

Daniel Law Office, P.C.

VALET PLAN

Usmania Prime – Site Plan Review – Conditional Uses and Variations
855 East Roosevelt Road, Lombard, Illinois, 60148
Permanent Index Number: 06-21-100-013

INTRODUCTION

Following preliminary review of the application materials submitted for the above-referenced property, referred to as the Subject Property, staff and the Village's traffic consultant participated in a call during which Safa Property, LLC ("Applicant") explained the hours and operational norms intended for the Subject Property. During this call, Applicant noted that its operation intends vastly more kitchen space than is the average in the industry—and it has since provided supplementary floor plans to reflect this. The number of seats available for dining remains the same (with more outdoor seats and more third floor seats) due to some modest shifting of tables as kitchens were planned. Applicant also learned that a valet plan might best lay out the Applicant's use and parking expectations while also providing for plan for valet operations if they were to become necessary. In providing this plan, Applicant understands that valet parking spaces and employee spaces noted herein will not count towards the number of required parking spaces. (Parking variations remain necessary.)

THE PROJECT

Following additional kitchen planning, the floor layout provides for seating as follows:

FLOOR	SEATS	DINING AREA
Cellar	0	0 SF
First	92	1,530 SF
Second	156	2,140 SF
Third (indoor)	72	1,600 SF
Third (outdoor)	28	770 SF
TOTAL	348	5,270 SF - 6,040 SF

Applicant proposes 116 parking spaces for a use with a maximum 348 indoor seats for dining and banquet use (one space for every three indoor seats). Seasonal outdoor dining is limited to 28 seats. Of the 116 parking spaces, seven (7) are designated to employees (3 near the loading area and 4 at the south end of the parking lot). Applicant is confident that 116 parking spaces are sufficient for the use because:

1. Applicant would likely have a peak shift of 22 employees, leaving 94 parking spaces for 348 people;
2. In its Devon Avenue (Chicago) operations with no off-street parking, Applicant currently serves up to 380 at a time and it is expanding to allow more occupancy, but Applicant still plans for primary dining as a priority over banquets in its business plan both downtown and at this location;
3. Applicant routinely and continuously sees families and friends arriving in groups of four or five that traveled together; and
4. Applicant prioritizes restaurant use, allows table settings according to periods and types of demand, and plans off-site employee parking and valet parking (adding capacity for 28-30 vehicles).

The main entrance is situated on the northwest corner of the building which is directly south of the long-planned Roosevelt Road full access driveway. A cross-easement involving the adjacent PepBoys parcel passes along the north elevation of the building, connecting the proposed driveway with the existing PepBoys driveway. The Project respects prior planning for this easement and the valet will not interfere with use of the easement as it is planned for west and southwest of the building.

HOURS OF OPERATION AND PEAK HOURS EXPLANATION

Usmania Prime may start with shorter hours of operation, but since word has circulated some about the project, reviews have led the owner to determine to be open weekdays (Monday through Thursday) between 11:00 AM and 11:30 PM and weekends (Friday through Sunday) between 11:00 AM and 12:00 AM (and, eventually, 1:00 AM), though likely closing earlier on many Sundays. Banquet operations will not have ordinary hours of operation. Usmania's experience is that banquets most often start before or after peak hours for the main dining area. Someone may desire a breakfast time, midday or late afternoon over an evening time, and the owner, like others, is primarily a restaurant.

From a cultural perspective, the peak hours for dining are a bit later, with high traffic during the 8:00 PM and 9:00 PM hours (daily) compared to Institute of Traffic Engineers data reflecting peak hours occur during the 6:00 PM and 7:00 PM hours (high turnover sit-down) or 7:00 PM and 8:00 PM hours (fine dining). Banquet operations will be busiest between 9:30 PM and 12:00 AM with such operations tailing off by 1:00 AM or 2:00 AM. Banquet operations could also occur during the daytime, before and after the restaurant opens. Any banquet facility plans according to capacity to host, so cultural differences do not affect timing of banquets.

Applicant notes that the second floor of the building could also be used for restaurant dining (when smaller tables would be used) and use of the entire floor area is unlikely. If all floors are used for indoor restaurant purposes, 320 seats are available. Seasonally, there will be 28 available seats outdoors. This assumes the full second floor area would be used when, realistically, between seven and fifteen tables would be removed to allow for more spacing in a dining environment rather a banquet setting (a difference of 28-60 seats). Total indoor seating would be 260-292 seats (28 seasonal rooftop seats remain). Using the mean reduction through removal of tables, 116 parking spaces allow a ratio of one parking space for every 2.38 seats—well below customary vehicle occupant rates for this particular type of restaurant. As a result, the planned 116 spaces are sufficient for restaurant operations.

Ordinarily, banquets would only nominally overlap with the tail end of the 8:00 PM hour when a few of the banquet participants arrive early (around 9:00-9:15 PM). The concern for banquets arose in the hypothetical instance that Applicant would allow banquets to entirely overlap with weekend peak dining hours. While there are some slower periods for dining out over the course of a year that this may be feasible, it is difficult to cement these periods in a valet plan or an ordinance due to changing trends in the hospitality industry. Assuming that Applicant would host a banquet during the peak hours and that Applicant would host the full banquet capacity of 156 people at large tables, there would be roughly 22 employees on site and 348 seats (with 14 seasonal rooftop seats).

Applicant has multiple options to manage restaurant operations to plan for fewer available tables on the first and third floors or to plan for a limited banquet size. However, assuming none of these are exercised, the following are worth considering:

1. Applicant can lease at least fifteen (15) parking spaces for employees from the owner of land west of the Subject Property (please see attached authorization correspondence); and
2. Applicant can plan to valet vehicles in the areas shown in the plan attached to this valet plan, adding 13-15 parking spaces.

There is no plan to use PepBoys parking.

CULTURE AND ANTICIPATION OF VEHICLE OCCUPANCIES

This particular segment of the restaurant industry does not serve alcohol, has a dominant family dining presence, and benefits largely from traffic patterns and consolidations of diners or banquet attendees in single vehicles. Vehicle occupancy ratings for banquets will generally be four persons per vehicle since there is a cultural trend that effectively causes all family members to be invited to an event and leads to them traveling together and higher vehicle occupant loads. The same is true with respect to dinners out together. While patrons do choose to dine in a setting other than the family setting, it is not expected to be the most common occurrence at this

location. Parking demand for couples dining without the kids is the same for that particular table and a table for two necessarily reduces seating capacity by four persons. Daytimes may see several instances of lower vehicle occupancies for dining (such as meeting friends or co-workers), but demand for seating during the day will be less than 40% of capacity on a good day.

VALET PLANNING

Applicant attaches a sheet depicting information that would be part of the valet plan submitted to the Village if valet parking proved necessary or advisable. Valet parking and use of employee parking spaces with permission from the westerly owner increases available parking on site by 28-30 spaces. A total of 131 striped spaces and 13-15 valet spaces would be available, and these 146 parking spaces should absorb any flex hour pressure if a full banquet occurs when the restaurant is fully occupied.

The valet service would rely on two code-compliant sandwich signs. The first sign would indicate to entering traffic that the event valet service is available via the west drive aisle. The second sign would identify the drop off space. The 24-foot drop area allows vehicles to stack in the fashion shown with blue arrows while also allowing the handling of a vehicle that inadvertently arrives from the north so that there is no parking congestion. A turnaround area could be established east of the drop off zone if required for the safe backing of vehicles.

As the event progresses, the restaurant would necessarily slow down and resulting open parking spaces would then be filled with vehicles that were dropped. The four employee spaces at the south end would remain used for employee parking. Relocating vehicles in this fashion allows for more efficient exit management.

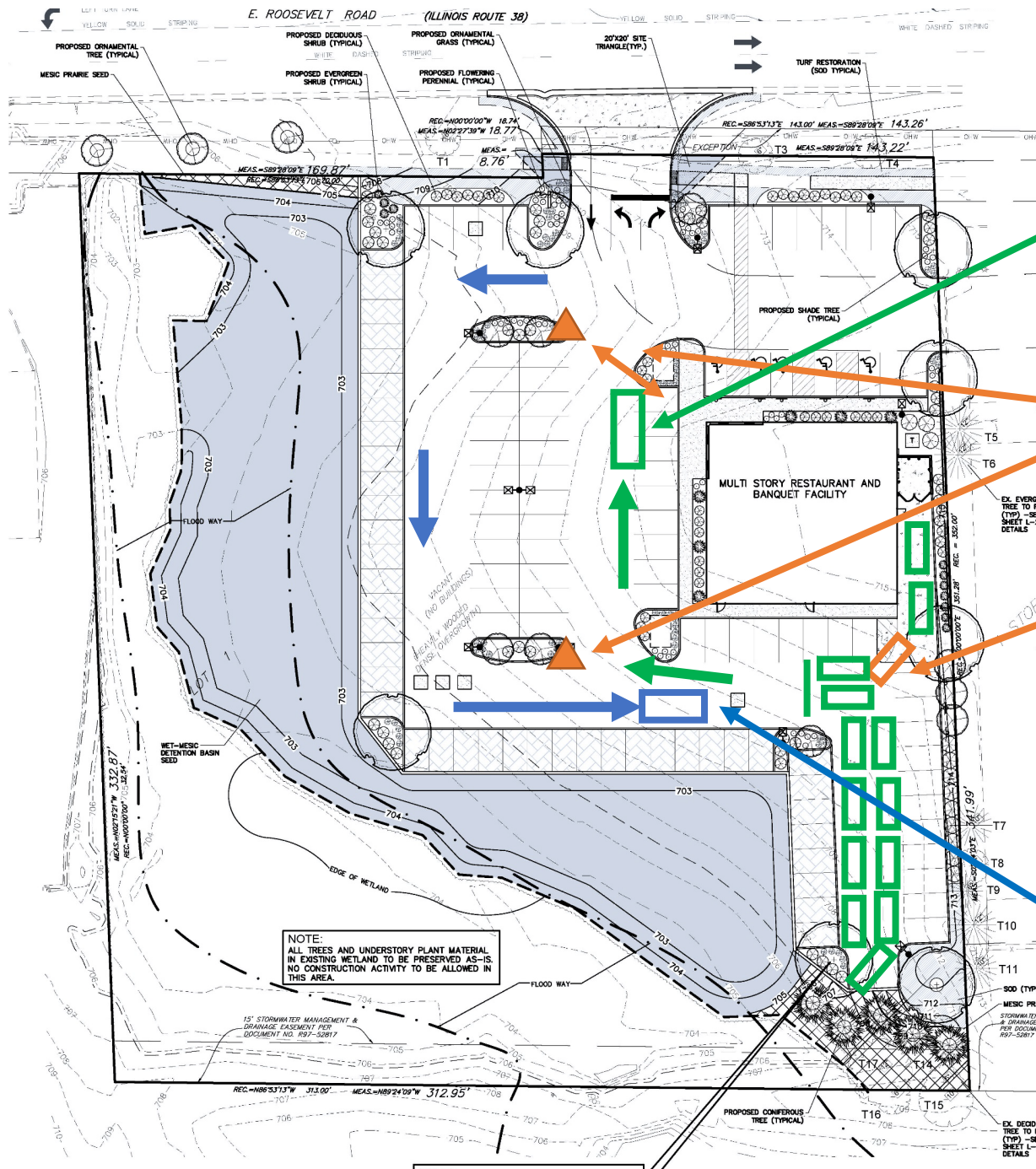
No valet parking other than on the Subject Property is planned or necessary. If a special event were being developed and more parking were needed, the Village has a process for this and the owner would comply and obtain a special event permit. The planned use of 15 parking spaces would serve employees only.

Respectfully submitted,

SAFA PROPERTY, LLC

One of Its Attorneys

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VALET RETRIEVE

VALET DIRECTIONAL SIGNS
(sandwich board, no variations)

VALET BACKING AREA

VALET DROP

Jan 10, 2022

Sam Fakhouri

2300 West Course Dr

Riverwoods IL 60015

To Whom This May Concern -

My name is Sam Fakhouri and I'm the owner and Manager of SJF Properties LLC. This letter is to acknowledge that I agree to allow Safa property LLC located at 848 E Roosevelt St, in Lombard IL to use up to 15 parking spaces on my property adjacent to them for the use of its employees and customers to park in conjunction with the development proposed by Safa LLC to the village of Lombard. If the village has any questions or needs further verification I can be reached on my cell phone at 312-835-3000.

Thank you for your attention to this matter,


Sam Fakhouri