMENT
GPO BOX 4358
SYDNEY NSW 2001

FOR REVIEW
PURPOSES ONLY



PARKINGS NO. = 68

GUEST UNIT MATRIX - HOME 2 SUITES, CHICAGO		
LEVEL	GROSS SQFT	TOTAL GUESTROOMS
LEVEL 1	14,768SF	11
LEVEL 2	12,498 SF	24
LEVEL 3	12,498 SF	24
LEVEL 4	12,498 SF	24
LEVEL 4	12,498 SF	24
TOTAL	64,760SF	107

ADA PARKING REQUIREMENT		
TOTAL	REQUIRED	PROVIDED
68	4	4



3225 Shallowford Rd., Suite 920
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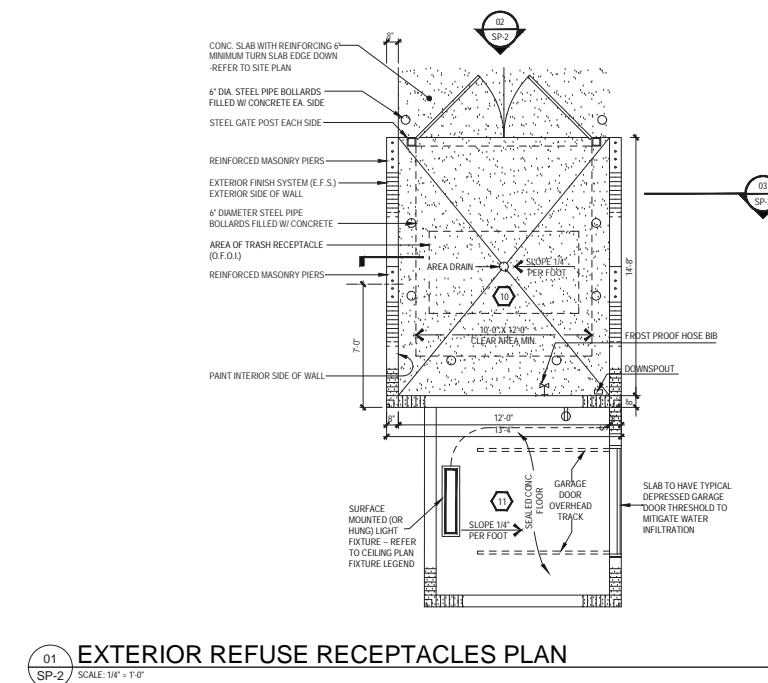
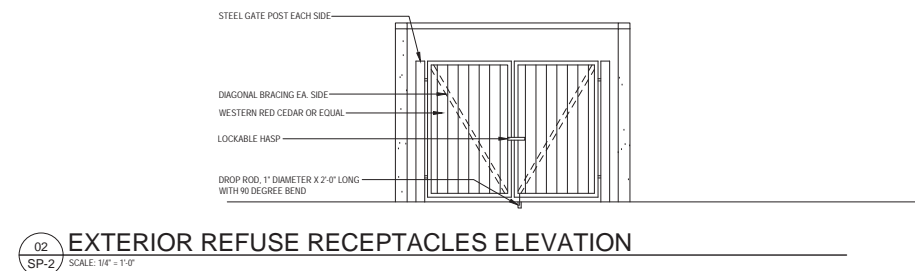
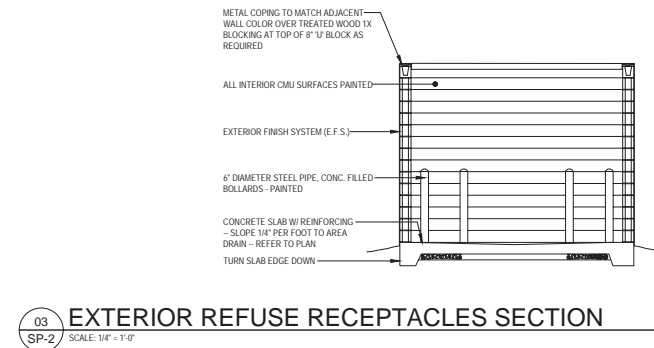
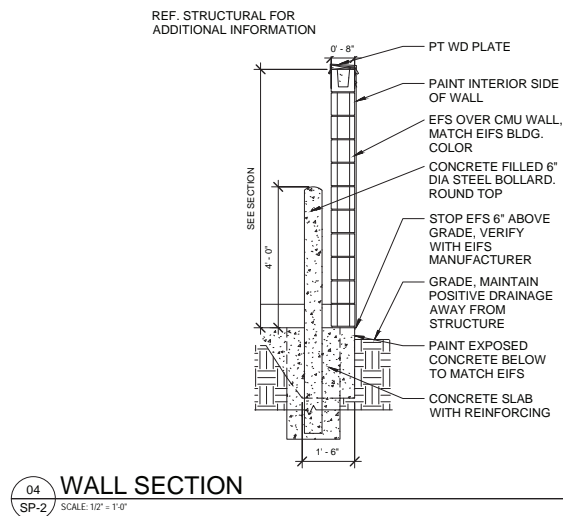
SITE PLAN



No.	Description	Date

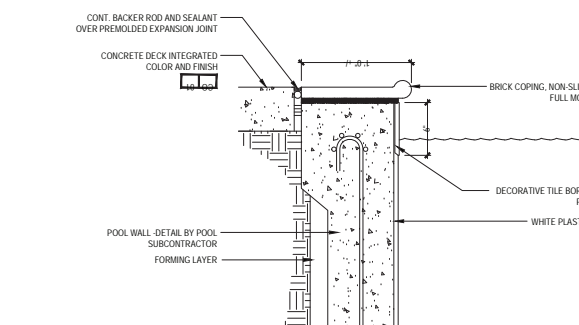
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Project Number	202005
Date	09/04/20
Drawn By	M.N.
Checked By	J.G.

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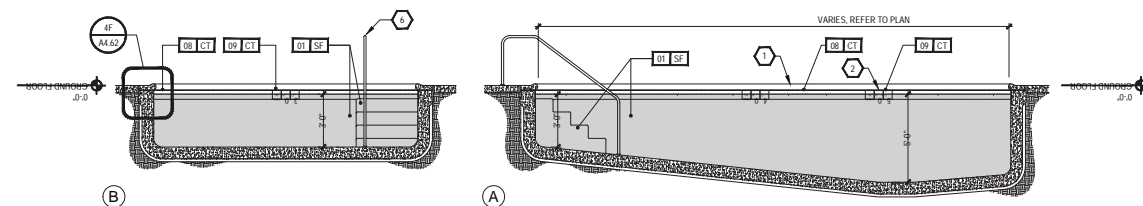
Project Number	202005
Date	01/17/21
Drawn By	Y.D.
Checked By	J.G.



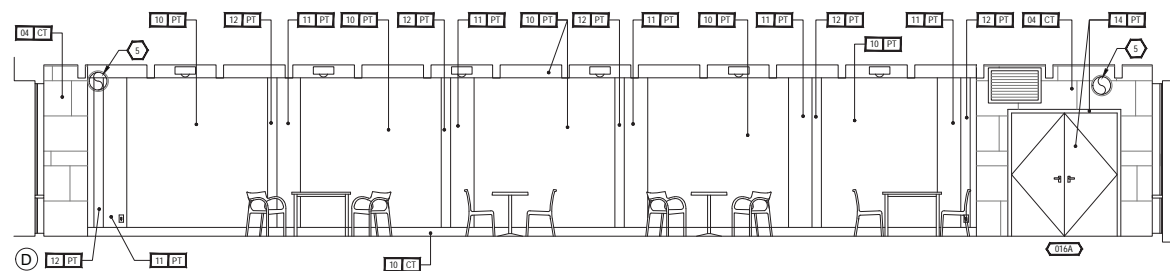
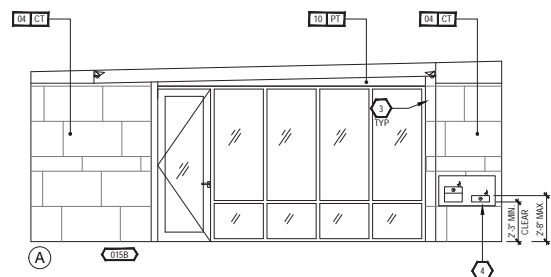
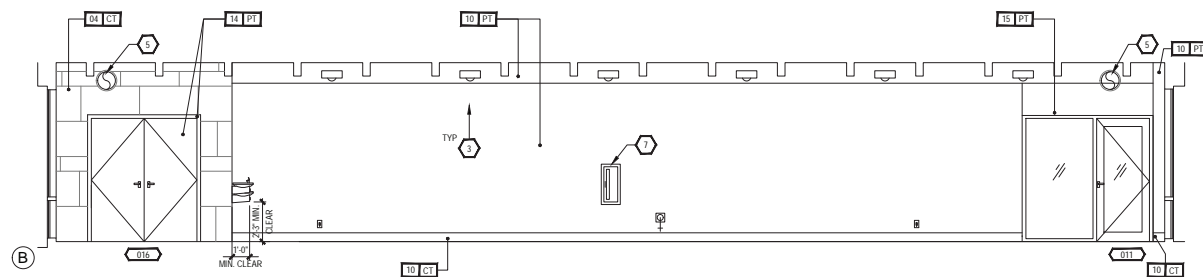
03
SP-3.3

DETAIL SECTION

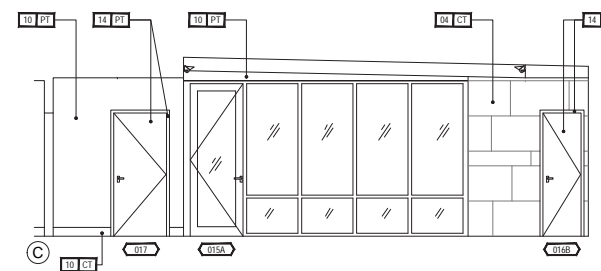
SCALE: 1-1/2" = 1'-0"



02 SECTION
SP-3.3 SCALE: 1/4" = 1'-0"













01 INTERIOR ELEVATIONS - POOL
SP-3.3 SCALE: 1/4" = 1'-0"



KEY NOTES:	
1	BRICK COPING AT PERIMETER OF POOL
2	POOL DEPTH MARKERS AS REQUIRED BY CODE. INSET FLUSH WITH FINISH TILE BANDING. COORDINATION ALSO REQUIRED FOR CORRESPONDING POOL DECK TILE LOCATION. DECK AND WALL TILES TO BE LAYED POOL CONTRACTOR TO VERIFY POOL DEPTHS PRIOR TO INSTALLATION.
3	WALL SOUNDC (B/W TIE LABEL)
4	DRINKING FOUNTAIN LOCATION
5	EXPOSED HVAC - STAINLESS SPLIT DUCT
6	RAILS MUST COMPLY WITH LOCAL CODES FOR SIZE, STRENGTH, OFFSET FROM STAIRS
7	FIRE EXTINGUISHER CABINET

FINISH LEGEND:	
PT	PAINT
PL	PASTEL LAMINATE
ST	STONE
SF	SPECIAL FINISH
CO	CONCRETE
CP	CARPET
CT	TILE
G	GLASS
QT	QUARRY TILE
VB	VINYL BASE
VCT	VINYL FLOORING
WC	WALLCOVERING

NOTE:
REFER TO SEPARATE F&E SPECIFICATIONS MANUAL AND SEPARATE COLOR AND MATERIALS SPECIFICATIONS MANUAL FOR FURNITURE ITEMS NOT IDENTIFIED WITH THESE DRAWINGS

POWER AND SIGNAL LEGEND:	
ELEV.	THERMOSTAT
	VOICE OUTLET
	POWER OUTLET
	DATA OUTLET
	CCTV DEVICE
	WALL MOUNTED JUNCTION BOX
	ELECTRICAL SWITCH
	SMOKE DETECTOR
	SIDE WALL SPRINKLER HEAD
	FIRE SPEAKER
	HOSE BIBB

GENERAL NOTES:	
1.	REFER TO FF&E PACKAGE FOR FURNITURE, BUILT-IN MILLWORK AND FINISH SPECIFICATIONS
2.	SMOKE DETECTORS, SPRINKLERS, AND OTHER EMERGENCY DEVICES TO BE LOCATED PER LOCAL CODE-INDICATED FOR INTENT ONLY.
3.	PROVIDE EMERGENCY LIGHTING PER LOCAL CODE.
4.	WALL DEVICES TO BE MOUNTED AT 4' IF A.F.F. TYPICAL U.N.O.
5.	REFER TO HOME 2 SLITES BY HILTON STANDARDS MANUAL FOR ADDITION GUESTROOM, GUESTROOM BATH, GUESTROOM KITCHEN AND INDOOR POOL REQUIREMENTS.



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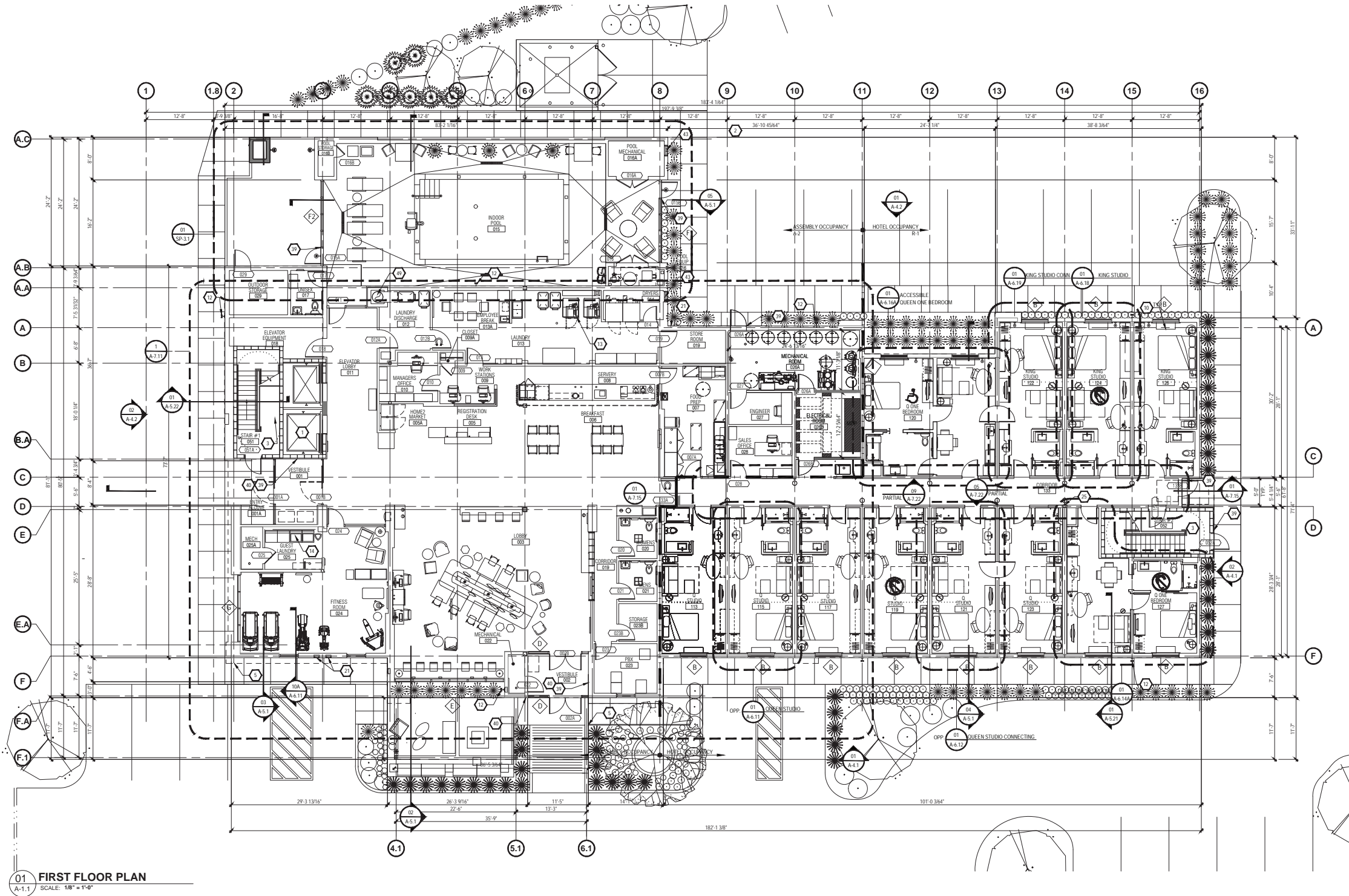
INTERIOR ELEVATIONS & DETAILS POOL

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Project Number	202005
Date	09/29/20
Drawn By	Y.D.
Checked By	J.G.

SP- 3.3
Page 31 of 82



GUEST UNIT MATRIX - HOME 2 SUITES, CHICAGO										
	FLOOR AREA (SF)	KING		QUEEN				QUEEN QUEEN		TOTAL
		KING STUDIO	KING STUDIO CONNECTING	QUEEN ONE BEDROOM	QUEEN ONE BEDROOM-M.F.	QUEEN STUDIO	QUEEN STUDIO CONNECTING	QUEEN STUDIO-M.F.	QUEEN STUDIO-M.F. & C.F.	
LEVEL 1	14,768 SF	2	1	1	1 con.	4	2	0	0	11
LEVEL 2	12,498 SF	3	0	1	1	9	1	0	1	24
LEVEL 3	12,498 SF	3	0	1	1	9	1	0	1	24
LEVEL 4	12,498 SF	3	0	1	1	9	1	1	0	24
LEVEL 5	12,498 SF	3	0	1	1	9	1	1	0	24
SUBTOTAL		15	1	5	5	39	7	2	2	107
TOTAL	64,760 SF	14	1	10		50			32	
PERCENTAGES		13%	1%	9%		47%			30%	100%

GUEST ACCESSIBILITY & CONNECTING UNIT MATRIX - HOME2 SUITS, IL			
TOTAL NUMBER OF GUEST UNITS : 107 UNITS			
	UNITS PROVIDED	UNITS PROVIDED	CODE REFERENCE
MOBILITY FEATURES(M.F.) & COMMUNICATION FEATURES (C.F.) ROOM # : 201 , 301	2	2	1.224.2(ADA2010)
MOBILITY FEATURES(M.F.) W/ROLL-IN SHOWER (R-I-S) ROOM # : 401 , 501	2	2	
MOBILITY FEATURES(M.F.) ROOM # : 120,220,320,420,520	5	5	
TOTAL MOBILITY FEATURES	9	9	
COMMUNICATION FEATURES (C.F.) ROOM # : 119,124,127,201,212,214,231,301,312,331,419,421	12	12	1.224.2(ADA2010)
CONNECTING ROOMS 121&123,120(M.F.)&122,201(M.F.)&203,301(M.F.)&303,401(M.F.)&403, 501(M.F.)&503	12	12	HILTON HOME 2 BRAND STANDARDS S.2510(10%)

- KEY NOTES:**
- THIS ELEVATOR CAR SHALL PROVIDE EMERGENCY ACCESS TO ALL FLOORS AND BE LARGE ENOUGH TO ACCOMMODATE AN AMBULANCE STRETCHER
 - OVERALL BUILDING DIMENSIONS BASED ON WOOD FRAME CONSTRUCTION. OVERALL DIMENSION WILL VARY BASED ON FINAL BUILDING CONSTRUCTION
 - EGRESS STAIR IN CONCRETE MASONRY STAIR ENCLOSURE
 - ALTERNATING TREAD STAIR FROM FOURTH FLOOR STAIR LANDING TO ROOF
 - LINE OF ROOF/CANOPY ABOVE
 - VEHICULAR DROP OFF - REFER TO SITE PLAN AND DETAILS
 - MECHANICAL, ELECTRICAL AND PLUMBING CHASE
 - CARRY CARPET PATTERN INTO DOOR TO TRANSITION STRIP AS INDICATED
 - NOT USED
 - NOT USED
 - PTAC UNIT
 - STAND PIPE MUST NOT ENCRUSCH INTO AREA OF REFUGE
 - HOSE BIB - FROST FREE WHERE REQUIRED
 - HOTEL LAUNDRY EQUIPMENT - REFER TO ENLARGED PLAN
 - GUEST LAUNDRY EQUIPMENT - REFER TO ENLARGED PLAN
 - PROVIDE CONVENIENCE OUTLETS IN CORRIDORS FOR HOUSEKEEPING EQUIPMENT AT MINIMUM EVERY 50'
 - DASHED LINE INDICATES PATH OF FULLY CONCEALED ROOF LEADER FROM CANOPY ROOF TO EXTERIOR WALL CAVITY
 - CANOPY ROOF OVERFLOW SCUMPER
 - ACCESSIBLE ICE MACHINE WITH REQUIRED ACCESSIBLE APPROACH AREA. PROVIDE FLOOR DRAIN CENTERED UNDER ICE MACHINE AND PROVIDE POSITIVE SLOPE TOWARDS DRAIN WITHOUT AFFECTING ACCESSIBLE REQUIREMENTS. ISOLATE DRAIN PIPES. REFER TO HOME 2 SUITES BY HILTON STANDARDS MANUAL AND HANDBOOK FOR ADDITIONAL REQUIREMENTS FOR ICE MACHINE AREA
 - ROOF OF POOL BELOW
 - NOT USED
 - DRYER VENT LOUVER - REFER TO ELEVATIONS
 - NOT USED
 - NOT USED
 - WIRE SHELVING SYSTEM - REFER TO FIFE
 - FIRE EXTINGUISHER (CABINET IN PUBLIC AREAS) INSTALLED SO THAT NO OPERABLE PART IS HIGHER THAN 48" A.F.F.
 - MEMBRANE ROOF - SLOPE STRUCTURE TO DRAIN TOWARDS ROOF DRAINAGE/GUTTERS
 - TAPERED INSULATION CRICKET
 - ROOF LEADER AND OVERFLOW DRAIN
 - ROOF HATCH SIZE PER LOCAL BUILDING CODES, ACCESSSED VIA AN ALTERNATING TREAD STAIR
 - ROOF PARAPET
 - GRAVEL STOP EDGE
 - EXHAUST FAN
 - MAKE UP AIR UNIT ON ROOF CURB
 - ELEVATOR OVER RUN PENTHOUSE
 - LAMINATED GLASS BEACON, REFER TO EXTERIOR ELEVATIONS
 - LAUNDRY CHUTE VENT
 - ALUMINUM GUTTER AND DOWNSPOUT
 - MECHANICAL EQUIPMENT SCREEN TO BE TALL ENOUGH TO FULLY HIDE EQUIPMENT - PROVIDE CLEARANCE AND ACCESS AS REQUIRED BY EQUIPMENT MANUFACTURER AND/OR LOCAL CODE PROVISIONS
 - KEYCARD READER ENTRANCE HARDWARE, MOUNTED SO THAT TOP OF READER IS A MAXIMUM OF 48" ABOVE GRADE OR FINISH FLOOR
 - PUSH BUTTON INTERCOM OR HOUSE PHONE (OPTIONAL VIDEO MONITORING), MOUNT SO TOP OF DEVICE IS MAXIMUM OF 48" ABOVE GRADE, PROVIDE CLEAR FLOOR SPACE AS REQUIRED BY ACCESSIBILITY AT DEVICE
 - SPLASHBLOCK
 - NOT USED
 - MECHANICAL LOUVER
 - NOT USED
 - EXPOSED CORNER TO HAVE 1" RADIUS BILLBOARD
 - WALLMOUNT PROTECTION PAD IN CONTRASTING COLOR TO ROOF
 - ALTERNATING TREAD STAIR TO UPPER ROOF
 - NOT USED
 - LAUNDRY CHUTE LOCATION CONTAINED WITHIN 2 HOUR RATED SHAFT WITH RATED DOOR

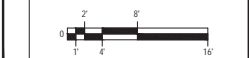
- SYMBOL / FIXTURES KEY:**
- ACCESSIBLE ROOM
 - COMMUNICATION FEATURES ROOM - REFER TO ENLARGED GUESTROOM PLANS FOR POWER AND SIGNAL
 - MAGNETIC DOOR HOLD OPENER TIED TO BUILDING ALARM SYSTEM - REFER TO DOOR SCHEDULE, ELEC. & ALARM DRAWINGS

- GENERAL NOTES THIS SHEET:**
- REFER TO ENLARGED GUEST ROOM PLANS FOR DOOR TAGS & TYPES
 - REFER TO HOME 2 SUITES BY HILTON STANDARDS MANUAL FOR ADDITIONAL REQS FOR PASSENGER ELEVATORS, ELEVATOR LOBBIES & CORRIDORS
 - REFER TO HOME 2 SUITES BY HILTON STANDARDS MANUAL FOR ADDITIONAL REQS FOR STORAGE AREAS
 - REFER TO HOME 2 SUITES BY HILTON STANDARDS MANUAL FOR ADDITIONAL REQS FOR MECHANICAL, ELECTRICAL & EQUIPMENT ROOMS
 - FIRE EXTINGUISHERS, SMOKE DETECTORS & OTHER EMERGENCY DEVICES TO BE LOCATED FOR LOCAL CODE. FIRE EXTINGUISHER LOCATIONS WITHIN THE PUBLIC SPACE SHALL BE CONTAINED WITHIN FULLY RECESSED CABINETS
 - REFER TO HOME 2 SUITES BY HILTON STANDARDS MANUAL FOR ADDITIONAL REQS FOR ROOFING MATERIALS
 - ROOF SLOPE & NUMBER OF ROOF DRAINS PER LOCAL BUILDING CODES
 - REFER TO STANDARDS FOR EXTERIOR & EQUIPMENT REQS
 - REFER TO HANDBOOK FOR FURTHER ADDITIONAL REQS FOR PUBLIC SPACES & EQUIPMENT
 - FIRE ALARM SYSTEM SHALL HAVE PERMANENTLY INSTALLED AUDIBLE & VISIBLE ALARMS CONFORMING WITH NFPA 72 (1999) OR 2022 ADDITIONAL AS RECS BY LOCAL AUTHORITIES. ALARMS MUST BE LOCATED IN PUBLIC COMMON USE AREAS & GUEST ROOMS
 - AS NOTED ON THIS DRAWING ARE VALID ON THE ORIGINAL DRAWING ONLY. THE DIMENSIONS OF WHICH ARE 30 x 42 INCHES.

- FINISHES LEGEND:**
- PA-404 ROMAN SHADE
 - PA-501 ART WORK
 - PA-808 CONSOLE TABLE
 - 404 WIRE SHELVING
 - 432 ICE MAKER

- FINISH LEGEND:**
- PT PAINT
 - PL PLASTIC LAMINATE
 - ST STONE
 - SS SOLID SURFACE
 - SF SPECIAL FINISH
 - CO CONCRETE
 - CP CARPET
 - CT TILE
 - GL GLASS
 - QT QUARRY TILE
 - VB VINYL BASE
 - WF VINYL FLOORING

SCALE: 1/8" = 1'-0"



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HOMES BY HILTON
SUITES BY HILTON
1700 E Higgins Road
Des Plaines IL 60018

FIRST FLOOR PLAN







No.	Description	Date

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Project Number 202005
Date 10/20/20
Drawn By A.S.
Checked By J.G.

A-1.1
Page 32 of 82

GUEST UNIT MATRIX - HOME 2 SUITES, CHICAGO											
		KING		QUEEN						QUEEN QUEEN	
	FLOOR AREA (SF)	KING STUDIO	KING STUDIO CONNECTING	QUEEN ONE BEDROOM		QUEEN STUDIO				QUEEN QUEEN STUDIO	TOTAL
				QUEEN ONE BEDROOM	QUEEN ONE BEDROOM-M.F. 	QUEEN STUDIO	QUEEN STUDIO CONNECTING	QUEEN STUDIO-M.F R.I.S. 	QUEEN STUDIO-M.F&C.F R.I.S.  		
LEVEL 1	14,768SF	2	1	1	1 con.	4	2	0	0	0	11
LEVEL 2	12,498 SF	3	0	1	1	9	1	0	1	8	24
LEVEL 3	12,498 SF	3	0	1	1	9	1	0	1	8	24
LEVEL 4	12,498 SF	3	0	1	1	9	1	1	0	8	24
LEVEL 5	12,498 SF	3	0	1	1	9	1	1	0	8	24
SUBTOTAL	64,760 SF	15	1	5	5	39	7	2	2	32	107
TOTAL		14	1	10		50				32	
PERCENTAGES		13%	1%	9%		47%				30%	100%

GUEST ACCESSIBILITY & CONNECTING UNIT MATRIX - HOME2 SUITS .IL			
TOTAL NUMBER OF GUEST UNITS : 107 UNITS			
	UNITS PROVIDED	UNITS PROVIDED	CODE REFERENCE
MOBILITY FEATURES(M.F.) & COMMUNICATION FEATURES (C.F.) ROOM # : 201 , 301	2	2	1.224.2(ADA2010)
MOBILITY FEATURES(M.F.) W/ROLL-IN SHOWER (R-I-S) ROOM # : 401 , 501	2	2	
MOBILITY FEATURES(M.F.) ROOM # : 120,220,320,420,520	5	5	
TOTAL MOBILITY FEATURES	9	9	
COMMUNICATION FEATURES (C.F) ROOM # : 119,124,127,201,212,214,231,301,312,331,419,421	12	12	1.224.2(ADA2010)
CONNECTING ROOMS 121&123,120(M.F.)&122,201(M.F.)&203,301(M.F.)&303,401(M.F.)&403, 501(M.F.)&503	12	12	HILTON HOME 2 BRAND STANDARDS S.2510(10%)

KEY NOTES:

- THIS ELEVATOR CAR SHALL PROVIDE EMERGENCY ACCESS TO ALL FLOORS AND BE LARGE ENOUGH TO ACCOMMODATE AN AMBULANCE STRETCHER.
- OVERALL BUILDING DIMENSIONS BASED ON WOOD FRAME CONSTRUCTION. OVERALL DIMENSION WILL VARY BASED ON FINAL BUILDING CONSTRUCTION.
- EGRESS STAIR IN CONCRETE MASONRY STAIR ENCLOSURE.
- ALTERNATING TREAD STAIR FROM FOURTH FLOOR STAIR LANDING TO ROOF.
- LINE OF ROOF/ CANOPY ABOVE.
- VEHICULAR DROP-OFF - REFER TO SITE PLAN AND DETAILS.
- MECHANICAL ELECTRICAL AND PLUMBING CHASE.
- CARRY CARPET PATTERN INTO DOOR TO TRANSITION STRIP AS INDICATED.
- NOT USED.
- PTAC UNIT.
- STAND PIPE MUST NOT ENCRoACH INTO AREA OF REFUGE.
- HOSE BB - FROST FREE WHERE REQUIRED.
- HOTEL LAUNDRY EQUIPMENT - REFER TO ENLARGED PLAN.
- GUEST LAUNDRY EQUIPMENT - REFER TO ENLARGED PLAN.
- PROVIDE CONVENIENCE OUTLETS IN CORRIDORS FOR HOUSEKEEPING EQUIPMENT AT MINIMUM EVERY 50.
- DASHED LINE INDICATES PATH OF FULLY CONCEALED ROOF LEAKERS FROM CANOPY ROOF TO EXTERIOR WALL CAVITY.
- CANOPY ROOF OVERLIES ON SCUPPER.
- ACCESSIBLE ICE MACHINE WITH REQUIRED ACCESSIBLE APPROACH AREA. PROVIDE FLOOR DRAIN CENTERED UNDER ICE MACHINE AND PROVIDE POSITIVE SLIPS/TOWARDS DRAIN WITHOUT AFFECTING ACCESSIBLE REQUIREMENTS. INSULATE DRAIN PIPES. REFER TO HOME 2 SUITES BY HILTON STANDARDS MANUAL AND HMD FOR ADDITIONAL REQUIREMENTS FOR ICE MACHINE AREA.
- ROOF OF POOL BELOW.
- CANOPY/TRELLIS BELOW.
- DRIVER VENT LOUVER - REFER TO ELEVATIONS.
- NOT USED.
- NOT USED.
- WIRE SHIELDING SYSTEM - REFER TO FRAE.
- FIRE EXTINGUISHERS (CABINET IN PUBLIC AREAS) INSTALLED SO THAT NO OPERABLE PART IS HIGHER THAN 48" A.F.F.
- MEMBRANE ROOF- SLOPE STRUCTURE TO DRAIN TOWARDS ROOF DRAIN/SCUPPERS.
- TAPERED INSULATION CRICKET.
- ROOF LEADER AND OVERFLOW DRAIN.
- ROOF HATCH, SIZE PER LOCAL BUILDING CODES, ACCESSSED VIA AN ALTERNATING TREAD STAIR.
- ROOF PARAPET.
- GRAVEL STOP EDGE.
- EXHAUST FAN.
- MAKE UP AIR UNIT ON ROOF CURB.
- ELEVATOR OVER RUN PENTHOUSE.
- LAMINATED GLASS BEACON, REFER TO EXTERIOR ELEVATIONS.
- LAUNDRY CHUTE VENT.
- ALUMINUM GUTTER AND DOWNSPOUT.
- MECHANICAL EQUIPMENT SCREEN TO BE TALL ENOUGH TO FULLY HIDE EQUIPMENT. PROVIDE CLEARANCE AND ACCESS AS REQUIRED BY EQUIPMENT MANUFACTURER AND/OR LOCAL CODE PROVISIONS.
- KEYCARD READER ENTRANCE HARDWARE- MOUNTED SO THAT TOP OF READER IS A MINIMUM OF 48" ABOVE GRADE ON FINISH FLOOR.
- PUSHBUTTON INTERCOM OR HOUSE PHONE (OPTIONAL VIDEO MONITORING). MOUNT SO TOP OF DEVICE IS MINIMUM OF 48" ABOVE GRADE. PROVIDE CLEAR FLOOR SPACE AS REQUIRED BY ACCESSIBILITY AT DEVICE.
- SPLASHBLOCK.
- NOT USED.
- MECHANICAL LOUVER.
- NOT USED.
- EXPOSED CMU CORNER TO HAVE 1" RADIUS ROUNDOSE.
- WALKWAY PROTECTION PAD IN CONTRASTING COLOR TO ROOF.
- ALTERNATING TREAD STAIR TO UPPER ROOF.
- NOT USED.
- LAUNDRY CHUTE LOCATION CONTAINED WITHIN 2 HOUR RATED SHAFT WITH RATED DOOR.

SYMBOL / FIXTURES KEY:

- ACCESSIBLE ROOM
- COMMUNICATION FEATURES ROOM - REFER TO ENLARGED GUESTROOM PLANS FOR POWER AND SIGNAL
- MAGNETIC DOOR HOLD OPENER TIED TO BUILDING ALARM SYSTEM - REFER TO DOOR SCHEDULE, ELEC. & ALARM DRAWINGS

GENERAL NOTES THIS SHEET:

- REFER TO ENLARGED GUEST ROOM PLANS FOR DOOR TAGS & TYPES.
- REFER TO HOME 2 SUITES BY HILTON STANDARDS MANUAL FOR ADDITIONAL RECS FOR PASSENGER ELEVATORS, ELEVATOR LOBBIES & CORRIDORS.
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- FIRE EXTINGUISHERS, SMOKE DETECTORS & OTHER EMERGENCY DEVICES TO BE LOCATED PER LOCAL CODES. FIRE EXTINGUISHER LOCATIONS WITH THE PUBLIC SPACE SHALL BE CONTAINED WITHIN FULLY RECESSED CABINETS.
- REFER TO HOME 2 SUITES BY HILTON STANDARDS MANUAL FOR ADDITIONAL RECS FOR ROOFING MATERIALS.
- ROOF SLOPES & NUMBER OF ROOF DRAINS PER LOCAL BUILDING CODES.
- REFER TO STANDARDS FOR FIXTURE & EQUIPMENT RECS.
- REFER TO HMDG FOR FURTHER ADDITIONAL RECS FOR PUBLIC SPACES & EQUIPMENT.
- FIRE ALARM SYSTEM SHALL HAVE PERMANENTLY INSTALLED AUDIBLE & VISIBLE ALARMS COMPLYING W/ NFPA 72 (1999) OR 2022 ADDITION & AS RECD BY LOCAL AUTHORITIES. ALARMS MUST BE LOCATED IN PUBLIC & COMMON USE AREAS & GUEST ROOMS. RE-SIGNAGED AS "GUEST ROOMS W/ COMMUNICATING FEATURES" AT A MINIMUM WHERE EMPLOYEE AREAS HAVE AUDIBLE ALARMS. THE WIRING SHALL BE DESIGNED TO VISIBLE ALARMS CAN BE INTEGRATED INTO THE SYSTEM UNLESS GREATER STANDARDS ARE RECD BY LOCAL AUTHORITIES.

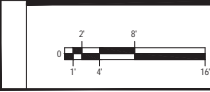
FURNISHINGS LEGEND:

- XXI: HUMAN SMOKE
- PA.001: ART WORK
- PA.008: CONSOLE TABLE
- 404: WIRE SHIELDING
- 432: ICE MAKER

FINISH LEGEND:

- P1: PAINT
- PL: PLASTIC LAMINATE
- ST: STONE
- SF: SOLID SURFACE
- SP: SPECIAL FINISH
- CP: CARPET
- CT: TILE
- G: GLASS
- Q1: QUARRY TILE
- VB: VINYL BASE
- VF: VINYL FLOORING

SCALE: 1/8" = 1'-0"



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SECOND FLOOR PLAN



No.	Description	Date

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Project Number 202005
Date 10/20/20
Drawn By M.N.
Checked By J.G.

GUEST UNIT MATRIX - HOME 2 SUITES, CHICAGO											
		KING		QUEEN						QUEEN QUEEN	
	FLOOR AREA (SF)	KING STUDIO	KING STUDIO CONNECTING	QUEEN ONE BEDROOM		QUEEN STUDIO				QUEEN QUEEN STUDIO	TOTAL
				QUEEN ONE BEDROOM	QUEEN ONE BEDROOM-M.F. 	QUEEN STUDIO	QUEEN STUDIO CONNECTING	QUEEN STUDIO-M.F R.I.S. 	QUEEN STUDIO-M.F&C.F R.I.S.  		
LEVEL 1	14,768SF	2	1	1	1 con.	4	2	0	0	0	11
LEVEL 2	12,498 SF	3	0	1	1	9	1	0	1	8	24
LEVEL 3	12,498 SF	3	0	1	1	9	1	0	1	8	24
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TOTAL		14	1	10		50				32	
PERCENTAGES		13%	1%	9%		47%				30%	100%

GUEST ACCESSIBILITY & CONNECTING UNIT MATRIX - HOME2 SUITS .IL			
TOTAL NUMBER OF GUEST UNITS : 107 UNITS			
	UNITS PROVIDED	UNITS PROVIDED	CODE REFERENCE
MOBILITY FEATURES(M.F.) & COMMUNICATION FEATURES (C.F.) ROOM # : 201, 301	2	2	1.224.2(ADA2010)
MOBILITY FEATURES(M.F.) W/ROLL-IN SHOWER (R-I-S) ROOM # : 401, 501	2	2	
MOBILITY FEATURES(M.F.) ROOM # : 120,220,320,420,520	5	5	
TOTAL MOBILITY FEATURES	9	9	
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CONNECTING ROOMS 121&123,120(M.F.)&122,201(M.F.)&203,301(M.F.)&303,401(m.F.)&403, 501(M.F.)&503	12	12	HILTON HOME 2 BRAND STANDARDS S.2510(10%)

KEY NOTES:

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- ALTERNATING TREAD STAIR FROM FOURTH FLOOR STAIR LANDING TO ROOF.
- LINE OF ROOF/ CANOPY ABOVE.
- VEHICULAR DROP OFF - REFER TO SITE PLAN AND DETAILS.
- MECHANICAL ELECTRICAL AND PLUMBING CHASE.
- CARRY CARPET PATTERN INTO DOOR TO TRANSITION STRIP AS INDICATED.
- NOT USED.
- PTAC UNIT.
- STAND PIPE MUST NOT ENCRoACH INTO AREA OF REFUGE.
- HOSE BB FROST FREE WHERE REQUIRED.
- HOTEL LAUNDRY EQUIPMENT - REFER TO ENLARGED PLAN.
- GUEST LAUNDRY EQUIPMENT - REFER TO ENLARGED PLAN.
- PROVIDE CONVENIENCE OUTLETS IN CORRIDORS FOR HOUSEKEEPING EQUIPMENT AT MINIMUM EVERY 50.
- DASHED LINE INDICATES PATH OF FULLY CONCEALED ROOF LEAKERS FROM CANOPY ROOF TO EXTERIOR WALL CAVITY.
- CANOPY ROOF OVERLAP ON SCUPPER.
- ACCESSIBLE ICE MACHINE WITH REQUIRED ACCESSIBLE APPROACH AREA. PROVIDE FLOOR DRAIN CENTERED UNDER ICE MACHINE AND PROVIDE POSITIVE SLIPS TOWARDS DRAIN WITHOUT AFFECTING ACCESSIBLE REQUIREMENTS. INSULATE DRAIN PIPES. REFER TO HOME 2 SUITES BY HILTON STANDARDS MANUAL AND HING FOR ADDITIONAL REQUIREMENTS FOR ICE MACHINE AREA.
- ROOF OF POOL BELOW.
- CANOPY/TRELLIS BELOW.
- DRIVER VENT LOUVER - REFER TO ELEVATIONS.
- NOT USED.
- NOT USED.
- WIRE SHIELDING SYSTEM - REFER TO F&E.
- FIRE EXTINGUISHER (CABINET IN PUBLIC AREAS) INSTALLED SO THAT NO OPERABLE PART IS HIGHER THAN 48" A.F.F.
- MEMBRANE ROOF: SLOPE STRUCTURE TO DRAIN TOWARDS ROOF DRAIN/SCUPPERS.
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- ROOF LEADER AND OVERFLOW DRAIN.
- ROOF HATCH: SIZE PER LOCAL BUILDING CODES, ACCESSED VIA AN ALTERNATING TREAD STAIR.
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- GRAVEL STOP EDGE.
- EXHAUST FAN.
- MAKE UP AIR UNIT ON ROOF CURB.
- ELEVATOR OVER RUN PENTHOUSE.
- LAMINATED GLASS BEACON, REFER TO EXTERIOR ELEVATIONS.
- LAUNDRY CHUTE VENT.
- ALUMINUM GUTTER AND DOWNSPOUT.
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- SPLASHBLOCK.
- NOT USED.
- MECHANICAL LOUVER.
- NOT USED.
- EXPOSED CMU CORNER TO HAVE 1" RADIUS ROUNDOFF.
- WALKWAY PROTECTION PAD IN CONTRASTING COLOR TO ROOF.
- ALTERNATING TREAD STAIR TO UPPER ROOF.
- NOT USED.
- LAUNDRY CHUTE LOCATION CONTAINED WITHIN 2 HOUR RATED SHAFT WITH RATED DOOR.

SYMBOL / FIXTURES KEY:

- ACCESSIBLE ROOM
- COMMUNICATION FEATURES ROOM - REFER TO ENLARGED GUESTROOM PLANS FOR POWER AND SIGNAL
- MAGNETIC DOOR HOLD OPENER TIED TO BUILDING ALARM SYSTEM - REFER TO DOOR SCHEDULE, ELEC. & ALARM DRAWINGS

GENERAL NOTES THIS SHEET:

- REFER TO ENLARGED GUEST ROOM PLANS FOR DOOR TAGS & TYPES.
- REFER TO HOME 2 SUITES BY HILTON STANDARDS MANUAL FOR ADDITIONAL RECS FOR PASSENGER ELEVATORS, ELEVATOR LOBBIES & CORRIDORS.
- REFER TO HOME 2 SUITES BY HILTON STANDARDS MANUAL FOR ADDITIONAL RECS FOR STORAGE AREAS.
- REFER TO HOME 2 SUITES BY HILTON STANDARDS MANUAL FOR ADDITIONAL RECS FOR MECHANICAL, ELECTRICAL, & EQUIPMENT ROOMS.
- FIRE EXTINGUISHERS, SMOKE DETECTORS & OTHER EMERGENCY EXITS TO BE LOCATED PER LOCAL CODE. FIRE EXTINGUISHER LOCATIONS WITH THE PUBLIC SPACE SHALL BE CONTAINED WITH FULLY RECESSED CABINETS.
- REFER TO HOME 2 SUITES BY HILTON STANDARDS MANUAL FOR ADDITIONAL RECS FOR ROOFING MATERIALS.
- ROOF SLOPES & NUMBER OF ROOF DRAINS PER LOCAL BUILDING CODES.
- REFER TO STANDARDS FOR FIXTURE & EQUIPMENT RECS.
- REFER TO H&B FOR FURTHER ADDITIONAL RECS FOR PUBLIC SPACES & EQUIPMENT.
- FIRE ALARM SYSTEM SHALL HAVE PERMANENTLY INSTALLED AUDIBLE & VISIBLE ALARMS COMPLYING W/ NFPA 72 (1999 OR 2022 EDITION) & AS RECD BY LOCAL AUTHORITIES. ALARMS MUST BE LOCATED IN PUBLIC & COMMON USE AREAS & GUEST ROOMS. RE-SIGNATED AS "GUEST ROOMS W/ COMMUNICATING FEATURES" AT A MINIMUM WHERE EMPLOYEE AREAS HAVE AUDIBLE ALARMS. THE WIRING SHALL BE DESIGNED TO VISIBLE ALARMS CAN BE INTEGRATED INTO THE SYSTEM, UNLESS GREATER STANDARDS ARE RECD BY LOCAL AUTHORITIES.

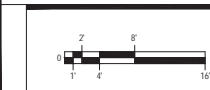
FURNISHINGS LEGEND:

- XXL: HUMAN SMOKE
- PA.001: ART WORK
- PA.002: CONSOLE TABLE
- PA.003: WIRE SHIELDING
- 432: ICE MAKER

FINISH LEGEND:

- P1: PAINT
- PL: PLASTIC LAMINATE
- ST: STONE
- SS: SOLID SURFACE
- SP: SPECIAL FINISH
- CP: CONCRETE
- OP: CARPET
- CT: TILE
- G: GLASS
- Q1: QUARRY TILE
- VB: VINYL BASE
- VF: VINYL FLOORING

SCALE: 1/8" = 1'-0"



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THIRD FLOOR PLAN



No.	Description	Date

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Project Number 202005
Date 10/20/20
Drawn By M.N.
Checked By J.G.

GUEST UNIT MATRIX - HOME 2 SUITES, CHICAGO											
		KING		QUEEN						QUEEN QUEEN	
	FLOOR AREA (SF)	KING STUDIO	KING STUDIO CONNECTING	QUEEN ONE BEDROOM		QUEEN STUDIO				QUEEN QUEEN STUDIO	TOTAL
				QUEEN ONE BEDROOM	QUEEN ONE BEDROOM-M.F 	QUEEN STUDIO	QUEEN STUDIO CONNECTING	QUEEN STUDIO-M.F R.I.S 	QUEEN STUDIO-M.F&C.F R.I.S  		
LEVEL 1	14,768SF	2	1	1	1 con.	4	2	0	0	0	11
LEVEL 2	12,498 SF	3	0	1	1	9	1	0	1	8	24
LEVEL 3	12,498 SF	3	0	1	1	9	1	0	1	8	24
LEVEL 4	12,498 SF	3	0	1	1	9	1	1	0	8	24
LEVEL 5	12,498 SF	3	0	1	1	9	1	1	0	8	24
SUBTOTAL	64,760 SF	15	1	5	5	39	7	2	2	32	107
TOTAL		14	1	10		50				32	
PERCENTAGES		13%	1%	9%		47%				30%	100%

GUEST ACCESSIBILITY & CONNECTING UNIT MATRIX - HOME2 SUITS .JL			
TOTAL NUMBER OF GUEST UNITS : 107 UNITS			
	UNITS PROVIDED	UNITS PROVIDED	CODE REFERENCE
MOBILITY FEATURES(M.F.) & COMMUNICATION FEATURES (C.F.) ROOM # : 201 , 301	2	2	1.224.2(ADA2010)
MOBILITY FEATURES(M.F.) W/ROLL-IN SHOWER (R-I-S) ROOM # : 401 , 501	2	2	
MOBILITY FEATURES(M.F.) ROOM # : 120,220,320,420,520	5	5	
TOTAL MOBILITY FEATURES	9	9	
COMMUNICATION FEATURES (C.F) ROOM # : 119,124,127,201,212,214,231,301,312,331,419,421	12	12	1.224.2(ADA2010)
CONNECTING ROOMS 121&123,120(M.F.)&122,201(M.F.)&203,301(M.F.)&303,401(M.F.)&403, 501(M.F.)&503	12	12	HILTON HOME 2 BRAND STANDARDS S.2510(10%)

KEY NOTES:

- THIS ELEVATOR CAR SHALL PROVIDE EMERGENCY ACCESS TO ALL FLOORS AND BE LARGE ENOUGH TO ACCOMMODATE AN AMBULANCE STRETCHER
- OVERALL BUILDING DIMENSIONS BASED ON WOOD FRAME CONSTRUCTION. OVERALL DIMENSION WILL VARY BASED ON FINAL BUILDING CONSTRUCTION
- EGRESS STAIR IN CONCRETE MASONRY STAIR ENCLOSURE
- ALTERNATING TREAD STAIR FROM FOURTH FLOOR STAIR LANDING TO ROOF
- LINE OF ROOF/ CANOPY ABOVE
- VEHICULAR DROP OFF - REFER TO SITE PLAN AND DETAILS
- MECHANICAL ELECTRICAL AND PLUMBING CHASE
- CARRY CARPET PATTERN INTO DOOR TO TRANSITION STRIP AS INDICATED
- NOT USED
- PTAC UNIT
- STAND PIPE MUST NOT ENCRoACH INTO AREA OF REFUGE
- HOSE BB FROST FREE WHERE REQUIRED
- HOTEL LAUNDRY EQUIPMENT - REFER TO ENLARGED PLAN
- GUEST LAUNDRY EQUIPMENT - REFER TO ENLARGED PLAN
- PROVIDE CONVENIENCE OUTLETS IN CORRIDORS FOR HOUSEKEEPING EQUIPMENT AT MINIMUM EVERY 50'
- DASHED LINE INDICATES PATH OF FULLY CONCEALED ROOF LEAKERS FROM CANOPY ROOF TO EXTERIOR WALL CAVITY
- CANOPY ROOF OVERLAP SCUPPER
- ACCESSIBLE ICE MACHINE WITH REQUIRED ACCESSIBLE APPROACH AREA. PROVIDE FLOOR DRAIN CENTERED UNDER ICE MACHINE AND PROVIDE POSITIVE SLIPS/TOWARDS DRAIN WITHOUT AFFECTING ACCESSIBLE REQUIREMENTS. INSULATE DRAIN PIPES. REFER TO HOME 2 SUITES BY HILTON STANDARDS MANUAL AND HMD FOR ADDITIONAL REQUIREMENTS FOR ICE MACHINE AREA
- ROOF OF POOL BELOW
- CANOPY/TRELLIS BELOW
- DRIVER VENT LOUVER - REFER TO ELEVATIONS
- NOT USED
- NOT USED
- WIRE SHELVING SYSTEM - REFER TO F&E
- FIRE EXTINGUISHERS (CABINET IN PUBLIC AREAS) INSTALLED SO THAT NO OPERABLE PART IS HIGHER THAN 48" A.F.F.
- MEMBRANE ROOF- SLOPE STRUCTURE TO DRAIN TOWARDS ROOF DRAIN/SCUPPERS
- TAPERED INSULATION CRICKET
- ROOF LEADER AND OVERFLOW DRAIN
- ROOF HATCH, SIZE PER LOCAL BUILDING CODES, ACCESSSED VIA AN ALTERNATING TREAD STAIR
- ROOF PARAPET
- GRAVEL STOP EDGE
- EXHAUST FAN
- MAKE UP AIR UNIT ON ROOF CURB
- ELEVATOR OVER RUN PENTHOUSE
- LAMINATED GLASS BEACON, REFER TO EXTERIOR ELEVATIONS
- LAUNDRY CHUTE VENT
- ALUMINUM GUTTER AND DOWNSPOUT
- MECHANICAL EQUIPMENT SCREEN TO BE TALL ENOUGH TO FULLY HIDE EQUIPMENT. PROVIDE CLEARANCE AND ACCESS AS REQUIRED BY EQUIPMENT MANUFACTURER AND/OR LOCAL CODE PROVISIONS
- KEYCARD READER ENTRANCE HARDWARE- MOUNTED SO THAT TOP OF READER IS A MINIMUM OF 48" ABOVE GRADE OR FINISH FLOOR
- PUSHBUTTON INTERCOM OR HOUSE PHONE. OPTIONAL VIDEO MONITORING. MOUNT SO TOP OF DEVICE IS MINIMUM OF 48" ABOVE GRADE. PROVIDE CLEAR FLOOR SPACE AS REQUIRED BY ACCESSIBILITY AT DEVICE
- SPLASHBLOCK
- NOT USED
- MECHANICAL LOUVER
- NOT USED
- EXPOSED CMU CORNER TO HAVE 1" RADIUS ROUNDOFF
- WALKWAY PROTECTION PAD IN CONTRASTING COLOR TO ROOF
- ALTERNATING TREAD STAIR TO UPPER ROOF
- NOT USED
- LAUNDRY CHUTE LOCATION CONTAINED WITHIN 2 HOUR RATED SHAFI WITH RATED DOOR

SYMBOL / FIXTURES KEY:

- ACCESSIBLE ROOM
- COMMUNICATION FEATURES ROOM. REFER TO ENLARGED GUESTROOM PLANS FOR POWER AND SIGNAL
- MAGNETIC DOOR HOLD OPENER TIED TO BUILDING ALARM SYSTEM - REFER TO DOOR SCHEDULE, ELEC. & ALARM DRAWINGS

GENERAL NOTES THIS SHEET:

- REFER TO ENLARGED GUEST ROOM PLANS FOR DOOR TAGS & TYPES
- REFER TO HOME 2 SUITES BY HILTON STANDARDS MANUAL FOR ADDITIONAL RECS FOR PASSENGER ELEVATORS, ELEVATOR LOBBIES & CORRIDORS
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- REFER TO HOME 2 SUITES BY HILTON STANDARDS MANUAL FOR ADDITIONAL RECS FOR ROOFING MATERIALS
- ROOF SLOPES & NUMBER OF ROOF DRAINS PER LOCAL BUILDING CODES
- REFER TO STANDARDS FOR FIXTURE & EQUIPMENT RECS
- REFER TO HMDG FOR FURTHER ADDITIONAL RECS FOR PUBLIC SPACES & EQUIPMENT
- FIRE ALARM SYSTEM SHALL HAVE PERMANENTLY INSTALLED AUDIBLE & VISIBLE ALARMS COMPLYING W/ NFPA 72 (1999) OR 2022 EDITION & AS RECD BY LOCAL AUTHORITIES. ALARMS MUST BE LOCATED IN PUBLIC & COMMON USE AREAS & GUEST ROOMS (EXCEPTED AS "GUEST ROOMS W/ COMMUNICATING FEATURES" AT A MINIMUM WHERE EMPLOYEE AREAS HAVE AUDIBLE ALARMS. THE WIRING SHALL BE DESIGNED SO VISIBLE ALARMS CAN BE INTEGRATED INTO THE SYSTEM UNLESS GREATER STANDARDS ARE RECD BY LOCAL AUTHORITIES

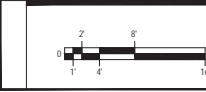
FURNISHINGS LEGEND:

- XXL ROOM SMOKER
- PA 401 ART WORK
- PA 503 CONSOLE TABLE
- 404 WIRE SHELVING
- 432 ICE MAKER

FINISH LEGEND:

- PT PAINT
- PL PLASTIC LAMINATE
- ST STONE
- SS SOLID SURFACE
- SP SPECIAL FINISH
- CP CONCRETE
- OP CARPET
- CT TILE
- G GLASS
- Q1 QUARRY TILE
- VB VINYL BASE
- VF VINYL FLOORING

SCALE: 1/8" = 1'-0"



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HOME 2
SUITES BY HILTON
1700 E Higgins Road
Des Plaines IL 60018





FOURTH FLOOR PLAN



No.	Description	Date

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				QUEEN ONE BEDROOM	QUEEN ONE BEDROOM-M.F 	QUEEN STUDIO	QUEEN STUDIO CONNECTING	QUEEN STUDIO-M.F R.I.S 	QUEEN STUDIO-M.F&C.F R.I.S  		
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- LAUNDRY CHUTE LOCATION CONTAINED WITHIN 2 HOUR RATED SHUT WITH RATED DOOR

SYMBOL / FIXTURES KEY:

- ACCESSIBLE ROOM
- COMMUNICATION FEATURES ROOM - REFER TO ENLARGED GUESTROOM PLANS FOR POWER AND SIGNAL
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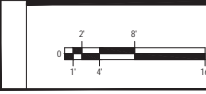
FURNISHINGS LEGEND:

- XXI ROMAN SHOWER
- PA.001 ART WORK
- PA.002 CONSOLE TABLE
- 404 WIRE SHELVING
- 432 ICE MAKER

FINISH LEGEND:

- P1 PAINT
- PL PLASTIC LAMINATE
- ST STONE
- SS SOLE SURFACE
- SP SPECIAL FINISH
- CP CONCRETE
- OP CARPET
- CT TILE
- G GLASS
- Q1 QUARRY TILE
- VB VINYL BASE
- VF VINYL FLOORING

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



FIFTH FLOOR PLAN



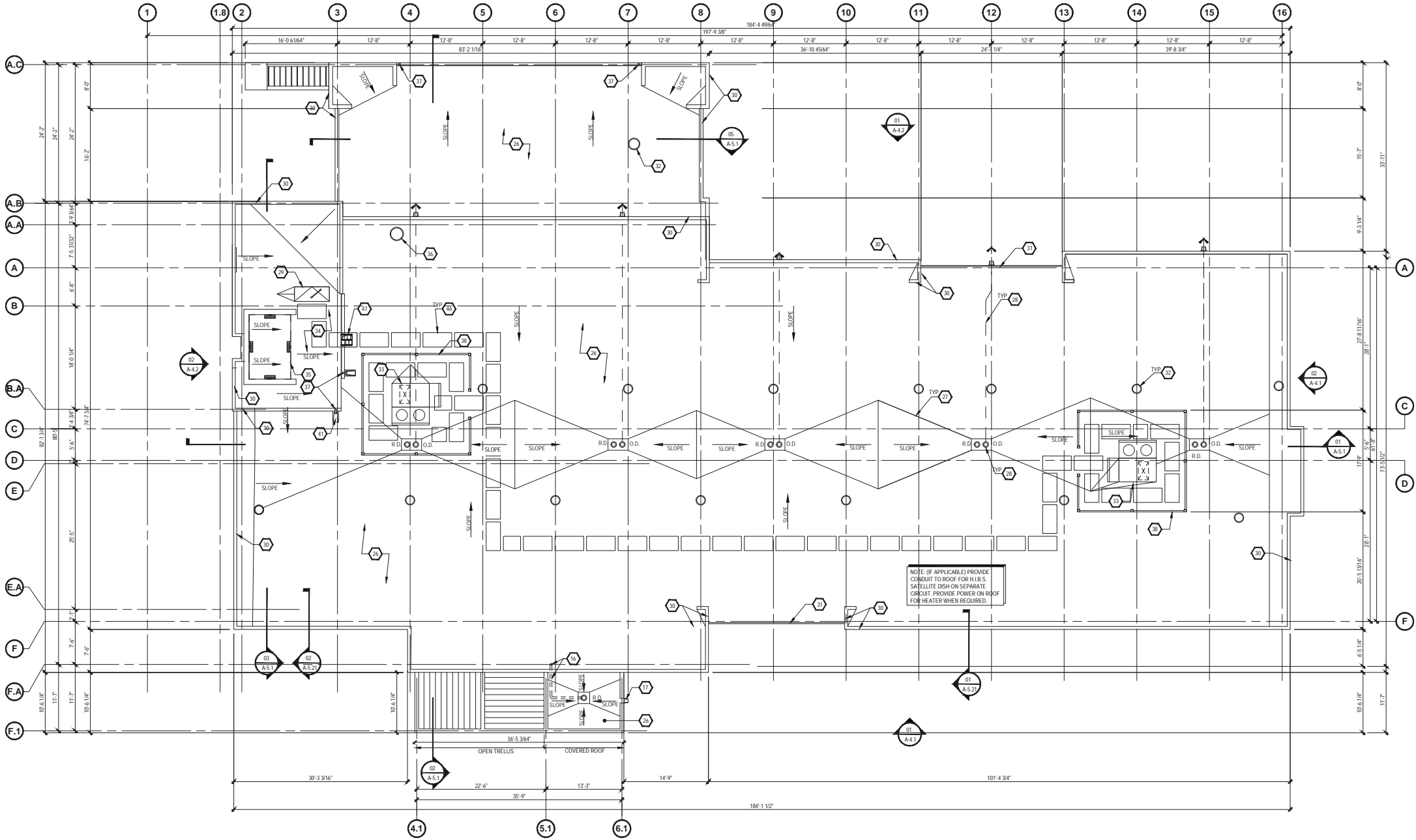
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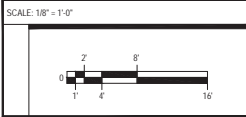


01 ROOF PLAN
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 - PUSH BUTTON INTERCOM OR HOUSE PHONE (OPTIONAL VIDEO MONITORING). MOUNT SO TOP OF DEVICE IS MAXIMUM OF 48" ABOVE GRADE. PROVIDE CLEAR FLOOR SPACE AS REQUIRED BY ACCESSIBILITY AT DEVICE
 - SPLASHBLOCK
 - FRP HANDSCUTT 4" HIGH ON ALL SIDES INDICATED. PROVIDE APPROPRIATE VINYL EDGE TREATMENT
 - MECHANICAL LOUVER
 - FLOUORESCENT FLOODLIGHT
 - EXPOSED CHAM CORNER TO HAVE 1" RADIUS BULLNOSE
 - WALKWAY PROTECTION PAD IN CONTRASTING COLOR TO ROOF
 - ALTERNATING TREAD STAIR TO UPPER ROOF
 - NOT USED
 - LAUNDRY CHUTE LOCATION CONTAINED WITHIN 2 HOUR RATED SHAFT WITH RATED DOOR

- SYMBOL / FIXTURES KEY:**
- ACCESSIBLE ROOM
 - COMMUNICATION FEATURES ROOM - REFER TO ENLARGED GUESTROOM PLANS FOR POWER AND SIGNAL
 - MAGNETIC DOOR HOLD OPENER TIED TO BUILDING ALARM SYSTEM - REFER TO DOOR SCHEDULE, ELEC. & ALARM DRAWINGS

- GENERAL NOTES THIS SHEET:**
- REFER TO ENLARGED GUEST ROOM PLANS FOR DOOR TAGS & TYPES
 - REFER TO HOME 2 SUITES BY HILTON STANDARDS MANUAL FOR ADDITIONAL RECS FOR PASSENGER ELEVATORS, ELEVATOR LOBBIES & CORRIDORS
 - REFER TO HOME 2 SUITES BY HILTON STANDARDS MANUAL FOR ADDITIONAL RECS FOR STORAGE AREAS
 - REFER TO HOME 2 SUITES BY HILTON STANDARDS MANUAL FOR ADDITIONAL RECS FOR MECHANICAL, ELECTRICAL, & EQUIPMENT ROOMS
 - FIRE EXTINGUISHERS, SMOKE DETECTORS & OTHER EMERGENCY DEVICES TO BE LOCATED PER LOCAL CODE. FIRE EXTINGUISHER LOCATIONS WITH THE PUBLIC SPACE SHALL BE CONTAINED WITH FULLY RECESSED CABINETS
 - REFER TO HOME 2 SUITES BY HILTON STANDARDS MANUAL FOR ADDITIONAL RECS FOR ROOFING MATERIALS
 - ROOF SLOPES A NUMBER OF ROOF DRAINS PER LOCAL BUILDING CODES
 - REFER TO STANDARDS FOR FUTURE & EQUIPMENT REIDS
 - REFER TO HOME 2 SUITES BY HILTON STANDARDS MANUAL FOR PUBLIC SPACES & EQUIPMENT
 - FIRE ALARM SYSTEM SHALL HAVE PERMANENTLY INSTALLED AUDIBLE & VISIBLE ALARMS COMPLYING WITH NFPA 72 (1999 OR 2022) ADDITIONAL AS REQUIRED BY LOCAL AUTHORITIES. ALARMS MUST BE LOCATED IN PUBLIC & COMMON USE AREAS & GUEST ROOMS DESIGNATED AS "GUEST ROOMS WITH COMMUNICATIONS FEATURES" AT MINIMUM WHERE EMPLOYEE AREAS HAVE AUDIBLE ALARMS, THE WIRING SHALL BE DESIGNED SO VISIBLE ALARMS CAN BE INTEGRATED INTO THE SYSTEM, UNLESS GREATER STANDARDS ARE REQUIRED BY LOCAL AUTHORITIES



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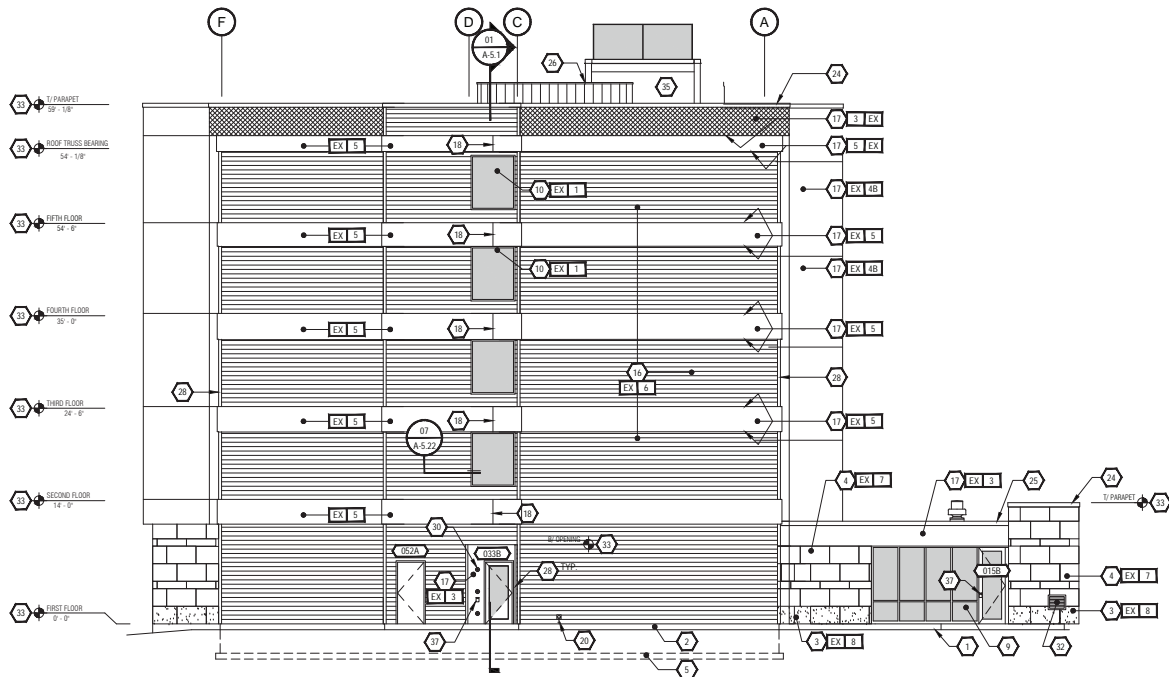
ROOF PLAN



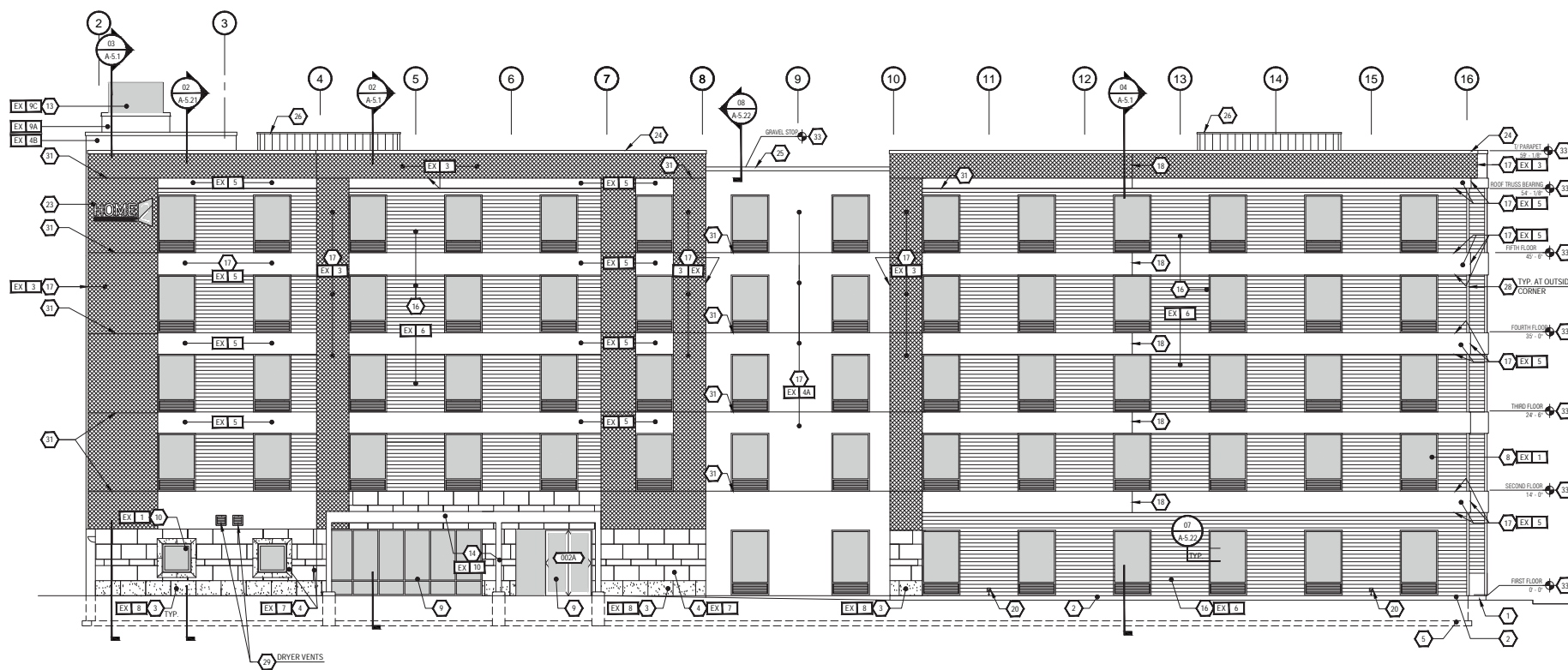
No.	Description	Date

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Project Number	202005
Date	10/20/20
Drawn By	M.N.
Checked By	J.G.



02 EXTERIOR ELEVATION
A-4.1 SCALE: 1/8" = 1'-0"



01 EXTERIOR ELEVATION
A-4.1 SCALE: 1/8" = 1'-0"

ARCHITECTURAL ELEMENTS:	
ENVELOPE: exterior skin	
EX 1	ACCENT BAND: articulation Vertical 3D band proud of the CORE. Sufficient depth (2" min) to create distinct shadow line. No visible joints.
EX 2	CORE: direct finish
EX 3	WRAP: wrapper Unified element set proud (12" min) from the CORE.
EX 4A	LINK: connection Place to break up large segments of the WRAP.
EX 4B	KEEP: element of the BEACON (see below)
EX 5	ACCENT BAND: articulation Horizontal 3D band proud of the CORE. Sufficient depth (2" min) to create distinct shadow line. No visible joints.
EX 6	CORE: body Backing for layering of all other materials.
EX 7	SUPPORT: base Material extends into the Lobby Area.
EX 10	CANOPY: collocated roof system Welcome zone at port cochon and pedestrian entrance. Covered in front of doors, installed in scullery/plunge areas. Hidden gutter systems, minimal joints. Flush/hidden fasteners. Decorative, non-slip surface at driveway under the CANOPY at the port cochon.
BEACON: iconic tower	
EX 4B	KEEP: foreground Placed on primary building entry elevation in conjunction with the port cochon and with clear visibility from the frontage road. Extends up beyond the WRAP. Background for primary building sign.
EX 9	BEAM: vertical element Set back in plane from the KEEP, extends to the ground. Composed of three elements: EX 9A: REVEAL: vertical element extending through the KEEP EX 9B: BAND: horizontal element capping the reveal EX 9C: GLASS CROWN: monolithic element resting on the BAND, intended to be stable from the site and beyond. Translucent white glass or polymer, internally fluted external, insulative structure.

PROTOTYPICAL MATERIALS:	
SUPPORT	Building material authentic and substantial material with character lines such as tile, cast stone, cast stone, decorative masonry units (sm) or brick. Color: Light to Medium value, neutral to the material. Texture: Sandstone-like, ground face, bush hammered or smooth. Contrast: High material contrast to WRAP and ACCENT BAND. Medium color contrast to all other elements. High material contrast to all other elements.
CORE	Building material with strong directionality and high relief to create shadow and shadow such as textured EPS, stucco, brick wood Siding, cement fiber board or corrugated metal. Color: Medium value, 40-60% value, earth toned/painted or natural depending on material. Texture: Medium to coarse texture. Contrast: High material contrast to WRAP and ACCENT BAND. Medium to High to WRAP and ACCENT BAND. Low to medium material contrast to WRAP & ACCENT BAND.
WRAP	Building material with a minimal amount of joints and connections and a smooth finish such as EPS, stucco or metal panels. Color: Light to medium value, painted. Texture: Smooth to Fine finish. Contrast: Low textural contrast to SUPPORT. Medium to high textural contrast to CORE. Low to high contrast to SUPPORT and ACCENT BAND. Low to high material contrast to CORE.
LINK & KEEP	Building material with a strong horizontal direction and high relief to create shadow and shadow. Smooth finish material EPS and stucco. Strong horizontal materials: brick, wood cement fiber board or metal. Color: Medium to Dark value, painted or natural depending on material. Texture: Smooth to Coarse. Contrast: Low to high material contrast to WRAP and ACCENT BAND. High color contrast to WRAP. Low to high material contrast to WRAP.
ACCENT BAND	Building material with a minimum amount of joints and connections and smooth finish ACCENT BAND on the BEACON elevation must always be made. ACCENT BAND on other elevations must be metallic finish EPS or Stucco. Color: Light to Dark value. Color must match or complement window and door frames throughout the design. Texture: Smooth to Fine finish. Contrast: Low textural contrast to WRAP. Medium to High color contrast to WRAP and CORE. Low material contrast to WRAP. Low to high material contrast to CORE.
CANOPY	Must be durable material such as metal, the overhead of soffits or trills must be warm, natural wood. Smooth joints with no exposed fasteners. Color: High visual contrast to the other building elements. Off white/light gray preferred. Dark or metallic gray acceptable. Texture: Smooth, painted finish.

ADDITIONAL EXTERIOR ELEMENTS:	
ROOF TOP EQUIPMENT Roofing Equipment must be screened and must not draw any attention from below. The screening materials must match the paint color of the WRAP.	
ANCILLARY BUILDINGS Ancillary buildings must be minimal structures created to screen the garden storage and waste areas. They must be finished and painted to match the CORE material of the building.	
WINDOWS Windows must be standard aluminum storefront, thermally broken, with clear dual glazing with a factory painted finish. Louvers for this wall HVAC units must be integrated with windows and provided by window manufacturers.	
LIGHTING Lighting must be provided to highlight the KEEP, entry and exterior gathering areas, paths, and outdoor lounge. Light levels must be low to medium contrast to avoid harsh shadows and not intrude into adjacent parcels. Fluorescing the entire building with light is not permitted. Refer to the Home2 Lighting Standards for correct foot candle requirements.	
PAVING Paving is required to highlight the entry and gathering areas. Color must reference earth tones and contrast direct and walks. Textures must be distinctive, yet smooth enough for comfortable use by guests.	
SIGNAGE Signage must include, at a minimum, (1) primary building sign on the most prominent elevation, ideally facing the frontage road, and (2) monument sign marking the entry to the property. Both signs must show the Home2 Suites by Hilton brand logo in its entirety and be internally illuminated for visibility at night. For material and finish details, please refer to the Home2 Global Sign Manual.	

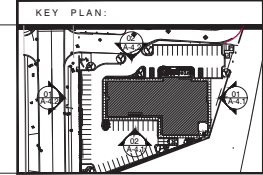
KEY NOTES:	
1	APPROXIMATE LINE OF GRADE
2	ABOVE GRADE EXPOSED FOUNDATION WALL
3	MASONRY OR TILE - BASE
4	MASONRY OR TILE - FIELD - ASHLAR PATTERN
5	CONCRETE FOOTING AND FOUNDATION WALL AS REQUIRED PER LOCAL FIRST SETTING
6	OCULUS
7	NOT USED
8	ALUMINUM FIXED WINDOW W/ THERMAL BROKEN FRAME, INSULATED GLAZING WITH INTEGRAL ALUMINUM LOUVER AT PTAC UNITS
9	ALUMINUM STOREFRONT SYSTEM W/ THERMAL BROKEN FRAME AND INSULATED GLAZING
10	ALUMINUM FIXED WINDOW W/ THERMAL BROKEN FRAME AND INSULATED GLAZING
11	EXHAUST: REFER TO MECHANICAL DRAWINGS
12	ALUMINUM SLIDING ENTRY DOOR W/ INSULATED GLAZING
13	BEACON - BEAM: REFER TO AS-02 SECTIONS FOR MORE INFORMATION
14	PAINTED TUBE STEEL CANOPY W/ STAINED WOOD TRELLIS
15	TONGUE N GROOVE WOOD PLANK CEILING, STAINED
16	ENVELOPE - CORE FINISH REFER TO AS-02
17	ENVELOPE - WRAP FINISH REFER TO AS-02
18	FINISH CONTROL JOINT
19	OVERFLOW SCOPPER: BASIS OF DESIGN NESCO MFG INC. MODEL 4 SCFVH-4 - REFER ALSO TO DETAIL 4.04.02
20	TAMPER RESISTANT, RECESSED HOSE BIB, MOUNT TOP AT +12' A.F.F.
21	ENVELOPE - ACCENT FINISH REFER TO STYLE GUIDE
22	ENVELOPE - ACCENT FINISH REFER TO STYLE GUIDE
23	SIGNAGE - REFER TO EXTERIOR SIGNAGE SPECIFICATIONS
24	KYNAR FINISH ALUMINUM COPING SYSTEM - COLOR TO MATCH ADJACENT MATERIAL
25	KYNAR FINISH ALUMINUM GRAVEL STOP - COLOR TO MATCH ADJACENT MATERIAL
26	REVIEW ALL VIEWS AROUND PROPERTY BEFORE LOCATING ALL ROOF TOP MECHANICAL UNITS. VERIFY ALL EQUIPMENT IS ADEQUATELY SUCCEEDED
27	NOT USED
28	PAINTED ALUMINUM OUTSIDE CORNER BY FRY WIGLET, COLOR TO MATCH ADJACENT ENVELOPE - CORE FINISH
29	EXHAUST VENT - COLOR TO MATCH ADJACENT MATERIAL
30	LIGHT FIXTURE - REFER TO CEILING PLAN
31	EXPANSION JOINT W/ FLOOR LINE W/ BACKER ROD AND SEALANT
32	ALUMINUM LOUVER - COLOR TO MATCH ADJACENT MATERIAL. MATCHING ADJACENT WALL.
33	BUILDING HEIGHT DIMENSIONS ARE BASED ON WOOD FRAME CONSTRUCTION. THESE DIMENSIONS WILL VARY BASED ON FINAL BUILDING CONSTRUCTION. INTERIOR CEILING HEIGHT DIMENSIONS ARE CRITICAL TO MAINTAIN AS MINIMUMS.
34	CONCRETE PAD - REFER TO AREA DEVELOPMENT PLAN
35	ACCESS OPENING INTO BEACON
36	ALUMINUM GUTTER AND DS. COLOR TO MATCH ADJ. MATERIAL
37	ACCESSIBLE KEY CARD READER WIRED TO ELECTRIC STRIKE IN DOOR. TOP OF READER AT 48" MAX. HEIGHT
38	POOL PERIMETER FENCE AS REQUIRED BY CODE W/ 3'-0" GATE
39	PRECAST COPING

FINISH KEY:	
EX 1	ENVELOPE - ACCENT METALBAND
EX 2	ENVELOPE - CORE DIRECT FINISH
EX 3	ENVELOPE - WRAP
EX 4A	ENVELOPE - LINK
EX 4B	ENVELOPE - KEEP
EX 5	ENVELOPE - ACCENT OPTION
EX 6	ENVELOPE - CORE
EX 7	ENVELOPE - SUPPORT
EX 8	ENVELOPE - SUPPORT
EX 9A	BEACON - BEAM REVEAL
EX 9B	BEACON - BEAM BAND
EX 9C	ENVELOPE - BEAM GLASS CROWN
EX 10	ENVELOPE - CANOPY

BUILDING SIGNAGE:	
ALL SIGNAGE SHOWN FOR ILLUSTRATIVE PURPOSES ONLY. LOCATION, SIZE, ETC. TO BE DETERMINED ON AN INDIVIDUAL PROJECT BASIS.	
MINIMUM 3/4" PLYWOOD BACKSBOARD REQUIRED AT SIGN LOCATIONS. AREA SHOULD COVER ENTIRE LENGTH AND HEIGHT OF FASCIA OR SPACE AVAILABLE FOR SIGN.	
ELECTRICAL AND FINAL CONNECTION BY CONTRACTOR. ELECTRICAL REQUIREMENTS MAY BE OBTAINED FROM SIGN COMPANY. TYPICAL SIGN REQUIREMENT.	
RACEWAYS/ WAREWAYS ARE NOT ALLOWED.	
PERMANENT ACCESS DOORS TO INTERIOR OF ALL PARAPETS WHERE SIGNS ARE LOCATED TO BE PROVIDED BY CONTRACTOR. CONTRACTOR TO FURNISH AND CONNECT PRIMARY ELECTRICAL SERVICE INSIDE PARAPET WALL.	
GUESTROOMS OR PUBLIC SPACES WITH SIGNAGE ON EXTERIOR WALLS MUST HAVE ELECTRICAL PENETRATIONS AND/OR BE INSTALLED PRIOR TO CLOSING UP THE WALL. PENETRATION LAYOUT MAY BE OBTAINED FROM SIGN COMPANY.	

Notice:

HATCHED INDICATES AREA OF FACADE WHICH EXTENDS MINIMUM 12' PROUD OF ADJACENT FINISH





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HOME2
SUITES BY HILTON
1700 E Higgins Road
Des Plaines IL 60018

EXTERIOR ELEVATIONS

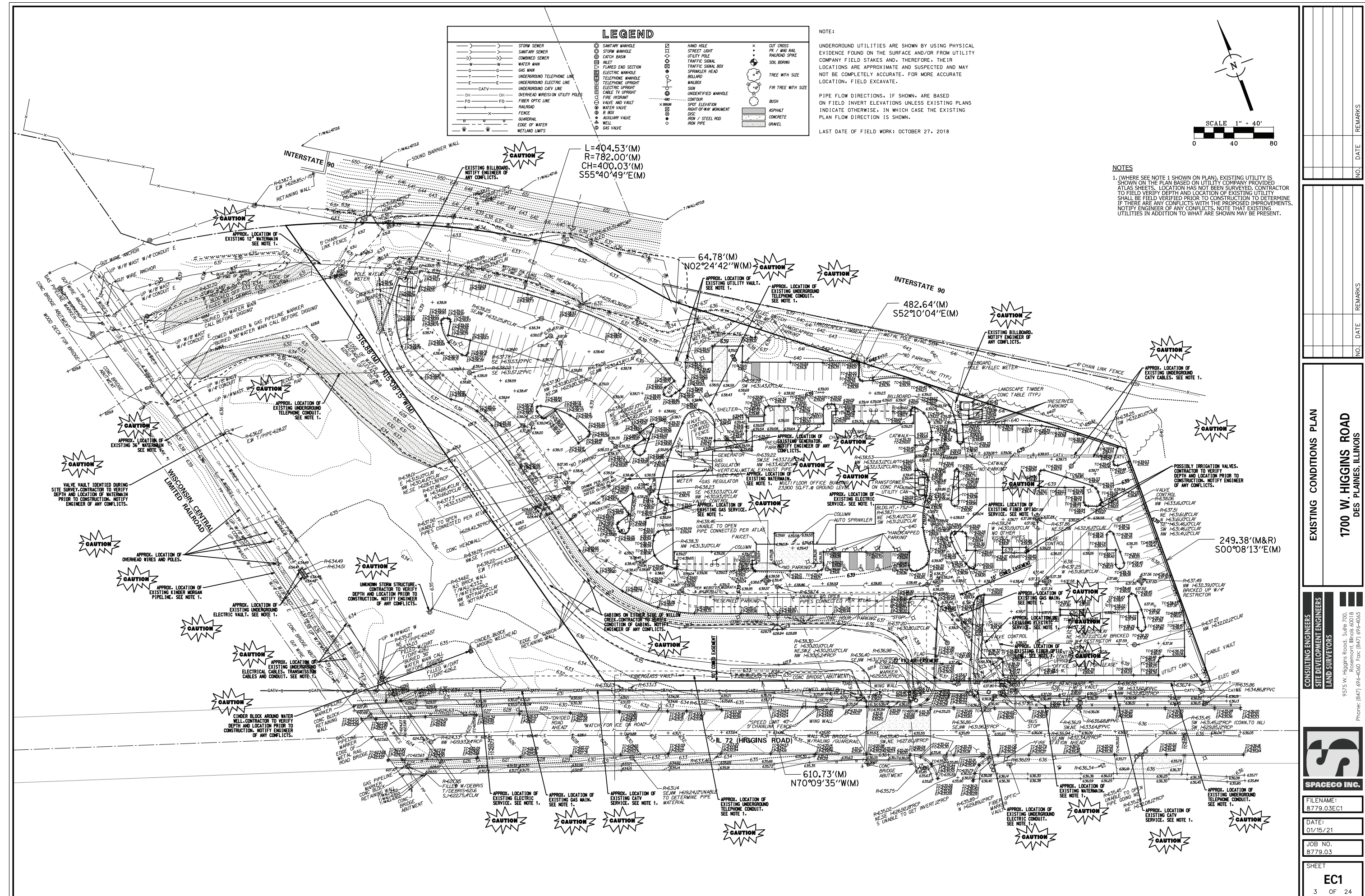


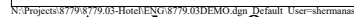
NEXGEN
HOTELS

No.	Description	Date

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Checked By	J.G.

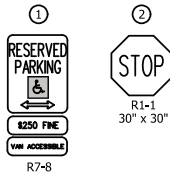




NOTES:

1. ALL DIMENSIONS ARE TO THE BACK OF CURB UNLESS OTHERWISE NOTED.
2. ALL CURB AND GUTTER IS REVERSE PITCH (PITCH OUT) B.6.12 UNLESS OTHERWISE NOTED.
3. SEE SHEET GN FOR PAVEMENT SECTIONS.
4. ALL ON-SITE PAVEMENT MARKINGS SHALL BE PAINT UNLESS OTHERWISE NOTED.
5. ALL ACCESSIBLE PARKING SPACE SIGNAGE SHALL CONFORM TO ILLINOIS ACCESSIBILITY CODE.
6. SEE ARCHITECTURAL AND STRUCTURAL PLANS FOR DESIGN AND DETAILS OF THE HOTEL.

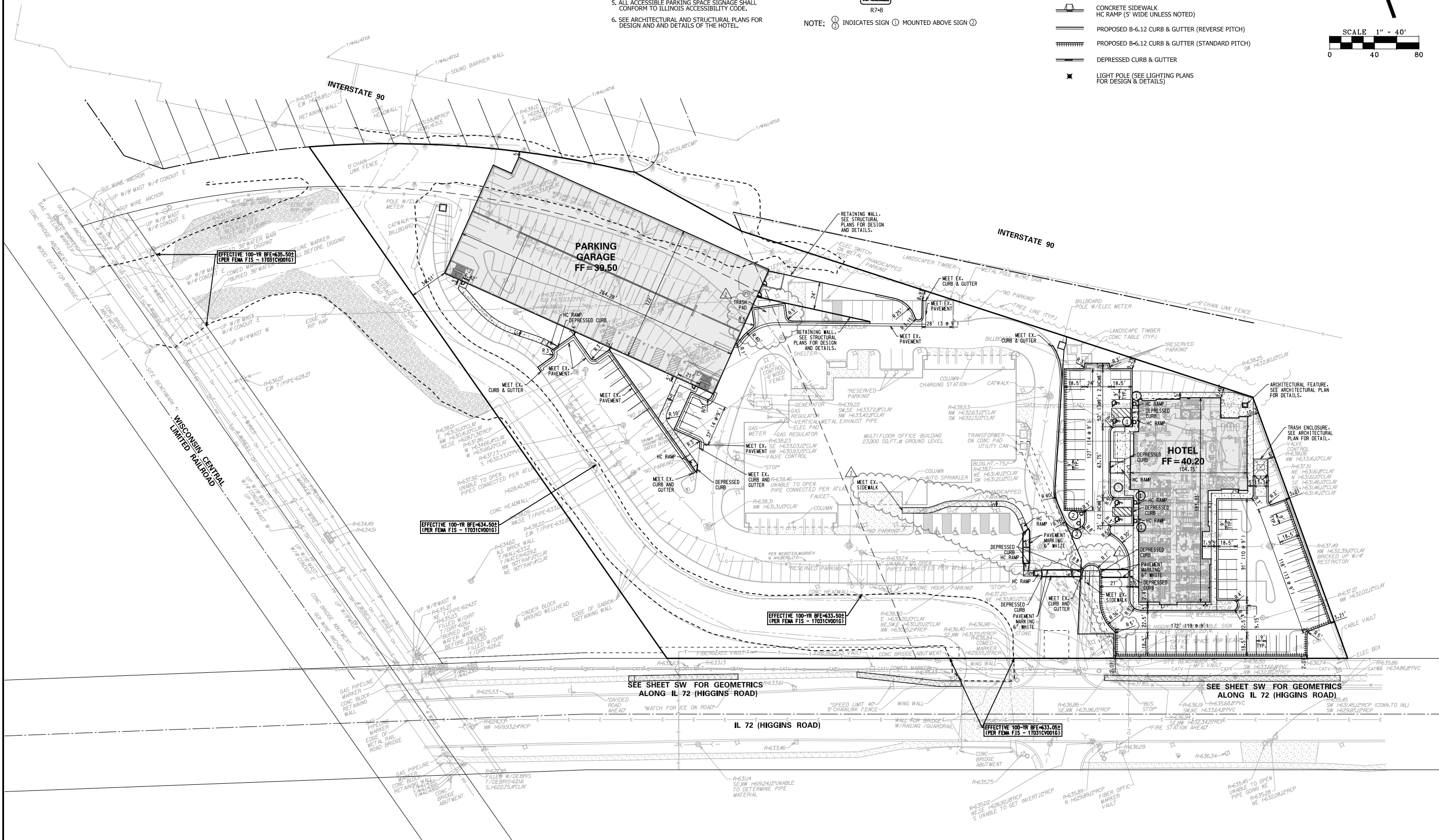
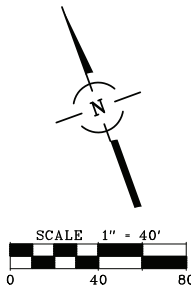
SIGN LEGEND:



NOTE: ① INDICATES SIGN ① MOUNTED ABOVE SIGN ②

LEGEND

- HMA PAVEMENT
- CONCRETE SIDEWALK
- CONCRETE PAVEMENT
- CONCRETE SIDEWALK
HC RAMP (5' WIDE UNLESS NOTED)
- PROPOSED B-6.12 CURB & GUTTER (REVERSE PITCH)
- PROPOSED B-6.12 CURB & GUTTER (STANDARD PITCH)
- DEPRESSED CURB & GUTTER
- LIGHT POLE (SEE LIGHTING PLANS FOR DESIGN & DETAILS)



GEOMETRIC PLAN
1700 W HIGGINS ROAD
DES PLAINES, ILLINOIS

CONSULTING ENGINEERS
SITE DEVELOPMENT ENGINEERS
LAND SURVEYORS



SPACECO INC.

FILENAME:
8779.03GMI

DATE:
01/15/21

JOB NO.
8779.03

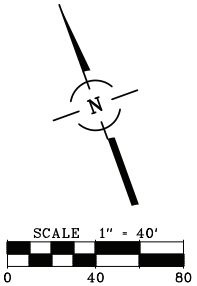
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GM1
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NO.	DATE	REMARKS
2	03/10/21	PER CITY OF DES PLAINES
1	02/02/21	PER SPACECO

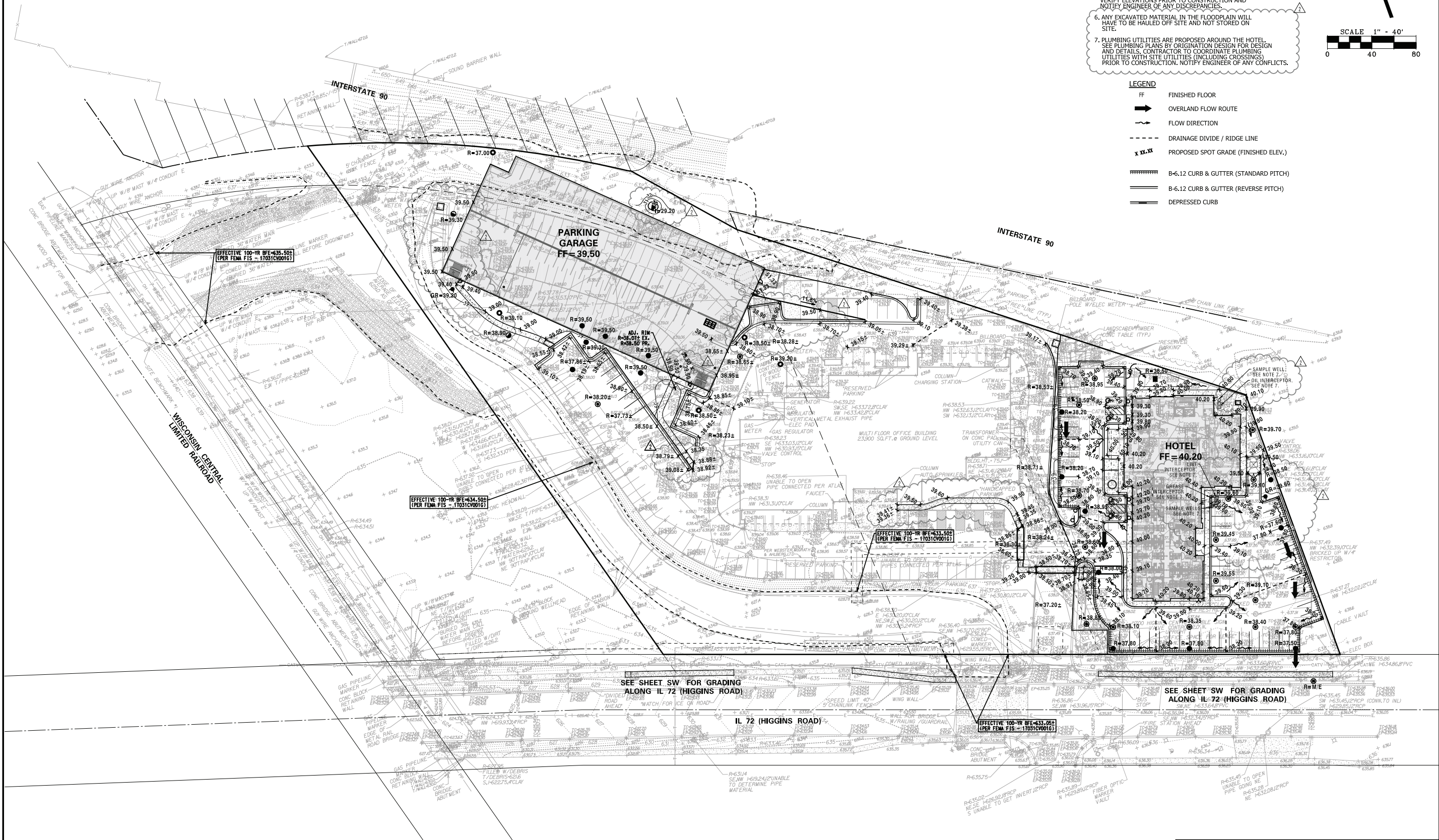
CAUTION
SEE SHEET EC1 FOR CAUTION NOTES REGARDING EXISTING UTILITIES ON AND SURROUNDING THE SITE. CONTRACTOR TO FIELD VERIFY DEPTH AND LOCATION OF EXISTING UTILITIES PRIOR TO CONSTRUCTION AND NOTIFY ENGINEER OF ANY CONFLICTS.

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

- NOTES:
1. ADD 600 TO ELEVATIONS SHOWN AS XX.XX
 2. ALL CURB AND GUTTER IS REVERSE PITCH (PITCH OUT) 8-6.12 UNLESS NOTED OTHERWISE.
 3. ALL SPOT GRADES ALONG CURB LINE ARE EDGE OF PAVEMENT UNLESS NOTED OTHERWISE.
 4. H.C. STALLS SHALL HAVE A MAXIMUM SLOPE OF 2.0% AS MEASURED IN ANY DIRECTION.
 5. ALL SPOT GRADES SHOWN AS XX.XX+/- OR M.E. SHALL MEET THE EXISTING GRADE. CONTRACTOR TO FIELD VERIFY ELEVATIONS PRIOR TO CONSTRUCTION AND NOTIFY ENGINEER OF ANY DISCREPANCIES.
 6. ANY EXCAVATED MATERIAL IN THE FLOODPLAIN WILL HAVE TO BE HAULED OFF SITE AND NOT STORED ON SITE.
 7. PLUMBING UTILITIES ARE PROPOSED AROUND THE HOTEL. SEE PLUMBING PLANS BY ORIGINATOR DESIGN FOR DESIGN AND DETAILS. CONTRACTOR TO COORDINATE PLUMBING UTILITIES WITH SITE UTILITIES (INCLUDING CROSSINGS) PRIOR TO CONSTRUCTION. NOTIFY ENGINEER OF ANY CONFLICTS.



- LEGEND
- FF FINISHED FLOOR
 - ➔ OVERLAND FLOW ROUTE
 - FLOW DIRECTION
 - - - DRAINAGE DIVIDE / RIDGE LINE
 - x XX.XX PROPOSED SPOT GRADE (FINISHED ELEV.)
 - ===== B-6.12 CURB & GUTTER (STANDARD PITCH)
 - ===== B-6.12 CURB & GUTTER (REVERSE PITCH)
 - ===== DEPRESSED CURB

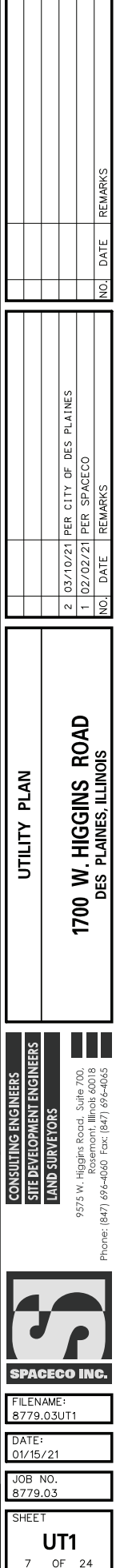
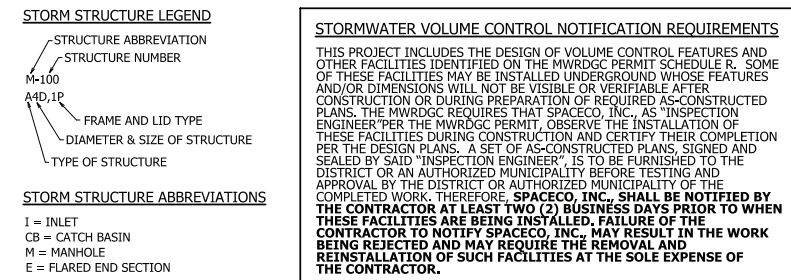
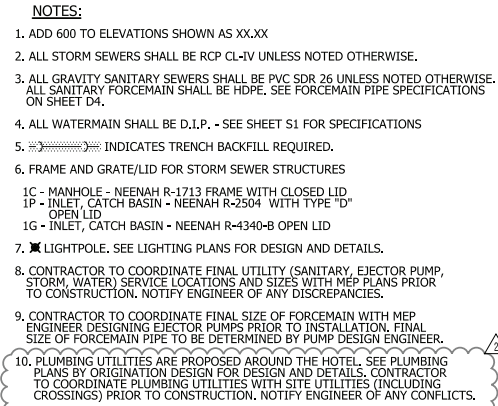


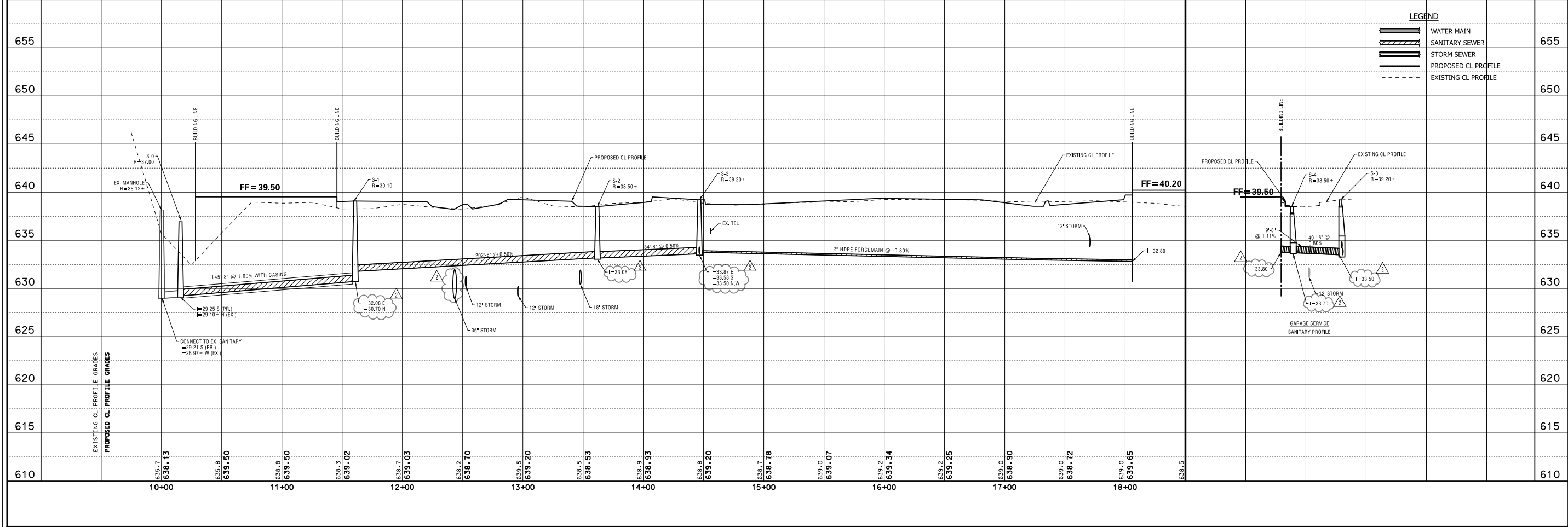
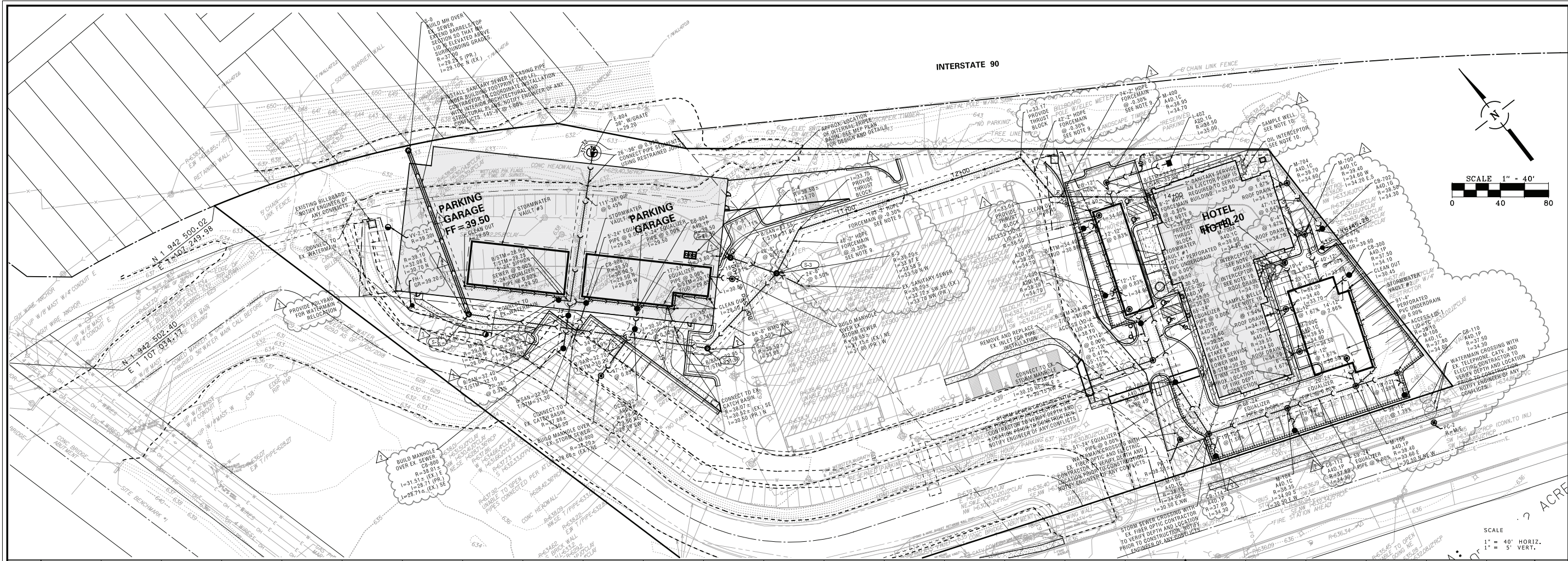
CAUTION

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GRADING PLAN	
1700 W HIGGINS ROAD DES PLAINES, ILLINOIS	
CONSULTING ENGINEERS	LAND SURVEYORS
9575 W. Higgins Road, Suite 700, Rosemont, Illinois 60018 Phone: (847) 696-4060 Fax: (847) 696-4065	
SPACECO INC.	
FILENAME:	8779.03GR1
DATE:	01/15/21
JOB NO.	8779.03
SHEET	GR1
6	OF 24

NO.	DATE	REMARKS
2	03/10/21	PER CITY OF DES PLAINES
1	02/02/21	PER SPACECO





NO. DATE REMARKS

2 03/10/21 PER CITY OF DES PLAINES

SANITARY SEWER PLAN AND PROFILE

1700 W HIGGINS ROAD

DES PLAINES, ILLINOIS

CONSULTING ENGINEERS

SITE DEVELOPMENT ENGINEERS

LAND SURVEYORS

9575 W. Higgins Road, Suite 700,

Rosemont, Illinois 60018

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FILENAME: 8779.03PP1

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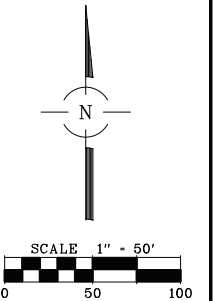
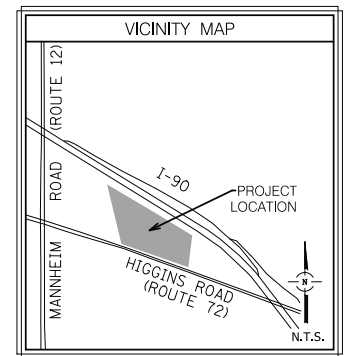
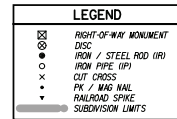
JOB NO. 8779.03

SHEET

PP1

8 OF 24

BEING A SUBDIVISION IN THE SOUTHWEST QUARTER OF SECTION 33,
TOWNSHIP 41 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN,
COOK COUNTY, ILLINOIS



PROPERTY DESCRIPTION (PER TITLE COMMITMENT NUMBER/FILE NO.: NCS-931718-MKE):

PARCEL 1:

BLOCK 5 IN ORCHARD PLACE (BY SCOTT), BEING A SUBDIVISION IN THE SOUTHWEST QUARTER OF SECTION 33, TOWNSHIP 41 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN, EXCEPT FROM BLOCK 5 THAT PART THEREOF DESCRIBED AS FOLLOWS: BEGINNING AT THE SOUTHWEST CORNER OF SAID BLOCK 5; THENCE SOUTHEASTERLY ALONG THE NORTHEASTERLY LINE OF HIGGINS ROAD, 248.5 FEET; THENCE NORTHERLY PARALLEL TO THE WESTERLY LINE OF SAID BLOCK 5, 537.4 FEET, MORE OR LESS TO THE POINT OF BEGINNING OF SAID WESTERLY LINE; THENCE WESTERLY ALONG SAID WESTERLY LINE, 229.5 FEET, MORE OR LESS TO THE WESTERLY LINE OF SAID BLOCK 5; THENCE SOUTHERLY ALONG SAID WESTERLY LINE, 488.2 FEET, MORE OR LESS TO THE POINT OF BEGINNING, IN COOK COUNTY, ILLINOIS.

PARCEL 2:

THAT PART OF THE SOUTHWEST QUARTER OF SECTION 33, TOWNSHIP 41 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN, LYING NORTH OF HIGGINS ROAD, DESCRIBED AS FOLLOWS:

COMMENCING ON THE NORTHERLY LINE OF SAID HIGGINS ROAD, 987.56 FEET NORTHWESTERLY OF THE EAST LINE OF SAID SOUTHWEST QUARTER; THENCE NORTH PARALLEL WITH THE EAST LINE OF SAID SOUTHWEST QUARTER, 249.38 FEET; THENCE NORTHWESTERLY ALONG A STRAIGHT LINE TO A POINT IN THE CENTER LINE OF CURTIS STREET, SAID POINT BEING 1537.13 FEET SOUTH OF THE NORTH LINE OF SAID SOUTHWEST QUARTER; THENCE SOUTH ALONG THE CENTER LINE OF CURTIS STREET, AND SAID STREET EXTENDED SOUTH TO THE NORTHERLY LINE OF HIGGINS ROAD; THENCE SOUTHEASTERLY ALONG THE NORTHERLY LINE OF SAID HIGGINS ROAD TO THE POINT OF BEGINNING, IN COOK COUNTY, ILLINOIS.

SURVEYORS DESCRIPTION OF PARCELS 1 AND 2

THAT PART THE SOUTHWEST QUARTER OF SECTION 33, TOWNSHIP 41 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN DESCRIBED AS FOLLOWS:

COMMENCING AT THE INTERSECTION OF THE EAST RIGHT OF WAY LINE OF THE 66 FOOT WIDE WISCONSIN CENTRAL LIMITED RAILROAD WITH THE NORTHERLY RIGHT OF WAY LINE OF THE 100 FOOT WIDE HIGGINS ROAD, AS MONUMENTED AND OCCUPIED, AND AS SHOWN ON A PLAT OF SURVEY OF PROPERTY TO BE ACQUIRED BY PURCHASE OR CONDEMNATION FOR HIGHWAY PURPOSES BY THE COUNTY OF COOK FOR NORTHWEST EXPRESSWAY FROM MANNHEIM RD. TO RUBY STREET, PLAT #465-1, SEC. 267-1819, TRAVERSE #18, BOOK #188, DATED SEPTEMBER 23, 1952, LAST REVISED 6-24-53, AND SIGNED BY WILLIAM J. MORTIMER, SUPERINTENDENT OF THE COUNTY OF COOK ON DECEMBER 18, 1959, CURRENT 100' PLAT DRAWING #1315-10, SAID POINT BEING LOCATED ON THE WEST LINE OF BLOCK 5 IN ORCHARD PLACE, BEING A SUBDIVISION IN THE SOUTHWEST QUARTER OF SECTION 33, TOWNSHIP 41 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED MAY 9, 1888 AS DOCUMENT NUMBER 95501;

THENCE SOUTH 72 DEGREES 19 MINUTES 00 SECONDS EAST, BASED ON ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE (1201), NAD83 (2011 ADJUSTMENT), ALONG THE NORTHERLY LINE OF SAID HIGGINS ROAD, 174.90 FEET TO A BEND POINT; THENCE SOUTH 70 DEGREES 09 MINUTES 35 SECONDS EAST CONTINUING ALONG SAID NORTHERLY LINE OF HIGGINS ROAD 74.10 FEET TO A 3/4" IRON PIPE FOUND, SAID POINT BEING ON A LINE LYING 207.7 FEET EAST OF AND PARALLEL WITH SAID EAST LINE OF WISCONSIN CENTRAL LIMITED RAILROAD, SAID POINT BEING THE POINT OF BEGINNING;

THENCE NORTH 15 DEGREES OR MINUTES 15 SECONDS WEST ALONG THE LAST DESCRIBED PARALLEL LINE 516.88 FEET TO A 5/8" IRON PIPE WITH PLASTIC CAP, SAID POINT BEING ON THE SOUTH RIGHT OF WAY LINE OF WEBSTER AVENUE PER SAID ORCHARD PLACE, AS OCCUPIED, AS ABOVE; SAID POINT BEING ON THE NORTH LINE OF SAID BLOCK 5; THENCE SOUTHEASTERLY 40.4156 FEET TO THE POINT OF BEGINNING OF THE QUARTER SECTION 33, A DISTANCE OF 249.38 FEET TO A 5/8" IRON PIPE WITH PLASTIC CAP AT THE SOUTHWEST CORNER OF THE LAST DESCRIBED PROPERTY CONVEYED TO THE VILLAGE OF ROSEBANK, SAID POINT BEING ON THE SOUTH RIGHT OF WAY LINE OF WEBSTER AVENUE PER SAID ORCHARD PLACE, AS OCCUPIED, AS ABOVE; THENCE SOUTHEAST 78.200 FEET (AS SHOWN ON SCOTT'S RE-SUBDIVISION, RECORDED FEBRUARY 25, 1892 AS DOCUMENT NUMBER 10417466) WHOSE CHORD BEARS SOUTH 55 DEGREES 40 MINUTES 49 SECONDS EAST 400.03 FEET TO A 3/4" IRON PIPE FOUND ON THE CENTERLINE OF SAID AVENUE, SAID POINT BEING ON THE SOUTH RIGHT OF WAY LINE OF WEBSTER AVENUE PER SAID ORCHARD PLACE, AS OCCUPIED, AS ABOVE; THENCE SOUTHEAST 64.78 FEET TO A 3/4" IRON PIPE FOUND AT THE SOUTHWESTERLY CORNER OF PROPERTY CONVEYED TO THE VILLAGE OF ROSEBANK BY THE COUNTY OF COOK PER QUIT CLAIM DEED RECORDED MAY 15, 1995 AS DOCUMENT 95317395; THENCE SOUTH 52 DEGREES 00 MINUTES 00 SECONDS WEST ALONG THE LAST DESCRIBED PARALLEL LINE 516.88 FEET TO THE POINT OF BEGINNING OF ROSEBANK, 48.64 FEET TO A 5/8" IRON ROD WITH PLASTIC CAP AT A CORNER OF THE LAST DESCRIBED PROPERTY CONVEYED TO THE VILLAGE OF ROSEBANK; THENCE SOUTH 00 DEGREES OR MINUTES 13 SECONDS EAST ALONG A WESTERLY LINE OF THE LAST DESCRIBED PROPERTY CONVEYED TO THE VILLAGE OF ROSEBANK, 100.00 FEET TO THE POINT OF BEGINNING OF THE LAST DESCRIBED PROPERTY CONVEYED TO THE VILLAGE OF ROSEBANK; THENCE SOUTH 00 DEGREES OR MINUTES 13 SECONDS EAST ALONG A WESTERLY LINE OF THE LAST DESCRIBED PROPERTY CONVEYED TO THE VILLAGE OF ROSEBANK, 249.38 FEET TO A 5/8" IRON ROD WITH PLASTIC CAP AT THE SOUTHWEST QUARTER OF SAID SECTION 33, A DISTANCE OF 249.38 FEET TO A 5/8" IRON ROD WITH PLASTIC CAP AT THE SOUTHWEST CORNER OF THE LAST DESCRIBED PROPERTY CONVEYED TO THE VILLAGE OF ROSEBANK, SAID POINT BEING ON THE SOUTH RIGHT OF WAY LINE OF WEBSTER AVENUE PER SAID ORCHARD PLACE, AS OCCUPIED, AS ABOVE; THENCE SOUTHWEST 98.97 FEET NORTHWESTERLY OF SAID EAST LINE OF THE SOUTHWEST QUARTER OF SECTION 33, AS MEASURED, 98.97 FEET RECORD PER QUIT CLAIM DEED RECORDED MAY 15, 1995 AS DOCUMENT 95317395; THENCE NORTH 70 DEGREES 09 MINUTES 35 SECONDS WEST ALONG THE NORTH LINE OF HIGGINS ROAD AS MONUMENTED AND OCCUPIED 610.73 FEET TO THE POINT OF BEGINNING, IN COOK COUNTY, ILLINOIS.

SURVEYOR'S NOTES:

NO DOCUMENTS WERE PROVIDED FOR THE DEDICATION OR CONVEYANCE OF HIGGINS ROAD. A REQUEST WAS MADE TO THE ILLINOIS DEPARTMENT OF TRANSPORTATION, THE VILLAGE OF ROSEMONT, THE CITY OF DES PLAINES, AND THE TITLE COMPANY WITH NO SUCCESS. THE RIGHT OF WAY OF HIGGINS ROAD IS SHOWN BASED ON PREVIOUS SURVEYS, AS OCCUPIED AND TAX MAPS.

NOTES:

THE CENTERLINE AND RIGHT OF WAY LINES OF HIGGINS ROAD ARE SHOWN PER:

PLAT OF SURVEY OF PROPERTY TO BE ACQUIRED BY PURCHASE OR CONDEMNATION FOR HIGHWAY PURPOSES BY THE COUNTY OF COOK FOR NORTHWEST EXPRESSWAY FROM MANNHEIM RD. TO RUBY STREET, PLAT # 465-7, SEC. 267-1819, TRAVERSE #18 BOOK #18B, DATED SEPTEMBER 23, 1952, LAST REVISED 6-24-53, , AND SIGNED BY WILLIAM J. MORTIMER, SUPERINTENDENT OF HIGHWAYS IN AND FOR THE COUNTY OF COOK ON DECEMBER 18, 1959, CURRENT IDOT FILE# 13335.PDF

AN AMBIGUITY EXISTS WITH THE WIDTH AND LOCATION OF WEBSTER AVENUE. THE SOUTH LINE OF WEBSTER AVENUE IS SHOWN HEREON FROM HISTORIC SURVEYS, MONUMENTS AND OCCUPATION. THE NORTH LINE OF WEBSTER AVENUE IS SHOWN HEREON FROM THE EXISTING SUBDIVISION TO THE NORTH OF THE TOLLWAY AS MONUMENTED AND OCCUPIED. THE RECORD WIDTH OF WEBSTER AVENUE IS 66 FEET WIDE. IN REALITY, BASED ON MONUMENTATION FOUND AND OCCUPATION THE MEASURED WIDTH IS MUCH LESS. THIS SURVEYOR CAN NOT RESOLVE OR EXPLAIN HOW THIS AMBIGUITY HAS OCCURRED OVER THE LAST 133 YEARS.

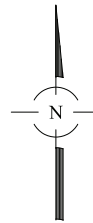
THE NORTH AND SOUTH LINES OF WEBSTER AVENUE, AS SHOWN ON THE ATTACHED DRAWING, ARE LOCATED AND SHOWN AS MONUMENTED AND OCCUPIED AND ARE IN MY PROFESSIONAL OPINION THE BEST RESOLUTION OF THE ABOVE DESCRIBED AMBIGUITY.

EXISTING BOUNDARY INFORMATION

REVISIONS:	 SAGEISO INC.	CONSULTING ENGINEERS SITE DEVELOPMENT ENGINEERS LAND SURVEYORS	DATE: 01/13/2021 JOB NO: 8779.02 FILENAME: 8779.02PLAT-02
02/18/2021		9575 W. Higgins Road, Suite 700, Rosemont, Illinois 60018 Phone: (847) 696-4060 Fax: (847) 696-4065	SHEET 1 OF 3

FINAL PLAT OF 1700 WEST HIGGINS ROAD SUBDIVISION

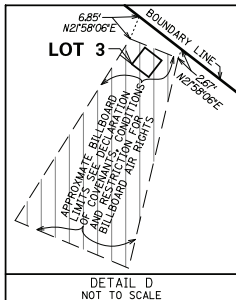
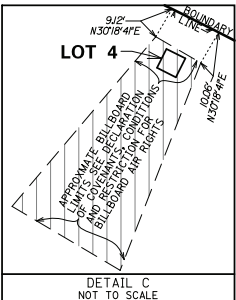
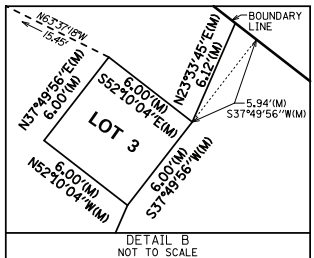
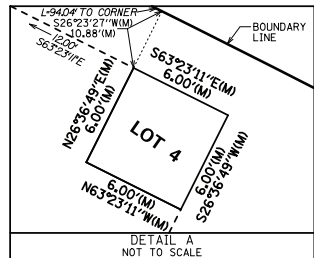
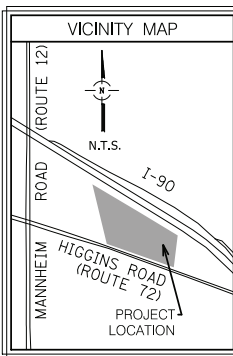
BEING A SUBDIVISION IN THE SOUTHWEST QUARTER OF SECTION 33,
TOWNSHIP 41 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN,
COOK COUNTY, ILLINOIS



SCALE: 1" = 40'

NOTE: ALL BEARINGS AND
DISTANCES ARE MEASURED
UNLESS OTHERWISE NOTED.

	SQUARE FEET	ACRES
LOT 1	197,350	4.531
LOT 2	52,774	1.212
LOT 3	36	0.001
LOT 4	36	0.001
TOTAL	250,195	5.744



- HEREBY GRANTED
EASEMENT FOR ACCESS
- HEREBY GRANTED
EASEMENT FOR STORM SEWER
- HEREBY GRANTED
EASEMENT FOR PUBLIC UTILITIES
- HEREBY GRANTED
CREEK MAINTENANCE EASEMENT
- HEREBY GRANTED
STORM WATER DETENTION AREA
- HEREBY GRANTED
BLANKET PEDESTRIAN & VEHICLE
ACCESS & PARKING EASEMENT
- APPROXIMATE BILLBOARD LIMITS SEE
DECLARATION OF COVENANTS, CONDITIONS
AND RESTRICTION FOR BILLBOARD AIR RIGHTS

LINE TABLE	
DISTANCE	BEARING
L1 31.98'	S70°26'39"E
L2 21.96'	N19°34'46"E
L3 77.43'	S5°54'35"E
L4 43.60'	S02°39'35"E
L5 7.00'	S70°09'35"E
L6 62.44'	N44°02'35"E
L7 7.44'	N48°44'55"E
L8 72.52'	N29°04'05"W
L9 120.70'	S22°21'46"E
L10 101.88'	S22°21'46"E
L11 64.54'	N29°04'05"W
L12 68.04'	N41°50'00"W
L13 57.06'	N19°50'30"E
L14 9.24'	S45°57'25"E
L15 10.00'	N44°02'35"E
L16 7.84'	N45°57'25"W
L17 35.44'	N46°18'51"E
L18 44.77'	S73°45'11"W
L19 42.42'	N46°57'25"W
L20 41.51'	S73°45'11"W
L21 29.76'	N46°18'51"E
L22 30.59'	S16°14'49"E
L23 13.74'	S19°50'25"W
L24 18.84'	N16°21'48"E
L25 20.33'	N75°11'00"E
L26 16.28'	N14°48'50"W
L27 50.23'	S00°00'00"E
L28 43.61'	N26°36'49"E
L29 12.00'	S63°23'11"E
L30 12.00'	N26°36'49"E
L31 6.00'	S63°23'11"E
L32 22.77'	N26°36'49"E
L33 43.37'	S00°00'00"E
L34 31.53'	N75°11'00"E
L35 21.83'	N22°36'06"E
L36 8.84'	S44°02'35"W
L37 21.49'	S44°02'35"W

CURVE TABLE			
LENGTH	RADIUS	CHORD	BEARING
C1 NA	NA	NA	NA
C2 123.84'	128.00'	119.07'	N42°28'08"W
C3 99.66'	103.00'	95.81'	S42°28'08"E

PROPOSED LOT & EASEMENT LAYOUT

REVISIONS:	
02/11/2021	SAN SEW
02/18/2021	
03/10/2021	

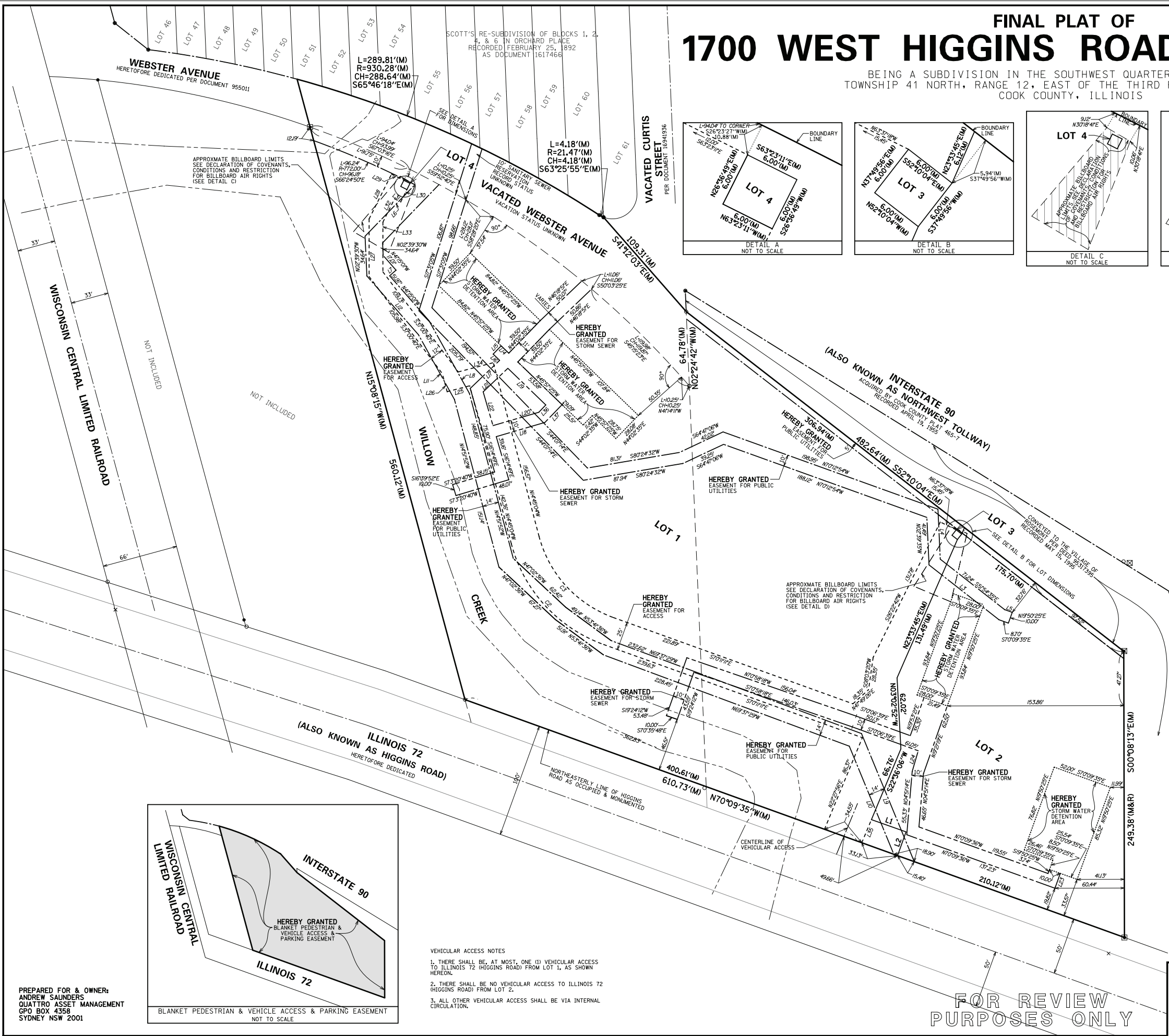


CONSULTING ENGINEERS
SITE DEVELOPMENT ENGINEERS
LAND SURVEYORS

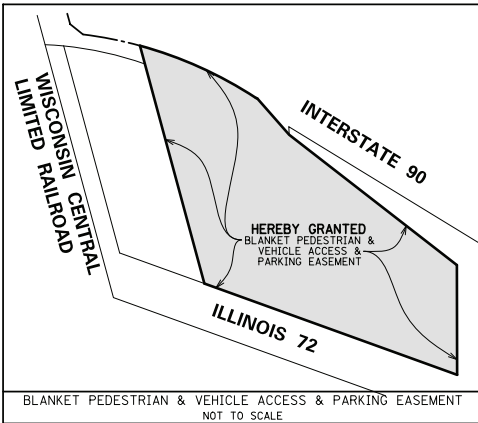
DATE: 01/13/2021
JOB NO: 8779.02
FILENAME: 8779.02PLAT-02
SHEET 2 OF 3

9575 W. Higgins Road, Suite 700,
Rosemont, Illinois 60018
Phone: (847) 696-4060 Fax: (847) 696-4065

FOR REVIEW
PURPOSES ONLY



PREPARED FOR & OWNER:
ANDREW SAUNDERS
QUATTRO ASSET MANAGEMENT
GPO BOX 4358
SYDNEY NSW 2001



- VEHICULAR ACCESS NOTES
- THERE SHALL BE, AT MOST, ONE (1) VEHICULAR ACCESS TO ILLINOIS 72 (HIGGINS ROAD) FROM LOT 1, AS SHOWN HEREON.
 - THERE SHALL BE NO VEHICULAR ACCESS TO ILLINOIS 72 (HIGGINS ROAD) FROM LOT 2.
 - ALL OTHER VEHICULAR ACCESS SHALL BE VIA INTERNAL CIRCULATION.

FINAL PLAT OF
1700 WEST HIGGINS ROAD SUBDIVISION

BEING A SUBDIVISION IN THE SOUTHWEST QUARTER OF SECTION 33,
TOWNSHIP 41 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN,
COOK COUNTY, ILLINOIS

OWNER'S CERTIFICATE

STATE OF ILLINOIS)
COUNTY OF COOK)

MARINER HIGGINS CENTRE, LLC, A DELAWARE LIMITED LIABILITY COMPANY, OWNER OF THE PROPERTY SHOWN AND DESCRIBED HEREON, HEREBY ADOPTS THIS PLAT OF SUBDIVISION (OMIT IF PLAT OF VACATION) ESTABLISHES THE MINIMUM BUILDING RESTRICTION LINES, DEDICATES THE ROADS, STREETS, ALLEYS, WALKS, AND OTHER AREAS INDICATED THEREON TO THE PUBLIC USE, AND ESTABLISHES ANY OTHER EASEMENTS SHOWN THEREON.

By: _____

NAME: _____

TITLE: _____

NOTARY PUBLIC CERTIFICATE

STATE OF _____)
COUNTY OF _____)

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

OF _____ WHO IS PERSONALLY KNOWN TO ME TO BE THE SAME WHOSE NAME IS SUBSCRIBED TO THE FOREGOING CERTIFICATE, APPEARED BEFORE ME THIS DAY IN PERSON AND ACKNOWLEDGED THAT HE/SHE DID SIGN AND DELIVER THIS INSTRUMENT AS A FREE AND VOLUNTARY ACT FOR THE USES AND PURPOSES HEREIN SET FORTH. GIVEN UNDER MY HAND AND OFFICIAL SEAL THIS ____ DAY OF _____, 20 ____.

NOTARY PUBLIC _____

MY COMMISSION EXPIRES: _____

CONSENT OF MORTGAGEE CERTIFICATE

STATE OF ILLINOIS)
COUNTY OF COOK)

VOYA RETIREMENT INSURANCE AND ANNUITY COMPANY, A CONNECTICUT CORPORATION BY: VOYA INVESTMENT MANAGEMENT LLC, A DELAWARE LIMITED LIABILITY COMPANY, ITS AUTHORIZED AGENT, WHICH IS THE HOLDER OF A MORTGAGE DATED AS OF _____, 20 ____.

AND RECORDED IN THE OFFICE OF THE COOK COUNTY RECORDER, ILLINOIS ON _____, 20 ____ AS

DOCUMENT NO. _____ ENCUMBERING THE PROPERTY DESCRIBED ON THIS PLAT OF SUBDIVISION, HEREBY CONSENTS TO THE RECORDING OF THIS PLAT OF SUBDIVISION AND AGREES THAT ITS LIEN SHALL BE SUBJECT TO THE PROVISIONS OF THIS PLAT OF SUBDIVISION.

IN WITNESS WHEREOF, THE UNDERSIGNED HAS CAUSED THIS CONSENT TO BE EXECUTED ON _____, 20 ____.

By: _____

NAME: _____

TITLE: _____

NOTARY CERTIFICATE

STATE OF _____)
COUNTY OF _____)

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME ON _____, 20 ____.

BY _____, THE _____, AND _____, THE _____

SECRETARY OF _____, A _____, WHICH INDIVIDUALS ARE KNOWN TO ME TO BE THE IDENTICAL PERSONS WHO SIGNED THE FOREGOING INSTRUMENT AS SUCH OFFICERS OF THE CORPORATION FOR AND ON BEHALF OF SAID CORPORATION, AND THAT THEY EXECUTED THE SAME AS THEIR FREE AND VOLUNTARY ACT AND DEED, AND AS THE FREE AND VOLUNTARY ACT AND DEED OF THE CORPORATION, FOR THE USES AND PURPOSES THEREIN MENTIONED.

GIVEN UNDER MY HAND AND OFFICIAL SEAL THIS ____ DAY OF _____, 20 ____.

SIGNATURE OF NOTARY _____

SEAL _____

MY COMMISSION EXPIRES: _____

UTILITY CERTIFICATES

AN EASEMENT FOR SERVING THIS SUBDIVISION AND OTHER PROPERTY WITH ELECTRIC AND NATURAL GAS AND COMMUNICATION SERVICE IS HEREBY RESERVED FOR AND GRANTED TO:

AT&T, ILLINOIS BELL TELEPHONE CO, (AMERITECH)

APPROVED BY: _____, ON THIS ____ DAY OF _____, 20 ____.

COMMONWEALTH EDISON COMPANY

APPROVED BY: _____, ON THIS ____ DAY OF _____, 20 ____.

NORTHERN ILLINOIS GAS COMPANY (NICOR)

APPROVED BY: _____, ON THIS ____ DAY OF _____, 20 ____.

COMCAST

APPROVED BY: _____, ON THIS ____ DAY OF _____, 20 ____.

WIDE OPEN WEST

APPROVED BY: _____, ON THIS ____ DAY OF _____, 20 ____.

PUBLIC UTILITY EASEMENTS PROVIDED, SHALL BE FOR THE USE OF MUNICIPAL SEWER AND WATER LINES, STORM DRAINAGE AND PUBLIC UTILITY LINES, LINES FOR ANY CABLE TELEVISION FRANCHISE GRANTED BY THE CITY, AND OTHER MUNICIPAL USES.

PREPARED FOR & OWNER:
ANDREW SAUNDERS
QUATTRO ASSET MANAGEMENT
GPO BOX 4358
SYDNEY NSW 2001

DRAINAGE CERTIFICATE

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

OWNER _____ REGISTERED PROFESSIONAL ENGINEER _____

NAME: _____ NAME: _____

DATE: _____ FIRM: _____

DATE: _____ (SEAL)

MAYOR AND CITY COUNCIL CERTIFICATE

STATE OF ILLINOIS)
COUNTY OF COOK)

APPROVED BY THE MAYOR AND THE CITY COUNCIL OF THE CITY OF DES PLAINES, COOK COUNTY, ILLINOIS, ON

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

SIGNED: _____ MAYOR

ATTEST: _____ CITY CLERK

PLANNING AND ZONING BOARD CERTIFICATE

STATE OF ILLINOIS)
COUNTY OF COOK)

APPROVED BY THE CITY PLANNING AND ZONING BOARD OF THE CITY OF DES PLAINES,

COOK COUNTY, ILLINOIS, THIS ____ DAY OF _____, A.D. 20 ____.

SIGNED: _____ CHAIRMAN

DIRECTOR OF FINANCE CERTIFICATE

I CERTIFY THAT THERE ARE NO DELINQUENT OR CURRENT UNPAID SPECIAL ASSESSMENTS ON THE PROPERTY SHOWN ON THIS PLAT.

DATE: _____

DIRECTOR OF FINANCE

DIRECTOR OF PUBLIC WORKS AND ENGINEERING CERTIFICATE

STATE OF ILLINOIS)
COUNTY OF COOK)

APPROVED BY THE DIRECTOR OF PUBLIC WORKS AND ENGINEERING OF THE CITY OF DES PLAINES, COOK COUNTY, ILLINOIS,

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

SIGNED: _____ DIRECTOR OF PUBLIC WORKS AND ENGINEERING

ILLINOIS DEPARTMENT OF TRANSPORTATION ACCEPTANCE

THIS PLAT HAS BEEN APPROVED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION WITH RESPECT TO ROADWAY ACCESS PURSUANT TO PARAGRAPH 2 OF "AN ACT TO REVISE THE LAW IN RELATION TO PLATS," AS AMENDED, A PLAN THAT MEETS THE REQUIREMENTS CONTAINED IN THE DEPARTMENT'S "POLICY ON PERMITS FOR ACCESS DRIVEWAYS TO STATE HIGHWAYS" WILL BE REQUIRED BY THE DEPARTMENT.

APPROVED ON THIS ____ DAY OF _____, 20 ____.

ANTHONY J. QUIGLEY, P.E.
REGION ONE ENGINEER

VEHICULAR ACCESS NOTES

1. THERE SHALL BE, AT MOST, ONE (1) VEHICULAR ACCESS TO ILLINOIS 72 (HIGGINS ROAD) FROM LOT 1, AS SHOWN HEREON.

2. THERE SHALL BE NO VEHICULAR ACCESS TO ILLINOIS 72 (HIGGINS ROAD) FROM LOT 2.

3. ALL OTHER VEHICULAR ACCESS SHALL BE VIA INTERNAL CIRCULATION.

ZONING VARIATION STATEMENT

THE APPLICANT IS ALSO REQUESTING THREE MAJOR VARIANCES:

THE FIRST VARIANCE REQUEST IS FOR LOT 3 AND 4 TO REDUCE THE 125' LOT DEPTH REQUIREMENT TO 6' PURSUANT TO 13-2-5-R OF THE SUBDIVISION REGULATIONS.

SECOND, APPLICANT REQUESTS A VARIANCE TO REDUCE THE PARKING REQUIREMENT FROM 541 SPACES TO 338 SPACES ON PROPOSED LOT 1, PURSUANT TO 12-9-7 OF THE ZONING ORDINANCE.

THE THIRD AND FINAL VARIANCE REQUEST IS TO REDUCE THE PARKING REQUIREMENT FROM 1107 SPACES TO 63 SPACES ON LOT 2, PURSUANT TO 12-9-7 OF THE ZONING ORDINANCE.

RESTRICTIVE COVENANTS AND EASEMENT FOR STORM WATER DETENTION AREA (NO HOA)

1. THE AREA OF THE PROPERTY DESIGNATED ON THIS PLAT AS "STORM WATER DETENTION AREA" SHALL BE CONTINUOUSLY MAINTAINED IN A FIRST RATE MANNER BY OWNERS OF LOTS (INSERT LOT NUMBERS) (THE "DETENTION AREA LOTS") AND AN EASEMENT ON, UNDER AND ABOVE THE STORM WATER DETENTION AREA IS HEREBY GRANTED TO, AND FOR THE USE AND BENEFIT OF, ALL OF THE LOTS IN THIS SUBDIVISION FOR THE SOLE PURPOSE OF STORM WATER DETENTION AND DRAINAGE.

2. NO CHANGE SHALL BE MADE IN THE FINISHED GRADE OF THE LAND WITHIN THE STORM WATER DETENTION AREA, NOR SHALL ANY CONSTRUCTION OF ANY KIND WHATSOEVER BE ERRECTED OR PERMITTED TO EXIST WITHIN THE STORM WATER DETENTION AREA THAT MIGHT MATERIALLY IMPEDE STORM WATER DRAINAGE THEREIN OR MATERIALLY REDUCE THE STORM WATER DETENTION CAPACITY THEREOF. TREES, SHRUBS, FENCES AND NORMAL LANDSCAPE PLANTING SHALL BE PERMITTED WITHIN THE STORM WATER DETENTION AREA ONLY WITH THE PRIOR WRITTEN APPROVAL OF THE DIRECTOR OF PUBLIC WORKS OF THE CITY OF DES PLAINES, COOK COUNTY, ILLINOIS (THE "CITY"). EACH OWNER OF A DETENTION AREA LOT SHALL MAINTAIN A GRASS COVER ON THE SURFACE OF THAT PORTION OF HIS LOT LOCATED WITHIN THE STORM WATER DETENTION AREA AND SHALL KEEP SUCH GRASS IN A NEAT AND TRIMMED CONDITION.

3. IN THE EVENT THE CITY DETERMINES, IN ITS SOLE AND ABSOLUTE DISCRETION, THAT PROPER MAINTENANCE OF THE STORM WATER DETENTION AREA IS NOT PERFORMED AT ANY TIME, THE CITY, AFTER TEN (10) DAYS PRIOR WRITTEN NOTICE TO THE OWNERS OF THE DETENTION AREA LOTS, MAY, BUT SHALL NOT BE OBLIGATED TO, ENTER UPON ANY OR ALL OF THE DETENTION AREA LOTS FOR THE PURPOSE OF PERFORMING MAINTENANCE WORK ON AND TO THE STORM WATER DETENTION AREA.

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

5. NOTHING IN THESE PARAGRAPHS SHALL BE CONSTRUED TO CONSTITUTE A DEDICATION OF ANY PORTION OF THE STORM WATER DETENTION AREA OR OF THE DETENTION AREA LOTS TO, OR AN ACCEPTANCE THEREOF BY, THE CITY.

6. THE CITY SHALL BE UNDER NO OBLIGATION TO EXERCISE THE RIGHTS GRANTED IN THESE PARAGRAPHS EXCEPT AS IT SHALL DETERMINE TO BE IN ITS BEST INTEREST. NO FAILURE TO EXERCISE AT ANY TIME ANY RIGHT HEREIN GRANTED TO THE CITY SHALL BE CONSTRUED AS A WAIVER OF THAT OR ANY OTHER RIGHTS.

7. THESE COVENANTS SHALL RUN WITH THE LAND IN THE SUBDIVISION SHOWN ON THIS PLAT AND SHALL BE BINDING UPON AND INURE TO THE BENEFIT OF THE OWNERS OF ALL LOTS OR RECORD THEREIN, THEIR RESPECTIVE SUCCESSORS, ASSIGNS AND GRANTEEES AND ALL PARTIES CLAIMING BY, THROUGH AND UNDER THEM. ENFORCEMENT OF THESE COVENANTS MAY BE SOUGHT BY THE OWNERS OF ANY LOTS OF RECORD IN THIS SUBDIVISION, ANY PERSON IN AN INTEREST IN ANY SAID LOTS OF RECORD, OR THE CITY OF DES PLAINES BY ANY PROCEEDING AT LAW OR IN EQUITY AGAINST ANY PERSON OR PERSONS VIOLATING OR ATTEMPTING TO VIOLATE ANY COVENANT, EITHER TO RESTRAIN VIOLATION, TO COMPEL AFFIRMATIVE ACTION, OR TO RECOVER DAMAGES, AND AGAINST THE LAND TO ENFORCE ANY LIEN CREATED BY THESE COVENANTS.

STORM WATER DRAINAGE EASEMENT PROVISIONS

A PERMANENT AND PERPETUAL EASEMENT IS HEREBY GRANTED TO THE CITY OF DES PLAINES, COOK COUNTY, ILLINOIS ("CITY"), ITS SUCCESSORS AND ASSIGNS, TO AND FOR THE USE AND BENEFIT OF, THE OWNERS OF ALL OF THE LOTS IN THIS SUBDIVISION, FOR THE SOLE PURPOSE OF STORM WATER DRAINAGE, IN, UPON, UNDER, ALONG AND ACROSS THE AREAS DESIGNATED "EASEMENT FOR STORM WATER DRAINAGE" ON THIS SUBDIVISION PLAT. NO CHANGE SHALL BE MADE IN THE FINISHED GRADE OF THE LAND WITHIN ANY "EASEMENT FOR STORM WATER DRAINAGE" AND NO CONSTRUCTION OF ANY KIND WHATSOEVER SHALL BE ERRECTED OR PERMITTED TO EXIST WITHIN ANY "EASEMENT FOR STORM WATER DRAINAGE" THAT MIGHT MATERIALLY REDUCE THE STORM WATER DRAINAGE CAPACITY THEREOF. TREES, SHRUBS, FENCES AND NORMAL LANDSCAPE PLANTING SHALL BE PERMITTED WITHIN ANY "EASEMENT FOR STORM WATER DRAINAGE" ONLY WITH THE PRIOR WRITTEN APPROVAL OF THE DIRECTOR OF PUBLIC WORKS OF THE CITY OF DES PLAINES. EACH OWNER OF A LOT WITH ANY "EASEMENT FOR STORM WATER DRAINAGE" LOCATED ON IT SHALL MAINTAIN A GRASS COVER ON THE SURFACE OF THAT PORTION OF SUCH LOT LOCATED WITHIN THE "EASEMENT FOR STORM WATER DRAINAGE" AND SHALL KEEP SUCH GRASS AND LANDSCAPING IN A FIRST CLASS AND TRIMMED CONDITION. THE OWNERS OF LOTS ON WHICH ANY "EASEMENT FOR STORM WATER DRAINAGE" IS LOCATED SHALL NOT IN ANY MANNER DAMAGE, DESTROY, INJURE, OBSTRUCT OR PERMIT TO BE OBSTRUCTED THE "EASEMENT FOR STORM WATER DRAINAGE" AT ANY TIME WHATSOEVER WITHOUT THE EXPRESS PRIOR WRITTEN CONSENT OF THE DIRECTOR OF PUBLIC WORKS OF THE CITY OF DES PLAINES.

STORM SEWER EASEMENT PROVISIONS

A PERMANENT AND PERPETUAL EASEMENT IS HEREBY GRANTED TO THE CITY OF DES PLAINES, COOK COUNTY, ILLINOIS ("CITY"), ITS SUCCESSORS AND ASSIGNS, TO SURVEY, CONSTRUCT, RECONSTRUCT, USE, OPERATE, MAINTAIN, TEST, INSPECT, REPAIR, REPLACE, ALTER, REMOVE OR ABANDON IN PLACE WATER, SANITARY SEWER AND STORM SEWER MAINS TOGETHER WITH RELATED ATTACHMENTS, EQUIPMENT AND APPURTENANCES, HERE TO, IN, UPON, UNDER, ALONG AND ACROSS THE AREAS DESIGNATED "EASEMENT FOR STORM SEWER" ON THIS SUBDIVISION PLAT. THE OWNERS OF THE PROPERTY (SUBDIVISION) ON THIS PLAT OR ANY PART THEREOF HEREBY RESERVE THE RIGHT TO USE THE AREAS DESIGNATED "EASEMENT FOR STORM SEWER" AND THE ADJACENT PROPERTY IN ANY MANNER THAT WILL NOT PREVENT OR INTERFERE WITH THE EXERCISE BY THE CITY OF THE RIGHTS HEREBY GRANTED; PROVIDED, HOWEVER, THAT THE OWNERS SHALL NOT IN ANY MANNER DISTURB, DAMAGE, DESTROY, INJURE, OBSTRUCT OR PERMIT TO BE OBSTRUCTED THE "EASEMENT FOR STORM SEWER" AT ANY TIME WHATSOEVER WITHOUT THE EXPRESS PRIOR WRITTEN CONSENT OF THE CITY.

AIR RIGHTS BILLBOARD OVERHEAD EASEMENT PROVISIONS

EASEMENT FOR THE PURPOSE OF ACCESS, INGRESS AND EGRESS TO AND FROM EACH PARCELS HEREIN DESCRIBED AS LOT 1, LOT 2, LOT 3 AND LOT 4 TO FACILITATE MAINTENANCE, OPERATION AND REPAIR/REPLACEMENT OF BILLBOARDS, BASES/PADS AND OTHER COMPONENTS LOCATED ON LOTS 1 THROUGH 4, PURSUANT TO THE TERMS OF THAT RESTRICTIVE COVENANTS AND EASEMENT AGREEMENT RECORDED IN THE OFFICE OF THAT COOK COUNTY RECORDERS OF DEEDS AS DOCUMENT NO. _____.

BLANKET CROSS ACCESS AND PARKING EASEMENT PROVISIONS

EASEMENT FOR THE PURPOSES OF VEHICULAR AND PEDESTRIAN ACCESS, INGRESS, EGRESS, PARKING, LOADING/UNLOADING, DELIVERIES, AS WELL AS MAINTENANCE, REPAIR, REPLACEMENT AND CONSTRUCTION ACROSS AND UPON EACH PARCEL HEREIN DESCRIBED AS LOT 1, LOT 2, LOT 3 AND LOT 4 EXCEPT THAT THE PATRONS, EMPLOYEES AND DELIVERY PERSONNEL OF LOT 2 HOWEVER SHALL HAVE PRIORITY AS TO THE BENEFITS OF SUCH EASEMENTS PURSUANT TO THE TERMS OF THAT RESTRICTIVE COVENANTS AND EASEMENT AGREEMENT RECORDED IN THE OFFICE OF THE COOK COUNTY RECORDERS OF DEEDS AS DOCUMENT NO. _____.

PUBLIC UTILITY EASEMENT PROVISIONS

A NON-EXCLUSIVE, PERMANENT AND PERPETUAL EASEMENT IS HEREBY GRANTED TO THE CITY OF DES PLAINES, COOK COUNTY, ILLINOIS ("CITY"), ITS SUCCESSORS AND ASSIGNS, TO SURVEY, CONSTRUCT, RECONSTRUCT, USE, OPERATE, MAINTAIN, TEST, INSPECT, REPAIR, REPLACE, ALTER, REMOVE OR ABANDON IN PLACE WATER, SANITARY SEWER AND STORM SEWER MAINS TOGETHER WITH RELATED ATTACHMENTS, EQUIPMENT AND APPURTENANCES, HERE TO, IN, UPON, UNDER, ALONG AND ACROSS THE AREAS DESIGNATED "EASEMENT FOR PUBLIC UTILITIES" ON THIS SUBDIVISION PLAT. THE OWNERS OF THE PROPERTY (SUBDIVISION) ON THIS PLAT OR ANY PART THEREOF HEREBY RESERVE THE RIGHT TO USE THE AREAS DESIGNATED "EASEMENT FOR PUBLIC UTILITIES" AND THE ADJACENT PROPERTY IN ANY MANNER THAT WILL NOT PREVENT OR INTERFERE WITH THE EXERCISE BY THE CITY OF THE RIGHTS HEREBY GRANTED; PROVIDED, HOWEVER, THAT THE OWNERS SHALL NOT IN ANY MANNER DISTURB, DAMAGE, DESTROY, INJURE, OBSTRUCT OR PERMIT TO BE OBSTRUCTED THE "EASEMENT FOR PUBLIC UTILITIES" AT ANY TIME WHATSOEVER WITHOUT THE EXPRESS PRIOR WRITTEN CONSENT OF THE CITY. AFTER THE INSTALLATION OF ANY SUCH FACILITY, THE GRADE OF THE SUBDIVIDED PROPERTY SHALL NOT BE ALTERED IN A MANNER SO AS TO INTERFERE WITH THE PROPER OPERATION AND MAINTENANCE THEREOF.

SURVEYOR'S CERTIFICATE

STATE OF ILLINOIS)
COUNTY OF COOK)

WE, SPACECO, INC., AN ILLINOIS PROFESSIONAL DESIGN FIRM, NUMBER 184-001157, DO HEREBY DECLARE THAT WE HAVE SURVEYED AND SUBDIVIDED THE PROPERTY AS HEREON DESCRIBED, AND THAT THE PLAT HEREON DRAWN IS A CORRECT REPRESENTATION OF SAID SURVEY AND SUBDIVISION.

WE FURTHER DECLARE THAT STEEL RE-REINFORCING RODS (UNLESS OTHERWISE NOTED) WILL BE SET AT ALL LOT CORNERS IN ACCORDANCE WITH THE SUBDIVISION REGULATIONS OF THE CITY OF DES PLAINES CITY CODE THAT THE PROPERTY IS WITHIN THE CORPORATE LIMITS OF THE CITY OF DES PLAINES WHICH HAS ADOPTED AN OFFICIAL COMPREHENSIVE PLAN.

WE FURTHER DECLARE THAT BASED UPON A REVIEW OF THE FLOOD INSURANCE RATE MAP (F.I.R.M.) COMMUNITY PANEL NUMBER 17031003571 MAP WITH AN EFFECTIVE DATE OF AUGUST 19, 2008, IT IS OUR CONSIDERED OPINION THAT THIS PROPERTY LIES IN ZONE X (UNSHADED) - AREA OF MINIMAL FLOOD HAZARD, ZONE X (SHADED) - 0.2% ANNUAL CHANCE FLOOD HAZARD, AREAS OF 1% ANNUAL CHANCE FLOOD WITH AVERAGE DEPTH LESS THAN ONE FOOT OR WITH DRAINAGE AREAS OF LESS THAN ONE SQUARE MILE; AND ZONE AE (HATCH) - REGULATORY FLOODWAY AS IDENTIFIED BY SAID F.I.R.M. MAP.

THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS OF PRACTICE APPLICABLE TO BOUNDARY SURVEYS.

GIVEN UNDER MY HAND AND SEAL THIS ____ DAY OF _____, A.D. 2021, IN ROSEMONT, ILLINOIS.

C. BRIAN LOUNSBURY, I.P.L.S. No. 035-2841
LICENSE EXPIRES: 11-30-2022

REVISIONS:
02/18/2021



CONSULTING ENGINEERS
SITE DEVELOPMENT ENGINEERS
LAND SURVEYORS

DATE: 01/13/2021

JOB NO: 8779.02

FILENAME:
8779.02PLAT-02

SHEET
3 OF 3

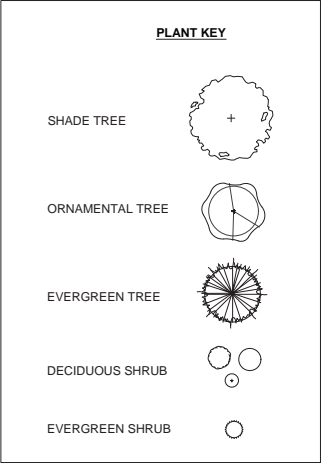
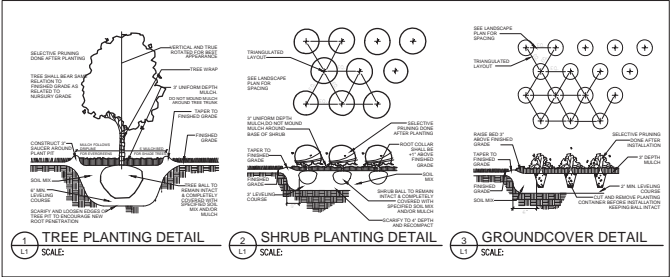
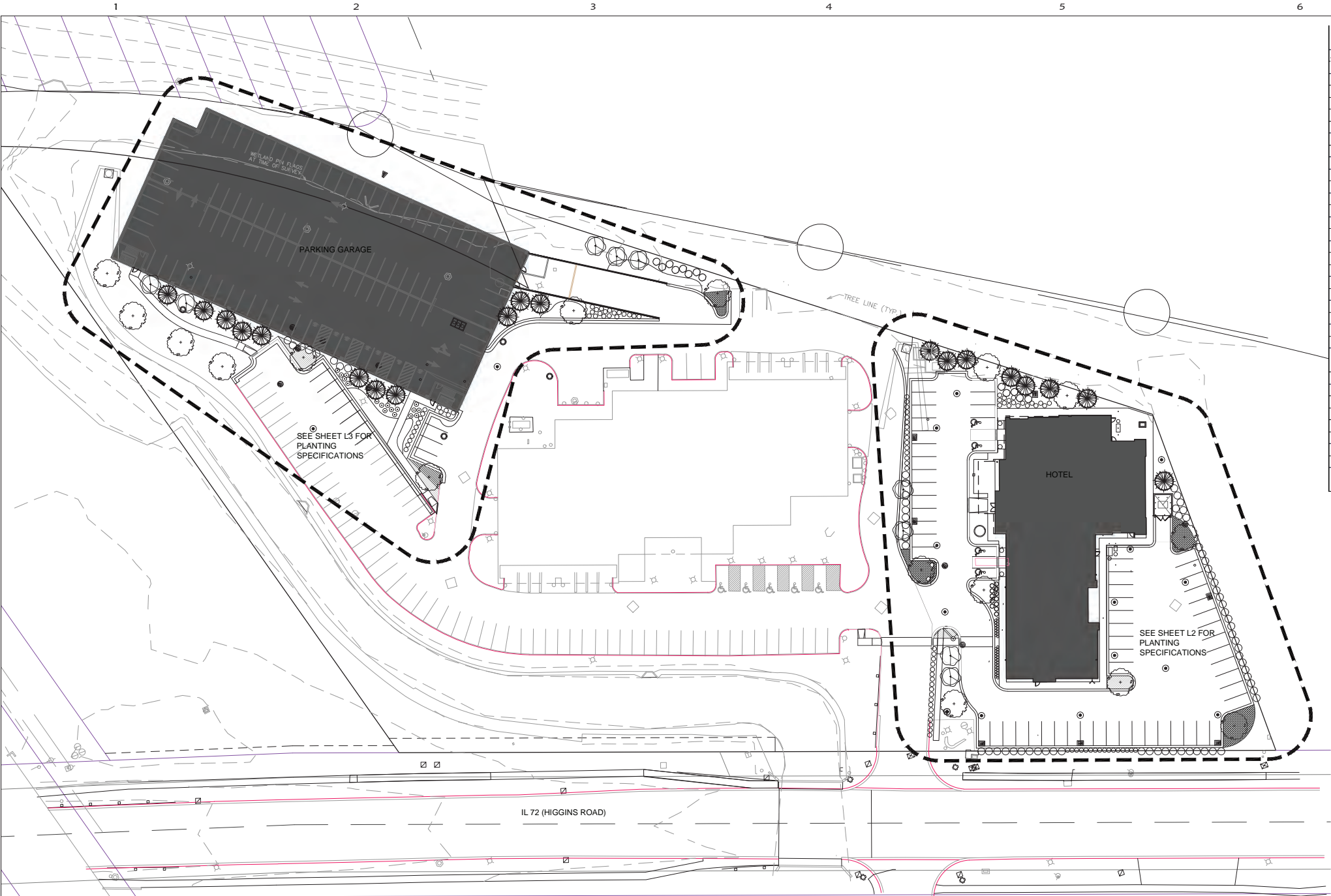
9575 W. Higgins Road, Suite 700,
Rosemont, Illinois 60018
Phone: (847) 696-4060 Fax: (847) 696-4065



FOR REVIEW
PURPOSES ONLY

AFTER RECORDING RETURN TO:

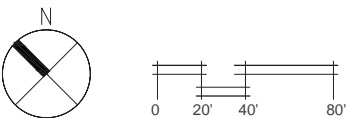
SEND TAX BILLS TO:




Master Plant List				
Symbol	Quantity	Botanical Name	Common Name	Size
Shade Trees				
APR	2	ACER X FREEMAN 'AUTUMN BLAZE'	AUTUMN BLAZE FREEMAN MAPLE	3" BB
CEC	4	CELTIS OCCIDENTALIS	HICKBERRY	3" BB
LT	3	LIRIODENDRON TULIPIFERA	TULIP TREE	3" BB
CB	5	QUERCUS BICOLORE	SWAMP WHITE OAK	3" BB
TAR	2	TILIA AMERICANA REDWOOD	REDWOOD AMERICAN LINDEN	3" BB
Evergreen Trees				
PAS	2	PICEA ABIES	NORWAY SPRUCE	3" BB
PCV	11	PICEA OMORICA	SERBIAN SPRUCE	3" BB
PSL	6	PSEUDOTSUGA KENZES	DOUGLAS FIR	3" BB
Ornamental Trees				
AC	6	AVELANCHER CANADENSIS	SHADBLOW SERVICEBERRY	3" BB
CC	2	CRATAEGUS CRUGGALLI VAR. NERYS	THORNLESS HAWTHORN	3" BB
MA	2	MAULS ADAMS	CRABAPPLE	3" BB 20' RED PINK
Evergreen Shrubs				
JCM	12	JUNIPERUS CHENSIS 'MINI LULU'	MINI JUNIPER SPREADING JUNIPER	24" BB
Deciduous Shrubs				
AV	41	ARGENTAE MELANOCARPA ROQUELOIS BEAUTY	IRROLOIS BEAUTY BLACK CHOCOLATE	24" ES
CA	17	CLETHRA ALNIFOLIA 'HUMMINGBIRD'	HUMMINGBIRD CLETHRA	5 GA.
EA	16	EUCYMNUS ALATA 'COMPACTA'	CHARM BURNING BUSH	36" ES
HW	13	HAMAMELIS VERNALIS	VERNAL WHITE HAZEL	48" ES
HP	32	HYDRANGEA PANICULATA 'TARDIVA'	TARDIVA HYDRANGEA	36" ES
PF	17	POTENTILLA FRUTICOSA 'GOLD DROP'	GOLD DROP POTENTILLA	5 GA.
RA	41	RHUS AROMATICA 'GOLDEN'	GOLDEN SUMAC	5 GA.
VD	26	VIBURNUM DENTATUM 'CHICAGO LUSTRE'	CHICAGO LUSTRE VIBURNUM	48" ES
Groundcover				
ef		EUCYMNUS FORTUNEE 'COLORATIS'	PURPLE LEAF WINTERCREEPER	3" POTS
Grasses				
GA	42	PANDANUS VAGATUM 'NORTH WIND'	SWITCH GRASS	3 GA. 4'

- GENERAL CONSTRUCTION NOTES**
- REQUIRED LANDSCAPE MATERIAL SHALL SATISFY AMERICAN ASSOCIATION OF NURSERYMEN STANDARDS AND BE STAKED, WRAPPED, WATERED AND MULCHED PER ORDINANCE.
 - BEFORE ANY EXCAVATION ON THE SITE, CALL TO LOCATE ANY EXISTING UTILITIES ON THE SITE. THE CONTRACTOR SHALL FAMILIARIZE HIMSELF WITH THE LOCATIONS OF ALL BURIED UTILITIES IN THE AREAS OF WORK BEFORE STARTING OPERATIONS. THE CONTRACTOR SHALL BE LIABLE FOR THE COST OF REPAIRING OR REPLACING ANY BURIED CONDUITS, CABLES OR PIPING DAMAGED DURING THE INSTALLATION OF THIS WORK.
 - CAREFULLY MAINTAIN PRESENT GRADE AT BASE OF ALL EXISTING TREES TO REMAIN. PREVENT ANY DISTURBANCE OF EXISTING TREES INCLUDING ROOT ZONES. USE TREE PROTECTION BARRICADES WHERE INDICATED. PROTECT EXISTING TREES TO REMAIN AGAINST UNNECESSARY CUTTING, BREAKING OR SKINNING OF ROOTS, BRUISING OF BARK OR SMOTHERING OF TREES. DRIVING, PARKING, DUMPING, STOCKPILING AND/OR STORAGE OF VEHICLES, EQUIPMENT, SUPPLIES, MATERIALS OR DEBRIS ON TOP THE ROOT ZONES AND/OR WITHIN THE DRIPLINE OF EXISTING TREES OR OTHER PLANT MATERIAL TO REMAIN IS STRICTLY PROHIBITED.
 - PLANT QUANTITIES ON PLANT LIST INTENDED TO BE A GUIDE. ALL QUANTITIES SHALL BE CHECKED AND VERIFIED ON PLANTING PLAN. ANY DISCREPANCIES SHALL BE DISCUSSED WITH THE LANDSCAPE ARCHITECT.
 - ANY DEVIATIONS FROM OR MODIFICATIONS TO THIS PLAN SHALL BE APPROVED BY THE LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.
 - CONTRACTOR TO NOTIFY LANDSCAPE ARCHITECT UPON DELIVERY OF PLANT MATERIAL TO THE SITE. LANDSCAPE ARCHITECT RESERVES THE RIGHT TO REJECT ANY PLANT MATERIAL THAT DOESNT MEET STANDARDS OR SPECIFICATIONS OF THE PROJECT.
 - ALL PLANT MATERIAL TO BE INSTALLED PER THE PLANTING DETAILS PROVIDED ON THIS PLAN SET.
 - ALL BED EDGES TO BE WELL SHAPED, SPADE CUT, WITH LINES AND CURVES AS SHOWN ON THIS PLAN SET.
 - ALL PLANTING BEDS TO BE PREPARED WITH PLANTING MIX: 50% TOPSOIL, 50% SOIL AMENDMENTS (3 PARTS PEATMOSS, 1 PART COMPOST, 1 PART SAND)
 - ALL SPECIFIED LANDSCAPE MATERIAL INDICATED ON THE CONSTRUCTION DOCUMENTS WILL BE REQUIRED TO BE MAINTAINED THROUGHOUT THE LIFE OF THE PROJECT AND MUST BE REPLACED SHOULD IT DIE OR BECOME DAMAGED.
 - ALL PLANT MATERIAL SHALL HAVE A ONE YEAR GUARANTEE FROM SUBSTANTIAL COMPLETION AS DETERMINED BY THE LANDSCAPE ARCHITECT, AND SHALL BE REPLACED SHOULD IT DIE WITHIN THAT PERIOD.
 - PROTECT STRUCTURES, SIDEWALKS, PAVEMENTS AND UTILITIES TO REMAIN FROM DAMAGE CAUSED BY SETTLEMENT, LATERAL MOVEMENT, UNDERMINING, WASHOUTS AND OTHER HAZARDS CAUSED BY SITE IMPROVEMENT OPERATIONS.
 - ALL LAWN AREAS TO BE SEEDED WITH STANDARD TURF GRASS SEED AND COVERED WITH EROSION CONTROL BLANKET.
 - THE CONTRACTOR AT ALL TIMES SHALL KEEP THE PREMISES ON WHICH WORK IS BEING DONE, CLEAR OF RUBBISH AND DEBRIS. ALL PAVEMENT AND DEBRIS REMOVED FROM THE SITE SHALL BE DISPOSED OF LEGALLY.
 - ALL WORK AND OPERATIONS SHALL COMPLY WITH ALL APPLICABLE FEDERAL, STATE AND LOCAL CODES AND ORDINANCES.

OVERALL LANDSCAPE PLAN
SCALE: 1" = 40'-0"





Kathryn Talty
landscape architecture
Winnetka, Illinois 60093
847.612.5154
www.kmtaltdesign.com

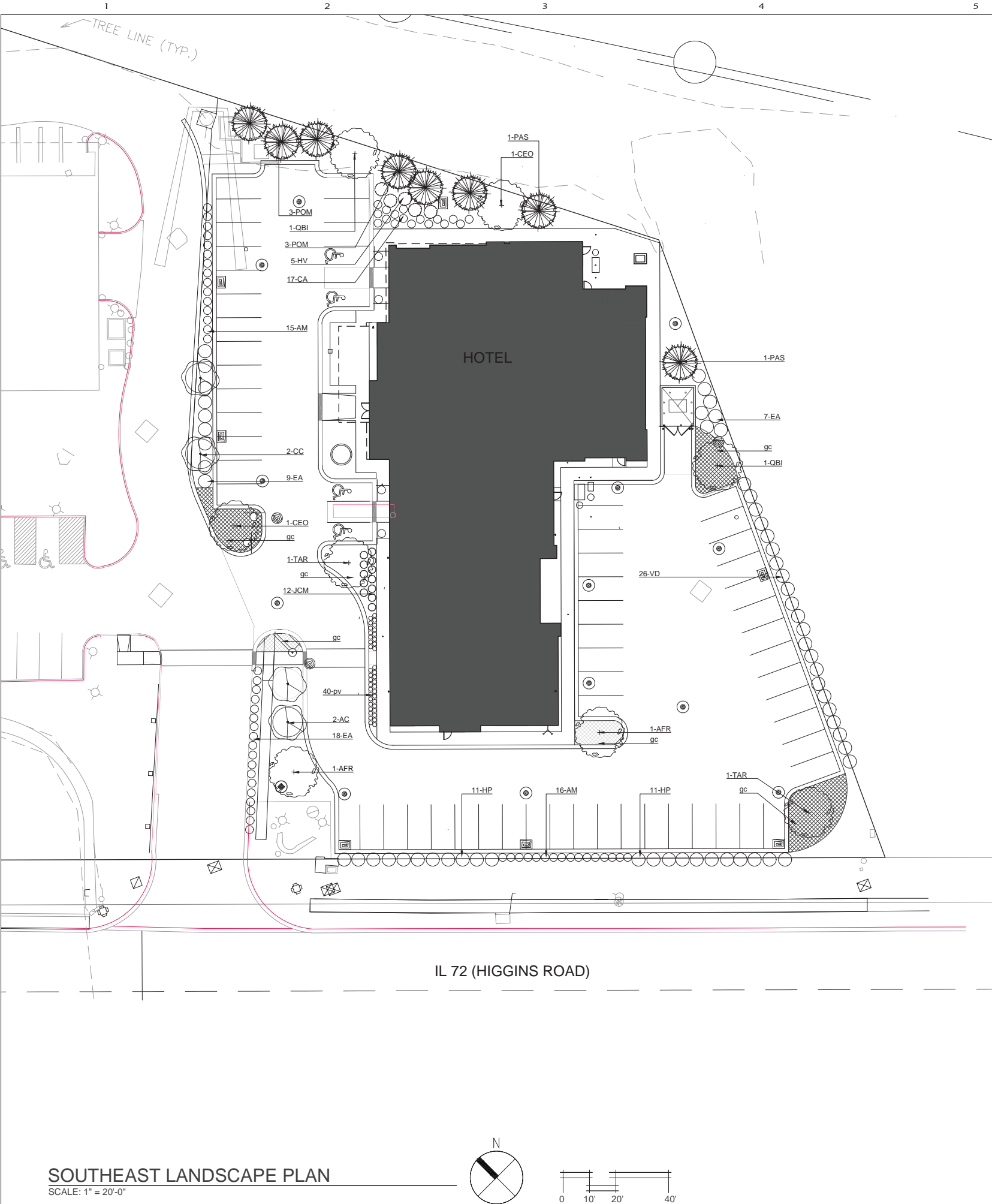
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LANDSCAPE PLAN

date	02-09-21
drawn	KMT
checked	KMT

Job no. 21080

sheet no. L1





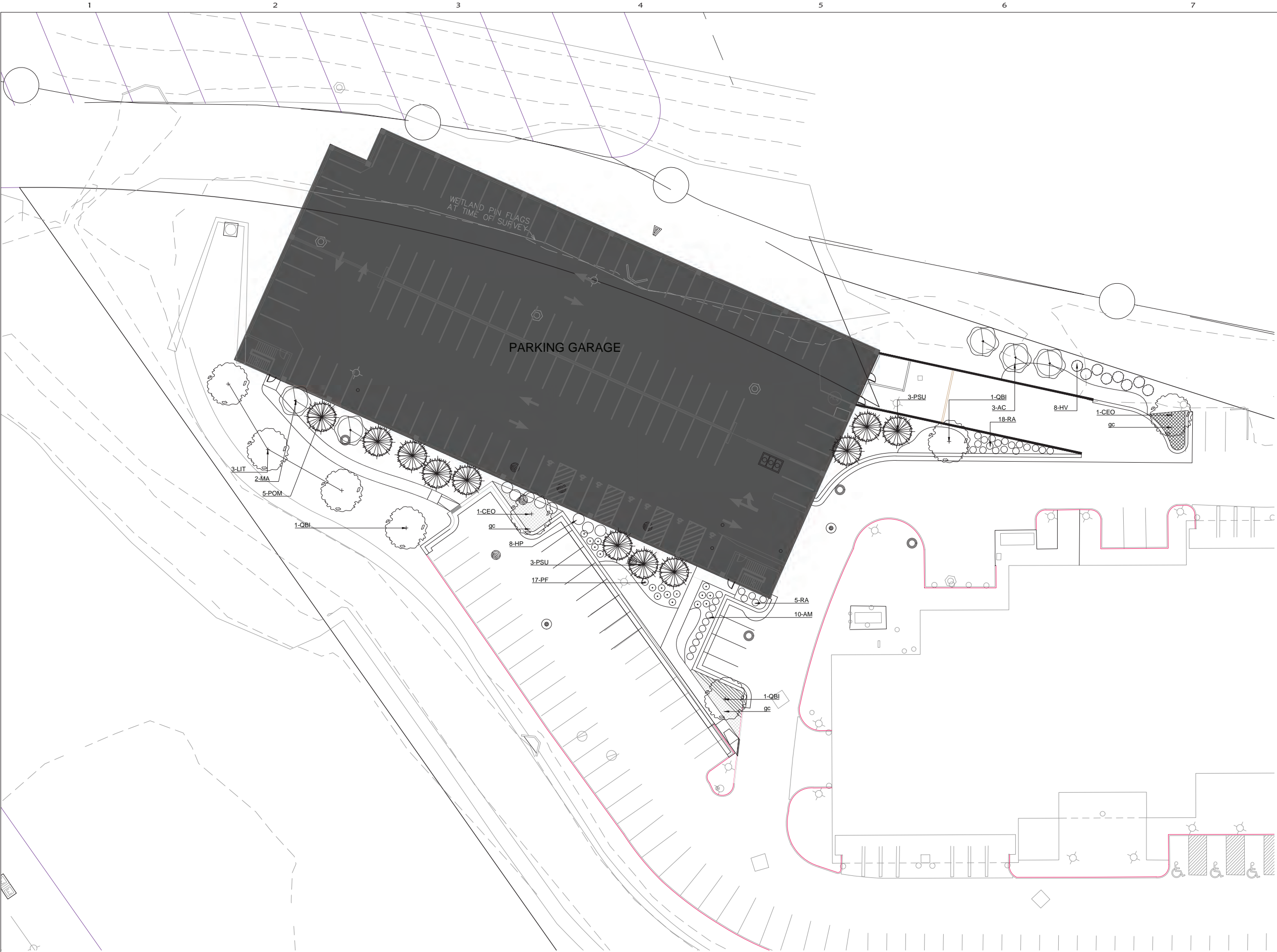
Kathryn Talty
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www.kmtaltydesign.com

no.	revision	description	initial	date
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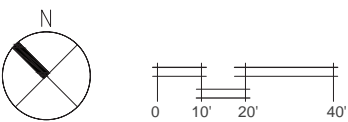
LANDSCAPE PLAN


1700 W. HIGGINS ROAD
DES PLAINES, ILLINOIS

date 02-09-21	drawn KMT	checked KMT
job no. 21080		
sheet no. L2		



NORTHWEST LANDSCAPE PLAN
SCALE: 1" = 20'-0"





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no.	revision	description	initial	date
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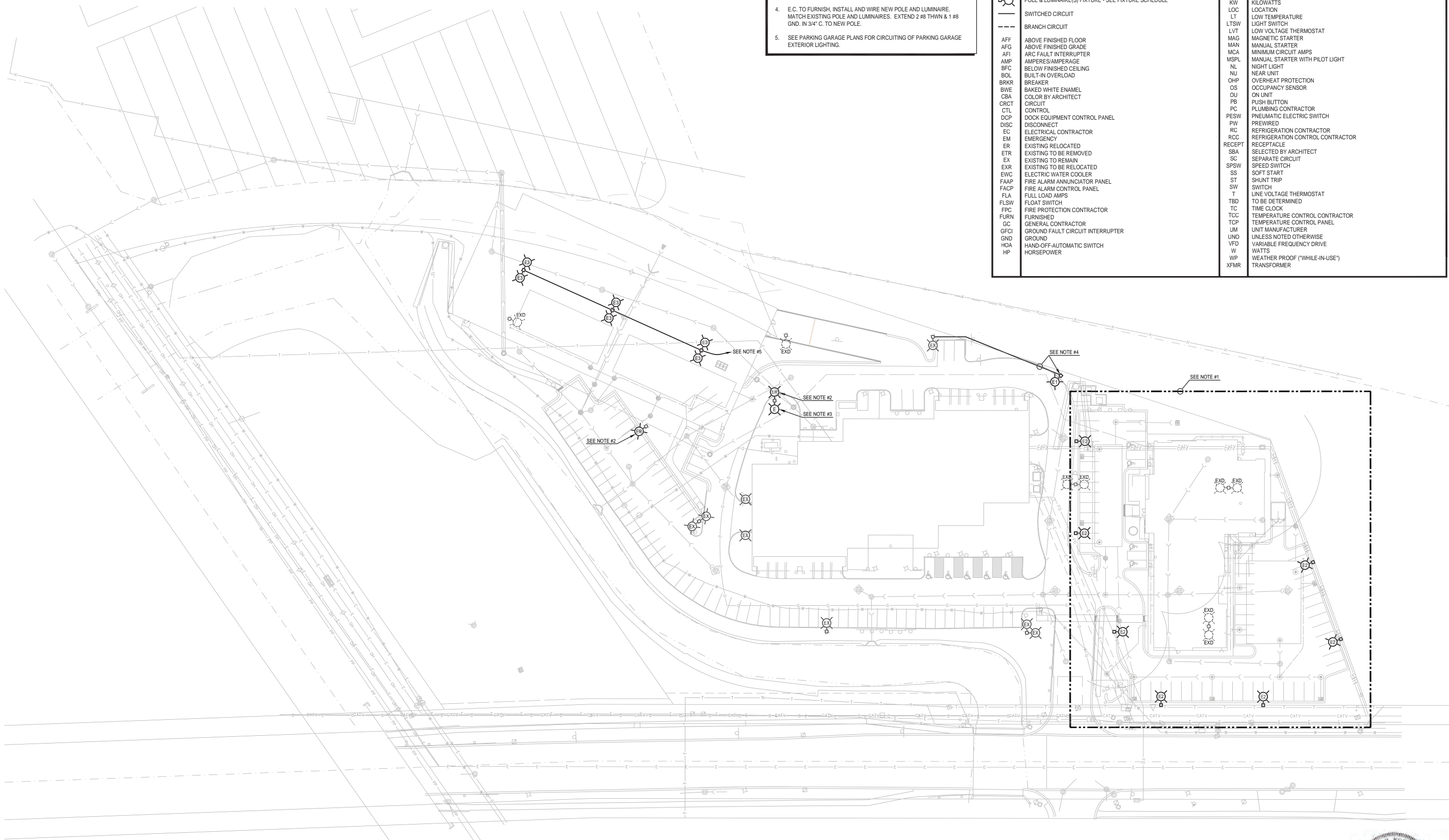
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drawn	KMT
checked	KMT

job no. 21080

sheet no. L3

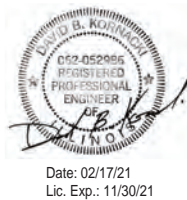
1700 W. HIGGINS ROAD
DES PLAINES, ILLINOIS



- NOTES:
1. SEE HOTEL PLANS FOR CIRCUITING OF HOTEL EXTERIOR LIGHTING.
 2. EXISTING POLE AND LUMINAIRE. E.C. TO ADJUST LUMINAIRE FOR PROPER AIMING OF LIGHT FIXTURE.
 3. E.C. TO FURNISH AND INSTALL ADDITIONAL LUMINAIRE TO EXISTING POLE AND LUMINAIRE. MATCH EXISTING LUMINAIRE.
 4. E.C. TO FURNISH, INSTALL AND WIRE NEW POLE AND LUMINAIRE. MATCH EXISTING POLE AND LUMINAIRES. EXTEND 2 #8 THWN & 1 #8 GND. IN 3/4" C. TO NEW POLE.
 5. SEE PARKING GARAGE PLANS FOR CIRCUITING OF PARKING GARAGE EXTERIOR LIGHTING.

SYMBOLS / ABBREVIATIONS			21009
	WALL BRACKET/WALL SCONCE FIXTURE - SEE FIXTURE SCHEDULE	HVAC	HEATING AND VENTILATING CONTRACTOR
	SURFACE/PENDANT FIXTURE - SEE FIXTURE SCHEDULE	IG	ISOLATED GROUND
	RECESSED DOWNLIGHT FIXTURE - SEE FIXTURE SCHEDULE	IR	IN ROOM
	POLE & LUMINAIRE(S) FIXTURE - SEE FIXTURE SCHEDULE	IU	IN UNIT
	SWITCHED CIRCUIT	JB	JUNCTION BOX
---	BRANCH CIRCUIT	KW	KILOWATTS
		LOC	LOCATION
AFF	ABOVE FINISHED FLOOR	LT	LOW TEMPERATURE
AFG	ABOVE FINISHED GRADE	LTSW	LIGHT SWITCH
AFI	ARC FAULT INTERRUPTER	LVT	LOW VOLTAGE THERMOSTAT
AMP	AMPERES/AMPERAGE	MAG	MAGNETIC STARTER
BFC	BELOW FINISHED CEILING	MAN	MANUAL STARTER
BOL	BUILT-IN OVERLOAD	MCA	MINIMUM CIRCUIT AMPS
BRKR	BREAKER	MSPL	MANUAL STARTER WITH PILOT LIGHT
BWE	BAKED WHITE ENAMEL	NL	NIGHT LIGHT
CBA	COLOR BY ARCHITECT	NU	NEAR UNIT
CRCT	CIRCUIT	OHP	OVERHEAT PROTECTION
CTL	CONTROL	OS	OCCUPANCY SENSOR
DCP	DOCK EQUIPMENT CONTROL PANEL	OU	ON UNIT
DISC	DISCONNECT	PB	PUSH BUTTON
EC	ELECTRICAL CONTRACTOR	PC	PLUMBING CONTRACTOR
EM	EMERGENCY	PESW	PNEUMATIC ELECTRIC SWITCH
ER	EXISTING RELOCATED	PW	PREWIRED
ETR	EXISTING TO BE REMOVED	RC	REFRIGERATION CONTRACTOR
EX	EXISTING TO REMAIN	RCC	REFRIGERATION CONTROL CONTRACTOR
EXR	EXISTING TO BE RELOCATED	RECEPT	RECEPTACLE
EW	ELECTRIC WATER COOLER	SBA	SELECTED BY ARCHITECT
FAAP	FIRE ALARM ANNUNCIATOR PANEL	SC	SEPARATE CIRCUIT
FACP	FIRE ALARM CONTROL PANEL	SPSW	SPEED SWITCH
FLA	FULL LOAD AMPS	SS	SOFT START
FLSW	FLOAT SWITCH	ST	SHUNT TRIP
FPC	FIRE PROTECTION CONTRACTOR	SW	SWITCH
FURN	FURNISHED	T	TO BE DETERMINED
GC	GENERAL CONTRACTOR	TBD	TO BE DETERMINED
GFCI	GROUND FAULT CIRCUIT INTERRUPTER	TC	TIME CLOCK
GND	GROUND	TCC	TEMPERATURE CONTROL CONTRACTOR
HDA	HAND-OFF-AUTOMATIC SWITCH	TCP	TEMPERATURE CONTROL PANEL
HP	HORSEPOWER	UM	UNIT MANUFACTURER
		UNO	UNLESS NOTED OTHERWISE
		VFD	VARIABLE FREQUENCY DRIVE
		W	WATTS
		WP	WEATHER PROOF ("WHILE-IN-USE")
		XFMR	TRANSFORMER

ELECTRICAL SITE PLAN
SCALE: 1"=40'-0"



ELECTRICAL SITE PLAN
1700 W. HIGGINS ROAD
DES PLAINES, ILLINOIS

Corporation Registration #84.000374
KORNACKI & ASSOCIATES, INC.
CONSULTING ELECTRICAL ENGINEERS
5409 S. MICHIGAN AVE.
NEW BERN, IL 60059
(847) 784-3323 FAX (847) 784-5014


K&A JOB NO. 21009	DATE: 02/17/21	JOB NO. 8779.02	SHEET E1 1 OF 3
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NO.	DATE	REMARKS
1	02/17/21	ISSUED FOR PERMIT & BID

FIXTURE SCHEDULE

21009

TYPE	INPUT WATTS	VOLTS	LUMENS	COLOR TEMP	CRI			DESCRIPTION	MANUFACTURER	CATALOG NUMBER	SHIELDING	FINISH	MOUNTING	CONTROLS		SEE NOTES
					70+	80+	90+							INTEGRAL	REMOTE	
E								LUMINAIRE		MATCH EXISTING		MATCH EXISTING	EXISTING POLE		X	
E1								POLE & LUMINAIRE		MATCH EXISTING		MATCH EXISTING	MATCH EXISTING POLE & LUMINAIRE		X	
E2	183	VERIFY	20746	4000K				POLE & LUMINAIRE	LITHONIA	DSX1 LED-P7-40K-T3M-MVOLT-SPA-SBA		SBA	SEE DETAIL 1/E3		X	
E3	(2) 183	VERIFY	20746	4000K				POLE & (2) LUMINAIRES	LITHONIA	(2) DSX1 LED-P7-40K-T3M-MVOLT-SPA-SBA		SBA	SEE DETAIL 2/E3		X	



D-Series Size 1 LED Area Luminaire

DLG DLG DLG DLG

Specifications

EPA: 1,011 ft² (94,000 sq ft)

Length: 33" (840 mm)

Width: 13" (330 mm)

Height H1: 7-3/4" (196 mm)

Height H2: 3-1/2" (89 mm)

Weight (max): 27 lbs (12 kg)

Introduction

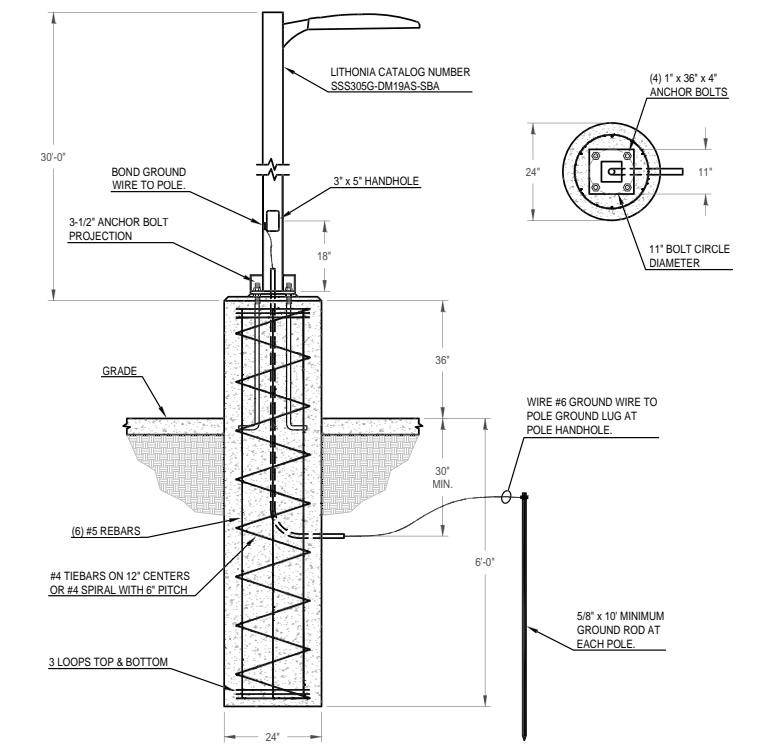
The modern styling of the D-Series is striking yet unobtrusive - making a bold, progressive statement even as it blends seamlessly with its environment. The D-Series distills the benefits of the latest in LED technology into a high performance, high efficacy, long-life luminaire.

The outstanding photometric performance results in sites with excellent uniformity, greater pole spacing and lower power density. It is ideal for replacing up to 750W metal halide in pedestrian and area lighting applications with typical energy savings of 65% and expected service life of over 100,000 hours.

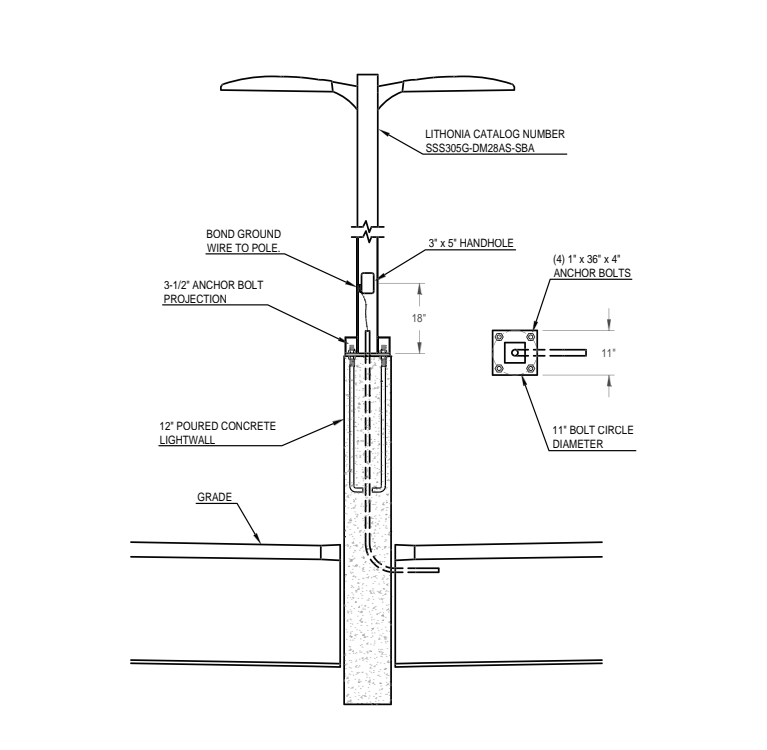
Ordering Information

EXAMPLE: DSX1 LED P7 40K T3M MVOLT SPA NLAIR2 PIRHN DDBXD

Series	Optic	Color Temperature	Mounting	Finish	Material
DSX1 LED	Forward optics	40K	T3M	MVOLT	SPA
P7	P7	40K	T3M	MVOLT	SPA
P2	P2	40K	T3M	MVOLT	SPA
P3	P3	40K	T3M	MVOLT	SPA
P4	P4	40K	T3M	MVOLT	SPA
P5	P5	40K	T3M	MVOLT	SPA
P6	P6	40K	T3M	MVOLT	SPA
P7	P7	40K	T3M	MVOLT	SPA
P8	P8	40K	T3M	MVOLT	SPA
P9	P9	40K	T3M	MVOLT	SPA
P10	P10	40K	T3M	MVOLT	SPA
P11	P11	40K	T3M	MVOLT	SPA
P12	P12	40K	T3M	MVOLT	SPA
P13	P13	40K	T3M	MVOLT	SPA
P14	P14	40K	T3M	MVOLT	SPA
P15	P15	40K	T3M	MVOLT	SPA
P16	P16	40K	T3M	MVOLT	SPA
P17	P17	40K	T3M	MVOLT	SPA
P18	P18	40K	T3M	MVOLT	SPA
P19	P19	40K	T3M	MVOLT	SPA
P20	P20	40K	T3M	MVOLT	SPA
P21	P21	40K	T3M	MVOLT	SPA
P22	P22	40K	T3M	MVOLT	SPA
P23	P23	40K	T3M	MVOLT	SPA
P24	P24	40K	T3M	MVOLT	SPA
P25	P25	40K	T3M	MVOLT	SPA
P26	P26	40K	T3M	MVOLT	SPA
P27	P27	40K	T3M	MVOLT	SPA
P28	P28	40K	T3M	MVOLT	SPA
P29	P29	40K	T3M	MVOLT	SPA
P30	P30	40K	T3M	MVOLT	SPA
P31	P31	40K	T3M	MVOLT	SPA
P32	P32	40K	T3M	MVOLT	SPA
P33	P33	40K	T3M	MVOLT	SPA
P34	P34	40K	T3M	MVOLT	SPA
P35	P35	40K	T3M	MVOLT	SPA
P36	P36	40K	T3M	MVOLT	SPA
P37	P37	40K	T3M	MVOLT	SPA
P38	P38	40K	T3M	MVOLT	SPA
P39	P39	40K	T3M	MVOLT	SPA
P40	P40	40K	T3M	MVOLT	SPA
P41	P41	40K	T3M	MVOLT	SPA
P42	P42	40K	T3M	MVOLT	SPA
P43	P43	40K	T3M	MVOLT	SPA
P44	P44	40K	T3M	MVOLT	SPA
P45	P45	40K	T3M	MVOLT	SPA
P46	P46	40K	T3M	MVOLT	SPA
P47	P47	40K	T3M	MVOLT	SPA
P48	P48	40K	T3M	MVOLT	SPA
P49	P49	40K	T3M	MVOLT	SPA
P50	P50	40K	T3M	MVOLT	SPA
P51	P51	40K	T3M	MVOLT	SPA
P52	P52	40K	T3M	MVOLT	SPA
P53	P53	40K	T3M	MVOLT	SPA
P54	P54	40K	T3M	MVOLT	SPA
P55	P55	40K	T3M	MVOLT	SPA
P56	P56	40K	T3M	MVOLT	SPA
P57	P57	40K	T3M	MVOLT	SPA
P58	P58	40K	T3M	MVOLT	SPA
P59	P59	40K	T3M	MVOLT	SPA
P60	P60	40K	T3M	MVOLT	SPA
P61	P61	40K	T3M	MVOLT	SPA
P62	P62	40K	T3M	MVOLT	SPA
P63	P63	40K	T3M	MVOLT	SPA
P64	P64	40K	T3M	MVOLT	SPA
P65	P65	40K	T3M	MVOLT	SPA
P66	P66	40K	T3M	MVOLT	SPA
P67	P67	40K	T3M	MVOLT	SPA
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P70	P70	40K	T3M	MVOLT	SPA
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P73	P73	40K	T3M	MVOLT	SPA
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P90	P90	40K	T3M	MVOLT	SPA
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P94	P94	40K	T3M	MVOLT	SPA
P95	P95	40K	T3M	MVOLT	SPA
P96	P96	40K	T3M	MVOLT	SPA
P97	P97	40K	T3M	MVOLT	SPA
P98	P98	40K	T3M	MVOLT	SPA
P99	P99	40K	T3M	MVOLT	SPA
P100	P100	40K	T3M	MVOLT	SPA



1 ELECTRICAL
FIXTURE TYPE 'E2' MOUNTING DETAIL
NOT TO SCALE



2 ELECTRICAL
FIXTURE TYPE 'E3' MOUNTING DETAIL
NOT TO SCALE

NO.	DATE	REMARKS
1	02/17/21	ISSUED FOR PERMIT & BID

SCHEDULES & DETAILS

1700 W. HIGGINS ROAD
DES PLAINES, ILLINOIS

Corporation Registration #84.000374

KORNACKI & ASSOCIATES, INC.
CONSULTING ELECTRICAL ENGINEERS
5409 COLUMBIA AVENUE
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David B. Kornacki
REGISTERED PROFESSIONAL ENGINEER
Date: 02/17/21
Lic. Exp.: 11/30/21

K&A JOB NO.
21009

DATE:
02/17/21

JOB NO.
8779.02

SHEET
E3
3 OF 3

Traffic and Parking Impact Study Proposed Hotel

Des Plaines, Illinois



Prepared For:



February 11, 2021

1. Introduction

This report summarizes the methodologies, results, and findings of a traffic and parking impact study conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for the proposed hotel to be located at 1700 W. Higgins Road in Des Plaines, Illinois. As proposed, the 107-room hotel will occupy an outlot parcel within the parking lot that serves the existing office building. A new 207-space parking garage is also proposed on the west side of the existing office building and will replace existing surface parking spaces. Access will continue to be provided via the existing access drive that is signalized at its intersection with Higgins Road.

The purpose of this study was to examine background traffic conditions, assess the impact that the proposed development will have on traffic conditions in the area, and determine if any roadway or access improvements are necessary to accommodate traffic generated by the proposed hotel.

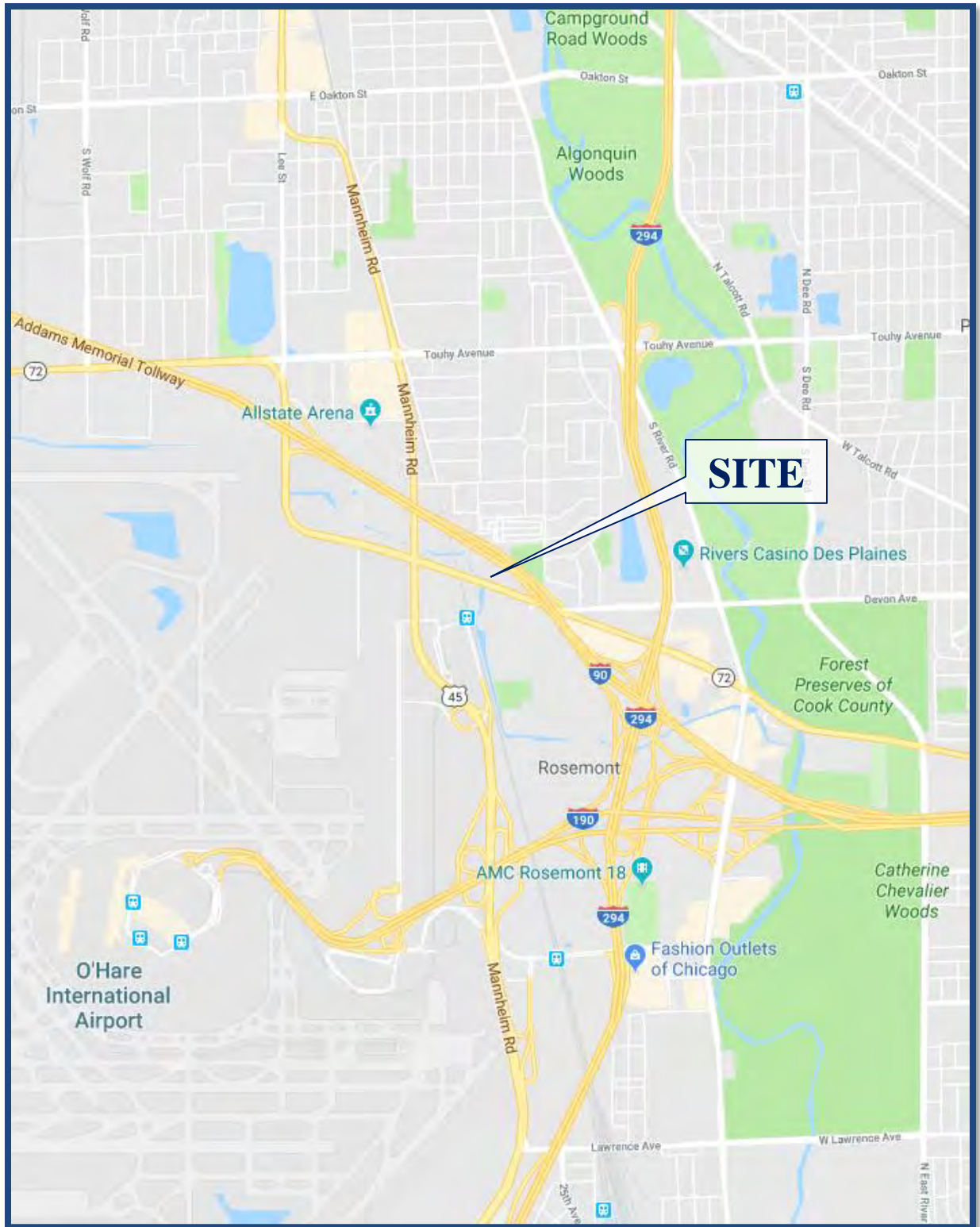
Figure 1 shows the location of the site in relation to the area roadway system. **Figure 2** shows an aerial view of the site.

The sections of this report present the following:

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

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

1. Existing Condition - Analyzes the capacity of the existing roadway system using existing peak hour traffic volumes in the surrounding area.
2. Future Condition – Analyzes the projected traffic volumes which includes the existing traffic volumes increased by an ambient area growth factor (growth not attributable to any particular development) and the traffic estimated to be generated by the proposed hotel.



Site Location

Figure 1



Aerial View of Site

Figure 2

2. Existing Conditions

Existing transportation conditions in the vicinity of the site were documented based on field visits conducted by KLOA, Inc. in order to obtain a database for projecting future conditions. The following provides a description of the geographical location of the site, physical characteristics of the area roadway system including lane usage and traffic control devices, and existing peak hour traffic volumes.

Site Location

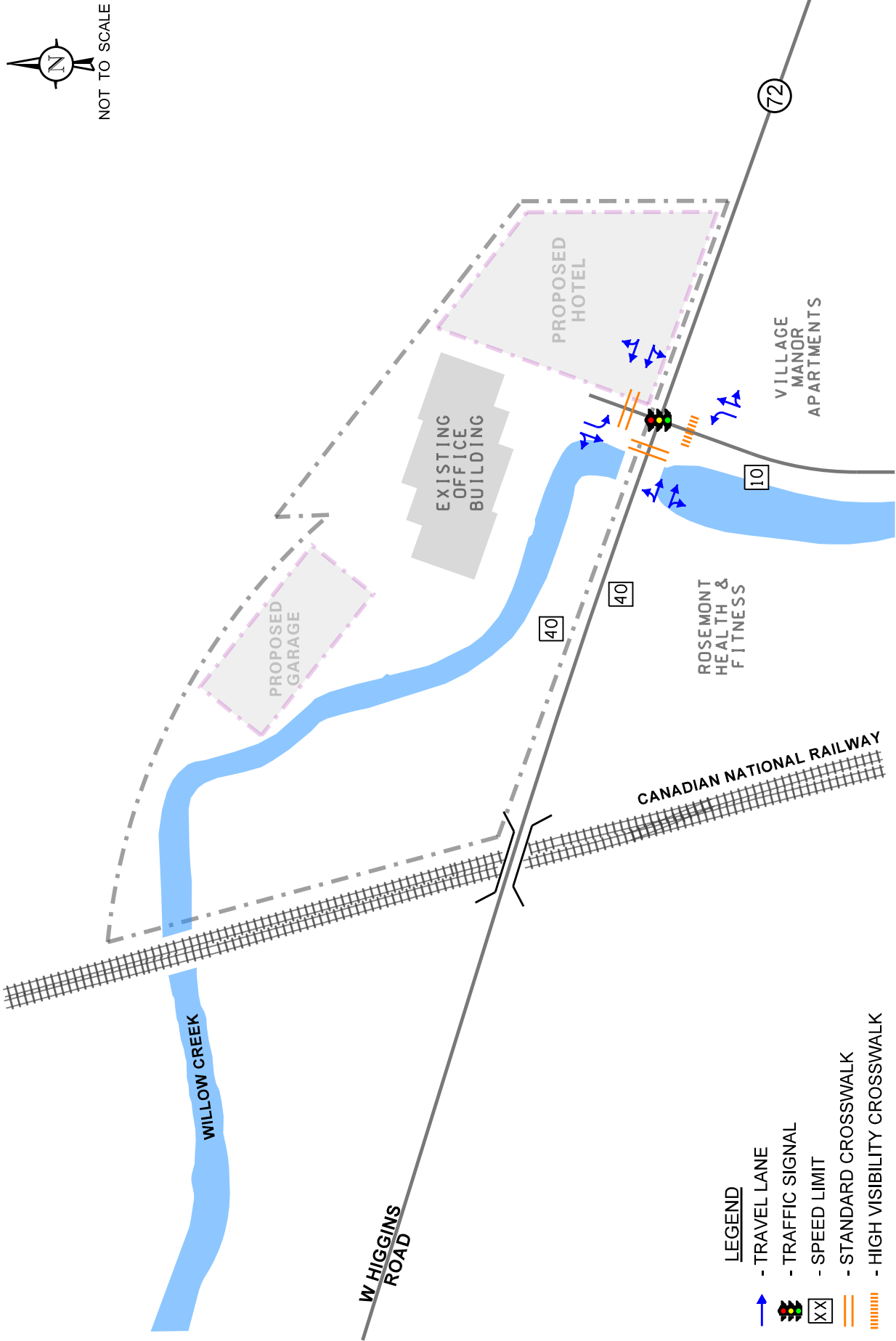
The site, which is currently occupied by a six-story, 135,204 square-foot office building, a 392-space parking lot, and vacant land, is located east of the Canadian National Railway tracks at 1700 West Higgins Road. Land uses in the vicinity of the site include Rosemont Health & Fitness to the south, a park to the east, the Canadian National Railway tracks to the west, and Interstate 90 (I-90) to the north.

Existing Roadway System Characteristics

The characteristics of the existing roadways near the development are described below. **Figure 3** illustrates the existing roadway characteristics.

Higgins Road (IL 72) is an east-west minor arterial that provides two through lanes in each direction. At its signalized intersection with the access drive serving Rosemont Health & Fitness and the access drive serving the existing office building, Higgins Road provides a combined through/left-turn lane and a combined through/right turn lane on both approaches. Additionally, Higgins Road provides a standard style crosswalk on the west leg of this intersection. Higgins Road is under the jurisdiction of the Illinois Department of Transportation (IDOT), is not classified as a Strategic Regional Arterial (SRA) in the vicinity of the site, carries an annual average daily traffic (AADT) volume of 23,900 vehicles (IDOT 2017), and has a posted speed limit of 40 miles per hour.

It should be noted that the access drive serving Rosemont Health & Fitness and the access drive serving the existing office building provide an exclusive left-turn lane and a combined through/right-turn lane on their approaches at their signalized intersection with Higgins Road. Additionally, the existing office building access drive and the Rosemont Health & Fitness access drive provide a standard style crosswalk on the north leg and a high-visibility crosswalk on the south leg of this intersection. Furthermore, the traffic signal is interconnected to the adjacent traffic signals at Mannheim Road to the west and Scott Street to the east.



Existing Roadway Characteristics

Proposed Hotel
Des Plaines, Illinois

Existing Traffic Volumes

In order to determine current traffic conditions in the vicinity of the site, KLOA, Inc. conducted peak period traffic counts using Miovision Scout Video Collection Units on Wednesday, April 3, 2019 during the weekday morning (7:00 A.M. to 9:00 A.M.) and weekday evening (4:00 P.M. to 6:00 P.M.) peak periods at the intersection of Higgins Road with the access drive serving Rosemont Health & Fitness and the access drive serving the site.

The results of the traffic counts showed that the weekday morning peak hour of traffic occurs from 7:30 A.M. to 8:30 A.M. and the weekday evening peak hour of traffic occurs from 4:45 P.M. to 5:45 P.M. **Figure 4** illustrates the existing peak hour traffic volumes. Copies of the traffic count summary sheets are included in the Appendix.

Crash Analysis

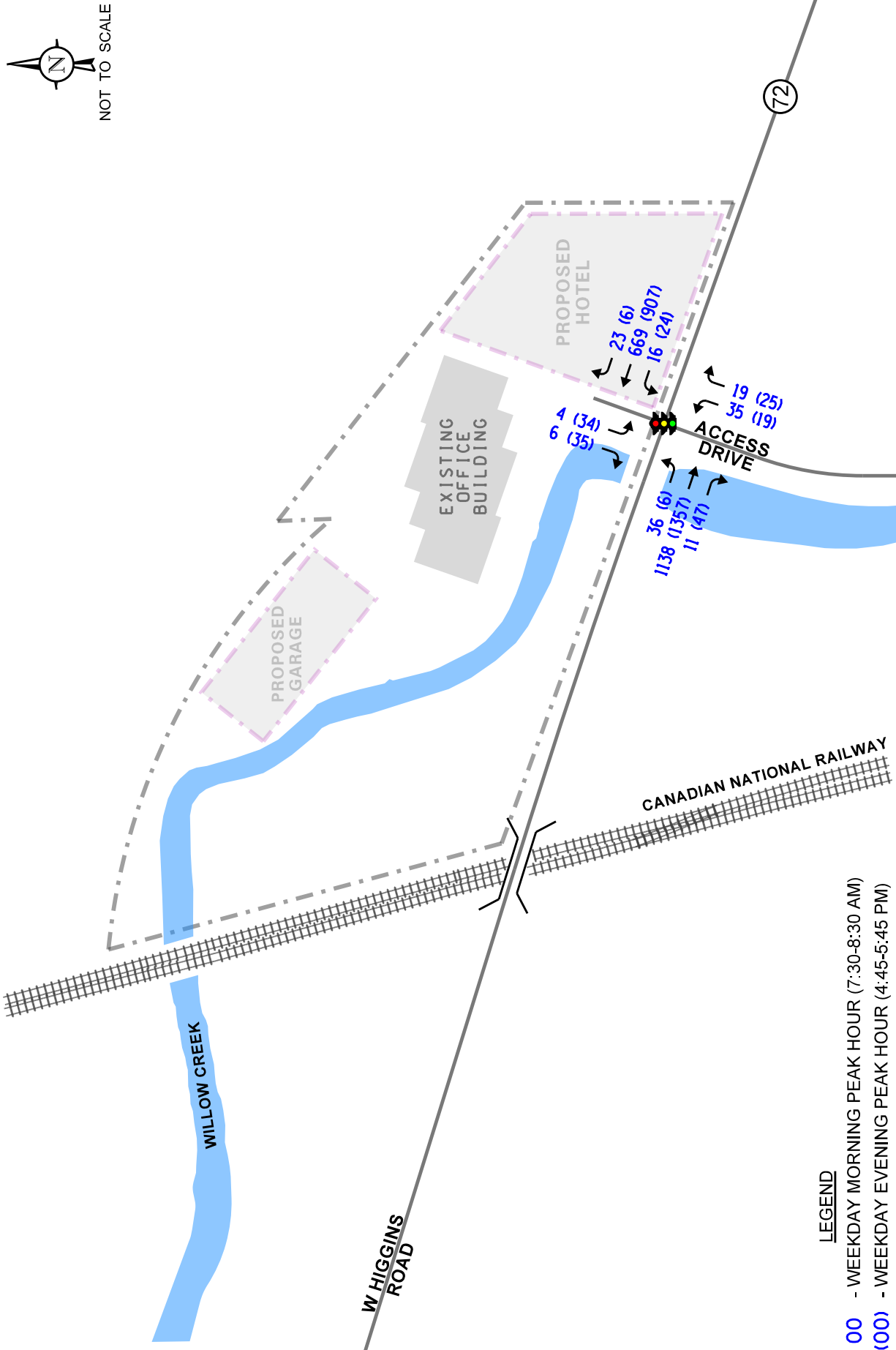
KLOA, Inc. obtained crash data¹ from IDOT for the most recent available five years (2013 to 2017) for the intersection of Higgins Road with the access drive serving Rosemont Health & Fitness and the access drive serving the site. The crash data for this intersection is summarized in **Table 1**. A review of the crash data indicated that no fatalities were reported at this intersection.

Table 1

HIGGINS ROAD WITH ROSEMONT HEALTH & FITNESS CLUB – CRASH SUMMARY

Year	Type of Crash Frequency							Total
	Angle	Pedestrian	Object	Rear End	Sideswipe	Turning	Other	
2013	0	0	0	2	0	2	0	4
2014	0	0	0	3	0	5	0	8
2015	1	0	1	0	0	1	0	3
2016	1	0	0	0	0	2	0	3
2017	<u>0</u>	<u>0</u>	<u>0</u>	<u>3</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>3</u>
Total	2	0	1	8	0	10	0	21
Average	<1.0	0	<1.0	1.6	0	2.0	0	4.2

¹ IDOT DISCLAIMER: The motor vehicle crash data referenced herein was provided by the Illinois Department of Transportation. Any conclusions drawn from analysis of the aforementioned data are the sole responsibility of the data recipient(s). Additionally, for coding years 2015 to present, the Bureau of Data Collection uses the exact latitude/longitude supplied by the investigating law enforcement agency to locate crashes. Therefore, location data may vary in previous years since data prior to 2015 was physically located by bureau personnel.



Existing Traffic Volumes

Proposed Hotel
Des Plaines, Illinois

3. Traffic Characteristics of the Proposed Development

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

Proposed Site and Development Plan

As proposed, the 107-room hotel will occupy an outlot parcel within the parking lot that serves the existing office building. In addition, approximately 63 parking spaces will serve the hotel. A new 207-space parking garage is also proposed on the west side of the existing office building and will replace existing surface parking spaces. Access to the site will continue to be provided via the existing access drive that is signalized at its intersection with Higgins Road. A copy of the preliminary site plan depicting the proposed development and access is included in the Appendix.

Directional Distribution

The directions from which patrons and employees of the proposed hotel will approach and depart the site, as determined from the traffic counts, indicate that approximately 40 percent will approach and depart the site from the east and approximately 60 percent will approach and depart the site from the west.

Estimated Site Traffic Generation

The volume of traffic generated by the proposed hotel was estimated using data published in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 10th Edition. “All Suites Hotel” (Land-Use Code 311) was used for the proposed hotel. It should be noted that the existing 135,204 square-foot office building contains 74,291 square feet of vacant space. The “General Office Building” (Land-Use Code 710) was used for the vacant space that will be converted into office uses. **Table 2** tabulates the estimated trips for the proposed hotel as well as the full occupancy of the vacant space within the office building. The trip rate graphs are included in the Appendix.

Table 2
ESTIMATED SITE-GENERATED TRAFFIC VOLUMES

ITE Land Use Code	Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Daily
		In	Out	Total	In	Out	Total	
311	All Suites Hotel (107 rooms)	19	17	36	19	20	39	477
710	General Office Building ¹ (74,291 s.f.)	83	13	96	14	72	86	724
Total New Trips		102	30	132	33	92	125	1,201
¹ Vacant office space								

4. Projected Traffic Conditions

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

Development Traffic Assignment

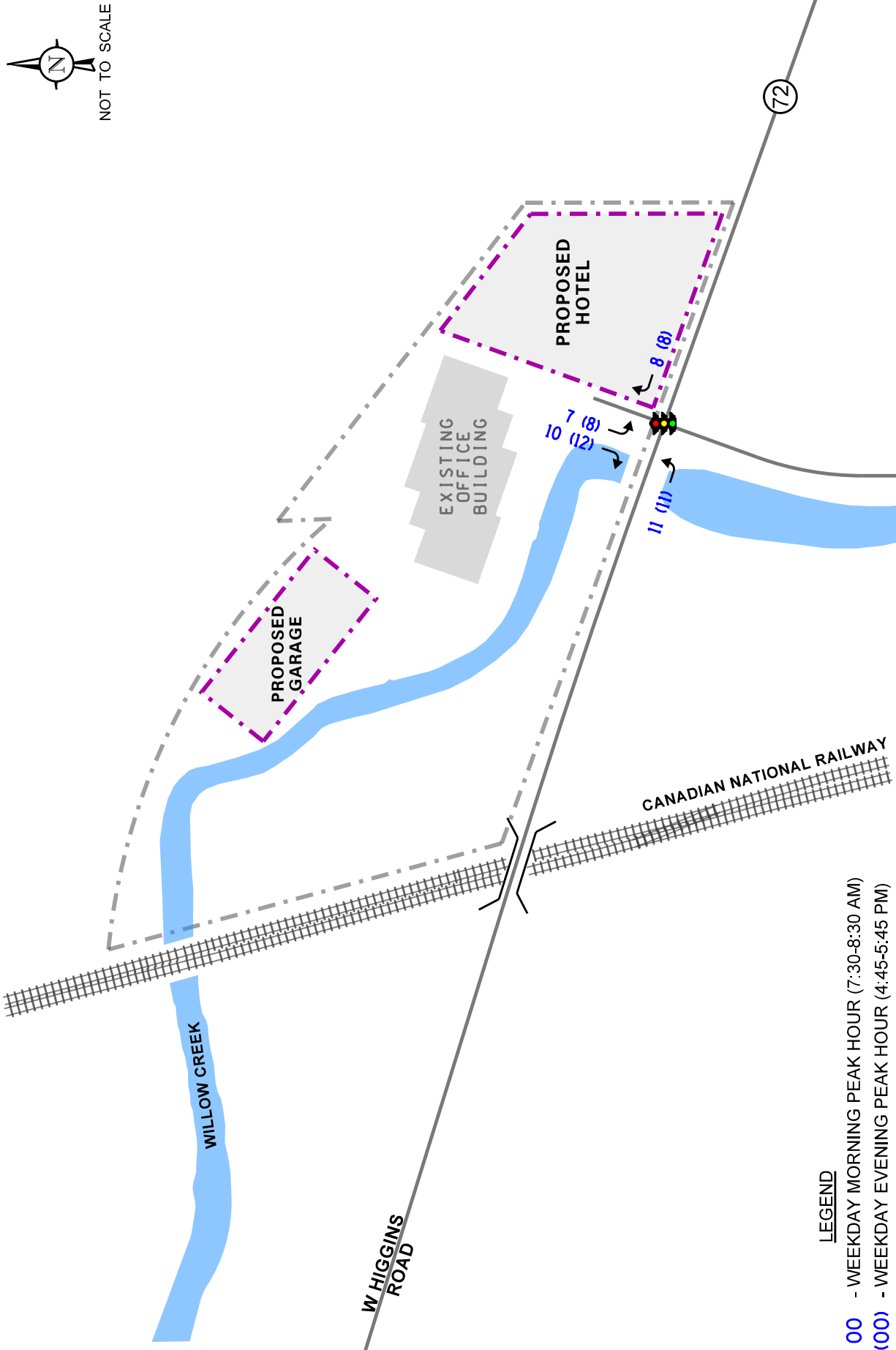
The estimated weekday morning and evening peak hour traffic volumes that will be generated by the proposed hotel and full occupancy of the office building were assigned to the roadway system in accordance with the previously described directional distribution. The site traffic assignment for the proposed hotel is illustrated in **Figure 5** and the total site traffic assignment for the hotel and the full occupancy of the office vacant space is illustrated in **Figure 6**.

Background Traffic Conditions

The existing traffic volumes (Figure 4) were increased by a regional growth factor to account for the increase in existing traffic related to regional growth in the area (i.e., not attributable to any particular planned development). Based on 2050 Average Daily Traffic (ADT) projections provided by the Chicago Metropolitan Agency for Planning (CMAP) in a letter dated April 24, 2019, the existing traffic volume were increased by an annually compounded growth rate for eight years (one-year buildout plus seven years) totaling four percent to represent Year 2027 total projected conditions. A copy of the CMAP 2050 projections letter is included in the Appendix.

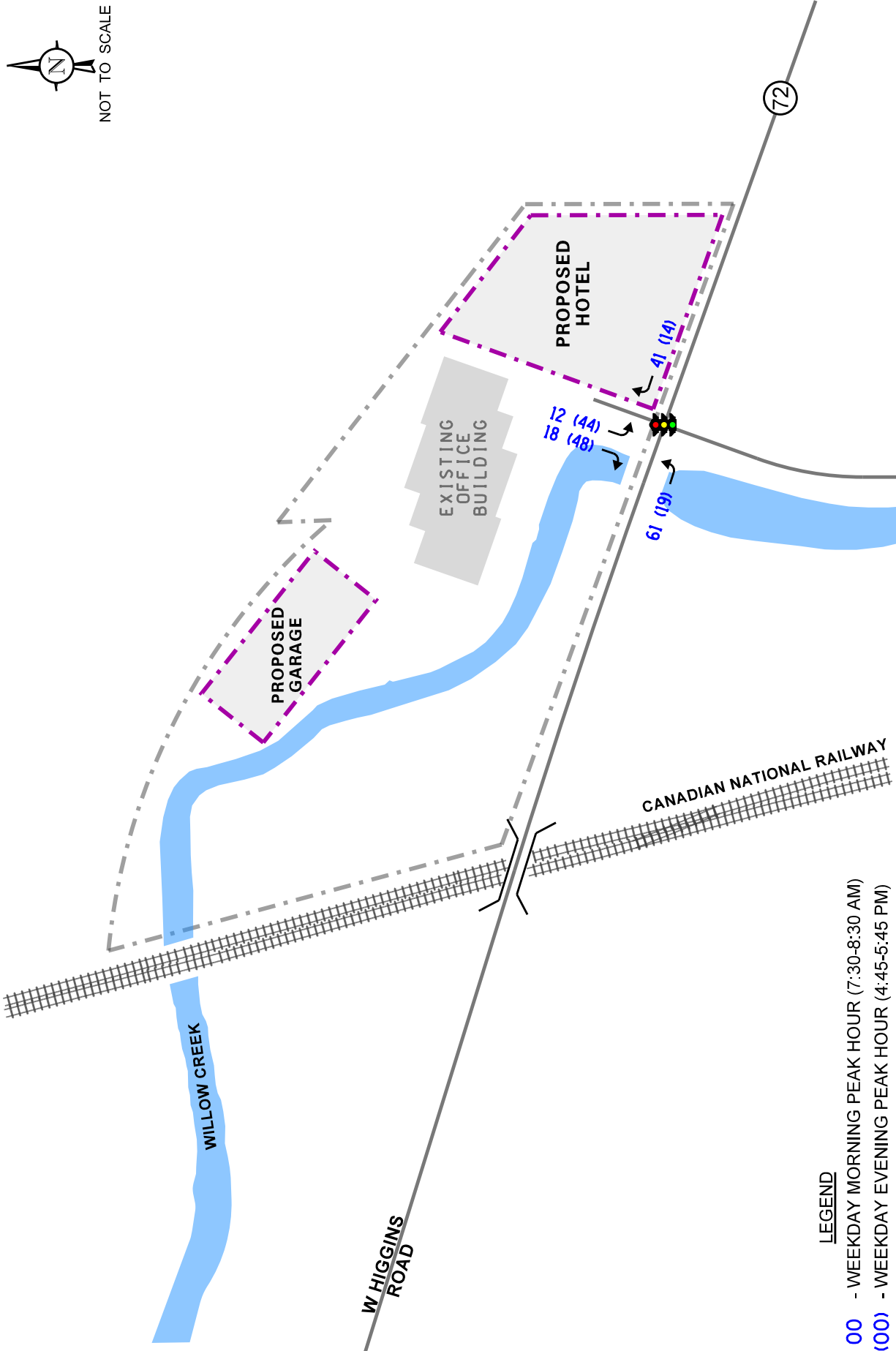
Total Projected Traffic Volumes

The development-generated traffic (Figure 6) was added to the existing traffic volumes increased by a regional growth factor to determine the Year 2027 total projected traffic volumes, as illustrated in **Figure 7**.



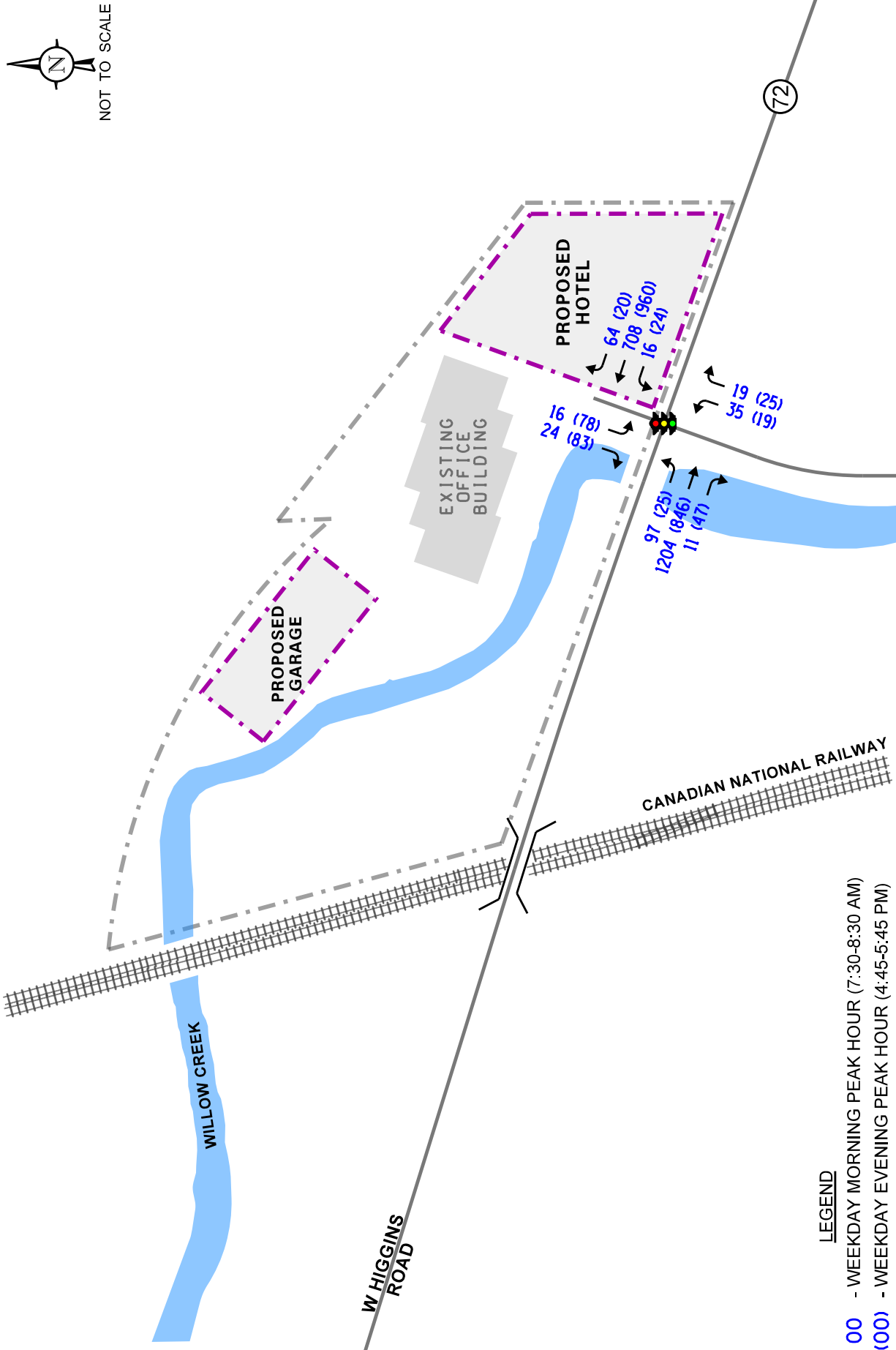
Estimated Site-Generated Traffic Volumes
(Hotel)

Proposed Hotel
Des Plaines, Illinois



Estimated Total Site-Generated Traffic Volumes

Proposed Hotel
Des Plaines, Illinois



Total Projected Traffic Volumes

Proposed Hotel
Des Plaines, Illinois

5. Traffic Analysis and Recommendations

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

Traffic Analyses

Roadway and adjacent or nearby intersection analyses were performed for the weekday morning and evening peak hours for the existing (Year 2019) and future projected (Year 2027) traffic volumes.

The traffic analyses were performed using the methodologies outlined in the Transportation Research Board's *Highway Capacity Manual (HCM)*, 6th Edition and analyzed using the Synchro/SimTraffic 10 computer software. The analyses for the intersection of Higgins Road with the access drive serving Rosemont Health & Fitness was completed utilizing actual cycle lengths, phasings, and offsets.

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

Summaries of the traffic analysis results showing the level of service and overall intersection delay (measured in seconds) for the existing and Year 2027 total projected conditions are presented in **Table 3**. A discussion of the intersection follows. Summary sheets for the capacity analyses are included in the Appendix.

Table 3

CAPACITY ANALYSIS RESULTS – HIGGINS ROAD WITH THE ROSEMONT HEALTH & FITNESS ACCESS DRIVE – SIGNALIZED

Year 2019 Existing Conditions	Peak Hour	Eastbound	Westbound	Northbound		Southbound		Overall
		L/T/R	L/T/R	L	T/R	L	T/R	
Year 2027 Total Projected Conditions	Weekday Morning Peak Hour	A 3.9	A 2.9	D 52.6	D 47.6	D 45.0	D 45.2	A 5.0
				D – 50.8		D – 45.1		
	Weekday Evening Peak Hour	A 3.9	A 3.1	E 59.4	E 59.2	E 64.6	E 61.7	A 6.3
				E – 59.3		E – 63.1		
Year 2027 Total Projected Conditions	Weekday Morning Peak Hour	A 5.4	A 3.1	D 52.7	D 47.5	D 47.6	D 48.3	A 6.4
				D – 50.9		D – 48.0		
	Weekday Evening Peak Hour	A 7.1	A 5.1	D 52.6	D 52.3	E 68.4	E 63.5	B 10.5
				D – 52.4		E – 65.8		
Letter denotes Level of Service; Delay is measured in seconds. L = Left Turn, T = Through, R = Right Turn								

Discussion and Recommendations

The following summarizes how the intersection of Higgins Road with the access drive serving Rosemont Health & Fitness and the access drive serving the site is projected to operate and identifies any roadway and traffic control improvements necessary to accommodate the development traffic.

Higgins Road with the Access Drive Serving Rosemont Health & Fitness/Access Drive Serving the Site

The results of the capacity analysis indicate that overall this intersection currently operates at Level of Service (LOS) A during the weekday morning and evening peak hours. It should be noted that the eastbound and westbound approaches currently operate at LOS A during both peak hours. Furthermore, the northbound and southbound approaches currently operate at LOS D during the weekday morning peak hour and at LOS E during the weekday evening peak hour.

Under projected conditions, the intersection is projected to operate at LOS A during the weekday morning peak hour and at LOS B during the weekday evening peak hour with increases in delay of approximately one second and four seconds, respectively. It should be noted that the eastbound and westbound approaches are projected to continue to operate at LOS A during the weekday morning and evening peak hours with increases in delay of approximately three seconds or less during both peak hours. Furthermore, the northbound approach is projected to operate at LOS D during both peak hours with increases in delay of less than one second. Additionally, the southbound approach is projected to operate at LOS D during the weekday morning peak hour and at LOS E during the weekday evening peak hour with increases in delay of less approximately three seconds. As such, the intersection has sufficient reserve capacity to accommodate the traffic that will be generated by the proposed hotel.

Parking Evaluation

A parking evaluation to assess the adequacy of the parking supply of the office building in accommodating the increase in parking demand that will be generated by the full occupancy of the office building and the parking demand that will be generated by the proposed hotel was conducted. In order to do that, the following tasks were undertaken:

- A parking occupancy survey of the office building was conducted by KLOA, Inc. on a weekday.
- Projected parking demand was generated for the proposed hotel.
- The adequacy of the available parking within the parking lot of the office building was evaluated to assess its ability in accommodating the increase in parking demand.

Parking Occupancy Survey

In order to determine the existing parking demand, a parking occupancy survey was conducted at the office building on Wednesday, April 3, 2019. The count was conducted in one-hour intervals from 5:00 A.M. to 8:00 P.M. and the results of the parking occupancy survey are summarized in **Table 4**.

The results of the parking occupancy survey indicated the following:

- The site currently has 392 parking spaces including 358 outdoor parking spaces, 28 indoor parking spaces, and six handicap parking spaces.
- Peak parking demand was 136 vehicles (35 percent) occurring at 11:00 A.M. with a surplus of 256 parking spaces.

Table 4

WEEKDAY PARKING OCCUPANCY SURVEY – EXISTING OFFICE BUILDING

Time	Parking Occupancy	Percentage Occupancy
5:00 AM	4	1%
6:00 AM	20	5%
7:00 AM	42	11%
8:00 AM	96	24%
9:00 AM	125	32%
10:00 AM	134	34%
11:00 AM	136	35%
12:00 PM	124	32%
1:00 PM	126	32%
2:00 PM	124	32%
3:00 PM	106	27%
4:00 PM	100	26%
5:00 PM	61	16%
6:00 PM	15	4%
7:00 PM	8	2%
Inventory: 392 spaces		

Parking Demand Adjustments

It should be noted that, at the time the parking occupancy survey was conducted, the existing six-story office building had approximately 74,291 square feet of vacant space. In order to determine the parking demand of the fully occupied office building, the parking demand of the vacant space was estimated based on the results of the parking occupancy survey. As a result, the peak parking demand of the fully occupied office building will occur at 11:00 A.M. with a parking demand of 302 spaces.

For comparison purposes, KLOA, Inc. also calculated the hourly parking demand of the office building using rates for a general office (Land-Use Code 710) found in the *ITE Parking Generation Manual*, 5th Edition. **Table 5** summarizes the projected hourly parking demand for the office building assuming full occupancy based on the parking occupancy survey and based on ITE rates.

The results of the parking demand adjustments indicated the following:

- Peak parking demand based on the survey rates will be 302 vehicles (77 percent) occurring at 11:00 A.M. with a surplus of 90 parking spaces.
- Peak parking demand based on ITE rates will be 314 vehicles (80 percent) occurring at 11:00 A.M. with a surplus of 78 parking spaces.

Based on the above, the projected parking demand of the office building at full occupancy is very similar either using the parking survey rates or the ITE rates.

Table 5

PROJECTED WEEKDAY HOURLY PARKING DEMAND
OFFICE BUILDING AT FULL OCCUPANCY

Time	Parking Survey Rates			ITE Parking Rates		
	Existing Demand	Vacant Space Demand	Total	Existing Demand	Vacant Space Demand	Total
5:00 AM	4	5	9	4	0	4
6:00 AM	20	24	44	20	0	20
7:00 AM	42	51	93	42	23	65
8:00 AM	96	117	213	96	85	181
9:00 AM	125	152	277	125	157	282
10:00 AM	134	163	297	134	178	312
11:00 AM	136	166	302	136	178	314
12:00 PM	124	151	275	124	151	275
1:00 PM	126	154	280	126	149	275
2:00 PM	124	151	275	124	166	290
3:00 PM	106	129	235	106	167	273
4:00 PM	100	122	222	100	151	251
5:00 PM	61	74	135	61	100	161
6:00 PM	15	18	33	15	36	51
7:00 PM	8	10	18	8	20	28
Inventory: 392 spaces						

Parking Demand of the Proposed Hotel

It should be noted that the proposed hotel will occupy the southeast corner of the lot which provides parking to the existing office building, resulting in a loss of approximately 82 parking spaces. The proposed 207-space parking garage will be replacing the existing surface parking spaces. Overall, the site will provide a total parking supply of 401 spaces, which is a net increase of nine parking spaces over the existing supply.

The parking demand of the proposed hotel was estimated based on the City of Des Plaines Zoning Code and on parking rates published by ITE in its *Parking Generation Manual*, 5th Edition. Land-Use Code 311 (All Suites Hotel) was utilized. Below is a breakdown of the required parking spaces based on the two aforementioned sources.

- City of Des Plaines Zoning Code
 - 107 parking spaces (ratio of one space per guestroom, plus one space per 200 square feet of area devoted to offices). No area devoted to offices within the hotel was assumed in the study.
- ITE *Parking Generation Manual*, 5th Edition
 - 82 parking spaces (ratio of 0.77 spaces per rooms)

The parking demand for the all-suites hotel for both methods was distributed on an hourly basis based on information provided in the ITE *Parking Generation Manual*.

Table 6 summarizes the projected hourly parking demand for the proposed hotel. Based on these methodologies, the following parking demand of the proposed hotel was determined:

- Peak parking demand based on the City of Des Plaines Code will be 107 vehicles occurring between 12:00 A.M. and 4:00 A.M.
- Peak parking demand based on ITE rates will be 82 vehicles occurring between 12:00 A.M. and 4:00 A.M.
- Peak parking demand (between 5:00 A.M. and 7:00 P.M.) based on the City of Des Plaines Code will be 95 spaces occurring at 5:00 A.M. and 6:00 A.M.
- Peak parking demand (between 5:00 A.M. and 7:00 P.M.) based on the City of Des Plaines Code will be 73 spaces occurring at 5:00 A.M. and 6:00 A.M.

Table 6

PROJECTED WEEKDAY HOURLY PARKING DEMAND - HOTEL

Time	City of Des Plaines Zoning Code	ITE Rates
5:00 AM	95	73
6:00 AM	95	73
7:00 AM	87	66
8:00 AM	77	59
9:00 AM	76	58
10:00 AM	51	39
11:00 AM	44	34
12:00 PM	31	24
1:00 PM	32	25
2:00 PM	27	21
3:00 PM	36	28
4:00 PM	46	35
5:00 PM	41	31
6:00 PM	43	33
7:00 PM	39	30

Total Projected Parking Demand

The total projected parking demand of the overall site was calculated adding the projected parking demand for the proposed hotel to the projected parking demand of the office building assuming full occupancy. It should be noted that in order to provide for a conservative analysis, the highest hourly parking demand for each land use was utilized (City of Des Plaines Code for the all-suites hotel and ITE rates for the office building). **Table 7** shows the total projected hourly parking demand for the site.

A review of Table 7 indicates that the projected peak parking demand for the overall site will be 363 vehicles (91 percent occupancy) occurring at 10:00 A.M. with a surplus of 38 parking spaces.

Therefore, the results of the parking evaluation show that the proposed parking supply of 401 parking spaces will be adequate in accommodating the projected peak parking demand of the two land uses.

Table 7

WEEKDAY TOTAL PROJECTED PARKING DEMAND

Time	Office ¹	Hotel ²	Total	Surplus	Percent Occupancy
5:00 AM	4	95	99	302	0.25
6:00 AM	20	95	115	286	0.29
7:00 AM	65	87	152	249	0.38
8:00 AM	181	77	258	143	0.64
9:00 AM	282	76	358	43	0.89
10:00 AM	312	51	363	38	0.91
11:00 AM	314	44	358	43	0.89
12:00 PM	275	31	306	95	0.76
1:00 PM	275	32	307	94	0.77
2:00 PM	290	27	317	84	0.79
3:00 PM	273	36	309	92	0.77
4:00 PM	251	46	297	104	0.74
5:00 PM	161	41	202	199	0.50
6:00 PM	51	43	94	307	0.23
7:00 PM	28	39	67	334	0.17

Proposed Parking Supply: 401 spaces

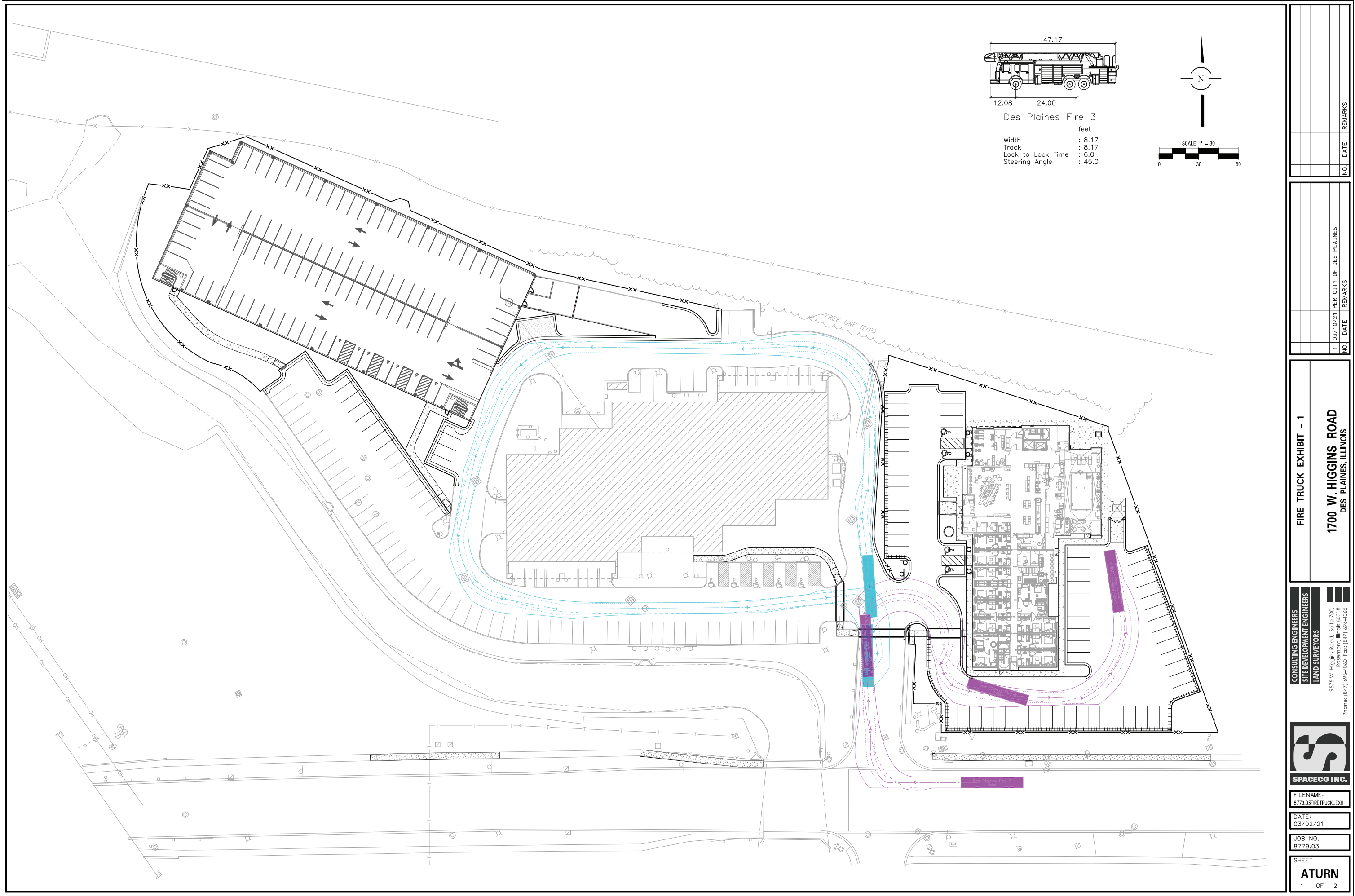
1 – Hourly parking demand based on ITE rates at full occupancy

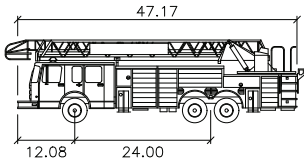
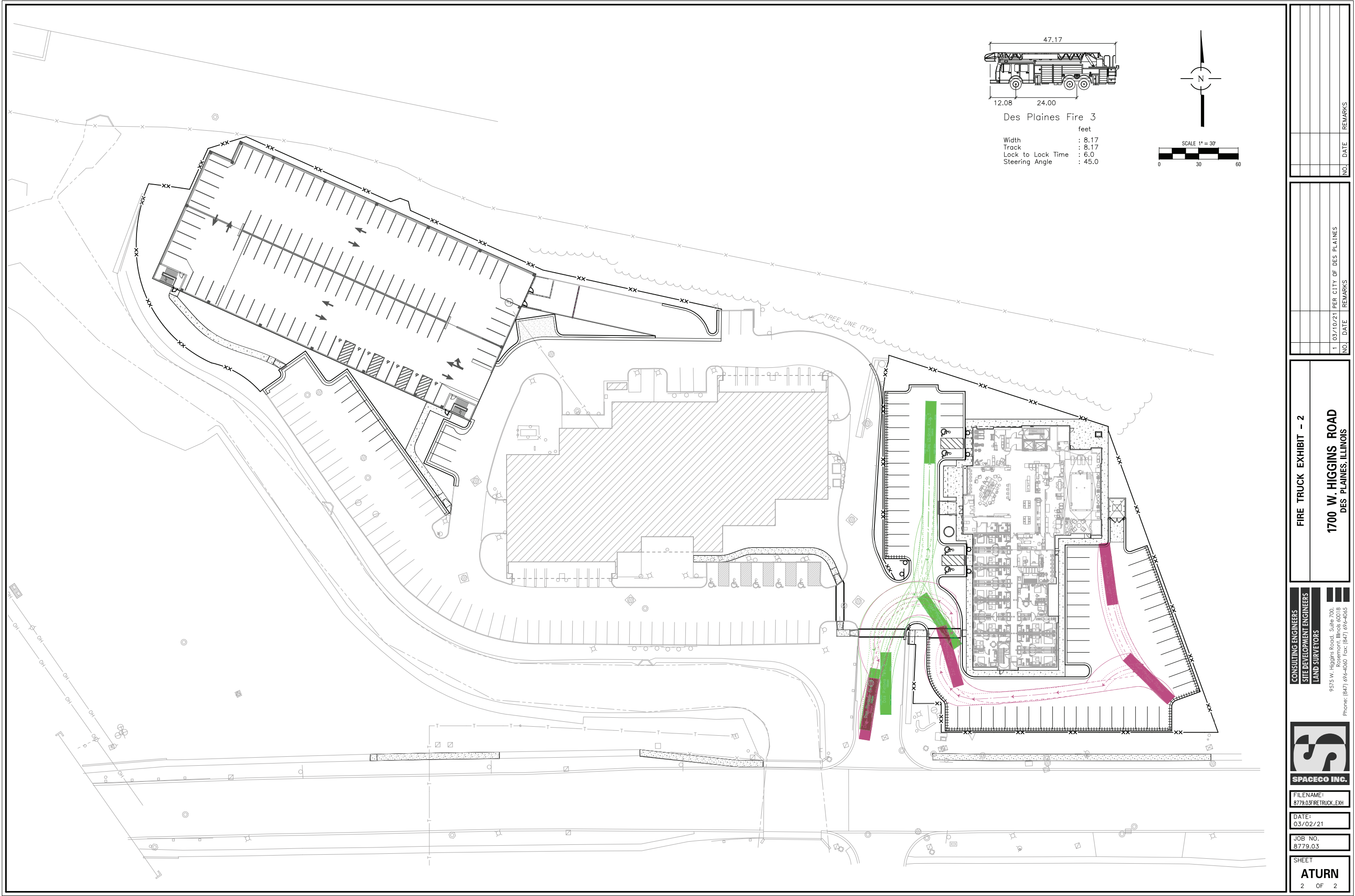
2 – Hourly parking demand based on City of Des Plaines Code

6. Conclusion

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

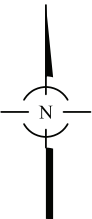
- The traffic that will be generated by the proposed hotel will not be significant.
- The existing signalized access drive off Higgins Road has adequate reserve capacity to accommodate the increase in traffic resulting from the proposed hotel as well as the full occupancy of the office building.
- The results of the parking evaluation indicate that the proposed number of parking spaces will be adequate in accommodating the projected peak parking demand of both land uses.
- The projected peak parking demand could be lower than that estimated in the evaluation given that some of the customers of the hotel will be employees of the adjacent office building.





Des Plaines Fire 3

feet
Width : 8.17
Track : 8.17
Lock to Lock Time : 6.0
Steering Angle : 45.0



FIRE TRUCK EXHIBIT - 2

1700 W HIGGINS ROAD
DES PLAINES, ILLINOIS

CONSULTING ENGINEERS
SITE DEVELOPMENT ENGINEERS
LAND SURVEYORS

9575 W. Higgins Road, Suite 700,
Rosemont, Illinois 60018
Phone: (847) 696-4060 Fax: (847) 696-4065



SPACECO INC.

FILENAME:
8779.03FIRETRUCK_EXH

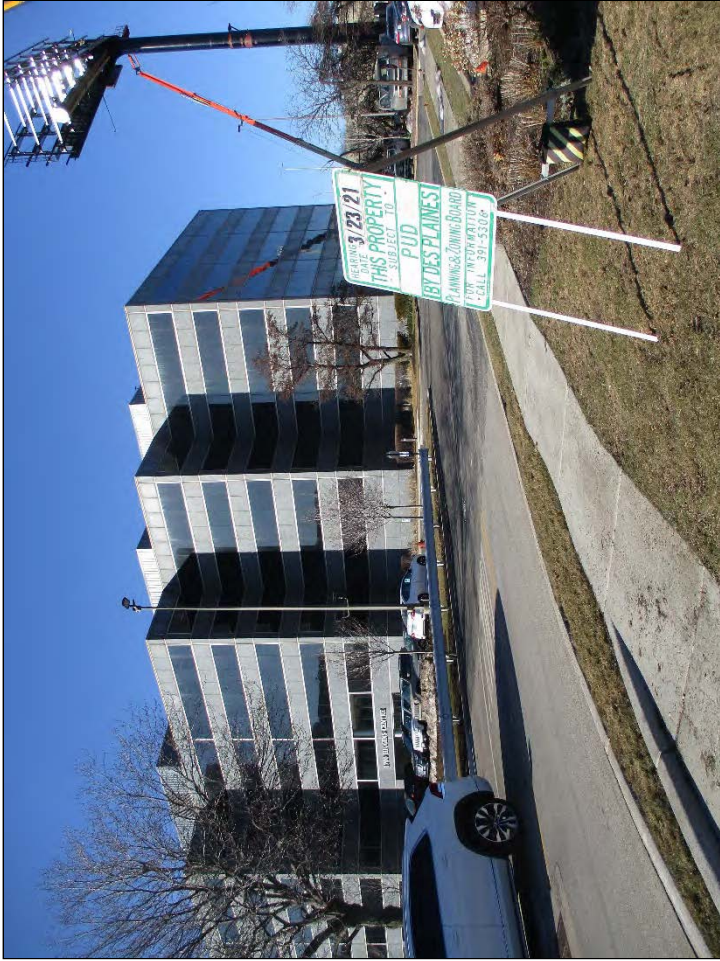
DATE:
03/02/21

JOB NO.
8779.03

SHEET
ATURN
2 OF 2

NO.	DATE	REMARKS

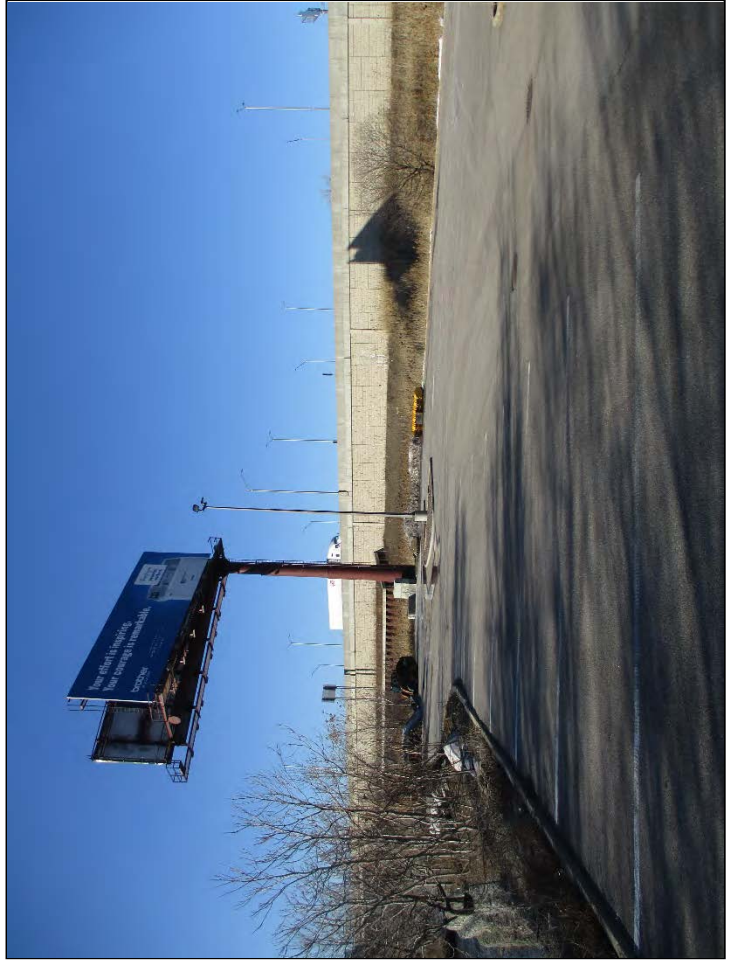
NO.	DATE	REMARKS
1	03/10/21	PER CITY OF DES PLAINES



1700 W. Higgins Rd – Public Notice



1700 W. Higgins Rd – Looking Northwest at Front of Site



1700 W. Higgins Rd – Billboard 1 & Area for Proposed Parking Garage



1700 W. Higgins Rd – Billboard 2 & Area for Proposed Hotel



COMMUNITY AND ECONOMIC
DEVELOPMENT DEPARTMENT

1420 Miner Street
Des Plaines, IL 60016
P: 847.391.5380
desplaines.org

MEMORANDUM

Date: March 15, 2021

To: Planning and Zoning Board

From: Jonathan Stytz, Planner JS

Cc: Michael McMahon, Director of Community & Economic Development

Subject: Consideration of Variance Request to Exceed the Maximum Density Permitted at 800 Beau Drive (8th Ward)

Issue: The petitioner is requesting a Major Variation under Section 12-7-2(J) of the 1998 Des Plaines Zoning Ordinance, as amended, to allow a 50-unit multi-family development at 800 Beau Drive where the maximum number of units permitted is 29.

Analysis:

Address: 800 Beau Drive

Owner: Sae Khwang United Presbyterian Church, 800 Beau Drive, Des Plaines, IL 60016

Petitioner: HTG Illinois Developer, LLC, 3225 Aviation Avenue, 6th Floor, Coconut Grove, FL 33133

Case Number: 21-006-V

PIN: 08-24-100-022-0000

Ward: #8, Alderman Andrew Goczowski

Existing Zoning: R-3, Townhouse Residential District

Existing Land Use: Sae Khwang United Presbyterian Church

Surrounding Zoning: North: R-1, Single Family Residential District
South: R-3, Townhouse Residential District
East: R-3, Townhouse Residential District
West: R-3, Townhouse Residential District

Surrounding Land Use:	<p>North: Single Family Residences</p> <p>South: Townhouse Residences</p> <p>East: Townhouse Residences</p> <p>West: Townhouse Residences</p>
Street Classification:	Dempster Street is classified as a minor arterial street and Beau Drive is classified as a local street.
Comprehensive Plan:	The Comprehensive Plan designates the site as Institutional.
Project Description:	<p>The petitioner, Jake Zunamon on behalf of Housing Trust Group, is requesting a major variation to allow for a 50-unit multi-family development in the R-3, Townhouse Residential District at 800 Beau Drive where a maximum of 29-units are permitted. The subject property, located at the southwest corner of the Dempster Street / Beau Drive intersection, is 81,422-square feet (1.87 acres) in size and is currently improved with a one-story building, detached garage, three accessory sheds, surface parking area, and open space as shown on the Plat of Survey (Attachment 4). Pursuant to Section 12-7-2(J), the minimum lot area for corner lots in the R-3 zoning district is 2,800-square feet per dwelling unit. Given the size of the subject property, the total number of units permitted is 29 (81,422-square feet / 2,800-square feet = 29).</p> <p>The petitioner is requesting to construct a four-story, 59,000-square foot building with 50-units consisting of 20 one-bedroom / one- bathroom units, 15 two-bedroom / two-bathroom units, and 15 three-bedroom / three-bathroom units. The development is designated to serve low income families with 40 units set aside for families earning 60% of the Area Median Income (AMI) and 10 units set aside for families earning 30% AMI or below. The proposed resident amenities will include a community room, computer café, open lobby area, weather protection covered entries, community patio, residential garden plots, and on-site management personnel. The proposed floor plan will allow for units that are approximately 15% larger in size than the minimum size required by the Illinois Housing Development Authority (IHDA) as shown in the Project Narrative (Attachment 1). The proposed building will be located along Dempster Street at the southwest corner of the Dempster Street / Beau Drive intersection with parking and site access in the back from Beau Drive as shown on the Site Plan (Attachment 5). This portion of Beau Drive contains a center landscaped median from Dempster Street in the north to Florian Street in the south. However, the proposal includes the use of the existing break in the center landscape median at the intersection of Beau Drive / King Lane for full access in and out of the site.</p> <p>Pursuant to Section 12-9-7 of the Des Plaines Zoning Ordinance, multiple-family dwellings in all districts approved for such use, except for the R-4, C-5, and C-3 Mixed Use Planned Unit Development lots, require two parking spaces per dwelling unit. Given the 50 proposed units proposed in this development, the total number of parking spaces required is 100, including four handicap accessible parking spaces. As shown on the Site Plan (Attachment 5), the proposal includes 96 regular parking spaces and four handicap accessible parking spaces in compliance with Sections 12-9-7 and 12-9-8 of the Des Plaines Zoning Ordinance.</p>

Compliance with the Comprehensive Plan

The proposed project, including the proposed the site improvements, address various goals and objectives of the 2019 Comprehensive Plan including the following aspects:

- **Future Land Use Plan:**

- This property is designated as Institutional on the Future Land Use Plan. The Future Land Use Plan strives to promote institutional uses in order to provide additional services to the community and support diversity and inclusion within the City of Des Plaines such as the existing church currently located on the site. While the proposed use does not specifically fall into the category of an institutional land use, it does offer an opportunity for the inclusion of diverse groups such as low-income individuals who may have limited housing options. The site is also located near denser development areas with direct access to transit and the Elmhurst Road commercial corridor.
- The subject property is located near the defined Elmhurst Road commercial corridor with townhouse developments to the south, east, and west. The subject property currently contains a place of worship with surface parking and open space. However, the request would increase the amount of low-income housing options available in the City of Des Plaines. The proposal would assist in achieving the goal of the comprehensive plan to increase affordable housing in Des Plaines with on-site amenities for residents.

- **Landscaping and Screening:**

- The Comprehensive Plan seeks to encourage and actively pursue beautification opportunities and efforts, including the installation of landscaping, street furniture, lighting, and other amenities, to establish a more attractive shopping environment and achieve stronger corridor identity in Des Plaines.
- The proposal includes extensive landscaping around the building, throughout the parking lot, and along the property boundaries to enhance the aesthetics of the site and properly screen it from surrounding properties. The Site Plan indicates a two-foot reduction in depth of the parking stalls along the perimeter of the parking lot, which directly abut curbed landscape areas and permit the overhang of the adjacent vehicle's front bumper. However, the proposed landscaping beds in these areas are still a minimum of 5-feet in width excluding the vehicle overhang area in compliance with Section 12-9-6 of the Des Plaines Zoning Ordinance.

While the aforementioned aspects represent a small portion of the goals and strategies of the Comprehensive Plan, there is a large emphasis on improving existing commercial developments and enhancing commercial corridors throughout Des Plaines.

Variation Findings: Variation requests are subject to the standards set forth in Section 12-3-6(H) of the 1998 City of Des Plaines Zoning Ordinance, as amended.

1. Hardship: No variation shall be granted pursuant to this subsection H unless the applicant shall establish that carrying out the strict letter of the provisions of this title would create a particular hardship or a practical difficulty:

Comment: Carrying out the strict letter of this code would reduce the number of affordable housing units permitted on the property effectively making the proposal impractical and ultimately reducing development opportunities for the subject property zoned for higher density residential development. Please see the Petitioner's responses to Standards for Variations.

2. **Unique Physical Condition:** The subject lot is exceptional as compared to other lots subject to the same provision by reason of a unique physical condition, including presence of an existing use, structure, or sign, whether conforming or nonconforming; irregular or substandard shape or size; exceptional topographical features; or other extraordinary physical conditions peculiar to and inherent in the subject lot that amount to more than a mere inconvenience to the owner and that relate to or arise out of the lot rather than the personal situation of the current owner of the lot:

Comment: The existing access and location of the subject property creates an unique physical condition that limits the available development of this site. The site is currently only accessed by one curb cut off Beau Drive, which is improved with a center landscaped median. Given the property's close proximity to the Dempster Street / Beau Drive intersection, the addition of a full access curb cut on Dempster Street could negatively impact traffic flow and circulation thus limiting viable access to the site. In addition, the subject property is land-locked with multi-family development in the R-3 zoned district to the south, west, and east preventing the size of the lot to be enlarged to meet the minimum lot area standards. Please see the Petitioner's responses to Standards for Variations.

3. **Not Self-Created:** The aforesaid unique physical condition is not the result of any action or inaction of the owner or its predecessors in title and existed at the time of the enactment of the provisions from which a variance is sought or was created by natural forces or was the result of governmental action, other than the adoption of this title:

Comment: The physical conditions described above are of no fault to the petitioner as the existing property consists of these characteristics prior to the development proposal for 50 multi-family units. Staff is not aware of any action of the current or previous owner which created the conditions described above. Please see the Petitioner's responses to Standards for Variations.

4. **Denied Substantial Rights:** The carrying out of the strict letter of the provision from which a variance is sought would deprive the owner of the subject lot of substantial rights commonly enjoyed by owners of other lots subject to the same provision:

Comment: Carrying out the strict letter of this code could deprive the existing property owner of substantial rights enjoyed by other owners of similarly zoned lots by limiting the development or selling of the property to be redeveloped with a use permitted in the R-3 zoning district. The R-3-zoned lot directly west of the subject property is of similar size and contains a development of a similar type and design compared to the proposed development at 800 Beau Drive. Please see the Petitioner's responses to Standards for Variations.

5. **Not Merely Special Privilege:** The alleged hardship or difficulty is neither merely the inability of the owner or occupant to enjoy some special privilege or additional right not available to owners or occupants of other lots subject to the same provision, nor merely the inability of the owner to make more money from the use of the subject lot:

Comment: The granting of this variation for density would not provide any special privilege of the property owner or petitioner as similar developments in the R-3 zoning district have the opportunity for this request for development proposals permitted in the R-3 district. This variation would allow for the redevelopment of the existing site and the increase in affordable housing options in Des Plaines. Please see the Petitioner's responses to Standards for Variations.

6. **Title And Plan Purposes:** The variation would not result in a use or development of the subject lot that would be not in harmony with the general and specific purposes for which this title and the provision from which a variation is sought were enacted or the general purpose and intent of the comprehensive plan:

Comment: The proposed multi-family development would be harmonious with the surrounding multi-family development south of Dempster Street. The addition of affordable housing in this area with direct access to transit and the Elmhurst Road commercial corridor support the goals and objectives of the Comprehensive Plan. Please see the Petitioner's responses to Standards for Variations.

- 7. No Other Remedy: There is no means other than the requested variation by which the alleged hardship or difficulty can be avoided or remedied to a degree sufficient to permit a reasonable use of the subject lot.**

Comment: There are no other reasons that the aforementioned hardships can be avoided or remedied as the property is land-locked and cannot be expanded to meet minimum standards for larger residential development intended for a R-3 zoned property. Please see the Petitioner's responses to Standards for Variations.

- 8. Minimum Required: The requested variation is the minimum measure of relief necessary to alleviate the alleged hardship or difficulty presented by the strict application of this title.**

Comment: This would be the minimum amount of relief necessary to alleviate the aforementioned hardships and allow the petitioner to redevelop the subject property with a multi-family development. The proposed meets or exceeds all other requirements of the Des Plaines Zoning Ordinance. Please see the Petitioner's responses to Standards for Variations.

Recommendation: Staff recommends approval of the requested increase in density from 29 to 50-units in the R-3, Townhouse Residential District at 800 Beau Drive based on review of the information presented by the applicant and the standards and conditions met by Section 12-3-6(H) (Findings of Fact for Variations) as outlined within the City of Des Plaines Zoning Ordinance, as amended.

Planning and Zoning Board Procedure: Under Section 12-3-6(F) of the Zoning Ordinance (Major Variations), the Planning and Zoning Board has the authority to *recommend* that the City Council approve, approve subject to conditions, or disapprove the above-mentioned variance for density within the C-3 Zoning District at 800 Beau Drive. The City Council has the final authority on the proposal.

Attachments:

Attachment 1:	Petitioner's Project Narrative
Attachment 2:	Petitioner's Responses to Standards for Variation
Attachment 3:	Location Map
Attachment 4:	Plat of Survey
Attachment 5:	Site Plan
Attachment 6:	Floor Plans and Elevations
Attachment 7:	Renderings
Attachment 8:	Landscape Plan
Attachment 9:	Traffic Study without Appendices
Attachment 10:	Fire Truck Turning Radius Exhibit
Attachment 11:	Site and Context Photos



PROJECT NARRATIVE

800 Beau Drive, Des Plaines

Developers: Housing Trust Group and Turnstone Development

The Housing Trust Group is proposing a development at 800 Beau Drive in Des Plaines, IL (the “Development”) that will include a new-construction multifamily building with approximately 59,000 square feet and containing fifty (50) units. The Development will provide one hundred (100) surface parking spaces (2 spaces per unit). The Development will be four (4) stories in height. The building is designed to extend parallel to and set back from Dempster Street also known as Thacker Street. The 1.87-acre site is currently occupied by a religious institution and parking lot, which will be demolished during construction. The site is within an urban infill and fully developed area, with mainly residential land uses. The Development’s residents will greatly benefit from the close proximity of fixed-route public transportation on Dempster.

The proposed unit mix entails twenty (20) one-bedroom / one-bathroom units, fifteen (15) two-bedroom / two-bathroom units, and fifteen (15) three-bedroom / two-bathroom units. The units are stacked to provide an efficient floor layout that helps maximize on-site open space and designed to be 15% larger than the minimum Illinois Housing Development Authority (IHDA) minimum standards. The development is designated to serve families, with forty (40) of the units set-aside for families earning 60% of the Area Median Income (AMI) or below and ten (10) of the units set-aside for families earning 30% AMI or below.

The Development will offer a collection of communal amenity space to promote both internal and exterior social activity and community engagement. Interior community space amenities include: community room, computer café, open lobby; and on-site management with access controls and surveillance cameras. The building design will also incorporate energy and environmental green building practices. Exterior amenities are currently scheduled to include: weather protection covered entries; community patio; and resident garden plots.

The development partnership team consists of: Housing Trust Group – a Florida based organization with over 30 years of history and over three dozen affordable communities located primarily in the Southeast United States and Arizona; and Turnstone Development – an Illinois-based not-for-profit organization dedicated to providing affordable housing, with over 20 existing developments in the Chicagoland area.

It is the intent and request of the developer to request a Major Variance from the City of Des Plaines increasing the allowable density from 29 to 50 units. The proposal has already been submitted to IHDA for financing.

Responses to Standards for Variations 3/9/21

1. Hardship: No variation shall be granted pursuant to this subsection H unless the applicant shall establish that carrying out the strict letter of the provisions of this title would create a particular hardship or a practical difficulty.

Comment: The property is currently zoned R-3 multi-family and currently has a church on the site. The current R3 restrictions of 2,800 feet per unit would only allow a maximum of 29 units on the property. The market rate land price for this property makes a multifamily residential development of any quality financially impractical if it were to be limited to only 29 units. Even the adjacent property to the West, which was developed as a residential multi-family apartment building at a much earlier time when the price of land per unit was much less, was built with more units. The development will be financed through low-income housing tax credits which are a source of funding only created through the physical construction of real property and the qualification of low income residents into their future apartments. Building only 29 units for low income families will not be economically feasible as the tax credits generated would be insufficient to finance the development at all. 50 units is the minimum necessary to build this development in a way which enough revenue is created, which is capped at HUD limits, to cover expenses such as payroll, utilities and property taxes.

2. Unique Physical Condition: The subject lot is exceptional as compared to other lots subject to the same provision by reason of a unique physical condition, including presence of an existing use, structure, or sign, whether conforming or nonconforming; irregular or substandard shape or size; exceptional topographical features; or other extraordinary physical conditions peculiar to and inherent in the subject lot that amount to more than a mere inconvenience to the owner and that relate to or arise out of the lot rather than the personal situation of the current owner of the lot.

Comment: The subject property is an irregular shape in that Beau Drive is not perpendicular to this site at 800 Beau Drive. Additionally, there is an existing curb cut off of King Lane and no true access off Dempster/ Thacker Street. This requires the petitioner to adjust our building dimensions and it makes it difficult to comply with all the applicable regulations in the code such as setbacks, height, and parking requirements. This site also has a unique difficulty with the proximity to Beau Court where this site would not make sense to do structured parking as that would change the nature of the neighborhood. Notwithstanding the foregoing, with all these irregular features, the petitioner is only requesting a variance with regards to the density and is otherwise meeting all requirements of the R-3 zoning.

3. Not Self-Created: The aforesaid unique physical condition is not the result of any action or inaction of the owner or its predecessors in title and existed at the time of the enactment of the provisions from which a variance is sought or was created by natural forces or was the result of governmental action, other than the adoption of this title.

Comment: These unique characteristics of this site were not created by the petitioner. However, it should be noted that by granting the requested variations, the petitioner will be making improvements to the subject property that will ultimately enhance this corner and have it fit in better with the residential uses of this area as zoned. Additionally, the existing use of the church land is tax exempt, while the proposed apartment use will allow this development to be added to the city's tax roll and will pay property taxes.

4. Denied Substantial Rights: The carrying out of the strict letter of the provision from which a variance is sought would deprive the owner of the subject lot of substantial rights commonly enjoyed by owners of other lots subject to the same provision.

Comment: Enforcing the strict letter of the density requirements would deny, not only the petitioner, but the neighborhood as a whole and land owners would lose potential rights since other sites in the area; to the West and South, already enjoy the better density rights.

5. Not Merely Special Privilege: The alleged hardship or difficulty is neither merely the inability of the owner or occupant to enjoy some special privilege or additional right not available to owners or occupants of other lots subject to the same provision, nor merely the inability of the owner to make more money from the use of the subject lot.

Comment: Granting the petitioner these variances would not present a special privilege to make more money. Since this development is slated as affordable housing, rents are capped at 60 percent of the area median income. This will be mandated via land use restriction agreement recorded against the land title, restricting the property to these capped rents for 30 years. Granting these variations will not give additional rights that are not already available to other lots similar to this which have been developed.

6. Title And Plan Purposes: The variation would not result in a use or development of the subject lot that would be not in harmony with the general and specific purposes for which this title and the provision from which a variation is sought were enacted or the general purpose and intent of the comprehensive plan.

Comment: These variations will maintain the uses in a harmonious way with the surrounding land uses. According to the City's land use map, this entire area is to be slated as R-3 multi-family residential. This is in agreement with the

comprehensive plan and the surrounding area uses in order to make this the model of future development for this corridor. HTG will be providing high quality residences with amenities such as new appliances; spacious layouts and generous natural light – all at affordable rates. The development will be highly desirable, and will very likely generate a waiting list within the community, given previous experience. Also, Dempster street is a major commercial artery and these residences will be desirable for many who work at these local businesses. For many, it would mean the ability to walk to work without needing a car.

7. No Other Remedy: There is no means other than the requested variation by which the alleged hardship or difficulty can be avoided or remedied to a degree sufficient to permit a reasonable use of the subject lot.

Comment: The granting of this variance towards density is the only remedy to the current requirements. Without creating additional hardship to the petitioner, it is not feasible to put only 29 units on this site. Without the granting of this variance, this lot will remain as a non conforming use that is not consistent with the land use map. The proposed community will be a fantastic product, adding value to the existing neighborhood, with a best in class developer, design team, GC and property management company.

8. Minimum Required: The requested variation is the minimum measure of relief necessary to alleviate the alleged hardship or difficulty presented by the strict application of this title.

Comment: The granting of this variance is the minimum relief that can be achieved to alleviate the hardship created by the unique characteristics of this site. Illinois Housing Development Authority has minimum requirements for sizes of units as well as restrictions on the rents. A minimum of 50 units is what achieves this based on the market price of the land and resources available for financing this residential housing.

**Legend**

0 300 600
ft

Print Date: 3/16/2021**Notes**

Disclaimer: The GIS Consortium and MGP Inc. are not liable for any use, misuse, modification or disclosure of any map provided under applicable law. This map is for general information purposes only. Although the information is believed to be generally accurate, errors may exist and the user should independently confirm for accuracy. The map does not constitute a regulatory determination and is not a base for engineering design. A Registered Land Surveyor should be consulted to determine precise location boundaries on the ground.

A map of the survey site area. The map shows a grid of streets. The streets shown are W. DEMPSTER/THACKER ST, S. ELMHURST RD, BEAU DR, and MARSHALL DR. The survey site is located at the intersection of W. DEMPSTER/THACKER ST and BEAU DR, and is marked with a black square and the text "SURVEY SITE".

NOT TO SCALE

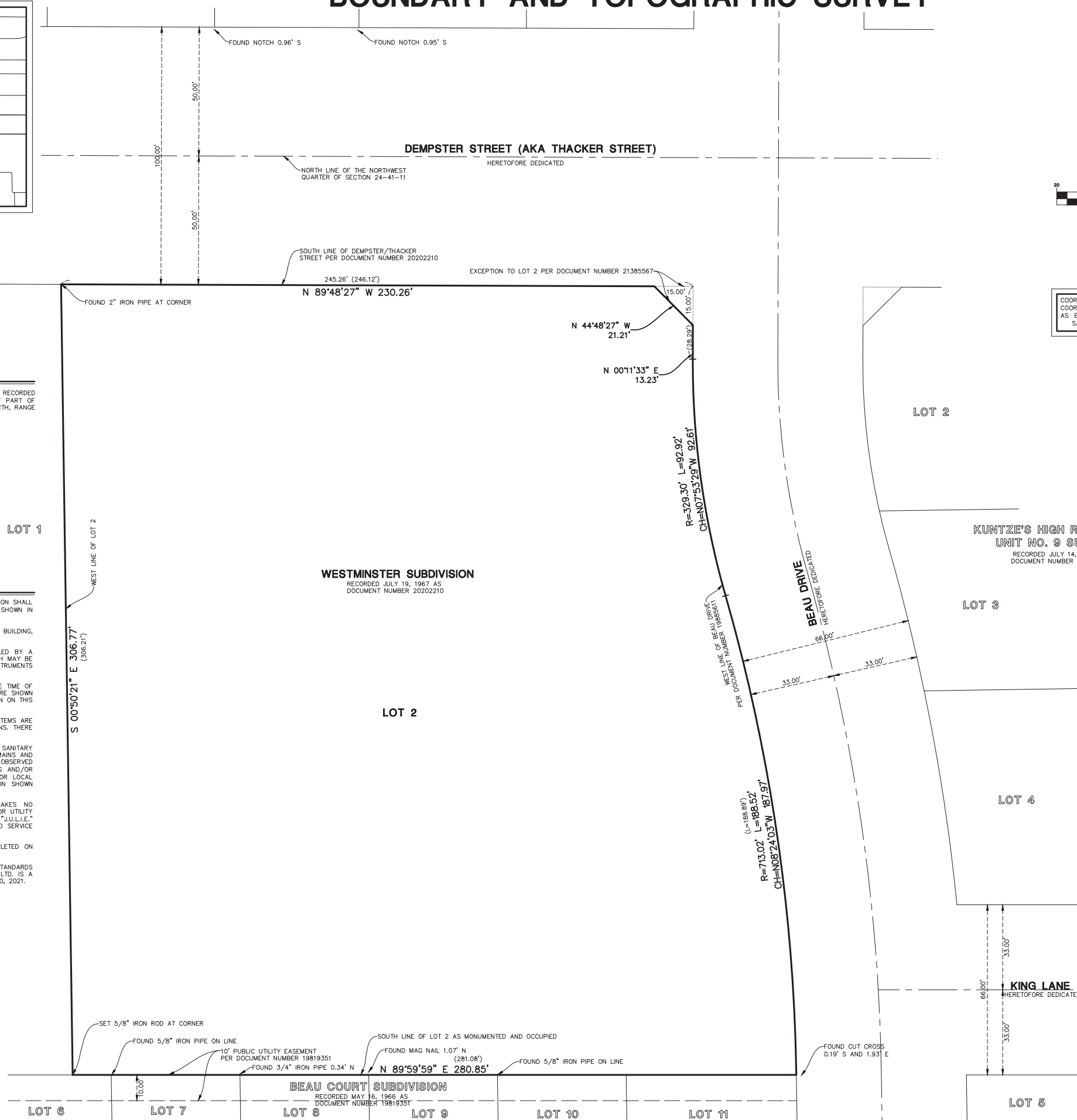
LOT 2 (EXCEPT THAT PART CONVEYED TO THE COUNTY OF COOK IN DEED RECORDED FEBRUARY 2, 1971 AS DOCUMENT 21385567) IN WESTMINSTER SUBDIVISION OF PART OF THE WEST HALF OF THE NORTHWEST QUARTER OF SECTION 24, TOWNSHIP 41 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

08-24-100-022

80,380 SQUARE FEET (1.845 ACRES)

1. DISTANCES ARE MARKED IN FEET AND DECIMAL PLACES THEREOF, NO DIMENSION SHALL BE ASSUMED BY SCALE MEASUREMENT HEREON. DISTANCES AND/OR BEARINGS SHOWN IN PARENTHESIS (456.67') ARE RECORD OR DEED VALUES, NOT FIELD MEASURED.
2. COMPARE THIS PLAT, BENCHMARKS AND ALL SURVEY MONUMENTS BEFORE BUILDING, AND IMMEDIATELY REPORT ANY DISCREPANCIES TO THE SURVEYOR.
3. THIS SURVEY IS SUBJECT TO MATTERS OF TITLE, WHICH MAY BE REVEALED BY CURRENT TITLE REPORT, EASEMENTS, SETBACKS AND OTHER RESTRICTIONS WHICH MAY BE FOUND IN A CURRENT TITLE REPORT, LOCAL ORDINANCES, DEEDS OR OTHER INSTRUMENTS OF RECORD HAVE NOT BEEN SHOWN.
4. ONLY THE IMPROVEMENTS WHICH WERE VISIBLE FROM ABOVE GROUND AT THE TIME OF SURVEY AND THROUGH A NORMAL SEARCH AND WALK THROUGH OF THE SITE ARE SHOWN ON THE FACE OF THIS PLAT. LAWN SPRINKLER SYSTEMS, IF ANY, ARE NOT SHOWN ON THIS SURVEY.
5. THIS SURVEY MAY NOT REFLECT ALL UTILITIES, OR IMPROVEMENTS, IF SUCH ITEMS ARE HIDDEN BY LANDSCAPING OR ARE COVERED BY LEAVES OR OTHER OBSTRUCTIONS. THERE MAY BE ADDITIONAL UTILITIES OR IMPROVEMENTS THAT HAVE NOT BEEN SHOWN.
6. UNDERGROUND UTILITIES INCLUDING, BUT NOT LIMITED TO, STORM AND SANITARY SEWERS, WATER MAINS, TELEPHONE AND ELECTRIC CABLES OR CONDUITS, GAS MAINS AND ALL SERVICE LINES SHOWN HEREON ARE BASED ON THE FOLLOWING: ACTUAL OBSERVED LOCATION AT AN OPEN MANHOLE; ENGINEERING PLANS SHOWING THE EXISTING AND/OR PROPOSED UTILITY; UTILITY ATLASES FROM PRIVATE UTILITY COMPANIES AND/OR LOCAL MUNICIPALITIES. THE EXACT LOCATION MAY BE DIFFERENT FROM THE LOCATION SHOWN HEREON.
7. OTHER THAN VISIBLE OBSERVATIONS NOTED HEREON, THIS SURVEY MAKES NO STATEMENT REGARDING THE ACTUAL PRESENCE OR ABSENCE OF ANY SERVICE OR UTILITY LINE. CONTROLLED UNDERGROUND EXPLORATORY EFFORT TOGETHER WITH "JULI.L.I.E." IS REQUIRED TO DETERMINE THE EXISTENCE OF UNDERGROUND SERVICE AND UTILITY LINES. CONTACT J.U.L.I.E. AT 1-800-892-0123.
8. THIS SURVEY WAS PREPARED FOR HTG BASED ON A FIELD SURVEY COMPLETED ON DECEMBER 23, 2020.
9. THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A TOPOGRAPHIC SURVEY AND BOUNDARY SURVEY. MANHARD CONSULTING, LTD. IS A PROFESSIONAL DESIGN FIRM, REGISTRATION NUMBER 184003305, EXPIRES APRIL 30, 2021.

SHEET 1 OF 2:	BOUNDARY, LEGAL DESCRIPTION
SHEET 2 OF 2:	TOPOGRAPHIC SURVEY, TIES



COORDINATES AND BEARINGS ARE BASED UPON THE ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE (NAD 83), ADJUSTED TO GROUND VALUES, AS ESTABLISHED BY A REAL-TIME KINEMATIC (RTK) GLOBAL NAVIGATION SATELLITE SYSTEM (GNSS) UTILIZING THE TRIMBLE VRS NOW NETWORK.

HTG
3225 AVIATION AVENUE, 6TH FLOOR
COCONUT GROVE, FLORIDA 33133

SURVEYOR CERTIFICATE:

STATE OF ILLINOIS)
) SS
COUNTY OF LAKE)

WE, MANHARD CONSULTING LTD., DO HEREBY DECLARE THAT WE HAVE SURVEYED THE HEREON DESCRIBED PROPERTY AND THAT THE PLAT HEREON DRAWN IS A CORRECT REPRESENTATION OF SAID SURVEY.

D
GIVEN UNDER MY HAND AND SEAL THIS 4TH DAY OF JANUARY A.D. 2021

ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 3855
LICENSE EXPIRES NOVEMBER 30, 2022

DESIGN FIRM PROFESSIONAL LICENSE NO. 184003350
LICENSE EXPIRES APRIL 30, 2021.

[illegible]

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800 BEAU DRIVE

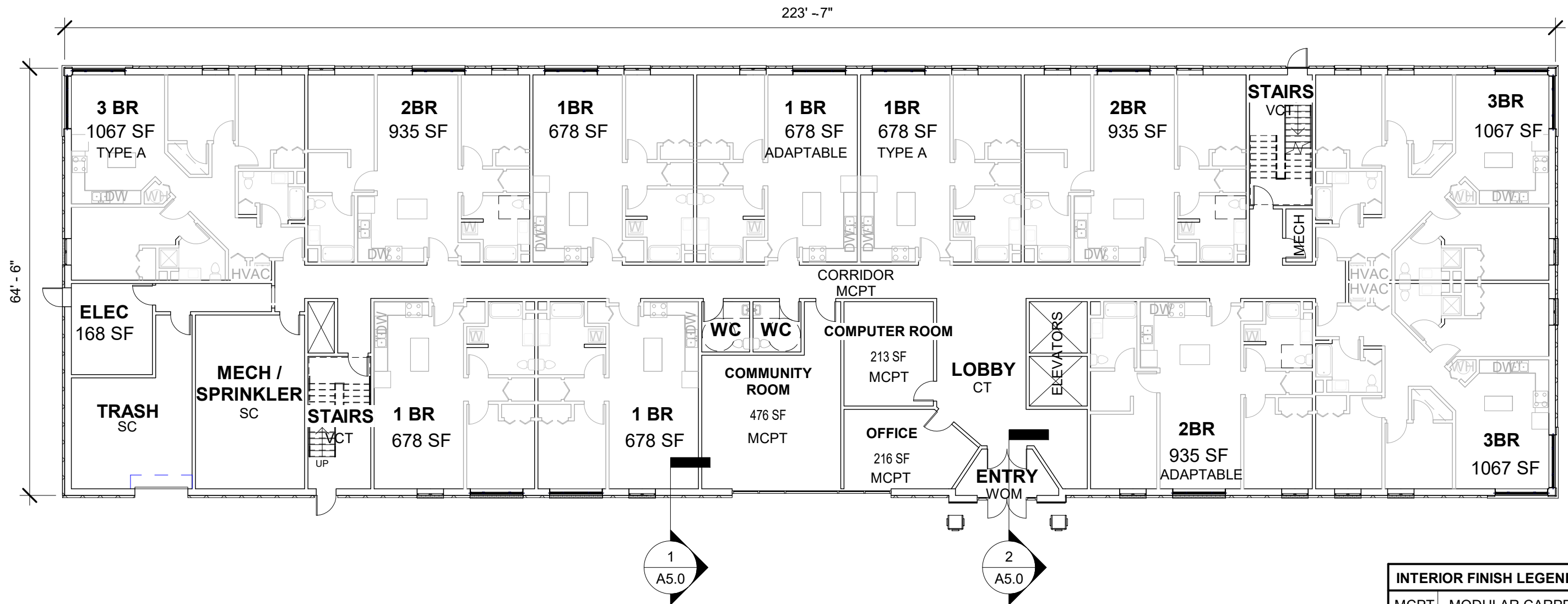
DES PLAINES, ILLINOIS
BY ANDREW COOPER AND JIM

BOUNDARY AND TOPOGRAPHIC SURVEY

J. MGR.: FF
 J. ASSOC.: ERV
 OWN BY: PGA
 DATE: 12/23/20
 SCALE: 1"=20'

BOUNDARY AND TOPOGRAPHIC SURVEY





INTERIOR FINISH LEGEND	
MCPT	MODULAR CARPET
LVP	LUXURY VINYL PLANK
VCT	VINYL COMPOSITION TILE
SC	SEALED CONCRETE
WOM	WALK-OFF MAT
CT	CERAMIC TILE

01.20.2021



Housing Trust
Development
Group

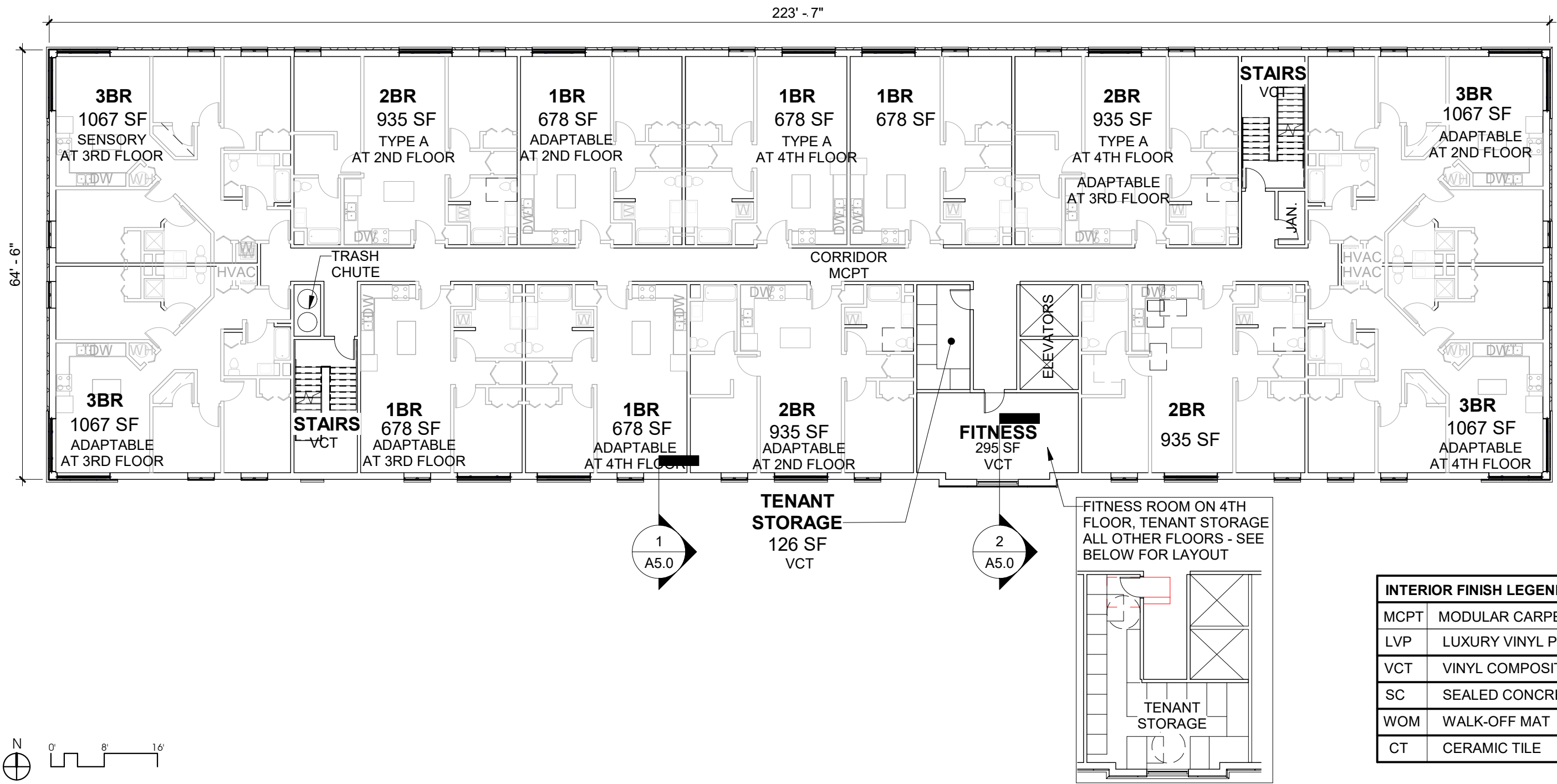
800 DES PLAINES

800 BEAU DRIVE DES PLAINES, ILLINOIS

FIRST FLOOR PLAN



A3.1



INTERIOR FINISH LEGEND	
MCPT	MODULAR CARPET
LVP	LUXURY VINYL PLANK
VCT	VINYL COMPOSITION TILE
SC	SEALED CONCRETE
WOM	WALK-OFF MAT
CT	CERAMIC TILE

01.20.2021



SOUTH ELEVATION



NORTH ELEVATION

01.20.2021



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Group

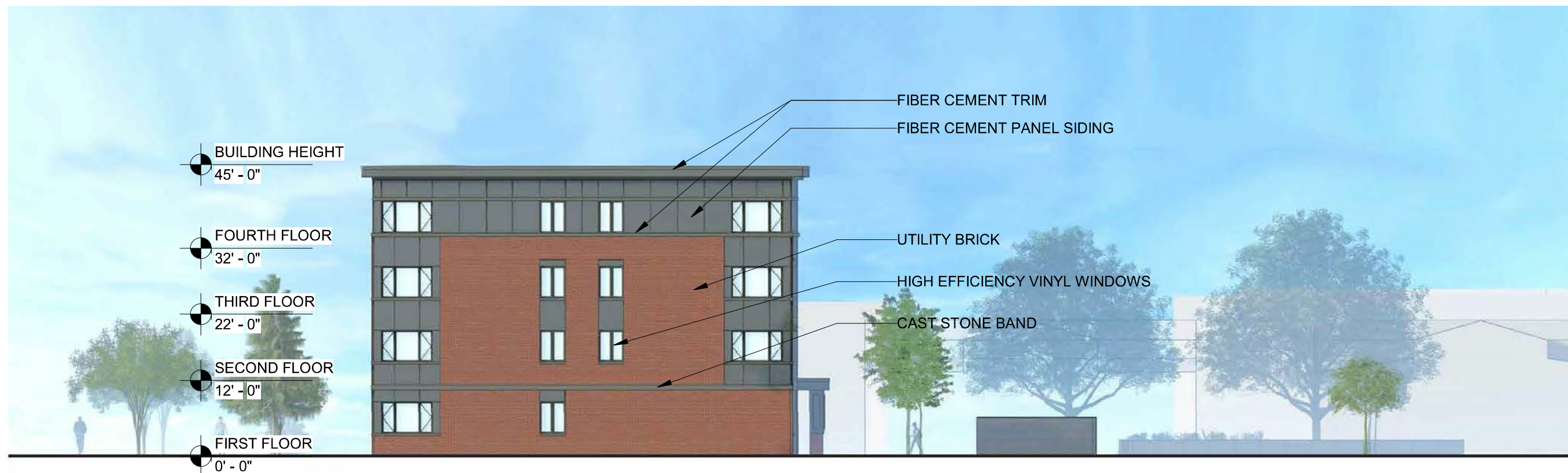
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800 BEAU DRIVE DES PLAINES, ILLINOIS

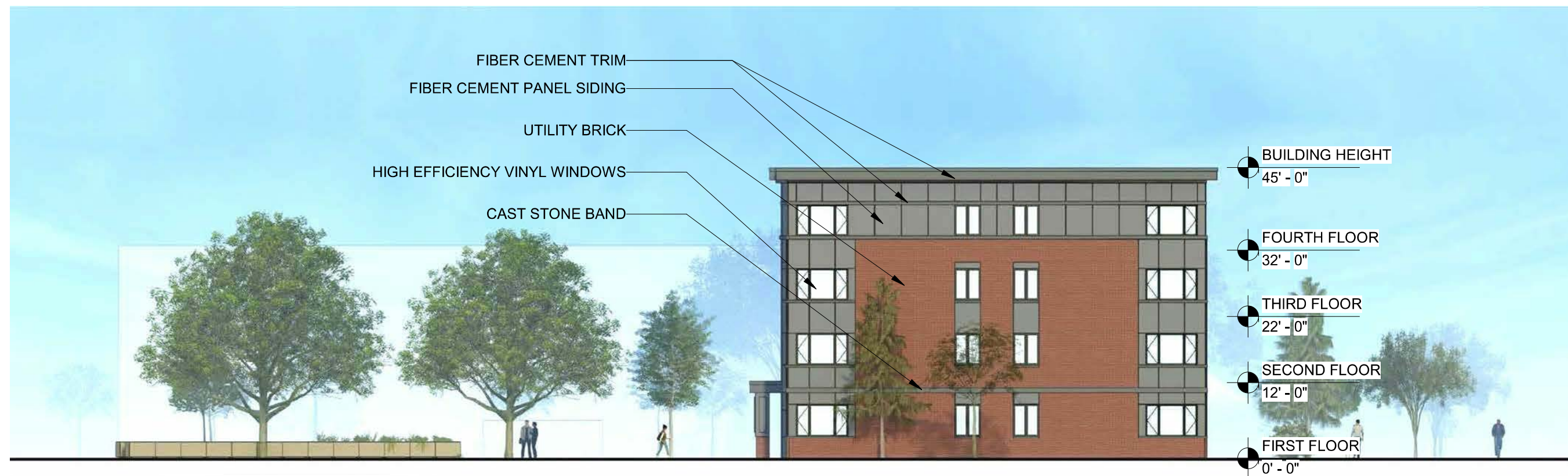
ELEVATIONS



A4.0



WEST ELEVATION



EAST ELEVATION

01.20.2021



NORTH-EAST PERSPECTIVE VIEW

PERSPECTIVE VIEW

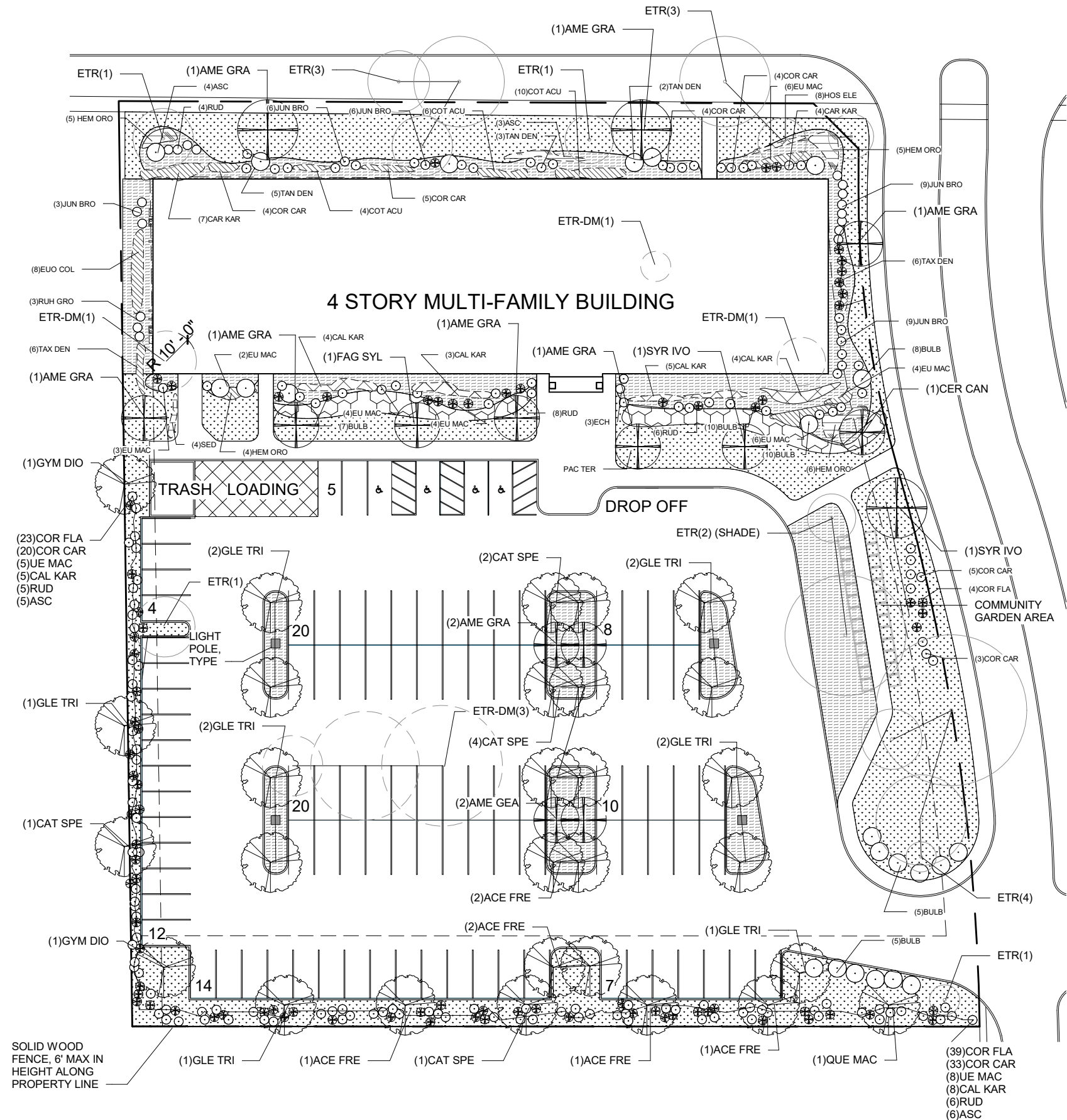
A08.



SOUTH-EAST PERSPECTIVE VIEW

PERSPECTIVE VIEW

A09.



LANDSCAPE SCHEDULE

TAG	DESCRIPTION	QTY
ETR	EXISTING TREES TO REMAIN PENDING TREE CONDITION SURVEY AND APPROVAL OF VILLAGE ARBORIST	16
ETR-DM	EXISTING TREES TO DEMO PENDING TREE CONDITION SURVEY AND APPROVAL OF VILLAGE ARBORIS	6
SHADE TREES	BOTANICAL NAME / COMMON NAME ACE FRE GLE TRI CAT SPE GYM DIO QUE MAC	CONDITION B&B B&B B&B B&B B&B SIZE 2.5" CAL 2.5" CAL 2.5" CAL 2.5" CAL 2.5" CAL QTY 7 11 8 2 1
ORNAMENTAL TREES	BOTANICAL NAME / COMMON NAME SYR IVO CER CANL FAG SYL AME GRA	CONDITION CONT B&B B&B CONT. SIZE 20" H 20" H 80" H 20" H QTY 2 1 1 11
DECIDUOUS SHRUBS	BOTANICAL NAME / COMMON NAME COR FLA COR CAR COT ACU RHU GRO	CONDITION B&B B&B B&B B&B SIZE 20" 20" 36" H 24" QTY 50 40 10 5
EVERGREEN SHRUBS	BOTANICAL NAME / COMMON NAME TAX DEN JUN BRO	CONDITION B&B CONT SIZE 24"H 24"SP QTY 10 6
PERENNIAL	BOTANICAL NAME / COMMON NAME EU MAC BULB SED HOS ELE RUD ASC ECH	CONDITION CONT CONT CONT CONT CONT CONT SIZE 30" 2'-4" TALL 1QT 1GAL 1 QT 1 QT 24" QTY 10 20 5 3 10 5 3
GRASSES	BOTANICAL NAME / COMMON NAME CAL KAR	CONDITION CONT. SIZE 1 GAL QTY 1
GROUDN COVER	BOTANICAL NAME / COMMON NAME HEM ORO EUO COL TUR SEED PAC TER	CONDITION SIZE 3" POT 3" POT 1 GAL QTY 5 3 3

TURF SEED

MULCH

PACHYSANDRA

Traffic Impact Study Proposed Affordable Apartment Development

Des Plaines, Illinois



Prepared For:

Housing Trust Group



March 9, 2021

1. Introduction

This report summarizes the methodologies, results, and findings of a traffic impact study conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for a proposed affordable apartment development in Des Plaines, Illinois. The site, which is currently occupied by Dunamis Presbyterian Church, is located in the southwest quadrant of the intersection of Thacker/Dempster Street with Beau Drive. As proposed, the site will be redeveloped to provide a four-story building containing approximately 50 apartment units (15 three-bedroom units, 15 two-bedroom units, and 20 one-bedroom units) and an approximate 100-space surface parking lot. Access to the parking lot will be provided off Beau Drive aligned opposite King Lane.

The purpose of this study was to examine background traffic conditions, assess the impact that the proposed development will have on traffic conditions in the area, and determine if any roadway or access improvements are necessary to accommodate traffic generated by the proposed development. **Figure 1** shows the location of the site in relation to the area roadway system. **Figure 2** shows an aerial view of the site.

The sections of this report present the following:

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

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

1. Existing Conditions - Analyzes the capacity of the existing roadway system using existing peak hour traffic volumes in the surrounding area.
2. Background Conditions - Analyzes the capacity of the future roadway system using the traffic volumes that include the existing traffic volumes and the ambient area growth not attributable to any particular development.
3. Projected Conditions – Analyzes the capacity of the future roadway system using the traffic volumes that include the background traffic volumes and the traffic estimated to be generated by the proposed development.

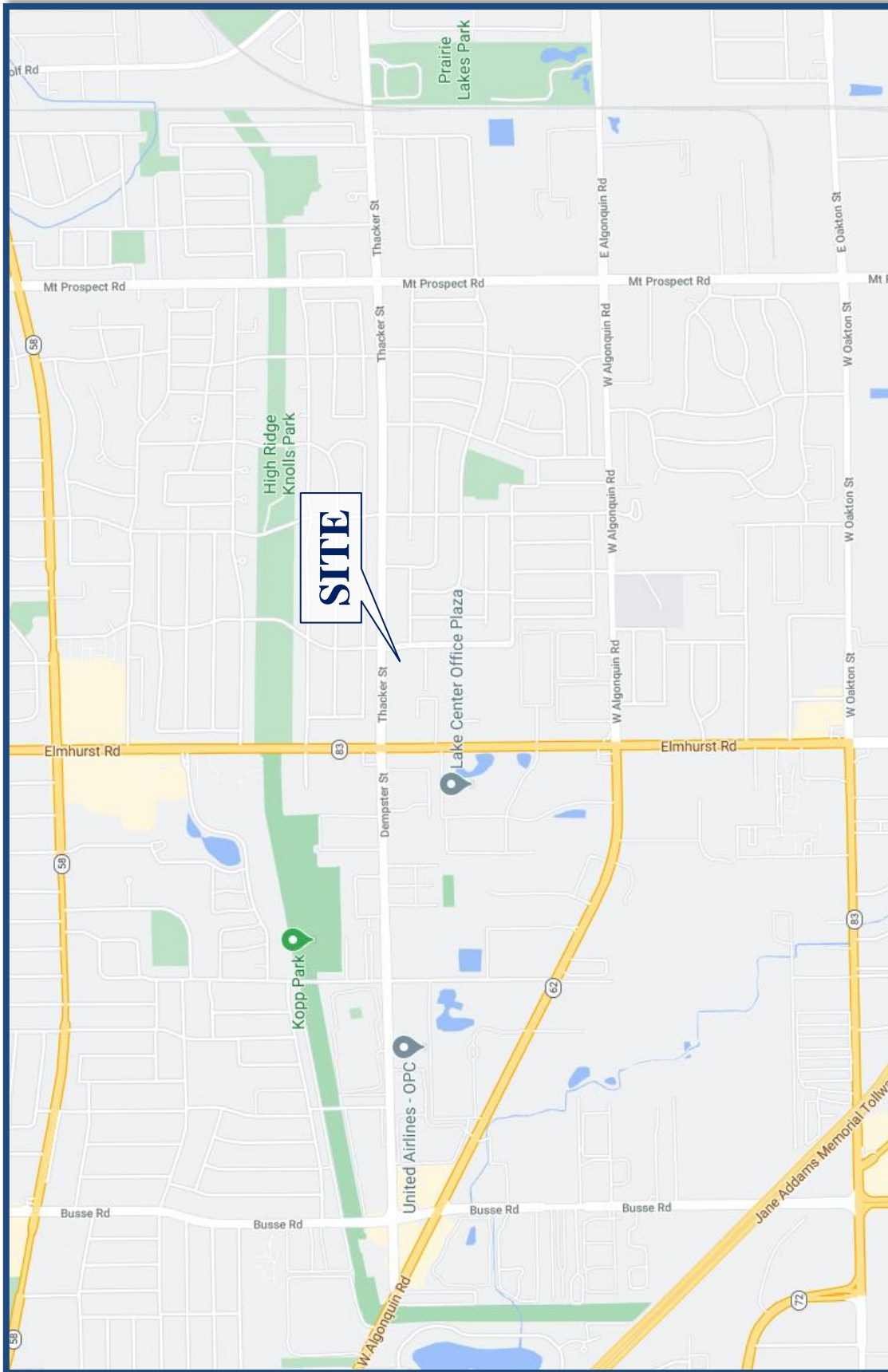
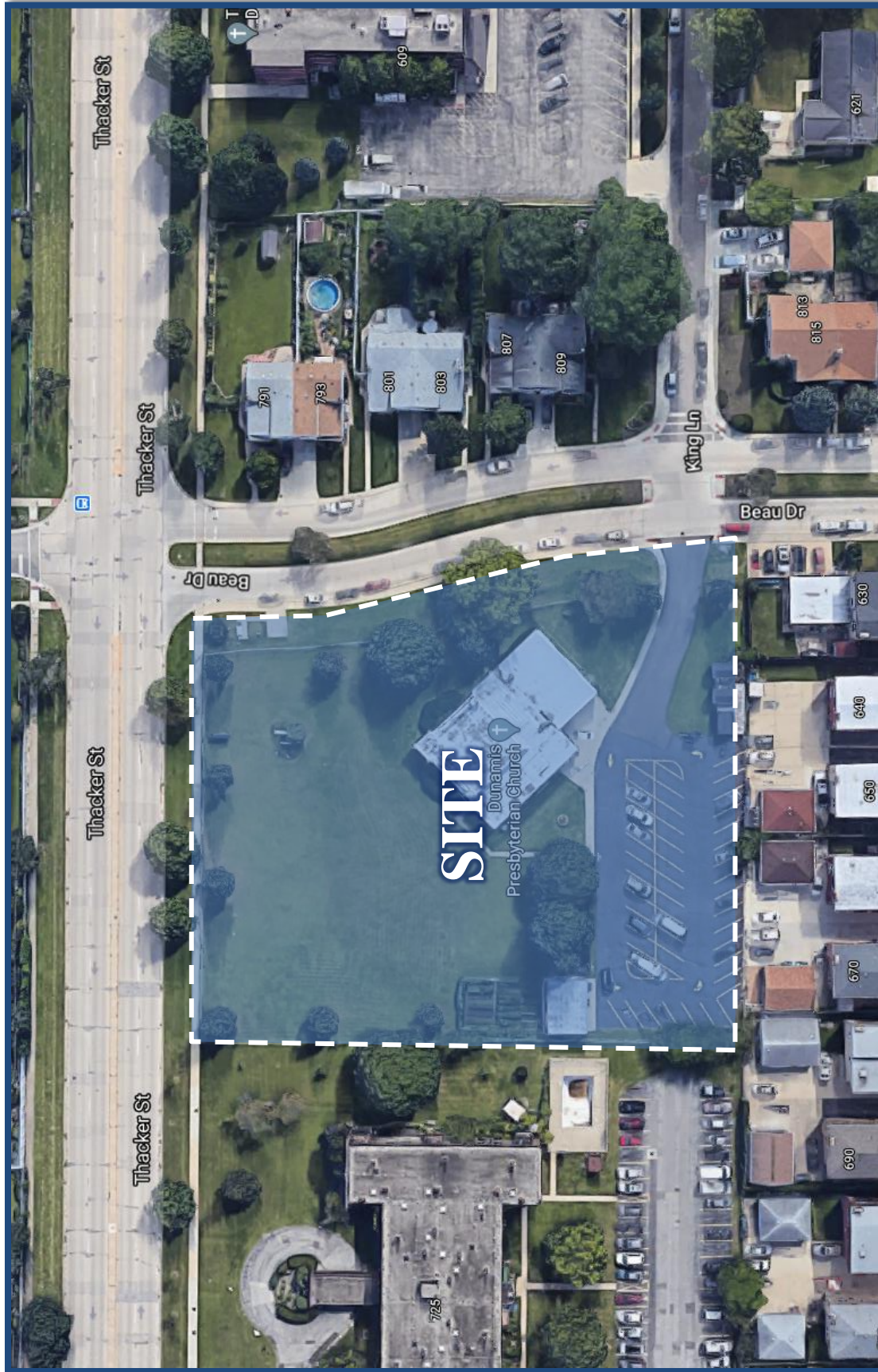


Figure 1

Site Location



Aerial View of Site

Figure 2

2. Existing Conditions

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

Site Location

The site, which is currently occupied by Dunamis Presbyterian Church, is bounded by Thacker/Dempster Street to the north, Beau Drive to the east, and a residential area to the west and south.

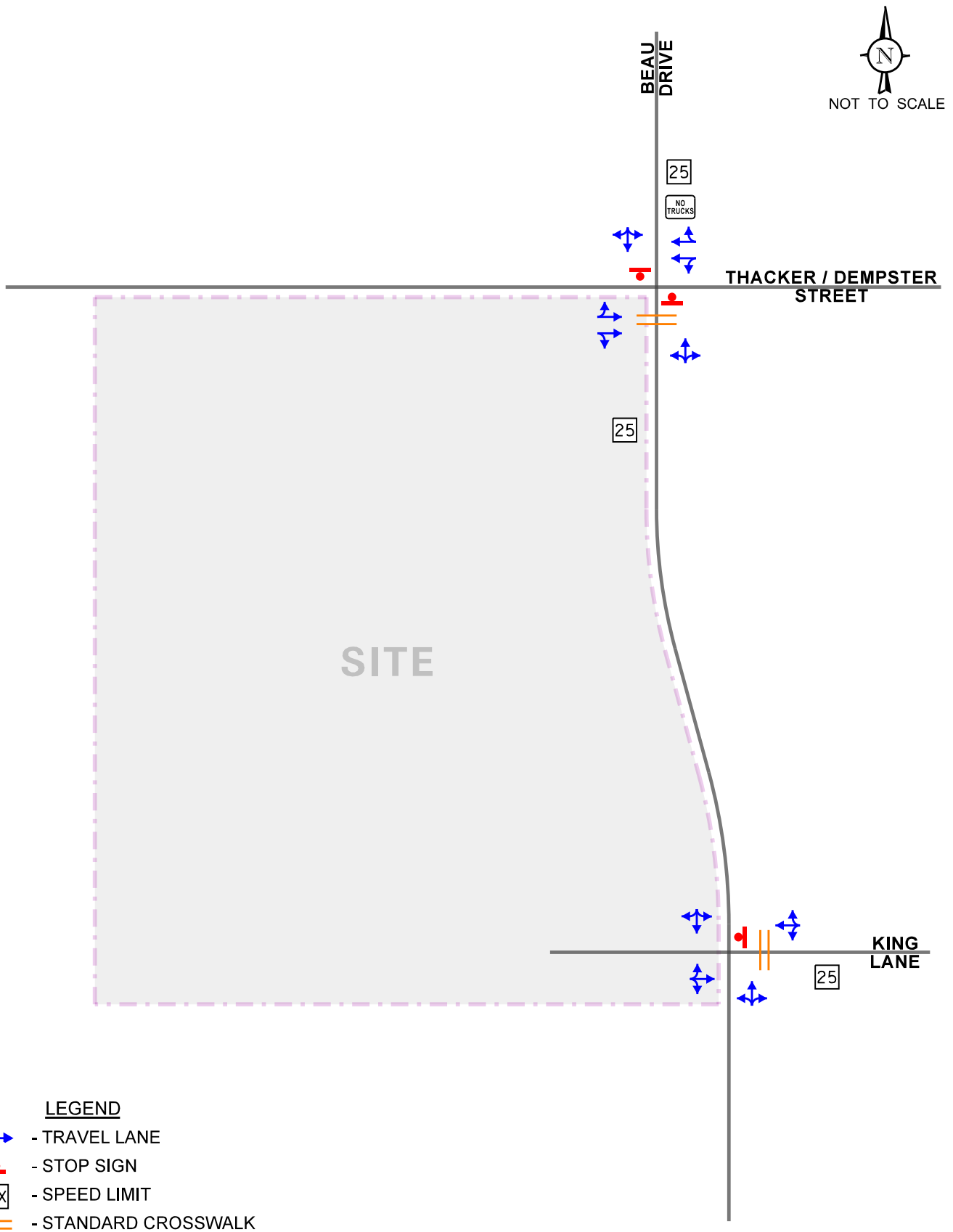
Existing Roadway System Characteristics

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

Thacker/Dempster Street is an east-west, minor arterial that generally provides two lanes in each direction in the vicinity of the site. At its unsignalized intersection with Beau Drive, Thacker/Dempster Street provides a combined through/left-turn lane and a combined through/right-turn lane on both approaches. Thacker/Dempster Street is under the jurisdiction of the Cook County Department of Transportation and Highways (CCDOTH) and carries an Annual Average Daily Traffic (AADT) volume of 13,600 vehicles (IDOT 2018).

Beau Drive is a north-south, local road that generally provides one lane in each direction in the vicinity of the site. At its unsignalized intersection with Thacker/Dempster Street, Beau Drive provides a combined left-turn/through/right-turn lane on both approaches. In addition, a standard style crosswalk is provided on the north and south legs of this intersection. At its unsignalized intersection with King Lane, Beau Drive provides a combined left-turn/through/right-turn lane on both approaches. Beau Drive is under the jurisdiction of the City of Des Plaines and has a posted speed limit of 25 miles per hour.

King Lane is an east-west, local road that generally provides one lane in each direction in the vicinity of the site. At its unsignalized intersection with Beau Drive, King Lane provides a combined left-turn/through/right-turn lane on both approaches. A standard style crosswalk is provided on the east leg of this intersection. King Lane is under the jurisdiction of the City of Des Plaines and has a posted speed limit of 25 miles per hour.



Existing Traffic Volumes

In order to determine current vehicle, pedestrian, and bicycle conditions within the study area, KLOA, Inc. conducted peak period traffic and pedestrian counts at the following intersections:

- Thacker/Dempster Street with Beau Drive
- Beau Drive with King Lane

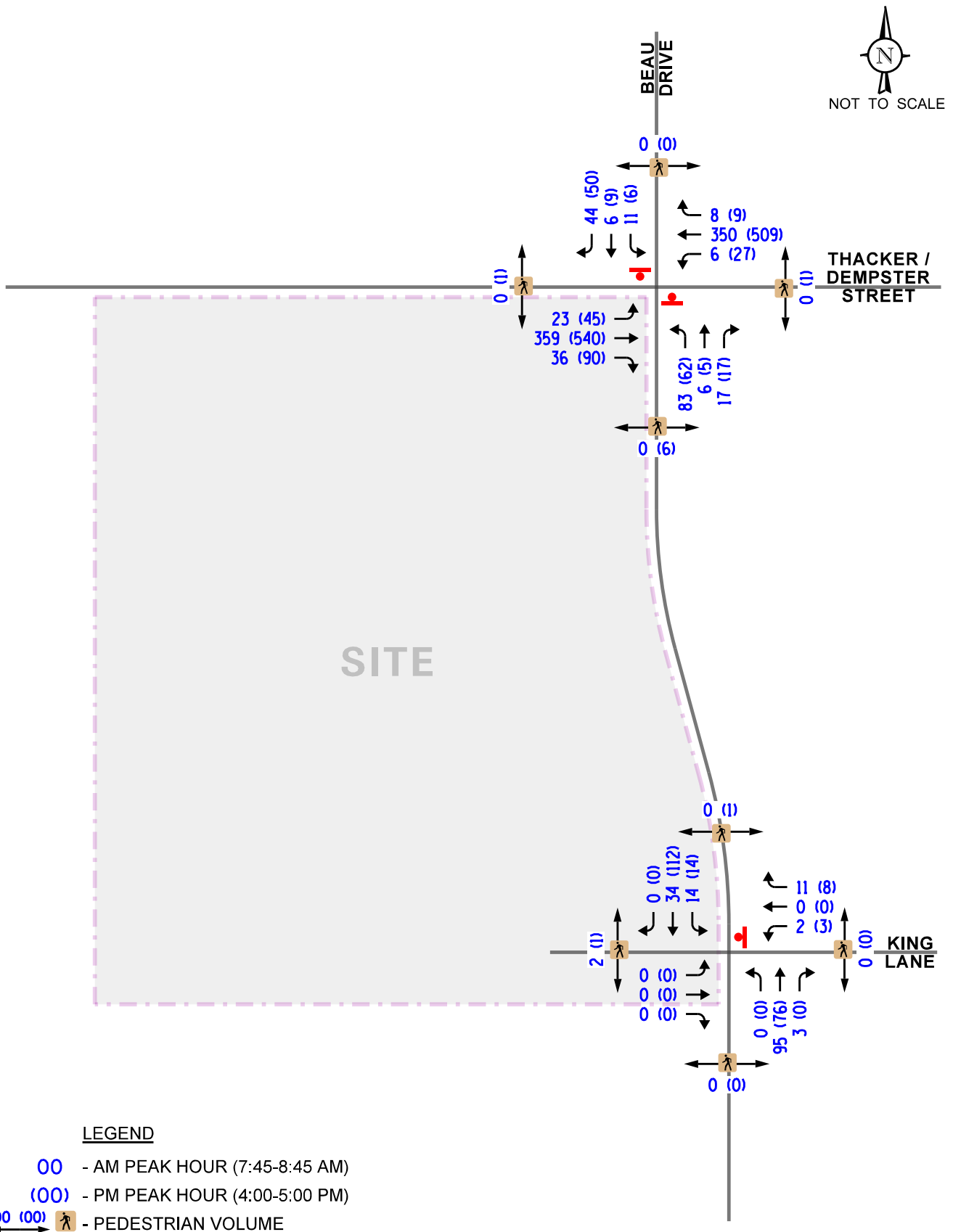
The traffic counts were conducted on Thursday, February 25, 2021 during the morning (7:00 A.M. to 9:00 A.M.) and evening (4:00 P.M. to 6:00 P.M.) peak periods. The results of the traffic counts show that the peak hours of traffic generally occur between 7:45 A.M. and 8:45 A.M. during the morning peak period and between 4:00 P.M. and 5:00 P.M. during the evening peak period. Copies of the traffic count summary sheets are included in the Appendix.

Due to the Covid-19 pandemic, traffic volumes in the study area do not reflect normal or typical conditions. As such, KLOA, Inc. compared the February 2021 traffic counts with IDOT's 2018 hourly counts. The comparison indicated that the February 2021 weekday morning and evening peak hour volumes were approximately 50 percent lower. Therefore, the traffic counts were increased by 50 percent during both peak hours to reflect normal or typical conditions. The Year 2021 base traffic and pedestrian volumes are illustrated in **Figure 4**.

Crash Analysis

KLOA, Inc. obtained accident data¹ for the most recent available past five years (2015 to 2019) for the intersections of Thacker/Dempster Street with Beau Drive and Beau Drive with King Lane. A summary of the crash data for the intersection of Thacker/Dempster Street with Beau Drive is shown in **Table 1**. It should be noted that only two crashes were reported at the intersection of Beau Drive with King Lane between 2015 and 2019. A review of the crash data revealed no fatalities were reported at any of the studied intersections during the review period.

¹ IDOT DISCLAIMER: The motor vehicle crash data referenced herein was provided by the Illinois Department of Transportation. Any conclusions drawn from analysis of the aforementioned data are the sole responsibility of the data recipient(s). Additionally, for coding years 2015 to present, the Bureau of Data Collection uses the exact latitude/longitude supplied by the investigating law enforcement agency to locate crashes. Therefore, location data may vary in previous years since data prior to 2015 was physically located by bureau personnel.



Proposed Affordable
Apartment Development
Des Plaines, Illinois

Year 2021 Base Traffic Volumes



Job No: 21-062

Figure: 4

Table 1

THACKER/DEMPSTER STREET WITH BEAU DRIVE - CRASH SUMMARY

Year	Type of Accident Frequency						Total
	Angle	Object	Rear End	Sideswipe	Turning	Other	
2015	0	0	1	0	0	0	1
2016	0	0	1	0	0	1	2
2017	0	0	0	0	1	0	1
2018	2	0	0	0	1	0	3
2019	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>2</u>
Total	2	0	2	0	4	1	9
Average/Year	<1.0	0	<1.0	0	<1.0	<1.0	1.8

3. Traffic Characteristics of the Proposed Development

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

Proposed Site and Development Plan

As proposed, the site will be redeveloped to provide a four-story building containing approximately 50 apartment units (15 three-bedroom units, 15 two-bedroom units, and 20 one-bedroom units) and an approximate 100-space surface parking lot. Access to the parking lot will be provided via an existing full movement access drive off Beau Drive aligned opposite King Lane. This access drive provides one inbound lane and one outbound lane with outbound movements under stop sign control. A copy of the preliminary site plan depicting the proposed development is included in the Appendix.

Directional Distribution

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

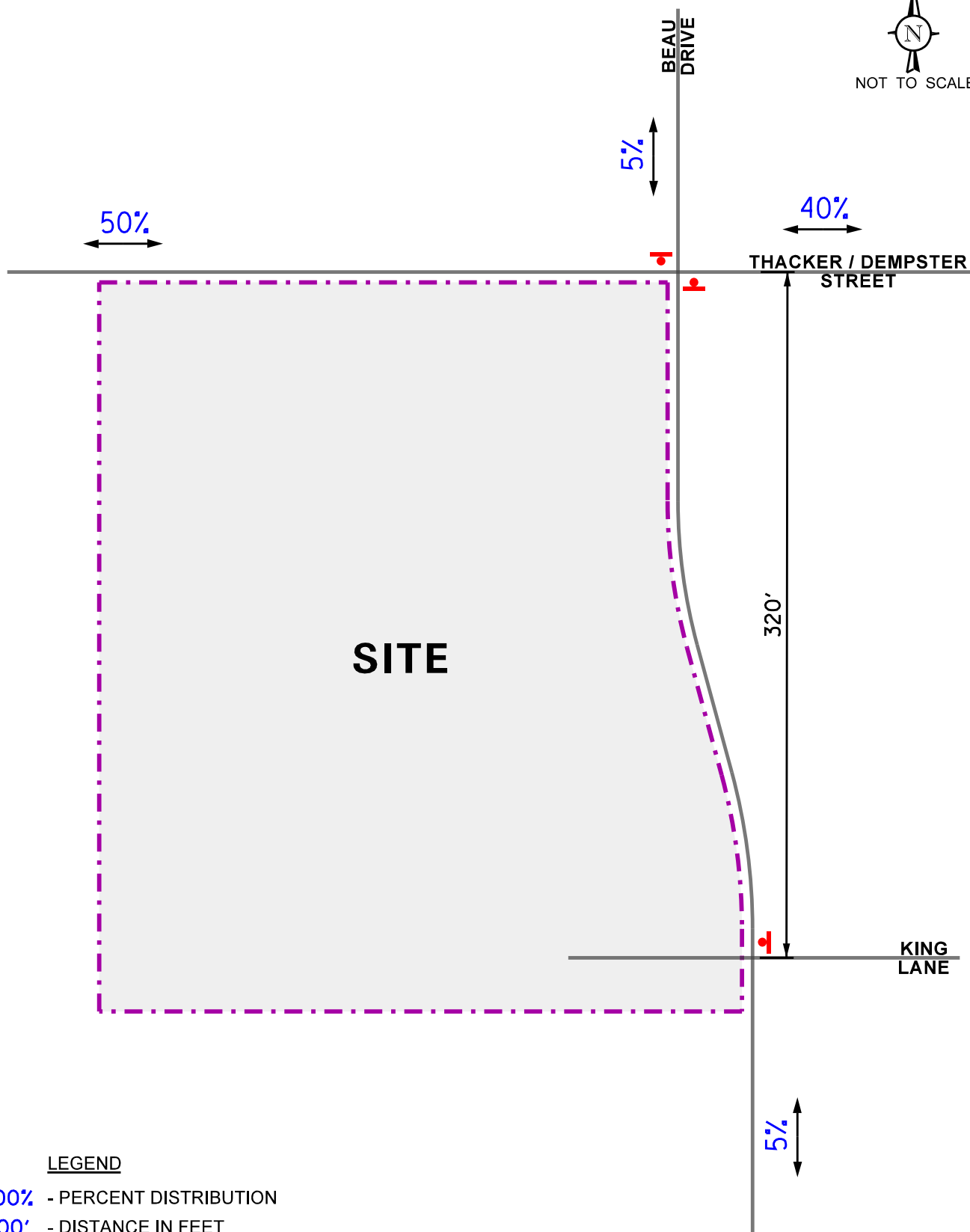
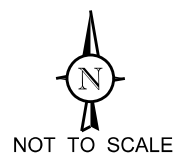
Development Traffic Generation

The vehicle trip generation for the overall development was calculated using data published in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 10th Edition. **Table 2** shows the estimated vehicle trip generation for the weekday morning and weekday evening as well as daily traffic. Copies of the ITE trip generation worksheets are included in the Appendix.

Table 2

ESTIMATED PEAK HOUR VEHICLE TRIP GENERATION

ITE Land Use Code	Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Daily Traffic
		In	Out	Total	In	Out	Total	
221	Apartments (50 units)	5	13	18	13	9	22	272



Proposed Affordable
Apartment Development
Des Plaines, Illinois

Estimated Directional Distribution



Job No: 21-062

Figure: 5

4. Projected Traffic Conditions

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

Development Traffic Assignment

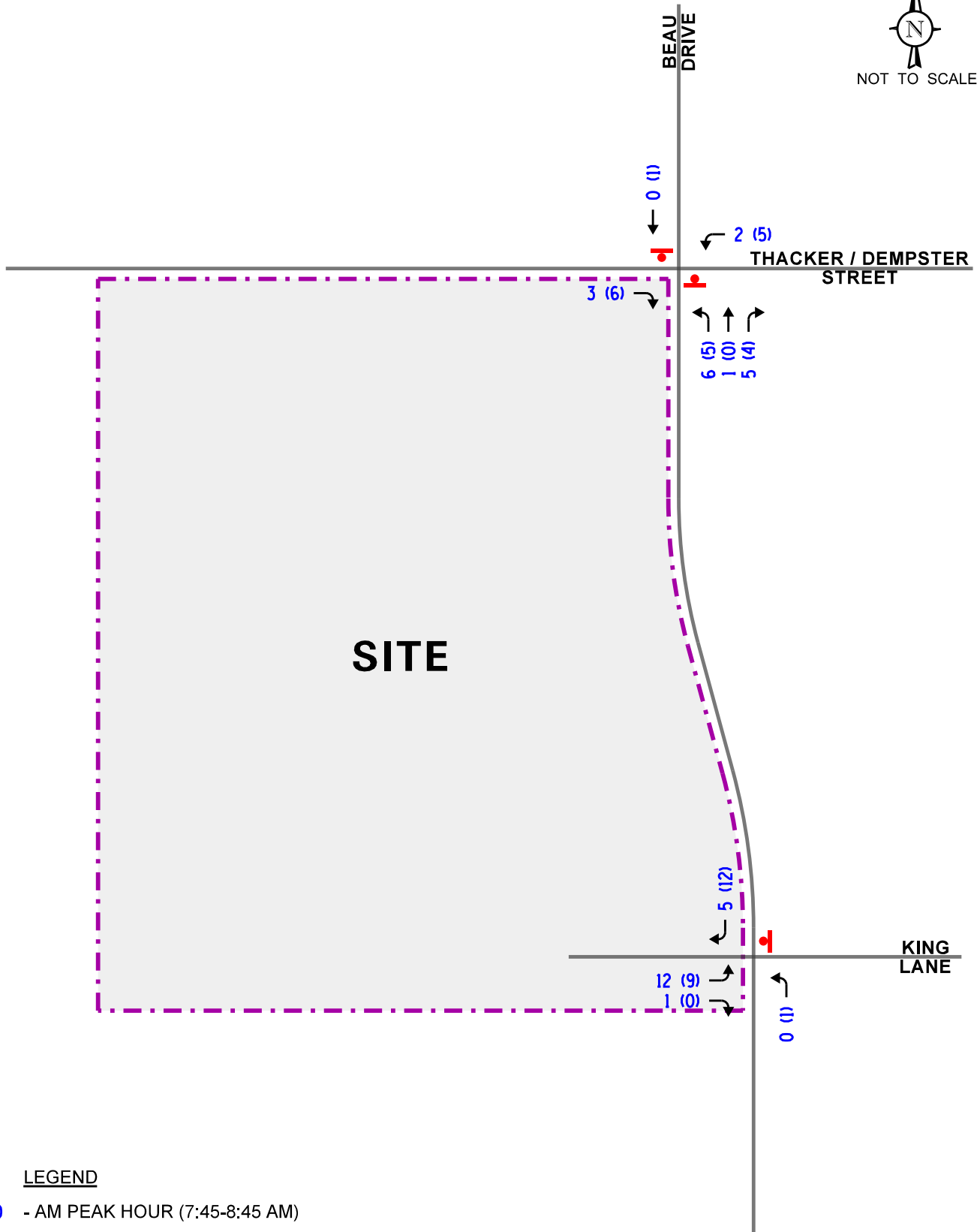
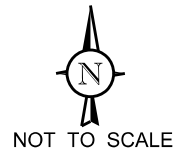
The estimated peak hour traffic volumes that will be generated by the proposed development were assigned to the roadway system in accordance with the previously described directional distribution. **Figure 6** illustrates the assignment of the vehicle traffic volumes to be generated by the proposed development.

Background Traffic Conditions

The existing traffic volumes (Figure 4) were increased by a regional growth factor to account for the increase in existing traffic related to regional growth in the area (i.e., not attributable to any particular planned development). Based on 2050 Average Daily Traffic (ADT) projections provided by the Chicago Metropolitan Agency for Planning (CMAP) in a letter dated March 3, 2021, the existing traffic volumes were increased by an annually compounded growth rate for six years (one-year buildout plus five years) totaling 3.2 percent to represent Year 2027 total projected conditions. **Figure 7** shows the Year 2027 no-build traffic conditions. A copy of the CMAP 2050 projections letter is included in the Appendix.

Total Projected Traffic Volumes

The total projected traffic volumes include the Year 2027 background traffic volumes (Figure 7) and the traffic estimated to be generated by the proposed development (Figure 6). **Figure 8** shows the Year 2027 total projected traffic volumes.



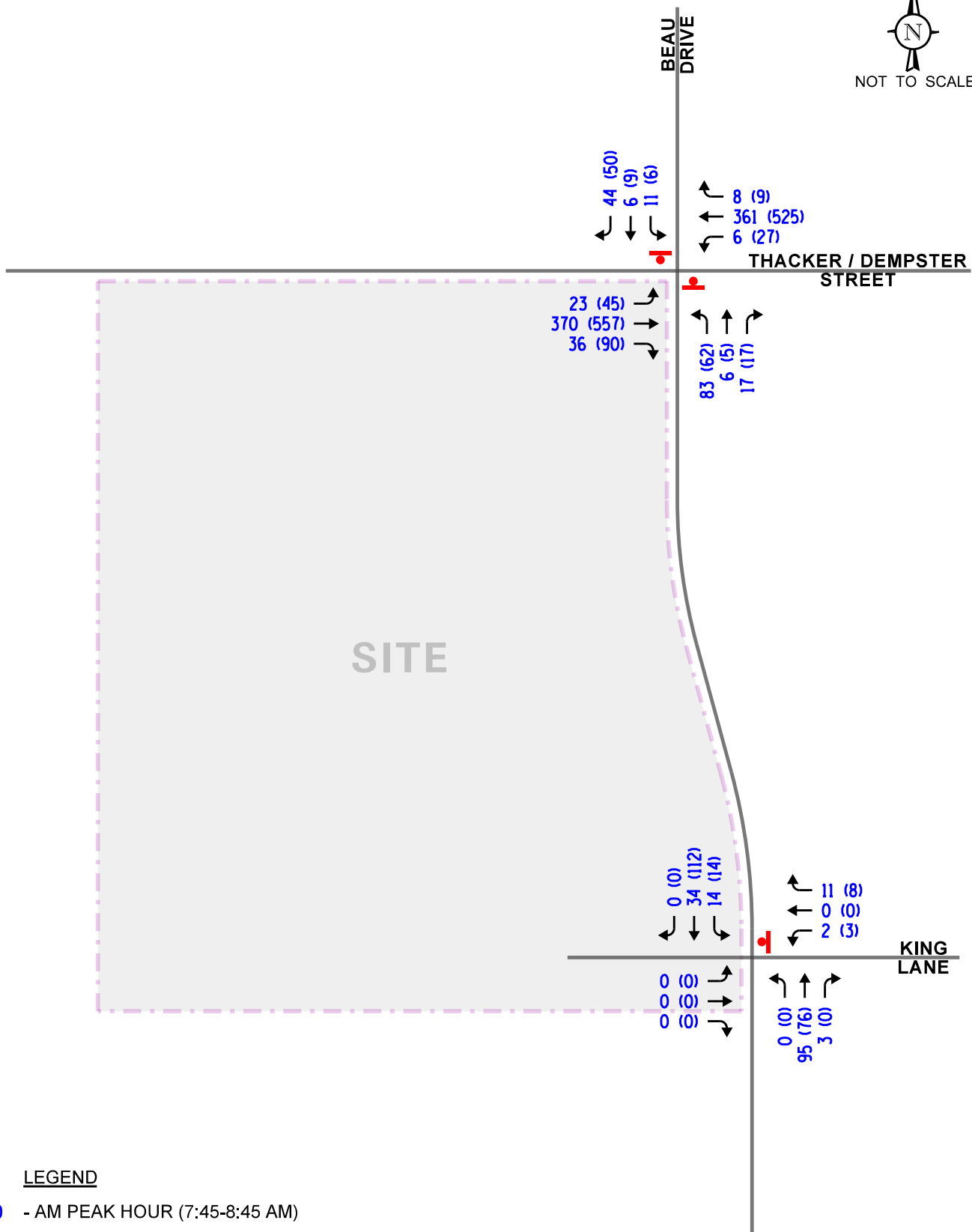
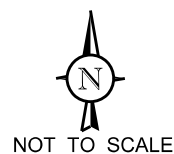
LEGEND

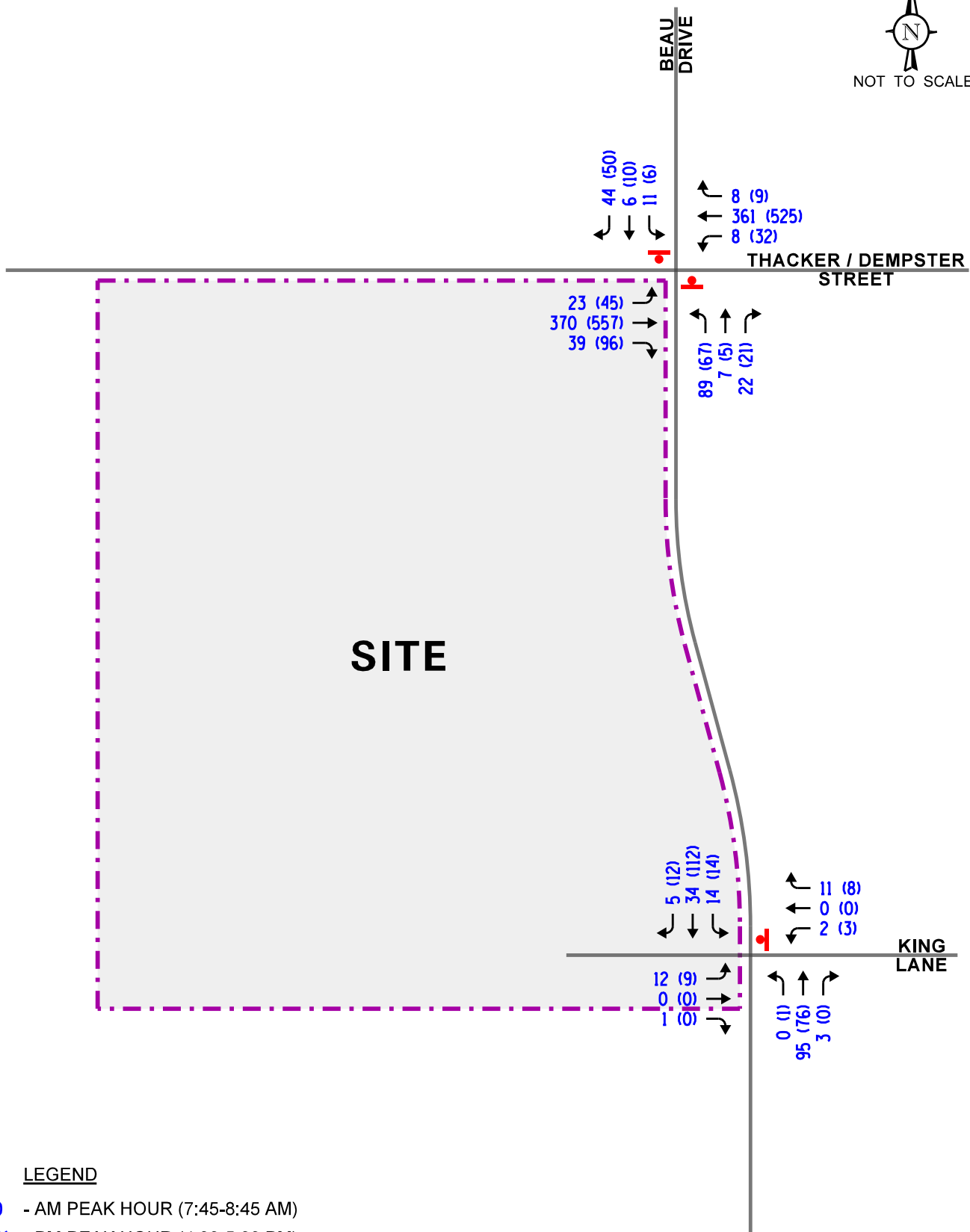
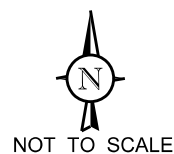
- 00 - AM PEAK HOUR (7:45-8:45 AM)
- (00) - PM PEAK HOUR (4:00-5:00 PM)

Proposed Affordable
Apartment Development
Des Plaines, Illinois

Estimated Site-Generated
Traffic Volumes

KLOA
Kenig, Lindgren, O'Hara, Aboona, Inc.
Job No: 21-062 Figure: 6





Proposed Affordable
Apartment Development
Des Plaines, Illinois

Year 2027 Total Projected Traffic Volumes



Job No: 21-062

Figure: 8

5. Traffic Analysis and Recommendations

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

Traffic Analyses

Roadway and adjacent or nearby intersection analyses were performed for the weekday morning and evening peak hours for the existing (Year 2021), no-build (Year 2027), and future projected (Year 2027) traffic volumes.

The traffic analyses were performed using the methodologies outlined in the Transportation Research Board's *Highway Capacity Manual (HCM)*, 6th Edition and analyzed using Synchro/SimTraffic 10 software.

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

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

Summaries of the traffic analysis results showing the level of service and overall intersection delay (measured in seconds) for the existing, Year 2027 no-build conditions, and Year 2027 total projected conditions are presented in **Tables 3** through **5**. A discussion of the intersections follows. Summary sheets for the capacity analyses are included in the Appendix.

Table 3

CAPACITY ANALYSIS RESULTS – EXISTING CONDITIONS - UNSIGNALIZED

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Beau Drive with Thacker/Dempster Street				
• Northbound Approach	C	20.4	E	41.2
• Eastbound Left Turn	A	8.1	A	8.6
• Westbound Left Turn	A	8.2	A	9.0
• Southbound Approach	B	12.1	C	16.0
Beau Drive with King Lane				
• Northbound Left Turn	A	0.1	A	0.1
• Eastbound Approach	A	0.1	A	0.1
• Westbound Approach	A	9.0	A	9.1
• Southbound Left Turn	A	7.5	A	7.4
LOS = Level of Service Delay is measured in seconds.				

Table 4

CAPACITY ANALYSIS RESULTS – NO-BUILD CONDITIONS - UNSIGNALIZED

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Beau Drive with Thacker/Dempster Street				
• Northbound Approach	C	21.1	E	44.6
• Eastbound Left Turn	A	8.1	A	8.7
• Westbound Left Turn	A	8.2	A	9.0
• Southbound Approach	B	12.3	C	16.4
Beau Drive with King Lane				
• Northbound Left Turn	A	0.1	A	0.1
• Eastbound Approach	A	0.1	A	0.1
• Westbound Approach	A	9.0	A	9.1
• Southbound Left Turn	A	7.5	A	7.4
LOS = Level of Service Delay is measured in seconds.				

Table 5

CAPACITY ANALYSIS RESULTS – TOTAL PROJECTED CONDITIONS - UNSIGNALIZED

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Beau Drive with Thacker/Dempster Street				
• Northbound Approach	C	21.9	E	49.5
• Eastbound Left Turn	A	8.1	A	8.7
• Westbound Left Turn	A	8.3	A	9.1
• Southbound Approach	B	12.4	C	17.2
Beau Drive with King Lane				
• Northbound Left Turn	A	0.1	A	7.5
• Eastbound Approach	A	9.8	B	10.3
• Westbound Approach	A	9.0	A	9.1
• Southbound Left Turn	A	7.5	A	7.4
LOS = Level of Service Delay is measured in seconds.				

Discussion and Recommendations

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

Thacker/Dempster Street with Beau Drive

The results of the capacity analysis indicate that the northbound approach currently operates at Level of Service (LOS) C during the weekday morning peak hour and LOS E during the weekday evening peak hour. In addition, the southbound approach currently operates at LOS B during the weekday morning peak hour and LOS C during the weekday evening peak hour. The eastbound and westbound left-turn movements are operating at LOS A during both peak hours.

Under Year 2027 no-build conditions, the northbound approach will continue to operate at the same existing levels of service with increases in delay of approximately one second and three seconds during the weekday morning and evening peak hours, respectively. All of the other movements will continue to operate at the same existing levels of service during both peak hours with increases in delay of less than one second.

Under Year 2027 total projected conditions, the northbound approach will continue to operate at the same existing levels of service with increases in delay of approximately three seconds and five seconds during the weekday morning and evening peak hours, respectively and 95th percentile queues of two to three vehicles. All of the other movements will continue to operate at the same existing levels of service during both peak hours with increases in delay of less than one second. Furthermore, the proposed development is projected to increase the volume of traffic traversing this intersection by less than two percent during both peak hours. As such, this intersection has sufficient reserve capacity to accommodate the traffic projected to be generated by the development and no roadway improvements and/or traffic control modifications are required.

Beau Drive with King Lane/Access Drive

The results of the capacity analysis indicate that the northbound and southbound left-turn movements are operating at LOS A during the weekday morning and evening peak hours. In addition, the eastbound and westbound approaches currently operate at LOS A during both peak hours.

Under Year 2027 no-build conditions, all movements will continue to operate at LOS A during the weekday morning and evening peak hours.

Under Year 2027 total projected conditions, the outbound movements from the site onto Beau Drive will operate at LOS A during the weekday morning peak hour and LOS B during the weekday evening peak hour with 95th percentile queues of one to two vehicles. In addition, the northbound left-turn movements will operate at LOS A during both peak hours. As such, this access drive will be adequate in accommodating the traffic estimated to be generated by the proposed development and will ensure efficient and flexible access is provided.

Parking Evaluation

As previously indicated, the proposed development will have approximately 50 apartment units (15 three-bedroom units, 15 two-bedroom units, and 20 one-bedroom units) and an approximate 100-space surface parking lot at a ratio of 2.0 spaces per unit and will provide 95 bedrooms at a ratio of 1.05 spaces per bedroom. In order to determine the adequacy of the parking supply, the parking requirement was estimated based on the City of Des Plaines code, parking rates published by the Institute of Transportation Engineers' (ITE) *Parking Generation Manual*, 5th Edition, and comparison with other similar developments. Based on the two methodologies, the parking demand for the proposed development is as follows:

Parking Requirements of Proposed Development per City of Des Plaines Code

- Multifamily Housing (50 units)
 - 100 parking spaces (ratio of 2.0 parking space per dwelling unit)

Based on the above and the requirements of the City of Des Plaines, this translates into 100 parking spaces, which results in a deficit of zero parking spaces.

ITE Parking Generation Manual

- Residential Use (Multifamily Housing Mid-Rise (no nearby rail transit) – Land Use Code 221:
 - 66 parking spaces (ratio of 1.31 spaces per dwelling unit)

Based on the above and the rates published in the ITE *Parking Generation Manual*, this translates into 66 parking spaces, which results in a surplus of 34 parking spaces. Therefore, the proposed parking supply of 100 parking spaces exceeds ITE's requirements of 66 parking spaces.

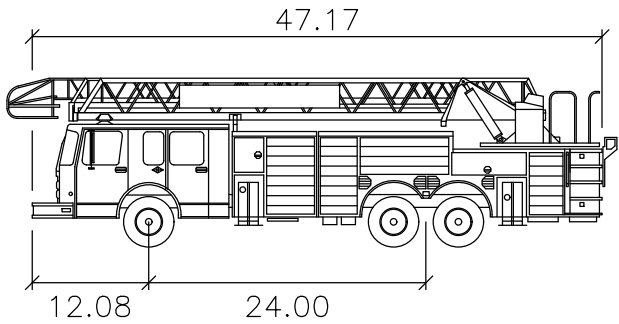
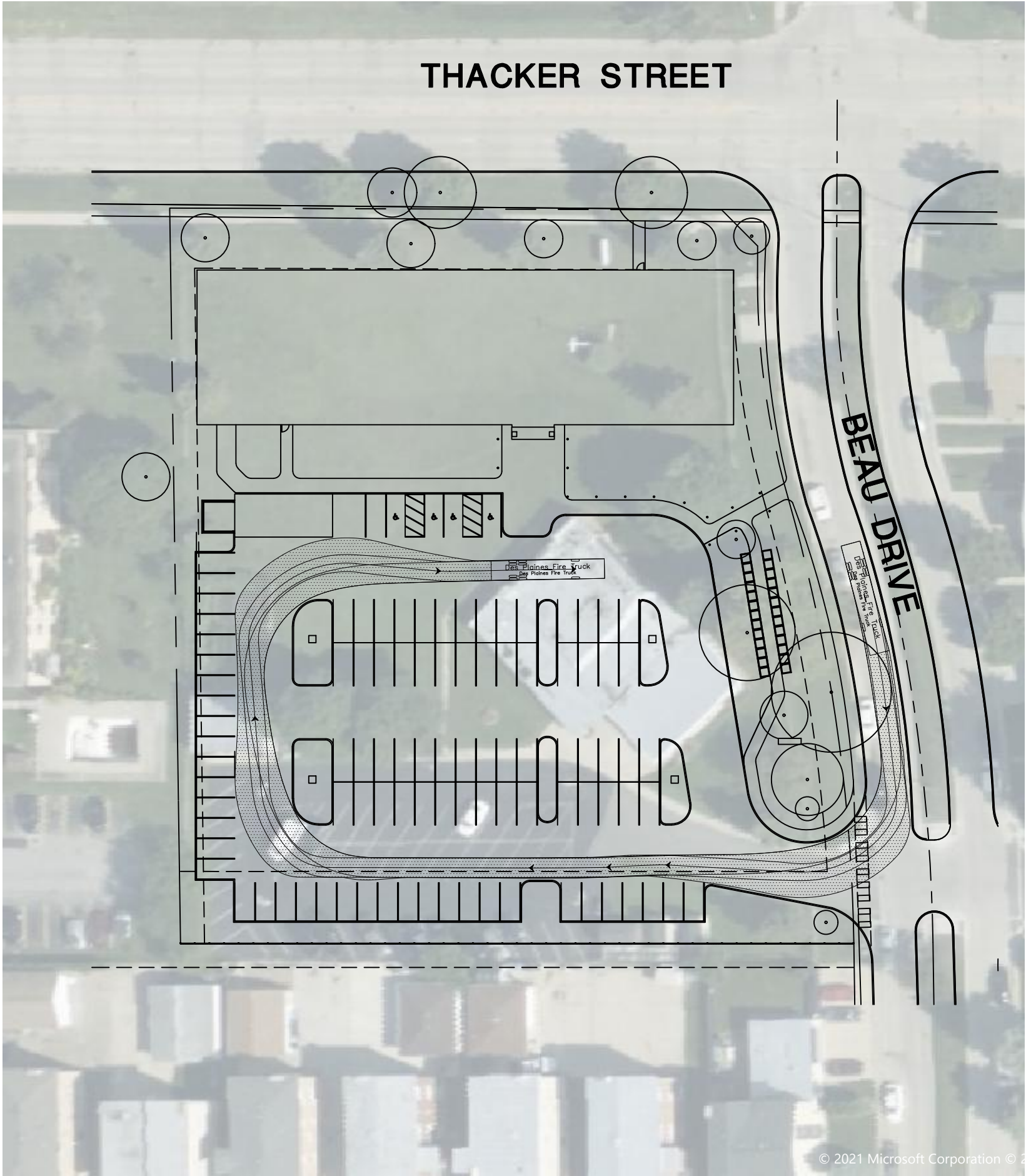
Parking Ratios of Similar Developments

As previously indicated, the proposed development will provide a total of 100 parking spaces, at a ratio of 2.0 spaces per unit, and will provide 95 bedrooms, at a ratio of 1.05 spaces per bedroom. The proposed parking supply of 2.0 spaces per unit is consistent with other apartment developments (built or planned) in the Chicago area listed in **Table A** in the Appendix and exceeds the average ratio of 1.66 spaces per unit.

6. Conclusion

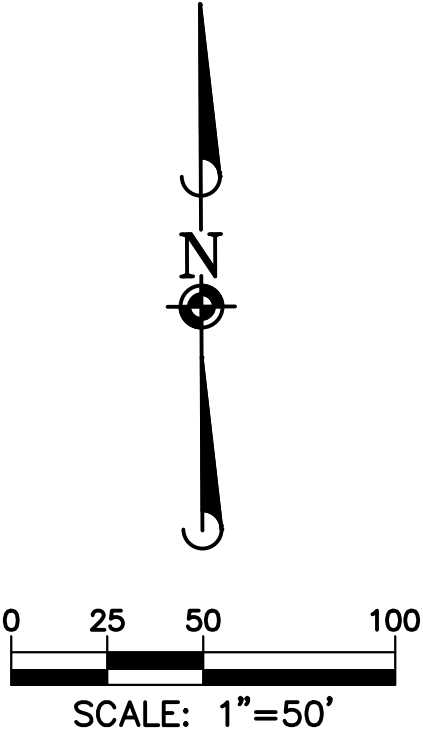
Based on the preceding analyses and recommendations, the following conclusions have been made:

- The results of the capacity analysis indicate that the proposed development traffic will not have a significant impact on the area roadways.
- The development-generated traffic will only add less than two percent of the traffic projected to be traversing the intersection of Thacker/Dempster Street with Beau Drive during the weekday morning and evening peak hours.
- The proposed access drive will be adequate in accommodating the traffic projected to be generated by the proposed development and will ensure that a flexible access system is provided.
- The proposed parking that will be provided on site will ensure that adequate parking is provided to accommodate its projected parking demand.



Des Plaines Fire Truck

	feet
Width	: 8.17
Track	: 8.17
Lock to Lock Time	: 6.0
Steering Angle	: 33.3





800 Beau Dr – Public Notice



800 Beau Dr – Looking South at Front of Site



800 Beau Dr – Looking West at Property



800 Beau Dr – Looking South at Rear Yard