



AGENDA

President and Board of Trustees
Village of Arlington Heights
Board Room

Arlington Heights Village Hall
33 S. Arlington Heights Road
Arlington Heights, IL 60005

November 6, 2017

8:00 PM

I. CALL TO ORDER

II. PLEDGE OF ALLEGIANCE

III. ROLL CALL OF MEMBERS

IV. APPROVAL OF MINUTES

- A. Committee of the Whole 10/02/2017
- B. Committee of the Whole 10/16//2017
- C. Village Board 10/16/2017

V. APPROVAL OF ACCOUNTS PAYABLE

- A. Warrant Register 10/30/2017

VI. RECOGNITIONS AND PRESENTATIONS

- A. Presentation of the 2017 Arlington Heights Cultural Arts Award to Ellen Sharpe by the Arts Commission
- B. Presentation by Patrick Irwin, Ph.D, Entomologist of the Northwest Mosquito Abatement District

VII. PUBLIC HEARINGS

VIII. CITIZENS TO BE HEARD

Anyone wishing to speak on a subject not on the Agenda should fill out a card, located in the back of the room, and hand it to the Village Clerk. Please limit your comments to three minutes.

IX. OLD BUSINESS

- A. Report of the Committee-of-the-Whole Meeting of November 6, 2017

Consideration of recommending to the Liquor Commissioner the issuance of a Class "E" Liquor License to D&J Seoul, dba San Korean Cuisine located at 234 E. Golf Road

- B. Report of the Committee-of-the-Whole Meeting of November 6, 2017

Interview of Luis Ramirez-Alonso for Appointment to the Fire & Police Commission - Term Ending: 4/30/20

X. CONSENT AGENDA

This Agenda consists of proposals and recommendations that, in the opinion of the Village Manager, will be acceptable to all members of the Board of Trustees. The purpose of this Agenda is to save time by taking only one roll call vote instead of separate votes on each item.

Consideration of this Consent Agenda will be governed by the following rules and procedures prior to roll call vote:

1. Any Trustee who wishes to vote "no" or "pass" on any Consent Agenda items should so indicate.
2. Upon the request of any one Trustee, any item will be removed from the Consent Agenda and considered separately after adoption of the Consent Agenda.
3. Citizens in the audience may ask to remove any item on this Consent Agenda.
4. One roll call vote will be taken and will cover all remaining Consent Agenda items.

CONSENT APPROVAL OF BIDS

- A. Ambulance Billing Services
- B. Liquid Deicer 2017

CONSENT LEGAL

- A. An Ordinance Amending Chapter 7 of the Arlington Heights Municipal Code
(Section 7-1105 - Ambulance Fees)

CONSENT REPORT OF THE VILLAGE MANAGER

- A. Settlement - Workers' Compensation Claim - Glanz
- B. Settlement - Workers' Compensation Claim - Turano
- C. Request for a waiver from the requirement of Section 13-501c to permit Elm Liquor Store to relocate to 906 W. Northwest Highway to a space that is less than 2,500 square feet

CONSENT PETITIONS AND COMMUNICATIONS

- A. Bond Waiver - Arlington Heights Park District

- B. Bond Waiver - St. James Parish

XI. APPROVAL OF BIDS

XII. NEW BUSINESS

- A. Sign Code Modifications - Village-Wide Electronic Signs - DC#09-025
- B. Ivy Hotel - 519 W. Algonquin Rd. - PC#16-012
Land Use Variation for Hotel

XIII. LEGAL

XIV. REPORT OF THE VILLAGE MANAGER

XV. APPOINTMENTS

XVI. PETITIONS AND COMMUNICATIONS

XVII. ADJOURNMENT

Persons with disabilities requiring auxiliary aids or services, such as an American Sign Language interpreter or written materials in accessible formats, should contact David Robb, Disability Services Coordinator, at 33 S. Arlington Heights Road, Arlington Heights, Illinois 60005, (847)368-5793 (Voice), (847)368-5980 (Fax) or drobb@vah.com.



Item: Committee of the Whole 10/02/2017

Department: Village Clerk

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:

ATTACHMENTS:

Description

minutes

Type

Minutes

**MINUTES OF THE COMMITTEE-OF-THE-WHOLE MEETING OF THE MAYOR AND BOARD OF
TRUSTEES OF THE VILLAGE OF ARLINGTON HEIGHTS
ARLINGTON HEIGHTS VILLAGE HALL
33 S. ARLINGTON HEIGHTS ROAD
COMMUNITY ROOM
October 2, 2017 – 7:30 PM**

Mayor Tom Hayes called the meeting to order at 7:30 PM.

BOARD MEMBERS PRESENT: Mayor Thomas Hayes; Trustees Blackwood, Glasgow, LaBedz, Rosenberg, Scaletta, Sidor, Tinaglia

BOARD MEMBERS ABSENT: Trustee Baldino

STAFF MEMBERS PRESENT: Village Manager Randy Recklaus; Assistant Village Manager Diana Mikula

OTHERS PRESENT: Andrew Tripp, Parth Shaha, Charlie Goldberg, Ryan Danzinger

A. INTERVIEW OF ANDREW TRIPP FOR APPOINTMENT TO THE HOUSING COMMISSION – TERM ENDING: 4/30/20

Mayor Hayes introduced Andrew Tripp and said his background was well-suited for the Housing Commission.

Trustee Glasgow said Mr. Tripp's background was extensive and would benefit the Village.

Mayor Hayes asked Mr. Tripp to explain why he was interested in serving the Village.

Mr. Tripp said he feels housing is a critical community asset that we all should have a responsibility to steward for both current and future Village residents. Mr. Tripp said it is a great place to raise a family and housing plays a critical part in providing a stable foundation for people to grow and thrive.

TRUSTEE GLASGOW MOVED TO CONCUR IN THE MAYOR'S APPOINTMENT OF ANDREW TRIPP TO THE HOUSING COMMISSION WITH TERM ENDING 4/30/20. TRUSTEE BLACKWOOD SECONDED THE MOTION. The motion passed.

8 AYES 0 NAYES

B. INTERVIEW OF PARTH SHAHA FOR APPOINTMENT TO THE ARLINGTON ECONOMIC ALLIANCE – TERM ENDING: 4/30/20

Mayor Hayes introduced Parth Shaha and said he was very well qualified for the Hospitality slot on the Arlington Economic Alliance. Mr. Shaha is the owner of the Red Roof Inn and Comfort Inn on the south side of the Village along Arlington Heights Road. Mayor Hayes said that he appreciated everything that Mr. Shaha can offer not only to the Economic Alliance but also to other hotel owners and operators.

Trustee Scaletta thanked Mr. Shaha for his willingness to serve and asked what brought him to the Economic Alliance. Mr. Shaha replied that he settled his family here and had assets in other cities and consolidated everything to Arlington Heights. The Village has given him a lot of opportunity so he re-invested here for the long term and wants to make sure the Village succeeds.

Mayor Hayes asked Mr. Shaha to share some of the ideas he had.

Mr. Shaha said area hotels each individually drive shuttles to the airport and many small companies rely on hotels to shuttle their employees. Mr. Shaha proposed an idea to other hotels about establishing a common shuttle to transport passengers to and from their companies which would steal them from Elk Grove, Schaumburg, and Rosemont. He said none of the other competing cities do anything to get that customer. He was unable to proceed with his proposal due to a potential conflict of interest.

Trustee Tinaglia asked Mr. Shaha how to get something like that to work to get people not only to and from the airport or their place of business but to get them to come to the Arlington Heights Downtown as opposed to going to Woodfield. Mr. Shaha replied he was not aware of any advertisement or common shuttle bringing people to the Downtown or any list of events happening in the Downtown.

Trustee Rosenberg asked if the Village as part of its website could produce a weekly or bi-weekly event sheet for hotels to get people to come to the Downtown. Village Manager Randy Recklaus said the Village was in the process of working on it as part of the Southtown corridor project and which will be rolled out very soon. Also, the Planning Department was exploring marketing/event information to share with hotels that would highlight events and activities.

Mr. Shaha said the visitors that are here without vehicles and stay for 3-4 days are the ones you would want to visit the Downtown but if the hotel shuttle is at the airport, guests would have to wait 40 minutes until it returns to be transported to the Downtown. Mr. Shaha said he believes it is the same for all of the hotels.

TRUSTEE SCALETTA MOVED TO CONCUR IN THE MAYOR'S APPOINTMENT OF PARTH SHAHA TO THE ARLINGTON ECONOMIC ALLIANCE WITH TERM ENDING 4/30/20. TRUSTEE LABEDZ SECONDED THE MOTION. The motion passed.

8 AYES 0 NAYES

C. INTERVIEW OF CHARLIE GOLDBERG FOR APPOINTMENT TO THE YOUTH COMMISSION – TERM ENDING: 4/30/18

Mayor Hayes introduced Charlie Goldberg as a student at John Hersey High School and thanked him for his willingness to serve.

Trustee LaBedz asked Mr. Goldberg about his participation with the International Dark Sky Association. Mr. Goldberg said light pollution is a problem affecting natural habitats and in urban areas not many people have not seen what a dark sky is. He said there is little awareness of this issue. He said the Dark Sky Association has different chapters around the world and he was appointed the Chicago youth chapter leader. Mr. Goldberg said he is trying to start an astronomy club at his school as a way to raise awareness among young people. Trustee LaBedz asked Mr. Goldberg how he sees himself fitting in with the Youth Commission. He feels it would be a great learning experience but is also not afraid to speak his mind.

Trustee Scaletta asked Mr. Goldberg if he had attended a Youth Commission meeting. Mr. Goldberg said he has not yet attended a meeting. Trustee Scaletta asked if Mr. Goldberg knew what topics they cover. Mr. Goldberg said they covered a wide range of issues and is interested in what takes place at the meetings. He feels it would be a good learning experience. Trustee Scaletta asked Mr. Goldberg what he hoped to accomplish on the Youth

Commission. Mr. Goldberg said he would like to see what he could do with spreading awareness about light pollution.

Trustee Blackwood asked Mr. Goldberg what he thought the top three things his counterparts at school are concerned about in their daily lives in Arlington Heights. Mr. Goldberg said he felt most students were overworked at school in general and a school issue would be weekend partying and drinking.

TRUSTEE SCALETTA MOVED TO CONCUR IN THE MAYOR'S APPOINTMENT OF CHARLIE GOLDBERG TO THE YOUTH COMMISSION WITH TERM ENDING 4/30/18. TRUSTEE LABEDZ SECONDED THE MOTION. The motion passed.

D. ADJOURNMENT

Trustee Glasgow moved, and Trustee Scaletta seconded the motion to adjourn. The meeting adjourned at 7:55 p.m.



Item: Committee of the Whole 10/16//2017

Department: Village Clerk

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:

ATTACHMENTS:

Description	Type
Committee of the Whole 10/16//2017	Minutes

**MINUTES OF THE COMMITTEE-OF-THE-WHOLE MEETING OF THE PRESIDENT AND
BOARD OF TRUSTEES OF THE
VILLAGE OF ARLINGTON HEIGHTS
33 S. ARLINGTON HEIGHTS ROAD - COMMUNITY ROOM
MONDAY, OCTOBER 16, 2017 – 7:45 PM**

President Hayes called the meeting to order at 7:45 PM.

BOARD MEMBERS PRESENT: Mayor Hayes; Trustees Baldino, Blackwood, Glasgow, LaBedz, Rosenberg, Scaletta, Sidor, Tinaglia

BOARD MEMBERS ABSENT: None

STAFF MEMBERS PRESENT: Village Manager Randy Recklaus; Assistant Village Manager, Diana Mikula; Village Attorney Mark Burkland

OTHERS PRESENT: Hetul Thakkar of Arlington Food & Liquor

A. CONSIDERATION OF RECOMMENDING TO THE LIQUOR COMMISSIONER THE ISSUANCE OF A CLASS "B" AND CLASS "T" LIQUOR LICENSE TO BAAPJI, INC., DBA ARLINGTON FOOD & LIQUOR LOCATED AT 401 S. ARLINGTON HEIGHTS ROAD

Mayor Hayes swore in Mr. Hetul Thakkar.

Diana Mikula presented the staff report on Mr. Thakkar. There is an ownership change for the liquor store located at 401 S. Arlington Heights Road that currently has a Class B & Class T liquor license which allows for retail sale of packaged liquor as well as some tastings. Mr. Thakkar has 100% ownership interest in the liquor store. No convictions were disclosed and no criminal derogatory information was found. Mr. Thakkar was also granted a liquor license by the Village of North Aurora on August 21, 2017. Ms. Mikula conducted a walk-through of the establishment on October 5 and modified the floor plan just slightly to reflect the current layout. Upon a satisfactory liquor interview it would be appropriate to approve the issuance of a Class B and Class T liquor license. They would need to surrender the current liquor license in place as well as provide a copy of an executed lease for this location.

Mayor Hayes asked Mr. Thakkar asked about his plan to have tastings. Mr. Thakkar said he intends to sell packaged liquor now and have tastings in the future. As he builds up the reputation of the store with the neighborhood, the Village and his customer base, he will have tastings.

Mayor Hayes asked Mr. Thakkar if his liquor license in North Aurora was also for a similar business of packaged liquor and tastings. Mr. Thakkar replied yes. Mayor Hayes asked Mr. Thakkar if he had been involved in the liquor business other than in Arlington Heights and North Aurora. Mr. Thakkar said it is a new interest and prior to this he has always been in operations management.

Mayor Hayes asked Mr. Thakkar about his plan to have four employees at his business and what his involvement would be. Mr. Thakkar said he would be overseeing the whole operation and said his uncle would be helping him operate it but Mr. Thakkar said he would also hire some part-time employees. He said he would oversee everything including all

purchasing, accounting, and legal documentation. Mayor Hayes asked if Mr. Thakkar would be involved in actual sales and Mr. Thakkar said he would be but not full time. Mayor Hayes asked if Mr. Thakkar had Bassett certification. Mr. Thakkar said that both he and his uncle were Bassett trained. Mayor Hayes asked about Bassett training the other employees. Mr. Thakkar said all of his employees would have Bassett training before they start working.

Mayor Hayes asked if Mr. Thakkar's uncle would be spending time at the North Aurora business. Mr. Thakkar replied no. The Mayor also asked if there would be sharing of employees with the two businesses and Mr. Thakkar replied no. Mr. Thakkar said he will spend half his time between both businesses.

Mayor Hayes asked about the hours of operation. Mr. Thakkar said Mon-Thurs., 8:00 am-12:00 am.; Fri-Sat., 8:00-1:00 am; Sun., 11:00 am-12:00 am. Mayor Hayes asked Mr. Thakkar if he ever had a liquor license prior to the one he received from North Aurora. Mr. Thakkar replied no. Mayor Hayes asked if the layout was the same that has always operated. Diana Mikula said upon approval the owner is intending to make some cosmetic improvements. Mayor Hayes asked about the distance from the sales counter to the front entrance. Ms. Mikula said closest to the door they have non-alcoholic items and there are several security cameras in place in addition to the mirrors.

Trustee Rosenberg asked Mr. Thakkar about his automobile convenience items. Mr. Thakkar said there is windshield washer fluid, gloves and other similar things.

Trustee Blackwood asked Mr. Thakkar what his line of business was prior to owning the stores. Mr. Thakkar said he was in international supply chain management.

Trustee Tinaglia asked Mr. Thakkar if he was aware of some of the difficulties of having a liquor store or restaurant that sells alcohol in Arlington Heights when it comes to underage drinking and how aggressive Arlington Heights is to deter people selling to underage and checking IDs. Mr. Thakkar said he is very strict about it as well as his employees.

TRUSTEE TINAGLIA MOVED, SECONDED BY TRUSTEE LABEDZ TO RECOMMEND THAT THE VILLAGE BOARD OF TRUSTEES RECOMMEND TO THE LIQUOR COMMISSIONER THE ISSUANCE OF A CLASS "B" AND CLASS "T" LIQUOR LICENSE TO BAAPJI, INC., DBA ARLINGTON FOOD & LIQUOR LOCATED AT 401 S. ARLINGTON HEIGHTS ROAD, UPON SURRENDER OF THE CURRENT LICENSE ISSUED TO THIS ADDRESS. PRIOR TO RECEIVING THE LICENSE, THE APPLICANT MUST PROVIDE A COPY OF AN EXECUTED LEASE FOR THE LOCATION.

THE FOLLOWING VOICE VOTE WAS RECORDED:

9 AYES

0 NAYS

The motion passed.

B. ADJOURNMENT

Trustee LaBedz moved, and Trustee Rosenberg seconded the motion to adjourn. The meeting adjourned at 7:57 p.m.



Item: vb minutes 10 16 2017

Department: Village Clerk

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:

ATTACHMENTS:

Description

vb 10 16 17

Type

Minutes



MINUTES

President and Board of Trustees
Village of Arlington Heights
Board Room

Arlington Heights Village Hall
33 S. Arlington Heights Road
Arlington Heights, IL 60005

October 16, 2017

8:00 PM

I. CALL TO ORDER

II. PLEDGE OF ALLEGIANCE

III. ROLL CALL OF MEMBERS

President Hayes and the following Trustees responded to roll: Sidor, Baldino, LaBedz, Glasgow, Tinaglia, Rosenberg, Scaletta, and Blackwood.

Also present were: Randy Recklaus, Diana Mikula, Tom Kuehne, Bill Enright, Charles Perkins, Robin Ward, Mark Burkland, Bernie Lyons, Rick Manthy and Becky Hume

IV. APPROVAL OF MINUTES

A. Village Board 10/02/2017

Approved

Trustee Carol Blackwood moved to approve. Trustee Bert Rosenberg

Seconded the Motion.

The Motion: Passed

Ayes: Blackwood, Glasgow, Hayes, LaBedz, Rosenberg, Scaletta, Sidor, Tinaglia

Abstain: Baldino

V. APPROVAL OF ACCOUNTS PAYABLE

A. Warrant Register 10/15/2017

Approved

Trustee Bert Rosenberg moved to approve the Warrant Register dated

10/15/2017 in the amount of \$2,839,187.35. Trustee Thomas Glasgow Seconded the Motion.

The Motion: Passed

Ayes: Baldino, Blackwood, Glasgow, Hayes, LaBedz, Rosenberg, Scaletta, Sidor, Tinaglia

VI. RECOGNITIONS AND PRESENTATIONS

A. World Polio Day Proclamation

Joe Musolino and Jim Thompson of the Arlington Heights Rotary Chapter were present to receive the proclamation from President Hayes celebrating World Polio Day which is October 24th. When Rotary set the goal in 1985 to eradicate Polio, there were 350,000 cases in the world. Now, there are 8 cases.

VII. PUBLIC HEARINGS

VIII. CITIZENS TO BE HEARD

Resident Keith Moens said that on October 2, there was an item in new business regarding the ambulance fee. The item was dropped and there was no motion and a motion could have been made. Now the proposed ambulance fee is under old business but no procedural action was taken. Roberts Rules says that old business should not be used unless the item has already been disposed of. Had the Board followed procedural rules historically, the Board would have raised ambulance fees over the years. The Village's Committee of the Whole meetings are mini Board meetings. Now, there is a 333% increase in one vote. This increase falls on the weakest residents of our town.

IX. OLD BUSINESS

A. Report of the Committee-of-the-Whole Meeting Approved of October 16, 2017

Consideration of recommending to the Liquor Commissioner the issuance of a Class "B" and Class "T" Liquor License to Baapji, Inc., dba Arlington Food & Liquor located at 401 S. Arlington Heights Road, upon surrender of the current license issued to this address. Prior to receiving the license, the applicant must provide a copy of an executed lease for the location.

Trustee Jim Tinaglia moved to recommend to the Liquor Commissioner the issuance of a Class "B" and Class "T" Liquor License to Baapji Inc. upon surrender of the current license and submission of a copy of an executed

lease. Trustee Robin LaBedz Seconded the Motion.

The Motion: Passed

Ayes: Baldino, Blackwood, Glasgow, Hayes, LaBedz, Rosenberg, Scaletta, Sidor, Tinaglia

B. Proposed Ambulance Fee Increase

Approved

Mr. Recklaus said staff is proposing an increase to bring the Village more in line with other municipal averages. The increase does not raise out of pocket costs to the residents. Increases will be borne by insurance companies. The amount not covered by insurance will be written off. If you are a nonresident, there will be some out of pocket costs. This does not affect Medicare or Medicaid.

Division Chief Manthy and Deputy Fire Chief Lyons said the cost of providing ambulance service is increasing. The proposed \$1,500 fee is in line with what other Fire Departments charge and is less than private companies charge. Tax payers already contribute to these services so will not experience any increases. Nonresidents who do not subsidize these costs will have some fees assessed. In hardship cases, the Village will accept a hospital write off. No bill will be sent to collections without staff review. They believe this is a reasonable way to shift some of these increasing costs from the tax payers.

Trustee Glasgow said he did not follow the math. He disagreed with the way the Fire Department estimated its cost for transport. Deputy Chief Lyons said it is hard to pull the cost of each call out. Mr. Recklaus said every single thing that the Fire Department does involves being ready to respond to a medical emergency. Only \$950,000 of the Department's budget goes towards not responding to emergency calls. Trustee Glasgow asked why the Village did not charge for ambulance calls that did not require transport. Division Chief Manthy said because there was no funding mechanism for residents, Medicare and Medicaid do not pay for those calls so the full burden of those costs would fall on residents. Mr. Recklaus said insurance, Medicaid and Medicare all pay for transport calls. He said currently residents have some out of pocket costs. This proposal would eliminate those.

Trustee Glasgow said asked what would happen to a visiting nonresident who is uninsured. Mr. Recklaus said they could pay or apply for a hardship and go through the process. Currently the Village writes off homeless people's fees. Trustee Glasgow said the Village subsidizes parking garages, police calls, and a health clinic. He said the Village should subsidize this as well. If that increases taxes, then it is appropriate. He said he will vote no and has an ethical problem with charging people who cannot afford it. He also said he did not want to increase insurance premiums for residents.

Mr. Recklaus said staff spoke with the Village's health insurance broker who indicated that an increase in ambulance fees would not affect the insurance rates for residents. Insurers set a maximum claim allowance for every procedure type and that rate is based on the assumption that each health care provider will charge the maximum allowance for its services. The current maximum allowance for ambulance calls is approximately \$2,000.

Trustee Tinaglia asked when the last time rates were increased. The Answer: 2006. He asked if the increase transfers costs to the insurance companies. Mr. Recklaus said resident costs will be will reduced, as charges for deductibles and co-pays will stop. Trustee Tinaglia said the 75,000 people who live here will not be hurt. He asked what the alternative to filling the budget gap is. Mr. Recklaus said the Board would have to look at a combination of revenue increases, taxes, fees and reductions in services. Trustee Tinaglia said he was concerned with resident's fees more than someone who is visiting from out of town. The last thing he wants is a property tax increase where residents are subsidizing these costs.

Trustee Sidor asked how often the Board would review these rates in the future. Mr. Recklaus said more frequently than every 11 years. It will be done every 1-3 years.

President Hayes said he was pleased with the modified proposal and said he could support this.

Resident Keith Moens said that for 11 years the Village did nothing. Now in one desperate lurch it is raising fees 333% to plug a revenue hole. He said insurance companies would increase premiums. This will roll back onto his premium. He said there will be many people without healthcare in this town. The increase will come out of the people who cannot afford it. He said there was money for a police station and Metropolis but not money to fix the pipes.

Trustee Glasgow said he agreed with Mr. Moens regarding the ambulance fee increase. He thinks insurance premiums will increase as a result.

Trustee Sidor said most likely premiums will not go up. Residents will not be charged a deductible or copay.

Trustee Jim Tinaglia moved to approve the increase to the ambulance transport fee to \$1,500 and a mileage charge of \$12 per mile, and waive deductibles, co-payments, mileage or any other associated costs for Village residents. This change would be effective for all ambulance services provides as of January 1, 2018. Trustee Bert Rosenberg Seconded the Motion.

The Motion: Passed

Ayes: Baldino, Blackwood, Hayes, LaBedz, Rosenberg, Scaletta, Sidor, Tinaglia

Nays: Glasgow

X. CONSENT AGENDA

CONSENT OLD BUSINESS

CONSENT APPROVAL OF BIDS

- A. Arlington Heights Police Station Security Approved
 Systems

Trustee Thomas Glasgow moved to approve. Trustee Robin LaBedz
Seconded the Motion.

The Motion: Passed

Ayes: Baldino, Blackwood, Glasgow, Hayes, LaBedz, Rosenberg, Scaletta,
Sidor, Tinaglia

- B. Survey Services for the Street Reconstruction & Approved
 Rehabilitation Program (AHE #MFT2018-
 Survey)

Trustee Thomas Glasgow moved to approve. Trustee Robin LaBedz
Seconded the Motion.

The Motion: Passed

Ayes: Baldino, Blackwood, Glasgow, Hayes, LaBedz, Rosenberg, Scaletta,
Sidor, Tinaglia

CONSENT LEGAL

- A. An Ordinance Prohibiting the Use of Approved
 Groundwater as a Potable Water Supply by the
 Installation or Use of Potable Water Supply
 Wells or by any Other Method
 (5-39, 133, 135 and 139 E. Golf Terrace, 4 and
 20 East Golf Road and a part of 1675 S.
 Arlington Heights Road)

Trustee Thomas Glasgow moved to approve 17-040. Trustee Robin LaBedz
Seconded the Motion.

The Motion: Passed

Ayes: Baldino, Blackwood, Glasgow, Hayes, LaBedz, Rosenberg, Scaletta,
Sidor, Tinaglia

- B. A Resolution Approving an Intergovernmental Memorandum of Understanding and Intergovernmental Agreement (2020-2024 Assessment of Fair Housing) Approved

Trustee Thomas Glasgow moved to approve R17-056. Trustee Robin LaBedz Seconded the Motion.

The Motion: Passed

Ayes: Baldino, Blackwood, Glasgow, Hayes, LaBedz, Rosenberg, Scaletta, Sidor, Tinaglia

CONSENT REPORT OF THE VILLAGE MANAGER

- A. Destruction of recordings for the Closed Session Approved meetings of: 11/2/15, 12/21/15, 1/4/16, 1/19/16, 2/15/16 and 3/7/16.

Trustee Thomas Glasgow moved to approve. Trustee Robin LaBedz Seconded the Motion.

The Motion: Passed

Ayes: Baldino, Blackwood, Glasgow, Hayes, LaBedz, Rosenberg, Scaletta, Sidor, Tinaglia

XI. APPROVAL OF BIDS

XII. NEW BUSINESS

- A. Aldi Store - 550 E. Golf Rd. - Sign Variation - DC#17-111 Approved

Mr. Recklaus said there are proposed sign changes to the Aldi Golf Road location. Mr. Perkins said the company is asking for six variations which would allow for additional signage on the front and east façade of the building. The main sign is being upgraded and improved. They are also adding graphics on two facades. Staff and the Design Commission recommend approval.

President Hayes asked if this sign package was consistent with Aldi's branding. Tom Strehmann, Aldi Construction Manager, said yes, they are upgrading their signage nationwide.

Trustee Rosenberg said the square footage of signs seems grossly disproportionate to the store size. He said he was concerned that this would set a precedent. Mr. Perkins said staff included the graphics and the sign itself in calculating the space. The actual Aldi sign is similar in size to other businesses signs in square footage. The Aldi sign alone is 75 square feet and since there are two, there is a total of 150 square feet. Terry Doyle, representing Aldi's contractor, said the Aldi frontage is 170 on one side and 200 on the other, less than one square foot of sign area for lineal foot of building coverage. The Jewel is a much larger store, with larger signage. The Valli store has much more sign area.

Mr. Doyle said the signs are part of the architecture of the building. He said they are using this new signage in Carol Stream and Glen Ellen.

Trustee Tinaglia said because of the back-lit elements (wine glass, apple, spinach leaf) the graphics are not offensive to him. If it had more lettering, that would be different. This is an architectural feature.

Trustee Scaletta said Aldi is set back further than Valli and Jewel. The Jewel has three signs on Golf Road. He asked if the sign past the graphics would be removed. The answer was yes. He said the store is not on a main intersection and is set back far. The graphics are more like branding than an actual sign. This makes sense. He said that the lighting on the top of the store detracts from the overall effect. Mr. Strehmann said the lighting was not finalized and that they were working with staff. Mr. Perkins said the wall signs and art renderings will be illuminated, the sconces are not part of this approval.

Trustee John Scaletta moved to approve the recommendation of the Design Commission dated 9/26/2017 without additional pilaster sconce lighting on the top part of the building. Trustee Jim Tinaglia Seconded the Motion.

The Motion: Passed

Ayes: Baldino, Blackwood, Glasgow, Hayes, LaBedz, Rosenberg, Scaletta, Sidor, Tinaglia

B. CA Ventures/Sigwalt Apartments-45 S. Chestnut Disapproved
Ave.- PC#17-008
PUD, Preliminary & Final Plat of Subdivision,
Re-zoning, Variations

Mr. Recklaus said this is a proposal for an apartment building on the southern 1/3 of a large vacant lot west of downtown. It is on the edge of downtown and a residential area. These kinds of projects test the zoning code and comprehensive plan.

Mr. Perkins said there were quite a few variations required for the project and showed comparisons to other similar projects in the Village where

setback, height, loading berth and land density were also issues. He said many developments do not fit in a box. The Comprehensive Plan changed in 1997 for this space to allow high density multifamily housing consistent with an R-7 zoning. This proposal is for five stories which fits within the Downtown Master Plan. There is no vehicular access onto Sigwalt or Chestnut. The site is separated from the neighborhood by streets. He said they did not want to sink the building so the active first floor units were not subterranean.

Mr. Enright said there is a parking deficit of 22 spaces which can be made up in the Vail garage. The petitioner is not proposing the extra spaces, as they do not believe they will need any additional spaces outside of their building. The Village's numbers show an average use of 1.4 spaces per unit for the downtown multifamily buildings. The business owners asked if any more parking is allocated in the Vail garage for it to be designated as customer parking as they think there is not enough. The Village has done studies, which show additional parking in permit spaces is available on levels 3 and 4. Level 4 is open for 4 hour shopper parking and can fill up quickly. The Plan Commission thought parking was sufficient and did not want to allocate 22 spaces to this development. Parking will be self-regulating, as the petitioner will have 110 spaces to lease. The onus is on them.

Mr. Perkins said staff analyzed the fiscal benefits of the project to the Village. Currently the site pays \$9,034 in property taxes. This development will cost \$17.5 million. Impact fees of \$280,513 will go to school districts and the library. It is estimated that residents of this building would spend \$1,347,060 within a 3 mile radius. The school enrollment is projected at 2.6 children in each level of school: elementary, middle and high school. The Plan Commission recommended approval with a 4-3 vote.

Mike Porto of CA/Ventures described the project. He said they think 110 parking spots are sufficient, that's what their market and traffic study indicate. Mark Hopkins, the architect, described the building.

Trustee LaBedz asked if there was going to be staff on site. Mr. Porto said it would be managed by 3rd party property operator. There will be a small office, but no full time staff.

Trustee Sidor asked how many parking spaces will be lost on Highland. Mr. Enright said at least four.

Trustee Rosenberg asked about drainage in the basement parking. Mr. Hopkins said there would be interior drainage. The entry drive is pitched higher than the curb so no gravity drainage goes into the building. Trustee Rosenberg asked if the sewer work on Sigwalt would be occurring at the same time. Mr. Recklaus said the design work is occurring in 2018 with construction beginning in 2019. It is not known which of the three different options will be selected. Staff will coordinate with any proposed

development. Mr. Hopkins said their project has been designed to be self-sufficient regarding water detention. Mr. Porto said the 3rd party operator will manage the loading hours which were set by the Plan Commission.

Trustee Tinaglia said to not plan on any parking from the Village. The property can only lease what they have. He asked if the Village's Zoning Code was wrong or is this project under parked. The consultant reported it needs 1.22 parking spaces per unit. The neighbors are worried about extra parking in the streets. There are nine parking stalls set up as tandems which means they can only be accessed by roommates. Of 50 units, 24 get two stalls per unit. This changes the parking ratio to 1.13 spaces for the remaining units.

Trustee Glasgow asked what is the expected life span was. The answer was 70-75 years. He said this plan assume trends regarding cars are going to continue, what happens if they change? Matt Katsaros, of C/A Ventures, said this is a transit oriented development. They do not expect many multiple resident units and think it will be a lighter impact to the downtown. Trustee Glasgow said if the Board grants deficits then others would want similar deficits. He said PUD's cannot exercise detrimental effects to neighborhoods.

President Hayes said the number of children makes sense, as there are no three bedroom units. These apartments are expensive compared to other apartment buildings.

J.T. Charles said the project is absurd for what it does to Sigwalt. Truck traffic is very heavy. Chestnut is not two lanes. He said he was totally against this project unless something changes on the streets. There needs to be some means for cars to pull off. People are going to off load on Sigwalt. The entrance faces Sigwalt so the building should be able to off load people there.

Donald Meersman asked for the Board to respect the plans and requirements that have protected the Village. He asked for the Board to enforce the rules and not ignore the codes for site coverage. He asked for the Board to not make parking and safety worse. He asked where the construction workers would park. Parking is a problem right now. He asked when the Village became a challenged community that bends over to all a developer's terms. He asked for the building to conform to site coverage and parking requirements.

President Hayes said no one is ignoring the codes. A request for variation is different.

Keith Allen said a neighborhood petition was circulated yesterday and received 103 signatures in one day. This reinforces the neighborhood opposition to this development.

Gabriela Rojek said when she bought her home 29 years ago it was zoned residential. She said she did not know it changed to multifamily zoning. She said this is not the right proposal. They are trying hard to make it fit but it does not fit in with the style of homes that surround this property.

President Hayes said the Board has received and read all the materials and communications from residents. President Hayes said he viewed the petition, which seems to suggest that the Commissions did not apply the Codes to this project. The Commission and Board members carry out their responsibility the way they see fit. They swore an oath to follow the laws and to do what they think is right for the community. They were appointed to these roles. Just because something was not discussed, does not mean it wasn't considered.

Trustee Scaletta said some of the other properties, which had approved variations, are not adjacent to single-family homes. He said five parking spaces would be lost. He also noted that there is no place to drop people off on Sigwalt and the only entrance on Highland is into the garage. He said he was concerned that there is too much being put into this building. It is large for the property. The variations are so significant, that he cannot vote yes. He said parking and loading were major issues.

Mr. Perkins said since Early Review, pretty much the same plan was presented to the other Committees. Changes were made to add parking so where they were short 34 spaces before, now it is 22. There were some design elements and cutouts added. The Highland Ave. spots were always lost, that is not new. The loss of street parking does not count against the development. Trustee Scaletta said the size and scope is too large for property. The number of and/or degree of variations is too high.

Trustee Glasgow said this is a pretty building. The top 2/3rds of this property will be developed too. There are too many variances and he was concerned about parking. The comments made by the Board in Early Review were not addressed. There is a big difference being in the Village than in other areas. The local businesses need the parking garage spaces and he is not interested in building more spaces.

Trustee Sidor said all the delivery drivers will park on Sigwalt and the mail truck alone will be there 1.5 hours each day.

Trustee LaBedz said she was concerned about the parking issue. There is too much reliance on the idea that the people who will live here will focus on the train. She said she served on Downtown Master Plan Task Force and nothing this massive was thought of for this part of the block. People have reinvested a lot in the single-family homes in this area. They have tried to keep to the style and feeling in the neighborhood. These are 100-year-old homes. That sensitivity is lacking in the style of this building. In and of itself it is lovely, it's just not the right place.

President Hayes said it is the Board's responsibility to put the land to the highest and best use. If it is not this one, it will be another development that is multifamily. He said he did not disagree with the comments but was afraid of losing this developer who was willing to invest a great deal of money to help the Village develop this vacant property.

Trustee Tinaglia said he did not want to see the developer walk away. He hopes they will rethink a few things. The issues on Sigwalt can be worked on. For him, the main issue is the parking variance, if there is going to be one. He said for staff to look at what the real parking number should be is the Code right or wrong. He did not like tandem stalls and wants the project to be adequately parked.

Trustee Thomas Glasgow moved to deny. Trustee Mike Sidor Seconded the Motion.

The Motion: Passed

Ayes: Baldino, Glasgow, Hayes, LaBedz, Rosenberg, Scaletta, Sidor, Tinaglia

Nays: Blackwood

XIII. LEGAL

XIV. REPORT OF THE VILLAGE MANAGER

XV. APPOINTMENTS

XVI. PETITIONS AND COMMUNICATIONS

XVII. ADJOURNMENT



Item: Warrant Register 10/30/2017

Department: Village Clerk

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:

ATTACHMENTS:

Description	Type
Warrant Register 10/30/2017	Warrant Register



**VILLAGE OF ARLINGTON
HEIGHTS
WARRANT REGISTER FOR
CHECK DATE: 10-30-2017**

Fund	Fund Description	Total Transaction Amount
101	General Fund	\$473,888.11
211	Motor Fuel Tax Fund	\$5,266.65
215	CDBG Fund	\$1,916.50
227	Foreign Fire Ins Tax Fund	\$14,142.95
231	Criminal Investigation Fd	\$207,783.85
235	Municipal Parkg Opr Fund	\$25,529.26
261	TIF III Fund	\$1,564,961.59
301	Debt Service Fund	\$1,120.50
401	Capital Projects Fund	\$542,656.72
426	Storm Water Control Fund	\$277,973.70
431	Public Building Fund	\$124,192.33
435	EAB Fund	\$789.65
505	Water and Sewer Fund	\$165,126.95
511	Solid Waste Fund SWANCC	\$91,625.88
515	Arts,Entert & Events Fund	\$59,122.68
605	Health Insurance Fund	\$10,558.00
611	General Liability Ins Fnd	\$3,393.85
615	Workers Compensation Ins	\$51,079.83
621	Fleet Operations Fund	\$180,024.88
625	Technology Fund	\$74,509.73
715	Guaranty Deposits Fund	\$8,900.00
TOTAL ALL FUNDS		\$3,884,563.61

WARRANT REGISTER - GM0002**Department: 0****Division: 0**

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
208912	235-0000-435.65-02	KANGA AHN	REFUND OVERPAYMENT	\$18.00	\$18.00
208917	715-0000-220.93-00	ALPINE DEMOLITION SERVICES	BOND REFUND	\$200.00	\$200.00
208918	715-0000-220.93-00	ALPINE DEMOLITION SERVICES	BOND REFUND	\$200.00	\$200.00
208919	715-0000-220.93-00	ALPINE DEMOLITION SERVICES	BOND REFUND	\$200.00	\$200.00
208920	715-0000-220.93-00	ALPINE DEMOLITION SERVICES	BOND REFUND	\$200.00	\$200.00
208924	505-0000-140.10-00	AMERICAN PRINTING TECHNOLOGIES	WATER BILL POSTAGE REIMB	\$1,882.60	\$1,882.60
208950	235-0000-435.65-02	JOHN BALTOWSKI	REFUND PARKING PERMIT	\$40.00	\$40.00
208954	715-0000-220.93-00	BOLANO'S LANDSCAPING	BOND REFUND	\$100.00	\$100.00
208958	715-0000-220.93-00	BRENTWOOD DEVELOPMENT, INC.	BOND REFUND	\$200.00	\$200.00
208961	101-0000-421.15-00	MARY BURKHARDT	REFUND DOG TAG	\$12.00	\$12.00
208966	715-0000-220.93-00	CARRENO CONCRETE 172789	BOND REFUND	\$200.00	\$200.00
209001	715-0000-220.93-00	DANLEYS GARAGE WORLD 17 1373	BOND REFUND	\$200.00	\$200.00
209002	101-0000-433.14-00	DEPT OF THE TREASURY	REFUND AMBULANCE CLAIM	\$385.68	\$385.68
209009	715-0000-220.93-00	DUROPAVE CONSTRUCTION INC	BOND REFUND	\$200.00	\$200.00
209014	715-0000-220.93-00	ELISA ZERAFIN	BOND REFUND	\$150.00	\$150.00
209018	235-0000-435.65-02	JORDYN FISHMAN	REFUND PARKING PERMIT	\$50.00	\$50.00
209029	715-0000-220.93-00	GILL, JEAN A 173385	BOND REFUND	\$200.00	\$200.00
209039	715-0000-220.93-00	GREENSCAPE HOMES LLC	BOND REFUND	\$750.00	\$750.00
209049	715-0000-220.93-00	HELEN KUO	BOND REFUND	\$200.00	\$200.00
209056	715-0000-220.93-00	HORWITZ, MARTIN 173432	BOND REFUND	\$200.00	\$200.00
209057	101-0000-421.05-00	IBBOTSON HEATING CO	REFUND TRUCK STICKERS	\$105.00	\$105.00

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
209063	101-0000-421.99-00	INSPYR STUDIOS	OL REFUNDS	\$95.00	\$95.00
209067	715-0000-220.93-00	J & J PAVEMENT REPAIRS 171229	BOND REFUND	\$200.00	\$200.00
209068	715-0000-220.93-00	J & J PAVEMENT REPAIRS 172736	BOND REFUND	\$200.00	\$200.00
209069	101-0000-422.05-00	J & S PLUMBING INC	FEE COLLECTED IN ERROR	\$99.00	\$231.00
			FEE COLLECTED IN ERROR	\$132.00	
209071	715-0000-220.93-00	JOHN HERSEY HIGH SCHOOL 173438	BOND REFUND	\$1,000.00	\$1,000.00
209075	715-0000-220.93-00	KEMPERAS, JIM 172473	BOND REFUND	\$200.00	\$200.00
209076	715-0000-220.93-00	KEVIN R CASEY 17 2858	BOND REFUND	\$200.00	\$200.00
209078	715-0000-220.93-00	KIMBERLY DE JONCKHEERE 17 2511	BOND REFUND	\$200.00	\$200.00
209082	715-0000-220.93-00	KURTH, GREGORY 173518	BOND REFUND	\$200.00	\$200.00
209083	231-0000-250.20-00	PETER LABUDA	RELEASE SEIZED FUNDS	\$200,563.34	\$200,563.34
209089	235-0000-435.65-02	COLLEEN LETKE	REFUND PARKING PERMIT	\$30.00	\$30.00
209091	715-0000-220.93-00	LINDA BEARDEN 17 3070	BOND REFUND	\$200.00	\$200.00
209096	715-0000-220.93-00	MAERZ, KARL B 173791	BOND REFUND	\$1,000.00	\$1,000.00
209099	715-0000-220.93-00	MARINO GERARDI 17 2655	BOND REFUND	\$200.00	\$200.00
209107	715-0000-220.93-00	MJ & B CONTRACTORS	BOND REFUND	\$200.00	\$200.00
209111	101-0000-432.08-00	MOSKAL JUDITH	REFUND PLAN EXEM FEE	\$70.00	\$70.00
209117	715-0000-220.93-00	NICK BONUORE	BOND REFUND	\$200.00	\$200.00
209125	101-0000-140.05-00	NOVUSSOLUTIONS	ANNUAL NOVUS SUBSCRIPTION	\$17,200.00	\$17,200.00
209129	101-0000-433.14-00	PALMETTO GBA	REFUND AMBULANCE CLAIM	\$313.60	\$313.60
209132	715-0000-220.93-00	PAUL ROGNER	BOND REFUND	\$150.00	\$150.00
209133	235-0000-435.65-03	ROMAN PAYLIAN	REFUND PARKING PERMITS	\$80.00	\$80.00
209136	715-0000-220.93-00	DAN PERRY	BOND REFUND	\$200.00	\$200.00

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
209139	505-0000-452.42-00	WILLIAM POLERECKY	REFUND FINAL WATERBILL	\$136.60	\$136.60
209148	235-0000-435.65-02	KAMALAKANNAN RAJAGOPAL	REFUND PARKING PERMIT	\$10.00	\$10.00
209149	235-0000-435.65-02	GITA RANI	REFUND PARKING PERMIT	\$80.00	\$80.00
209151	715-0000-220.93-00	RAY SCHILD, K&K CONCRETE, LLC	BOND REFUND	\$150.00	\$150.00
209157	101-0000-422.05-00	RICKS SEWER & DRAINAGE	FEE COLLECTED IN ERROR	\$176.00	\$176.00
209169	715-0000-220.93-00	S & H PAVING INC 172454	BOND REFUND	\$200.00	\$200.00
209177	101-0000-421.05-00	MARJORIE SEASTONE	REFUND VEHICLE STICKER	\$12.00	\$12.00
209179	715-0000-220.93-00	SEDEY, KELLY 17891	BOND REFUND	\$200.00	\$200.00
209181	101-0000-421.05-00	WALTER SIEWERTH	REFUND VEHICLE STICKER	\$30.00	\$30.00
209185	101-0000-421.05-00	CALVIN SMITH	REFUND VEHICLE STICKER	\$60.00	\$60.00
209199	101-0000-421.99-00	TACTICAL SECURITY	OL REFUNDS	\$95.00	\$95.00
209208	101-0000-422.05-00	KIM TOMMY	REFUND PLAN FEE	\$11.00	\$11.00
209215	715-0000-220.93-00	UMA BODAPATI 17 4462	BOND REFUND	\$200.00	\$200.00
209220	715-0000-220.93-00	US SHELTER LLC 17 2414	BOND REFUND	\$200.00	\$200.00
209228	505-0000-452.42-00	ROYCE VIBBERT	REFUND FINAL WATERBILL	\$27.10	\$27.10
209229	715-0000-220.93-00	VIBBERT, ROYCE 173397	BOND REFUND	\$200.00	\$200.00
209241	715-0000-220.93-00	YEH, JAY Z 173381	BOND REFUND	\$200.00	\$200.00
251937	101-0000-210.95-00	RTA/CTA BENEFIT PROGRAM	NOVEMBER 2017	\$507.00	\$507.00
801670	101-0000-210.95-00	RTA/CTA BENEFIT PROGRAM	OCTOBER 2017	\$516.00	\$516.00
901284	101-0000-210.91-00	EMPLOYEE BENEFITS CORP	FSA CLAIMS 10/6/17	\$1,695.43	\$1,695.43
901286	101-0000-210.91-00	EMPLOYEE BENEFITS CORP	FSA CLAIMS 10/16/17	\$4,765.85	\$4,765.85
				Division 0 Total	\$238,098.20
				Department 0 Total	\$238,098.20

WARRANT REGISTER - GM0002**Department: 1 Board of Trustees****Division: 1**

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
208964	101-0101-501.21-65	CAPTION FIRST INC	CLOSED CAPTION SEPTEMBER	\$900.00	\$900.00
209094	101-0101-501.21-65	LORELLE COMMUNICATIONS INC	SERVICE MISCELLANEOUS	\$4,500.00	\$4,500.00
				Division 1 Total	\$5,400.00
				Department 1 Total	\$5,400.00

WARRANT REGISTER - GM0002**Department: 2 Integrated Services****Division: 1**

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
209046	101-0201-502.30-05	HARRIS TRUST & SAVINGS BANK	EDIBLE ARRANGEMENTS	\$88.86	\$88.86
209146	101-0201-502.21-02	QT SIGNS	ELECTRONIC SIGN REPAIR	\$474.00	\$474.00
209166	101-0201-502.22-02	ROTARY CLUB OF ARLINGTON HTS	QUARTERLY DUES	\$275.00	\$275.00
209240	101-0201-502.22-15	XEROX CORPORATION	OFFICE MACHINES & ACCESS	\$85.00	\$85.00
				Division 1 Total	\$922.86
				Department 2 Total	\$922.86

WARRANT REGISTER - GM0002**Department: 3 Human Resources****Division: 1**

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
209027	615-0301-552.42-75	GALLAGHER BASSETT SERVICES INC	CLAIMS - MEDICAL LOSS	\$9,020.88	\$27,863.26
			CLAIMS - MEDICAL LOSS	\$18,842.38	
	615-0301-552.42-80	GALLAGHER BASSETT SERVICES INC	CLAIMS - W/C	\$10,909.38	\$21,818.76
209046	101-0301-503.22-02	HARRIS TRUST & SAVINGS BANK	ATD	\$229.00	\$229.00
	615-0301-552.20-50	HARRIS TRUST & SAVINGS BANK	JIMMY JOHNS - 748 - MO	\$39.28	\$39.28
209064	615-0301-552.42-80	INTERGOVERNMENTAL RISK MGMT AGENCY	SEPTEMBER DEDUCTIBLE	\$1,095.75	\$1,095.75
209077	605-0301-552.20-05	KEVIN WOLF & ASSOCIATES LLC	ATTESTATION FOR 2018 RDS	\$2,500.00	\$2,500.00
209122	605-0301-552.20-50	NORTHWEST COMMUNITY HOSPITAL	SERVICE HEALTH TESTING	\$2,392.00	\$8,058.00
			SERVICE HEALTH TESTING	\$3,573.00	
			SERVICE HEALTH TESTING	\$2,093.00	
209126	615-0301-552.30-05	OFFICE DEPOT	OFFICE SUPPLIES	\$262.78	\$262.78
209240	101-0301-503.22-15	XEROX CORPORATION	OFFICE MACHINES & ACCESS	\$85.00	\$85.00
901286	101-0301-503.21-65	EMPLOYEE BENEFITS CORP	OCTOBER 2017 FSA FEES	\$750.00	\$750.00
Division 1 Total					\$62,701.83
Department 3 Total					\$62,701.83

WARRANT REGISTER - GM0002**Department: 4 Legal Department****Division: 1**

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
209085	101-0401-503.20-20	LAW OFFICES OF BURTON A BROWN	ATTORNEYS FEES	\$500.00	\$500.00
209165	101-0401-503.21-65	ROSE MARY JURINEK	COURT REPORTER	\$945.00	\$945.00
209205	101-0401-503.33-05	THOMSON REUTERS-WEST	INFORMATION CHARGES	\$298.06	\$298.06
				Division 1 Total	\$1,743.06
				Department 4 Total	\$1,743.06

WARRANT REGISTER - GM0002**Department: 5 Finance****Division: 1**

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
208928	101-0501-503.21-65	ANDRES MEDICAL BILLING LTD	SERVICE FINANCIAL	\$5,888.67	\$5,888.67
209008	505-0501-503.40-87	ALISON/AUSTIN DRISCOLL	50/50 SEWER REBATE	\$5,224.50	\$5,224.50
209015	101-0501-503.22-05	FEDERAL EXPRESS	SHIPPING/DELIVERY SERVICE	\$47.81	\$47.81
209027	611-0501-552.42-60	GALLAGHER BASSETT SERVICES INC	CLAIMS - LIABILITY LOSS	\$600.00	\$1,375.00
			CLAIMS - LIABILITY LOSS	\$775.00	
209064	611-0501-552.42-53	INTERGOVERNMENTAL RISK MGMT AGENCY	SEPTEMBER DEDUCTIBLE	\$1,612.85	\$1,612.85
	611-0501-552.42-55	INTERGOVERNMENTAL RISK MGMT AGENCY	SEPTEMBER DEDUCTIBLE	\$406.00	\$406.00
209111	505-0501-503.40-87	MOSKAL JUDITH	50/50 SEWER REBATE	\$5,110.00	\$5,110.00
209116	101-0501-503.21-02	NEOPOST USA INC	ANNUAL MAINT. #648975	\$2,655.83	\$2,655.83
209126	101-0501-503.30-05	OFFICE DEPOT	OFFICE SUPPLIES	\$189.11	\$813.16
			OFFICE SUPPLIES	\$319.12	
			TONER SUPPLIES	\$159.99	
			OFFICE SUPPLIES	\$144.94	
209128	101-0501-503.22-01	PADDOCK PUBLICATIONS INC	ADVERTISING	\$59.40	\$249.75
			ADVERTISING	\$58.05	
			ADVERTISING	\$56.70	
			ADVERTISING	\$75.60	
209143	101-0501-503.30-05	IPROMOTEU	OFFICE IDENTIFICATION	\$50.16	\$50.16
209168	101-0501-503.30-25	RYDIN SIGN & DECAL	LICENSING DECALS	\$527.20	\$527.20

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
209208	505-0501-503.40-87	KIM TOMMY	50/50 SEWER REBATE	\$7,500.00	\$7,500.00
209226	101-0501-503.21-65	VERIZON WIRELESS	ACCT 38508581800001	\$55.26	\$55.26
				Division 1 Total	\$31,516.19
				Department 5 Total	\$31,516.19

WARRANT REGISTER - GM0002**Department: 6 Information Technology****Division: 1**

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
208968	625-0601-572.50-10	CDS OFFICE TECHNOLOGIES	COMPUTERS,DP & WORD PROC.	\$1,274.00	\$10,622.00
			COMPUTERS,DP & WORD PROC.	\$9,348.00	
208981	625-0601-553.21-65	COMCAST PROCESSING CENTER	ACCT 907065060	\$4,682.33	\$4,682.33
209015	625-0601-553.22-05	FEDERAL EXPRESS	SHIPPING/DELIVERY SERVICE	\$107.03	\$107.03
209030	625-0601-553.20-05	GIS CONSORTIUM	SERVICE MISCELLANEOUS	\$20,000.00	\$20,000.00
209046	625-0601-553.30-05	HARRIS TRUST & SAVINGS BANK	AMAZON.COM	\$16.99	\$16.99
	625-0601-572.50-10	HARRIS TRUST & SAVINGS BANK	AMAZON.COM	\$360.00	\$4,312.60
			AMAZON MKTPLACE PTMS	\$15.99	
			CDW GOVT #KMG9120	\$83.58	
			MONOPRICE, INC.	\$170.50	
			DMI* DELL HLTHCR/PTR	\$3,671.54	
			AMAZON MKTPLACE PMTS	\$10.99	
209113	625-0601-553.20-05	MUNICIPAL GIS PARTNERS INC	COMPUTERS,DP & WORD PROC.	\$16,200.50	\$16,200.50
209145	625-0601-572.50-10	PROVANTAGE LLC	WEB SECURITY	\$3,061.22	\$3,061.22
209189	625-0601-572.50-10	SOUTHERN COMPUTER WAREHOUSE	PRINTER REPLACEMENT	\$647.95	\$647.95
209196	625-0601-553.20-39	SUPERION LLC	COGNOS SERVICES	\$160.00	\$160.00
209223	625-0601-553.21-65	VERIZON WIRELESS	ACCT 78036610800001	\$817.45	\$817.45
209235	625-0601-553.20-39	WEST INTERACTIVE SERVICES CORP	COMPUTERS,DP & WORD PROC.	\$12,750.00	\$12,750.00

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
209246	401-0601-572.50-15	ZONES INC	COMPUTERS,DP & WORD PROC.	\$5,692.50	\$11,048.88
			COMPUTERS,DP & WORD PROC.	\$865.26	
			COMPUTERS,DP & WORD PROC.	\$2,777.94	
			COMPUTERS,DP & WORD PROC.	\$1,713.18	
	625-0601-553.21-02	ZONES INC	HARDWARE EQUIPMENT	\$1,088.40	\$1,088.40
	625-0601-572.50-10	ZONES INC	POWER CABLE	\$43.26	\$43.26
	Division 1 Total				\$85,558.61
Department 6 Total				\$85,558.61	

WARRANT REGISTER - GM0002**Department: 10 Boards & Commissions****Division: 8**

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
209058	101-1008-502.22-02	IL FIRE & POLICE COMM ASSOC	MEMBERSHIP RENEWAL 2018	\$375.00	\$375.00
209193	101-1008-502.20-75	STEPHEN LASER & ASSOCIATES	INDIVIDUAL EXAMS (3) PD	\$2,200.00	\$2,200.00
				Division 8 Total	\$2,575.00

Division: 17

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
209137	101-1017-502.20-24	PETTY CASH	2017 DISABILITY EMPL AWARD	\$23.62	\$23.62
				Division 17 Total	\$23.62

Division: 18

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
208933	515-1018-525.40-55	ARLINGTON RENTAL INC	AUTUMN HARVEST	\$1,548.91	\$1,548.91
208970	515-1018-525.40-55	CHICAGO ICE WORKS INC	ICE SCULP DEMONSTRATION	\$1,110.50	\$1,110.50
208997	515-1018-525.40-55	CRAVE BAR	AUTUMN HARVEST	\$55.62	\$55.62
209026	515-1018-525.40-55	STEVEN FROMM	AUTUMN HARVEST	\$271.97	\$347.62
			AUTUMN HARVEST	\$75.65	
209046	515-1018-525.40-55	HARRIS TRUST & SAVINGS BANK	OTC BRANDS INC.	(\$294.67)	(\$108.49)
			OTC BRANDS, INC.	\$186.18	
209079	515-1018-525.40-55	KLUZ NANCY A	AUTUMN HARVEST	\$67.20	\$67.20
209207	515-1018-525.40-55	TOASTY CHEESE RG LLC	AUTUMN HARVEST	\$124.88	\$124.88
				Division 18 Total	\$3,146.24
				Department 10 Total	\$5,744.86

WARRANT REGISTER - GM0002**Department: 20 Special Events****Division: 5**

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
2125	515-2005-525.40-82	METROPOLIS PERFORMING ARTS CENTRE	RESTRICTED FUNDS REQUEST	\$49,000.00	\$49,000.00
Division 5 Total					\$49,000.00
Department 20 Total					\$49,000.00

WARRANT REGISTER - GM0002**Department: 30 Police Department****Division: 1**

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
208908	101-3001-511.21-65	ACCURATE DOCUMENT DESTRUCTION	SERVICE MISCELLANEOUS	\$314.68	\$314.68
208963	101-3001-511.21-65	CAMIC JOHNSON LTD	SERVICE PROFESSIONAL	\$525.00	\$525.00
208976	101-3001-511.22-03	BRIAN CLARKE	REIMBURSEMENT	\$475.00	\$475.00
208979	101-3001-511.22-03	COLLEGE OF DUPAGE	REGISTRATION	\$400.00	\$400.00
	101-3001-511.33-25	COLLEGE OF DUPAGE	SUPPLIES	\$103.50	\$103.50
208989	101-3001-511.21-65	COOK COUNTY BUREAU OF TECHNOLOGY	USER FEE	\$2,689.50	\$2,689.50
208994	101-3001-511.33-30	CORPORATE IDENTITY INC	SUPPLIES	\$2,135.97	\$2,135.97
208995	101-3001-511.22-03	COWSERT MICHAEL	ANNUAL CONFERENCE	\$641.35	\$641.35
208999	101-3001-511.22-03	CRISIS ASSOCIATES LLC	INSTRUCTORS FEE	\$9,500.00	\$9,500.00
209043	101-3001-511.22-03	HAJEK DOUGLAS	POLICING CONFERENCE	\$175.00	\$981.80
			POLICING CONFERENCE	\$315.90	
			POLICING CONFERENCE	\$490.90	
209046	101-3001-511.22-03	HARRIS TRUST & SAVINGS BANK	HARPER E-COMMERCE	(\$25.00)	(\$25.00)
	101-3001-511.30-20	HARRIS TRUST & SAVINGS BANK	AMAZON MKTPLACE PMTS	\$64.88	\$64.88
	101-3001-511.33-05	HARRIS TRUST & SAVINGS BANK	ROSETTA STONE	(\$187.75)	(\$8.75)
			ROSETTA STONE	\$179.00	
	101-3001-511.33-25	HARRIS TRUST & SAVINGS BANK	MASTER HITCH	\$47.85	\$769.81
			AMAZON MKTPLACE PMTS	\$405.98	
			AMAZON MKTPLACE PMTS	\$15.98	
			ARMS UNLIMITED	\$300.00	
	401-3001-572.50-15	HARRIS TRUST & SAVINGS BANK	BROWNELLS INC	\$351.58	\$351.58

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
209060	101-3001-511.22-03	IL TACTICAL OFFICERS ASSOC	REGISTRATION	\$1,950.00	\$1,950.00
209070	101-3001-511.30-35	JG UNIFORMS	CLOTHING	\$185.00	\$265.55
			CLOTHING	\$80.55	
209084	101-3001-511.21-65	LAW OFFICE OF RANDIE K BRUNO	SERVICE PROFESSIONAL	\$400.00	\$400.00
209110	101-3001-511.30-35	MORGAN MICHELE	REIMBURSEMENT	\$52.50	\$52.50
209115	101-3001-511.22-03	NELSON ALEXANDRA	INVESTIGATORS CONFERENCE	\$381.59	\$381.59
209118	101-3001-511.21-65	NORTHERN IL FUNERAL SERVICES INC	SERVICE MISCELLANEOUS	\$480.00	\$960.00
			SERVICE MISCELLANEOUS	\$480.00	
209121	101-3001-511.20-37	NORTHWEST CENTRAL DISPATCH SYS	NOVEMBER 2017	\$69,129.18	\$69,129.18
209124	101-3001-511.22-03	NORTHWEST POLICE ACADEMY	REGISTRATION	\$50.00	\$100.00
			REGISTRATION	\$50.00	
209126	101-3001-511.30-05	OFFICE DEPOT	OFFICE SUPPLIES	\$1,748.83	\$2,100.20
			OFFICE SUPPLIES	\$161.04	
			OFFICE SUPPLIES	\$190.33	
209138	101-3001-511.33-25	PETTY CASH/POLICE	TRAIN FARE	\$52.00	\$192.00
			VOLUNTEER DINNER	\$140.00	
209140	101-3001-511.22-03	PIOTR POREBSKI	REGISTRATION	\$50.00	\$50.00
	101-3001-511.30-35	PIOTR POREBSKI	REISSUE CHECK 205255	\$189.04	\$189.04
209150	101-3001-511.30-35	RAY O'HERRON	CLOTHING	(\$74.95)	\$3,658.69
			EQUIPMENT	\$158.00	
			CLOTHING	\$314.93	
			CLOTHING	\$177.93	
			CLOTHING	\$760.63	

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
209150	101-3001-511.30-35	RAY O'HERRON	CLOTHING	\$33.95	\$3,658.69
			CLOTHING	\$186.97	
			CLOTHING	\$245.00	
			CLOTHING	\$138.00	
			CLOTHING	\$96.99	
			CLOTHING	\$179.95	
			CLOTHING	\$108.99	
			CLOTHING	\$165.85	
			CLOTHING	\$168.95	
			CLOTHING	\$146.99	
			CLOTHING	\$117.95	
			CLOTHING	\$55.99	
			CLOTHING	\$138.00	
			CLOTHING	\$138.00	
			CLOTHING	\$44.99	
			CLOTHING	\$59.98	
			CLOTHING	\$36.99	
			CLOTHING	\$76.99	
			CLOTHING	\$181.62	
	235-3001-532.30-35	RAY O'HERRON	CLOTHING	\$264.94	\$264.94
209153	101-3001-511.22-03	CARRIE REGILIO	POLICING CONFERENCE	\$175.00	\$175.00
209164	101-3001-511.22-03	BRANDI ROMAG	POLICING CONFERENCE	\$175.00	\$175.00
209182	101-3001-511.21-65	SIGNATURE MEDICAL GROUP	PROCESSING FEE	\$30.00	\$30.00

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
209195	101-3001-511.30-35	SULLIVAN JOHN	REIMBURSEMENT	\$185.50	\$185.50
209200	101-3001-511.22-03	CHRISTOPHER TATMAN	TUITION REIMBURSEMENT	\$1,679.00	\$1,679.00
209205	101-3001-511.21-65	THOMSON REUTERS-WEST	SERVICE PROFESSIONAL	\$480.00	\$480.00
209209	101-3001-511.22-10	TOTAL PRINT SOLUTIONS	SERVICE PRINTING	\$96.00	\$96.00
209211	101-3001-511.33-25	TRAFFIC SAFETY WAREHOUSE	POLICE EQUIPMENT & SUPPLY	\$2,074.39	\$2,268.00
			SHIPPING/DELIVERY SERVICE	\$193.61	
209214	101-3001-511.33-25	ULTRA STROBE COMMUNICATIONS INC	EQUIPMENT	\$3,500.00	\$3,500.00
209231	101-3001-511.21-65	WALGREEN COMPANY	SERVICE PROFESSIONAL	\$133.93	\$133.93
				Division 1 Total	\$107,335.44

Division: 3

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
208930	231-3003-511.40-01	ARLINGTON HEIGHTS ANIMAL HOSPITAL	VETERINARY SERVICES	\$709.95	\$709.95
208978	231-3003-511.40-11	CMS ACCOUNTING	POLICE EQUIPMENT & SUPPLY	\$132.81	\$132.81
208994	231-3003-511.40-11	CORPORATE IDENTITY INC	SUPPLIES	\$2,137.09	\$2,137.09
209046	231-3003-511.40-01	HARRIS TRUST & SAVINGS BANK	AMAZON MKTPLACE PMTS	\$89.12	\$358.62
			AMAZON MKTPLACE PMTS	\$120.00	
			AMAZON.COM	\$149.50	
	231-3003-511.40-11	HARRIS TRUST & SAVINGS BANK	AMAZON MKTPLACE PMTS	\$422.39	\$1,055.06
			AMERICAN	\$385.50	
			SHERATON SOCIETY HILL	\$247.17	
209112	231-3003-511.40-11	GERALD MOURNING	ANNUAL CONFERENCE	\$2,148.63	\$2,148.63

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
209175	231-3003-511.40-01	SCIENTIFIC ANIMAL FEEDS AND NEEDS	CANINE UNIT PROGRAM	\$83.44	\$83.44
209227	231-3003-511.40-01	VETERINARY SPECIALTY CENTER	VETERINARY SERVICES	\$594.91	\$594.91
Division 3 Total					\$7,220.51
Department 30 Total					\$114,555.95

WARRANT REGISTER - GM0002**Department: 35 Fire****Division: 1**

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
208911	101-3501-512.22-03	AHLMAN PETER	IL FIRE CHIEFS CONFERENCE	\$7.00	\$7.00
208913	101-3501-512.30-35	AIR ONE EQUIPMENT	SAFETY & FIRST AID EQUIP.	\$237.70	\$3,310.95
			SAFETY & FIRST AID EQUIP.	\$1,266.85	
			BADGES & OTHER ID EQUIP.	\$579.15	
			SAFETY & FIRST AID EQUIP.	\$1,227.25	
208956	101-3501-512.31-85	BOUND TREE MEDICAL LLC	COMPOSITE CYLINDER	\$229.99	\$229.99
	101-3501-512.33-50	BOUND TREE MEDICAL LLC	MEDICAL SUPPLIES	(\$147.72)	\$235.48
			MEDICAL SUPPLIES	\$69.16	
			MEDICAL SUPPLIES	\$16.25	
			MEDICAL SUPPLIES	\$112.84	
			MEDICAL SUPPLIES	\$184.95	
209005	101-3501-512.31-85	DINGES FIRE COMPANY	SAFETY & FIRST AID EQUIP.	\$713.39	\$713.39
209006	101-3501-512.30-35	DJS SCUBA LOCKER INC	CLOTHING	\$45.00	\$45.00
209025	401-3501-572.50-15	FOSTER COACH SALES INC	INSTALL POWER COT	\$1,500.00	\$3,000.00
			INSTALL POWER COT	\$1,500.00	
209046	101-3501-512.22-03	HARRIS TRUST & SAVINGS BANK	HOLIDAY INNS	\$144.48	\$144.48
	101-3501-512.30-05	HARRIS TRUST & SAVINGS BANK	AMAZON MKTPLACE PTMS	\$91.78	\$91.78
	101-3501-512.30-35	HARRIS TRUST & SAVINGS BANK	AMAZON MKTPLACE PMTS	\$17.58	\$17.58
209070	101-3501-512.30-35	JG UNIFORMS	CLOTHING & APPAREL	\$50.00	\$3,610.50
			CLOTHING & APPAREL	\$25.00	
			BADGES & OTHER ID EQUIP.	\$262.00	

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
209070	101-3501-512.30-35	JG UNIFORMS	BADGES & OTHER ID EQUIP.	\$131.00	\$3,610.50
			BADGES & OTHER ID EQUIP.	\$225.00	
			CLOTHING & APPAREL	\$2,880.00	
			CLOTHING & APPAREL	\$37.50	
209081	101-3501-512.22-03	KOEPPEN KENNETH	PENSION SEMINAR	\$60.00	\$60.00
209101	101-3501-512.21-65	METRO-WESTERN COOK CREDIT	CREDIT CHECK	\$216.00	\$216.00
209109	101-3501-512.22-03	MARTIN MORAN	TUITION REIMBURSEMENT	\$500.00	\$500.00
209121	101-3501-512.20-37	NORTHWEST CENTRAL DISPATCH SYS	NOVEMBER 2017	\$23,043.07	\$23,043.07
209126	101-3501-512.30-05	OFFICE DEPOT	OFFICE SUPPLIES	\$115.42	\$115.42
209144	101-3501-512.33-05	PROMOS 911 INC	PUBLIC EDUCATION MATERIAL	\$859.24	\$859.24
209161	101-3501-512.22-03	DAVID ROBERTS	TUITION REIMBURSEMENT	\$660.00	\$1,320.00
			TUITION REIMBURSEMENT	\$660.00	
209180	101-3501-512.31-65	SHERWIN ACE HARDWARE	HARDWARE SUPPLIES	\$47.98	\$61.96
			ELECTRICAL EQUIP & SUPPLY	\$13.98	
209194	401-3501-572.50-15	STRYKER EMS EQUIPMENT	EQUIPMENT, NON OFFICE	\$116,159.97	\$145,205.97
			EQUIPMENT, NON OFFICE	\$29,046.00	
209219	101-3501-512.22-05	UPS STORE #1051	SHIPPING/DELIVERY SERVICE	\$10.74	\$10.74
209239	101-3501-512.31-85	WITMER PUBLIC SAFETY GROUP	STREAMLIGHT FLASHLIGHT	\$124.98	\$124.98
209243	101-3501-512.31-45	ZEP MANUFACTURING CO	JANITORIAL SUPPLIES	\$2,250.33	\$2,250.33
				Division 1 Total	\$185,173.86
				Department 35 Total	\$185,173.86

WARRANT REGISTER - GM0002**Department: 37 Foreign Fire Insurance****Division: 1**

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
208969	227-3701-512.22-03	ROSS CHAPMAN	TUITION REIMBURSEMENT	\$1,500.00	\$1,500.00
209019	227-3701-512.50-15	FITNESS FACTORY OUTLET	FURNITURE, NON OFFICE	\$1,912.00	\$1,912.00
209023	227-3701-512.22-03	JOSEPH FORDE	TUITION REIMBURSEMENT	\$81.05	\$81.05
209092	227-3701-512.22-03	BRADLEY LINDGREN	TUITION REIMBURSEMENT	\$650.00	\$650.00
209163	227-3701-512.50-15	ROCK RIVER SPORTS	DIVE SUPPLIES	\$9,999.90	\$9,999.90
				Division 1 Total	\$14,142.95
				Department 37 Total	\$14,142.95

WARRANT REGISTER - GM0002**Department: 40 Planning****Division: 1**

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
208998	101-4001-521.40-40	CREEKSIDE PRINTING	SERVICE PRINTING	\$1,030.00	\$1,030.00
209033	101-4001-521.20-05	GOVTEMPSUSA LLC	SERVICE PROFESSIONAL	\$1,792.00	\$1,792.00
209041	101-4001-521.40-40	GROUP C MEDIA INC	ADVERTISING	\$1,750.00	\$1,750.00
209046	101-4001-521.30-05	HARRIS TRUST & SAVINGS BANK	DISPUTE: NETFLIX.COM	(\$12.98)	\$0.00
			DISPUTE: NETFLIX.COM	(\$11.99)	
			DISPUTE: NETFLIX.COM	(\$7.99)	
			DISPUTE: SPOTIFY USA	(\$14.99)	
			DISPUTE: SPOTIFY USA	(\$9.99)	
			NETFLIX.COM	\$7.99	
			NETFLIX.COM	\$11.99	
			NETFLIX.COM	\$12.98	
			SPOTIFY USA	\$9.99	
			SPOTIFY USA	\$14.99	
	101-4001-521.40-40	HARRIS TRUST & SAVINGS BANK	DOUBLETREE HOTEL	\$141.25	\$141.25
209087	101-4001-521.21-65	LEGRAND REPORTING & VIDEO SERVICES	TRANSCRIPTS	\$526.85	\$951.00
			TRANSCRIPTS	\$424.15	
209126	101-4001-521.30-05	OFFICE DEPOT	OFFICE SUPPLIES	\$182.32	\$182.32
209128	101-4001-521.22-01	PADDOCK PUBLICATIONS INC	ADVERTISING	\$87.75	\$87.75
209137	101-4001-521.22-03	PETTY CASH	ECON PROFESSIONALS MTG	\$22.00	\$22.00
	101-4001-521.40-40	PETTY CASH	PARKING FOR ICSC	\$56.00	\$78.27
			QTRLY MTG LUCHEON	\$22.27	

Check Date: 10-30-2017

Wednesday, November 1, 2017

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
209230	101-4001-521.40-40	VISUAL EDGE CREATIVE SERVICES	PAPER SUPPLIES	\$500.00	\$500.00
Division 1 Total					\$6,534.59
Department 40 Total					\$6,534.59

WARRANT REGISTER - GM0002**Department: 41 Community Devl Block Grnt****Division: 1**

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
208972	215-4101-522.41-17	CHILDREN'S ADVOCACY CENTER	CDBG PROGRAM	\$625.00	\$625.00
209015	215-4101-522.41-02	FEDERAL EXPRESS	SHIPPING/DELIVERY SERVICE	\$26.79	\$26.79
209120	215-4101-522.41-68	NORTHWEST CASA	CDBG PROGRAM	\$625.00	\$625.00
209155	215-4101-522.41-04	RESOURCES FOR COMMUNITY LIVING	CDBG PROGRAM	\$639.71	\$639.71
				Division 1 Total	\$1,916.50
				Department 41 Total	\$1,916.50

WARRANT REGISTER - GM0002**Department: 45 Building****Division: 1**

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
208924	101-4501-523.22-05	AMERICAN PRINTING TECHNOLOGIES	POSTAGE	\$1,500.00	\$1,500.00
209040	101-4501-523.20-35	GRIVAS KRAUSE ASSOCIATES LTD	ENGINEERING REVIEW	\$345.00	\$1,495.00
			ENGINEERING REVIEW	\$345.00	
			ENGINEERING REVIEW	\$805.00	
209126	101-4501-523.30-05	OFFICE DEPOT	OFFICE SUPPLIES	\$87.17	\$211.96
			OFFICE SUPPLIES	\$124.79	
209142	101-4501-523.33-05	PRO SAFETY INC	CLOTHING	\$8.50	\$8.50
209204	101-4501-523.21-65	THOMPSON ELEVATOR INSPECTION	SERVICE BLDG MAINT	\$76.00	\$528.00
			SERVICE BLDG MAINT	\$224.00	
			SERVICE BLDG MAINT	\$152.00	
			SERVICE BLDG MAINT	\$76.00	
209209	101-4501-523.22-10	TOTAL PRINT SOLUTIONS	BLDG INSPECTION TAGS	\$980.00	\$980.00
Division 1 Total					\$4,723.46

Division: 2

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
208974	101-4502-523.40-60	CIRCLE HILL APARTMENTS	RENT - RHAP	\$1,200.00	\$1,200.00
208993	101-4502-523.21-10	CORELOGIC SOLUTIONS LLC	PROPERTY SEARCH	\$220.00	\$220.00
209016	101-4502-523.33-10	FFF ENTERPRISES INC	FLU VACCINE	\$166.37	\$3,530.37
			FLU VACCINE	\$3,364.00	
209021	101-4502-523.21-10	FLECKS LANDSCAPING	PROPERTY MAINTENANCE	\$150.00	\$150.00
209046	101-4502-523.33-10	HARRIS TRUST & SAVINGS BANK	PEAPOD *GROCERIES	\$109.96	\$109.96

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
209046	101-4502-523.40-53	HARRIS TRUST & SAVINGS BANK	COMED PAYMENT	\$346.30	\$838.46
			COMED PAYMENT	\$402.50	
			NICOR GAS BILL	\$89.66	
209074	101-4502-523.20-25	KATOR LCSW, ANNE	COUNSELING	\$123.50	\$123.50
209088	101-4502-523.20-25	SHERRY LEMKE	COUNSELING	\$240.00	\$240.00
209126	101-4502-523.30-05	OFFICE DEPOT	OFICE SUPPLIES	\$178.63	\$178.63
209137	101-4502-523.22-03	PETTY CASH	MILEAGE AUTUMN HARVEST	\$19.26	\$19.26
	101-4502-523.30-05	PETTY CASH	CELL PHONE SUPPLIES	\$35.00	\$35.00
	101-4502-523.33-05	PETTY CASH	MILEAGE DOC DESTRUCTION	\$27.25	\$64.15
			SUPPLIES DOC DESTRUCTION	\$36.90	
	101-4502-523.33-10	PETTY CASH	IMMUNIZTION SUPPLIES	\$11.43	\$11.43
209143	101-4502-523.30-35	IPROMOTEU	CLOTHING	\$202.95	\$202.95
209154	101-4502-523.40-60	RESIDENCES AT ARLINGTON HEIGHTS	RENT RHAP	\$1,200.00	\$1,200.00
209191	101-4502-523.21-65	STACY SHEIN STAPLETON	INTERPRETING SERVICES	\$180.00	\$180.00
209209	101-4502-523.22-10	TOTAL PRINT SOLUTIONS	PRINTING	\$342.00	\$342.00
209240	101-4502-523.22-15	XEROX CORPORATION	OFFICE MACHINES & ACCESS	\$85.00	\$85.00
				Division 2 Total	\$8,730.71

Division: 3

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
208922	101-4503-523.22-40	AMERICAN CHARGE SERVICE	TAXI PROGRAM	\$21.00	\$21.00
209045	101-4503-523.21-65	HARPER COLLEGE	PROGRAM INSTRUCTIONAL FEE	\$40.00	\$40.00
209046	101-4503-523.30-05	HARRIS TRUST & SAVINGS BANK	VOLGISTICS INC	\$61.00	\$61.00

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
209046	101-4503-523.31-65	HARRIS TRUST & SAVINGS BANK	ARLINGTON RENTAL	\$26.16	\$880.38
			GFS STORE #1913	\$104.86	
			GIACOMO S RISTORAN	\$340.00	
			WAL-MART #2815	\$68.45	
			SAMSClub #8198	\$203.14	
			WAL-MART #1735	\$137.77	
209126	101-4503-523.30-05	OFFICE DEPOT	OFFICE SUPPLIES	\$57.43	\$57.43
	101-4503-523.31-65	OFFICE DEPOT	OFFICE SUPPLIES	\$252.87	\$252.87
			RETURN OFFICE SUPPLIES	(\$89.97)	
			OFFICE SUPPLIES	\$89.97	
209141	101-4503-523.22-05	POSTMASTER ARLINGTON HEIGHTS	SENIOR CENTER NEWSLETTER	\$446.60	\$446.60
209170	101-4503-523.21-65	BETH SAIR	PROGRAM INSTRUCTIONAL FEE	\$200.00	\$200.00
209218	101-4503-523.22-40	UNITED DISPATCH LLC	TAXI PROGRAM	\$3.00	\$3.00
Division 3 Total					\$1,962.28
Department 45 Total					\$15,416.45

WARRANT REGISTER - GM0002**Department: 50 Engineering****Division: 1**

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
208907	101-5001-524.30-05	A & E RUBBER STAMP CORP	NOTARY STAMP	\$33.00	\$81.50
			RUBBER STAMP	\$48.50	
208934	401-5001-571.50-30	ARROW ROAD CONSTRUCTION CO	SERVICE CONSTRUCTION	\$174,980.90	\$174,980.90
208986	401-5001-571.50-30	COMMUNITY CONSOLIDATED SD 59	SIDEWALK REIMBURSEMENT	\$5,912.50	\$5,912.50
208988	401-5001-571.50-30	CONSTRUCTION & GEOTECHNICAL	SERVICE CONSULTING	\$7,678.50	\$7,678.50
209004	426-5001-571.50-25	DIMEO BROTHERS INC	SERVICE CONSULTING	\$267,145.70	\$267,145.70
209028	401-5001-571.50-30	GAMBINO LANDSCAPING & BRICK PAVING	SERVICE CONSTRUCTION	\$80.00	\$80.00
209044	101-5001-524.20-05	HAMPTON LENZINI & RENWICK INC	SERVICE PROFESSIONAL	\$24,653.60	\$24,653.60
209046	101-5001-524.22-02	HARRIS TRUST & SAVINGS BANK	4TE*IDFPR SFEE	\$1.41	\$184.23
			4TE*IL PROF LICENSE FE	\$60.00	
	101-5001-524.22-03	HARRIS TRUST & SAVINGS BANK	U OF IL ONLINE PAYMENT	\$120.00	\$270.00
			U OF IL ONLINE PAYMENT	\$150.00	
	101-5001-524.31-85	HARRIS TRUST & SAVINGS BANK	FLT GEOSYSTEMS-FT L DA	\$37.50	\$37.50
209072	401-5001-571.50-30	JOHNSON PAVING CO	SERVICE CONSTRUCTION	\$143,764.61	\$143,764.61
209080	401-5001-571.50-30	MICHAEL KOBLE	SIDEWALK REIMBURSEMENT	\$275.00	\$275.00
209126	101-5001-524.30-05	OFFICE DEPOT	OFFICE SUPPLIES	\$133.84	\$133.84
209156	401-5001-571.50-30	TODD RICHARDS	SIDEWALK REIMBURSEMENT	\$281.25	\$281.25
209162	401-5001-571.50-30	MICHAEL ROBINSON	SIDEWALK REIMBURSEMENT	\$966.88	\$966.88
209222	101-5001-524.21-65	VERIZON WIRELESS	ACCT 98547850100002	\$563.51	\$563.51
				Division 1 Total	\$627,009.52

Check Date: 10-30-2017

Wednesday, November 1, 2017

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
Department 50 Total					\$627,009.52

WARRANT REGISTER - GM0002**Department: 71 Public Works****Division: 1**

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
2126	101-7101-531.22-70	VERIZON WIRELESS	ACCT 58675303500001	\$2,755.41	\$2,755.41
208909	101-7101-531.31-55	ACTIVE ELECTRICAL SUPPLY CO	ELECTRICAL SUPPLIES	\$478.00	\$478.00
	101-7101-531.31-70	ACTIVE ELECTRICAL SUPPLY CO	ELECTRICAL SUPPLIES	\$98.26	\$98.26
	101-7101-531.31-75	ACTIVE ELECTRICAL SUPPLY CO	ELECTRICAL SUPPLIES	\$51.00	(\$128.56)
			ELECTRICAL SUPPLIES	(\$179.56)	
208910	101-7101-531.31-80	ADDISON BUILDING MATERIAL CO	HARDWARE SUPPLIES	\$7.51	\$7.51
208915	401-7101-572.50-15	ALEXANDER EQUIPMENT CO INC	HARDWARE SUPPLIES	\$5,637.30	\$5,637.30
208916	101-7101-531.21-11	ALPHA BUILDING MAINTENANCE SRVS	SERVICE BLDG MAINT	\$3,562.50	\$3,562.50
208923	101-7101-531.31-55	AMERICAN DOOR & DOCK	SERVICE BLDG MAINT	\$600.57	\$600.57
208925	101-7101-531.30-39	AMERIGAS-PALATINE	FINANCE CHARGE	\$36.00	\$36.00
208926	101-7101-531.21-11	AMPEST EXTERMINATING & WILDLIFE	PEST CONTROL	\$345.00	\$345.00
208933	101-7101-531.21-36	ARLINGTON RENTAL INC	RENTAL	\$603.34	\$603.34
208936	101-7101-531.22-70	AT & T	ACCT 84759060006156	\$876.06	\$876.06
208938	101-7101-531.22-70	AT & T	ACCT 84739271083278	\$41.87	\$41.87
208939	101-7101-531.22-70	AT & T	ACCT 84779713213488	\$41.87	\$41.87
208940	101-7101-531.22-70	AT & T	ACCT 84739208661733	\$44.18	\$44.18
208943	101-7101-531.22-70	AT & T	ACCT 84725331209504	\$8,053.84	\$8,053.84
208944	101-7101-531.22-70	AT & T	ACCT 84725334382001	\$88.10	\$88.10
208945	101-7101-531.22-70	AT & T	ACCT 84739420624707	\$42.09	\$42.09
208946	101-7101-531.22-70	AT & T	ACCT 84739443682112	\$42.07	\$42.07

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
208947	101-7101-531.22-70	AT & T	ACCT 84725535058159	\$2,103.17	\$2,103.17
208948	101-7101-531.22-70	AT & T	ACCT 84734215365273	\$42.04	\$42.04
208957	101-7101-531.30-39	BP	GASOLINE	\$170.07	\$170.07
208959	101-7101-531.33-05	BRONNER'S COMMERCIAL DISPLAY	OFFICE SUPPLIES	\$3,419.80	\$3,419.80
	401-7101-571.50-30	BRONNER'S COMMERCIAL DISPLAY	OFFICE SUPPLIES	\$6,175.00	\$6,175.00
208973	101-7101-531.21-11	CINTAS CORP	FLOOR MATS	\$29.68	\$191.13
			FLOOR MATS	\$102.87	
			FLOOR MATS	\$27.59	
			FLOOR MATS	\$30.99	
	101-7101-531.30-35	CINTAS CORP	UNIFORM	\$60.07	\$180.21
			UNIFORM	\$60.07	
			UNIFORM	\$60.07	
208977	101-7101-531.31-40	CLESEN ARTHUR INC	PEST CONTROL	\$176.00	\$176.00
208987	101-7101-531.21-11	COMPLETE CLEANING CO INC	SERVICE BLDG MAINT	\$5,103.00	\$10,206.00
			SERVICE BLDG MAINT	\$5,103.00	
208990	211-7101-571.50-40	COOK COUNTY HIGHWAY DEPT	SERVICE PROFESSIONAL	\$5,266.65	\$5,266.65
208996	101-7101-531.22-03	STEVE CRAFT	IL PUBLIC SERVICE INST	\$34.34	\$34.34
209000	101-7101-531.21-11	CRYSTAL MAINTENANCE & MGMT SRVS	SERVICE BLDG MAINT	\$7,645.00	\$22,935.00
			SERVICE BLDG MAINT	\$7,645.00	
			SERVICE BLDG MAINT	\$7,645.00	
209010	101-7101-531.21-50	DYNEGY ENERGY SERVICES	ACCT 1627055057	\$1,145.82	\$1,145.82
209012	101-7101-531.31-65	EDDIES RESTAURANT AND LOUNGE	EVENT SUPPLIES	\$340.00	\$340.00
209020	101-7101-531.33-05	FLAG LADY CORP	VH FLAGS	\$130.77	\$130.77

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
209021	101-7101-531.21-55	FLECKS LANDSCAPING	SERVICE MISCELLANEOUS	\$4,122.00	\$4,122.00
209022	401-7101-571.50-20	FOLDING PARTITION SERVICES INC	SENIOR CENTER SUPPLIES	\$2,560.00	\$2,560.00
209031	101-7101-531.20-05	GLOBAL AERIAL VIDEO INC	DRONE VIDEO PRODUCTION	\$1,305.00	\$1,305.00
209032	101-7101-531.21-65	GOVCONNECTION INC	REPORT SOFTWARE	\$397.30	\$397.30
209034	101-7101-531.31-55	GRAINGER W W INC	ELECTRICAL EQUIP & SUPPLY	\$167.02	\$2,442.26
			HVAC EQUIPMENT SUPPLIES	\$148.16	
			HVAC EQUIPMENT SUPPLIES	\$109.68	
			FIRE PROTECTION EQUIP/SUP	\$30.38	
			HVAC EQUIPMENT SUPPLIES	\$116.88	
			SHOP EQUIPMENT & SUPPLIES	\$375.66	
			SHOP EQUIPMENT & SUPPLIES	\$1,494.48	
	101-7101-531.31-65	GRAINGER W W INC	FIRE PROTECTION EQUIP/SUP	\$277.95	\$277.95
	101-7101-531.31-85	GRAINGER W W INC	HARDWARE SUPPLIES	\$146.96	\$146.96
209035	101-7101-531.31-65	GRAYBAR ELECTRIC COMPANY	HARDWARE SUPPLIES	\$759.88	\$1,151.30
			HARDWARE SUPPLIES	\$391.42	
209036	101-7101-531.31-65	GREAT LAKES COCO COLA DISTRIBUTION	EVENT SUPPLIES	\$641.26	\$641.26
209037	101-7101-531.21-02	GREAT LAKES FIRE AND SAFETY	HARDWARE SUPPLIES	\$318.00	\$636.00
			HARDWARE SUPPLIES	\$318.00	
209038	101-7101-531.31-65	GREENLIGHT	EVENT SUPPLIES	\$1,341.20	\$1,341.20
209042	401-7101-571.50-30	H AND H ELECTRIC COMPANY	STREET LIGHTING	\$3,358.90	\$6,809.60

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
209042	401-7101-571.50-30	H AND H ELECTRIC COMPANY	STREET LIGHTING	\$3,450.70	\$6,809.60
209046	101-7101-531.20-05	HARRIS TRUST & SAVINGS BANK	INT*IN *GLOBAL AERIAL	\$652.50	\$652.50
	101-7101-531.22-03	HARRIS TRUST & SAVINGS BANK	EB APWA SUBURBANLAKE	\$160.00	\$955.00
			ILLINOIS ARBORIST ASSN	\$795.00	
			PAYPAL *ILLINOISARB	\$855.00	
			ILLINOIS ARBORIST ASSN	(\$855.00)	
	101-7101-531.31-65	HARRIS TRUST & SAVINGS BANK	APL* ITUNES.COM/BILL	\$0.99	\$1,802.31
			FROGGY S FOG LLC	\$418.60	
			SPUNKY DUNKERS	\$48.00	
			THE GREAT AMERICAN BAG	\$281.63	
			PAYPAL *KAIZENSOFTW	\$250.00	
			TARGET 00013854	\$97.48	
			ARLINGTON CAKE BOX	\$257.64	
			GFS STORE #1913	\$25.28	
			GFS STORE #1913	\$264.19	
			JEWEL #3422	\$11.11	
			SAMS CLUB #8198	\$20.43	
			SAMS CLUB #8198	\$67.40	
			WAL-MART #2815	\$37.26	
			WEBER STEPHEN PRODUCTS	\$22.30	
209047	101-7101-531.21-02	HAYES MECHANICAL	CREDIT MEMO	(\$30.00)	\$2,818.00
			HVAC MAINTENANCE	\$842.00	
			HVAC MAINTENANCE	\$505.00	

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
209047	101-7101-531.21-02	HAYES MECHANICAL	HVAC MAINTENANCE	\$793.00	\$2,818.00
			HVAC MAINTENANCE	\$273.00	
			HVAC MAINTENANCE	\$435.00	
209050	101-7101-531.31-55	HELLER LUMBER CO	MAINTENANCE SUPPLIES	\$131.50	\$131.50
	101-7101-531.31-90	HELLER LUMBER CO	MAINTENANCE SUPPLIES	\$71.04	\$71.04
209051	101-7101-531.21-55	HENDRICKSEN ROBERT W COMPANY	LANDSCAPING	\$21,121.00	\$43,457.50
			LANDSCAPING	\$12,491.50	
			LANDSCAPING	\$9,845.00	
209061	401-7101-571.50-20	ILLCO INC	SERVICE MAINTENANCE	\$1,731.95	\$1,731.95
209065	101-7101-531.21-11	INTL EXTERMINATORS INC	PEST CONTROL	\$59.00	\$491.00
			PEST CONTROL	\$432.00	
209066	101-7101-531.21-65	ISI TELEMAGEMENT SOLUTIONS INC	SERVICE CONTRACT	\$1,637.00	\$1,637.00
209073	101-7101-531.22-02	ASHLEY KARR	CDL REIMBURSEMENT	\$50.00	\$50.00
209086	101-7101-531.30-39	LEAHY WOLF CO	HARDWARE SUPPLIES	\$501.07	\$501.07
209093	426-7101-571.50-25	LO VERDE CONSTRUCTION CO INC	RENTAL/LEASE EQUIPMENT	\$8,180.00	\$8,180.00
209095	101-7101-531.31-40	LOWES COMMERCIAL SERVICES	AGRICULTURAL SUPPLIES	\$11.62	\$11.62
	101-7101-531.31-55	LOWES COMMERCIAL SERVICES	HARDWARE SUPPLIES	\$3.86	\$1,001.88
			HARDWARE SUPPLIES	\$682.62	
			HARDWARE SUPPLIES	\$11.48	
			HARDWARE SUPPLIES	\$18.99	
			HARDWARE SUPPLIES	\$65.39	
			HARDWARE SUPPLIES	\$9.44	

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
209095	101-7101-531.31-55	LOWES COMMERCIAL SERVICES	HARDWARE SUPPLIES	\$210.10	\$1,001.88
	101-7101-531.31-70	LOWES COMMERCIAL SERVICES	HARDWARE SUPPLIES	\$34.11	\$34.11
	101-7101-531.31-75	LOWES COMMERCIAL SERVICES	HARDWARE SUPPLIES	\$21.91	\$21.91
	101-7101-531.31-80	LOWES COMMERCIAL SERVICES	HARDWARE SUPPLIES	\$113.00	\$113.00
	101-7101-531.31-85	LOWES COMMERCIAL SERVICES	HARDWARE SUPPLIES	\$16.45	\$91.96
			HARDWARE SUPPLIES	\$75.51	
	101-7101-531.31-90	LOWES COMMERCIAL SERVICES	STREET/SIDEWALK SUPPLIES	\$25.53	\$91.53
			STREET/SIDEWALK SUPPLIES	\$15.16	
			STREET/SIDEWALK SUPPLIES	\$26.56	
			STREET/SIDEWALK SUPPLIES	\$24.28	
	101-7101-531.33-05	LOWES COMMERCIAL SERVICES	RECREATION SUPPLIES	\$56.97	\$168.05
			HARDWARE SUPPLIES	\$111.08	
209097	426-7101-571.50-25	MANHARD CONSULTING	NPDES PERMIT COMPLIANCE	\$930.00	\$930.00
209098	101-7101-531.30-39	MANSFIELD OIL COMPANY	VEH MAINTENANCE SUPPLY	\$14,927.18	\$14,927.18
209100	101-7101-531.31-55	MECOR INC	HARDWARE SUPPLIES	\$679.00	\$1,018.50
			HARDWARE SUPPLIES	\$339.50	
209102	101-7101-531.21-02	MID AMERICAN ELEVATOR CO INC	AUG ELEVATOR CONTRACT	\$1,284.75	\$2,582.75
			SERVICE MAINTENANCE	\$1,298.00	
209104	101-7101-531.31-40	MIDWEST GROUNDCOVERS	FLOWERS	\$2,045.00	\$2,212.55
			FLOWERS	\$35.50	
			FLOWERS	\$132.05	
209106	101-7101-531.21-55	MILIEU DESIGN LLC	LANDSCAPING	\$3,300.00	\$10,864.67
			SERVICE MISCELLANEOUS	\$2,254.89	

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
209106	101-7101-531.21-55	MILIEU DESIGN LLC	SERVICE MISCELLANEOUS	\$2,254.89	\$10,864.67
			LANDSCAPING	\$800.00	
			SERVICE MISCELLANEOUS	\$2,254.89	
209123	101-7101-531.31-55	NORTHWEST ELECTRICAL SUPPLY CO	ELECTRICAL SUPPLIES	\$63.85	\$63.85
	101-7101-531.31-65	NORTHWEST ELECTRICAL SUPPLY CO	PW CAMERA INSTALL	\$14.47	\$71.28
			PW CAMERA INSTALL	\$23.82	
			PW CAMERA INSTALL	\$6.35	
			PW CAMERA INSTALL	\$26.64	(\$40.98)
	101-7101-531.31-75	NORTHWEST ELECTRICAL SUPPLY CO	ELECTRICAL SUPPLIES	\$227.18	
			HARDWARE SUPPLIES	(\$268.16)	
209126	101-7101-531.30-05	OFFICE DEPOT	OFFICE SUPPLIES	\$7.99	\$142.34
			OFFICE SUPPLIES	\$23.47	
			OFFICE SUPPLIES	\$100.69	
			OFFICE SUPPLIES	\$10.19	
209127	101-7101-531.22-70	PACIFIC TELEMAGEMENT SERVICES	TELECOMMUNICATIONS	\$160.80	\$160.80
209135	101-7101-531.21-02	PENTEGRA SYSTEMS	HARDWARE SUPPLIES	\$1,266.72	\$1,266.72
209142	101-7101-531.30-35	PRO SAFETY INC	CLOTHING	\$234.00	\$234.00
209158	401-7101-571.50-20	RIDDIFORD ROOFING	SERVICE BLDG MAINT	\$25,220.00	\$25,220.00
209160	101-7101-531.30-39	RKA PETROLEUM COMPANIES INC	VEH MAINTENANCE SUPPLY	\$15,792.99	\$31,656.43
			VEH MAINTENANCE SUPPLY	\$15,863.44	
209173	101-7101-531.21-55	SANDY'S LAWN AND TREE CARE	SERVICE MISCELLANEOUS	\$5,610.00	\$5,610.00
209174	101-7101-531.21-15	SCHROEDER AND SCHROEDER	SERVICE CONSTRUCTION	\$9,300.12	\$9,300.12
209180	101-7101-531.31-40	SHERWIN ACE HARDWARE	AGRICULTURAL SUPPLIES	\$32.98	\$32.98

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
209180	101-7101-531.31-55	SHERWIN ACE HARDWARE	HARDWARE SUPPLIES	\$7.99	\$59.77
			HARDWARE SUPPLIES	\$11.00	
			HARDWARE SUPPLIES	\$17.20	
			HARDWARE SUPPLIES	\$9.59	
			HARDWARE SUPPLIES	\$13.99	
	101-7101-531.31-65	SHERWIN ACE HARDWARE	HARDWARE SUPPLIES	\$2.78	\$2.78
	101-7101-531.31-90	SHERWIN ACE HARDWARE	HARDWARE SUPPLIES	\$2.49	\$29.46
			HARDWARE SUPPLIES	\$26.97	
209183	435-7101-531.31-85	SITEONE LANDSCAPE SUPPLY LLC	LANDSCAPING	\$113.59	\$113.59
209184	426-7101-571.50-25	SMART COVER SYSTEMS	ELECTRICAL SUPPLIES	\$1,718.00	\$1,718.00
209188	101-7101-531.22-70	SOUND INCORPORATED	TELECOMMUNICATIONS	\$72.73	\$72.73
209190	101-7101-531.30-39	SPEEDWAY LLC	VEH MAINTENANCE SUPPLY	\$59.74	\$59.74
209197	101-7101-531.21-15	SUPERIOR ROAD STRIPING	SERVICE CONSTRUCTION	\$4,661.71	\$4,661.71
209201	101-7101-531.31-65	TENACIOUS BRANDS	TRUNK OR TREAT	\$564.92	\$564.92
209206	101-7101-531.31-65	THURINGER MEATS	EVENT SUPPLIES	\$735.35	\$735.35
209209	435-7101-531.22-10	TOTAL PRINT SOLUTIONS	PRINTING SERVICES	\$676.06	\$676.06
209210	101-7101-531.31-70	TRAFFIC CONTROL CORP	SERVICE MAINTENANCE	\$6,134.00	\$6,134.00
209212	101-7101-531.21-65	TYCO INTEGRATED SECURITY	OFFICE SUPPLIES	\$106.43	\$299.88
			OFFICE SUPPLIES	\$193.45	
209213	101-7101-531.31-65	ULINE INC	HARDWARE SUPPLIES	\$452.20	\$452.20
209221	101-7101-531.21-02	VALLEY FIRE PROTECTION	SEN CENTER FIRE SERVICE	\$275.00	\$275.00
209224	101-7101-531.22-70	VERIZON WIRELESS	ACCT 64202486400001	\$126.40	\$126.40
209225	101-7101-531.22-70	VERIZON WIRELESS	ACCT 64202486400001	\$252.88	\$252.88

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
209232	235-7101-571.50-25	WALKER PARKING CONSULTANTS	SERVICE CONSTRUCTION	\$4,050.00	\$4,050.00
209237	101-7101-531.20-05	WILSON CONSULTING	SERVICE CONSULTING	\$375.00	\$905.00
			SERVICE CONSULTING	\$530.00	
209238	101-7101-531.31-40	WILSON NURSERIES INC	AGRICULTURAL SUPPLIES	\$329.50	\$329.50
209240	101-7101-531.22-15	XEROX CORPORATION	OFFICE MACHINES & ACCESS	\$21.66	\$21.66
209243	101-7101-531.31-45	ZEP MANUFACTURING CO	OFFICE SUPPLIES	\$267.94	\$267.94
209245	101-7101-531.20-05	RYAN ZIMMERMAN	WEATHER REPORT	\$618.75	\$618.75
801671	101-7101-531.21-50	COMMONWEALTH EDISON COMPANY	ACCT 0002031003	\$31.55	\$12,601.78
			ACCT 0282382003	\$21.53	
			ACCT 1851137062	\$5.94	
			ACCT 2278061084	\$97.17	
			ACCT 2985063029	\$61.16	
			ACCT 3183115007	\$3.86	
			ACCT 4103039009	\$505.98	
			ACCT 4321662000	\$555.23	
			ACCT 4643388009	\$1,093.97	
			ACCT 5492508009	\$467.21	
			ACCT 7363016029	\$9,601.36	
			ACCT 8572043011	\$156.82	
801672	101-7101-531.21-50	NICOR	ACCT 94830700004	\$130.22	\$130.22
801673	101-7101-531.22-70	AMERICAN MESSAGING	ACCT U1109311	\$99.61	\$99.61
Division 1 Total					\$304,074.09
Department 71 Total					\$304,074.09

WARRANT REGISTER - GM0002**Department: 72 Water and Sewer****Division: 1**

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
2126	505-7201-561.22-70	VERIZON WIRELESS	ACCT 58675303500001	\$1,836.94	\$1,836.94
2127	505-7201-561.22-70	VERIZON WIRELESS	ACCT 78635116200001	\$345.76	\$345.76
208910	505-7201-561.31-05	ADDISON BUILDING MATERIAL CO	HARDWARE SUPPLIES	\$10.06	\$10.06
208914	505-7201-561.31-60	ALEXANDER CHEMICAL CORP	HARDWARE SUPPLIES	\$1,335.00	\$1,335.00
208935	505-7201-561.22-70	AT & T	ACCT 84759021056118	\$941.94	\$941.94
208937	505-7201-561.22-70	AT & T	ACCT 84759080850047	\$175.49	\$175.49
208941	505-7201-561.22-70	AT & T	ACCT 847253017410	\$44.75	\$44.75
208953	505-7201-561.20-05	BAXTER & WOODMAN	SERVICE CONSULTING	\$7,787.99	\$7,787.99
208962	505-7201-561.21-36	C C CARTAGE INC	RENTAL/LEASE EQUIPMENT	\$10,316.83	\$27,874.33
			RENTAL/LEASE EQUIPMENT	\$14,892.50	
			SERVICE DISPOSAL	\$2,665.00	
	505-7201-561.31-90	C C CARTAGE INC	STREET/SIDEWALK SUPPLIES	\$4,330.87	\$4,330.87
208980	505-7201-561.22-70	COMCAST CABLE	INTERNET	\$184.85	\$336.80
			INTERNET	\$2.10	
			INTERNET	\$149.85	
208983	505-7201-561.21-50	COMMONWEALTH EDISON COMPANY	ACCT 0528113037	\$503.68	\$503.68
208984	505-7201-561.21-50	COMMONWEALTH EDISON COMPANY	ACCT 0081080033	\$1,731.78	\$1,731.78
208985	505-7201-561.21-50	COMMONWEALTH EDISON COMPANY	ACCT 0441087047	\$415.45	\$415.45
208992	505-7201-561.31-01	CORE & MAIN LP	RETURN SUPPLIES	(\$525.00)	(\$733.00)
			RETURN SUPPLIES	(\$208.00)	
	505-7201-561.31-07	CORE & MAIN LP	SEWER DEPT SUPPLIES	\$1,050.00	\$1,675.00

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
208992	505-7201-561.31-07	CORE & MAIN LP	SEWER DEPT SUPPLIES	\$625.00	\$1,675.00
209011	505-7201-561.21-50	DYNEGY ENERGY SERVICES	ACCT 0297160055	\$151.61	\$151.61
209024	505-7201-561.31-01	FOREMAN JOSEPH D AND CO	HARDWARE SUPPLIES	\$1,152.00	\$1,152.00
209032	505-7201-561.21-65	GOVCONNECTION INC	REPORT SOFTWARE	\$397.30	\$397.30
209035	505-7201-561.33-05	GRAYBAR ELECTRIC COMPANY	HARDWARE SUPPLIES	\$785.56	\$785.56
209038	505-7201-561.31-65	GREENLIGHT	EVENT SUPPLIES	\$1,341.21	\$1,341.21
209046	505-7201-561.20-05	HARRIS TRUST & SAVINGS BANK	INT*IN *GLOBAL AERIAL	\$652.50	\$652.50
	505-7201-561.31-65	HARRIS TRUST & SAVINGS BANK	FIRE HOSE DIRECT	\$126.35	\$376.35
			PAYPAL *KAIZENSOFTW	\$250.00	
209048	505-7201-561.21-35	HBK WATER METER SERVICE INC	SERVICE METER	\$1,815.75	\$2,970.78
			SERVICE METER	\$1,155.03	
	505-7201-561.31-02	HBK WATER METER SERVICE INC	WATER METER SUPPLIES	\$360.18	\$1,949.71
			METERS SUPPLIES	\$870.78	
			METERS SUPPLY	\$718.75	
209050	505-7201-561.31-07	HELLER LUMBER CO	HARDWARE SUPPLIES	\$71.88	\$71.88
209052	505-7201-561.21-50	HOMEFIELD ENERGY	ACCT 0528113037	\$1,882.00	\$1,882.00
209053	505-7201-561.21-50	HOMEFIELD ENERGY	ACCT 0441087047	\$53.54	\$53.54
209054	505-7201-561.21-50	HOMEFIELD ENERGY	ACCT 0081080033	\$344.68	\$344.68
209062	505-7201-561.30-30	INDUSTRIAL NETWORK SYSTEMS	SOFTWARE	\$595.00	\$595.00
209093	505-7201-561.21-62	LO VERDE CONSTRUCTION CO INC	RENTAL/LEASE EQUIPMENT	\$4,660.00	\$4,660.00
209095	505-7201-561.31-01	LOWES COMMERCIAL SERVICES	HARDWARE SUPPLIES	\$98.28	\$98.28
	505-7201-561.31-07	LOWES COMMERCIAL SERVICES	HARDWARE SUPPLIES	\$18.97	\$18.97
	505-7201-561.31-55	LOWES COMMERCIAL SERVICES	HARDWARE SUPPLIES	\$8.99	\$8.99

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
209103	505-7201-561.31-01	MID AMERICAN WATER	WATER SEWER SYSTEM SUPPLY	\$157.00	\$4,513.00
			WATER SEWER SYSTEM SUPPLY	\$4,356.00	
	505-7201-561.50-15	MID AMERICAN WATER	WATER SEWER SYSTEM SUPPLY	\$2,614.00	\$2,614.00
209123	505-7201-561.31-55	NORTHWEST ELECTRICAL SUPPLY CO	ELECTRICAL SUPPLIES	\$37.30	\$37.30
209126	505-7201-561.30-05	OFFICE DEPOT	OFFICE SUPPLIES	\$23.47	\$173.65
			OFFICE SUPPLIES	\$100.70	
			OFFICE SUPPLIES	\$49.48	
209131	505-7201-561.21-36	PATTEN INDUSTRIES INC	ACCT 5107570	(\$168.77)	\$3,251.23
			WATER SEWER SYSTEM SUPPLY	\$3,420.00	
209134	505-7201-561.20-05	PDC LABORATORIES INC	WATER SAMPLES	\$990.00	\$1,710.00
			WATER SAMPLES	\$720.00	
209174	505-7201-561.21-30	SCHROEDER AND SCHROEDER	SERVICE CONSTRUCTION	\$39,825.46	\$39,825.46
209180	505-7201-561.31-01	SHERWIN ACE HARDWARE	HARDWARE SUPPLIES	\$7.77	\$21.13
			HARDWARE SUPPLIES	\$3.38	
			HARDWARE SUPPLIES	\$9.98	
	505-7201-561.31-02	SHERWIN ACE HARDWARE	HARDWARE SUPPLIES	\$14.99	\$51.53
			HARDWARE SUPPLIES	\$36.54	
209198	505-7201-561.22-02	ADAM SWANSON	CDL REIMBURSEMENT	\$50.00	\$50.00
209203	505-7201-561.31-02	TEST GAUGE & BACKFLOW SUPPLY	WATER SEWER SYSTEM SUPPLY	\$2,751.78	\$7,424.63
			WATER SEWER SYSTEM SUPPLY	\$4,672.85	
209217	505-7201-561.31-01	UNDERGROUND PIPE & VALVE	WATER SEWER SYSTEM SUPPLY	\$2,385.25	\$2,385.25
209233	505-7201-561.31-01	WATER PRODUCTS CO	SERVICE ENGINEERING	\$9,037.00	\$9,037.00

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
209244	505-7201-561.31-01	ZIEBELL WATER SERVICE PRODUCTS	WATER DIST SUPPLIES	\$1,743.71	\$4,511.86
			WATER DIST SUPPLIES	\$109.35	
			WATER DIST SUPPLIES	\$1,364.98	
			WATER DIST SUPPLIES	\$787.82	
			WATER DIST SUPPLIES	\$506.00	
209248	505-7201-561.31-55	1000BULBS.COM	BULBS	\$79.33	\$79.33
801671	505-7201-561.21-50	COMMONWEALTH EDISON COMPANY	ACCT 0087155164	\$304.55	\$3,155.26
			ACCT 0111076085	\$270.91	
			ACCT 0117046072	\$133.92	
			ACCT 0645171017	\$233.12	
			ACCT 0684023014	\$103.74	
			ACCT 0831076049	\$3.69	
			ACCT 1092085063	\$67.28	
			ACCT 1104021044	\$373.13	
			ACCT 1257044037	\$861.37	
			ACCT 1284169036	\$542.46	
			ACCT 3973144001	\$261.09	
801672	505-7201-561.21-50	NICOR	ACCT 05850400002	\$32.70	\$282.32
			ACCT 16797600000	\$94.36	
			ACCT 76830700001	\$155.26	
Division 1 Total					\$145,246.15
Department 72 Total					\$145,246.15

WARRANT REGISTER - GM0002**Department: 73 Parking****Division: 1**

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
209013	235-7301-532.31-65	EDWARD STAUBER WHOLESALE HARDWARE	HARDWARE SUPPLIES	\$80.00	\$80.00
801671	235-7301-532.21-50	COMMONWEALTH EDISON COMPANY	ACCT 4286290000	\$600.87	\$1,970.87
			ACCT 4286290000	\$1,281.33	
			ACCT 4643715006	\$21.85	
			ACCT 5231622008	\$66.82	
Division 1 Total				\$2,050.87	

Division: 2

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
208927	235-7302-532.21-11	ANDERSON LOCK	SERVICE BLDG MAINTENANCE	\$303.92	\$303.92
208942	235-7302-532.21-50	AT & T	ACCT 84725309782425	\$139.02	\$139.02
208955	235-7302-532.22-10	BORDEN DECAL CO	SERVICE PRINTING	\$3,199.79	\$3,199.79
209102	235-7302-532.21-02	MID AMERICAN ELEVATOR CO INC	SERVICE BLDG MAINTENANCE	\$6,600.00	\$6,600.00
209221	235-7302-532.21-02	VALLEY FIRE PROTECTION	SERVICE BLDG MAINTENANCE	\$305.00	\$305.00
Division 2 Total					\$10,547.73

Division: 3

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
208955	235-7303-532.22-10	BORDEN DECAL CO	SERVICE PRINTING	\$3,200.58	\$3,200.58
208982	235-7303-532.21-50	COMMONWEALTH EDISON COMPANY	ACCT 4643395004	\$294.02	\$294.02
209055	235-7303-532.21-50	HOMEFIELD ENERGY	ACCT 4643395004	\$2,021.32	\$2,021.32
Division 3 Total					\$5,515.92

WARRANT REGISTER - GM0002**Division: 4**

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
208909	235-7304-532.31-65	ACTIVE ELECTRICAL SUPPLY CO	ELECTRICAL SUPPLY	\$652.45	\$1,278.85
			ELECTRICAL SUPPLY	\$522.00	
			ELECTRICAL SUPPLY	\$104.40	
208955	235-7304-532.22-10	BORDEN DECAL CO	SERVICE PRINTING	\$1,453.81	\$1,453.81
209123	235-7304-532.31-65	NORTHWEST ELECTRICAL SUPPLY CO	ELECTRICAL SUPPLY	\$59.14	\$59.14
Division 4 Total					\$2,791.80
Department 73 Total					\$20,906.32

WARRANT REGISTER - GM0002**Department: 74 Solid Waste Dispsl SWANCC****Division: 1**

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
209152	511-7401-562.21-54	RECYCLE AWAY LLC	RECYCLING SUPPLIES	\$1,361.89	\$1,361.89
901285	511-7401-562.21-54	SOLID WASTE AGENCY	TIPPING FEES NOV 2017	\$90,263.99	\$90,263.99
				Division 1 Total	\$91,625.88
				Department 74 Total	\$91,625.88

WARRANT REGISTER - GM0002**Department: 75 Municipal Fleet Services****Division: 1**

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
208915	621-7501-551.31-51	ALEXANDER EQUIPMENT CO INC	VEH MAINTENANCE SUPPLY	\$721.70	\$721.70
208929	621-7501-551.21-07	ARLINGTON CAR WASH & DETAIL	VEH MAINTENANCE SUPPLY	\$29.90	\$29.90
208931	621-7501-551.31-51	ARLINGTON HTS FORD INC	VEH MAINTENANCE SUPPLY	\$141.35	\$179.64
			VEH MAINTENANCE SUPPLY	\$38.29	
208932	621-7501-551.31-51	ARLINGTON POWER EQUIPMENT	VEH MAINTENANCE SUPPLY	\$10.65	\$10.65
208949	621-7501-551.31-51	AUTO ZONE	VEH MAINTENANCE SUPPLY	\$26.45	\$26.45
208952	621-7501-551.31-51	BATTERIES PLUS LLC	VEH MAINTENANCE SUPPLY	\$392.80	\$741.17
			VEH MAINTENANCE SUPPLY	\$348.37	
208960	621-7501-551.31-51	BUMPER TO BUMPER	VEH MAINTENANCE SUPPLY	\$7.18	\$22.76
			VEH MAINTENANCE SUPPLY	\$15.58	
208965	621-7501-551.31-51	CAR QUEST	VEH MAINTENANCE SUPPLY	\$31.40	\$922.10
			VEH MAINTENANCE SUPPLY	\$28.63	
			VEH MAINTENANCE SUPPLY	\$250.03	
			VEH MAINTENANCE SUPPLY	\$77.71	
			VEH MAINTENANCE SUPPLY	\$14.99	
			VEH MAINTENANCE SUPPLY	\$3.88	
			VEH MAINTENANCE SUPPLY	\$35.80	
			VEH MAINTENANCE SUPPLY	\$185.58	
			VEH MAINTENANCE SUPPLY	\$23.98	
			VEH MAINTENANCE SUPPLY	\$73.37	
			VEH MAINTENANCE SUPPLY	\$101.22	

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
208965	621-7501-551.31-51	CAR QUEST	VEH MAINTENANCE SUPPLY	\$13.77	\$922.10
			VEH MAINTENANCE SUPPLY	\$81.74	
208967	621-7501-551.21-07	CASSIDY TIRE & SERVICE	VEH MAINTENANCE SUPPLY	\$1,579.00	\$1,579.00
	621-7501-551.31-51	CASSIDY TIRE & SERVICE	VEH MAINTENANCE SUPPLY	\$763.22	\$763.22
208971	621-7501-551.31-51	CHICAGO PARTS AND SOUND LLC	VEH MAINTENANCE SUPPLY	\$45.07	\$366.55
			VEH MAINTENANCE SUPPLY	\$321.48	
208973	621-7501-551.30-35	CINTAS CORP	UNIFORM	\$60.08	\$180.24
			UNIFORM	\$60.08	
			UNIFORM	\$60.08	
208975	621-7501-551.21-36	CITY WELDING SALES & SERVICE	WELDING SUPPLY	\$142.08	\$142.08
209003	621-7501-551.33-05	DGI SUPPLY A DOALL COMPANY	WELDING SUPPLY	\$305.90	\$305.90
209007	621-7501-551.31-51	DOUGLAS TRUCK PARTS INC	VEH MAINTENANCE SUPPLY	\$31.06	\$177.60
			VEH MAINTENANCE SUPPLY	\$103.69	
			VEH MAINTENANCE SUPPLY	\$42.85	
209034	621-7501-551.31-51	GRAINGER W W INC	HARDWARE SUPPLIES	\$158.65	\$158.65
209046	621-7501-551.21-07	HARRIS TRUST & SAVINGS BANK	MIDAS #2139 ARLING	\$265.16	\$265.16
	621-7501-551.21-65	HARRIS TRUST & SAVINGS BANK	IL TOLLWAY-CALL CENTER	\$40.00	\$80.00
			IL TOLLWAY AUTO REPLEN	\$40.00	
	621-7501-551.22-03	HARRIS TRUST & SAVINGS BANK	EVT CERTIFICATION COMM	\$120.00	\$360.00
	621-7501-551.30-05	HARRIS TRUST & SAVINGS BANK	AMAZON MKTPLACE PMTS	\$9.58	\$9.58
	621-7501-551.31-51	HARRIS TRUST & SAVINGS BANK	JLG INDUSTRIES INC	\$17.28	\$480.87
			AMAZON MKTPLACE PMTS	\$111.07	
			AMAZON MKTPLACE PMTS	\$197.32	
			EQUIPMENT TECHNOLOGY	\$155.20	

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
209059	621-7501-551.21-07	IL SECRETARY OF STATE	VEHICLE REGISTRATION	\$101.00	\$677.00
			TITLE FOR SEIZED VEHICLE	\$196.00	
			TITLE FOR SEIZED VEHICLE	\$95.00	
209090	621-7501-551.21-62	LIBERTY TIRE RECYCLING	VEH MAINTENANCE SUPPLY	\$178.80	\$178.80
209108	621-7501-551.31-51	MONROE TRUCK EQUIPMENT	VEH MAINTENANCE SUPPLY	\$23.12	\$23.12
209114	621-7501-551.31-51	NATL CAP & SET SCREW CO	VEH MAINTENANCE SUPPLY	\$65.05	\$65.05
209119	621-7501-551.21-07	NORTHWEST AUTO WASH	VEH MAINTENANCE SUPPLY	\$750.05	\$750.05
209130	621-7501-551.31-51	PATLIN INC	HARDWARE SUPPLIES	\$62.89	\$62.89
209131	621-7501-551.31-51	PATTEN INDUSTRIES INC	VEH MAINTENANCE SUPPLY	\$179.55	\$179.55
209142	621-7501-551.30-35	PRO SAFETY INC	CLOTHING	\$234.00	\$234.00
209147	621-7501-551.21-07	RACEWAY CARWASH	VEH MAINTENANCE SUPPLY	\$150.00	\$150.00
209167	621-7501-551.31-51	INTERSTATE BILLING SERVICE INC	VEH MAINTENANCE SUPPLY	\$204.84	\$204.84
209171	621-7501-551.33-05	SAKASH JOHN CO	VEH MAINTENANCE SUPPLY	\$275.00	\$275.00
209172	621-7501-551.22-03	RAYMOND SALISBURY	IL PUBLIC SERVICE INST	\$24.35	\$24.35
209176	621-7501-551.31-51	SCRUBBER CITY INC	VEH MAINTENANCE SUPPLY	\$1,330.26	\$1,747.65
			VEH MAINTENANCE SUPPLY	\$417.39	
209178	621-7501-551.21-02	SECRETARY OF STATE	TITLE/PLATES	\$103.00	\$103.00
209180	621-7501-551.21-02	SHERWIN ACE HARDWARE	VEH MAINTENANCE SUPPLY	\$15.98	\$15.98
	621-7501-551.31-51	SHERWIN ACE HARDWARE	HARDWARE SUPPLIES	\$11.92	\$13.60
			HARDWARE SUPPLIES	\$1.68	
	621-7501-551.31-85	SHERWIN ACE HARDWARE	HARDWARE SUPPLIES	\$11.99	\$11.99
209186	621-7501-551.31-51	SNAP ON INDUSTRIAL TOOLS	VEH MAINTENANCE SUPPLY	\$9.45	\$9.45
209192	621-7501-551.31-51	IOWA MOLD TOOLING CO INC	VEH MAINTENANCE SUPPLY	\$12.31	\$12.31
209202	621-7501-551.31-51	TERMINAL SUPPLY CO	VEH MAINTENANCE SUPPLY	\$283.54	\$283.54

WARRANT REGISTER - GM0002

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
209234	621-7501-551.31-51	WENTWORTH TIRE SERVICE	VEH MAINTENANCE SUPPLY	\$231.06	\$690.18
			VEH MAINTENANCE SUPPLY	\$459.12	
209236	621-7501-551.31-51	WHOLESALE DIRECT INC	VEH MAINTENANCE SUPPLY	\$229.81	\$229.81
209242	621-7501-551.31-51	ZARNOTH BRUSH WORKS INC	VEH MAINTENANCE SUPPLY	\$721.50	\$721.50
209247	621-7501-551.33-05	ZORO TOOLS INC	VEH MAINTENANCE SUPPLY	\$120.00	\$120.00
Division 1 Total					\$14,306.88
Department 75 Total					\$14,306.88

WARRANT REGISTER - GM0002**Department: 90 Capital****Division: 3**

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
208921	621-9003-572.50-05	ALTEC NORTH CAROLINA SERVICE CENTER	VEHICLE MAJOR TRANSPORT	\$165,718.00	\$165,718.00
				Division 3 Total	\$165,718.00

Division: 13

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
208981	431-9013-571.50-25	COMCAST PROCESSING CENTER	ACCT 907065060	\$900.00	\$900.00
209017	431-9013-571.50-25	FIRST COMMUNICATIONS	POLICE PHONE SERVICE	\$525.34	\$525.34
209105	431-9013-571.50-25	MIDWEST MOVING AND STORAGE INC	SERVICE MISCELLANEOUS	\$15,151.50	\$15,151.50
209159	431-9013-571.50-25	RILEY CONSTRUCTION	SERVICE CONSTRUCTION	\$96,923.00	\$96,923.00
209187	431-9013-571.50-25	SOIL & MATERIAL CONSULTANTS	SOIL CONSULTING	\$7,132.50	\$7,132.50
209232	431-9013-571.50-25	WALKER PARKING CONSULTANTS	MUNI PARKING GARAGE	\$3,559.99	\$3,559.99
				Division 13 Total	\$124,192.33
				Department 90 Total	\$289,910.33

WARRANT REGISTER - GM0002**Department: 95 Debt Service****Division: 47**

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
208951	301-9547-582.60-20	BANK OF NEW YORK MELLON	PAYING AGENT FEES	\$802.50	\$802.50
				Division 47 Total	\$802.50

Division: 54

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
209216	301-9554-582.60-20	UMB BANK NA	PAYING AGENT FEES	\$318.00	\$318.00
				Division 54 Total	\$318.00
				Department 95 Total	\$1,120.50

WARRANT REGISTER - GM0002**Department: 99 Non Operating****Division: 1**

Check #	Account Number	Payee	Description 1	Transaction Amount	Total Trans Amount
2124	515-9901-525.40-83	METROPOLIS COMMERCIAL CONDO ASSN	CAM CHARGE	\$5,776.54	\$5,776.54
	515-9901-525.40-92	METROPOLIS COMMERCIAL CONDO ASSN	BUILDING RESERVE CHARGE	\$1,199.90	\$1,199.90
208991	261-9901-591.40-99	COOK COUNTY TREASURER	TIF 3 SURPLUS REFUND	\$1,564,961.59	\$1,564,961.59
Division 1 Total					\$1,571,938.03
Department 99 Total					\$1,571,938.03
TOTAL ALL FUNDS:					\$3,884,563.61



Item: 2017 Cultural Arts Award

Department: Village Manager's Office

Presentation of the 2017 Arlington Heights Cultural Arts Award to Ellen Sharpe
by the Arts Commission

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:



Item: Presentation by Northwest Mosquito Abatement District

Department: Village Manager's Office

Presentation by Patrick Irwin, Ph.D, Entomologist of the Northwest Mosquito Abatement District

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:



Item: Report of the Committee-of-the-Whole Meeting of November 6, 2017- Liquor License Applicant

Department: Village Manager's Office

Report of the Committee-of-the-Whole Meeting of November 6, 2017

Consideration of recommending to the Liquor Commissioner the issuance of a Class "E" Liquor License to D&J Seoul, dba San Korean Cuisine located at 234 E. Golf Road

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:



Item: Report of the Committee-of-the-Whole Meeting of November 6, 2017-Interview of Luis Ramirez-Alonso

Department: Village Manager's Office

Report of the Committee-of-the-Whole Meeting of November 6, 2017

Interview of Luis Ramirez-Alonso for Appointment to the Fire & Police Commission - Term Ending: 4/30/20

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:



Item: Ambulance Billing Services

Department: Finance

The Village uses a third party billing service to bill and collect fees generated by the transport of individuals (resident and non-resident) by Fire Department emergency personnel.

The Village's current contract is with Andres Medical Billing, Inc. and will expire December 31, 2017. A Request for Proposal was sent to eight vendors. Listed below are the six vendors who submitted proposals along with the rate they charge for billing services:

<u>Vendor</u>	<u>Proposed Rate</u>
Andres Medical Billing, Inc. Arlington Heights, IL	3.2%
Change Healthcare/Mckesson Nashville, TN	3.75%
Life Quest Wautoma, WI	4.0%
Paramedic Billing Services Elmhurst, IL	4.0%
Digital Computer Chappaqua, NY	4.30%
Ambulance Reimbursement Systems Allentown, PA	7.90%

Although responses to the RFP were originally due October 10th, in light of the Village Board's decision at the October 16th to increase the fees, each company who turned in a proposal was given the chance to adjust their rate if they desired based on the new fees.

Andres Medical Billing submitted the lowest rate. Under the current contract, they charge the Village 4.5% of the amount collected. Based on an average of 5,200 ambulance transports totaling \$1,650,855 from last fiscal year, it is

estimated that the Village will save approximately \$21,461 annually with their new rate of 3.2%.

The Finance and Fire Department Staff are very satisfied with the service Andres Medical Billing, Inc. has provided to date and the firm has been determined to be a responsible vendor for the Village in the past.

RECOMMENDATION

It is recommended that the Village Board approve a five year contract with Andres Medical Billing Inc. of Arlington Heights, Illinois to provide ambulance billing services and authorize the execution of the necessary documents.

Bid Section

Item:	Ambulance Billing Services
Bid Opening Date:	October 10, 2017
Account Numbers:	101-0501-503-2165
Total Budget for Specific Item:	\$91,800.00
Bid Amount:	3.2%



Item: Liquid Deicer 2017

Department: Public Works

The 2017 Public Works Operating Budget includes \$90,900 for the purchase of liquid deicer which is used for Snow and Ice Control Operations. Public Works has significantly increased our use of liquid deicer in an effort to improve our service level and reduce the amount of road salt used. Liquid deicer is used in conjunction with road salt during operations and can be used for anti-icing applications as well.

On October 20, 2017, Public Works publicly opened the following bids:

BIDDER	DELIVERED PRICE PER GALLON	TOTAL BID (100,000
GALS)		
Industrial Systems LTD. Lakemoor, IL	.6680 / gallon	\$66,800
Ossian Inc. Davenport, IA	.7300 / gallon	\$73,000
Gasaway Distributors Oak Brook, IL	.7585 / gallon	\$75,850
Harmony Deicing St. Charles, IL	.8150 / gallon	\$81,500
SNI Solutions Geneseo, IL	.8500 / gallon	\$85,000

The low bidder, Industrial Systems Ltd., has successfully worked with the Village and provided this product in the past, and we therefore recommend this award. The bidder has been determined to be responsible and the bid meets specifications.

RECOMMENDATION

It is recommended that the Village Board award the contract for the furnishing and delivering of liquid deicer to the lowest bidder, Industrial Systems Ltd. of Lakemoor, Illinois, for a cost of \$.6680/gallon.

Bid Section

Item:	Liquid Deicer 2017
Bid Opening Date:	October 20, 2017
Account Numbers:	101-7101-531.31-90
Total Budget for Specific Item:	\$90,900
Bid Amount:	\$66,800



Item: Ordinance - Code Amendment - Chapter 7 - Ambulance Fees

Department: Fire/Legal

An Ordinance Amending Chapter 7 of the Arlington Heights Municipal Code
(Section 7-1105 - Ambulance Fees)

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:

ATTACHMENTS:

Description

Ambulance Fees

Type

Ordinance

AN ORDINANCE AMENDING CHAPTER 7
OF THE ARLINGTON HEIGHTS MUNICIPAL CODE

BE IT ORDAINED BY THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF ARLINGTON HEIGHTS:

SECTION ONE: That Section 7-1105 of the Arlington Heights Municipal Code is amended as follows (language being deleted is stricken and the language being added is highlighted):

~~**Section 7-1105 Ambulance Service Fees.** The following charges for ambulance calls shall apply, which charge shall be payable to the Village:~~

Resident Basic Life Support	\$400
Resident Advanced Life Support	\$400
Resident Advanced Life Support 2	\$450
Non-Resident Basic Life Support	\$600
Non-Resident Advanced Life Support	\$600
Non-Resident Advanced Life Support 2	\$650

Section 7-1105 Ambulance Fees. For all transports by ambulance on or after January 1, 2018, each person who is transported by ambulance shall be charged \$1,500 plus a mileage fee equal to the distance traveled to transport the patient to the hospital of \$12 per mile.

- a. When the patient being transported by the Village is a Village resident, such person shall not be billed for the remaining charges which may exist once final payment has been received from all insurance providers of the resident. A Village resident is any person whose permanent residence is within the Village's corporate limits.
- b. When the patient being transported by the Village is a non-resident, such person shall be billed for the remaining charges which may exist once final payment has been received from all insurance providers of the non-resident. Unpaid balances shall be assigned to a debt-collection agency of the Village's choice. A non-resident is any person whose permanent address of residence is outside the Village's corporate limits.

The Village Manager may, in cases of hardship, waive the payment of the ambulance fee. This provision shall not be construed to hold the Village or any of its officers, agents or employees responsible for any damages to persons or property by reason of the provision of paramedic service or ambulance service as provided herein.

SECTION TWO: This Ordinance repeals all ordinances or parts of ordinances in conflict with the provisions hereof, and shall be in full force and effect after its passage, approval and

publication in pamphlet form, in the manner provided by law.

AYES:

NAYS:

PASSED AND APPROVED this 6th day of November, 2017.

ATTEST:

Village President

Village Clerk

Code Amendments:7-1105 Ambulance Fees 2



Item: Settlement - Workers' Compensation Claim - Glanz

Department: Human Resources

At the September 5, 2017 Closed Session, the Village Board authorized settlement of the workers' compensation claim for Police Officer Douglas Glanz. Officer Glanz injured his right elbow while participating in defensive tactics training.

The settlement amount of \$ 25,000 falls within the authorization previously granted by the Board.

RECOMMENDATION

It is recommended that the Village Board approve a settlement of \$25,000 for the workers' compensation claim for Police Officer Douglas Glanz.

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:



Item: Settlement - Workers' Compensation Claim - Turano

Department: Human Resources

At the September 5, 2017 Closed Session, the Village Board authorized settlement of the workers' compensation claim for Police Officer Michael Turano. Officer Turano was investigating a suspicious vehicle at a parking garage. The vehicle suddenly sped off when he approached causing him to injure his left knee when he had to quickly move out of the path of the moving vehicle.

The settlement amount of \$31,620.91 falls within the authorization previously granted by the Board.

RECOMMENDATION

It is recommended that the Village Board approve a settlement of \$31,620.91 for the workers' compensation claim for Police Officer Michael Turano.

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:



Item: Request for a Waiver - Elm Liquor, Inc.

Department: Village Manager's Office

On October 4, 2017, the Village received a request from the owners of Elm Liquor Inc. dba Elm's Liquor to transfer their existing Class "B" liquor license from their current location at 510 W. Northwest Highway to a new store front located at 906 W. Northwest Highway.

The request for moving the current liquor store to a new location is because there is a proposal for redevelopment of the shopping center where Elm's Liquors is currently located. One of the owners, Kamlesh Shaw, has held a liquor license at the current location for over 20 years. He wishes to continue to have his business located in Arlington Heights as he has a long-standing customer base. He has selected a new store that is located a few blocks away on the same street.

Usually the Mayor, as Liquor Control Commissioner, is able to administratively approve a change of location for a liquor license to a new location if it meets the requirements of the Liquor Code. In this instance, however, the new location that Mr. Shaw is considering is approximately 1200 square feet and therefore does not meet the size requirement for a new location seeking a Class "B" liquor license.

In January 2014, the Village Board created a square footage size requirement for any new Class B liquor licenses. Specifically, the Code provides:

Class "B" licenses, which shall authorize the retail sale of alcoholic liquor but not for consumption on the premises where sold. All premises for Class "B" licenses shall be at least 2,500 square feet. This square footage limitation shall not apply to those establishments in existence as of January 6, 2014.

In order for Elm's Liquor to relocate to their proposed new location a waiver from the requirement of Section 13-501c regarding the minimum size for a retail liquor establishment is necessary. It should be noted that the current space that Elm's Liquor occupies is in excess of 2,500 square feet, although they only use about 1,500 square feet for the business.

While Staff understands that the goal of the Village Board in adopting the size

limitation in 2014 was to limit the number of small liquor stores, in this unique circumstance – permitting a long-standing business to remain in the Village – Staff believes that since the number of liquor stores in the Village will not increase as a result of this waiver, there is merit in granting this waiver.

Recommendation

It is recommended that the Village Board grant a waiver from the requirement of Section 13-501c regarding the minimum size for a retail liquor establishment to permit Elm's Liquor Store to relocate to 906 W. Northwest Highway into a space that is approximately 1,200 square feet.

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:



Item: Bond Waiver - Arlington Heights Park District

Department: Building & Life Safety

Background

The Arlington Heights Park District is requesting a waiver of the bond requirement for a their upcoming raffle held during their Holiday Party at Arlington Lakes Golf Club on December 15, 2017. Tickets will be sold the day of the event from 4:30pm to 8:30pm, with the winner being determined at 8:30pm.

Recommendation

Staff recommends that the Village Board grant the waiver of the bond requirement.

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:

ATTACHMENTS:

Description

Letter

Type

Correspondence

Rec'd 10/13/17 (PL)



October 12, 2017

Ms. Kathi Deasey
Village of Arlington Heights
33 S. Arlington Heights Rd.
Arlington Heights, IL 60005

Re: Arlington Heights Park District Holiday Party – raffle/split the pot

Dear Kathi:

Attached please find our Raffle License application and our tax exempt information for the Arlington Heights Park District for our upcoming Arlington Heights Park District holiday party on December 15th, 2017. We would appreciate your waiving the bond requirement due to the organization being a tax exempt entity.

Please let me know if you have any further questions.

Sincerely,

Cheryl Mosqueda
Director of Finance & Personnel
Arlington Heights Park District



Item: Bond Waiver - St. James Parish

Department: Building & Life Safety

Background

St. James is requesting a waiver of the bond requirement for their upcoming raffle for their Auction on November 4, 2017. Raffle tickets will be sold from September 29th to November 4th, 2017, with the winner determined November 4th at 9:00pm.

Recommendation

Staff recommends that the Village Board grant the waiver of the bond requirement.

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:

ATTACHMENTS:

Description

Letter

Type

Correspondence

Rec'd 10/27/15
PL



SAINT JAMES PARISH

A CATHOLIC CHRISTIAN COMMUNITY

September 29, 2017

Village of Arlington Heights
Attn: Valerie Gerstein
33 S Arlington Heights Rd.
Arlington Heights, IL 60004

To Whom It May Concern:

St. James is applying for a raffle license to sell raffle tickets for our Auction on November 4, 2017. We would respectfully ask that you waive any fees associated with this license. If you have any concerns or questions, please feel free to contact me.

Sincerely,

A handwritten signature in cursive script, reading 'Barbara Krawczyk'.

Barbara Krawczyk
Controller
St. James Parish
224-345-7239



Item: Sign Code Modifications - Village-Wide Electronic Signs -
DC#09-025

Department: Planning & Community Development

Requested Action

-
Amendment to Chapter 30, Sign Code, to add Article VII Electronic Message Signs.

Recommendation

-
A public hearing was held by the Design Commission on August 22, 2017 where Commissioner Eckhardt moved and Commissioner Coon seconded:

A motion to forward the Draft Electronic Message Sign Ordinance dated August 22, 2017 to the Village Board of Trustees, without approval or denial, and the following:

1. A requirement that a landscape plan be submitted with each application for an electronic sign.
2. Electronic signs shall be eligible for sign variations, if needed.
3. The Design Commission throughout this process has been clear in that they do not endorse at this time to allow electronic signage in the Village.

Roll Call Vote: Commissioners Coon, Kingsley, Eckhardt and Chair Fitzgerald were in favor. Motion carried.

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:

ATTACHMENTS:

Description	Type
Draft Ordinance 8-22-17, proposed Design Commission revisions	Exhibits
Draft Ordinance 5-15-17, original draft sent to Village Board	Exhibits
DC Minutes 8-22-17	Minutes
DC Minutes 7-11-17	Minutes
DC Minutes 6-27-17	Minutes
February 8, 2017 Report with attachments	Exhibits
Design Commission Position Statement Approved 4-12-16	Exhibits
VB Minutes 7-18-16	Minutes

Add the following to the end of Section 7-1111:

Conditional Review of Electronic Message Signs \$500

Add new Definition to 30-101 as 14.5:

Electronic Message Sign. A portion of a monument style ground sign on which the message, copy, graphics, or display can be changed by remote or automatic means, used to advertise a business, goods, and/or services that are available on the property on which the sign is placed.

Add new Article VII (renumber existing Articles VII, VIII, and IX to VIII, IX, and X)**Article VII Electronic Message Signs**

Section 30-701 Electronic Message Signs may be permitted but only in designated major arterial commercial corridors as identified in the maps attached at the end of this Article and in accordance with the regulations set forth in this Article.

Section 30-702 Conditional Review Process and Criteria. All applications for an Electronic Message Sign shall be submitted to the Design Commission for review. The Design Commission shall hold public meetings to evaluate whether the proposed Electronic Message Sign meets the criteria set forth below. The Design Commission shall make a recommendation which will be forwarded to the Village Board of Trustees, where the request may be granted, denied or modified.

- a. The Electronic Message Sign will not create a traffic hazard or demonstrable negative impact on nearby properties or be detrimental to the safety of persons residing or working in the vicinity; and
- b. The Electronic Message Sign will serve the best interests of the Village, and will be desirable for the public convenience. ~~and will not merely serve to provide the applicant with a competitive advantage over similar businesses; and~~
- c. The design of the Electronic Message Sign is compatible with the essential character of the locality, such as the sign enclosure, materials and scale; and
- d. The business demonstrates a valid need for an Electronic Message Sign. The business must explain how the sign will be used, and why their business needs an Electronic Message Sign.

Section 30-703 Applications.

- a. All applications for Electronic Message Signs shall be submitted to and reviewed by the Design Commission.
- b. With the application, the petitioner must submit 1 copy of the following information to the Department of Planning and Community Development along with electronic pdf files:

1. A letter requesting the Electronic Message Sign stating the criteria for which an Electronic Message Sign must comply and how the proposal meets those;
2. Plat of Survey;
3. A detailed site plan including building locations, driveways, yards, setbacks, the proposed sign location and any existing signage with dimensions;
4. Color photographs of subject property and surrounding properties including existing ground signs;
5. Detailed drawings of the proposed sign, fully dimensioned and drawn to scale, including fully dimensioned scaled drawings and photographs of all existing signage;
6. Manufacturer's product data and specifications for the Electronic Message Sign, including written certification verifying auto-dimming function set to .3 footcandles maximum above ambient lighting conditions;
7. Written list of all sign materials;
8. Samples of major sign materials including colors, textures and finishes being proposed;
9. At least three full color representative images illustrating the types of advertisements to be displayed on the sign;
10. Landscape Plan indicating the proposed landscaping located a minimum of two feet out from the sign base. The plan must be drawn to scale and list the species, quantity, and size of the proposed plant materials;

A copy of the recommendation of the Design Commission will be forwarded to the Village Board.

Section 30-704 Notification Requirements.

- a. An applicant for an Electronic Message Sign shall serve written notice, either in person, by certified mail, or by similar delivery service which provides proof of service, on the last known taxpayers and/or property owners of record as reflected in the county records, of all property within ~~400~~ 250 feet in each direction of the property lines of the subject property for which approval of an Electronic Message Sign is being requested; provided the number of feet occupied by all public roads, alleys and other public ways shall be excluded in computing the ~~400~~ 250 feet. Such notice must be served not less than seven days and not more than 30 days prior to the date set for the meeting of the Design Commission to review the request for an Electronic Message Sign. If any part of a condominium property is located within this distance, written notification shall be made to the condominium association. If no such association exists, the applicant must notify each individual taxpayer of record in the condominium property. If, after a bona fide effort to determine such by the applicant, the owner of the property on which the notice is to be served cannot be found, the notice requirements of this Section shall be deemed satisfied.

The required notices shall contain the address of the location for which the Electronic Message Sign is requested, a brief statement of the nature of the request, the name and address of the legal and beneficial owner of the property, and time and date on which the meeting shall be held. Not less than one day prior to the meeting date, the applicant shall furnish a written statement certifying that he or she has complied with the requirements of this subsection. Attached to the written statement shall be a list of all property owners notified in accordance with the above, the receipts of the certified mail or the signatures of the property owners acknowledging the personal visit of the applicant, the returned notices which were undeliverable by the post office, along with a copy of the notice sent to each of the individuals therein specified.

- b. Not less than 15 days prior to the date of the Design Commission meeting at which the request for an Electronic Message Sign is to be discussed, the Applicant shall post a readable sign on the site where the Electronic Message Sign is intended to go. The Notice sign must be posted on private property adjacent to the roadway. This sign must be removed no later than ten days after completion of the final meeting. The required sign shall contain the current action requested, the date, time, and place where the meeting shall be held, a statement that further information can be obtained from the applicant and the Planning Department of the Village of Arlington Heights. The words "NOTICE OF PUBLIC MEETING" must appear at the top of the sign in letters no smaller than 1.5 inches. All costs associated with the sign are to be borne by the Petitioner. See the following exhibit for an example of a notice sign.

NOTICE OF PUBLIC MEETING

MEETING FOR: (Fill in sign variation)

**CONDITIONAL REVIEW FOR AN
ELECTRONIC MESSAGE SIGN**

**MEETING LOCATION: ARLINGTON HEIGHTS
MUNICIPAL BUILDING
33 South Arlington Heights Road**

DATE: (Fill in meeting date) **TIME:** (Fill in meeting time)

PUBLIC ATTENDANCE AND COMMENTS INVITED

FOR DETAILS CALL:

Fill in Petitioner's name and phone number or Village of Arlington Heights
Department of Planning & Community Development
847-368-5200

Section 30-705 Standards for Electronic Message Signs. The following standards apply to all Electronic Message Signs:

- a. Ground Signs Only. Electronic Message Signs are only permitted on monument style, ground signs and the ground sign cannot be taller than ten feet. All other requirements for ground signs as set forth in this Chapter shall apply, unless a more specific requirement is listed in this Article, in which case the requirement in this Article applies.

- b. Display. Only high resolution, full color electronic displays are allowed, and must be maintained in “like new” operating condition, or cease operation of the sign.
- c. Size. Electronic Message Signs must be incorporated as part of a conventional monument style ground sign which displays the business name or use. The electronic portion of the sign must be the lower portion of the sign. The maximum size of an Electronic Message Sign shall be no more than 50% 33% of the allowable ground sign size as set forth in the table below. The maximum allowable area of a ground sign is determined on the basis of the width and posted speed limit of the public right-of-way abutting the property on which the sign is located as set forth in the table below:

POSTED SPEED LIMIT

WIDTH OF PUBLIC RIGHT-OF-WAY	35 MILES PER HOUR OR LESS	OVER 35 MILES PER HOUR
UP TO 66 FEET	40 SQ. FT. TOTAL SIGN AREA PER FACE	60 SQ. FT. TOTAL SIGN AREA PER FACE
OVER 66 FEET	66 SQ. FT. TOTAL SIGN AREA PER FACE	80 SQ. FT. TOTAL SIGN AREA PER FACE

- d. Quantity. Only one electronic message sign per property is permitted.
- e. Spacing. There must be a minimum 300 feet spacing between Electronic Message Signs on the same side of any street.
- f. Separation from Residential. Electronic Message Signs are not permitted within 300 feet of any property being used for a residential use.
- g. Orientation. All Electronic Message Signs must be oriented perpendicular to the roadway to minimize the impact on properties directly across the street from the location of the sign.
- h. Operational Standards. The following operational standards apply to all Electronic Message Signs:
1. The sign shall have static display only. No scrolling, fading, flashing, animation, or video is permitted, nor is any sound permitted.
 2. Messages must be displayed for a minimum of 10 seconds.
 3. The sign must use auto-dimming photocell technology so that the display brightness automatically adjusts based on ambient lighting conditions. Brightness shall be limited to .3 footcandles maximum above ambient lighting conditions at the established measurement distance based on the size of the sign, using the following formula:

$$\text{Measurement Distance} = \sqrt{\text{Area of Sign Sq. Ft.} \times 100}$$

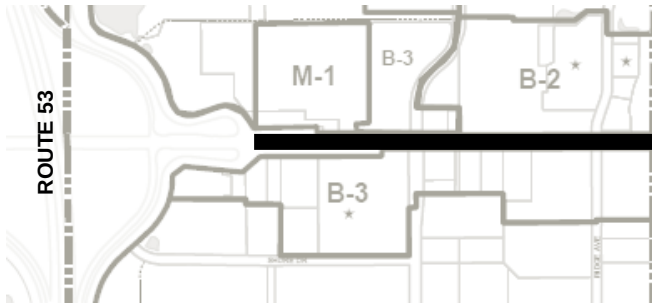
For example, for a ground sign that measures a total of 40 square feet, of which

20 square feet is an Electronic Message Sign, the lighting conditions will be measured at 45 feet from the sign.

Written certification from the manufacturer must be provided with the application which verifies the auto-dimming function in accordance with the requirements in this paragraph. Verification of compliance with the brightness standard will be accomplished using a footcandle illuminance meter based on procedures as established by the International Sign Association.

4. Off-premises advertising is not allowed.
5. All Electronic Message Signs are only permitted to be illuminated the same hours that the business the sign represents is open.

Designated Commercial Corridors for Electronic Message Signs



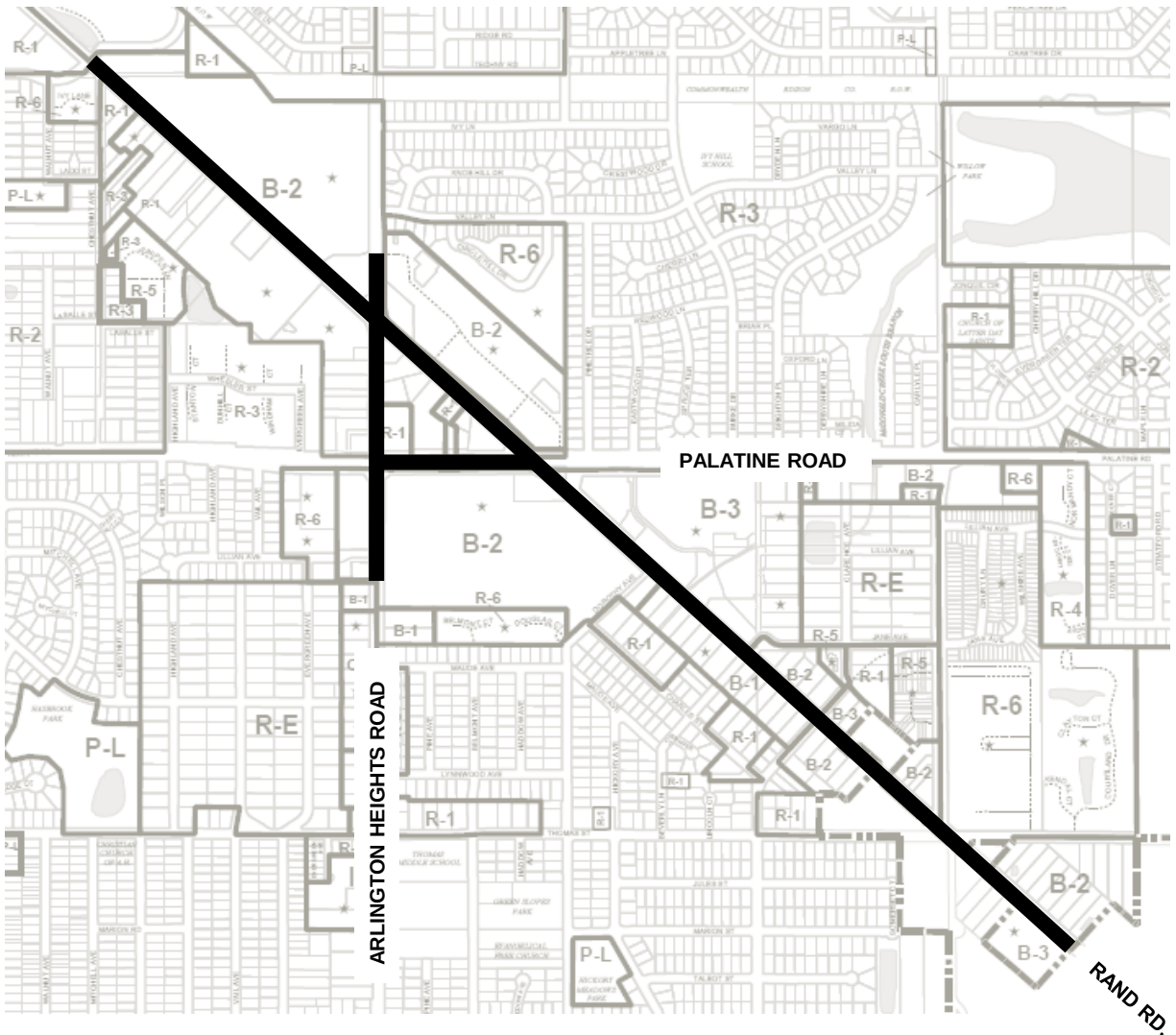
DUNDEE ROAD

MAP LEGEND



INDICATES PERMITTED
LOCATIONS FOR
ELECTRONIC MESSAGE SIGNS

Map 1: Dundee Road Corridor



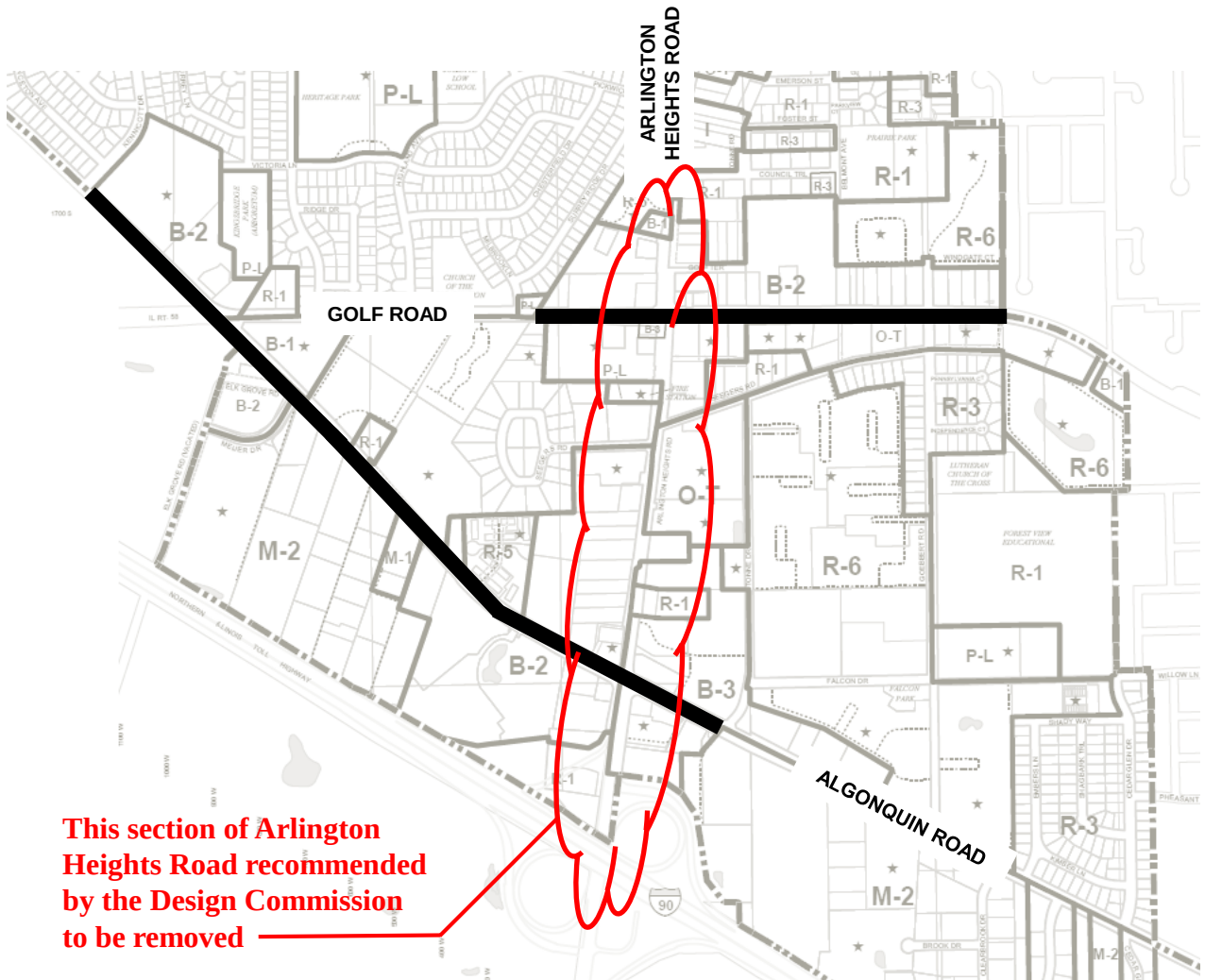
PALATINE ROAD

ARLINGTON HEIGHTS ROAD

RAND RD.

Map 2: Rand Road, Palatine Road, and Arlington Heights Road Corridors

Designated Commercial Corridors for Electronic Message Signs



Map 3: Algonquin Road, Golf Road, and Arlington Heights Road Corridors

MAP LEGEND

INDICATES PERMITTED LOCATIONS FOR ELECTRONIC MESSAGE SIGNS

MEMORANDUM

TO: Randy Recklaus, Village Manager
FROM: Charles Witherington-Perkins
Director of Planning and Community Development
DATE: May 15, 2017
SUBJECT: *Electronic Message Signs*

Over the past few months, additional research and review of draft ordinance language pertaining to electronic message signage has been undertaken. In addition, the areas where electronic message signage could be allowed, along major arterials has been refined and a map illustrating those areas within the community has been prepared.

In order to move this project forward, it is proposed that this matter be placed on a future Design Commission Agenda, for their review and recommendation to the Village Board. For background enclosed are the following items.

1. Proposed draft ordinance language for electronic message signs.
2. Map illustrating the commercial corridors where electronic message signs would be allowed.
3. February 2017 Report Electronic Signs Possible Condition Review. Process.

C: Robin Ward: In House Counsel
Steve Hautzinger: Design Planner

Attachment

CW-P:imp

Add the following to the end of Section 7-1111:

Conditional Review of Electronic Message Signs \$500

Add new Definition to 30-101 as 14.5:

Electronic Message Sign. A portion of a monument style ground sign on which the message, copy, graphics, or display can be changed by remote or automatic means, used to advertise a business, goods, and/or services that are available on the property on which the sign is placed.

Add new Article VII (renumber existing Articles VII, VIII, and IX to VIII, IX, and X)

Article VII Electronic Message Signs

Section 30-701 Electronic Message Signs may be permitted but only in designated major arterial commercial corridors as identified in the maps attached at the end of this Article and in accordance with the regulations set forth in this Article.

Section 30-702 Conditional Review Process and Criteria. All applications for an Electronic Message Sign shall be submitted to the Design Commission for review. The Design Commission shall hold public meetings to evaluate whether the proposed Electronic Message Sign meets the criteria set forth below. The Design Commission shall make a recommendation which will be forwarded to the Village Board of Trustees, where the request may be granted, denied or modified.

- a. The Electronic Message Sign will not create a traffic hazard or demonstrable negative impact on nearby properties or be detrimental to the safety of persons residing or working in the vicinity; and
- b. The Electronic Message Sign will serve the best interests of the Village, will be desirable for the public convenience, and will not merely serve to provide the applicant with a competitive advantage over similar businesses; and
- c. The design of the Electronic Message Sign is compatible with the essential character of the locality; and
- d. The business demonstrates a valid need for an Electronic Message Sign.

Section 30-703 Applications.

- a. All applications for Electronic Message Signs shall be submitted to and reviewed by the Design Commission.
- b. With the application, the petitioner must submit 1 copy of the following information to the Department of Planning and Community Development along with electronic pdf files:
 1. A letter requesting the Electronic Message Sign stating the criteria for which an Electronic Message Sign must comply and how the proposal meets those;

2. Plat of Survey;
3. A detailed site plan including building locations, driveways, yards, setbacks, the proposed sign location and any existing signage with dimensions;
4. Color photographs of subject property and surrounding properties including existing ground signs;
5. Detailed drawings of the proposed sign, fully dimensioned and drawn to scale, including fully dimensioned scaled drawings and photographs of all existing signage;
6. Manufacturer's product data and specifications for the Electronic Message Sign, including written certification verifying auto-dimming function set to .3 footcandles maximum above ambient lighting conditions;
7. Written list of all sign materials;
8. Samples of major sign materials including colors, textures and finishes being proposed;

A copy of the recommendation of the Design Commission will be forwarded to the Village Board.

Section 30-704 Notification Requirements.

- a. An applicant for an Electronic Message Sign shall serve written notice, either in person, by certified mail, or by similar delivery service which provides proof of service, on the last known taxpayers and/or property owners of record as reflected in the county records, of all property within 100 feet in each direction of the property lines of the subject property for which approval of an Electronic Message Sign is being requested; provided the number of feet occupied by all public roads, alleys and other public ways shall be excluded in computing the 100 feet. Such notice must be served not less than seven days and not more than 30 days prior to the date set for the meeting of the Design Commission to review the request for an Electronic Message Sign. If any part of a condominium property is located within this distance, written notification shall be made to the condominium association. If no such association exists, the applicant must notify each individual taxpayer of record in the condominium property. If, after a bona fide effort to determine such by the applicant, the owner of the property on which the notice is to be served cannot be found, the notice requirements of this Section shall be deemed satisfied.

The required notices shall contain the address of the location for which the Electronic Message Sign is requested, a brief statement of the nature of the request, the name and address of the legal and beneficial owner of the property, and time and date on which the meeting shall be held. Not less than one day prior to the meeting date, the applicant shall furnish a written statement certifying that he or she has complied with the requirements of this subsection. Attached to the written statement shall be a list of all property owners notified in accordance with the above, the receipts of the certified mail or the signatures of the property owners acknowledging the personal visit of the applicant, the returned notices which were undeliverable by the post office, along with a copy of the notice sent to each of the individuals therein specified.

- b. Not less than 15 days prior to the date of the Design Commission meeting at which the request for an Electronic Message Sign is to be discussed, the Applicant shall post a readable sign on the site where the Electronic Message Sign is intended to go. The Notice sign must be posted on private property adjacent to the roadway. This sign must be removed no later than ten days after completion of the final meeting. The required sign shall contain the current action requested, the date, time, and place where the meeting shall be held, a statement that further information can be obtained from the applicant and the Planning Department of the Village of Arlington Heights. The words "NOTICE OF PUBLIC MEETING" must appear at the top of the sign in letters no smaller than 1.5 inches. All costs associated with the sign are to be borne by the Petitioner. See the following exhibit for an example of a notice sign.

NOTICE OF PUBLIC MEETING

MEETING FOR: (Fill in sign variation)

**MEETING LOCATION: ARLINGTON HEIGHTS
MUNICIPAL BUILDING
33 South Arlington Heights Road**

DATE: (Fill in meeting date) **TIME:** (Fill in meeting time)

PUBLIC ATTENDANCE AND COMMENTS INVITED

FOR DETAILS CALL:

Fill in Petitioner's or Village of Arlington Heights
name and phone number Department of Planning & Community Development
847-368-5200

Section 30-705 Standards for Electronic Message Signs. The following standards apply to all Electronic Message Signs:

- a. Ground Signs Only. Electronic Message Signs are only permitted on monument style, ground signs and the ground sign cannot be taller than ten feet. All other requirements for ground signs as set forth in this Chapter shall apply, unless a more specific requirement is listed in this Article, in which case the requirement in this Article applies.
- b. Display. Only high resolution, full color electronic displays are allowed.
- c. Size. Electronic Message Signs must be incorporated as part of a conventional monument style ground sign which displays the business name or use. The electronic portion of the sign must be the lower portion of the sign. The maximum size of an Electronic Message Sign shall be no more than 50% of the allowable ground sign size as set forth in the table below. The maximum allowable area of a ground sign is determined on the basis of the width and posted speed limit of the public right-of-way abutting the property on which the sign is located as set forth in the table below:

POSTED SPEED LIMIT

WIDTH OF PUBLIC RIGHT-OF-WAY	35 MILES PER HOUR OR LESS	OVER 35 MILES PER HOUR
UP TO 66 FEET	40 SQ. FT. TOTAL SIGN AREA PER FACE	60 SQ. FT. TOTAL SIGN AREA PER FACE
OVER 66 FEET	66 SQ. FT. TOTAL SIGN AREA PER FACE	80 SQ. FT. TOTAL SIGN AREA PER FACE

- d. Quantity. Only one electronic message sign per property is permitted.
- e. Spacing. There must be a minimum 300 feet spacing between Electronic Message Signs on the same side of any street.
- f. Separation from Residential. Electronic Message Signs are not permitted within 300 feet of any property being used for a residential use.
- g. Orientation. All Electronic Message Signs must be oriented perpendicular to the roadway to minimize the impact on properties directly across the street from the location of the sign.
- h. Operational Standards. The following operational standards apply to all Electronic Message Signs:
 - 1. The sign shall have static display only. No scrolling, fading, flashing, animation, or video is permitted, nor is any sound permitted.
 - 2. Messages must be displayed for a minimum of 10 seconds.
 - 3. The sign must use auto-dimming photocell technology so that the display brightness automatically adjusts based on ambient lighting conditions. Brightness shall be limited to .3 footcandles maximum above ambient lighting conditions at the established measurement distance based on the size of the sign, using the following formula:

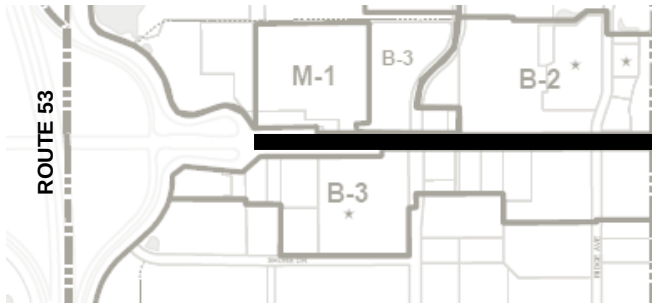
$$\text{Measurement Distance} = \sqrt{\text{Area of Sign Sq. Ft.} \times 100}$$

For example, for a ground sign that measures a total of 40 square feet, of which 20 square feet is an Electronic Message Sign, the lighting conditions will be measured at 45 feet from the sign.

Written certification from the manufacturer must be provided with the application which verifies the auto-dimming function in accordance with the requirements in this paragraph. Verification of compliance with the brightness standard will be accomplished using a footcandle illuminance meter based on procedures as established by the International Sign Association.

- 4. Off-premises advertising is not allowed.
- 5. All Electronic Message Signs are only permitted to be illuminated the same hours that the business the sign represents is open.

Designated Commercial Corridors for Electronic Message Signs



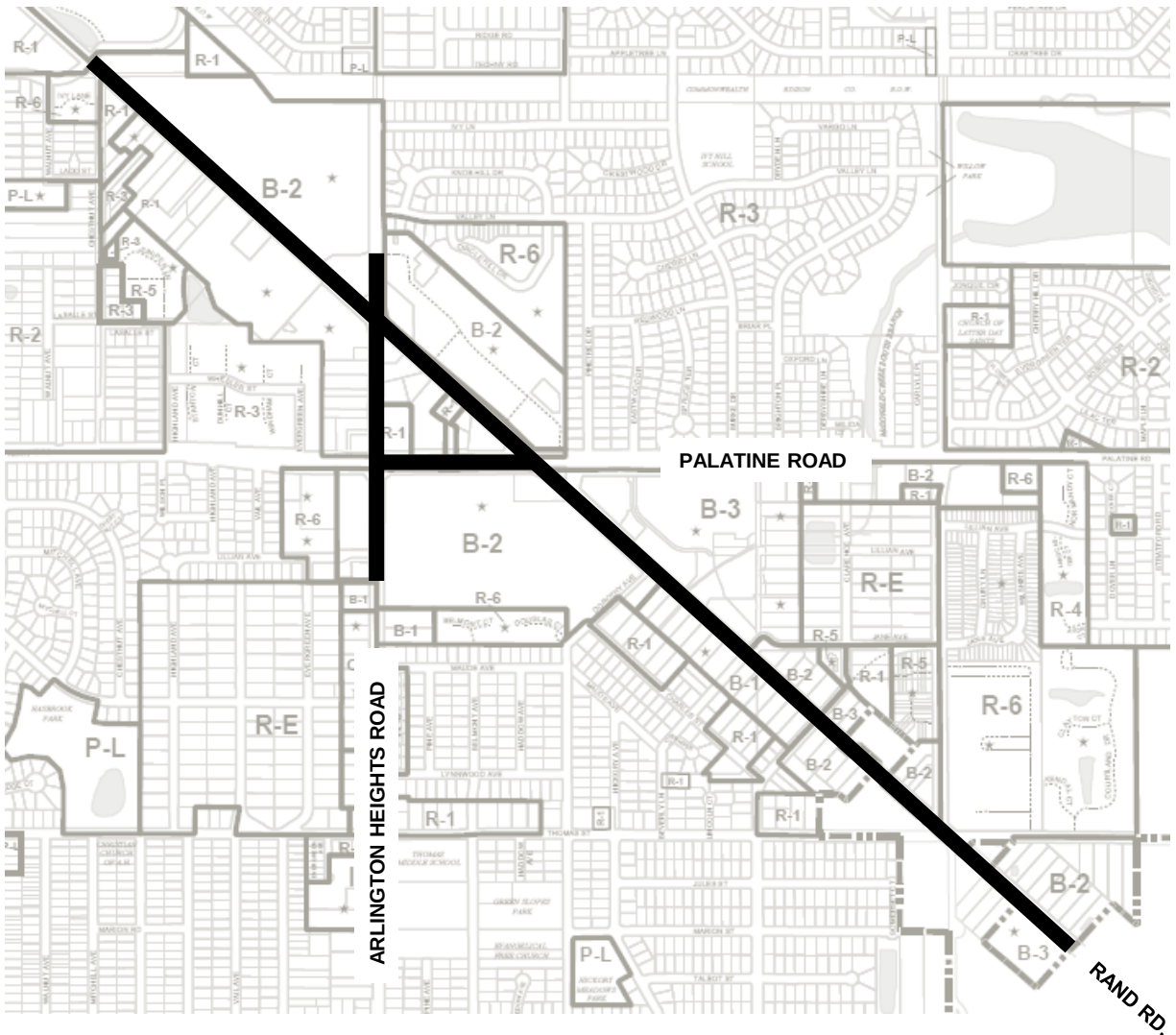
DUNDEE ROAD

MAP LEGEND



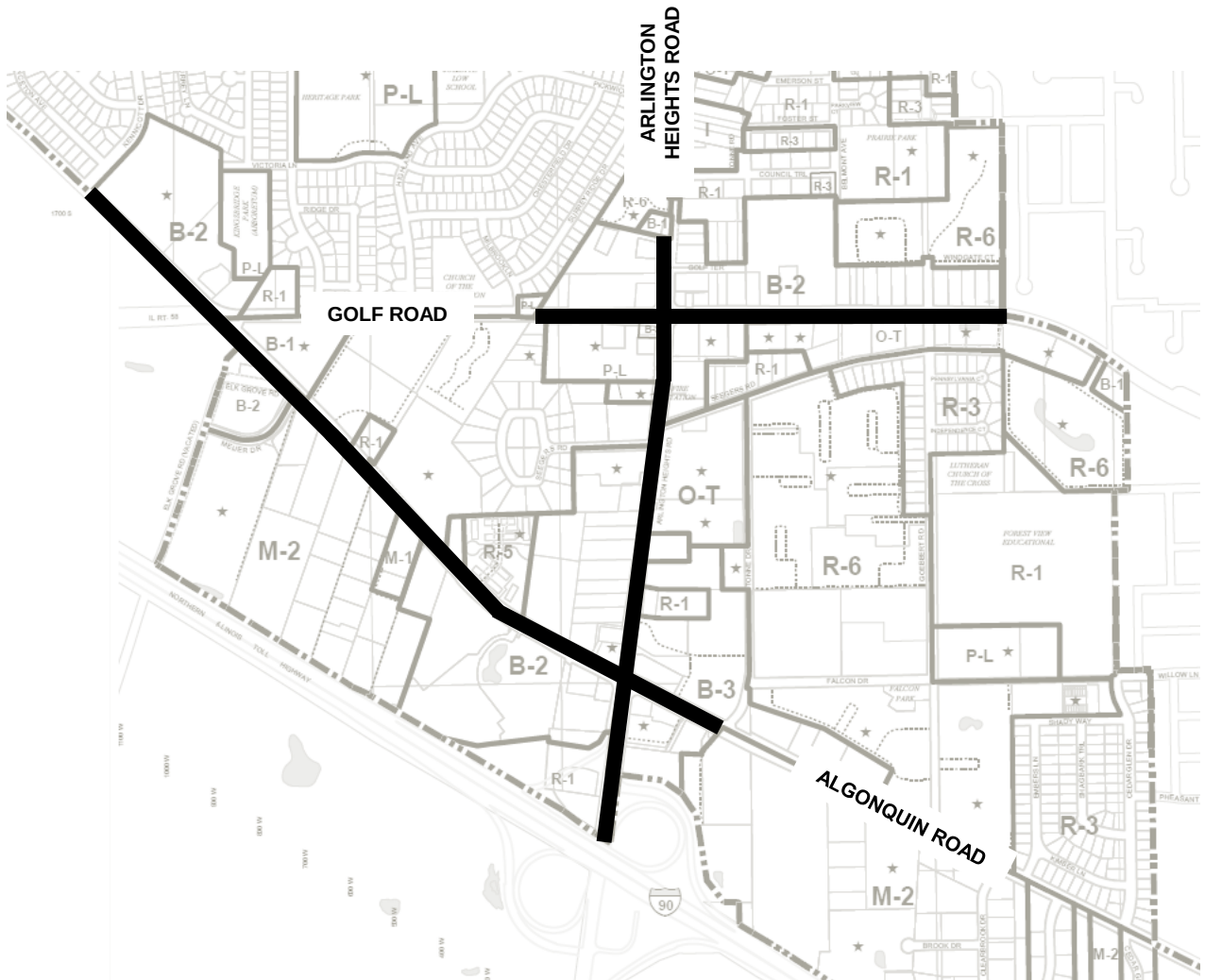
INDICATES PERMITTED
LOCATIONS FOR
ELECTRONIC MESSAGE SIGNS

Map 1: Dundee Road Corridor



Map 2: Rand Road, Palatine Road, and Arlington Heights Road Corridors

Designated Commercial Corridors for Electronic Message Signs



Map 3: Algonquin Road, Golf Road, and Arlington Heights Road Corridors

MAP LEGEND

— INDICATES PERMITTED
LOCATIONS FOR
ELECTRONIC MESSAGE SIGNS

APPROVED

MINUTES OF
THE VILLAGE OF ARLINGTON HEIGHTS
DESIGN COMMISSION MEETING
HELD AT THE ARLINGTON HEIGHTS MUNICIPAL BUILDING
33 S. ARLINGTON HEIGHTS RD.
AUGUST 22, 2017

Chair Fitzgerald called the meeting to order at 6:30 p.m.

Members Present: John Fitzgerald, Chair
Ted Eckhardt
Aaron Coon
Kirsten Kingsley

Members Absent: Jonathan Kubow

Also Present: Jeff Eichhorn, DeBaker Design for 1412 W. Maude Ave.
Zac Funk, Owner of 1412 W. Maude Ave.
Steve Hautzinger, Staff Liaison

REVIEW OF MEETING MINUTES FROM AUGUST 8, 2017

A MOTION WAS MADE BY COMMISSIONER ECKHARDT, SECONDED BY COMMISSIONER COON, TO APPROVE THE MEETING MINUTES OF AUGUST 8, 2017. ALL WERE IN FAVOR. THE MOTION CARRIED.

Chair Fitzgerald stated that the Sigwalt Apartments (DC#17-089) project has been rescheduled to the Design Commission meeting on September 12, 2017, and the 107 N. Pine Avenue (DC#17-070) project has been put on hold by the petitioner.

A MOTION WAS MADE BY COMMISSIONER ECKHARDT, SECONDED BY COMMISSIONER KINGSLEY, TO MOVE THE REVIEW OF 1412 W. MAUDE AVENUE (DC#17-095) UP TO THE START OF THE AGENDA.

KINGSLEY, AYE; COON, AYE; ECKHARDT, AYE; FITZGERALD, AYE.
ALL WERE IN FAVOR. MOTION CARRIED.

ITEM 2. SIGN CODE MODIFICATIONS RE-REVIEW

DC#09-025 – Village-Wide Electronic Signs

Mr. Hautzinger gave a brief summary of the status of the Draft ordinance for Village-Wide Electronic Signs. On June 27, 2017, with only three commissioners present, Staff gave a preliminary presentation of the Draft ordinance to the Design Commission, and received feedback from the commissioners. A motion was made to continue the discussion to a future meeting when all five commissioners are in attendance. On July 11, 2017, with all five commissioners present, Staff again presented the Draft ordinance to the Design Commission, and the commissioners provided specific feedback on each section of the ordinance, as well as general comments and a motion to revise the Draft ordinance to include the feedback given by the commissioners and brought back to the Design Commission for a final review and motion. At this time, the Draft ordinance has been revised based on feedback from the commissioners, and the Design Commission is requested to review the Draft ordinance for recommendation to the Village Board.

Mr. Hautzinger presented the amended version of the Draft ordinance to the commissioners, and summarized the changes that were made since the last meeting. In follow up to the last meeting's discussion, he pointed out that Staff recommends keeping the minimum 300-feet of spacing required between Electronic Message Signs on the same side of the street (Section 30-705e). Overall, Staff felt this would not be an issue and would work well since the majority of commercial uses have large lots, although there are some cases where clusters of smaller lots may trigger the need for a variation to this separation requirement.

Commissioner Eckhardt pointed out that one commissioner is not here tonight and he has always felt that all 5 commissioners should be present to vote on this important matter; however, he was ready to make a motion tonight that includes a statement that none of the commissioners here tonight support electronic signs in the current format that are seen in neighboring communities. This being the Design Commissions' position, he acknowledged that the Village Board could feel differently and support electronic signs in the Village. He wanted to make a motion to forward this matter to the Village Board, specifically without an approval or a denial. He further stated that the commissioners feel the Draft ordinance is complete, well documented, and possibly a good working document; however, the motion would be to only forward the Draft ordinance to the Village Board. He asked if any of the commissioners wanted to debate this matter further, although he felt it was pointless to do so.

Commissioner Kingsley said that she would second the motion as summarized by Commissioner Eckhardt.

Commissioner Coon had a few follow-up questions. With regards to Section 30-702c, he asked if there are separate landscape requirements specifically for electronic monument signs, that could either be strengthened to help balance the unsightly appearance of an electronic sign. Mr. Hautzinger replied that current code requirements for ground signs would apply for electronic ground signs as well, which is that a ground sign must have landscaping 2-feet around the perimeter at the base of the sign. He suggested that the issue of enhanced landscaping be addressed by the commissioners on a case-by-case basis at the time of a review of an electronic ground sign. Mr. Hautzinger pointed out that the Draft ordinance does not specifically require a landscape plan to be submitted as part of an application for an electronic sign; however, this could be added. Commissioners Eckhardt and Kingsley were in favor of adding this to the ordinance.

With respect to Section 30-705e, Commissioner Coon commented that smaller businesses could be squeezed out by larger businesses with the minimum 300-feet of spacing required between electronic signs on the same side of the street, and to be more fair, he felt there should be a conditional review process that would be triggered if a business wanted to appeal the 300-foot rule. Mr. Hautzinger explained that if this issue were to arise, then a sign variation request would be included in addition to the conditional review process for an electronic sign. Commissioner Coon had no further comments and was in support of Commissioner Eckhardt's motion to be made.

Chair Fitzgerald was also in favor of Commissioner Eckhardt's motion to be made; however, he wanted the motion to be very clear on the Design Commission's position not to recommend allowing electronic signs. Commissioner Eckhardt clarified that the motion would state that the commissioners do not recommend approval or denial of the Draft ordinance, but to only forward it to the Village Board. He would also include a statement that the Design Commission does not endorse electronic signage. Chair Fitzgerald reiterated that specific language should be included in the motion to be very clear. He had no further comments.

A MOTION WAS MADE BY COMMISSIONER ECKHARDT, SECONDED BY COMMISSIONER COON, TO FORWARD THE DRAFT ELECTRONIC MESSAGE SIGN ORDINANCE DATED 8-22-17 TO THE VILLAGE BOARD OF TRUSTEES WITHOUT APPROVAL OR DENIAL, AND THE FOLLOWING:

1. A REQUIREMENT THAT A LANDSCAPE PLAN BE SUBMITTED WITH EACH APPLICATION FOR AN ELECTRONIC SIGN.
2. ELECTRONIC SIGNS SHALL BE ELIGIBLE FOR SIGN VARIATIONS, IF NEEDED.
3. THE DESIGN COMMISSION THROUGHOUT THIS PROCESS HAS BEEN CLEAR IN THAT THEY DO NOT ENDORSE AT THIS TIME TO ALLOW ELECTRONIC SIGNAGE IN THE VILLAGE.

COON, AYE; KINGSLEY, AYE; ECKHARDT, AYE; FITZGERALD, AYE.
ALL WERE IN FAVOR. MOTION CARRIED.

APPROVED

MINUTES OF
THE VILLAGE OF ARLINGTON HEIGHTS
DESIGN COMMISSION MEETING
HELD AT THE ARLINGTON HEIGHTS MUNICIPAL BUILDING
33 S. ARLINGTON HEIGHTS RD.
JULY 11, 2017

Chair Fitzgerald called the meeting to order at 6:30 p.m.

Members Present: John Fitzgerald, Chair
Ted Eckhardt
Kirsten Kingsley
Jonathan Kubow
Aaron Coon

Members Absent: None

Also Present: Brian Hyde, Greenscape Homes for 408 W. Mueller St.
John Wozniak, David Weekley Homes for 1014 N. Chicago Ave.
Bogie & Joanna Szescho, Owners of 1014 N. Chicago Ave.
Pastor Sunny Mathew for Zion Christian Church
Pastor Abbey Mathew for Zion Christian Church
Rev. Anish John for Zion Christian Church
Rev. Sam Abraham, Pastor of Zion Christian Church
Mathew Kattappurath for Zion Christian Church
Steve Hautzinger, Staff Liaison

Chair Fitzgerald welcomed Aaron Coon, new Design Commissioner.

REVIEW OF MEETING MINUTES FROM JUNE 27, 2017

A MOTION WAS MADE BY COMMISSIONER ECKHARDT, SECONDED BY COMMISSIONER KINGSLEY, TO APPROVE THE MEETING MINUTES OF JUNE 27, 2017. ALL WERE IN FAVOR. THE MOTION CARRIED.

A MOTION WAS MADE BY COMMISSIONER KUBOW, SECONDED BY COMMISSIONER KINGSLEY, TO MOVE THE ITEM UNDER 'OLD BUSINESS' (DC#09-025) TO THE END OF THE AGENDA. ALL WERE IN FAVOR. THE MOTION CARRIED.

ITEM 4. SIGN CODE MODIFICATIONS RE-REVIEWDC#09-025 – Village-Wide Electronic Signs

Mr. Hautzinger said that this matter was discussed at the last meeting when only 3 commissioners were in attendance.

He gave a brief summary of the history and background of electronic signs, as well as discussions regarding the possible conditional review process, which concluded with the Village Board directing Staff to further research and draft a conditional use process to allow electronic signage that meets certain criteria. Staff completed detailed research of other communities that allow electronic signage standards and approval processes. The areas where electronic message signage could be allowed, along major arterial roads, have been refined and maps illustrating those areas within the community have been prepared. Common standards for electronic signage include restrictions to locate the signs only along major roads, enforce a minimum spacing between signs, and limitations when adjacent to residential zoning districts. Common operational restrictions include minimum display change times, no flashing/scrolling/animation/video, and brightness limitations.

Feedback given by the commissioners at the last meeting on June 27, 2017 as well as Staff's response, are as follows:

1. None of the commissioners supported the idea of allowing electronic signs.
2. Concern was expressed that the Design Commission's review and recommendations regarding individual electronic sign requests may be ignored by the Village Board, and would therefore be a waste of the Design Commission's time.
 - a. Staff recommends that the Design Commission stay in the review process and continue to provide recommendations to the Village Board on this matter.
3. The commissioners asked if the Conditional Approval would be transferable to a new business in the same location.
 - a. The draft ordinance could be revised to clarify that electronic sign approvals not be transferable, and the Design Commission should make a recommendation on this matter.
4. The commissioners recommended that Staff review the proposed ordinance with the Chamber of Commerce.
 - a. The Chamber Commerce is aware that this is being studied, and Staff intends to provide a full update at the appropriate time.
5. The commissioners recommended that electronic ink signs be allowed for schools, churches, and park facilities in Residential Zoning Districts.
 - a. Staff recommends that this be considered as a separate amendment ordinance, but the commissioners should make a formal recommendation on this matter.
6. The commissioners suggested preparing a list of existing businesses within the designated corridors that will be likely to request an electronic sign (such as Walgreens, McDonald's, Dunkin Donuts).
 - a. Staff presented a hypothetical list of businesses and locations, such as car dealerships, gas stations, restaurants, and banks.
7. The commissioners made a motion to continue this matter to a future meeting when all commissioners are in attendance.

At this time, Staff has completed the necessary research and prepared Draft ordinance language pertaining to electronic message signage for presentation to the Village Board. This Draft ordinance is being presented to the commissioners tonight, with any feedback tonight to either be included with the Draft ordinance, or the Draft ordinance amended to reflect the changes recommended tonight.

The commissioners reviewed and discussed the Draft language, and gave the following comments:

Section 30-101 – Definitions – Electronic Message Sign

- Add a statement that public messages are allowed.

Section 30-701 – Maps designating where Electronic Message Signs are allowed

- There is a need, without question, to allow electronic ink signs (black and white or color) for schools and churches, which should be included at this time and not as an amendment in the future.
- A recommendation to not include Arlington Heights Road in Map 3. The Village Board has asked Staff to research how to beautify this strip, which cannot be achieved without taking down the existing poles and not allowing electronic signs. In an effort to beautify these retail corridors, adding electronic signs would be a step backwards.

Section 30-702 – Conditional Review Process and Criteria

- (a) No comments.
- (b) The language is unrealistic and confusing. No electronic message sign will serve the best interests of the Village. Electronic signs absolutely provide for a competitive edge over a business that does not get one.
 - o The language should state, 'The Electronic Message Sign will serve the best interests of the Village, and be desirable for the public convenience'. Eliminate the remaining language.
 - o When a business applies for an electronic sign well after other nearby businesses have one, will they be able to meet the intent of the hardship criteria, which is not to have a competitive advantage?
 - o What type of copy will be used on the electronic message sign, which is giving the business a quick advantage over what their 'sale of the day' is?
- (c) Add additional language that specific parts of the electronic sign need to be compatible with the essential character of the locality, such as the sign enclosure, materials, and scale.
- (d) What is the definition of a valid need? Need more specific language.

Section 30-703 – Applications

- (a) No comments.
- (b) Add a requirement that the petitioner submit representative images to show the quality, design and content of the proposed message display, as opposed to submitting a static elevation of a black screen.

Section 30-704 – Notification Requirements

- (a) Written notice to property owners within 100 feet should be increased to 300-feet; equal to the 300-foot separation required between signs.
- (b) Add language specific to where the public meeting sign must be located on the property; near the public way and not on the building itself. The sample public meeting sign, MEETING FOR: should state "Conditional Review for an Electronic Sign".

Section 30-705 – Standards for Electronic Message Signs

- (a) No comments.
- (b) Concerns about enforcing repair/maintenance of electronic signage. Add, "must maintain 'like new' operating condition or cease operations of sign."
- (c) Concerns about the maximum size allowed for an electronic sign. Suggestion to change from 50% to 33%. Sign variation to amend the amount up to 50% if necessary.
- (e) There are concerns about the initial onset of applications in order to beat the 300-foot minimum spacing requirement. Suggest a survey be done of the spacing between buildings along the commercial corridors designated for electronic message signs, to determine whether the minimum 300-foot spacing is appropriate or needs to be adjusted.
- (f) No comments.
- (g) No comments.
- (h-1) No comments.
- (h-2) No comments.
- (h-3) Concerns about whether IDOT's lighting standards are the same as what is proposed, and Staff verified that they are the same.

- (h-4) No comments.
- (h-5) Staff clarified that this is more restrictive by not allowing an electronic message sign to be illuminated when the business is closed; however, the top portion of the sign is allowed to be illuminated after hours.

The commissioners gave the following general comments and concerns about electronic message signs:

1. The commissioners are not in support of allowing electronic message signs.
2. The commissioners are not in support of the Draft language presented tonight unless it is amended to reflect the recommendations given tonight, prior to being presented to the Village Board.
3. Concerns about too many businesses having an electronic sign, resulting in a cluttering of these signs up and down major arterial roads in town. A suggestion for a qualification for an electronic sign to be based on the size of a business.
4. How does allowing electronic message signs relate to the Comprehensive Plan; Concerns that electronic message signs will negatively impact beautification.
5. Concerns about enforcing the content of messages being displayed on an electronic sign.
6. Concerns about the brightness of electronic message signs.
7. Concerns about businesses with more frontage being allowed multiple electronic signs, as opposed to smaller business only allowed one electronic sign.

Staff recommended the commissioners make a motion tonight that would be a recommendation to the Village Board. The commissioners wanted to see the Draft ordinance amended to include the changes they discussed tonight, prior to the draft ordinance presented to the Village Board; however, it did not mean that they would vote in favor of the ordinance.

Commissioner Kingsley said that she was completely opposed to allowing electronic signs, and she was conflicted as to whether or not she wanted to review the ordinance, because each time she did she would probably say no to it. However, if there has to be an ordinance to allow electronic signs, she felt Staff did a very good job with their research, and once the ordinance is amended to include the commissioner's comments, it could go before the Village Board, but it will be on their head, not the design commissions'.

Commissioner Eckhardt did not support electronic signs.

Chair Fitzgerald did not support electronic signs because they did nothing to beautify the Village, which is part of what the Design Commission does. If no one has them, it is a fair advantage that no one has them. He did not see other communities such as the North Shore, allowing electronic signs or even considering them. He felt it was the Design Commission's job to make the Villager nicer and better, not just to allow 'because'.

Commissioner Coon said that from a marketing standpoint, he did not think there was a need for electronic signs; the current sign code for commercial users is adequate and there is no need to add to the current signage in the Village.

Commissioner Kubow agreed and had nothing more to add. He liked the even playing field analogy.

A MOTION WAS MADE BY COMMISSIONER KINGSLEY, SECONDED BY COMMISSIONER KUBOW, THAT THE REVISIONS DISCUSSED TONIGHT BY THE COMMISSIONERS BE INCORPORATED INTO THE DRAFT ORDINANCE FOR ELECTRONIC MESSAGE SIGNAGE, AND BROUGHT BACK TO THE DESIGN COMMISSION FOR A FINAL MOTION TO BE MADE.

KINGSLEY, AYE; COON, AYE; ECKHARDT, AYE; FITZGERALD, AYE; KUBOW, AYE.
MOTION CARRIED.

APPROVED

MINUTES OF
THE VILLAGE OF ARLINGTON HEIGHTS
DESIGN COMMISSION MEETING
HELD AT THE ARLINGTON HEIGHTS MUNICIPAL BUILDING
33 S. ARLINGTON HEIGHTS RD.
JUNE 27, 2017

Chair Fitzgerald called the meeting to order at 6:30 p.m.

Members Present: John Fitzgerald, Chair
Ted Eckhardt
Kirsten Kingsley

Members Absent: Jonathan Kubow

Also Present: Chris Russo, ALA Architects for 218 S. *Evergreen Ave.*
Leslie Doherty, Owner of 218 S. *Evergreen Ave.*
Kevin Davis, Fairfield Homes for 203 S. *Prindle Ave.*
Brian Hyde, Greenscape Homes for 1612 N. *Ridge Ave.*
Tom Abbatemarco, Prestigious Homes for 525 E. *Frederick St.*
Steve Hautzinger, Staff Liaison

REVIEW OF MEETING MINUTES FROM JUNE 13, 2017

A MOTION WAS MADE BY COMMISSIONER ECKHARDT, SECONDED BY COMMISSIONER KINGSLEY, TO APPROVE THE MEETING MINUTES OF JUNE 13, 2017. ALL WERE IN FAVOR. THE MOTION CARRIED.

A MOTION WAS MADE BY COMMISSIONER ECKHARDT, SECONDED BY COMMISSIONER KINGSLEY, TO MOVE THE ITEM UNDER 'OLD BUSINESS' (DC#09-025) TO THE END OF THE AGENDA. ALL WERE IN FAVOR. THE MOTION CARRIED.

Chair Fitzgerald stated that a favorable vote from all three commissioners is required for approval of a project tonight.

ITEM 5. SIGN CODE MODIFICATIONSDC#09-025 – Village-Wide Electronic Signs

Chair Fitzgerald asked if the discussion was time sensitive because only 3 of the 5 commissioners were here tonight. Mr. Hautzinger replied that Staff was seeking a motion from the Design Commission tonight, although a specific review date with the Village Board has not yet been determined. He stated that the intent is to allow electronic signs; however, this type of signage would require a Conditional Review with the Design Commission, who will be a recommending body to the Village Board for final approval, similar to a sign variation request.

Chair Eckhardt wanted to discuss a portion of this signage tonight because he had some concerns. Chair Fitzgerald said that this issue has been very important to all of the commissioners and he felt all commissioners should have an opportunity to discuss and vote on it. Mr. Hautzinger suggested tabling the discussion tonight and bringing it back at the next meeting, or reviewing it tonight for preliminary comments.

Mr. Hautzinger gave a brief summary of the history and background of electronic signs and discussions regarding the possible conditional review process, which concluded with the Village Board directing Staff to further research and draft a conditional use process to allow electronic signage that meets certain criteria. Staff has completed their research of other communities that allow electronic signs, and are here tonight to present the possible standards and Conditional Review Process that resulted from the research. Common standards for electronic signage include restrictions to locate the signs only along major roads, enforce a minimum spacing between signs, and limitations when adjacent to residential zoning districts. Common operational restrictions include minimum display change times, no flashing/scrolling/animation/video, and brightness limitations.

Mr. Hautzinger presented a draft of the ordinance to amend the sign code for electronic signs, which included the exact language being proposed, operational restrictions, standards for the design of the sign, and the process for approval. He referred to the map showing the 3 designated commercial corridors where electronic signage would be allowed.

Mr. Hautzinger also reviewed the Conditional Review Process and criteria required for all requests for electronic signage, which also included public notification of certified mailings to surrounding property owners within 100-feet. He also reviewed the Standards for Electronic Signs, which included the type of sign, display, size, quantity, spacing, separation from residential, orientation, and operational standards.

The commissioners agreed to continue the conversation when all 5 commissioners are present, but they provided the following preliminary feedback:

1. None of the 3 commissioners in attendance supported the idea of allowing electronic signs.
2. The commissioners expressed concern that their review and recommendations of individual electronic sign requests may be ignored by the Village Board, and will therefore be a waste of their time. Staff reiterated the importance of the Design Commission's input on this matter, and encouraged the Design Commission to remain involved with the review process.
3. A suggestion was made to send these requests directly to the Village Board, or give the Design Commission final authority for approvals/denials.
4. The question was asked if the Conditional Approval would be transferable to a new business in the same location. Staff to confirm.
5. A recommendation was made to review the proposed ordinance with the Chamber of Commerce.
6. A recommendation was made to allow electronic ink signs for schools, churches, and park facilities in Residential Zoning Districts.
7. Concern was expressed about the negative impact electronic signs will have on South Arlington Heights Road because this area already looks so poor and it is the gateway into Arlington Heights. Staff reported that studies are currently being conducted to beautify this area.

8. A suggestion was made to make a list of existing businesses in the designated corridors that will be likely to request electronic signs.

A MOTION WAS MADE BY COMMISSIONER KINGSLEY, SECONDED BY COMMISSIONER ECKHARDT, TO CONTINUE THE DISCUSSION OF VILLAGE-WIDE ELECTRONIC SIGNS (DC#09-025) TO A MEETING WHEN ALL 5 COMMISSIONERS ARE IN ATTENDANCE.

KINGSLEY, AYE; ECKHARDT, AYE; FITZGERALD, AYE.
ALL WERE IN FAVOR. THE MOTION CARRIED.

ELECTRONIC SIGNS - POSSIBLE CONDITIONAL REVIEW PROCESS

Prepared by the Department of Planning and Community Development
Steve Hautzinger AIA, Design Planner
February 8, 2017

HISTORY & BACKGROUND:

The Design Commission first discussed the matter of electronic signage in 2007 relative to several specific sign variation requests, all of which were recommended for denial by Staff and the Design Commission, and one request denied by the Village Board. After detailed research by Staff, the Design Commission discussed the matter again in 2008 at a kick-off meeting and then in detail in 2009, when the Design Commission recommended that the Village continue to not allow electronic LED signs. Since then, the Design Commission has discussed this matter in 2012 as part of the Visual Preference Survey and in 2015 relating to Patton Elementary School's request for an electronic sign. As a result of the 2015 review, this topic was placed on the Design Commission agenda again in January 2016.

On February 19, 2016, Mayor Hayes sent a letter to the Design Commission requesting that the Design Commission complete the following tasks for Village Board review:

- Develop a general overview of the issues related to electronic signage.
- Report on a range of general approaches regarding electronic signage.
- Recommend an approach for the Village Board to discuss this matter by early June of that year.

In response to Mayor Hayes' request, Staff and the Design Commission completed a preliminary Village-wide study of electronic signage and discussed the matter at three Design Commission meetings:

- February 23, 2016. Kick-off meeting, preliminary discussion and thoughts.
- March 29, 2016. Staff presented a survey of other communities' electronic sign requirements along with photos and videos of electronic signs from other communities for discussion.
- April 12, 2016. Review and approval of Position Statement and Recommendations.

On July 18, 2016, the Design Commission's Position Statement & Recommendations regarding electronic signage was presented to the Village Board. The Design Commission's report outlined the issues related to electronic signs which included: Arlington Heights' image, nuisance to adjacent properties, traffic safety, code enforcement, and energy consumption. The report also included the Design Commission's recommendations regarding different possible applications for electronic signs, as follows:

- Electronic LED signs should not be allowed for commercial businesses community wide. Commercial signs should be used for business identity, not advertising.
- Electronic LED signs should not be allowed for major tourism venues. However, major tourism venues represent a possible good application for electronic signs, and they should be considered on a case-by-case basis as sign variations.
- Electronic LED signs should not be allowed for schools, churches, and park facilities which are commonly located in residential neighborhoods. However, non-light emitting electronic signage technology, such as electronic ink, should be closely monitored for use in these applications.
- Electronic LED signs should not be allowed along I-90 and Route 53 due to a possible unfair advantage for businesses fronting these highways, and to avoid contributing to signage blight along these highways.
- Electronic LED signs should not be allowed at this time, but emerging technologies in electronic signs should be monitored for more aesthetically pleasing, environmentally friendly alternatives to LED signs, such as electronic ink.

Highlights of the feedback provided by the Village Board at the meeting are as follows (the minutes of the Board meeting are attached):

- Allowing electronic signs in Arlington Heights should be explored to maintain a competitive advantage and/or level playing field with surrounding communities, at least on a limited basis.
- Electronic signs may be appropriate in some applications to promote businesses, if done properly.
- Electronic signage should not be permitted by right, but a special review process should be explored.
- Concern that electronic signs may proliferate, even with a special review process.
- Concern over unintended consequences.
- Concern regarding enforcement.
- The desire of businesses to have electronic signs must be balanced with the Village's ability and duty to make the Village look good.
- Sign variations for electronic signs may be the best process in some cases, such as major tourism venues.
- Electronic ink would be a better option if it had a full color display.
- Concern about waiting for new sign technology, such as electronic ink, to become readily available.

At the conclusion of the July 18, 2016 meeting, Staff was directed by the Village Board to further research and draft a special use process to allow electronic signage that meets certain conditions.

In follow up to the Village Board meeting, Staff has met with the Metropolis Theater about a possible electronic theater marquee sign, and met with Arlington Racecourse regarding a possible electronic billboard sign facing Route 53. It was discussed that, due to the unique nature of both of these requests, sign variations will be required no matter what regulations the Village were to draft. Recently, Arlington International Racecourse submitted a sign variation application for a 60' wide x 20' tall (95' overall height) electronic billboard to face Route 53.

Staff has also completed detailed research of other communities' electronic signage standards and approval processes. The results of this research helped guide the possible standards and Conditional Review process for Arlington Heights. Some of the commonly used standards for electronic signs include restrictions on the location of electronic signs along major roads only, minimum spacing between signs, and limitations when adjacent to residential zoning districts. Common operational restrictions include minimum display change times, no flashing/scrolling/animation/video, and brightness limitations.

CONDITIONAL REVIEW PROCESS, FEES AND CRITERIA:

In accordance with the Village Board's direction to explore a special approval process for the review of electronic signs, and after review of other communities' electronic sign standards and approval processes, the following draft Conditional Review Process and Possible Standards have been prepared. Based on concerns expressed by some Board members, research and legal requirements, allowing electronic signs for businesses located along primary commercial corridors has been vetted. This approach will allow electronic signs along major commercial nodes, and will minimize nuisance concerns within residential neighborhoods. The outcome of this approach can then be evaluated, including any unintended, undesirable consequences, as well as feedback from the community.

Conditional Review Process

In all cases, it is recommended that a Conditional Review Process be required for the approval of electronic message signs. The Conditional Review Process would be similar to the Special Use process before the Plan Commission, but this process would be sent to the Design Commission with their recommendation subject to final approval by the Village Board.

Conditional Review Fees

A \$500 conditional review application fee is suggested, plus standard permit fees. Annual inspection fees are still being explored for possible in-house or outsourced brightness monitoring along with annual inspection requirements.

Conditional Review Criteria

All requests for electronic message signs would need to comply with the following Conditional Review Criteria:

- Shall not create a traffic hazard or demonstrable negative impact on nearby properties, or be detrimental to the safety of persons residing or working in the vicinity; and
- Will serve the best interests of the Village of Arlington Heights, will be desirable for the public convenience, and not merely serve to provide the applicant with a competitive advantage over similar businesses; and
- The design of the sign shall be compatible with the essential character of the locality; and
- The business must demonstrate a valid need for an electronic message sign; and
- The proposed sign will comply with the regulations and conditions specified in this ordinance for such signage, and with the stipulations and conditions made a part of the authorization granted by the Village Board of Trustees.

POSSIBLE STANDARDS:

In all cases, the following electronic message sign standards are recommended.

Electronic Message Sign. A sign on which the message, copy, graphics, or display can be changed by remote or automatic means, used to advertise a business, goods, and/or services that are available on the property on which the sign is placed.

1. **Ground signs only.**
 - a. Allowed on monument style, ground signs only, 10 feet maximum height.
 - b. Not allowed on pole mounted signs.
 - c. Not allowed on wall signs.
 - d. All other ground sign requirements per Chapter 30 shall apply.
2. **Display.** Only high resolution, full color electronic displays shall be allowed.
3. **Size.** Size standards are consistent with existing manual change bulletin board sign requirements.
 - a. Electronic message signs must be incorporated as part of a conventional ground sign which displays the business name or use, and the electronic portion of the sign shall be the lower portion of the sign.
 - b. The maximum size of an electronic message sign shall be no more than 50% of the allowable ground sign size. For commercial businesses, the maximum allowable area of a ground sign is determined on the basis of the width and posted speed limit of the public right-of-way abutting the property on which the sign is located as set forth in Chapter 30, Section 30-303.c, Table A (see below):

TABLE A

POSTED SPEED LIMIT		
WIDTH OF PUBLIC RIGHT-OF-WAY	35 MILES PER HOUR OR LESS	OVER 35 MILES PER HOUR
UP TO 66 FEET	40 SQ. FT. TOTAL SIGN AREA PER FACE	60 SQ. FT. TOTAL SIGN AREA PER FACE
OVER 66 FEET	66 SQ. FT. TOTAL SIGN AREA PER FACE	80 SQ. FT. TOTAL SIGN AREA PER FACE

4. **Quantity.** There shall only be one electronic message sign per property permitted.
5. **Spacing.** There shall be a minimum 300 feet spacing between electronic message signs on the same side of any street.
6. **Separation from Residential.** No electronic message sign shall be located within 300 feet of any residential property.
7. **Orientation.** The electronic message sign shall be oriented perpendicular to the roadway to minimize the impact on properties directly across the street from the location of the sign.
8. **Operational Standards**
 - a. Static display only. No scrolling, fading, flashing, animation, or video.
 - b. Frequency of message change. Messages must be displayed for a minimum of 10 seconds, as required by IDOT (Illinois Department of Transportation).
 - c. Brightness:
 - i. Auto-dimming photocell technology is required to adjust the display brightness based on ambient lighting conditions.
 - ii. Brightness shall be limited to .3 footcandles maximum above ambient lighting conditions at the established measurement distance based on the size of the sign (refer to formula below).
$$\text{Measurement Distance} = \sqrt{\text{Area of Sign Sq. Ft.} \times 100}$$
(Brightness restrictions are based on IESNA, Illuminating Engineering Society of North America, standards.)
 - iii. Written certification from the manufacturer is required to verify auto-dimming function, preset not-to-exceed .3 footcandles above ambient lighting conditions.
 - iv. Enforcement. Brightness enforcement shall be accomplished using a footcandle illuminance meter based on procedures as established by the International Sign Association (see attached).
 - d. Off-premises advertising not allowed.
 - e. Hours of sign operation shall be limited to the hours that the business is open, and as set forth in Chapter 30, Section 30-116 which states, "Illuminated signs located on a lot adjacent to or immediately across the street from any residential district shall be turned off at all times between the hours of 11:00 P.M. and 7:00 A.M. that the business is not in operation, unless the permittee shall show good cause to the Director of Building as to why the sign should not be turned off."
 - f. Sound not allowed.

EXPLORATION OF REMAINING OPTIONS:

Based upon feedback from the Village Board meeting, the following remaining options have been further explored.

Option 1. Allow limited applications of electronic message signage through a conditional review process:

The Village Board directed Staff to vet out options for limited applications of electronic message signage based upon practical and legal restrictions. As a result, limiting electronic message signs to specified primary commercial corridors has been explored. Due to a recent ruling by the U.S. Supreme Court regarding the Reed vs. Town of Gilbert case, there are legal concerns with restricting electronic signage by use type. In regards to major tourism venues, sign variations will be required no matter what regulations the Village were to draft due to the unique nature of these businesses.

- A. Allow by Use. Due to a recent ruling by the U.S. Supreme Court regarding the Reed vs. Town of Gilbert case, there are legal concerns with restricting electronic signage by use.
- B. Major Tourism Venues. Major tourism venues such as Arlington International Racecourse, the Metropolis Theater, and the Downtown movie theater may be good applications for electronic signage. However, it would be challenging to draft code language and to predict the possible impacts for these unique, individual electronic sign applications. Therefore, it is recommended that the review of electronic sign requests for major tourism venues be handled through the sign variation review process.
- C. Allow by specific Commercial Corridors or Overlay Districts. If electronic message signs are to be allowed, some Board members suggested to start small, allowing them in limited applications only. Allowing electronic signs for businesses located along primary commercial corridors only will allow businesses located along commercial corridors or commercial nodes to have electronic signs, and will minimize the nuisance within residential neighborhoods. This will, however, mean that schools, parks and churches will not be able to use this process since most are located in residential districts. This approach will provide the opportunity to evaluate the outcome and monitor any undesirable, unintended consequences, and to receive community feedback. Refer to the attached map titled, "Major Arterial Roads & Primary Commercial Corridors" to see the locations throughout Arlington Heights that have been identified as being primary commercial corridors where electronic signs could be allowed. Also, for an example of community feedback, refer to the attached news article titled "Palatine rejects car wash's electric sign proposal" dated 8/9/16.

Option 2. Allow by Sign Variation only.

Reviewing requests for electronic message signs via the sign variation process would allow the greatest legal control and flexibility over the amount of electronic message signs that get approved, and the applicable restrictions for each sign. Each sign would be reviewed on a case-by-case basis based on necessity, hardship, and unique circumstances. As previously stated, Staff believes this is the only viable option for unique major tourism venues.

Option 3. Monitor Emerging Technology.

Continue to not allow electronic message signs at this time, but monitor the developments in electronic sign technology for new, aesthetically pleasing, environmentally friendly alternatives to LED electronic signs.

At the Village Board meeting, several members expressed interest in the concept of electronic ink signage. Since the meeting, there has been further development in electronic ink outdoor signage relating to full color displays and climate conditions. Electronic ink mimics the look of printed ink on paper, but the message can be electronically changed. Electronic ink emits no light, and is highly readable in bright sunlight, whereas LED signs are bright and glaring. Electronic ink is also environmentally friendly with ultra-low power consumption. Electronic ink signage represents an excellent alternative to bright LED signage which requires non-stop power consumption. Electronic ink signage is an ideal option for schools, churches, and park district facilities where brightness and glare are of particular concern in residential neighborhoods.

At the Village Board meeting, there were questions about the capability of electronic ink signage to have a full color display as well as the operability of this technology in cold weather climates. Since that time, a new full-color electronic ink outdoor signage product named "Soofa Sign" has become available. Soofa signs utilize a full color electronic ink display powered by a solar panel. These signs are currently installed in Boston, Massachusetts, which has a cold climate, and they are planned for select early adopter cities across the United States as part of a pilot program. The Village of Arlington Heights has applied for the pilot program to possibly receive free electronic ink kiosk signs for testing in our Downtown as a replacement for our printed ink marketing

poster kiosks. Refer to the attached “Soofa Sign” product data. If this technology continues to develop, it represents an excellent alternative to electronic LED signage.

NEXT STEPS:

At this time, Staff is seeking feedback and direction from the Village Board on the preferred option for allowing electronic message signs along commercial corridors, the draft Conditional Review Process/Criteria, and the suggested Standards for electronic message signs. Unless objections are received, the next step will be for Staff to draft the specific ordinance for sign code modifications for electronic message signs. The Village Board should direct whether the Design Commission should review and provide input on the sign code modifications prior to Village Board approval or not.

ATTACHMENTS:

1. Major Arterial Roads & Primary Commercial Corridors Map, dated January 31, 2017.
2. Extracts from the International Sign Association report titled “Night-time Brightness Level Recommendations for On-Premise Electronic Message Centers”, updated August 2016.
3. Soofa Sign product data.
4. Electronic Signs, Design Commission Position Statement & Recommendations, approved April 12, 2016. (1)
5. Village Board Meeting Minutes, July 18, 2016.
6. Newspaper article, “Digital Billboard Plan Heads to Rolling Meadows Council”, dated May 27, 2015.
7. Newspaper article, “Palatine rejects car wash’s electric sign proposal”, dated August 9, 2016.

(1) If Board members would like the full report re-issued, please contact Staff.

RESEARCH

Night-time Brightness Level Recommendations for On-Premise Electronic Message Centers

Updated August 2016

PRODUCED BY:



INTERNATIONAL SIGN ASSOCIATION

INTRODUCTION

ELECTRONIC MESSAGE CENTERS (EMCs)

Electronic message centers, or EMCs, continue to grow in popularity for business and community use. You may have heard EMCs being referred to as changeable message displays or digital signs.

EMCs are *not* digital billboards, which advertise a good or service that is located away from the sign. Rather, EMCs are digital signs that are located *on the premises*, and that advertise goods and services that are available at the location.



Electronic Message Center (EMC)/on-premise sign advertising a bank that is located on the same premises as the sign

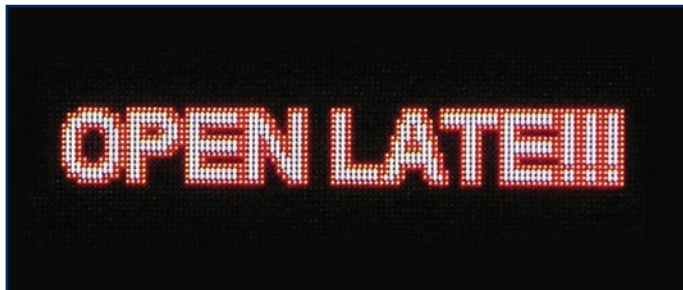


Digital billboard/off-premise sign advertising an automobile business in another location

There is often confusion regarding on- and off-premise digital signs. However, EMCs and digital billboards have very distinct capabilities and purposes, each targets a specific audience and each has traditionally been treated under separate legal and regulatory regimes, a zoning practice which was noted in the 2015 U.S. Supreme Court ruling in *Reed v. the Town of Gilbert*. For the purposes of this publication, we are focusing solely and exclusively on EMCs.

EMCs that are too bright at night can be offensive and ineffective. Night-time EMC brightness is an issue where sign users, the sign industry, and local offices have a common goal: ensuring that EMCs are appropriately legible. We know the messages that these signs convey can be rendered unattractive and perhaps even unreadable if they are programmed too bright.

That's why many sign companies recommend to their customers that in order for these signs to be most effective, their brightness be set at such a level to be visible, readable and conspicuous.



The International Sign Association (ISA) retained noted lighting expert Dr. Ian Lewin of Lighting Sciences to help the industry develop scientifically-researched, understandable recommendations for EMC brightness. Dr. Lewin was a past chair of the Illuminating Engineering Society of North America (IES), and was greatly respected within the lighting field. His work for ISA was conducted with the input of experts within the sign industry.

*As a result of his research, Dr. Lewin recommended two different brightness settings based on whether the EMC was located in an area of high or low ambient light. After field testing and utilizing Dr. Lewin's recommendations, it was determined that using the more conservative recommendation is appropriate in areas of both low and high ambient light. In order to simplify Dr. Lewin's recommendations, and to take a more reasonable approach to ensure that EMCs are sufficiently visible but not overly bright, **it is recommended that EMCs not exceed 0.3 footcandles over ambient lighting conditions when measured at the recommended distance, based on the EMC size.***

The research and the recommendations contained in this report pertain only to EMCs, not traditionally internally illuminated signs, such as these channel letter and neon signs below. EMCs use a different lighting technology than most of these types of signs, and as such the scientific approach differs.

Community leaders should understand that, while it is recommended that brightness measurements be taken perpendicular to the sign, sign viewers rarely see the sign at that same perpendicular approach. At any viewing point away from or off the forward angle, the apparent brightness will be reduced. In other words, the measurements will capture the recommended brightness levels, but, unless viewers are looking at the sign directly perpendicular, they will not perceive the brightness at the full level.

We have provided recommended statutory language and tips to measure brightness with and without control of the EMC. If you need further assistance, feel free to contact ISA, signhelp@signs.org or at (703) 836-4012 to answer any of your EMC questions.



FOOTCANDLES VS. NITS: WHICH MEASUREMENT IS BETTER?

This document recommends communities adopt illumination measurements in footcandles as compared to nits. Here are a few reasons why more than 200 localities and many state departments of transportation have adopted the footcandle measurement for EMCs:

FOOTCANDLES

- Measures illuminance
- Accounts for ambient light conditions
- Luxmeter measuring device \$100
- "Twilight" measurement possible
- Measures light impact and appearance
- Works with roadway lighting standards
- Easier to check and enforce

NITS

- Measures luminance
- Measures only the amount of brightness emitted
- Luminance spectrometer (nit gun) - \$1,000
- Does not allow adjustment based on ambient light
- Does not measure appearance
- Difficult to measure accurately
- Difficult to enforce

* While the main advantage of using nits as compared to footcandles is that daytime measurement is possible, EMC brightness is typically more of an issue at night.

EXECUTIVE SUMMARY

ISA ELECTRONIC MESSAGE CENTER NIGHT-TIME BRIGHTNESS RECOMMENDATIONS

This summary has been developed with an understanding that EMCs that are unreasonably bright are not effective for the communities or end users. This intends to help communities and stakeholders develop brightness standards for on-premise EMCs. The summary comprises:

- 1) *An overview of the importance of ensuring appropriate brightness,*
- 2) *Technology utilized to ensure appropriate brightness, and*
- 3) *Recommended brightness standards*

1. Overview of the importance of ensuring appropriate night-time brightness.

EMCs that are too bright at night can be offensive and ineffective. There are significant advantages to ensuring than an electronic display is not overly bright. These advantages include:

- » Conservation of energy
- » Increased life expectancy of the electronic display components
- » Building goodwill with the community
- » Ensuring the legibility of the display

It is in the best interest of all stakeholders to ensure that EMCs are sufficiently bright to ensure clear legibility, while at the same time avoiding a display that is overly bright.

2. Technology utilized to ensure appropriate brightness.

Most EMCs are designed to produce sufficient brightness to ensure clear legibility during daylight hours. However, daytime brightness settings are usually inappropriate for night-time viewing. The following general methods are used to dim an EMC for appropriate night-time viewing:

1. **Manual Dimming.** Using this method, the sign operator dims the display in response to changing ambient light conditions.
2. **Scheduled Dimming.** Sunset-sunrise tables allow an EMC to be programmed to dim at the same time that the sun sets and rises. This method is generally acceptable, but is more effective when used as a backup to automatic dimming controls capability, such as photocell technology.
3. **Photocell Technology.** An EMC that utilizes photocell technology can automatically dim as light conditions change. A photocell sensor alerts the display to adjust brightness according to ambient light conditions.

3. Recommended night-time brightness standards.

Dr. Lewin recommended the development of brightness criteria based on the Illuminating Engineering Society's (IES) well-established standards pertaining to light trespass, IES Publication TM-11-00. The theory of light trespass is based on the concept of determining the amount of light that can spill over (or "trespass") into an adjacent area without being offensive.

In order to simplify Dr. Lewin's recommendations, and to take a more reasonable approach to ensure that EMCs are sufficiently visible but not overly bright, **it is recommended that EMCs not exceed 0.3 footcandles over ambient lighting conditions when measured at the recommended distance, based on the EMC size.**

Email signhelp@signs.org to receive Dr. Lewin's original research.



...it is recommended that EMCs not exceed 0.3 footcandles over ambient lighting conditions when measured at the recommended distance, based on the EMC size.

RECOMMENDED LEGISLATIVE LANGUAGE



Electronic Message Center (EMC) Criteria: The night-time illumination of an EMC shall conform with the criteria set forth in this section.

A. EMC Illumination Measurement Criteria: The illuminance of an EMC shall be measured with an illuminance meter set to measure footcandles accurate to at least two decimals. Illuminance shall be measured with the EMC off, and again with the EMC displaying a white image for a full color-capable EMC, or a solid message for a single-color EMC. All measurements shall be taken as close as practical to a perpendicular plane of the sign at the distance determined by the total square footage of the EMC as set forth in the accompanying Sign Area of a Sign versus Measurement Distance table.

B. EMC Illumination Limits: The difference between the off and solid-message measurements using the EMC Measurement Criteria shall not exceed 0.3 footcandles at night.

C. Dimming Capabilities: All permitted EMCs shall be equipped with a sensor or other device that automatically determines the ambient illumination and programmed to automatically dim according to ambient light conditions, or that can be adjusted to comply with the 0.3 footcandle measurements.

D. Definition of EMC: A sign that utilizes computer-generated messages or some other electronic means of changing copy. These signs include displays using incandescent lamps, LEDs, LCDs or a flipper matrix.



SIGN AREA VERSUS MEASUREMENT DISTANCE

AREA OF SIGN sq. ft.	MEASUREMENT (ft.)
10	32
15	39
20	45
25	50
30	55
35	59
40	63
45	67
50	71
55	74
60	77
65	81
70	84
75	87
80	89
85	92
90	95
95	97
100	100
110	105
120	110
130	114
140	118
150	122
160	126
170	130
180	134
190	138
200	141
220	148
240	155
260	161
280	167
300	173

* For signs with an area in square feet other than those specifically listed in the table (i.e., 12 sq ft, 400 sq ft, etc), the measurement distance may be calculated with the following formula: Measurement Distance = $\sqrt{\text{Area of Sign Sq. Ft.} \times 100}$

HOW TO MEASURE THE NIGHT-TIME BRIGHTNESS OF AN EMC WITH OPERATIONAL CONTROL

(Note: This method can be completed by one individual, but requires operational control to shutoff the EMC)

STEP 1

OBTAIN AN ILLUMINANCE METER.

Purchase or otherwise procure an illuminance meter. Most city/county traffic departments have an illuminance meter, which are also referred to as lux or footcandle meters (lux is the metric measure of illuminance; footcandles is the English measure of illuminance). The illuminance meter must have the ability to provide a reading up to two decimal places and must be set to read footcandles. It is preferred to have an illuminance meter with a screw-mount that allows the sensor to be mounted on a tripod. A tripod ensures that the highly sensitive sensor is held perfectly still; otherwise it may be difficult to obtain an accurate reading.

STEP 2

DETERMINE SQUARE FOOTAGE.

Determine the square footage of the face of the electronic message sign (EMC) by multiplying the height and width of the EMC. This information may be available in a permit application, or can be determined by physically measuring the height and width of the EMC. Do not include the sign face square footage attributable to any additional static signs associated with the EMC (if applicable).



STEP 3

DETERMINE THE MEASUREMENT DISTANCE.

Using the total square footage found in Step 2, look up the measurement distance in the table provided in the Recommended Legislative Language on page 8, to determine the distance to measure the brightness of the EMC. The distance should be measured perpendicular to the EMC sign face. The use of a measuring wheel, laser finder or a smartphone app are the most convenient ways to measure the distance.



STEP 4

PREPARE THE DISPLAY FOR TESTING.

Ensure that the EMC is programmed to alternate between a solid white (or in the case of a monochrome display – the solid color of the display) message and a blank message. The community may require that the sign owner cooperate with testing by programming the EMC for testing upon written notice.

STEP 5

USE AN ILLUMINANCE METER TO MEASURE THE BRIGHTNESS OF THE EMC.

Mount the sensor of your illuminance meter to a tripod and orient the sensor directly towards the face of the EMC at the measurement distance determined in Step 2.

Ensure that the illuminance meter is set to measure footcandles up to two decimal places. As the display alternates between a solid white message and an “off” message, note the range of values on the illuminance meter. If the difference between the readings is less than 0.3 footcandles, then the brightness of the display is in compliance. If not, the display will need to be adjusted to a lower brightness level using the manufacturer’s recommended procedures.



STEP 6

ENSURE THAT THE DISPLAY CAN ADJUST TO DIFFERENT AMBIENT CONDITIONS.

Inspect the sign to ensure that it incorporates a photocell or other technology to ensure that the display can adjust according to ambient lighting conditions.



As the display alternates between a solid white message and an “off” message, note the range of values on the illuminance meter.

If the difference between the readings is less than 0.3 footcandles, then the brightness of the display is in compliance.

HOW TO MEASURE THE NIGHT-TIME BRIGHTNESS OF AN EMC—WITHOUT CONTROL OF THE SIGN

(Note: This method requires two individuals, but does not require operational control of the EMC.)

There will be instances where the EMC illumination needs to be evaluated to ensure that it does not exceed the brightness levels established in the municipal sign ordinance. If the municipality is unable to obtain access to the sign controls or attempting to take the measurement after business hours, this method should be followed.

Unlike the six-step process described previously, this process measures the difference in brightness between the sign in operation and when the sign is completely blocked from the illuminance meter. This procedure is extremely simple and requires only an illuminance meter and a piece of painted cardboard cut to the proper size.

STEP 1

OBTAIN AN ILLUMINANCE METER.

(See previous Step 1)

STEP 2

DETERMINE SQUARE FOOTAGE.

(See previous Step 2)

STEP 3

DETERMINE THE MEASUREMENT DISTANCE.

(See previous Step 3 or use $\sqrt{(\text{Area of Sign in Sq. Ft.} \times 100)}$)

STEP 4

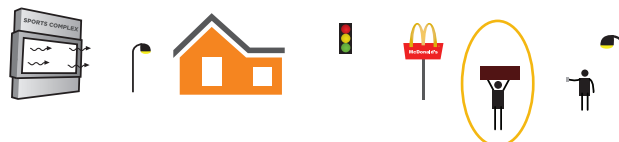
POSITION THE TESTERS.

Based on the size of the digital display, the person conducting the test should position themselves as close to directly in front of the digital display as practical, at the appropriate distance (calculated in Step 3).

A helper should position themselves about 7 ft. to 10 ft. in front of the light meter and hold up an opaque, black sheet of material that is roughly 12 in. high by 40 in. wide. (Regular cardboard painted matte black works well for this.) The sheet should be positioned so it blocks all light from the EMC, but still allows the remaining ambient light to register on the illuminance meter.

EMC Area	Measurement Distance
24 ft ²	49 ft
32 ft ²	57 ft
50 ft ²	71 ft
100 ft ²	100 ft

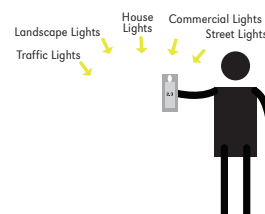
This helper should use a cardboard sheet to block the EMC light from the footcandle meter. This will establish the baseline footcandle reading.



After the cardboard block is held in place, a reading should be taken for the ambient light.

In this example, various light sources are impacting the photocell measuring 2.3 footcandles of ambient light.

This is the baseline for the measurement. Write it down.



STEP 5

USE AN ILLUMINANCE METER.

The illuminance meter should be held at a height of about 5 ft. (which is approximately eye level) and aimed directly at the EMC. The illuminance meter will account for surrounding sources of light or the absence thereof.

In this case our ambient light reading was 2.3 fc. The new light reading with the LED displaying a full white frame cannot read above 2.6 fc or 2.3 (ambient) + 0.3 (threshold). If a full white frame cannot be arranged, watch the meter to see if any ad exceeds 2.6 fc.



At this point, readings should be taken from the illuminance meter to establish a baseline illumination level. (ISA recommends that the illuminance meter is capable of levels to 2 decimal places 0.00).

Once the baseline level is established, add 0.3 footcandles to the baseline level to calculate the max brightness limit. (For example: Baseline reading is 3.15 footcandles. The max brightness level is 3.45 footcandles.)

STEP 6

DETERMINE THE BRIGHTNESS LEVEL.

Remove the opaque sheet from blocking the EMC. Watch the foot-candle meter for 3 to 5 minutes to see if the max brightness level is exceeded by any of the images on the sign. If the readings do not exceed the max brightness levels, then the EMC illumination is in compliance.

If any of readings consistently exceed the max brightness level, the lighting level is not in compliance. In this scenario, the municipality will need to inform the sign owner of noncompliance and take appropriate steps to ensure that the EMC be adjusted to a lower brightness level using the manufacturer's recommended procedures.



If any of readings consistently exceed the max brightness level, the lighting level is not in compliance.



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Soofa Bench
Soofa Sensor

Soofa Sign
Get In Touch



Bring the Soofa Sign to your neighborhood

The solar-powered E-ink sign for smart parks and bus stops. Communicate bus arrival times, event programs and more. Currently roll-out with Early Adopters only. Let us know if you want in on the short list.

The screen is connected via 3G to upload content.

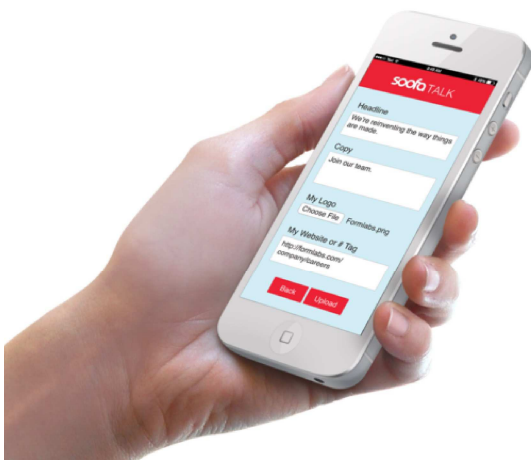


- Easy to install (4 bolts)
Soofa Bench
- Self-powered
Soofa Sensor
- Great outdoor visibility

Soofa Sign**Get In Touch**

Perfect for branding and wayfinding.

CONTACT US



Advertise on the Soofa Sign

Attract local talent, announce your event or promote your local business at a click of a button?

Check if there is a Sign near you.

Digital Billboard Plan Heads To Rolling Meadows Council

Posted: Wednesday, May 27, 2015 3:16 pm

Following approval by the Rolling Meadows Plan Commission to allow a new 14-ft. by 48-ft. digital billboard along Route 53 near Euclid Avenue and Rohlwing Road, in the Arlington Office Park, the matter will now go to the city council for a final vote.

The plan commission May 5 approved the request to modify city code, which currently allows billboards to be put only on the west side of Route 53.

During the plan commission meeting David Williams, president of Green Signs, presented a proposal showing how the digital sign does not glow into the neighborhood as the sign is built with hydraulic doors that reduce glare. He also said the sign will be powered by renewable energy.

"It's also very safe to operate," Williams said. "It is all done digitally, which also allows for immediate posting and we can help the city should they need to get an emergency message out right away to motorists."

Green Signs would own the sign. It would have a long-term lease agreement with Arlington Office Park also providing them with needed cash flow, Williams said.

Arlington Office Park has 103,000 square feet of office space that is only 65% occupied, Williams said. Revenue from new tenants attracted by the billboard could fund local upgrades, he added.

According to the proposal, Green Signs would pay Rolling Meadows a one-time \$50,000 permit fee for the billboard, which would sit about 1,000 feet from a residential area to the south.

The revised proposal is expected to be heard at a June Rolling Meadows City Council meeting.

Palatine rejects car wash's electric sign proposal

Daily Herald – 8/9/16

The Palatine village council rejected a plan by the Route 62 Wash and Lube at 1570 W. Algonquin Road to change their hand-operated message board to an electronic one Monday night.

The plan was opposed by many residents at the nearby Maison Du Comte gated subdivision, who said the stretch of Algonquin Road was dangerous enough with all of the car and bicycle traffic without a distracting electronic board.

"It's all about taking distractions away from drivers," Wayne Romanchuk said. "What this thing is intended to do is become a distraction, getting somebody who is driving to look at something else."

Route 62 Wash and Lube co-owner Andy Spentzos argued that the sign would not be distracting because the message on it would only change once every 15 seconds, which is what the village code requires.

In July, the village's zoning board of appeals sided with the business owners, but Monday night the village staff recommended the council reject the plan.

Ben Vyverburg, Palatine's director of planning and economic development, said the village allows electronic message boards in certain commercial areas, but not where the car wash is located.

Councilman Greg Solberg said he was not in favor of expanding the area where electric message board signs are permitted.

"The electric message board signs are frankly getting out of hand," said Solberg, who added that he has seen electric signs in Palatine where the business owner has decided to violate the village's rules. He said he has seen signs that have messages that are quickly scrolling or flashing.

The council's decision to reject the proposal was unanimous.

ELECTRONIC SIGNS

Design Commission Position Statement & Recommendations

Approved April 12, 2016

A MOTION WAS MADE BY COMMISSIONER ECKHARDT TO APPROVE THE DESIGN COMMISSION POSITION STATEMENT & RECOMMENDATIONS ON ELECTRONIC SIGNAGE. COMMISSIONER KUBOW SECONDED THE MOTION. ALL WERE IN FAVOR. THE MOTION CARRIED.

Task:

On February 19, 2016, Mayor Hayes sent a letter to the Design Commission regarding electronic signage requesting that the Design Commission complete the following tasks for Village Board review:

- Develop a general overview of the issues related to electronic signage.
- Report on a range of general approaches regarding electronic signage.
- Recommend an approach for the Village Board to discuss this matter by early June of this year.

History & Background:

The Design Commission first discussed the matter of electronic signage in 2007 relative to several specific sign variation requests, all of which were recommended for denial by Staff and the Design Commission, and one request denied by the Village Board. After detailed research by Staff, the Design Commission discussed the matter again in 2008 at a kick-off meeting and then in detail in 2009 where the Design Commission concluded to continue to not allow electronic LED signs. Since then, the Design Commission has discussed this matter in 2012 relative to the Visual Preference Survey undertaken and in 2015 regarding Patton School's request. As a result of the 2015 review, this topic was placed on the Design Commission agenda again in January 2016.

Process:

In response to Mayor Hayes' request, Staff and the Design Commission have completed an initial Village-wide study of electronic signage, and have discussed the matter at three recent Design Commission meetings:

- February 23, 2016. Kick-off meeting, preliminary discussion and thoughts.
- March 29, 2016. Staff presented a survey of other communities' electronic sign requirements along with photos and videos of electronic signs from other communities for discussion.
- April 12, 2016. Review and approval of Position Statement and Recommendations.

Types of Electronic Signs:

1. LED (Light Emitting Diode) Signs

- a. The sign display is created by a series of light emitting diodes arranged on a panel.
- b. Available in monochromatic (red or amber) or full color.
- c. Available in low and high resolution. Best viewed from a distance.
- d. Generally, very bright and glaring.
- e. Capable of static, scrolling, and animated displays.
- f. High resolution displays are capable of full color video.
- g. Uses range from gas station pricing, small message boards, and highway billboards.
- h. It is the most common type of electronic sign due to many manufacturers and competitive pricing.

2. LCD (Liquid Crystal Display) Signs

- a. The sign display is similar to a high definition television.
- b. Capable of static images and full color video.
- c. Generally, very bright.
- d. Less common and more expensive than LED electronic signs.
- e. Typically used for close up viewing, such as indoor fast food menu signage, outdoor drive-through signage, and bus shelters.

3. Electronic Ink Signs

- a. Has the appearance of printed ink on paper, as seen in a Kindle reader.
- b. Does not emit light. No glare.
- c. Extremely low power consumption.
- d. The display can be changed, but not capable of scrolling, animation, or video.
- e. Is currently being used in limited outdoor signage applications such as gas station pricing and bus shelters, but is not currently a production/commodity product.
- f. Is currently under development for more widespread use in outdoor signage applications.

Questions to be Answered:

- 1. Is electronic signage something that the Village should continue to explore?
- 2. What is the image that the Village wants for its corridors?
- 3. Should electronic signage be allowed in residential districts for schools and churches across from residential homes?
- 4. Should electronic signage be allowed in business and manufacturing districts (with restrictions)?
- 5. Should electronic signage be allowed for specific uses such as major tourism venues such as Arlington International Racecourse, Metropolis Theater, Star Cinema Grill, or major developments such as Arlington Downs?
- 6. Should electronic signage be allowed in specific locations such as along I-90?
- 7. Should electronic signage be allowed as of right, or through an additional discretionary review process?
- 8. Should electronic signage continue to be deferred until more energy efficient and aesthetically pleasing technology is prevalent, such as electronic ink signs?

Summary of March 29, 2016 Design Commission Meeting:

On March 29, 2016, Staff and the Design Commission continued the review of electronic signs. A survey of other communities' electronic sign requirements along with photos and videos of electronic signs from other communities were presented by Staff for discussion.

Highlights of the presentation were:

- 1. Photos and videos of electronic signs from surrounding communities such as Mt. Prospect, Prospect Heights, Palatine, and Rolling Meadows were presented.
- 2. Examples of signs from churches, restaurants, automotive repair, retail businesses, Village, library, fire department, and park district were provided.
- 3. The technology of these signs were either monochromatic (red or amber) or full color LED displays. Full color signs use a combination of red, blue, and green LEDs to create the full color displays.
- 4. Overall the electronic LED signs were bright and glaring, and the commissioners were encouraged to visit these signs in person to understand the full impact.
- 5. All of the signs had changing messages and most utilized flashing, scrolling, animation, and videos.
- 6. Many of the signs observed were located adjacent to residential properties, which is a concern.

7. Messages on the signs ranged from dancing Easter eggs to hot dog specials, and some signs had burnt out sections of LED lighting which added to the poor appearance of the signs.
8. The value of the advertisements being communicated on the signs for businesses was discussed, as opposed to the value of public information being communicated on the signs for municipalities, schools and churches.
9. Electronic Ink as an alternative to LED signs was discussed, possibly for use at schools and churches in residential neighborhoods.
10. Summary of concerns:
 - a. LED displays are bright and glaring.
 - b. Electronic LED signs in residential neighborhoods are not appropriate.
 - c. Dozens of electronic signs along commercial corridors create character concerns.
 - d. Nuisance to adjacent properties, especially residential.
 - e. Traffic distraction concerns.
 - f. Electronic Ink signage has great potential as an alternative to LED, especially for school and church message boards.
 - g. Electronic signs may be appropriate at major tourism venues, such as Arlington International Racecourse, or possibly along I-90.

Design Commission feedback and areas of concern:

1. The examples of signs presented raised concerns amongst the Design Commissioners.
2. None of the signs presented were favored by the Design Commissioners.
3. The Design Commission needs to consider the beauty of the Village.
4. Brightness is one of the primary concerns.
5. There would be no way to control the use of electronic signs.
6. Arlington Heights does not need more clutter along the commercial corridors.
7. Large pixel signs look crude and cheap.
8. The purpose of signs should be to locate a business, not to advertise products and services.
9. Until there are more cost effective options for high quality, high resolution or electronic ink signs, electronic signs should not be allowed.
10. Electronic signs should not be allowed along I-90 which is already cluttered with signage.
11. The needs for public information message boards for churches, schools or Park District facilities need to be considered, as compared to advertisements at a business or a fast food establishment.
12. The commissioners were interested in electronic ink signage as an alternative to electronic LED signs.
13. If electronic signs were to be allowed in Arlington Heights:
 - a. A special review process for all electronic signs should be considered.
 - b. Electronic signs should be visually quiet, calm, and small.
 - c. To minimize brightness, only electronic LED message signs with black backgrounds should be considered.
 - d. Only high quality, high resolution displays such as a high definition television screen should be considered.
 - e. If allowed along I-90, it will need to have high quality graphics and be large enough to be easily read.

Chairman Eckhardt requested that the commissioners drive through surrounding communities and be prepared to present 4 or 5 position statements regarding electronic signs at the next meeting.

Options:

1. Continue to not allow electronic signs Village-wide.
2. Allow electronic signs Village-wide.
3. Allow limited applications of electronic signage.

General Approaches / Options for Specific Uses, Locations, and Types of Signs:

1. **Community Wide Commercial Business Electronic Signage**
 - a. Option 1. Continue to not allow electronic signs.
 - b. Option 2. Allow electronic signs by right (with restrictions).
 - c. Option 3. Allow electronic signs with special review process.
2. **Major Tourism Venues** (such as Arlington International Racecourse, Metropolis Theater, Star Cinema Grill, or major developments such as Arlington Downs)
 - a. Option 1. Continue to not allow electronic signs.
 - b. Option 2. Allow electronic signs by right (with restrictions).
 - c. Option 3. Allow electronic signs with special review process.
3. **Schools, Churches, Government, and Park District Facilities**
 - a. Option 1. Continue to not allow electronic signs.
 - b. Option 2. Allow electronic signs by right (with restrictions).
 - c. Option 3. Allow electronic signs with special review process.
4. **I-90 and Route 53.**
 - a. Option 1. Continue to not allow electronic signs.
 - b. Option 2. Allow electronic signs by right (with restrictions).
 - c. Option 3. Allow electronic signs with special review process.
5. **Future Technology**
 - a. Continue to not allow electronic signs at this time, but monitor the developments in electronic sign technology in the future for new, aesthetically pleasing, environmentally friendly alternatives to current electronic signs, such as electronic ink signage.

POSITION STATEMENT & RECOMMENDATIONS:

Issues related to electronic signs:

1. **Image**
 - a. Electronic LED signs are inherently bright and glaring with blinking, scrolling, animation, and video displays which can be obnoxious, portraying a negative image of the community.
 - b. Allowing electronic signs at numerous businesses along our commercial corridors could result in sign blight and create a negative image for the community.
2. **Nuisance**
 - a. Bright LED signs can create a nuisance to adjacent properties, especially residential uses.
3. **Traffic Safety**
 - a. Changing messages on electronic signs can be distracting to drivers creating a safety concern.

4. Code Enforcement

- a. The use of electronic signs would be difficult to enforce, and control of message content is legally limited.

5. Environment

- a. Electronic LED signs consume energy at all times to display their message, day and night.

Recommendations:

1. Community Wide Commercial Business Electronic Signage

- a. Option 1. Continue to not allow electronic LED signs.
Commercial signs should be used for business identity, not advertising.

2. Major Tourism Venues (such as Arlington International Racecourse, Metropolis Theater, Star Cinema Grill, or major mixed use developments such as Arlington Downs)

- a. Option 1. Continue to not allow electronic signs.
Major tourism venues may be a good application for electronic signage. However, it may be challenging to draft code language and to predict the possible impacts for these unique, individual electronic sign applications. Review of electronic sign requests for major tourism venues may be best handled through the sign variation review process.

3. Schools, Churches, Government and Park District Facilities

- a. Option 1. Continue to not allow electronic signs, except for electronic ink signs as may be approved by the Design Commission.
Schools, churches, Government and Park District facilities do have the need for community message board signage. However, since these uses are typically located within residential neighborhoods, electronic signs should continue to not be allowed. Alternate emerging non-light emitting electronic sign technology, such as electronic ink, should be closely monitored for this application.

4. I-90 and Route 53.

- a. Option 1. Continue to not allow electronic signs.
Allowing electronic signage along major highways would not directly impact the character within Arlington Heights. However, it may have unintended consequences such as possibly creating a competitive advantage for those businesses with frontage along major highways over similar uses elsewhere in the community, and contributing to signage blight along the highways.

5. Future Technology

- a. Continue to not allow electronic signs at this time, but monitor the developments in electronic sign technology in the future for new, aesthetically pleasing, environmentally friendly alternatives to current electronic signs, such as electronic ink signage.

CONSENT REPORT OF THE VILLAGE MANAGER

CONSENT PETITIONS AND COMMUNICATIONS

- A. Permit Fee Waiver - Arlington Heights Park District Approved

Trustee Thomas Glasgow moved to approve. Trustee Jim Tinaglia Seconded the Motion.

The Motion: Passed

Ayes: Blackwood, Farwell, Glasgow, Hayes, LaBedz, Scaletta, Sidor, Tinaglia

Absent: Rosenberg

XI. APPROVAL OF BIDS

XII. NEW BUSINESS

- A. Sign Code Modifications - Electronic Signs
Village-Wide - DC#09-025

President Hayes stated that at his request, after driving through other communities that have a number of electronic signs that allowing them should be explored in order to make sure that the Village maintains a competitive advantage and/or level playing field with surrounding communities, and at least a limited place for them in the Village of Arlington Heights.

Mr. Ted Eckhardt, Design Commission Chairman thanked the Board, Mr. Perkins and Mr. Hautzinger for their support of the Design Commission. He explained that after the passing of Design Commission member Alan Bombick the Commission has established and passed a resolution for an "Alan F. Bombick Annual Design Award" that would have two or three categories. Mayor Hayes thought that it was very appropriate.

Mr. Eckhardt started by saying that the Design Commission looked at electronic signs in 2006 and reviewed it again in 2007, 2008, and 2012, and talked about some sign requests, including Patton Elementary School that have been denied. He went on to say that he is one of the five voices of the Design Commission that have worked hard on this. He stated that after President Hayes' request for staff to create a report on electronic signs, Village Design Planner, Steve Hautzinger researched and put it together and gave it to the Design Commission to study.

Mr. Hautzinger gave some background on electronic signage history, saying that in 2007 there were a few sign variation requests that were denied by the Design Commission. He also said that in 2009 staff prepared a detail

study on electronic signage that was reviewed with the Design Commission where it was decided not to continue to allow electronic signs, but that manual change bulletin board sign code regulations were clarified and expanded.

In 2012 a visual preference survey that included residents, business owners, and sign companies, was conducted to evaluate many signs including electronic signage saying that there was a lack of support for them. Mr. Hautzinger noted that Patton Elementary School's signage request came back to the Design Commission in 2015 where there was a productive and thorough review, but in the end it was denied because different concerns, specifically being a nuisance in a neighborhood across from residential homes, and the precedent that would be set if approved for all schools, churches, and park facilities in residential neighborhoods.

Mr. Hautzinger continued by showing a map of the Village showing the 74 schools, churches, and parks throughout Arlington Heights, and then talked about the various types of electronic signs; LED, LCD, and Electronic Ink. He explained that LED is the prevalent signage and that it is very bright and glaring which is a big concern. He added that LED can scroll, animate, and play video. Mr. Hautzinger stated that the LCD signs are similar to high definition televisions and that they are full color, very bright, can do static images or video. He said that they are used for close-up viewing applications and have been used more for interior signage for restaurant menus, but are showing up in some drive-through menus.

Mr. Hautzinger stated Electronic Ink Technology was discovered when research was being done for a solution for Patton Elementary School. He said that Electronic Ink is easy on the eyes and has the appearance of printed ink on paper. He also said that it does not emit any light, has no glare, and is very green and sustainable because it uses little power. He said Electronic Ink has great potential, and said that the only limitation is that it is an emerging technology that is not yet prevalent and is under development for widespread signage applications. Currently it only has a white background, but they are working on perfecting it in color. He also noted that this type of signage may work for Metropolis because of all the residents around it.

Mr. Hautzinger went on to show a changeable panel sign which is an aesthetically pleasing way to change information on a sign without introducing electronic signage. He noted that the Arlington Heights sign code was recently amended to allow this type of changeable sign panel.

Mr. Hautzinger went over the questions that were discussed as staff launched into the study with the Decision Commission which included:

- Should the Village continue to explore electronic signage? What image does the Village want for its commercial corridors?
- Should they be allowed in residential districts when they are across from residential homes?

- Should they be allowed for all business and manufacturing districts?
- Should they be used for major tourism venues such as Arlington Race Course, Metropolis, Star Cinema Grill or a major development like Arlington Downs?
- Should they be allowed around Route 90 and Route 53?
- Should they be allowed as of right, or through an additional discretionary review process?
- Should we defer electronic signage until more energy efficient and aesthetically pleasing technology is prevalent and readily available?

Mr. Hautzinger finished his presentation by showing photos of electronic signs in other communities.

Mr. Eckhardt said that coming into this, that his mind was open completely and that he believes that electronic signs are the coming thing and that they are practical but bring with them the need for some control and new technology. He said that the issues that play into this complicated decision is with the image of Arlington Heights, the nuisance factor, traffic safety, code enforcement, and the environment. Mr. Eckhardt then went over some of the Design Commission feedback on electronic signage. He did say that the Commission agreed that there is a need for public information and bulletin board signs that should be considered and that they all supported the Electronic Ink signs as a good alternative to LED.

Mr. Eckhardt stated that staff prepared five categories for electronic signage with recommendations for the Design Commission to consider. They were:

1. Community-Wide Commercial Businesses
2. Major Tourism Venues
3. Schools, Churches, Government, and Park District Facilities
4. I-90 and Route 53
5. Future Technology

The options for each were:

- Continue to not allow electronic signs
- Allow electronic signs by right
- Allow electronic signs with special review process

Mr. Eckhardt stated that the Design Commission chose "continue to not allow all electronic signs" for all five categories. He went on to say that the Design Commission members would encourage anyone to bring a sign to the Design Commission and ask for a variance for it and said that as time goes by they will find a comfortable place for electronic signs so that they are not a distraction or intrusive or be unsafe.

Mr. Jonathan Kubow said that in speaking for the Design Commission, he asks for patience from the Village Board and future and existing businesses, saying that there is new technology out there and that what

they see currently is not aesthetically pleasing. He said that it is hard to support something that they don't think would attribute to a good looking community.

Trustee Scaletta said that based on some of the comments during tonight's presentation, he is concerned that he may have a professional conflict of interest, and to avoid any appearance of impropriety he recused himself and did not participate in the Board's discussion.

Trustee Sidor asked how many participants were in the study for signage. Mr. Perkins stated that there were three sessions with 50-70 people attending each of them. Trustee Sidor felt that because of the insignificant amount of participants compared to Village population, he would not let that weigh very heavily on his opinion. Trustee Sidor thought that the Electronic Ink is boring but that it may work for the Metropolis and asked how it would look in sunlight. Mr. Hautzinger stated that the technology was developed for bright lights and added that light can be added to it at night. Trustee Sidor said he would like to see that technology in color and added that he is not sure how patient the businesses are in waiting for new technology.

Discussion took place regarding the difference between with changeable panel signs compared the electronic signs being discussed tonight. Mr. Perkins explained that the lighting on changeable panel signs is electronic, but it is not an LED sign. Mr. Eckhardt explained that the electronic signs being discussed are ones that have the ability and are programmed to change messaging or images electronically. Trustee Sidor stated that he is in agreement with the majority of the presentation, but added that he does not want to put the Village at a competitive disadvantage. He said that at certain places and under certain applications electronic signs may be appropriate if done properly.

Trustee Farwell thanked everyone on the Design Commission for their hard work, and said that he is not sure he agrees with their recommendation at this time. He asked if LED lights can be dimmed. Mr. Eckhardt stated that they can and that they have four or five settings. Trustee Farwell also asked about the lighting on Electronic Ink signs and said it was unfortunate that it is not yet available in color. Mr. Eckhardt stated that the light is internal and not face lit. He added that they are affordable but currently more expensive than LCD because they are a new technology. He added that the concluding comments from the Design Commission about being patient is because they feel like this product is something more acceptable and is coming sooner than later.

Trustee Farwell felt that he is bothered because the Board approved and installed an electronic sign a number of years ago, and that he feels like the Village is holding itself to a different standard than the businesses. He said that he worries about waiting, saying that Village businesses are smart and know what type of advertising is best for them to promote their

business, which in turn promotes Arlington Heights. Trustee Farwell felt that it may be time for the Village to allow businesses electronic signage and thoughtfully put forward an effort and set standards in a way that makes Arlington Heights look classy.

Trustee Blackwood said that she is similarly positioned with Trustees Farwell and Sidor. She is concerned with the major tourism venues within the Village boundaries and its outskirts. She gave, for example the signage for Tony's Market on Rand Road in Prospect Heights, saying that she has been contacted by several owners of smaller grocers who are very concerned about losing their customers and may not continue to compete on a semi level playing field without proper signage. She said that the Village has the ability to look at the signs, implement good graphic presentation, and satisfy some of the business owners that may not have the patience in waiting for new technology.

Trustee Blackwood asked if 2/3 backlit 1/3 messaging signs were looked at. Mr. Eckhardt stated that discussions had taken place regarding 30% to a maximum 50% movable signage and that none of the commissioners supported 100% movable. Trustee Blackwood then asked why there was such a strong positioning on a "no electronic signs" for the tourism venues. Mr. Eckhardt said that in general the Commission favored those signs but were concerned about allowing them by right and having to police them. He continued by saying that the Design Commission is a recommending body, and said that their position is that if a request comes in and has the right proportions, is classy, and would be able to be policed they would grant a variance for it. Again he stressed that the Commission would not discourage someone for asking for a variance.

Trustee Blackwood asked if there was any discussion on various districts, like the hotel district right off of Route 90, saying that the hoteliers are requesting some assistance in welcoming guests to Arlington Heights and that district. She stated that the reason we have signs is to promote businesses and said that not allowing it by right makes it seem like it is not possible even though a variance will allow it. She suggested that this get looked at in a more opening and softer way to encourage the use of the sign to be just what it is intended for, promotion of Arlington Heights, its businesses, and its entities, and thought the signage should be up to the entity or the district. Mr. Eckhardt said that he personally thought that signage at major events is important and said that the Commission has to go by with what is allowed currently, and that when they see them it will be as a variance.

Trustee Tinaglia stated that he was on the Design Commission for eleven years and that in looking at the minutes from 2009 regarding signage, his comment was that he felt that moving signs were offensive, and that the manual hand change signs were old looking and that something needed to happen. He said that he feels the same way and that the businesses in town really want signs and that something has to change. He also said that

something has to happen for the larger important components of our community, whether it is the Racetrack or Metropolis Theatre.

Trustee Tinaglia questioned the electronic sign that is at Hersey High School. Mr. Recklaus explained that the sign went up during a period where it was believed that the Village did not have the ability to regulate what was done at a high school. Mr. Perkins went on to say that in 1992 the Village Board discussed whether to enforce the zoning and sign codes on schools because of the State school building code. Mr. Recklaus stated that since then there are new interpretations and that it is clearer on what the Village can and cannot enforce. Mr. Perkins stated that about a year ago, there was a case in Crystal Lake where case law clarified what municipalities can and cannot do and said that as a result of that, the Village started enforcing the zoning regulations.

Trustee Tinaglia felt that there can be an opportunity for a special commission, like the liquor commission, to be put together for electronic signs that would not be as overwhelming as the variance process. He said that change in signage is going to happen at some point, saying that the Electronic Ink is a great compromise, especially if they are made in color. Trustee Tinaglia felt that not every business or big entity has the patience to wait anymore and said it is time to do something to give them a break. He is hoping that we can pull together some way to make this happen and give someone a good opportunity. Mr. Eckhardt agreed. Trustee Tinaglia said that he looks at it like a liquor license, saying that the business would need to prove that they can control it and not be offensive with lots of visual movement, and said that if they can't they can be reprimanded or the license can be taken away.

Mr. Recklaus wanted to clarify that the Electronic Ink concept has not been tested in an area with our climate, and said that the manufacturer said that there are heating elements that could be added. He also said that although the Board hires staff and appoints commissions for their expertise and perspective, they are the enforcers of the Board's values. He went on to say that the Design Commission and staff do their best work when the Board clearly defines what it is that it wants to see happen. Mr. Recklaus said that if the Board believes it can define its values and that it can be captured in ordinance type form, he thought that is what should be pursued. He went on to say that if we think this is too difficult, if we do not want to provide something by right, or if it is not possible to capture in ordinance, then he would ask that the Board give staff as much clear direction as they can with what their desire outcomes are.

Mr. Recklaus said that it is dangerous that we will go through an open-ended variance process. He said that since staff understands what the Board would be prone to approve or not, they generally tell applicants that it may be a waste of their time to pursue a variance or that there is a realistic ability to obtain one. He said that the Design Commission is in the "look good business", and that their role is very narrow and only looking at

the design element. The Board looks at things broadly, not only the design aspects but also the compromise, the balance, and the business friendliness. So it may not make sense to have them handle variances on electronic signs at their own discretion without further guidance from the Village Board.

Mr. Eckhardt said that when teardowns were becoming prevalent, guidelines were created, and thought that a similar guideline be developed for electronic signs with what the Board wants.

Trustee Glasgow appreciated Mr. Recklaus' and Mr. Eckhardt's statements of the difference and distinction of formulating policy, which is what the commissions and the Board do, and the implementing policy, which is what staff does. He went on to say that one of the reasons we have specialized commissions is to help the Board formulate policy, and said that the commissions have the time and energy to delve into things that the Board does not have. He said that the Design Commission has had five months to put together a recommendation and that the Board has had about ten days to review it. Trustee Glasgow also said that he has to take into consideration that 2/3 of the people polled were against signs at every venue. He understands that businesses want the signs and need to make a profit, but said that it needs to be tempered with the Village's ability and duty to make sure that the look good business that the Design Commission is in is enforced and aesthetically pleasing.

Trustee Glasgow is concerned with allowing signs as a matter of right, saying that if you make a rule for one, you make it for all which he said creates a law for unintended consequences. He explained that giving someone a license or a right creates a property right, and said that taking that right away because they have too many lumens, leaving the sign on, or because the images change to quickly would create an enforcement nightmare for staff which he is extremely concerned about.

Trustee Glasgow felt that allowing signage in one place, doesn't necessarily set a precedent for somewhere else and said that every piece of real estate is unique in where it sits. He said that he agrees with the Design Commission's recommendations, although with signage regarding major tourism venues he said that he doesn't see how anything other than a variation can be done. He continued by saying that he is not adverse in granting a variation for Arlington Park, Metropolis, or anywhere else that has a unique circumstance and characteristic. Trustee Glasgow said that he is in full favor of following the recommendations of the Design Commission because of the amount of time they have spent on this.

Mr. Eckhardt stated that the Design Commission wants to allow signs in every category, but needs to figure out how it can happen. He said that the major tourism venues category would be the most appropriate to have the electronic signs in order to keep up with larger communities, followed by the Churches and Schools which have messages to get out.

Trustee Glasgow asked Mr. Eckhardt how long the Village is supposed to wait and continue granting variances if the Electric Ink signs are the next big thing the Village should move into. Mr. Eckhardt said he cannot speak to their readiness, but the company is working very hard on some of the issues, and said that they may be more affordable within a year and thinks they may come out in color at the same time. He also said that LCD signs will also become more affordable if the Village has size restrictions, adding that they would have to be site appropriate.

Trustee LaBedz thanked the Design Commission and staff for all their work and historical information provided on this topic, saying that she finds this to be a very difficult issue. She felt that something needs to be done, and that she is concerned with telling people to wait for the Electronic Ink option when it is not fully known if and when it would be ready. Trustee Labedz stated that major tourism venues would benefit tremendously from electronic signage, and asked if there would be a legal issue or first amendment issue if the major tourism venues were allowed to go forward with electronic signs once they are defined, and not allowing them for other businesses. Ms. Ward said that it would not be a first amendment issue, but that there may be challenges in permitting only the major tourism venues and that it would also be challenging to differentiate the types of signs and types of businesses. Trustee Glasgow said that a variance is a safer way to do this rather than excluding others through an ordinance.

President Hayes said that in looking at community surveys that were done, he saw that a neighborhood community allows electronic signs through a conditional or special use process saying that he does not like the outcome. He said he was afraid that if all businesses were allowed to apply through a variation or special use permit process that the Board would have a difficult time saying no. President Hayes said that he is not in favor allowing all businesses and uses to apply for special use. He did say that he was in favor of what Chairman Eckhardt suggested which is allowing application through a variation process for certain categories, specifically to include the major tourism venues and to consider churches, schools, governments, and park district facilities.

Tony Petrillo, Arlington Park General Manager, said that he wanted to let staff know that Arlington Park's intent is to develop a digital billboard on their property. He said that they have been seeking some type of signage at the corner of Euclid and Wilke for some time, but have been reluctant to pursue it because they felt there were too many hurdles. Mr. Petrillo went on to explain that Arlington Park has vendors that rent their buildings or a permanent facility on their property and that they are losing business because some vendors felt that there is not good signage for them to advertise. Mr. Petrillo said they would like to market and promote business for those that drive on Route 53, and said the sign can be community rooted by being able to show amber alerts, weather alerts, and highlight

events being held in the Village, and noted that no residents would be affected. He went on to say that they would like some type of opportunity for some type of process that would allow them to acquire a sign that will be able to change images. He noted that they would not be in favor of moving signage or video type of images, and that static signs would be most appropriate. He asked the Board to consider the sign for Arlington Park when they draw their opinions on electronic signage.

Trustee Farwell mentioned the five requirements for sign variations, and noted one in particular "The applicant's business cannot reasonably function under the standards of this chapter". He said that this requirement has always been hard for businesses to properly argue successfully in front of almost any board. Trustee Farwell stated that we can't use this particular section of the code to give variances on the design elements of a sign, and said that a section of the code would have to be created and shouldn't be called a variation. He said he would be open to a special use process because a special use is given to a business and that once a business transfers hands or closes, then the use sunsets. Trustee Farwell also stated that to be more business friendly, everyone should have the right to apply regardless of what industry they are in or where they are located. Trustee Farwell thought that the Design Commission could tailor special use process and come back to the Board for more dialogue.

Trustee Tinaglia agreed with Trustee Farwell that it shouldn't be a variance. There are a lot of questions to be answered such as; whether it will be a special use, a license, will a committee be involved, who will handle the special use or license, how many of them, how often they are handed out, etc. He also thought there was merit in developing guidelines on what the signs should look like and what they will be allowed to do. He also said that enforcement will be the biggest problem.

Mr. Recklaus said that although a special use or a variance can be done, he wanted to make a distinction and said that if we do anything outside the variation process, like a special use or amendment to the code, then you open the door to be able to get these by right. He went on to say that when you set criteria, and that criterion is met, it is more difficult to turn down. Mr. Recklaus said that as difficult as the variance process is, it does provide more control than a special use.

Ms. Ward explained that in terms of creating guidelines for electronic signs, which you can't create for something that is currently not permitted. She said that the direction would have to be whether you want to move towards letting them continue to be variations but be more encouraging for people to apply for them, or do you want staff to work on some sort of code amendment that permits them but provides some sort of process whether a special use process or a Design Commission process.

Mr. Schuster, added that based on some of the comments brought up this

evening, that there are ways to design certain regulations and criteria that would have to be met in order to have a special use, so that not everybody can come forward with a sign. He mentioned a Supreme Court Reid case where you can get into trouble when you start to regulate types of speech, but said you have the ability to control how bright the signs can be, or where they are placed on property lines, etc. Mr. Schuster said that you have to decide whether you want a system with hardships that have been brought up with a variation, or do you want to go into studying suggestions about what type of specific regulation across the board would apply regardless of the type of message on a sign.

Trustee Glasgow said that staff has gotten a lot of direction from the Board this evening and said that he is in favor of just accepting the recommendations of the Design Commission. He said that to make having these signs a matter of right would be a big mistake of by the Board.

President Hayes asked the Board members if any of them would like to leave things status quo. No Board members would. He then asked if any Board member would like to allow electronic signs by right with some restrictions. No Board member would. President Hayes thought that leaves the Board with two options; a special use process for any and all businesses with Arlington Heights or a special use process for certain categories for business. Ms. Ward said that a special use process for certain categories will potentially cause Reid case issues, and said that a general special use process which sets out within in the kinds of limitations (lumens, locations, etc.) can be more easily drafted under Reid case. President Hayes stated that his preference would be to allow a special use process for electronic signage within the Village based on certain criteria.

Trustee Farwell asked if a special use application or permit be tailored based on zoning. Ms. Ward stated that you can make zoning district distinctions. Trustee Farwell stated that he would be open for a special use based on commercial and multi-use zoning and the variation process for other zoning areas. Trustee Glasgow disagreed and is concerned with having zoning distinctions and that it should be done on a case by case basis. Trustee Farwell said that he would be open to that if it was the will of the Board. Ms. Ward said that currently, special uses go to the Plan Commission, saying that is where the public process is but that it can be changed to go to the Design Commission.

Trustee Tinaglia said that we have to be prepared for what comes next and that the big issue is the policing of the signs and in making sure people do what they say they are going to do or don't do want they are not supposed to do. He has concerns on how to make sure that there is enough staff to make sure that things are dealt with appropriately once they are in place.

The Board directed staff to further research and draft a special use process to allow electronic signage that meet certain conditions.

President Hayes thanked the Design Commission and staff for their hard work on this, saying that there is a long way to go yet.

XIII.LEGAL

- A. An Ordinance Amending Chapter 13 of the Arlington Heights Municipal Code (Addition of Class "L" liquor license) Approved

Trustee Joe Farwell moved to approve 16-036. Trustee Thomas Glasgow Seconded the Motion.

The Motion: Passed

Ayes: Blackwood, Farwell, Glasgow, Hayes, LaBedz, Scaletta, Sidor, Tinaglia

Absent: Rosenberg

- B. An Ordinance Amending Chapter 13 of the Arlington Heights Municipal Code (Making available a Class "A" liquor license) Approved

Trustee Joe Farwell moved to approve 16-037. Trustee Thomas Glasgow Seconded the Motion.

The Motion: Passed

Ayes: Blackwood, Farwell, Glasgow, Hayes, LaBedz, Scaletta, Sidor, Tinaglia

Absent: Rosenberg

XIV. REPORT OF THE VILLAGE MANAGER

XV. APPOINTMENTS

XVI. PETITIONS AND COMMUNICATIONS

President Hayes stated that National Night Out will be held on Tuesday, August 2, 2016 at North School Park from 5:30 until 8:00 pm where the Police Department and other agencies demonstrate what they do for residents on a daily basis in terms of providing for health, safety, and public welfare.



Item: Ivy Hotel - 519 W. Algonquin Rd. - PC#16-012

Department: Planning & Community Development

Requested Action

Land Use Variation to allow a 126-room hotel in the M-2 Zoning District.

Variations Required

1. Chapter 28, Section 11.4, Parking, to reduce the parking requirements from 310 spaces to 172 spaces.
2. Chapter 28, Section 11.2-8, to reduce the required two-way drive aisle width to allow a 23-foot wide drive aisle where code requires a 24-foot wide drive aisle.

Recommendation

A public hearing was held by the Plan Commission on October 11, 2017, where Commissioner Lorenzini moved and Commissioner Jensen seconded:

A motion to recommend to the Village Board of Trustees approval of PC#16-012, a Land Use Variation to allow a 126 room hotel within the M-2 District; a Variation from Chapter 28, Section 11.4, to reduce the parking requirements from 310 spaces to 172 spaces; and a Variation from Chapter 28, Section 11.2-8, to reduce the required two-way drive aisle width to allow a 23-foot wide drive aisle where code requires a 24-foot wide drive aisle.

Roll Call Vote: Commissioner Lorenzini voted in favor, Commissioners Cherwin, Dawson, Jensen, Sigalos, and Acting Chair Green voted against. The motion failed.

Bid Section

Item:

Bid Opening Date:

Account Numbers:

Total Budget for Specific Item:

Bid Amount:

ATTACHMENTS:

Description	Type
Staff Report	Board or Commission Report
PC Minutes 10/11/17	Minutes
Aerial	Exhibits
Conceptual Plan Review Minutes 7/26/17	Minutes
Plat & Sub Minutes 3/23/16	Minutes
Early Review Memo - 3/20/17	Memorandum
Early Review Minutes - 3/20/17	Minutes
Early Review Memo - 8/15/16	Memorandum
Early Review Minutes - 8/15/16	Minutes
Design Commission Staff Report 7/25/17	Board or Commission Report
Design Commission Minutes 7/25/17	Minutes
Justification for Land Use Variation	Correspondence
Plat of Survey	Exhibits
Architectural Plans	Exhibits
Engineering & Photometric Plans	Exhibits
Landscape Plan	Exhibits
Lighting Specs	Exhibits
Market Study	Exhibits
Parking & Traffic Study	Exhibits
Valet Parking Agreement	Exhibits
Renderings	Exhibits
Department Comments - Round 1	Correspondence
Petitioner Response to Department Comments - Round 1	Correspondence
Department Comments - Round 2	Correspondence
Petitioner Response to Department Comments - Round 2	Correspondence
Department Comments - Round 3	Correspondence
PC Timeline Tracker	Exhibits



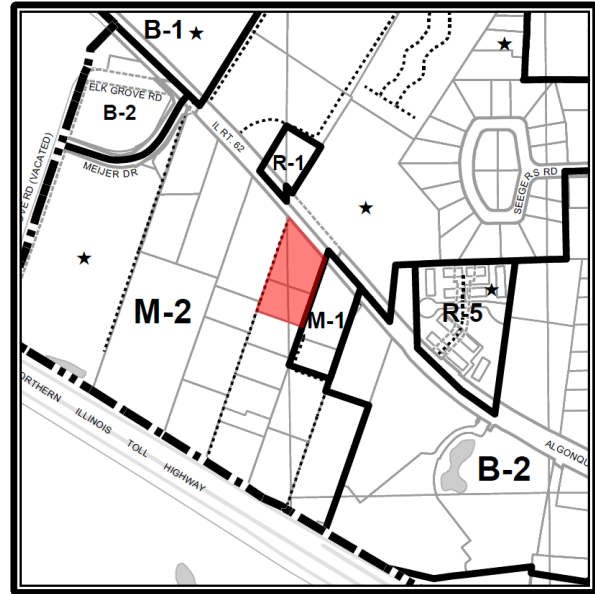
VILLAGE OF ARLINGTON HEIGHTS **STAFF DEVELOPMENT** **COMMITTEE REPORT**

PC Project Number: PC 16-012
Project Title: Ivy Hotel
Address: 519 W. Algonquin Rd.
PIN: 08-16-103-008, 08-16-103-009

To: Plan Commission
Prepared By: Sam Hubbard,
 Development Planner
Meeting Date: October 11, 2017
Date Prepared: September 8, 2017

Petitioner: James Cazares
Address: 519 W. Algonquin Rd.
 Arlington Heights, IL 60005

Existing Zoning: M-2, Limited Heavy
 Manufacturing District



SURROUNDING LAND USES

Direction	Existing Zoning	Existing Use	Comprehensive Plan
North	M-2, Limited Heavy Manufacturing District	2-story Pace Bus administrative facility	Research, Development, Manufacturing and Warehousing
South	M-2, Limited Heavy Manufacturing District	1-story manufacturing business (Brite-O-Matic)	Research, Development, Manufacturing and Warehousing
East	M-1, Research, Development and Light Manufacturing District	1-story flex office/light industrial building	Research, Development, Manufacturing and Warehousing
West	M-2, Limited Heavy Manufacturing District	3-story self-storage facility	Research, Development, Manufacturing and Warehousing

Requested Action:

1. Land Use Variation to allow a 126-room hotel in the M-2 Zoning District.

Variations Required:

1. Chapter 28, Section 11.4, Parking, to reduce the parking requirements from 310 spaces to 172 spaces.
2. Chapter 28, Section 11.2-8, to reduce the required two-way drive aisle width to allow a 23-foot wide drive aisle where code requires a 24-foot wide drive aisle.

Project Background:

The subject site is approximately 112,000 square feet (2.6 acres) and includes the existing European Crystal Banquet Hall. The banquet hall required a Land Use Variation, which was approved in 2000 via Ordinance 00-012. The current facility requires 171 parking spaces and there are 175 on site. The proposal is to add a 126 room 12-story hotel on the north end of the building (Ivy Hotel), which would involve the demolition of the four smaller banquet rooms that are currently located in this area (the main banquet hall will not be altered). The Ivy Hotel will include a coffee shop and spa/gym on the ground floor and a approximately 2,900 square foot bar/lounge on the 12th floor of the building. The number of parking spaces onsite would remain as they currently exist today, with exception to the removal of three spaces located on the western side of the building.

The petitioner has estimated that during an event at the European Crystal facility, up to 10 employees would be needed, and the hotel would have an employee peak of around 8-10 employees. Primary access to the site comes from a shared private access drive off of Algonquin Rd., which serves the subject property and five businesses to the south of the subject property. The access road has a non-signalized full access intersection with Algonquin Rd., which has a shared left/right turn lane at this location.

On March 23, 2016, the Plat and Subdivision Committee met to discuss a previous concept for this project, which entailed a 10-story hotel addition to the banquet hall that contained 165 rooms. Based on the proposed uses within this concept, a 309 space parking deficit would occur given the hotel addition. At that time, the Plat and Subdivision Committee provided a favorable review of the hotel concept but mentioned that the parking shortage on the site would need to be resolved if the project were to move forward.

On August 15, 2016, the petitioner appeared before the Village Board for an Early Review of the proposed hotel. The Village Board provided positive feedback about the proposed Land Use Variation to allow a hotel in this location but expressed concerns over a lack of parking. There was also concern about valet parking personnel, who were proposing to valet park cars in the Pace parking lot across Algonquin Road and then have to cross the major arterial to return to the hotel.

On March 20, 2017, the petitioner presented a revised hotel concept to the Village Board for another Early Review of the project. The proposal at this time was for the addition of a 13-story, 102 room hotel, which translated to a 80-space parking deficit based on the proposed uses. While the Village Board felt that this plan appeared to be moving in the right direction, there were still significant concerns over parking. The Village Board asked the petitioner to provide a detailed parking study to illustrate that an 80-space parking deficit was viable, as well as provide a contingency plan for what could be done if the parking shortage became an issue.

On July 26, 2017, the application appeared at the Conceptual Plan Review meeting. Members in attendance encouraged the petitioner to continue to work towards reducing the parking deficit, which was at that time estimated to be around 106 cars based on the proposed uses. The Conceptual Plan Review Committee was positive about the proposed use of the subject property and expressed that the hotel plus banquet hall combination was an appropriate use for the site. However, their concerns over the parking deficit were significant.

Exhibit I at the end of this report outlines the key aspects of each iteration of the proposed development.

Design Commission

On July 25, 2017, the development appeared before the Design Commission for their consideration of the project. Overall, the Design Commission felt that the hotel addition integrated well with the existing banquet hall. Both the banquet hall and hotel will share the same lobby, and access from the lobby into the hallway of the main ballroom will allow for a seamless entry into the ballroom area. The Design Commission voted to approve the project with the recommendation that the front canopy be further analyzed to create a more pronounced grand entrance into the building. Additionally, they made several requirements: 1) to screen all mechanical units, 2) to enhance the south elevation of the building, 3) to incorporate site furnishings to match the style of the hotel, and 4) to incorporate specialty paving at the hotel entrance. Compliance with all Design Commission conditions of approval shall be required.

Zoning and Comprehensive Plan

The current M-2 zoning does not permit a hotel, which is only allowed through the issuance of a Special Use Permit in the B zoning districts. Therefore a Land Use Variation is required for the proposed hotel. Village Code requires that three standards of approval be met relative to any Land Use Variation request:

- **The property in question cannot yield a reasonable return if permitted to be used only under the conditions allowed by the regulations in that zone; and**
- **The plight of the owner is due to unique circumstances; and**
- **The variation, if granted, will not alter the essential character of the locality.**

The petitioners written justification for Land Use Variation approval is included within the Plan Commission packet. In addition, the petitioner stated the following relative to the criteria for Land Use Variation approval:

- The existing European Crystal Banquet facility is not attractive to weekday patrons and has suffered economically as a result. The addition of the hotel will make the facility more marketable for customers looking for conference space during the week.
- The unique location of the subject property, within a small pocket of industrial properties along both sides of Algonquin Road and within close proximity to I-90 and O'Hare International Airport, is an optimal location for a hotel.
- It is not uncommon to find midrise structures clustered around a suburban highway interchange, such as the area around I-90 and Arlington Heights Road. The subject property is in the vicinity of this intersection, which includes several 6-story structures already. The existence of seven hotels within 2,000 feet of the subject property is further evidence that the proposed use will not alter the essential character of the locality.

In consideration of the above, staff believes the necessary criteria for Land Use Variation approval has been met.

The Comprehensive Plan designates the site as "Research Development Manufacturing and Warehousing". Hotels would typically locate in Commercial areas as designated on the Comprehensive Plan, however given the location of the property along Algonquin Road near the I-90 interchange, and the multiple hotels in the vicinity of the site, the location is suitable for a hotel.

The petitioner has provided a market study which indicates sufficient market demand for this hotel. The study concluded that it would take approximately two years for the market to absorb the increase in supply, and that average daily room rates in the vicinity are expected to continue growing with only a nominal impact on the local hotel market.

Site Design

The proposed Ivy Hotel would be located on the north side of the existing building and would be built in the area currently occupied by four smaller banquet rooms. The current entrance to the banquet hall is located on the western side of the building and served by a circular drop-off aisle with a canopy overhead. The circular drive aisle would be demolished and the primary entrance to the building would be shifted to the north, meaning that both the hotel and banquet hall would share the same entrance. The current primary entrance to the banquet hall would be converted to an outdoor patio area, including a firepit and seat wall. The southern parking and loading area, as well as the eastern parking rows and drive aisle, would all remain unchanged.

Overall, the proposed hotel addition is well designed and appropriately situated on the site; to the west it maintains a similar setback as the existing banquet building, and to the north and east it is sufficiently setback from the property lines for a building of its size. The building complies with all setback, building coverage, impervious surface, height, and F.A.R. restrictions.

A slight variation is needed for one of the drive aisles at the northeast corner of the building, where code requires a 24-foot two-way drive aisle width, and the petitioner has proposed the drive aisle at 23 feet in width. The 23-foot wide aisle provides the necessary space needed for fire truck movement and staff is supportive of the variation request.

Landscaping and Dumpster Enclosure

The proposed landscape plan conforms to code requirements, however, some of the existing landscaping located in the southern parking area has died and must be replaced in conjunction with this project. Additionally, the property has a roofed garbage enclosure with an overhead door, however, the three dumpsters that serve the property are not kept within this enclosure. Finally, there are three exterior storage containers that have been permanently stored in the three parking spaces that are adjacent to the dumpster enclosure. With the expanded space within the building, the need for these temporary storage containers will be eliminated, and all three should be removed. All dumpsters should be stored within the approved enclosure area.

Traffic and Parking

The provision of ample onsite parking is key to the success of this project. The existing site contains 175 parking spaces, three of which will be eliminated to accommodate the proposed hotel addition, which results in a total of 172 off-street parking spaces for the sum of the uses. Per Code requirements, as applied to the proposed uses on the subject property, a total of 310 parking spaces are required (see **Exhibit II**), resulting in a 138-space parking deficit relative to code requirements. A summary of the parking requirement is shown below:

Ivy Hotel Parking Summary	
Total Parking Spaces Required	310 Spaces
Total Parking Spaces Provided	172 Spaces
Parking Space Deficit	(138) Spaces

Staff has requested written justification specifically outlining how the proposed parking variation conforms to the three approval criteria as contained in the Zoning Code but no response has been received. Per Section 6.12-1, the petitioner has provided a parking and traffic study from a qualified professional engineer.

Generally speaking, staff is not convinced that the amount of proposed parking is sufficient to support the proposed use of the site as a 126 room hotel with a 5,654 square foot banquet facility and approximately 2,900 square foot rooftop lounge. Staff has identified the following concerns with the parking study:

- *Unknown Weekend Peak Parking Demand* – During the two days of events surveyed at the banquet hall in March of 2017, the total number of guests estimated for each event (375 and 390) do not add up to the total number of people observed arriving at the events (103 and 181). Based on the number of people observed arriving at each event, staff does not believe the survey numbers are representative of expected peak parking demand for the banquet hall use, which would likely be much higher if at least 300 people were observed arriving at the event.
- *Lack Of Comparative Examples* – Staff asked that the parking study include surveys of multiple similar hotel/banquet hall facilities within the northwest suburban Cook County area to provide a baseline for expected parking demand. The parking study only surveyed one additional hotel (Courtyard Marriott in Arlington Heights), and staff doesn't believe this facility is a comparable example as it provides 147 rooms with only 1,248 sq. ft. of banquet space, which is less than 1/5 of the total banquet space on the subject property. The parking survey provided no information on occupancy of the hotel or details on events (if any) within the banquet facility during the single day that the hotel was surveyed.
- *Incomplete Survey Data* – The parking study cited the Double Tree Hotel as a comparable hotel with facilities similar to the Ivy Hotel and European Crystal Banquet Hall. However, no parking surveys of this hotel were included and it is unknown if the parking provided at this facility is frequently at capacity. With 241 rooms, a slightly larger banquet hall and a separate restaurant, the parking study has concluded that the existence of the Double Tree, with its 304 parking spaces, demonstrates that the proposed parking on the subject property will be suitable. Staff notes that approval of the Double Tree Hotel required an additional 75 parking spaces provided through a perpetual easement agreement with a neighboring property, as well the ability to provide 72 landbanked parking spaces on-site, which means that the Double Tree Hotel has the ability to provide 451 parking spaces if need be (499 parking spaces are required by Code for the Double Tree Hotel). Also, from a practical standpoint the hotel is part of a larger hotel/office complex with no physical boundaries segregating the parking amongst the users.
- *Valet Parking not Viable* – Space for 45 valet parking stalls were shown on the site plan and referenced within the parking study. Staff is not certain that all 45 parking spaces are viable due to the blockage of drive aisles and the orientation of the stalls, which would require multiple cars to be moved in order to access certain stalls. A more realistic number of viable valet parking spaces is 30, which is what was approved in 2000 when the European Crystal Banquet facility was originally built. The utilization of 30 on-site valet parking spaces will help during peak demand, but is not sufficient to address the overall parking shortage.
- *No Contingency Plan* - The subject property has not provided a perpetual easement agreement with a neighboring property to park cars off-site during times of overflow. Additionally, there is no space on the subject property to accommodate for landbanked parking. Staff has requested the applicant provide a contingency plan outlining where overflow parking could be accommodated during peak occupancy of the hotel and banquet facility. Other than the details on the valet parking areas, the parking study did not contain a contingency plan.

Furthermore, the parking study relies on several assumptions to make the point that the existing 172 parking spaces will be sufficient to accommodate the proposed use. The Staff Development Committee raises issue with several of these assumptions:

- The study states that *“Hotel occupancy on weekends is typically low in the northwest suburbs with occupants being primarily airline employees and attendees of events at the banquet facility”*. Staff has analyzed the data within the market study, which concludes that in the year 2015 the suburban hotel occupancy peaked at 75.1% on Wednesdays, with only a slight drop to 72.7% occupancy on Saturdays. These figures indicate that usage of the hotel will also be high during weekends when the banquet hall is also experiencing its peak.
- The parking study states that the *“European Crystal Banquet is not in use on weekdays when the hotel occupancy is the highest.”* Staff notes that one of the reasons for adding a hotel to the existing banquet facility is to increase its marketability for weekday events. Furthermore, the market study indicates that the banquet facility will be in operation during the week. Weekday parking was not addressed in the parking study, and it is understood that there are some events at the banquet hall during the week.
- The parking study does not contemplate the need for off-site overflow parking. The study states that *“In the unlikely event that additional parking is needed, valet service can be provided during peak events at the banquet facility”*. Staff notes that the market study provides a more realistic scenario, stating that the *“increase in parking requirements [relative to the hotel addition] can easily be accommodated by agreements with adjacent properties for overflow on weekends.”* The Staff Development Committee has observed that parking currently overflows onto neighboring properties during peak times at the banquet facility, and the situation will only be exacerbated with the addition of a 126 room hotel. No formal agreement to park on neighboring properties has been provided.

In sum, the parking study has not provided sufficient evidence that the 172 parking spaces are adequate for the dual hotel/banquet hall use. Staff believes that significant overflow parking will occur on neighboring properties, and the petitioner has not addressed this situation. For these reasons, staff cannot support the variation to reduce the parking requirements. The applicant has been made aware of these issues and elected to proceed to the Plan Commission without fully addressing staffs concerns. A letter from the petitioner explaining their desire to move forward with the application has been included in the packet to the Plan Commission.

Relative to traffic, the study has found that the existing access drive onto Algonquin Road will be suitable to handle the expected traffic generated by the proposed development and no improvements to the intersection are needed. The Engineering Department review of the traffic study suggests that additional information is needed to estimate the combined traffic impact of both the hotel and banquet hall (only the hotel traffic was accounted for).

Staff notes that during the evening rush hour, staff from the Police Department direct traffic leaving from the Pace Bus office building located across the street. Although the petitioner could contract with the Police Department to provide for special traffic control services during peak events, it is unknown how frequently they have done this in the past. While the traffic study found that adequate gaps in traffic exist along Algonquin Road to allow the anticipated traffic from the hotel and banquet facility to make safe ingress and

egress, the day of survey on which these estimates were based is the same Saturday in March where event traffic appeared uncharacteristically low. Staff has concerns that the traffic study has not adequately studied and accounted for peak traffic generation of the hotel/banquet hall facility. Furthermore, weekday usage of the banquet facility, as outlined in the market study, could conflict with the evening rush hour traffic along Algonquin Road, and staff notes that this situation was not studied in the traffic study.

Options

Staff has previously discussed several options with the petitioner to help address the parking problem. These options included:

1. Reducing the size of the facility to decrease the parking requirements so that the proposed parking could potentially accommodate the sum of the uses on the subject property.
2. Providing alternative additional long term secure parking options, either on site or on neighboring properties
3. Providing detailed documentation within the parking study to show that the proposed parking is sufficient to support the uses on the subject property.

RECOMMENDATION

The Staff Development Committee has reviewed the proposed Land Use Variation to allow a 126 room hotel within the M-2 District, and the Parking Variation and Drive Aisle Width Variation, and while supportive of the hotel concept and potential investment into the community, recommends denial of the application due to concerns over traffic and a lack of parking as identified in the above report.

September 8, 2017

Bill Enright, Deputy Director of Planning and Community Development

Cc: Randy Recklaus, Village Manager
All Department Heads

EXHIBIT I: Proposed Development Changes

	1st Proposal (June '16)	2nd Proposal (March '17)	3rd Proposal (original version)	3rd Proposal (current version)
Building Height	115'	147'	124.5'	134.5'
Number of Stories	10	13	12'	12'
Number of Rooms	160	102	126	126
Length of Hotel Building	192	130	157'	157'
Number of Parking Spaces Required	461	255	275	310*
Number of Parking Spaces Proposed	151	175	172	172
Parking Deficit	309	80	103	138
Building Footprint	10,786 sq. ft.	6,045 sq. ft.	8,875 sq. ft.	8,875 sq. ft.
Banquet Spaces	9,354 S. ft.	5,654 sq. ft.	5,654 sq. ft.	5,654 sq. ft.

*May change if proposed use mix is altered

Prepared by the Planning and Community Development Department

EXHIBIT II: Existing Parking and Proposed Parking

Existing European Crystal Banquet Facility

SPACE	PARKING CODE USE	GROSS SQUARE FOOTAGE	MAX OCCUPANCY	SEATING AREA	NUMBER OF ROOMS	PARKING RATIO	PARKING REQUIRED
Main Banquet Hall	Place of Assembly	5,654	377*	-	-	30% of Occupancy	113
Front Banquet Hall	Place of Assembly	2,910	194*	-	-	30% of Occupancy	58
Total Banquet		8,564	571				171
Total Parking Required							171
Total Parking Provided							175
Parking Surplus/(Deficit)							4

Proposed Ivy Hotel & European Crystal Banquet Facility

SPACE	PARKING CODE USE	GROSS SQUARE FOOTAGE	MAX OCCUPANCY	SEATING AREA	NUMBER OF ROOMS	PARKING RATIO	PARKING REQUIRED
Main Banquet Hall	Place of Assembly	5,654	377*	-	-	30% of Occupancy	113
Total Banquet		5,654	377				113
1st Floor Coffee Shop	Restaurant - Sit Down	366**	-	183***	-	1 per 45 sq. ft. of seating area	4
1st Floor Spa	Beauty Shop	1186**		-		1 per 250 sq. ft.	8
12th Floor Lounge/Bar	Place of Assembly	2936**	196*	-	-	30% of Occupancy	59
Hotel	Hotel	-	-	-	126	1 Space per Room	126
Total Parking Required							310
Total Parking Provided							172
Parking Surplus/(Deficit)							(138)

Analysis Completed 08/24/17

* Building Code calculates occupants at 1 per 15 sq. ft. of space

** Estimate based off scaled plans. Actual sizes must be verified by architect.

*** Estimated based on 50% of overall floor area

Prepared by the Planning and Community Development Department

APPROVED

PLAN

REPORT OF THE PROCEEDINGS OF A PUBLIC HEARING
BEFORE THE VILLAGE OF ARLINGTON HEIGHTS
PLAN COMMISSION

COMMISSION

RE: IVY HOTEL - 519 WEST ALGONQUIN ROAD - PC#16-012
LAND USE VARIATION FOR HOTEL

REPORT OF PROCEEDINGS had before the Village of
Arlington Heights Plan Commission Meeting taken at the Arlington Heights Village
Hall, 33 South Arlington Heights Road, 3rd Floor Board Room, Arlington Heights,
Illinois on the 11th day of October, 2017 at the hour of 7:30 p.m.

MEMBERS PRESENT:

BRUCE GREEN, Acting Chairman
LYNN JENSEN
JOE LORENZINI
SUSAN DAWSON
JOHN SIGALOS
JAY CHERWIN

ALSO PRESENT:

SAM HUBBARD, Development Planner

APPROVED

ACTING CHAIRMAN GREEN: We're going to call this regular meeting of the Plan Commission to order. Our first agenda item is if you'd all please rise and join us in the pledge of allegiance?

(Pledge of allegiance.)

ACTING CHAIRMAN GREEN: Sam, would you take the roll call please?

MR. HUBBARD: Commissioner Cherwin.

COMMISSIONER CHERWIN: Here.

MR. HUBBARD: Commissioner Dawson.

COMMISSIONER DAWSON: Here.

MR. HUBBARD: Commissioner Drost.

(No response.)

MR. HUBBARD: Commissioner Jensen.

COMMISSIONER JENSEN: Here.

MR. HUBBARD: Commissioner Lorenzini.

COMMISSIONER LORENZINI: Here.

MR. HUBBARD: Commissioner Sigalos.

COMMISSIONER SIGALOS: Here.

MR. HUBBARD: Commissioner Warskow.

(No response.)

MR. HUBBARD: Commissioner Ennes.

(No response.)

MR. HUBBARD: That will make it Acting Chairman Green.

ACTING CHAIRMAN GREEN: Here. Our first agenda is approval of minutes from the Chestnut Avenue Subdivision.

COMMISSIONER JENSEN: So moved.

ACTING CHAIRMAN GREEN: Is there a second to that?

COMMISSIONER SIGALOS: Second.

ACTING CHAIRMAN GREEN: Any discussion? All those in favor say aye.

(Chorus of ayes.)

ACTING CHAIRMAN GREEN: All those opposed?

(No response.)

ACTING CHAIRMAN GREEN: Motion carries, which gets us to our first and only public hearing up tonight which is PC#16-012, the Ivy Hotel. Is the Petitioner present here tonight?

MR. O'CONNOR: Yes. I'm John O'Conner representing the Petitioner, Ivy Hotel, the Petitioner here.

ACTING CHAIRMAN GREEN: Do you have a, who is going to speak on your behalf tonight? Because I'll swear you all in at the same time.

MR. O'CONNOR: Actually all of us.

ACTING CHAIRMAN GREEN: So, whoever might make comments, please stand and we'll swear you in. Raise your right hand.

(Witnesses sworn.)

ACTING CHAIRMAN GREEN: Thank you. The way we get started here is if you would give us your name and spell your last name for the court reporter, and we can get the procedure moving. But before that, Sam, have all the public notices been posted properly?

MR. HUBBARD: They have been, yes.

ACTING CHAIRMAN GREEN: Thank you. Step up and tell us what you'd like to do.

MR. CAZARES: James Cazares from the Ivy Hotel.

ACTING CHAIRMAN GREEN: Spell your last name.

MR. CAZARES: C-a-z-a-r-e-s. I'd like to introduce everyone that's here as well, too.

ACTING CHAIRMAN GREEN: Well, when they come up to speak, they can give their names and give it to the court reporter. So, if you're going to start the presentation, please do.

MR. CAZARES: In 1998, my mother came to Arlington Heights and she purchased a little rundown house/Polish buffet. It's called the European Crystal. It was doing very poorly. We had I remember almost no customers and we really struggled to make the mortgage payments. We had an idea to convert it to a banquet hall. We weren't doing good as it was and we had to figure out plan B, and we did.

We came over here, I remember Arlene, she really guided us through the process and she helped us to accomplish that. During the construction process, something happened called 9/11. After that, the collapse of the hospitality industry. We opened up this banquet hall with no business, with three weddings on the book and a six-million-dollar mortgage. We stood there, you know, we said, well, we're either going to lose the building or we're going to bust our ass to make something happen.

My mom, she worked day and night. She did laundry. She set up the banquet hall table. I was in high school at that time; I came after to help clean dishes. My father did any kind of repair that needed to be done because we couldn't afford, you know, a maintenance company.

We've been doing business in Arlington Heights, I'm very proud to say, for over 20 years. The banquet hall has produced in that time over \$45 million of revenue. We are the only freestanding banquet hall left in Arlington Heights. We've watched our competitors close down. When people ask us the question, how are you able to do it when others can't, I'm going to tell you how we did it. We did it because of this woman over here. This woman put every inch of her body, of her soul, of her dedication to this business. It is her family. She thinks about it every night. When someone calls at 10:00 o'clock at night, she will pick up. If there's a funeral that needs to happen on Monday, she's there. That is the dedication that you do not see today, it's very rare. You get a voicemail, you get an answering service, you no longer have that person-to-person connection.

In 2012, me and my father went to go buy a building in downtown at the height of economic recession number two I'd say. You know, every time we do something, something bad happens right afterwards. We buy this building downtown, a 16-story vacant office building at 233 East Ontario. We go and we say, you know what, we're going to build a hotel. We've never done it before. We have no idea what we're doing, but we're going to go try and do it. We call up St. Analisis de'ville, do you know that the hotel business is in a severe depression? Forget about the word recession. So, we said, well, no one is building so we'll go try it out anyway.

We built the hotel. We were the only hotel to open up in 2012, the only. If you could imagine the hotel in a city that has over 35,000 rooms. My mother came down,

she worked everyday. We actually welcomed our first guests, the front elevator was not working and my mom went to 7-11 to go buy them some amenities, some water or Snickers. My father was there everyday. We worked with the people.

Being a family business, we understand the person-to-person connection. The first year was a rough year. 2012 was a terrible year actually for most hotels, but we survived. I'm pleased to report that in the last five years our hotel has hit the \$40 million market revenue.

We're not a chain. We're not part of Marriott, a mega, mega hotel over one million. We're not Hilton with over a million rooms either. We're a family business. We work directly with the customer and the customer seems to appreciate that. We're here today to let you know that my mom who has worked in Arlington Heights and put her blood, her sweat and her tears in this business has a \$250,000 property tax bill of which every dollar that she makes, 25 cents goes to it. I'm here to let you know that the banquet hall has an 80 percent vacancy rate. From Sunday to Thursday, we have almost no business. We sit down and we say, mom, how can we make the highest and best use of this property? Let's come, let's put a boutique hotel over here, we have the experience with downtown, we have multiple clients that we can refer over to you.

Just this morning, we had group called the California Academy of Physicians that stay in our hotel who said James, you know, we're outgrowing you. We have 100 physicians that meet across from the country and we'd like to meet some place by the O'Hare region. I said stand by, I'll let you know what happens if we have a hotel or not. So, we have that person-to-person connection.

We're here to give you a Q&A of any questions or concerns in regards to the hotel that we're proposing. We're proposing a 120 some plus room hotel. That would be around 13 stories. It would be a boutique hotel, it would be the same hotel that we have downtown. It would be a 4.5-star hotel. It would be the only 4.5-star hotel in the suburbs. How we're able to do this is by offering the amenities to our guests, having the restaurant, having the spa service, having the room service, having the coffee shop, having the gym, and offering that lifestyle brand. It definitely is something different that the Staff in Arlington Heights are not accustomed to.

The mind set is a 3-star limited service hotel, it's something that we're not going to be doing over here. If we were going to put a 3-star limited service hotel, we'd rather just not even do it, put it away, because we have no way to compete with the Hiltons, with the Marriotts, with the IHGs, with the big guys. We couldn't do that downtown. There would be no way to do it. What we're trying to do is to make our family business which is independent, we have one location downtown and another one in the southern part of Arlington Heights, to bring that residual business to Arlington Heights, to bring the transients from O'Hare to come, to bring the business traveler who would normally stay in Schaumburg to want to stay in our hotel because we're the only 4.5-star hotel. We're the only one that has the amenities, and these amenities are exclusive to our guests. A person off the street cannot come and use our rooftop, they cannot come and use our spa, they cannot come and use any of the 4.5-star amenities that we have.

So, that exclusivity that we've done downtown, we'd like to bring into Arlington Heights. We think it would be a great success. I think it would be a great repositioning for my mother who has been doing business in Arlington Heights for over 20 years. I think it will be a great addition for the community. Thank you so much. We're going to keep it as a Q&A, you

know, and we'll let you get our experts who specialize.

ACTING CHAIRMAN GREEN: We'll get back to that, because after your presentation here, we're going to go to the Staff report, and then the Commissioners will have a chance to ask questions to any and all. So, Staff, would you give us the Staff report please?

MR. HUBBARD: Thank you, Chairman Green, and good evening to the Plan Commission. The subject property is located at 519 West Algonquin Road, that's located just west of the intersection of Algonquin and Arlington Heights Road. It's in an M-2 Limited Heavy Manufacturing Zoning District, and hotels are not permitted either by right or by special use in the M-2 District. So, the Petitioner is before you this evening to request a land use variation to allow their proposed 126-room hotel within the M-2 Zoning District. Additionally, they are seeking a parking variation to reduce the parking requirements of 310 spaces to 172 spaces, and I'll talk more about that later on in the presentation. Finally, they are asking for a small variation to reduce the length of one of the drive aisles from 24 feet to 23 feet in width.

The Applicant has gone through a number of steps in order to get before the Plan Commission this evening. Back in March of 2016, they appeared before the Plat and Subdivision Committee. After that, they moved on for an early review with the Village Board on August of 2016. They also had a second early review with the Village Board on March 20th, 2017, and then they returned back to the Conceptual Plan Review Committee in July of this year as well.

I can kind of summarize those four meetings by saying I think everyone was generally supportive of the use of a hotel in this location. I think everyone understands that a banquet hall and a hotel can be compatible and complementary to each other. So, I think everyone was generally supportive of the use. But we heard time and time again during those preliminary meetings that in order for this site to succeed, the proposed hotel would need to address parking, and we wanted to make sure that there wasn't a parking problem on any of the neighboring properties as a result of this development.

On July 25th, the Design Commission met to consider the proposed development. What they saw is displayed before you here in the rendering. The Design Commission was supportive of this project, they made a positive recommendation of approval. They did add a few conditions to their approval. They wanted to make sure that all mechanical units were screened, and they wanted the Petitioner to enhance the southern elevation. What you see here is the northern elevation, that's what faces Algonquin Road. The southern elevation is what will be visible from the tollway. I think, you know, on the northern side we see this really nice glass curtain wall, and I think the Design Commission just really wanted to make sure that the southern side of the building also had some good architectural details because that's going to be also very visible from the tollway.

They also asked that the Petitioner incorporate site furnishings that matched the hotel and they add some specialty paving at the entrances to the hotel. Finally, because the grand entrance to both the hotel and the ballroom would be through the front of the hotel, they just wanted to see some enhancements to the entrance area and to kind of, you know, make it a pronounced design suitable for this kind of grand entrance to the hotel. Again, the Design Commission resulted in a recommendation of approval.

So, here is the aerial, and you can see the existing site. What I'm going to point out for you here, and I don't know if you can see it on your screens, so right here, this is the area where the hotel will be built on top. Currently, it's occupied by some smaller

banquet rooms, and the hotel would demo those rooms and then the lobby would be here and then some of the development will rise on top. This is the main ballroom for the banquet hall and that would remain unchanged. That's what contains most of the banquet spaces for this facility.

This is kind of a zoomed out aerial just showing the context of the neighborhood. When we analyzed the suitability of a hotel in this location, we considered some key factors. One was the proximity of the site to the tollway. You can see, here you can see you could just drive down Algonquin Road, take a right onto Arlington Heights Road and access the tollway which is located immediately south of the subject property. This means that the hotel would have great access to O'Hare Airport.

We also looked at the neighboring vicinity in relation to what other uses are there. You can see there are multiple hotels in this vicinity. You can count I think six just on this map here. So, given the proximity to the highway interchange and that hotels are very compatible uses to highway interchanges, proximity to O'Hare Airport, and the surrounding hotels that make up the neighborhood, we felt that this proposed hotel was compatible with the surrounding land uses and we were supportive of the land use variation concept for a hotel at this location.

Here is the site plan and this is rotating the view of the property and fitted in the slide here. So, to the north is on the right-hand side, that's Algonquin Road on the right-hand side of the slide. Again, the proposed hotel would be constructed right here. Analyzing it from a site design standpoint, I think, you know, Staff is supportive of the site design. It was well designed and the hotel would provide some nice amenities. You can see here an outdoor patio area which would have a fire pit and a trellis or pergola.

The setbacks were suitable for a development of this size, both to the north, south, east and west. There was a small variation that was needed, and that's really, it's just this kind of pinch point right here where the drive aisle takes a turn. As the drive aisle turns, it's more like 23 feet in width, 24 feet is what's required by code. The Petitioner has provided us with their model turning exhibits for a fire truck, and if we take a look at it, a fire truck can navigate through the space so we're really not too concerned with the one-foot reduction in the drive aisle width.

There were some minor site issues relative to landscaping and some property maintenance and storage. But by and large, there wasn't anything else in the site design that, you know, we felt was a significant issue that couldn't be resolved moving forward. However, there was an issue with the parking and the parking variation.

So, our parking requirements for a site are based on the sum of all the uses that go into the site. Up at the top table here, you'll see the parking requirements for the existing facility, and then down below this is the sum of the parking requirements for the various uses proposed in the hotel. The primary parking drivers are the main banquet space which would remain, also the hotel, and then finally the 12th floor that's like a bar or lounge area proposed on the roof of the 12th floor. There are other small drivers of parking like the proposed coffee shop and a spa on the first floor, but that was really insignificant. The most pertinent things are the hotel, the 12th floor bar lounge and then the banquet hall.

All together, it equates to a parking requirement of 310 spaces, and the subject property would provide only 172 spaces. That's a three-space reduction from what they have now just to accommodate some of that outdoor patio area. This breaks down to 138-space parking deficit which Staff believes is pretty significant.

In our analysis of the suitability of this variation, we found issues at a number of areas. First, we had trouble identifying what the peak weekend parking demand would be. The parking study based their peak parking demand on two evenings of survey in March of 2017 which had an estimated attendance of 375 people and 390 people. But the total number of patrons arriving that were observed in the parking analysis doesn't equate to that many people. I think they observed 103 people arriving and 181, respectively.

So, given this inconsistency, we had trouble relying on these figures to estimate what the true parking demand would be in the combination of this banquet hall and this hotel use. In lieu of that, we had asked that the Petitioner provide a list of comparative examples of other banquet hall and hotel facilities, and survey those to see what the estimated demand for this facility would be. The parking study did provide a survey of the Courtyard by Marriott, but we didn't feel that this was really an applicable hotel to compare to. It does have a banquet facility space but that's only about one-fifth the size of the banquet facility that we have at the Ivy Hotel, the European Crystal Banquet Hall. The survey didn't have any information on what was going on that day, there was no explanation of what events were occurring, there was no understanding of what the occupancy in the hotel was on that evening, so we didn't feel that that was really a comparative example.

Another issue that we had was we didn't believe that we had enough survey data, there was some incomplete data. The study did cite the Doubletree Hotel, but they didn't actually survey the parking there. So, we don't know, is what's provided by the Doubletree Hotel at capacity? Is it under capacity? There is no survey so we just don't know if that's a successful ratio. Furthermore, the Doubletree is a little bit more unique. I think they are surrounded by open parking areas by the office uses, and so, you know, we believe that parking probably overflows onto those parking areas. In fact, when the Doubletree was approved, we did require a parking easement be established with one of the neighboring property owners for I think around 72 parking spaces. The Doubletree also was required to land-bank around I want to say 75 parking spaces. So, again the amount of parking in there is maybe not representative of really what the demand is of that facility.

Another issue that we had was the valet parking that was proposed. We didn't believe that that was viable. So, let me just back up here. I don't know if you can see on the screen that there are several valet parking spaces proposed. One here, there's double rows here, and then there is a double row of valet parking here as well. We didn't think that that was viable. If it was a single row of valet parking spaces, that would allow room for cars to leave in and out. But if for some reason, you know, a car was needed to be accessed on the interior, that's really not a practical arrangement for valet parking. So, I don't know if we can rely on the 45-space number provided by the Petitioner. We think maybe, you know, more reasonably it would be around 30 spaces.

A big issue we had was that we just didn't see a contingency plan outlined in the application. We wanted to know, if parking did become a problem, where will this overflow of parking occur? How would the Petitioner be able to accommodate for this overflow? We just wanted to make sure that there was no adverse impact on any of the neighboring property owners. Without a formal easement or agreement to share parking on those sites, you know, parking could become a problem if it overflows.

We also noted that, you know, weekend traffic and parking may still be significant based on the market study that was provided. They estimated that the peak

occupancy would be at 75 percent on weekdays, but they found that peak occupancy is really not that far off on weekends at about 72, just shy of 73 percent. One of the rationales presented to justify the parking variation was that the banquet hall would be in use primarily on weekends when the hotel is not really at peak occupancy, and the hotel would be at peak occupancy during the work week when the banquet facility was not at peak occupancy. But based on the market study, we're seeing peak occupancy is close to identical for the hotel. So, that was an issue for us as well.

Relative to traffic, the traffic study relied on the same two days of parking surveys in March where we didn't see the amount of attendance at peak in the banquet hall. So, we really couldn't rely on those numbers as well. They were relying on low numbers to establish peak, then we believe that, you know, peak traffic and parking for the banquet hall would be higher than that. You know, we really couldn't estimate how the traffic impact of this could be accommodated.

During the process, I think we went back and forth with the Petitioner on a lot of things. We were trying to brainstorm ways where maybe he could come into compliance with code or at least get a little closer. I think we discussed a structured parking, a parking deck, and that was, I don't think that was financially feasible. We directed the Petitioner to some neighboring properties where maybe he could purchase or lease or come to an easement agreement for shared parking. I don't know if that was successful. We discussed reducing the size of the hotel maybe to lower the parking demand.

So, there were a lot of options we discussed over time. I think the Petitioner feels like they've done what they can at this point and I think they had asked to appear before the Plan Commission and the Village Board to ultimately get an answer as to the viability of this project.

So, in sum, I think we're really supportive of the use. We think that a hotel and banquet hall would be a good use of this location. We really want to facilitate the reinvestment on the subject property. But given our concerns over the parking and traffic, we just can't support this application. So, we are recommending denial of the application, although it was a long and tough deliberation on Staff's end. We really like the project. We think the design of the hotel is great and again the use is in an excellent location. It's just the parking, the traffic that we don't feel has been resolved at this point, so we can't support the application.

If the project receives a recommendation either in favor or against this evening by the Plan Commission, it will be placed on the November 9th Village Board meeting pending availability for their final consideration. So, that's all that I have, I'd be happy to answer questions.

ACTING CHAIRMAN GREEN: Thank you, Sam. Is there a motion to enter the Staff report into the record?

COMMISSIONER LORENZINI: I'll make that motion.

ACTING CHAIRMAN GREEN: Is there a second?

COMMISSIONER DAWSON: Second.

ACTING CHAIRMAN GREEN: All those in favor say aye.

(Chorus of ayes.)

ACTING CHAIRMAN GREEN: All those opposed?

(No response.)

ACTING CHAIRMAN GREEN: So moved. Okay, we'll move on to

questions. Who would like to start? Lynn, would you like to start?

COMMISSIONER JENSEN: Yes, sure. First of all, I think based on your remarks, Mr. Cazares, your family needs to be commended for what you have done at the European Crystal. I've attended many events there. I think it's a wonderful facility, and I think your family has worked hard, especially your mother and I think you've done very well.

What I want to go to, because I was in some of the committee meetings, is that you have appeared before four different groups of officials of the Village. You've been told the same thing by all four groups. They're very enthusiastic about the concept. They don't want to see this property just become vacant and another business, you know, go out of business. But you've been told one thing consistently through all four of those hearings, which is you've got to address physically the parking issue.

As I read all the paperwork that I saw on this, you had never addressed the issue of parking physically. You've had consultant reports, and you've basically come back with the same amount of parking each time. So, I have a question. My question is this. What are you expecting from this hearing that's any different than any of the other hearings since the Board itself in two early reviews has told you they're enthusiastic but the parking is going to be an issue? So, even if this Commission were to give you a positive recommendation, it's not very clear that the Board would give you a positive outcome. So, what are you expecting from this hearing tonight?

MR. O'CONNOR: We did take --

ACTING CHAIRMAN GREEN: Excuse me, you have to identify yourself and spell your last name.

MR. O'CONNOR: I'm sorry. My name is John O'Connor, I'm representing the Petitioner. As you pointed out, we did go through two early reviews with the Village Board, and it's no surprise that parking is the main issue and you're right. The Board and I think the others and Staff are enthusiastic about the project, the idea of a hotel being there, additional tax revenue to the city, you've got additional property tax and hotel tax itself, a number of new employees being brought into the city, hotel attendees attending here being able to spend money in the city, et cetera.

We did listen to what the Village had to say and we did, this is what we did with respect to parking. So, initially, and I don't remember exactly when it was, the hotel was actually larger in scale. So, we did scale back the project trying to become more in conformance with the required parking. We also did approach a number of nearby property owners that were identified by the Village to try to see if there was something that could be acquired to build a parking lot on. There was nothing available.

We did, however, get, there is a property immediately to the south of this, there's a building there that is, Brite-O-Matic owns it, and then immediately south of that, there is an empty lot. That was one of the lots that was identified. The owners of that are the same owners of the Brite-O-Matic building. So, they're not interested in selling; however, you can use our parking whenever you want, for Brite-O-Matic will be behind it. So, that is one thing that we have obtained in terms of a contingency plan for overflow parking.

COMMISSIONER JENSEN: Is that in writing? Or is that --

MR. O'CONNOR: We do have a letter in writing, and we could get a more formal lease. But they've been very receptive to it and they just, I don't know why they're not interested in selling their property, it's a vacant lot, they're just not. We tried and there really isn't

anything else available around it to do it.

COMMISSIONER JENSEN: What's the number of spots, number of parking places that might --

MR. O'CONNOR: About 60 spots. So, in addition to that, if I could, could you pull up the parking slide, if you could please now? I mean one of the reasons we're here today is we want to address not just parking but maybe some of where we think there are misperceptions on parking. We think a number of the parking that's required here are being double counted.

What I've done in looking at this is if we've got 310, then we can have the parking expert come up here and answer more specifically, we have 310 required parking spaces. There's 172 that are provided. There are at least 30 valet spots although there are potentially 45. There's 59 spots that are designated required for the lounge, and an additional eight spots for the first floor spa. Both of those amenities would only be available to hotel guests, but that's already counted for in the hotel requirement of 126. If you subtract all those out, we're down to a deficiency of 41 spaces which is a lot more realistic than asking for a variance of 138 spaces when you look at that. I know the valet space technically can't be counted, but I think it does mitigate with parking requirements.

So, we've done a number of things to try to get to that point. We also believe that the number of spaces that are required, frankly, we think aren't in line with current driving requirements that people have. The Petitioner plans on having contracts with many of the major airlines to house pilots and flight attendants and anticipates that could be up to 20 percent of their business. The vast majority of anyone coming from O'Hare Airport is going to arrive in a limo, in a taxi, they're going to take Uber or Lyft, they're not going to have a car. The hotel will also have a shuttle service. So, we think a lot of the parking that is required, although we understand it is required by code, really isn't necessary.

So, beyond that, if you want to come up to talk about parking more specifically?

ACTING CHAIRMAN GREEN: Do you have a question for the --

COMMISSIONER JENSEN: Well, yes, and that doesn't include the 60 that you could get an agreement?

MR. O'CONNOR: Exactly, right, that's what I'm saying.

COMMISSIONER JENSEN: But it wouldn't be the duration of that agreement, it wouldn't be into perpetuity I assume?

MR. O'CONNOR: Well, we can't get, I mean, they own the property.

COMMISSIONER JENSEN: Sure.

MR. O'CONNOR: If they give us a lease in perpetuity, they wouldn't be able to sell the property at some point in the future. It would be a problem for them.

COMMISSIONER JENSEN: Yes, I don't actually have any more specific questions on parking. I do of Staff, so I'd like to ask our Staff here. You've asked for a lot of additional information to be provided, additional surveys, you've asked for a lot of other things. I guess it's not clear to me that even getting that information is going to help decide this one way or the other. I guess my question is do they really have to deal with some level of this deficiency physically rather than just give you information about it? Because sending them off to get more information when basically we have in mind a target that they need to hit is a little disingenuous from my point of view.

So, I think if we really want them to physically create some more parking in one way or another, then we need to tell them that rather than sending them off to gather more data. Now, I do think they are making a good point that they've got a lot of these that maybe don't count. So, maybe that 138 is a little high. But what is it that Staff really needs to have happen to make a recommendation not only to us but to the Board in terms of physical spaces that need to be added?

MR. HUBBARD: I don't think there's a magic number. I think if we had a magic number, we would certainly share that with the Petitioner and say, look, you just need to find, you know, 45 more spaces and then you'll be at capacity. I think that we were asking for more surveys so that we could find that number. We wanted to see additional properties surveyed so that we could determine what that peak parking demand would be based on what other, you know, hotels provide and what other hotels use and are occupied on their parking fields during nights when they have banquets and, you know, occupancy of their hotel. So, if we want to see that survey data and we want to say, you know, it looks like a similar hotel with similar size that was surveyed over multiple nights that had full capacity banquets only needed X amount of spaces, then we could translate that to this situation. But that's what we don't have, so we don't have a magic number to share, unfortunately.

COMMISSIONER JENSEN: Well, what they've given you in lieu of that is they've had two consulting firms who have given us, you and us, a professional opinion. They've had the marketing firm give a professional opinion and some of it has to do with parking, and they indicate that amount of parking should be adequate. Then you have the parking study done by the folks who do traffic and parking, and they've given us a professional opinion that it's adequate.

So, I guess I'm always leery of sending people off spending money collecting more data when I don't think the data is going to significantly change the outcome. I really don't have anything more at this point. I will pass it on to someone else. Later on, I may want to follow-up with some things, but that's all I have.

ACTING CHAIRMAN GREEN: Thank you, Lynn. Joe?

COMMISSIONER LORENZINI: Sam, normally I don't put much faith in market studies. You know, if Subway wants to open across the street from another Subway, I figure that's free market and let them fight it out. But this is a significant property and we've got a lot of hotels in the area. Is there any concern on Staff's part if there is a market for another hotel?

MR. HUBBARD: You know, it's tough for the Village to regulate competition. I think we asked for the market study as kind of a means to understand if there is a need and for the public convenience which is one of the criteria of approval. But you know, in reading the market study, it didn't show that this would adversely affect any of the neighboring hotels. So, in that sense, you know, we believe that there could be a market for this and we don't see any cause for a significant alarm.

COMMISSIONER LORENZINI: Okay. Now, as far as stormwater goes, we're really not changing the impervious surface very much, so I assume that's not an issue?

MR. HUBBARD: Right. They already have an underground detention vault, and I believe that they've run the calcs and that that vault has adequate capacity to accommodate any additional storm water.

COMMISSIONER LORENZINI: Okay, now let's go back to parking. So, that Brite-O-Matic spot, that's quite a ways back. I'm not so sure if I was going to the hotel, I'd want to park way back there and walk with my suitcase and whatnot, even without a suitcase.

MR. O'CONNOR: I've walked it, it's not that bad. It also would be available, there will be valet staff, too, so the valet obviously could drive their car over there.

COMMISSIONER LORENZINI: I mean for it would make the most sense to have valet parking back there. But then let's go back to the issue about the valet parking and the roughly 40 spaces that will be taken up by that. But it doesn't always have to remain valet parking, does it? It could go to regular parking to valet, depending on what's going on?

MR. O'CONNOR: You can see that diagrammatically they look like they were, probably in here is where you wouldn't have somebody else park.

MR. HUBBARD: Right, at this --

MR. O'CONNOR: I think they're valet because they can move the cars when needed.

COMMISSIONER LORENZINI: But is that included in the total, those parking spots, are they included in the total spots available or is that deducted from the total spots?

MR. O'CONNOR: No, no, no. The spots there, the 172 that are available, that does not include the valet.

COMMISSIONER LORENZINI: So, if you deduct that off, the 40 spots, that will bring us down to 132?

MR. HUBBARD: No, it's the opposite because it doesn't include the valet.

COMMISSIONER LORENZINI: Oh, the opposite, okay, okay. All right. What about, well, from a practical matter, let's just say they build a hotel with this parking and it turns out they don't have enough parking. Where is the parking going to overflow? What's the concern of the Village, that they'd be parking next door in other people's lots?

MR. HUBBARD: Yes, I mean --

COMMISSIONER LORENZINI: Then they'd get towed, right?

MR. HUBBARD: Right. Since they're neighboring property owners, they could have a contract with a towing company if they're wanted.

COMMISSIONER LORENZINI: So, currently today, when you have a banquet going on there and it's full and all the rooms are full, how many of the spots are being used right now?

MR. O'CONNOR: How many spots are being used?

COMMISSIONER LORENZINI: Today, yes. Is it full, is the lot full now when you have a banquet, when a banquet is going on?

MR. CAZARES: So, in the last --

ACTING CHAIRMAN GREEN: Please identify yourself.

MR. CAZARES: Sorry, James Cazares, Ivy Hotel. In the last five years, we've had a degradation of cars in parking lots. We have the same situation happening downtown in our hotel. When we opened our hotel five years ago, we used to go 30 cars and not use the valet. We have a 63-room hotel.

To date, we are doing around 12 or 13. Why? Something happened in the market, it's called Uber and Lyft. It's so convenient, so economical, and it really has affected the banquet business. When someone comes to the banquet hall and they have a couple of drinks, they'll take the \$12 or \$13 ride. We actually now in the hotel have a valet zone and we have the Uber/Lyft share ride. It's taken full control; really it's also killing the rental car market as well. So, we really see in the last three or four years a huge downward drive --

COMMISSIONER LORENZINI: Yes, but I don't know if you can really compare Downtown Chicago to out here.

MR. CAZARES: Well, no, we're taking a look at the events at the banquets and the weddings. You know, we have mostly, most of the business is weddings and that demographic is in the 20 to 35 range, and all of those attendees which is the majority, I would say around 60-70 percent, they're taking the ride share. We see the ride share come over and over and over again. I wish that we could contact the ride share companies and get statistical data for you, and I did send an e-mail out to them, but unfortunately there is no way.

COMMISSIONER LORENZINI: But going back to my question, right now the parking study shows there's four extra spots. But today, practically, when you have all the banquet halls full on your busiest night, how many extra spots do you have?

MR. CAZARES: So, we have two banquet rooms right now. With the hotel, one of the banquet rooms which can fit around 250, so guests will no longer be there, just the grand ballroom will be there which can fit around 300 guests.

COMMISSIONER LORENZINI: Well, no, forget about the future. Today, when both banquet halls are full, how many extra spots do you have? Or are all the spots full?

MR. CAZARES: No. We would say that we have around 30 percent vacancy.

COMMISSIONER LORENZINI: So, the study today, going by the study and the analysis the Village uses, theoretically you have only four extra spots. But you're saying you have a lot more than that today?

MR. CAZARES: I don't understand the question, I'm sorry.

COMMISSIONER LORENZINI: Okay, look at this. See the chart that's on the screen right now?

MR. CAZARES: Yes.

COMMISSIONER LORENZINI: Right now under today's circumstances, it shows you have four extra spots when everything is full. But you're saying you actually have more than that?

MR. CAZARES: Yes, absolutely.

COMMISSIONER LORENZINI: That's my question, okay.

MR. CAZARES: Yes, I would say the entire back portion would be empty from where the loading zone is. So, the entire back parking lot would almost never be full. But we have only the grand ballroom full. We're just looking at basically the front portion being full.

You know, I want to talk about contingency plan because I know that was one of the, Brite-O-Matic which is our sister property and she is Linda Kane, is our neighbor. She has been our contingency plan. We have a letter of over 17 years ago that allows us to use her parking lot for overflow. She wrote us another letter. We're in great relationship with our neighbors, we believe we have to partner with them, and we've really never used that in the last 17 years. It's been very rare, maybe just once or twice. But we can count it on one hand how many times we've used it, and when we have we restrict it to only our valet for liability issues. Our valet would come and drop off the cars and take the cars back. But we rarely have such a thing.

But that hasn't been the case for the last five to seven years. That would probably have been the case back when the banquet hall opened. I'll tell you this, when the banquet hall opened, Uber and the iPhone were just, weren't even here. So, it's a total different situation.

COMMISSIONER LORENZINI: Can you please tell me why you didn't look at, what's wrong with going to a smaller hotel?

MR. CAZARES: So, we're a lifestyle hotel. All the hotels in Arlington Heights are a limited service 3-star hotel. Lifestyle hotels attract a different type of clientele. We are more focused on, for example, today this morning at the hotel at 8:00 o'clock in the morning, we have a yoga class on the rooftop. Have about 30 guests go up there. We're more, it's quite a different type of --

COMMISSIONER LORENZINI: No, but you can still have all the same amenities, but instead of 10 stories, maybe eight stories or seven stories.

MR. CAZARES: Yes, absolutely. I mean it could be, we're trying to keep it on the footprint of the property, so we're not concerned. There was no height restriction with Arlington Heights.

COMMISSIONER LORENZINI: But you would need less parking if you had a shorter hotel.

MR. CAZARES: Well, we don't agree with the calculations.

COMMISSIONER LORENZINI: All right, fine. That's fine, that's all you need to say.

MR. CAZARES: Yes. The place of assembly on the 12th floor is only restricted to hotel guests. There would be no way for an outside person to come in. So, that's 60 parking spots. The beauty shop and the coffee shop on the first floor as well, it's just like with our hotel downtown, we don't accept cash, you have to pay with a room key, we have RFID keys for that. So, as I mentioned --

COMMISSIONER LORENZINI: Hold on, hold on.

ACTING CHAIRMAN GREEN: Hold on.

COMMISSIONER LORENZINI: So, right now this pattern chart shows you're 138 over.

MR. CAZARES: Correct.

COMMISSIONER LORENZINI: So, what numbers above it don't you agree with that would bring that number down?

MR. CAZARES: We don't agree with the 59 on the 12th floor.

COMMISSIONER LORENZINI: Okay, where do you think that, why don't you agree with that?

MR. CAZARES: Well, because only the hotel guests can use it.

COMMISSIONER LORENZINI: So, the whole 59 would go away?

MR. CAZARES: Only the guests. You couldn't even get up to the floor. Just like with our hotel right now, you have to scan your key card right in there --

COMMISSIONER LORENZINI: Okay, what else? What else don't you agree with?

MR. CAZARES: And the coffee shop and the spa.

COMMISSIONER LORENZINI: So, that's another 12?

MR. CAZARES: Yes.

COMMISSIONER LORENZINI: Okay, what else?

MR. CAZARES: I mean --

MR. O'CONNOR: In terms of duplications, I think that's what we don't agree with. The actual required parking and how that's calculated, we understand it's code. We think it's

excessive though in the way that --

COMMISSIONER LORENZINI: Okay, but taking those out would reduce you from 138 to 67 short. You'd still be 67 short.

MR. O'CONNOR: Well, right, and then you've got between 30 and 45 valet spaces that are available, too.

COMMISSIONER LORENZINI: So, that would further reduce that number, Sam?

MR. HUBBARD: Well, not from a technical standpoint. You can't count valet spaces as parking spaces.

COMMISSIONER LORENZINI: Well, but they don't have to leave it valet. If that's going to break the deal, they could make it non-valet, right, and then they'd have the parking? No?

MR. HUBBARD: They can't make them non-valet because they're in driving aisles, the valet space go in the drive aisles.

COMMISSIONER LORENZINI: I understand, okay. Okay, all right.

MR. CAZARES: I want to introduce Ted Mandigo over here. I know we're getting really into one of the details of parking. But I want Ted to give us a one-on-one on hotel business.

COMMISSIONER LORENZINI: Okay, well, my questions are over.

ACTING CHAIRMAN GREEN: Right, we have to go by the questions we're asking you. Your presentation is over, so we're going to different questions.

MR. CAZARES: Sure. Okay.

ACTING CHAIRMAN GREEN: Susan, would you like to?

COMMISSIONER DAWSON: Sure. It seems to me that perhaps the Petitioner had a misunderstanding that you needed to present everything in the beginning. So, if you keep it really, really, really short, I promise to ask for a one-on-one on hotel parking. But just please keep it really short.

MR. TED MANDIGO: I will. My name is Ted Mandigo, M-a-n-d-i-g-o. I've been doing hotel consulting for about 40 years in Chicago hotel market, including a hearing before this held before when the questions were being asked about the Courtyard by Marriott and the Residence Inn property that were developed here in Arlington Heights. At that time, the questions were two in front of the hearing: Would market sustain the development of those hotels? I think history has proven that that is the case. The second question was about water retention, and I don't know anything about water retention so I had nothing to say on that point. If I recall that meeting, the Marriott people started the presentation and it was going until about 11:00 o'clock, and the Board determined that they would postpone resolution of the open questions until some date certain, and the Marriott people were questioned then.

With respect to the market for the hotel, we've done a market analysis here. We studied the market extensively. We have followed the market in all of the suburban markets and Chicago. We do a projection on an annual basis as to what we think the markets are going to do and we look at about five years based upon supply and demand numbers and changes in demographics and activity in the market area. We completed the market study based upon that and really all the activity going on in the manufacturing community, new businesses opening in the market, and the repositioning of hotel properties in certain local market as well as increased use of properties by residents in an area. We have seen the market able to sustain the

addition of rooms in the market.

We believe that the 120 rooms are correct for this market area. When you build a hotel, you build in overhead costs and public space that needs to be serviced and maintained. That cost needs to be borne by the hotel rooms which is the primary generator of business. If you use less hotel rooms, you still have the same public space that you're dealing with and still have the same maintenance costs associated with it with a little bit of a reduction because of fewer rooms. But spreading that cost over 120 rooms makes it a viable property whereas spreading it over 80 rooms or 60 rooms, the property would no longer be as viable.

Addressing some questions that have been brought up here in terms of the market, the projections indicate one space per room. In the first place, many of the zoning regulations in parking were done in the 70's from municipalities in the past, from municipality to municipality. The trends in developments in terms of driving and persons per car have changed substantially over that time, and the zoning regulations and parking requirements have remained consistent based on the 1970's type of market. I think it was very well expressed by James with respect to Uber and other things.

This also is an airport type property, we're very close to the airport. There is a shuttle that will be provided back and forth to the airport. Airline crews that will be a part of the business will be non-driving. There would be no vehicles involved in that, the shuttle would take care of their transportation.

Also, with 126 rooms in the property, the reason it's being built is because there is spin-off business from this property now that goes to other hotels in Arlington Heights and other areas. Those are people that have the use, they come to banquets here at the European Crystal banquet facility, then get in their car and drive to another property. If the hotel property is here, then those would be double counted. Those would be people that were here for a banquet and stayed in the hotel. 40 to 60 percent, depending upon the seasonality of booking, would be banquet business overflow or banquet business generated for the hotel.

So, we have duplicate counting the numbers of parking spaces required as one space per room and the required parking for the banquet facility. If we're looking at 40 to 60 percent of that business being banquet oriented and being able to sell weekday banquet and meeting business for commercial groups, that business is going to be beneficial to both the banquet facility and the hotel operation and the people that are here for those would be people that are here for both functions and cannot be duplicated.

With respect to the meeting space, there are 58 spaces that will not be required because of the demolition of the banquet facility and those are banquet rooms that are not, those are spaces that are not now required, so that would reduce the number of spaces that would be there with that adjustment from the 175 in the top chart, and then the 59 and 84 are obviously duplications of that.

Our experience with airport hotels is that approximately 30 percent of the parking space per guest room are what are required because of the number of people that take shuttles back and forth and multiple people in cars that are with the same corporation staying at the properties. So, we believe very much that the zoning requirements on parking are something that needs to be readdressed rather than copied from one municipality to another without looking at the actual requirements.

You asked about banquet facilities with hotels, there are very few that are banquet facilities and hotel separately. The ones I know of are Giorgio's down at Orland Park,

the Holiday Inn in Tindale Park where the village built the banquet facility and is operated in conjunction with the hotel. We do not have statistics on those properties but I do not know of or cannot recall others that are a banquet facility where a hotel has been added so that we can take a look at those as two separate entities with overlap. I don't have the data because I do not recall and I'm not able to think of those that exist in this market area. I'd be glad to look at some if someone could suggest a banquet facility where a hotel has been built and we can study that. I'd be glad to answer other questions with respect to the parking or hotel markets.

COMMISSIONER DAWSON: No, I think that was very clear, thank you.

MR. TED MANDIGO: Thank you.

COMMISSIONER DAWSON: Sam, in these numbers, are any of it for the coffee shop, spa, lounge and bar, does that assume staff?

MR. HUBBARD: Yes, I mean staff is accounted for in those calculations in theory, yes.

COMMISSIONER DAWSON: Okay, so it really wouldn't be kind of a 100 percent reduction because there would be some staff members in there. But I guess I think that you make a very good argument. I know probably everyone up here disagrees with me, but I think you make a very good argument for the parking problem. I know one of the things that I wanted to see in Arlington Heights is a high-end spa/overnight. We don't have it here currently.

I like to go to those type of facilities, I have lots of friends that do, and we have to drive hours to get to them. To have one here would be I think a good addition. To be able to go spend the night and have these services, I think you would have great conference, you know, usage. I think, I'm not concerned about whether or not there is a market for it. The one thing that concerns me is that we don't have anything solidified on that extra parking.

So, if you were coming in here today with an extensive lease, with a right of first refusal to buy the property to have those spaces, I'd be very inclined to be fully in support of the project. I'd probably be asking for more assurances related to, I understand you have to swipe a card to go in but everyone can invite a guest over. If my friends are coming in from out of town, I could go meet them at the hotel and swipe the card and use the facilities. So, there is some car usage there.

I do agree that most of the use will be doubled between the conference facility and the hotel. There's a lot of that. But I'm very concerned with the fact that we could approve this today, tomorrow your neighbor could sell the property to somebody else and you have no overflow.

MR. CAZARES: If I could respond, Susan? I completely agree with you. In the two years I've been working with the Staff, I did find a subject property on Arlington Heights Road and Golf Road that is about 1.5 acres. I did mention to Staff that we would be interested to purchase that property and leave it as is as a backup for our valet one day, say if we were super uber successful, and have the valet go and park the cars over there. I was told flat out no, that that was not an option. So, that was the dead end track to that. That property is still available for sale. I did send a letter of intent on that, but the Village has told me that they would not allow that as a backup plan.

COMMISSIONER DAWSON: Okay, do you want to speak to that, Sam?

MR. HUBBARD: I think the property he's referring to was part of one of the TIF redevelopment areas. So, to just turn it to an automobile car parking lot was not what we had envisioned for that.

COMMISSIONER DAWSON: Right, and that's going to be in violation to the Comprehensive Plan. I still feel that, as your attorney pointed out, I know you probably don't want a delay or an extension, but still that if you were to have a more, for my purposes, I am confident, I might be one of the only ones that feel this way but if you have that in writing, I would feel a lot more secure here. I know you have a friendly relationship with them, but anything could happen and you can't put an imposition on the neighbors. As always, I get very frustrated when people don't show up here, the neighboring properties aren't here to object to this. So, you know, I'm assuming that it's a burden on them but they're not here to fight that.

So, plus I would say, just one second, sorry, if whatever happens tonight you go before the Village Board, I would have that, what's it called, your sister property?

MR. O'CONNOR: Brite-O-Matic.

COMMISSIONER DAWSON: She should be here to speak to this on your behalf.

MR. O'CONNOR: She said she would, she would have been.

COMMISSIONER DAWSON: Maybe she would, but she really should be here, you know, to speak to your behalf. That would go a long way to that end. I don't know, if you want to say something, that's fine, I don't know that I have a question there. I'm just --

MR. O'CONNOR: No, no, no. I think we can solidify that further. I think that hasn't happened because of the ongoing relationship with the neighbor since 17 years ago, the same thing. Despite all that, we think we have adequate parking. This is just a contingency plan if, you know, what if there is overflow parking. Even without a contingency plan, as we pointed out before, it could be any other business establishment around here, if people can't find a place to park, what do they do? If they're going to park on the adjoining property and risk getting towed, everyone has that problem. It's just a contingency, nothing more than that.

COMMISSIONER DAWSON: Sure, but we can't put the neighbors in the position to be forced to suddenly have to defend themselves from --

MR. O'CONNOR: I'm not expecting that to happen.

COMMISSIONER DAWSON: No, I understand. But that's, I don't disagree that this hotel is most likely not going to need as much parking as many people here believe that might. I fully agree with the Uber concept. I go very few places without, if I'm going to be having a drink I Uber because it's not worth it. But that is a more modern concept that the Village as a whole has not necessarily experienced. So, it's a harder sell I think to some.

But I don't disagree that I think this is an excellent use of the property. I have significant concerns if the business were to fail that you would be able to find anything else to go on this property that wouldn't have the same parking problems. This is a use that could potentially have less parking impact in that location than any other use I can think of off the top of my head. So, you know, I'm very torn.

Again, if you have just something to make me feel a lot more comfortable about that space, I think I would be shocked to find that you would have won the argument with me. I thought that the 101 class was about when I, you know, when I walked in here, I thought there's no way I would ever give a waiver for 138 parking deficit. But I feel that you've really argued your case, but I do need that, I need that security of that use of that lot.

MR. O'CONNOR: By that you mean what exactly?

COMMISSIONER DAWSON: I would feel more comfortable if you have a formal written lease for the use and a right of first refusal to purchase.

MR. O'CONNOR: I think it was held up, for the purpose of getting a lease, which I think we can, the Village is required a perpetual lease which --

COMMISSIONER DAWSON: No, I understand you're not going to get that. I didn't say perpetual.

MR. O'CONNOR: Yes, I know, that's why I'm just trying to clarify that.

COMMISSIONER DAWSON: I'm completely with you on that, but I would like to see a right of first refusal on the sale that would allow for, because here is the one thing that I think a lot of people are going to disagree with me on. There's something called Trip Advisor, there's something called Yelp. Anyone who books a hotel goes to Trip Advisor and goes to Yelp. If you see a whole bunch of 1-stars that say the hotel is great but there is nowhere to park and that sucks, people won't go. So, they're going to have to build a hotel that works within their parking restrictions. I firmly believe that.

So, I think that, I'm less concerned about the parking situation, but I do feel that we need the overflow, I mean, some security at least in the beginning until it can be proven to the Village that this can work. But I agree with you, you're not going to get a perpetual. I don't know how you can, who would give that? No one would give a perpetual space. Maybe not. Do you disagree with me, Sam? Sorry, all right.

MR. HUBBARD: It's been done, but I'm sure it would be difficult to get.

COMMISSIONER DAWSON: I think you have a hard argument, but I think I'm very impressed with the thought, the plan. I think it's a great use for that space and that facility. I do think it could be successful, but I think the Village needs a little bit more security that we're going to have less infringement on the neighbors, until we see how it works. It's a new model for them, they're not used to it.

MR. O'CONNOR: You won't see that until it's built.

COMMISSIONER DAWSON: I'm with you, I'm completely --

MR. O'CONNOR: They're not there making a multimillion dollar investment here and, as you pointed out, if they really felt parking was a problem, I would imagine they're not going to build it.

COMMISSIONER DAWSON: I agree. I just wish there was some way that we can assure the neighboring properties the concept of, well, if they park there, they'll get towed, oh, well, that doesn't work. You know, now that neighboring properties have to hire a towing company and put security cameras in their lots?

MR. O'CONNOR: I'm not saying that's going to happen. I'm just saying --

COMMISSIONER DAWSON: No, no, not you. I know you're saying that's not going to happen, I get that. You're saying it's actually not going to happen. What I'm saying is that we have to weigh that in because what if it fails? What if it does need that parking? That's a burden that gets put on to the neighboring properties. So, I think we're just in a debate scenario at this point, not question and answer. I should move on.

ACTING CHAIRMAN GREEN: John?

COMMISSIONER SIGALOS: I really don't have too much more to add. I was at the Conceptual Plan Review meeting we had months ago. I think the same issues were discussed and the concerns were brought up at that time. I think it all revolved around parking. It's unfortunate that, you know, with the advent of Uber and Lyft, that we don't have more data as far as who's using those services as opposed to actually driving, so we don't. But we do have codes that are in place today and that we have to adhere to. I mean we can't just say, well, these

codes don't apply anymore because we now have Uber. So, I'm not convinced of that.

Also, at the Conceptual Plan Review meeting, and I think tonight you touched on it briefly, that you expect a lot of the airline pilots and staff to be transported from O'Hare out to this Ivy Hotel. I'm not convinced of that. I mean, here you have all these hotels, most of them are around O'Hare field, why would they spend the extra money to go to a 4.5-star hotel when they could provide hotels a lot closer than 3-star hotel; that's really all the pilots and staff need to sleep overnight until next day when they do a return flight.

MR. CAZARES: I think it's a great question, John. Recently, I was at the IMAX conference which is a hotel convention where planners come and there was a very large interest in this property due to one thing that Arlington Heights has, that O'Hare doesn't have and Rosemont. It's called Mitsuwa. The Asian airlines, China Eastern specifically came up to me and said we would love, we have about 29 staff to come on 1777 and the location is within a half a mile of Mitsuwa. Those Asian airlines, Arlington Heights has such a special thing that nobody else has. It's so convenient and it's such a great amenity for that specific market that it drew a lot of interest.

So, that is definitely going to be one of the target airlines, the Asian airlines that we're going to be going after. We're going to definitely try to work with Mitsuwa to partner and say that this is a great amenity for the Asian staff because really it's the old places in the northwest suburbs that has something like that. So, I don't like to say everything because it would be silly for me to give away all of our secrets. I will let you know that there are some nice valuable assets in this location that make it very appealing to a specific demographic.

COMMISSIONER SIGALOS: What type of room rates, when you say it's going to be a 4.5-star, what do you envision your room rate would be for?

MR. CAZARES: So, our room rate would be anywhere from \$180 to \$220 per night. Then the airlines of course have a different price, they have a contract negotiation where they purchase, you know, 1,000-2,000 room nights. I would prefer not to disclose that kind of price.

COMMISSIONER SIGALOS: How does that compare to say, again I don't know what's in the area there, I haven't, never stayed in one of the hotels here in Arlington Heights. I have downtown, I know what those rates are and they're very expensive. When compared to an alternative hotel whether it be Doubletree or Marriott or Courtyard or whatever, how is that at a 3-star rate --

MR. CAZARES: Ted knows the historical rates specific to Arlington Heights, he has it memorized.

MR. TED MANDIGO: We'll take a look at a chart from one of the projections we put together, and we do an annual, sorry, Ted Mandigo again. We do an annual update for the North Chicago area and do projections of average daily rate of occupancy for them, and we do it for the downtown. The last time we did downtown in 2016, we were off by 23 cents in our forecast of rate for a property. The average daily rate in the market area for 2016 for this market was \$115.16. We are projecting for this property in 2016 dollars \$125 average daily rate for the property, and by the year 2017-18, it would be approximately \$132-\$134. So, rates are substantially lower than they are in the downtown market. For a property that's of this caliber, we expect them to be able to reach the spread of about \$25 to \$30 above the market and that's what our projection shows. Airline rates would be closer to the average for the market area, so they would be getting at maybe \$115 to \$120.

COMMISSIONER SIGALOS: I understand you're saying \$25 to \$30 more for a 4-star hotel versus 3-star --

MR. TED MANDIGO: 4-star versus 3-star.

COMMISSIONER SIGALOS: -- or 4.5-star versus 3-star?

MR. TED MANDIGO: That is correct.

COMMISSIONER SIGALOS: The added cost for you to provide the amenities for, I mean, you've done your economics on this, that is economically feasible --

MR. TED MANDIGO: There is some additional cost which --

COMMISSIONER SIGALOS: -- that it cost \$30 a room?

MR. TED MANDIGO: There is some additional cost in terms of labor associated with providing that caliber service and that's what they currently provide at the Ivy downtown. The quality of the guest rooms that are built that were demonstrated by the Ivy construction downtown is what we're looking for in terms of differential.

COMMISSIONER SIGALOS: Downtown is a whole different market. I mean you could charge, you know, hundreds of dollars more downtown than you can out here.

MR. TED MANDIGO: The average rate downtown is \$208. The Ivy Hotel has substantial marble and granite in the rooms, the decor rate is the higher caliber than you would find in 3-star hotels. There's a very distinctive difference between these properties, a 3-star and a 4-star hotel. It creates a completely different average.

COMMISSIONER SIGALOS: I don't have anything further. I mean I like the idea of the hotel concept. I'm just very concerned with the parking as my fellow Commissioners have indicated. As you don't have any contingency plan really firmly in place, I have a problem with that. We're kind of going on a trial and error basis with so much of this as far as the effects of Uber and Lyft and without really any hard data that would allow any of these parking counts or codes to be modified. So, I don't have anything further right now. I'm just really --

ACTING CHAIRMAN GREEN: Thank you, John. Jay?

COMMISSIONER CHERWIN: Thank you. So, I think hearing my fellow Commissioners, Commissioner Dawson probably may think that nobody agrees with what she said, but I think a lot of what Commissioner Dawson conveyed is kind of how I'm feeling about the project as well almost entirely, but I will ask just a few more questions here.

Can you put up the aerial, Sam, if you don't mind? Sam, the Petitioner brought up the idea of overflow space in Algonquin and Golf. Was it objected to by the Staff because of the TIF or the concept of having off-site was objectionable to the Staff?

MR. HUBBARD: The off-site valet parking is something we can look at. I think the location that they were proposing just wasn't viable being right on Arlington Heights Road and --

COMMISSIONER CHERWIN: So, if we, the aerial I'm looking at is a little bit broader than what you have in this. Sam, do you have any aerial that is part of, pull it out a little bit, the one that you have on our website. Can you get to that so that we see a little bit bigger area or not?

MR. HUBBARD: No.

COMMISSIONER CHERWIN: To the left?

MR. HUBBARD: This is all we have.

COMMISSIONER CHERWIN: The west? Okay, because to the west, the area I'm looking at that was part of our package has some other additional properties one of which

is, I'm just trying to think outside the box here, one of which is on Meijer that I can't imagine uses the whole, you know, all the parking spots they have because it's a huge parking lot that is probably completely underused for the most part. I wonder if that's potentially an option to reach out and say, okay, you've got a giant field of parking, just a few, you know, I don't know, maybe a few hundred yards west of this, again it would go to the, you know, what kind of arrangement, is it in perpetuity or is it a lease.

But if the Staff isn't wholly objecting to off-site parking, maybe that's an option that you haven't explored. I don't know, is it, they have parking counts and everything, too, but you know, if there's some kind of, you know, if there is an ability to, I don't know if they're meeting code or if they're exceeding it or whatever.

MR. O'CONNOR: We did look it up. Obviously we looked at the Brite-O-Matic site. There was another one that was for, I think it was self storage but it was for water detention which would require, you know, one buying it but it wasn't really for sale and having to build a lot over it which would be expensive.

COMMISSIONER CHERWIN: Well, that was going to be my next question which is the one right to your west, what the self storage said to you when you asked them. It looks like that space south of the building is their current detention?

MR. O'CONNOR: That's my understanding, yes.

COMMISSIONER CHERWIN: You would have to then put a vault under it and put a parking lot over it?

MR. O'CONNOR: And from what I understand, they're unwilling to sell it.

COMMISSIONER CHERWIN: They're unwilling to sell it.

MR. O'CONNOR: Right. We also had approached Pace across the street and had an arrangement with them. But there was a lot of concern about people trying to cross Algonquin Road. They have a large parking lot over there.

COMMISSIONER CHERWIN: Okay. So, when self storage said they aren't willing to sell it, were they unwilling to sell it at that price or they were just unwilling to sell?

MR. O'CONNOR: It was unwilling to sell it.

COMMISSIONER CHERWIN: So, going back to Meijer, is that not a, I think I might have said Target before, but Meijer, is that something that you guys would be, I mean it might be like totally nonviable but I don't know, maybe it's something that would be for outside valet?

MR. CAZARES: So, even with Brite-O-Matic, we proposed a lease with them where when we would need overflow, we would pay them, you know, a rental rate per spot.

COMMISSIONER CHERWIN: Yes.

MR. CAZARES: Per day. We had that all drafted up but the Village of Arlington Heights wanted to see a perpetual lease which they wouldn't be able, but we can really find, I don't think it should be any issue to find someone who would be willing to lease parking spots out, especially this being a corporate area, you know, if we had overflow say on a weekend. So, there was really no opposition to that, it's just the fine line details of the lease being perpetual. I don't think anyone is going to agree to that. But we can definitely secure --

COMMISSIONER CHERWIN: Well, all I'm asking you is have you talked to Meijer? If the answer is no, we don't know if some kind of perpetual easement would be objectionable.

MR. CAZARES: Right. No, we haven't talked to Meijer. But Brite-O-Matic,

we did have a draft lease together.

COMMISSIONER CHERWIN: Yes, I saw that.

MR. CAZARES: Where we would lease parking spots from them, you know, on a per spot basis if needed. So, we do have something like that.

COMMISSIONER CHERWIN: Okay. What about structured parking on the south side of the lot?

MR. CAZARES: Right there is our water retention on the south portion of the lot. With the 158 spots that are required by the Village ordinance, the quotes were anywhere from \$3 to \$5 million to construct that structure. In that situation, it would be better off just to purchase a different lot somewhere else. We're really trying to make the highest and best use of the property.

As I was telling you, we have no business 75 percent of the time. I mean you can pass by our banquet on Monday, Tuesday, Wednesday, Thursday, Friday, Sunday, and you'll see it empty all the time. So, I know that these graphs, you know, A, B and C, but it's not reality. The reality is you need to really see, you need to sit and take a look at it like my mom does everyday. I see that the parking lot is totally empty and that we're really only using it just 20 to 25 percent of the time. It's just a shame, what's happening over there.

That's the reason why Wellington didn't make it and a lot of other banquet halls have closed down. It's because they can't justify only being 20 percent, covering the costs is just too hard for us.

COMMISSIONER CHERWIN: Going back to Brite-O-Matic real quick, on the vacant lot south of their building, what was the length that they were willing to give you an agreement on?

MR. CAZARES: For the lease? I think they have around 40 something parking spots that's located right by their entrance. They also have the gravel spots which is like a loading area. We had discussed with her a per-day rate and it was just going to be a month-to-month lease. We'd provide her insurance, our liability, and that, you know, when we would need our valet attendants. She had no issue with it, just with the purchasing portion.

COMMISSIONER CHERWIN: You said that vacant lot to the south is owned by Brite-O-Matic?

MR. CAZARES: Yes.

COMMISSIONER CHERWIN: And there is no ability for you to get access to that lot?

MR. CAZARES: Right, I mean she has no plan on developing that to add a parking lot to her property.

COMMISSIONER CHERWIN: No, not to her property. What I'm saying is, is there any opportunity to make that available? Currently, it's unpaved?

MR. O'CONNOR: It's undeveloped.

COMMISSIONER CHERWIN: Undeveloped.

MR. O'CONNOR: I think there are trees throughout.

COMMISSIONER CHERWIN: Yes. So, what are the chances of that lot becoming available to you at least in the, not in perpetuity but in the short term?

MR. CAZARES: I don't know. You know, we hope that she does well. We would sometimes hope she doesn't do well so that we could purchase the property but --

COMMISSIONER CHERWIN: You've asked her to break off --

MR. O'CONNOR: Yes, we initially approached her about actually purchasing that vacant spot.

MR. CAZARES: Yes, she won't do it.

MR. O'CONNOR: Had to talk to her sister and came back and they weren't interested in selling it. That's when they offered to allow the continued parking.

COMMISSIONER CHERWIN: On that, continued parking on that?

MR. O'CONNOR: Not on that. I don't think you can park there --

COMMISSIONER CHERWIN: Well, yes. Well, I think there would probably need to be some work done, but that's what I'm saying which is are they willing to make that open space available? Potentially there's, you know, some, you know, pavement improvement or whatever that has to be done for overflow parking. But are they willing to make it available for that at all or not? I mean that's minimum, they wouldn't, you know, for their purposes, as long as they're keeping potential future development of that property open, it doesn't matter --

MR. CAZARES: I think the issue is that she would be if there would be a revenue generator. We can't guarantee her that we're going to need it. Our professional opinion is that we won't need it. If we felt very strongly that we needed the parking spots, we would then go and say we can guarantee you X amount of revenue for these spots and I'm sure that could be negotiated.

COMMISSIONER CHERWIN: Well, I mean at the end of the day it could be that your project doesn't get approved unless you have it, whether it generates revenue or not, you just have to --

MR. O'CONNOR: One of the hindrances in getting it leased, to be honest with you to this point, was initially we were in discussions with Pace, and we heard that's not good because you're concerned about, even if it's valet, people crossing Algonquin Road. So, we tabled that.

COMMISSIONER CHERWIN: Yes.

MR. O'CONNOR: Then it was you need a perpetual lease. Well, we can't get a perpetual lease from anyone, so we never got a regular lease.

COMMISSIONER CHERWIN: But I'm not asking you about any of that. What I'm asking about is not Pace but this property south of Brite-O-Matic and the ability to get some lease arrangement with it. Yes, I mean it may cost you money to do it, I don't think she's going to give it to you --

MR. O'CONNOR: I haven't, I drove back there, it's been a long time but the last time I drove back there, there was a lot of large, mature trees throughout the lot that were there that would all have to be cleared and taken out. I think what they're saying is I'm not sure they want to incur the expense or she is not willing to part with that property until --

COMMISSIONER CHERWIN: Yes, and I guess what I'm saying is that, I guess that's two different issues. Either she's not willing to part with it or she might be and it may have a cost that you have to incur for the overall project which is unfortunate. But it's either, you know, maybe that's what gets this thing going on, if people don't like being 130 spots short, that may be an option for you. If you can say, well, at least we can get a ten-year lease on the short term, that may give people comfort. That's all what I'm saying, it doesn't sound like it's really been explored.

COMMISSIONER DAWSON: Just to piggyback off that, if you don't mind, it sounds like it would be somewhat like a landlock where we require people bank --

MR. HUBBARD: Land-bank parking?

COMMISSIONER DAWSON: Land-bank, sorry, not landlock, like a land-back, similar where she could agree to a lease in the event the Village determined that it was necessary, and then you would agree what dollar amount to pay her, but only in the event that the Village determined that it was necessary and that you would incur the cost of, you know, the blah-blah-blah-blah-blah and all of that. If you were able to prove that it wasn't needed, you would never have to incur that cost. But if the Village was receiving complaints and needed it and could enforce it and then turn that into parking, you know, that might be something to go down the road. But we can't solve your problem tonight, that would require a continuance, go out and see if you can fix the problem and then come back and talk to us.

COMMISSIONER CHERWIN: Yes, I think that's well said. I guess what I'm trying to say here is I think the position you're taking is that the Staff is wrong, it doesn't need that much and it doesn't seem like you're really thinking outside the box or trying to extend yourself at all and find a middle ground with the Village. You're just kind of holding your position on what you think parking should be. What I'm telling you is I'm just trying to think outside the box.

MR. O'CONNOR: I agree with you, and I'm saying we have. When it came up about getting a written lease, what I'm saying is the reason we don't have a written lease is because what we were told the requirements of the written lease were weren't realistic. That's all I'm saying is, you know, Sue pointed out that we should have a written lease with Brite-O-Matic, it sounds like we could get it. The reason we didn't get one is because she said she's unwilling to sign a perpetual lease which is what we were told is required for the lease. That's why we don't have it.

COMMISSIONER DAWSON: But I think you've heard from at least two Commissioners that were saying we're not worried about perpetual.

MR. O'CONNOR: I understand that, but I'm saying that's why we didn't have it here tonight.

COMMISSIONER DAWSON: No, I understand. I completely understand why you don't have it here tonight. I'm just thinking you might want additional time to see what you could do, rather than go to a vote tonight.

MR. HUBBARD: If I could just jump in? I think, you know, Staff's standpoint has always been if you don't want the variation, you get a perpetual lease. That's what allows us to consider parking spaces on someone else's property to count towards your parking requirement which would reduce or potentially eliminate the technical variance. We've always said we'll look at a lease for parking on somebody's property that's not perpetual. We've said that that introduces the problem of 10 years down the road or whenever that lease expires that, you know, it's not renewed or someone sells the property. But we said that that could potentially be a justification for a variance and we've said, you know, throughout this process that you've been in conversations with Brite-O-Matic and we've said please, if you have an agreement, provide it to us. We have yet to see it.

So, if you have one, that's great. It doesn't solve the technical parking problem, but you know, again we're willing to take a look at it, I think we'll still be --

MR. O'CONNOR: What we do have that we haven't shared, we have a letter from her saying we could use it. That was again, this was the contingency plan. This is what happens if there is overflow parking every five or 10 years, my understanding of it, unless the contingency plan is what happens when this all, I mean, what's the contingency for how often that

this is to occur or to happen?

MR. HUBBARD: I think the Village wants to be assured in the long-term that you have parking to provide contingency overflow if your parking lot is full. That's ideally what the Village would like to see. If you can only provide a temporary lease, then we'll take a look at it and we'd take it into consideration and the Board could take it into consideration. While I don't think that's going to solve our long-term concerns, it may make, you know, as you've heard tonight, it may help some of the Plan Commissioners. I think Staff's concern is always the long term. Ideally, we want something, a long-term contingency plan.

ACTING CHAIRMAN GREEN: Any more questions, Jay?

COMMISSIONER CHERWIN: No, I'm sorry.

ACTING CHAIRMAN GREEN: Okay, my comments are this, that no matter how you look at it, I was Chairman of the Plat and Sub for this meeting, and back at that time we had the same discussion about what you could do to solve your parking problems. All I've heard here tonight is that it's difficult, they don't want to do it, and therefore, we don't think we have to. This is the feeling I get here.

So, you have a parking problem and you haven't addressed it. We're not really in the position here tonight to step back to the Plat and Sub and start to give you suggestions of what you could, should, or might want to try to do to get this to be more palatable from a parking deficit standpoint. So, that's just my comment.

I'm going to open it up to the public now. If anybody in the room would like to speak that's not part of your group, you can stand up and present yourself now.

Seeing no one, we're going to close the public part of this hearing.

MR. CAZARES: Please stand by for one second, please.

MR. O'CONNOR: The question is if it were possible to get a conditional approval, an approval conditioned upon getting a written lease?

ACTING CHAIRMAN GREEN: That's one Commissioner's take and it's not everybody here.

MR. O'CONNOR: I understand. I don't mean to --

ACTING CHAIRMAN GREEN: So, that's just one out of the group. So, we have a proposal before us tonight and we probably will have this presented as either positive or negative, however that goes. But my point of view is that we're not here to start over again. You got these comments from us earlier. You got the comments from the Staff and you got the comments from the Board at two previous meetings. You still have the same problems as you did when you started this project.

MR. O'CONNOR: We did, and that's what I'm saying, we've --

ACTING CHAIRMAN GREEN: That doesn't mean that it has to go forward just because you're having problems conforming to the code.

MR. O'CONNOR: I'm not saying that. I'm saying that what we did is we understand parking was a concern and we started by addressing it. We reduced the scale of the project so the parking deficit wasn't as large. Besides that, we're looking at other avenues that are around there. When talking about the code and the parking requirements, when it has the spa requirement or the rooftop deck, those are taken into consideration that that's open to the public. So, the deficiency looks higher when you look at it without looking at the explanation behind it.

ACTING CHAIRMAN GREEN: Correct, I understand where you're coming from with that argument.

MR. O'CONNOR: That's --

ACTING CHAIRMAN GREEN: Now, wait a minute, wait, this is my turn to speak, is that you still, no matter how you look at that, these are code requirements. So, whether you get a little bit off here or a little bit off there, you still have a very, in my estimation, a very large parking deficit to overcome. That's all I'm saying. So, the way it's proposed here tonight, you still have this very large number that you haven't provided any parking for. That's just my comment.

So, no more questions, I don't have any more questions for you. So, we're going to turn it back to the board for more comments or a recommendation or something.

COMMISSIONER CHERWIN: I guess I would just follow-up my comments like this which is, you know, I get the trends and the Uber and the ride sharing. In fact, Sam and I on an unrelated issue, we were just talking about this issue before the meeting, on parking counts now. I'm certainly sympathetic to the fact that our code probably right now is requiring a number of spaces beyond what you guys need. I get the double counting and probably beyond that. You know, I'm not terribly convinced that we need that much more parking than what you guys have. But we probably need some of it, and I would say that Staff is concerned about it so we have to do a better job of addressing it. The Board is probably going to be concerned about it, too, and we don't want to end up with an issue.

My biggest problem right now is that it seems like there's just no movement, there's no like, I mean it doesn't seem like much effort has been put into that issue as what the last several meetings have asked for. So, that's my biggest issue right now. I don't, I mean I'm more than willing to give some accommodation and variance to the parking, but to me it just doesn't seem like we have enough to go on in terms of what's been done. That's my thought on it.

COMMISSIONER SIGALOS: If I could follow-up with that, I mean we've heard four different times from the Plat and Sub, the two times before the Village Board, and you haven't done anything to make it go away and to alleviate it all. Have you, I know, I think the question was asked before, have you looked to any parking within the building, underground? Or is that, I guess, economically not feasible? But I mean there's a solution there if you can provide parking within the footprint of your building.

MR. O'CONNOR: I think they have looked at it, right? I mean the area is where they have detention, they have to build above it --

COMMISSIONER SIGALOS: I'm talking about where you're building, your hotel, in the basement.

MR. CAZARES: It only amounts to 15 to 17 spots, it makes no significant effect.

COMMISSIONER SIGALOS: Then do a couple of levels. I mean, again I guess it's all driven by dollars and cents. But I mean you've heard the same concern from different boards and commissions and it hasn't gone away.

MR. O'CONNOR: No, it hasn't gone away. What we tried to do is to reduce the deficit. We're not here saying it goes away.

COMMISSIONER SIGALOS: There's still a significant deficit. So, that's all I have to say.

COMMISSIONER JENSEN: Yes, just to follow-up, I do think that a convincing case had been made to me and maybe others, and I would encourage our Commissioners not to try to read the minds of other Commissioners, okay? However, I think you

made a case, at least if my math is correct, that probably the deficit is closer to 67-70 if you take out the things that you indicate and you had convincing arguments as far as I was concerned on the fact that only guests of the hotel could use certain of these facilities. But you still have 67, a deficit of about 67.

I think you had a good proposal, it was one I was going to mention earlier, from Commissioner Sigalos. We have required some condo and apartment developers to actually put in some parking at the ground level or two levels, you know, going down one part of the level and doing an underground level. I don't know if you've actually explored that to the point where you've got some numbers that let you know whether that's economically feasible or not.

MR. CAZARES: Yes, we have looked at that and it's anywhere from \$30,000 to \$50,000 per spot for that. The main problem with us with the last years is nobody can give us a number of what we can do. You go around in the dryer and the washer machine with the Village, and you guys just make you do study after study after study, and realism isn't here. It's very sad thing now. I'm going to tell you something. When I built the hotel in Chicago, and Chicago is a total disaster, this is even worse. You need to say you know what, this can work, I can give you 90 rooms, we can do this.

Nobody will give you any answer in the Village. It's just all hypothetical and lease and this and another study and this study and a marketing study. You know, and we have the foremost expert of hotel and we have my mother here that has worked day and night to make her business successful. She has done so much for this Village. You know what, the last thing she wants to do is to put her name and to shame her entire life's work. By you guys and by the Staff coming over here and calculating the 180, I don't even know where this number, I completely disagree with this number.

I'll tell you something right now, my mom has been doing business for over 20 years, there is not one complaint about her. She has put everything on the line and we're trying to save her business. I can't even get an answer from the Village to tell me, James, put 90 rooms and cancel the rooftop and it will work. I can't even get anything. It's been two years and I can't even get a number.

ACTING CHAIRMAN GREEN: You have 138 spots as a deficit is a number. There is a code requirement of your parking.

MR. CAZARES: I disagree with the number.

ACTING CHAIRMAN GREEN: That's fine, you can do that. But it's still out there and it's still required as part of our code. So, you can make this argument because you don't agree, that's fine. You should save that argument for the Trustees because we're a recommendation board. We recommend to the Trustees and they will have final decision on your project.

MR. CAZARES: It's from day one at no point have we come to the Village and asked for something crazy. We have come to the Village to save our business. We have come to the Village and hired multiple experts to tell you what is required. The code is outdated, I understand that, and that's what it is over here. I totally understand, the rules are the rules. But we've come here to tell you that this is a viable option, this is workable, this is reality, and there won't be any issues. We're not going to go spend \$20 million and, like Susan said, have bad reviews after. It's the last thing that we want.

ACTING CHAIRMAN GREEN: That's fine. What we can't do, James, is have bad reviews on you and have overflow parking on other people's property, that is not

permissible.

MR. CAZARES: And you've never had that in the last 20 years.

ACTING CHAIRMAN GREEN: And we're not sure that we won't have that. So, thank you, James, we're done with this.

COMMISSIONER JENSEN: Let me just say, first of all, I agree with you and I hope you noted that I said we don't need any more studies. I actually said that to begin with, I don't think that additional studies are going to solve anything. So, I think there's a few of us here who are actually trying to help you get to where you want to be. That's why some of us are sitting here trying to calculate that probably the deficit is closer to 70 than 138. I think that the code is probably, and several other people have said that down at the other end of the table that they think the code is really out of touch with reality, and I do put some stock in the two sets of consultants that you have provided for us. I think their professional opinions should be given some weight. So, I think there are some of us who would like to figure out how we get you to the point where you can go ahead and build the hotel. I think we'd like to see you do that.

I've got to ask Staff, let me ask you, if they get closer to 67 or 60, does that help at all, Sam, in terms of what Staff, and I know you can't speak for the Board, but what does it do for the Staff Development Committee?

MR. HUBBARD: I mean certainly it would help. More, you know, reduction of the deficit would certainly help.

COMMISSIONER JENSEN: Well, I think they've made a compelling case, at least to me and possibly other people, that probably the deficit looks more like 60-70 than 138 which really looks very unrealistic.

MR. HUBBARD: I would like to comment on that if I could. So, they are talking about the 59 spaces required for the 12th floor lounge bar, and they're saying that that shouldn't apply because we're not going to open that up to the public. When we look at our floor plans for the space, you'll see this is the 12th floor and this is a huge space which I believe they're calling the lounge and the bar. We're showing six fixtures, plumbing fixtures in a women's restroom, we're showing at least six fixtures in a men's restroom. So, that leads me to believe if you need that many bathrooms upstairs, that your lounge is going to be used as, you know, I guess I'm having trouble picturing demand by hotel guests that would necessitate that many restrooms.

COMMISSIONER DAWSON: Sam, have you ever been to a conference?

MR. HUBBARD: Sure, I've been to conferences.

COMMISSIONER DAWSON: And a conference that had a rooftop bar?

MR. HUBBARD: Is this going to be used as a conference space?

COMMISSIONER DAWSON: I think it will.

MR. HUBBARD: Well, then I think it should be counted as a conference space.

COMMISSIONER DAWSON: But all I'm saying is that I think people are going to stay in the hotel, they're going to go to meetings in the hotel, they're going to go to a banquet in the hall, and afterwards they're anticipating they're going to go upstairs to a nice rooftop deck to continue on and they want to make sure there's sufficient bathrooms up there.

COMMISSIONER JENSEN: And if you really can't get there without using a key or you can't even pay in cash, you can only pay by charging it to your room, I think they've made a convincing case that you're really not going to have a lot of people walk in off the street

and use the spa facility.

MR. HUBBARD: I agree. I think it's going to be less of a lounge, I think it's going to be more of a hybrid space that could create its own parking demand, not necessarily from people walking out from the street. But I think as a banquet space, I think people could come and reserve that space and create additional trips to --

COMMISSIONER DAWSON: I don't think that that's what they're implying at all because you can't even get upstairs without a room key. You'd have to have a room.

MR. RICHARD MANDIGO: If I may? My name is Richard Mandigo, I am also with the consulting team, TR Mandigo & Company. There are a number of hotels that have, first of all, roof space or lounge space or bar space that may or may not be open to the public. We find in this case, with it not being open to the public, its primary function is going to be as not a meeting place that people are renting out on its own, but something that would be used in conjunction with other things. This is a secondary space. This is somebody who's going to have an event there and then people are going to go want to do something either afterwards and it will function like a restaurant space for people who are at the hotel, a wedding-after party. This is not bringing in additional demand. But it's also going to have, you know, alcohol service, and if you've ever been somewhere with alcohol service, it does generally tend to use more restroom facilities than say a standard restaurant will.

So, I think it's a little spurious to draw conclusions about the project based on a count of stalls. I think that that is probably something that should be reconsidered.

ACTING CHAIRMAN GREEN: Thank you.

COMMISSIONER DAWSON: So, on that end -- were you done, Lynn?

COMMISSIONER JENSEN: Well, for now.

COMMISSIONER DAWSON: I think that even, so I understand Staff's reservations because even without it, let's say we take those arguments, we're still at a 60-70 deficiency, right? I mean that is extreme. I think let's forget about the rest, let's just say we're just dealing with a 60 percent deficiency, that's an extreme deficiency and I can't recall ever, wait, I'm not done, we're just talking, okay, giving you that kind of waiver. So, I understand completely Staff's reservations on this.

I also feel that, you know, there are some solutions here. I disagree that we can't have a conversation tonight about solutions. I think we are trying to, some of us are trying to state that we really want to see this succeed and we want to see it happen and there are some options. One of the questions that you asked was could we consider potentially approval contingent on a lease being executed. The only problem I'd have with that, which is why again I suggest a continuance, is that I don't know the terms of that lease. I know that a month-to-month lease isn't going to do it for me. It's going to need to have a substantive period of time. But I would be okay with one again that only went into effect if it was needed, because I agree with you, I think there's an extremely good chance we won't need those spaces.

But the Village has got to respect the neighbors around, it has to respect its code, and it has to protect them in the event that they needed that assistance. So, we don't have other models like this to look at and point to. We're all very much in a, you know, gray space, and municipalities don't tend to jump in the gray spaces so easily.

So, I think that from my perspective, for whatever it's worth, if there was a continuance tonight and you were to come back with a plan to utilize that lot like I've discussed, maybe potential letters of interest from some airlines saying no, we don't have a

contract, we can't have a contract until you have a hotel, but we would be very interested in having a relationship with this space given these amenities, things like that that would allow us to have a little bit more confidence. You might be able to sway more of the Commissioners, you know, to your side.

That being said, even if we were to all vote no tonight, you could do all those things I just said and still go to the Village Board. So, you don't need that, you don't need that from us. But I don't know if there is some sort of rush. I know it's been two years, but I would think that, if you're hearing at least some of us, that might not be a bad course of action to consider, but it's up to you.

COMMISSIONER CHERWIN: Susan, are you asking the Petitioner if they'd be open to a continuance?

COMMISSIONER DAWSON: A continuance.

COMMISSIONER SIGALOS: My only concern with that is that you've heard this four times already.

COMMISSIONER DAWSON: I haven't.

COMMISSIONER SIGALOS: Well, the Village Board has and we have on the Conceptual Plan Review Committee.

COMMISSIONER DAWSON: But he stated that they haven't --

MR. O'CONNOR: But we have made a number of adjustments based on those comments. You make it sound as if we haven't done anything and the Petitioner feels like they've done a lot. The reason why he's looking for an answer is because he felt like he's done, you may differ, but he's felt like he's done what he can and he needed an answer. Part of the reason he felt that way was because, misunderstanding or not, I don't know, but one of the issues was getting a lease and we couldn't get a written lease because of how it was described to us, the type of lease that was needed for it to make a difference or to count towards what the Village was requiring.

COMMISSIONER DAWSON: I get that. What Sam was saying is that a lease in perpetuity would reduce the amount of spaces you're asking for in a waiver.

MR. O'CONNOR: Right, I get the reference towards mitigating the deficiency or at least taken into consideration for the variance.

COMMISSIONER DAWSON: Right, and I can't even say that even if you came back with all of those that you're going to get 100 percent everyone says rah-rah-rah go. In fact, it sounds like you won't from everyone. But I understand what you're saying, and I just feel like you might want to consider some of the things that, you've gotten relatively favorable comments from a good portion of the Commissioners up here that said with maybe just a few more things we'd be able to support it. So, not all of us but some of us, and that will have some weight with the Village Board.

So, it's up to you how you want to go forward, but I think you should consider a continuance if that's something you're interested in. But again, we're only recommendation, it sounds like you're going to get a no tonight, at least that would be my gut. I can't guess.

COMMISSIONER JENSEN: Don't guess. You have no idea.

COMMISSIONER DAWSON: You're right, I don't. I've been surprised before.

COMMISSIONER CHERWIN: Are you --

COMMISSIONER DAWSON: I'm done, I'm done, absolutely done.

COMMISSIONER CHERWIN: So, yes, I would echo that, and I would say, you know, if Staff had said, hey, this would be, you know, have something in perpetuity here and we're in good shape, I think what I will say is, well, if you can't get that, come back to us and say we can't get it but this is what we can't get, instead of saying we just can't get it. But we can get the shared space from this property to the east, they're willing to let us, you know, share whatever, 20 spaces for a rental fee or this lot that we talked about to the south and not be able to do that, but all I'm saying is some kind of compromise position other than, sorry, no. That would be my thought.

COMMISSIONER LORENZINI: May I speak?

ACTING CHAIRMAN GREEN: Sure.

COMMISSIONER LORENZINI: Okay, thank you. So, the first thing I want to say is my earlier questions about the spots and whatnot, I wasn't trying to beat you down, I was trying to help you come to the numbers you need. The second thing I'd like to say is, Mr. Cazares, I know you're passionate about this and you have a deep respect for your mother, but attacking the board members isn't going to help you, but I understand where you're coming from.

So, going back to where I left off last time, so we had 138 deficit and if you take out the 59 spots on the roof, and Sam, I have to disagree with you because I've been to conferences and I don't like going down to my hotel room to use the washroom, so I mean if there is a guarantee that only those people attending or using that bar is staying at the hotel, I could buy that argument. So, that brings us down to a deficit of 67. Now, the valet parking, if you eliminated that, that's going to add 40 because you're double spacing them, right? If you just made them regular parking, would that reduce it by about 20?

MR. HUBBARD: I would say it would get close to 30 cars valet parked without those painted lines.

COMMISSIONER LORENZINI: Okay, then how many if you regular parked, 15?

MR. HUBBARD: I mean, it's not regular parking at all because it's the drive aisles.

COMMISSIONER LORENZINI: Oh, it's just in the drive aisles.

MR. HUBBARD: Yes.

COMMISSIONER LORENZINI: They're not taking up parking spots.

MR. HUBBARD: They're not taking up parking spaces.

COMMISSIONER LORENZINI: Okay, so we're still at 67. Okay, let me ask some of the hotel experts about Uber and Lyft. In your estimate on this chart here, how many of those, in your experience, how many of those would go away using Uber and Lyft? Even a contract with the United Airlines or American Airlines or somebody?

MR. TED MANDIGO: If there were a contract with an airline for say 15 rooms a night, that would take out 15 rooms of 126 space, one space per room. Now, while it's mandated in code, it's excessive because of the specific type of business that's generated. In our experience at airport hotels is that they require somewhere around 30 percent of parking per guest room. These codes were written for hotels that are suburban hotels, hotels that are located in smaller communities in order to provide the parking for people --

COMMISSIONER LORENZINI: Okay, wait, wait, wait, excuse me, but you're losing me. How many of these spots would go away if you had an agreement with airlines?

MR. TED MANDIGO: How many spots? How many parking spots would you require?

COMMISSIONER LORENZINI: Yes.

MR. TED MANDIGO: You would require for this property of 126 rooms somewhere around 50 spots.

COMMISSIONER LORENZINI: Wait a minute. So, right now for the hotel, they need 126 spots.

MR. TED MANDIGO: That's what your code says. But that's a code that's based upon suburban and rural and small community hotels. The practice on airport hotels, it should be about 30 percent.

COMMISSIONER LORENZINI: Okay, but of those 126 rooms, how many rooms are they expecting to lease to an airline or somebody like that? Roughly.

MR. TED MANDIGO: Of those, it would reduce it. It depends on the airline contract but it would probably be a minimum of 10 to 15 a night and it could be as many as 25 or 30. If you've got two aircraft on the ground, you're going to have that many crew.

COMMISSIONER LORENZINI: So, let's say conservatively that would reduce it to another 10, that brings us from 67 to 57. Then Uber and Lyft attending the banquet, what percentage of those would you say would come by Uber or Lyft or a taxi?

MR. TED MANDIGO: It's very difficult to say, and so it's nothing but --

COMMISSIONER LORENZINI: Give me a ballpark.

MR. TED MANDIGO: -- experience that says that we're probably seeing about 15 percent of people that have taken into consideration the driving under the influence risk and are going out and taking Uber rather than driving a vehicle to a wedding party and then hopping in a car and driving home.

COMMISSIONER LORENZINI: So, with 113 at the banquet, how many would you say, 30 percent of those?

MR. TED MANDIGO: I wouldn't go that high, I'd say perhaps 20 percent.

COMMISSIONER LORENZINI: Okay, let's be conservative, let's say 10 percent. That reduces it another 10, so that brings us down to 46. So, right now best case it seems like you're somewhere around 46 spot deficit, giving you the benefit of the doubt of all that.

MR. TED MANDIGO: That's fine.

COMMISSIONER LORENZINI: So, having a 46 car deficit, how are you going to deal with that?

MR. TED MANDIGO: Well, the fact of the matter is that we are dealing with a business right now that there is an overlap between the banquet and the hotel stays.

COMMISSIONER LORENZINI: Okay, so you're saying there's double counting in there, too.

MR. TED MANDIGO: That's double counting that. So, if I have 60 percent of my business is coming off of the banquet space, those are people that are in the banquet and those are people at the hotel, it's the same person, it's the same car.

COMMISSIONER LORENZINI: How many would that be of this --

MR. TED MANDIGO: Well, on the low side, it would be about 40 percent of the business. On the high side, it would be about 70.

COMMISSIONER LORENZINI: All right, so now we're about break even. So, now it's about break even on the spots.

MR. TED MANDIGO: That's correct. That's exactly what we've been saying.

COMMISSIONER LORENZINI: Okay, that's where you're coming from. All right. One more question. So, what makes this a 4.5-star hotel? The finishes in the room?

MR. TED MANDIGO: The finishes in the rooms and personal attention to service levels and --

COMMISSIONER LORENZINI: But the services, you've got to pay extra for anyways, right?

MR. TED MANDIGO: Not necessarily. It depends on training of the staff and it depends on how they respond.

COMMISSIONER LORENZINI: No, I mean like the beauty salon or whatever, okay. So, basically you're paying for the finishes. That's all I want to know.

MR. TED MANDIGO: And you're getting a premium for it.

COMMISSIONER LORENZINI: All right, thank you.

COMMISSIONER JENSEN: I think you might want to consider what Sue and others have suggested in terms of a contingency because I think you should, you did a nice market study. I'm an economist by training and I've done a lot of research of that type. I think your market study was very nice, it was a very good study. But I think you've marshaled some arguments tonight that really ought to be put on paper in a more forceful way than was shown in the market study, at least the Petitioner should. I think you can get those numbers down quite a bit.

I know that the code doesn't allow you to count the valet parking, but that doesn't mean that this Commission or even the Board of Trustees can't mentally make the calculation, you know, it takes 30 or so spots away. So, I think if you were to marshal the various arguments that have come out of this discussion and take a continuance and come back before us, you might have a change of the view of the Commissioners. We're missing three Commissioners now, we usually are nine. I don't know whether those other three are going to be favorable or not, but I think you could do better to marshal the arguments, that's one option.

The other is one is what Sue suggested, you could do the same thing, you could marshal those arguments and go right to the Board and not bother talking to us again. You have that option to do it because we're only a body that is advisory. So, I think you've made some good arguments and I'm tending to lean in your direction at this point because I think the code is dated, I think it's overstating what is needed. I think you've made some good arguments about double counting. I think you might want to try to get some kind of, more than a letter, a lease of some sort, a contingency lease. I don't think a right of first refusal in terms of buying helps because you're not forced to buy it. So, that you can get the offer but you don't have to buy it so that doesn't help the Village out.

I do want to ask Sam one question. What does the Village do typically if somehow there's been a miscalculation on Staff or the Commission's part and so all of a sudden you have a problem area? Let's suppose this hotel goes through as they have proposed, and all of a sudden you start getting a lot of complaints about parking issues and so forth. What is the recourse of the Village?

MR. HUBBARD: Well, if it's parking on private property, then the Village can't really do much other than, you know, try and work with the property owner and encourage them to park responsibly and not in other people's property. Those other property owners can contract with a towing company and have those cars towed. They can install cameras and so

forth. If it's parking on a public street that's a nuisance to the residents in the area, then the Village can look to change the parking restrictions on that street where it can enforce the parking regulations. When cars are parked illegally, they can ticket and so forth.

COMMISSIONER JENSEN: That's helpful. Anyway, I think you've got a couple of paths you can go down at this point. I think, I don't know if you need to confer with each other or not, but I certainly would consider the offer that Sue initially made, to come back with a better, a tighter argument, because right now you've got bits and pieces of it spread over three or four hours.

COMMISSIONER LORENZINI: I pretty much agree with everything Lynn just said, and I would do your own chart to show how or why you would refute these numbers kind of like we just walked through.

MR. O'CONNOR: Like we just walked through, okay. I appreciate all the comments and the Petitioner does and the suggestions, but we would like to go to the vote this evening after the hearing.

COMMISSIONER DAWSON: Okay.

ACTING CHAIRMAN GREEN: Would somebody like to make a motion?

COMMISSIONER DAWSON: I'll make a motion.

A motion to recommend to the Village Board of Trustees denial of PC#16-012, a Land Use Variation to allow a 126 room hotel within the M-2 District; a Variation from Chapter 28, Section 11.4, to reduce the parking requirements from 310 spaces to 172 spaces; and a Variation from Chapter 28, Section 11.2-8, to reduce the required two-way drive aisle width to allow a 23-foot wide drive aisle where code requires a 24-foot wide drive aisle.

MR. HUBBARD: Can I make a suggestion? I know you're intending to potentially deny the application. But if that vote fails, it's better to actually make a motion for approval. If the motion for approval fails, then it results in a denial rather than --

COMMISSIONER DAWSON: I can't make that motion though.

MR. HUBBARD: You can't make a motion for approval?

COMMISSIONER DAWSON: No, because I don't support approval.

MR. HUBBARD: Well, essentially you can support --

COMMISSIONER DAWSON: Do you want me to strike it and someone who supports approval make that motion?

MR. HUBBARD: I think you can make the motion and ultimately vote against it if you're not in favor of approval.

ACTING CHAIRMAN GREEN: Joe will make the motion.

COMMISSIONER LORENZINI: Okay, I'll make a motion to recommend.

COMMISSIONER DAWSON: I'll strike my motion.

A motion to recommend to the Village Board of Trustees approval of PC#16-012, a Land Use Variation to allow a 126 room hotel within the M-2 District; a Variation from Chapter 28, Section 11.4, to reduce the parking requirements from 310 spaces to 172 spaces; and a Variation from Chapter 28, Section 11.2-8, to reduce the required two-way drive aisle width to allow a 23-foot wide drive aisle where code requires a 24-foot wide drive aisle.

ACTING CHAIRMAN GREEN: Joe's approval, is there a second?

COMMISSIONER JENSEN: I'll second.

ACTING CHAIRMAN GREEN: Roll call vote.

MR. HUBBARD: This is a motion for approval.

ACTING CHAIRMAN GREEN: Yes.

MR. HUBBARD: Commissioner Cherwin.

COMMISSIONER CHERWIN: No, with comment.

MR. HUBBARD: Commissioner Dawson.

COMMISSIONER DAWSON: No, with comment.

MR. HUBBARD: Acting Chair Green.

ACTING CHAIRMAN GREEN: No.

MR. HUBBARD: Commissioner Jensen.

COMMISSIONER JENSEN: No, with comment.

MR. HUBBARD: Commissioner Lorenzini.

COMMISSIONER LORENZINI: Yes, with comment.

MR. HUBBARD: Commissioner Sigalos.

COMMISSIONER SIGALOS: No.

COMMISSIONER DAWSON: Comments?

MR. HUBBARD: Comments.

COMMISSIONER CHERWIN: Yes, I mean I think it's a good project. I want to be able to support it. I think a continuation would have been wise and I think that that's what a lot of people wanted to see here, was this project go forward. I think there can be similar measures taken to address the legitimate concerns of the Staff and most likely the property owners around it. That's all.

COMMISSIONER DAWSON: My comment is again I support this project. I don't know that you need the parking. If I just had something a little bit more that I could hang my hat on about reserved parking, my vote would have been yes.

COMMISSIONER LORENZINI: My comment is I agree with the project, but I think the Petitioner needs to make a better case as to why his parking, he feels his parking is adequate the way it's currently presented. I would also suggest getting some type of a lease with one of the nearby landowners, whether it's perpetual or not.

ACTING CHAIRMAN GREEN: Lynn?

COMMISSIONER JENSEN: I do support the project and I'm sorry that I had to vote no for many of the reasons that were, you know, have been voiced by other people. I think it would be a travesty if this isn't allowed to go ahead and be developed as a hotel. So, I think you would have done better with a continuance, but that's just my view. I think you still can go to the Board, although you've now got a preponderance of noes from the Commissioners here and that's not the best position to begin with when you're talking to the Board.

MR. O'CONNOR: I understand.

COMMISSIONER JENSEN: But I would still recommend you marshal your arguments effectively in a document of a few pages and make a case as best you can. I think there's a lot of us who are sorry that we couldn't vote yes.

ACTING CHAIRMAN GREEN: You've been denied and we will present this to the Trustees, and the date is November 9th, is that correct?

MR. HUBBARD: Tentatively November 6th.

ACTING CHAIRMAN GREEN: November 6th, I'm sorry. November 6th. So, just to say, I agree with what everything that's been said here. As an architect, I think it's a great project. You've got solve the problems with the parking still. Good luck with the Board.

MR. O'CONNOR: Thank you.

ACTING CHAIRMAN GREEN: Thank you for all coming in.

COMMISSIONER DAWSON: Do we have anything else? Do you want a motion to adjourn? Motion to adjourn.

ACTING CHAIRMAN GREEN: Is there a second to that?

COMMISSIONER JENSEN: Second.

ACTING CHAIRMAN GREEN: All those in favor say aye.

(Chorus of ayes.)

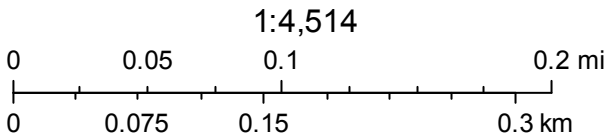
ACTING CHAIRMAN GREEN: We're adjourned.

(Whereupon, the above-mentioned petition was concluded at 9:34 p.m.)

Aerial



July 29, 2016



REPORT OF THE PROCEEDINGS OF
THE CONCEPTUAL PLAN REVIEW COMMITTEE
 OF THE VILLAGE OF ARLINGTON HEIGHTS PLAN COMMISSION
 HELD AT VILLAGE HALL ON:

July 26, 2017

Project Title: Ivy Hotel
 Address: 519 W. Algonquin Rd
 Petitioner: James Cazares
 233 E Ontario
 Chicago, IL 60611

Requested Action:

- Land Use Variation to allow a 126 room hotel within the M-2 District

Variations Required:

- Variation from Section 11.4-4 to reduce the required on-site parking spaces from 275 spaces to 169 spaces.

Attendees: Enrique Castel – Project Architect
 Bruce Green, Plan Commissioner
 Terry Ennes, Plan Commissioner
 Lynn Jensen, Plan Commissioner
 Sam Hubbard, Development Planner

Project Summary:

The subject site is approximately 112,000 square feet (2.6 acres) and includes the existing European Crystal Banquet Hall. The banquet hall required a Land Use Variation which was approved in Ordinance 00-012. The current facility requires 171 parking spaces and there are 175 on site. The proposal is to add a 126 room 12-story hotel at the north end of the building, which would involve the demolition of the four smaller banquet rooms that are currently located in this area (the main banquet hall will not be altered). The hotel will include a coffee shop and spa on the ground floor and a 1,800 square foot bar/lounge on the 12th floor of the building. The number of parking spaces onsite would remain as it currently exists today, with the exception to the removal of three spaces located on the western side of the building.

Meeting Discussion:

Mr. Castel introduced the project and stated that Mr. James Cazares, the property owner, would like to remove a portion of the banquet hall and construct a 12-story hotel. Originally, they had planned a 10-story hotel, but were now proposing a 12-story hotel. He acknowledged that a key issue was that the proposed parking did not meet the Village requirements for parking, and so they were working on getting a variation to reduce the parking requirements.

Mr. Hubbard stated that the subject property was located within the M-2 Zoning District, where hotels were neither a permitted or special use, and therefore a land use variation was required. Additionally, a substantial parking variation was also required, specifically, 275 parking spaces were required and 169 parking spaces were proposed. The hotel was proposed at 12-stories in height and would provide a nice array of amenities, including a coffee shop, spa, and 1,800 square foot bar/lounge on the top floor.

Mr. Hubbard noted that this project appeared before the Plat and Subdivision committee in 2016, and has also appeared twice before the Village Board for an Early Review, once in 2016 and then again in early 2017. At each step in the approval process there have been concerns over parking, and the Staff Development Committee believes that parking is the key issue with this project. Based on a preliminary analysis, the project appears to conform to all setback, height, and bulk restrictions. A parking study was submitted along with the Plan Commission application, but further details and additional evidence is

needed to substantiate the viability of the proposed parking variation. Staff has provided the petitioner with a specific list of items needed within the study. To summarize some of the concerns, there have been events at the banquet facility where parking for the event has filled the parking lot and overflowed onto neighboring properties. With the addition of a 126 room hotel, and no extra parking, staff is concerned about a parking problem. The parking study will need to show substantial evidence that the parking will be viable as proposed, and the parking data has not shown this yet.

Mr. Hubbard said that the project appeared before the Design Commission on July 25th and received a favorable review, however, it was noted that the design was still somewhat preliminary and if further refinements were made to the plans, a re-appearance before the Design Commission may be required. In sum, staff was generally supportive of the proposed use, but needed to see the parking issues resolved if this project was to move forward with a favorable recommendation.

Commissioner Jensen asked why staff was showing that 169 parking spaces would be accommodated on site, but the plans showed that 172 spaces would be on-site.

Mr. Hubbard said that 169 spaces would be the likely outcome as additional handicap accessible stalls were needed to comply with current regulations.

Commissioner Jensen asked if there was a valet parking arrangement with Pace or with another nearby neighbor.

Mr. Castel said that the property owner was working to obtain documentation of an agreement with a neighboring property owner to accommodate for valet parking on the neighboring property.

Mr. Hubbard said that the petitioner had indicated they may be able to provide a formal agreement to park on a neighboring property, and that they currently had a "handshake" agreement to do so but nothing formal. He stated that parking likely overflows onto neighboring properties and has not yet created an issue as these properties are traditionally closed on weekends when the banquet hall is experiencing peak demand. However, unless there is a perpetual agreement with a neighboring property owner, it would not count toward the parking requirements as it could be terminated at any time. A previous version of this project indicated that parking may be accommodated on the Pace site across Algonquin Road, however, he had not seen any formal agreement outlining this.

Commissioner Jensen asked if there was a specific level of parking variation that staff would accept.

Mr. Hubbard replied that there was no magic number that staff was looking for, and that at this point staff was looking for further study of comparable hotels/banquet halls to determine what peak parking demand could be. Based on this information, staff would evaluate the proposed parking to determine if it was acceptable.

Commissioner Jensen asked if the petitioner had thought about reducing the number of rooms to meet the parking requirements.

Mr. Castel said that he did not know and would have to ask the petitioner.

Commissioner Jensen commented that at a certain point, reducing the number of rooms could make the hotel economically unfeasible, and so meeting the parking requirements could be a challenge.

Commissioner Ennes stated that the petitioner was not just asking for a parking variation, but was asking for a huge parking variation. He asked if the petitioner had considered a garage.

Mr. Castel said that he would be talking to the petitioner about that.

Commissioner Ennes said that if the petitioner came back with an agreement with a neighboring property owner to park cars on their property, he would want to see something permanent because he would want to avoid a situation where after several years that agreement could be cancelled and then there would be a significant parking problem. He said that he's

been to the banquet facility on multiple occasions, and when there is a large event, it was his experience that parking was always a problem. He said that he is aware that hotels can be 30% occupied at times, but during peak times they will be 100% occupied, and he would want to see the parking study take into consideration parking during peak times. He acknowledged that some guests at the hotel would be airline employees who would not park cars, however, he suspected that the amount of airline customers would be relatively small. He said that a garage may be a solution to solving a parking deficit.

Commissioner Green reiterated the importance of solving the parking issue and acknowledged that it would be a challenge to provide the required parking on site.

Commissioner Jensen asked about the property to the south of the subject property.

Mr. Hubbard said that this property was Brite-O-Matic, and that the petitioner had approached Brite-O-Matic to see if any arrangements could be made for shared parking or purchase of a portion of the Brite-O-Matic site that was currently vacant, but staff was not aware of any agreement being finalized.

Commissioner Jensen stated that it looked like there were 50 or so spaces in the Brite-O-Matic site that could be used by the petitioner on evenings or weekends.

Mr. Hubbard replied that this very well may be the case, however, if an arrangement with Brite-O-Matic was not perpetual, then there was no guarantee that a future owner of that site would honor that agreement.

Commissioner Ennes said that it did not appear that anyone had a problem with the use of the site as a hotel, and that the combination of a hotel and banquet hall would work well together, it was just the parking that was an issue. Long-term, he believes that the area is attractive given the Star Line Master Plan that was prepared a few years ago.

RECOMMENDATION

The Plat & Subdivision Committee was supportive of the hotel concept and advised that the petitioner should move forward but address the parking issues.

Bruce Green, Chair
PLAT & SUBDIVISION COMMITTEE
Sam Hubbard, Recorder

REPORT OF THE PROCEEDINGS OF
THE PLAT & SUBDIVISION COMMITTEE
OF THE VILLAGE OF ARLINGTON HEIGHTS PLAN COMMISSION
HELD AT VILLAGE HALL ON:

March 23, 2016

Project Title: Ivy Hotel
Address: 519 W. Algonquin Road
Petitioner: James Cazares
Address: 233 E. Ontario
Chicago, IL 60611

Requested Action:

- A Land Use Variation to allow a 165 room hotel in the M-2 zoning district.

Variations Identified:

- Chapter 28, Section 11.4 Parking to allow 177 parking spaces whereas 341 are required, a variation of 164 spaces (Note that these figures do not include the proposed second floor conference rooms which will need to be calculated once the dimensions of the conference rooms are provided, thus increasing the required parking)

Attendees: James Cazares, Petitioner
Bruce Green, Plan Commissioner
Jay Cherwin, Plan Commissioner
John Sigalos, Plan Commissioner
Bill Enright, Deputy Director of Planning & Community Service
Sam Hubbard, Development Planner

Project Summary

The subject site is approximately 112,000 square feet or 2.6 acres and includes the existing European Crystal Banquet Hall. The banquet hall required a Land Use Variation which was approved in Ordinance 00-012. The current facility requires 176 parking spaces and there are 178 on site. The proposal is to add a 165 room 8 floor hotel at the north end of the building, which will include conference rooms on the second floor. The petitioner has provided a market study and parking study both of which are included in this packet. While staff is supportive of the hotel use, issues related to parking, market need, architectural design, and site improvements such as detention and landscaping, will need to be further analyzed in order to determine if the site can support this scale of development.

Meeting Discussion:

Mr. Cazares passed out an informational flyer on the existing Ivy Hotel located in downtown Chicago.

The Petitioners and Plat and Subdivision Committee members introduced themselves.

Mr. Cazares explained that the petitioners own a boutique hotel in downtown Chicago, as well as the European Crystal Banquet Hall located on the subject property, and they have been in the hospitality business for over 30 years. The European Crystal Banquet Hall has been open for about 15-16 years and is now in need of renovations to update the facility. Mr. Cazares gave background information on the existing hotel in downtown Chicago, and discussed the hotel market in the downtown Chicago area and the hotel market in the northwest suburban area, particularly around O'Hare airport. Due to the need to renovate the banquet hall, the petitioners have begun analyzing the banquet hall's strengths and weaknesses. One of these weaknesses is that the banquet hall has around 70% to 73% vacancy on weekdays. Given that the suburban hotel market has low vacancies during the week and higher vacancies during the weekend, the petitioners believe that a hotel would be a good pairing with the existing banquet hall facility.

Mr. Enright said that the Staff Development Committee has looked at this proposal on a preliminary basis and believe that

a hotel makes sense in this location. Although the current zoning does not allow the hotel use, there are several hotels in the area and the location has good proximity to the expressway and to O'Hare airport.

Mr. Enright outlined some of the areas of concern; staff would like to perform a more detailed analysis of the market study to determine if there is a market for this type of hotel at this location and the impact that this hotel may have on other hotels in the area. Parking is something that staff needs to closely analyze, particularly in relation to the addition of a hotel to the existing banquet hall, and staff would like to gather data on similar hotels in suburban environments to understand the potential parking needs for this type of facility. Mr. Enright explained that the existing parking data did not include the conference rooms proposed for the 2nd floor of the hotel, and that this would need to be factored into the parking calculations. Design of the hotel would be important during review of this proposal as the proposed height, at somewhere between 90 and 115 feet, would mean that this building would be highly visible. However, the proposed height of the building was not viewed as a major issue at this location. Additionally, staff was recommending a preliminary review with the Design Commission to provide early feedback and initiate a dialogue on design. The site layout will need some work and adjustments given the changes to the parking and circulation with the new building added to the site. Staff would also like to get a better understanding of existing parking agreements with neighboring property owners. However, by and large the Dept. Heads very much liked the idea pending the resolution of these issues.

Commissioner Cherwin stated that he tends to agree with staff and is supportive of the use at this location. He believes that parking will need to be addressed as the petitioner moves forward in the process, and stormwater will also need to be addressed. With regards to parking, the neighboring properties should be analyzed to determine if there is potential for shared parking at times when neighboring properties are not heavily used and the subject property has a high parking demand. Commissioner Cherwin asked if the weekday or the weekend would be the peak in hotel usage.

Mr. Cazares responded that the suburban hotel market sees peak usage between Sunday and Thursday, and Friday and Saturday has low usage. The market analyst used 8 years' worth of hotel data to understand hotel usage in the Arlington Heights market area.

Commissioner Cherwin stated that this usage corresponded with typical peak uses on neighboring industrial properties, and so maybe shared parking with them would not be viable, but possibly those properties had excess parking capacity. Commissioner Cherwin questioned if platform parking had been discussed.

Mr. Cazares answered that they were not proposing any platform parking and that peak usage for the banquet hall corresponded with low usage for the hotel. However, if the hotel would be full during the weekday, the banquet hall would likely not be in use. Furthermore, they are looking into reducing the total room count by 8 rooms to accommodate for suites, as often times wedding parties prefer the suites.

Commissioner Cherwin reiterated that generally he likes the look of the proposal and didn't have any major concerns.

Commissioner Sigalos said he thought it was a great concept to fill in the vacancies that existed at the banquet hall. However, he shares the same concerns as expressed earlier and that it was tough to tell from the conceptual site plan how everything could be fit on the site with the required stormwater detention, but he was confident that it could be worked out. Commissioner Sigalos asked about the projected 20% of rooms to be used by pilots and flight attendants, considering that there are many hotels much closer to O'Hare airport.

Mr. Cazares responded that yes the airlines would send their staff to an Arlington Heights hotel and cited the DoubleTree, which had agreements with three airlines to house personnel there. Additionally, hotels closer to O'Hare are more aggressive with respect to room rates, and therefore a hotel in Arlington Heights offering a lower rate may be more attractive to an airline company.

Commissioner Sigalos asked if the proposed hotel would be more upscale then the DoubleTree or Holiday Inn.

Mr. Cazares answered that yes, the proposed hotel would be 4.5 stars and would be a luxury hotel, and outlined the required amenities in order to achieve a 4.5 star rating. Furthermore, the petitioner was exploring the option of having their

Arlington Heights hotel join a preferred hotel group in order to achieve better visibility in the market. The hotel would still be called the Ivy Hotel, but there may be some branding involved in the name.

Commissioner Sigalos asked if the hotel would be 4.5 stars and more of an upscale hotel.

Mr. Cazares confirmed that it would be a 4.5 star hotel, comparable to the Renaissance Hotel in Schaumburg.

Commissioner Green commented that his only concern was the parking. He recommended that the parking be resolved, and that he believed it was a fantastic concept. Commissioner Green asked if any parking was proposed for under the building.

Mr. Cazares responded that their architect had proposed that, but that they were against because they wanted to provide usable space in the basement as opposed to parking. Additionally, the budget for this project started at around 5 million dollars, and now with the decision for an 8 or 9 story hotel, the budget appears more like 12 million dollars. A reasonable return on investment is required.

Commissioner Green said that he believed that the petitioner was getting a positive response from the Committee and recommended that the petitioner resolve the parking issues and move forward.

Mr. Cazares stated that he was aware that parking would be an issue, and that he had touched base with his architect. He thinks that they may end up redesigning the entire front parking lot area.

RECOMMENDATION

Plat & Sub Committee agreed that the feedback was positive and encouraged the petitioner to move forward with the project.

Bruce Green, Chair
PLAT & SUBDIVISION COMMITTEE
Sam Hubbard, Recorder



Memorandum

To: Charles Witherington-Perkins, Director of Planning and Community Development

CC: Randy Recklaus, Village Manager

From: Sam Hubbard, Development Planner

Date: 3/16/2017

Re: Early Review - Ivy Hotel, 519 W. Algonquin Rd. PC 16-012

Please find attached information regarding the Ivy Hotel as proposed by the European Crystal Banquet facility. Included is a letter from Patrick M. McMahon, who represents James Cazares of the European Crystal Banquet facility, dated February 24, 2017, requesting early review by the Village Board. Also included is a conceptual site plan and floor plans for the proposed Ivy Hotel project.

The Early Review Process, instituted by the Village Board in March 2001, allows developers, under certain circumstances consistent with the stated Guidelines of Early Review, to present projects to the Board in order to gauge the acceptability of development proposals. It should be understood that the results of the Village Board Early Review do not commit the Village to approving or denying a development proposal if and when the proposal moves through the review process. It is simply an opportunity for a developer to obtain a degree of preliminary feedback from the Board.

Project Background:

The subject property, located approximately 2,000 ft. west of the intersection of S. Arlington Heights Rd. and W. Algonquin Rd, is currently occupied by the European Crystal Banquet facility. The applicant appeared before the Village Board for an Early Review in August of 2016, where the developer proposed a 9-story, 165 room hotel, which would be attached to the existing banquet hall building. Additional banquet/meeting rooms were to be added as part of the proposed hotel. Under this scenario, a 309 parking spaces deficit was proposed for the subject property, representing a 67% reduction in parking requirements.

The proposal has since changed and the applicant is now considering a 13-story, 102 room hotel addition to the existing banquet facility. The proposed hotel is a shorter in width and occupies a smaller footprint than the previous building. Although taller than the previous proposal, the current version of the hotel provides fewer rooms than previously proposed. Below is a point by point comparison of the key components:

Table 1: Current and Previous Ivy Hotel Proposals

	Previous Proposal	Current Proposal
Building Height	115'	147'
Number of Stories	10	13
Number of Rooms	160	102
Length of Ivy Hotel Building	192	130
Parking Spaces Provided	151	175
Parking Space Required	461	255
Building Footprint	10,786 sq. ft.	6,045 sq. ft.
Banquet Spaces	9,354 sq. ft.	5,654 sq. ft.

Because the property is zoned M-1, Research, Development, and Light Manufacturing District, a Land Use Variation is required for the proposed hotel use (a Land Use Variation to allow the banquet hall facility was approved in 2000). Additionally, certain variations from zoning code requirements are required for the proposed hotel, most notably a variation to reduce the number of off-street parking spaces. Due to the extent of the potential parking variation, the petitioner has asked for a second Early Review with the Village Board. Since the first Early Review, no action has been taken on the previously submitted Plan Commission application. The petitioner is seeking a second Early Review prior to revising engineering plans and completing a traffic and parking study.

Parking Issues

A detailed breakdown of the existing and proposed parking relative to code requirements is attached in “Exhibit I”. In sum, Village Code requires 255 off-street parking places for the combination of the banquet hall and hotel uses, however, the applicant has proposed 175 parking spaces, which creates a 80 space deficit (31%). It may be noted that the existing banquet hall site contains 168 spaces and is required by code to provide 171 spaces, which translates to a 3 space deficit (2%).

The petitioner has stated that the hotel will be busy Mondays through Thursdays primarily with business travelers and will not have a large number of guests Friday through Sunday. Conversely, the petitioner has stated that the banquet hall is busy on Friday through Sunday and therefore the two uses will not create demand for the parking lot at the same time.

Additionally, the petitioner would like to make arrangements with airlines companies to house their staff overnight on layovers from O’Hare. This population would get shuttled to and from the hotel and would therefore not require parking. The petitioner estimates that up to 20% of the rooms could be reserved for this type of arrangement.

Since the last Early Review appearance with the Village Board, the applicant has reached out to several neighboring property owners to identify potential overflow parking options in the neighborhood. To date, these efforts have not been successful and no potential overflow parking area has been identified.

Staff has researched previous parking reduction variation requests made by hotels within the last 25 years. A detailed breakdown of all requests (which were approved) in comparison to the current request is provided within “Exhibit II”. The current request proposes to reduce the required parking to an extent greater than all previous requests.

While the proposed plan is an improvement over the previous proposal, staff recommends a detailed parking study be provided prior to making a recommendation on the parking supply provided in the proposal versus the parking demand to be created by the proposal.

Conclusion

It is recommended that the Village Board evaluate the conceptual site plan and preliminary information available at this time and provide preliminary feedback regarding the proposed development, specifically, as it relates to the proposed parking Variation.

Exhibit I – Code Required Parking Analysis

Required Parking - Existing European Crystal Banquet Facility

SPACE	PARKING CODE USE	GROSS SQUARE FOOTAGE	MAX OCCUPANCY	SEATING AREA	NUMBER OF ROOMS	PARKING RATIO	PARKING REQUIRED
Main Banquet Hall	Place of Assembly	5,654	377*	-	-	30% of Occupancy	113
Front Banquet Hall	Place of Assembly	2,910	194*	-	-	30% of Occupancy	58
Total Banquet		8,564	571				171
Total Parking Required							171
Total Parking Provided							168
Parking Surplus/(Deficit)							(3)

Required Parking – Proposed Ivy Hotel + European Crystal Banquet Facility

SPACE	PARKING CODE USE	GROSS SQUARE FOOTAGE	MAX OCCUPANCY	SEATING AREA	NUMBER OF ROOMS	PARKING RATIO	PARKING REQUIRED
Main Banquet Hall	Place of Assembly	5,654	377*	-	-	30% of Occupancy	113
Total Banquet		5,654	377				113
1st Floor Coffee Shop	Retail	363	-	182**	-	1 per 45 sq. ft. of seating area	4.04
13th Floor Lounge/Bar	Place of Assembly	1,800	120*	-	-	30% of Occupancy	36
Hotel	Hotel	-	-	-	102	1 Space per Room	102
Total Parking Required							255
Total Parking Provided							175
Parking Surplus/(Deficit)							(80)

* Building Code calculates occupants at 1 per 15 sq. ft. of space

** Seating area size unknown. Estimated size based on 50% of total coffee shop size.

This is a preliminary analysis and is subject to change upon review of a detailed submission.

Prepared by the Planning and Community Development Department

Date: 1/9/2017

Exhibit II – Past Hotel Parking Variations

	Ivy Hotel	Required Parking
Hotel Rooms	102	102
Banquet Spaces (in sq. ft.)	5,654	113
Meeting Rooms (in sq. ft.)	None	-
Restaurant (in sq. ft.)	363	4*
13th Floor Bar/Lounge	1,800	36**
Total Required Parking		255
Parking Variation Granted in 1998		N/A
Parking Variation Granted in 1999		N/A
Landbanked Parking Spaces		N/A
Total Provided Parking		175

	Double Tree Hotel	Required Parking
	301	301
	4,900	98
	2,670	53
	4,876	108
	-	-
		560
		448
		N/A
		-72
		376**

	Wingate Hotel	Required Parking
	80	80
	0	0
	836	17
	0	0
	-	-
		97
		N/A
		89
		N/A
		89***

* Seating area for this space was assumed at 50% of 363 sq. ft. coffee shop size. At 45 sq. ft. per seating area, 4 parking spaces are required.

** 13th floor Bar/Lounge was considered assembly space for parking calculations purposes. Building code figured 15 sq. ft. per occupant, and parking was calculated at 30% of occupancy.

*** In addition to the 376 parking spaces provided on site (with 75 of the 376 spaces provided through a REA), 72 spaces are landbanked. If these landbanked spaces are converted to parking spaces, the site would provide 448 spaces.

**** A Variation to allow a reduction in parking space width was granted to Wingate, which allowed them to fit the 89 parking spaces on the site.

Parking Summary:

Ivy Hotel	175 Spaces	69% of required parking
Double Tree	376 Spaces	67% of required parking
	448 Spaces	80% of required parking
Wingate	89 Spaces	92% of required parking

Prepared by the Planning & Community Development Department

Date: 3/15/2017



MINUTES

President and Board of Trustees
Village of Arlington Heights
Board Room
Arlington Heights Village Hall
33 S. Arlington Heights Road
Arlington Heights, IL 60005

March 20, 2017

8:00 PM

I. CALL TO ORDER

II. PLEDGE OF ALLEGIANCE

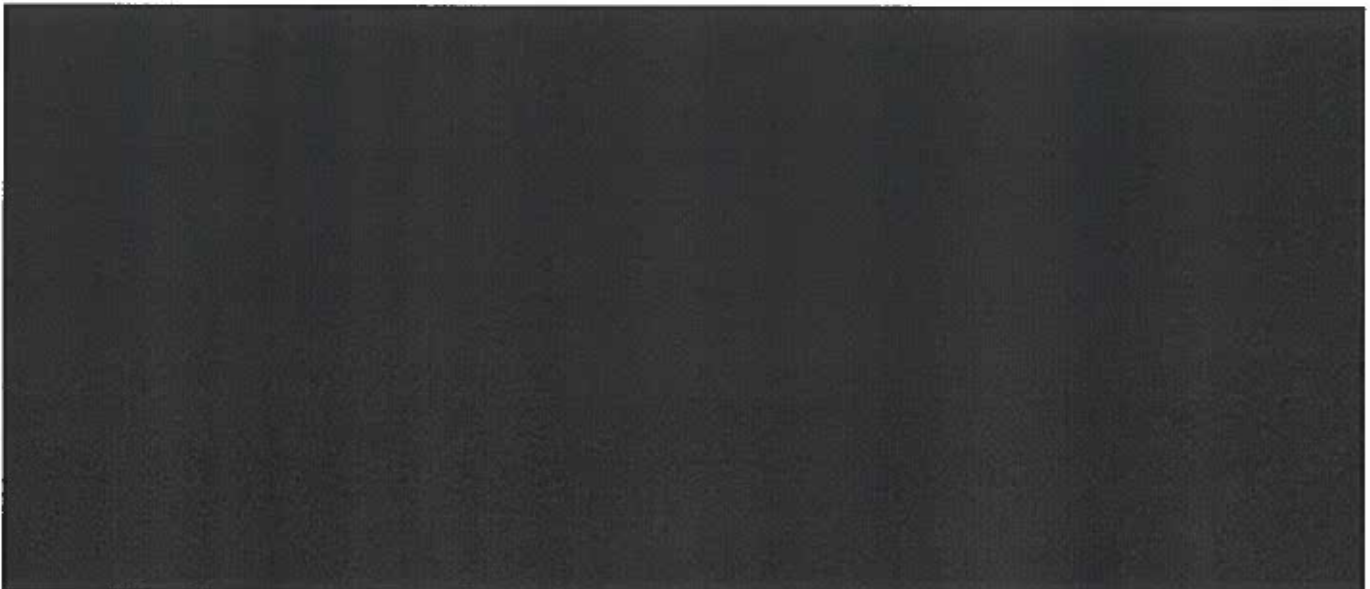
- A. Presentation of the Colors by Girl Scout Troop #40694 from South Middle School and Dryden School

III. ROLL CALL OF MEMBERS

President Hayes and the following Trustees responded to roll: Scaletta, Glasgow, Blackwood, Tinaglia, LaBedz, Sidor.

Trustees Farwell and Rosenberg were absent.

Also in attendance were: Randy Recklaus, Steve Elrod, Gerald Mourning, Scott Shirley, Charles Perkins, Robin Ward and Becky Hume.



XIV. REPORT OF THE VILLAGE MANAGER

A. Ivy Hotel - 519 W. Algonquin Rd. - Early Review

John O'Conner, attorney for the petitioner, said this is a scaled down plan from the one originally presented which changes the proposed hotel to 13 stories with 102 rooms. They shrank the size of the building and the eliminated a banquet room to try and get the parking requirements down. They were not successful in purchasing other properties for alternative parking. They would like to get the Board's opinion on this new parking situation and see if the project is economically feasible.

President Hayes said the current proposal has 175 parking spaces when 255 is required. He said in a worst case scenario, there would not be enough parking. Mr. O'Conner said Pace had been approached for additional parking but the lot is not easily accessible. The hotel would be busy Monday-Thursday, and the banquet facility is busy on the weekends. He explained that they have 30 valet spots in addition to the 175 spaces. Which means the new plan needs a 20% variance for 205 spots. Having only one grand ballroom brings down pressure on parking.

James Casares, General Manager of the Ivy Hotel in Chicago, said historical 10 year hotel occupancy in Arlington Heights is lower than 50% on weekends. So, when the banquet facility is busy the hotel would not be and when the hotel would be busy the banquet facility would not be. The banquet business has almost no revenue Monday-Thursdays. The weekend business is weddings, and they need hotel space.

Mr. Perkins said there have not been any renderings of the building submitted yet. There is not height restriction in this location. The petitioner is trying to see if this is acceptable before they go too much further. Staff would like to see details and a parking study. There is no resident impact and no issue with the flight paths.

Trustee Scaletta asked what happens if they are out of parking on any given day. He said he needs to understand what plan B is. He would like to hear from a professional that will put these ideas into numbers. Mr. Casares said they are working on that. Today, people take Uber. Trustee Scaletta asked in the event this building is constructed, would the Village be able to respond to a fire? Mr. Perkins said that size of building would receive a mutual aid response, and the building would have to be Fire Code compliant.

Trustee Tinaglia said he was not afraid of 13 stories. His concern was with the site plan and determining the maximum parking. He said typically, the site parking dictates the size of the building, not the other way around. Valet parking stalls don't mean anything. There is still a parking deficit, and he questioned why the Board would go forward with something that was destined to fail. He said he did not want problems 2 years later.

Trustee Glasgow noted that the Doubletree hotel has 67% of its required

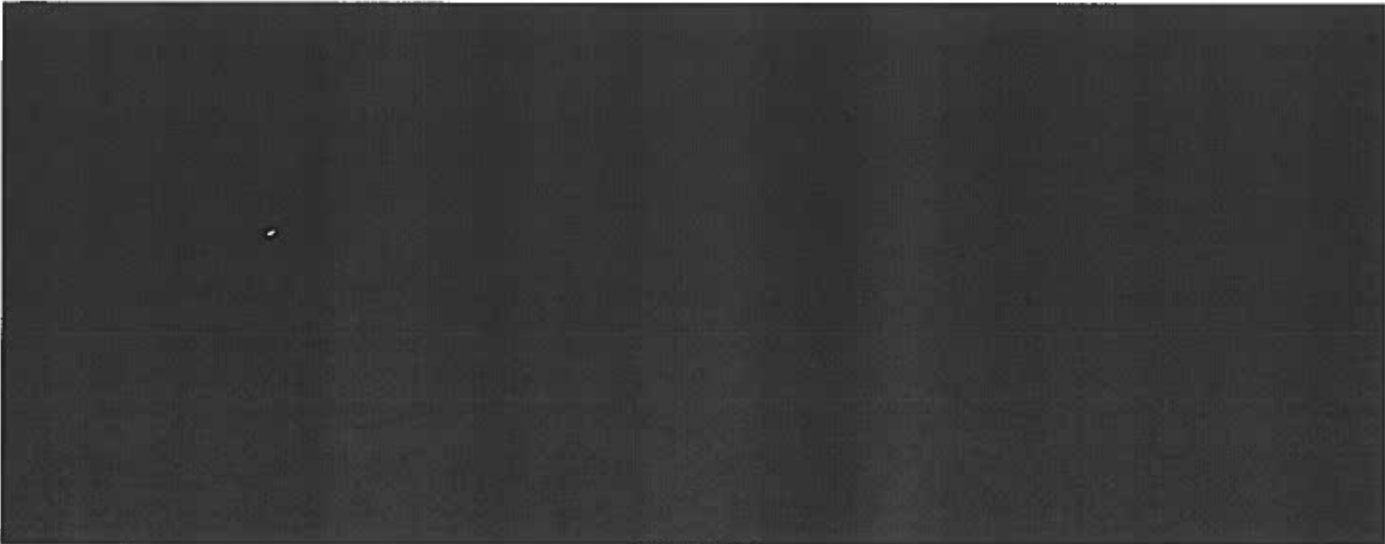
parking. Mr. Perkins said the Doubletree has a combined parking area and he has not personally had any complaints on lack of parking there. However, the offices next door are empty in evening. Trustee Glasgow asked if the Ivy is pursuing the other spaces for additional parking. Mr. O'Conner said the only opportunity would be to go back to Pace. There are two other areas possible for parking, but those owners were not interested in selling. He said there is a large market for business travelers and airline employees who would not be driving there and parking. The addition of the Valet parking makes them 69% compliant with the required parking. Double tree is at 67%. Trustee Glasgow said he wants to see additional work on parking. He said he did not want to stall the project because they are 2% over another hotel that is active.

Trustee LaBedz asked who the lounge and coffee shop would serve. Mr. Casares said the patrons. The hotel customers need a place to have meals and it is good to have an attraction like the open air rooftop if they are in meetings all day. They will also offer a complimentary shuttle to the airport. Trustee LaBedz said maybe the parking deficit won't be as dramatic in reality.

Trustee Blackwood recommended they have at least two shuttles. The Doubletree is successful is because of the shuttle service. Mr. Casares said there will not be a destination restaurant on the roof or inside.

Trustee Sidor asked if staffing was considered in the parking numbers. Mr. Perkins said the parking Code requirements are all inclusive and assume a portion is employees. That is why village has asked for parking study. Trustee Sidor said he liked the concept but parking is the issue. If parking is okay, he would be in favor.

President Hayes said staff has suggested that a detailed parking study be supplied. Mr. Perkins said their next step would be to amend their earlier plans and submit a traffic study. President Hayes said this is closer to something the Board could approve but there is more work to be done to satisfy contingency plans and over flow parking.





Memorandum

To: Randy Recklaus, Village Manager

CC: Charles Witherington-Perkins, Director of Planning and Community Development

From: Sam Hubbard, Development Planner

Date: 8/9/2016

Re: Early Review - Ivy Hotel, 519 W. Algonquin Rd. PC 16-012

Please find attached information regarding the Ivy Hotel as proposed by the European Crystal Banquet facility. Included is a letter from Patrick M. McMahon, who represents James Cazares of the European Crystal Banquet facility, dated August 3, 2016, requesting early review by the Village Board. Also included is a conceptual site plan and building elevations for the proposed Ivy Hotel project.

The Early Review Process, instituted by the Village Board in March 2001, allows developers, under certain circumstances consistent with the stated Guidelines of Early Review, to present projects to the Board in order to gauge the acceptability of development proposals. It should be understood that the results of the Village Board Early Review do not commit the Village to approving or denying a development proposal if and when the proposal moves through the review process. It is simply an opportunity for a developer to obtain a degree of preliminary feedback from the Board.

Project Background:

The subject property, located approximately 2,000 ft. west of the intersection of S. Arlington Heights Rd. and W. Algonquin Rd, is currently occupied by the European Crystal Banquet facility. This facility is 20,215 sq. ft. in size, and the applicant is proposing the removal of approximately 5,000 sq. feet of the banquet hall structure to allow the construction of a 10-story, 165 room hotel, which would be attached to the remaining 15,000 sq. ft. banquet hall building. Additional banquet/meeting rooms would be added as part of the proposed hotel.

Because the property is zoned M-1, Research, Development, and Light Manufacturing District, a Land Use Variation is required for the proposed hotel use (a Land Use Variation to allow the banquet hall facility was approved in 2000). Additionally, certain variations from zoning code requirements are required for the proposed hotel, most notably a variation to reduce the number of off-street parking spaces. Due to the extent of the potential parking variation, the petitioner has asked for an Early Review with the Village Board. A Plan Commission application has been submitted and is under department review. The petitioner is seeking early review prior to spending additional funds on modifying their existing plans.

Parking Issues

A detailed breakdown of the existing and proposed parking relative to code requirements is attached in "Exhibit I". In sum, Village Code requires 461 off-street parking places for the combination of the banquet hall and hotel uses, however, the applicant has proposed 151 parking spaces, which creates a

309 space deficit (67%). It may be noted that the existing banquet hall site contains 168 spaces and is required by code to provide 171 spaces, which translates to a 3 space deficit (2%).

The petitioner has stated that the hotel will be busy Mondays through Thursdays primarily with business travelers and will not have a large number of guests Friday through Sunday. Conversely, the petitioner has stated that the banquet hall is busy on Friday through Sunday and therefore the two uses will not create demand for the parking lot at the same time.

Additionally, the petitioner would like to make arrangements with airlines companies to house their staff overnight on layovers from O'Hare. This population would get shuttled to and from the hotel and would therefore not require parking. The petitioner estimates that up to 20% of the rooms could be reserved for this type of arrangement.

The petitioner has made staff aware of ongoing negotiations with Pace, which is located across Algonquin Rd. to the north of the subject property. The petitioner is negotiating an agreement that would allow overflow parking on the Pace site during evening hours on certain days for events at the banquet hall. However, any such agreement would only count towards the required parking if it is made perpetual and cannot be terminated unless authorized by both parties. The petitioner may wish to explore additional options for permanent parking at other nearby properties south of Algonquin Rd.

Staff has researched previous parking reduction variation requests made by hotels within the last 25 years. A detailed breakdown of all requests (which were approved) in comparison to the current request is provided within "Exhibit II". The current request proposes to reduce the required parking to an extent greater than all previous requests.

Conclusion

It is recommended that the Village Board evaluate the conceptual site plan and preliminary information available at this time and provide preliminary feedback regarding the proposed development, specifically, as it relates to the proposed parking Variation.

Exhibit I – Code Required Parking Analysis**Required Parking – Existing European Crystal Banquet Facility**

SPACE	PARKING CODE USE	GROSS SQUARE FOOTAGE	MAX OCCUPANCY	NUMBER OF ROOMS	PARKING RATIO	PARKING REQUIRED
Main Banquet Hall	Place of Assembly	5,654	377	-	30% of Occupancy	113
Front Banquet Hall	Place of Assembly	2,910	194	-	30% of Occupancy	58
Total Banquet		8,564	571			171
Total Parking Required						171
Total Parking Provided						168
Parking Surplus/(Deficit)						3

Required Parking – Proposed Ivy Hotel + European Crystal Banquet Facility

SPACE	PARKING CODE USE	GROSS SQUARE FOOTAGE	MAX OCCUPANCY	NUMBER OF ROOMS	PARKING RATIO	PARKING REQUIRED
Main Banquet Hall	Place of Assembly	5,654	377	-	30% of Occupancy	113
Parlor A	Place of Assembly	1,315	88	-	30% of Occupancy	26
Parlor B	Place of Assembly	1,315	88	-	30% of Occupancy	26
Parlor C	Place of Assembly	530	35	-	30% of Occupancy	11
Parlor D	Place of Assembly	540	36	-	30% of Occupancy	11
Total Banquet		9,354	624			187
1st Floor Bar/Lounge	Place of Assembly	1,760	117	-	30% of Occupancy	35
Rooftop Lounge/Bar/Exterior Patio	Place of Assembly	3,689	246	-	30% of Occupancy	74
Hotel	Hotel	-	-	165	1 Space per Room	165
Total Parking Required						461
Total Parking Provided						151
Parking Surplus/(Deficit)						309

Prepared by the Planning and Community Development Department
Date: 8/9/2016

Exhibit II – Past Hotel Parking Variations

	Ivy Hotel	Required Parking
Hotel Rooms	165	165
Banquet Spaces (in sq. ft.)	5,654	113
Meeting Rooms (in sq. ft.)	3,700	74
Restaurant (in sq. ft.)	5,449	109*
Total Required Parking		461
Parking Variation Granted in 1998		N/A
Parking Variation Granted in 1999		N/A
Landbanked Parking Spaces		N/A
Total Provided Parking		151

	Double Tree Hotel	Required Parking
	301	301
	4,900	98
	2,670	53
	4,876	108
		560
		448
		N/A
		-72
		376**

	Wingate Hotel	Required Parking
	80	80
	0	0
	836	17
	0	0
		97
		N/A
		89
		N/A
		89***

* Area was calculated as "Assembly Space" and not "Restaurant Space" for parking calculation purposes as the "restaurant" space is the 1st Flr. Lounge/Bar and the Rooftop Bar/Exterior Patio space, which are not traditional restaurant spaces.

** In addition to the 376 parking spaces provided on site (with 75 of the 376 spaces provided through a REA), 72 spaces are landbanked. If these landbanked spaces are converted to parking spaces, the site would provide 448 spaces.

*** A Variation to allow a reduction in parking space width was granted to Wingate, which allowed them to fit the 89 parking spaces on the site.

Parking Summary:

Ivy Hotel	151 Spaces	33% of required parking
Double Tree	376 Spaces	67% of required parking
	448 Spaces	80% of required parking
Wingate	89 Spaces	92% of required parking

Prepared by the Planning & Community Development Department
Date: 8/9/2016

XIV. REPORT OF THE VILLAGE MANAGER

A. Ivy Hotel - 519 W. Algonquin Rd. - Early Review

Mr. Reckluas said the petitioner is proposing a 165 room hotel which would be attached to the existing banquet hall. Approximately 5,000 square feet of the existing structure would be removed to allow for the new construction. They are requesting a parking variation from the required 461 to 151 spaces. Early review is designed to give the petitioner feedback, but does not guarantee approval.

Mr. Perkins said the petitioner is part way through the plan review process. Prior to staff response, they are seeking feedback. The traffic and parking studies have yet to be completed and there are concerns whether the parking will be sufficient.

John O'Conner, attorney for the project, said they are in final negotiations with Pace across the street for additional parking. They are also talking to neighbors in attempt to purchase neighboring properties. It is not financially possible to put in a parking structure. The facility is 80% vacant Monday -Thursday, so the petitioners are looking for better uses for the site.

Co-owner Krystyna Cazares said they would like to get more corporate business but it is difficult because they do not have hotel spaces on site.

President Hayes said the village appreciates European Crystal and thanked them for their willingness to think outside the box. He asked for more explanation on the expected hotel use. Ms. Cazares said they expect weddings on the weekends and corporate meetings during the week. The

target market is people coming from the airport who would be taking cabs.

Trustee Labedz said she had no problem with idea of hotel but that parking was a big concern as corporate people will drive too. She asked if the banquet space will be reduced. Ms. Cazares said it will be reduced from 20,000 square feet to 15,000 square feet. They will add break out rooms. The hotel rooms will have a blend of one and two beds per room.

Trustee Glasgow said he also had no problem with a hotel and said it was the best use of the land. He questioned the parking as well, noting the Doubletree has 376 spaces for 301 rooms. Mr. Cazares said the hotel will have a lounge and a rooftop terrace. Trustee Glasgow asked about the parking study. Mr. Perkins said there was a parking summary but no back up data or counts to support the parking data. The Cazares' said they planned to have 24 hour valet service using the Pace site. Trustee Glasgow said he would feel more comfortable with overflow parking and contingency plans.

Trustee Tinaglia asked if there were other examples where this kind of parking deficit works. Mr. Perkins said not in the village, but other communities could be looked at. Trustee Tinaglia said parking is the only thing holding the project back. He recommended investing in the traffic consultant, getting the detailed analysis and proving the parking will work.

Trustee Rosenberg said he was worried that people crossing Algonquin to the Pace lot would be vulnerable and it was a major concern for him. He said it would be worth convincing the State or County to put a light there. He said the additional 54 spaces the Pace agreement would bring is far shy of the requirement. He cautioned that suburban users were not the same as downtown Chicago. He said the hotel guests may create more banquets which may exceed parking capacity. The restaurant and lounge may attract people who are not hotel guests. If everything was used, it could be a major disaster. Trustee Rosenberg asked about storm water. Mr. Perkins said detention is required. Mr. Perkins said a few sites have been identified for additional parking which could be explored.

Trustee Blackwood also expressed concern about the limited parking saying that a large wedding would stretch the capacity. Ms. Cazares said the valet parking would offset that. They are trying to purchase the lot next door. Trustee Blackwood said a boutique hotel would be an attraction, but sufficient parking is necessary. She said she didn't want the business to box itself in. She said it would be exciting to see what the hotel would be like, but a parking/traffic study needs to be seen.

Trustee Farwell said based on his experience of working next to the Doubletree, the parking is necessary. The Doubletree overflow goes into the office building next door and it was built with 67% of the required parking. Even at 67% it is not functional. He said he would need to see

significant improvement in parking. The hotel customers will require a car. Twenty-four hour valet requires a lot of crossing of the street. He said there is room in the village for a boutique hotel, but he didn't know if this was the smartest spot.

Trustee Sidor said the project is far away from a solution regarding parking. He said the hotel is a great idea and the location is okay. He asked what the price would be per room. Tony Cazares, co-owner, said between \$120 and \$150 per night. Mr. Cazares said he knew it was not enough parking.

President Hayes said the village would be willing to help the project, as it is a great opportunity, if they had the land. The concerns regarding the land are appropriate. Ms. Cazares said she thought they needed a total of 270 parking spaces.

STAFF DESIGN COMMISSION REPORT

PROJECT INFORMATION:

Project Name: Ivy Hotel
Project Address: 519 W. Algonquin Road
Prepared By: Steve Hautzinger

Date Prepared: July 12, 2017

PETITIONER INFORMATION:

DC Number: 17-090
Petitioner Name: James Cazares
Petitioner Address: 519 W. Algonquin Road
Arlington Heights, IL 60005

Meeting Date: July 25, 2017

Requested Action(s):

1. Approval of the proposed architectural design for a new hotel addition to an existing banquet facility.

ANALYSIS

Summary:

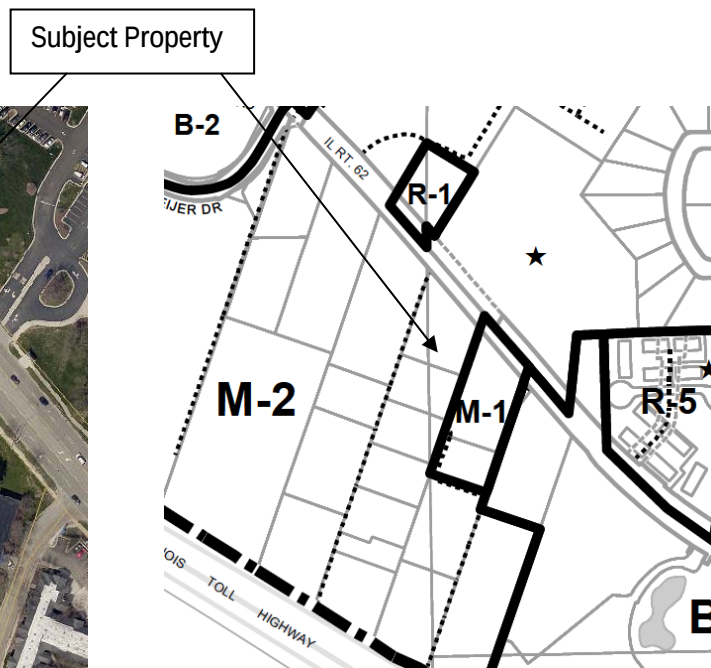
The subject design is being forwarded to the Design Commission for review pursuant to Chapter 6 of the Municipal Code, specifically Section 6-501 (e)(1), which states that the Design Commission "shall review all Plan Commission, Zoning Board of Appeals, Building Permit and Sign Permit applications for new construction and those improvements which affect the architectural design of the building, site improvements or signage to determine whether it meets with the standards, requirements and purposes of the Design Guidelines and Chapter 30, Sign Regulations."

The petitioner is proposing to build a new twelve-story, 128 room, hotel addition to the existing European Crystal Banquet & Conference Center facility. The front portion of the existing banquet facility will be demolished to accommodate the new hotel tower. The scope of the project includes site work and landscaping as required to accommodate the new hotel located at the north end of the site. The site is approximately 2.6 acres. The property is zoned M-2, Limited Heavy Manufacturing District, and this proposal requires review by the Plan Commission and approval by the Village Board to obtain approval for a Land Use Variation and parking variation.

Site:



Aerial View of Subject Site



Zoning Map

Surrounding Land Uses:

<i>Direction</i>	<i>Existing Zoning</i>	<i>Existing Use</i>
North	M-2, Limited Heavy Manufacturing District (M-2)	Pace Bus Headquarters
East	M-2, Limited Heavy Manufacturing District (M-2)	Research, Development, Manufacturing, Warehouse
South	M-2, Limited Heavy Manufacturing District (M-2)	Research, Development, Manufacturing, Warehouse
West	M-2, Limited Heavy Manufacturing District (M-2)	Safeguard Self Storage

Architectural Design:

This project was previously approved by the Design Commission in 2016, at which time the petitioner proposed a 10-story hotel tower with 20 hotel rooms per typical floor, 160 rooms total. The current design has a smaller footprint, but it has been increased in height to 12-stories. There are 14 hotel rooms per typical floor for a total of 128 rooms, a net reduction of 32 hotel rooms.

The overall style and character of the design is similar to the previous proposal, and the proposed exterior materials are the same. The proposed design is sleek and modern, providing a very nice, fresh new curb appeal for the facility. The hotel tower has been intentionally designed with a new aesthetic that does not match the existing building, which is not an issue because the new hotel will completely conceal the view of the remaining portion of the existing banquet facility from the street. The body of the tower is proposed to be a dove grey cast stone with a dark gray glazed brick on the first floor base of the building. Windows will be clear anodized aluminum with a tinted solar grey glazing, and the curtainwall feature will have dove grey painted aluminum framing.

The adjacent Safeguard Storage Building and Pace Headquarters office building across the street both have a modern aesthetic that will complement the proposed hotel design. The proposed hotel tower is tall compared to the surrounding properties, but it is set back from the street approximately 120 to 140 feet. The east and west building setbacks on the previous proposal were quite tight on the site, but the reduced footprint of the revised design allows for a more comfortable fit on the site.

The original design included a very nice sloping porte-cochere structure with suspended undulating panels that created an attractive appearance from the street and an exciting arrival experience, but the new design only has a small and unremarkable entrance canopy that the Design Commission should evaluate.

The original design had the nice curtainwall feature on both sides of the building, but the revised design only has the curtainwall on the north wall. The south wall has a dull appearance, and it will be visible from I-90. It is recommended that the curtainwall feature be added to the south facade.

Overall, the proposed hotel design has a very nice modern aesthetic that will fit in well in this location.

Mechanical Unit Screening:

The previous design placed the new mechanical equipment for the hotel tower on the roof of the existing single story banquet building where they were completely screened from public view by the tower. The petitioner needs to clarify where the mechanical equipment will be located for the revised design.

Trash Dumpster and Loading Area Screening:

The hotel will utilize the existing brick trash enclosure located on the east side of the existing banquet building.

Landscaping:

As part of the zoning approval process, Staff and the Plan Commission will perform a detailed review of the landscaping. Overall, the proposed landscaping is nicely designed. The petitioner is required to comply with the code requirements for 4" caliper shade trees in all parking islands and a continuous three foot high parking lot screening along the roadways. To enhance the landscape design:

1. Consider providing specialty pavement at the main entrance.
2. Incorporate site furnishings that match the overall architectural style of the proposed building.

Signage:

Signage is not included in this review, and separate sign permits will be required for all signage.

RECOMMENDATION:

It is recommended that the Design Commission approve the proposed design for *Ivy Hotel* to be located at 519 W. Algonquin Road. This recommendation is subject to compliance with the plans received 6/29/17, Design Commission recommendations, compliance with all applicable Federal, State, and Village codes regulations and policies, the issuance of all required permits, and the following:

1. Evaluate the design of the small entrance canopy versus the previously approved porte cochere
2. Add the curtainwall feature to the south façade to match the north façade.
3. Clarify the location for new mechanical equipment, and confirm that they are fully screened from view.
4. Consider providing specialty pavement at the main entrance.
5. Incorporate site furnishings that match the overall architectural style of the proposed building.
6. All signage must meet code, Chapter 30.
7. This review deals with architectural design only and should not be construed to be an approval of, or to have any other impact on, any other zoning and/or land use issues or decisions that stem from zoning, building, signage or any other reviews. In addition to the normal technical review, permit drawings will be reviewed for consistency with the Design Commission and any other Commission or Board approval conditions. It is the architect/homeowner/builder's responsibility to comply with the Design Commission approval and ensure that building permit plans comply with all zoning code, building permit and signage requirements.

July 12, 2017

Steve Hautzinger AIA, Design Planner
Department of Planning and Community Development

Cc: Charles Witherington Perkins, Director of Planning and Community Development, Bill Enright, Deputy Director of Planning and Community Development, Sam Hubbard, Development Planner, Petitioner, DC File 17-090

APPROVED

MINUTES OF
THE VILLAGE OF ARLINGTON HEIGHTS
DESIGN COMMISSION MEETING
HELD AT THE ARLINGTON HEIGHTS MUNICIPAL BUILDING
33 S. ARLINGTON HEIGHTS RD.
JULY 25, 2017

Acting Chair Kingsley called the meeting to order at 6:30 p.m.

Members Present: Kirsten Kingsley, Acting Chair
Aaron Coon
Jonathan Kubow

Members Absent: John Fitzgerald
Ted Eckhardt

Also Present: Krystyna Cazares, Owner of *European Crystal/Ivy Hotel*
James Cazares for *European Crystal/Ivy Hotel*
Steve Hautzinger, Staff Liaison

ITEM 2. COMMERCIAL REVIEWDC#17-090 – Ivy Hotel – 519 W. Algonquin Rd.

Krystyna & James Cazares, representing *Ivy Hotel*, were present on behalf of the project.

Mr. Hautzinger presented Staff comments. The petitioner is proposing to build a new twelve-story, 128 room, hotel addition to the existing European Crystal Banquet & Conference Center facility. The front portion of the existing banquet facility will be demolished to accommodate the new hotel tower. The scope of the project includes site work and landscaping as required to accommodate the new hotel located at the north end of the site. The project requires review by the Plan Commission and approval by the Village Board to obtain approval for a Land Use Variation and parking variation.

With regards to the architectural design, the project was previously approved by the Design Commission in 2016, at which time the petitioner proposed a 10-story hotel tower with 20 hotel rooms per typical floor, 160 rooms total. The current design has a smaller footprint, but it has been increased in height to 12-stories. There are 14 hotel rooms per typical floor for a total of 128 rooms, a net reduction of 32 hotel rooms.

The overall style and character of the design is similar to the previous proposal, and the proposed exterior materials are the same. The proposed design is sleek and modern, providing a very nice, fresh new curb appeal for the facility. The hotel tower has been intentionally designed with a new aesthetic that does not match the existing building, which is not an issue because the new hotel will completely conceal the view of the remaining portion of the existing banquet facility from the street. The body of the tower is proposed to be a dove grey cast stone with a dark gray glazed brick on the first floor base of the building. Windows will be clear anodized aluminum with a tinted solar grey glazing, and the curtainwall feature will have dove grey painted aluminum framing.

The adjacent Safeguard Storage Building and Pace Headquarters office building across the street both have a modern aesthetic that will complement the proposed hotel design. The proposed hotel tower is tall compared to the surrounding properties, but set back from the street approximately 120 to 140 feet. The east and west building setbacks on the previous proposal were quite tight on the site, but the reduced footprint of the revised design allows for a more comfortable fit on the site.

The original design included a very nice sloping porte-cochere structure with suspended undulating panels that created an attractive appearance from the street and an exciting arrival experience, but the new design only has a small and unremarkable entrance canopy that the Design Commission should evaluate. The original design had the nice curtainwall feature on both sides of the building, but the revised design only has the curtainwall on the north wall. The south wall has a dull appearance, and it will be visible from I-90. It is recommended that the curtainwall feature be added to the south facade. Overall, the proposed hotel design has a very nice modern aesthetic that will fit in well in this location.

With regards to the mechanical unit screening, the previous design placed the new mechanical equipment for the hotel tower on the roof of the existing single story banquet building where they were completely screened from public view by the tower. The petitioner needs to clarify where the mechanical equipment will be located for the revised design. The hotel will utilize the existing brick trash enclosure located on the east side of the existing banquet building.

As part of the zoning approval process, Staff and the Plan Commission will perform a detailed review of the landscaping. Overall, the proposed landscaping is nicely designed. The petitioner is required to comply with the code requirements for 4" caliper shade trees in all parking islands and a continuous three foot high parking lot screening along the roadways.

To enhance the landscape design, Staff recommends the following:

1. Consider providing specialty pavement at the main entrance.
2. Incorporate site furnishings that match the overall architectural style of the proposed building.

Staff recommends approval of the proposed design for the hotel, with the comments and recommendations in the Staff report.

Ms. Cazares, the owner of the hotel, introduced her son who is handling this process for her. Mr. Cazares explained that the heating and cooling system has not yet been selected, or the location of the mechanical equipment, but he acknowledged that exterior equipment will need to be screened from view. The glass curtainwall feature has not been finalized because the supporting building structure has not yet been selected. They are considering options such as pre-fabricating the steel walls through a company in Wisconsin, or having the rooms pre-fabricated and dropped into place on site. They envision the construction process to take 2 years to complete. He explained that the materials being presented tonight will be similar or the same; however, instead of brick it might be veneer, and instead of cast stone it might be corrugated aluminum.

In response to Staff's comments about the porte cochere, Mr. Cazares explained that the proposed small canopy helps to maximize the parking on the site, and changing the design of the entrance canopy back to the original design would result in the loss of parking spaces due to the canopy support columns. They love the idea of the original porte cochere and the grand entrance it portrays; and they are open to re-designing in some way to allow the proposed parking spaces to remain. He agreed with the suggestion to add the curtainwall feature on the south façade, which will look nice from the highway and provide advertising for the hotel.

Acting Chair Kingsley pointed out that there is no one in the audience other than the petitioner for this project.

Commissioner Kubow said that in general, he liked the previous design and he liked it even more now. He also liked that the glass curtain wall has been centered to be a strong aesthetic to the building. He liked the smaller entrance canopy, and felt the previous one was a bit much; however, if the petitioner is going to pursue the canopy, he would suggest finding a happy medium in between both designs. He strongly recommended adding the curtainwall feature to the south façade, and he questioned whether the top of the window wall would be open or have false windows. Mr. Cazares explained that he is considering a retractable glass roof to enclose the guest roof deck; and somehow incorporate the glass curtain wall into the design of the glass roof. Commissioner Kubow strongly recommended a dark color for the interior window shades/drapes to help blend in with the tint of the windows; focus on the architecture of the attractive building.

Commissioner Coon liked both designs, and although he preferred the off-centered glass in the original design, he felt the current design was a good introduction to the project; the building is very attractive. He wanted to better understand the pre-cast material being considered, whether or not it is a rain screen system, are there reveals that show up, etc. There is a big difference between the look of an architectural pre-cast panel with deep reveals versus something more cost effective. Commissioner Coon also questioned how short the site is on parking and Mr. Cazares replied that there is a 60 space deficit. Ms. Cazares added that one of their neighbors located behind the existing banquet facility has agreed to let them use their business's parking. Commissioner Coon felt the portico over the entry was a strong feature that played better with the scale of the glass wall than the small entrance canopy now being proposed.

Commissioner Kingsley agreed with the comments made by the other commissioners. Although she liked the previous design a bit better because it was a little off balance, she felt the current design was very nice. She agreed with the concerns about the entrance, and felt that more study should be done to have a more substantial cover at the entrance, and she felt it was important to add a curtainwall on the south elevation. She agreed with Staff's suggestion to consider specialty paving at the main entrance, which Mr. Cazares said they were not opposed to doing. He felt that site furnishings were important and would be located on the rooftop and at the entrance and be in keeping with the architecture of the building, although specifics have not yet been selected. The outdoor patio area on the west side

of the building is located immediately off the banquet room and is proposed to be an open space to be used for functions of the banquet hall, not the main hotel guests. The existing banquet hall will be completely remodeled inside and out, consistent with the design of the addition on the front of the building. Mr. Hautzinger replied that renovations of the existing building were not in the scope of this review, which was not intended to be a preliminary review; however, final approval could be given tonight with any required revisions to be reviewed by Staff or brought back to the commissioners for a re-review. Mr. Cazares clarified that renovations to the existing building are not part of the original project; however, once the Plan Commission process is complete and the new hotel and parking are approved, their intent is to move forward with renovations to the existing building, details of which would be brought back to the Design Commission.

Commissioner Kubow commented that while he liked what was being shown tonight and some of the ideas and potential recommendations, it appeared as though there was still a lot to be worked out that could potentially change the design. Mr. Hautzinger explained that the goal of any project that goes before the Plan Commission for approval, is to obtain Design Commission review prior, so the Plan Commission can have the benefit of Design Commission input, as well as the Village Board. Acting Chair Kingsley suggested voting on the project tonight based on the plans presented, and any changes could be brought back to the Design Commission for a re-review, which the petitioner agreed with.

Commissioner Kubow presented his suggested recommendations and requirements as follows:

A recommendation to re-study the canopy at the front entrance.

A recommendation to add some type of glass curtain wall on the south elevation.

A requirement to screen all mechanical equipment.

A requirement to add specialty pavement at the main entrance.

A requirement to incorporate site furnishings consistent with the overall architectural style of the proposed hotel.

Commissioner Coon agreed.

Acting Chair Kingsley suggested making it a requirement to re-visit the south elevation design, and add some type of element to enhance the elevation. Commissioner Coon asked whether the project would be brought back to the Design Commission in the event that the curtain wall on the north elevation was removed due to budget, and Mr. Hautzinger replied that this would be a change that would be substantial enough to require a re-review by the Design Commission. Commissioner Coon was comfortable with the design being shown tonight, as long as any changes to the glass curtain wall are brought back with the renovations to the existing building.

A MOTION WAS MADE BY COMMISSIONER KUBOW, SECONDED BY COMMISSIONER COON, TO APPROVE THE PROPOSED ARCHITECTURAL DESIGN FOR *IVY HOTEL* LOCATED AT 519 W. ALGONQUIN ROAD. THIS APPROVAL IS BASED ON THE ARCHITECTURAL PLANS RECEIVED 6/29/17, DESIGN COMMISSION RECOMMENDATIONS, COMPLIANCE WITH ALL APPLICABLE FEDERAL, STATE, AND VILLAGE CODES, REGULATIONS, AND POLICIES, THE ISSUANCE OF ALL REQUIRED PERMITS, AND THE FOLLOWING:

1. A RECOMMENDATION TO FURTHER STUDY THE FRONT ENTRY CANOPY DESIGN.
2. A REQUIREMENT TO SCREEN ALL EXTERIOR MECHANICAL EQUIPMENT.
3. A REQUIREMENT TO INCORPORATE SPECIALTY PAVING AT THE HOTEL ENTRANCE.
4. A REQUIREMENT TO INCORPORATE SITE FURNISHINGS CONSISTENT WITH THE OVERALL MODERAN AESTHETIC OF THE HOTEL.
5. A REQUIREMENT TO FURTHER STUDY AND ENHANCE THE SOUTH ELEVATION DESIGN.
6. THIS REVIEW DEALS WITH ARCHITECTURAL DESIGN ONLY AND SHOULD NOT BE CONSTRUED TO BE AN APPROVAL OF, OR TO HAVE ANY OTHER IMPACT ON, NOR REPRESENT ANY TACIT APPROVAL OR SUPPORT FOR THE PROPOSED LAND USE OR ANY OTHER ZONING AND/OR LAND USE ISSUES OR DECISIONS THAT STEM FROM ZONING, BUILDING, SIGNAGE OR ANY OTHER REVIEWS. IN ADDITION TO THE NORMAL TECHNICAL REVIEW, PERMIT DRAWINGS WILL BE REVIEWED FOR CONSISTENCY WITH THE DESIGN COMMISSION AND ANY OTHER COMMISSION OR BOARD APPROVAL CONDITIONS.

IT IS THE PETITIONER'S RESPONSIBILITY TO INCORPORATE ALL REQUIREMENTS LISTED ON THE CERTIFICATE OF APPROPRIATENESS INTO THE PERMIT DRAWINGS, AND TO ENSURE THAT BUILDING PERMIT PLANS AND SIGN PERMIT PLANS COMPLY WITH ALL ZONING CODE, BUILDING CODE AND SIGN CODE REQUIREMENTS.

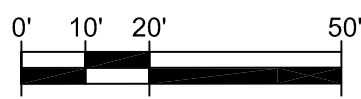
7. COMPLIANCE WITH ALL APPLICABLE FEDERAL, STATE AND VILLAGE CODES, REGULATIONS AND POLICIES.

KUBOW, AYE; COON, AYE; KINGSLEY, AYE.
ALL WERE IN FAVOR. MOTION CARRIED.

Ms. Cazares commented that adding the new hotel to the existing banquet facility will improve her business, which is currently only on the weekends with weddings. Sleeping rooms are necessary in order to obtain corporate business during the week, otherwise their options are to close the business or sell the business. She thanked the commissioners for their time.

Justification for Land Use Variation and Parking Variation.

Currently European Crystal banquets has a 70 percent vacancy rate. We are unable to attract any meetings or corporate groups as we do not have hotel rooms to accommodate them on site. The Banquet center is mostly empty from Sunday thru Thursday which is the period we are trying to fill with hotel occupants and meetings. If we are not granted both variations the business will no longer be viable venture and a demolition of 40% of the asset will need to be done since that portion of the banquets has low ceilings and does not have customer appeal.



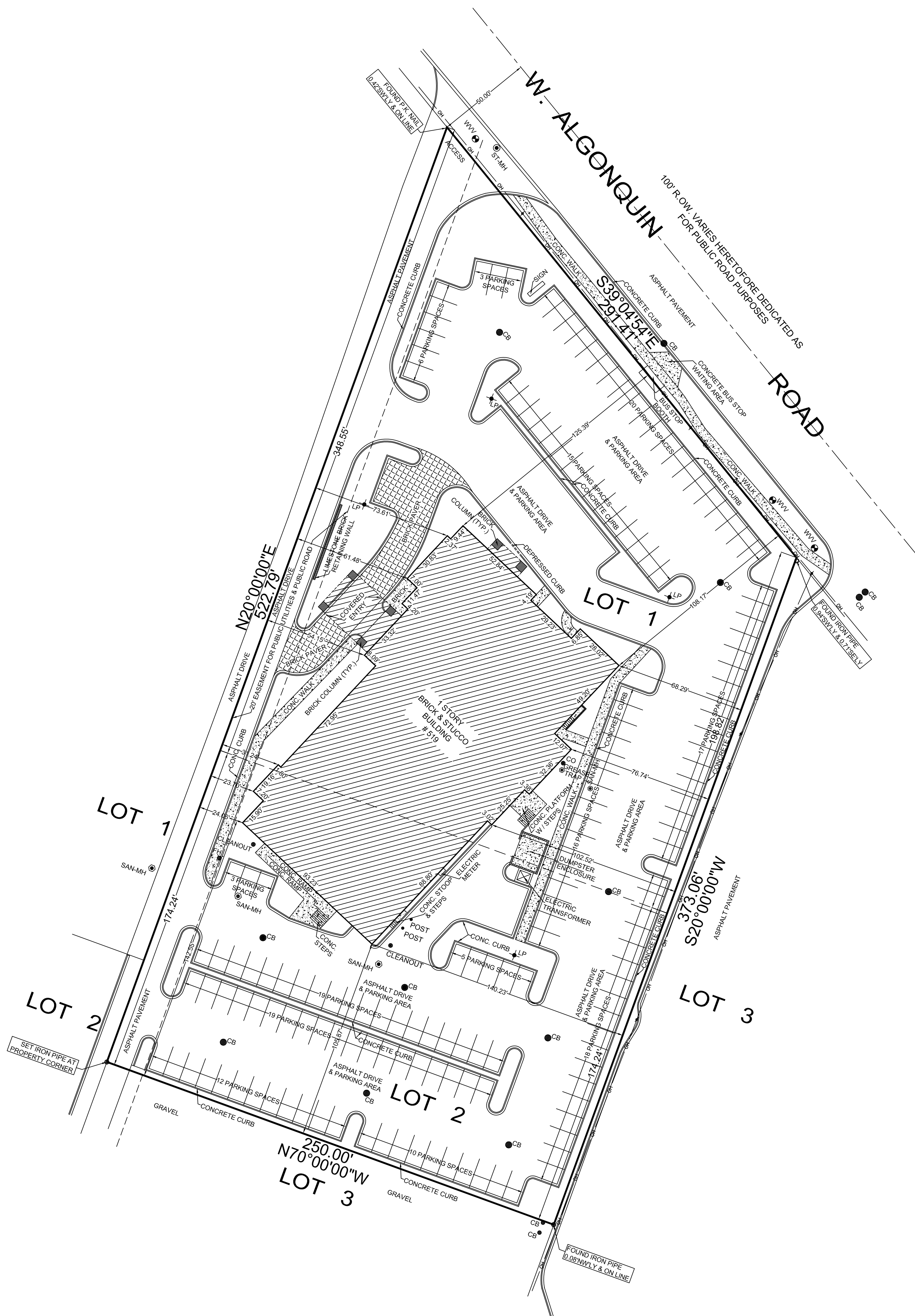
CONSTRUCTION AND LAND SURVEYORS
2100 N. 15th AVENUE, UNIT C, MELROSE PARK, IL 60160
TEL.: (847) 299 - 1010 FAX : (847) 299 - 5887
E-MAIL: USURVEY@USANDCS.COM

OF

KNOWN AS: 519 W. ALGONQUIN ROAD, ARLINGTON HEIGHTS, ILLINOIS

PERMANENT INDEX NUMBERS:
08 - 16 - 103 - 008 - 0000
08 - 16 - 103 - 009 - 0000

PARKING SPACE TABLE	
TYPE OF SPACE	TOTAL EXISTING
REGULAR	168
HANDICAP	4
TOTAL	172



LEGEND	ABBREVIATIONS
 SAN-MH	SANITARY MANHOLE
 ST-MH	STORM MANHOLE
 CB	CATCH BASIN
 WVV	WATER VALVE VAULT
 FH	FIRE HYDRANT

ORDERED BY: CAZMEN CORP		
SCALE : 1" = 30'		
DATE :MAY 2, 2016		
FILE No.:		
2016 - 24133	DATE	REVISION

STATE OF ILLINOIS)
) S.S.
COUNTY OF COOK)

I, ROY G. LAWNICZAK, DO HEREBY CERTIFY THAT I HAVE SURVEYED THE ABOVE DESCRIBED PROPERTY AND THAT THE PLAT HEREON DRAWN IS A CORRECT REPRESENTATION OF SAID SURVEY.

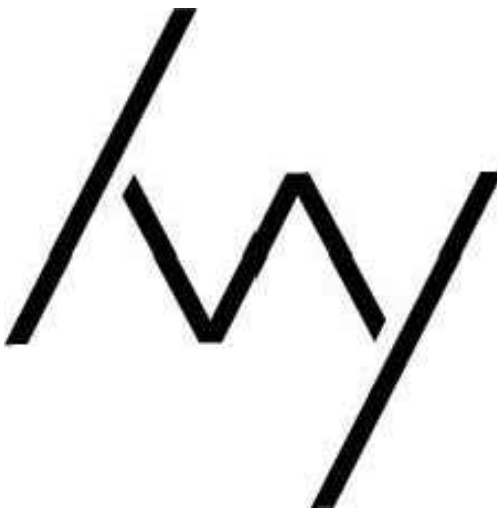
THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

DIMENSIONS ARE SHOWN IN FEET AND DECIMALS AND ARE CORRECTED TO A TEMPERATURE OF 68° FAHRENHEIT.

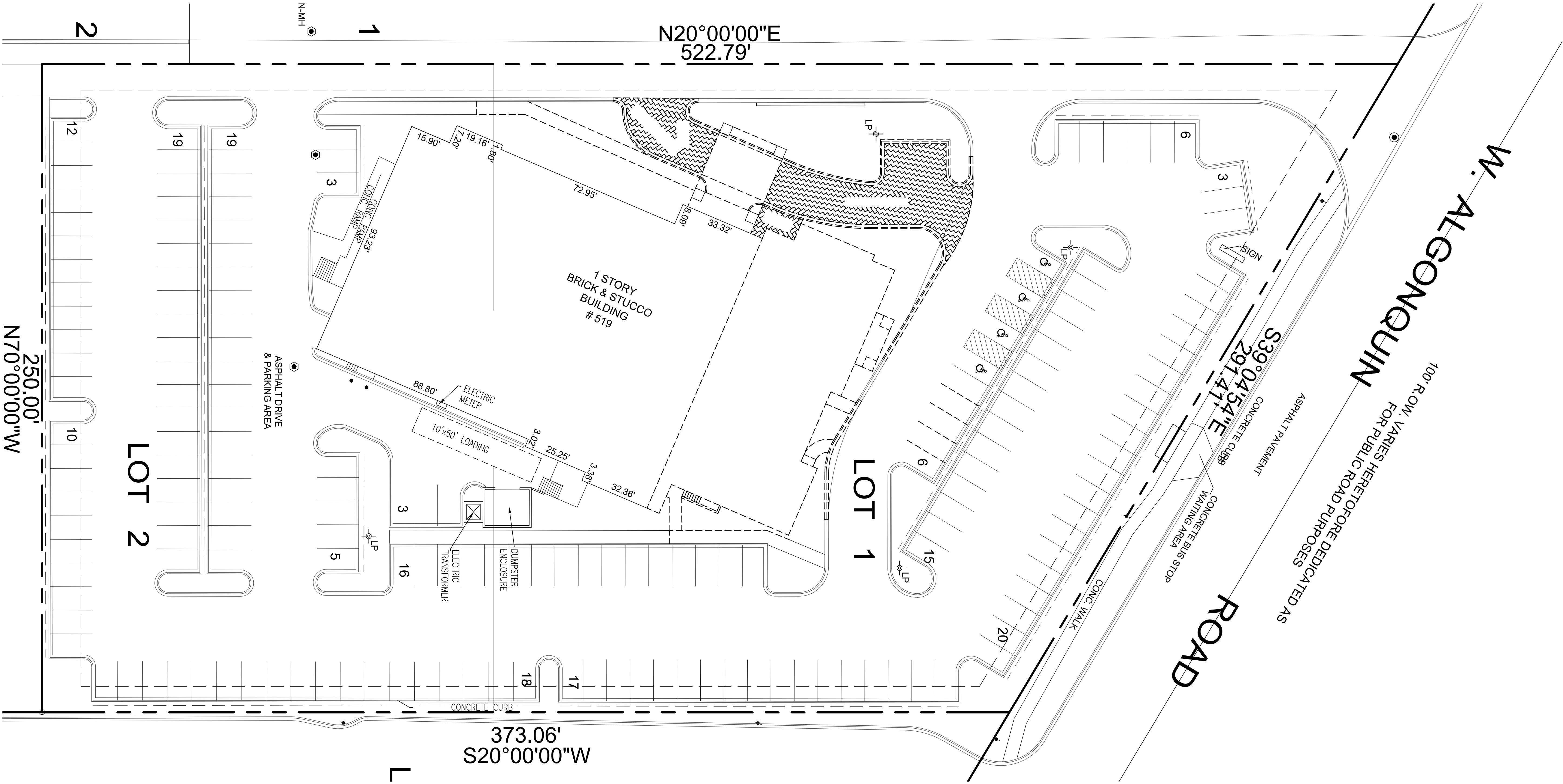
MELROSE PARK, ILLINOIS, MAY 2, A.D. 2016

BY: ROY G. LOWNICZAK
 ROY G. LOWNICZAK, REGISTERED ILLINOIS LAND SURVEYOR NO. 35-2290
 LICENSE EXPIRES: NOVEMBER 30, 2016
 PROFESSIONAL DESIGN FIRM LICENSE NO.: 184-004576
 LICENSE EXPIRES: APRIL 30, 2017

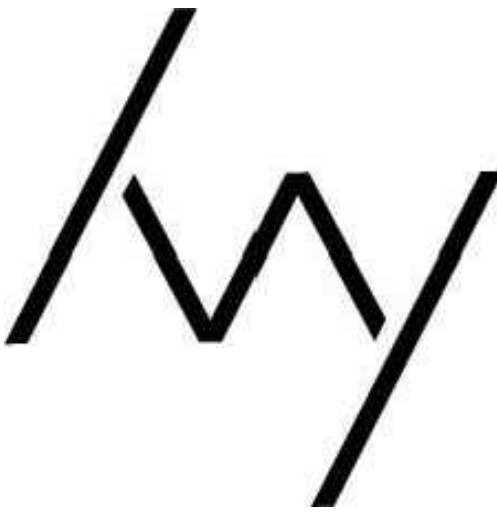




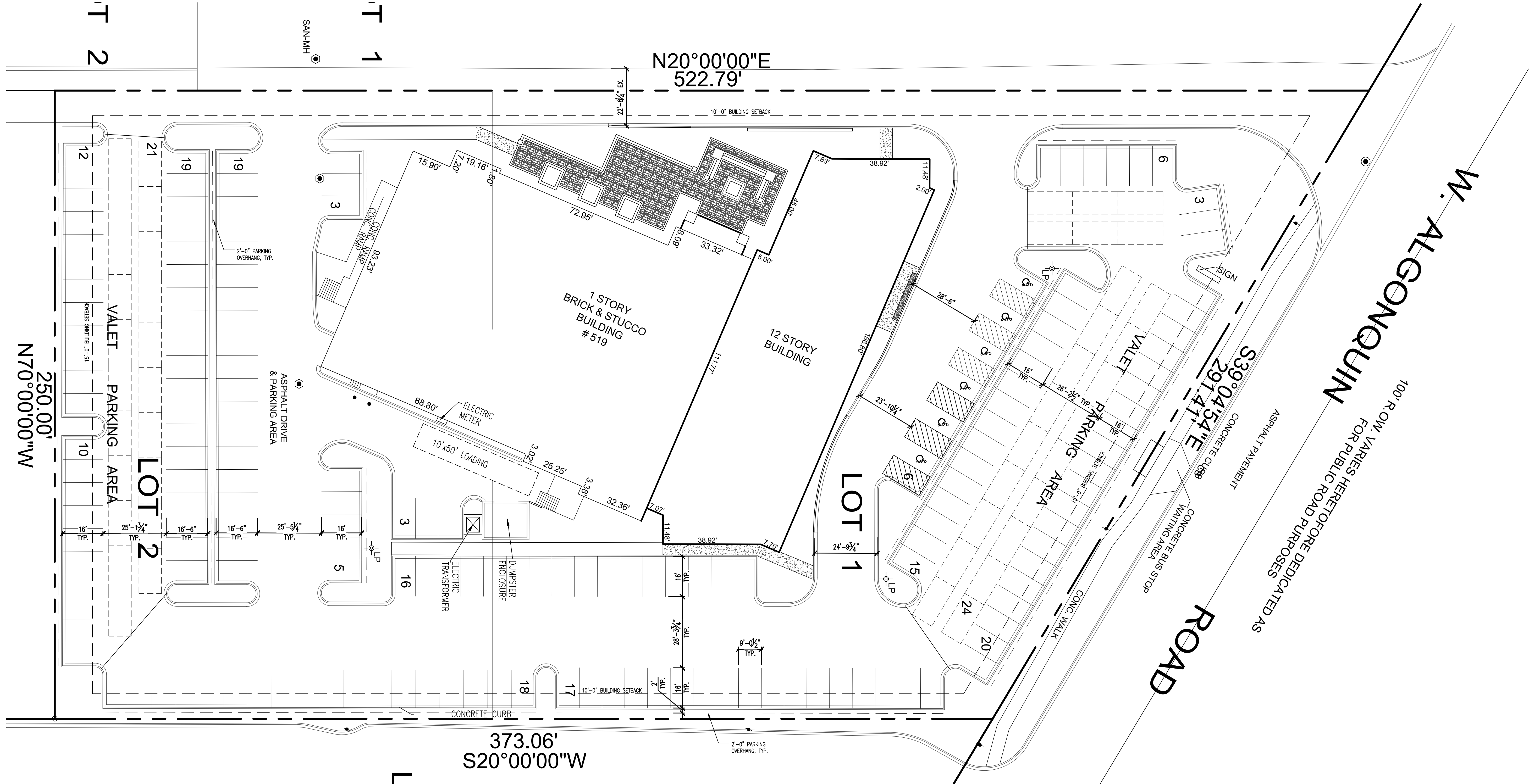
IVY BOUTIQUE HOTEL
519 E. ALGONQUIN RD
ARLINGTON HEIGHTS, IL 60007



1 DEMOLITION SITE PLAN
SCALE : 1" = 20'-0"
AUGUST 8, 2017
NORTH



IVY BOUTIQUE HOTEL
519 E. ALGONQUIN RD
ARLINGTON HEIGHTS, IL 60007

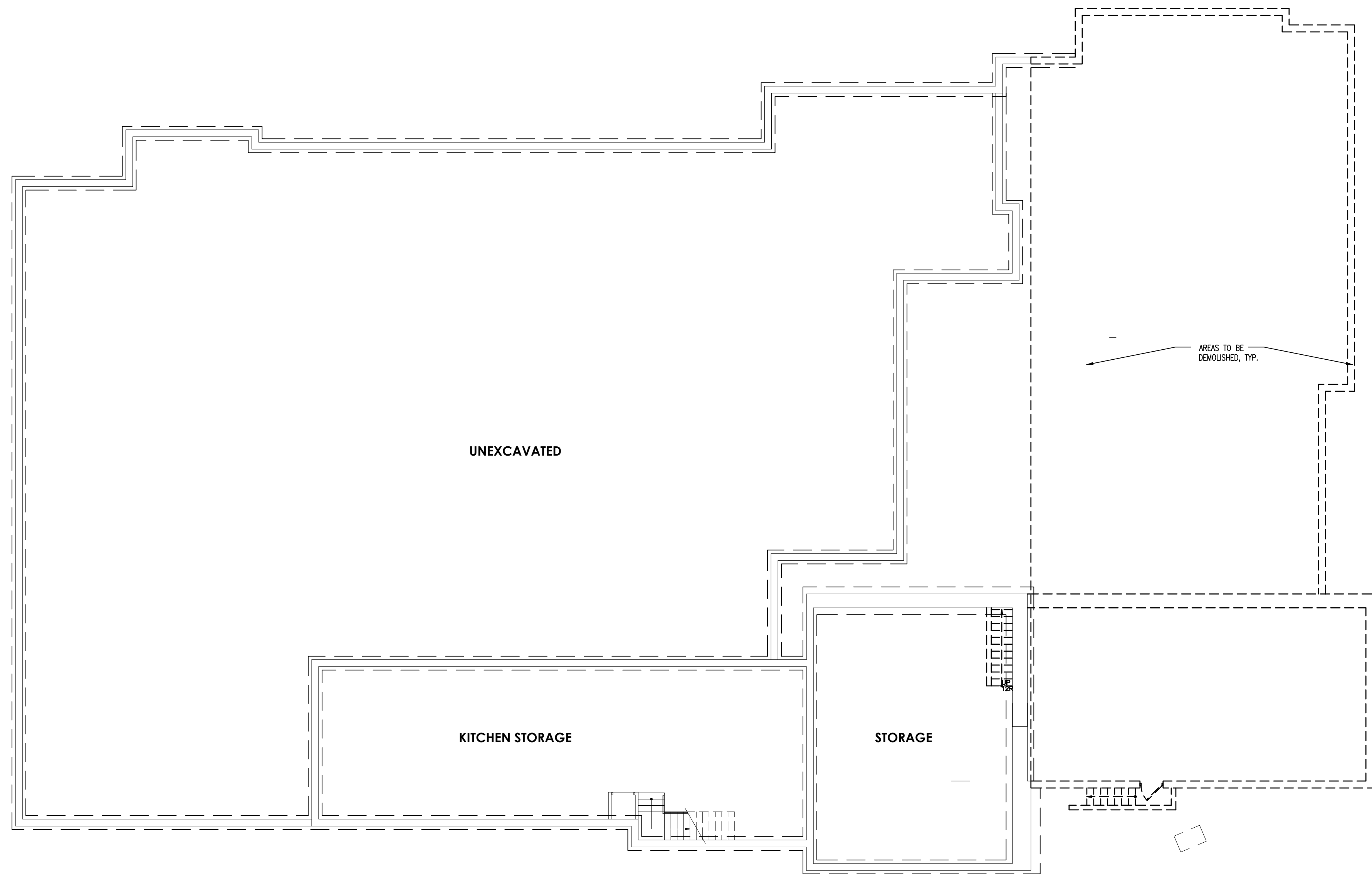


LOT AREAS	
MIN LOT SIZE:	N/A
EX. LOT SIZE:	±111,981 SF (2.57A)
BUILDING AREAS	
EXISTING	
BANQUET HALL	20,404
PROPOSED	
DEMOLITION	-5,722
TOTAL REMAINING (NET)	14,682
HOTEL ADDITION	93,380
TOTAL	108,062

ZONING ANALYSIS	
MIN. LOT WIDTH:	N/A
REQUIRED YARDS:	
FRONT & REAR:	15 FEET
SIDE:	10 FEET
MAX. F.A.R.:	(279,953) 250%
PROPOSED FAR:	(108,062) 96.5%
MAX. BLDG COVERAGE:	N/A
PROPOSED BLDG. COVERAGE:	23,283 SF (±0.21%)
MAX. BLDG. HT:	N/A
PROPOSED BLDG. HT.:	134'-6"

REQUIRED PARKING	
BANQUET (30% OF OCCUPANCY)	
5,654 / 15 = 377 OCCUPANTS	
377 * 0.30 = 113 CARS	
HOTEL (1 PER LODGING AR)	126 CARS
PROPOSED HOTEL ROOMS	126
TOTAL REQUIRED (INCL HC)	239
TOTAL HC REQUIRED	7
EXISTING PARKING	175
(INCL. 6 HC STALLS)	
PROPOSED TOTAL PARKING	217
172 (INCL. 6 HC STALLS)	
45 (VALET STALLS)	
12TH FLOOR LOUNGE, 1ST FLOOR SPA AND COFFEE AREA WILL ONLY BE ACCESSIBLE BY HOTEL GUESTS VIA KEYCARD	

1 PROPOSED SITE PLAN
SCALE : 1" = 20'-0" AUGUST 8, 2017 NORTH



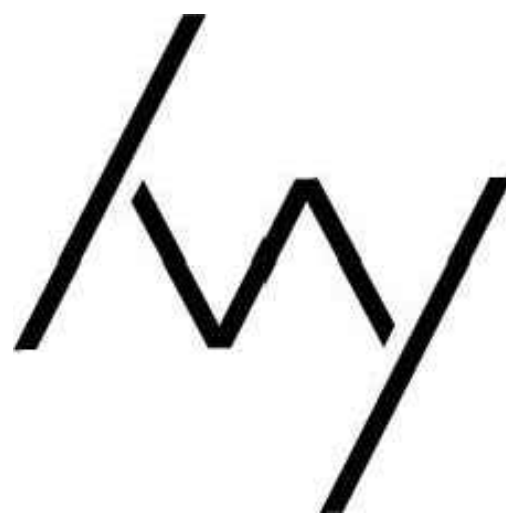
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PROPOSED BASEMENT PLAN

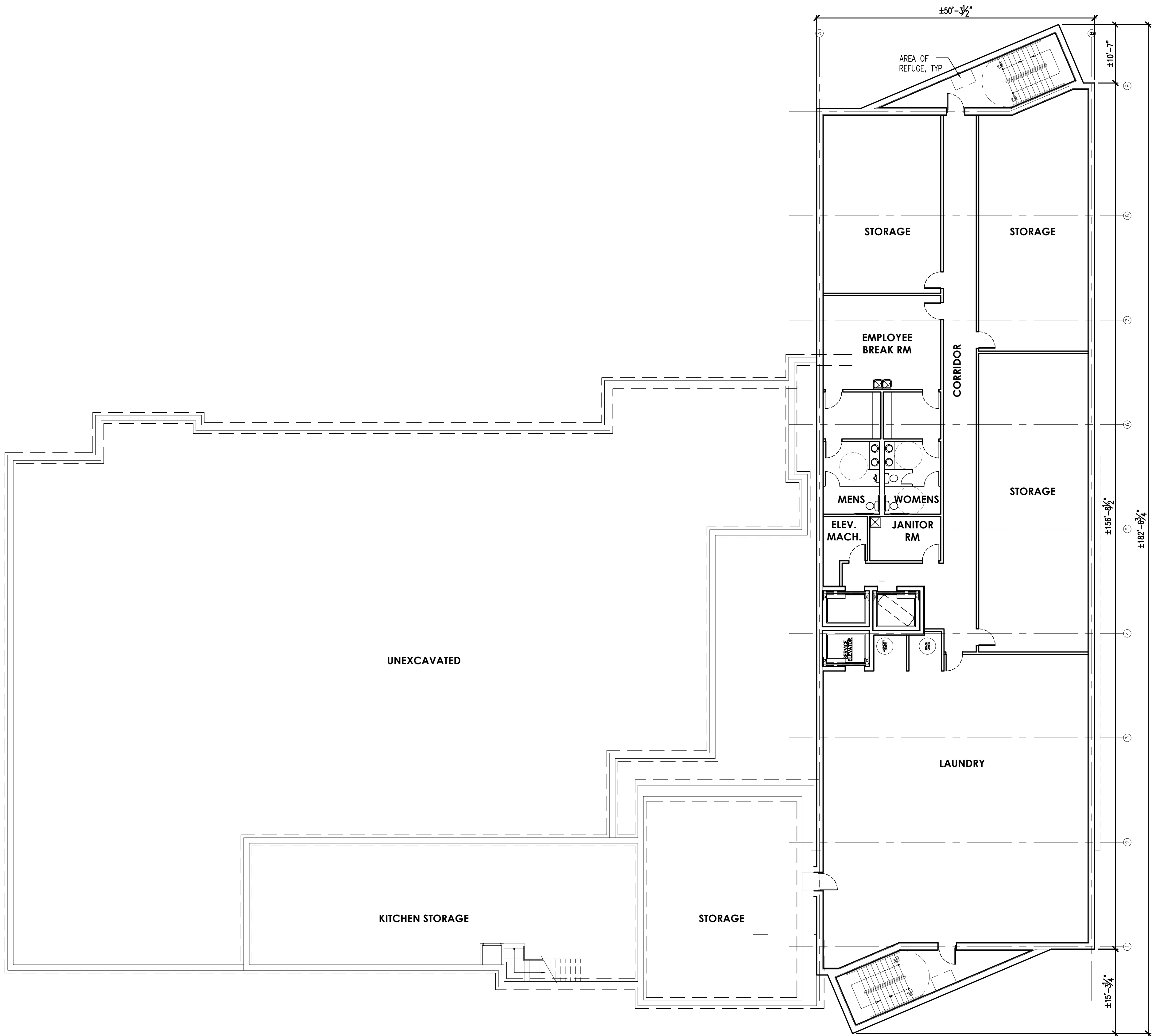
SCALE : 3/32" = 1'-0" AUGUST 8, 2017



NORTH



IVY BOUTIQUE HOTEL
519 E. ALGONQUIN RD
ARLINGTON HEIGHTS, IL 60007



1 PROPOSED BASEMENT PLAN
SCALE : 3/32" = 1'-0" AUGUST 8, 2017



BUILDING CODES

- ZONING VILLAGE OF ARLINGTON HEIGHTS ZONING ORDINANCE
- BUILDING ICC INTERNATIONAL BUILDING CODE 2009
ICC INTERNATIONAL MECHANICAL CODE 2009
ICC INTERNATIONAL FIRE CODE 2009
ICC INTERNATIONAL FUEL GAS CODE 2009
ICC INTERNATIONAL PLUMBING CODE 2009
ILLINOIS PLUMBING CODE 2014 EDITION
ICC INTERNATIONAL ENERGY CONSERVATION CODE 2015
NFPA NATIONAL ELECTRICAL CODE 2005
VILLAGE OF ARLINGTON HEIGHTS BUILDING CODE AMENDMENTS, CHAP. 25
- ACCESSIBILITY: AMERICANS WITH DISABILITIES ACT OF 1990
ILLINOIS ACCESSIBILITY CODE 1997

CODE ANALYSIS

PROJECT DATA

- PROPERTY INDEX NUMBER ----- 08-16-103-008/08-16-103-009-0000
- ZONING CLASSIFICATION ----- M-2
- OCCUPANCY CLASSIFICATION ----- MIXED OCCUPANCY A2/R1
- CONSTRUCTION TYPE ----- TYPE 1B UL
- AUTOMATIC FIRE SUPPRESSION ----- ☒ YES ----- NO
- ALLOWABLE BUILDING HEIGHT ----- UL
- ALLOWABLE BUILDING AREA
ALLOWABLE S.F./FLOOR ----- UL
INCREASE for OPEN PERIMETER ----- NA
INCREASE for SPRINKLER ----- UL
TOTAL ALLOWABLE S.F./FLOOR ----- UL
- ACTUAL BUILDING AREA
BASEMENT (EXISTING) ----- 3,066 Sq.Ft.
FIRST FLOOR (EXISTING) ----- 14,826 Sq.Ft.
TOTAL EXISTING (BANQUET SF) ----- 17,892 Sq.Ft.

BASEMENT ADDITION ----- 8,312 Sq.Ft.
FIRST FLOOR ADDITION ----- 8,312 Sq.Ft.
2ND FLOOR ----- 4,203 Sq.Ft.
THIRD - 11TH FLOOR (8,535 SF PER FLOOR) ----- 76,815 Sq.Ft.
12TH FLOOR ----- 8,535 Sq.Ft.
TOTAL ADDITION (HOTEL SF) ----- 106,117 Sq.Ft.

TOTAL OVERALL BUILDING SF (BANQUET + HOTEL) ----- 124,009 Sq.Ft.

OCCUPANT LOAD AND EXIT CAPACITY COMPARISON	OCCUPANT LOAD		EXIT WIDTH		EXIT CAPACITY
	REQ. (IN)	PROVIDED (IN)	REQ. (IN)	PROVIDED (IN)	
BASEMENT	38	11.4	72	240	
FIRST FLOOR (ASSEMBLY/BUSINESS)	408	81.6	468	2,340	
SECOND FLOOR	21	6.3	36	120	
THIRD - 12TH FLOOR (TYP FLOOR).	43	12.9	72	240	
(TOTAL FOR HOTEL FLOORS)	(430)	-	-	-	
TOTAL OCCUPANTS OVERALL	897				

FIRE RESISTIVE RATINGS

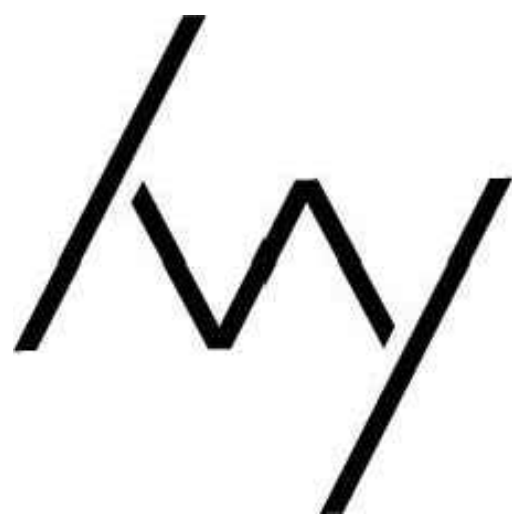
- STRUCTURAL FRAME ----- 2 HOUR
- BEARING WALLS
EXTERIOR ----- 2 HOUR
INTERIOR ----- 2 HOUR
- NON BEARING WALLS & PARTITIONS
EXTERIOR ----- 0 HOUR
INTERIOR ----- 0 HOUR
- FLOOR CONSTRUCTION ----- 2 HOUR
- ROOF CONSTRUCTION ----- 1 HOUR
- FIRE WALLS ----- N/A
- FIRE BARRIERS
VERTICAL EXIT ENCLOSURES (STAIRS) ----- 2 HOUR
EXIT PASSAGEWAY ----- 1 HOUR
HORIZONTAL EXIT ----- 2 HOUR
INCIDENTAL USE AREAS
FURNACE ROOM ----- 1 HOUR
STORAGE ROOMS (OVER 100 SQ. FT.) ----- 1 HOUR
SEPARATION OF OCCUPANCIES ----- 1 HOUR
- SHAFTS AND VERTICAL ENCLOSURES ----- 2 HOUR
- FIRE PARTITIONS
DWELLING UNIT SEPARATIONS ----- 1 HOUR
TENANT SPACES SEPARATIONS (COVERED MALL) ----- NA
CORRIDOR WALLS ----- 1 HOUR
- SMOKE BARRIERS ----- 1 HOUR
- ROOF COVERING CLASSIFICATION ----- B

INTERIOR FINISH CLASSIFICATION

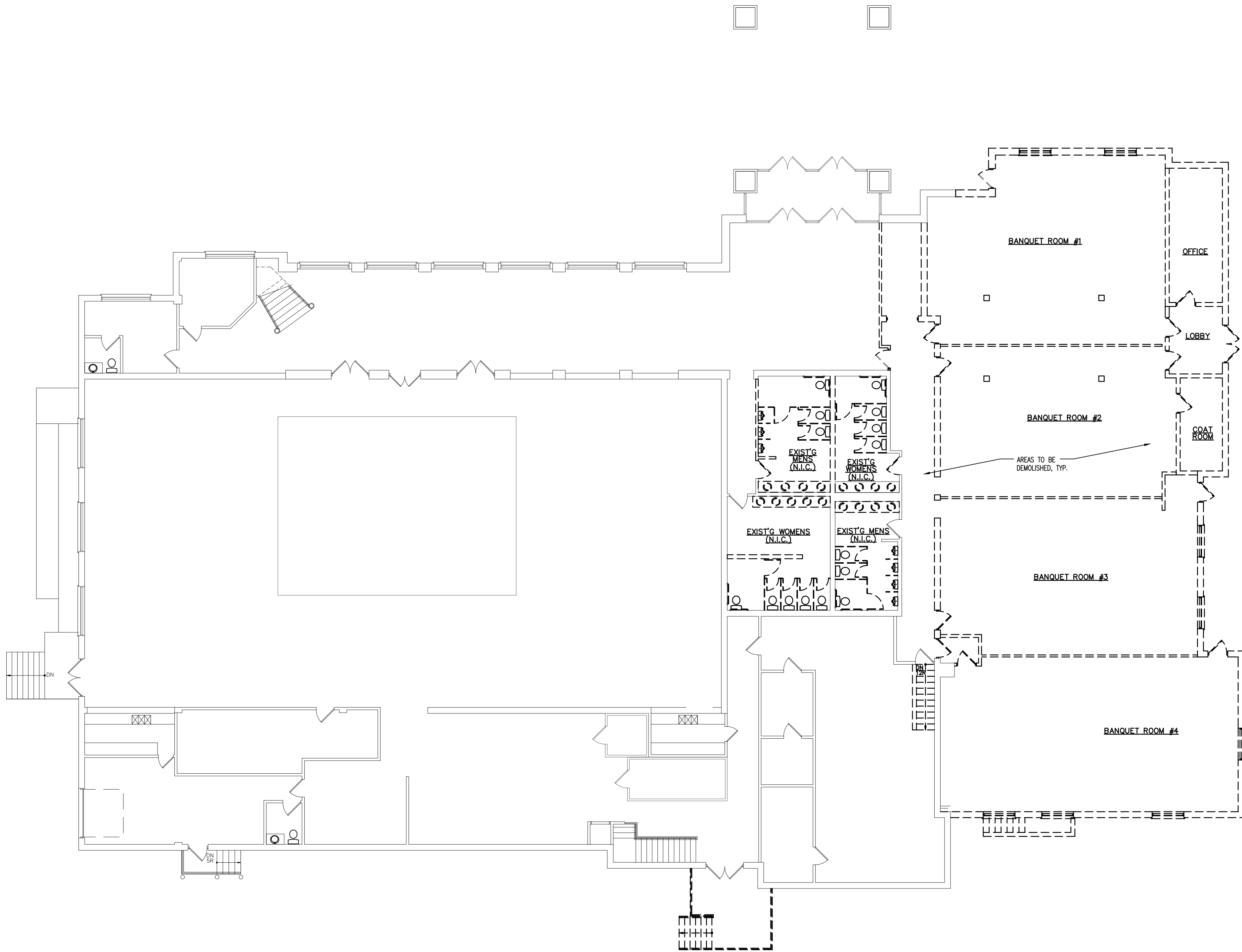
- WALLS & CEILINGS
VERTICAL EXITS & EXIT PASSAGEWAYS ----- B
EXIT ACCESS CORRIDORS & OTHER EXITWAYS ----- C
ROOMS AND ENCLOSED SPACES ----- C
- INTERIOR FLOORS ----- CLASS II
- DECORATIONS AND TRIM ----- C

Enrique Castel Architect

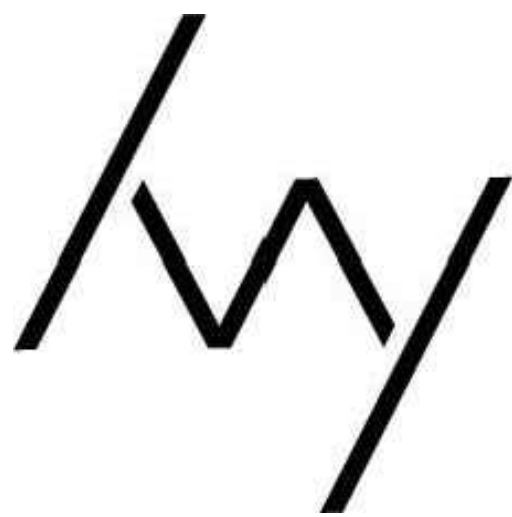
460 WEDGEWOOD CIR . LAKE IN THE HILLS, IL 60156 .
P 224-253-8027 . ENCAST@COMCAST.NET



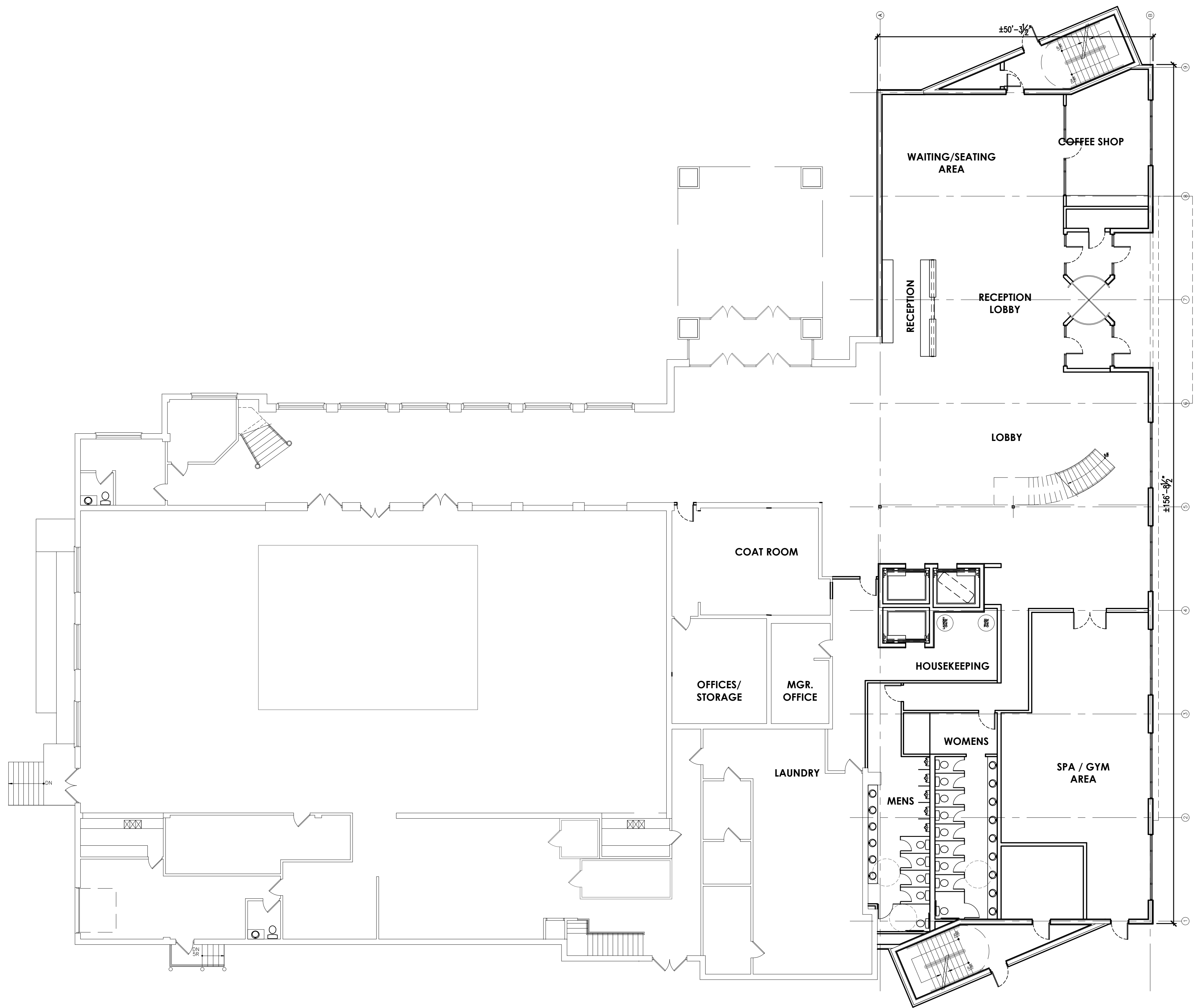
IVY BOUTIQUE HOTEL
519 E. ALGONQUIN RD
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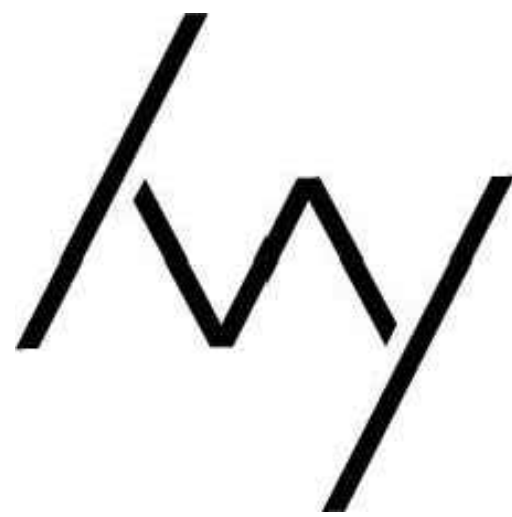
1 PROPOSED FIRST FLOOR PLAN
SCALE : 3/32" = 1'-0" AUGUST 8, 2017 NORTH



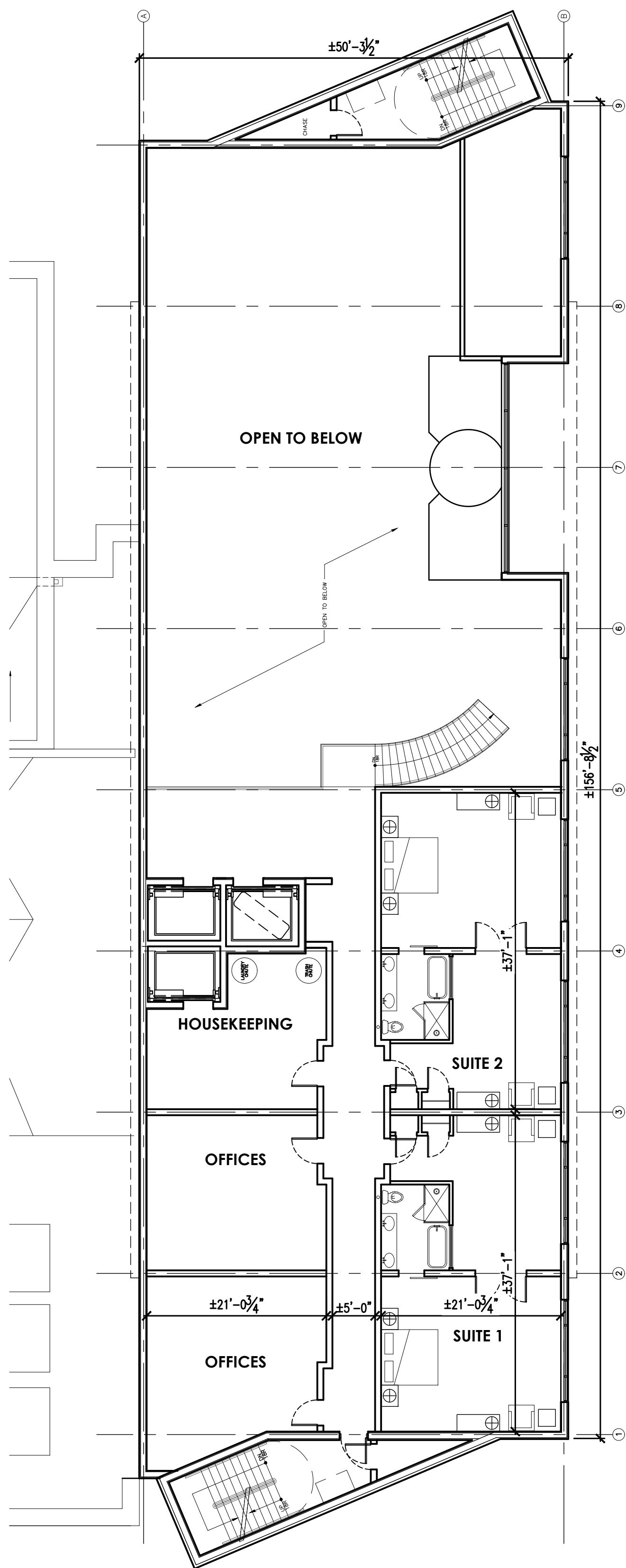
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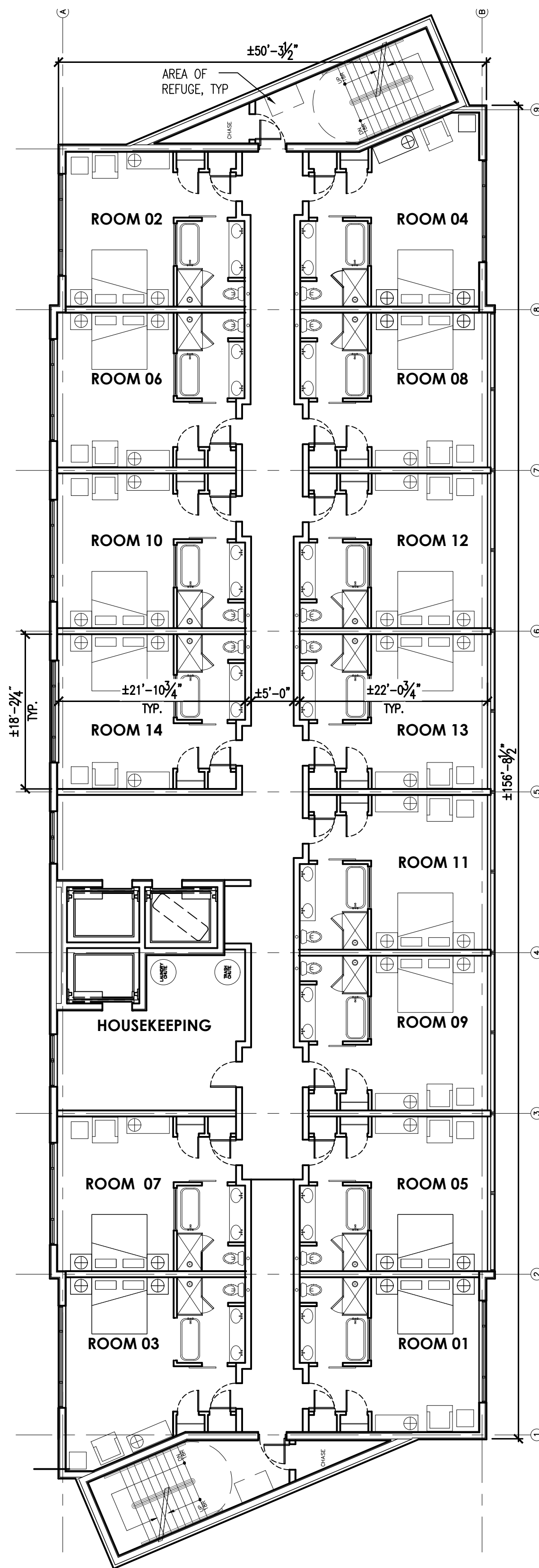
1 PROPOSED FIRST FLOOR PLAN
SCALE : 3/32" = 1'-0" AUGUST 8, 2017
NORTH



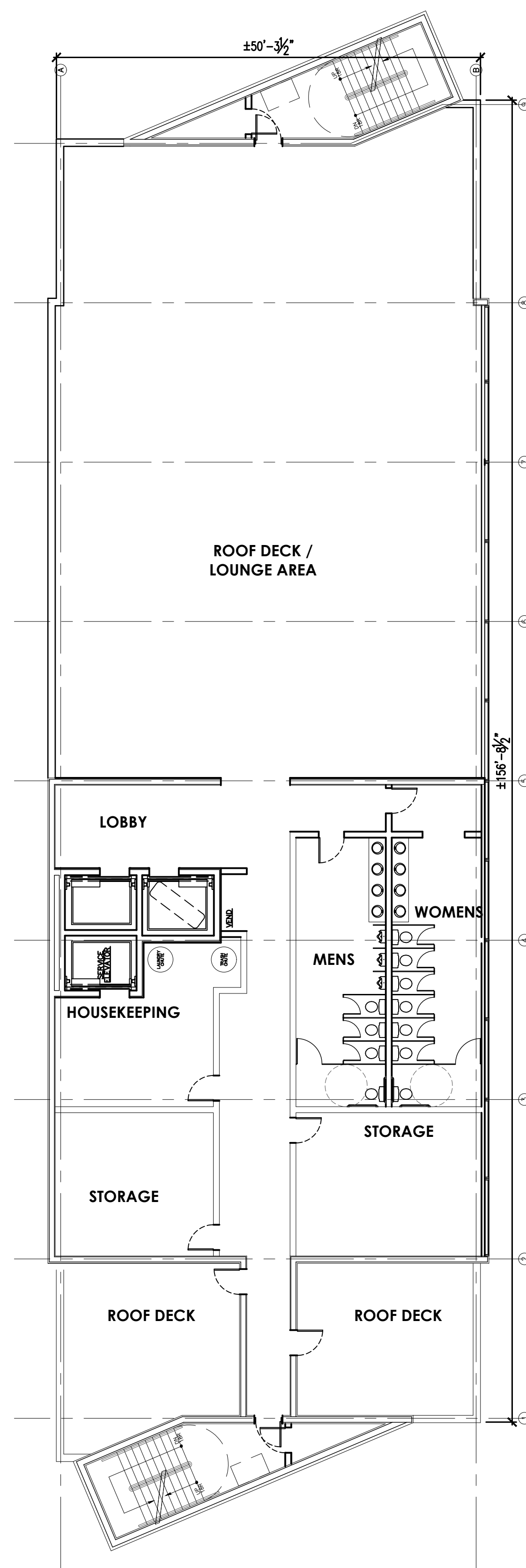
IVY BOUTIQUE HOTEL
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ARLINGTON HEIGHTS, IL 60007



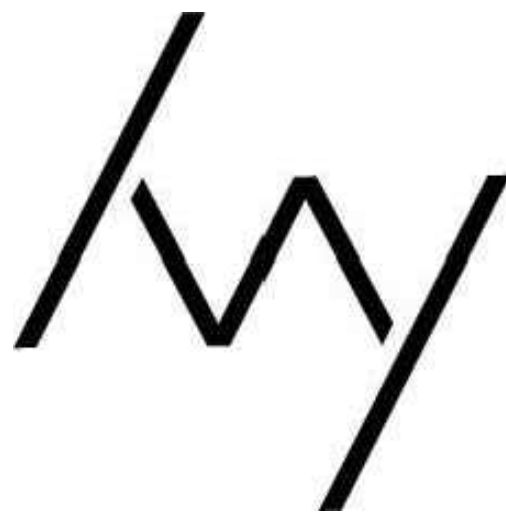
1 PROPOSED 2ND FLR PLAN
SCALE : 3/32" = 1'-0" AUGUST 8, 2017
NORTH



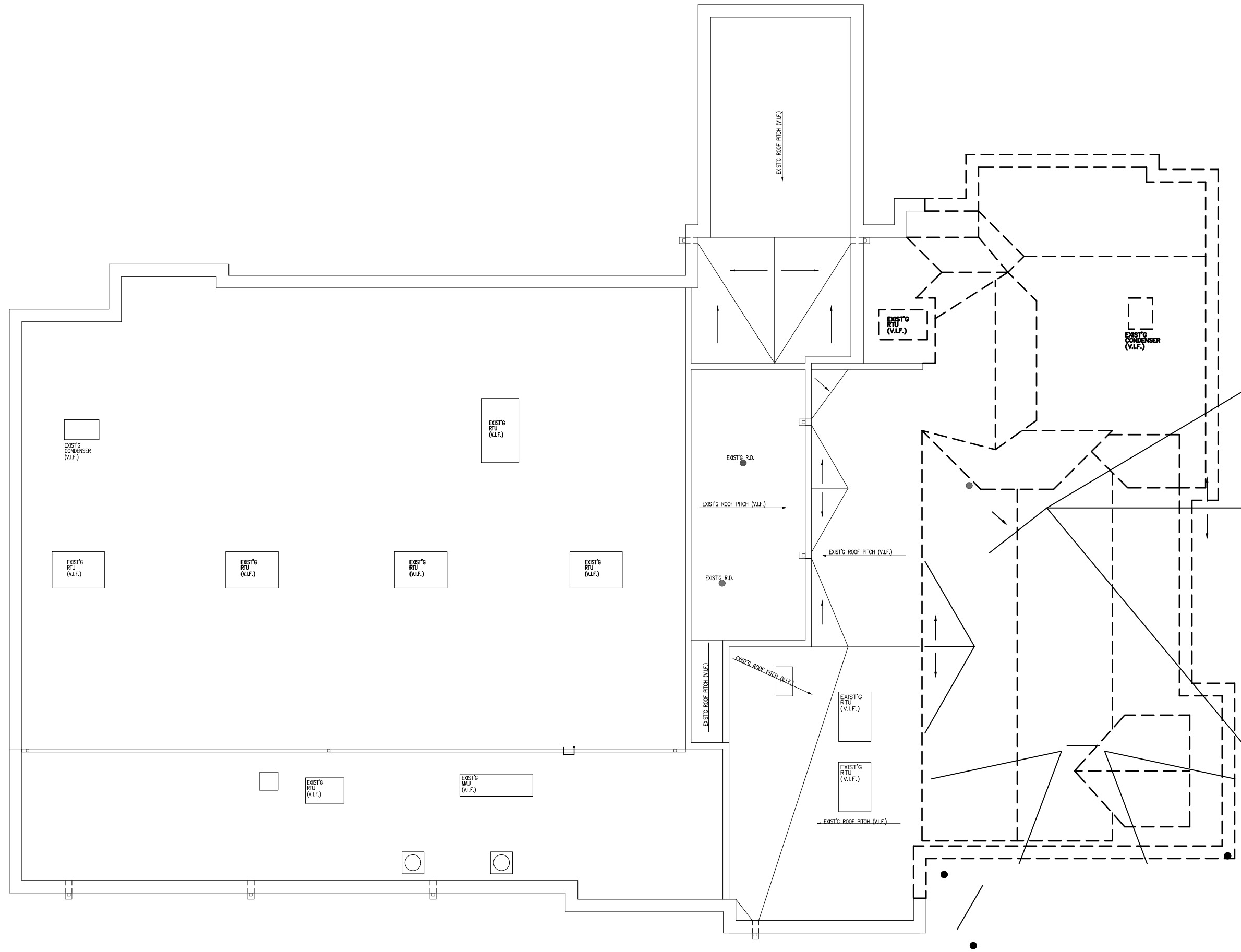
2 PROPOSED 3-11TH FLR PLAN
SCALE : 3/32" = 1'-0"



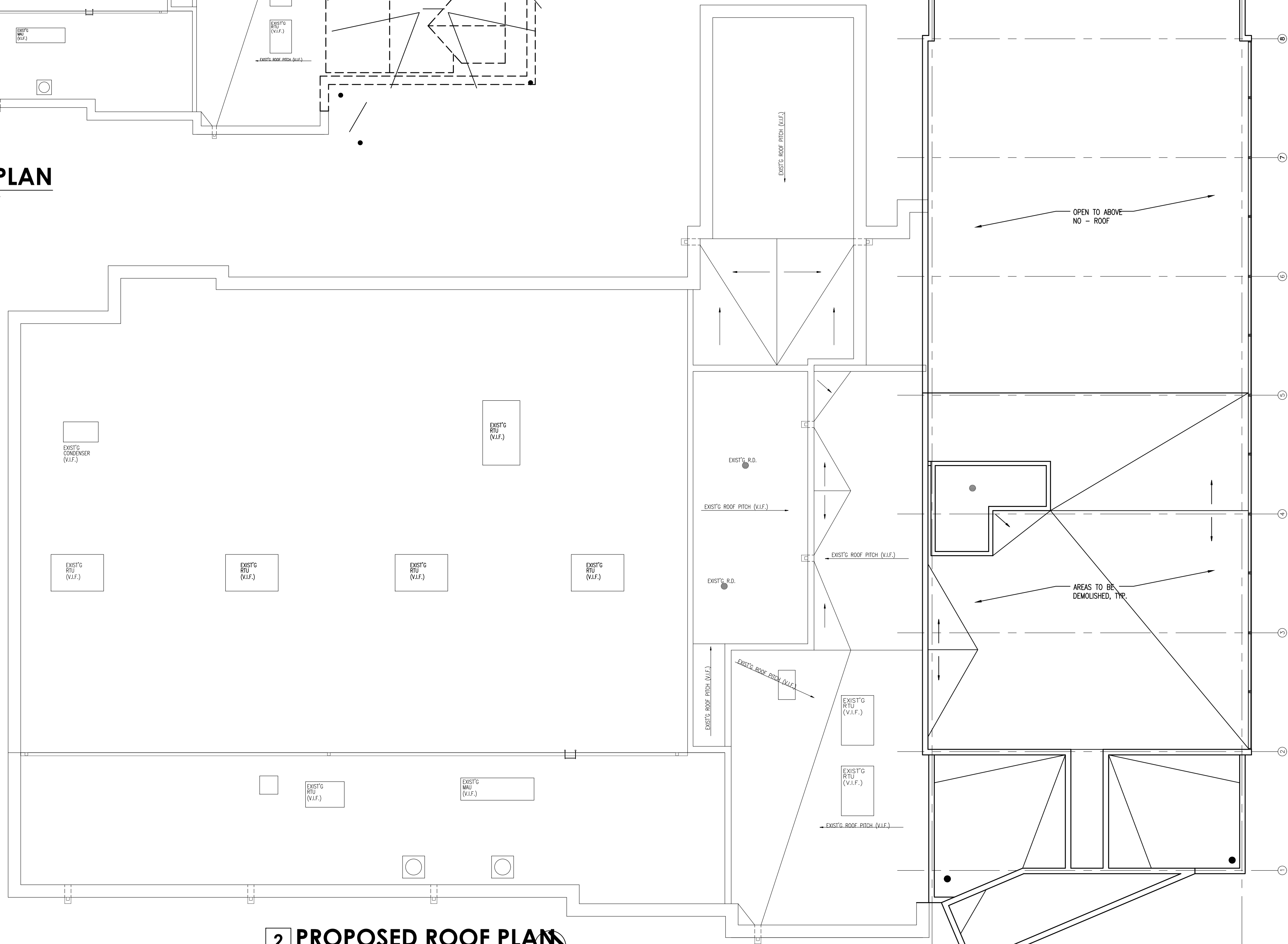
3 PROPOSED 12TH FLR
SCALE : 3/32" = 1'-0"



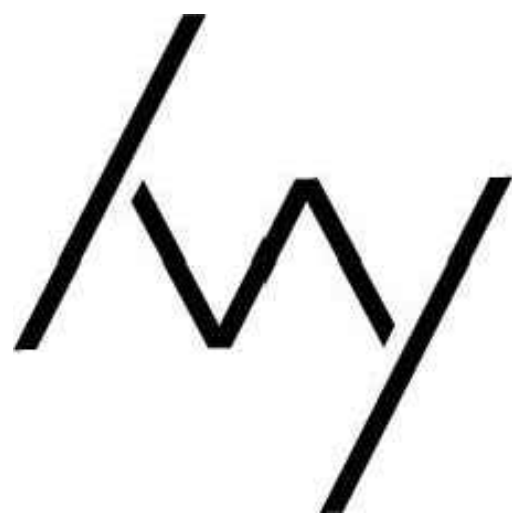
IVY BOUTIQUE HOTEL
519 E. ALGONQUIN RD
ARLINGTON HEIGHTS, IL 60007



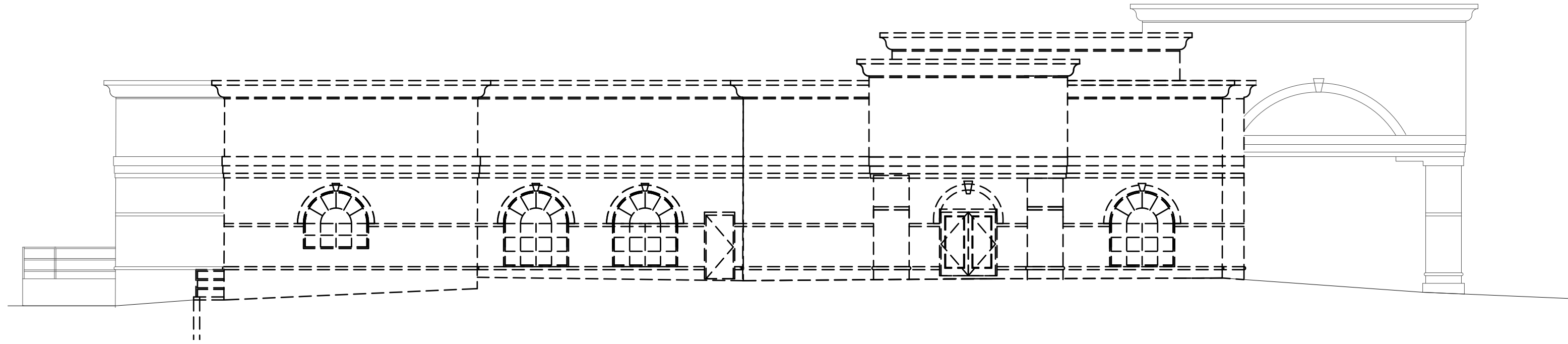
1 DEMOLITION ROOF PLAN
SCALE : 1/16" = 1'-0" AUGUST 8, 2017



2 PROPOSED ROOF PLAN
SCALE : 3/32" = 1'-0" AUGUST 8, 2017
NORTH



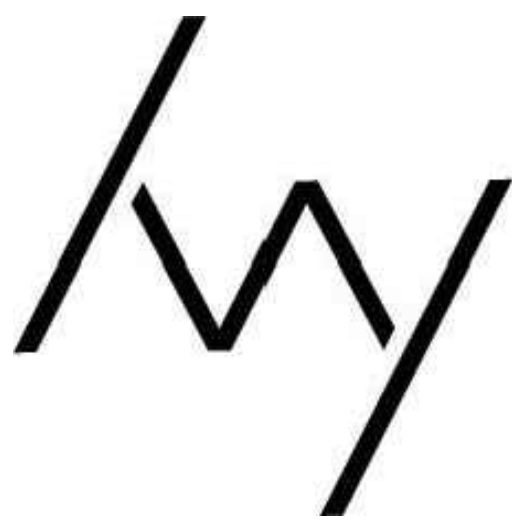
IVY BOUTIQUE HOTEL
519 E. ALGONQUIN RD
ARLINGTON HEIGHTS, IL 60007



1 DEMOLITION - NORTH (FRONT) ELEVATION
SCALE : 3/32" = 1'-0" AUGUST 8, 2017



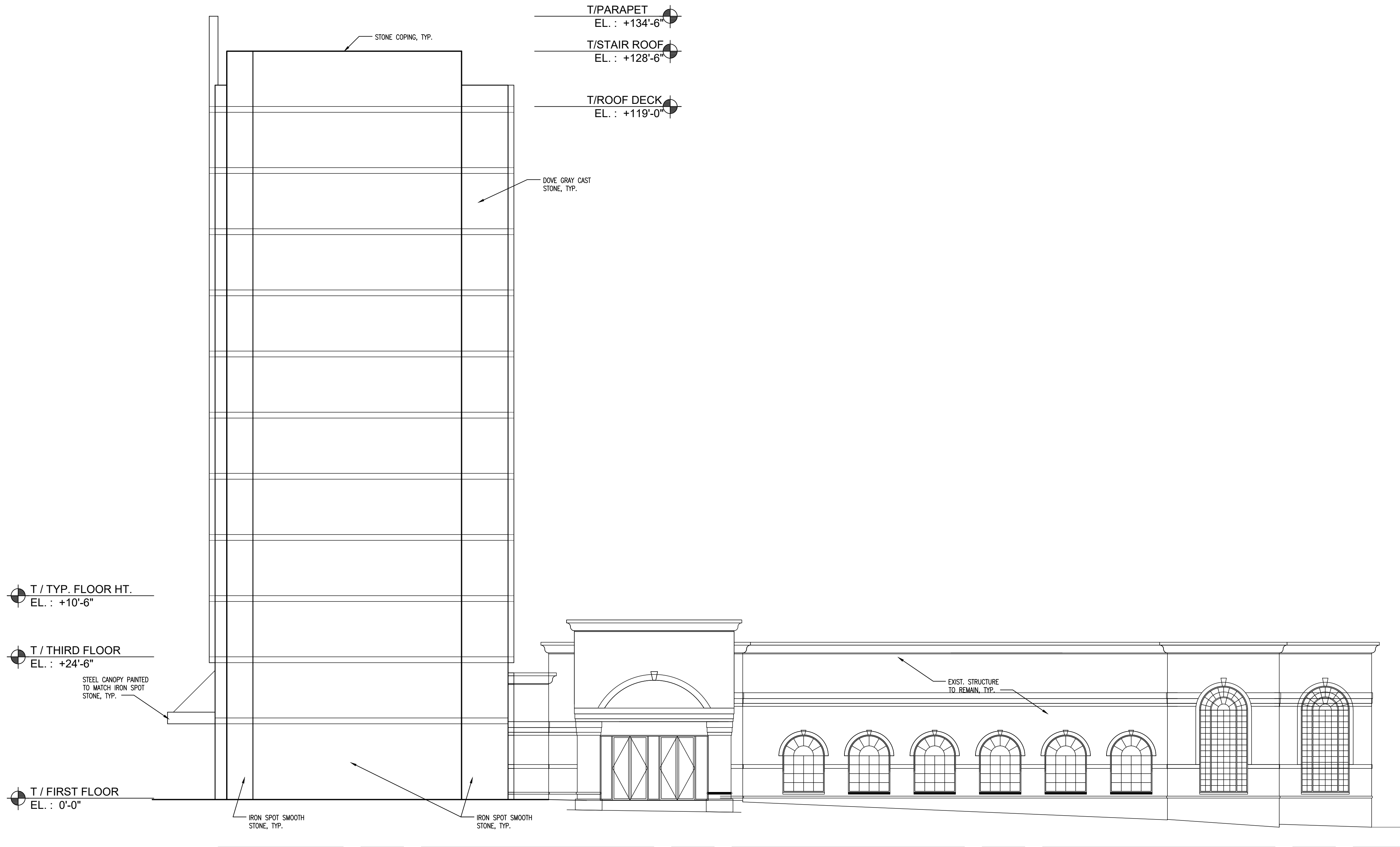
2 PROPOSED NORTH (FRONT) ELEVATION
SCALE : 3/32" = 1'-0" AUGUST 8, 2017



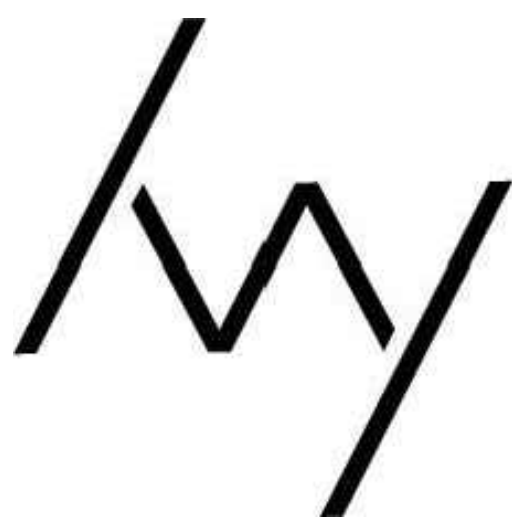
IVY BOUTIQUE HOTEL
519 E. ALGONQUIN RD
ARLINGTON HEIGHTS, IL 60007



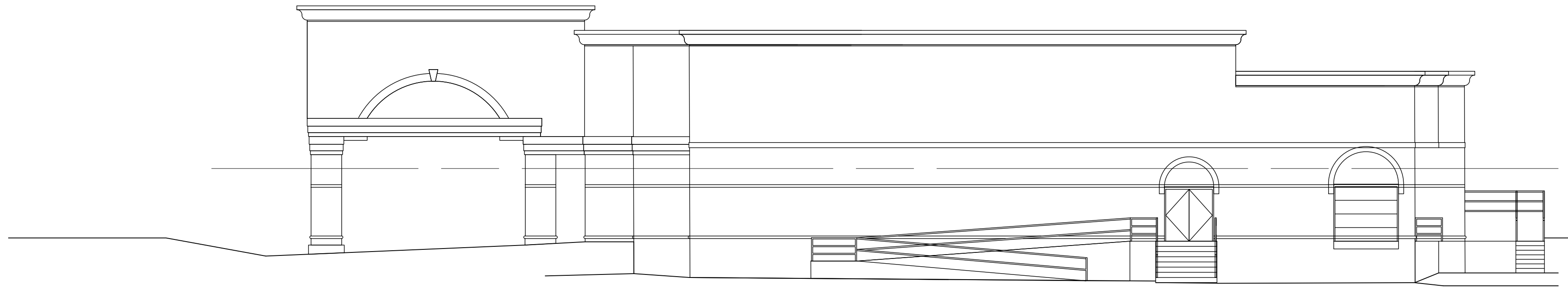
1 DEMOLITION - WEST ELEVATION
SCALE : 3/32" = 1'-0" AUGUST 8, 2017



2 PROPOSED WEST ELEVATION
SCALE : 3/32" = 1'-0" AUGUST 8, 2017



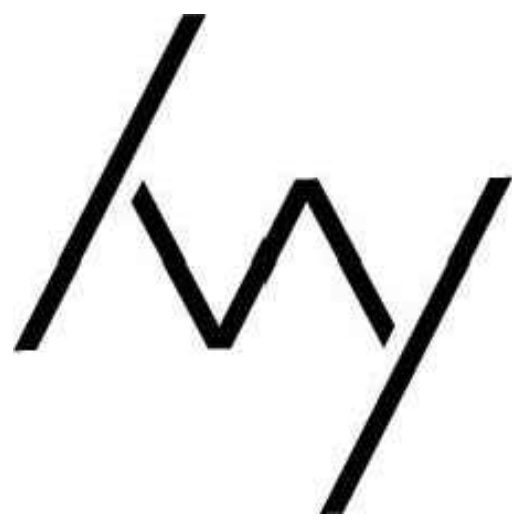
IVY BOUTIQUE HOTEL
519 E. ALGONQUIN RD
ARLINGTON HEIGHTS, IL 60007



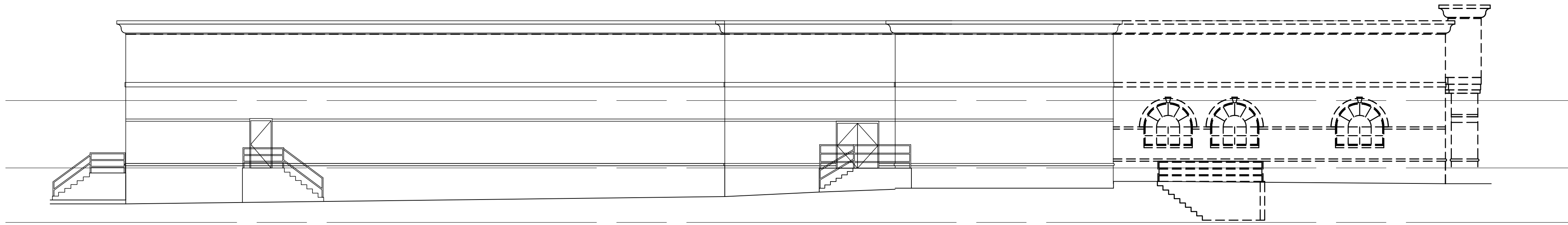
1 EXISTING SOUTH (REAR) ELEVATION
SCALE : 3/32" = 1'-0" AUGUST 8, 2017



2 PROPOSED SOUTH (REAR) ELEVATION
SCALE : 3/32" = 1'-0" AUGUST 8, 2017

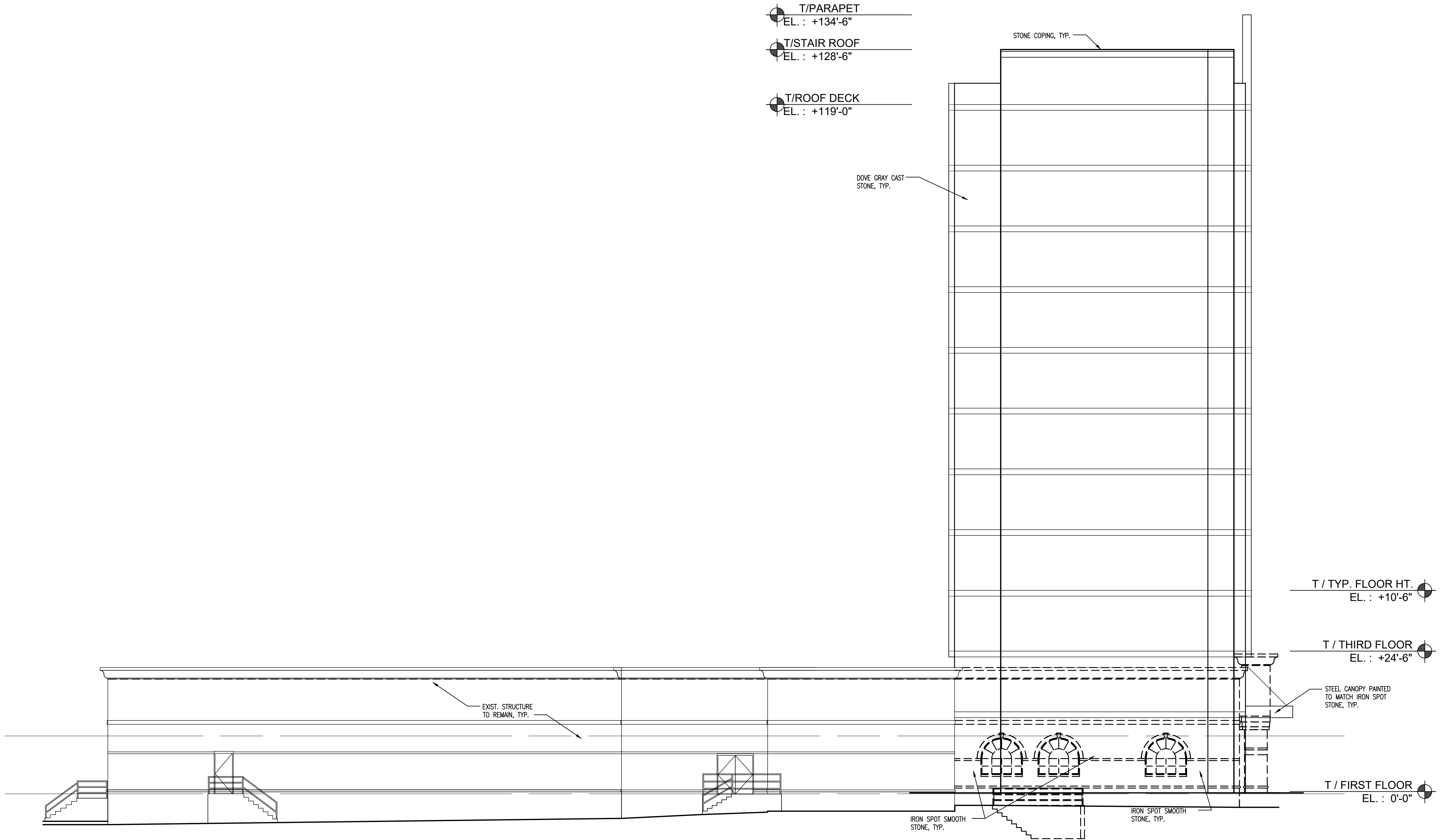


IVY BOUTIQUE HOTEL
519 E. ALGONQUIN RD
ARLINGTON HEIGHTS, IL 60007



1 DEMOLITION EAST ELEVATION

SCALE : 3/32" = 1'-0" AUGUST 8, 2017

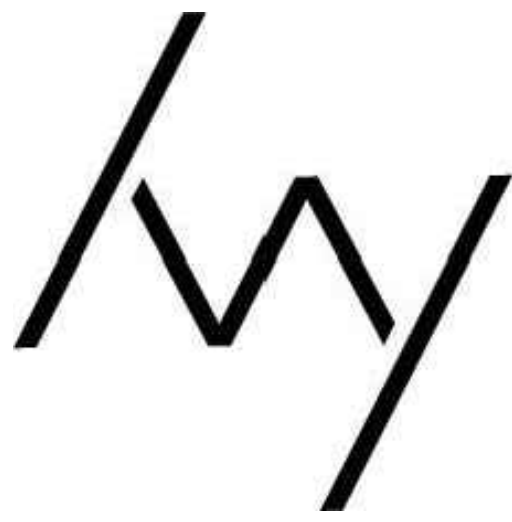


2 PROPOSED EAST ELEVATION

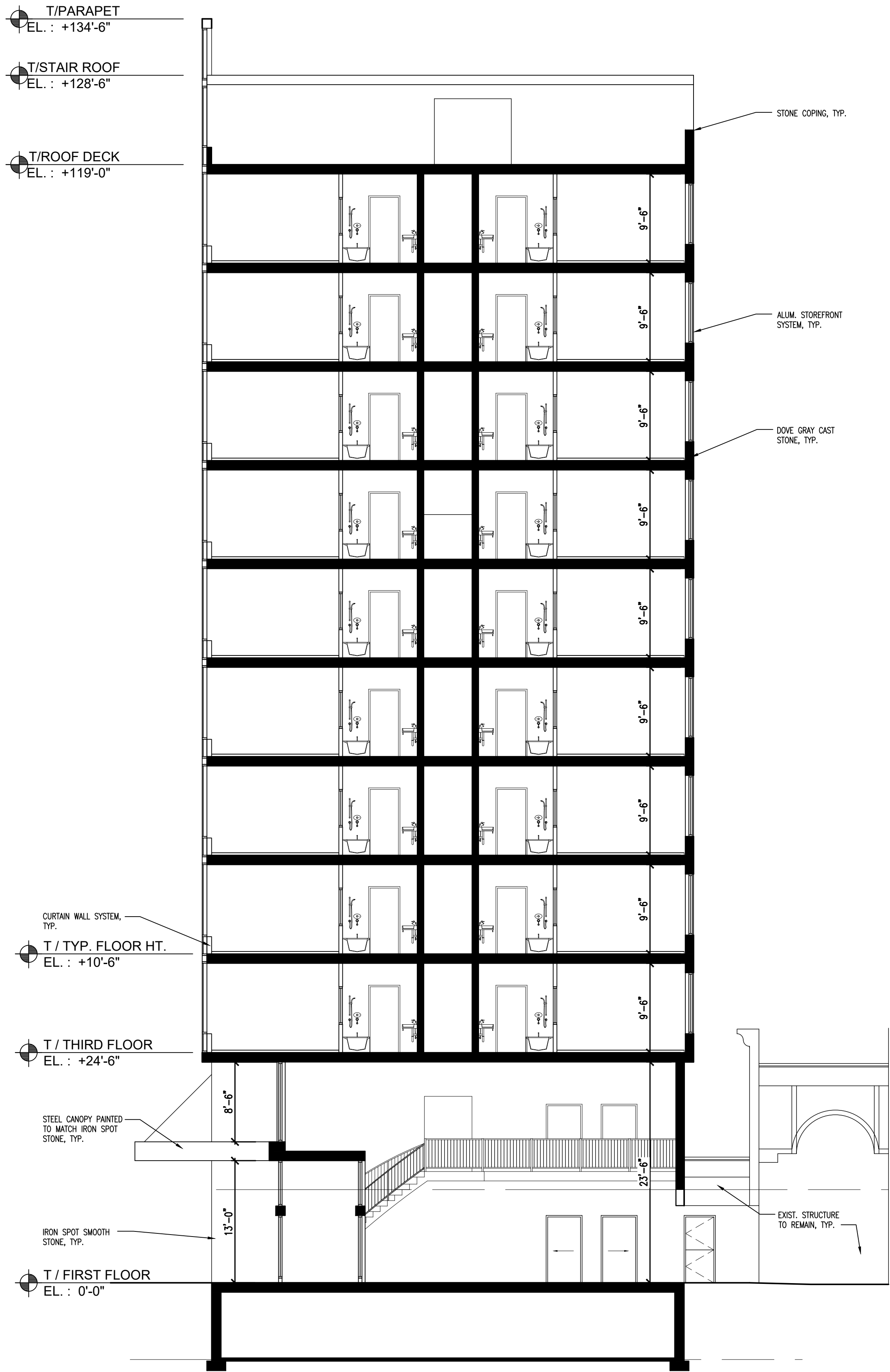
SCALE : 3/32" = 1'-0" AUGUST 8, 2017

Enrique Castel Architect

460 WEDGEWOOD CIR . LAKE IN THE HILLS, IL 60156 .
P 224-253-8027 . ENCAST@COMCAST.NET



IVY BOUTIQUE HOTEL
519 E. ALGONQUIN RD
ARLINGTON HEIGHTS, IL 60007



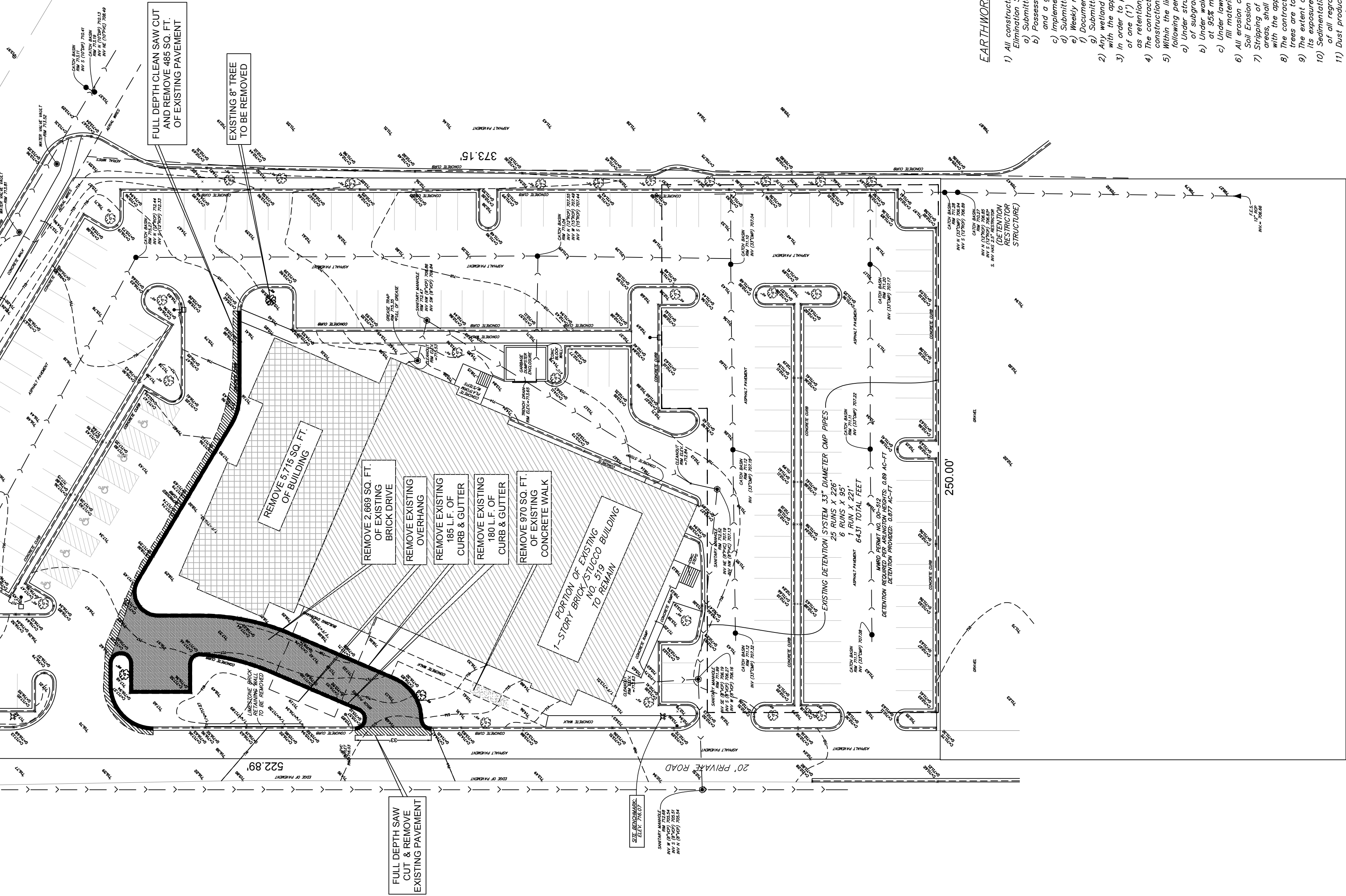
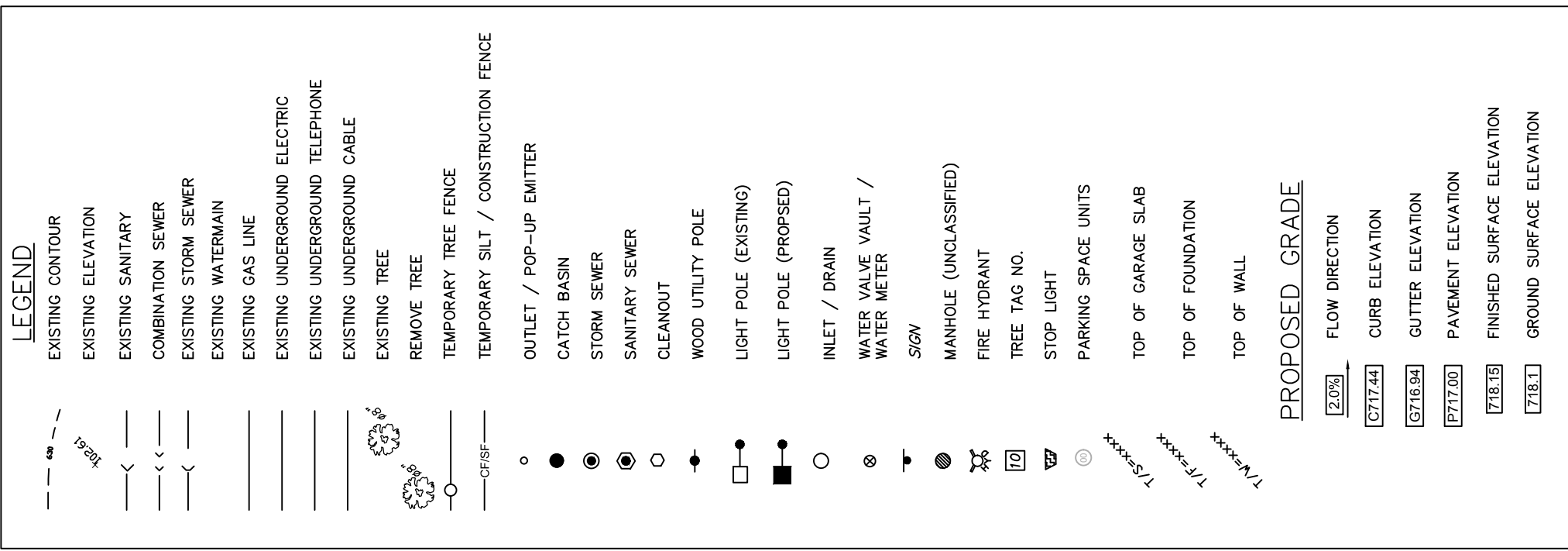
1 PROPOSED BUILDING SECTION
SCALE : 1/8" = 1'-0"

AUGUST 8, 2017

Enrique Castel Architect

460 WEDGEWOOD CIR . LAKE IN THE HILLS, IL 60156 .
P 224-253-8027 . ENCAST@COMCAST.NET

Ridgeline



1. EXISTING CONDITIONS & DEMOLITION PLAN
2. PRELIMINARY SITE GRADING PLAN
3. PRELIMINARY UTILITY & SITE PLAN
4. TRUCK TURNING EXHIBIT
5. PHOTOMETRIC PLAN

- 1) All construction activities that involve earthwork shall meet the National Pollutant Discharge Elimination System Phase II requirements:
 - a) Submission of a Notice of Intent (NOI) to EPA.
 - b) Submission of a Notice of Intent (NOI) to EPA, and a Gratic Erosion and Sediment Control (ESC) plan.
 - c) Implementation of the ESCs.
 - d) Submission of a Gratic Erosion and Sediment Control (ESC) plan.
 - e) Weekly site visits after 5th rainfall or 5th workout.
- 2) Submission of a Notice to ESC plan.
- 3) Submission of a Notice of Termination (NOT) when final stabilization is achieved.
- 4) The contractor shall maintain existing positive drainage stormwater management facilities such as ditches, culverts, and stormwater ponds, and shall be in accordance with the following percentages of modified practice dry density in accordance with ASTM D 1557-78:
 - a) Under structures, Building slabs, steps and pavements, Compact six (6) inch maximum lifts of subgrade, backfill, or fill material
 - b) Under walkways, Compact six (6) inch maximum lifts of subgrade, backfill, or fill material
 - c) Under walls, Compact six (6) inch maximum lifts of subgrade, backfill, or fill material
 - d) 95% modified practice dry density
 - e) 95% maximum lifts of subgrade, backfill, or fill material at 85% modified practice dry density.
- 5) All erosion control work shall comply with "Illinois Procedures and Standards for Urban Soil Erosion and Sediment Control".
- 6) The contractor shall install erosion control devices, such as silt fences, especially in designated wetland areas, shall be done in a manner which will minimize soil erosion, and shall be in accordance with the approved drawings, mitigation and permit requirements.
- 7) The contractor shall install erosion control devices, such as silt fences, especially in designated wetland areas, shall be done in a manner which will minimize soil erosion, and shall be in accordance with the approved drawings, mitigation and permit requirements.
- 8) Trees to be saved as shown on the plans or determined in the field.
- 9) The extent of the area which is exposed and free of vegetation and the duration of the exposure shall be limited to a minimum during any periods of spring water.
- 10) Sedimentation shall be retained on site. Sediment fence shall be installed along the perimeter of all graded areas or as required to prevent sediment from entering and/or leaving the site.
- 11) Dust produced from the site shall be kept to a minimum during any periods of spring water.
- 12) All mud shall be removed from the site before leaving the site and the roads shall be kept clean and clear of mud and debris at all times.
- 13) Construction activities shall be kept clean and clear of obstruction during the construction period.
- 14) Silt fences shall be inspected frequently and maintained or replaced as required to maintain effectiveness.
- 15) Water courses and drainage swales adjacent to construction activities shall be monitored at all times.
- 16) Soil and unpaved areas of pathways, right-of-ways, and front yards to rear wall of building, problems or deficiencies shall be corrected immediately upon their discovery. Any
- 17) Only work approved by the Village Engineer.
- 18) The contractor shall install all erosion control items prior to commencement of any work.
- 19) The contractor shall install all erosion control items prior to commencement of any work.
- 20) The contractor shall install all erosion control items prior to commencement of any work.

[illegible]

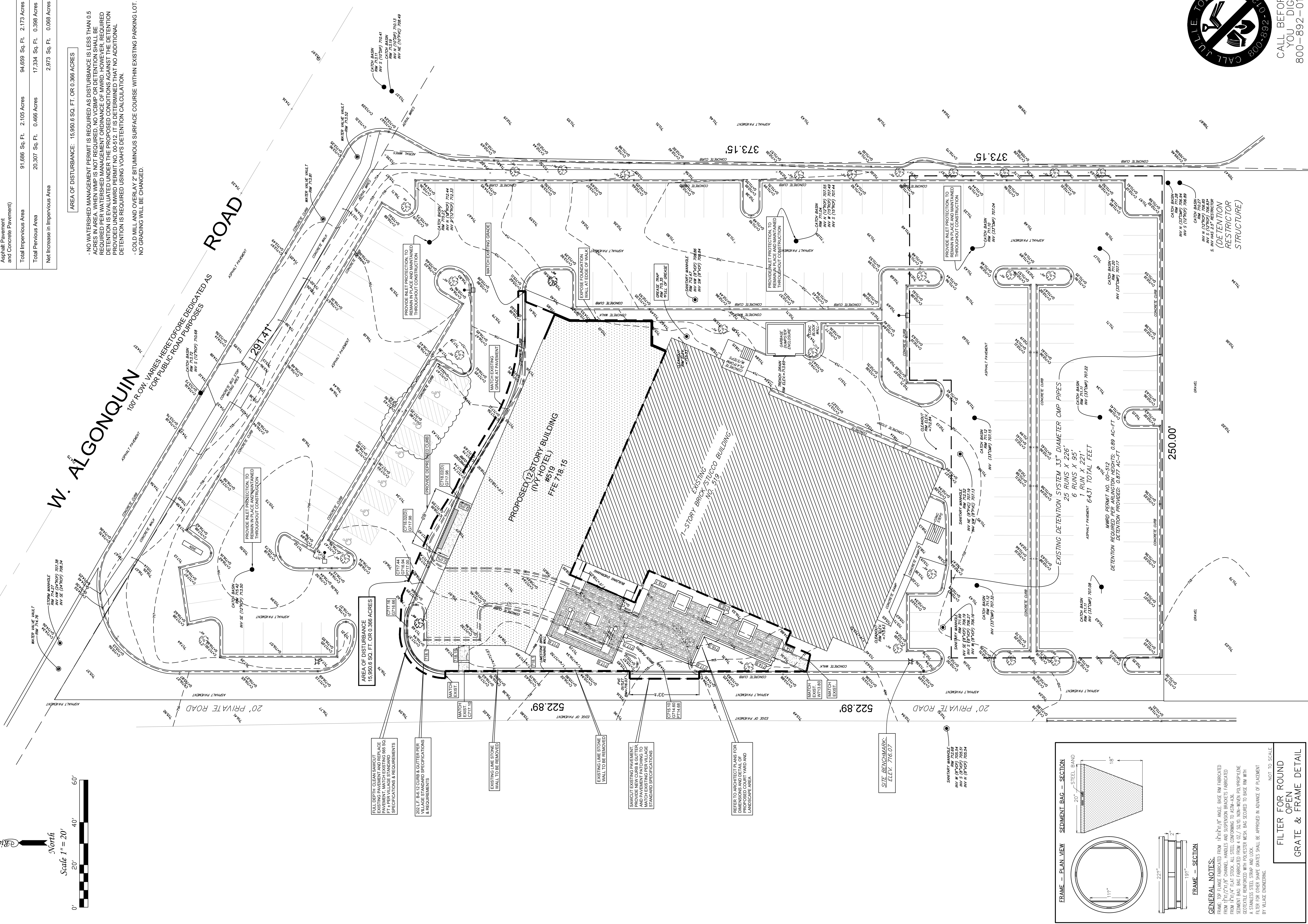
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1	06/28/17	PER VILLAGE REVIEW COMMENTS (REV)	DRAWN: PS	CHECKED: JGL
			REFERENCE:	
			PLAN DATE:	06/20/17
			PROJECT	2017-0224

	SITE IMPROVEMENT		
	Existing		Proposed
Project Area	111,993 Sq. Ft.	2,571 Acres	
Building	20,404 Sq. Ft.	0.468 Acres	23,310 Sq. Ft. 0.539 Acres
Pavement (Concrete Curb & Gutter, Asphalt Pavement and Concrete Pavement)	71,282 Sq. Ft.	1.636 Acres	71,349 Sq. Ft. 1.636 Acres
Total Impervious Area	91,686 Sq. Ft.	2.105 Acres	94,659 Sq. Ft. 2.173 Acres
Total Pervious Area	20,307 Sq. Ft.	0.466 Acres	17,334 Sq. Ft. 0.398 Acres
Net Increase in Impervious Area			2,973 Sq. Ft. 0.068 Acres

AREA OF DISTURBANCE: 15,950.6 SQ. FT. OR 0.366 ACRES

NO WATERED MANNING PERMIT IS REQUIRED AS DISTURBANCE IS LESS THAN 0.5 ACRES IN AREA. WHEN WMP IS NOT REQUIRED, NO CBMP OR DETENTION SHALL BE REQUIRED PER WATERED MANNING ORDINANCE OF MWMD. HOWEVER, REQUIRED DETENTION IS EVALUATED UNDER THE PROPOSED CONDITIONS AGAINST THE DETENTION PROVIDED UNDER MWMD PERMIT NO. 00-512. IT IS DETERMINED THAT NO ADDITIONAL DETENTION IS REQUIRED USING VOA'S DETENTION CALCULATION.

- COLD MILL AND OVERLAY 2" BITUMINOUS SURFACE COURSE WITHIN EXISTING PARKING LOT. NO GRADING WILL BE CHANGED.



CALL BEFORE
YOU DIG
800-892-0123

REVISION	DATE	DESC	BOOK	DWG SIZE
1	03/08/17	PER VILLAGE REVIEW COMMENTS (REV)	DRAWING PS	CHECKED: JGL
			REFERENCE:	
			PUBLISH DATE:	05/02/17
			PROJECT NO	2017-0224

Ridgeline Consultants LLC

Illinois Professional Design Firm No. 184-004766
1661 Aucutt Road, Montgomery, IL 60538
PH: 630.801.7927 FAX: 630.701.1385

George H. Skulavik P.L.S. 2580 Expiration Date 11/30/2012
Stacy L. Stewart P.L.S. 3415 Expiration Date 11/30/2012

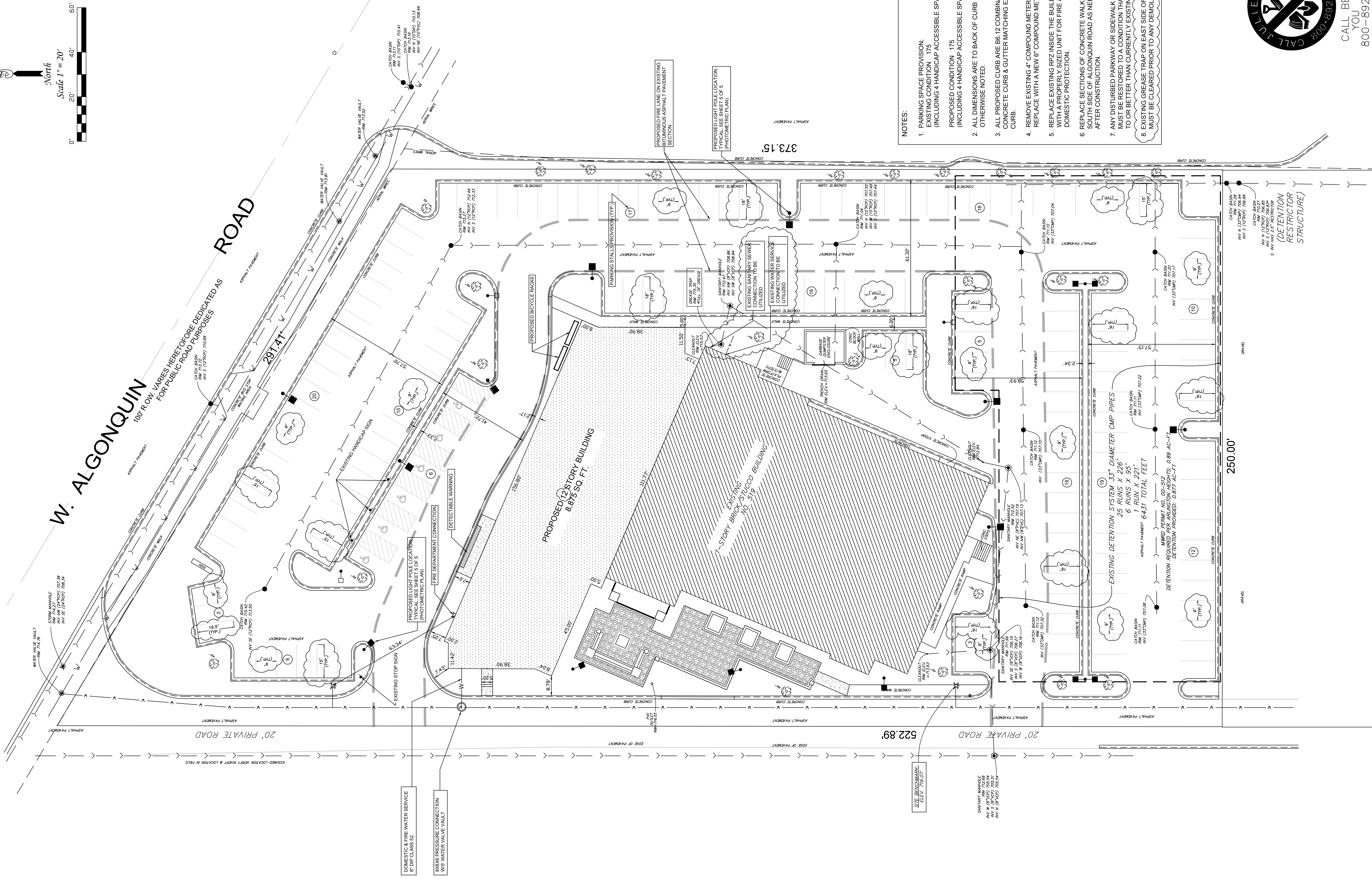
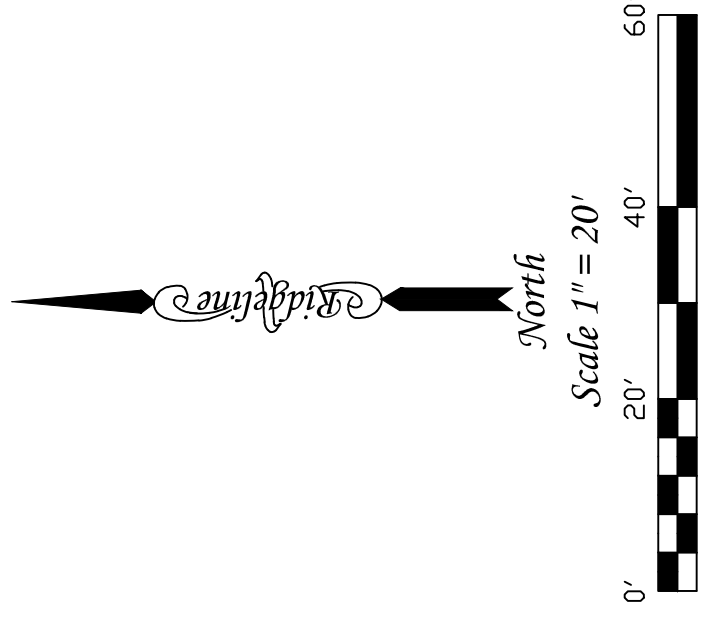
landmark CONSULTANTS
CONSULTING ENGINEERS • LAND SURVEYORS

19 W Algonquin Road
Arlington Heights, IL 60005

PROPERTY ADDRESS:

5

Preliminary Utility & Site Plan



CALL BEFORE
YOU DIG
800-892-0123

REVISION	DATE	DESC	BOOK	DWG SIZE:
1	08/08/17	PER VILLAGE REVIEW COMMENTS (REV)	DRAWN: PS	CHECKED: JGL
			REFERENCE:	
			PLAN DATE:	05/20/17
			PROJECT	2017-00224

Ridgeline Consultants LLC

1661 Aucutt Road, Montgomery, IL 60538
PH: 630.801.7927 FAX: 630.701.1385

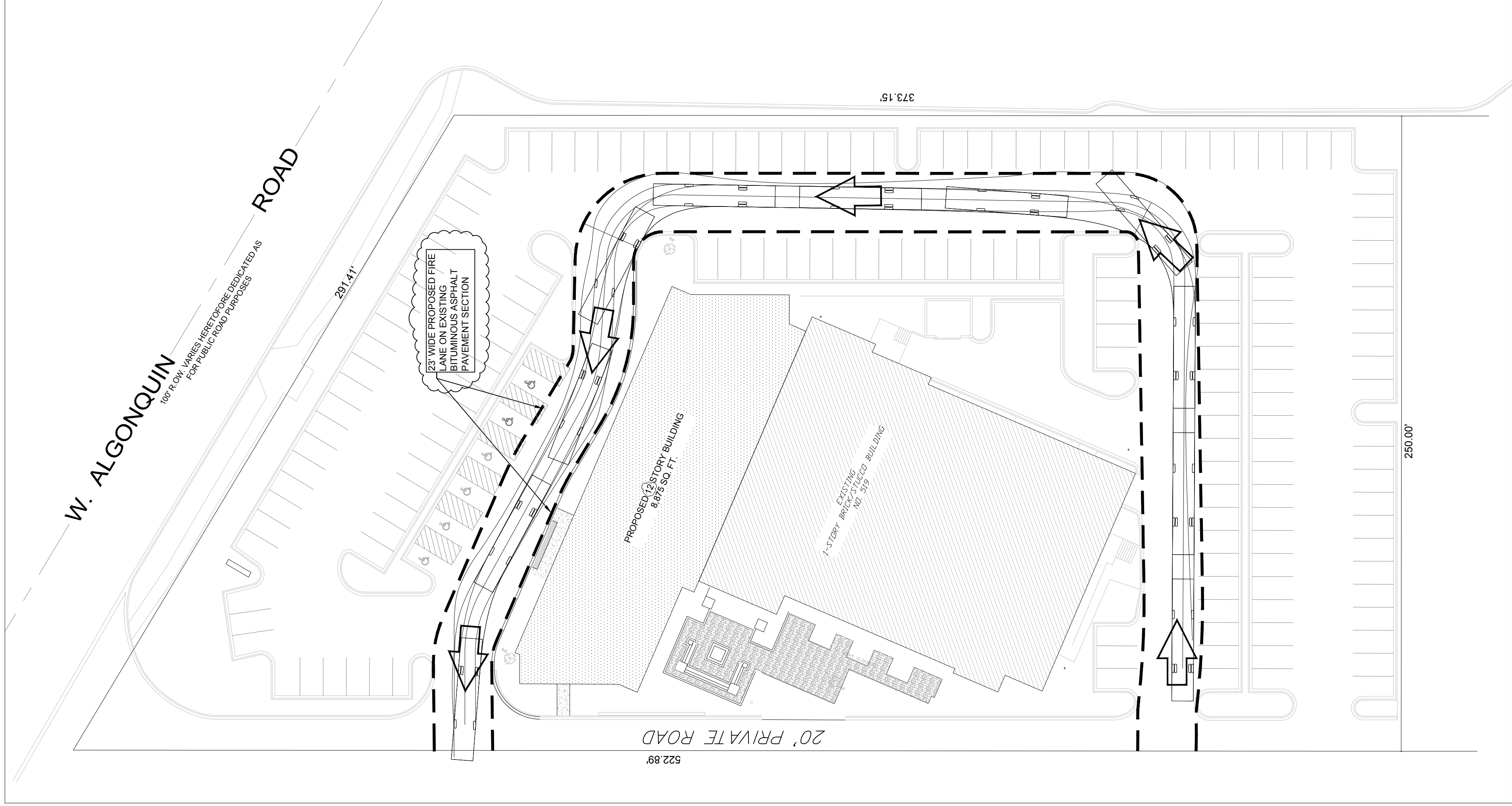
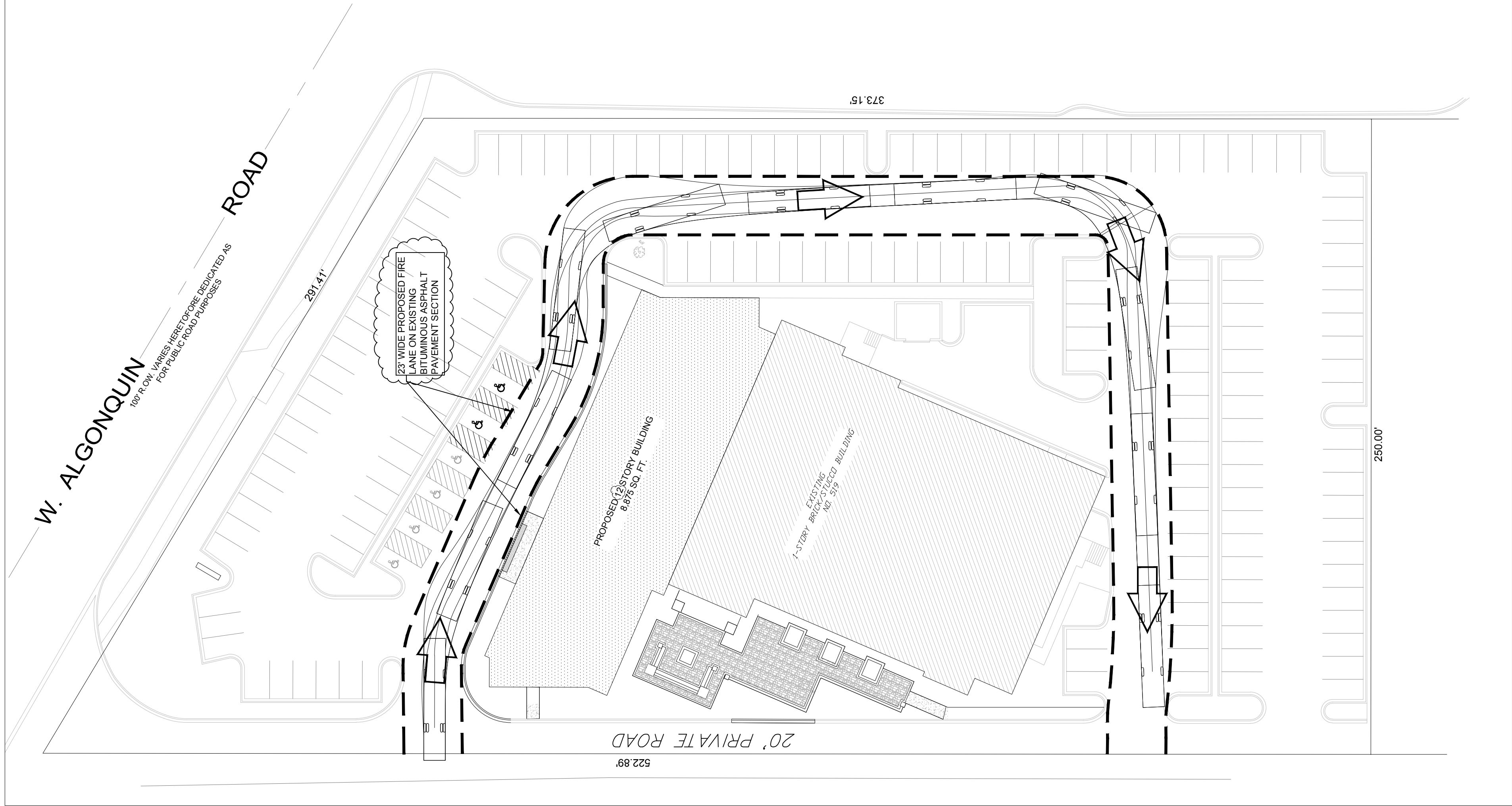
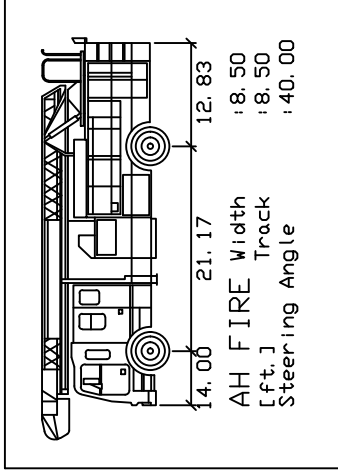
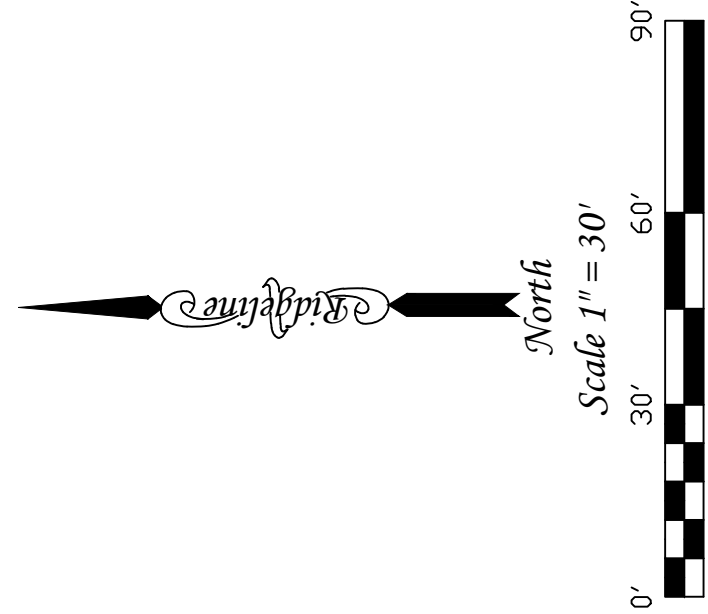


IVY HOTEL

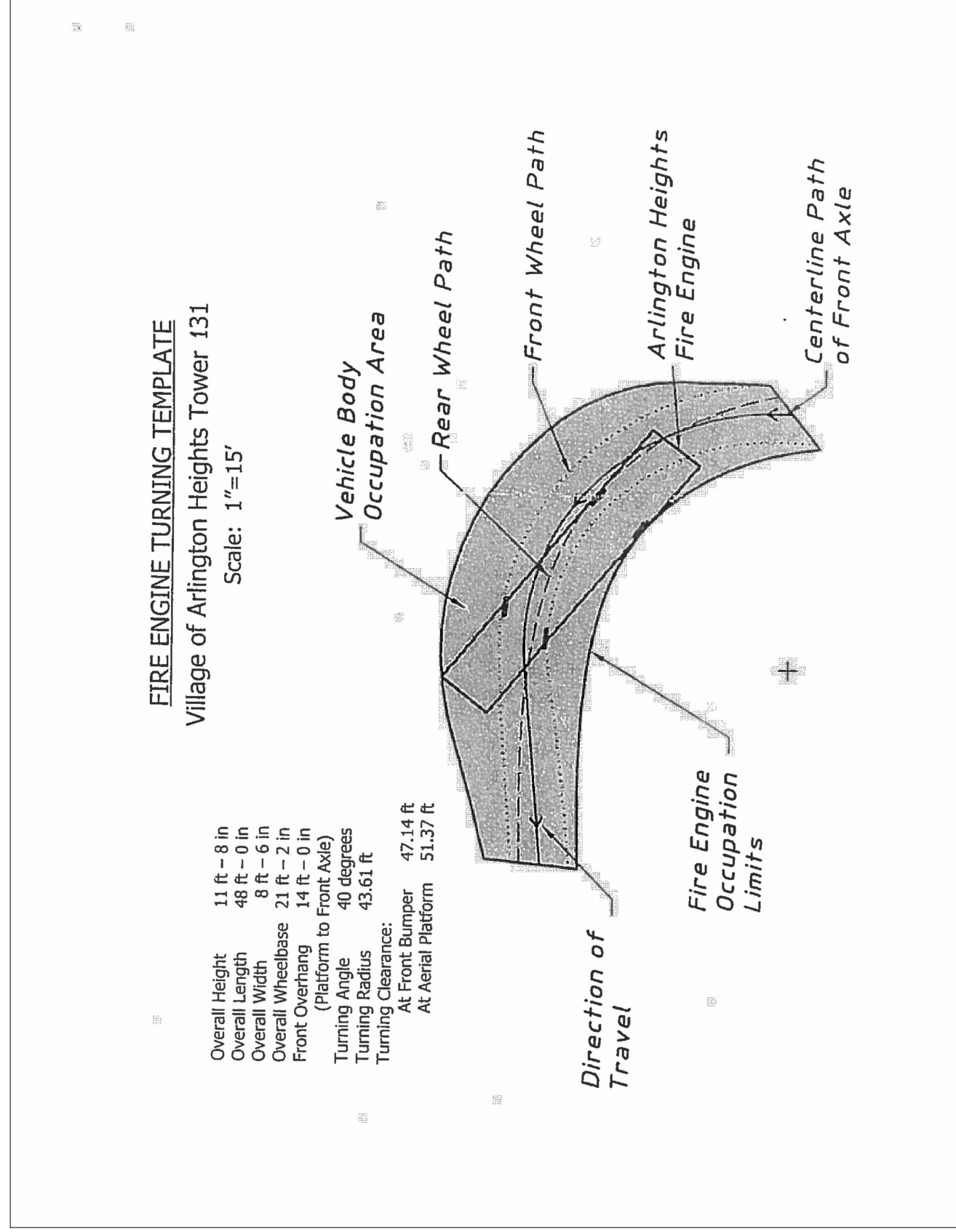
519 W Algonquin Road
Arlington Heights, IL 60005

SHEET 3 OF 5

Truck Turning Exhibit



NOTE:
NO OVERHEAD UTILITY OR POWER LINES
ARE TO BE LOCATED WITHIN THE
PROPOSED FIRE LANE SHOWN HEREON.

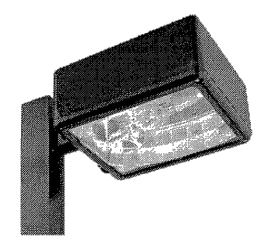
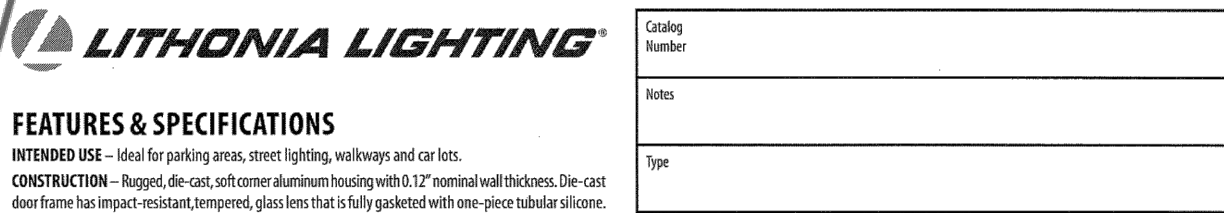


KAD 400M R4 Test no. 1191110101P

ISOILLUMINANCE PLOT (Footcandle)

400W pulse start metal halide lamp, rated 39,000
lumens. Footcandle values based on 20'
mounting height.

Classification: Unclassified (Type III, Very Short, Full Cutoff)



CONTOUR
SERIES

Soft Square Lighting

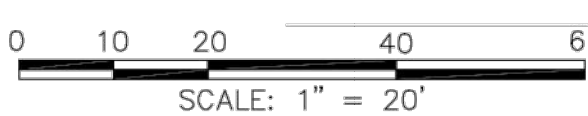
KAD

METAL HALIDE: 250-400W
HIGH PRESSURE SODIUM: 70-400W
20" TO 35" MOUNTING

Example: KAD 400M R3 TB SCWA SPD04 LF

[illegible][illegible]

PARKING LOT LIGHTING PLAN



Preliminary drawing to illustrate basic construction features. Fabrication of product may include minor changes for improved performance.

**IVY HOTEL
519 ALGONQUIN ROAD
ARLINGTON HEIGHTS, ILLINOIS**

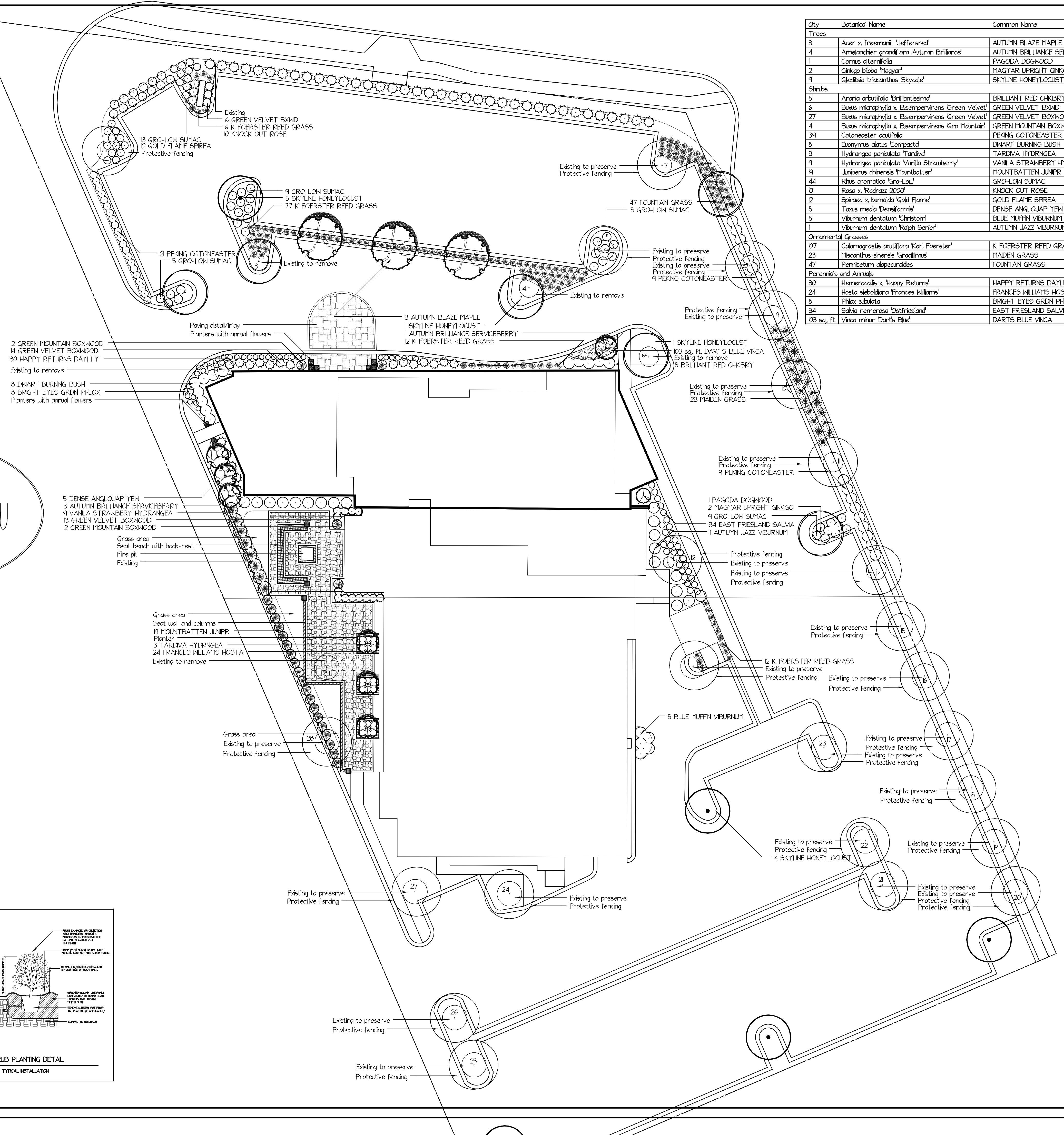
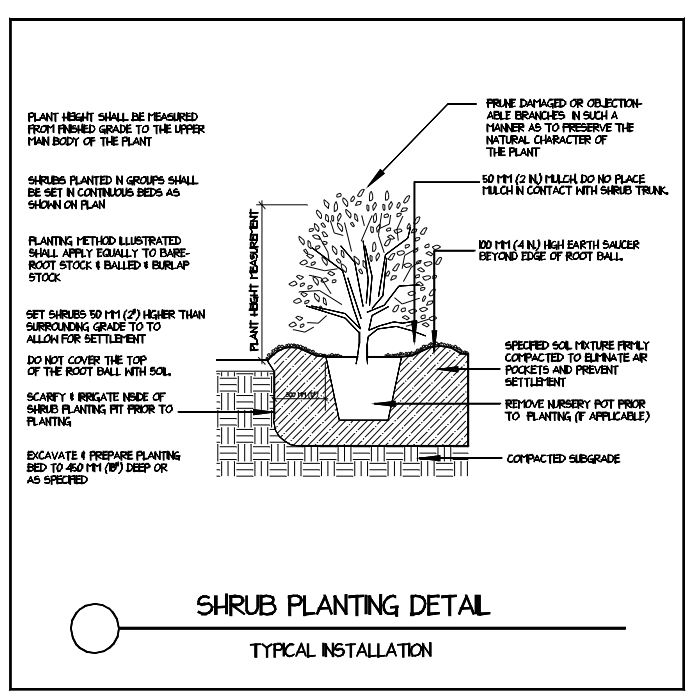
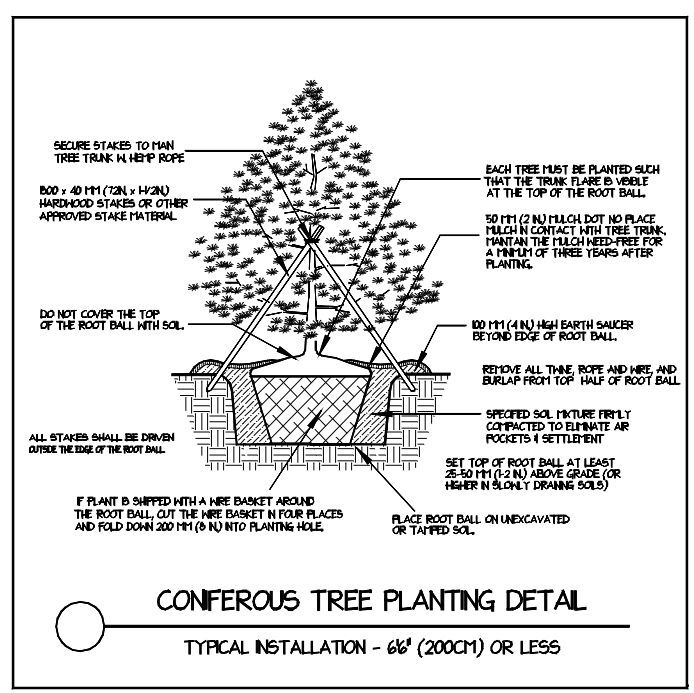
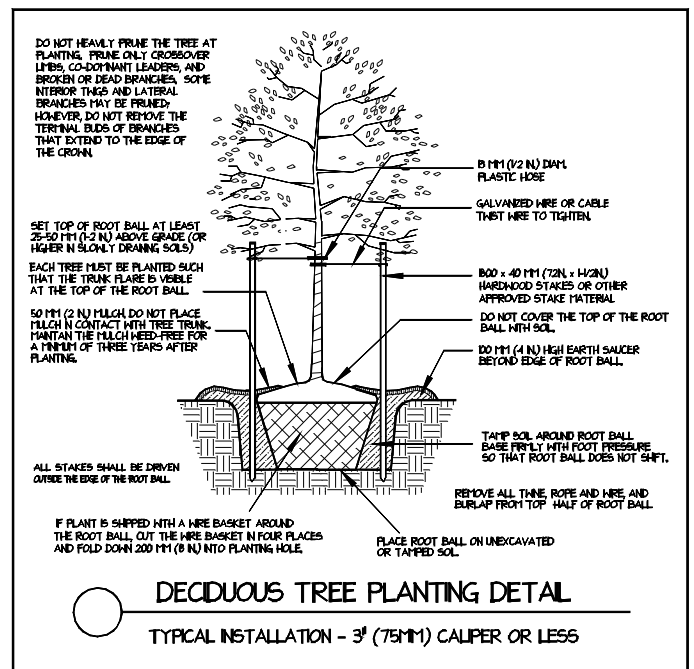
Square 1 Precision Lighting® Inc. © 2017

5/11/17

PLL



Landscape Plan View



Qty	Botanical Name	Common Name	Size/Condition
Trees			
3	Acer x. freemanii 'Jeffersred'	AUTUMN BLAZE MAPLE	250'
4	Amelanchier grandiflora 'Autumn Brilliance'	AUTUMN BRILLIANCE SERVICEBERRY	50'
1	Cornus alternifolia	PAGODA DOGWOOD	50' - #25
2	Ginkgo biloba 'Magyar'	MAGYAR UPRIGHT GINKGO	250'
9	Gleditsia triacanthos 'Skyline'	SKYLINE HONEYLOCUST	400'
Shrubs			
5	Anronia arbutifolia 'Brilliant Red'	BRIGHT RED CHERRY	# 05
6	Buxus microphylla x. Bsempervirens 'Green Velvet'	GREEN VELVET B&ND	24" - # 5
27	Buxus microphylla x. Bsempervirens 'Green Velvet'	GREEN VELVET BOXWOOD	24" - #10
4	Buxus microphylla x. Bsempervirens 'Green Velvet'	GREEN MOUNTAIN BOXWOOD	36" - #10
39	Colostea caudata	PEKING COTONEASTER	# 05
8	Eurymus alatus 'Compact'	DWARF BURNING BUSH	30"
3	Hydrangea paniculata 'Tardiva'	TARDIVA HYDRANGEA	100' STD
9	Hydrangea paniculata 'Vanilla Strawberry'	VANILLA STRAWBERRY HYDRANGEA	# 05
11	Juniperus chinensis 'Moutbatten'	MOUNTBATTEN JUNIPER	60'
44	Rhus aromatica 'Gro-Low'	GRO-LOW SUMAC	# 03
10	Rosa x. 'Rozara 2000'	KNOCK OUT ROSE	# 03
12	Spiraea x. bumalda 'Gold Flame'	GOLD FLAME SPREA	# 03
5	Taxus media 'Densiformis'	DENSE ANGLOJAP YEW	24"
5	Viburnum dentatum 'Christi'	BLUE HUFF VIBURNUM	# 05
1	Viburnum dentatum 'Ralph Senior'	AUTUMN JAZZ VIBURNUM	# 05
Ornamental Grasses			
107	Calamagrostis caudata 'Karl Foerster'	K FOERSTER REED GRASS	# 01
23	Miscanthus sinensis 'Gracillimus'	MAIDEN GRASS	# 01
47	Pennisetum alopecuroides	FOUNTAIN GRASS	# 01
Perennials and Annuals			
30	Hemerocallis x. 'Happy Returns'	HAPPY RETURNS DAYLILY	# 01
24	Hosta sieboldiana 'Frances Williams'	FRANCES WILLIAMS HOSTA	# 01
1	Phlox subulata	BRIGHT EYES GRDN PHLOX	# 01
34	Salvia nemorosa 'Oestfriesland'	EAST FRIESLAND SALVIA	# 01
103 sq. ft.	Vinca minor 'Dart's Blue'	DARTS BLUE VINCA	FLAT / 24

Condition Rating
Excellent 1
Good 2
Fair 3
Poor 4
Dead 5

Tree Preservation Notes				
1) Temporary barriers necessary for the preservation of existing plant materials as approved by the Dept. of Building and Zoning shall be installed prior to the issuance of any permit.				
2) Grading and construction equipment is prohibited from encroaching on the drip line of any tree to be preserved.				
3) Any material which may be detrimental to trees shall not be discarded or placed within the drip line of any tree nor shall material be located at an elevation which would contribute runoff toward trees.				
4) Materials or vehicles shall not be stored driven or parked within the drip line of any trees.				
5) Barrier approved by the Commissioner of Building and Zoning shall be installed at the periphery of the trees drip line or beyond.				
6) The barrier shall be a minimum of 48 inches in height and be secured to fence posts at no less than 5 feet on center.				
7) Utility lines shall be agreed to prevent damage to tree root systems when an underground utility is located within 5 feet of the trunk of a tree designated for preservation.				
8) Trees to be preserved which have been subjected to activity within the drip line should be selectively pruned or thinned ten percent by an Arborist.				
On site tree details				
Tree #	Species	DBH	Condition	Form
1	Honey Locust	8	3	Fair
2	Norway Maple	8	3	Fair
3	Norway Maple	8	3	Fair
4	Norway Maple	8	3	Fair
5	Norway Maple	8	3	Fair
6	Norway Maple	8	3	Fair
7	Norway Maple	8	3	Fair
8	Honey Locust	8	3	Fair
9	Honey Locust	8	3	Fair
10	Honey Locust	8	3	Fair
11	Norway Maple	8	3	Fair
12	Norway Maple	8	3	Fair
13	Norway Maple	8	3	Fair
14	Honey Locust	8	3	Fair
15	Honey Locust	8	3	Fair
16	Honey Locust	8	3	Fair
17	Honey Locust	8	3	Fair
18	Honey Locust	8	3	Fair
19	Honey Locust	8	3	Fair
20	Honey Locust	8	3	Fair
21	Norway Maple	8	3	Fair
22	Norway Maple	8	3	Fair
23	Norway Maple	8	3	Fair
24	Norway Maple	8	3	Fair
25	Norway Maple	8	3	Fair
26	Norway Maple	8	3	Fair
27	Norway Maple	8	3	Fair
28	Norway Maple	8	3	Fair
29	Norway Maple	8	3	Fair
232				

No.	Date	Description
1	5/2016	Porting lot changes and path
2	5/2016	Arch request
3	5/2017	Building and parking lot changes
4	7/2017	Add parking lot trees
REVISIONS		

GREG FRICK
LANDSCAPE DESIGN

PHONE: 847-951-9699 | FAX: 888-506-6601
EMAIL: gfrickgregory@gmail.com

Landscape Plan View

Ivy Hotel
519 N Algonquin Rd.
Arlington Heights, IL

SCALE: 1"=20'-0"	PROJECT NO.
DRAWN BY: GF	SHEET NO.
CHECKED BY:	1 of 1
DATE: 4/2016	
DATE OF PRINT:	

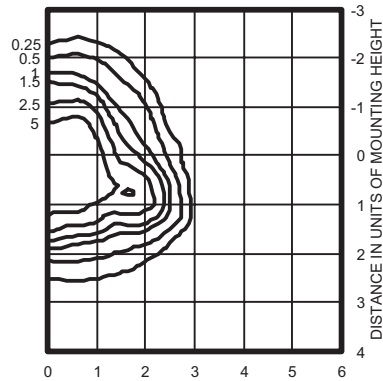
KAD Metal Halide, Arm-mounted Soft Square Cutoff

Coefficient of Utilization

Initial Footcandles

KAD 400M R2 Test no. 1193083101P

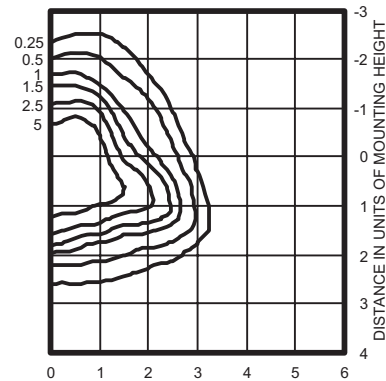
ISOILLUMINANCE PLOT (Footcandle)



400W pulse start metal halide lamp, rated 38000 lumens. Footcandle values based on 20' mounting height.
Classification: Type II, Short, Full Cutoff

KAD 400M R3 Test no. 1192040902P

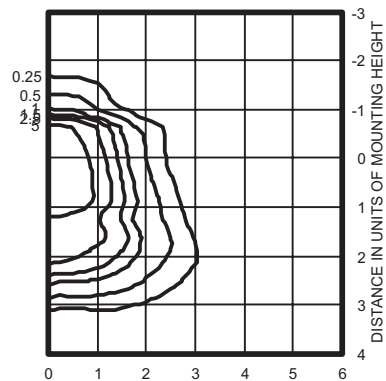
ISOILLUMINANCE PLOT (Footcandle)



400W pulse start metal halide lamp, rated 38,000 lumens. Footcandle values based on 20' mounting height.
Classification: Type II, Short, Full Cutoff

KAD 400M R4 Test no. 1191110101P

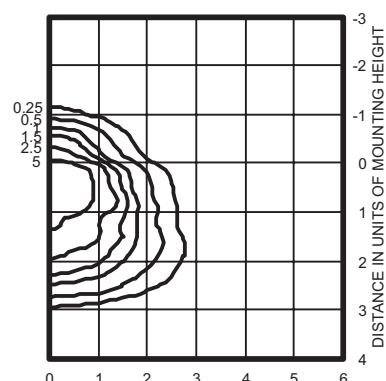
ISOILLUMINANCE PLOT (Footcandle)



400W pulse start metal halide lamp, rated 38,000 lumens. Footcandle values based on 20' mounting height.
Classification: Unclassified (Type III, Very Short), Full Cutoff

KAD 400M R4HS Test no. 1192061101P

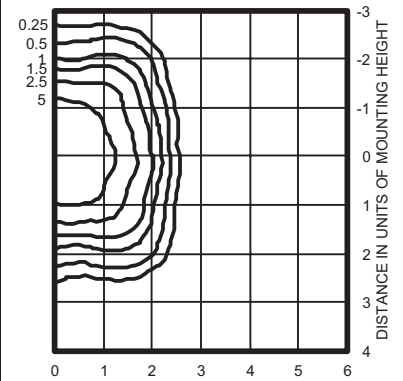
ISOILLUMINANCE PLOT (Footcandle)



400W pulse start metal halide lamp, rated 38,000 lumens. Footcandle values based on 20' mounting height.
Classification: Unclassified (Type III, Very Short), Full

KAD 400M R5S Test no. 1194040801P

ISOILLUMINANCE PLOT (Footcandle)



400W pulse start metal halide lamp, rated 38000 lumens. Footcandle values based on 20' mounting height.
Classification: Unclassified (Type NC, Very Short), Full Cutoff

Notes

- 1 Photometric data for other distributions can be accessed at www.lithonia.com.
- 2 Tested to current IES and NEMA standards under stabilized laboratory conditions. Various operating factors can cause differences between laboratory data and actual field measurements. Dimensions and specifications on this sheet are based on the most current available data and are subject to change without notice.
- 3 For electrical characteristics, consult outdoor technical data specification sheets on www.lithonia.com.

Mounting Height Correction Factor

(Multiply the fc level by the correction factor)

25 ft. = 0.64

35 ft. = 0.32

40 ft. = 0.25

$$\left(\frac{\text{Existing Mounting Height}}{\text{New Mounting Height}} \right)^2 = \text{Correction Factor}$$



TR Mandigo & Company

“Over 35 Years of Hospitality Consulting”

Market Study

Market Study for
A 126-room hotel located adjacent to the
European Crystal Banquets Building in
Arlington Heights, Illinois

Prepared by:

TR Mandigo & Company
338 N. Highland Avenue
Elmhurst, Illinois 60125
TEL: (630) 279-8144
FAX: (630) 279-4701

Submitted to:

Mr. James Cazares
Mr. Anthony Cazares
European Crystal Banquets
Arlington Heights, IL 60004

Submitted on:

September 8, 2017

TR Mandigo & Company

Over 35 Years of Hospitality Experience
<http://www.trmandigo.com>

338 N. Highland Avenue
Elmhurst, IL 60126
(630) 279 - 8144
TedMandigo@trmandigo.com

Friday, September 08, 2017

Mr. James Cazares
Mr. Anthony Cazares
European Crystal Banquets
Arlington Heights, IL 60004

Dear Mr. Cazares:

We have completed our market research to assess the potential market feasibility for the construction of a 126 room hotel in the business corridor along Algonquin Road in the southern end of Arlington Heights, Illinois. Current plans call for a facility adjacent to the existing banquet center, with first floor common areas and lobby and a 126 room hotel tower.

We have updated the financials for the revised property program, reducing the room count from 165 rooms to 126 rooms and adjusting the revenues and expenses accordingly. Note that we have not updated the demographics or other field work for this project. Expenses have been adjusted to account for the smaller project and the fixed nature of undistributed expenses.

The report below presents an inventory of transient lodging accommodations in Arlington Heights and properties in the immediate proximity of the community that serve local room accommodation requirements. We have classified these by quality/brand assessment and have researched proposed additions to the market in the immediate area that would impact on local hotel operations. We have obtained through STR, market performance statistics on the local market detailing the past six years of monthly data for those properties we consider most competitive with the proposed hotel property, and analyzed this against historical data from the region and other subsets of hotels located nearby to create a more complete picture of the market.

Our research and analysis has resulted in estimates of demand and room rate (ADR) growth both historically and projected and estimate the growth in demand and prospective occupancy levels that would be representative of the expected competitive market performance over the next several years, the performance of the proposed hotel property for its initial period of operation and the ability of the market to absorb the additional rooms.

We have included our professional estimates of parking requirements for the hotel property based on the proximity to the airport and mix of business served to assist in review of the parking requirements for the property. This analysis includes commentary on the overlap of banquet and transient room parking, the reliance on public transportation and shared rides that would mitigate the parking requirements. We also address peak demand and compatibility of available space in this heavily

industrial area where adjacent businesses require parking for a typical weekday daytime workforce with little demand for overnight and weekend accommodations, precisely the time period where the demand for hotel and banquet parking has its peak. We also indicate other factors that would serve to mitigate parking requirements such as valet parking which increases the density of use of existing space vs. self-park, and group transportation that might be provided during some specific events. Included in our commentary would be the impact of airport van service, either by the hotel or contracted, that would additionally reduce parking requirements.

The study concludes with estimates of level of demand for the project, including determination of attainable occupancy and average daily rate, as well as the absorption period for the hotel and statements of estimated annual operating statistics in terms of occupancy and average daily rate set forth in a stabilized year projection in current value (2016) dollars. The results of this analysis are presented in this report showing the salient market information and our conclusions on market feasibility as well as the effect of any incentives on potential development.

This study also includes Statements of Estimated Operating Results outlining the first six years of operations for the hotel. This provides a forecast of revenues and expenses for the property based on our market findings, including departmental, undistributed, and fixed expenses considering local market conditions and the results of operations of comparable properties. Both revenues and expenses are stated in conformance with the Uniform System of Accounts for Hotels, the industry's standard reporting format. These Statements of Estimated Annual Operating Results form the basis for the determination of the value of the property applying both a Direct Capitalization and a Discounted Cash Flow (DCF) approach to value.

Thank you for the opportunity to be of service to the village of Arlington Heights.

Sincerely,

A handwritten signature in dark ink, appearing to read 'T. Mandigo', is written over a light blue horizontal line.

Theodore R. Mandigo, CPA, ISHC

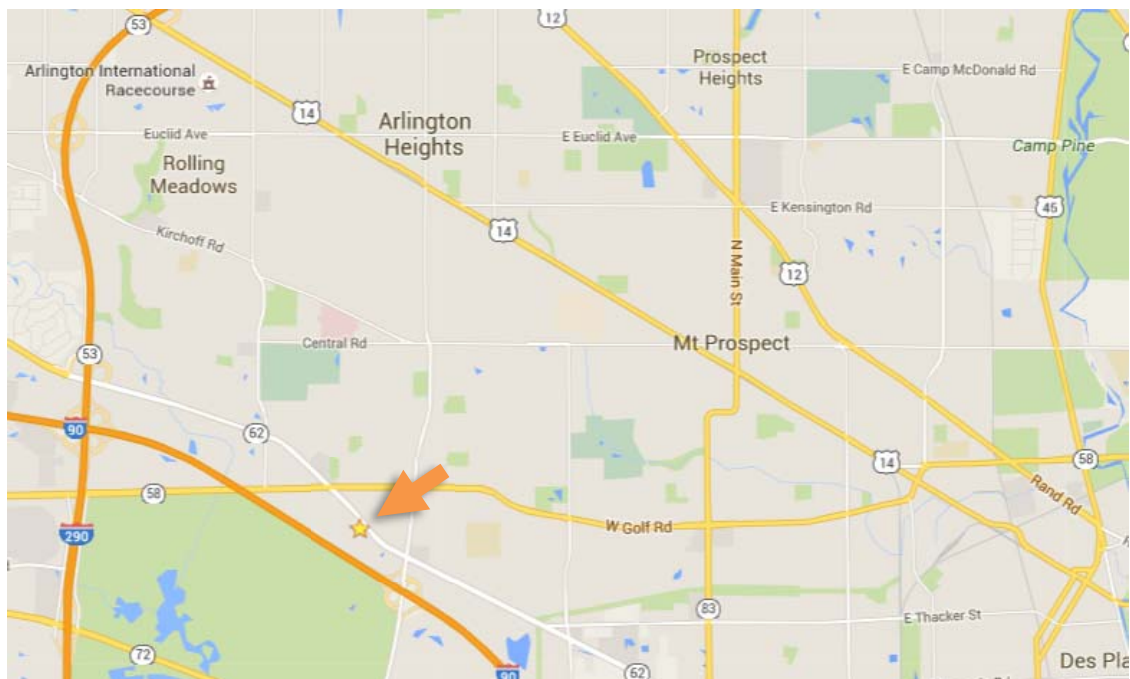
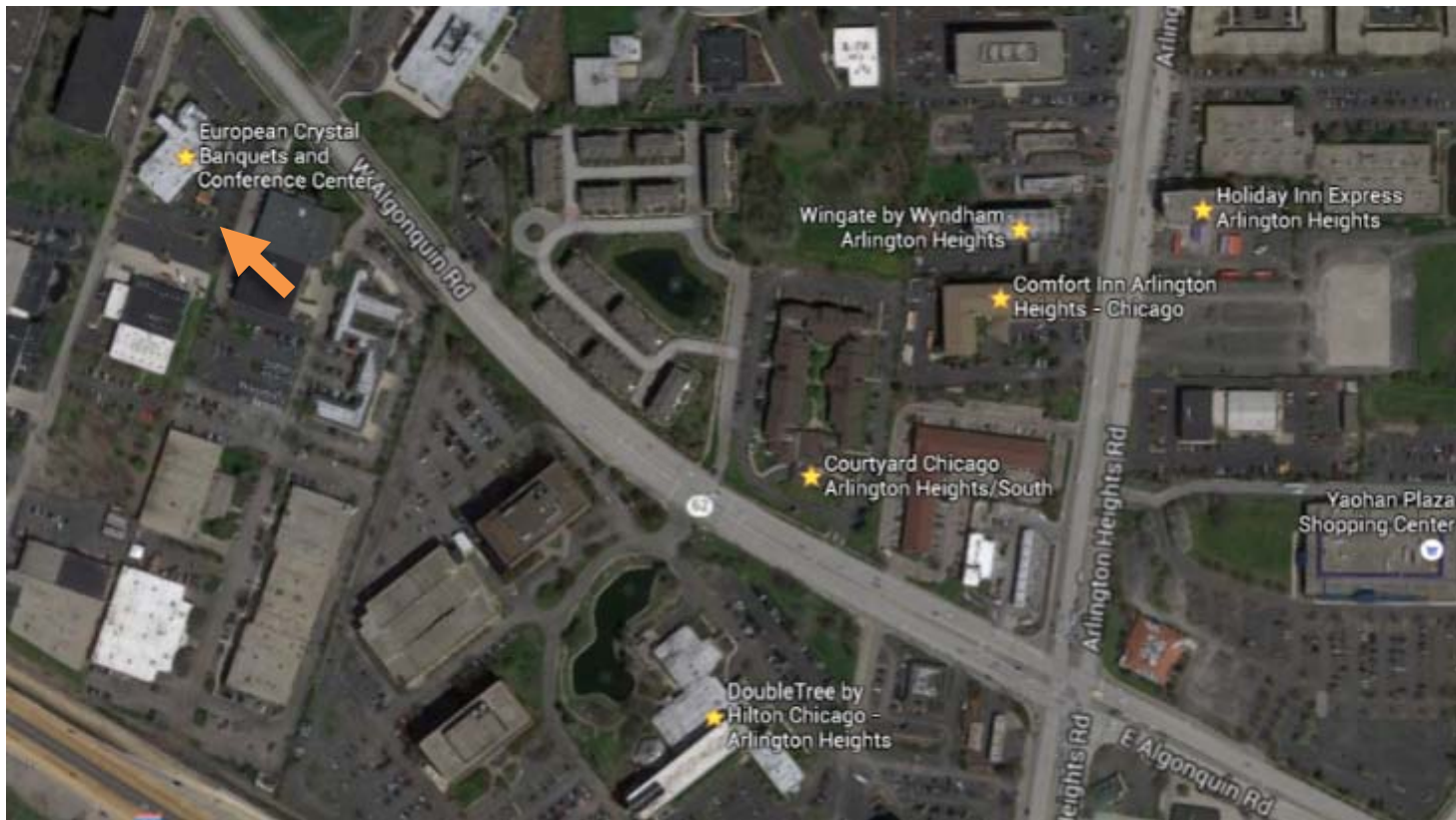
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Table 1: Map of Site Location



Images from Google 2016

Summary of Conclusions

In the interest of full disclosure, TR Mandigo & Co. has produced several feasibility studies in and around Arlington Heights within the last 6 years. The conclusions of those studies have varied from strongly positive to negative based on a number of factors, specifically location, access, and local market served. In brief, we found that mid-ranged hotels in the area saw the slowest recovery, followed by large regional convention properties, while extended stay properties had the highest occupancy. Daily rates were highest among regional convention hotels, followed by the upscale local market. Rates were weakest among regional mid-range properties.

In this study, we examined the upper-midrange hotels located off the same intersection of Algonquin Road and Arlington Heights Road, immediately north of the I-90 exit to determine the strength of the primary market served, and compared this against performances from the above mentioned categories to create an extensive picture of the health of the region in general, and the sub-market served by the proposed property in particular.

In general, hotels in the area operate based on a select number of factors, most easily broken down into local and regional: local demand includes transient and business demand generated from the immediate area, contracts with area businesses, and groups, such as social organizations. These tend to be drawn from an area of no larger than a 5-mile radius. Roughly speaking, they are distinguished by transient guests and organizations seeking value, and personal relationships. Regional demand, on the other hand, consists of larger groups, transient tourist demand, and tends to value corporate and brand loyalty, price and number of services, and importantly, ease of access to highways and the region at large.

The Northwest Chicago region, centered on Schaumburg, is the largest suburban office market in Illinois. Businesses in the area are most concentrated west of Route 53, as well as along Northwest Highway, though offices in the downtown area tend to be smaller, with limited hotel demand. By far the greatest concentration of businesses is located in Schaumburg, with over 12 million square feet of office space. The greater Schaumburg area, consisting of Schaumburg, Rolling Meadows, Arlington Heights, Palatine, Streamwood, Roselle, Elk Grove Village and Wood Dale, includes 45 hotels with 10 hotels in Arlington Heights, making the Northwest Chicago area the largest suburban hotel market in Illinois and the second largest overall in the state, just behind the downtown Chicago concentration of hotels. Of these, 27 are located in Schaumburg, with an additional 5 listed as under development.

The Village of Arlington Heights is a major suburb located northwest of the city of Chicago, thirty miles from downtown via I-90/94. I-290/Illinois Route 53 is the major north-south highway linking both I-55 and the Eisenhower Expressway with I-90/94, the Northwest Tollway, which runs east-west along the southern boundary of the village. Several major regional arteries link the northwest suburban market to the surrounding region as well, making travel to and from the village to the city of Chicago, surrounding suburbs and the interstate highway network relatively easy. Visitors to area office parks and major retail destinations are most likely to choose a facility along major arteries serving the area and providing convenient access to the interstate highway network, O'Hare International Airport, area shopping and attractions,

particularly with the number of lodging facilities available throughout the area and within those clusters of demand generators.

Historically Chicago suburbs could count on overflow hotel demand from the downtown market during large events and peak periods. However, because of significant increases in rooms downtown and other factors, most of these guests now choose to stay downtown. This has affected the overall suburban market as it has historically been a significant secondary or overflow market for the city of Chicago. This changed as a result of the 2008 recession, and rapid construction of the recovery period. An influx of new rooms in the CBD addressed the compression periods that had previously displaced rooms to the regional market, and resulted in a loss of overflow rooms outside of Chicago. The end result was an uneven recovery in the suburbs in which older and mid ranged properties saw occupancy recovery to the low to mid 60% range, while newer properties and ones with recent renovations reached over 70%.

This cycle is nothing new, as motels were almost entirely displaced by limited service chain hotels in the decades following interstate construction, though it does mark something of a turning point as hotels built during the 1980's and 1990's approach the end of their typical usable life. Ultimately, this has effectively separated the market between hotels that can be competitive into the foreseeable future, and those properties that have essentially been passed by, and may never see pre-recession numbers again unless they invest in significant renovations.

The clearest local example of this is the 426 room Sheraton, closed at the end of 2009 (though there are many other extenuating circumstances). When this hotel exited the market, its former guests left for other properties, primarily in Schaumburg.

Our conclusions regarding the proposed European Crystal Banquet facility hotel follows:

1. We find sufficient local support along the Algonquin corridor combined with the demand currently and prospectively generated by the European Crystal Banquet facility to support the development of the 126-room hotel as proposed.
 - o The site is surrounded by low to medium rise office, industrial and hotel buildings, and should have visibility from the highway coming east, and partial visibility coming west prior to the exits. Additional signage would improve visibility.
2. The intersection nearby the I-90 exit contains the largest concentration of rooms in the Arlington Heights Market, owing to its ease of access and commercial density.
3. Although there are several economy level properties in the area, most of the surrounding facilities are considered upscale or upper-midscale and are performing well for the market (above average in both occupancy and rate), indicating a somewhat resilient local market.
4. The property should perform at a level of 72% occupancy with an Average Daily Rate (ADR) of \$120 in current (2016) dollars.

5. The depth of the market and current demand growth trends indicate a two-year absorption period for the additional 126 room with a nominal initial impact on the occupancy performance of existing properties in the market (1 to 1/5%) with no direct impact on the continued annual growth in ADR of 3.25%, above the general level of inflation over the past 6 years as a reflection of regaining lost ADR during the bottom of the recession and both recovery and new growth in ADR in recent years.
6. The only new addition to the market that we are aware of is the Four-Points property now under development at the Arlington Park Track site as an appropriately sized replacement and state of the art facility proximate to the former Sheraton.
7. The facility currently provides adequate parking for the banquet and meeting activity through on-site surface parking with occasional overflow parking in open lots adjacent to area commercial and industrial development in the immediate vicinity of the European Crystal Banquet property.
 - o In addition to the complimentary use of parking, the facility itself will see efficiencies in its operation, with combined storage, office, back of house services and others, making it less expensive to run than a similar standalone hotel operation.
8. The development of the 126-room hotel property will generate only a limited additional parking requirement for several reasons:
 - o The property will be providing van and shuttle service to and from the airport on a scheduled basis and will also provide group transportation to area attractions on either a scheduled basis or on request, depending on the level of demand for such services.
 - o The facility will be heavily marketed to group meeting business, a mid-week staple of the existing banquet and meeting facility. The primary hotel business will consist of those currently and prospectively attending functions during the mid-week at the facility and the current capacity will readily accommodate this mid-week business.
 - o Individual commercial travelers will provide a secondary source of business for the property. Many of these will arrive at the property via commercial transportation, either cab, limousine or shuttle services. Frequently commercial travelers are with other corporate visitors for the same purpose and share transportation. Because of the nature of this shared ride and commercial transportation, airport area hotels indicate that a provision for parking for approximately 40% of the room inventory is sufficient to serve the mid-week business.
 - o For evening events during the week, the surrounding commercial establishments have historically permitted use of spaces proximate to the banquet facility for overflow parking as evening use does not overlap their needs.
 - o Weekend events at the banquet facility currently find adequate parking for their needs given the existing parking capacity and the aforementioned use of shared parking in adjacent commercial establishment lots. Persons now coming to the facility from area hotels with their own vehicles would merely be replaced by the same

volume of vehicular traffic that would now stay at the property, creating only a nominal increase in parking requirements that can easily be accommodated by agreements with adjacent properties for overflow parking on weekend.

- o For larger groups the organizers or hotel would make provision for dedicated shuttle service transportation to and from the airport as well as to any area attractions.
- o For larger scheduled special events the developers would partition the parking area and provide valet parking that will increase the capacity of the existing facility through a denser use of the space.

We have prepared an analysis of the market for hotel properties in the Arlington Heights area including depth of market, performance of comparable properties in the northwest corridor, size of property and nearby facilities.

Reviewing area hotel performances, we found the Arlington Heights market to be operating at around the 64% range for 2015, which is generally considered marginal to attract development without incentives. However, the competitive set of properties around the banquet facilities operate well above the average level for all categories, with the exception of the extended stay market (which is typical). Rates are somewhat lower than other categories, but the Revenue Per Available Room is again higher. It is generally easier to move rates upward with higher occupancy, therefore, in the future, we see the competitive set increasing ADR faster than other segments, partially buoyed by the opening of the Four Points at Arlington Downs and the proposed hotel, as new properties tend to provide leverage.

Table 2: Comparison of Area Properties by Type

COMPARISON DATA, 2015				COMPARISON DATA, TYPICAL YEAR (2018)			
	OCC	ADR	RevPAR		OCC	ADR	RevPAR
MIDRANGE	59.01%	\$93.57	\$55.22	MIDRANGE	59.18%	\$105.62	\$62.51
UPSCALE	61.0%	\$101.73	\$62.06	UPSCALE	67.00%	\$113.32	\$75.92
CONVENTION	58.0%	\$105.29	\$61.07	CONVENTION	64.00%	\$137.36	\$87.91
EXTENDED STAY	74.50%	\$108.45	\$80.79	EXTENDED STAY	76.00%	\$120.42	\$91.52
COMP SET	69.4%	\$93.13	\$64.61	COMP SET	77.14%	\$125.24	\$96.61
AVG	64.38%	\$100.43	\$64.75	AVG	68.66%	\$120.39	\$82.89

From an operating standpoint, the competitive set performs strongly during midweek with performance peaking on Tuesday and Wednesday at around 75%, and near 70% on Monday, Thursday. Saturday sees a secondary peak of 73%, and the relatively strong 69% on Friday shows a strong transient and group market. The proposed hotel, with its ample meeting and banquet space, would likely perform above the set during this time.

Table 3: Competitive Set Day of Week Performance

	DAY OF WEEK 3 YR AVG (2013-2015)			DAY OF WEEK 2015		
	OCC	ADR	RevPAR	OCC	ADR	RevPAR
Sun	54.9%	\$ 82.35	\$ 45.23	55.3%	\$ 86.71	\$ 47.97
Mon	69.8%	\$ 94.15	\$ 65.69	69.5%	\$ 98.08	\$ 68.19
Tue	76.8%	\$ 98.06	\$ 75.31	75.1%	\$ 103.32	\$ 77.60
Wed	75.7%	\$ 97.64	\$ 73.92	74.7%	\$ 102.91	\$ 76.85
Thu	70.3%	\$ 89.32	\$ 62.80	68.8%	\$ 92.64	\$ 63.70
Fri	68.6%	\$ 78.87	\$ 54.12	69.5%	\$ 82.66	\$ 57.46
Sat	72.8%	\$ 79.04	\$ 57.52	72.7%	\$ 83.17	\$ 60.50

As is typical for the Chicagoland market, monthly performance peaks in mid-summer, with a strong falloff for the winter months. Unlike the CBD market, this growth is essentially a bell curve, while the downtown market tends to show a more pronounced dip before fall convention season. As mentioned in the summary, this is likely due to the diminished effect that major conventions have on the suburban markets, though strong summer numbers indicate robust leisure travel. Rates are somewhat flat during all periods, which is a consequence of the compressing effect on the suburbs of increased CBD room supply.

Table 4: Competitive Set Monthly Performance

	MONTHLY 2014			MONTHLY 2015		
	OCC	ADR	RevPAR	OCC	ADR	RevPAR
Jan	52.6%	\$83.25	\$43.77	54.0%	\$85.67	\$46.23
Feb	58.3%	\$84.69	\$49.38	60.9%	\$87.08	\$53.01
Mar	63.2%	\$83.08	\$52.49	65.3%	\$90.83	\$59.30
Apr	72.7%	\$85.13	\$61.93	66.3%	\$93.38	\$61.93
May	80.7%	\$85.76	\$69.22	72.2%	\$89.06	\$64.33
Jun	85.5%	\$89.81	\$76.81	78.0%	\$98.94	\$77.22
Jul	83.1%	\$88.31	\$73.35	82.5%	\$98.01	\$80.86
Aug	82.5%	\$87.29	\$72.06	73.5%	\$97.30	\$71.48
Sep	81.3%	\$93.20	\$75.74	76.4%	\$98.80	\$75.49
Oct	77.3%	\$89.70	\$69.30	76.2%	\$97.60	\$74.38
Nov	70.5%	\$84.47	\$59.53	68.2%	\$90.50	\$61.75
Dec	55.8%	\$82.74	\$46.21	58.6%	\$83.42	\$48.89

The proposed hotel would likely see 20 to 50 fill days, as a result of some spillover from downtown, and the banquets and events hosted at the facility. During off-season would operate around the 60% range. This winter number would essentially represent the floor demand, or inelastic demand that exists in the area and is difficult to displace elsewhere. Strong weekend events business and summer leisure demand would yield an annual occupancy of approximately 70% on average, achieving an average daily rate of \$115 in current value dollars. The challenges in minimizing costs

during off-peak will be greatly reduced by the flexibility and efficiency of operations generated by the existent structure and banquets business

Based on our research and the performance of similarly positioned properties in the northwest Chicagoland area we prepared estimated of occupancy and average daily rate for a new construction small boutique property as follows:

Table 5: Projected Operating Results, Proposed Hotel

	OCC	ADR	RevPAR
TYPICAL	74.00%	\$125.00	\$92.5
2019	68.00%	\$126.00	\$85.68
2020	74.00%	\$134.00	\$99.16
2021	74.00%	\$139.00	\$102.86
2022	74.00%	\$143.00	\$105.82
2023	74.00%	\$148.00	\$109.52

Further, we have been asked to comment on several other municipally funded or unique properties, and their performance or outcomes.

Lombard Westin: This project was part of a large redevelopment plan for the Yorktown Mall area, which also included construction of numerous out lots for upper end restaurants and more retail space. Financing was backed by several issues of bonds from the city of Lombard. The hotel was meant to serve as an anchor and focal point, with over 40,000 sq/ft of meeting and banquet space. The hotel opened before the recession and operated within expected parameters for a time, but the 2008 crash essentially completely destroyed the base of business for the hotel. During the recession the property had to drastically reduce rates to fill its rooms, and as a consequence underperformed its goals.

The city in 2014, after refusing to spend additional dollars renovating the property for its capital expenditure plan, took the dramatic step of defaulting on its bonds. This has caused the hotel to essentially stop any renovations and deferred maintenance has continued to impact its performance. Further, the decision of Lombard has essentially poisoned the well for many neighboring municipalities, as well as essentially closing the books on the prospect of suburbs financing through bond deals large convention hotel properties.

Schaumburg Renaissance: The Renaissance Schaumburg Hotel & Convention Center is not included in the competitive set but is mentioned as it is a special case. The property entered the market in 2006 as a pet project for the city of Schaumburg as part of its economic development program to attract new business and conventions to the downtown Schaumburg area. It is much larger than any of the surrounding area hotels and building costs were about \$500,000 per room all in (including all development costs for the total complex), construction was heavily subsidized with funds from the city of Schaumburg and the costs of the operation are subsidized through special tax assessments on F&B and hotels, at around 2% each.

The facilities include an attached 100,000 sq. ft. of conference space, with an additional 48,000 sq. ft. of meeting rooms. The hotel features a heavily landscaped entrance with an external architectural element, creating a dramatic entrance, with plans for two more art pieces to be located in front of the conference center and next to the hotel. The large second floor open lobby contains a Sam & Harry's Steakhouse, a bar and numerous guest lounge areas, with a built in retro-inspired fireplace as its focal point. The 500 rooms contain HDTV, Wi-Fi Internet access, customized shower fixtures, and other high-end amenities. The hotel provides room service, pool, fitness area and 24 hour concierge service. Banquets at the Renaissance cost upwards of \$130 a plate and rooms cost over \$200 a night, making it cost prohibitive for small groups and weddings.

Speaking with management at the property, the Renaissance reiterated its commitment to being a regional player, generally uninterested in the local competition. In so doing, the hotel has managed to avoid becoming trapped in bidding wars for local events, though at some cost to their occupancy. Further, it should be stressed that the reason that the hotel can be aloof and selective is because it is partially paid for by the taxes on restaurants and other hotels, so although it may not compete for the same clients, it affects their bottom lines. According to the Renaissance, the local market is struggling with oversupply, which has led to discounting as everyone competes for the same events. Conventions are up, though the average convention-goer spends less compared to a meeting attendee. Weekday business consists of business travel, as it has historically, while weekends have been dominated by sports groups, SMERF travel, and some leisure.

Although rates were listed at \$199 on booking sites, this appears to be a strategy for the OTAs to make other hotels seem like a better deal. On its own website, rates were listed at \$119 for January 2nd and \$129 for December 26th. This is a better deal than most other properties, but far from the \$200 show online or the \$3000 maximum room rate listed.

Conclusion

Financial statements were also prepared, reflecting the performance characteristics of new construction properties with an upscale positioning. These statements reflect the efficiencies in operation of some joint operations with the banquet facility vs. traditional transient lodging properties.

The results of this analysis were used in determining a relative value and support for development costs for the property as a basis for determining economic feasibility of the project. The results of that exercise yielded a value of \$150,000 per room or support for an overall investment of \$24.7 million in development cost of the property. Typical construction costs for a property of this type range from \$85,000 per room for budget facilities to \$160,000 per room for more upscale projects similar to the ideal positioning of the subject property. This correlation between value of the project as developed and construction costs indicates a market viability of the project given economic and competitive market conditions.

Statements of Estimated Annual Operating Results

We have prepared a statement of Estimated Annual Operating Results for a Typical Year in 2016 dollars for the subject property and for the first six full years of operation thereafter. The following table summarizes the results of operation for the property over this period.

Table 6: Summary of Operating Results

Proposed Home 2 Suites Hotel Property			
Year	Total Revenue	Income (1)	Ratio to Revenue
Typical Year	\$6,538,000	\$2,605,000	28.62%
2019	\$6,250,000	\$2,190,000	26.32%
2020	\$6,983,000	\$2,790,000	30.39%
2021	\$7,227,000	\$2,941,000	29.83%
2022	\$7,438,000	\$3,011,000	29.51%
2023	\$7,685,000	\$3,126,000	29.71%
2024	\$7,968,000	\$3,272,000	30.11%

(1) Income before other fixed charges such as interest, amortization, depreciation and income taxes.

In the analysis that follows we present the basis for the estimate of the prospective cash flow from operations before debt service and income taxes for the proposed Hotel for the first six full years of operation from the year 2019 to 2024. The estimates were based on the following assumptions:

- The property will be developed and ready for operation in January 2019.
- The property will be designed as an extended stay property, consistent with the quality of the surrounding office, retail and commercial and will carve a niche from the upper end of the extended stay market currently served by area hotels, establishing itself as a market leader in the northwest area of Chicago.
- The property will provide infrastructure in terms of space, recreational facilities and service levels consistent with an upscale property.
- The property will be competently managed by an experienced operator throughout the analysis period.
- The property will achieve the levels of utilization as set forth in this report.
- All amounts have been rounded to the nearest one thousand dollars and account classifications generally confirm to the definitions prescribed by the American Lodging Association in the Uniform System of Accounts for Hotels.
- All gross revenue amounts and the ratios presented on the Statements of Estimated Annual Operating Results were computed on the basis of the revenue and expenses expressed in constant 2016 dollars. They were then adjusted for the effect of inflation, the ramp up time required to develop the projected gross volumes as set forth and pricing and operations policy adjustments over time.

- A 3.0 percent per annum rate of inflation has been applied for revenues and expenses through the analysis period based on the current level of economic growth and inflation and as generally forecast by econometric analysis of the economy except that a higher growth rate was used during the initial years to reflect pricing policy and booking policy following a brief introductory pricing structure during the initial year of operation, recovering to stabilized levels at the stated inflation rate by year three of the operation.

Revenues

Rooms Revenue is calculated based upon the number of available room the occupancy level and the average daily rate as set forth in this study.

Rentals and Other Income are based on \$110,000 or \$1.33 per occupied room in pay per view movies, vending income, telephone, commissions and other miscellaneous sources of revenue. Note that this category and its associated expenses have increased since telephony was rolled into this line item as it is no longer large enough to be considered its own line. We selected a revenue level consistent with the price point and location of the property. A Table of comparable follows:

Table 7: Rentals and Other Income per Occupied Room

Limited Service Hotels	
Average for All Properties	\$.65
Independent	\$2.71
East North Central	\$0.33
Urban	\$1.82
Suburban	\$0.34
Upscale	\$0.74
Projected for Subject Property	\$1.33

Other Operated Departments are based on estimated revenue derived from the operation of the gift/sundry shop sales, revenues from laundry and valet, exercise facility operations and other miscellaneous income. We based this on a \$176,000 level in current value dollars, or \$2.13 per occupied room, assuming commission revenue from local service providers and the revenue from the gift shop/sundry operation. The rates are higher than the comparables because of the major metropolitan area location of the property in a substantial retail/commercial market location.

Table 8: Other Operated Departments per Occupied Room

Limited Service Hotels	
Average for All Properties	\$1.82
Independent	\$6.26
East North Central	\$1.43
Urban Hotels	\$4.16
Suburban	\$1.22
Upscale	\$2.54
Projected for Subject Property	\$2.13

Departmental Expenses:

Rooms Departmental Expenses are based on a per available room operating cost of \$7,673, at the high end of operating costs for hotel properties in the upscale rate category, though well under the average for independent hotels. This level included the operation of an appropriate transportation service for the property, providing both airport transportation and shuttle service to area businesses and attractions. The operating ratio of 24 percent is below the average for independent properties, but is above most other comparable tracts, but is driven by the cost estimates of providing transportation services and the continental breakfast service, and reflects a higher average daily rate achievement than that of properties in the comparison. This expense category includes central reservation, frequent traveler incentive programs and other rooms related franchise charges. The comparable for both dollars per available room and percent of room revenues are presented below:

Table 9: Room Department Expenses

	Limited Service Hotels	Per Room Ratio
Average for All Properties	\$6,323	22.9%
Independent	\$13,104	28.7%
East North Central	\$4,967	22.7%
Urban Hotels	\$10,590	23.6%
Suburban	\$5,172	21.9%
Upscale	\$9,017	23.2%
Subject Property	\$7,673	24.0%

Other Operated Departments expenses are estimated at 60 percent of revenues, consistent with the current concept for this type and scale of operation, running a small sundry operation through the front office, and collecting commissions as net of guest charges minus contracted costs for cleaning, valet and other services. Results of this department are property specific. The tabulated comparable results are presented below:

Table 10: Other Operated Departments

Limited Service Hotels	
Average for All Properties	59.4%
Independent	41.2%
East North Central	69.3%
Urban Hotels	44.6%
Suburban	72.6%
Upscale	57.6%
Projected for Subject Property	60.2%

Undistributed Expenses:

Administrative and General expenses are based on a per available room operating cost of \$3,200 in current value dollars. This is comparable to the operating results of luxury full service hotels in the upper rate category and in urban areas. We have included start-up inefficiencies for the first two years of operation to reflect a more intensive management team in getting the property open and stabilized.

Table 11: Administrative and General

Limited Service Hotels	
Average for All Properties	\$2,454
Independent	\$5,097
East North Central	\$1,983
Urban Hotels	\$3,866
Suburban	\$2,085
Upscale	\$3,440
Projected for Subject Property	\$3,200

Marketing is based on a \$3,200 per available room budget, providing \$528,000 for marketing and promotion of the property. Combined with an aggressive pre-opening budget, this should enable the property to adequately penetrate the local market and continue to develop its client base. We have included some additional start-up costs in the first year numbers. This expense category is higher than chain affiliated properties, because the hotel will not have a national advertising program, but the upside is that it does not need to expend additional money on franchise and marketing fees, which more than makes up the difference.

Table 12: Marketing

Limited Service Hotels	
Average for All Properties	\$1,587
Independent	\$2,364
East North Central	\$1,062
Urban Hotels	\$2,407
Suburban	\$1,426
Upscale	\$1,967
Projected for Subject Property	\$3,200

Property Operations and Maintenance costs are based on the industry averages for similar size and type properties, and are equal to \$2,200 per available room. Our estimates include a reduced cost during the first three years when much of the equipment is under warranty and the property is new. This number includes the operation of the 33,000-foot banquet facility which is why it is significantly higher than the average.

Table 13: Property Operations and Maintenance

Limited Service Hotels	
Average for All Properties	\$1,422
Independent	\$1,319
East North Central	\$1,253
Urban Hotels	\$1,911
Suburban	\$1,318
Upscale	\$1,799
Projected for Subject Property	\$2,200

Energy costs are likewise based on comparable operations from industry databases. The estimated amount of \$2,152 per available room

assumes energy efficient construction and operation that is consistent with the current “Green” movement, though it is higher than the average again because costs for the banquet space are rolled into this category.

Table 14: Energy Cost

Limited Service Hotels	
Average for All Properties	\$1,288
Independent	\$1,752
East North Central	\$1,165
Urban Hotels	\$1,644
Suburban	\$1,213
Upscale	\$1,611
Projected for Subject Property	\$2,152

Fixed Charges:

Real Estate and Property Taxes have been estimated at 4.6 percent of total revenues, or a level of \$350,000 for the property. The Chicago area (Cook County) is among the highest areas nationwide for real estate taxes for hotels. Based on the location, type of property, and an aggressive appeal process, we believe the property can achieve this tax level, which is comparable to the rate paid at the banquet facility. We have included in our forecast for the first six years of operation (five full years and the initial partial year) a reduced real estate tax level during the ramp up period, with full real estate taxes coming into play in year four. The result of this is a slight drop in profitability in year four, with continued “normalized” real estate tax levels.

Table 15: Real Estate Taxes

Limited Service Hotels	
Average for All Properties	\$1,263
Independent	\$1,707
East North Central	\$1,254
Urban Hotels	\$2,621
Suburban	\$1,054
Upscale	\$1,755
Projected for Subject Property	\$2,121

Building and Contents Insurance was estimated on the basis of \$450 per available room, and should provide for customary coverage of building and contents as well as the liability for van service and swimming pool and recreation equipment. Other categories of insurance, such as business

interruption, boiler, bonding, etc. have been included in the estimated Administrative and General category.

Table 16: Building and Contents Insurance

Limited Service Hotels	
Average for All Properties	\$357
Independent	\$855
East North Central	\$252
Urban Hotels	\$463
Suburban	\$315
Upscale	\$391
Projected for Subject Property	\$450

Reserve for Replacement is budgeted at 5 percent of total revenues, taking into account the need to continuously refurbish the property. This amount is consistent with the results of the recent ISHC study on Capital Expenditure that determined this as a minimum amount to retain the competitive status of a property. The amount is phased in over the first three years beginning with 3 percent in 2018 and reaching 5 percent by year 3 (2020).

The Statements of Estimated Annual Operating Results for a typical year, expressed in 2016 dollars and for the period 2018 through 2023, expressed in inflation adjusted dollars are presented on the following pages.

Table 17: Typical Year of Operations

European Crystal Hotel and Banquet Facility Arlington Heights, Illinois STATEMENT OF ESTIMATED ANNUAL OPERATING RESULTS FOR A TYPICAL YEAR OF OPERATION IN 2017 DOLLARS BASED ON 126 AVAILABLE ROOMS. GENERATED 06-NOV-08; REVISED 08-AUG-17 10:40 AM				
PERCENTAGE OF OCCUPANCY	74%			
AVERAGE DAILY RATE	\$125.00			
REVENUES:	AMOUNT	RATIO	AMOUNT\ROOM	
ROOMS	\$ 4,254,000	65.1%	\$	33,762
FOOD	1,639,000	25.1%		13,008
BEVERAGE	410,000	6.3%		3,254
TELEPHONE	14,000	0.2%		111
RENTALS & OTHER INCOME	85,000	1.3%		675
OTHER OPERATED DEPTS	136,000	2.1%		1,079
TOTAL REVENUE	\$ 6,538,000	100.0%	\$	51,889
DEPARTMENTAL EXPENSES (1):				
ROOMS	\$ 1,021,000	24.0%	\$	8,103
FOOD & BEVERAGE	1,434,000	70.0%		11,381
TELEPHONE	42,000	300.0%		333
OTHER OPERATED DEPTS	82,000	60.3%		651
TOTAL	\$ 2,579,000	39.4%		\$20,468
TOTAL OPERATED INCOME	\$ 3,959,000	60.6%	\$	31,421
UNDISTRIBUTED EXPENSES:				
ADMINISTRATIVE & GENERAL	\$ 403,000	6.2%	\$	3,198
MANAGEMENT FEE (2)	0	0.0%		0
MARKETING	403,000	6.2%		3,198
FRANCHISE FEES (3)	0	0.0%		0
PROPERTY OPERATION & MAINT.	277,000	4.2%		2,198
ENERGY	271,000	4.1%		2,151
TOTAL	\$ 1,354,000	20.7%	\$	10,746
INCOME BEFORE FIXED CHARGES	\$ 2,605,000	39.8%	\$	20,675
FIXED CHARGES:				
REAL ESTATE & PROPERTY TAXES	\$ 350,000	5.4%	\$	2,778
BUILDING & CONTENTS INSURANCE	56,700	0.9%		450
INCENTIVE MANAGEMENT FEE	0	0.0%		0
RENT: (4) BASE RENT	0	0.0%		0
PERCENTAGE RENT	0	0.0%		0
TOTAL	\$ 407,000	6.2%	\$	3,228
INCOME BEFORE RESERVE	\$ 2,198,000	33.6%	\$	17,447
RESERVE FOR REPLACEMENT	\$ 327,000	5.0%	\$	2,595
INCOME BEFORE OTHER DEDUCTIONS (5)	\$ 1,871,000	28.6%	\$	14,852

NOTES:(1) Each departmental expense ratio is based on the department's estimated revenue and does not add to the total departmental expense ratio.

(2) The basic management fee is normally classified as an administrative and general expense.

(3) Royalties only; franchise fees are normally classified as marketing expenses.

(4) Rent may be at base rate, percentage rate, or a base + percentage.

(5) Income before other fixed charges such as interest, amortization, depreciation and income taxes.

* Totals may not add due to rounding.

THIS STATEMENT SHOULD BE READ SUBJECT TO THE COMMENTS CONTAINED IN THE ATTACHED REPORT

Table 18: First 6 Years of Operations

European Crystal Hotel and Banquet Facility Arlington Heights, Illinois STATEMENT OF ESTIMATED ANNUAL OPERATING RESULTS BASED ON 126 AVAILABLE ROOMS. GENERATED 06-NOV-08; REVISED 08-AUG-17 10:42 AM									
YEAR #:	1.000			2.000			3.000		
PERIOD:	JAN-DEC 2018			JAN-DEC 2019			JAN-DEC 2020		
OCCUPANCY AND ADR:	68% at \$126.00			74% at \$134.00			74% at \$139.00		
REVENUES:	AMOUNT	RATIO	AMT\ROOM	AMOUNT	RATIO	AMT\ROOM	AMOUNT	RATIO	AMT\ROOM
ROOMS	\$ 3,940,000	63.0%	\$ 31,270	\$ 4,560,000	65.3%	\$ 36,190	\$ 4,731,000	65.5%	\$ 37,548
FOOD	1,661,000	26.6%	13,183	1,739,000	24.9%	13,802	1,791,000	24.8%	14,214
BEVERAGE	415,000	6.6%	3,294	435,000	6.2%	3,452	448,000	6.2%	3,556
TELEPHONE	13,000	0.2%	103	15,000	0.2%	119	15,000	0.2%	119
RENTALS & OTHER INCOME	88,000	1.4%	698	90,000	1.3%	714	93,000	1.3%	738
OTHER OPERATED DEPTS	133,000	2.1%	1,056	144,000	2.1%	1,143	149,000	2.1%	1,183
TOTAL REVENUE	\$ 6,250,000	100.0%	\$ 49,603	\$ 6,983,000	100.0%	\$ 55,421	\$ 7,227,000	100.0%	\$ 57,357
DEPARTMENTAL EXPENSES (1):									
ROOMS	\$ 1,045,000	26.5%	\$ 8,294	\$ 1,083,000	23.8%	\$ 8,595	\$ 1,116,000	23.6%	\$ 8,857
FOOD & BEVERAGE	1,468,000	70.7%	11,651	1,521,000	70.9%	12,071	1,567,000	70.0%	12,437
TELEPHONE	42,000	323.1%	333	45,000	300.0%	357	46,000	306.7%	365
OTHER OPERATED DEPTS	84,000	63.2%	667	87,000	60.4%	690	90,000	60.4%	714
TOTAL	\$ 2,639,000	42.2%	\$ 20,944	\$ 2,736,000	39.2%	\$ 21,714	\$ 2,819,000	39.0%	\$ 22,373
TOTAL OPERATED INCOME	\$ 3,611,000	57.8%	\$ 28,659	\$ 4,247,000	60.8%	\$ 33,706	\$ 4,408,000	61.0%	\$ 34,984
UNDISTRIBUTED EXPENSES:									
ADMINISTRATIVE & GENERAL	\$ 453,000	7.2%	\$ 3,595	\$ 428,000	6.1%	\$ 3,397	\$ 440,000	6.1%	\$ 3,492
MANAGEMENT FEE (2)	0	0.0%	0	0	0.0%	0	0	0.0%	0
MARKETING	453,000	7.2%	3,595	470,000	6.7%	3,730	440,000	6.1%	3,492
FRANCHISE FEES (3)	0	0.0%	0	0	0.0%	0	0	0.0%	0
PROPERTY OPERATION & MAINT.	246,000	3.9%	1,952	271,000	3.9%	2,151	291,000	4.0%	2,310
ENERGY	269,000	4.3%	2,135	288,000	4.1%	2,286	296,000	4.1%	2,349
TOTAL	\$ 1,421,000	22.7%	\$ 11,278	\$ 1,457,000	20.9%	\$ 11,563	\$ 1,467,000	20.3%	\$ 11,643
INCOME BEFORE FIXED CHARGES	\$ 2,190,000	35.0%	\$ 17,381	\$ 2,790,000	40.0%	\$ 22,143	\$ 2,941,000	40.7%	\$ 23,341
FIXED CHARGES:									
REAL ESTATE & PROPERTY TAXES	\$ 298,000	4.8%	\$2,365	\$ 329,000	4.7%	\$2,611	\$ 362,000	5.0%	\$2,873
BUILDING & CONTENTS INSURANCE	59,000	0.9%	468	60,000	0.9%	476	62,000	0.9%	492
INCENTIVE MANAGEMENT FEE	0	0.0%	0	0	0.0%	0	0	0.0%	0
RENT: (4) BASE RENT	0	0.0%	0	0	0.0%	0	0	0.0%	0
PERCENTAGE RENT	0	0.0%	0	0	0.0%	0	0	0.0%	0
TOTAL	\$ 357,000	5.7%	\$ 2,833	\$ 389,000	5.6%	\$ 3,087	\$ 424,000	5.9%	\$ 3,365
INCOME BEFORE RESERVE	\$ 1,833,000	29.3%	\$ 14,548	\$ 2,401,000	34.4%	\$ 19,056	\$ 2,517,000	34.8%	\$ 19,976
RESERVE FOR REPLACEMENT	\$ 188,000	3.0%	\$ 1,492	\$ 279,000	4.0%	\$ 2,214	\$ 361,000	5.0%	\$ 2,865
INCOME BEFORE OTHER DEDUCTIONS (5)	\$ 1,645,000	26.3%	\$ 13,056	\$ 2,122,000	30.4%	\$ 16,841	\$ 2,156,000	29.8%	\$ 17,111

NOTES: (1) Each departmental expense ratio is based on the department's estimated revenue and does not add to the total departmental expense ratio.

(2) The basic management fee is normally classified as an administrative and general expense. (3) Franchise fees are normally classified as marketing expenses.

(4) Rent may be at base rate, percentage rate, or a base + percentage. (5) Income before other fixed charges such as interest, amortization, depreciation, and income taxes.

*Totals may not add due to rounding.

THIS STATEMENT SHOULD BE READ SUBJECT TO THE COMMENTS CONTAINED IN THE ATTACHED REPORT

European Crystal Hotel and Banquet Facility
Arlington Heights, Illinois
STATEMENT OF ESTIMATED ANNUAL OPERATING RESULTS
BASED ON 126 AVAILABLE ROOMS. GENERATED 06-NOV-08; REVISED 08-AUG-17 10:42 AM

YEAR #:	4.000			5.000			6.000		
PERIOD:	JAN-DEC 2021			JAN-DEC 2022			JAN-DEC 2023		
OCCUPANCY AND ADR:	74%	at	\$143.00	74%	at	\$148.00	74%	at	\$154.00
REVENUES:	AMOUNT	RATIO	AMOUNT\ROOM	AMOUNT	RATIO	AMOUNT\ROOM	AMOUNT	RATIO	AMOUNT\ROOM
ROOMS	\$ 4,867,000	65.4%	\$ 38,627	\$ 5,037,000	65.5%	\$ 39,976	\$ 5,241,000	65.8%	\$ 41,595
FOOD	1,845,000	24.8%	14,643	1,900,000	24.7%	15,079	1,957,000	24.6%	15,532
BEVERAGE	461,000	6.2%	3,659	475,000	6.2%	3,770	490,000	6.1%	3,889
TELEPHONE	16,000	0.2%	127	16,000	0.2%	127	17,000	0.2%	135
RENTALS & OTHER INCOME	96,000	1.3%	762	99,000	1.3%	786	101,000	1.3%	802
OTHER OPERATED DEPTS	153,000	2.1%	1,214	158,000	2.1%	1,254	162,000	2.0%	1,286
TOTAL REVENUE	\$ 7,438,000	100.0%	\$ 59,032	\$ 7,685,000	100.0%	\$ 60,992	\$ 7,968,000	100.0%	\$ 63,238
DEPARTMENTAL EXPENSES (1):									
ROOMS	\$ 1,149,000	23.6%	\$ 9,119	\$ 1,184,000	23.5%	\$ 9,397	\$ 1,219,000	23.3%	\$ 9,675
FOOD & BEVERAGE	1,614,000	70.0%	12,810	1,662,000	70.0%	13,190	1,712,000	70.0%	13,587
TELEPHONE	47,000	293.8%	373	49,000	306.3%	389	50,000	294.1%	397
OTHER OPERATED DEPTS	92,000	60.1%	730	95,000	60.1%	754	98,000	60.5%	778
TOTAL	\$ 2,902,000	39.0%	\$ 23,032	\$ 2,990,000	38.9%	\$ 23,730	\$ 3,079,000	38.6%	\$ 24,437
TOTAL OPERATED INCOME	\$ 4,536,000	61.0%	\$ 36,000	\$ 4,695,000	61.1%	\$ 37,262	\$ 4,889,000	61.4%	\$ 38,802
UNDISTRIBUTED EXPENSES:									
ADMINISTRATIVE & GENERAL	\$ 454,000	6.1%	\$ 3,603	\$ 467,000	6.1%	\$ 3,706	\$ 481,000	6.0%	\$ 3,817
MANAGEMENT FEE (2)	0	0.0%	0	0	0.0%	0	0	0.0%	0
MARKETING	454,000	6.1%	3,603	467,000	6.1%	3,706	481,000	6.0%	3,817
FRANCHISE FEES (3)	0	0.0%	0	0	0.0%	0	0	0.0%	0
PROPERTY OPERATION & MAINT.	312,000	4.2%	2,476	321,000	4.2%	2,548	331,000	4.2%	2,627
ENERGY	305,000	4.1%	2,421	314,000	4.1%	2,492	324,000	4.1%	2,571
TOTAL	\$ 1,525,000	20.5%	\$ 12,103	\$ 1,569,000	20.4%	\$ 12,452	\$ 1,617,000	20.3%	\$ 12,833
INCOME BEFORE FIXED CHARGES	\$ 3,011,000	40.5%	\$ 23,897	\$ 3,126,000	40.7%	\$ 24,810	\$ 3,272,000	41.1%	\$ 25,968
FIXED CHARGES:									
REAL ESTATE & PROPERTY TAXES	\$ 380,000	5.1%	\$3,016	\$ 393,000	5.1%	\$3,119	\$ 407,000	5.1%	\$3,230
BUILDING & CONTENTS INSURANCE	64,000	0.9%	508	66,000	0.9%	524	68,000	0.9%	540
INCENTIVE MANAGEMENT FEE	0	0.0%	0	0	0.0%	0	0	0.0%	0
RENT: (4) BASE RENT	0	0.0%	0	0	0.0%	0	0	0.0%	0
PERCENTAGE RENT	0	0.0%	0	0	0.0%	0	0	0.0%	0
TOTAL	\$ 444,000	6.0%	\$ 3,524	\$ 459,000	6.0%	\$ 3,643	\$ 475,000	6.0%	\$ 3,770
INCOME BEFORE RESERVE	\$ 2,567,000	34.5%	\$ 20,373	\$ 2,667,000	34.7%	\$ 21,167	\$ 2,797,000	35.1%	\$ 22,198
RESERVE FOR REPLACEMENT	\$ 372,000	5.0%	\$ 2,952	\$ 384,000	5.0%	\$ 3,048	\$ 398,000	5.0%	\$ 3,159
INCOME BEFORE OTHER DEDUCTIONS (5)	\$ 2,195,000	29.5%	\$ 17,421	\$ 2,283,000	29.7%	\$ 18,119	\$ 2,399,000	30.1%	\$ 19,040

NOTES: (1) Each departmental expense ratio is based on the department's estimated revenue and does not add to the total departmental expense ratio.

(2) The basic management fee is normally classified as an administrative and general expense. (3) Franchise fees are normally classified as marketing expenses.

(4) Rent may be at base rate, percentage rate, or a base + percentage. (5) Income before other fixed charges such as interest, amortization, depreciation, and income taxes.

*Totals may not add due to rounding.

THIS STATEMENT SHOULD BE READ SUBJECT TO THE COMMENTS CONTAINED IN THE ATTACHED REPORT

Table 19: DCF Valuation

VALUATION ANALYSIS									
FOR THE European Crystal Hotel and Banquet Facility IN Arlington Heights, Illinois									
GENERATED 06-NOV-08; REVISED 08-AUG-17 10:43 AM									
ASSUMPTIONS:		43. Renovation Costs:							
38. Discount Rate:	11.5%	40. Costs of Sale:	3.0%		Item	Quantity	Units	Unit Value	Total Value
	11.0%			(1)		-	systems	\$ -	per system \$ -
	10.5%	41. Avg Annual Inflation Rate:	3.5% / year, or 0.28709% monthly	(2)		-	systems	\$ -	per system \$ -
39. Overall Rates:				(3)		-	rooms	\$ -	per room \$ -
A. Current, Hi Value-	8.0%	42. CRITICAL DATES:		(4)		-	rooms	\$ -	per room \$ -
B. Current, Low Value-	8.5%	1st Forecast Year Open Date:	01-Jan-19	(5)		-	rooms	\$ -	per room \$ -
C. Reversion-	9.0%	Apprs'l "As Of" Date:	08-Aug-17						
		Months- "As Of" Date to Opening:	18	44. PIP Cost:	\$ -			Total Conversion Costs:	\$ -
DISCOUNTED CASH FLOW ANALYSIS									
		Income	P.V. @ 11.5%	P.V. @ 11.0%	P.V. @ 10.5%	DIRECT CAPITALIZATION ANALYSIS			
Year	Year	Before Other Deductions	P.V. Factor	Present Value	P.V. Factor	Present Value	Typical Year NOI	Low Value	High Value
1.000	2018	1,645,000	0.8969	1,475,336	0.9009	1,481,982	0.9050	1,488,688	
2.000	2019	2,122,000	0.8044	1,706,851	0.8116	1,722,263	0.8190	1,737,884	\$1,871,000
3.000	2020	2,156,000	0.7214	1,555,336	0.7312	1,576,449	0.7412	1,597,945	\$1,871,000
4.000	2021	2,195,000	0.6470	1,420,153	0.6587	1,445,914	0.6707	1,472,263	
5.000	2022	2,283,000	0.5803	1,324,743	0.5935	1,354,849	0.6070	1,385,781	
6.000	2023	-	0.5204	-	0.5346	-	0.5493	-	
7.000	2024	-	0.4667	-	0.4817	-	0.4971	-	
8.000	2025	-	0.4186	-	0.4339	-	0.4499	-	
9.000	2026	-	0.3754	-	0.3909	-	0.4071	-	
10.000	2027	-	0.3367	-	0.3522	-	0.3684	-	
11.000	2028	-	0.3020	-	0.3173	-	0.3334	-	
12.000	2029	-	0.2708	-	0.2858	-	0.3018	-	
Subtotal PV From Cash Flow				\$7,482,419		\$7,581,457		\$7,682,561	
Reversion	2022	25,855,889	0.5803	15,003,243	0.5935	15,344,212	0.6070	15,694,522	
Total PV As Of:		01-Jan-19		\$22,485,662		\$22,925,669		\$23,377,083	
Deflated to Appraisal Date @:			3.50%						
Months to Appraisal Date:			18	0.9497		0.9497		0.9497	
Present Value As Of:		08-Aug-17		\$21,354,782		\$21,772,660		\$22,201,371	
Less Renovation Costs				0		0		0	
Less PIP				-		-		-	
Adjusted Present Value				\$21,354,782		\$21,772,660		\$22,201,371	
			Rounded:	\$21,400,000		\$21,800,000		\$22,200,000	
				\$169,841		\$173,016		\$176,190	
REVERSION CALCULATION:									
Net Income for Year:		2023		\$2,399,000					
Divided by Reversion OAR				0.09					
Gross Reversion				\$26,655,556					
Less Costs of Sale @:		3.0%		799,667					
Net Reversion				\$25,855,889					
Indices:				\$205,205		per hotel unit			

Table 20: Direct Cap Valuation

Indice	VALUATION INDICES		
	11.5%	11.0%	10.5%
Appraised Value:	\$21,400,000	\$21,800,000	\$22,200,000
Price Per Hotel Room:	\$169,841	\$173,016	\$176,190
<u>OVERALL RATE (OAR)</u>			
OAR- 1st Yr:	7.69%	7.55%	7.41%
OAR- 2nd Yr:	9.92%	9.73%	9.56%
OAR- 3rd Yr:	10.07%	9.89%	9.71%
OAR- 4th Yr:	10.26%	10.07%	9.89%
OAR- Typ Year:	8.74%	8.58%	8.43%
<u>GROSS ROOM RENT MULTIPLIER (GRRM)</u>			
GRRM- 1st Yr:	5.431	5.533	5.635
GRRM- 2nd Yr:	4.693	4.781	4.868
GRRM- 3rd Yr:	4.523	4.608	4.692
GRRM- 4th Yr:	4.397	4.479	4.561
GRRM- Typ Year:	5.031	5.125	5.219
% of PV from CF:	34.96%	34.78%	34.61%

COMPARISON OF DIRECT CAPITALIZATION ANALYSIS WITH DISCOUNTED CASH FLOW APPROACH							
CALCULATION OF INCOME DIFFERENCE							
Year Number	Year	DCF Income Before Other Deductions	Inflated Rep Year Income	Difference	Times PV Factor @ 11.0%	PV of Difference	
1.000	2018	1,645,000	1,871,000	(226,000)	0.9009	(203,604)	
2.000	2019	2,122,000	1,984,944	137,056	0.8116	111,238	
3.000	2020	2,156,000	2,169,002	(13,002)	0.7312	(9,507)	
4.000	2021	2,195,000	2,441,231	(246,231)	0.6587	(162,200)	
5.000	2022	2,283,000	2,830,055	(547,055)	0.5935	(324,651)	
6.000	2023	0	0	0	0.0000	0	
7.000	2024	0	0	0	0.0000	0	
8.000	2025	0	0	0	0.0000	0	
9.000	2026	0	0	0	0.0000	0	
10.000	2027	0	0	0	0.0000	0	
11.000	2028	0	0	0	0.0000	0	
12.000	2029	0	0	0	0.0000	0	
Total PV of Difference							(\$588,723)
Rounded:							(\$590,000)
COMPARISON OF TWO APPROACHES							
Direct Capitalization Value			\$23,400,000				
Less PV of Difference			(590,000)				
Adjusted Direct Capitalization Value			23,990,000				
Less DCF Value @ 11.0%			21,800,000				
Difference			2,190,000				
Percent Difference			9.13%				

Assumptions and Limiting Conditions

The report has been made with, and subject to, the following general limiting conditions and includes the following general assumptions:

- No responsibility is accepted by the consultant for considerations requiring expertise in other fields. Included in this category are ownership legal description and other legal matters, survey of property boundaries, geologic considerations including soils and seismic stability, civil, structural or other engineering, and identification of hazardous or toxic substances. Data furnished or obtained from public sources relative to these matters has been adopted and is assumed to be correct.
- Under the operating projection the property is assumed to be under responsible ownership and management.
- The definitions and assumptions upon which our analyses, opinions and conclusions are based are set forth in appropriate sections of this report and in this section and are to be part of these general assumptions as if included here in their entirety.
- The information furnished us by others and contained in this report is considered to be from reliable sources and, where feasible, has been verified; however, no responsibility is assumed for its accuracy. We reserve the right to modify the estimates of operating results should more reliable information become available subsequent to delivery of this report.
- The sketches, plot plans and drawings included in this report are included only to assist the reader in visualizing the property.
- There are no hidden or unapparent conditions in the property, soil, subsoil, or structures, which would render the site unsuitable for its intended use or would constrain the continued operation of the property. No responsibility is assumed for such conditions or for arranging for engineering studies, which would be required to discover them. The consultants are not construction, engineering, environmental, or legal experts, and any statement given on these matters in this report should be considered preliminary in nature.
- It is assumed that there is full compliance with all applicable federal, state and local environmental regulations and laws, that all applicable zoning and use regulations and restrictions have been complied with or can and will be complied with, unless a nonconformity has been stated, defined and considered in the report, and that all required licenses, certificates of occupancy, legislated or administrative consents from any local, state or national government or private entity or organization have been or can be obtained for any use on which the estimates of future operating results contained in this report are based.
- The Americans with Disabilities Act ("ADA") became effective January 26, 1992. We have not made a specific compliance survey and analysis of the property to determine whether or not it is in conformity or can be brought into conformity with the various detailed requirements of the ADA. It is likely that a compliance survey of the property together with a detailed analysis of the requirements of the ADA could reveal that the property is not in compliance with one or more of the requirements of the act. If so, this fact could have an effect upon the capital spending plans for the property. Since we have no direct evidence relating to this issue, we did not consider possible non-compliance with the requirements of ADA in estimating the results of future operations of the property.

- All estimates shown in the report are projections based on our analysis as of the date of the study. These estimates may not be valid in other time periods or as conditions change. We take no responsibility for events, conditions, or circumstances affecting the property's operation that take place subsequent to either the date of this report or the date of our field inspection, whichever occurs first.
- By reason of this report, we are not required to give further consultation, testimony or to be in attendance in court or at any governmental or other hearing with reference to the property without prior arrangements having been made relative to such additional employment.
- Possession of this report, or a copy thereof, does not carry with it the right of publication. It may not be used for any purpose by any person other than the party to whom it is addressed without the written consent of TR Mandigo & Co. and in any event only with properly written qualifications and only in its entirety.
- The party for whom this report was prepared may distribute copies of this report only in its entirety to such third parties as may be selected by the party for whom this report was prepared; however, portions of this report shall not be given to third parties without our written consent. Liability to third parties will not be accepted.
- Neither all nor any part of the contents of this report shall be disseminated to the general public through advertising or sales media, public relations media, news media, or other public means of communication without prior written consent and approval of the consultant.
- In any case, this report is not intended for use in registered or unregistered security offering documents without consultation and an opportunity for a complete review of the use of the report and a review of all related documents.

Traffic and Parking Impact Study Proposed Ivy Boutique Hotel Arlington Heights, Illinois



Prepared For:



Prepared By:



August 9, 2017

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 Ivy Boutique Hotel in Arlington Heights, Illinois. As proposed, the European Crystal Banquets and Conference Center at 519 W. Algonquin Road will be the site for a twelve-story Ivy Boutique Hotel with a total of 126 rooms. The proposed hotel will result in a modified parking lot that will continue to provide 172 space parking lot. An additional 45 parking spaces can be provided with valet parking. Access to the proposed site will continue to be provided via the existing access system serving the European Crystal Banquets facility.

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

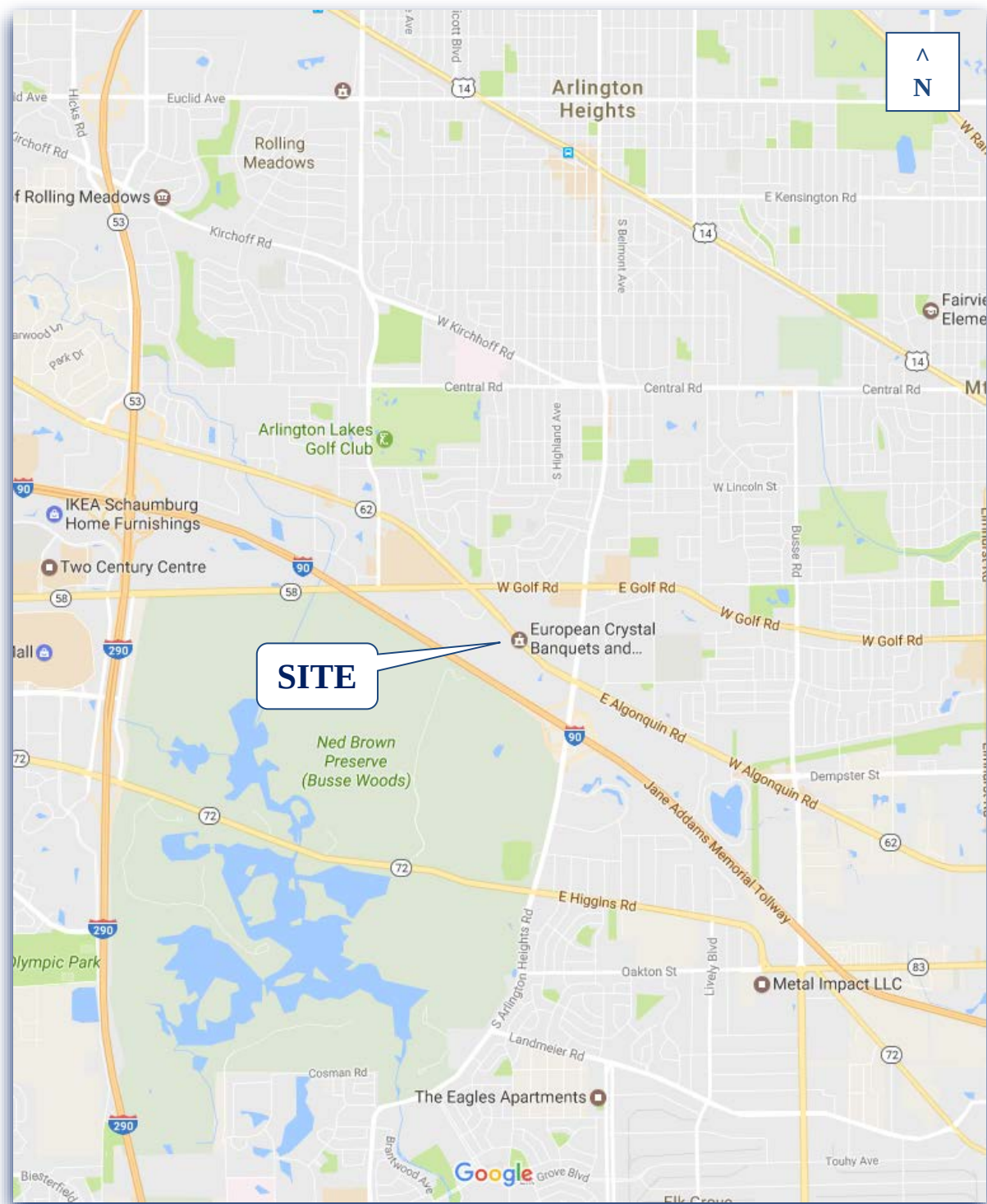
The purpose of this study was to examine existing traffic conditions, assess the impact that the proposed development would have on traffic conditions in the area and determine if any roadway and/or traffic control are necessary in order to accommodate Year 2023 projected traffic conditions as well as evaluate the adequacy of the parking supply in accommodating existing and future parking needs.

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 site
- Traffic analyses for the weekday morning, evening and Saturday evening peak hours
- Recommendations with respect to adequacy of the site access and adjacent roadway system
- Evaluation of the adequacy of the proposed parking supply in accommodating future parking demand.

Traffic capacity analyses were conducted for the weekday morning, evening and Saturday 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 - The future projected traffic volumes include the existing traffic volumes, ambient area growth not attributable to any particular development and the traffic estimated to be generated by the proposed subject development.



Site Location

Figure 1



Aerial View of Site Area

Figure 2

2. Existing Conditions

Existing traffic and roadway conditions were documented based on field visits and traffic counts conducted by KLOA, Inc. The following provides a detailed description of the physical characteristics of the roadways including geometry and traffic control, adjacent land uses and peak hour traffic flows along area roadways.

Site Location

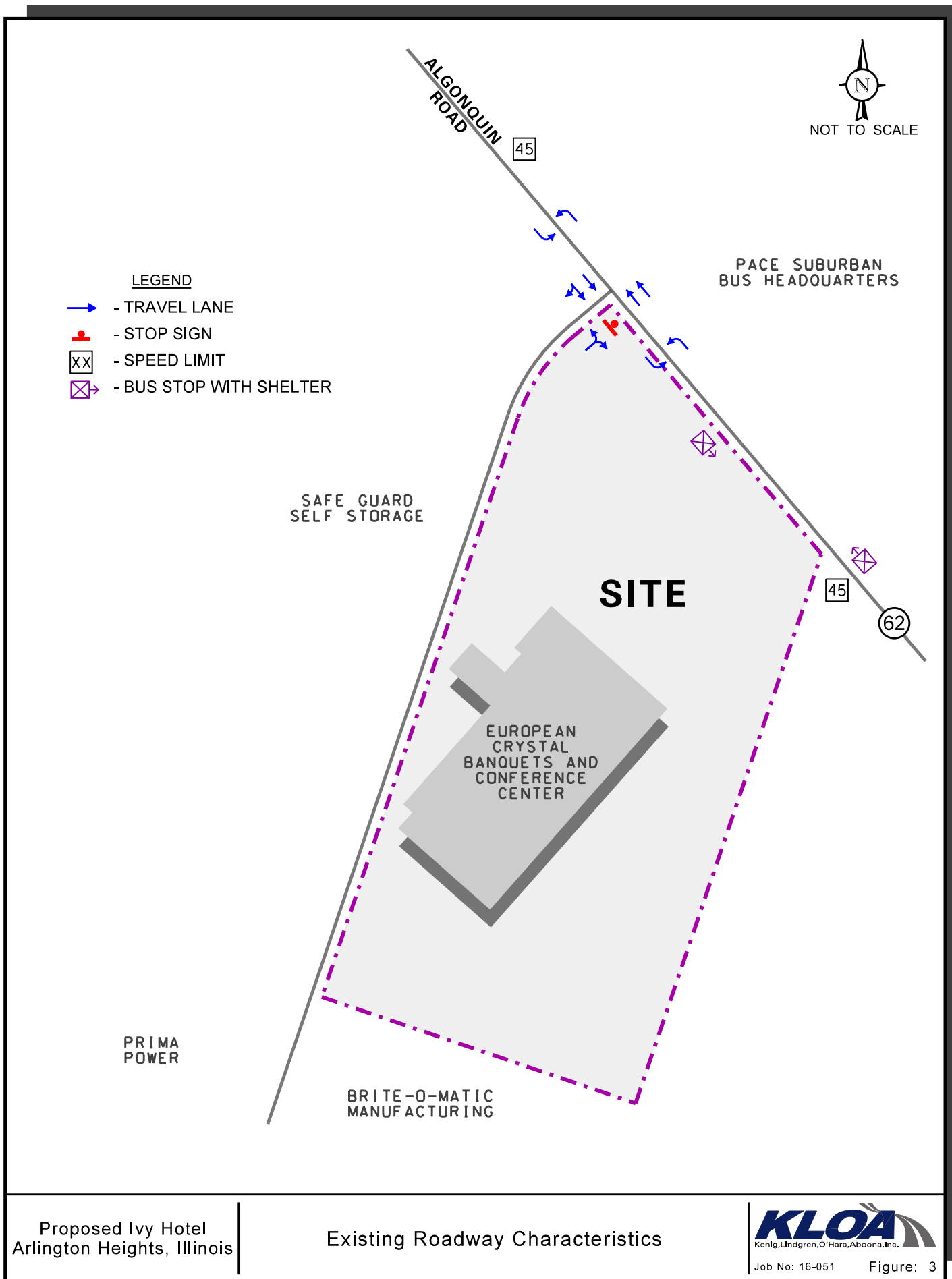
The site, which is currently occupied by the European Crystal Banquets and Conference Center, is located on the south side of Algonquin Road approximately 850 feet west of Meijer Road at 519 W. Algonquin Road. Land uses in the vicinity of the site are mixed commercial and industrial and include the Pace Suburban Bus headquarters to the north, Hand Surgery Associates and Motel 6 to the east, Brite-O-Matic Manufacturing and Prima Power to the south and Safeguard Self Storage to the west.

Existing Roadway System Characteristics

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

Algonquin Road is generally an east-west arterial roadway that in the vicinity of the site provides two through lanes in each direction separated by a two-way left-turn lane. At its unsignalized intersection with the north-south access roadway, Algonquin Road provides an exclusive through lane and a shared through/right-turn lane on the eastbound approach and an exclusive left-turn lane and two exclusive through lanes on the westbound approach. Algonquin Road is under the jurisdiction of the Illinois Department of Transportation (IDOT), carries an annual average daily traffic (AADT) volume of 29,900 vehicles (IDOT AADT 2015) and has a posted speed limit of 45 miles per hour.

North-South Access Roadway is generally a north-south roadway that extends from Algonquin Road to its terminus approximately 1,400 feet south. The north-south access roadway provides one lane in each direction and serves as the shared access roadway for European Crystal Banquets and Conference Center, Safeguard Self Storage, Prima Power, Brite-O-Matic Manufacturing, Line Group, Kanematsu USA and KGK International. At its unsignalized intersection with Algonquin Road, the access roadway provides a shared left/right-turn lane under stop-sign control. This shared lane is wide enough to accommodate truck turning maneuvers to and from Algonquin Road and as such, operates as an exclusive left-turn and an exclusive right-turn for passenger vehicles.



Proposed Ivy Hotel
Arlington Heights, Illinois

Existing Roadway Characteristics

KLOA
Kenig, Lindgren, O'Hara, Aboona, Inc.
Job No: 16-051 Figure: 3

Existing Traffic Volumes

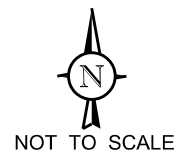
Manual turning movement vehicle traffic counts were conducted using Miovision Scout Collection Units on Thursday, March 16, 2017 during the weekday morning (7:00 to 9:00 A.M.) and the weekday evening (4:00 to 6:00 P.M.) peak periods and on Saturday, March 18, 2017 during the Saturday evening (5:30 to 7:30 P.M.) peak period at the intersection of Algonquin Road with the north-south access roadway. The Saturday evening peak period was chosen to coincide with an event occurring at the banquet facility that had an attendance of 375 guests. The results of the manual turning movement counts indicated that the weekday morning peak hour occurs between 7:30 and 8:30 A.M., the weekday evening peak hour occurs between 4:30 and 5:30 P.M. and the Saturday evening peak hour occurs between 5:30 and 6:30 P.M. These respective peak hours will be used for the traffic capacity analyses which are presented later in this report. The existing peak hour traffic volumes for the weekday morning, evening and Saturday evening peak hours are shown in **Figure 4**.

Gap Study

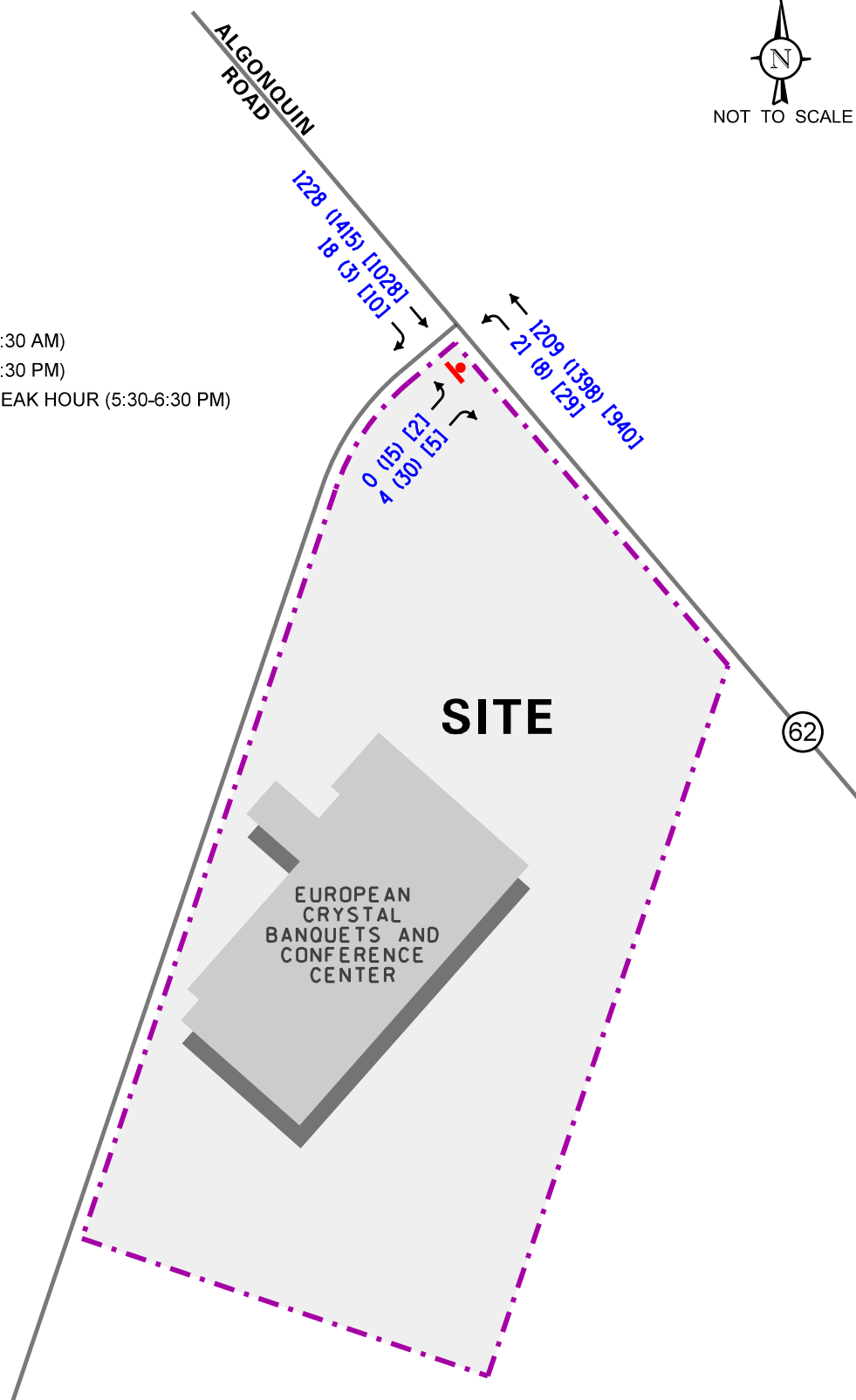
A gap study was also conducted on Thursday, March 16, 2017 during the weekday morning and weekday evening peak hours and on Saturday, March 18, 2017 during the Saturday evening peak hour along Algonquin Road in order to determine the availability of gaps or interruptions in the Algonquin Road traffic stream. Gaps in the eastbound direction on Algonquin Road will allow traffic to turn left onto the north-south access roadway and right out from the north-south access roadway onto Algonquin Road. Gaps in both directions on Algonquin Road will allow traffic to turn left from the north-south access roadway onto Algonquin Road. It should be noted that this gap study does not quantify the number of two-stage left-turn maneuvers that can be made utilizing the existing two-way left-turn lane. The results of the gap study are summarized in **Table 1**.

Table 1
GAP STUDY RESULTS – ALGONQUIN ROAD

Time Periods	Number of Potential Movements Based on Gaps Available		
	Westbound Left-Turn	Northbound Right-Turn	Northbound Left-Turn
Weekday Morning 7:30 - 8:30 A.M.	709	358	86
Weekday Evening 4:30 – 5:30 P.M.	511	195	54
Saturday Evening 5:30 – 6:30 P.M.	733	355	128



- LEGEND**
- 00** - AM PEAK HOUR (7:30-8:30 AM)
 - (00)** - PM PEAK HOUR (4:30-5:30 PM)
 - [00]** - SATURDAY EVENING PEAK HOUR (5:30-6:30 PM)



3. Traffic Characteristics of the Proposed Development

To evaluate the impact of the subject development on the area roadway system, it was necessary to quantify the number of vehicle trips the site will generate during the weekday morning, evening and Saturday evening peak hours and then determine the directions from which this traffic will approach and depart the site.

Proposed Site and Development Plan

As proposed, the European Crystal Banquets facility will be the site of the proposed twelve-story, 126-room Ivy Boutique Hotel. Access to the site will continue to be provided via the north-south access roadway and its unsignalized intersection with Algonquin Road.

As previously indicated, the north-south access roadway also serves as the roadway for Safeguard Self Storage, Prima Power, Brite-O-Matic Manufacturing, Line Group, Kanematsu USA and KGK International. The European Crystal Banquet facility will continue to be served by three existing curb cuts along the north-south access roadway located approximately 200 feet, 480 feet and 550 feet south of Algonquin Road. These access drives provide one inbound lane and one outbound lane. The existing curb cut 350 feet south of Algonquin Road provides access to the porte-cochere for the banquet facility which will be eliminated as part of the proposed hotel.

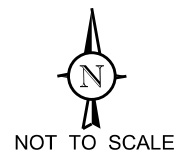
The proposed hotel will result in modified parking lot that will continue to provide 172 parking spaces. An additional 45 valet parking spaces can be provided increasing the total parking supply to 217 parking spaces. A site plan is included in the Appendix.

Directional Distribution

The directional distribution of development-generated traffic is based on the characteristics and operations of the surrounding roadway system and existing traffic patterns. **Figure 5** shows the estimated directional distribution for the peak hours.

Estimated Development Traffic Generation

The estimates of traffic to be generated by the development are based upon the proposed land use type and size. The volume of traffic generated for the proposed Ivy Hotel was estimated using data published in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 9th Edition for land-use code 310 (Hotel). **Table 2** tabulates the vehicle trips anticipated for this development for the weekday morning, evening and Saturday evening peak hours.



LEGEND
00% - PERCENT DISTRIBUTION

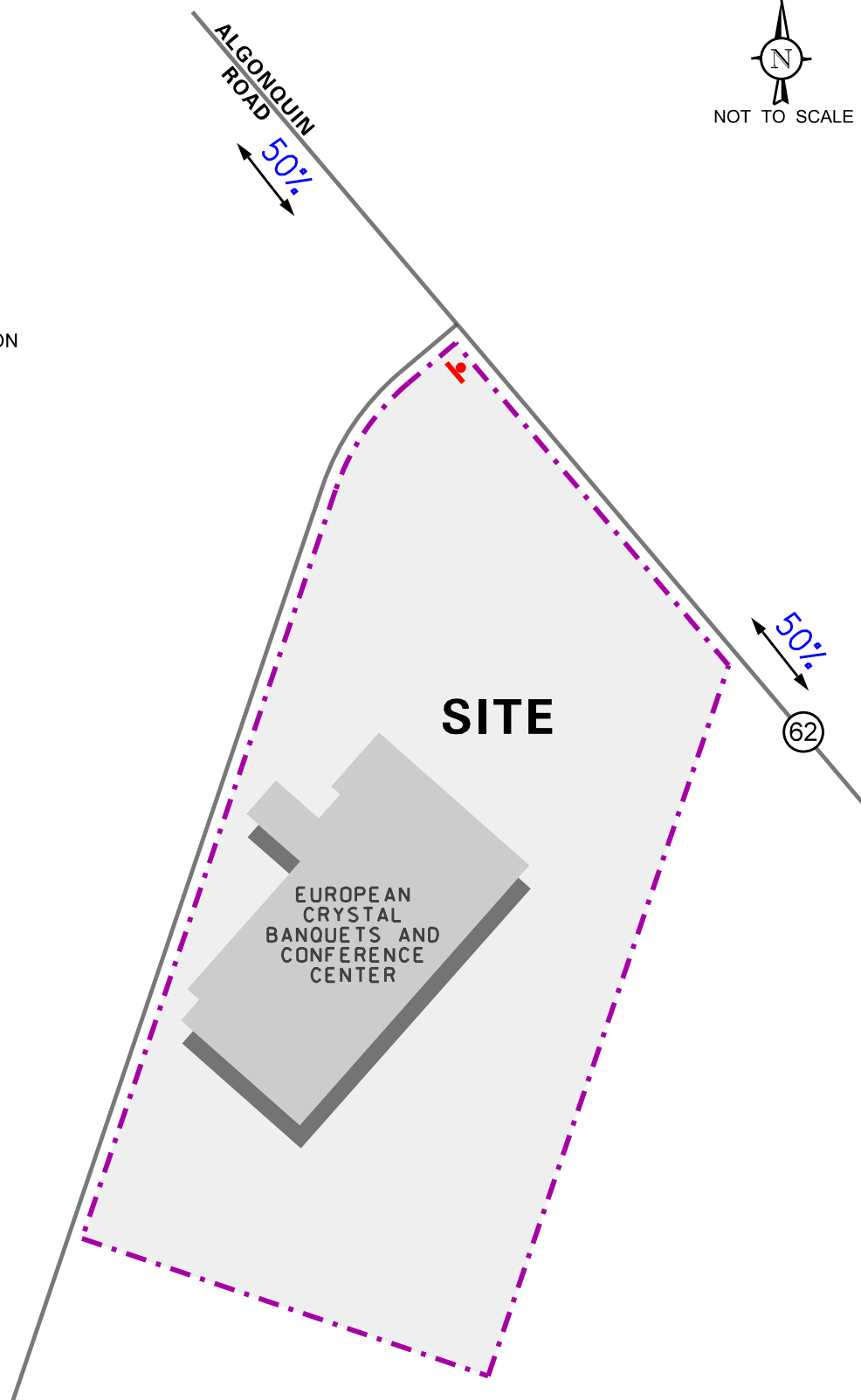


Table 2
PROJECTED SITE-GENERATED TRAFFIC VOLUMES

Land-Use and Code	Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Saturday Evening Peak Hour		
		In	Out	Total	In	Out	Total	In	Out	Total
Ivy Hotel (310)	126 rooms	40	27	67	39	37	76	56	35	91

4. Projected Traffic Conditions

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

Development Traffic Assignment

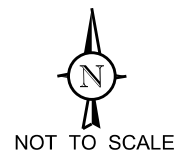
The development-generated traffic volumes (refer to Table 1) were assigned to the area roadways based on the directional distribution analysis (Figure 5) and are shown in **Figure 6**.

Background Traffic Volumes

The existing traffic volumes (Figure 4) were increased by a regional growth factor to account for the increase in existing traffic related to regional growth in the area (i.e., not attributable to any particular planned development). Based on ADT projections provided by the Chicago Metropolitan Agency for Planning (CMAP) in a letter dated April 11, 2017, the through volumes along Algonquin Road were increased by an increase of approximately 1.2 percent total (0.2 percent per year) was applied to project Year 2023 conditions (buildout plus five-year analysis). A copy of the CMAP 2040 projections letter is included in the Appendix.

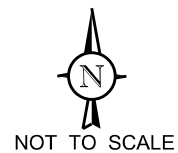
Total Projected Traffic Conditions

The total projected traffic volumes include the peak hour traffic volumes increased by a regional growth factor and the peak hour traffic volumes generated by the proposed development (Figure 6). The total projected traffic volumes for Year 2023 conditions are shown in **Figure 7**.

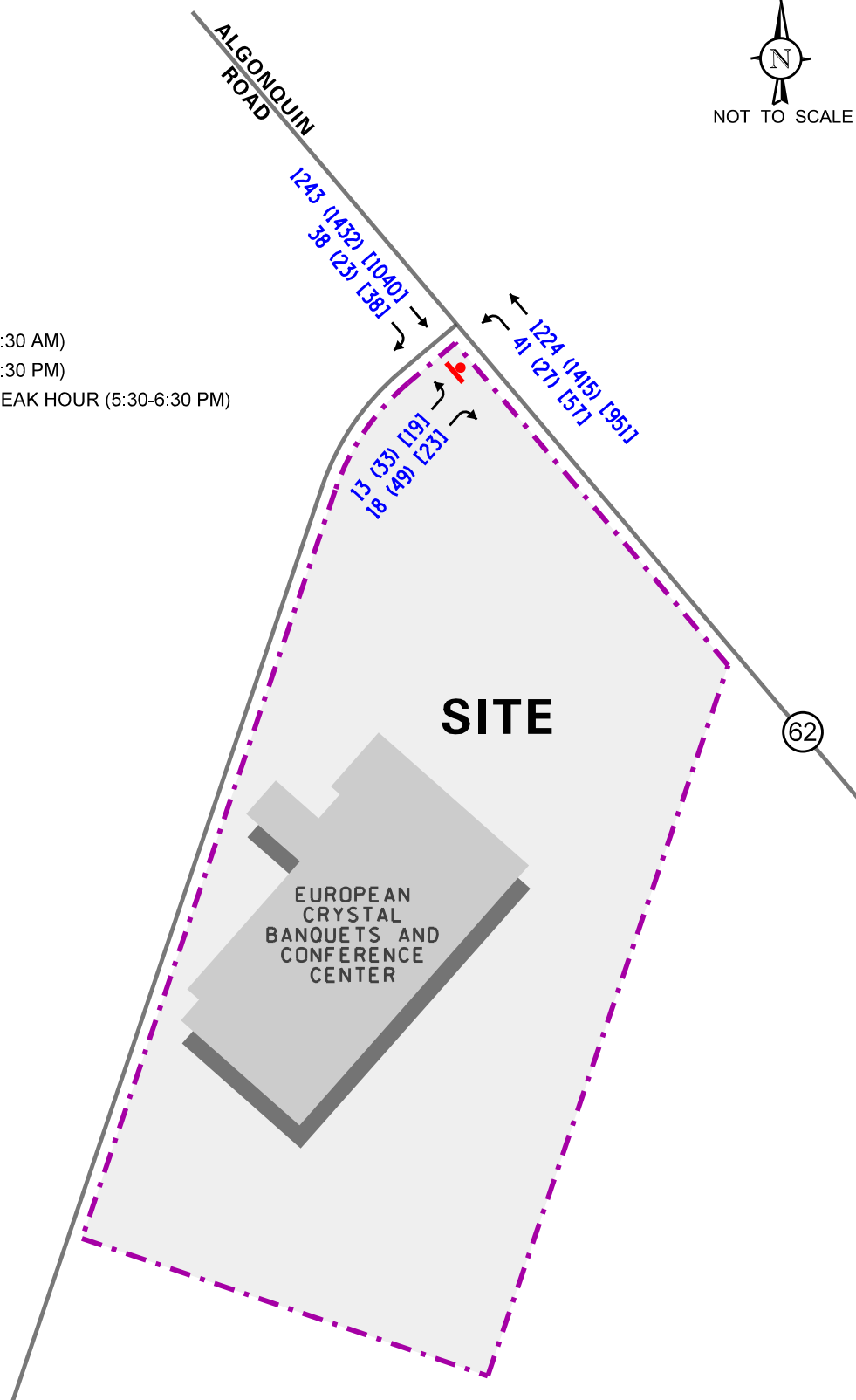


- LEGEND**
- 00** - AM PEAK HOUR (7:30-8:30 AM)
 - (00)** - PM PEAK HOUR (4:30-5:30 PM)
 - [00]** - SATURDAY EVENING PEAK HOUR (5:30-6:30 PM)





- LEGEND**
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 - (00)** - PM PEAK HOUR (4:30-5:30 PM)
 - [00]** - SATURDAY EVENING PEAK HOUR (5:30-6:30 PM)



Proposed Ivy Hotel
Arlington Heights, Illinois

Year 2023 Total Projected
Traffic Volumes

KLOA
Kenig, Lindgren, O'Hara, Aboona, Inc.
Job No: 16-051 Figure: 7

5. Traffic Analysis and Recommendations

The following provides an evaluation conducted for the weekday morning, evening and Saturday 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 modification are required.

Traffic Analyses

Roadway and adjacent or nearby intersection analyses were performed for the weekday morning, weekday evening and Saturday evening peak hours for the existing (Year 2017) and future projected (Year 2023) traffic volumes.

The traffic analyses were performed using the methodologies outlined in the Transportation Research Board's *Highway Capacity Manual (HCM)*, 2010 and the capacity analyses were analyzed using the HCS 7 computer 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 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 study area intersection under existing and Year 2023 total projected conditions and the results 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
ALGONQUIN ROAD WITH NORTH-SOUTH ACCESS ROADWAY

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour		Saturday Evening Peak Hour	
	LOS	Delay	LOS	Delay	LOS	Delay
Year 2017 Existing Conditions						
• Northbound Approach	C	17.2	D	26.1	C	15.0
• Westbound Left-Turns	B	12.7	B	13.2	B	10.6
Year 2023 Projected Conditions						
• Northbound Approach	C	24.7	E	38.4	C	19.2
• Westbound Left-Turns	B	13.4	B	13.9	B	11.1
LOS = Level of Service Delay is measured in seconds						

Discussion and Recommendations

The results of the capacity analyses indicate that at the intersection of Algonquin Road with the north-south access roadway the northbound approach (exiting movements) currently operates at level of service (LOS) C during the weekday morning and Saturday evening peak hours and at LOS D during the weekday evening peak hour.

Under Year 2023 projected traffic conditions, the northbound approach is projected to continue operating at LOS C during the weekday morning and Saturday evening peak hours with increases in delay of approximately seven and four seconds, respectively. During the weekday evening peak hour, the northbound approach is projected to operate at LOS E with increases in delay of approximately twelve seconds.

This level of service is expected for a minor access roadway that has a unsignalized intersection with a major roadway such as Algonquin Road. Furthermore, these analyses do not take into consideration the proximity of the signalized intersections of Algonquin Road with Marriott Entrance (approximately 1,500 feet to the east) and Algonquin Road with Meijer Drive (approximately 850 feet to the west) which create gaps in the Algonquin Road traffic stream. As shown in the following section, adequate gaps exist in the Algonquin Road traffic stream to accommodate the expansion generated traffic.

Westbound left-turn movements from Algonquin Road onto the access roadway are projected to continue operating at LOS B during all three peak hours with 95th percentile queues of one to two vehicles.

As such, the proposed expansion traffic will have a limited impact on the operations of the intersection of Algonquin Road with the north-south Access Roadway and the expansion generated traffic will not have a significant impact on the industrial developments that also utilize the access roadway. Furthermore, the existing two-way left-turn lane along Algonquin Road will continue to be adequate in accommodating left-turns onto the access roadway.

Gap Study Results

Table 4 shows the total number of potential movements compared to the number of required gaps that are needed to accommodate the projected traffic turning onto and from the north-south access roadway. As shown in Table 4, there are more than sufficient gaps in the Algonquin Road traffic stream to accommodate the westbound left-turns onto the north-south access roadway and northbound right-turns and northbound left-turns from the proposed access roadway onto Algonquin Road for the weekday morning, weekday evening and Saturday evening peak hours of adjacent roadway traffic. These results indicate that these movements will be completed with minimal delays and impact on Algonquin Road traffic.

Table 4
REQUIRED GAPS – ALGONQUIN ROAD

Time Periods	Weekday Morning Peak Hour		Weekday Evening Peak Hour		Saturday Evening Peak Hour	
	Potential Movements	Required Gaps	Potential Movements	Required Gaps	Potential Movements	Required Gaps
Westbound Left-Turns	709	20	511	19	733	28
Northbound Right-Turns	358	14	195	19	355	18
Northbound Left-Turns	86	13	54	18	128	17

6. Parking Evaluation

In order to determine the adequacy of the existing parking supply, the following tasks were undertaken:

- Parking occupancy surveys were conducted by KLOA, Inc. at the European Crystal Banquets facility during two events held in March 2017.
- Projected parking demand was generated for the proposed 126-room Ivy Boutique Hotel.
- Adequacy of proposed parking supply was evaluated to accommodate the projected parking demand of the existing and proposed uses on-site.

Existing Parking Occupancy of European Crystal Banquets

The existing banquet facility has a maximum occupancy of 377 people in the Grand Ballroom and is served by a surface parking lot with 172 parking spaces. The facility is in use primarily on Fridays through Sundays.

To determine the parking occupancy during an event, KLOA, Inc. conducted parking occupancy surveys at the European Crystal Banquets facility on Saturday, March 18th, 2017 and on Saturday, March 25th, 2017 during two Saturday evening events. On March 18th the total event attendance was 375 guests and the event started at 6:00 P.M. On March 25th the total event attendance was 390 guests and the event started at 6:00 P.M. The counts were conducted every hour from 6:00 P.M. to 9:00 P.M. In performing the parking occupancy surveys, any vehicle found parked in an adjacent off-site parking lot was included in the total parking demand to accurately assess the existing parking demand of the 172 surveyed parking spaces at the subject property. The results of the parking occupancy surveys are summarized in **Table 5** indicate the following:

- Peak occupancy on Saturday, March 18 was 78 vehicles (45 percent) occurring at 8:00 P.M. resulting in a surplus of 94 parking spaces.
- Peak occupancy on Saturday, March 25 was 73 vehicles (42 percent) occurring at 7:00 P.M. and 8:00 P.M. resulting in a surplus of 99 parking spaces.

It should be noted that parking occupancy survey were previously conducted on Saturday, February 20, 2016 during two events that had a combined attendance of 350 guests and on Friday through Sunday, April 22 to 24, 2016 during events that had occupancies of 370, 340, and 300 guests, respectively. The surveys were conducted between 6:00 P.M. and 9:00 P.M. and showed a peak occupancy of ranged between 109 to 72 spaces, which is 62 to 41 percent of the available spaces, further confirming that the parking supply is more than adequate in accommodating the peak parking demand of the banquet facility. As can be seen from Table 5 and the previously conducted parking occupancy surveys, the hourly parking demand during events is similar with nearly identical peak parking demand during events. The results of the previously conducted parking occupancy surveys are included in the Appendix.

Table 5
PARKING OCCUPANCY – MARCH 2017

Time	Saturday, March 18 th			Saturday March 25 th		
	Parking Occupancy	Percent Occupied	Surplus Spaces	Parking Occupancy	Percent Occupied	Surplus Spaces
6:00 P.M.	45	26%	127	46	27%	126
7:00 P.M.	76	44%	96	73	42%	99
8:00 P.M.	78	45%	94	73	42%	99
9:00 P.M.	70	41%	102	71	41%	101
Inventory	172 Spaces					

Vehicle Occupancy

The number of guests per vehicle were also surveyed during the two events on Saturday, March, 18th, 2017 and Saturday, March 25th, 2017. The results of the vehicle occupancy surveys for each day are summarized in **Table 6**. As can be seen from Table 6 there was an average of two guests per vehicles on March 18th and on March 25th. It should be noted that on March 18th it was observed that six guests were dropped off via a Marriott Shuttle Bus and ten guests were dropped off via a limousine. These guests were not included in the average guests per vehicle calculation.

Table 6
VEHICLE OCCUPANCY

Number of Guests Per Vehicle	1 Guest	2 Guests	3 Guests	4 Guests	5 Guests	6 Guests	Total
Saturday March 18th							
Total Vehicles	20	21	8	3	1	0	53
Total Guests	20	42	24	12	5	0	103
Average Number of Guests Per Vehicle							1.94
Saturday March 25th							
Total Vehicles	22	28	12	11	1	3	77
Total Guests	22	56	36	44	5	18	181
Average Number of Guests Per Vehicle							2.35

Proposed Ivy Hotel Projected Parking Demand

As indicated earlier, the proposed Ivy hotel will be a boutique hotel that will contain 126 rooms. The parking lot will be modified but will continue to provide a total of 172 parking spaces and an additional 45 valet parking spaces will be provided, if required, for a total of 217 spaces. Based on the Village of Arlington Heights zoning code, the proposed hotel will require parking at a ratio of one space per room or 126 spaces and the banquet facility requires parking spaces equal to 30 percent of the capacity. With a capacity of 377 persons, the banquet facility is required to provide 113 parking spaces for a total parking demand of 239 parking spaces. While the required parking exceeds the 172 parking spaces provided. It is expected that this parking demand will be accommodated by the provided parking on weekdays for the following reasons:

- European Crystal Banquet is not in use on weekdays (Monday through Thursday) when the hotel occupancy is highest. Therefore, the only parking will be generated by the proposed Hotel.
- A shuttle will be provided between the hotel and the airport to facilitate use by business travelers and, as such, reduce the parking demand.
- It is anticipated that 20 to 30 rooms will be booked by airlines for use by pilots and flight attendants who will not drive and instead will use the airport's shuttle service.
- Historically, the average occupancy of similar hotels in the same market is between 60 and 70 percent, further reducing the parking requirements.

On weekends, it is anticipated that the hotel will provide synergy with the banquet facility as follows:

- Some of the attendees of events at the facility will likely stay at the hotel, resulting in sharing of the parking spaces.
- Airlines will continue to use 20 to 30 rooms on weekends, which creates no parking demand.
- The peak parking demand for the hotel on weekends will therefore be 63 spaces, assuming 70 percent hotel occupancy and the use of 25 rooms by pilots and flight attendants.

Parking Evaluation

Given the banquet facility is not open during weekdays, the proposed parking supply will be more than adequate in accommodating the peak hotel demand. For weekends and based on the parking occupancy surveys conducted in 2016 and 2017, there were a minimum of 66 to 94 parking spaces available. With the provision of valet parking, the surplus will increase to 111 to 139 parking spaces. This surplus in parking can easily accommodate the projected parking demand of 63 parking spaces, assuming 70 percent occupancy, that may be generated by hotel guests on weekends that are not airline employees, have not taken the airport shuttle, or are not attending a function at the banquet facility.

Additionally, it should be noted that parking occupancy surveys were conducted at the existing Courtyard Marriott hotel in Arlington Heights on April 14 to 16, 2016. This hotel has 147 rooms, provides 1,248 square-feet of meeting space with a capacity of 80 patrons and a parking lot with approximately 151 parking spaces. The results of the surveys indicated a peak parking occupancy of 42 spaces (28 percent) on a weekday and 54 spaces (36 percent occupied) on a Saturday. This parking occupancy is less than the observed parking surplus at the subject site in 2016 and 2017 of 111 and 139 parking spaces, respectively. While the room occupancy of the Courtyard Marriott hotel is unknown at the time the parking occupancy surveys were conducted, the results indicate that the peak parking ratio is approximately 0.36 spaces per room.

Furthermore, located approximately one-quarter of a mile to the south is the DoubleTree – Arlington. This hotel has 240 rooms and provides approximately 7,620 square-feet of meeting space with a maximum occupancy for 508 guests, and the Birch River Grill which can accommodate approximately 100 patrons and a total of 304 parking spaces. Therefore, this facility operates with an approximately 28 percent less parking than required based on Village of Arlington Heights Code. As such the proposed parking supply of 172 parking spaces for the European Crystal Banquets and proposed Ivy Hotel (28 percent less than required) is consistent with a parking deficit previously approved by the Village. Including the additional 45 parking spaces provided with valet parking will increase the parking to 217 spaces (nine percent less than required).

7. Conclusion

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

- The traffic projected to be generated by the proposed hotel will not have a significant impact on the operations of the access drive serving the site and as such no roadway or traffic control improvements will be required.
- The existing access system serving the subject site will continue to be adequate in accommodating the traffic projected to be generated by the proposed development.
- Adequate gaps exist in the Algonquin Road traffic stream to accommodate turning movements to/from Algonquin Road and the north-south access roadway.
- The proposed parking supply will be adequate in accommodating the existing and projected parking demand based on the following:
 - The two facilities have different peak parking characteristics with the hotel peaking on weekdays (Monday through Thursday) and the banquet facility peaking on weekends.
 - The proposed hotel will be a boutique hotel primarily catering to business travelers on weekdays.
 - Shuttle bus service will be offered to and from Chicago-O'Hare Airport which will reduce the parking demand.
 - Approximately 20 to 30 rooms will be allocated for airline personnel who will use the shuttle bus service and as such will not drive to the hotel.
 - Hotel occupancy on weekends is typically low in the northwest suburbs with occupants being primarily airline employees and attendees of events at the banquet facility.
 - Parking occupancy surveys conducted at the banquet facility during peak events indicated a parking occupancy of approximately 60 percent leaving ample parking for use by the hotel.
 - In the unlikely event that additional parking is needed, valet service can be provided during peak events at the banquet facility, accommodating 45 additional vehicles.

Appendix

- Traffic Count Summary Sheets
 - Site Plan
- CMAP 2040 Projections Letter
 - Level of Service Criteria
- Capacity Analysis Summary Sheets
- Parking Occupancy Surveys - 2016

Traffic Count Summary Sheets



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400
Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Algonquin Road with Access Drive
Site Code:
Start Date: 03/16/2017
Page No: 1

Turning Movement Data

Start Time	Access Drive Eastbound					Algonquin Road Northbound					Algonquin Road Southbound					Int. Total
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	
7:00 AM	0	0	0	0	0	0	2	196	0	198	0	246	2	0	248	446
7:15 AM	0	0	1	1	1	0	3	203	0	206	0	301	4	0	305	512
7:30 AM	0	0	1	1	1	1	2	289	0	292	0	326	3	0	329	622
7:45 AM	0	0	0	0	0	0	6	320	0	326	0	346	3	0	349	675
Hourly Total	0	0	2	2	2	1	13	1008	0	1022	0	1219	12	0	1231	2255
8:00 AM	0	0	2	1	2	0	7	300	0	307	0	273	9	0	282	591
8:15 AM	0	0	1	0	1	0	6	300	0	306	0	283	3	0	286	593
8:30 AM	0	0	1	0	1	0	11	297	0	308	0	273	8	0	281	590
8:45 AM	0	3	1	0	4	0	9	296	0	305	0	255	14	0	269	578
Hourly Total	0	3	5	1	8	0	33	1193	0	1226	0	1084	34	0	1118	2352
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	7	4	0	11	0	3	370	0	373	0	302	1	0	303	687
4:15 PM	0	3	8	1	11	0	3	334	0	337	0	339	3	0	342	690
4:30 PM	0	4	7	1	11	0	3	338	0	341	0	352	2	0	354	706
4:45 PM	0	2	7	1	9	1	1	364	0	366	0	301	0	0	301	676
Hourly Total	0	16	26	3	42	1	10	1406	0	1417	0	1294	6	0	1300	2759
5:00 PM	0	6	11	2	17	1	0	342	0	343	0	400	1	0	401	761
5:15 PM	0	3	5	2	8	0	4	354	0	358	0	362	0	0	362	728
5:30 PM	0	4	7	0	11	0	1	318	0	319	0	359	3	0	362	692
5:45 PM	0	2	5	1	7	0	0	315	0	315	0	306	4	0	310	632
Hourly Total	0	15	28	5	43	1	5	1329	0	1335	0	1427	8	0	1435	2813
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:30 PM	0	0	1	1	1	0	4	225	0	229	0	263	1	0	264	494
5:45 PM	0	1	0	0	1	0	4	248	0	252	0	248	3	0	251	504
Hourly Total	0	1	1	1	2	0	8	473	0	481	0	511	4	0	515	998
6:00 PM	0	1	1	3	2	0	9	235	0	244	0	261	3	0	264	510
6:15 PM	0	0	3	0	3	0	12	232	0	244	0	256	3	0	259	506
6:30 PM	0	1	0	0	1	0	6	202	0	208	0	264	0	0	264	473
6:45 PM	0	0	2	1	2	0	3	207	0	210	0	190	1	0	191	403
Hourly Total	0	2	6	4	8	0	30	876	0	906	0	971	7	0	978	1892
7:00 PM	0	2	1	0	3	0	0	199	0	199	0	214	1	0	215	417
7:15 PM	0	0	0	0	0	0	2	207	0	209	0	211	1	0	212	421
Grand Total	0	39	69	16	108	3	101	6691	0	6795	0	6931	73	0	7004	13907
Approach %	0.0	36.1	63.9	-	-	0.0	1.5	98.5	-	-	0.0	99.0	1.0	-	-	-
Total %	0.0	0.3	0.5	-	0.8	0.0	0.7	48.1	-	48.9	0.0	49.8	0.5	-	50.4	-
Lights	0	37	63	-	100	3	95	6539	-	6637	0	6761	69	-	6830	13567
% Lights	-	94.9	91.3	-	92.6	100.0	94.1	97.7	-	97.7	-	97.5	94.5	-	97.5	97.6
Buses	0	0	0	-	0	0	1	48	-	49	0	56	0	-	56	105

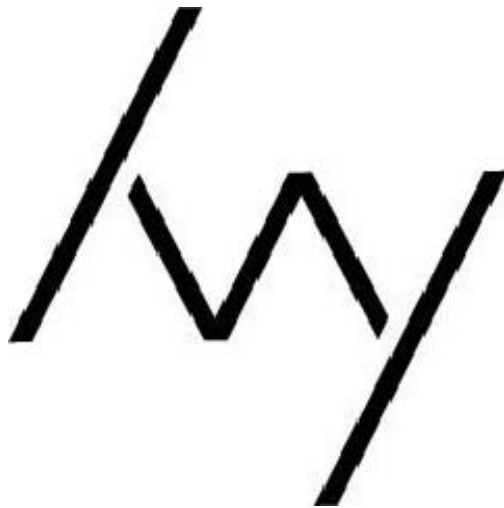
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Start Time	Access Drive Eastbound					Algonquin Road Northbound					Algonquin Road Southbound					Int. Total
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	
7:30 AM	0	0	1	1	1	1	2	289	0	292	0	326	3	0	329	622
7:45 AM	0	0	0	0	0	0	6	320	0	326	0	346	3	0	349	675
8:00 AM	0	0	2	1	2	0	7	300	0	307	0	273	9	0	282	591
8:15 AM	0	0	1	0	1	0	6	300	0	306	0	283	3	0	286	593
Total	0	0	4	2	4	1	21	1209	0	1231	0	1228	18	0	1246	2481
Approach %	0.0	0.0	100.0	-	-	0.1	1.7	98.2	-	-	0.0	98.6	1.4	-	-	-
Total %	0.0	0.0	0.2	-	0.2	0.0	0.8	48.7	-	49.6	0.0	49.5	0.7	-	50.2	-
PHF	0.000	0.000	0.500	-	0.500	0.250	0.750	0.945	-	0.944	0.000	0.887	0.500	-	0.893	0.919
Lights	0	0	2	-	2	1	20	1159	-	1180	0	1189	17	-	1206	2388
% Lights	-	-	50.0	-	50.0	100.0	95.2	95.9	-	95.9	-	96.8	94.4	-	96.8	96.3
Buses	0	0	0	-	0	0	0	12	-	12	0	9	0	-	9	21
% Buses	-	-	0.0	-	0.0	0.0	0.0	1.0	-	1.0	-	0.7	0.0	-	0.7	0.8
Single-Unit Trucks	0	0	2	-	2	0	1	27	-	28	0	24	1	-	25	55
% Single-Unit Trucks	-	-	50.0	-	50.0	0.0	4.8	2.2	-	2.3	-	2.0	5.6	-	2.0	2.2
Articulated Trucks	0	0	0	-	0	0	0	11	-	11	0	6	0	-	6	17
% Articulated Trucks	-	-	0.0	-	0.0	0.0	0.0	0.9	-	0.9	-	0.5	0.0	-	0.5	0.7
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	-	0.0	-	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	2	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-

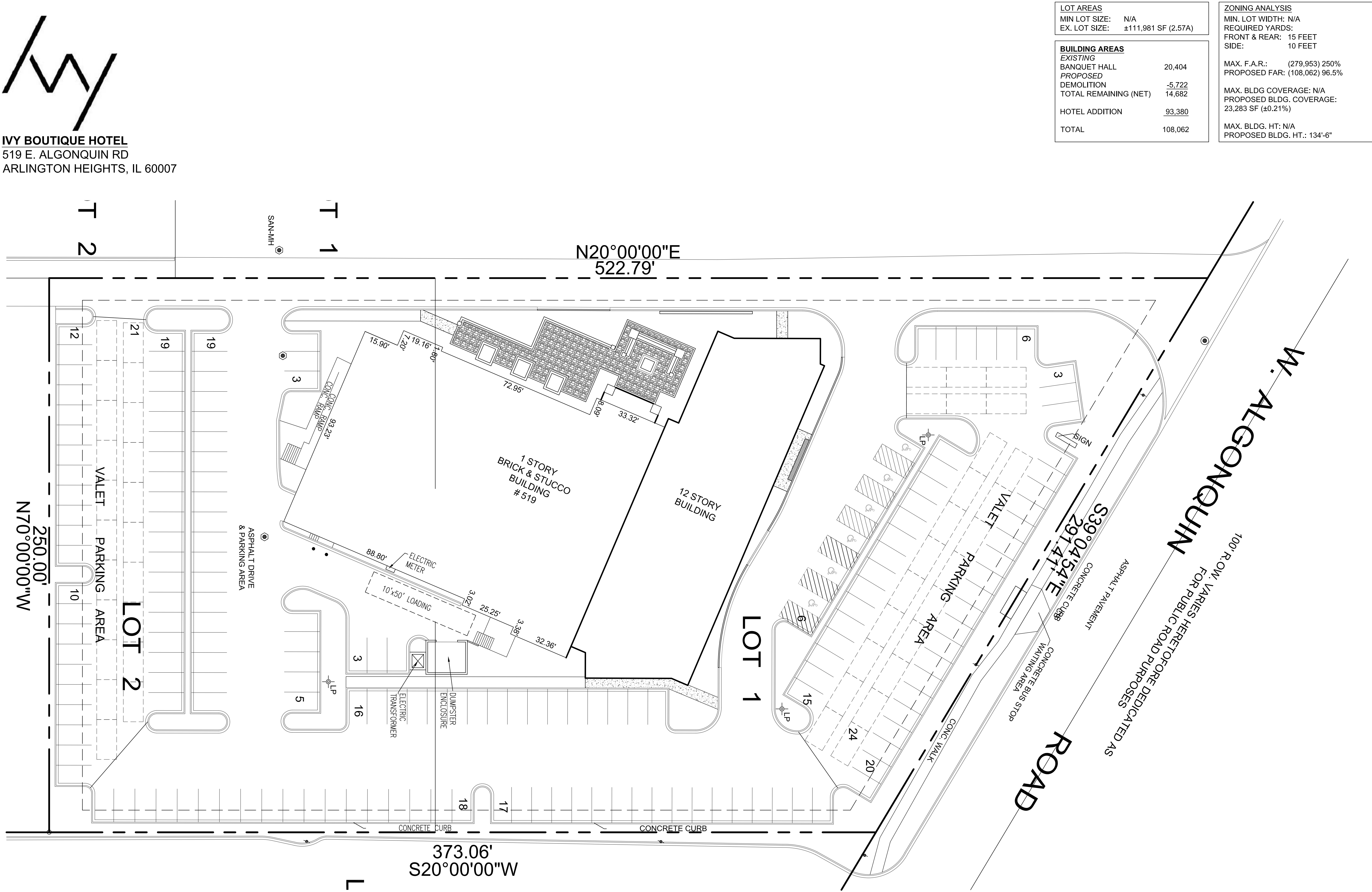
Start Time	Access Drive Eastbound					Algonquin Road Northbound					Algonquin Road Southbound					Int. Total
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	
4:30 PM	0	4	7	1	11	0	3	338	0	341	0	352	2	0	354	706
4:45 PM	0	2	7	1	9	1	1	364	0	366	0	301	0	0	301	676
5:00 PM	0	6	11	2	17	1	0	342	0	343	0	400	1	0	401	761
5:15 PM	0	3	5	2	8	0	4	354	0	358	0	362	0	0	362	728
Total	0	15	30	6	45	2	8	1398	0	1408	0	1415	3	0	1418	2871
Approach %	0.0	33.3	66.7	-	-	0.1	0.6	99.3	-	-	0.0	99.8	0.2	-	-	-
Total %	0.0	0.5	1.0	-	1.6	0.1	0.3	48.7	-	49.0	0.0	49.3	0.1	-	49.4	-
PHF	0.000	0.625	0.682	-	0.662	0.500	0.500	0.960	-	0.962	0.000	0.884	0.375	-	0.884	0.943
Lights	0	15	29	-	44	2	8	1376	-	1386	0	1388	2	-	1390	2820
% Lights	-	100.0	96.7	-	97.8	100.0	100.0	98.4	-	98.4	-	98.1	66.7	-	98.0	98.2
Buses	0	0	0	-	0	0	0	5	-	5	0	10	0	-	10	15
% Buses	-	0.0	0.0	-	0.0	0.0	0.0	0.4	-	0.4	-	0.7	0.0	-	0.7	0.5
Single-Unit Trucks	0	0	0	-	0	0	0	9	-	9	0	7	0	-	7	16
% Single-Unit Trucks	-	0.0	0.0	-	0.0	0.0	0.0	0.6	-	0.6	-	0.5	0.0	-	0.5	0.6
Articulated Trucks	0	0	1	-	1	0	0	8	-	8	0	10	1	-	11	20
% Articulated Trucks	-	0.0	3.3	-	2.2	0.0	0.0	0.6	-	0.6	-	0.7	33.3	-	0.8	0.7
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	6	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-

[illegible]

Site Plan



IVY BOUTIQUE HOTEL
519 E. ALGONQUIN RD
ARLINGTON HEIGHTS, IL 60007



LOT AREAS	
MIN LOT SIZE:	N/A
EX. LOT SIZE:	±111,981 SF (2.57A)

BUILDING AREAS	
EXISTING	
BANQUET HALL	20,404
PROPOSED	
DEMOLITION	-5,722
TOTAL REMAINING (NET)	14,682
HOTEL ADDITION	93,380
TOTAL	108,062

ZONING ANALYSIS	
MIN. LOT WIDTH:	N/A
REQUIRED YARDS:	
FRONT & REAR:	15 FEET
SIDE:	10 FEET
MAX. F.A.R.:	(279,953) 250%
PROPOSED FAR:	(108,062) 96.5%
MAX. BLDG COVERAGE:	N/A
PROPOSED BLDG. COVERAGE:	23,283 SF (±0.21%)
MAX. BLDG. HT:	N/A
PROPOSED BLDG. HT.:	134'-6"

REQUIRED PARKING	
BANQUET (30% OF OCCUPANCY)	5,654 / 15 = 377 OCCUPANTS
377 * 0.30 = 113 CARS	
HOTEL (1 PER LODGING AR)	126 CARS
PROPOSED HOTEL ROOMS	126
TOTAL REQUIRED (INCL HC)	239
TOTAL HC REQUIRED	7
EXISTING PARKING (INCL. 6 HC STALLS)	175
PROPOSED TOTAL PARKING	217
172 (INCL. 6 HC STALLS)	
45 (VALET STALLS)	
12TH FLOOR LOUNGE, 1ST FLOOR SPA AND COFFEE AREA WILL ONLY BE ACCESSIBLE BY HOTEL GUESTS VIA KEYCARD	

CMAP 2040 Projections Letter



Chicago Metropolitan
Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606
312 454 0400
www.cmap.illinois.gov

April 11, 2017

Brendan S. May
Consultant
Kenig, Lindgren, O'Hara and Aboona, Inc.
9575 West Higgins Road
Suite 400
Rosemont, IL 60018

Subject: IL 62 (Algonquin Road) from Golf Road to Arlington Heights Road
IDOT

Dear Mr. May:

In response to a request made on your behalf and dated April 10, 2017, we have developed year 2040 average daily traffic (ADT) projections for the subject location.

ROAD SEGMENT	Current ADT	Year 2040 ADT
IL 62 (Algonquin Rd) - Golf Rd to Arlington Heights Rd	29,900	31,400

Traffic projections are developed using existing ADT data provided in the request letter and the results from the March 2017 CMAP Travel Demand Analysis. The regional travel model uses CMAP 2040 socioeconomic projections and assumes the implementation of the GO TO 2040 Comprehensive Regional Plan for the Northeastern Illinois area.

If you have any questions, please call me at (312) 386-8806.

Sincerely,

Jose Rodriguez, PTP, AICP
Senior Planner, Research & Analysis

cc: Fortmann (IDOT)
S:\AdminGroups\ResearchAnalysis\TrafficForecasts_CY2017\ArlingtonHeights\ck-30-17\ck-30-17.docx

Level of Service Criteria

LEVEL OF SERVICE CRITERIA

Signalized Intersections		
Level of Service	Interpretation	Average Control Delay (seconds per vehicle)
A	Favorable progression. Most vehicles arrive during the green indication and travel through the intersection without stopping.	≤10
B	Good progression, with more vehicles stopping than for Level of Service A.	>10 - 20
C	Individual cycle failures (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear. Number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.	>20 - 35
D	The volume-to-capacity ratio is high and either progression is ineffective or the cycle length is too long. Many vehicles stop and individual cycle failures are noticeable.	>35 - 55
E	Progression is unfavorable. The volume-to-capacity ratio is high and the cycle length is long. Individual cycle failures are frequent.	>55 - 80
F	The volume-to-capacity ratio is very high, progression is very poor and the cycle length is long. Most cycles fail to clear the queue.	>80.0
Unsignalized Intersections		
Level of Service	Average Total Delay (SEC/VEH)	
A	0 - 10	
B	> 10 - 15	
C	> 15 - 25	
D	> 25 - 35	
E	> 35 - 50	
F	> 50	

Source: *Highway Capacity Manual*, 2010.

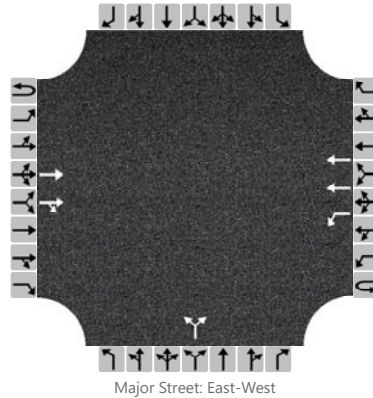
Capacity Analysis Summary Sheets

HCS7 Two-Way Stop-Control Report

General Information

Analyst	BSM	Intersection	Algonquin Road with Acces
Agency/Co.	KLOA, Inc.	Jurisdiction	IDOT
Date Performed	4/26/2017	East/West Street	Algonquin Road
Analysis Year	2017	North/South Street	Access Drive
Time Analyzed	AM Peak Hour	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	16-051		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	1	2	0		0	0	0		0	0	0
Configuration			T	TR		L	T				LR					
Volume, V (veh/h)			1228	18		21	1209			0		4				
Percent Heavy Vehicles (%)						5				0		50				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						23					4					
Capacity, c (veh/h)						488					300					
v/c Ratio						0.05					0.01					
95% Queue Length, Q ₉₅ (veh)						0.1					0.0					
Control Delay (s/veh)						12.7					17.2					
Level of Service, LOS						B					C					
Approach Delay (s/veh)					0.2				17.2							
Approach LOS									C							

HCS7 Two-Way Stop-Control Report

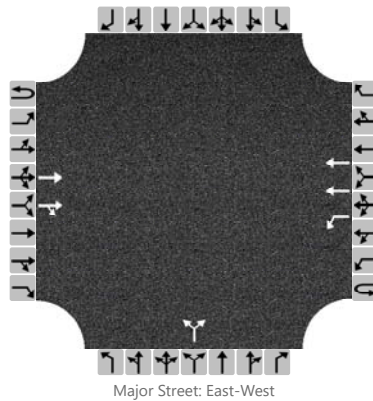
General Information

Analyst	BSM
Agency/Co.	KLOA, Inc.
Date Performed	4/26/2017
Analysis Year	2017
Time Analyzed	PM Peak Hour
Intersection Orientation	East-West
Project Description	16-051

Site Information

Intersection	Algonquin Road with Acces
Jurisdiction	IDOT
East/West Street	Algonquin Road
North/South Street	Access Drive
Peak Hour Factor	0.94
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	1	2	0		0	0	0		0	0	0
Configuration			T	TR		L	T				LR					
Volume, V (veh/h)			1415	3		8	1398			15		30				
Percent Heavy Vehicles (%)						0				0		3				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						9					48					
Capacity, c (veh/h)						450					218					
v/c Ratio						0.02					0.22					
95% Queue Length, Q ₉₅ (veh)						0.1					0.8					
Control Delay (s/veh)						13.2					26.1					
Level of Service, LOS						B					D					
Approach Delay (s/veh)					0.1				26.1							
Approach LOS									D							

HCS7 Two-Way Stop-Control Report

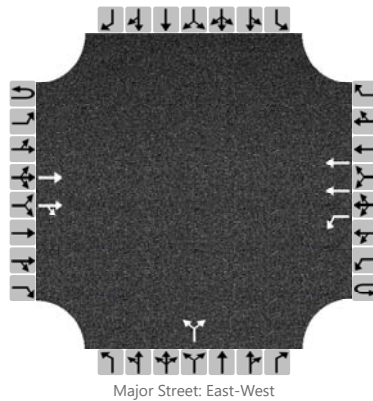
General Information

Analyst	BSM
Agency/Co.	KLOA, Inc.
Date Performed	4/26/2017
Analysis Year	2017
Time Analyzed	Sat Peak Hour
Intersection Orientation	East-West
Project Description	16-051

Site Information

Intersection	Algonquin Road with Acces
Jurisdiction	IDOT
East/West Street	Algonquin Road
North/South Street	Access Drive
Peak Hour Factor	0.99
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	1	2	0		0	0	0		0	0	0
Configuration			T	TR		L	T				LR					
Volume, V (veh/h)			1028	10		29	940			2		5				
Percent Heavy Vehicles (%)						0				0		0				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						29					7					
Capacity, c (veh/h)						672					366					
v/c Ratio						0.04					0.02					
95% Queue Length, Q ₉₅ (veh)						0.1					0.1					
Control Delay (s/veh)						10.6					15.0					
Level of Service, LOS						B					C					
Approach Delay (s/veh)					0.3				15.0							
Approach LOS									C							

HCS7 Two-Way Stop-Control Report

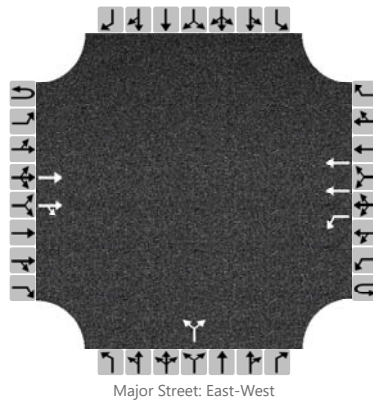
General Information

Analyst	BSM
Agency/Co.	KLOA, Inc.
Date Performed	4/26/2017
Analysis Year	2023
Time Analyzed	AM Peak Hour
Intersection Orientation	East-West
Project Description	16-051

Site Information

Intersection	Algonquin Road with Acces
Jurisdiction	IDOT
East/West Street	Algonquin Road
North/South Street	Access Drive
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	1	2	0		0	0	0		0	0	0
Configuration			T	TR		L	T				LR					
Volume, V (veh/h)			1243	38		41	1224			13		18				
Percent Heavy Vehicles (%)						5				0		13				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						45					34					
Capacity, c (veh/h)						472					217					
v/c Ratio						0.10					0.16					
95% Queue Length, Q ₉₅ (veh)						0.3					0.5					
Control Delay (s/veh)						13.4					24.7					
Level of Service, LOS						B					C					
Approach Delay (s/veh)					0.4				24.7							
Approach LOS									C							

HCS7 Two-Way Stop-Control Report

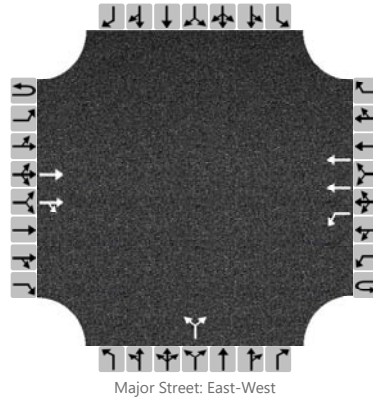
General Information

Analyst	BSM
Agency/Co.	KLOA, Inc.
Date Performed	4/26/2017
Analysis Year	2023
Time Analyzed	PM Peak Hour
Intersection Orientation	East-West
Project Description	16-051

Site Information

Intersection	Algonquin Road with Acces
Jurisdiction	IDOT
East/West Street	Algonquin Road
North/South Street	Access Drive
Peak Hour Factor	0.94
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	1	2	0		0	0	0		0	0	0
Configuration			T	TR		L	T				LR					
Volume, V (veh/h)			1432	23		27	1415			33		49				
Percent Heavy Vehicles (%)						0				0		3				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						29					87					
Capacity, c (veh/h)						435					192					
v/c Ratio						0.07					0.45					
95% Queue Length, Q ₉₅ (veh)						0.2					2.1					
Control Delay (s/veh)						13.9					38.4					
Level of Service, LOS						B					E					
Approach Delay (s/veh)					0.3				38.4							
Approach LOS									E							

HCS7 Two-Way Stop-Control Report

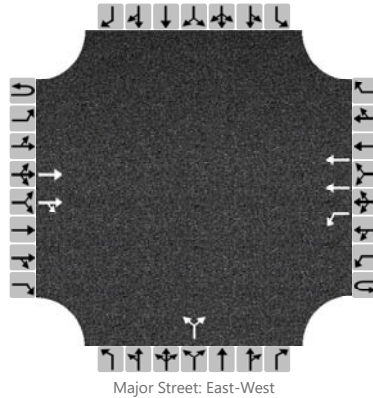
General Information

Analyst	BSM
Agency/Co.	KLOA, Inc.
Date Performed	4/26/2017
Analysis Year	2023
Time Analyzed	Sat Peak Hour
Intersection Orientation	East-West
Project Description	16-051

Site Information

Intersection	Algonquin Road with Acces
Jurisdiction	IDOT
East/West Street	Algonquin Road
North/South Street	Access Drive
Peak Hour Factor	0.99
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	1	2	0		0	0	0		0	0	0
Configuration			T	TR		L	T				LR					
Volume, V (veh/h)			1040	38		57	951			19		23				
Percent Heavy Vehicles (%)						0				0		0				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						58					42					
Capacity, c (veh/h)						648					296					
v/c Ratio						0.09					0.14					
95% Queue Length, Q ₉₅ (veh)						0.3					0.5					
Control Delay (s/veh)						11.1					19.2					
Level of Service, LOS						B					C					
Approach Delay (s/veh)					0.6				19.2							
Approach LOS									C							

Parking Occupancy Surveys - 2016

Table A
PARKING OCCUPANCY SURVEYS – FEBRUARY 2016

Friday, April 22, 2016			
Time	Parking Occupancy	Percent Occupied	Surplus Spaces
6:00 P.M.	26	15%	146
6:30 P.M.	44	26%	128
7:00 P.M.	63	37%	109
7:30 P.M.	80	47%	92
8:00 P.M.	81	47%	91
8:30 P.M.	81	47%	91
9:00 P.M.	83	48%	89
Inventory	172 Spaces		

Table B
PARKING OCCUPANCY SURVEYS – APRIL 2016

Time	Friday, April 22, 2016			Saturday, April 23, 2016			Sunday, April 24, 2016		
	Parking Occupancy	Percent Occupied	Surplus Spaces	Parking Occupancy	Percent Occupied	Surplus Spaces	Parking Occupancy	Percent Occupied	Surplus Spaces
4:30 P.M.	--	--	--	25	15%	147	25	15%	147
5:30 P.M.	--	--	--	49	28%	123	49	28%	123
5:30 P.M.	22	13%	150	64	37%	108	64	37%	108
6:00 P.M.	45	26%	127	66	38%	106	66	38%	106
6:30 P.M.	75	44%	97	70	41%	102	70	41%	102
7:00 P.M.	100	58%	72	69	40%	103	69	40%	103
7:30 P.M.	106	62%	66	72	42%	100	72	42%	100
8:00 P.M.	106	62%	66	--	--	--	--	--	--
8:30 P.M.	109	63%	63	--	--	--	--	--	--
Inventory	172 Spaces								

American Parking Service

**7101 N. Cicero
Lincolnwood, Illinois 60712**

VALET SERVICE PROPOSAL

This agreement is entered into by and between American Parking Service. ("American Parking Service") and ("Ivy Hotel") as of Jan 1, 2019.

WHEREAS, American Parking Service manages a valet concession in the Chicago area. WHEREAS, Ivy Hotel is a business located at 519 Algonquin Rd, Arlington Heights, IL 60005 (the "Premises").

NOW THEREFORE, in consideration of the forgoing and for the other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the parties hereby agree to the following:

1. Location

American Parking Service hereby agrees to provide valet service for business located at the Premises.

2. Term

This Agreement shall commence on the date written above and will continue until January 1, 2029 Ivy Hotel shall have the option to renew this agreement under these terms for one additional year upon written notice to American Parking Service. Either party may terminate this agreement at any time after the third year without cause or penalty with ninety (90) days prior written notice. Ivy Hotel will only collect all revenue from overnight guest parking fees and Ivy Hotel will take 10% of such parking revenue and remit the remainder to American Parking Service no later than the 5th of each month.

Any notices or communications required to be given to or served upon Ivy Hotel and American Parking Service hereafter may be so given or served by mailing the same properly addressed and stamped to such party or parties or their designees by United States registered or certified mail or nationally recognized overnight courier. Either party shall have the right to change, from time to time, its mailing address set forth in this section by notice given in conformity with this section. Names and addresses of the parties for the purpose of such notice or communications and for any other purpose shall be:

To American Parking Service
7101 N. Cicero Lincolnwood, IL 60712

To Ivy Hotel: 519 Algonquin Rd, Arlington Heights, IL 60005

3. Insurance

During the period that is Agreement is in effect, American Parking Service agrees to maintain and provide proof of the following insurance coverage:

- a) Automobile liability insurance... \$1,000,000.00
- b) General liability... \$1,000,000.00
- c) Garage keeper's legal liability... \$1,000,000.00
- d) Workers Compensation...statutory amounts/industry standard

The insurance policy shall expressly name Ivy Hotel and its affiliates engaging in or conducting business at the Premises, which shall include Ivy Hotel, (collectively, the "Affiliated Entities") as additional insureds. Also American Parking Service will provide all relevant documentation/material conforming to municipal code.

4. Indemnification

American Parking Service shall indemnify, defend and hold Ivy Hotel, the Affiliated Entities and their respective members, partners, managers, shareholders, officers, agents, employees, successors and permitted assigns harmless against any and all claims causes of action, losses, damages, costs, expenses and other liabilities (including reasonable attorneys' fees) arising out of any act, omission, failure to act or occurrence committed or happening while American Parking Service conducts normal business during hours of operation; provided however that American Parking Service shall not be responsible or liable for any claim, loss, damage, cost, expense or liability incurred by such party, patron, visitor, or employee of Ivy Hotel and the businesses it services which is unrelated to American Parking Service performance hereunder or which has not been proximately caused by American Parking Service negligence or the negligence of its employees. Notwithstanding anything herein stated to the contrary, American Parking Service shall not be responsible for the theft, loss or damage proximately caused by the criminal acts of any third party of and automobile or contents therein serviced by American Parking Service pursuant to this agreement.

5. Service Hours

24 Hours per day or as may be adjusted by the parties hereto from time to time with reasonable prior notice.

6. Valet Rate

Rate of charge for service rendered per car shall be comparable to rate of charge for area where Premises are located, which the parties hereto agree will be.

7. Complete and Entire Agreement

This agreement constitutes the entire agreement between the parties hereto, and there are no representations, warranties or prior understandings except as expressly set forth herein.

8. Applicable Law

This agreement shall be construed, interpreted and governed by the laws of the state of Illinois.

9. Amendment

This agreement may not be amended, altered or modified except pursuant to an instrument in the writing signed by the parties hereto.

10. Benefits

This agreement shall insure to the benefits of and be binding upon parties hereto, and their successors and permitted assigns.

11. Assignment

This agreement is for the performance of services and neither party may assign or transfer this agreement or any interest herein without the prior written consent of the other party.

12. Supervision

American Parking Service maintains a strict training program for attendants, and shall staff the location with appropriate personnel. In addition, through strategic networking of emergency response personnel, American Parking Service will react promptly to resolve emergency situations that inevitably arise. American Parking Service agrees to operate in a "first-class" manner at all times.

13. Stock

American Parking Service will supply the tools necessary to function daily:

- a) Attendant

- b) Uniform
- c) Valet parking tickets
- d) Insurance
- e) Attendant insurance
- f) Licenses

American Parking Service shall supply the necessary amount of attendants per scheduled day to render first class service. In the event additional attendants are required, American Parking Service shall provide such additional adequate manpower. All signage used by American Parking Service is subject to Ivy Hotel's approval.

14. Taxes

American Parking Service will be responsible for City and any other applicable taxes from the revenue collected. The Parking Rates include all applicable sales, parking, use, excise, gross receipts or any other tax or charge based on revenue attributable to parking at the Hotel that are payable to any applicable taxing authorities as of the Commencement Date (collectively, "Sales Tax"). The Parking Rates shall automatically increase on a dollar-for-dollar basis to include any future increases in Sales Tax during the term of this Agreement.

SIGNATURE PAGE TO FOLLOW

IN WITNESS WHEREOF, the parties hereto have executed this agreement as of the date set forth above.

Ivy Hotel:

By: its manager

By: _____

Name:

Title:

American Parking Service Ltd.

By: _____

Name:

Title:





MEMORANDUM

TO: Sam Hubbard, Development Planner, Planning & Community Development
FROM: Deb Pierce, Plan Reviewer, Building Services
DATE: 5/18/16
RE: 519 W Algonquin Rd. – Land Use Variation – Ivy Hotel
P.C. #: 16-012 – Round 1

I have reviewed the Round 1 submission for the Land Use Variation for the proposed Ivy Hotel and offer the following comments:

1. The review of the Ivy Hotel is based on the R-1 use and is classified as a high rise building. Include information on other uses and indicate if they will be separated or non-separated, as indicated in 2009 IBC Section 508.
2. Provide the proposed construction type of the building.
3. Provide height and area calculations based on the use and construction type to verify compliance with 2009 IBC, Chapter 5, Table 503.
4. Provide a proposed occupancy calculation by floor.
5. Provide the locations of fire-rated walls and indicate the type and rating of the wall shared by the two buildings.
6. Lobby plan does not include a fire command center. Provide as required per the 2009 IBC, Section 911.
7. Provide the required emergency systems as required for high rise buildings in 2009 IBC Section 403.4.
8. Provide the location of the elevator machine room.
9. Provide the dimensions of the proposed pool on the 10th floor, including the depth, and details of the enclosure.

RECEIVED

MAY 19 2016

PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

BUILDING DEPARTMENT

1A

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. _____	P.I.N.# 08161030080000 08161030090000
Petitioner: <u>European Crystal Banquets</u>	Location: <u>519 W Algonquin Rd</u>
<u>519 W Algonquin Rd</u>	Rezoning: ☒ Current: <u>banqu</u> Proposed: <u>hote</u>
<u>Arlington Heights IL 60005</u>	Subdivision: _____
Owner: <u>519 W Algonquin Rd llc</u>	# of Lots: _____ Current: _____ Proposed: _____
<u>519 W Algonquin Rd llc</u>	PUD: _____ For: _____
_____	Special Use: _____ For: _____
Contact Person: <u>James Cazares</u>	Land Use Variation: _____ For: _____
Address: <u>519 W Algonquin Rd</u>	Land Use: _____ Current: <u>Banquet</u>
<u>Arlington Heights IL 60005</u>	Proposed: <u>Hotel</u>
Phone #: <u>847-809-8515</u>	Site Gross Area: <u>2.4 Acres</u>
Fax #: _____	# of Units Total: <u>165 hotel rooms</u>
E-Mail: <u>james@exploreivy.com</u>	1BR: _____ 2BR: _____ 3BR: _____ 4BR: _____

(Petitioner: Please do not write below this line.)

INSPECTIONAL SERVICES

No comments at this time.

RECEIVED

MAY 18 2016

PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

[Signature]
Director

5/18/16

Date

PUBLIC WORKS DEPARTMENT

2

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. _____	P.I.N.# 08161030080000 08161030090000
Petitioner: <u>Europepan Crystal Banquets</u>	Location: <u>519 W Algonquin Rd</u>
<u>519 W Algonquin Rd</u>	Rezoning: ☒ Current: <u>banqu</u> Proposed: <u>hote</u>
<u>Arlington Heights IL 60005</u>	Subdivision: _____
Owner: <u>519 W Algonquin Rd llc</u>	# of Lots: _____ Current: _____ Proposed: _____
<u>519 W Algonquin Rd llc</u>	PUD: _____ For: _____
	Special Use: _____ For: _____
Contact Person: <u>James Cazares</u>	Land Use Variation: _____ For: _____
Address: <u>519 W Algonquin Rd</u>	Land Use: _____ Current: <u>Banquet</u>
<u>Arlington Heights IL 60005</u>	Proposed: <u>Hotel</u>
Phone #: <u>847-809-8515</u>	Site Gross Area: <u>2.4 Acres</u>
Fax #: _____	# of Units Total: <u>165 hotel rooms</u>
E-Mail: <u>james@exploreivy.com</u>	1BR: _____ 2BR: _____ 3BR: _____ 4BR: _____

(Petitioner: Please do not write below this line.)

	<u>EXISTING IMPROVEMENT</u>	<u>REQUIRED IMPROVEMENT</u>	<u>COMMENTS</u>
1. <u>UTILITIES:</u>			
Water	_____	_____	_____
Metering	_____	_____	_____
Backflow	_____	_____	_____
Sanitary Sewer	_____	_____	_____
Storm Sewer	_____	_____	_____
2. <u>SURFACE:</u>			
Pavement	_____	_____	_____
Curb & Gutter	_____	_____	_____
Sidewalks	_____	_____	_____
Street Lighting	_____	_____	_____
3. <u>GENERAL COMMENTS:</u>			



Director

Date

AS NOTED 6-7-16

Memorandum

To: Sam Hubbard, Planning and Community Development
From: Cris Papierniak, Assistant Director of Public Works 
Date: June 7, 2016
Subject: 519 W Algonquin Rd, P.C. #16-012

With regard to the proposed Land Use Variation, I have the following comments:

- 1) The proposed 1" domestic line addition is not acceptable.
- 2) There is a 6" incoming line to European Crystal Banquets with an existing 4" compound meter. The meter is old and inefficient; replace the meter with a new 6" compound meter.
- 3) Replace the existing RPZ at European Crystal Banquet with a properly sized unit for fire and domestic protection.
- 4) The proposed 8" sanitary sewer connection will most likely need to have a grease trap.
- 5) Verify the condition of the sidewalk along Algonquin Road. Replace section as needed after construction.

If you have any questions, please feel free to contact me.

LF

C. file

RECEIVED
JUN 08 2016
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. 16-012
 Petitioner: European Crystal Banquets
519 W Algonquin Rd
Arlington Heights IL 60005
 Owner: 519 W Algonquin Rd llc
519 W Algonquin Rd llc
 Contact Person: James Cazares
 Address: 519 W Algonquin Rd
Arlington Heights IL 60005
 Phone #: 847-809-8515
 Fax #: _____
 E-Mail: james@exploreivy.com

P.I.N.# 08161030080000 08161030090000
 Location: 519 W Algonquin Rd
 Rezoning: ☒ Current: banqu Proposed: hote
 Subdivision: _____
 # of Lots: _____ Current: _____ Proposed: _____
 PUD: _____ For: _____
 Special Use: _____ For: _____
 Land Use Variation: _____ For: _____
 Land Use: _____ Current: Banquet
 Proposed: Hotel
 Site Gross Area: 2.4 Acres
 # of Units Total: 165 hotel rooms
 1BR: _____ 2BR: _____ 3BR: _____ 4BR: _____

(Petitioner: Please do not write below this line.)

1. PUBLIC IMPROVEMENTS
 REQUIRED: _____ YES NO COMMENTS

- a. Underground Utilities
 Water _____ ☒ _____
 Sanitary Sewer _____ ☒ _____
 Storm Sewer _____ ☒ _____
 b. Surface Improvement
 Pavement _____ ☒ _____
 Curb & Gutter _____ ☒ _____
 Sidewalks _____ ☒ _____
 Street Lighting _____ ☒ _____
 c. Easements
 Utility & Drainage _____ ☒ _____
 Access _____ ☒ _____

2. PERMITS REQUIRED OTHER THAN VILLAGE:

- a. MWRDGC ☒ b. IDOT _____
 c. ARMY CORP _____ d. IEPA _____
 e. CCHD _____

3. R.O.W. DEDICATIONS? _____
 4. SITE PLAN ACCEPTABLE? _____
 5. PRELIMINARY PLAT ACCEPTABLE? _____
 6. TRAFFIC STUDY ACCEPTABLE? _____
 7. STORM WATER DETENTION REQUIRED? _____
 8. CONTRIBUTION ORDINANCE EXISTING? _____
 9. FLOOD PLAIN OR FLOODWAY EXISTING? _____
 10. WETLAND EXISTING? _____

YES	NO	COMMENTS
_____	☒	_____
_____	☒	_____
_____	☒	<u>N/A</u>
_____	☒	_____
☒	_____	_____
☒	_____	<u>ORD #66-111</u>
_____	☒	_____
_____	☒	_____

GENERAL COMMENTS ATTACHED

PLANS PREPARED BY: BCI
 DATE OF PLANS: 05-11-16

James J. Miller 6/8/16
 Director Date

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JUN 08 2016

PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

PLAN COMMISSION PC #16-012

**Ivy Hotel
519 W. Algonquin Road
LUV for Hotel
Round 1**

11. The petitioner is notified that these comments are being provided to ensure that the project meets the requirements for submittal to the Plan Commission. Approval by the Plan Commission is not an endorsement or approval of these documents to obtain the required building permits, engineering approval, or permits required by other government or permitting agencies for construction. Detailed plan review with associated comments will be provided upon submittal of plans for a building permit. The petitioner shall acknowledge that they accept this understanding.
12. Final engineering plans shall be georeferenced by using State Plane Coordinate System – Illinois East. Below are details about projection:

Projected Coordinate System:	NAD_1983_StatePlane_Illinois_East_FIPS_1201_Feet
Projection:	Transverse_Mercator
False_Easting:	984250.00000000
False_Northing:	0.00000000
Central_Meridian:	-88.33333333
Scale_Factor:	0.99997500
Latitude_Of_Origin:	36.66666667
Linear Unit:	Foot_US
Geographic Coordinate System:	GCS_North_American_1983
Datum:	D_North_American_1983
Prime Meridian:	Greenwich
Angular Unit:	Degree
13. The existing detention facility as permitted under MWRD Permit #00-512 is a private system and as such is not the Village's responsibility to maintain. An Onsite Utility Maintenance Agreement must be executed prior to final engineering approval. See attached example.
14. The table on Sheet 3.1 breaks down the existing and proposed impervious and pervious areas; however, the proposed numbers don't add up: the total site area will remain at 2.571 acres, but the proposed impervious area of 2.13 acres plus the proposed pervious area of 1.192 acres totals 3.322 acres. Provide accurate proposed numbers. Detention must be provided for any increase in impervious area, per Village requirements. Include a copy of the pertinent parts of MWRD Permit #00-512.
15. Any under pavement stormwater facilities must be designed to handle AASHTO HS-25 loading.
16. The exhibit on Sheet 6 showing the responding vehicle turning path labels the truck as "Itasca Fire Truck 2". Use the enclosed attachment for the Village of Arlington Heights's responding vehicle.
17. Fire lanes adjacent to buildings must have a minimum pavement width as directed by the Fire Department to accommodate the tower truck's outriggers. Fire lanes require a heavy duty pavement section. Asphalt pavement section to consist of: 2" Surface, 2-1/4" N-50 Binder, 5" N-30 Binder, and 4" CA-6 Stone Subbase. Concrete driveway apron to be 8" thick.
18. Consider including bicycle racks in development plan to encourage alternate modes of transportation for employees and patrons.

19. The traffic report needs to provide the values for site parking required by Village Code for the banquet facility as well as the hotel use for the entire parcel.
20. The traffic report needs to provide the trip generation values anticipated for this site based upon the two proposed uses. This should include both weekday and weekend peak generation for both uses, at what times of the day these occur, and on which days of the week.
21. The representation of the actual capacity of the parking lot should not be presented with the double parking as the focus for the proposed as a valet function. The Engineering Department does not approve of or endorse the proposed pattern of use for this parking lot, as it impedes circulation, causes emergency vehicle concerns, & hampers access to ADA stalls.
22. The actual paint striped stall count for the proposed lot is 152 stalls, not the 177 parking spaces indicated in the traffic report. However several stalls are shown as 8'-1" well below the 9 ft wide required standard. Establish proper parking lot geometric layout and correct final stall count.
23. A summary for annual operation of the Banquet facility should be provided to document the existing peak and average utilization of the building and the parking. There is some confusion about the intent of use for the banquet facility. The marketing study suggests expanding utilization of this restaurant use to all days of the week rather than just the weekend. This proposal to increase intensity of this use places additional pressure on undersized parking.
24. The marketing report indicates that there is frequent surcharging for the banquet use onto adjacent properties. Please provide agreements that provide for the use of these other private properties.
25. Provide copies of the catalog cut sheets for the lighting fixtures being proposed for this site.
26. Please supply or cite studies for the reduced parking stall occupancy suggested in the traffic report. The numbers supplied for the Marriott provided no indication about how filled the hotel was on the day the vehicles were counted, or what the total onsite existing stall count is.
27. The marketing study conflicts with the traffic report in stating that there are numerous adjacent zoning and local support to sustain the development of this facility & to provide occupancy. However, the traffic report suggests that significant reductions based upon shuttled patrons, airline personnel reservation, etc. are warranted. A real representation of clientele, occupancy rates, comparison to other hotels in the area has to establish factual data to base a site required parking projection on.
28. The project site is subject to Contribution Ordinance #66-111, which requires a payment for the indirect benefit of sanitary sewers at the rate of \$87.41/acre.

PIN # 08-16-103-008	1.571 Acres	Payment = \$137.32
PIN # 08-16-103-009	1.000 Acres	Payment = <u>\$ 87.41</u>
		Total Payment = \$224.73


James J. Massarelli, P.E. Date 6/8/16
Director of Engineering

Attachments:

Fire Apparatus Tower 131 Specifications (1 page)
Sample Onsite Utility Maintenance Agreement (4 pages)

FIRE ENGINE TURNING TEMPLATE

Village of Arlington Heights Tower 131

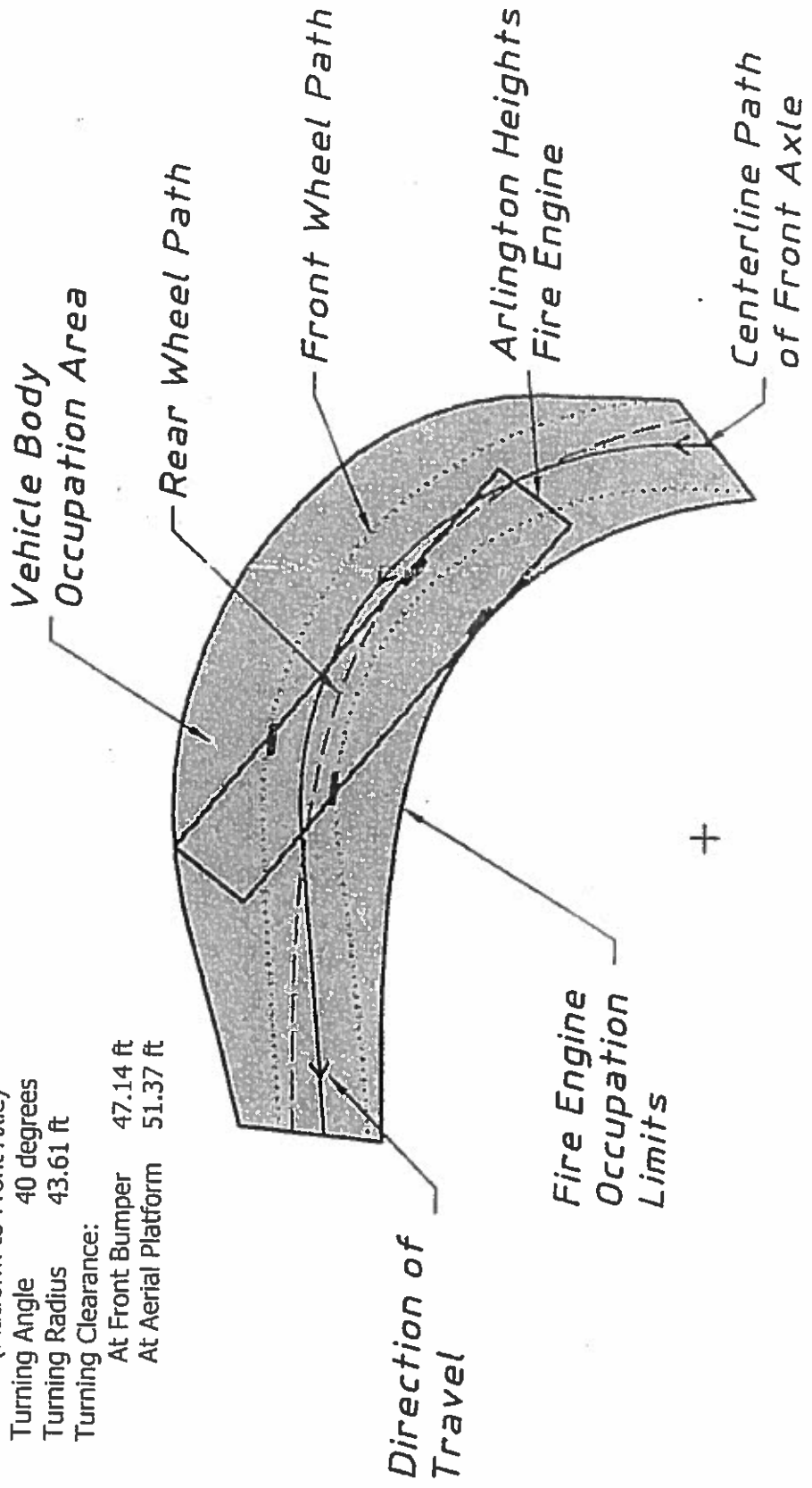
Scale: 1"=15'

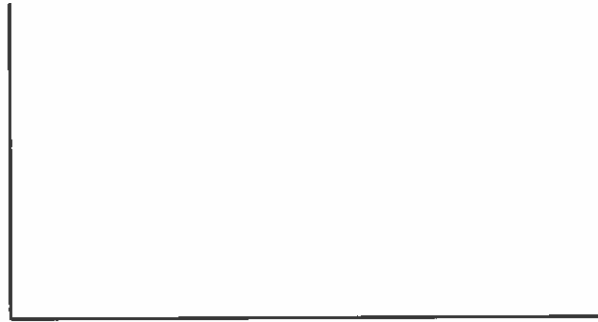
Overall Height 11 ft - 8 in
Overall Length 48 ft - 0 in
Overall Width 8 ft - 6 in
Overall Wheelbase 21 ft - 2 in
Front Overhang 14 ft - 0 in
(Platform to Front Axle)

Turning Angle 40 degrees
Turning Radius 43.61 ft

Turning Clearance:

At Front Bumper	47.14 ft
At Aerial Platform	51.37 ft





ONSITE UTILITY MAINTENANCE AGREEMENT

WHEREAS, _____, an (LLC? Corporation?), or its affiliates, ("RESPONSIBLE ENTITY") is the legal title holder of the following described real estate commonly referred to as _____ (address) _____, Arlington Heights, Illinois, 6000_, containing _____ acres, more or less, situated in the Village of Arlington Heights, Illinois and legally described as follows: (the "PROPERTY"):

*** Insert legal description, or attach as Exhibit A ***

PIN Numbers:

WHEREAS, _____ (print name) _____, ("OWNER") desires to develop the PROPERTY; and

WHEREAS, it is necessary to service said parcel with sanitary sewers, storm sewers and/or stormwater management facilities, domestic water mains; and

WHEREAS, the sanitary sewers, storm sewers and/or stormwater management facilities, and domestic water mains servicing the property are not located within public rights-of-way or dedicated easements; and

WHEREAS, the Village of Arlington Heights ("VILLAGE") does not maintain sanitary sewers, storm sewers and/or stormwater management facilities, or domestic water mains on privately owned property; therefore

1. It is hereby AGREED by the RESPONSIBLE ENTITY, its successors and assigns that at no expense to the VILLAGE, the RESPONSIBLE ENTITY, its successors and assigns shall:

- a. Maintain all sanitary sewers and appurtenances thereunto appertaining located upon said premises, all as shown on the Final Engineering Plans prepared by _____ (Engineering Firm) _____ dated _____, and approved by the VILLAGE, or any amended plans as agreed to and approved by both parties, copies which are on file with the Engineering Department of the VILLAGE.
- b. Maintain all water mains and appurtenances located upon said premises from the master meter vaults.
- c. Maintain all storm sewers and appurtenances, including detention/retention basins, located upon said premises.
- d. Maintain the utilities as itemized above in accordance with the latest edition of the Village of Arlington Heights Municipal Code.
- e. Maintain all private roadways, parking areas, and pavement lighting facilities located on said premises as shown on said Final Engineering Plans in accordance with the latest edition of the Village of Arlington Heights Municipal Code.

2. It is further AGREED that should the RESPONSIBLE ENTITY not properly maintain the sanitary sewers or domestic water mains in accordance with the requirements of the VILLAGE, written notification shall be given to the RESPONSIBLE ENTITY advising that after ten (10) days if the RESPONSIBLE ENTITY is not in compliance with the applicable requirements, the VILLAGE is hereby authorized, but not required, to enter upon the property to correct deficiencies and to place a lien against said property until such time that the VILLAGE has been fully reimbursed for its expenses in correcting these deficiencies; and

3. It is further AGREED that should the RESPONSIBLE ENTITY not properly maintain the aforementioned storm sewers and/or stormwater management facilities in accordance with the requirements of the VILLAGE, or should they allow a public nuisance to exist, written notification shall be given to the RESPONSIBLE ENTITY advising that after ten (10) days if the RESPONSIBLE ENTITY is not in compliance with the applicable requirements, the VILLAGE is hereby authorized, but not required, to enter upon the property to correct deficiencies and to place a lien against said property until such time that the VILLAGE has been fully reimbursed for its expenses in correcting these deficiencies; and

For: Village of Arlington Heights,
an Illinois municipal corporation

Name: _____

Signature: _____

Title: _____

State of Illinois)
) SS
County of Cook)

I, _____, a Notary in and for said County, in the State

aforesaid, CERTIFY that _____ personally known to me to be the same person whose name is subscribed on the foregoing instrument appeared before me this day in person and acknowledged that (s)he signed, sealed, and delivered said instrument as their free and voluntary act, and as the voluntary act of the **Village of Arlington Heights, an Illinois municipal corporation**, for the uses and purposes therein set forth.

GIVEN under my hand and Notarial seal this _____ day of _____, 20____.

Notary Public

ARLINGTON HEIGHTS POLICE DEPARTMENT

Community Services Bureau

DEPARTMENT PLAN REVIEW SUMMARY

Ivy Hotel
519 W. Algonquin Rd.
Land Use Variation

RECEIVED

JUN 07 2016

PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

Round 1 Review Comments

06/03/2016

1. Character of use:

The character of use is consistent with the area and is not a concern.

2. Are lighting requirements adequate?

Lighting should be up to Village of Arlington Heights code. Special attention should be given to the building exterior and grounds, particularly the parking lot. It should be illuminated especially during nighttime hours for safety, to deter criminal activity and increase surveillance/visibility- potentially reducing theft, trespassing, vandalism, underage drinking, and other criminal activity.

3. Present traffic problems?

There are no traffic problems at this location.

4. Traffic accidents at particular location?

This is not a problem area in relation to traffic accidents.

5. Traffic problems that may be created by the development.

This development will create an increase in traffic volume. Algonquin Road is a very busy thoroughfare. The entrance/exit may need to be redesigned or configured to restrict egress- i.e. left turns.

6. General comments:

-Please ensure that there is an emergency information/contact card on file with the Arlington Heights Police Department and that it is up-to-date. Agent contact information must be provided to the Arlington Heights Police Department during all construction phases. The form is attached. Please complete and return. This allows police department personnel to contact an agent during emergency situations or for suspicious/criminal activity on the property during all hours.

-Consider installing a video surveillance system of entrance/exits, lobby, parking lot, exterior areas, etc.

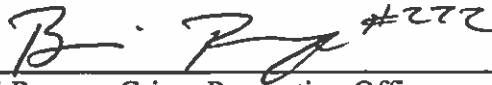
-Once construction is complete, provide AHPD with floor maps including room numbers so officers can familiarize themselves with building layout for emergency response

-Signage regulating unwanted conduct is recommended throughout the development with special attention given to common areas and parking areas.

- Strict hotel guest policies are recommended by the AHPD and are as follows:

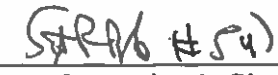
- No room rental to guests under 21
- Credit cards only accepted for room rental
- Guests must provide valid identification

- Guests must provide concierge with vehicle and additional guests' information
- Maintain in house database of problematic or banned guests for future reference

 #272

Brandi Romag, Crime Prevention Officer
Community Services Bureau

Approved by:

 #54

Supervisor's Signature

HEALTH SERVICES DEPARTMENT

6

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. _____	P.I.N.# 08161030080000 08161030090000
Petitioner: Europan Crystal Banquets	Location: 519 W Algonquin Rd
519 W Algonquin Rd	Rezoning: ☒ Current: banqu Proposed: hote
Arlington Heights IL 60005	Subdivision: _____
Owner: 519 W Algonquin Rd llc	# of Lots: _____ Current: _____ Proposed: _____
519 W Algonquin Rd llc	PUD: _____ For: _____
	Special Use: _____ For: _____
	Land Use Variation: _____ For: _____
Contact Person: James Cazares	
Address: 519 W Algonquin Rd	Land Use: _____ Current: Banquet
Arlington Heights IL 60005	Proposed: Hotel
Phone #: 847-809-8515	Site Gross Area: 2.4 Acres
Fax #: _____	# of Units Total: 165 hotel rooms
E-Mail: james@exploreivy.com	1BR: _____ 2BR: 3BR: 4BR: _____

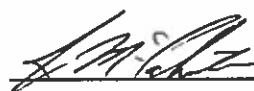
(Petitioner: Please do not write below this line.)

1. GENERAL COMMENTS:

Facility must apply for a swimming pool construction permit and swimming pool license thru the Illinois Department of Public Health.

RECEIVED
MAY 26 2016
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

 5-26-16
Environmental Health Officer Date

 5/26/16 Direc
for Date

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. _____	P.I.N.# 08161030080000 08161030090000
Petitioner: <u>European Crystal Banquets</u>	Location: <u>519 W Algonquin Rd</u>
<u>519 W Algonquin Rd</u>	Rezoning: ☒ Current: <u>banqu</u> Proposed: <u>hote</u>
<u>Arlington Heights IL 60005</u>	Subdivision: _____
Owner: <u>519 W Algonquin Rd llc</u>	# of Lots: _____ Current: _____ Proposed: _____
<u>519 W Algonquin Rd llc</u>	PUD: _____ For: _____
_____	Special Use: _____ For: _____
Contact Person: <u>James Cazares</u>	Land Use Variation: _____ For: _____
Address: <u>519 W Algonquin Rd</u>	Land Use: _____ Current: <u>Banquet</u>
<u>Arlington Heights IL 60005</u>	Proposed: <u>Hotel</u>
Phone #: <u>847-809-8515</u>	Site Gross Area: <u>2.4 Acres</u>
Fax #: _____	# of Units Total: <u>165 hotel rooms</u>
E-Mail: <u>james@exploreivy.com</u>	1BR: _____ 2BR: _____ 3BR: _____ 4BR: _____

(Petitioner: Please do not write below this line.)

- | | <u>YES</u> | <u>NO</u> | |
|----|------------|-----------|---|
| 1. | <u>X</u> | _____ | COMPLIES WITH COMPREHENSIVE PLAN? |
| 2. | <u>X</u> | _____ | COMPLIES WITH THOROUGHFARE PLAN? |
| 3. | <u>X</u> | _____ | VARIATIONS NEEDED FROM ZONING REGULATIONS? |
| | | | (See below.) |
| 4. | _____ | <u>X</u> | VARIATIONS NEEDED FROM SUBDIVISION REGULATIONS? |
| | | | (See below.) |
| 5. | _____ | <u>X</u> | SUBDIVISION REQUIRED? |
| 6. | _____ | <u>X</u> | SCHOOL/PARK DISTRICT CONTRIBUTIONS REQUIRED? |
| | | | (See below.) |

Comments:

Please see additional comments attached.

 6/9/16 Date



Planning & Community Development Dept. Review

June 7, 2016

REVIEW ROUND 1

Project: Ivy Hotel – James Cazares
519 W. Algonquin Road

Case Number: PC 16-012

General Notes:

7. The current submission does not contain sufficient detail to enable staff to make a recommendation of support for this project. This entire review will outline specific areas needing revision, however, there are three major areas of that staff would like to highlight as primary areas of concern:
 - a. The parking study and parking plans are lacking in detail and have not demonstrated the ability to support the parking needs for this facility. Ability to provide ample parking for the hotel and banquet hall is a key component to the success and feasibility of this project.
 - b. A traffic study has not been submitted. Understanding the impact that this development will have on the traffic patterns within the vicinity will be crucial in evaluating the viability of this proposal.
 - c. The proposed building does not provide sufficient open spaces/landscaped areas on the west and east sides to help soften the appearance of the ten story structure. Without appropriate open spaces on each side of the building, the structure will dominate the site and will not be compatible with neighboring structures.
8. Many of the plan sheets are still inconsistent. Specifically:
 - a. The Site Plan (sheet A-0) does not show the new curb and sod area along the western side of the building.
 - b. The Landscape plan is showing a patio area along the western side of the building. This patio is not shown on other plan sheets.

Site Issues:

9. Staff has concern that the proposed hotel addition does not leave adequate greenspace and open areas around the foundation for landscape plantings. Specifically, at certain points along the western side of the proposed addition there is only a 3' open space between the building and the curb of the adjacent private road. Similarly, at certain points along the eastern side of the proposed addition there is less than one foot of open space between the building and curb of the parking lot. Please analyze how the building or site can be modified to provide additional open space and landscaping that can soften the appearance of the proposed structure.
10. It appears that the main entrance and drop off/pick up zone for the banquet hall on the western side of the site will be eliminated. How will drop offs/pick ups for the banquet hall function if this area is eliminated? It appears that if the hotel drop off/pick up zone will become the primary entrance for the both the hotel **and** banquet hall, the passageway between the hotel and banquet hall will require banquet guests to pass through a coat room to access the banquet hall. The interior layout of this area does not appear to provide a suitable entrance to the banquet hall. Staff has concern that the proposed plan does not provide an adequate entrance for both uses.
11. Please indicate/provide drive aisle width measurements for all new drive aisles. Specifically, the new driveway entrance to the private road at the western side of the site is missing a width dimension.
12. Please remove the note "Itasca Fire Truck 2" on the Truck Turning Radius plan. Confirm with the Engineering Dept.

that you are using the correct turning radius for the Village of Arlington Heights fire truck.

13. The Truck Turning Radius plan shows the path of the fire truck going through an area proposed for valet car parking. Please clarify how the fire truck will traverse this area if valet cars are present.
14. Sheet "6 of 6" has signage and pavement markings that are crossed out within the table. If these items will not be included in the plan, please remove them from the table. Additionally, there are several signs and pavement markings that are shown within the table but not shown on the plan (Sign #1 and #3, Pavement Marking A, E, H). Please show all signage and markings on the plan. If these items are not proposed, please remove them from the plan.

Parking/Loading/Traffic:

15. The Parking Study does not evaluate access, on-site circulation, trip generation, trip distribution, or impacts to public streets are required per Section 6.12-1 of Chapter 28 of the Municipal Code. Please revise the Parking Study to include this information.
16. Providing sufficient parking to support the uses of the site is crucial to the success of this project. In order to determine the required parking for the sum of uses on the site, please provide the missing information as shown in the table below, and verify if all existing information is accurate:

SPACE	PARKING CODE USE	GROSS SQUARE FOOTAGE	MAX OCCUPANCY	NUMBER OF ROOMS	PARKING RATIO	PARKING REQUIRED
Main Banquet Hall	Place of Assembly	5,654	377	-	30% of Occupancy	113
Parlor A	Place of Assembly	1,315	88	-	30% of Occupancy	26
Parlor B	Place of Assembly	1,315	88	-	30% of Occupancy	26
Parlor C	Place of Assembly	530	35	-	30% of Occupancy	11
Parlor D	Place of Assembly	540	36	-	30% of Occupancy	11
1st Floor Lounge	Place of Assembly	960	64	-	30% of Occupancy	19
1st Floor Bar	Place of Assembly	800	53	-	30% of Occupancy	16
Rooftop Lounge/Bar	Place of Assembly	Unknown*	Unknown	-	30% of Occupancy	Unknown
Rooftop Patio/Deck	Place of Assembly	Unknown*	Unknown	-	30% of Occupancy	Unknown
Hotel	Hotel	-	-	165	1 Space per Room	165
Total Parking Required						387**
Total Parking Provided						152***
Parking Surplus/(Deficit)						235**

* = Please Provide Square Footage

** = Does not include rooftop areas

*** = Please Verify

17. The Parking Study must survey two additional weekends when the banquet facility is booked to capacity. It is our experience that, when the Village has attended receptions at this banquet hall, the parking lot is full and parking has overflowed onto adjacent properties. The Parking Survey has not addressed this situation.
18. The Parking Study states that the site currently provides 175 parking spaces. The Plat of Survey indicates that there are 168 existing parking spaces on the site. Please ensure that the correct number of existing parking spaces is reflected within the Parking Study.

19. The Parking Study states that a reconfigured parking lot will result in 177 parking spaces and 30 valet spaces. However, the Site Plan indicated that 152 parking spaces will result from the proposed development, with 27 valet spaces shown on the plan. Please revise the Parking Study to reflect the actual number of proposed parking spaces and valet spaces.
20. The Parking Study states that the European Crystal banquet facility has a maximum occupancy of 350 people. How was this maximum occupancy calculated? The study goes on to state that the parking lot was surveyed on an event where 370 attendees were present. Please clarify how there are events with 370 people if maximum occupancy is 350 people.
21. The Parking Study states that during an event which contained 300 occupants, a total of 72 spaces were used on the site. This equates to over four occupants for every car, which is well above typical rates for automobile passenger ridership. Furthermore, if banquet hall employees are included within the 72 cars on site, the average number of occupants per car is likely higher than four. The Parking Study must specifically document what days and events were surveyed, the specific number of cars present on those days and events (i.e. not a range), and justify why ridership per vehicle is so high.
22. The Parking Study should include analysis on the peak number of employees projected for the sum of the banquet hall and hotel facilities and how this will impact parking.
23. The Parking Study referenced a comparison to the Courtyard Marriot hotel. How many rooms does this hotel have? How many parking spaces? What other facilities does this hotel have? Please provide additional information on this hotel to illustrate it as a comparative example.
24. The Plat of Survey indicates that there are 168 parking spaces on the site, however, only 162 spaces are marked on the plan. Additionally, the Plat indicates that there are 4 handicap spaces on the site but no handicap spaces are shown on the Plat. Please correct the Plat of Survey to accurately indicate the total number of existing parking spaces on the site.
25. The Site Plan (sheet A-0) indicates that there are a total of 150 parking spaces proposed on the site as a result of the Ivy Hotel development. However, 152 spaces are shown on the plan. Additionally, the Site Plan indicates that 25 valet spaces will be provided, however, 27 valet spaces are shown on the plan. Please revise the plan to reflect the actual number of proposed parking spaces and valet spaces. Additionally, please consider that the Ordinance #00-012, which granted the Special Use Permit for the banquet facility, limits valet parking to only the "plan east and west" circulation aisles.
26. Per Section 11.7 of Chapter 28, one loading space (10' x 35') is required for the hotel use, and an additional loading space is required for the banquet hall use. The size of the banquet hall loading space is either 10' x 35' or 10' x 50', depending on whether the banquet hall facility is above 20,000 gross square feet or less than 20,000 gross square feet. Please confirm the overall size of the banquet hall facility as a result of the hotel addition (inclusive of all areas within the banquet hall, i.e. banquet hall rooms, offices, coat rooms, bathrooms, etc.). Additionally, the sum of both hotel and banquet hall uses requires two loading spaces. Only one loading space has been provided. Please confirm if a variation is requested, or whether an additional loading space can be provided. If the existing overhead door is intended to serve as the second loading space, please provide length, width, and height of this space to verify that it can meet size requirements for a loading space. If an additional loading space will be provided, please clearly indicate this space on the plans, including space dimensions. If a variation is requested, please provide the justification for variation approval as summarized at the end of this review.
27. Please indicate/provide a measurement for width and depth of parking space sizes for all parking rows. Additionally, it appears that the new parking spaces on the west side of the site are 8'1" in width. Section 11.2-7 of Chapter 28 requires any parking space to be a minimum of 9' in width and 18' in length. Please revise the width of all spaces to conform to the 9' requirement or clarify if a variation will be requested.

Zoning:

30. Please provide written justification for each of the variations requested. The following variations have been identified:
- Land Use Variation to allow a 165 room hotel within the M-2 District
 - Variation to Section 11.4-5 reduce the parking requirements for the subject property from 387 spaces to 152 spaces (final parking calculations may alter the extend of this variation once further information is provided).
 - Variation to Section 11.2-7 to reduce the parking space size requirements from 9' in width to 8'1" in width, if applicable.
 - Variation to Section 11.7(c) to eliminate the loading space requirement for the hotel, if applicable.

The justification criteria is summarized below:

Justification Criteria for Variation Approval:

- That the property in question cannot yield a reasonable return if permitted to be used only under the conditions allowed by the regulations in that zone.
- The plight of the owner is due to unique circumstances.
- The variation, if granted, will not alter the essential character of the locality.

Prepared by: Sam Hubbard

Ivy Hotel
519 W. Algonquin Road
PC 16-012
June 1, 2016

Landscape Issues

- 1) The ends of all parking rows must include a 4" caliper shade tree(Chapter 28, Section 6.15).
- 2) Per Chapter 28, section 6.15-1.2a, a three foot high screen must be provided in order to screen the parking/ paved areas that are adjacent to the public way. Provide 3' high shrubs along Algonquin Road in order to screen the parking area.
- 3) Consider specialty paving near the main hotel entrance/covered entry.
- 4) It is recommended that foundation plantings be incorporated along the front elevation on the east side of the building.
- 5) In order to soften the mass of the proposed hotel. It is recommended that deciduous trees be incorporated within the island that is north/parallel with the hotel.
- 6) If there are any utility meters or mechanical units, they must be screened with landscaping or another appropriate method of screening.
- 7) Incorporate site furnishings for the site that match the overall architectural style of the proposed building.
- 8) A landscape compliance bond in the amount of 30% of the landscaping costs will be required at the time of building permit. In addition, a \$4 tree fee is required for each lineal foot of frontage.



B O N O C O N S U L T I N G , I N C .

July 13, 2016

Village of Arlington Heights
Public Works Department

RE: 519 W. Algonquin Road

Public Works

Dear Mr. Papierniak,

We have the following responses to your comments regarding the proposed Land Use Variation:

1. We will revise our plans to show the required sized water service to the building.
2. We will show to replace the existing compound meter.
3. The existing RPZ at European Crystal Banquet will be replaced.
4. We will proposed a new grease basin.
5. We will add a note to verify the sidewalk condition along Algonquin Road and replace as necessary.

Engineering

Dear Mr. Massarelli,

We have the following responses to your comments regarding the proposed Land Use Variation:

11. Noted
12. We will provide the drawing in CAD formatted in the State Plane Coordinate System.
13. An Onsite Utility Maintenance Agreement will be provided.
14. The area calculations will be corrected.
15. Noted.
16. The fire truck template that was used meets the Arlington Heights vehicle specifications. We will remove any references to other Villages.

17. The aforementioned pavement sections will be provided on the plans.
18. Bicycle racks will be included on future site plans.
19. The traffic report will be provided.
20. Noted.
21. The driveway will be relocated so that fire trucks could go under the canopy which will be raised to 15 ft.
22. The striping will be corrected to have a stall width of 9 ft and the stall counts will be revised accordingly.
23. Architect to answer
24. Architect to answer
25. Architect to answer
26. Architect to answer
27. Architect to answer
28. Noted.

Engineering

Dear Mr. Hubbard,

We have the following responses to your comments regarding the proposed Land Use Variation:

7. Architect to answer
8. Architect to answer
9. Architect to answer
10. Architect to answer
11. All drive aisles will be a minimum of 24 ft for two way traffic.
12. The template that was used meets the Arlington Heights specifications for fire trucks. The template will be renamed.
13. The driveway will be relocated so that fire trucks could go under the canopy which will be raised to 15 ft.
14. Unused striping and signage will be removed.
15. Architect to answer
16. Architect to answer
17. Architect to answer
18. Architect to answer
19. Architect to answer
20. Architect to answer
21. Architect to answer
22. Architect to answer
23. Architect to answer
24. The plat will be corrected.
25. Architect to answer
26. Architect to answer
27. The striping will be corrected to have a stall width of 9 ft and the stall counts will be revised accordingly.

- 28. Architect to answer
- 29. Architect to answer
- 30. Architect to answer

If you have any questions, please feel free to call.

Sincerely,

A handwritten signature in black ink that reads "Matthew Christel". The signature is written in a cursive, flowing style.

Matthew Christel
Civil Engineer I

LASZLO SIMOVIC, ARCHITECTS, LLC

TEL: 773-338-2225 EMAIL: LASZLO@LASZLOARCH.COM FAX: 773-338-2226

DATE: JUNE 29, 2016

RE: BUILDING CODE RESPONSES
VILLAGE OF ARLINGTON HEIGHTS
IVY HOTEL
519 W ALGONQUIN ROAD
ARLINGTON HEIGHTS, IL 60005

To Whom It May Concern:

The following are in response to the building code review of the Ivy Hotel project conducted on May 18, 2016.

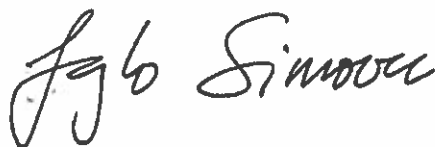
- 1) Refer to Sheet A-O (Title Sheet). The building is mixed occupancy and classified as A-2 and R-1
- 2) Refer to sheet A-O (Title Sheet). The building is type 1B construction
- 3) Refer to sheet A-O (Title Sheet). Areas as listed as requested
- 4) Refer to sheet A-O (Title Sheet). Proposed occupancies listed as requested
- 5) The shared wall is between the same occupancy types but it is rated as 2 Hour Wall (UL # U419 - Non load bearing wall)
- 6) Refer to sheet A-7, Fire command center added
- 7) Emergency systems noted as by others on Sheet A-O (Title Sheet)
 - a. Building to be sprinkled (See note sheet A-O)
 - b. Sprinkler connection near main entry, refer to sheets A-O & A-7
 - c. Sprinkler connection within 100' of fire hydrant, refer to sheet A-O
 - d. Annunciator panel has been added, refer to sheet A-7
 - e. Knox Box has been located at entry, refer to sheet A-7
- 8) Refer to sheet A-6, Elevator Machine Room added
- 9) Pool is no longer applicable, it has been removed

Planning & Community Development Dept. Review:

- 10) The main entry / drop off area is adequate to serve both buildings. The entry to the existing banquet hall does not pass through a coatroom, it does however go alongside the coat room to allow easy access to guests entering and exiting the building. The passageway between the two buildings is 8'-0" wide which accommodates up to 480 persons ($480 \times .2 = 96$ " Required Exit Width).
- 25) Refer to sheet A-O (Title Sheet), removed Valet Spaces (now have 151 Parking Spaces)
- 26) Refer to sheet A-O (Title Sheet), existing loading dock and new loading dock shown (existing is as is and not in contract (N.I.C.))
- 27) Refer to sheet A-O (Title Sheet), all spaces minimum 9'-0" x 18'-0"
- 30)
 - c. All parking stalls now 9'-0" x 18'-0" Minimum
 - d. New loading dock provided and existing is noted

Please contact us if there are any questions, clarifications, or concerns about this report

Sincerely,



June 30, 2016

Re: Village of Arlington Heights Responses to Comments
European Crystal Banquets
519 W Algonquin Rd, Lake Zurich, IL

To whom it may concern:

The following are the responses to the comments made by the Village of Arlington Heights in a letter dated June 7, 2016. These comments are regarding Proposed Land Use Variations for the European Crystal Banquets located in Arlington Heights.

COMMENTS AND RESPONSES

1. The proposed 1" domestic line addition is not acceptable.

Response: Existing 6" domestic water line will be reused.

2. There is a 6" incoming line to European Crystal Banquets with an existing 4" compound meter. The meter is old and inefficient; replace the meter with new 6" compound meter.

Response: Existing 4" compound meter is to be replaced with a new 6" compound meter.

3. Replace the existing RPZ at European Crystal Banquet with a properly sized unit for fire and domestic protection.

Response: Existing 1 1/2" domestic water RPZ is to be replaced with a new properly sized RPZ to serve the existing building and proposed new addition. The existing fire protection system is equipped with an existing 4" RPZ that is to remain. If fire protection system hydraulic calculations for the existing building and the proposed new addition require a larger RPZ unit then the existing 4"RPZ unit will be replaced with a properly sized RPZ unit required by the new hydraulic calculations.

4. The proposed 8" sanitary sewer connection will most likely need to have a grease trap.

Response: There is an existing exterior grease trap on the north east side of the existing building that is to remain.

5. Verify the condition of the sidewalk along Algonquin Road. Replace section as needed after construction.

Response: The side walk along Algonquin Rd is currently in good condition construction should not have an impact on it.



Village of Arlington Heights Building & Life Safety Department

Interoffice Memorandum

TO: Sam Hubbard, Development Planner, Planning & Community Development
FROM: Deb Pierce, Plan Reviewer, Building & Life Safety Department
DATE: 6/27/17
RE: 519 W Algonquin Rd. – Land Use Variation – Ivy Boutique Hotel
P.C. #: 16-012 – Round 2

Sam:

I have reviewed the submitted documents and have the following comments:

1. Architectural plans indicate 12 story hotel, and engineering plans show a 10-story hotel. Correct this discrepancy.
2. The review of the Ivy Boutique Hotel is based on the R-1 use and is classified as a high rise building. Include information on other uses and indicate if they will be separated or non-separated, as indicated in 2009 IBC Section 508.
3. Provide the proposed construction type of the building.
4. Provide height and area calculations based on the use and construction type to verify compliance with 2009 IBC, Chapter 5, Table 503.
5. Provide a proposed occupancy calculation by floor along with egress width calculation based on the occupant load by floor.
6. Provide the locations of fire-rated walls and indicate the type and rating of the wall shared by the two buildings.
7. Lobby plan does not include a fire command center. Provide as required per the 2009 IBC, Section 911.
8. Provide the required emergency systems as required for high rise buildings in 2009 IBC Section 403.4.
9. Provide the location of the elevator machine room(s).

RECEIVED

JUN 28 2017

PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT



Village of Arlington Heights Building & Life Safety Department

Interoffice Memorandum

10. At least one elevator shall be provided for fire department emergency access to all floors. The elevator car shall be of such a size and arrangement to accommodate an ambulance stretcher in its horizontal, open position, provided the cab size shall not be less than 60 inches by 85 inches, to accommodate an ambulance stretcher in its horizontal, open position; and shall be identified by the International Symbol for emergency medical services (Star of Life). The Symbol shall be not less than 3 inches high and shall be placed inside on both sides of the hoist-way door frame.
11. Provide the elevation of the highest occupied floor.
12. The building shall comply with the requirements of 2009 IBC 403 – High-Rise Buildings.
13. Label all rooms and areas on the Basement Floor plan.
14. Show the proposed location of the mechanical equipment.
15. Show the proposed location of the electrical service and include the service size.
16. Luminous egress path markings shall be provided per 2009 IBC 1024.
17. Provide information on the required emergency power systems.
18. The permit submittal should include the following:
 - a. Statement of Special Inspections, along with a chart of the required special inspections and the frequency of the inspections, as well as the name of the person, firm or agency responsible for performing the inspections. Copies to be provided to the Building & Life Safety Department on a weekly basis.
 - b. Structural calculations for all structural components of the building for review by the Structural consultant.
 - c. Truss drawings, calculations and layout and instructions.
19. Submitted plans shall provide the following:
 - a. Design Firm registration numbers for all design firms involved.
20. The following items require separate permits:
 - a. Elevators
 - b. Fire suppression
 - c. Fire Alarm



Village of Arlington Heights Building & Life Safety Department

Interoffice Memorandum

21. Areas of refuge shall be provided and have two-way communication.
(2000 NFPA 101)

THIS PLAN REVIEW IS CONCEPTUAL ONLY AND SUBJECT TO A DETAILED PLAN REVIEW



Village of Arlington Heights, IL
Department of Building Services

Fire Safety Division



Date: 6/15/2017

P.C. Number: 16-012

Project Name: Ivy Hotel

Project Location: 519 W. Algonquin Rd.

Planning Department Contact: Sam Hubbard, Planning and Community Development

General Comments:

1. Requirements of Chapter 4 of the International Fire Code, Emergency Planning and Preparedness shall be adhered to by the owner.
2. Building shall comply with all requirements for the type and use of occupancy as provided for in the International Fire Code, 2009, Ed. as well as the 2000 Ed. Life Safety Code, NFPA 101.
3. Indicate the proposed location for the fire pump room.
4. Indicate the proposed location for the Fire Command Center.
5. Indicate the width of the fire lane proposed.
6. Buildings exceeding 30 feet in height shall be provided with approved fire apparatus access roads capable of accommodating fire department aerial apparatus. Overhead utility and power lines shall not be located within the aerial fire apparatus access roadway.
7. Aerial fire apparatus access roads shall have a minimum unobstructed width of 26 feet exclusive of shoulders, in the immediate vicinity of any building or portion of a building more than 30 feet in height.
8. At least one of the required access routes shall be located within a minimum of 15 feet and a maximum of 30 feet from the building and shall be positioned parallel to one entire side of the building.

NOTE: PLAN IS CONCEPTUAL ONLY SUBJECT TO DETAILED PLAN REVIEW

Date 06-15-17

Reviewed By:


Fire Safety Supervisor

RECEIVED

JUL - 6 2017

PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

Village of Arlington Heights
Public Works Department

Memorandum

To: Sam Hubbard, Planning and Community Development
From: Cris Papierniak, Assistant Director of Public Works
Date: July 6, 2017
Subject: 519 W Algonquin Rd, P.C. #16-012, Round 2

With regard to the proposed Land Use Variation, I have the following comments:

- 1) After the new fire and domestic service is installed the old "original" service to the banquet hall needs to be abandoned and reconnected to the new service. One service for one customer.
- 2) A new 6" compound meter is required.
- 3) The new RPZ's for domestic and fire protection will be sized once flow calculations by the designer have been completed.
- 4) The parkway and sidewalk must be restored to a condition that is equal or better than current.
- 5) Survey shows grease trap needs maintenance, ensure this trap is clear prior to demolition.
- 6) VAHPW has no further comments at this time.

If you have any questions, please feel free to contact me.

LF

C. file

PLAN COMMISSION PC #16-012
Ivy Hotel
519 W. Algonquin Road
LUV for Hotel, Parking Variation
Round 2

RECEIVED

JUL - 5 2017

**PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT**

The project has been resubmitted with no responses to comments from Round 1. The Round 1 comments are reiterated below, but revised as needed to reflect the current submittal:

11. The petitioner is notified that these comments are being provided to ensure that the project meets the requirements for submittal to the Plan Commission. Approval by the Plan Commission is not an endorsement or approval of these documents to obtain the required building permits, engineering approval, or permits required by other government or permitting agencies for construction. Detailed plan review with associated comments will be provided upon submittal of plans for a building permit. The petitioner shall acknowledge that they accept this understanding.
12. Final engineering plans shall be georeferenced by using State Plane Coordinate System – Illinois East. Below are details about projection:

Projected Coordinate System:	NAD_1983_StatePlane_Illinois_East_FIPS_1201_Feet
Projection:	Transverse_Mercator
False_Easting:	984250.00000000
False_Northing:	0.00000000
Central_Meridian:	-88.33333333
Scale_Factor:	0.99997500
Latitude_Of_Origin:	36.66666667
Linear Unit:	Foot_US
Geographic Coordinate System:	GCS_North_American_1983
Datum:	D_North_American_1983
Prime Meridian:	Greenwich
Angular Unit:	Degree
13. The existing detention facility as permitted under MWRD Permit #00-512 is a private system and as such is not the Village's responsibility to maintain. An Onsite Utility Maintenance Agreement must be executed prior to final engineering approval. See attached example.
14. The detention calculations provided show that the existing detention facility has enough storage to accommodate the changes to impervious surface coverage that result from the proposed site revisions. Calculations by staff confirm this is correct. No new stormwater detention will be required for this project.
15. The exhibit showing the fire vehicle turning paths is acceptable.
16. The plan shows a new sanitary sewer connection for the proposed 10-story building. The Village allows one service connection per lot. The service line for the new 10-story building should be connected to the existing sanitary service line along the east side of the building.
17. Exterior sanitary sewer work will require an MWRD permit.
18. The plan shows a new 6" water line to the proposed 10-story building. Again, the Village allows one service connection per lot. Where is the existing water service connection? Will this new connection replace the existing one? There can be only one water connection for this site.

19. Consider including bicycle racks in development plan to encourage alternate modes of transportation for employees and patrons.
20. What is the required parking rate per land use for Banquet Facilities, and for a Hotel, and what number of parking stalls is called for by Village code requirements? There is no discussion about any overlap or co-shared parking overlap between these two land uses that could result in a reduction. Page 8 of the traffic report states a 126 room hotel, but page 10, 18 & 20 states 102 rooms.
21. The traffic report needs to provide the trip generation values anticipated for this site based upon the two proposed uses. This should include both weekday and weekend peak generation for both uses, at what times of the day these occur, and on which days of the week. The ITE trip generation rates for the Hotel are given in Table 2 however no ITE values are provided for the Banquet Facility.
22. The representation of the actual capacity of the parking lot should not be presented with the double parking as the focus for the proposed as a valet function. The Engineering Department does not approve of or endorse the proposed pattern of use for this parking lot, as it impedes circulation, causes emergency vehicle concerns, & hampers access to ADA stalls. The representation of the parking lot geometry differs between the Ridgeline Consultants, and Enrique Castel plans. Although previously requested, neither set of plans are dimensioned, (the Ridgeline plans scale 8.5 ft. wide stalls, the Castel plans scale at 12 ft. wide stalls). The Castel plans also indicate a 12 story structure, and parking calculations are based upon with 126 rooms. The indication of the 30 valet parking stall locations is not accurately indicated on the plans. The Castel plans also indicate a lounge for which no discussion about the parking or trip generation analysis in the traffic study is provided.
23. Provide properly scaled and dimensioned geometric parking lot plan.
24. A summary for annual operation of the Banquet facility should be provided to document the existing peak and average utilization of the building and the parking. There is some confusion about the intent of use for the banquet facility. The marketing study suggests expanding utilization of this restaurant use to all days of the week rather than just the weekend. This proposal to increase intensity of this use places additional pressure on undersized parking. The question asked has not been directly responded to. Is the banquet facility to be used 7 days a week, and for what hours?
25. The marketing report indicates that there is frequent surcharging for the banquet use onto adjacent properties. Please provide agreements that provide for the use of these other private properties. Page 18 of the traffic report indicates that patrons of the Banquet Facility park on 'adjacent land-use parking lots'. Again answer the previously posed question, and provide all cross access easements or agreements for use of these other private properties.
26. Provide copies of the catalog cut sheets for the lighting fixtures being proposed for this site. The image of the fixture is contained on sheet PLL of the Ridgeline plans but no catalog information has been provided. Lighting levels specified by code are being exceeded and will require shields or lower wattage fixtures.
27. Please supply or cite studies for the reduced parking stall occupancy suggested in the traffic report. The numbers supplied for the Marriott provided no indication about how filled the hotel was on the day the vehicles were counted, or what the total onsite existing stall count is. We asked before to be supplied with the occupancy rates for the Marriott data or what percentage of this other lot was vacant. There is no way to accurately compare and contrast the Marriott site with this site.
28. The marketing study conflicts with the traffic report in stating that there are numerous adjacent zoning and local support to sustain the development of this facility & to provide occupancy. However, the traffic report suggests that significant reductions based upon shuttled patrons, airline personnel reservation, etc. are

warranted. A real representation of clientele, occupancy rates, comparison to other hotels in the area has to establish factual data to base a site required parking projection on. The presentation of a shared parking argument has not been adequately presented. How many hotel patrons per day are expected to be shuttled, or arrive by limousine services? The supposition that 20-30 rooms will be used for airline personnel, is this value rooms per day, per week, per month? There are numerous other hotels in the area closer to the airport, and it is hard to believe that 20-30% of the hotel capacity will be occupied by airline personnel on a regular basis. Also assuming that the hotel will be 30-40% vacant on a regular basis needs additional explanation. Assuming that parking demand could be only 30-50% of required parking needs to be defended.

29. The project site is subject to Contribution Ordinance #66-111, which requires a payment for the indirect benefit of sanitary sewers at the rate of \$87.41/acre.

PIN # 08-16-103-008 1.571 Acres Payment = \$137.32

PIN # 08-16-103-009 1.000 Acres Payment = \$ 87.41

Total Payment = \$224.73

 7/3/17
James J. Massarelli, P.E. Date
Director of Engineering

Attachments:

Sample Onsite Utility Maintenance Agreement (4 pages)

*** Insert legal description, or attach as Exhibit A ***

WHEREAS, the sanitary sewers, storm sewers and/or stormwater management facilities, and domestic water mains servicing the property are not located within public rights-of-way or dedicated easements; and

WHEREAS, the Village of Arlington Heights ("VILLAGE") does not maintain sanitary sewers, storm sewers and/or stormwater management facilities, or domestic water mains on privately owned property; therefore

1. It is hereby AGREED by the RESPONSIBLE ENTITY, its successors and assigns that at no expense to the VILLAGE, the RESPONSIBLE ENTITY, its successors and assigns shall:

- a. Maintain all sanitary sewers and appurtenances thereunto appertaining located upon said premises, all as shown on the Final Engineering Plans prepared by _____ (Engineering Firm) dated _____, and approved by the VILLAGE, or any amended plans as agreed to and approved by both parties, copies which are on file with the Engineering Department of the VILLAGE.
- b. Maintain all water mains and appurtenances located upon said premises from the master meter vaults.
- c. Maintain all storm sewers and appurtenances, including detention/retention basins, located upon said premises.
- d. Maintain the utilities as itemized above in accordance with the latest edition of the Village of Arlington Heights Municipal Code.
- e. Maintain all private roadways, parking areas, and pavement lighting facilities located on said premises as shown on said Final Engineering Plans in accordance with the latest edition of the Village of Arlington Heights Municipal Code.

2. It is further AGREED that should the RESPONSIBLE ENTITY not properly maintain the sanitary sewers or domestic water mains in accordance with the requirements of the VILLAGE, written notification shall be given to the RESPONSIBLE ENTITY advising that after ten (10) days if the RESPONSIBLE ENTITY is not in compliance with the applicable requirements, the VILLAGE is hereby authorized, but not required, to enter upon the property to correct deficiencies and to place a lien against said property until such time that the VILLAGE has been fully reimbursed for its expenses in correcting these deficiencies; and

3. It is further AGREED that should the RESPONSIBLE ENTITY not properly maintain the aforementioned storm sewers and/or stormwater management facilities in accordance with the requirements of the VILLAGE, or should they allow a public nuisance to exist, written notification shall be given to the RESPONSIBLE ENTITY advising that after ten (10) days if the RESPONSIBLE ENTITY is not in compliance with the applicable requirements, the VILLAGE is hereby authorized, but not required, to enter upon the property to correct deficiencies and to place a lien against said property until such time that the VILLAGE has been fully reimbursed for its expenses in correcting these deficiencies; and

4. It is further AGREED that the RESPONSIBLE ENTITY shall save the VILLAGE harmless from any and all claims for damages resulting from the VILLAGE interrupting service to the property due to the failure of the RESPONSIBLE ENTITY to perpetually maintain the systems as described above and any other claims or damages arising out of this Agreement and the ownership of the facilities described herein.

5. This Agreement shall be binding between all successors and assigns and shall be a covenant running with the land as here and before legally described.

6. This Agreement shall be recorded in Cook County, Illinois.

This Agreement is entered into the _____ day of _____, 20____.

For: _____

Name: _____

Signature: _____

Title: _____

State of Illinois)
) SS
County of Cook)

I, _____, a Notary in and for said County, in the State

aforesaid, CERTIFY that _____ personally known to me to be the same person whose name is subscribed on the foregoing instrument appeared before me this day in person and acknowledged that (s)he signed, sealed, and delivered said instrument as their free and voluntary act, and as the voluntary act of

_____, an (LLC? Corporation?), for the uses and purposes therein set forth.

GIVEN under my hand and Notarial seal this _____ day of _____, 20____.

Notary Public

Notary Public



Arlington Heights Fire Department Plan Review Sheet

P. C. Number 16-012

Project Name Ivy Hotel

Project Location 519 W. Algonquin Rd.

Planning Department Contact Sam Hubbard

General Comments

Round 2:

- 1) Provide an auto turn diagram. Spec's available through engineering department.
- 2) Review the fire lane requirements for high-rise developments.
- 3) Building to be sprinkled.
- 4) Locate the sprinkler connection at the main front entrance.
- 5) Locate a fire hydrant within 100' of the sprinkler connection.
- 6) Install a fully operational annunciator panel or alarm panel at the front door.
- 7) Locate a Knox Box at the main front entrance.

**NOTE: PLAN IS CONCEPTUAL ONLY
SUBJECT TO DETAILED PLAN REVIEW**

Date June 28, 2017

Reviewed By: LT. Mark Aleckson

Arlington Heights Fire Department

ARLINGTON HEIGHTS POLICE DEPARTMENT

Community Services Bureau

DEPARTMENT PLAN REVIEW SUMMARY

Ivy Hotel
519 W. Algonquin Rd.
Land Use Variation

Round 2 Review Comments

07/18/2017

1. Character of use:

The character of use is consistent with the area and is not a concern.

2. Are lighting requirements adequate?

Lighting should be up to Village of Arlington Heights code. Special attention should be given to the building exterior and grounds, particularly the parking lot. It should be illuminated especially during nighttime hours for safety, to deter criminal activity and increase surveillance/visibility- potentially reducing theft, trespassing, vandalism, underage drinking, and other criminal activity.

3. Present traffic problems?

There are no traffic problems at this location.

4. Traffic accidents at particular location?

This is not a problem area in relation to traffic accidents.

5. Traffic problems that may be created by the development.

This development will create an increase in traffic volume. Algonquin Road is a very busy thoroughfare. The entrance/exit may need to be redesigned or configured to restrict egress- i.e. left turns.

6. General comments:

-Please ensure that there is an emergency information/contact card on file with the Arlington Heights Police Department and that it is up-to-date. Agent contact information must be provided to the Arlington Heights Police Department during all construction phases. The form is attached. Please complete and return. This allows police department personnel to contact an agent during emergency situations or for suspicious/criminal activity on the property during all hours.

-Consider installing a video surveillance system of entrance/exits, lobby, parking lot, exterior areas, etc.

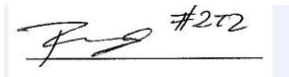
-Once construction is complete, provide AHPD with floor maps including room numbers so officers can familiarize themselves with building layout for emergency response

-Signage regulating unwanted conduct is recommended throughout the development with special attention given to common areas and parking areas.

- Strict hotel guest policies are recommended by the AHPD and are as follows:

- No room rental to guests under 21
- Credit cards only accepted for room rental
- Guests must provide valid identification

- Guests must provide concierge with vehicle and additional guests' information
- Maintain in house database of problematic or banned guests for future reference

A handwritten signature in black ink, appearing to be 'Brandi Romag', followed by the number '#212'. The signature is written on a light blue horizontal line.

Brandi Romag, Crime Prevention Officer
Community Services Bureau

Plan Review

Project: Ivy Hotel
519 W. Algonquin Road
Arlington Heights, IL 60005
Land Use Variation to allow a Hotel, Parking Variation
P.C. #16-012
Round 2

To: Sam Hubbard, Planning & Community Development

From: David Robb, Health & Human Service - Disability Services
(847) 368-5793 

Date: July 5, 2017

Re: Illinois Accessibility Code Comments
<https://www.illinois.gov/cdb/business/codes/pages/illinoisaccessibilitycode.aspx>

Proposed Site Plan:

1. The legend "Required Parking" indicates a Required 6 HC Accessible Parking Spaces, but the plans show only 3 ½ HC Accessible Parking Spaces. IAC Section 400.310(c)(3) states: "...Adjacent Parking Spaces shall not share a common access aisle. Show a diagonally striped access for each HC Accessible Parking Space.

Proposed Basement Plan:

2. Identify Areas of Rescue Assistance (Areas Refuge) on all floors other than at grade.

Proposed 2nd Floor Plan:

3. All common use doors including doors that are a part of an emergency exist and those in wheelchair accessible rooms shall have closers with maximum opening forces of 5 pounds for interior hinged doors and 8.5 pounds for exterior hinged doors. (See Illinois Accessibility Code Section 400.310(j)(10)(A)(B)).
4. In addition to wheelchair accessible rooms an additional four rooms need to be equipped for people with hearing impairments. This includes volume controls on telephones, an electrical outlet within 4 feet of a telephone connection to facilitate the use of a teletext telephones, auxiliary visual alarms and visual notification devices to alert room occupants of incoming telephone calls and a door knock or bell. (See IAC Section 400.320(g)(6)(A) and (B)).
5. Please be advised of the "Accessible Transient Lodging" requirements per IAC Section 400.320(g)(1-10).

6. Village Plumbing Regulations, Section 24-1020 Fixture Requirements, requires closed front toilet seats for all wheelchair accessible toilets. (Ordinance Number 97-080).



Planning & Community Development Dept. Review

June 27, 2017

REVIEW ROUND 2

Project: Ivy Hotel – James Cazares
519 W. Algonquin Road

Case Number: PC 16-012

General Comments:

1. As previously identified, parking is a significant concern for this project. To date, insufficient parking data has been provided to justify the requested parking Variation.
2. In order to complete a review of this project, all plans submitted must be to-scale, all relevant dimensions should be added, and plans must be coordinated so that they match with accuracy. Please note that the architectural plans were not printed out to match the scale as shown on the plans.
3. Please provide the following items:
 - a. Building rendering that reflects the current design of the building.
 - b. An updated Design Commission application. Note that Design Commission appearance must be completed prior to appearing before the Plan Commission.
 - c. Background information on the hours of operation for the hotel, as well as estimated employee counts at peak occupancy for the hotel.
 - d. Information on peak staff needed for a banquet event in the main banquet hall.
4. There are currently three storage sheds located on the three parking spaces adjacent to the loading area. Please clarify if these storage sheds will be removed as part of the hotel addition.
5. On all future revisions, please ensure that all plans include a revision date.

Architectural/Engineering Plans:

6. Please add and complete the following table to the architectural plans, which illustrates the code required and proposed zoning data relative to this project:

	M-2 District Code Required	Proposed
Lot Size		
Lot Width		
Setbacks		
North (front)		
South (rear)		
East (side)		
West (side)		
F.A.R.		
Building Lot Coverage		
Impervious Surface Coverage		
Parking		

7. Please add the following information to the architectural plans:
 - a. The proposed building setbacks for the new hotel building (north, east, west) should be added to the site plan.
 - b. All rooms on the floor plans shall be labeled according to their use. There are rooms within the basement and first floor that need to be labeled.
 - c. Please include measurements on the architectural site plan that indicate the dimensions of the exterior of the proposed hotel building
 - d. The interior spaces on the floor plans shall include information on the approximate room dimensions and square footage of each room.
 - e. Building elevations should include proposed material.
 - f. The site plan should show all on-site valet parking areas.
8. Please correct the following inconsistencies between the architectural plans and engineering plans:
 - a. The architectural plans indicate that the building will be 12 stories, the engineering plans indicate that the building will be 10 stories.
9. Please include the following information on the engineering plans:
 - a. Proposed building setback should be shown on the site plan (north, east, west).
 - b. The engineering site plan should include information on the proposed building foundation square footage for the hotel addition.
10. The architectural site plan includes a label that indicates there are 122 parking spaces. Please clarify why this label has been included, and if it has been included in error, please remove it.
11. The parking table on the architectural Site Plan is incorrect. The correct parking calculations are included in the Parking/Loading/Traffic section below.
12. It appears that the interior of a men's and women's restrooms will be demolished, however, only one of the rooms has a new label indicating the proposed use of the room. Please label the other room according to its proposed use.
13. The building elevation does not appear to show the connection of the lounge to the western stair room. Will this connection be open to the sky? It appears to be a covered connection on the floor plan.
14. Will there be any mechanical equipment (AC Units, Transformers, Generators, above ground utility infrastructure) located above ground and not on the roof?
15. Please provide additional details on the exterior patio/courtyard area. Will there be a firepit? Pergola? Wall/fence around the patio? Will food/drink service be offered on the patio? Please provide material details and specifications for all elements of the proposed for the patio/courtyard area.

Parking/Loading/Traffic:

16. The traffic/parking study refers to the hotel as proposed at 10 stories. The proposed hotel is 12 stories.
17. The traffic/parking study states that the proposed hotel will result in a modified parking lot that will continue to provide 175 parking spaces, however, the site plans for the hotel indicate that 3 spaces will be eliminated, resulting in a total of 172 parking spaces.
18. Current Illinois Accessibility Code (IAC) requirements mandate that any site which provides parking for 151-200 cars must provide 6 handicap accessible parking spaces. The subject property only contains 4 accessible parking spaces (with one of the four sharing an access aisle with another space which is prohibited). The inclusion of the IAC required parking spaces will result in the loss of three additional spaces, bringing the site total to 169 spaces.
19. Table 2 in the traffic/parking study provides projected traffic for a 102 room hotel, however the proposed hotel

will be 126 rooms. Please correct the table and all corresponding projected traffic volumes to reflect the traffic expected from a 126 room hotel.

20. What is the ITE Trip Generation Manual, 9th Edition, estimate for a peak parking demand for a 126 room hotel and for a 14,682 sq. ft. banquet facility (such as the European Crystal Banquet facility)?

21. The traffic/parking study references available valet parking. Please provide details on any valet parking arrangements, including their locations and capacity.

22. The provision of sufficient parking to support the uses of the site is crucial to the success of this project. In order to determine the required parking for the sum of uses on the site, please provide the missing information as shown in the table below and verify if all existing information is accurate:

SPACE	PARKING CODE USE	GROSS SQUARE FOOTAGE	MAX OCCUPANCY	SEATING AREA	NUMBER OF ROOMS	PARKING RATIO	PARKING REQUIRED
Main Banquet Hall	Place of Assembly	5,654	377*	-	-	30% of Occupancy	113
Total Banquet		5,654	377				113
1st Floor Coffee Shop	Restaurant - Sit Down	Unknown	-	Unknown	-	1 per 45 sq. ft. of seating area	?
1st Floor Spa	Beauty Shop	Unknown		Unknown		1 per 250 sq. ft.	?
12th Floor Lounge/Bar	Place of Assembly	1,800	120*	-	-	30% of Occupancy	36
Hotel	Hotel	-	-	-	126	1 Space per Room	126
Total Parking Required							275
Total Parking Provided							172**
Parking Surplus /(Deficit)							103***

Analysis Completed 06/23/17

* Building Code calculates occupants at 1 per 15 sq. ft. of space

** Total parking provided may decrease once all required accessible spaces have been added.

***Actual deficit will increase once final square footage size of spaces is provided. Additional line items for required parking may be added once all rooms and their uses have been provided.

23. The Parking Study must survey additional weekends when the banquet facility is booked to capacity. It is our experience that, when the Village has attended receptions at this banquet hall, the parking lot is full and parking has overflowed onto adjacent properties. The Parking Survey has not addressed this situation.

24. The traffic/parking study states that on March 25th a parking survey was conducted on an event that started at 6:00pm and had a total attendance of 390 guests. The study also indicates that the number of guests were arriving at the event was also survey from 6:00pm until 9:00, which observed a total of 77 vehicles with a total of 181 guests, the average car including 2.35 people. Assuming at least 90% of attendees drive and park, and using the average of 2.35 people per car, this would create a parking demand of 149 cars just for the guests of this event. When factoring in the employee's needed for the event, the parking demand would likely be much higher. Please clarify why the maximum observed parking occupied was only 73 cars?

25. The Parking Study should include analysis on the peak number of employees projected for the sum of the banquet hall and hotel facilities and how this will impact parking.

26. The Parking Study referenced a comparison to the Courtyard Marriot hotel. How many rooms does this hotel have? How many parking spaces? What other facilities does this hotel have? Please provide additional information on this hotel to illustrate it as a comparative example. Additional comparable suburban hotels with banquet facilities must be surveyed to justify the proposed parking reduction. Please note that the Courtyard Marriot does not provide similar amenities to the proposed hotel.
27. Per Section 11.7 of Chapter 28, one loading space (10' x 50') is required for the hotel use/banquet hall use. Please show the location of this space on the plans.
28. Please provide a copy of any existing parking agreements to park overflow cars on any neighboring properties. An adequate contingency plan for peak times and parking overflow is required.
29. Ordinance #00-012 restricts off-site parking between the hours of 8:00am and 6:00pm. Please clarify if any off-site parking will be proposed during this time.

Zoning:

30. Due to the substantial revisions to the plan, a re-appearance before the Conceptual Plan Review Committee is required. Potential meeting dates with the Conceptual Plan Review Committee include July 12th and July 26th. Please contact me to schedule a date for this meeting.
31. The mailing of a Public Notice letter and posting of a sign on the property is required, no less than 15 days prior to any appearance before the Plan Commission. Please contact me to coordinate these items.
32. Please provide written justification for each of the variations requested. The following variations have been identified:
 - a. Land Use Variation to allow a 126 room hotel within the M-2 District
 - b. Variation to Section 11.4-5 reduce the parking requirements for the subject property from 275 spaces to 172 spaces (final parking calculations may alter the extent of this variation once further information is provided).

The justification criteria are summarized below. All requested variations shall each address the three criteria:

Justification Criteria for Variation Approval:

- That the property in question cannot yield a reasonable return if permitted to be used only under the conditions allowed by the regulations in that zone.
- The plight of the owner is due to unique circumstances.
- The variation, if granted, will not alter the essential character of the locality.

Prepared by: 

Ivy Hotel
519 W. Algonquin Road
PC #16-012
July 5, 2017



Landscape Comments

- 1) The ends of all parking rows must include a 4" caliper shade tree (Chapter 28, section 6.16-1.2b). Incorporate the code required shade trees within the islands where the trees are absent in the south parking area.
- 2) Provide a screen for the loading/trash area. It is recommended that the screen wall be extended to the south or a 6 foot high evergreen screen be provided in order to screen the dumpsters/loading area.
- 3) Consider specialty paving near the main hotel entrance/covered entry.
- 4) If there are any utility meters or mechanical units, they must be screened with landscaping or another appropriate method of screening.
- 5) Incorporate site furnishings for the site that match the overall architectural style of the proposed building.
- 6) A landscape compliance bond in the amount of 30% of the landscaping costs will be required at the time of building permit. In addition, a \$4 tree fee is required for each lineal foot of frontage.

Enrique Castel
Architect
460 Wedgewood Cir
Lake in the Hills, IL 60156

p: 224.253.8027

encast@comcast.net

August 8, 2017

Mr Sam Hubbard
Development Planner
Department of Planning and Community Development
Village of Arlington Heights
33 S. Arlington Heights Road
Arlington Heights, IL 60005

**Re: IVY Hotel
519 Algonquin Rd.**

Mr. Hubbard,

The following represents an item-by-item response regarding comments for the above mentioned project per the multiple plan reviews received on July 6, 2017.

BUILDING LIFE AND SAFETY

1	Architectural Plan Indicate 12 story hotel, engineering plans show a 10 story hotel correct this discrepancy
Comments	See revised civil drawings
2	The review of the Ivy Boutique Hotel is based on the R-1 use and is classified as a high rise building. include information on other uses and indicate if the will be separated or non- separated, as indicated in 2009 IBC Section 508.
Comments	The current plans is to connect the new hotel to the existing structure but have separated structural framing w/expansion joists - hotel will be of mixed occupancy (non-separated) A2/R1
3	Provide the proposed construction type of building.
Comments	Type 1B per IBC 403.2.1.1
4	Provide heigh and area calculations based on the use and constrution type to verify compliance with 2009 IBC, Chapter 5, Table 503.
Comments	Unlimited construction / Unlimited Height
5	Provide a proposed occupancy calculation by floor along with egress width calculation based on the occupant load by floor.
Comments	Occupancy per floor = 43 - see updated sheets
6	Provide the locations of fire-rated walls and indicate the type and rating of the wall shared by the two buildings.
Comments	the floors/walls will be modified to meet 1B construction - actual details to be provided on permit drawings

7	Lobby plan does not include a fire command center. Provide as required per the 2009 IBC, Section 911.
Comments	See revised plan for fire command center
8	Provide the required emergency systems as required for high rise buildings in 2009 IBC Section 403.4.
Comments	Generators and emergency systems will be provided as part of permit drawings
9	Provide the location of the elevator machine room(s).
Comments	Elevator machine room located in basement
10	At least one elevator shall be provided for fire department emergency access to all floors. The elevator car shall be of such a size and arrangement to accommodate an ambulance stretcher in its horizontal, open position provided the cab size shall not be less than 60 inches by 58 inches, to accommodate an ambulance stretcher in its horizontal, open position; and shall be identified by the International Symbol for emergency medical services (Star of Life). The Symbol shall be not less than 3 inches high and shall be placed inside both sides of the hoist-way door frame.
Comments	See revised plans showing stretcher code elevator cab
11	Provide the elevation of the highest occupied floor.
Comments	See revised plans and wall sections
12	The building shall comply with the requirements of 2009 IBC 403- High-Rise Buildings.
Comments	Items required per section 403 will be detail on the permit drawings to meet 1B
13	Label all rooms and areas on the Basement Floor plan.
Comments	All rooms have been labeled
14	Show the proposed location of the mechanical equipments.
Comments	Individual rooms to have independently controlled HVAC, common HVAC will be located on 12th floor roof pit areas screened from view
15	Show the proposed location of the electrical service and include the service size.
Comments	Existing and new electrical panels will be located in basement under existing kitchen
16	Luminous egress path markings shall be provided per 2009 IBC 1024.
Comments	Markings will be detailed on permit drawings
17	Provide information on the required emergency power systems.
Comments	Emergency power systems to be details as part of the permit drawings.

18	The permit submittal should include the following: a. Statement of Special Inspections, along with a chart of the required special inspections and the frequency of the inspections, as well as the name of the person, firm or agency responsible for performing the inspections. Copies to be provided to the Building & Life Safety Department on a weekly basis. B. Structural calculations for all structural components of building for a review by the Structural consultant. C. Truss drawings, calculations and layout and instructions.
Comments	Notation will be made on permit drawings
19	Submitted plans shall provide the following: A Design Firm registration numbers for all design firms involved.
Comments	Companies with Design Firm numbers will be provided - Architect does not have a company name at this time and is not required to have a DFRN
20	The following items require separate permits: A. Elevators B. Fire Suppression C. Fire Alarm
Comments	These items will be addressed by the corresponding sub contractor prior to construction
21	Areas of refuge shall be provided and have two -way communication. (2000 NFPA 101)
Comments	Item will be detailed on permit drawings.

FIRE SAFETY

1	Requirements of Chapter 4 of the International Fire Code, Emergency Planning and Preparedness shall be adhered to by the owner.
Comments	This item will be addressed during preparation of permit drawings
2	Building shall comply with all requirements for the type and use of occupancy as provided for in the international Fire Code, 2009, Ed. As well as the 2000 Ed. Life Safety Code, NFPA 101,
Comments	
	These items will be addressed during preparation of permit drawings
3	Indicate the proposed location for the fire pump room.
Comments	Pump room will be at same location as sprinkler equipment

4 Comments		Indicate the proposed location for the Fire Command Center.
		See revised plans
5 Comments		Indicate the width of the fire lane proposed.
		See revised civil drawings
6 Comments		Buildings exceeding 30 feet in height shall be provided with approved fire apparatus access roads capable of accommodating fire department aerial apparatus. Overhead utility and power lines shall not be located within the aerial fire apparatus access roadway.
		See revised civil drawings
7 Comments		Aerial fire apparatus access roads shall have a minimum unobstructed width of 26 feet exclusive of shoulders, in the immediate vicinity of any building or portion of a building more than 30 feet in height.
		See revised civil drawings - the average is approx. 26 feet through
8 Comments		At least one of the required access routes shall be located within a minimum of 15 feet and a maximum of 30 feet from the building and shall be positioned parallel to one entire side of the building.
		See revised civil drawings

PUBLIC WORKS

1		After the new fire and domestic service is installed the old "original" service to the banquet hall needs to be abandoned and reconnected to the new service. One service for one customer.
Comments		Existing service to be re-used - see revised civil
2		A new 6" compound meter is required.
Comments		Existing service to be re-used
3		The new RPZ's for domestic and fire protection will be sized once flow calculations by the designer have been completed.
Comments		No new service - existing to be re-used.
4		The parkway and sidewalk must be restored to a condition that is equal or better than current.
Comments		see revised civil drawings
5		Survey shows grease trap needs maintenance, ensure this trap is clear prior to demolition.
Comments		This item to be addressed prior to construction

6		VAHPW has no further comments at this time.
Comments		So noted

PLAN COMMISSION

11		The petitioner is notified that these comments are being provided to ensure that the project meets the requirements for submittal to the Plan Commission. Approval by the Plan Commission is not an endorsement or approval of these documents to obtain the required building permits, engineering approval, or permits required by other government or permitting agencies for construction. Detailed plan review with associated comments will be provided upon submittal of plans for a building permit. The petitioner shall acknowledge that they accept this understanding.
Comments		So noted
12		Final engineering plans shall be georeferenced by using State Plane Coordinate System - Illinois East. Below are details about projection: Projected Coordinate System: Projection: False_Easting: False_Northing: Central Meridian: Scale Factor: Latitude_Of_Origin: Linear Unit: Geographic Coordinate System: Datum: Prime Meridian: Angular Unit: NAD- 1983 StatePlane- Illinois- East- FIPS- 1201- Feet Transverse Mercator 984250.00000000 0.00000000 -88.33333333 0.99997500 36.66666667 Foot US GCS- North- American- 1983 D- Nmth- American- 1983 Greenwich Degree
Comments		
13		The existing detention facility as permitted under MWRD Permit #00-512 is a private system and as such is not the Village's responsibility to maintain. An Onsite Utility Maintenance Agreement must be executed prior to final engineering approval. See attached example.
Comments		So noted

14	14. The detention calculations provided show that the existing detention facility has enough storage to accommodate the changes to impervious surface coverage that result from the proposed site revisions. Calculations by staff confirm this is correct. No new stormwater detention will be required for this project.
Comments	See civil drawings
15	15. The exhibit showing the fire vehicle turning paths is acceptable.
Comments	So noted
16	The plan shows a new sanitary sewer connection for the proposed 10-story building. The Village allows one service connection per lot. The service line for the new 10-story building should be connected to the existing sanitary service line along the east side of the building.
Comments	Existing san. service to be re-used
17	Exterior sanitary sewer work will require an MWRD permit.
Comments	Existing Sewer to be re-used
18	The plan shows a new 6" water line to the proposed 10-story building. Again, the Village allows one service connection per lot. Where is the existing water service connection? Will this new connection replace the existing one? There can be only one water connection for this site.
Comments	Existing to be re-used - no new service
19	Consider including bicycle racks in development plan to encourage alternate modes of transportation for employees and patrons.
Comments	See civil drawings for bike rack location
20	What is the required parking rate per land use for Banquet Facilities, and for a Hotel, and what number of parking stalls is called for by Village code requirements? There is no discussion about any overlap or co shared parking overlap between these two land uses that could result in a reduction. Page 8 of the traffic report states a 126 room hotel, but page 10, 18 & 20 states 102 rooms.
Comments	See revised report
21	The traffic report needs to provide the trip generation values anticipated for this site based upon the two proposed uses. This should include both weekday and weekend peak generation for both uses, at what times of the day these occur, and on which days of the week. The ITE trip generation rates for the Hotel are given in Table 2 however no ITE values are provided for the Banquet Facility.
Comments	See revised report

22		The representation of the actual capacity of the parking lot should not be presented with the double parking as the focus for the proposed as a valet function. The Engineering Department does not approve of or endorse the proposed pattern of use for this parking lot, as it impedes circulation, causes emergency vehicle concerns, & hampers access to ADA stalls. The representation of the parking lot geometry differs between the Ridgeline Consultants, and Enrique Castel plans. Although previously requested, neither set of plans are dimensioned, (the Ridgeline plans scale 8.5 ft. wide stalls, the Castel plans scale at 12 ft. wide stalls). The Castel plans also indicate a 12 story structure, and parking calculations are based upon with 126 rooms. The indication of the 30 valet parking stall locations is not accurately indicated on the plans. The Castel plans also indicate a lounge for which no discussion about the parking or trip generation analysis in the traffic study is provided.
Comments		See revised site plan to show valet parking location and stalls were to scale - not engineering scale - architectural scale - this has been revised
23		Provide properly scaled and dimensioned geometric parking lot plan
Comments		See Architectural site plan for dimensions - site is existing
24		A summary for annual operation of the Banquet facility should be provided to document the existing peak and average utilization of the building and the parking. There is some confusion about the intent of use for the banquet facility. The marketing study suggests expanding utilization of this restaurant use to all days of the week rather than just the weekend. This proposal to increase intensity of this use places additional pressure on undersized parking. The question asked has not be directly responded to. Is the banquet facility to be used 7 days a week, and for what hours?
Comments		The ballrooms are to be used for meetings at the hotel. Guest who attend the meetings will stay at the hotel
25		The marketing report indicates that there is frequent surcharging for the banquet use onto adjacent properties. Please provide agreements that provide for the use of these other private properties. Page 18 of the traffic report indicates that patrons of the Banquet Facility park on 'adjacent land-use parking lots'. Again answer the previously posed question, and provide all cross access easements or agreements for use of these other private properties
Comments		See revised report

26	Provide copies of the catalog cut sheets for the lighting fixtures being proposed for this site. The image of the fixture is contained of sheet PLL of the Ridgeline plans but no catalog information has been provided. Lighting levels specified by code are being exceeded and will require shields or lower wattage fixtures.
Comments	See attached cut sheets
27	Please supply or cite studies for the reduced parking stall occupancy suggested in the traffic report. The numbers supplied for the Marriott provided no indication about how filled the hotel was on the day the vehicles were counted, or what the total onsite existing stall count is. We asked before to be supplied with the occupancy rates for the Marriott data or what percentage of this other lot was vacant. There is no way to accurately compare and contrast the Marriott site with this site.
Comments	See revised report
28	The marketing study conflicts with the traffic report in stating that there are numerous adjacent zoning and local support to sustain the development of this facility & to provide occupancy. However, the traffic report suggests that significant reductions based upon shuttled patrons, airline personnel reservation, etc. are warranted. A real representation of clientele, occupancy rates, comparison to other hotels in the area has to establish factual data to base a site required parking projection on. The presentation of a shared parking argument has not been adequately presented. How many hotel patrons per day are expected to be shuttled, or arrive by limousine services? The supposition that 20-30 rooms will be used for airline personnel, is this value rooms per day, per week, per month? There are numerous other hotels in the area closer to the airport, and it is hard to believe that 20-30% of the hotel capacity will be occupied by airline personnel on a regular basis. Also assuming that the hotel will be 30-40% vacant on a regular basis needs additional explanation. Assuming that parking demand could be only 30-50% of required parking needs to be defended.
Comments	See revised documentation
29	29. The project site is subject to Contribution Ordinance #66-111, which requires a payment for the indirect benefit of sanitary sewers at the rate of \$87.41/acre. PIN# 08-16-103-008 1.571 Acres Payment= \$137.32 PIN# 08-16-103-009 1.000 Acres Payment=\$ 87.41 Total Payment= \$224.73
Comments	I have already paid this last year

FIRE DEPARTMENT

1	Provide an auto turn diagram. Spec's available through engineering department
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Comments	Provided on civil drawings and noted as approved in plan commission comments
2	Review the fire lane requirements for high-rise developments.
Comments	
3	Building to be sprinkled.
Comments	So noted.
4	Locate the sprinkler connection at the main front entrance.
Comments	Sprinkler connection will be located near front entrance
5	Locate a fire hydrant within 100' of the sprinkler connection.
Comments	See civil drawings - existing shown on northwest end of parking lot
6	Install a fully operational annunciator panel or alarm panel at the front door.
Comments	this item will be detailed on the engineering drawings for permit
7	Locate a Knox Box at the main front entrance.
Comments	This item will be addressed as part of the permit drawings

PLAN REVIEW

Items	Description
1	The legend "Required Parking" indicates a Required 6 HC Accessible Parking Spaces, but the plans show only 3 ½ HC Accessible Parking Spaces. IAC Section 400.310(c)(3) states: "... Adjacent Parking Spaces shall not share a common access aisle. Show a diagonally striped access for each HC Accessible Parking Space.
Comments	See revised site plan
2	Identify Areas of Rescue Assistance (Areas Refuge) on all floors other than at grade.
Comments	Area of refuge is shown
3	All common use doors including doors that are a part of an emergency exist and those in wheelchair accessible rooms shall have closers with maximum opening forces of 5 pounds for interior hinged doors and 8.5 pounds for exterior hinged doors. (See Illinois Accessibility Code Section 400.310U)(10)(A)(B)).
Comments	This item will be noted on permit drawings

4	In addition to wheelchair accessible rooms an additional four rooms need to be equipped for people with hearing impairments. This includes volume controls on telephones, an electrical outlet within 4 feet of a telephone connection to facilitate the use of a teletext telephones, auxiliary visual alarms and visual notification devices to alert room occupants of incoming telephone calls and a door knock or bell. (See IAC Section 400.320(g)(6)(A) and (8)).
Comments	This item will be noted on permit drawings
5	Please be advised of the "Accessible Transient Lodging" requirements per IAC Section 400.320(g)(1-10).
Comments	7 rooms will be dedicated accessible rooms - to be determined during preparation of permit drawings
6	Village Plumbing Regulations, Section 24-1020 Fixture Requirements, requires closed front toilet seats for all wheelchair accessible toilets. (Ordinance Number 97-080).
Comments	this item will be noted on permit drawings

DEVELOPMENT REVIEW

Items	Description
	General Comments:
1	As previously identified, parking is a significant concern for this project. To date, insufficient parking data has been provided to justify the requested parking Variation.
Comments	See revised report
2	In order to complete a review of this project, all plans submitted must be to-scale, all relevant dimensions should be added, and plans must be coordinated so that they match with accuracy. Please note that the architectural plans were not printed out to match the scale as shown on the plans.
Comments	All items have been coordinated to the best of my knowledge and belief
3	1. Please provide the following items: a. Building rendering that reflects the current design of the building. b. An updated Design Commission application. Note that Design Commission appearance must be completed prior to appearing before the Plan Commission.

	c. Background information on the hours of operation for the hotel, as well as estimated employee counts at peak occupancy for the hotel. d. Information on peak staff needed for a banquet event in the main banquet hall.																																				
Comments	See revised rendering - owner to provide info on items C & D																																				
4	There are currently three storage sheds located on the three parking spaces adjacent to the loading area. Please clarify if these storage sheds will be removed as part of the hotel addition.																																				
Comments	Yes. The new hotel has ample storage space which we currently do not have																																				
5	On all future revisions, please ensure that all plans include a revision date																																				
Comments	So noted																																				
	Architectural/Engineering Plans:																																				
	Please add and complete the following table to the architectural plans, which illustrates the code required and proposed zoning data relative to this project: <table><tr><th></th><th>M-2 District Code Required</th><th>Proposed</th></tr><tr><td>Lot Size</td><td></td><td></td></tr><tr><td>Lot Width</td><td></td><td></td></tr><tr><td>Setbacks</td><td></td><td></td></tr><tr><td>North (front)</td><td></td><td></td></tr><tr><td>South (rear)</td><td></td><td></td></tr><tr><td>East (side)</td><td></td><td></td></tr><tr><td>West (side)</td><td></td><td></td></tr><tr><td>F.A.R.</td><td></td><td></td></tr><tr><td>Building Lot Coverage</td><td></td><td></td></tr><tr><td>Impervious Surface Coverage</td><td></td><td></td></tr><tr><td>Parking</td><td></td><td></td></tr></table>		M-2 District Code Required	Proposed	Lot Size			Lot Width			Setbacks			North (front)			South (rear)			East (side)			West (side)			F.A.R.			Building Lot Coverage			Impervious Surface Coverage			Parking		
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Comments	See code analysis on site plan sheet																																				

7	1. Please add the following information to the architectural plans: a. The proposed building setbacks for the new hotel building (north, east, west) should be added to the site plan. b. All rooms on the floor plans shall be labeled according to their use. There are rooms within the basement and first floor that need to be labeled. c. Please include measurements on the architectural site plan that indicate the dimensions of the exterior of the proposed hotel building d. The interior spaces on the floor plans shall include information on the approximate room dimensions and square footage of each room. e. Building elevations should include proposed material. f. The site plan should show all on-site valet parking areas.
Comments	Setbacks added, room names added, measurements added, elevation material added and valet parking added
8	1. Please correct the following inconsistencies between the architectural plans and engineering plans: a. The architectural plans indicate that the building will be 12 stories, the engineering plans indicate that the building will be 10 stories.
Comments	See revised civil drawings
9	1. Please include the following information on the engineering plans: a. Proposed building setback should be shown on the site plan (north, east, west). b. The engineering site plan should include information on the proposed building foundation square footage for the hotel addition.
Comments	See revised civil drawings

10	The architectural site plan includes a label that indicates there are 122 parking spaces. Please clarify why this label has been included, and if it has been included in error, please remove it.
Comments	Note removed from site plan
11	The parking table on the architectural Site Plan is incorrect. The correct parking calculations are included in the Parking/Loading/Traffic section below.
Comments	Parking calculations revised - as noted by owner Lounge, Spa and Coffee Area will be only accessible by hotel patrons via key card
12	It appears that the interior of a men's and women's restrooms will be demolished, however, only one of the rooms has a new label indicating the proposed use of the room. Please label the other room according to its proposed use.
Comments	See updated sheets
13	The building elevation does not appear to show the connection of the lounge to the western stair room. Will this connection be open to the sky? It appears to be a covered connection on the floor plan.
Comments	Lounge area will be open to sky - roof will be only over bathrooms, elevator area
14	Will there be any mechanical equipment (AC Units, Transformers, Generators, above ground utility infrastructure) located above ground and not on the roof?
Comments	Mechanical equipment will be located on 12th floor smaller roofs
15	Please provide additional details on the exterior patio/courtyard area. Will there be a firepit? Pergola? Wall/fence around the patio? Will food/drink service be offered on the patio? Please provide material details and specifications for all elements of the proposed for the patio/courtyard area.
Comments	See revise landscape plan - design of patio area is brick paving (proposed)
	Parking/Loading/Traffic
16	The traffic/parking study refers to the hotel as proposed at 10 stories. The proposed hotel is 12 stories.
Comments	See revised report
17	The traffic/parking study states that the proposed hotel will result in a modified parking lot that will continue to provide 175 parking spaces, however, the site plans for the hotel indicate that 3 spaces will be eliminated, resulting in a total of 172 parking spaces.

Comments	See revised report																																																																																
18	Current Illinois Accessibility Code (IAC) requirements mandate that any site which provides parking for 151-200 cars must provide 6 handicap accessible parking spaces. The subject property only contains 4 accessible parking spaces (with one of the four sharing an access aisle with another space which is prohibited). The inclusion of the IAC required parking spaces will result in the loss of three additional spaces, bringing the site total to 169 spaces.																																																																																
Comments	See revised site plan and Civil dawings																																																																																
19	Table 2 in the traffic/parking study provides projected traffic for a 102 room hotel, however the proposed hotel will be 126 rooms. Please correct the table and all corresponding projected traffic volumes to reflect the traffic expected from a 126 room hotel.																																																																																
Comments	See revised report																																																																																
20	What is the ITE Trip Generation Manual, 9th Edition, estimate for a peak parking demand for a 126 room hotel and for a 14,682 sq. ft. banquet facility (such as the European Crystal Banquet facility)?																																																																																
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21	The traffic/parking study references available valet parking. Please provide details on any valet parking arrangements, including their locations and capacity.																																																																																
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Comments	I have attached a copy of valet contact																																																																																
	The provision of sufficient parking to support the uses of the site is crucial to the success of this project. In order to determine the required parking for the sum of uses on the site, please provide the missing information as shown in the table below and verify if all existing information is accurate: <table><tr><th>SPACE</th><th>PARKING CODE USE</th><th>GROSS SQUARE FOOTAGE</th><th>MAX OCCUPANCY</th><th>SEATING AREA</th><th>NUMBER OF ROOMS</th><th>PARKING RATIO</th><th>PARKING REQUIRED</th></tr><tr><td>Main Banquet Hall</td><td>Place of Assembly</td><td>5,654</td><td>377*</td><td>-</td><td>-</td><td>30% of Occupancy</td><td>113</td></tr><tr><td>Total Banquet</td><td></td><td>5,654</td><td>377</td><td></td><td></td><td></td><td>113</td></tr><tr><td>1st Floor Coffee Shop</td><td>Restaurant - Sit Down</td><td>Unknown</td><td>-</td><td>Unknown</td><td>-</td><td>1 per 45 sq. ft. of seating area</td><td>?</td></tr><tr><td>1st Floor Spa</td><td>Beauty Shop</td><td>Unknown</td><td></td><td>Unknown</td><td></td><td>1 per 250 sq. ft.</td><td>?</td></tr><tr><td>12th Floor Lounge/Bar</td><td>Place of Assembly</td><td>1,800</td><td>120*</td><td>-</td><td>-</td><td>30% of Occupancy</td><td>36</td></tr><tr><td>Hotel</td><td>Hotel</td><td>-</td><td>-</td><td>-</td><td>126</td><td>1 Space per Room</td><td>126</td></tr><tr><td colspan="7">Total Parking Required</td><td>275</td></tr><tr><td colspan="7">Total Parking Provided</td><td>172**</td></tr><tr><td colspan="7">Parking Surplus/(Deficit)</td><td>103***</td></tr></table>	SPACE	PARKING CODE USE	GROSS SQUARE FOOTAGE	MAX OCCUPANCY	SEATING AREA	NUMBER OF ROOMS	PARKING RATIO	PARKING REQUIRED	Main Banquet Hall	Place of Assembly	5,654	377*	-	-	30% of Occupancy	113	Total Banquet		5,654	377				113	1st Floor Coffee Shop	Restaurant - Sit Down	Unknown	-	Unknown	-	1 per 45 sq. ft. of seating area	?	1st Floor Spa	Beauty Shop	Unknown		Unknown		1 per 250 sq. ft.	?	12th Floor Lounge/Bar	Place of Assembly	1,800	120*	-	-	30% of Occupancy	36	Hotel	Hotel	-	-	-	126	1 Space per Room	126	Total Parking Required							275	Total Parking Provided							172**	Parking Surplus/(Deficit)							103***
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22

	Analysis Completed 06/23/17 * Building Code calculates occupants at 1 per 15 sq. ft. of space ** Total parking provided may decrease once all required accessible spaces have been added. ***Actual deficit will increase once final square footage size of spaces is provided. Additional line items for required parking may be added once all rooms and their uses have been provided.
Comments	See revised parking calculations on site plan sheet
23	The Parking Study must survey additional weekends when the banquet facility is booked to capacity. It is our experience that, when the Village has attended receptions at this banquet hall, the parking lot is full and parking has overflowed onto adjacent properties. The Parking Survey has not addressed this situation.
Comments	See revised report
24	The traffic/parking study states that on March 25th a parking survey was conducted on an event that started at 6:00pm and had a total attendance of 390 guests. The study also indicates that the number of guests were arriving at the event was also survey from 6:00pm until 9:00, which observed a total of 77 vehicles with a total of 181 guests, the average car including 2.35 people. Assuming at least 90% of attendees drive and park, and using the average of 2.35 people per car, this would create a parking demand of 149 cars just for the guests of this event. When factoring in the employee's needed for the event, the parking demand would likely be much higher. Please clarify why the maximum observed parking occupied was only 73 cars?
Comments	See revised report
25	The Parking Study should include analysis on the peak number of employees projected for the sum of the banquet hall and hotel facilities and how this will impact parking.
Comments	See revised report
26	The Parking Study referenced a comparison to the Courtyard Marriott hotel. How many rooms does this hotel have? How many parking spaces? What other facilities does this hotel have? Please provide additional information on this hotel to illustrate it as a comparative example. Additional comparable suburban hotels with banquet facilities must be surveyed to justify the proposed parking reduction. Please note that the Courtyard Marriott does not provide similar amenities to the proposed hotel.
Comments	See revised report
27	Per Section 11.7 of Chapter 28, one loading space (10' x 50') is required for the hotel use/banquet hall use. Please show the location of this space on the plans.
Comments	Existing loading area noted on plan

28	Please provide a copy of any existing parking agreements to park overflow cars on any neighboring properties. An adequate contingency plan for peak times and parking overflow is required.
Comments	Brite O Matic Letter.
29	Ordinance #00-012 restricts off-site parking between the hours of 8:00am and 6:00pm. Please clarify if any off- site parking will be proposed during this time.
Comments	No
	Zoning
30	Due to the substantial revisions to the plan, a re-appearance before the Conceptual Plan Review Committee is required. Potential meeting dates with the Conceptual Plan Review Committee include July 12th and July 26th. Please contact me to schedule a date for this meeting.
Comments	July 26th is already schedule with Steve
31	The mailing of a Public Notice letter and posting of a sign on the property is required, no less than 15 days prior to any appearance before the Plan Commission. Please contact me to coordinate these items.
Comments	Done
32	1. Please provide written justification for each of the variations requested. The following variations have been identified: a. Land Use Variation to allow a 126 room hotel within the M-2 District b. Variation to Section 11.4-5 reduce the parking requirements for the subject property from 275 spaces to 172 spaces (final parking calculations may alter the extent of this variation once further information is provided). The justification criteria are summarized below. All requested variations shall each address the three criteria: <u>Justification Criteria for Variation Approval</u>: • That the property in question cannot yield a reasonable return if permitted to be used only under the conditions allowed by the regulations in that zone. • The plight of the owner is due to unique circumstances. • The variation, if granted, will not alter the essential character of the locality.

Comments	See written documentation as provided by owner
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LANDSCAPE

Items	Description
1	The ends of all parking rows must include a 4" caliper shade tree (Chapter 28, section 6.16-1.2b). Incorporate the code required shade trees within the islands where the trees are absent in the south parking area.
Comments	See revised landscape plan
3	Consider specialty paving near the main hotel entrance/covered entry.
Comments	covered entry does not extend over paving area - sidewalk will be treated with special treatment
4	If there are any utility meters or mechanical units, they must be screened with landscaping or another appropriate method of screening.
Comments	See revised landscape plan
5	Incorporate site furnishings for the site that match the overall architectural style of the proposed building.
Comments	See revised landscape plan
6	A landscape compliance bond in the amount of 30% of the landscaping costs will be required at the time of building permit. In addition, a \$4 tree fee is required for each lineal foot of frontage.
Comments	Understood

POLICE DEPT

1. Character of use:

The character of use is consistent with the area and is not a concern.

So noted.

2. Are lighting requirements adequate?

Lighting should be up to Village of Arlington Heights code. Special attention should be given to the building exterior and grounds, particularly the parking lot. It should be illuminated especially during nighttime hours for safety, to deter criminal activity and increase surveillance/visibility- potentially reducing theft, trespassing, vandalism, underage drinking, and other criminal activity.

Photometrics provided

3. Present traffic problems?

There are no traffic problems at this location.

So noted

4. Traffic accidents at particular location?

This is not a problem area in relation to traffic accidents.

So noted.

5. Traffic problems that may be created by the development.

This development will create an increase in traffic volume. Algonquin Road is a very busy thoroughfare. The entrance/exit may need to be redesigned or configured to restrict egress- i.e. left turns.

This should be addressed by staff with all companies that access road to their businesses.

6. General comments:

-Please ensure that there is an emergency information/contact card on file with the Arlington Heights Police Department and that it is up-to-date. Agent contact information must be provided to the Arlington Heights Police Department during all construction phases. The form is attached. Please complete and return. This allows police department personnel to contact an agent during emergency situations or for suspicious/criminal activity on the property during all hours.

-Consider installing a video surveillance system of entrance/exits, lobby, parking lot, exterior areas, etc.

-Once construction is complete, provide AHPD with floor maps including room numbers so officers can familiarize themselves with building layout for emergency response

-Signage regulating unwanted conduct is recommended throughout the development with special attention given to common areas and parking areas.

- Strict hotel guest policies are recommended by the AHPD and are as follows:

- No room rental to guests under 21
- Credit cards only accepted for room rental
- Guests must provide valid identification
- Guests must provide concierge with vehicle and additional guests' information
- Maintain in house database of problematic or banned guests for future reference

These items will be addressed by owner prior to opening

Should you have any questions regarding this please contact me at 224-253-8027.

Sincerely,

A handwritten signature in black ink, appearing to read 'Enrique Castel', with a stylized flourish at the end.

Enrique Castel
Architect

Enc.

Plan Commission Department

- 20. What is the required parking rate per land use for Banquet Facilities, and for a Hotel, and what number of parking stalls is called for by Village code requirements? There is no discussion about any overlap or co-shared parking overlap between these two land uses that could result in a reduction. Page 8 of the traffic report states a 126-room hotel, but page 10, 18 & 20 states 102 rooms.**

Based on information provided in the ITE *Parking Generation Manual*, hotels have an average parking demand of 0.89 vehicles per room on weekdays and 1.2 vehicles per room on Saturdays. It should be noted that the description for hotels, based on ITE, are places of lodging that provide sleeping accommodations and supporting facilities such as meeting and banquet rooms. As such, the average parking demand for Hotels also includes parking projected for the attached banquet facilities. The Village of Arlington Heights requires hotels to provide parking at a ratio of one space per room or 126 spaces. Additionally, for banquet facilities, the Village of Arlington Heights requires parking spaces equal to 30 percent of the capacity. With a capacity of 377 persons, the banquet facility is required to provide 113 parking spaces.

The parking section has been updated to include information on why the two uses are compatible in terms of parking demand and how the parking will have minimal overlap between the two uses.

The traffic impact study has been updated to reflect a 126-room hotel.

- 21. The traffic report needs to provide the trip generation values anticipated for this site based upon the two proposed uses. This should include both weekday and weekend peak generation for both uses, at what times of the day these occur, and on which days of the week. The ITE trip generation rates for the Hotel are given in Table 2 however no ITE values are provided for the Banquet Facility.**

The banquet facility is not a proposed use and will continue to operate as it currently is on site. The banquet facility is not in operation Monday through Thursday. The traffic counts conducted as part of the traffic impact study were done during an event at the existing banquet facility and as such, the traffic generated by the facility are included in the existing conditions. Additionally, as previously indicated, the ITE describes hotels as places of lodging that provide sleeping accommodations and supporting facilities such as meeting and banquet rooms. As such, the trip generation for the proposed 126 room hotel includes traffic generated by the banquet facility.

- 27. Please supply or cite studies for the reduced parking stall occupancy suggested in the traffic report. The numbers supplied for the Marriott provided no indication about how filled the hotel was on the day the vehicles were counted, or what the total onsite existing stall count is. We asked before to be supplied with the occupancy rates for the Marriott data or what percentage of this other lot was vacant. There is no way to accurately compare and contrast the Marriott site with this site.**

The parking evaluation has been updated to provide the number of parking stalls provided at the Courtyard Marriott site. While the room occupancy of the hotel is unknown at the time the parking occupancy surveys were conducted, the results indicate that the peak parking ratio is approximately 0.36 spaces per room.

Planning and Community Department Review

- 1. As previously identified, parking is a significant concern for this project. To date, insufficient parking data has been provided to justify the requested parking Variation.**

Noted.

- 16. The traffic/parking study refers to the hotel as proposed at 10 stories. The proposed hotel is 12 stories.**

The traffic and parking study has been revised to state the proposed hotel is 12 stories.

- 17. The traffic/parking study states that the proposed hotel will result in a modified parking lot that will continue to provide 175 parking spaces, however, the site plans for the hotel indicate that 3 spaces will be eliminated, resulting in a total of 172 parking spaces.**

The parking occupancy surveys showed that the site currently provides 172 parking spaces. A review of the site plan shows that the site will be modified, however the site will continue to provide 172 parking spaces. The traffic study has been updated to remove reference to 175 parking spaces.

- 19. Table 2 in the traffic/parking study provides projected traffic for a 102-room hotel, however the proposed hotel will be 126 rooms. Please correct the table and all corresponding projected traffic volumes to reflect the traffic expected from a 126-room hotel.**

The trip generation and corresponding projected traffic volumes and capacity analyses have been revised to reflect a 126-room hotel.

- 20. What is the ITE Trip Generation Manual, 9th Edition, estimate for a peak parking demand for a 126-room hotel and for a 14,682-sq. ft. banquet facility (such as the European Crystal Banquet facility)?**

The ITE Trip Generation Manual, 9th Edition does not provide trip generation information for banquet facilities. However, ITE describes hotels as places of lodging that provide sleeping accommodations and supporting facilities such as meeting and banquet rooms. As such, the trip generation rates take into consideration hotels that provide attached banquet facilities.

- 21. The traffic/parking study references available valet parking. Please provide details on any valet parking arrangements, including their locations and capacity.**

A copy of the valet contact will be provided by the operator and a site plan showing the on-site valet parking arrangement is included in the appendix of the revised traffic impact study.

- 24. The traffic/parking study states that on March 25th a parking survey was conducted on an event that started at 6:00pm and had a total attendance of 390 guests. The study also indicates that the number of guests were arriving at the event was also survey from 6:00pm until 9:00, which observed a total of 77 vehicles with a total of 181 guests, the average car including 2.35 people. Assuming at least 90% of attendees drive and park, and using the average of 2.35 people per car, this would create a parking demand of 149 cars just for the guests of this event. When factoring in the employees needed for the event, the parking demand would likely be much higher. Please clarify why the maximum observed parking occupied was only 73 cars?**

The number of attendees at the Banquet Facility was provided to us. While the average car occupancy may not have included every vehicle, even with the assumption of 149 cars, as stated in the comments, the proposed parking supply of 217 spaces with valet will be sufficient based on the following:

- The hotel, based on historic occupancy in the suburbs, will be approximately 70 percent occupied on weekends.
- Based on parking occupancy surveys conducted at the Marriot Courtyard on a Saturday, the parking demand ratio was 0.37 spaces per room.
- Having a hotel on site will allow a number of banquet attendees to stay at the hotel.
- Based on the above, it is estimated that the hotel will have a conservatively high peak parking demand on site of 63 spaces for a total peak parking demand of 212 parking spaces.

- 25. The Parking Study should include analysis on the peak number of employees projected for the sum of the banquet hall and hotel facilities and how this will impact parking.**

The proposed hotel will have approximately 8-10 employees per day. The banquet facility has two employees Sunday through Thursday and has up to 10 employees during events on Friday and Saturday.

26. **The Parking Study referenced a comparison to the Courtyard Marriot hotel. How many rooms does this hotel have? How many parking spaces? What other facilities does this hotel have? Please provide additional information on this hotel to illustrate it as a comparative example. Additional comparable suburban hotels with banquet facilities must be surveyed to justify the proposed parking reduction. Please note that the Courtyard Marriot does not provide similar amenities to the proposed hotel.**

Additional information has been provided for the Courtyard Marriot hotel in the updated traffic and parking study. Furthermore, information about the number of rooms, provided facilities and number of parking spaces provided for the DoubleTree - Arlington is included in the revised traffic and parking study.



Village of Arlington Heights Building & Life Safety Department

Interoffice Memorandum

TO: Sam Hubbard, Development Planner, Planning & Community Development

FROM: Deb Pierce, Plan Reviewer, Building & Life Safety

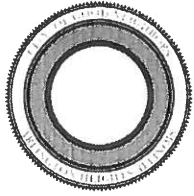
DATE: August 24, 2017

RE: 519 W Algonquin Rd. – Land Use Variation – Ivy Hotel

P.C. #: 16-012 – Round 3

I have reviewed the Round 3 submission for the Land Use Variation for the proposed Ivy Hotel and have no further comments at this time.

RECEIVED
AUG 25 2017
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT



**Village of Arlington Heights, IL
Building & Life Safety Department**

Fire Safety Review



Date: 8/14/2017

P.C. Number: 16-012 Round No. 3

Project Name: Ivory Hotel

Project Location: 519 W. Algonquin Rd.

Planning Department Contact: Sam Hubbard, Planning and Community Development

Comments may be repetitive from previous reviews and are restated for clarity.

1. A fire command center for fire department operations shall be approved by the fire chief. The fire command center shall be separated from the remainder of the building by not less than a 1 hour fire barrier, shall be a minimum of 200 square feet in area with a minimum dimension of 10 feet. A layout of the fire command center and all features required shall be submitted for approval prior to installation.

The fire command center shall contain the following features:

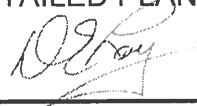
1. The emergency voice/alarm communication system control unit.
 2. The fire department communications system.
 3. Fire detection and alarm system annunciator.
 4. Annunciator unit visually indicating the location of the elevators and whether they are operational.
 5. Status indicators and controls for air distribution systems.
 6. The fire-fighter's control panel for smoke control systems installed in the building.
 7. Controls for unlocking stairway doors simultaneously.
 8. Sprinkler valve and water-flow detector display panels.
 9. Emergency and standby power status indicators.
 10. A telephone for fire department use with controlled access to the public telephone system.
 11. Fire pump status indicators.
 12. Schematic building plans indicating the typical floor plan and detailing the building core, means of egress, fire protection systems, fire-fighting equipment and fire department access, and the location of fire walls, fire barriers, fire partitions, smoke barriers and smoke partitions.
 13. Work table.
 14. Generator supervision devices, manual start and transfer features.
 15. Public address system, where specifically required by other sections of this code.
 16. Elevator fire recall switch in accordance with ASME A 17.1.
 17. Elevator emergency or standby power selector switch (es).
2. All buildings shall have approved radio coverage for emergency responders within the building based upon the existing coverage levels of the public safety communication systems of the jurisdiction at the exterior of the building.
 3. A standby power system shall be provided. Where the standby system is a generator set inside a building, the system shall be located in a separate room enclosed with 2-hour fire barriers constructed in accordance with Section 707 of the International Building Code or horizontal assemblies constructed in accordance with Section 712 of the International Building Code, or both. System supervision with manual start and transfer features shall be provided at the fire command center.

4. Buildings and structures shall be equipped throughout with an automatic sprinkler system. Sprinkler risers shall be placed in stair enclosures which are remotely located in accordance with Section 1015.2.
5. Required fire pumps shall be supplied by connections to a minimum of two water mains located in different streets. Separate supply piping shall be provided between each connection to the water main and the pumps. Each connection and the supply piping between the connection and the pumps shall be sized to supply the flow and pressure required for the pumps to operate.
 - a. Exception: Two connections to the same main shall be permitted provided the main is valved such that an interruption can be isolated so that the water supply will continue without interruption through at least one of the connections.
6. A fire alarm system shall be provided in accordance with Section 907.2.13.
7. Smoke detection shall be provided in accordance with Section 907.2.13.1.
8. An emergency voice/alarm communication system shall be provided in accordance with Section 907.6.2.2.
9. A two-way fire department communication system shall be provided for fire department use in accordance with Section 907.2.13.2.
10. The fire pump, driver, and controller shall be protected in accordance with NFPA 20 against possible interruption of service through damage caused by explosion, fire, flood, earthquake, rodents, insects, windstorm, freezing, vandalism and other adverse conditions.
11. Approved access shall be provided and maintained for all fire protection equipment to permit immediate safe operation and maintenance of such equipment.
12. Approved supervised indicating control valves shall be provided at the point of connection to the riser on each floor in high-rise buildings.
13. A separate zone by floor shall be provided for alarm-initiating devices.
14. Where a wired communication system is approved in lieu of a radio coverage system the wired fire department communication system shall be designed and installed in accordance with NFPA 72 and shall operate between a fire command center, elevators, elevator lobbies, emergency and standby power rooms, fire pump rooms, areas of refuge and inside enclosed exit stairways. The fire department communication device shall be provided at each floor level within the enclosed exit stairway. Each location of a fire department communication device shall be an independent zone from the control panel in the fire command room.
15. A zoning indicator panel and the associated controls, or, fire alarm control panel shall be located within the closest proximity to the front main entrance of the building or tenant space as approved by the Fire Chief, Building Director or duly authorized designees. The visual zone indication shall lock in until the system is reset and shall not be canceled by the operation of an audible alarm-silencing switch.

16. Fire department connections shall be fully visible and located at the main front entrance of the building and within a maximum travel distance of 100 feet to the nearest fire hydrant or as directed by the Fire Chief or designee.
17. An auto-turn diagram showing the ability for the fire department truck to negotiate the turns on the property shall be provided.

NOTE: PLAN IS CONCEPTUAL ONLY SUBJECT TO DETAILED PLAN REVIEW

Date 08-14-17

Reviewed By: 
Fire Safety Supervisor

Memorandum

To: Sam Hubbard, Planning and Community Development
From: Cris Papierniak, Assistant Director of Public Works
Date: August 17, 2017
Subject: 519 W Algonquin Rd, P.C. #16-012, Round 3

With regard to the proposed Land Use Variation, I have the following comments:

- 1) What is the purpose of the proposed 6" pressure connection and new fire and domestic water line into the proposed new building (Ridgeline Consultants drawing 3 of 5)? This is a new water service.
- 2) After the new fire and domestic service is installed, the old "original" service to the banquet hall needs to be abandoned and reconnected to the new service. **One service for one customer.**
- 3) A new 6" compound meter is required.
- 4) The new RPZ's for domestic and fire protection will be sized once flow calculations by the designer have been completed.

VAHPW has no further comments at this time.

If you have any questions, please feel free to contact me.

LF
C. file

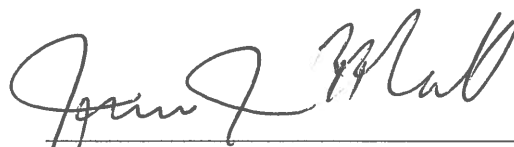
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AUG 18 2017
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

PLAN COMMISSION PC #16-012
Ivy Hotel
519 W. Algonquin Road
LUV for Hotel, Parking Variation
Round 3

30. The responses made by the petitioner to comments #11, 12, 14-16, 18-20, 23, 26 & 27 are acceptable.
31. The response made by the petitioner to comment #13 is noted. Provide a draft of the Onsite Utility Maintenance Agreement to Engineering for our review at your earliest convenience. The OUMA must be executed prior to final engineering approval.
32. The response made by the petitioner to comment #17 is noted. It is understood that the existing sanitary service line will be re-used; however, per MWRD regulations, the exterior sanitary sewer work shown on the plans will require either a modification to the existing MWRD permit or a brand new permit.
33. The response made by the petitioner to comment #21 is not acceptable. At what hours are the banquet peak hours for arriving and departing traffic, and what trip generation is projected for this ITE site code use? In lieu of this projected value, traffic counts of a current typical banquet use event can be provided. Inbound banquet arrivals would be a part of the weekday and weekend P.M. hour.
34. The response made by the petitioner to comment #22 is not acceptable. The Engineering Department opposes the valet proposal for the following reasons which has escalated from 30 to 47 stalls since the last submittal:
 - a.) In order to retrieve a vehicle parked in the middle of the current parking bays, at least 10-15 vehicles would have to be moved to access this car.
 - b.) In shifting these cars, relocation to the remaining clear part of the lot, or into other open stalls would take away availability from other hotel, or banquet patron guests. Otherwise there may be shifting of cars out into the access road west of the building.
 - c.) Double parking side by side in the drive aisle of a typical parking bay does not allow enough width to back a car out of the normal perpendicular parking stalls.
 - d.) Patrons who may already be parked in perpendicular parking stalls, either as hotel guests or that may arrive prior to the valet function beginning would not be providing valet staff their keys. As such they would be buried and unable to negotiate this congested parking configuration.
 - e.) With the suggested hotel patron peak parking capacity of 63 cars, the bulk of these guests would be forced to the side or rear of the available parking lot, if a banquet event was anticipated.
 - f.) The question of whether the proposed hotel was still going to have a lounge or not has not been answered.
35. The response made by the petitioner to comment #24 is not acceptable. The values provided for the two events counted on March 18, 2017 and March 25, 2017 and stipulates banquet room occupancies approaching the room limit of 375 & 390 guest respectively. However the summary

in Table 6 only records the arrival of 103 guests and 181 guests. How did the other 272 & 209 guest arrive, and by how many vehicles? The answer to the use of the ballroom during the week is satisfactory.

36. The response made by the petitioner to comment #25 is not acceptable. No reciprocal agreements are provided and the traffic report does not address the original question that was asked.
37. The response made by the petitioner to comment #28 is not acceptable. The same significant assumptions, and undocumented utilization by airline personnel are still suggested as anticipated without any support to consider that this could occur every day of the year. Additionally the calculation for 63 parking stalls as 70% of 125 total rooms minus an average rate 25 rooms dedicated to flight personnel yields 71 rooms, $(126 - 25 \times .70)$.
38. The response made by the petitioner to comment #29 is noted. Our records for Contribution Ordinance #66-111 do not indicate a payment was received. We are following up with our Finance Department, but please forward any available proof of payment you may have.

 8/24/17
James J. Massarelli, P.E. Date
Director of Engineering

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AUG 24 2017
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

Plan Review

Project: Ivy Hotel
519 W. Algonquin Road
Arlington Heights, IL 60005
Land Use Variation to allow a Hotel, Parking Variation
P.C. #16-012
Round 2

To: Sam Hubbard, Planning & Community Development

From: David Robb, Health & Human Service - Disability Services
(847) 368-5793 *David Robb*

Date: August 21, 2017

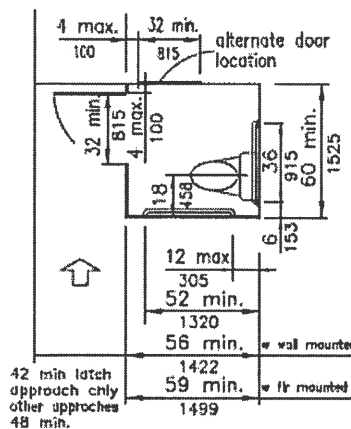
Re: Illinois Accessibility Code (IAC) Comments
<https://www.illinois.gov/cdb/business/codes/pages/illinoisaccessibilitycode.aspx>

Proposed Site Plan:

1. The legend "Required Parking" indicates 239 Required Parking Spaces and 217 Proposed Parking Spaces. The Illinois Accessibility Code, Section 400.310(c)(1) indicates that in parking lots with 201 to 300 total parking spaces, 7 (seven) Accessible Reserved Parking Spaces are required.

Proposed First Floor Plan:

2. In the "Women's Restroom" reconfigure the Accessible Toilet Stall so that the toilet stall door opens opposite the empty side of the space, to provide the clear floor space needed to enter. (See IAC Section 400.Illustration B., Figure 30(a)).



(a)
Standard Stall

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AUG 22 2017
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

Planning & Community Development Dept. Review

August 25, 2017



REVIEW ROUND 3

Project: Ivy Hotel – James Cazares
519 W. Algonquin Road

Case Number: PC 16-012

General Comments:

33. The response to Comment #'s 2-4, 5, 8, 10-14, 16-19, 25, 27, and 29-31 have been addressed.

34. The response to Comment #1 is noted. Staff continues to believe that a hotel use on the subject property would provide the following positive impacts to the Village:

- The proposed hotel would help to improve the overall area through the reinvestment and redevelopment of the subject property.
- The design of the building is attractive and would enhance the visual appearance of the Algonquin Road corridor.
- The proposed hotel/banquet facility would provide an additional option for clients and businesses seeking to patronize a facility of this nature within the community.
- The rooftop amenity lounge area would provide an amenity that is not currently present within the community.

While staff acknowledges that there would be positive benefits from the proposed development, our original concerns relative to insufficient on-site parking have not been satisfactorily addressed. Staff notes the following relative to on-site parking:

- Additional surveys on comparable suburban hotels were requested but not provided.
- No contingency plan was provided outlining areas where overflow parking could be accommodated during times of high occupancy at both the hotel and banquet facility.
- No agreements with neighboring property owners were provided to guarantee the perpetual ability to park excess vehicles off-site during peak operating times.
- Additional surveys of the banquet facility to substantiate the estimated peak demand were not provided.
- Additional issues with the valet parking and parking study are identified below.

Due to these concerns, staff cannot make a positive recommendation of approval of this application.

Architectural/Engineering Plans:

35. Comment #6 has only been partially addressed. The setbacks of the proposed building to the north, west, and south property lines have not been provided within the table.

36. Staff notes the following relative to Comment #7:

- a. The setbacks of the proposed building to the north, west, and south property lines have not been provided as noted above.

- b. All rooms have been labeled. However, it appears that a kitchen within the 1st floor has been labeled as “Laundry”. Will this kitchen be removed and replaced with a laundry room? Additionally, there is a stairwell shown in this room that leads to a basement storage room that appears to be demolished. Will this stairwell be demolished?
- c. Addressed
- d. Addressed
- e. Addressed.
- f. 45 Valet parking areas are shown on the site plan, however, the proposed valet parking does not appear feasible. The double stacking of cars will not allow a car parked in the middle of the row to be accessed without moving multiple other vehicles. The double stacking of cars will not work, and a more realistic arrangement of cars would only allow around 25 cars to be valet parked on the site. Additionally, no details have been provided on how hotel guests will be prevented from parking in parking rows that are meant to accommodate valet parking.

37. Staff notes the following relative to Comment #9:

- a. The setbacks of the proposed building to the north, east, and west property lines have not been added.
- b. Addressed.

38. The response to Comment #15 has not provided sufficient detail. How is this outdoor area proposed to be used? Will it be only for hotel guests? Is it also available for banquet bookings/guests? Will food service/alcohol be provided within the outdoor area?

Parking/Loading/Traffic:

39. The response to Comment #20 does not adequately address the Village’s concerns over the combined parking demands for a 126 room hotel and approx. 5,500 sq. ft. banquet facility. The logic in the ITE manual for parking demand is not applicable, as per the ITE manual, a 126 room hotel with one 1,000 sq. ft. banquet facility would have the same parking demand as a 126 room hotel with several 5,000 sq. ft. banquet facilities/meeting rooms. Although there will be some shared overlap in usage, the banquet hall essentially functions as a separate use from the hotel, and the parking demands for the combined uses have not been sufficiently accounted for.

40. The response to Comment 21 is noted. While a copy of an unexecuted valet parking contract has been provided, the contract did not specify where the valet parking will take place. Will it take place only in the on-site parking spaces? As noted above, while the architectural site plan shows 45 valet parking spaces, staff does not believe that there is sufficient space of all for these stalls. A realistic plan for valet parking should be provided, or the applicant should provide a response explaining how 45 valet parking spaces are feasible.

41. The response to Comment #22 is noted. Although the use of the top floor lounge, spa, and coffee shop will be restricted to “guests only” via keycard access, and payment for services at the spa and food/drinks at coffee shop will only be available by billing to a hotel room, these areas are still counted in the overall parking for the site. Additional details are needed on the 12th floor space and the spa/gym.

It has been stated that access to the rooftop lounge will be restricted to guests of the hotel via keycard access. Will the rooftop lounge be available for banquet bookings? What events will take place on the rooftop to where 12 toilets/urinals are need? Will the rooftop be for seasonal use only? Will there be any canopy, roof, or heatlamps for year round use? Will the gym space contain actual spa services, such as facials, massages, etc., or will it be only for gym equipment?

The current parking requirements as based on the information provided are shown on the next page:

SPACE	PARKING CODE USE	GROSS SQUARE FOOTAGE	MAX OCCUPANCY	SEATING AREA	NUMBER OF ROOMS	PARKING RATIO	PARKING REQUIRED
Main Banquet Hall	Place of Assembly	5,654	377*	-	-	30% of Occupancy	113
Total Banquet		5,654	377				113
1st Floor Coffee Shop	Restaurant - Sit Down	366**	-	183***	-	1 per 45 sq. ft. of seating area	4
1st Floor Spa	Beauty Shop	1186**		-		1 per 250 sq. ft.	8
12th Floor Lounge/Bar	Place of Assembly	2936**	196*	-	-	30% of Occupancy	59
Hotel	Hotel	-	-	-	126	1 Space per Room	126
Total Parking Required							310
Total Parking Provided							172
Parking Surplus/(Deficit)							138

Analysis Completed 08/24/17

* Building Code calculates occupants at 1 per 15 sq. ft. of space

** Sizes of spaces is based off scaled measurements of floor plan. Actual sizes must be provided by architect.

*** Estimated at 50% of coffee shop overall floor area.

42. The response to comment #23 is insufficient. No additional surveys of the banquet facility were provided. No additional surveys of comparable suburban hotels were provided. Staff maintains that additional evidence is needed to substantiate the adequacy of the proposed parking.
43. The response to Comment #24 is noted. Staff notes that 217 spaces, which includes 45 valet spaces, is likely not feasible given the aforementioned issues with the 45 valet parking spaces. The response does not adequately address the question as to why a maximum of only 73 vehicles were observed in an event that had 390 occupants.
44. The response to Comment #26 is insufficient. The limited survey data from the Marriot Courtyard hotel does not provide clear evidence of parking demand for that hotel. No data was provided on the occupancy of the hotel on the days when the survey was conducted, or on the events taking place within their small meeting/banquet room. Staff reiterates that the Marriot Courtyard hotel is not a directly comparable property to the proposed Ivy Hotel/Crystal Banquet Facility. As previously stated, additional surveys of comparable suburban hotel properties are needed to verify total parking demand for the proposed hotel/banquet facility. The data provided on the Double Tree hotel only outlines the number of parking spaces, rooms, and the size of the banquet facilities and restaurant on site. There were no parking surveys done at the Double Tree hotel.
45. Comment #28 has not been addressed. No agreement with the neighboring property owner has been provided. Staff notes that the market study says that parking overflow will be "accommodated by agreements with adjacent properties for overflow parking on weekends", however, the parking study has stated that there will be no overflow.

Zoning:

46. Comment #32 has not been addressed. No justification for the specific Land Use Variation criteria has been provided. The criteria has been reiterated below

All requested variations shall each address the three criteria:

Justification Criteria for Variation Approval:

- That the property in question cannot yield a reasonable return if permitted to be used only under the conditions allowed by the regulations in that zone.
- The plight of the owner is due to unique circumstances.
- The variation, if granted, will not alter the essential character of the locality.

Additional Comments Based on Revised Plans:

47. The southern building elevation appears to show a canopy/roof feature on the 12th floor roof deck, which is not reflected on the floor plan. Please provide details on this canopy/roof feature. Will the outdoor lounge be roofed?
48. The existing porte-cochere feature on the western elevation is shown as remaining in all elevations, however, all site plans show that this feature will be removed or significantly reduced in size. Please clarify the plans for the porte-cochere.
49. A variation is needed for the proposed 23' wide drive aisle adjacent to the eastern most handicap space. Code requires all two-way drive aisles to be 24' in width. Please provide the necessary justification for Variation approval.
50. The traffic study states that the banquet hall will be closed on Monday through Thursday. However, the market study states that the banquet hall will be open all week. Please clarify if the banquet hall will be available for bookings during the week.

Prepared by: _____

PLAN COMMISSION PROJECT TIMELINE

Project Name: Ivy Hotel
PC Number: 16-012
Location: 519 W. Algonquin Rd.

Requested Action:

1. Land Use Variation to allow a 126-room hotel in the M-2 Zoning District.
2. Variation to Chapter 28, Section 11.4, Parking, to reduce the parking requirements from 310 spaces to 172 spaces.
3. Variation to Chapter 28, Section 11.2-8, to reduce the required two-way drive aisle width to allow a 23-foot wide drive aisle where code requires a 24-foot wide drive aisle.

	Date	# of Business Days
Plat & Subdivision Committee Meeting	03/23/16	-
Awaiting Petitioner PC Application	05/16/17	38
PC Application Submittal Date	05/16/17	-
1 st Round Department Comments	06/08/17	11
Early Review #1 with Village Board*	08/15/17	47
Early Review #2 with Village Board**	03/20/17	147
Petitioner submits <u>REVISED</u> Plans for new review	06/14/17	61
2 nd Round Department Comments	06/28/17	10
Petitioner Response to 2 nd Round Department Comments	08/11/17	31
3 rd Round Department Comments	08/25/17	10
PC Hearing	10/08/17	83 days from <u>REVISED</u> application date***
Village Board	11/06/17	18
Potential Village Board Ord. Adoption	11/20/17	9

* Applicant elected not to provide a complete response to the 1st Round Dept. comments and proceed with Early Review with Village Board prior to making any plan revisions and response to staff comments.

** Applicant requested a 2nd Early Review with the Village Board on a revised version of the hotel that contained less rooms.

*** Applicant was scheduled to have a PC Hearing on 09-13-17 but did not complete their public notice obligations in time to make that meeting. The next available meeting was the 10-11-17 PC Hearing.