



Village of Arlington Heights
Plan Commission
Board Room
Arlington Heights Village Hall
33 S. Arlington Heights Road
Arlington Heights, IL 60005
October 11, 2017
7:30 PM

I. CALL TO ORDER

II. ROLL CALL

III. APPROVAL OF MINUTES

- A. 2104 N. Chestnut Ave. Subdivision - 9/13/17

IV. PUBLIC HEARINGS

- A. PC#16-012 - Ivy Hotel - 519 W. Algonquin Rd.
Land Use Variation for Hotel

V. OTHER BUSINESS

VI. 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: 2104 N. Chestnut Ave. Subdivision - 9/13/17

Department: Planning & Community Development

ATTACHMENTS:

Description

Minutes 9/13/17

Type

Minutes

PLAN

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

COMMISSION

RE: 2104 NORTH CHESTNUT AVENUE SUBDIVISION - PC#17-009
PRELIMINARY PLAT OF SUBDIVISION, VARIATIONS

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 13th day of September, 2017 at the hour of 7:30 p.m.

MEMBERS PRESENT:

TERRY ENNES, Chairman
LYNN JENSEN
MARY JO WARSKOW
JOE LORENZINI
BRUCE GREEN
GEORGE DROST
JOHN SIGALOS
JAY CHERWIN

ALSO PRESENT:

SAM HUBBARD, Development Planner

CHAIRMAN ENNES: I'm going to call this meeting of the Plan Commission to order. I would like to ask you all to join me and to do the pledge of allegiance.

(Pledge of allegiance.)

CHAIRMAN ENNES: Thank you. Please be seated. Sam, would you take the roll?

MR. HUBBARD: Commissioner Cherwin.

COMMISSIONER CHERWIN: Here.

MR. HUBBARD: Commissioner Dawson.

(No response.)

MR. HUBBARD: Commissioner Drost.

COMMISSIONER DROST: Here.

MR. HUBBARD: Commissioner Green.

COMMISSIONER GREEN: Here.

MR. HUBBARD: Commissioner Jensen.

COMMISSIONER JENSEN: Here.

MR. HUBBARD: Commissioner Lorenzini.

COMMISSIONER LORENZINI: Also here.

MR. HUBBARD: Commissioner Sigalos.

COMMISSIONER SIGALOS: Here.

MR. HUBBARD: Commissioner Warskow.

COMMISSIONER WARSKOW: Here.

MR. HUBBARD: Chairman Ennes.

CHAIRMAN ENNES: Here. Can I have a motion to, we have minutes from two prior meetings, Greenbrier School Addition on 8/23 and the budget. Can I have a motion to approve those minutes?

COMMISSIONER GREEN: I'll make that motion.

CHAIRMAN ENNES: And a second?

COMMISSIONER CHERWIN: I'll second.

CHAIRMAN ENNES: And a second. All in favor?

(Chorus of ayes.)

CHAIRMAN ENNES: Any opposed?

COMMISSIONER LORENZINI: I have to abstain. I wasn't here for that meeting.

COMMISSIONER DROST: Same here.

CHAIRMAN ENNES: Okay, thank you. We have two petitions this evening. The first petition, Ivy Hotel, is not going to be heard because of a deficiency in data that was supposed to be provided. So, we will move right into PC#17-009, 2104 North Chestnut Avenue. Is the Petitioner here?

MS. MYDLOWSKI: I'm here.

CHAIRMAN ENNES: Can I ask the Petitioner to come forward? Will anybody else be speaking with you or are you going to be the only one?

MS. MYDLOWSKI: I'll be the only one.

CHAIRMAN ENNES: So, I would like to swear you in.

(Witness sworn.)

CHAIRMAN ENNES: Would you like to tell us about your project, what

you're proposing to do?

MS. MYDLOWSKI: Yes. Good evening, all.

CHAIRMAN ENNES: I'm sorry, I should ask you, please state your name and spell it for our reporter.

MS. MYDLOWSKI: It's Janna Mydlowski, M-y-d-l-o-w-s-k-i. So, I am the homeowner of 2104 North Chestnut Avenue in Arlington Heights, Illinois. I'm proposing to subdivide the current lot which is 716 feet long currently.

CHAIRMAN ENNES: Could you lift the microphone a little bit? Thank you.

MS. MYDLOWSKI: I just basically would like to tell you a brief history about the house which I and my husband bought two years ago. This was a very old, longstanding vacant house. I mean, the process of purchasing this house was really difficult and time-consuming. The reason for that was that no lending institution was willing to lend on the house, deeming it uninhabitable because there was standing water in the basement, not to mention the owner of the house, drywalls and something had HVAC systems were out of order. So, basically every single time I was trying to apply for a loan, we got turned away just because the bank was telling us this house doesn't qualify for anybody to move in at that condition, what it was two years ago. So, we either had the option to purchase it and pay cash for it or we could agree with the current owner at the time to either have him bring the house to the -- or we could do it by ourselves, which we chose to do it by ourselves because the prior owner unfortunately was not able financially to take on those repairs.

So, once we got the house I would say in a working condition, we were able to purchase it. It was two days ago, I mean, two years ago I'm sorry, tomorrow is the two-year anniversary since we got that house. It took us almost two years, we have invested roughly speaking \$320,000 into the house. We have completely remodeled it. We have added 1,600 living square feet to it. It looks, in my personal opinion, beautiful, it's modern. We've had neighbors stopping by, thanking us for bringing the house to the existing view.

Right now, we are thinking about residing in the house. But since life is life, we don't really know what's going to happen in a few months, a few years maybe. Just in case, if we would ever be forced to sell it, I don't really want to sell the entire property with the entire lot as it is right now. I would like to subdivide it into two pieces and that's what I'm here for today.

But I've been going with Sam through the subdivision process. There are a few requirements the code requires us to do, and that's where I struggled a bit I would say. It's about the code requirements, the sections that are listed up here. Well, basically those three code requirements in my opinion fall into one reason that I am objecting to it, it's just because I don't really see why I'm required to do up-front engineering plans, provide up-front engineer payments for the public improvements and constructing the road where today, if the proposed subdivision gets approved, nothing much is going to change in reality except for the legal line that's going to run through the current property and subdivide the lot into two pieces.

So, what I'm saying is the code requires me to, let's say pay approximately \$100,000 for a road that is not going to be built right now or in the nearest future I think. Even if it's going to be so beautiful and expensive road to nowhere, because it's still not going through to merge with the other side of the Ridge which is south of my property, there are still other properties that need to subdivide before even if the road gets built. So, those are pretty much my objections to the code, and I'm here to ask you for approving those variations.

CHAIRMAN ENNES: Okay. Is that all you have to say right now?

MS. MYDLOWSKI: For now, yes.

CHAIRMAN ENNES: Okay, you can be seated. Sam, have all notices been issued?

MR. HUBBARD: They have, yes.

CHAIRMAN ENNES: Would you like to give us your report?

MR. HUBBARD: I would, thank you. So, let's see. I'd like to say good evening, Chairman Ennes and members of the Plan Commission. Before us this evening, we have Petition PC#17-009 for 2104 North Chestnut which is located on the north side of Arlington Heights. The property is zoned R-2 which is a Single-Family Residential Zoning District. The Applicant is seeking a preliminary plat of subdivision in order to subdivide the property to two lots. This means that if the Plan Commission and the Village Board approve the preliminary plat of subdivision and variations, the Petitioner will have to appear again for the final plat of subdivision approval.

As you've heard, the lot is currently 718 feet deep by 100 feet wide. It contains a single-family home on the east side abutting Chestnut Avenue. The proposed subdivision would yield two lots. Lot 1 would be on the east side and would contain just the single-family home and be about 163 feet deep by 100 feet wide. The remainder of the parcel would be Lot 2 and would be 489 feet deep and 100 feet wide. Lot 2 would be just over one acre in size.

The Comprehensive Plan for this area shows this property as Single-Family Estate 2 which is compatible with the R-2 Zoning District which it currently is designated as. Therefore, the proposed subdivision is compliant with the Comprehensive Plan.

As part of this request, several variations are needed from both the zoning code which is Chapter 28 and the subdivision code which is Chapter 29.

So, to date, the Applicant back in April appeared before the Plat & Subdivision Committee. They did receive a positive recommendation to move forward. My reading of the committee meeting was that there was no major issues with the concept of a subdivision, although at the time I think a few of the Commissioners did advise the Petitioner to understand the potential costs of subdividing the property prior to moving forward.

We did not ask that the Petitioner hold a neighborhood meeting, so none was held. There has been no Design Commission meeting, there won't be any Design Commission applications until a building permit for Lot 2 is actually submitted.

So, relative to the variations, the first two variations are essentially identical because the same code requirement appears on both the zoning code and the subdivision code. Specifically, it applies to Lot 2 and it relates to the lot width. So, Lot 2 is, as you can see here, 489 feet by 100 feet wide. Code requires that a lot that is over one acre in size have a minimum lot width of 150 feet. As the subject property exists now at only 100 feet in width, that means Lot 2 cannot provide the, I'm sorry, as the existing property is only 100 feet in width, that means Lot 2 cannot provide the required 150-foot width.

This is an existing condition of the lot. There is no way for the Petitioner to subdivide the property and provide the 150-foot code-required width without reducing the area of the lots. Staff does not take issue with the proposed lot sizes. Therefore, we're supportive of the variations to the lot width because this is an existing condition, and to require compliance in this case would not be practical. Furthermore, I would note, as also noted in the

Staff report, the additional subdivision of Lot 2 may occur at some point in the future, and that subdivision may bring Lot 2 into compliance with the code.

The third variation deals with the tree preservation plan. Now, normally, in a two-lot subdivision a tree preservation plan is not required. However, the zoning code does state that any property with the potential to develop into three or more lots does require a tree preservation plan. Because Lot 2 is of a certain size to where it could accommodate three lots, technically a tree preservation plan in this case is required. So, Staff has been out to the site. We have examined it and found that most of the trees there are volunteer growth, not in the greatest condition, not the most desirable species of tree. We did not observe any trees of significant age or value that would warrant a tree preservation plan. Because the Applicant is not proposing the removal of any of those trees at this time, because we didn't observe any trees of significant value, we are also supportive of this request for a variation to waive the tree preservation plan requirement.

So, the last of these three variations relate to requirements within the subdivision code. As part of any subdivision, a petitioner is required to submit engineering plans. We use those plans to understand drainage, lot grading, and any utility obligations, street improvements, public improvements among a number of other things. Additionally, as part of the subdivision process, the code requires that the Applicant provide public improvement bonds and deposits to guarantee that the code-required public improvements are installed as part of the subdivision.

The Applicant has requested a waiver from both of these requirements for a period of one year or until a building permit is submitted for a home on Lot 2, whichever comes first. To help the Plan Commission understand what exact public improvements are required in this subdivision, we've created a list that you're seeing before you now.

So, first of all, the street right of way, and I'll go through, first I'll talk about the Chestnut side, then I'll talk about the Ridge Avenue side. A street right of way is required to be 66 feet wide. Currently, it's not, so as part of the subdivision, 33 feet of dedication on the east side is required. As you may have seen on the plat of subdivision, the Applicant has included this street dedication, so they meet this obligation.

The pavement of Chestnut Avenue; however, is not the full width that's required by code. We require a minimum of 32 feet at the curb, the backup curb for a street. The street is about 25 feet wide in most places. So, it doesn't meet the required width. The Applicant would be required to improve the street to the full required width. Additionally, there are no sidewalks, there are no curbs and gutters or street trees and street lights on the Chestnut Avenue side. So, the Petitioner would be required to add those improvements as well part of the subdivision.

On the Ridge Avenue side, it's a little bit more complicated. Again, the same situation exists with the right of way. The Petitioner, in order to provide the code-required right of way width, the Petitioner would need to dedicate 33 feet of the property on the west side so that we could have the necessary width for our right of way on Ridge Avenue. Again, this issue reflects of subdivision, so the Applicant does meet this requirement. However, there is no street that leads down to the subject property on Ridge Avenue, and maybe you can kind of see it here. You can see this half of the street has not been constructed yet. That's actually the Village's obligation to do that, but we have not yet done it as there's really no homes on the east side of Ridge. There is no need at this time. With the subdivision of this property, that's

something that the Village would look to do sooner rather than later.

So, the Petitioner would be required to construct the eastern side of Ridge Avenue for the full width of their property here. Additionally, they would have to extend the water main down to the southern edge of the property about 55 feet so that the water main would be the full width of the property. There are some contribution ordinances as well for some storm sewer work and I believe sanitary sewer work that's been done here that they would have to pay at time of building permit for any home on that lot. Yes, sanitary and storm sewer does adequately serve the property.

So, to help the Plan Commissioners come to a conclusion here, there are a few items that we'd like you to consider. Specifically, a fee in lieu of detention is allowed and required at time of subdivision. A waiver of the engineering plans that are required by code means that Staff cannot calculate what fee is required in lieu of providing that onsite detention. So, that fee amount is unknown and can't be collected at this time. It's, you know, we usually collect that at time of subdivision.

Additionally, the subdivision code requires the provision of engineering plans and bonds and deposits whether or not the proposed subdivision is done by a single homeowner that's just proposing a two-lot subdivision or a large national developer that's proposing a multi-lot subdivision. The code doesn't distinguish at all between the two, it requires it in any and all situations of subdivisions, you know, I would note that small subdividers of small lots similar to this in the past have provided code-required engineering plans and bonds and the Village would like to remain consistent with this policy.

And we believe that the Petitioner should provide those plans and bonds and deposits. We want to avoid a situation where we're opening up the door to provide a waiver of these requirements at time of subdivision. We understand that there is some financial hardship on the side of the Petitioner, but we don't think that that's necessarily a unique situation. If we're granting it in this case, you know, I think we're opening up the door to future requests of a similar nature. I would note, finally, that once the subdivision has been approved and recorded, we lose a certain amount of leverage in obtaining these items.

So, that being said, we cannot support this project, the Staff Development Committee cannot support the project. We are amenable to a continuance to allow the Petitioner time to raise the funds to provide the deposits and bonds and to provide the engineering plans, you know, we are supportive of the concept of this subdivision, we'd just like to see it done as the code requires. I think if the Plan Commission is thinking a continuation may be acceptable, they would also probably want to check with the Petitioner to see if that would be something that she's willing to agree to as well.

Finally, I would want to note that while the Petitioner would be required to post the bonds and deposits for the public improvements along Ridge Avenue, the Village wouldn't actually require the improvements be put in place until a building permit is submitted for Lot 2. So, that could be one year down the line, that could be three years, five years, I mean, it all depends on whenever a permit is issued. That's the issuance of a permit for a home on Lot 2 is what triggers the requirement for those public improvements to be installed, so they would not have to be installed, you know, at the time of subdivision or the bonds would have to be posted and then if, for example, those improvements don't or whether a home isn't proposed for two or five years, the bonds and deposits would have to be extended so that they're still valid up until such time as the public improvements are needed.

Relative to the Chestnut Avenue side, the Village wouldn't require that the street be improved at this time. I think we'd be amenable to an estoppel agreement that would be right for the Petitioner to object to a special assessment and would allow the Village to raise the funds to make those public improvements when the Village is ready to do that. So, it would not require it at that time.

That being said, that's the Staff's presentation and I'd be happy to answer any questions.

CHAIRMAN ENNES: Could I have a motion to approve the Staff report?

COMMISSIONER DROST: I'll make that motion.

COMMISSIONER JENSEN: I'll second.

CHAIRMAN ENNES: All in favor?

(Chorus of ayes.)

CHAIRMAN ENNES: Any opposed?

(No response.)

CHAIRMAN ENNES: Mary Jo, oh, well, I'm sorry. Lynn is at the far right. Lynn, do you want to start?

COMMISSIONER JENSEN: I was in the Plat & Sub, so most of the issues that were at least discussed there and there's some I may want to come back to, but I don't really have much that I need to ask the Petitioner. I do want to ask Staff, so this would be the first time you have done this kind of, if we acceded to what the Petitioner asked for, this would be the first time you've done this kind of, you know, you would allow this kind of a waiver?

MR. HUBBARD: To this extent, to my knowledge, yes. I mean, I know the Plan Commission allowed a certain waiver recently for the Palatine Road Subdivision for some public improvements, but to this extent, yes, it would be the first time.

COMMISSIONER JENSEN: There was a recent petition that came before us?

MR. HUBBARD: Correct, yes.

COMMISSIONER JENSEN: The other question I have is related to the bonds and deposits. You said that you wouldn't really need to on the Ridge side, to go ahead and construct it, then you need to put down a deposit. What are we talking about in terms of the amount of the deposit, say is it the percentage of what we would expect the construction costs would be? Is it a 100 percent or some portion of it?

MR. HUBBARD: It would be at least a 100 percent. I believe in some cases it's a little over, maybe 110 percent. I don't know the specific amount, but at a minimum it would be a 100 percent, yes.

COMMISSIONER JENSEN: So, that gives her no relief whatsoever, the fact that she doesn't have to build it doesn't mean anything, the money is already tied up, so it doesn't help her financial.

MR. HUBBARD: Right, I mean, it doesn't have to be a cash bond. It could be a surety bond, or something like that. I mean, it doesn't have to be a cash bond, so the money wouldn't necessarily have to be tied up in cash.

COMMISSIONER JENSEN: If we gave the continuance or move to allow a continuance, what kind of a timeframe was it? Is it a year or did you have any timeframe in mind?

MR. HUBBARD: Well, I think we'd probably need to check with the Petitioner and see what timeframe works for her, you know, I don't know how long it would take for

her to prepare the engineering plans or raise the funds needed for those deposits.

COMMISSIONER JENSEN: Well, maybe we could ask the Petitioner then. It seems to me that the best you can get out of here if you could accept the Staff's recommendation as a continuance. What kind of a timeframe would you need to get the money and produce the engineering plans and be able to meet the bonds?

MS. MYDLOWSKI: If necessary, I feel confident I would be able to come up with this money in one year, probably a year.

COMMISSIONER JENSEN: So, you think a year would be adequate. Would the Village find that acceptable, Sam?

MR. HUBBARD: Yes, absolutely. I mean, at this point, if it's a one-year, I mean, I don't know if we could come to a date certain. I mean, so we could just continue it for a year or table it, and then we'd have to go through the notification process again at that point, but yes, I mean, that's fine with us.

COMMISSIONER JENSEN: Last question. If we actually accept Staff's recommendation and we deny this petition, what does that mean for the Petitioner? Can they come before the Plan Commission again or what does it do in terms of prejudicing us against their bringing their case before us again?

MR. HUBBARD: They'd have to wait at least a year to re-apply for those variations.

COMMISSIONER JENSEN: They'd have to come and actually be able to take care of all of those variations to make it worthwhile for them to come before the Plan Commission I take it?

MR. HUBBARD: Well, alternatively, I mean, the Plan Commission could make a motion of, you know, approval of the subdivision and a motion for denial of the variations, then at least, you know, it could go forward to the Village Board for their determination. They could, you know, approve the subdivision, deny the variations, and that would just, you know, the obligations would be there to meet code.

COMMISSIONER JENSEN: So, the timeframe could be less than a year then, as opposed to if we deny it, it would be at least a year you're saying?

MR. HUBBARD: Right.

COMMISSIONER JENSEN: But if we did it the second way, you indicated that to move to approve the subdivision but deny the variation, they could come back before us with whatever the response is to the variations in sometime shorter than a year?

MR. HUBBARD: Right. I mean, if the variations were denied, they would just have to meet the code obligations. The subdivision would, you know, I guess essentially be approved, but I mean, they have to wait on the other side. That subdivision would probably have to wait, so in that situation a continuation may be best.

COMMISSIONER JENSEN: You think a continuation is preferred to approving the subdivision and denying the variances?

MR. HUBBARD: Yes.

COMMISSIONER JENSEN: Because of what, it affects the timeframe or what?

MR. HUBBARD: Because if you're, I mean you can't really, without these plans, without the bonds and the plans, it's difficult to actually approve the subdivision. So, if you're approving the subdivision but denying the variations, you can't really approve the

subdivision because we don't have the engineering plans.

COMMISSIONER JENSEN: So, that's really not an option on the table.

MR. HUBBARD: Right.

COMMISSIONER JENSEN: Okay. The last thing we talked about in Plat & Sub was the possibility of the other three parcels of land south, I guess it's south of the one we're talking about, at some point being developed with many more lots and houses built on them, but the Village isn't doing anything at this point to actually try to foster that I assume?

MR. HUBBARD: Right. No, we've worked with the Petitioner to design a rear lot setback on Lot 2 that would still preserve we think the ability for that future subdivision.

COMMISSIONER JENSEN: Okay, I don't have any further question.

CHAIRMAN ENNES: Mary Jo?

COMMISSIONER WARSKOW: No. You covered all the questions I had.

CHAIRMAN ENNES: Okay. Joe?

COMMISSIONER LORENZINI: Yes. So, the Petitioner is looking to subdivide them into two lots. First question, why is the, why not just divide the lots equally? Why is one somewhat bigger than the other one?

MS. MYDLOWSKI: To be honest with you, because of the code. The code is, from my personal experience, the code puts the burden on the homeowner/petitioner, whoever is applying for the project. Even with, just to give an example, even with the right of ways, I am dedicating land. I have paid for the surveyor, she charged me \$1,500 or \$2,300, I don't recall right now, just for the dedication. So, basically I'm giving away my land, I'm paying for the surveyor services, and once the sidewalks will be actually built, I will have to pay for those sidewalks as well. So, it looks like the Village is only taking benefits where all the burden is always on the homeowner's side. That's the only reason that keeps me away from dividing this current lot into four equal pieces just because I don't really want to pay for all the possible sidewalks, all the possible ways, all the possible cul-de-sacs. That's the only reason why.

COMMISSIONER LORENZINI: So Sam, just to clarify what we're doing here, if we approve what the Petitioner is asking for, we're just creating two lots, 1 and 2?

MR. HUBBARD: Correct, two lots.

COMMISSIONER LORENZINI: But it's not giving the Petitioner the right to build on the second lot at this point?

MR. HUBBARD: Well, right, if you approve the variations as have been requested, you are giving her the right to build on that second lot.

COMMISSIONER LORENZINI: But wouldn't she have to come back with an actual, well, I guess bottom line is why not, if we approve the two lots tonight, end of story. Then six months from now or a year from now she comes back and wants to build on it, why not require all the bonds and roadway and other improvements at that point? Why do we need all these improvements now just to make it two separate lots?

MR. HUBBARD: Well, that's what the Petitioner is requesting to do that. The code requires that everything be paid up front, you know, for the reasons that we outlined here. We don't want to open the door to, you know, having this be a financial hardship and not wanting to pay up front, the bonds up front, when we're subdividing property. We don't want that to open the door to requests of that nature.

COMMISSIONER LORENZINI: But if, I know what you're saying, you're losing kind of some of your leverage, but if they can't build a second house anyways without

coming back, I don't see where we're losing any leverage because they have to do all this stuff at that point.

MR. HUBBARD: To a certain extent, yes. I know the Petitioner wants to come back in a year to build a home, you know, and in our experience, you know, you can't always guarantee that that person will come back in a year to build that home. It could be five years, 10 years down the road.

COMMISSIONER LORENZINI: Well, then why put that burden on them if they're not going to build something for five or 10 or 20 years?

MR. HUBBARD: Well, it's a code requirement that the bond be posted and paid for and, you know, it's a difficult process for the Village to track that bond and to keep track of the requirements that should have been done up front. Then, you know, a year from now maybe it would be fine, 10 years from now a little bit is lost.

COMMISSIONER LORENZINI: So, could you explain to me, so why do you want to do this subdivision now if you're not ready to go forward with everything else?

MS. MYDLOWSKI: Just to secure myself, you know, life is life. What if something happens down the road and I won't be able to afford a new house anymore? I would like to sell it but I still don't want to give away the entire property as it is right now.

COMMISSIONER LORENZINI: Okay. All right, that's all I have.

CHAIRMAN ENNES: Bruce?

MS. MYDLOWSKI: I'm sorry. Yes, just like I was saying and you were saying, I perfectly see it falling into place if I would be applying right now for a building permit facing Ridge Avenue which is the proposed Lot 2. Then of course, yes, I see there is a need for a road, there is a need for a sidewalk, there is a need for public improvements. That falls perfectly into place. But today, putting a legal line basically on paper and not much is going to happen and change in reality, I don't really understand or see the need for all those fees, requirements, engineering plans, bonds, deposits, when not much is going to change. Even if I would have let's say those money today and I would pay; I will not see the road anyway in who knows what time? So, do we really go off to somewhere and pay thousands of dollars and don't really see the product or the service that we just paid for? No. That's exactly what the Village, I feel, wants from this.

CHAIRMAN ENNES: Bruce?

COMMISSIONER GREEN: Sam, is there a, I'm just trying to understand. I think that a lot of this is self-inflicted in that you own both, you own the lot as it is.

MS. MYDLOWSKI: Yes.

COMMISSIONER GREEN: Is there an advantage tax-wise, and I can ask Terry here, to subdivide this into two lots? In other words, I'm trying to understand why the subdivision has to happen now if nothing is going to happen for at least a year.

CHAIRMAN ENNES: I don't know how it's actually assessed right now. It could. It could be cheaper to have it subdivided as an undeveloped piece of land, but we'd have to look into that in other words. So I mean, is that something you --

COMMISSIONER GREEN: Okay, I'm not trying to put you on the spot.

CHAIRMAN ENNES: Is that something you, because that's the same question I have, why do you want to do it now? Have you looked into that?

MS. MYDLOWSKI: Okay, so I'll just go back to a few months ago where once we were updating or constructing the old house, we had received an attractive offer to

purchase the new house. And that's when I and my husband thought that maybe we should take advantage of the offer and put this house for sale where I consulted a person that proposed us with a precious offer. That's how I ended up with the Village, talking to Sam, talking about possibly subdividing the lot because I wanted to sell the house facing Chestnut Avenue and I wanted to develop a new house for my family facing Ridge Avenue.

Unfortunately, the timing, it was basically wrong the time. It was approximately six months ago. Those people changed their mind and a real estate broker is saying that I cannot legally put a house for sale with a proposed, let's say borders on a lot only for the small portion of the current lot. I just don't want really to give away the entire property as it is, just because I see there is financially possibility to build a new house facing Ridge Avenue, and it's going to benefit the Village as well as going to bring new business to the Village. The Village is going to collect property taxes until the lot exists or until the home exists. So, either or, I see the Village is going to benefit from subdividing or not subdividing. I don't really see where the Village is losing anything if --

COMMISSIONER GREEN: Okay, let me just, I don't mean to cut you off, I'm just struggling to understand here. So, are you in the development business?

MS. MYDLOWSKI: No, I'm not.

COMMISSIONER GREEN: So, you bought this house, the old house, and you remodeled it at \$350,000.

MS. MYDLOWSKI: Right.

COMMISSIONER GREEN: Back to you, Sam. What would a bond and all these engineering plans cost? That was the question at Plat & Sub, what kind of money are we talking about? Is there an estimate that you could say, a bond for the street improvement and engineering fees, to give the Village exactly what they want here. Is this \$10,000? \$5,000? Could you give us an idea? Any guesstimate?

MR. HUBBARD: Unfortunately, without the engineering plans that are required, we require the engineering plans from an engineer, an engineer's estimate of probable cost that we base the deposits and the fees on. Without those being provided, we don't know the amount of what the public improvements are going to cost.

COMMISSIONER GREEN: Is there any, based on your experience with another lot being subdivided into two, what something was costing six months ago or last year, anything?

MR. HUBBARD: I don't have those numbers.

COMMISSIONER GREEN: Okay. No, I was just, I'm just trying to come up with a number in my head here to figure out what this is all about.

MS. MYDLOWSKI: Just one second. It just seems very odd. Some people had a number for the Ridge Avenue, for the east side of Ridge Avenue that has been constructed where the number was approximately \$125,000. That person didn't pay and then we approximately subdivided those in pieces so we came up with \$75,000-\$80,000 per house plus the engineering costs of \$10,000, that's what he said roughly it's going to be. So, that's where I'm saying it's going to be approximately at \$100,000.

COMMISSIONER GREEN: Was this for the street improvement? Would this be by special assessment?

MR. HUBBARD: This is for the Ridge Avenue side.

COMMISSIONER GREEN: Right.

MR. HUBBARD: I don't recall the number. I think we were just talking ballpark at that time. It was several months ago, I don't recall what the amount was. I can tell you that the street improvements, I mean, it's going to be tens of thousands of dollars. So, we're not talking like \$2,000.

COMMISSIONER GREEN: Would it be \$150,000 to put a street in?

MR. HUBBARD: It could be. It could be, yes.

COMMISSIONER GREEN: I think that's a little high just based on experience, but okay, so I guess my question is, along with the rest of the Commissioners here, is if you want to, if you have an opportunity to sell the house you just remodeled and to build a house across the way, this is not an inexpensive way to go. There's money being spent here. If you had a definite buyer for 485 feet of the lot behind you with whatever they're going to do or if they're going to buy your house, to me it makes sense that is the time to come in and make this subdivision happen. To come to us now and back away from what the Village needs to make these cost determinations is, I can see where the Staff is coming from. That's a hard thing to sell because we've never done this before and setting the precedent is always a little tough. It's a tough thing to do.

The costs that the Village is asking you to do here is the same for you as it was for me and it was for the next guy who comes down the block. I can say that I didn't like it, and I'm sure you don't like it, and the next guy won't like it either. So, but it is a consistent way that the Village takes care of these issues.

So, I think, to me, if you have a prospective buyer and you are going to build a home or whatever you're going to do on the rest of the property for yourself, I think that's the time I would come in with this knowing what is required, instead of asking for a variation which is a tough sell, for me anyway, to grant that amount of variation. But if you did it at a time when you have a definite sales, sure, you can't make that sale until it's subdivided but you know you can subdivide it if you come up with these fees that the Village requires for every subdivision. So, it might, I'm not trying to tell you what to do, it just might make it easier for you to sell and to purchase again a new house.

MS. MYDLOWSKI: Unfortunately, it only works because if I want to put a property for sale, I have to provide a plat of survey. The plat of survey currently labels the property at 2104 North Chestnut, it says that the property is 100 by 716 feet deep. So, the purchaser, the potential purchaser goes by the plat of survey. So, I cannot get it, this house for sale --

COMMISSIONER GREEN: Right, I understand that. You have a purchase, yes, they won't be able to purchase the property until it's subdivided. Pardon?

CHAIRMAN ENNES: They won't be able to close.

COMMISSIONER GREEN: They won't be able to close on it until the subdivision is made.

MS. MYDLOWSKI: Right, but the subdivision takes so long that I already had a potential purchaser, let's say, they simply, they were forced to purchase a different house just because of the time. They had small kids, they wanted to place them into school and they wanted to settle before the school season begins.

COMMISSIONER GREEN: Right, but that's not a zoning issue. That's a legal issue that you're having.

MS. MYDLOWSKI: It's a legal issue.

COMMISSIONER GREEN: So, your legal issues are things that we shouldn't be even talking about, what legal things that --

MS. MYDLOWSKI: I just told this to the Village, sir. Let's say that, I mean, I will reside in the house anyway. I'm not a developer. If I would have been a developer, I would probably rebuild the old house in six months and have it on the market the next day and probably sold it within one year of timeframe or something like that, and then I would for sure have the \$100,000 to pay to the Village to move on with my next project. It would not take me that long of a time.

COMMISSIONER GREEN: Right, right, I understand. But that has to do with --

MS. MYDLOWSKI: So, just to tell you that I'm not a developer.

COMMISSIONER GREEN: Right, this is a legal issue and I don't want to get into legal issues here.

MS. MYDLOWSKI: Right.

COMMISSIONER GREEN: We have people who could, but I sure can't.

MS. MYDLOWSKI: I'll ask you a question. I reside in the house, three years later, let's see, my property is the last one for the Ridge Avenue to go through. But I live in the house, I'm not subdividing at all, what does the Village do then? Do I get a letter from the Village saying, okay, so here, you need to hire an engineer to get the engineering plans, you have to pay this amount, you have to pay that amount, you have to pay all that. When is the process done?

COMMISSIONER GREEN: Well, like I say, that's --

MS. MYDLOWSKI: No, it's the same situation.

COMMISSIONER GREEN: It's the process.

MS. MYDLOWSKI: But it's the same situation.

COMMISSIONER GREEN: Okay, I have no more questions at this time.

CHAIRMAN ENNES: Jay?

MS. MYDLOWSKI: That's why I'm saying that the code puts the burden on the homeowner. The code is not really helpful.

COMMISSIONER GREEN: Well, that may be true but that is how the code is set up.

MS. MYDLOWSKI: If the Village gets, let's say, I'm dedicating land towards the right of ways, so I'm giving away my land. I don't really have to do it but I'm doing it.

COMMISSIONER GREEN: Sure you do because that's part of the code for the Village, and I don't want to argue with you. We have enough to, please, let's just move on.

CHAIRMAN ENNES: Jay?

COMMISSIONER CHERWIN: Sam, do we know who owns the property to the north?

MR. HUBBARD: The detention basin is owned by the Village.

COMMISSIONER CHERWIN: Okay, that's all for the stormwater for that?

MR. HUBBARD: Right, yes.

COMMISSIONER CHERWIN: Yes, so I think, you know, I'm certainly sympathetic to the Petitioner in terms of wanting to, you know, find an expedited way to do this. My initial question is the same as the other folks which was timing, you know, and having sort of this expense and this process triggered when you don't necessarily have everything lined up, kind of triggers this process. I guess I didn't understand the last question that you asked, Mr. Green,

but I think what you were saying is if they want to put in a Ridge Avenue extension, what would they do? I think what they do is they just do a special assess. I mean, it would still get you, in terms of paying for the road, it would just be a special assessment against the lot.

MS. MYDLOWSKI: Of course, but I would not be burdened with all those processes as I am right now. I'm still the homeowner. If I ever subdivide this land, I'm still going to be the owner of the land; I'm still going to be the owner of the home.

COMMISSIONER CHERWIN: Yes.

MS. MYDLOWSKI: So, that's what I'm saying. I'm not saying I don't want to pay for that, I really do. I just don't see why it's falling into place today when not much is going to change in reality except for the fact that I will have to pay tens of thousands of dollars and nothing really is going to change. Even if the road, even if the 100 feet of road gets built, it's still going to be a road to nowhere. If I would have been applying for a house, I'm sorry, for a building permit right now for a house, absolutely no discussion. That's what it is, that's what I need to do, but I'm not. I only want to put a legal line on the lot to subdivide it into two lots and that's pretty much all I'm asking for.

COMMISSIONER CHERWIN: So, Sam, I apologize, I was looking at this and you may have it in the report, but I didn't catch it. The bond for the public improvements would be to cover the road on Ridge and also the road on Chestnut even though you said you're not going to require the building of that, but would you require that to be thrown into the bond amount?

MR. HUBBARD: No, for the Chestnut side, we would just ask that the estoppel agreement.

COMMISSIONER CHERWIN: Oh, yes, that's right. The estoppel agreement and then they would dedicate which is pretty normal.

MS. MYDLOWSKI: Can I ask a question? What is the difference? So, the Village agrees to enter in an estoppel agreement on the Chestnut side. What is the difference in entering into an estoppel agreement that the house positioned on the Ridge side? I'm still the same, it's still under the same ownership, nothing is changing.

COMMISSIONER CHERWIN: Well, is that a question for me or Sam?

Sam?

MS. MYDLOWSKI: Whoever I guess.

COMMISSIONER CHERWIN: I'm just going to continue with, well, go ahead, Sam, you can answer the Petitioner's question.

MR. HUBBARD: I mean, the estoppel agreement on the west side, the Ridge side, is not really practical because, you know, there needs to be a road there to serve the house. There's already a road on the east side, the Chestnut side, so you know, it's when the Village wants to fully improve that road for the full length would be, you know, when they come through. But for a home, that's the intention is to have a home on Lot 2, we need the road, construct it, we don't need an agreement that says --

MS. MYDLOWSKI: I'm not saying no to the road, I completely agree. I just, it's a lot if I'm not subdividing, I live at 2104 North Chestnut, in three years the Village decides to build the Ridge Avenue completely through all those three, four lots, I will get either an estoppel agreement or I will be getting installment payments from the Village. I will not have to hire an engineer to the engineering plans. I will not be burdened with all the plat dedications and all those basic legality or formality or paperwork. And the same street, the very same street, the very same

sidewalk and public improvements will happen without me engaging in the process.

MR. HUBBARD: If you don't subdivide the property, then there is no way we're going to get the full street which is required by code. So, if you just sat on the property as it is today and didn't subdivide, then yes, when the Village comes to improve Chestnut Avenue, you know, they would provide a special assessment and if it passed, then you know, we'd raise the funds for that improvement. I would guess that part of that special assessment would cover any engineering, you know, planning costs related to planning the public improvements, but you know, yes, you would still retain that portion of the right of way along the Chestnut side because you didn't subdivide the property. So, the subdivision is what triggers this.

MS. MYDLOWSKI: But only on the Ridge side, let's say if all those neighbors from the south, if every single neighbor from the south subdivides and pays the public improvements, the road goes through, I'm the last property, my property is the last one to actually merge those two properties together, will the Village build the street under an estoppel agreement with me or will they not?

MR. HUBBARD: To be honest, I don't know what the Engineering Department would do in a situation like that, you know, if all properties have been subdivided and there is just a remaining portion on your side, whether or not they feel that, I mean, maybe when they go to construct, you know, the northern part of Ridge Avenue just north of your home, maybe they would ask for a special assessment at that point just to complete the road, but again, those are hypothetical scenarios.

MS. MYDLOWSKI: That's exactly when I'm willing to pay. Really when it's going to happen, not today. I'm not saying, I never said I don't want to pay for the street, for the right of ways, for the public improvement. I really do, I want to see that happen. I just don't really see the need and reason why I'm required to pay for that today when nothing is going to change in reality, only on paper.

COMMISSIONER CHERWIN: Well, I think, Sam, your position is that the code requires a placement of the bond for public improvements at the time the subdivision plat is finalized, correct?

MR. HUBBARD: Correct.

COMMISSIONER CHERWIN: There is no exemption for a small, like a, you know, two-lot subdivision where we have some other, I think there are some other aspects of the code where we have some, you know, for smaller subdivisions there are like, well, for off-site detention or stuff like that, there are some exceptions you have for small subdivisions.

MR. HUBBARD: Right.

COMMISSIONER CHERWIN: In this case, we don't have an exception for small lot subdivisions for the placement of bonding over public improvements. I'm not to say that that shouldn't have, I don't know, I'm not going to comment on that, but that's the situation we have right now.

MR. HUBBARD: Correct, and I think, you know, for all practical purposes, you know, the bonds and the deposits are really for the larger subdivisions where, you know, the developer has to put in multiple streets and for some reason they go bankrupt during the process and the Village is on the hook for completing the street or completing the public improvements that were only put in halfway through the process. I mean, that's really I think the primary purpose of providing these bonds up front, but again, you know, where does the Village draw the line? The code draws the line and that's any subdivision that goes through. So, you know, does the Village

want to start making exceptions to where the code does already draw the line? The Staff Development Committee is saying no, we should stick with what the code is requiring.

MS. MYDLOWSKI: I mean, I would understand if my property were the last property to merge those two streets together. But maybe I am the first property because I have my neighbors here at 2100 North Chestnut, they've been living at the house for 50 years, they've come to the Village multiple times trying to subdivide this lot. The code is also just, it's not something that they are able to overcome. Maybe my property, if the subdivision gets approved, maybe my property would be the first property to actually push something through on the Ridge side.

I'm in the trucking business. Who knows, maybe, I'm not in the developing business, but maybe in three to four years I would be able to generate enough income to build another house facing Chestnut Avenue. Then of course I see the necessity for the road, for the right of ways. I would not be able to put the house for sale without the road or without any access to the house. So, of course, that's when I would really want to see this happen. Life is life and we don't really know what's going to happen. Maybe I will be forced to sell 2104 North Chestnut, maybe not. That's the only reason why I'm trying to subdivide it.

CHAIRMAN ENNES: Okay, John?

COMMISSIONER SIGALOS: I think I understand where you're going with it. I've got to say, I think you've done a commendable job on taking what was a vacant home for seven years and really making it very attractive and saleable.

MS. MYDLOWSKI: Thank you.

COMMISSIONER SIGALOS: So, you're not living in it now? Or you would live in it if you can't sell it?

MS. MYDLOWSKI: No, we just moved into it.

COMMISSIONER SIGALOS: Oh, you did move into it. Okay, but ultimately you would like to sell it so that you can build a home?

MS. MYDLOWSKI: No, no, no. I'm sorry, I don't want to stop anyone. We purchased this house initially seeing this good, I mean, this old house but this beautiful piece of land. At that time, I was pregnant, I was expecting our second kid. I was thinking just like, oh, my God, this is such a beautiful place to live. So, we began reconstructing the old house. At the time of reconstructing, we had a neighbor's friend approaching us, asking if we would even consider selling this house. Me and my husband did consider selling for a moment, but later on they had to purchase a different house because of their --

COMMISSIONER SIGALOS: Right, I understand all that.

MS. MYDLOWSKI: Yes. So, right now we are moving back into the house. We're just going back to our original --

COMMISSIONER SIGALOS: All right. Did you say that the reason you want to subdivide this now is so that you can sell it and not have a plat of survey that shows the full depth?

MS. MYDLOWSKI: Right. No, just if ever, if ever I would be forced to sell this house, if I would want to sell it, I would like to have a plat of survey showing the exact property dimension as this so I can offer it to somebody, and not offer the entire land as it is right now with a side comment saying that this plat might get subdivided, might not get subdivided. I just don't want to have any contingencies if ever selling anything.

COMMISSIONER SIGALOS: I understand. So, Sam, is the main issue the

bond? Let's say, I mean, if we were to let her, if the Petitioner was to agree to provide the bond but at the later date, the engineering plans and the fees associated to the public schools and what have you --

MR. HUBBARD: The bond is going to be based on what's shown on the engineering plans. I mean, we need the engineering plans to spell out --

COMMISSIONER SIGALOS: One has to follow the other?

MR. HUBBARD: Right.

COMMISSIONER SIGALOS: Okay, I don't have any other questions at this point.

CHAIRMAN ENNES: George?

COMMISSIONER DROST: Yes. It looks like you need a partner in this as a developer.

MS. MYDLOWSKI: Exactly.

COMMISSIONER DROST: You know, I'm sympathetic but, you know, I don't think the code has hurt any of the development in the Village historically. Waiving the requirement, even though this is a special case, I think can be solved in another way. I think you sort of backed in and sort of reversed engineer, you found this house and then all of a sudden the pieces started to dawn on you that there might be ways to develop that property. Parts of this are code-protected values not only for you, and I think those translate in increased assessment. Terry, is that correct?

CHAIRMAN ENNES: Right, yes.

COMMISSIONER DROST: Then the neighbors are also protected, too. So, I just have some reservations about, you know, sort of moving my finger out of the dike here on a small waiver because your circumstances are so special that your exception will prove the rule. It just, it's a tough one. It needs more time, number one, and it needs to look at it realistically as an entrepreneurial event and to find a way to solve the problem by getting a partner that can help you in meeting these costs. That's sort of my opinion and I'm not trying to, you know, direct you, but I think your circumstances are unique for sure, but they've created its own problem and I don't think the code should be changed or waived to satisfy the request that you're making. That's not saying that, you know, you can't take more time and maybe find a solution, but I don't think we should be designing your lot. That's it. That's just an opinion.

CHAIRMAN ENNES: What I'm going to go do, if you would be seated now and I'm going to invite the audience if there is anybody that would like to make a comment about this. What I would like you to do, I would like you to come up. I would like you to spell your name for the reporter and tell us what your comments are. Let's start over here on the left side with the lady in the black top.

QUESTIONS FROM AUDIENCE

MRS. MCCULLOUGH: Eileen McCullough, M-c-C-u-l-l-o-u-g-h. We own the property immediately to the south of Janna. We have been in this Village almost 50 years. Let me back up, we were unincorporated for the first 20, the next 30 we've been in the Village. I have met with numerous people about this, last with this gentleman. It's very disturbing to me when I see, this is a very unique parcel in Arlington Heights, and Arlington Heights is down to less than 10 acres of vacant land. Not tear-downs, I'm talking vacant land, and I have kept up with this through

the years. I don't know if anyone would want to dispute that but that's where we are. Very, very valuable land.

I have seen kitty corner to us on Ridge, I have seen, I'm a little upset after what Janna has just been put through. I've seen homes on Ridge, the land is for sale, nothing has been done and it's been for sale for almost three years. There is no road, there is nothing, this is a subdivided lot from a home on Fernandez that sits there. I have seen the detention pond put in by the Village that prevented Walnut from going through because they put in the detention pond. Not good when you've got this piece of land.

That detention pond has been, do you know when that was built by chance?

MR. HUBBARD: I don't.

MRS. MCCULLOUGH: Five years? Three years?

AUDIENCE MEMBER: About five years.

MRS. MCCULLOUGH: Five? Five years that has been sitting there. There is no way that they're going to be building homes facing Ridge, but it's on Ridge with no sidewalks, no improved street, but that's okay. Two lots down from us, there is a gentleman that has not paid his taxes on his parcel in years and it just keeps accumulating. He has subdivided that property. Now, I've been told for tax purposes he subdivided that property, whatever that means. Four lots, not a thing has been done to those four lots. I live a couple of lots down.

The Village owns what was going to be a detention pond. That property is up for sale because they no longer need the detention pond because of the detention pond that they put in next to Janna's property. They're selling that but it has no sidewalks, it's not improved, that's been sitting there for years. Across the street from that is another home on Ridge. That house was built maybe three years ago on a parcel land from Fernandez that was subdivided, and they built a lovely home. But there's no sidewalks and it is not an improved street, it's just sitting there on Ridge. Then next door to that, there are two parcels that are up for sale that have been subdivided from lots again on Fernandez, and they are not improved. Why are you telling this poor young lady that she has to put in \$100,000 to improve her lot.

CHAIRMAN ENNES: We haven't told her to put in \$100,000.

MRS. MCCULLOUGH: Approximately \$100,000, thousands of dollars she's been told that she has to put in to improve a lot with a street that does not go anywhere. That butts up to the Village's property that has no sidewalks or improved street, and all this piecemeal with nobody else that's improved, but you're telling her she has to improve her lot. I don't understand it.

We are at the age, we have considered subdividing. I've talked to Sam. I talked to his predecessor. We talked to her predecessor. They all gave us the feeling this was not going to be a problem. Ridge could be done estoppel is what we were told. So, we thought okay, if we were subdividing, we are in no position to put out thousands of dollars at this stage in our life. We also thought, oh, my God, this is a no-brainer when we bought this, this is land in Arlington Heights, and it's like the Village is really sticking it to us. That's all I've got to say.

CHAIRMAN ENNES: Thank you. Is there anybody else on the left side of the room that would like to make a comment? No. How about on the right side? Nobody? Okay.

Then I will close the public portion of the hearing and go back to the, well, Sam, I do have a couple of questions. So, if we approve the subdivision and the Petitioner is required to put up a bond, now we've asked the Petitioner to go out and at least get an estimate of

the cost to do these improvements?

MR. HUBBARD: That's part of the subdivision process and we asked that as part of the application. The Petitioner has asked us to waive that requirement. They would like to subdivide without putting those, putting together the engineering plans and putting up the bonds.

CHAIRMAN ENNES: So, without that estimate, we have no idea what the cost might be, although we do have a builder and an architect on the board so we might have a rough idea, but we really don't know what kind of costs we're even talking about that we're being asked to waive.

MR. HUBBARD: Right.

CHAIRMAN ENNES: If we were to approve the subdivision without the requested changes and the Village requested a bond be put in for those improvements to be made at some future date. The property to the north, is that one lot or is that two back there?

MR. HUBBARD: This property?

CHAIRMAN ENNES: Yes.

MR. HUBBARD: That's one large detention.

CHAIRMAN ENNES: The whole thing is a detention?

MR. HUBBARD: Right.

CHAIRMAN ENNES: Okay.

COMMISSIONER DROST: Public land.

CHAIRMAN ENNES: Okay, but that could be sold off, subdivided and developed. Really, you have potentially 15 buildable lots there which includes the detention pond, so something might have to come out for that.

MR. HUBBARD: I suppose theoretically you could build on a detention lot. You'd have to find a separate location for the capacity that's right there which may make that enough.

CHAIRMAN ENNES: Right, but really some developer or somebody would have to come in and assemble all of those parcels and do that to cover the costs because it's not, I'm not sure what the Petitioner had been told, it's simple to do. It's an involved process to subdivide.

MR. HUBBARD: Yes. We have, I don't know if this helps at all, this would be kind of our future, how we would imagine a subdivision in this area. This doesn't take into account the detention lot, but yes, I mean, this would, if this is extended up and the cul-de-sac is put in this location, this would allow one lot on here, one lot on this side, one lot, one lot.

COMMISSIONER DROST: Yes, and that looks almost like the Henry property on Campbell.

CHAIRMAN ENNES: Which makes a lot of sense, but that would take somebody to come in and assemble all of that to get the maximum use out of it.

COMMISSIONER DROST: Right.

CHAIRMAN ENNES: We're talking about approving something where we have two lots and one is this little, you know, one big long lot and the other one is the improvement with the side on it. Are there any other comments from the Commissioners? Yes.

COMMISSIONER CHERWIN: Sam, there was a comment about the Village selling prior detention lots near here. Where are those located on this map? Are those at the southern part of this map at that little stub there on the left off the Ridge Avenue?

MR. HUBBARD: I don't know. I was not privy to conversations about selling

detention lots. I don't believe that they are shown on this map.

COMMISSIONER CHERWIN: Because I know the Village listed two lots that were previously designated as detention lots. I just didn't know if they were right here on this map.

MRS. MCCULLOUGH: They're south.

COMMISSIONER CHERWIN: Yes, south on that little stub of Ridge.

MRS. MCCULLOUGH: Right, just below where the map cuts off. There just about there.

COMMISSIONER CHERWIN: Yes, okay, that's what I thought. All right. Yes, and I think I recall back when the Campbell Street property was being developed, we had an issue with partial, the initial petition that came in was a fragment of that entire parcel. I think we had some of the same discussions which was they were asking for a lot of variations and we had issues with some of those. I think the direction we gave was, well, try to look at this more holistically as the entire property because it makes more sense than carving out piecemeal and having to go through this sort of process with all these variations. That was my recollection. No other questions, no other comments.

COMMISSIONER JENSEN: Terry, just a, I think the person that spoke from the audience actually made a good point. This looks like, the detention pond was put in five years ago, to me this looks like a monumental failure of sound planning. You have roads that don't go all the way through. The Village wants to do exactly what the Petitioner wants to do. The Village does not want to put the other half of the road in until there's a need to put the other half of the road in. They don't want to spend the money. So, you know, the Village is basically taking the same posture as the Petitioner.

Now, I'm highly conflicted because I don't want to set a bunch of strange precedents. But the Village could do a better job, and we said this in the Plat & Sub and now the Comprehensive Plan Review Committee, that the Village ought to take that holistic view of this area and figure out how to work with people to intelligently develop it, because these are very odd-looking lots. It's going to be hard to do much with them unless the Village gets somewhat creative in working with people.

So, I don't even know at this point exactly how I'm going to vote on it, but this is kind of a mess and I think the Village actually bears some complicity here.

CHAIRMAN ENNES: I don't know what the history of any of this other development in the area is, but I am concerned also about setting a precedent. Can something be done to develop that? Yes, but if you're going to sell it off as individual pieces as opposed to somebody coming in and assembling it; I don't know that we want to be making big changes to that.

COMMISSIONER LORENZINI: One of the comments raised or mentioned by the young lady who came up here to speak, you talked about another detention area, where is that then? Besides the big lot, is there another detention spot in the area? Could you come back up?

COMMISSIONER CHERWIN: That's the one I was talking about, Joe, it's just south of this picture.

COMMISSIONER LORENZINI: Okay, all right.

COMMISSIONER CHERWIN: Previously designated lot.

MRS. MCCULLOUGH: Right. Right up here to the top is the major

detention pond. It is at least an acre. Down Ridge, further down --

COMMISSIONER CHERWIN: East of Ridge, right?

MRS. MCCULLOUGH: East of Ridge is the two detention. It was one detention pond. They decided they no longer needed it because they put this huge detention pond that normally doesn't have any water in it.

AUDIENCE MEMBER: Oh, no.

AUDIENCE MEMBER: We've had a lakefront property.

AUDIENCE MEMBER: That's right across from our home.

CHAIRMAN ENNES: Thank you.

MRS. MCCULLOUGH: There was another detention pond on --

CHAIRMAN ENNES: That's correct.

MRS. MCCULLOUGH: -- that was filled. That one was --

CHAIRMAN ENNES: Okay, we're having a meeting here.

COMMISSIONER GREEN: Ma'am, you have to speak into the microphone please.

MRS. MCCULLOUGH: I'm sorry.

CHAIRMAN ENNES: But, thank you for very much.

MRS. MCCULLOUGH: Well, we're just trying to determine where the detention ponds are.

CHAIRMAN ENNES: Thank you.

MRS. MCCULLOUGH: There are two that the Village has sold.

CHAIRMAN ENNES: Okay, I understand.

COMMISSIONER LORENZINI: All right, Sam, that detention pond, would the development of this Petitioner's property right with the other properties, is that detention pond meant to take care of all those developments or would you still need to do more detention engineering?

MR. HUBBARD: This detention pond is meant to accommodate for, you know, the regional basin in the area. So, this detention pond right here would accommodate the stormwater runoff from this property.

COMMISSIONER LORENZINI: From the Petitioner's property?

MR. HUBBARD: Correct.

COMMISSIONER LORENZINI: So, now what engineering are we asking the Petitioner to perform?

MR. HUBBARD: We're asking the Petitioner to provide us with an engineering plan showing the road improvement here on the east side.

COMMISSIONER LORENZINI: Just in front of that property?

MR. HUBBARD: Just in front of their property. We are also asking that they show us engineering plans for the extension of the water main that's going to occur right here. I think the water main stops right here and we need to extend it all the way down to the furthest boundary of their property, and you know, all of the improvements that are associated with a new road which would be sidewalks, curbs, gutters.

COMMISSIONER LORENZINI: But again, just in front of the Petitioner's property?

MR. HUBBARD: Yes, the east half of that road.

COMMISSIONER LORENZINI: Well, again, and I know I asked this

question before, I'm going to ask this again. So, what leverage do we lose by not requiring this information now and letting them have the two lots? I'm thinking they still have to come back to us another time if and when they do develop the rest of the property.

MR. HUBBARD: If it's not paid up front now at the time of subdivision, and say there is no desire to build a home on Lot 2 for 20 or 30 years, I don't think there is any guarantee that the Village is going to come back and say, you know, oh, back in 2017 all of these obligations were pushed off until, you know, whatever such time in the future. There is some potential for those obligations to be lost over time, whether or not that's great or minimal. I'd like to think it's minimal, but the longer, for instance, if we're talking 50 years in the future before a home is built on Lot 2, then who is to say how much we're going to go back to this time of year and realize what the Petitioner was obligated to do.

COMMISSIONER LORENZINI: Well, you know, I definitely appreciate having standards and codes and some of the other Commissioners feel the same way, but you know, I've always felt that the Plan Commission, we're citizens, we're not elected officials, we're citizens that bring our own personal thoughts and opinions forward. If this was a huge developer, you know, 50 lots or so, I could see all that, but in this case, I could see maybe siding with the Petitioner on her opinion on this particular case.

As Lynn so greatly made his point, I tend to agree with him. Again, my little comments, that's all. I could see maybe waiving it for this particular case.

COMMISSIONER DROST: If the Lot 2, I'm just looking at this and making some sense and not making a bad problem worse, when you, if you were to at some point in time find a developer who could take care of Mrs. McCullough's lot and Janna's lot, that these other lots could then follow suit and there could be a uniform type of a development, what effect in approving the Petitioner's request would this have on a future development that could make more sense? I'm just looking at the big picture and holistic, too, in the sense of, you know, having a bad problem, Village complicity, but then adding to it and making it worse.

MR. HUBBARD: From a land development standpoint and layout standpoint, the way that she is subdividing her lot, she's still preserving the potential for this to happen. The lot line she's putting in is essentially right here.

COMMISSIONER DROST: And Mrs. McCullough's lot, too, is that --

MR. HUBBARD: That would be this lot here.

COMMISSIONER DROST: Yes. So, that could make some sense.

MR. HUBBARD: So, right, it's been designed to accommodate for future, I guess subdivision in the future, yes.

COMMISSIONER DROST: That makes some sense.

COMMISSIONER WARSKOW: Can I ask a question?

CHAIRMAN ENNES: Sure.

COMMISSIONER WARSKOW: Okay, we have three empty lots on the west side, the southwest portion of Ridge, and then you have the furthest south property of these, you know, long properties that is already subdivided. Do they have bonds on those?

MR. HUBBARD: It's not. It's not subdivided, it's still one parcel, you know, just taxed differently.

CHAIRMAN ENNES: Lots of records.

COMMISSIONER WARSKOW: Oh, okay.

COMMISSIONER DROST: So, you think we should try to maybe revisit this

as a continuance? I mean, because there's a lot of positions and, you know, just trying to get a better sense of what's going to make sense longer term both for the owner, the neighbors, and the Village as a whole.

CHAIRMAN ENNES: Mary Jo?

COMMISSIONER WARSKOW: Well, I'd like to ask the question of, you know, there's processes for everything. There's a process for requesting a subdivision. There would be a process for requesting a code revision as well. Has that been discussed at all to try, not to talk about financial hardship, but like the other exceptions for subdivisions. Could you come up with a good standard for where this would apply and would not so that it doesn't put the burden on us so we don't make an exception for this petition. We look at improving Village code so it makes more sense for everybody from this point forward.

MR. HUBBARD: Sure, yes, I mean we can look at that if you would like to amend it to a subdivision code that would allow, you know, maybe a small two-lot subdivision to not have to put these obligations up front. We could look at something like that. I don't, you know, obviously --

COMMISSIONER WARSKOW: I would rather go that route and see whether there is a good, solid policy that we can put into place that would make sense for not just this area and these people but any future areas, so that we just take a good approach and we don't make these exceptions that can then take different pathways so that we've set a precedent to make an exception in this case and in that case. So, that would be my preference.

COMMISSIONER JENSEN: I concur with Commissioner Drost and also with what was just said because I think that would be the way to approach it, but I don't think that helps the Petitioner very much at this point.

I would like to ask a question of you, Sam. You've got three lots that are just west of these very long lots. We've heard from two of the people who own these lots. What is the status of those in terms of the bonds and deposits that the Village has for those three pieces? Because they were subdivided as I understand from Fernandez. So, there was a subdivision that took place at some point. Do they have bonds and deposits that are in place at this point?

MR. HUBBARD: I don't know the history of the subdivision. That could have been done before that was annexed into the Village. I don't know, but you know, it's something that --

CHAIRMAN ENNES: Do we know that those are subdivisions as opposed to tax parcel breakdowns?

MR. HUBBARD: They could be just tax parcels, yes.

COMMISSIONER JENSEN: Well, I think really Commissioner Drost probably said what makes the most sense. I'd hate to deny this petition outright and really the only intelligent option is to continue it so that you can come back in less than a year and deal with some of these issues. I just can't see denying it, so I don't really know what other option there may.

COMMISSIONER GREEN: I'd just like to throw a comment in there. I agree with that; I think that time may heal some of this. The engineering cost estimates are going to have to be in place before you determine a value for future Lot No. 2. So, by that, I mean, if you're going to develop that property, you want to know what the development costs are, so this is work that will have to be done, even if you're building your house there, you want to know what the

engineering is going to cost you so you can put together a package to build yourself a new house on Lot 2. So, I think I agree with Commissioner Drost here on possibly the time continuance, that will help maybe figure out some of these costs so you know what these land parcels are worth based on development costs. So, I would be I think in favor of a continuance if it would just help figure some of these things out.

COMMISSIONER SIGALOS: Sam, could I ask a question? What would it take for the Village to extend the street to the west there? Is that Ridge?

CHAIRMAN ENNES: Walnut? Oh, Ridge, I'm sorry, to the north.

COMMISSIONER SIGALOS: To extend that street all the way through to make this attractive to a developer to come in and now we have the public improvement there and offer to buy these west lots from the homeowners that are along Chestnut there and develop this into a cohesive development. I mean, it's kind of like, you know, who first, the chicken or the egg. Maybe if the road was built there, that would make this attractive to a developer to buy these parcels.

MR. HUBBARD: Construction of a public improvement like that is not something that the Village will do. I mean, that's the obligation of people who want to develop those lands and take advantage of that infrastructure. We don't, we aren't in the business of building roads to facilitate subdivisions. If the Village thought that it was, if the Village wanted that road built, they would enact or they would ask for a special assessment to be levied to raise the funds to do it. If the Village was the owner of all these parcels, hence the developer, then they might build the road, but they would more likely sell it to a developer and have them build the road.

COMMISSIONER SIGALOS: Because I heard before that a developer would have to come in and buy these parcels, develop that road and create more of a cohesive development rather than individual parcels being developed.

COMMISSIONER JENSEN: You know, it seems to me that the Village was fairly visionary and creative when they looked at the Kensington-Hickory area to redevelop. It may even got a little heavy-handed I thought with some of the people in that area, but they had a plan to redevelop an entire area. I find it a little baffling that the Village can't take a look at this and figure out what they need to do and they may need to make contributions and do things in a different way than they've done in the past. But if the lady is right that we only have 10 acres of undeveloped land in Arlington Heights, we certainly ought to be able to figure out a way to intelligently develop it rather than let it just sit there undeveloped for 50 years.

So, I think we need a continuance in the immediate one, but I think the Village and the Village Staff need to start taking a look at this sort of thing and figure out how we intelligently develop it.

COMMISSIONER CHERWIN: To that point though, I think when the Park District came in on reservations, I think there was considerably more than 10 acres.

COMMISSIONER JENSEN: It could be more. It could be 20.

COMMISSIONER CHERWIN: Yes, but you know, what's developable, it's a definition of that.

COMMISSIONER LORENZINI: I'd like to ask our attorneys on the board, can't you put something on the title that says we have to pay these fees if and when you sell it or develop it? I mean, rather than the Village having to keep the records, the title company keeps it forever.

COMMISSIONER CHERWIN: You can, I mean I see that a lot. That was kind of what came to mind when Sam was talking about, you know, not wanting to, you know, have to account for things 50 years down the road, you know, you affect the title in a certain way and, you know, some developers just do that. So, yes, it's possible, but it's would be up to the Village whether they want to do it.

COMMISSIONER DROST: And that's an ordinance.

COMMISSIONER CHERWIN: Yes, that's an ordinance that would be reported. It's possible but, again it goes back to the precedent of doing it unless, you know, kind of the structure right now in the code.

The one thing I would add, too, with this is, you know, I tend to agree with folks about the continuance and, you know, I think it also gives us time to look at a revision in the code, as Commissioner Warskow said, that's a great idea, and you know, maybe provide some consistency. Lynn, I would say, I mean, the one thing that distinguishes it with the Kensington, I mean that's the TIF District, right? So, that's designated.

COMMISSIONER JENSEN: Well, it didn't start out as a TIF. It first of all started out as a change in the Comprehensive Plan.

COMMISSIONER CHERWIN: Yes.

COMMISSIONER JENSEN: Then it changed in the zoning, and at the last minute it came in as a TIF which is what made most of the occupants in that area very furious.

COMMISSIONER CHERWIN: Yes. I mean, I think it's tough for the Village, to expect the Village to, you know, kind of identify parts of private property, residential property that, you know, in the Village's mind should be redeveloped. I mean, I think that's really up to the property owners. So, I kind of see where the Village takes a more passive role in something like this. They're not assemblers, they're not land developers, but yes, I think it's, look at the property and that's good.

COMMISSIONER JENSEN: I would hope we don't put too much weight on precedent. If we have half of Arlington Heights undeveloped, setting a precedent would be significant because everybody would be knocking on your door trying to make use of the precedent. But if we only have a very small percentage of Arlington Heights that's not developed, the precedent becomes less of a problem as far as I'm concerned, you know, so it's a matter of you've got to deal with these odd little pieces that are left over from an already developed land.

COMMISSIONER CHERWIN: I would agree with that. That came across my mind and I'm not as concerned about the precedent because I don't think there's a whole lot to this to be dealt with and certainly a lot that looked like this, 800 feet long.

COMMISSIONER DROST: I think there were some good comments basically looking at an ordinance change or a revision of the code on a small lot, give it a little more time, get some costs, and that all kind of would make more sense than trying to make the decision right now.

MR. HUBBARD: Can I ask a question of the Plan Commission? Staff was recommending continuance to allow the Petitioner to provide the engineering plans and to raise the funds for the bonds. So, that was in lieu of a denial we were saying, you know, instead of outright denying, we give you the opportunity to comply with code via a continuance. That doesn't sound like that's the continuance that the Plan Commission is looking for.

COMMISSIONER DROST: No.

MR. HUBBARD: Could you clarify specifically what you'd like to see happen

if this application is continued?

COMMISSIONER DROST: Well, I think part of it is going to involve the Petitioner. We have to ask her --

COMMISSIONER GREEN: Ask her if she would go along with it.

COMMISSIONER DROST: -- what her preference would be, and to see if she would want a continuance based on some more study as to how the subject matter property, her property and maybe some of the neighboring properties can be developed, and/or try to package it up in a way to tie an ordinance with this particular property to revise the code to small subdivision requirements and take it from there, you know, if it makes sense. Get some of these facts together, you know, are there 10 acres in the Village that would be subject to this precedent or are there more? You know, what are some of the other considerations?

But I think it goes down to really uniformity, protecting neighboring properties' values and getting some sort of consistency in the overall development of land in this community.

COMMISSIONER LORENZINI: Sam, let me ask you a question. If we did continue it, would that start the clock over again for the one year?

MR. HUBBARD: Yes, I mean, you could just continue, you wouldn't have to continue to a date certain. You could just do a, you know, like a continuance on the application. The Applicant could come back when they're ready or never come back, but yes, it's, your putting a pause on it.

CHAIRMAN ENNES: But are we talking about having this continuance to allow time to review the code?

MR. HUBBARD: Right, yes.

CHAIRMAN ENNES: That could take a long time.

MR. HUBBARD: I mean, if you want just a continuance, that could, you know, you're not setting a --

COMMISSIONER DROST: Let's ask the Petitioner. Did anything you hear at this hearing make any sense to you or fit some of your --

MS. MYDLOWSKI: I'm still not looking to develop Lot No. 2 in the nearest future, so I don't know, I feel like I'm being pushed into something that I'm not really looking to do. All I want to, all I'm asking you for is to allow me to put a legal line on a piece of paper and that's all. Nothing is going to change in reality or --

COMMISSIONER SIGALOS: Sam, can I ask? Are we looking at two different motions? One here to approve or deny the Petitioner's request for the variations and the other is to approve the subdivision subject to these eight conditions?

MR. HUBBARD: The two motions you have before you, one would be for a straight denial of the application or you could amend that motion to be just a continuance. The other motion sheet you have before you is if you believe that the Petitioner meets the criteria for variation approval. That would be Staff's recommended conditions of approval if you are comfortable with her subdividing the land and postponing the obligations of engineering plans and bonds and deposits for one year.

COMMISSIONER SIGALOS: For one year, right.

MR. HUBBARD: Or until an application for a building permit on Lot 2 is received, whichever comes first. That would be the motion sheet you would follow. Staff would have recommendations for conditions of approval as contained in that motion sheet.

COMMISSIONER SIGALOS: So, in a way we're giving her this one-year extension then to provide these engineering drawings and the bond and so forth.

CHAIRMAN ENNES: Right.

COMMISSIONER SIGALOS: But did I understand you earlier to say that it's hard to enforce? That many times without the bond, you know, people walk away from it, or let's just say a year comes by and none of these conditions are met by the Petitioner but the property is still subdivided, so where are we?

MR. HUBBARD: Correct. Then it would be incumbent on the Village to track and follow-up with whoever would eventually retain ownership of that lot, whenever they are ready to build a home there.

COMMISSIONER SIGALOS: To comply with these eight conditions?

MR. HUBBARD: Right, right.

COMMISSIONER JENSEN: Is that --

COMMISSIONER SIGALOS: Can I ask the Petitioner? Are you in agreement with these, the second motion with these eight conditions that would give you this one year?

MS. MYDLOWSKI: If we're not subdividing --

COMMISSIONER SIGALOS: Pardon me?

MS. MYDLOWSKI: Let's say, hypothetically, I'm not subdividing and the construction of the road happens, I would have to pay the bill anyway. So, it doesn't change anything for me. If I will subdivide and paid up in a year or two years or three years, or if I will not subdivide and the Village decides to build the street through, I would have to pay the bill anyway.

COMMISSIONER SIGALOS: Well, that's what I'm asking, if you did agree to this and we approve this with this one year to provide these engineering drawings and so forth, that would allow you the time possibly to sell Lot 1 with the house and the money that you receive from that allows you to build your house on Lot 2, but to provide these engineering drawings and bonds and fees and so forth, so does that --

MS. MYDLOWSKI: I don't plan to sell the house on Lot 1. I want to reside in it and stay in it as long as possible. I should be able to generate the money needed for the public improvements from my ordinary income within a year.

COMMISSIONER SIGALOS: Okay, but I don't know, it just seems like you told us, because I thought earlier you said you wanted to sell Lot 1 so that you can build your dream house on Lot 2.

MS. MYDLOWSKI: No, no. I was saying a few months ago that was the idea. Right now it's not. But you never know what's going to happen in life and I cannot really put a house on the market for sale without having a plat of survey. That's the only reason that I am here trying to subdivide this lot, that if in case something happens that will force me to sell Lot 1 or Lot 2, I would like to have a plat of survey.

COMMISSIONER SIGALOS: So, you're saying this motion with these eight conditions granting you essentially a year's time to comply with these is not acceptable or agreeable to you?

MS. MYDLOWSKI: Can you --

COMMISSIONER SIGALOS: The motion that we have to approve your subdivision but you have conditions to comply within a year, provide the engineering plans and bonds and fees and deposits associated with that, you have a one-year timeframe to do that.

MS. MYDLOWSKI: Sure, that's what I was asking for. I proposed the year because right now I'm financially drained after the remodeling expenses and all that. I just need some more months to go back and make it financially and I should be able to pay for the needed public improvements. I just don't have the money right now to do it, that's all. So, I was the one who proposed one year from today.

COMMISSIONER JENSEN: Sam, let's be clear. She doesn't get a subdivision until those conditions are met?

MS. MYDLOWSKI: Right.

MR. HUBBARD: No, no, no. The property would be subdivided. So, if you make a motion for approval of the subdivision and the variations, and the Village Board goes along with that, then she would have the right to come back before this Commission with a final plat of subdivision without having provided the engineering plans, without having provided the deposits and costs, and then it would be incumbent on approving the final plat of subdivision because it matches the preliminary plat that was approved prior. So, if you grant the variations and the waivers, then you're approving the subdivision and you're relying on her to come back and pay the engineering fees and deposits and bonds and provide those plans within one year.

COMMISSIONER JENSEN: So, then technically she could look to selling that property because obviously she'd have the large part of the process that the Village has to go through done.

MR. HUBBARD: Right.

COMMISSIONER JENSEN: So, she would basically be in a better position to expedite selling that property and then coming up with the funds and so forth so she could put that deal together much more easily than if she just came and wanted to start the whole process again.

MR. HUBBARD: Sure.

CHAIRMAN ENNES: So, we wouldn't know what the bond amount or any of that is. Then we'd be approving --

MR. HUBBARD: No, you wouldn't know. Not until --

CHAIRMAN ENNES: So, you couldn't even put a lien on the property to collect that money on the sale of the property for development.

MR. HUBBARD: Right. Right, not until --

CHAIRMAN ENNES: I think we're, I'm not crazy about this.

COMMISSIONER GREEN: Right. I don't like it.

CHAIRMAN ENNES: Do we have a motion?

COMMISSIONER LORENZINI: So, let me get this clear. So, the way you've got it up here for approval, it has these eight conditions. If we approve this, the property gets subdivided right now, that's approving the subdivision.

MR. HUBBARD: Well, it's the preliminary subdivision.

COMMISSIONER DROST: Well, it has to go the Village Board of Trustees.

CHAIRMAN ENNES: Yes.

MR. HUBBARD: Right, the preliminary subdivision.

COMMISSIONER LORENZINI: Okay, if they approve it, then she's got to subdivide it. Then what happens?

MR. HUBBARD: Then she has to come back for final plat of subdivision.

COMMISSIONER LORENZINI: So, she doesn't have it officially until she

comes back for the final plat of subdivision.

COMMISSIONER GREEN: If she meets the requirements.

MR. HUBBARD: But you're pretty much obligated to approve the final plat of subdivision as long as matches the preliminary plat.

COMMISSIONER LORENZINI: Yes, okay.

COMMISSIONER GREEN: But she would have to meet the requirements.

MR. HUBBARD: But she has to meet the requirements, most of which don't come into effect until one year after the final plat is approved.

COMMISSIONER JENSEN: But that's where you want, Staff would like her to end up exactly there. They would like it to happen now, rather than a year from now, but that's exactly where you want her to end up, it's just the timing is the only issue.

MR. HUBBARD: Right.

COMMISSIONER DROST: Yes, and what happens when she goes before the Village Board of Trustees? Can't they put that condition in the ordinance to approve?

MR. HUBBARD: What condition?

COMMISSIONER DROST: That that would appear on a title policy, that it would be subject to the payment of these costs?

CHAIRMAN ENNES: On sale?

MR. HUBBARD: I suppose so. I mean, I would have to check with the Village attorney.

COMMISSIONER DROST: I think that --

COMMISSIONER CHERWIN: You're saying to put the ordinance on the record?

COMMISSIONER DROST: What do you think?

COMMISSIONER CHERWIN: You're saying to put the ordinance in the record at the county?

COMMISSIONER DROST: Yes.

COMMISSIONER CHERWIN: Yes, and then you would presume that whoever bought it would look at the ordinance and end up paying, but the Village itself might not have that side checked to see if it's being applied.

COMMISSIONER DROST: But they have the flexibility --

CHAIRMAN ENNES: Got the title company, right?

COMMISSIONER CHERWIN: Yes, the title company. I mean, there would be things in place to make it very challenging to want to go forward without dealing with the Village, but that's, you know, I guess I'm going back real quick, sorry to drag this thing out here Sam. We talked about sort of a blanket continuance and I think there was some talk about, you know, really the process of working with the Staff to see if there is an opportunity to put in kind of a change to the ordinance. I think we kind skipped back over that, but what would that look like? Is it a year, if we give a blanket continuance with the idea that the Petitioner would, I think based on what some of the Commissioners said, look at the code and say, well, is there a way for me to kind of do what I want to do, it's just this is going to be the process which is to work with Staff to potentially propose an ordinance change to allow for this small subdivision. It may need some work on the Petitioner's part to have to work with you guys to do it, but is that something Staff would be willing to do? I mean is that, I think that was discussed earlier but we kind of got away from that.

MR. HUBBARD: I think, you know, if a continuance is granted and the direction is for Staff to analyze the code to maybe amend the code and allow some flexibility in cases like this, you know, I can bring it back to our Planning Director and I can bring it to the Director of Engineering, you know, if they're amenable to that and that's something that they think is a worthwhile code change --

COMMISSIONER CHERWIN: I think we've heard that from several people here that that's a worthwhile undertaking. It would give the Petitioner time to not get denied, but to kind of work through the process. If at the end of the day the Staff determines it's not feasible, then I think the Petitioner can come back with potentially the engineering, you know, down the road for a year. So, I think if we give a general continuance, we get the time necessary, Staff looks at the code. I think we're all, or most of us at least think that's a good idea to look at that, to see if there's a reasonable exception for a pretty small number of probably future cases here in the Village. Then it would give the Petitioner some time to, first to understand where the Village stands on that if there's an option there, and if not, you know, the engineering plans down the road.

COMMISSIONER GREEN: If not, she'd have to come back and do exactly what we'd have to do anyway.

CHAIRMAN ENNES: Right.

COMMISSIONER CHERWIN: So, I would almost read out the continuance as a general continuance subject to Staff's review of the ordinance.

COMMISSIONER GREEN: Then you're back to this again.

COMMISSIONER CHERWIN: Back to a continuance, but not a specific continuance I would say. I don't know if that makes a difference in how the ordinance, I don't think necessarily, I was just giving a continuance for a review of the code and then potentially to actually come back and --

COMMISSIONER JENSEN: Can you put a time limit on it, Jay?

COMMISSIONER CHERWIN: I'd say a year. I think the Petitioner is okay with a year already based on the engineering aspect of it and she can still look at the engineering aspect, but I think it gives the Staff some more direction on what the Plan Commission would want to see because this may not be the last circumstance like this that we have to deal with. I think we all agree that it's a bit cumbersome for subdivision owners. That would be my thought.

CHAIRMAN ENNES: Do we have a motion?

COMMISSIONER CHERWIN: I would move to do that, but I don't know if I can repeat it all.

COMMISSIONER DROST: No, you can't. But it would be generally a motion to continue, a general continuance, and then pick off the elements of it.

COMMISSIONER WARSKOW: With direction to Staff to review the code.

COMMISSIONER GREEN: Look into it.

COMMISSIONER CHERWIN: Right, yes. Okay, so I guess I would, Sam, do you want me to read any part of this or just move? A motion to recommend to the Village Board of Trustees that this be continued generally for review of ordinance applicable to small subdivisions and engineering and bond requirements and to alternatively provide the Petitioner enough time to understand costs associated with the requirements of the code if kept in its current state and the period of that continuance to be one year from today.

MR. HUBBARD: I don't know if you need to specify all that in a motion. I

would say just a motion to continue.

COMMISSIONER CHERWIN: Perfect. Motion to continue for a year.

COMMISSIONER GREEN: I'll second that.

COMMISSIONER DROST: And comment.

MR. HUBBARD: I think Staff understands what you want us to do.

COMMISSIONER DROST: Right, I'll second that motion.

CHAIRMAN ENNES: Any discussion or do we have to vote first?

COMMISSIONER DROST: No, just first and second and then discussion.

CHAIRMAN ENNES: Okay, any discussion? We have a first and a second.

Okay, take roll call.

MR. HUBBARD: Commissioner Cherwin.

COMMISSIONER CHERWIN: Yes.

MR. HUBBARD: Commissioner Drost.

COMMISSIONER DROST: Aye.

MR. HUBBARD: Commissioner Green.

COMMISSIONER GREEN: Yes.

MR. HUBBARD: Commissioner Jensen.

COMMISSIONER JENSEN: Yes.

MR. HUBBARD: Commissioner Lorenzini.

COMMISSIONER LORENZINI: Yes.

MR. HUBBARD: Commissioner Sigalos.

COMMISSIONER SIGALOS: Yes.

MR. HUBBARD: Commissioner Warskow.

COMMISSIONER WARSKOW: Yes.

MR. HUBBARD: Chairman Ennes.

CHAIRMAN ENNES: Yes. So, while we didn't make a decision, we are considering your application, we're going to take a look at the code for a period not to exceed a year. We'll make you aware, I'm sure that we can ask the Department to contact her once that's done and let her know the impact of that. So, you didn't get what you want yet, but you might.

MS. MYDLOWSKI: Thank you very much. I appreciate your time.

CHAIRMAN ENNES: Do we have anything else? No other business?

COMMISSIONER DROST: I'll make a motion to adjourn then.

CHAIRMAN ENNES: Is there a second?

COMMISSIONER GREEN: Second.

CHAIRMAN ENNES: All in favor?

(Chorus of ayes.)

(Whereupon, the meeting was adjourned
at 9:08 p.m.)



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

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

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.

ATTACHMENTS:

Description	Type
Staff Report	Board or Commission Report
Public Notice	Correspondence
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



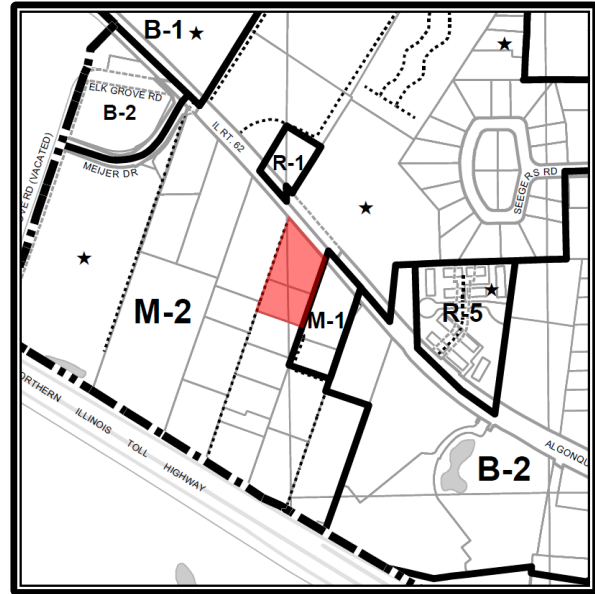
VILLAGE OF ARLINGTON HEIGHTS **STAFF DEVELOPMENT** **COMMITTEE REPORT**

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

NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN THAT THE PLAN COMMISSION OF THE VILLAGE OF ARLINGTON HEIGHTS WILL CONDUCT A PUBLIC HEARING ON OCTOBER 11, 2017, AT 7:30 P.M. in the Municipal Building, 33 South Arlington Heights Road, Arlington Heights, Illinois to consider Petition No. 16-012, a Land Use Variation to allow a hotel within the M-2 zoning district, said property located at 519 West Algonquin Road in Arlington Heights, IL, and legally described as follows:

LOT 1 AND LOT 2 IN DONALD LARSON'S RESUBDIVISION OF PART OF LOT 7 IN THE RESUBDIVISION OF JOSEPH A. BARNE'S FARM IN SECTION 16, TOWNSHIP 41 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF REGISTERED IN THE OFFICE OF THE REGISTRAR OF TITLES OF COOK COUNTY, ILLINOIS ON SEPTEMBER 22, 1967 AS DOCUMENT LR 2349338 IN COOK COUNTY, ILLINOIS.

As part of said petition the applicant is requesting the following variations from Chapter 28 of the Municipal Code:

- Section 11.4-4, to reduce the required off-street parking spaces to allow 172 parking spaces on the subject property where code requires 310 parking spaces.

- 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.

And other variations as determined necessary by the Plan Commission.

All persons desiring to be heard shall be given the opportunity to be heard. Should any individual need auxiliary aid or service, such as a sign language interpreter or materials in alternative formats, please contact the Health Department at 33 South Arlington Heights Road, Arlington Heights, Illinois 60005, (847) 368-5760, TDD# (847) 368-5794.

Terry Ennes, Chairman
ARLINGTON HEIGHTS
PLAN COMMISSION
Published in Daily Herald
Sept. 26, 2017 (4483335)

CERTIFICATE OF PUBLICATION

Paddock Publications, Inc.

Daily Herald

Corporation organized and existing under and by virtue of the laws of the State of Illinois, DOES HEREBY CERTIFY that it is the publisher of the **DAILY HERALD**. That said **DAILY HERALD** is a secular newspaper and has been circulated daily in the Village(s) of Algonquin, Antioch, Arlington Heights, Aurora, Barrington, Barrington Hills, Lake Barrington, North Barrington, South Barrington, Bartlett, Batavia, Buffalo Grove, Burlington, Campton Hills, Carpentersville, Cary, Deer Park, Des Plaines, South Elgin, East Dundee, Elburn, Elgin, Elk Grove Village, Fox Lake, Fox River Grove, Geneva, Gilberts, Grayslake, Green Oaks, Gurnee, Hainesville, Hampshire, Hanover Park, Hawthorn Woods, Hoffman Estates, Huntley, Inverness, Island Lake, Kildeer, Lake Villa, Lake in the Hills, Lake Zurich, Libertyville, Lincolnshire, Lindenhurst, Long Grove, Mt. Prospect, Mundelein, Palatine, Prospect Heights, Rolling Meadows, Round Lake, Round Lake Beach, Round Lake Heights, Round Lake park, Schaumburg, Sleepy Hollow, St. Charles, Streamwood, Tower Lakes, Vernon Hills, Volo, Wauconda, Wheeling, West Dundee, Wildwood, Sugar Grove, North Aurora, Glenview

County(ies) of Cook, Kane, Lake, McHenry

and State of Illinois, continuously for more than one year prior to the date of the first publication of the notice hereinafter referred to and is of general circulation throughout said Village(s), County(ies) and State.

I further certify that the **DAILY HERALD** is a newspaper as defined in "an Act to revise the law in relation to notices" as amended in 1992 Illinois Compiled Statutes, Chapter 715, Act 5, Section 1 and 5. That a notice of which the annexed printed slip is a true copy, was published September 26, 2017 in said **DAILY HERALD**.

IN WITNESS WHEREOF, the undersigned, the said **PADDOCK PUBLICATIONS, Inc.**, has caused this certificate to be signed by, this authorized agent, at Arlington Heights, Illinois.

PADDOCK PUBLICATIONS, INC.
DAILY HERALD NEWSPAPERS

BY Laula Baltz
Authorized Agent

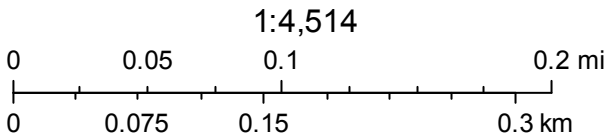
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SEP 29 2017
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

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

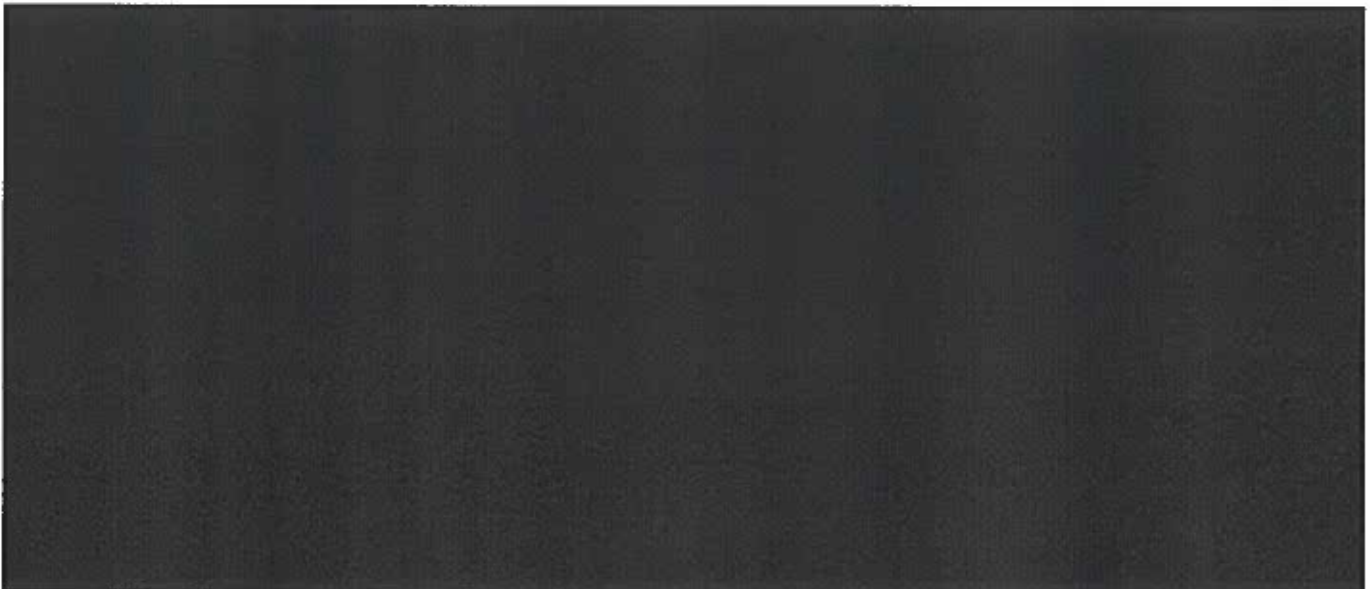
- A. Presentation of the Colors by Girl Scout Troop #40694 from South Middle School and Dryden School

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

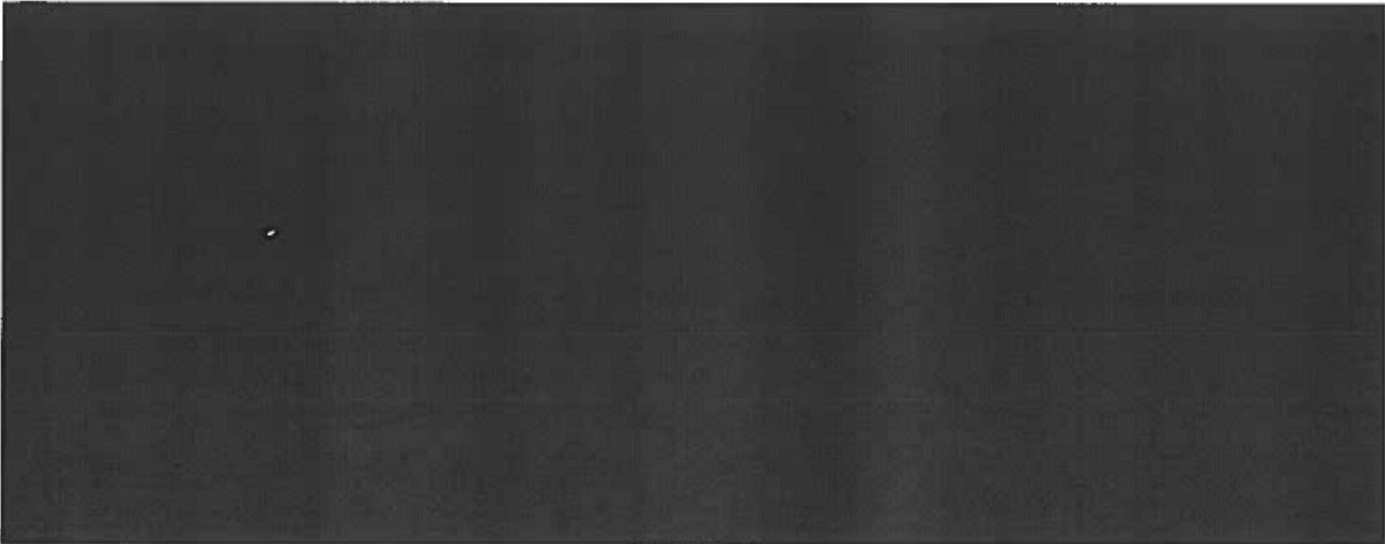
parking. Mr. Perkins said the Doubletree has a combined parking area and he has not personally had any complaints on lack of parking there. However, the offices next door are empty in evening. Trustee Glasgow asked if the Ivy is pursuing the other spaces for additional parking. Mr. O'Conner said the 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:

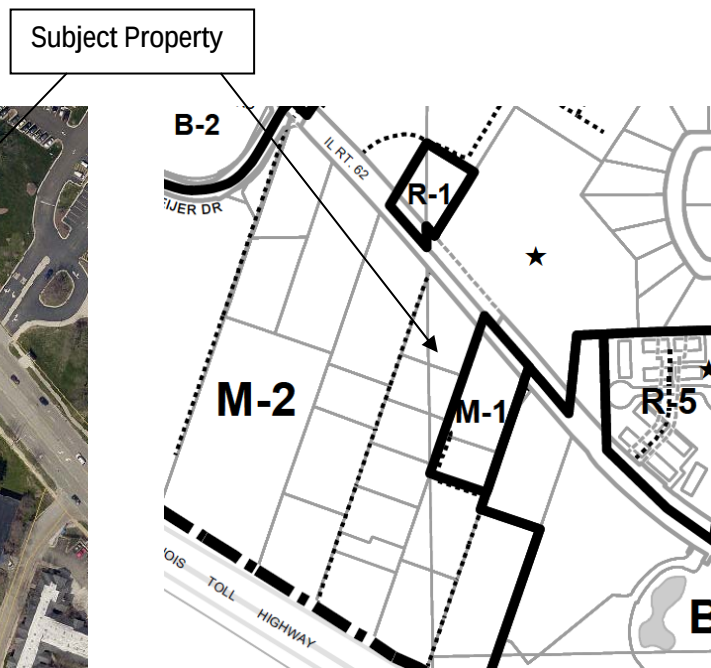
The subject design is being forwarded to the Design Commission for review pursuant to Chapter 6 of the Municipal Code, specifically Section 6-501 (e)(1), which states that the Design Commission "shall review all Plan Commission, Zoning Board of Appeals, Building Permit and Sign Permit applications for 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.

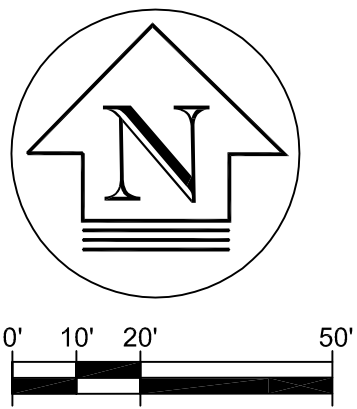
7. COMPLIANCE WITH ALL APPLICABLE FEDERAL, STATE AND VILLAGE CODES, REGULATIONS AND POLICIES.

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.



UNITED SURVEY SERVICE, LLC

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

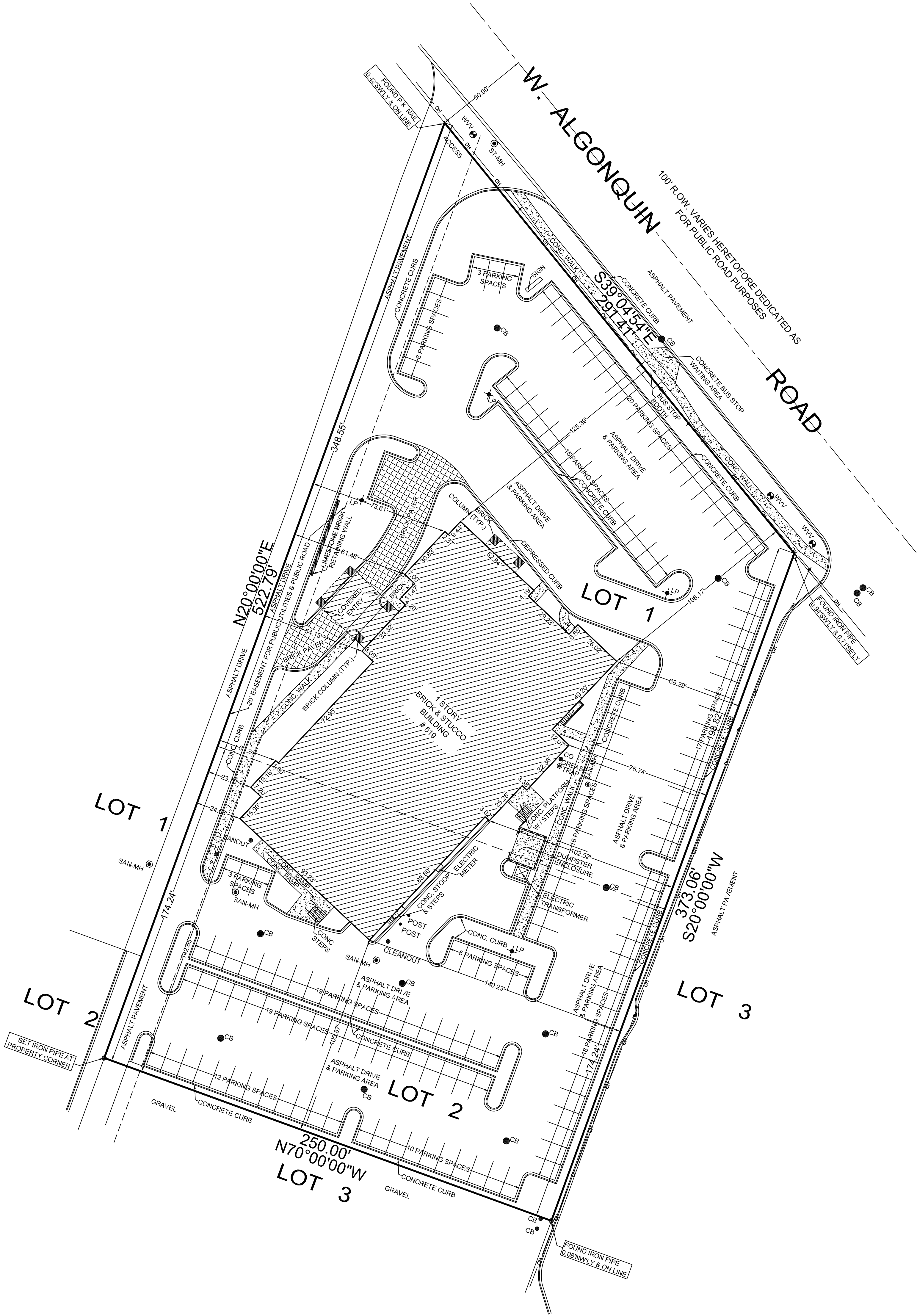
PLAT OF SURVEY
OF

LOT 1 AND LOT 2 IN DONALD LARSON'S RESUBDIVISION OF PART OF LOT 7 IN THE RESUBDIVISION OF JOSEPH A. BARNE'S FARM IN SECTION 16, TOWNSHIP 41 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF REGISTERED IN THE OFFICE OF THE REGISTRAR OF TITLES OF COOK COUNTY, ILLINOIS ON SEPTEMBER 22, 1967 AS DOCUMENT LR 2349338 IN COOK COUNTY, ILLINOIS.

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
	WV 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.

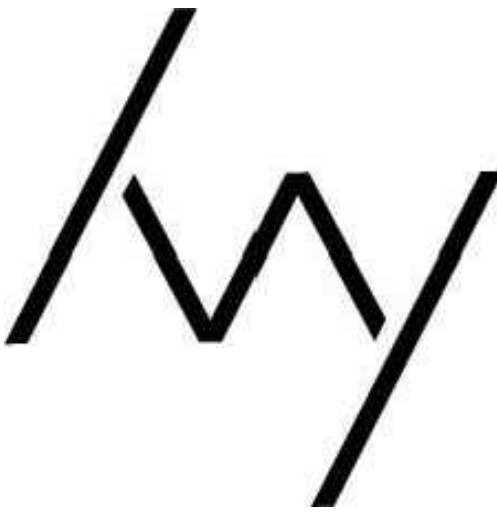
MELROSE PARK, ILLINOIS, MAY 2, A.D. 2016



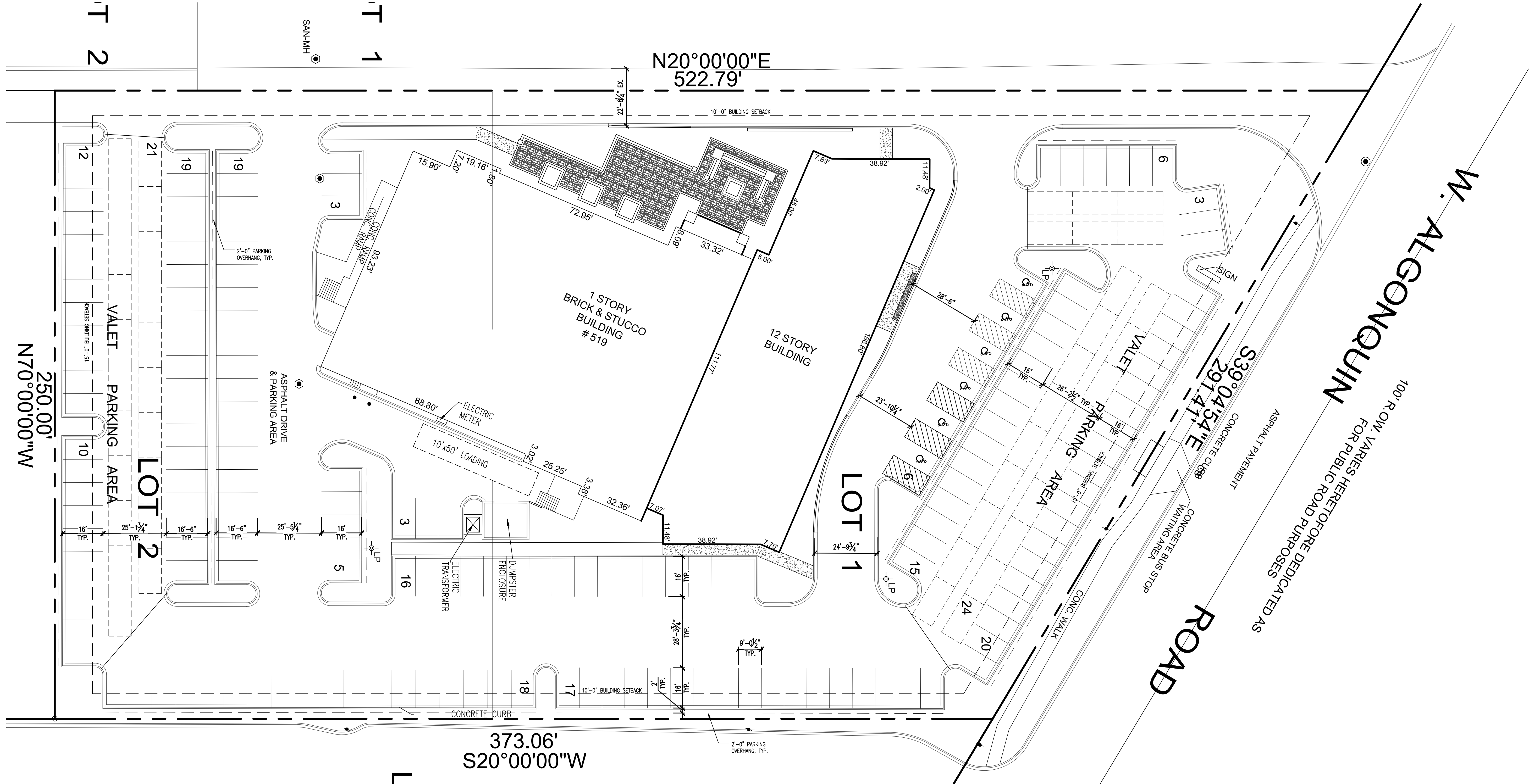
BY:
ROY G. LAWNICZAK, REGISTERED ILLINOIS LAND SURVEYOR NO. 35-2290
LICENSE EXPIRES: NOVEMBER 30, 2016
PROFESSIONAL DESIGN FIRM LICENSE NO.: 184-004576
LICENSE EXPIRES: APRIL 30, 2017



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



LOT AREAS	
MIN LOT SIZE:	N/A
EX. LOT SIZE:	±111,981 SF (2.57A)

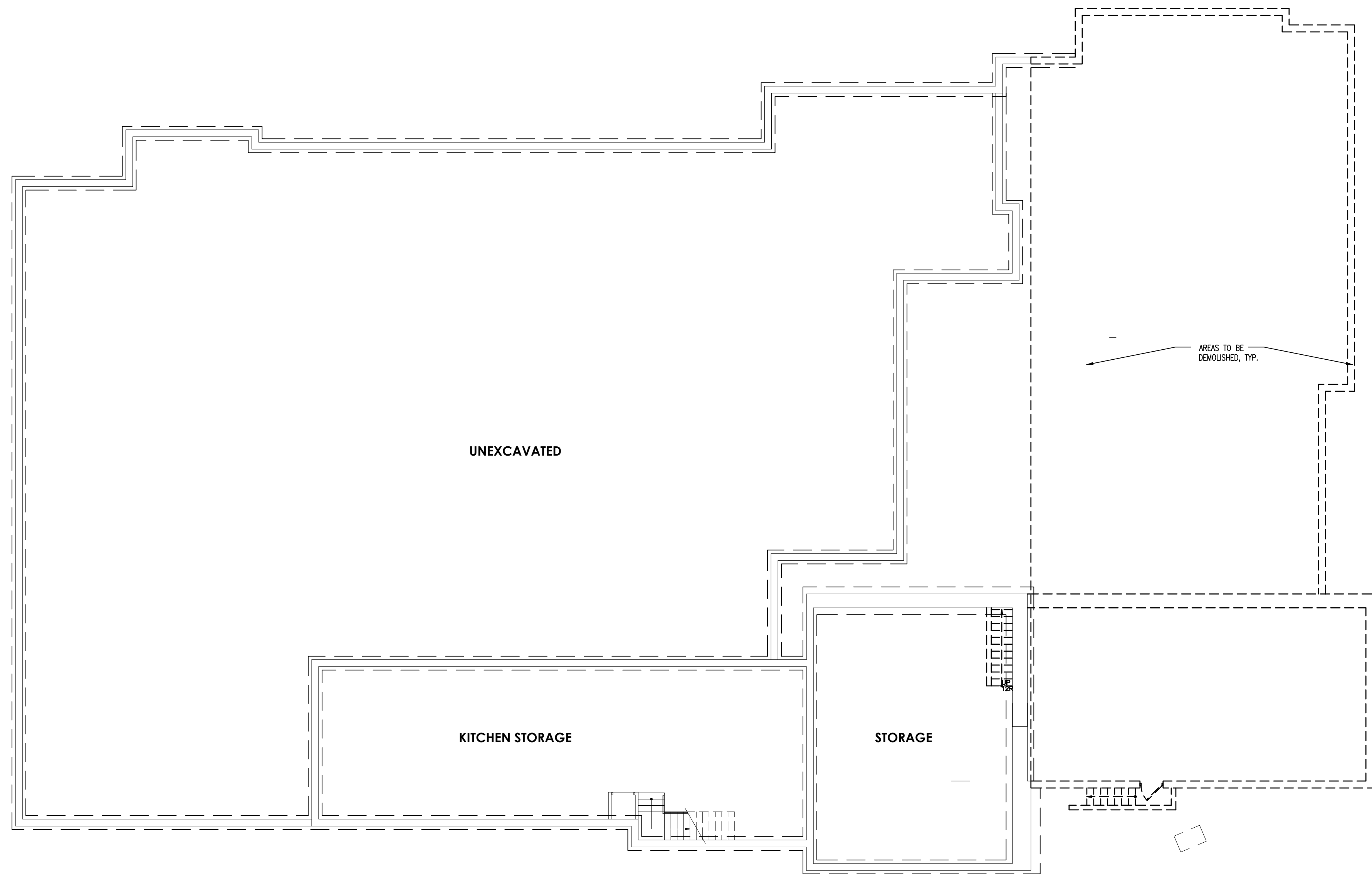
BUILDING AREAS	
EXISTING	
BANQUET HALL	20,404
PROPOSED	
DEMOLITION	-5,722
TOTAL REMAINING (NET)	14,682
HOTEL ADDITION	93,380
TOTAL	108,062

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





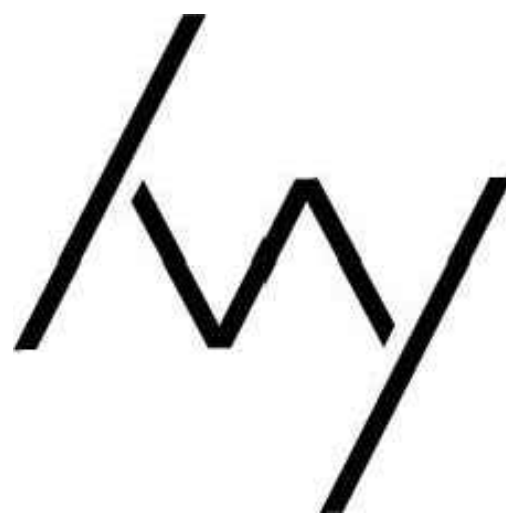
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PROPOSED BASEMENT PLAN

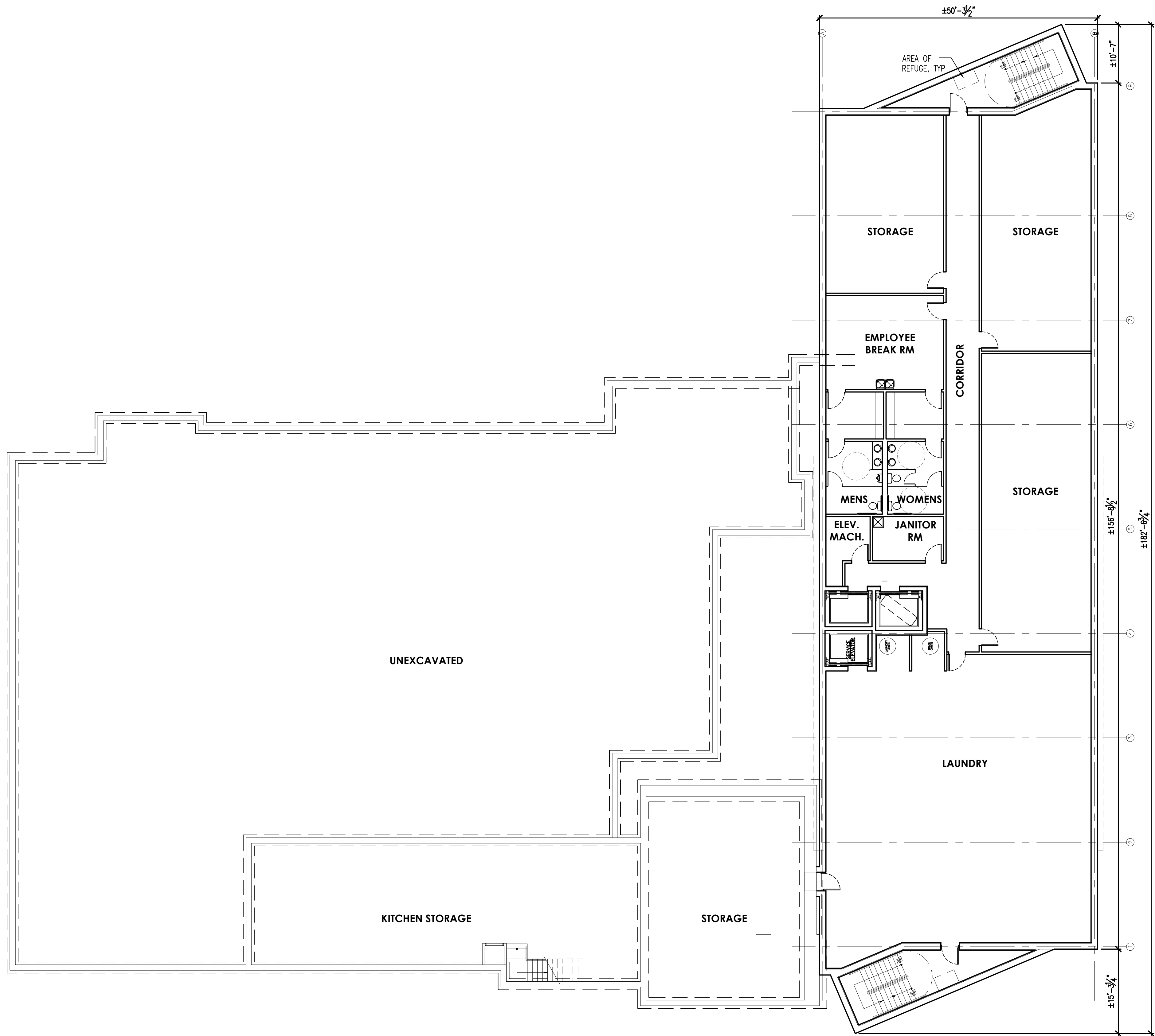
SCALE : 3/32" = 1'-0" AUGUST 8, 2017



NORTH



IVY BOUTIQUE HOTEL
519 E. ALGONQUIN RD
ARLINGTON HEIGHTS, IL 60007



1 PROPOSED BASEMENT PLAN
SCALE : 3/32" = 1'-0" AUGUST 8, 2017 NORTH

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

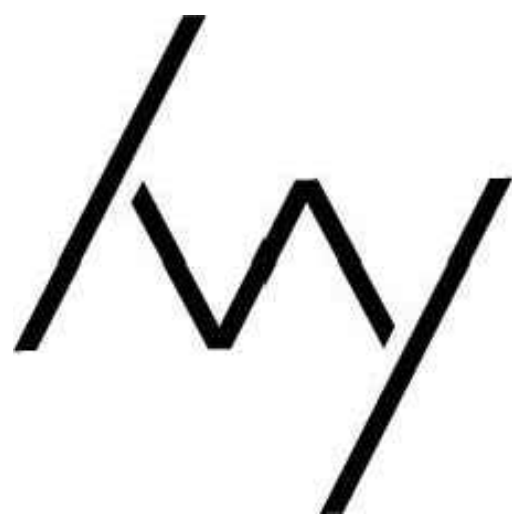
- STRUCTURAL FRAME: 2 HOUR
- BEARING WALLS: EXTERIOR: 2 HOUR
INTERIOR: 2 HOUR
- NON BEARING WALLS & PARTITIONS: EXTERIOR: 0 HOUR
INTERIOR: 0 HOUR
- FLOOR CONSTRUCTION: 2 HOUR
- ROOF CONSTRUCTION: 1 HOUR
- FIRE WALLS: N/A
- FIRE BARRIERS: VERTICAL EXIT ENCLOSURES (STAIRS): 2 HOUR
EXIT PASSAGEWAY: 1 HOUR
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

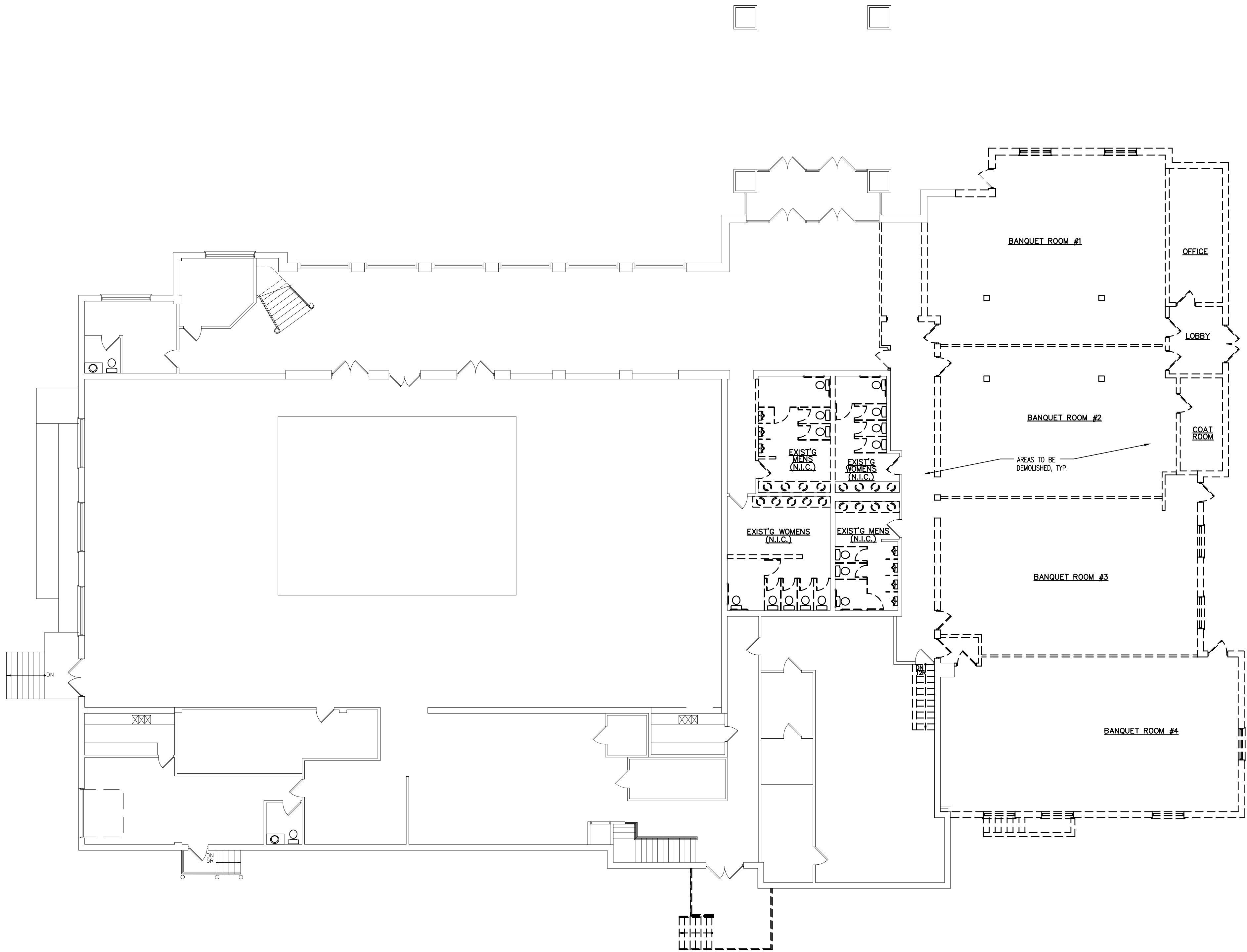
- WALLS & CEILINGS: VERTICAL EXITS & EXIT PASSAGEWAYS: B
EXIT ACCESS CORRIDORS & OTHER EXITWAYS: C
ROOMS AND ENCLOSED SPACES: C
- INTERIOR FLOORS: CLASS II
- DECORATIONS AND TRIM: C

Enrique Castel Architect

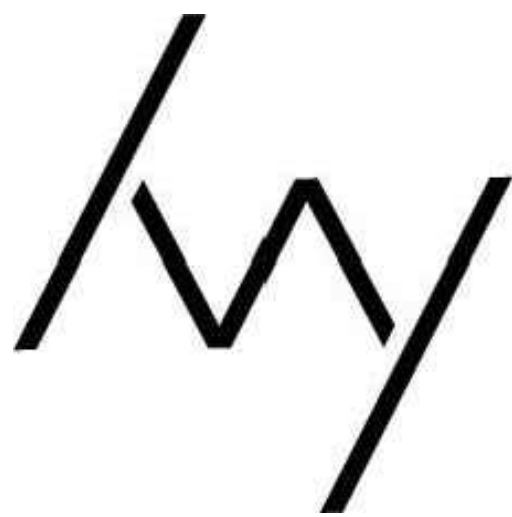
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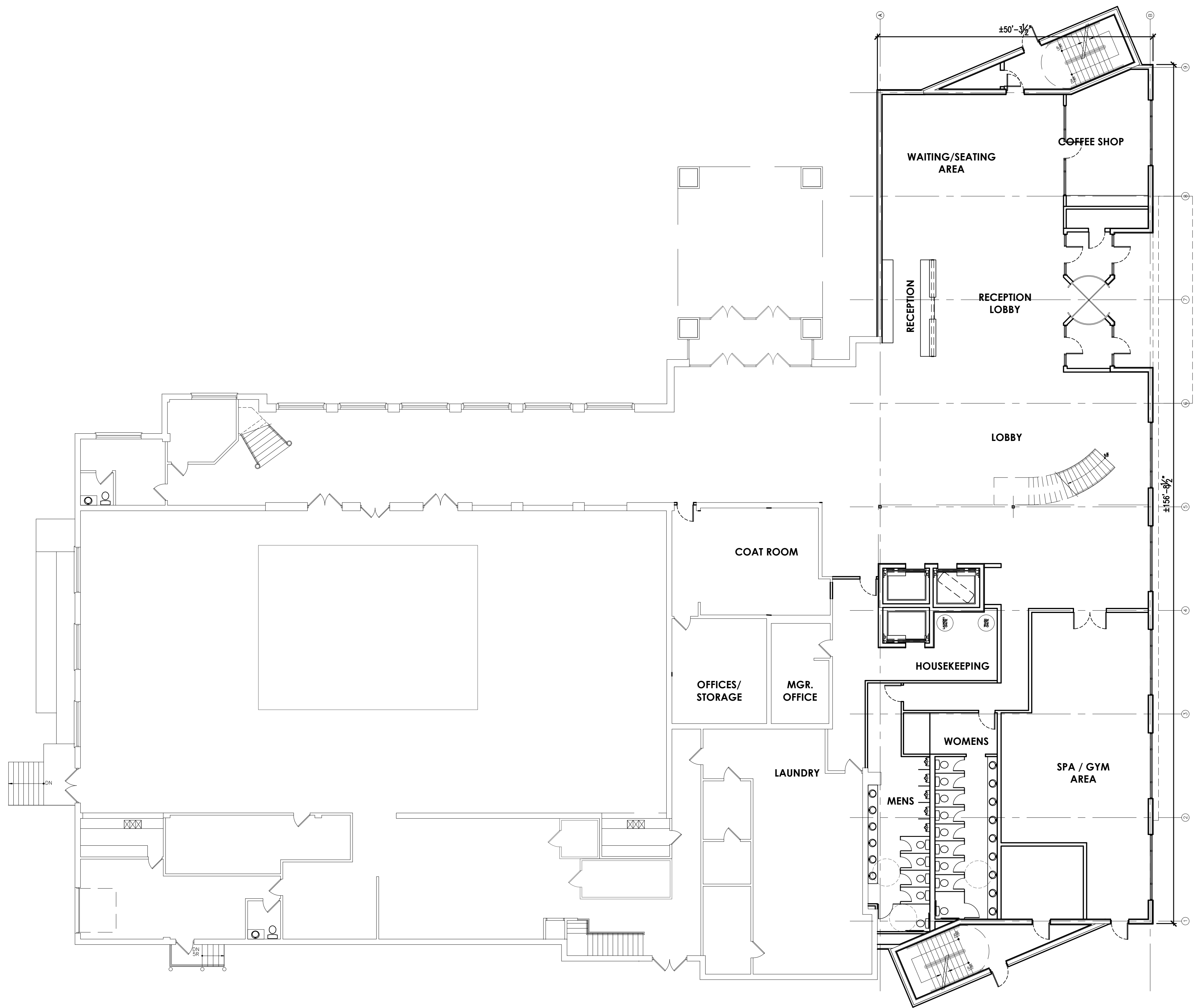
IVY BOUTIQUE HOTEL
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1 PROPOSED FIRST FLOOR PLAN
SCALE : 3/32" = 1'-0" AUGUST 8, 2017 NORTH

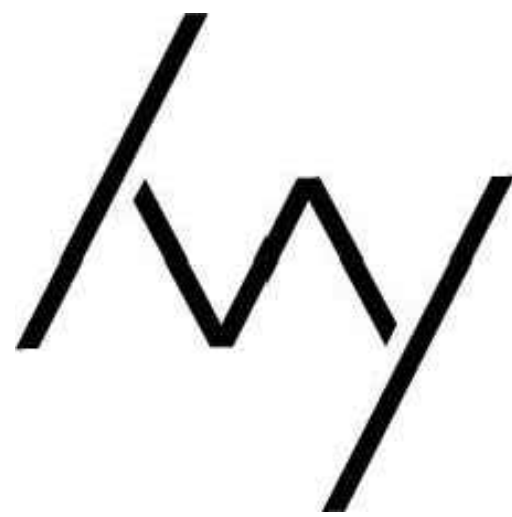


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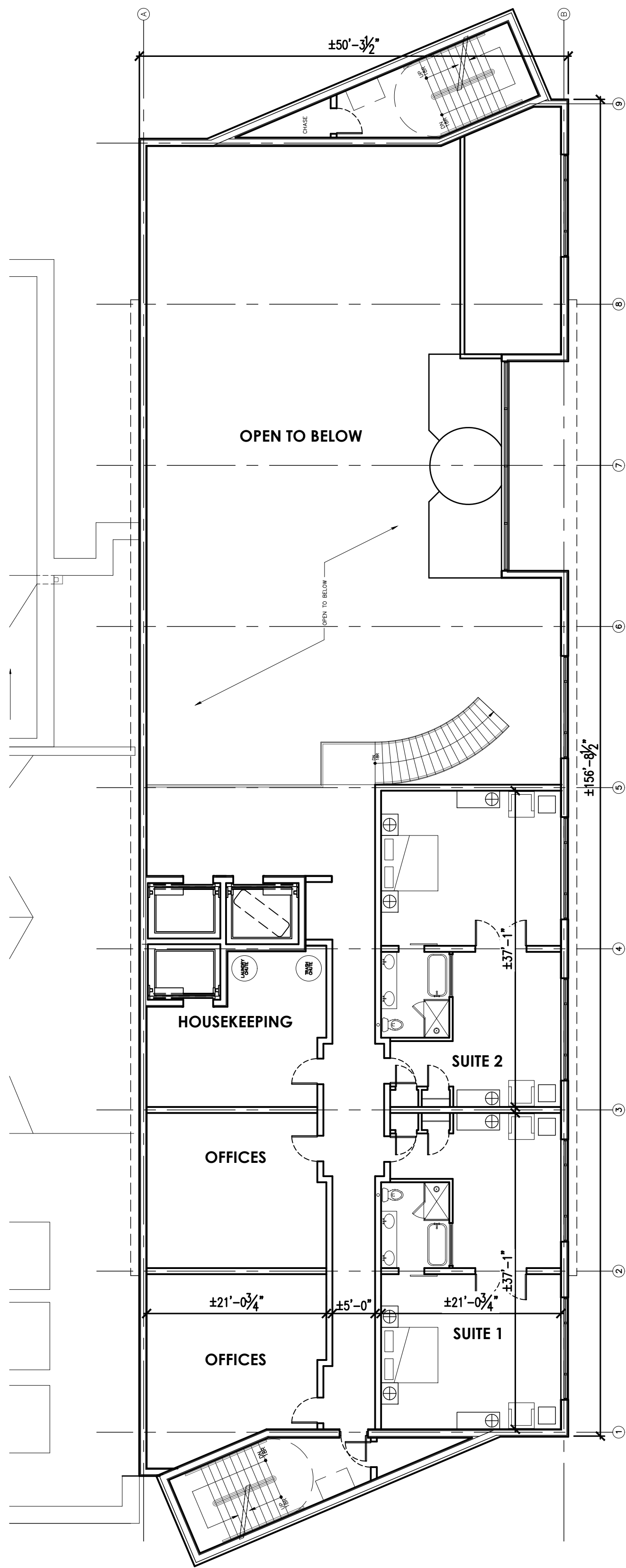


1 PROPOSED FIRST FLOOR PLAN
SCALE : 3/32" = 1'-0"
AUGUST 8, 2017
NORTH

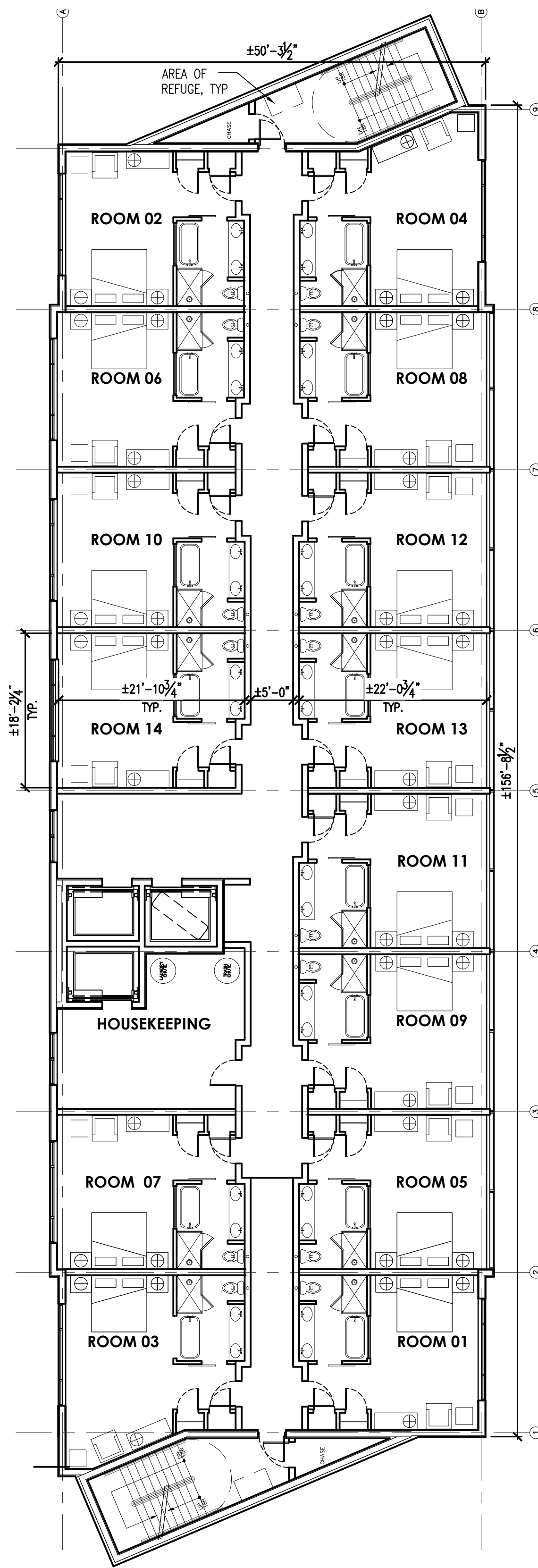
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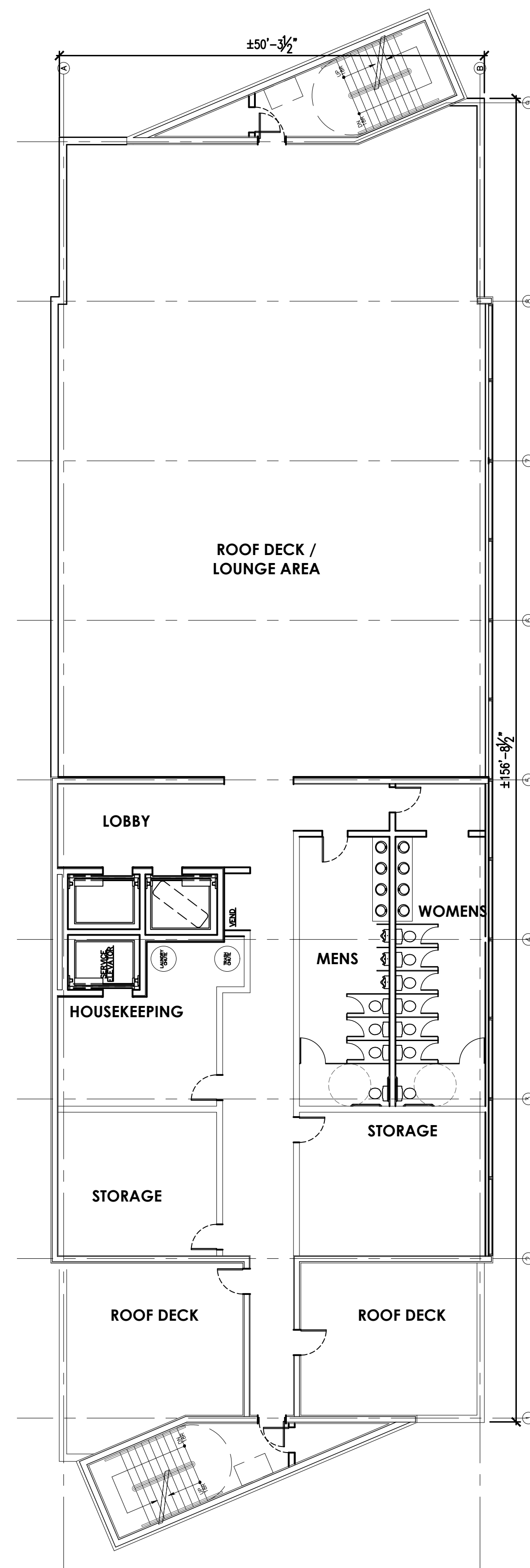
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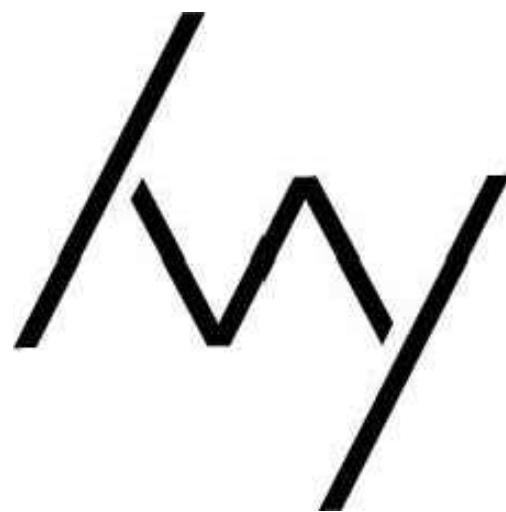
1 PROPOSED 2ND FLR PLAN
SCALE : 3/32" = 1'-0" AUGUST 8, 2017
NORTH



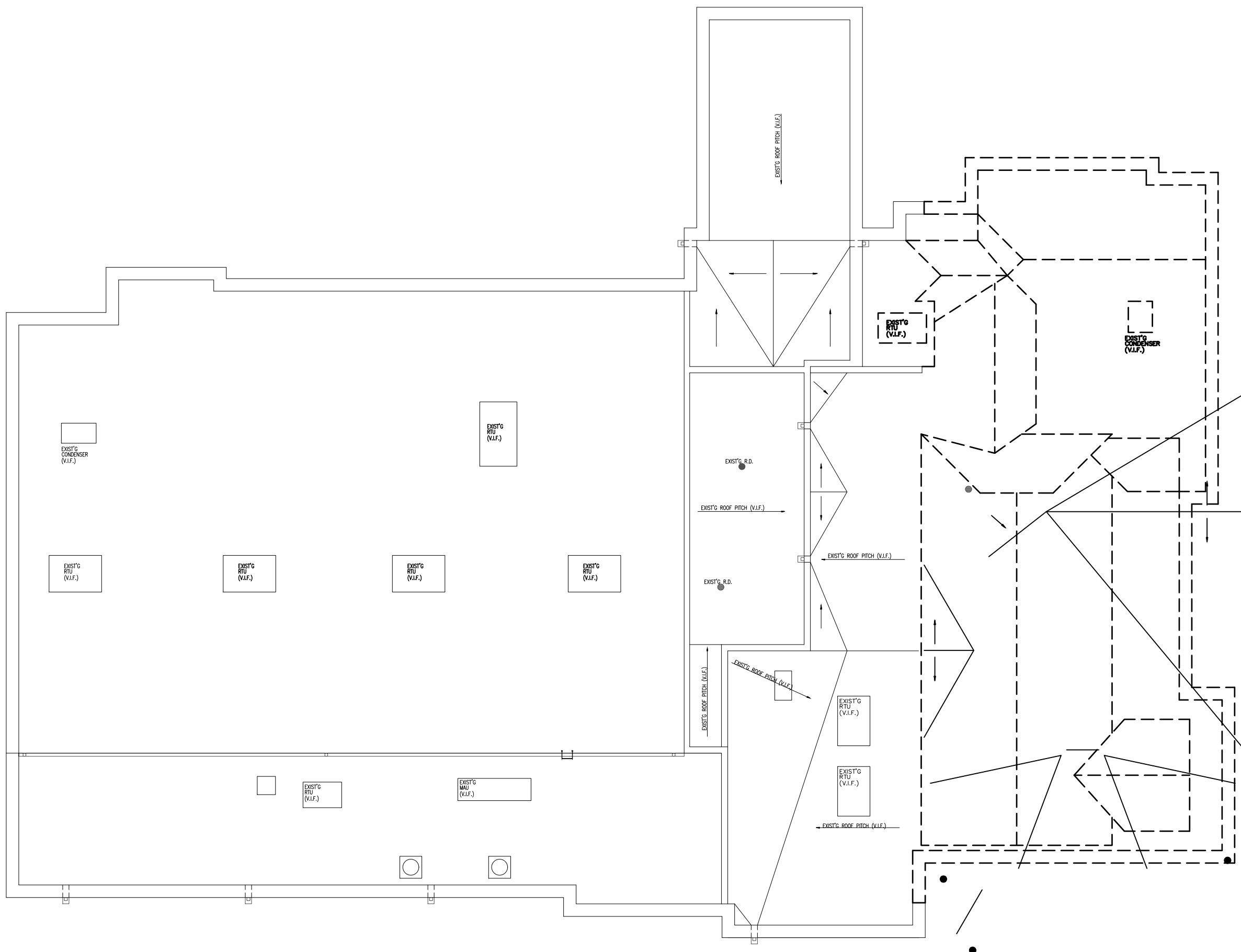
2 PROPOSED 3-11TH FLR PLAN
SCALE : 3/32" = 1'-0"



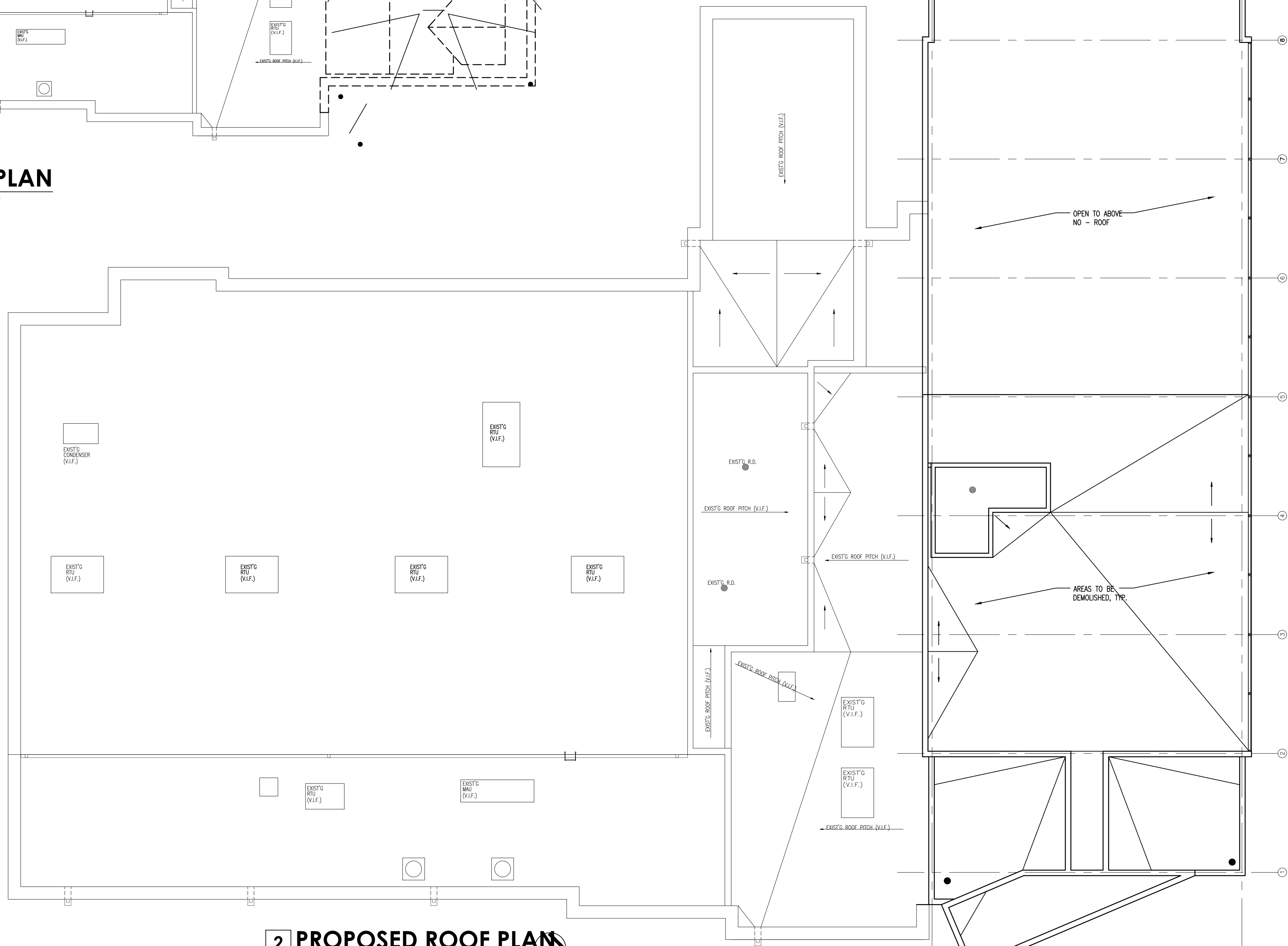
3 PROPOSED 12TH FLR
SCALE : 3/32" = 1'-0"



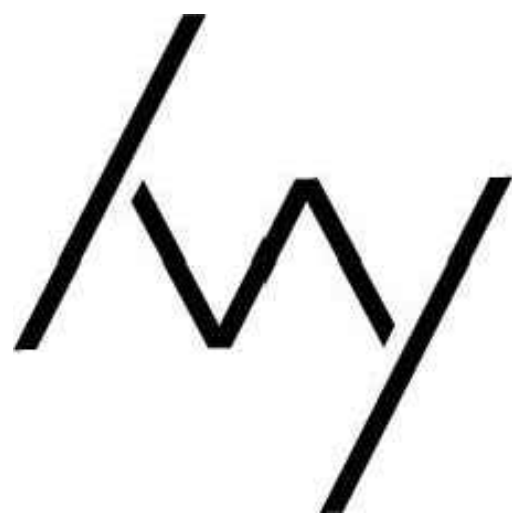
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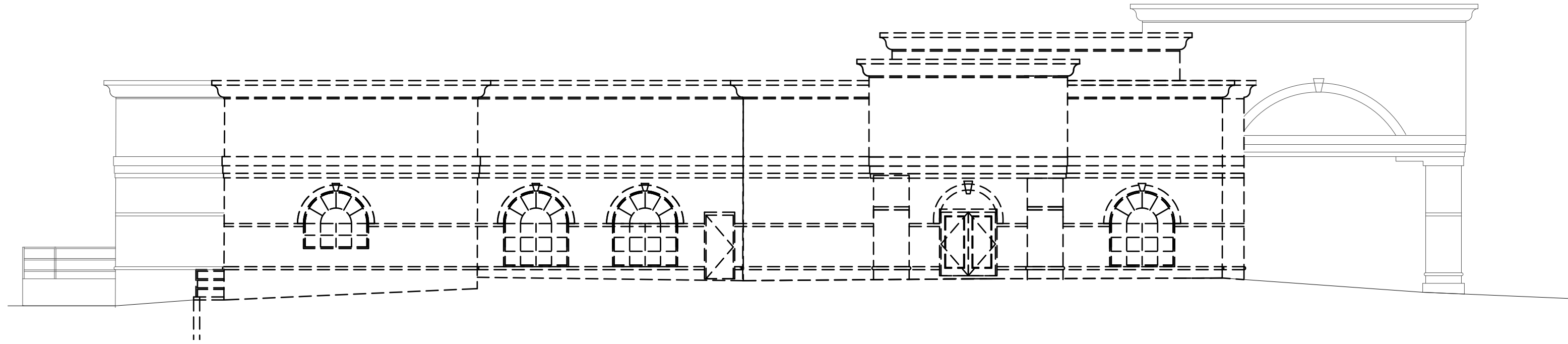
1 DEMOLITION ROOF PLAN
SCALE : 1/16" = 1'-0" AUGUST 8, 2017



2 PROPOSED ROOF PLAN
SCALE : 3/32" = 1'-0" AUGUST 8, 2017
NORTH



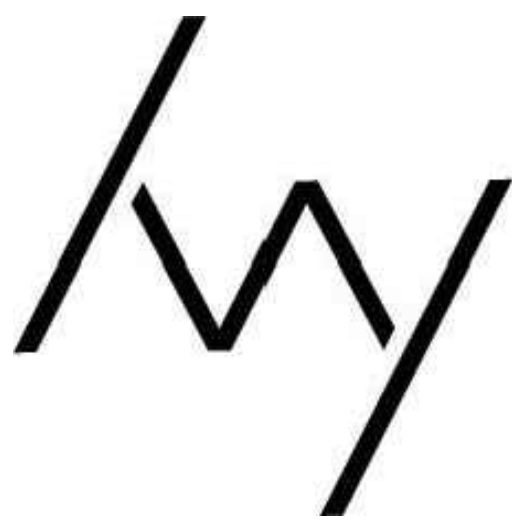
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1 DEMOLITION - NORTH (FRONT) ELEVATION
SCALE : 3/32" = 1'-0" AUGUST 8, 2017



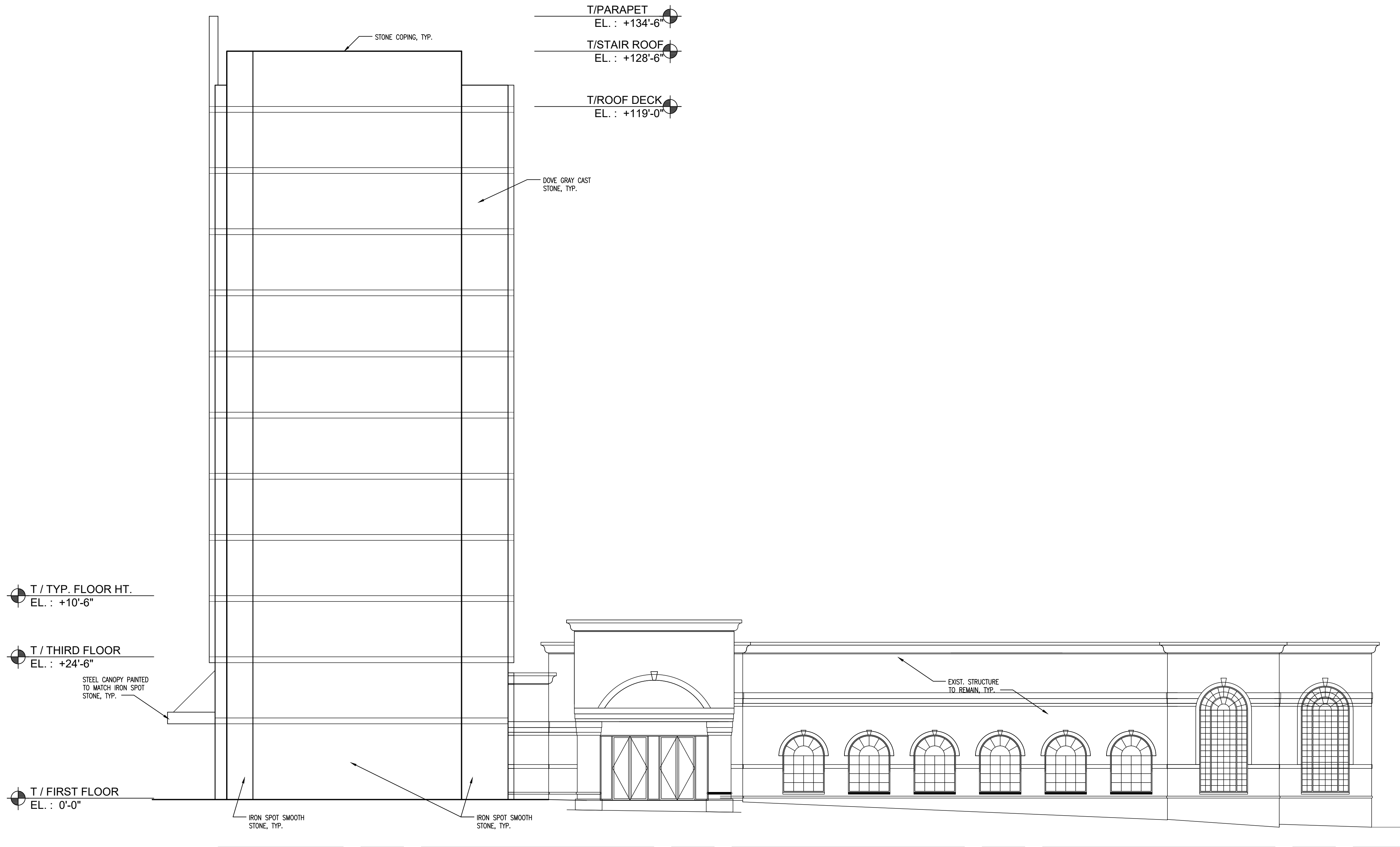
2 PROPOSED NORTH (FRONT) ELEVATION
SCALE : 3/32" = 1'-0" AUGUST 8, 2017



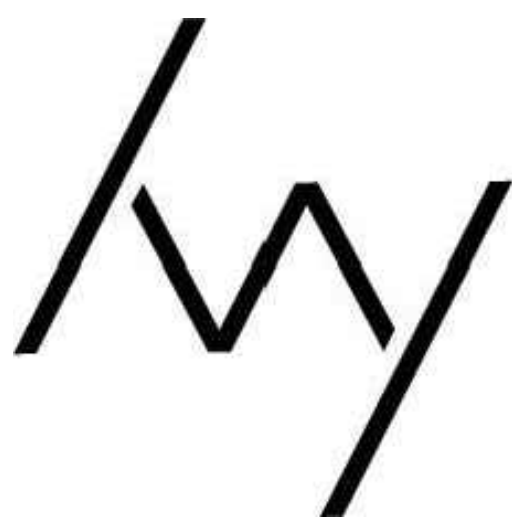
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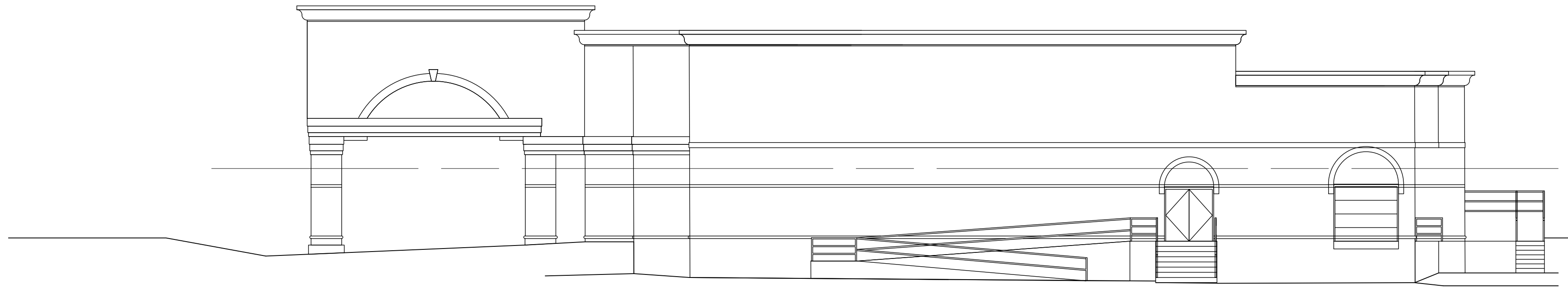
1 DEMOLITION - WEST ELEVATION
SCALE : 3/32" = 1'-0" AUGUST 8, 2017



2 PROPOSED WEST ELEVATION
SCALE : 3/32" = 1'-0" AUGUST 8, 2017



IVY BOUTIQUE HOTEL
519 E. ALGONQUIN RD
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1 EXISTING SOUTH (REAR) ELEVATION

SCALE : 3/32" = 1'-0"

AUGUST 8, 2017



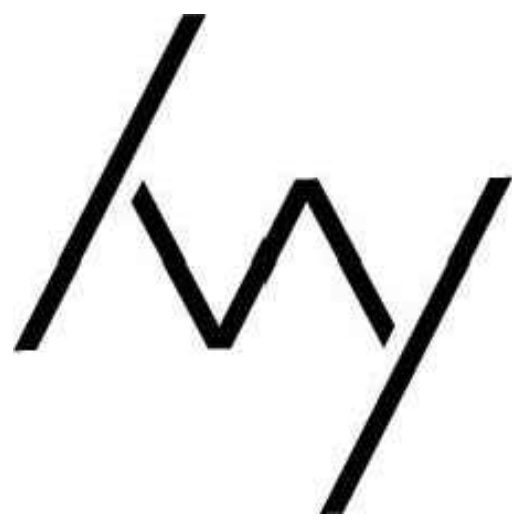
2 PROPOSED SOUTH (REAR) ELEVATION

SCALE : 3/32" = 1'-0"

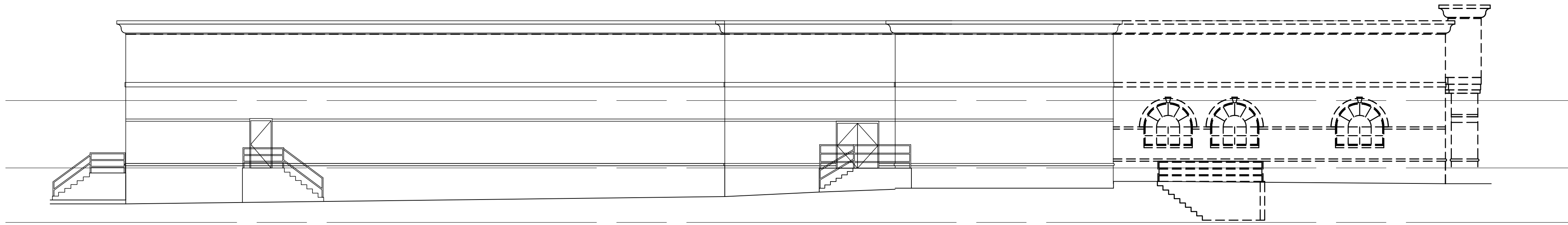
AUGUST 8, 2017

Enrique Castel Architect

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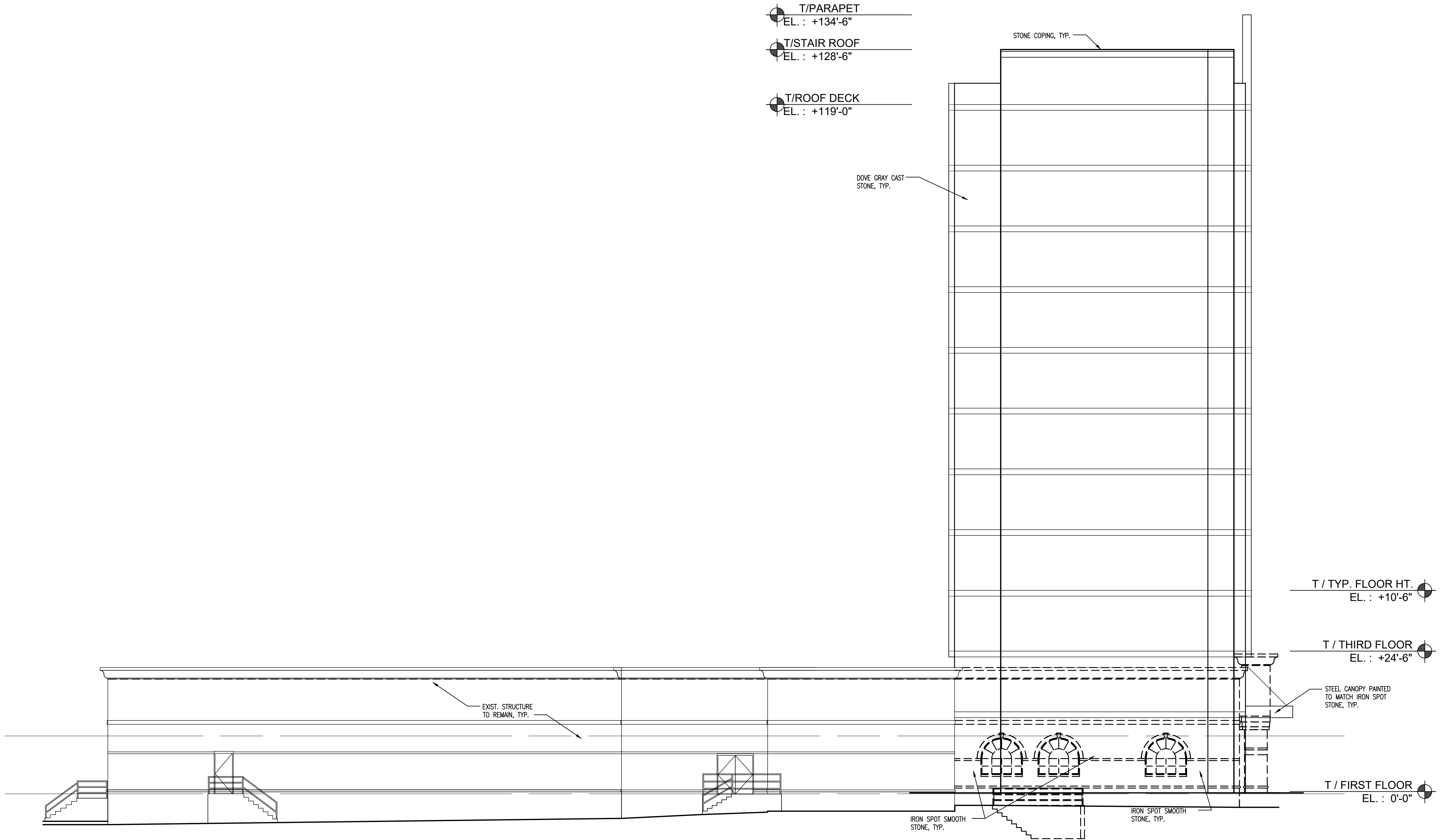


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1 DEMOLITION EAST ELEVATION

SCALE : 3/32" = 1'-0" AUGUST 8, 2017

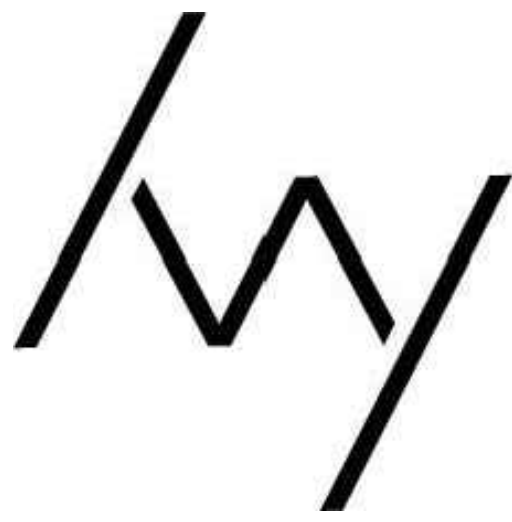


2 PROPOSED EAST ELEVATION

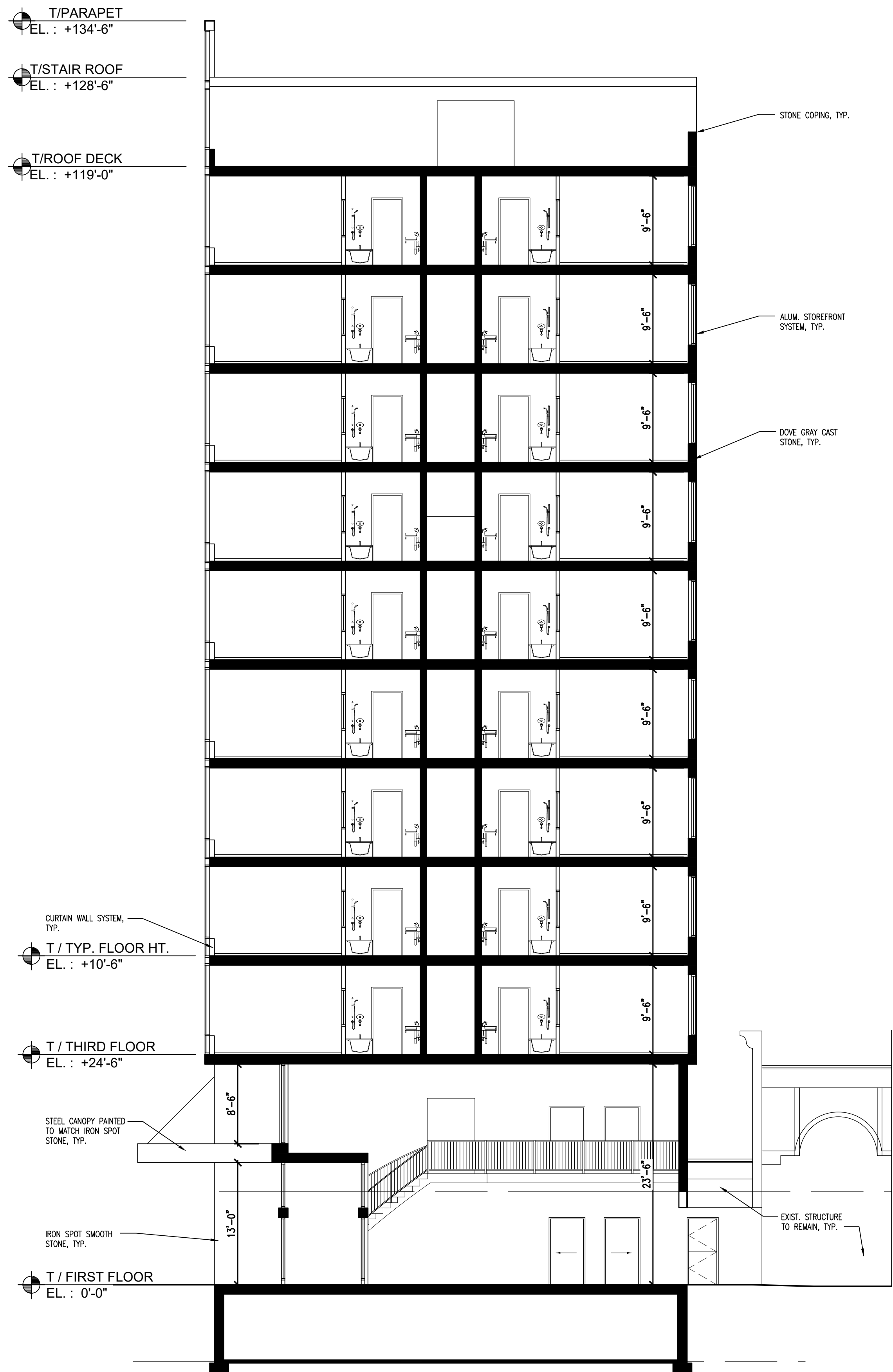
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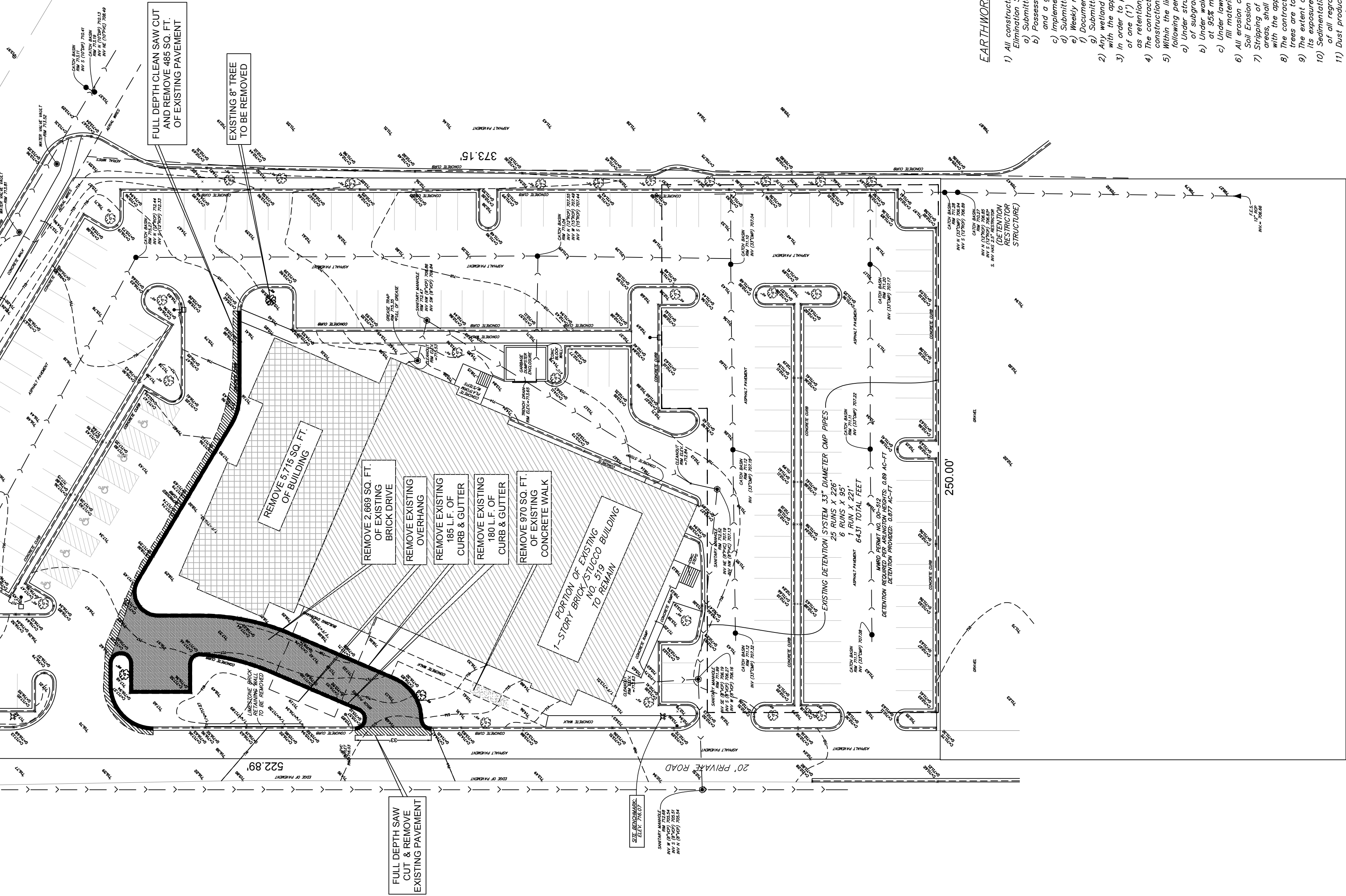
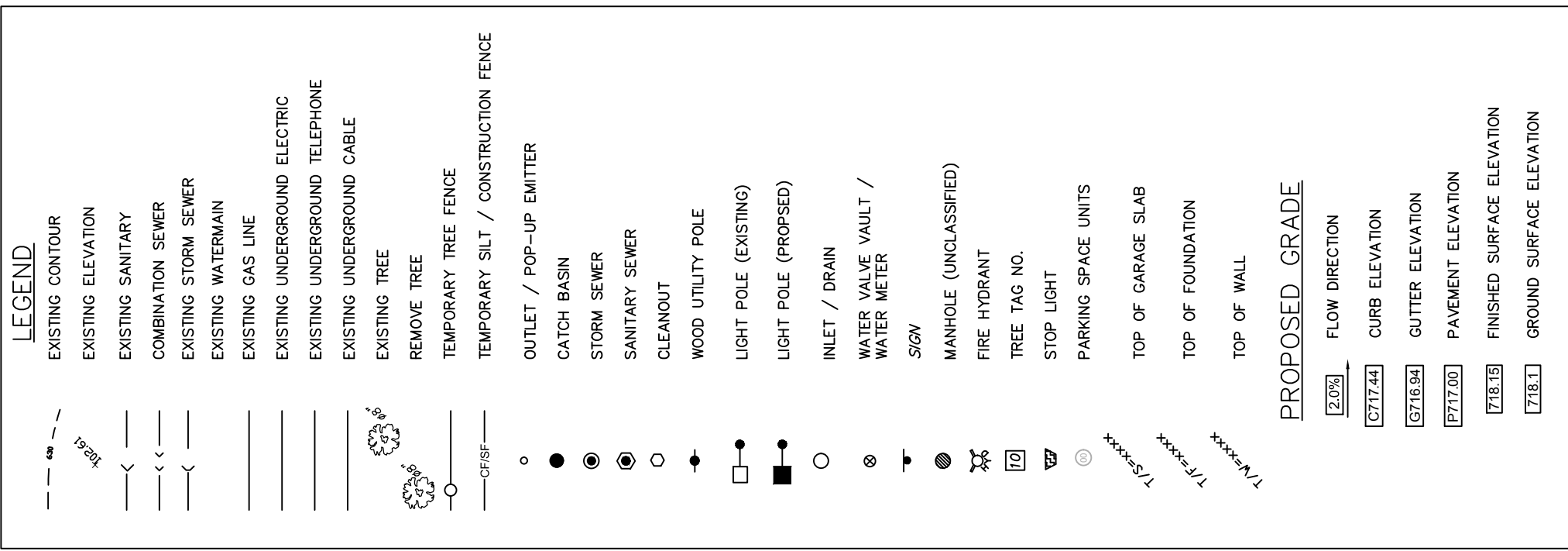


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519 E. ALGONQUIN RD
ARLINGTON HEIGHTS, IL 60007



1 PROPOSED BUILDING SECTION
SCALE : 1/8" = 1'-0"
AUGUST 8, 2017

Ridgeline



1. EXISTING CONDITIONS & DEMOLITION PLAN
2. PRELIMINARY SITE GRADING PLAN
3. PRELIMINARY UTILITY & SITE PLAN
4. TRUCK TURNING EXHIBIT
5. PHOTOMETRIC PLAN

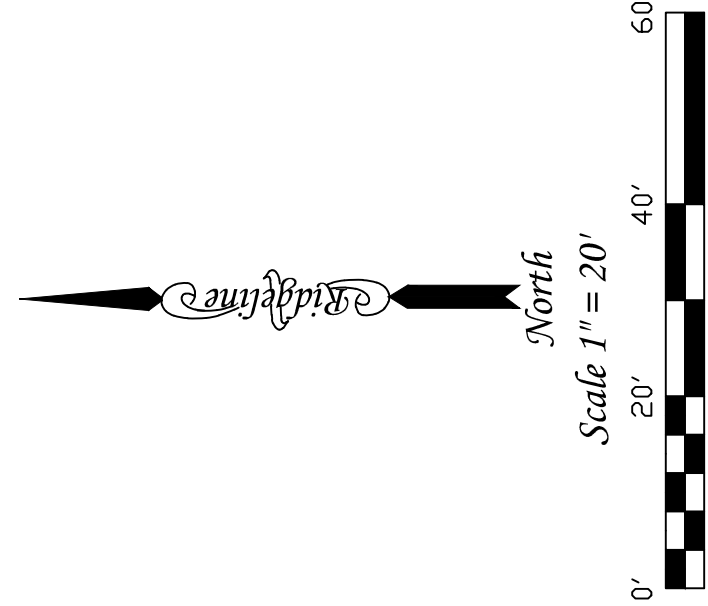
- 1) All construction activities that involve earthwork shall meet the National Pollutant Discharge Elimination System Phase II requirements:
 - a) Submission of a Notice of Intent (NOI) to EPA.
 - b) Installation of silt fences, sediment traps, erosion control blankets, straw wattles, mulch, and a grassed Erosion and Sediment Control (ESC) plan.
 - c) Implementation of the SIEPPS.
 - d) Submission of a Stormwater Management Plan (SWMP).
 - e) Weekly site after rain event or 5" rainfall.
- 2) Submission of a Notice to ESC plan.
- 3) Submission of a Change to ESC plan.
- 4) Submission of a Notice of Termination (NOT) when final stabilization is achieved.
- 5) The contractor shall ensure that all erosion control work shall be installed and maintained in accordance with the approved mitigation permit plan and requirements
- 6) In order to protect and ensure against flooding, all top of foundations shall be set a minimum at one foot above the high water level of adjacent stormwater management facilities such as detention basins.
- 7) The contractor shall maintain existing positive drainage from off-site at all times during construction.
- 8) If any portion of proposed grading the soil shall be compacted to not less than the following percentages of modified proctor dry density in accordance with ASTM D 1557-76:
 - a) Under structures, Building slabs, steps and pavements, Compact six (6) inch maximum lifts
 - 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 proctor dry density
 - e) 95% modified proctor dry density
 - f) 95% maximum lift of subgrade, backfill, or fill material at 65% modified proctor dry density.
- 9) All erosion control work shall comply with "Illinois Procedures and Standards for Urban Soil Erosion and Sedimentation Control".
- 10) All areas of exposed soil shall be stabilized by seeding, mulching, or other methods to prevent soil disturbances, 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.
- 11) All trees to be removed shall be identified and staked prior to removal. Any trees in areas where trees are to be saved as shown on the plans or determined in the field.
- 12) The extent of the area which is exposed and free of vegetation and the duration of exposure shall be limited to the minimum required to complete the work.
- 13) Sedimentation shall be retained on site. Sediment fence must be installed along the perimeter of all graded areas or as required to prevent sediment from entering onto/off leaving the site.
- 14) Dust produced from the site shall be kept to a minimum during any periods of spraying water.
- 15) 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.
- 16) All vehicles used on the project shall be kept clean and clear of obstruction during the construction period.
- 17) Silt fences shall be inspected frequently and maintained or replaced as required to maintain effectiveness. Silt fences shall be installed and maintained in accordance with the design contract with the earth below at all times to prevent water from washing beneath them.
- 18) Water courses and drainage swales adjacent to construction activities shall be impacted by construction activities. All impacts shall be corrected immediately upon their discovery. Any problems or deficiencies shall be corrected immediately upon their discovery.
- 19) All cut unpaved areas of pathways, right-of-ways, and front yards to rear wall of building, sidewalk, driveway, etc., shall be seeded and planted with appropriate plant materials, and only with prior approval by the Village Engineer.
- 20) The contractor shall install all erosion control items prior to commencement of any work.
- 21) The contractor shall install temporary orange foam around all trees to remain and wetland areas to remain.

1. INSTALL TEMPORARY TREE PROTECTION FENCING PER VILLAGE STANDARD SPECIFICATIONS PRIOR TO ANY DEMOLITION WORK.
2. INSTALL TEMPORARY 6' HIGH CHAIN LINK FENCE AROUND THE PROPOSED WORK AREA.
3. MAINTAIN ACCESS TO ALL EXISTING UTILITIES.
4. AND APPURTENANCES PRIOR TO CONSTRUCTION, TO AVOID ANY INTERFERENCES.
5. APPROPRIATE PRECAUTIONS SHALL BE TAKEN TO AVOID DAMAGE TO AND TO PROTECT EXISTING UTILITIES AND APPURTENANCES IN THE MOUTH OF WORK. CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING UTILITIES AND APPURTENANCES. ANY DAMAGE TO UTILITIES SHALL NOT BE SHOWN ON THE PLANS, ANY UTILITY THAT IS DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED TO THE SATISFACTION OF THE VILLAGE AND THE OWNER, OR REPLACED.
6. ANY OPEN EXCAVATIONS, OR POTENTIALLY DANGEROUS AREAS SHALL BE FENCED OR GUARDED IN A MANNER THAT IS APPROPRIATE FOR THE PROTECTION OF THE CONTRACTOR'S EMPLOYEES AND GENERAL PUBLIC SAFETY.
7. CONTRACTOR TO TAKE ALL HAZARD REGULATED AND APPLICABLE LOCAL SAFETY PRECAUTIONS TO SAFEGUARD ALL POTENTIALLY HAZARDOUS SITES/WORK.
8. CONTRACTOR SHALL MAINTAIN CLEAR ACCESS TO ALL ADJACENT PROPERTIES AND ALL THINGS.
9. ANY SOIL, MUD OR DEBRIS THAT IS WASHED, TRACKED, OR DEPOSITED ONTO THE STREET SHALL BE REMOVED BEFORE THE END OF EACH DAY.
10. ALL EXCAVATION MUST BE PROPERLY COVERED AND MAINTAINED DURING RAIN.
11. NO EXCAVATION MUST BE OTHER THAN USED FOR THE IMPROVING PROPERTIES DURING CONSTRUCTION.
12. "NO TRESPASSING" SIGNS SHALL BE MOUNTED ON THE FENCING IN CONSPICUOUS LOCATIONS UNTIL CONSTRUCTION IS COMPLETED AND APPROVED.
13. ANY GATE IN THE FENCING MUST BE PROPERLY MAINTAINED AND KEPT OPEN AT ALL TIMES.
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REVISION	DATE	DESC	BOOK	DWG SIZE
1	06/28/17	PER VILLAGE REVIEW COMMENTS (REV)	DRAWN PS	CHECKED JGL
			REFERENCE:	
			PLAN DATE:	06/20/17
			PROJECT	2017-0224

Preliminary Grading Plan



SITE IMPROVEMENT		
Existing		
Project Area	111,593 Sq. Ft.	2.571 Acres
Building	20,404 Sq. Ft.	0.468 Acres
Pavement (Concrete Curb & Gutter, Asphalt Pavement and Concrete Pavement)	71,282 Sq. Ft.	1.636 Acres
Total Impervious Area	91,686 Sq. Ft.	2.105 Acres
Total Pervious Area	20,307 Sq. Ft.	0.466 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 WATERSHED MANAGEMENT PERMIT IS REQUIRED AS DISTURBANCE IS LESS THAN 0.5 ACRES AND THE DISTURBED AREA IS NOT LOCATED WITHIN A WATERSHED MANAGEMENT REQUIRED PER WATERSHED MANAGEMENT ORDINANCE OF MWLD. HOWEVER, REQUIRED DETENTION IS EVALUATED UNDER THE PROPOSED CONDITIONS AGAINST THE DETENTION PROVIDED UNDER MWLD 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.

W. ALGONQUIN ROAD
100' ROW VARIES HERETOFORE DEDICATED AS
FOR PUBLIC ROAD PURPOSES

20' PRIVATE ROAD

PROPOSED 12-STORY BUILDING
(IVY HOTEL)
#519
FFE 718.15

EXISTING 7-STORY BRICK STUCCO BUILDING
NO. 519

AREA OF DISTURBANCE
15,950.6 SQ. FT. OR 0.366 ACRES

FULL DEPTH CLEAN SAWCUT
EXISTING PAVEMENT AND REPLACE
WITH NEW ASPHALT PER VOA'S
FT. PER VILLAGE STANDARD
SPECIFICATIONS & REQUIREMENTS

50% SLOPE TO CURB & GUTTERS
VILLAGE STANDARD SPECIFICATIONS
& REQUIREMENTS

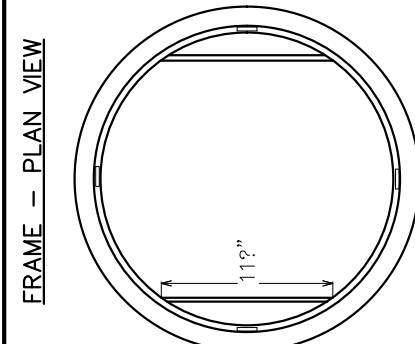
EXISTING LINE STONE
WALL TO BE REMOVED

EXISTING LINE STONE
WALL TO BE REMOVED

SAWCUT EXISTING PAVEMENT,
PROVIDE NEW CURB & GUTTER
MATCH EXISTING PER VILLAGE
STANDARD SPECIFICATIONS

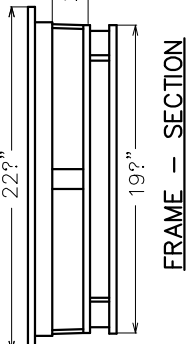
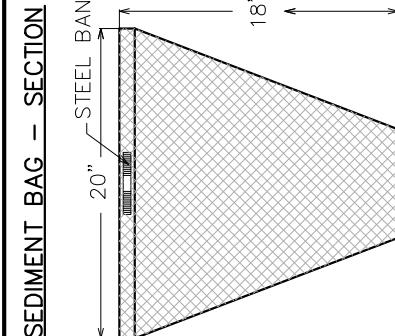
REFER TO ARCHITECT PLANS FOR
PROPOSED COURT YARD AND
LANDSCAPE AREA

SITE BENCHMARK:
ELEV. 718.07



FRAME - PLAN VIEW

SEDIMENT BAG - SECTION



FRAME - SECTION

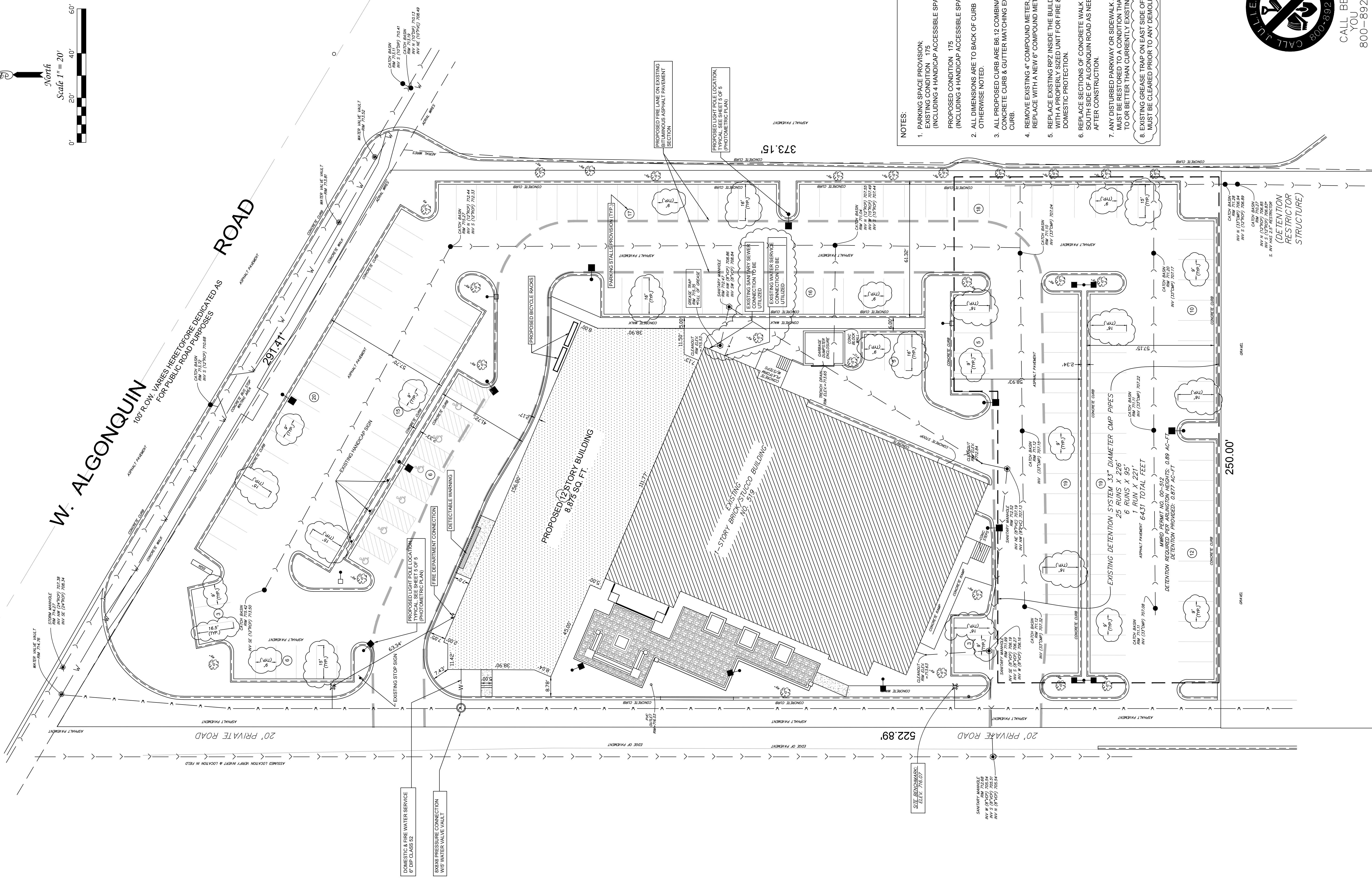
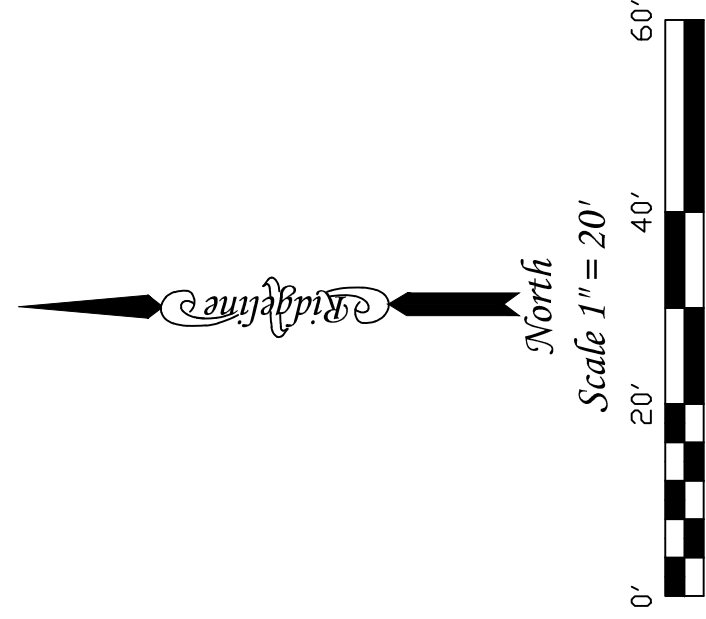
GENERAL NOTES:
FRAME: TOP FLANGE FABRICATED FROM 1 1/2"x10"x1/8" ANGLE. BASE RW FABRICATED FROM 1 1/2"x12"x1/8" CHANNEL. HANDLES AND SUSPENSION BRACKETS FABRICATED FROM 1 1/2"x12"x1/8" FLAT STOCK. ALL STEEL CONFORMING TO ASTM-A36.
SEDIMENT BAG: BAG FABRICATED FROM 4 0.027" GAUGE NON-WOVEN POLYPROPYLENE. BAG SECURED TO BASE RW WITH 1/2" DIA. GALV. STEEL RINGS. BAG SECURED TO BASE RW WITH A STAINLESS STEEL STRAP AND LOCK.
FILTER FOR OTHER SHAPE GRATES SHALL BE APPROVED IN ADVANCE OF PLACEMENT BY VILLAGE ENGINEERING.

NOT TO SCALE
FILTER FOR ROUND
OPEN
GRATE & FRAME DETAIL



CALL BEFORE
YOU DIG
800-892-0123

Preliminary Utility & Site Plan

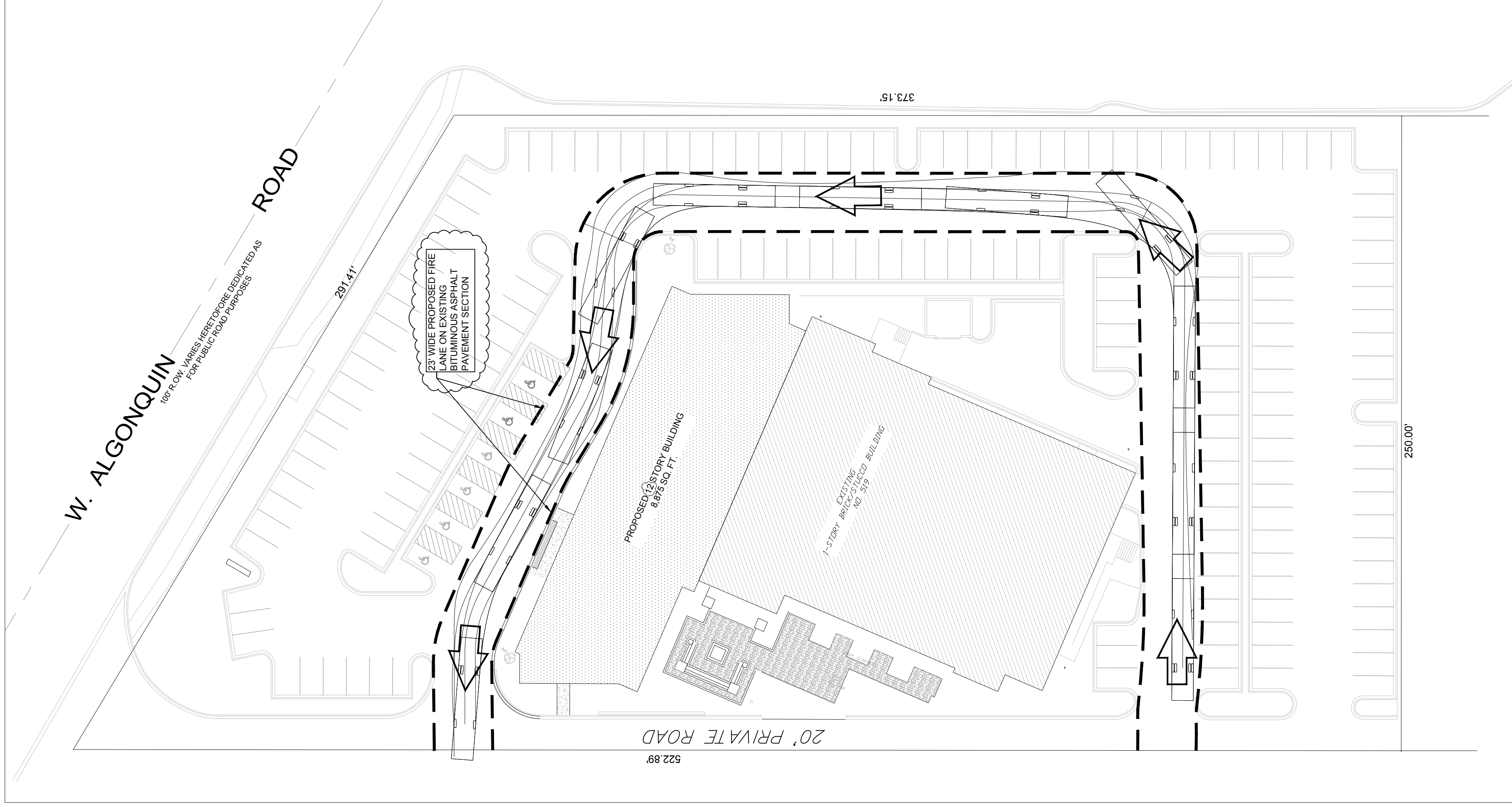
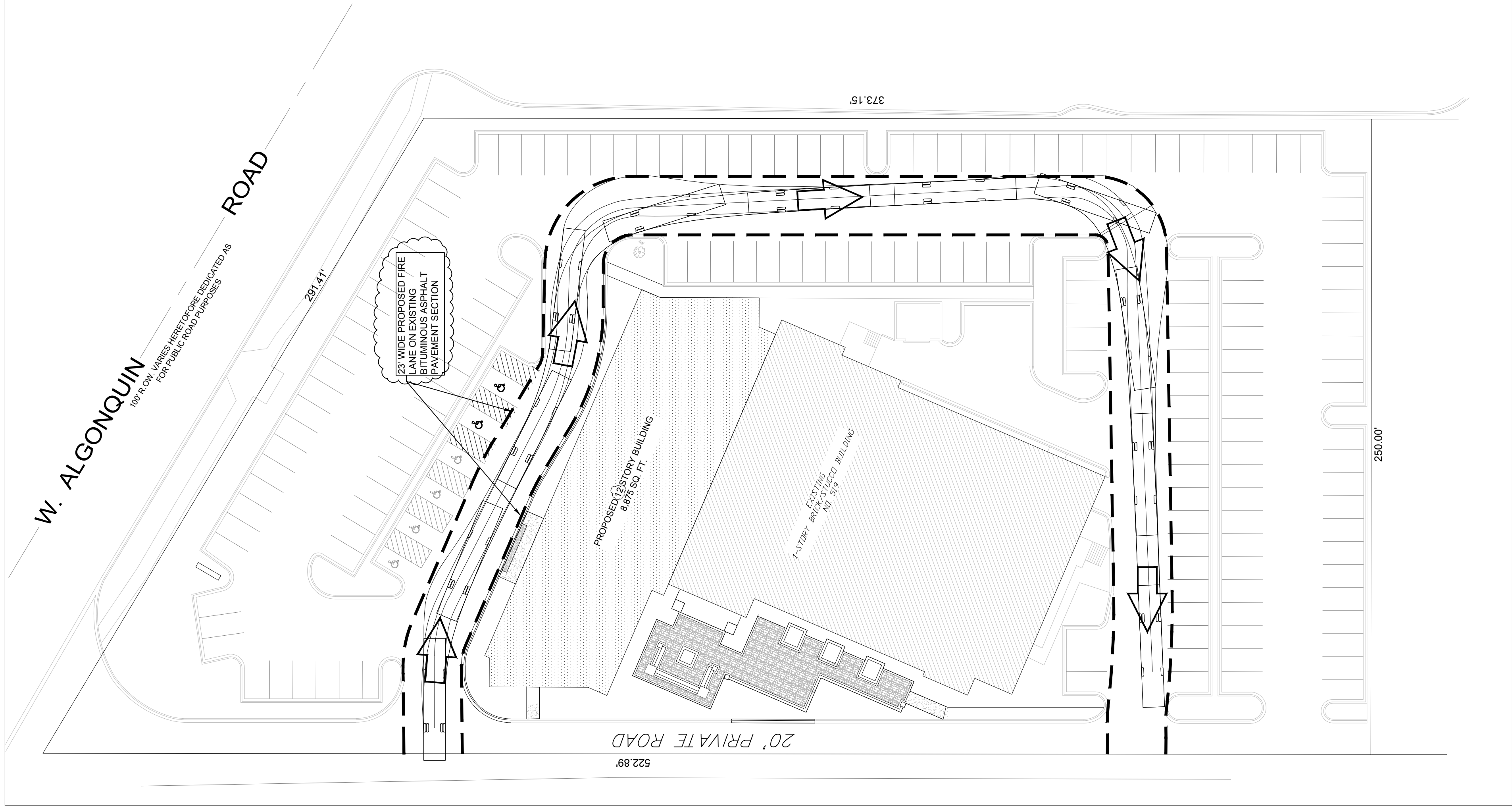
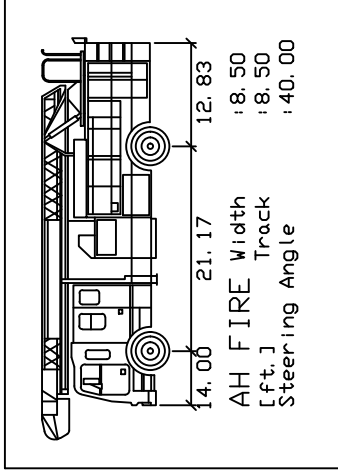
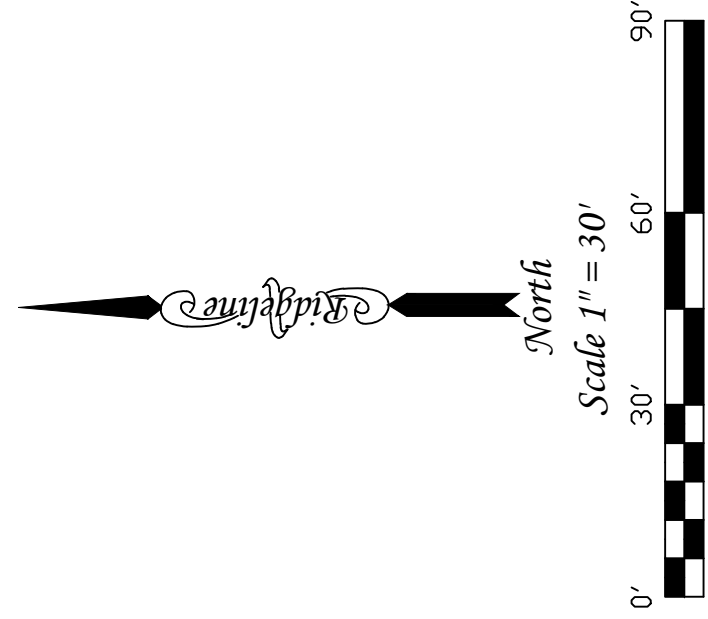


- NOTES:
1. PARKING SPACE PROVISION:
EXISTING CONDITION - 175
(INCLUDING 4 HANDICAP ACCESSIBLE SPACES)
 2. PROPOSED CONDITION - 175
(INCLUDING 4 HANDICAP ACCESSIBLE SPACES)
 3. ALL PROPOSED CURB ARE 86.12 COMBINATION
CONCRETE CURB & GUTTER MATCHING EXISTING
CURB.
 4. REMOVE EXISTING 4" COMPOUND METER.
REPLACE WITH A NEW 6" COMPOUND METER.
 5. REPLACE EXISTING RPZ INSIDE THE BUILDING
WITH A PROPERLY SIZED UNIT FOR FIRE &
DOMESTIC PROTECTION.
 6. REPLACE SECTIONS OF CONCRETE WALK ON THE
SOUTH SIDE OF ALGONQUIN ROAD AS NEEDED
AFTER CONSTRUCTION.
 7. ANY DISTURBED PARKWAY OR SIDEWALK AREAS
MUST BE RESTORED TO A CONDITION THAT IS EQUAL
TO OR BETTER THAN CURRENTLY EXISTING.
 8. EXISTING GREASE TRAP ON EAST SIDE OF BUILDING
MUST BE CLEARED PRIOR TO ANY DEMOLITION.

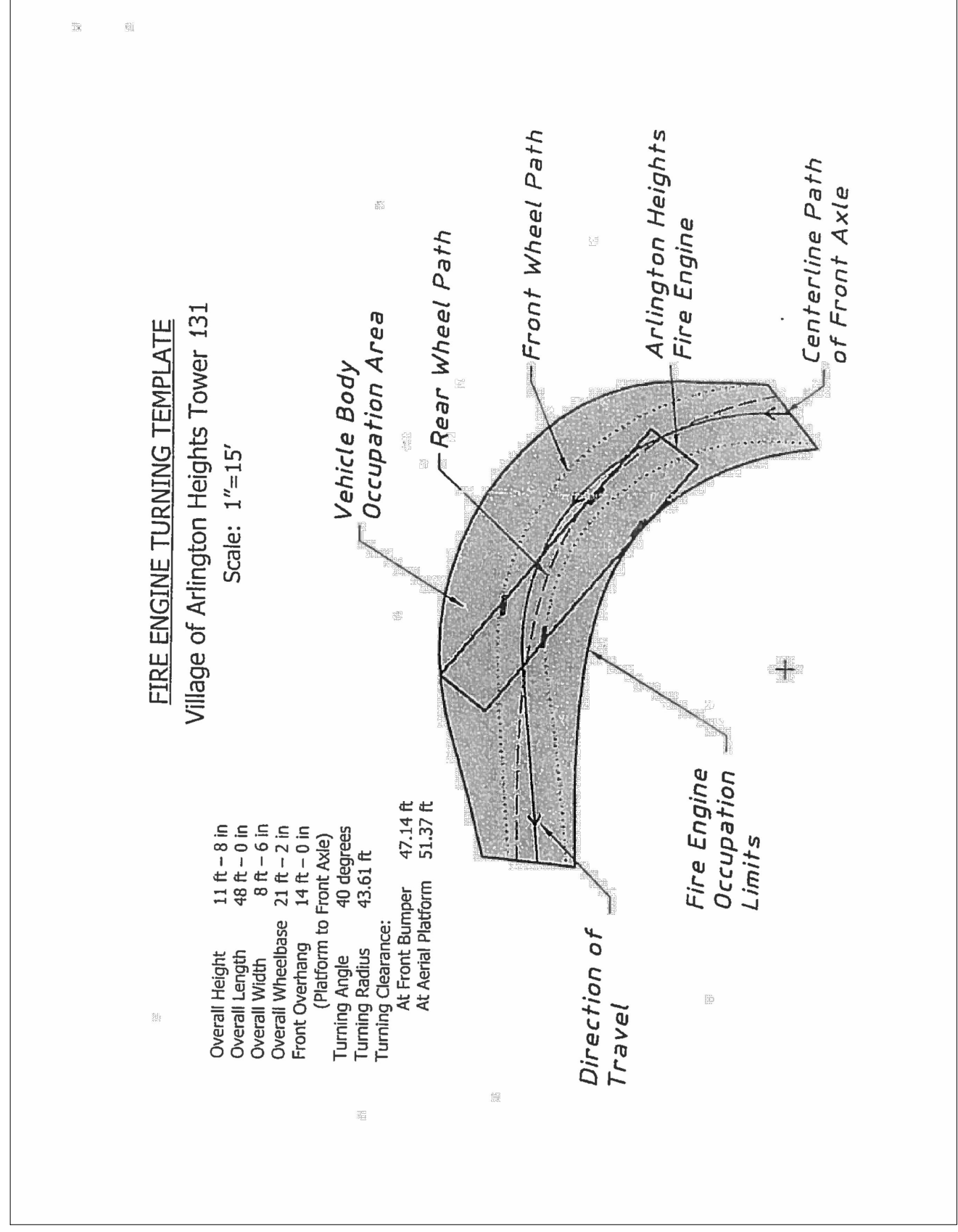


CALL BEFORE
YOU DIG
800-892-0123

Truck Turning Exhibit



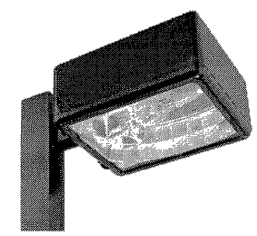
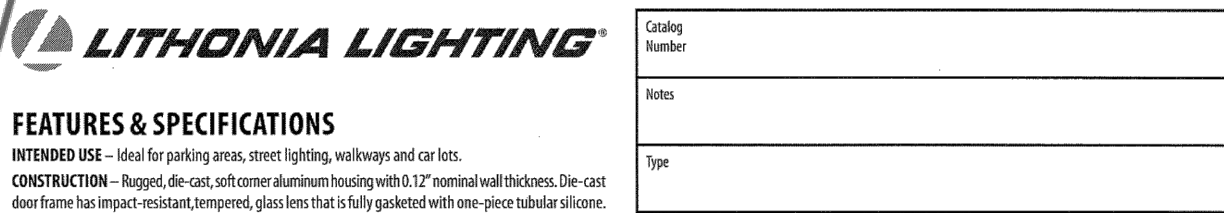
NOTE:
NO OVERHEAD UTILITY OR POWER LINES
ARE TO BE LOCATED WITHIN THE
PROPOSED FIRE LANE SHOWN HEREON.



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.

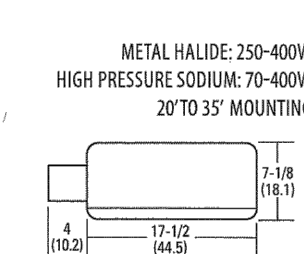
Classification: Unclassified (Type III, Very Short, Full Cutoff)



CONTOUR
SERIES

Soft Square Lighting

KAD

[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

Powered by DynaSCAPE

FEATURES & SPECIFICATIONS

INTENDED USE — Ideal for parking areas, street lighting, walkways and car lots.

CONSTRUCTION — Rugged, die-cast, soft corner aluminum housing with 0.12" nominal wall thickness. Die-cast door frame has impact-resistant, tempered, glass lens that is fully gasketed with one-piece tubular silicone. Finish: Standard finish is dark bronze (DDB) polyester powder finish, with other architectural colors available.

OPTICS — Anodized, aluminum reflectors: IES full cutoff distributions R2 (asymmetric), R3 (asymmetric), R4 (forward throw) and R55 (square) are interchangeable. High-performance anodized, segmented aluminum reflectors IES full cutoff distributions SR2 (asymmetric), SR3 (asymmetric) and SR4SC (forward throw, sharp cutoff). High-performance reflectors attach with tool-less fasteners and are rotatable and interchangeable.

ELECTRICAL — Ballast: High pressure sodium: 250W is high reactance, high power factor. Constant wattage autotransformer for 200-400W. Constant wattage autotransformer for 250-400W. Super CWA (pulse start ballast), DOE 2017 compliant, is required for metal halide 250-400W (SCWA option) for US shipments only. CSA, NOM or INTL required for probe start shipments outside of the US. Ballast is 100% factory-tested.

Socket: Mogul base socket for 250M and above, and 70-400S, with copper alloy, nickel-plated screw shell and center contact. UL listed 1500W, 600V.

LISTINGS — UL Listed (standard). CSA Certified (see Options). UL listed for 25°C ambient and wet locations. IP65 listed in accordance with standard IEC 529.

WARRANTY — 1-year limited warranty. Complete warranty terms located at:

www.acuitybrands.com/CustomerResources/Terms_and_conditions.aspx

Note: Actual performance may differ as a result of end-user environment and application.

Specifications subject to change without notice.



Catalog Number
Notes
Type



Specifications

EPA: 1.2 ft.²

*Weight: 35.9 lbs (16.28 kg)

Length: 17-1/2" (44.5)

Width: 17-1/2" (44.5)

Depth: 7-1/8" (18.1)

All dimensions are inches (centimeters) unless otherwise specified.

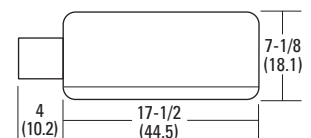
*Weight as configured in example below.

CONTOUR
SERIES

Soft Square Lighting

KAD

METAL HALIDE: 250-400W
HIGH PRESSURE SODIUM: 70-400W
20' TO 35' MOUNTING



ORDERING INFORMATION For shortest lead times, configure product using **bolded options**.

Example: KAD 400M R3 TB SCWA SPD04 LPI

KAD								
Series	Wattage		Distribution		Voltage	Ballast	Mounting ⁹	
KAD	<u>Metal halide</u>	<u>High pressure sodium</u> ³	<u>Standard reflectors</u>	<u>High performance reflectors</u> ⁵	120	(blank) Magnetic ballast	<u>Ships in fixture carton</u>	<u>Arm length</u>
	250M ¹		R2 IES type II asymmetric ⁴	SR2 IES type II asymmetric ⁴	208 ⁶		SPD ___ Square pole	04 4" arm
	400M ^{1,2}				240 ⁶	CWI Contant wattage isolated ⁸	RPD ___ Round pole	06 6" arm
	70S		R3 IES type III asymmetric ⁴	SR3 IES type III asymmetric ⁴	277		WBD ___ Wall bracket	09 9" arm
	100S				347		WWD ___ Wood or pole wall	12 12" arm
	150S		R4 IES type IV forward throw ⁴	SR4SC IES type IV forward throw	480 ⁶	 	<u>Ships separately</u> ^{10,11}	
	250S				TB ⁷	SCWA Super CWA pulse-start ballast	DAD12P Degree arm (pole)	
	400S		R55 IES type V square		23050HZ ⁸	NOTE: For shipments to U.S. territories, SCWA must be specified to comply with EISA.	DAD12WB Degree arm (wall)	
							KMA Mast arm external fitter	
							KTMB Twin mounting bar	
							WBA Decorative wall bracket ¹²	

Options	Finish ¹⁷	Lamp ¹⁸
Shipped installed in fixture SF Single fuse (120, 277, 347V) ¹³ DF Double fuse (208, 240, 480V) ¹³ PD Power tray ¹⁴ PER NEMA twist-lock receptacle only (no photocontrol) QRS Quartz restrrike system ¹⁵ QRSTD QRS time delay ¹⁵ WTB Terminal wiring block ¹⁴	CSA CSA Certified INTL Available MH for probe start shipping outside the U.S. REGC1 California Title 20, effective 1/1/2010 Shipped separately ¹⁰ HS House side shield PE1 NEMA twist-lock PE (120, 208, 240V) PE3 NEMA twist-lock PE (347V) PE4 NEMA twist-lock PE (480V) PE7 NEMA twist-lock PE (277V) SC Shorting cap for PER option VG Vandal guard ¹⁶ WG Wire guard ¹⁶ (blank) Dark bronze DWH White DBL Black DMB Medium bronze DNA Natural aluminum Super Durable Finishes DDBXD Dark bronze DBLXD Black DNAXD Natural aluminum DWHXD White DDBTXD Textured dark bronze DBLBXD Textured black DNATXD Textured natural aluminum DWHGXD Textured white	LPI Lamp included L/LP Less lamp

Notes

- These wattages require the REGC1 option to be chosen for shipments into California for Title 20 compliance. 250M REGC1 is not available in 347 or 480V.
- Reduced jacket ED28 required for SR2, SR3 and SR4SC optics.
- Not available with SCWA.
- House-side shield available.
- High performance reflectors not available with QRSTD.
- Must specify CWI for use in Canada.
- Optional multi-tap ballast (120, 208, 240, 277V; in Canada: 120, 277, 347V).
- Consult factory for available wattages.
- 9" or 12" arm is required when two or more luminaires are oriented on a 90° drilling pattern.
- May be ordered as an accessory.
- Must specify finish when ordered as an accessory.
- Only available with SPD04 and SPD09. Can be ordered as separate line item.
- Must specify voltage. N/A with TB.
- Only available with SR2, SR3 and SR4SC optics.
- Max allowable wattage lamp included.
- Prefix with KAD when ordered as an accessory.
- See www.lithonia.com/archcolors for additional color options.
- Must be specified. L/LP not available with MHC.
- Must use RPD09 or RPD12.

Accessories: Tenon Mounting Slipfitter (RPDXX required.) Order as separate catalog number. Must be used with pole mounting.

Number of fixtures

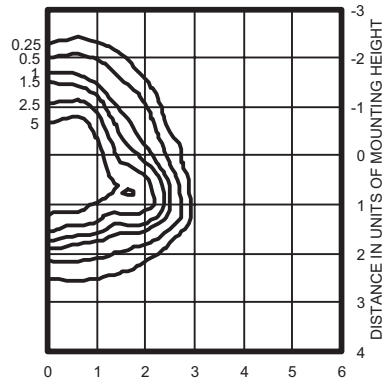
Tenon O.D.	One	Two@180°	Two@90°	Three@120°	Three@90°	Four@90°
2-3/8"	T20-190	T20-280	T20-290 ¹⁹	T20-320 ¹⁹	T20-390 ¹⁹	T20-490 ¹⁹
2-7/8"	T25-190	T25-280	T25-290 ¹⁹	T25-320	T25-390 ¹⁹	T25-490 ¹⁹
4	T35-190	T35-280	T35-290 ¹⁹	T35-320	T35-390 ¹⁹	T35-490 ¹⁹

KAD Metal Halide, Arm-mounted Soft Square Cutoff

Coefficient of Utilization
Initial Footcandles

KAD 400M R2 Test no. 1193083101P

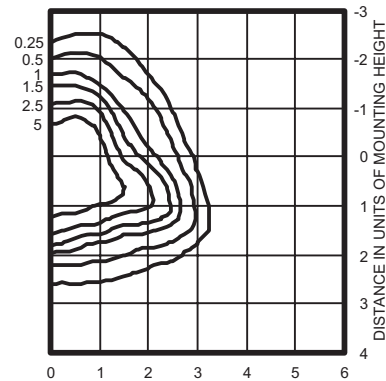
ISOILLUMINANCE PLOT (Footcandle)



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

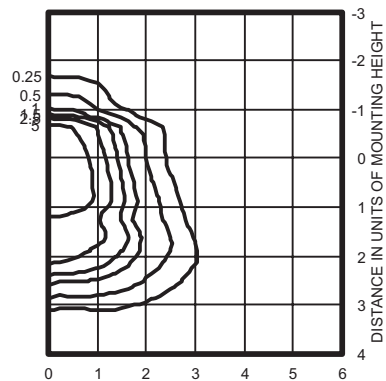
ISOILLUMINANCE PLOT (Footcandle)



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

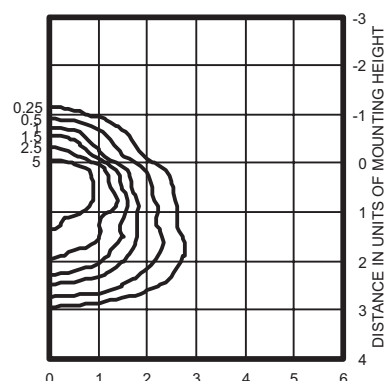
ISOILLUMINANCE PLOT (Footcandle)



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

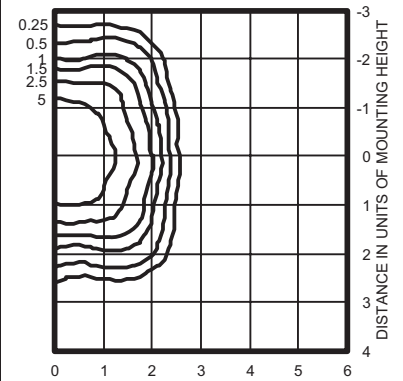
ISOILLUMINANCE PLOT (Footcandle)



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', written in a cursive style.

Theodore R. Mandigo, CPA, ISHC

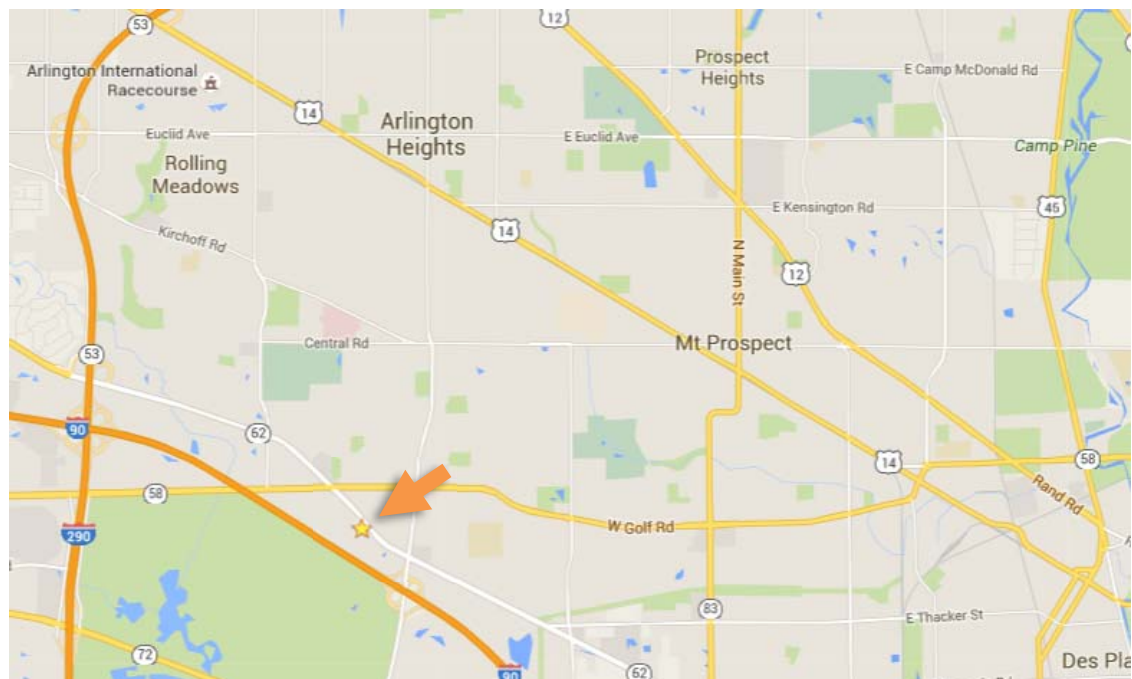
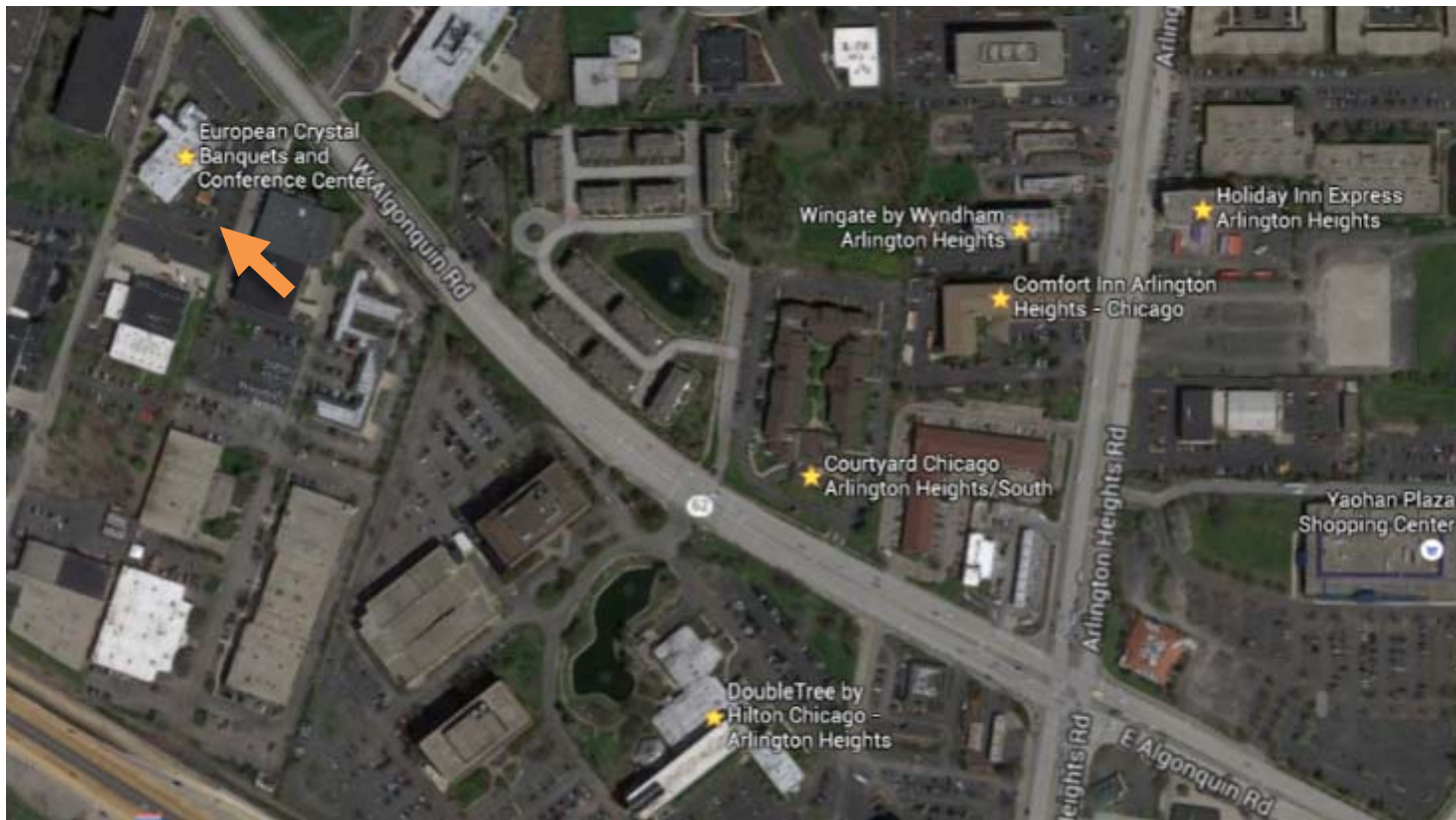
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Table 1: Map of Site Location



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.

- 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.
- 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.

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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	(2)		-	systems	\$ -	per system \$ -
39. Overall Rates:			0.28709% monthly	(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.

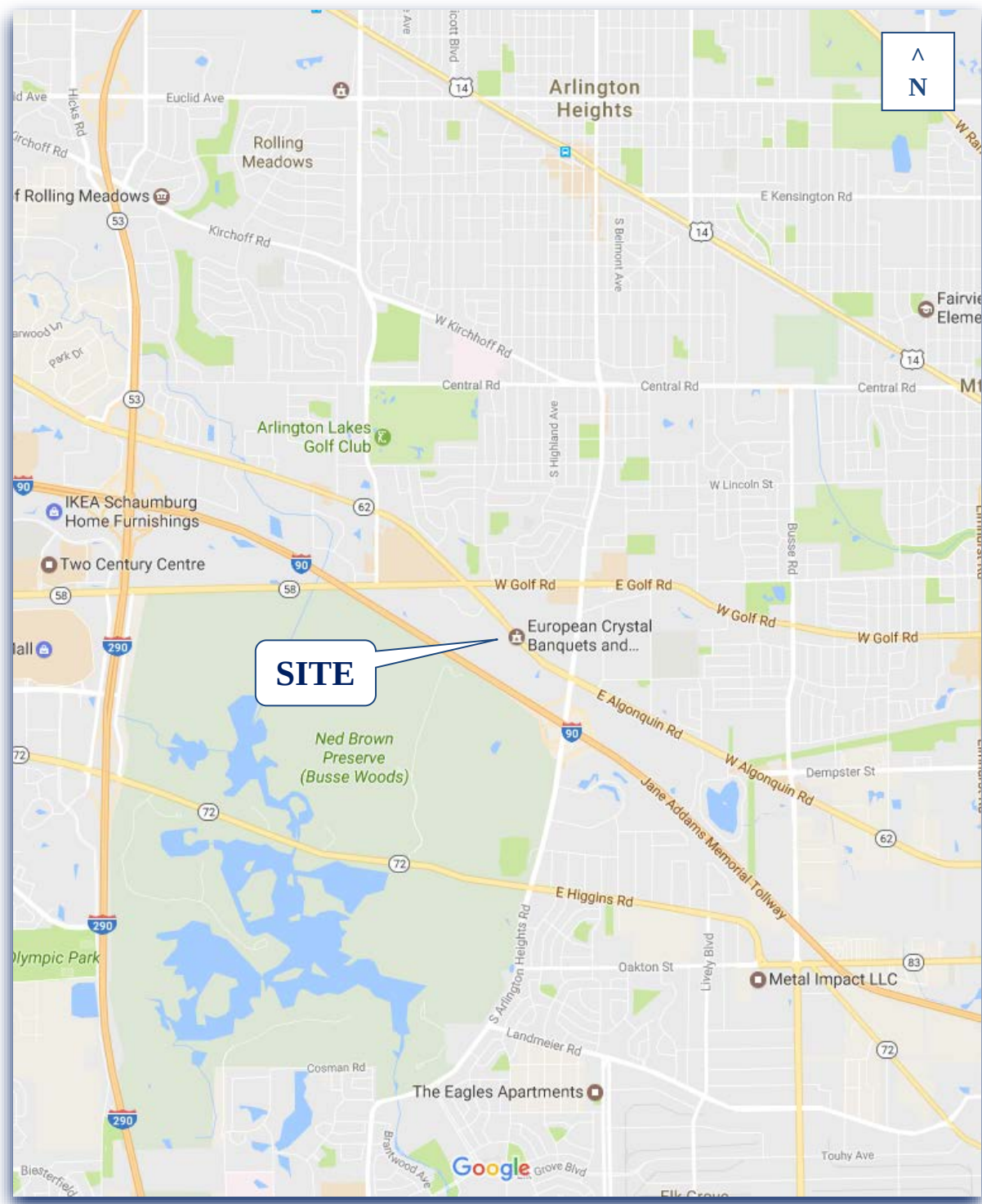
The purpose of this study was to examine existing traffic conditions, assess the impact that the proposed development would have on traffic conditions in the area and determine if any roadway and/or traffic control are necessary in order to accommodate Year 2023 projected traffic conditions as well as 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

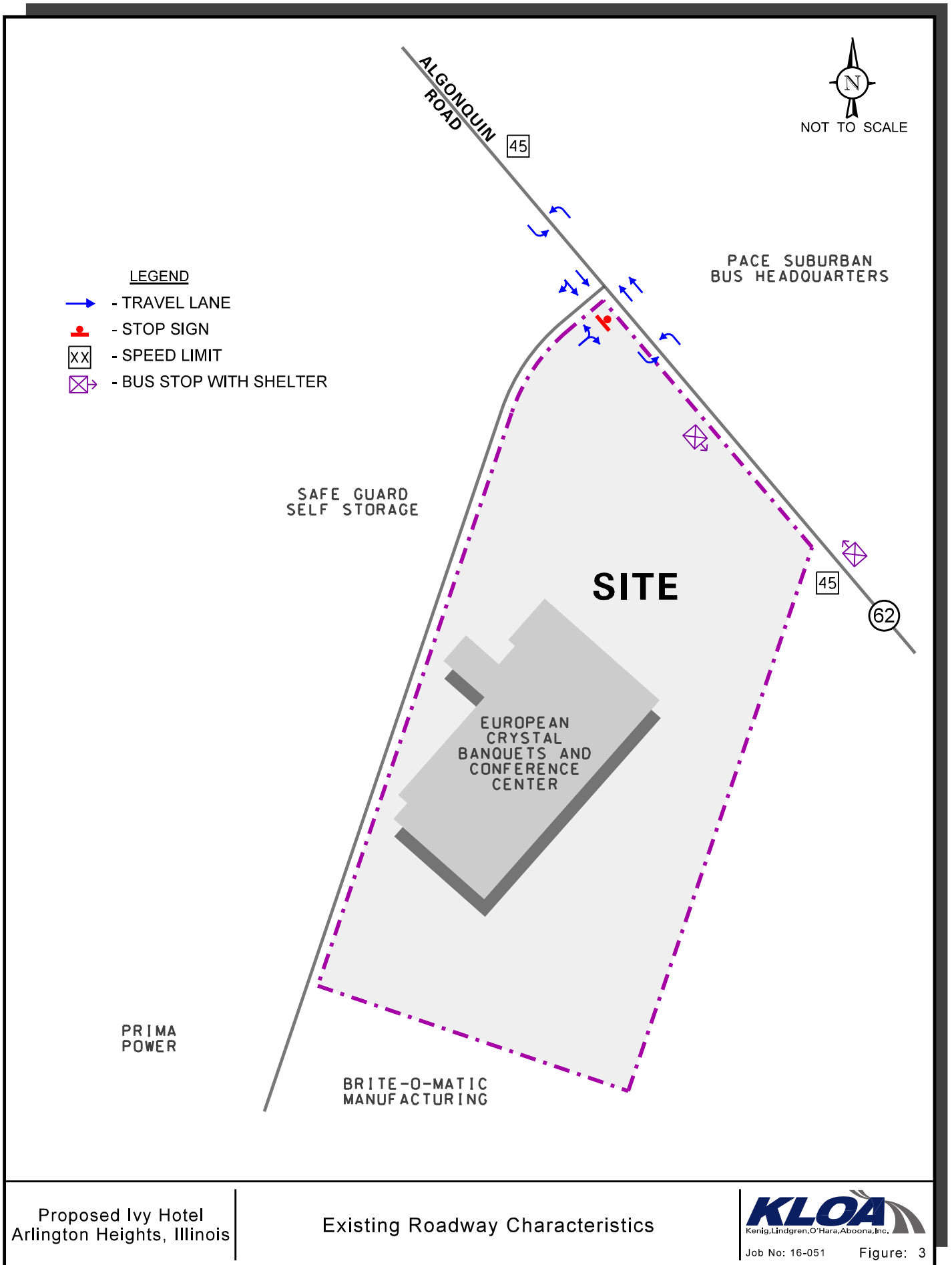
The site, which is currently occupied by the European Crystal Banquets and Conference Center, is located on the south side of Algonquin Road approximately 850 feet west of Meijer Road at 519 W. Algonquin Road. Land uses in the vicinity of the site are mixed commercial and industrial and include the Pace 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
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Job No: 16-051 Figure: 3

Existing Traffic Volumes

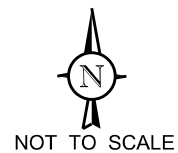
Manual turning movement vehicle traffic counts were conducted using Miovision Scout Collection Units on Thursday, March 16, 2017 during the weekday morning (7:00 to 9:00 A.M.) and the weekday evening (4:00 to 6:00 P.M.) peak periods and on Saturday, March 18, 2017 during the Saturday evening (5:30 to 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

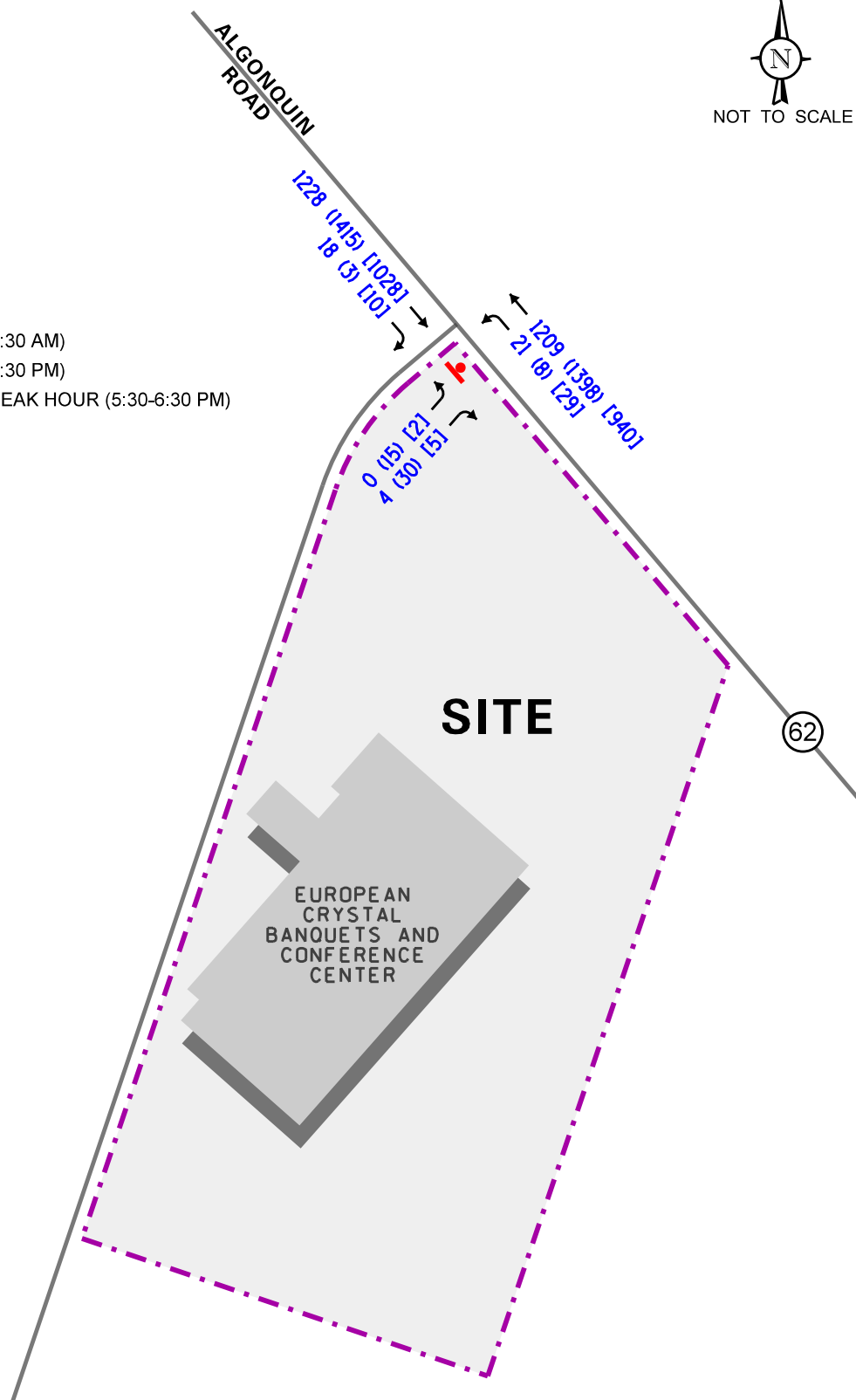
A gap study was also conducted on Thursday, March 16, 2017 during the weekday morning and weekday evening peak hours and on Saturday, March 18, 2017 during the Saturday evening peak hour along Algonquin Road in order to determine the availability of gaps or interruptions in the Algonquin Road traffic 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.

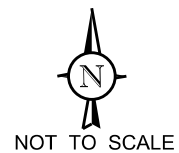
The proposed hotel will result in modified parking lot that will continue to provide 172 parking spaces. An additional 45 valet parking spaces can be provided increasing the total parking supply to 217 parking spaces. A site plan is included in the Appendix.

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

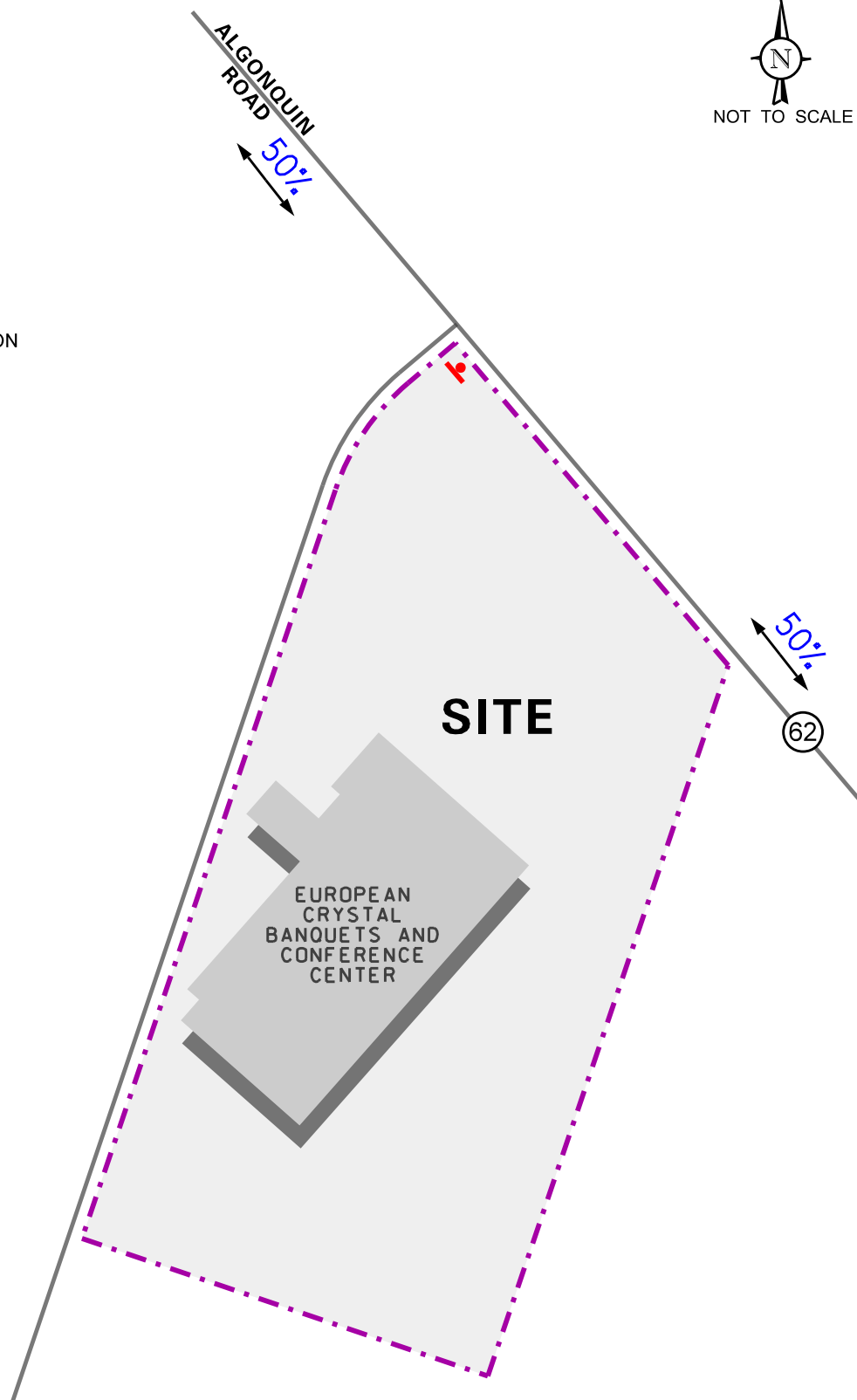


Table 2
PROJECTED SITE-GENERATED TRAFFIC VOLUMES

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

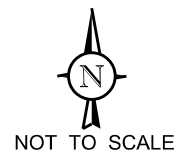
The development-generated traffic volumes (refer to Table 1) were assigned to the area roadways based on the directional distribution analysis (Figure 5) and are shown in **Figure 6**.

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.

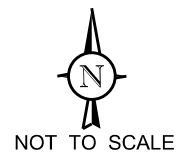
Total Projected Traffic Conditions

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**.

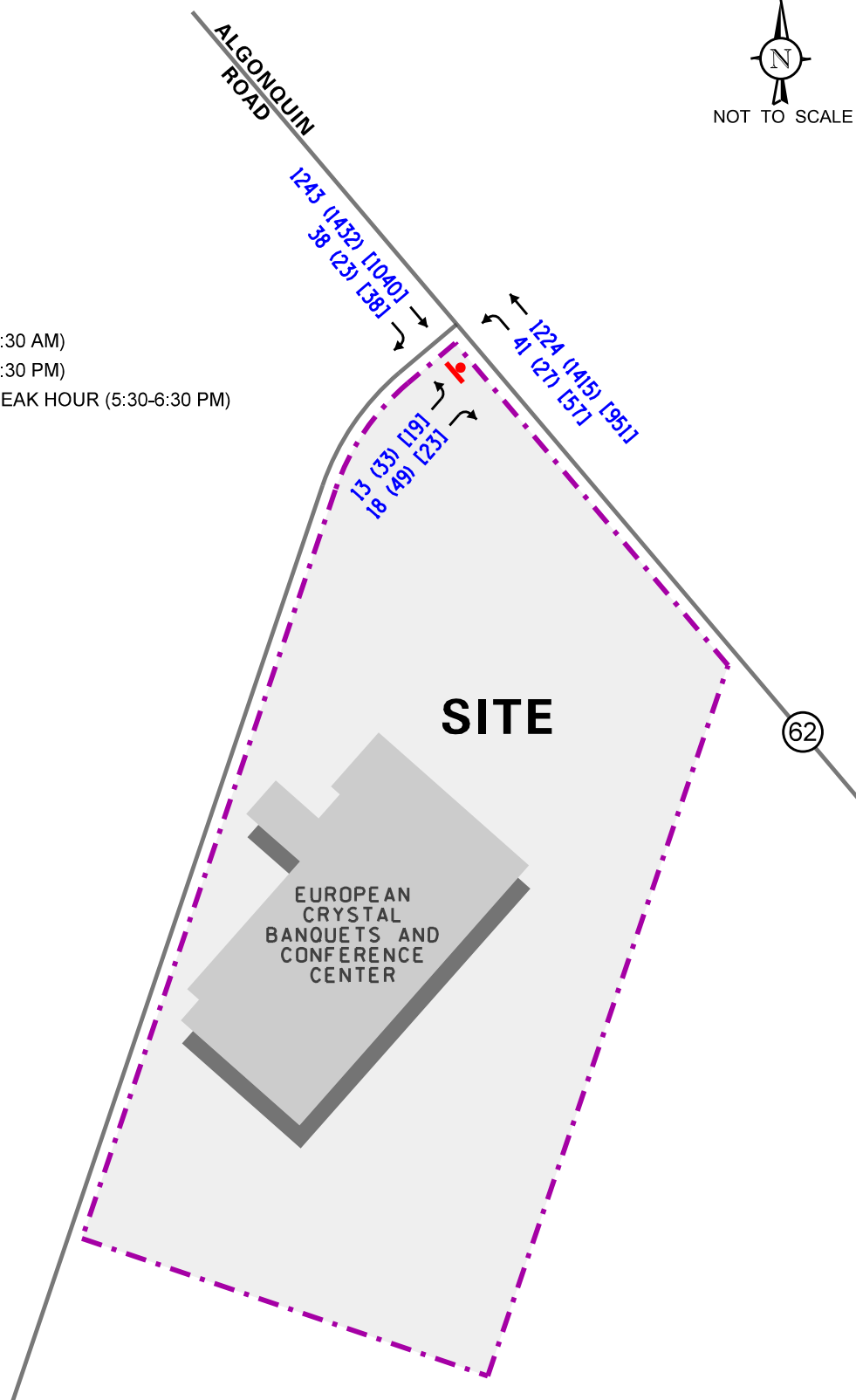


- LEGEND**
- 00** - AM PEAK HOUR (7:30-8:30 AM)
 - (00)** - PM PEAK HOUR (4:30-5:30 PM)
 - [00]** - SATURDAY EVENING PEAK HOUR (5:30-6:30 PM)





- LEGEND**
- 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)



Proposed Ivy Hotel
Arlington Heights, Illinois

Year 2023 Total Projected
Traffic Volumes

KLOA
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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

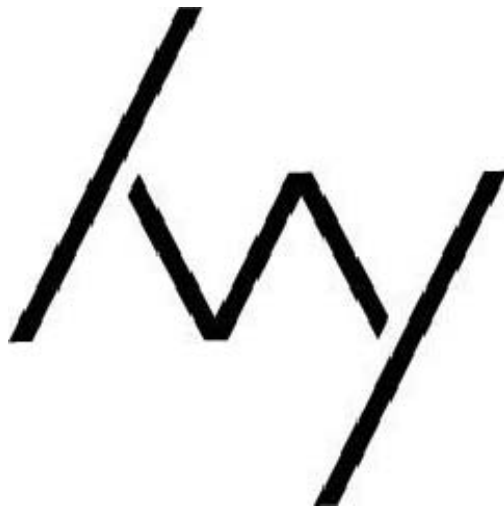
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Start Time	Access Drive Eastbound					Algonquin Road Northbound					Algonquin Road Southbound					Int. Total
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	
7:30 AM	0	0	1	1	1	1	2	289	0	292	0	326	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	-	-	-	-	-	-	-	-	-	-	-	-

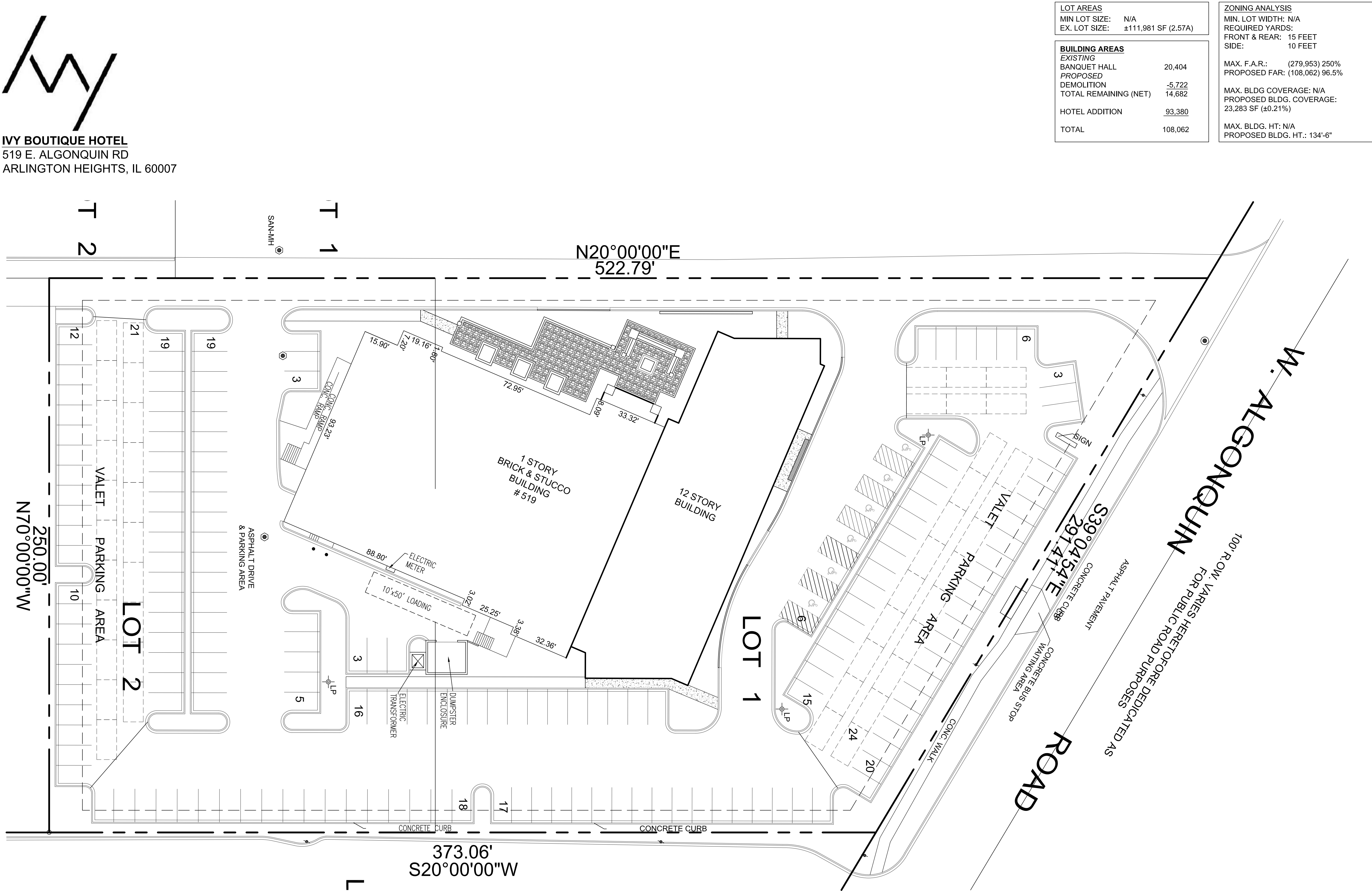
Start Time	Access Drive Eastbound					Algonquin Road Northbound					Algonquin Road Southbound					Int. Total
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	
4:30 PM	0	4	7	1	11	0	3	338	0	341	0	352	2	0	354	706
4:45 PM	0	2	7	1	9	1	1	364	0	366	0	301	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	-	-	-	-	-	-	-	-	-	-	-	-

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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	

1 PROPOSED SITE PLAN
SCALE: 1" = 20'-0" AUGUST 8, 2017



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.

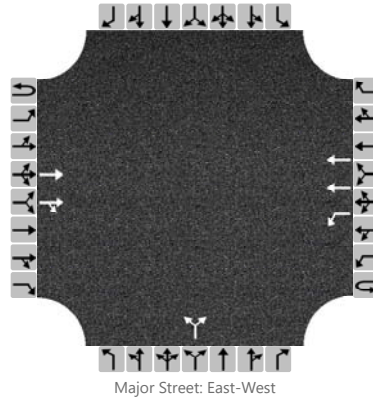
Capacity Analysis Summary Sheets

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

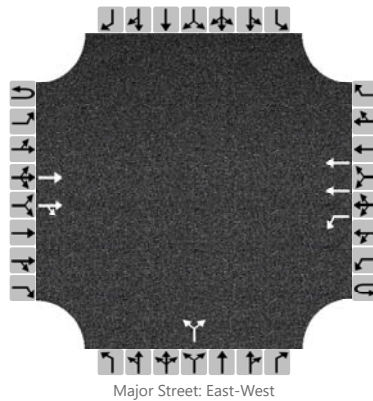
General Information

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

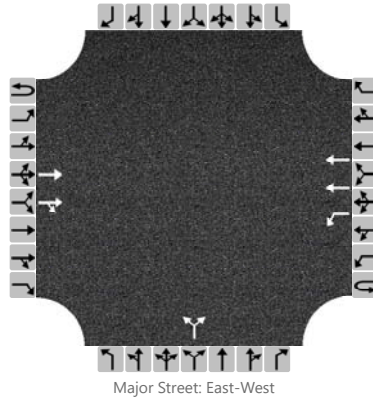
Flow Rate, v (veh/h)						9					48					
Capacity, c (veh/h)						450					218					
v/c Ratio						0.02					0.22					
95% Queue Length, Q ₉₅ (veh)						0.1					0.8					
Control Delay (s/veh)						13.2					26.1					
Level of Service, LOS						B					D					
Approach Delay (s/veh)					0.1				26.1							
Approach LOS									D							

HCS7 Two-Way Stop-Control Report

General Information

Analyst	BSM	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	Sat Peak Hour	Peak Hour Factor	0.99
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)			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

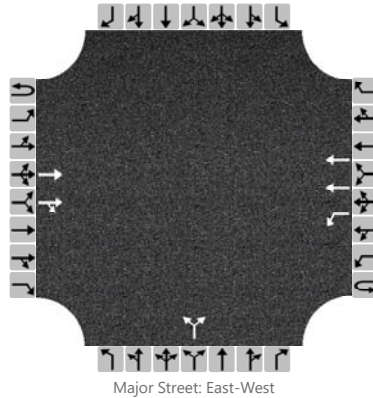
General Information

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

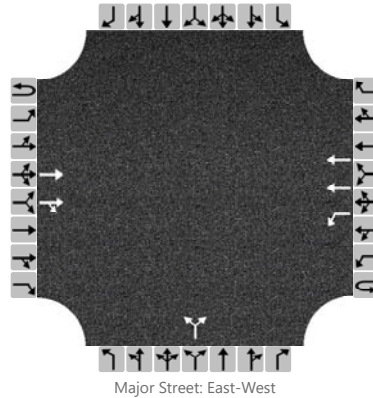
General Information

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

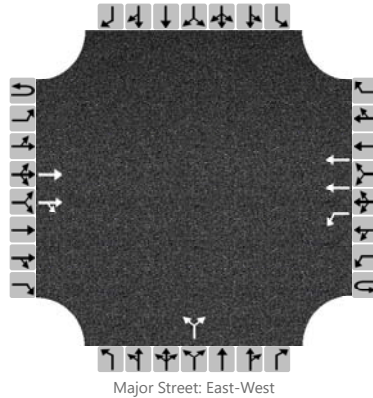
General Information

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

	Friday, April 22, 2016			Saturday, April 23, 2016			Sunday, April 24, 2016		
Time	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 _____

YES NO COMMENTS

3. R.O.W. DEDICATIONS? _____ ☒ _____

4. SITE PLAN ACCEPTABLE? _____ ☒ _____

5. PRELIMINARY PLAT ACCEPTABLE? _____ ☒ N/A

6. TRAFFIC STUDY ACCEPTABLE? _____ ☒ _____

7. STORM WATER DETENTION REQUIRED? _____ ☒ _____

8. CONTRIBUTION ORDINANCE EXISTING? _____ ☒ ORD #66-111

9. FLOOD PLAIN OR FLOODWAY EXISTING? _____ ☒ _____

10. WETLAND EXISTING? _____ ☒ _____

GENERAL COMMENTS ATTACHED

PLANS PREPARED BY: BCI

DATE OF PLANS: 05-11-16

James J. Miller 6/8/16
 Director Date

RECEIVED

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:

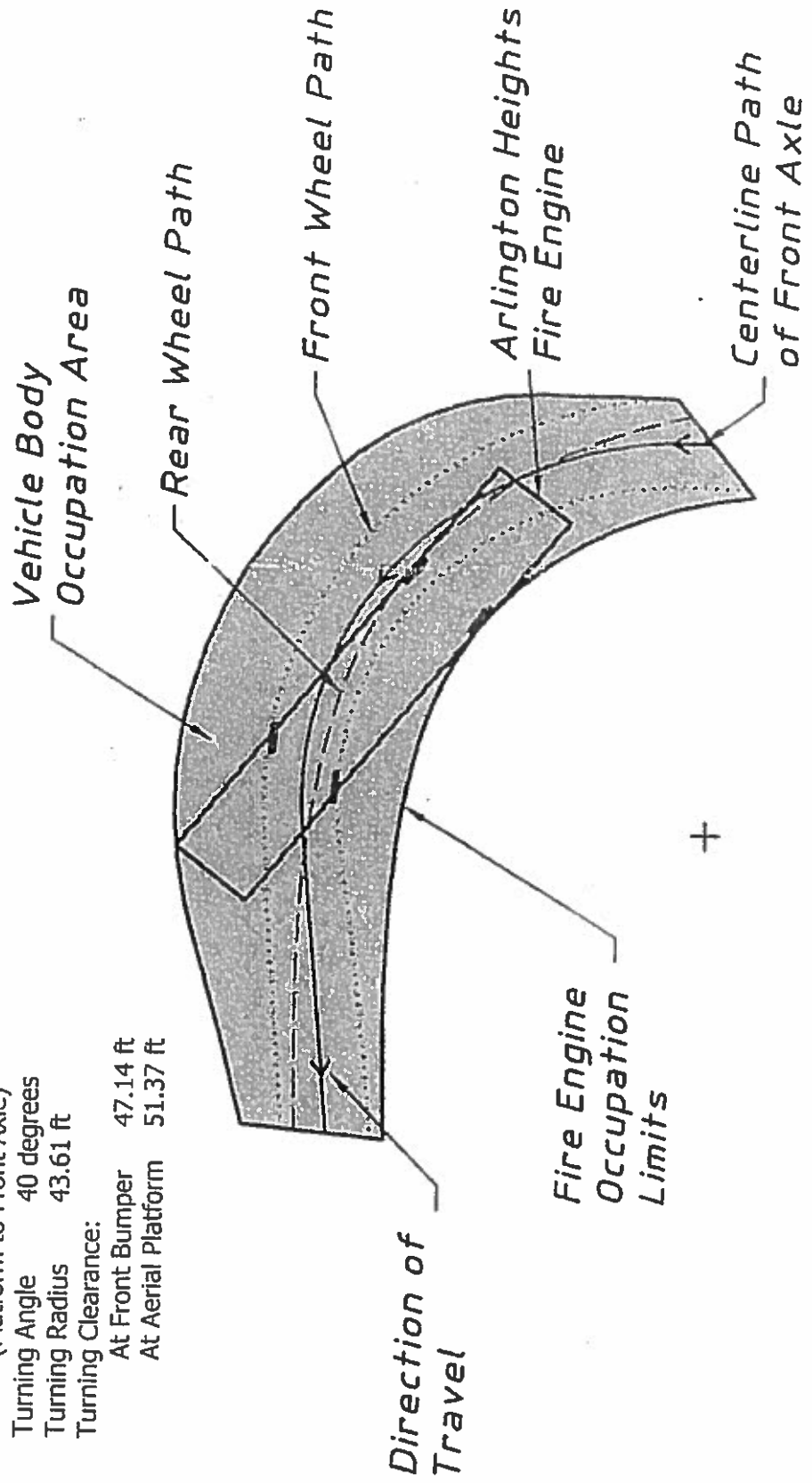
- Fire Apparatus Tower 131 Specifications (1 page)
- Sample Onsite Utility Maintenance Agreement (4 pages)

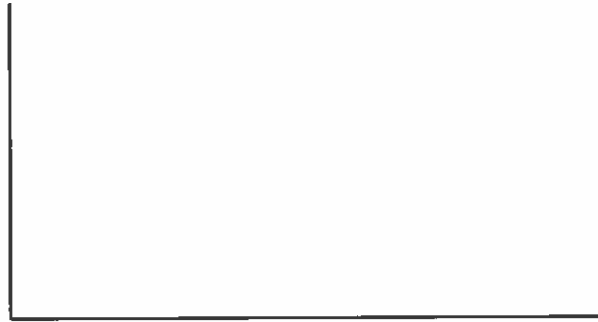
FIRE ENGINE TURNING TEMPLATE

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.

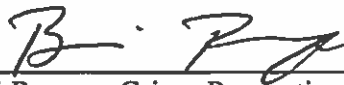
-Once construction is complete, provide AHPD with floor maps including room numbers so officers can familiarize themselves with building layout for emergency response

-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:

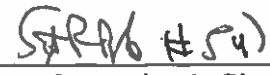
- No room rental to guests under 21
- Credit cards only accepted for room rental
- Guests must provide valid identification

- 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

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>
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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.)

YES NO

1. ☒ _____ COMPLIES WITH COMPREHENSIVE PLAN?
2. ☒ _____ COMPLIES WITH THOROUGHFARE PLAN?
3. ☒ _____ VARIATIONS NEEDED FROM ZONING REGULATIONS?
(See below.)
4. _____ ☒ VARIATIONS NEEDED FROM SUBDIVISION REGULATIONS?
(See below.)
5. _____ ☒ SUBDIVISION REQUIRED?
6. _____ ☒ 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.

28. Please provide a copy of any existing parking agreements to park overflow cars on any neighboring properties.
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.

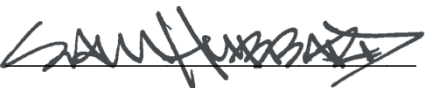
Zoning:

30. 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: 

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.

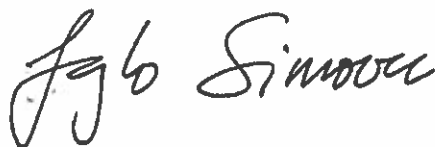
- 1) Refer to Sheet A-O (Title Sheet). The building is mixed occupancy and classified as A-2 and R-1
- 2) Refer to sheet A-O (Title Sheet). The building is type 1B construction
- 3) Refer to sheet A-O (Title Sheet). Areas as listed as requested
- 4) Refer to sheet A-O (Title Sheet). Proposed occupancies 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

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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

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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)

[illegible]

*** 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

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 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.

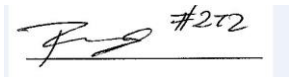
-Once construction is complete, provide AHPD with floor maps including room numbers so officers can familiarize themselves with building layout for emergency response

-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 9Star or 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 indedpendently controlled HVAC, common HVAC will be located on 12th floor roof pit areas sceened 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.																																																																																
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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

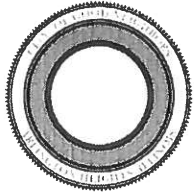
DATE: August 24, 2017

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.

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AUG 25 2017
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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:

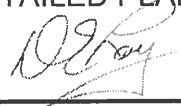
1. The emergency voice/alarm communication system control unit.
 2. The fire department communications system.
 3. Fire detection and alarm system annunciator.
 4. Annunciator unit visually indicating the location of the elevators and whether they are operational.
 5. Status indicators and controls for 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.

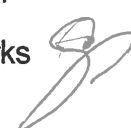
NOTE: PLAN IS CONCEPTUAL ONLY SUBJECT TO DETAILED PLAN REVIEW

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

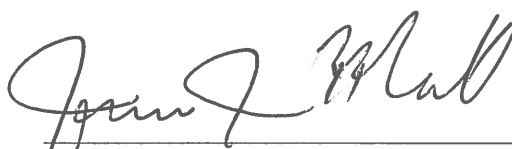
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

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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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

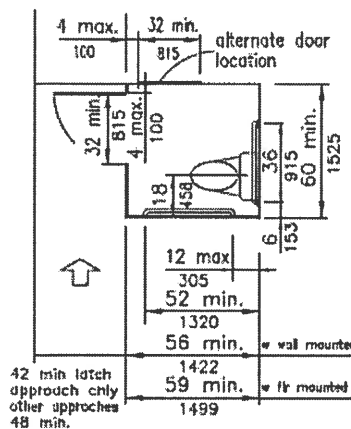
Re: Illinois Accessibility Code (IAC) Comments
<https://www.illinois.gov/cdb/business/codes/pages/illinoisaccessibilitycode.aspx>

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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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: _____