



Village of Arlington Heights
Plan Commission
Board Room
Arlington Heights Village Hall
33 S. Arlington Heights Road
Arlington Heights, IL 60005
September 13, 2017
7:30 PM

I. CALL TO ORDER

II. ROLL CALL

III. APPROVAL OF MINUTES

- A. Greenbrier School Addition - 8/23/17
- B. FY2018 Budget - 8/23/17

IV. PUBLIC HEARINGS

- A. PC#16-012 - Ivy Hotel - 519 W. Algonquin Rd.
Land Use Variation for Hotel
- B. PC#17-009 - 2104 N. Chestnut Ave. Subdivision
Preliminary Plat of Subdivision, Variations

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: Greenbrier School Addition - 8/23/17

Department: Planning & Community Development

ATTACHMENTS:

Description	Type
Greenbrier School Addition - 8/23/17	Minutes

PLAN

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

COMMISSION

RE: GREENBRIER SCHOOL ADDITION - 2330 NORTH VERDE DRIVE - PC#17-007
SPECIAL USE FOR ELEMENTARY SCHOOL

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 23rd day of August, 2017 at the hour of 7:30 p.m.

MEMBERS PRESENT:

TERRY ENNES, Acting Chairman
LYNN JENSEN
MARY JO WARSKOW
BRUCE GREEN
JOHN SIGALOS
JAY CHERWIN

ALSO PRESENT:

SAM HUBBARD, Development Planner

CHAIRMAN ENNES: It's 7:30 p.m. We'll call this meeting of the Arlington Heights Plan Commission to order. If you would all rise with me to say the pledge of allegiance?
(Pledge of allegiance.)

CHAIRMAN ENNES: We have two sets of minutes from our prior meeting.

MR. HUBBARD: Call the roll first?

CHAIRMAN ENNES: Roll.

MR. HUBBARD: Commissioner Cherwin.

COMMISSIONER CHERWIN: Present.

MR. HUBBARD: Commissioner Dawson.

(No response.)

MR. HUBBARD: Commissioner Drost.

(No response.)

MR. HUBBARD: Commissioner Green.

COMMISSIONER GREEN: Here.

MR. HUBBARD: Commissioner Jensen.

COMMISSIONER JENSEN: Here.

MR. HUBBARD: Commissioner Lorenzini.

(No response.)

MR. HUBBARD: Commissioner Sigalos.

COMMISSIONER SIGALOS: Here.

MR. HUBBARD: Commissioner Warskow.

COMMISSIONER WARSKOW: Here.

MR. HUBBARD: Chairman Ennes.

CHAIRMAN ENNES: Present. Is anybody else coming that you were aware of?

MR. HUBBARD: Commissioner Lorenzini did respond that he was coming, but we have a quorum.

CHAIRMAN ENNES: So, we have minutes to approve. Can I get a motion for both of those.

COMMISSIONER JENSEN: So moved.

CHAIRMAN ENNES: For both of them?

COMMISSIONER JENSEN: Both of them.

COMMISSIONER GREEN: Second for both.

CHAIRMAN ENNES: All in favor?

(Chorus of ayes.)

CHAIRMAN ENNES: Any opposed?

COMMISSIONER CHERWIN: I abstain, I wasn't present.

CHAIRMAN ENNES: Okay. So, we have all in favor in support.

MR. HUBBARD: Yes.

CHAIRMAN ENNES: We have public hearing PC#17-007, Greenbrier School Addition at 2330 North Verde Drive. Have all the notices been sent out for this?

MR. HUBBARD: They have, yes.

CHAIRMAN ENNES: Can I ask who's going to present for the Petitioner?

DR. BEIN: Several of us.

CHAIRMAN ENNES: I'm sorry?

DR. BEIN: Several of us.

CHAIRMAN ENNES: Oh, okay. Can I ask all of you to come forward who are going to give evidence?

(Witnesses sworn.)

CHAIRMAN ENNES: Who wants to start?

DR. BEIN: I will start.

CHAIRMAN ENNES: If you would give your name and spell it for the reporter?

DR. BEIN: Sure, thank you. I'm Lori Bein, L-o-r-i, last name B-e-i-n. I'm the Superintendent of Arlington Heights School District 25. I just want to do a brief introduction about the proposal you are going to hear this evening.

As many of you know, we've been here four times before. We've just completed four additions to four of our nine schools. Olive-Mary Stitt and Ivy Hill we did about two years ago, just in time for that booming enrollment to hit. Those are now our two largest elementary schools in the district as we had thought they would be. And right about this exact moment, we're completing construction on Windsor Elementary School and Thomas Middle School. So, those projects will be ready for kids to come on Monday.

Now, we're coming to you with our fifth project and what we believe is our final project based on our enrollment projections. We have one other school that we're still watching, but this is the last definite building that needs additional space. Greenbrier hosts a Kindergarten to a fifth grade program as well as a district-wide early childhood program for children ages three to five who are identified with special needs any time throughout the school year. So, both of those programs make up this building.

So, I believe Ryan Schulz is going to start tonight and talk you through the details of this plan.

MR. SCHULZ: Good evening. My name is Ryan Schulz, S-c-h-u-l-z, Director of Facilities Management for District 25. Great to see everybody again. I'm going to present some information about the architectural plans and then get into some of the traffic and pedestrian control issues that are going on at Greenbrier as well. Sam, this works, right?

MR. HUBBARD: Yes, it should work. You have to press it down, it takes maybe a few seconds for the first one to get moving.

MR. SCHULZ: So, tonight we're to seek the variances that are presented in your packet that goes on the first slide here, to allow the interior side setback from 13.2 feet from the required 40-foot exterior side yard setback as required by code. Again, this is for the existing building, mostly on the Verde side of the building. Again, this is the building portion that's been there for several years, again, the property has been there since the 1960's. So, the majority of the building has been there for a long time. So, we're seeking a variance to make sure we're up to Village code and getting that variance for that setback.

The next portion that we're seeking a variance in is the parking. We'll get into that a little bit more on the metrics behind it, but seeking a variance for the parking spaces. Again, the Village code currently requires 195 parking spaces whereas with the addition, we'd be up to 75 parking spaces on site.

To allow an accessory structure, there is a small shed that is currently used for EC playground equipment. It's tucked away, it's very close to the building. Again, it's over 100 some feet from the nearest property, so it's pretty far tucked in there, and again it's not

that visible from the street. So, again that's been there for quite some while, we just want to make sure that we have the ability to maintain that for storage.

Allow a six-foot tall open fence, again this is for a small courtyard, semi-courtyard that we'll be constructing with the addition. So, we want to make sure that the area isn't accessible by pedestrians after hours. So, this fence will be an ornamental black fence to prevent people from going into that area after hours. Again, we'll have cameras in there to help, but again just to mostly help keep people away from there.

Then a variance on the parking aisles, allowing an 18-foot wide aisle instead of a 20-foot wide aisle just because of the current code and how the parking lot is currently constructed. Again, the parking aisle is a little bit narrower than what the current code enables for a 60-degree parking spot. So, that's why we'll be seeking that variance.

I want to go over the existing site a little bit to make you familiar with how the site is set up as well as some of our metrics that we're looking at for enrollment. As Dr. Bein stated, we do see a slight enrollment uptick here at Greenbrier in both the K-5 and the EC program. As you can see, our enrollment increased from 276 to a projected enrollment increase up to 320 for the K-5 population, and in the EC program from 180 up to 205. Again, that's a little bit variable, plus or minus on that for the EC, and an additional portion may be waitlisted a little bit on that in 2021, depending on how many people we have come in.

So, just kind of the metric behind our enrollment projections. Again, these are conservative, kind of middle-of-the-road enrollment projections, so that's what we used to kind of design these. Again, we do put a little bit of a buffering to the building to make sure we do have some space in case these do pop a little bit, but again, these are the numbers that are kind of guiding our addition.

At the existing site, there's a lot of space around the building, but mostly the building is pretty land-locked based on our property lines. On the, kind of the west side of the site, our property line is very close to our parking lot. If you're familiar with the site, that is the approximate location of the property line. And then on the north side, we are also bound pretty tight next to the baseball fields that are there. So, again our property line is there, the Park District is to our north and west.

Right now, we do, up into the upper left, the blue area, is where our stormwater detention is. We have an intergovernmental agreement with the Park District for that area. So, that's where our stormwater discharge for the site goes. We're working with the Park District right now to make sure that we're in compliance with the new site as well, and the MWRD and the Village on those portions.

I also pointed out where the small shed is located kind of where the Greenbrier name is on the slides and then also the school setback variance request location on the kind of the southeast side of the building.

Also, just an existing floor plan of the building to kind of give you the shape of the building. Again, the main gym and commons areas are up in the north. The classroom portions are mostly down to the south. The main entrance is on Verde, again up on the northeast kind of corner of that side of the building where the parking lot is.

Here is the proposed addition. Again, we're kind of looping it in to the existing building on where we're at. Another wing would be coming out to the south, kind of in tandem with the existing wing that's on that portion of the building. Again, we set it up this way because this is kind of the only spot that made the most sense based on our site constraints. We

looked at, I couldn't even tell you, more than probably 15-20 options on where to put this building. And this made the most sense logistically and how it loops together with the current EC program.

So, again, a two-story addition, two classrooms on the first floor, two classrooms on the second floor, with some small office and group spaces as well to help out some of the programs that need some smaller group spaces. We're also proposing to add 10 additional parking spots there along the building, and again those will be for staff only to allow staff to park there, get some more people off the street and give some relief in the future.

Again, just a blowup a little bit further of the first floor addition as well as the second floor addition. They're kind of mirror images of each other. So, again about 4,500 square feet roughly on each floor.

Again, this is the existing site actually with the overlay of the new building and some of the other items. The only other item that we'd really be adding in the addition would be the parking spaces in the red, and then also a small early childhood playground structure in the green there. That would be a rubber surface that we've been putting in at the rest of our buildings in the school district. So, again this is the proposed site plan. Again, not a lot of changes but except for that small area on the south of the building.

Here is a rendering of the proposed addition. Again, the addition is all these portions kind of creeping off down to the south and with the curtain wall system for the stairwell. Some of the majority of the addition is contained within that small triangular area on the south portion of the building.

Next portion is kind of some existing conditions that we're dealing with, mostly for traffic and student population. I'd like to put this on here kind of just to show you the student population, where they are in for Greenbrier. They're pretty constrained by 53, Route 12, Rand Road, and Palatine Road. So, this is mostly our K-5 population. Again, the EC program draws from entire district, but the 220 plus students in our K-5 program are coming from that neighborhood. So, they are pretty locked in between Palatine, Rand and 53. Not a lot of major streets up there, so it's a very residential area. Not a lot of businesses except for on Rand Road, again we're all kind of southwest of Rand Road, there's again mostly residential and school.

Here is our current parking lot and stacking areas. So, currently we have 65 parking spots between the two parking lots. We have 807 feet in the west lot and 343 feet of stacking in the east lot for a total of 1,150 feet of total vehicle stacking on site.

This one is just a satellite image from 2016 of the parking. It's a little bit hard to see, but we just want to show that on site it's taking on the majority of the cars. So, there aren't a lot of vehicles parking on the street for the site. Also an image from this year in April, also showing that the majority of the cars that are parking on the street are parking on Verde up near the main entrance.

Here are some of the metrics behind the existing parking that we used again for Windsor and then what we're using for the project would be the 65 parking spaces on site for the 466 students is .14 parking spaces per student. We've been using the Institute for Traffic Engineers' recommendation of .17, so we're still a little slightly off on that, we're very close. But again, as you can see from some of the satellite images, we really don't have a lot of overflow parking onto the streets. The majority of it is into the lots where it's needed.

Currently, we have existing, last year we had 21 classrooms, and that took into account two modular classrooms and one classroom in the building that I wouldn't say is a full-sized classroom, but it was used as a more typical classroom, but it's undersized and under

available for the needs that we have for the building. Again, the onsite stacking, the street stacking, and the cap numbers, again, that's for an after-school program through the Park District just capped for 90 students in there. So, that's students that are going to be dropped off before normal hours, again, not getting into the regular day-to-day student population traffic.

Drop-off and pickup times, this is one of our most, I would say complicated in the number of times a day we have, but again, we have less students at this building at times. So, we kind of wanted to put it into a chart. I didn't know how else to present this. It was very complicated. It took me some time to sit down with Donna and her staff and try to fully understand how they route this. So, if there's any specific questions on this, we can have Donna help out. But again, with the K-5 population and the EC programs, there's varying times during the day for when students are dropped off. It's a little hard to see in your screen, hopefully you can see it a little bit better on your slides. The numbers in the boxes represent approximately how many students, the potential at each time how many could be dropped off and picked up at that time, and then also the color corresponds to what lot they would be using for the 2016-2017 school year.

So again, first through fifth grade has 228 students. They drop off at about 8:50 and they're out at 3:35. Early childhood a.m. drops off at 9:10 and they're out of there at 11:40. Early childhood p.m. starts at 12:50 and gets out at 3:20. The early childhood program has seven students in the afternoon at 12:50, beginning kindergarten starts again at 8:50 and is out at 11:50, p.m. Kindergarten starts at 12:45 and is out at 3:35. Then also there's 21 students during the week that are just popping in and popping out, they're the students for resource and speech. So, again a very varied drop-off/pickup, it helps alleviate staff disruptions, it allows them to assist a little bit easier and there is not as much traffic for the kids that have special needs for drop-off and pickup.

So, we have a short video on the morning drop-off. We had a video, we filmed it for the afternoon, for some reason it didn't work. We had an issue with the file so we couldn't get it to work. We kept looking for it again today, we just couldn't get it to work. None of our viewers were opening it. So, I wish I have that, that really shows very well the traffic flow, but again we'll start off with the morning, you can kind of see where it is. It's about a two-and-a-half to three-minute video on the morning traffic. Sam, could you click on that?

(Video was started.)

MR. SCHULZ: Again, this is the intersection of Verde. It's on the left side of the screen and Roanoke is kind of the middle right now, kind of T intersection in. Then there is a parking lot where the drop-off/pickup occurs, again, a majority of the students go through that lot. Just trying to show a little bit of that Verde-Roanoke intersection, that there isn't a lot of traffic there and that the students again are able to cross fairly safely there at that intersection based on the student loads and the traffic loads at this time. So, again I'll sort of play it out, if there's any questions then afterwards, please feel free to pass them through, but I'm just trying to show traffic patterns.

CHAIRMAN ENNES: What time of the day is this?

MR. SCHULZ: This is at about 8:35 I believe, is that right? That day that we filmed? Do you remember that day?

MS. BINGAMAN: It might have been a little later.

MR. SCHULZ: A little later than you think? Yes, so 8:40, somewhere in there up to 8:50.

CHAIRMAN ENNES: Classes start at what time?

MS. BINGAMAN: Classes start at 9:05, but students are led into the building at 8:53.

MR. SCHULZ: You can see up over here too, this is a major area where the students are dropped off and where staff help, and then they go into the doors here, and then also I believe you have some of the students who go in at the triangle door in the back. So, after they get help getting out of the vehicles up in here, they're able to loop out and currently they can turn left out of here. We'll propose this later, that's one of our suggestions is to limit this traffic to a right-turn only on the parking lot to help alleviate some traffic up in this area. We understand that this is a little bit of an inconvenience, but we really think it's the best option to help alleviate traffic up here because if you watch it in the morning here, everybody almost, I think it was 90-95 percent of the vehicles on both of them, both drop-off and pickup are going to the lot and again being moved to this intersection. If we can loop them out, we're trying to alleviate that pressure on that intersection a little bit by signing it and then we will work with the Police Department to help enforce that once the school year would start.

COMMISSIONER JENSEN: So, how do they get back to Rand if they don't turn right? I assume they'll want to go to Rand or someplace like that.

MR. SCHULZ: This way is south, so this way they're going to probably go to Palatine. This way would be your out up to Rand. So, this way would be over to the frontage road, if they loop out this way then they can use the frontage road to get to either Rand or down Palatine that way next to 53.

CHAIRMAN ENNES: That parking lot is the parking lot at the front door of the school, right?

MR. SCHULZ: No. This is the back main, we call this the back bigger parking lot. I wouldn't call it the main one, I guess, but we do have a main entrance that students come in here and then there's one just out of the frame here at the bottom, a little bigger entrance that they can use. So, again Greens Park is kind of right over here and our property line is right here. Again, it goes well with the addition. The addition will sit roughly in this area right here.

Yes, it's just going to start fading here a little bit, the battery is sort of dying on it so you'll start seeing it fade out here but it will be over real shortly. But again, just trying to show the way the traffic pattern, the majority of the people are going out to the left. We're going to propose that everybody during the school hours are going on to the right to alleviate traffic out on to the frontage road.

COMMISSIONER GREEN: Do you have any pickup video?

MR. SCHULZ: We don't, that's the one I just said that --

COMMISSIONER GREEN: Okay, that's the one --

MR. SCHULZ: The file was corrupt. We filmed it and it just didn't come off the card. We have the file, we can see the name, the numbering system, it's just not coming off for some reason.

COMMISSIONER JENSEN: This is real time or speeded up, slowed down, what?

MR. SCHULZ: No, that is real time. This is normal speed, it wouldn't speed up at all or anything, so that was normal speed.

So, again that's a typical school day, that was a day when we only had 15 students out. We checked the enrollment for that day, again a pretty normal day. Again, I

wish I had the afternoon. I'll point on this while we have it here since we didn't have the video, our major problems in the afternoon are right here in this section. So, cars start queuing up here to get into the parking lot and then what happens is some people don't know what they're doing, that they're parked, they're stopped or going no matter what, so they try to go around and then they realize, oh, they are in line to get to the parking lot and then they're kind of double parked there for a little bit. So, it just really creates an issue here, and again, I wouldn't say it's a major issue. Commissioner Green I think goes up there so you can probably speak to it better than anybody.

COMMISSIONER GREEN: Yes. When I do it, when I pick up my granddaughter, there's a line of traffic. In other words, in front of the school, that's park solid, okay, and so I used to park when there was a spot, at the very end of it I walk. I don't want to get into that craziness, I just don't want to do that. But that line backs up from the door out all the way and down on --

MR. SCHULZ: Verde.

COMMISSIONER GREEN: -- Verde, let me get the right street and it's solid. And the times that I've managed to get a parking spot at the end there, I have trouble getting out because they're all queued up around me, they think I'm crazy and I'm just going can I please just go now? And so, you have to wait until somebody moves up to get out of the parking spot.

COMMISSIONER CHERWIN: Honestly, Bruce, I was expecting to see a red pickup on this thing --

COMMISSIONER GREEN: Well, usually it's right at the corner there.

COMMISSIONER CHERWIN: Yes. Conveniently it's not on there, huh?
That tape is missing.

COMMISSIONER GREEN: There's that light on the top of the school bus going --

MR. SCHULZ: Yes, so again, this is our major area. Again, it's mostly here, again cars queue up again on Verde in front of the school, but it's not that bad there, again there's a lot of frontage there. The problem is mostly right in this area.

COMMISSIONER GREEN: Well, where you get the problem is, and it really has nothing to do with the school or the drop-off or anything, it's the people driving the cars. They block the sidewalks and heaven forbid you want to cross the parking lot and there'll be a, you know, a family minivan sitting there blocking the sidewalk. In the wintertime that's a problem and people get a little upset from time to time. I was happy when I saw the police were there at the beginning of last year and they were educating the drivers on how they should be doing that which helps for a while and then they go back to the old routine.

I've got a question for you only because I use it, can you park, if you continue down the street, can you park along the baseball fields?

MR. SCHULZ: Yes.

COMMISSIONER GREEN: Is that legal over there?

MR. SCHULZ: Let me see if there's a --

COMMISSIONER GREEN: You know what I mean? If you kept going to the right.

MR. SCHULZ: Yes, I'm just trying to pull up the next one because we kind of show that area. Here we go. So, again to reoriented, this is the parking lot we're showing you.

COMMISSIONER GREEN: Right.

MR. SCHULZ: We're kind of looking at it facing this way. Yes, you can park

here.

COMMISSIONER GREEN: But you can park on the right side as you're going --

MR. SCHULZ: Yes, right now as far as I'm aware, you know, to --

MS. BINGAMAN: Yes, all the way to the next block.

MR. SCHULZ: Yes, there's another cross street right up here.

COMMISSIONER GREEN: Okay, but that's legal, because I'm sometimes looking for a spot and I don't know where to go, so --

MR. SCHULZ: Yes. So, this is kind of the existing afternoon staging, I can try to point out some of the trouble areas. Again, mostly I'm just showing the stacking on how cars are going to stack up. They start up here at the intersection and go into our lots. Again, if they're using this lot to pick up, then they're queued up. Again, for the back lot, the queuing starts back here at Verde near the front entrance, comes around and loops back into the lot. So, this whole area is kind of used for queuing up in the parking lots.

Occasionally, we'll have some staff members parking over here, and again later in the presentation you'll see that we're going to propose to shift them onto the more school and Park District sides since there won't be any houses. It just makes more sense to try to get them on the other side of the street. And then you can see here slightly in the satellite image, this is where people, if they're going into the front door, either staff or parents or whoever, a little bit of overflow, that there is kind of a park up here by the parking lot and then enter the front door.

This is the major intersection again that would take all the traffic out from the back parking lot and anybody coming in. So, this is the intersection we're trying to free up a little bit by restricting this traffic to right turn only.

COMMISSIONER JENSEN: So, is that parking that staff does with the dotted line, they're there all day long? They park and they're there all day?

MR. SCHULZ: Yes. I don't have a grasp of how many cars there are, I've never really seen any. Even from the satellite images, that really confirms it, is there's like three. Yes, I don't know if you have better grasp about how many there would be, but again it's not many.

MS. BINGAMAN: It's not a lot.

MR. SCHULZ: Yes.

MS. BINGAMAN: They're more likely to come and park at the front and they park at the back.

MR. SCHULZ: Then again, this is just pointing out that several minutes prior to start, kind of queuing up here.

So, kind of some of the proposed conditions again, talking through the parking on putting staff if they do park on Roanoke to put them up near the park. Again, there's ample sidewalk access to the site and the backdoor of the building. Again, here is our permeable paver parking spots, the 10 parking spaces that would be going in, and then go through a restriction to a right turn only out of the lot during school hours.

MS. BINGAMAN: We are making one more change for this year that we hope to alleviate some of that congestion. That back lot in the previous years had been used for taxis to pick up students as well, as well as parents. We're going to push those taxis off to the front of the building.

COMMISSIONER GREEN: That will help.

MS. BINGAMAN: So the parents will be able to pull all the way up. So, that will be a whole another stretch of area, that should help.

COMMISSIONER GREEN: That will help because there's taxis there all the time and they stop right at the door and that ends it, right there.

MS. BINGAMAN: And there's two, three students having to be, car seats put in and students buckled in.

COMMISSIONER GREEN: Right.

MS. BINGAMAN: So, it takes quite a bit of time to get those kids in and settled. So, I think that 's going to help quite a bit. They practiced that over --

COMMISSIONER WARSKOW: Can you show us what she's talking about?

MR. SCHULZ: Yes, do you want to come up here?

MS. BINGAMAN: All right. So, this is our front lot here and this is where we're going to push all of our taxis for our early childhood children. Last year, they were to line up here and then parents started behind them and then went this way. This year, we'll be able to pull parents all the way up here and then have them exit. Our early childhood students are walked out, they're not dismissed like our K-5 kids are. There is an adult that walks every child out so it takes a little bit longer than our K-5 process, and we think moving those taxis to the front which is a very time-consuming process will allow us to push the parents through quicker.

COMMISSIONER GREEN: Would you do the daycare buses, too? What happens with those?

MS. BINGAMAN: We only have a few of those.

COMMISSIONER GREEN: You've got a few of those, right.

MS. BINGAMAN: And mostly they're Kindergarten.

COMMISSIONER GREEN: Okay.

MS. BINGAMAN: I think we've had one last year, none the year before, and one the year previous that was preschoolers.

COMMISSIONER GREEN: Because that's a whole slew of car seats. They take them out on roll out dollies and I'm going, oh my God.

MS. BINGAMAN: The daycare vans have never been more than one student. There are some big bus, you know, the van taxis that are holding four kids at least.

COMMISSIONER GREEN: Right, where they've got to put the seats in when they --

MS. BINGAMAN: Yes, and that's time consuming to make sure that those seats are placed in there appropriately.

COMMISSIONER GREEN: Do the kids own those seats?

MS. BINGAMAN: Yes.

COMMISSIONER GREEN: Oh, they do.

MS. BINGAMAN: The parents are required to put them in the taxis in the morning, and then our staff takes them out, takes them into school and then we put them back in and the parents are required to take them back out again.

COMMISSIONER GREEN: I always wondered how that worked.

MS. BINGAMAN: Yes, those are all the student's car seats.

COMMISSIONER GREEN: Thank you.

MS. BINGAMAN: Sure.

MR. SCHULZ: Just showing some comparison metrics on what we're

projecting and what we currently have. So, again this chart over here is one of those previously seen using some projections up into the 2021 school year, increasing to 75 spaces, student population up to 525. So, the ratio remains the same as what it is today. Staff, we might see an increase, again this depends on what areas we see the growth in. So, we put a projection on that and four more staff for the students, and then the final classroom kind of 22 with the addition, full size in the existing building with the four additional classrooms in the addition.

Cap again, this is kind of a swag number that we would take at this, but again somewhere in the 95 taking out some more students in the cap as well as the base in the enrollment population.

COMMISSIONER JENSEN: Are the modular rooms going to go away?

MR. SCHULZ: They are away already, yes. In the anticipation of the construction, we've removed them for the school year, and then we took them inside the building as we made some temporary accommodations.

So, here are the proposed solutions to the issues that we present tonight. The first one is implementing 10 additional parking spaces on site. There would be signs for staff only, again that's to prevent parents from parking in those spaces and having to pull in and out during drop-off and pickup. Staff would be there in the morning first thing, they park in these 10 spots and then they'd be able to leave after the student population has left.

Place a right turn only sign at the exit to the west parking lot, again that is the parking lot that was in the video with the majority of the traffic through it, and to try to get people away from that intersection near the site.

Continue to updating traffic plans for families' expectations for drop-off and pickup including the encouragement of car pooling, biking and walking. I'll show you the next couple of slides, Greenbrier does an excellent job of that already with putting traffic plans together, on the expectations for what lot they're going to go in, a very graphical interpretation of where to go. So, it's very clear for students and staff, and Donna and her staff will just keep working on those for any tweaks that need to be made.

Then encourage staff, on Roanoke, to park on the school side of the street near the park, again for anybody that parks over there, and even we can encourage parents to park in that side as well.

For the Village of Arlington Heights, really just looking at enforcement efforts, when the police are available they would come up and continue to enforce this and they can really deal with that at the beginning of the school year at the new sites, coming out to take a look and make sure they're understanding what the traffic flows are like, and then monitoring traffic patterns and properly sign areas that may need require. So, that's something we might look at after construction is done on that side, putting some signage up, no stopping or standing or work with the Village Staff to determine if that's necessary or what other measures we can implement after it's complete. So, again just continue to work with the Village as we done on all our school sites to make sure that we're putting the right things in place so that they can enforce it.

I just want to show you the example that Donna put together for her parents and families up at Greenbrier, just showing, again very specific to a grade level, again drop-off, pickup, what lots they're using, again reminding no cell phones, some other rules of the road type of things. Again, two more for the a.m. Kindergarten and p.m. Kindergarten showing what lots they're using and times of day for pickup.

We put this in Windsor and I think it just kind of relays what the site is

dealing with on things at the site. Again, we want the students to walk and bike and things like that. But this one in particular is a very young student population so it's hard to encourage them for a certain age, to have the parents let them walk and bike to the site. So, again distance to the school, little impact, it's a very consolidated area, it's pretty tight. It's pretty conducive to walking. Student age is the biggest impact I'd say for that building, again EC students, Kindergarten students, a pretty big portion of that population is young in age.

Traffic-related dangers, really pretty low there because they are contained within the major streets, so not a lot of impact to that. Weather conditions as always in all our schools is pretty high especially in the winter months as expected. Crime, we perceive crime very low in Arlington Heights, not a lot of major crimes going on that would prevent people from walking down a certain street or that way. Then student conveniences as always, it's easier to drop your kid off in the morning as you're on your way to work or vice versa in the afternoon, if they've got to go to practice or go to the grocery store or things like that. So, that would be another barrier to why people wouldn't walk or bike to school and why more cars are coming to our site.

The last slide is just showing that, we kind of reviewed this earlier kick-off with Sam and Village Staff, again with our traffic engineers, Dr. Bein has had a traffic meeting with the building itself for parents and staff to kind of get some of their ideas, Village engineer and traffic and then again all the district administration kind of with Stacy Mallory from transportation and all the different entities that are involved for the school. So, that is our proposed addition and if you have any questions I'd be more than happy to answer.

CHAIRMAN ENNES: Thank you. Is there anybody else who is going to testify or just our questions? Okay, Sam, can we have the Staff report?

MR. HUBBARD: Yes. So, as you've heard, the Greenbrier School is in for an addition. The subject property is zoned R-3 which is a Single-Family Residential Zoning District. Schools are allowed in the single-family zoning district, but they do require a special use permit. This school has never been approved for a special use permit, so as part of the proposed addition, they are going through the process to receive a special use permit.

Five variations are required in conjunction with this project; three of these five variations are for existing conditions, and the other two variations, one for the fence and one for the parking, are created by this project or exacerbated by this project.

To date, there have been three meetings that the school district has attended relative to this project. On June 28th, they went to the first ever Conceptual Plan Review Committee meeting and received a positive recommendation to move forward. There weren't any huge issues identified at the meeting at that time. But one of the main things that was asked was that the traffic study propose possible improvements to some of the drop-off and pickup activities which has been done.

On August 8th, the school district appeared before the Design Commission and received a positive recommendation of approval. There were two conditions of approval attached to that recommendation, one to provide screening on a proposed RTU unit and existing chiller unit located on the roof, and secondly, to add in some additional foundation landscape plantings on the south side of the building by the intersection of Roanoke and Verde.

The school district, at the request of Staff, also held a neighborhood meeting on August 14th, and no residents attended that meeting.

So, here is an aerial again of the property. And relative to the first

variation requested, I'll just point that out, you can see here this location of the building is set back only 13 feet from the property line along Verde Drive. The code requires 40 feet and that's based on the lot width. So, this is again an existing condition of the building and Staff felt that it wasn't practical or really most likely financially feasible for the school district to alter this non-conformity. So, as a part of this process, they are requesting a variation to formally grant this existing building setback and Staff is supportive of that variation.

Here we see the site plan again showing the addition to the building here. The current shed is located right here. It's classified by our code as an accessory structure, and accessory structures have to be located in the rear yard which is this area, which is currently occupied by the asphalt playground and rubber play area. So, there's really no practical location that they can locate that shed to conform to code requirements. So, again we're supportive of that variation request as well.

Relative to the parking space depth, there's a small portion of the existing parking lot, right about at a pinch point right here where the depth of the stalls are only 18 feet. Because they're angled parking, at 60 degrees, our code requires that they be 20 feet in depth. Again, this is an existing condition. As you can see, the site is very constrained so there is really no opportunity to practically expand the parking lot to address this. We've made the Petitioner aware of this issue, so they are aware of the substandard nature of the parking stalls. I don't think it's ever created a problem for them, Staff is not aware of any problem relative to the substandard parking stall depth. So, we are supportive again of this variation.

The fourth variation is for the existing fence that's going to be constructed right here. It's to enclose the courtyard area and restrict after-hours access. That fence is proposed at six feet in height. The tallest fence you can construct in Arlington Heights is five feet unless specifically allowed for screening or buffer purposes. Due to the open nature of the fence, Staff is supportive of the variation request. We don't feel like it's going to provide a negative aesthetic. Additionally, the Police Department requested some type of barrier to prohibit after-hours access here, so we think it's a good thing that the fence will be six-foot tall. And we are supportive of the variation.

So, relative to parking, here's a chart that illustrates the existing parking requirements and parking versus the proposed based on the addition. They are adding nine parking spaces, and the parking lot is currently just about capacity. There is minor overflow or street parking at some times during the day, but nothing to where the Village is aware that that's been a significant problem creating concerns and complaints from the neighborhood. Given the unique aspects of the site, again that it's land-locked and some of the unique aspects of our parking code relative to schools, we are supportive of this variation as well. We saw variations in parking to both the Windsor School and the Thomas School. I think our code probably could use somewhat of an update in regards to realistic parking demand and requirements for schools. So, we are again supportive of that variation as well.

This is a zoom-in of the addition area. I just want to again highlight the areas where some congestion occurs. Congestion occurs during pickup, so as cars begin to wait to pick up children in this area and then cars come and start stacking as they're picking up children, it creates a situation where there's double parked cars here. So, if you're coming down the street this way, it's not the most safe situation for vehicular traffic. The traffic study did recommend the restriction for left-bound exiting only from the parking lot here which will help to alleviate the congestion at this intersection and the dangerous situation when cars are double

stacked here and having a car eastbound on Roanoke Drive.

We did have our traffic engineer look at that, and he was supportive of that recommendation. He did point out that it will create, you know, new traffic in the neighborhood this way which is not experienced currently as most of the cars will come down through here, but it will be offset by the benefit of creating a safer intersection here. One of the other things our traffic engineer noted is that these one or two spaces here are in fairly close proximity to the entrance area. So, a car backing up here may come in conflict with a car entering the site.

So, one of the things that he recommended and the school also recommended was that these spaces be limited to teachers only. The teachers would be arriving before primary pickup and drop-off times. So, when these cars are backing out, it's not going to be during the peak travel times for the school, so hopefully that's going to minimize any potential conflicts.

We are recommending approval again of the parking variation on the addition of the nine stalls will help even though there is a potential for conflict although we do note, hopefully with the new technology that a lot of the cars have as far as, you know, backup warning. Hopefully this is not going to be a major problem.

We did include some recommended conditions of approval; one, that the school will implement the restriction of exiting the parking lot; also, that they limit those nine spaces to teachers only; and then of course compliance with the Design Commission approvals; and our boilerplate condition for compliance with all applicable federal, state and Village codes, regulations and policies. So, we do recommend approval of the application subject to those conditions.

CHAIRMAN ENNES: That's your complete report, correct?

MR. HUBBARD: Yes.

CHAIRMAN ENNES: Can I have a motion to add the Staff's report to the minutes?

COMMISSIONER GREEN: I'll make that motion.

CHAIRMAN ENNES: Is there a second?

COMMISSIONER JENSEN: Second.

CHAIRMAN ENNES: All in favor?

(Chorus of ayes.)

CHAIRMAN ENNES: Is anyone opposed?

(No response.)

CHAIRMAN ENNES: So, Mary Jo, would you like to start?

COMMISSIONER WARSKOW: I get to start off?

CHAIRMAN ENNES: Sure.

COMMISSIONER WARSKOW: Sure. Superintendent Bein, I had the pleasure of attending a meeting you held at South Middle School to address parents, staff, neighborhood questions and issues about parking and traffic. Did you hold a similar meeting before the school year ended at Greenbrier?

DR. BEIN: Yes.

COMMISSIONER WARSKOW: Were there any other concerns that were brought to your attention besides the ones that had been addressed?

DR. BEIN: Thank you for asking. We had about five families attend that,

and the concerns were all focused around the Roanoke-Verde intersection, as cars are trying to leave and students are trying to walk. That really was the focus that each of those families expressed concerning it.

COMMISSIONER WARSKOW: When we're talking about double stacking, a lot of people brought this up, is it that there are cars parked where, you know, they're allowed to park against the curb and then there is just traffic backed up? So, it's not that people are trying to pull in to the lot, to the circle both at the same time?

DR. BEIN: Sometimes that does happen.

COMMISSIONER WARSKOW: Sometimes, okay.

DR. BEIN: So, they do wait along Roanoke, and then people get to the intersection at Verde and Roanoke and think that those people are parked there, and then they turn. A little bit is the difference between our EC and our K-5 drop-off times, so the K-5 parents are coming a little earlier than they should. They are asked not to arrive before 3:30, but they sometimes will arrive before that. If they wait until 3:30, we have our EC population cleared out and there isn't that congestion.

I, myself and my assistant principal try to be out there often. We were out there a lot this spring trying to help educate the families about waiting and not pulling up against those drive curbs.

COMMISSIONER WARSKOW: That would be my concern is making sure that parents really understand the safety issue with having kids coming in and out of cars that are double parked. You mentioned staff, how many staff do you have out monitoring before and after school traffic?

DR. BEIN: Sure. During, and know that I'll talk K-5 and EC because they're very different. K-5, we have four staff out in the morning, one at the front, three at the back. EC, we have our entire EC staff on duty as they go out to pick up the children and walk them in individually or in pairs. So, they're grabbing them by the hands and taking them in. So, it's our entire EC staff that's out there for both EC drop-off and pickup. At the end of the day, we have five staff members out for pickup.

COMMISSIONER WARSKOW: Do you have any parent volunteers that help?

DR. BEIN: We do not.

COMMISSIONER WARSKOW: Has that been tried and just not successful or not --

DR. BEIN: We are a smaller community of working families and so it's just not something my PTA is interested in doing as they have enough problems getting volunteers for the things that they're doing.

COMMISSIONER WARSKOW: Those are all my questions at this time.

CHAIRMAN ENNES: Thank you. Bruce?

COMMISSIONER GREEN: I really have no questions. You've heard, you know, I'm right there, so I think that the few changes that you're proposing with the taxis is really going to help. And if you make those people turn right going out of that lot, that's going to be a wonderful thing. They're going to start parking and walking to the door because it's faster and easier, it really is, than waiting in that line. So, anyway I think it's great.

MS. BINGAMAN: It does move quick.

COMMISSIONER GREEN: Oh, no, it moves fast.

MS. BINGAMAN: Both lines, you know, we do, the EC drop/pickup is 3:20 and they're done by 3:30.

COMMISSIONER GREEN: Right.

MS. BINGAMAN: And the K-5 is the same, it starts at 3:35 and they are done by 5:43 on most days.

COMMISSIONER GREEN: Yes, but just because I park and walk, I'm out of there and I'm still looking at people waiting to pull up and I'm just gone.

MS. BINGAMAN: Absolutely.

COMMISSIONER GREEN: So, it works. If more people would realize it, it's just easier to park and walk, and safer. So, anyway, it works, it's great. I love it.

CHAIRMAN ENNES: Lynn?

COMMISSIONER JENSEN: Well, I don't know whether you have fewer problems than the other schools that you brought before us or you did a more ingenious job of solving the problems, but I think you've done a great job and I really don't have any questions. I'm very supportive.

CHAIRMAN ENNES: Jay?

COMMISSIONER CHERWIN: Yes, I echo it. I think you guys did a great job; compliments to your staff for addressing the issues. I sat through the committee meeting before, so I saw most of it. I don't really have any questions. I think you guys put a lot of thought into doing what's best here and I'm sure that if something unforeseen comes up and you need to adjust that, you know, you guys have the thought to do that.

The one question I have with Sam is your condition is that they're going to put in the, they're going to have to come back to the Village to change the left egress. Is that, what is that, like the Staff or the Engineering Department? They don't have to come for a formal hearing or approval, do they?

MR. HUBBARD: Right, no, just that they'll have to, yes, talk to --

COMMISSIONER CHERWIN: So, they can adjust it if they need to, but they're going to have to come to you guys and talk it out, we don't have to have them here then.

MR. HUBBARD: Right.

COMMISSIONER CHERWIN: Okay, I think that's reasonable. Nice job, nice project.

CHAIRMAN ENNES: Thank you.

COMMISSIONER CHERWIN: And I'll reserve further comment for what the public has to say.

CHAIRMAN ENNES: Thank you.

COMMISSIONER CHERWIN: And I'll reserve further comment for what the public has to say.

CHAIRMAN ENNES: John?

COMMISSIONER SIGALOS: I agree, I mean, it's a very good presentation. A lot of thought has been put into this and I have no issues with it. I really don't.

CHAIRMAN ENNES: Well, I feel like the odd man out, but Sam, just to re-confirm, notices were sent out to all the neighbors?

MR. HUBBARD: Yes.

CHAIRMAN ENNES: And that was sent out by the school district?

MS. BINGAMAN: Correct.

CHAIRMAN ENNES: So, all the adjoining property owners, nobody had a problem with street parking?

DR. BEIN: We sent it to homes within 250 feet of the boundary of the property.

CHAIRMAN ENNES: So, you have 82 employees currently and you're projecting maybe four or five --

MS. BINGAMAN: It's about 76 right now.

CHAIRMAN ENNES: 76?

MS. BINGAMAN: That 82 was last year, and we did have a classroom removed from our building over to Windsor with the addition being completed there.

CHAIRMAN ENNES: Oh, okay.

MS. BINGAMAN: Yes, and Fridays --

CHAIRMAN ENNES: So, you were carrying some of their overload?

MS. BINGAMAN: We were carrying some of their overload. And Fridays, we don't have any of our teaching assistants for our early childhood program because we don't have our early childhood students there. So, Friday is much shorter.

CHAIRMAN ENNES: So, that takes you below the 76 or the --

MS. BINGAMAN: Oh, yes, probably like 18 less cars. Then also you have to realize, because we are a smaller building, our K-5 population is smaller, so we do share quite a few staff members with other buildings. So, because we have 75 staff members doesn't mean all 75 of them are there on one day.

CHAIRMAN ENNES: You said you don't have volunteers. I assume, was that really just for the drop-off and pickup? You have volunteers at the school for lunchroom or whatever the PTA does do?

MS. BINGAMAN: Yes.

CHAIRMAN ENNES: About how many people is that? Do you know?

MS. BINGAMAN: It depends on the event.

CHAIRMAN ENNES: Let's say just on a normal day?

MS. BINGAMAN: On a normal day? Oh, people coming into the building to volunteer?

CHAIRMAN ENNES: Yes.

MS. BINGAMAN: Probably five or six.

CHAIRMAN ENNES: Okay, so that relatively, I just have a real concern that the parking requirement is so high and we have such a huge variance. The requirement two spaces per employee, that's a Village requirement based on the use?

MR. HUBBARD: Based on the use, yes.

CHAIRMAN ENNES: Do we have similar variances at the other schools?

MR. HUBBARD: Yes, we did. We granted, not quite to this extent, a variance at Windsor, and a variance was also granted at Thomas as well.

CHAIRMAN ENNES: I just have a concern about approving such a huge variance when we have had other variances even recently where parking was the issue and we haven't approved their projects based on that, but if there has been no complaints and you do have extra parking on the street, I guess that's something you can look at.

COMMISSIONER JENSEN: Terry, I think that the problem is with the requirement.

COMMISSIONER CHERWIN: Yes.

COMMISSIONER JENSEN: I don't know why the Village, when you guys go through and look at this again, you ought to get close to a reasonable requirement because what's there for all the schools that we've looked at has been totally unreasonable. It should be adjusted in a way that we don't have to look like we're approving a variance that's three times the number of spaces we do.

CHAIRMAN ENNES: Or twice, yes.

COMMISSIONER CHERWIN: We talked about that in the committee and I will say, Terry, I think what we're seeing here is while it might be a larger variance, it's not disproportionate to what exists currently. I mean, right, you still have a pretty big delta between what the code would require in the event a teacher drives two cars to school.

CHAIRMAN ENNES: If things are good.

COMMISSIONER CHERWIN: But that's what I think Lynn is making, you know, I think Lynn's point is taken which is, you know, why is it based on two per, you know. So, I guess the comfort level I have with it is it's consistent with what's been done in the past, it doesn't seemingly have a, you know, a real poor impact here. I know we haven't had really any public outcry over it.

CHAIRMAN ENNES: So, if the day-to-day seems to be working fine, when there's an event, probably the biggest event that I have had in my experience with congestion at a school is parent-teacher conferences. And you have one to two parents, one car almost for every student. Is it that high or are those spread out?

MS. BINGAMAN: Parent-teacher conferences are spread out through the day, and so there isn't more --

COMMISSIONER WARSKOW: But you'd have open house.

MS. BINGAMAN: Open house is the more critical.

COMMISSIONER WARSKOW: Yes. You'll have one school night where --

MS. BINGAMAN: We actually have two.

COMMISSIONER WARSKOW: You have two, okay.

MS. BINGAMAN: We split it so that we are helping with some of that congestion. So, we have our EC parent nights or early childhood parent night on a different night than our K-5 parent night.

CHAIRMAN ENNES: So, it's spread over time so that you don't have all the students here.

MS. BINGAMAN: Yes.

CHAIRMAN ENNES: Okay.

MR. HUBBARD: I would add that it is on our radar to look at our school regulations for parking.

CHAIRMAN ENNES: To make it more reasonable?

MR. HUBBARD: So, yes, that's something we've already begun research on. I'm hopeful that once we get to the second round of code changes, we'll have something.

CHAIRMAN ENNES: I think that would be a good idea because anybody who gets that could use that as, you know, granting these huge variances right after us, but okay, are there any other comments? Well, is there anybody from the public who wants to speak? No, seeing none.

COMMISSIONER SIGALOS: If I can just interject, and again we're talking

about, you know, our code and what do we code for parking; when I first read this and I see you have a number of employees current and projected, we don't even have enough parking spaces, one space for each employee, so I mean it just really seems to be some, but apparently it's working there. I mean, if you have no neighbor complaints about that, I guess it's working with the street parking, but that just seems to be too much of an imbalance there aside from what the code requires, that we're not even providing a parking space for each employee.

MS. BINGAMAN: Again, like I said, that includes our night shift employees, that includes --

COMMISSIONER SIGALOS: Oh, so they're not all there at the same time.

MS. BINGAMAN: We've got a PE teacher that's only there three days a week, a music teacher that's only there three days a week.

COMMISSIONER SIGALOS: I got you, okay. All right.

MS. BINGAMAN: All of the teaching, you know, the early childhood teaching assistants aren't there at all on Fridays.

COMMISSIONER SIGALOS: Okay, I didn't understand that when I saw the number. I assumed that those were the number of employees that are there during normal school hours. Okay, all right, I don't have anything further.

CHAIRMAN ENNES: Any other Commissioners have any other further comment?

COMMISSIONER JENSEN: Well, you might want to clarify that when it goes before the Board so that the Board doesn't, you know, read it as John did.

COMMISSIONER SIGALOS: Yes.

COMMISSIONER JENSEN: And it looks like you don't have a parking space for all the people who are usually there; you might qualify it and say this is the number on average that is there during any given peak during a school day.

MS. BINGAMAN: Thank you.

COMMISSIONER JENSEN: It might help with the Board.

COMMISSIONER SIGALOS: That would help, yes.

CHAIRMAN ENNES: Okay, we'll close the public comment and deliberations. Do we have a motion?

COMMISSIONER GREEN: Sure. I'd like to make a motion.

A motion to recommendation to the Village Board of Trustees approval of PC#17-007, a Special Use Permit to allow an elementary school within the R-3 District; a Variation from Chapter 28, Section 5.1-3.6, to allow an exterior side yard setback of 13.2 feet for the existing building where code requires a 40-foot exterior side yard setback; a Variation from Chapter 28, Section 11.4-4, to allow 75 parking spaces where code requires 195 parking spaces; a Variation from Chapter 28, Section 6.5-2, to allow an accessory structure (shed) in the side yard where code requires all accessory structures to be located in the rear yard; a Variation from Chapter 28, Section 6.13-3(a), to allow a six-foot tall open fence in the side yard where code restricts fence heights to a maximum of five feet in the side yard; and a Variation from Chapter 28, Section 11.2-8, to allow the existing 18-foot deep 60-degree angled parking rows where code requires a minimum depth of 20 feet for 60-degree angled parking rows.

This approval shall be subject to the following conditions:

- 1. The school district shall restrict left turn egress movements from the west parking lot during arrival and dismissal. Any changes to this policy will require Village review and approval.**
- 2. The school district shall limit parking within the newly proposed nine parking spaces to teachers only.**
- 3. Compliance with all Design Commission requirements as identified during the August 8, 2017 Design Commission meeting.**
- 4. The Applicant shall comply with all applicable federal, state, and Village codes, regulations and policies.**

CHAIRMAN ENNES: You've seen the conditions and do you agree with them?

MR. SCHULZ: Yes.

COMMISSIONER CHERWIN: Second.

CHAIRMAN ENNES: Take a vote.

MR. HUBBARD: Commissioner Green.

COMMISSIONER GREEN: Yes.

MR. HUBBARD: Commissioner Jensen.

COMMISSIONER JENSEN: Yes.

MR. HUBBARD: Commissioner Sigalos.

COMMISSIONER SIGALOS: Yes.

MR. HUBBARD: Commissioner Warskow.

COMMISSIONER WARSKOW: Yes.

MR. HUBBARD: Commissioner Cherwin.

COMMISSIONER CHERWIN: Yes.

MR. HUBBARD: Chairman Ennes.

CHAIRMAN ENNES: Yes. So, you've received a unanimous approval from the Plan Commission. Has a date been set for them to go before the Village Board?

MR. HUBBARD: Yes. We have a tentative date for maybe September 5th.

CHAIRMAN ENNES: So, congratulations. Thank you for your presentation.

DR. BEIN: Thank you.

MS. BINGAMAN: Thank you.



Item: FY2018 Budget - 8/23/17

Department: Planning & Community Development

ATTACHMENTS:

Description	Type
FY2018 Budget - 8/23/17	Minutes

PLAN

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

COMMISSION

RE: FY2018 BUDGET

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 23rd day of August, 2017 at the hour of 7:30 p.m.

MEMBERS PRESENT:

TERRY ENNES, Acting Chairman
LYNN JENSEN
MARY JO WARSKOW
BRUCE GREEN
JOHN SIGALOS
JAY CHERWIN

ALSO PRESENT:

SAM HUBBARD, Development Planner

CHAIRMAN ENNES: Okay, we have one more item. We have our budget. Has everybody seen the budget? Are there any questions?

COMMISSIONER WARSKOW: Why do we still have such a large photocopying budget if we're down to more digital correspondence?

MR. HUBBARD: The photo budget was just mirrored from last year. I think if there are any, you know, larger projects in relation to like these text amendments that are coming up, there may be some photocopying needs. I never bill things to our photographing budget line, so I don't know. It looks like the last time that they had any actual billing item was 2014-2015, so --

CHAIRMAN ENNES: So, you sat in on the budget meeting or did you submit it?

MR. HUBBARD: No, this has not been submitted yet until it's approved by you all this evening.

CHAIRMAN ENNES: Okay.

COMMISSIONER JENSEN: I have the same problem I have every year, because even though it's a very small budget and I'm not going to make much of a fuss over it, I don't understand these, you know, recommended amounts. Even the Board, you know, the part that goes to the Chairman and the members, you are so far under every year in actuals, they're never even half or they're roughly half. So, what's going on, I don't know what's happening, whether we're not having meetings or --

MR. HUBBARD: Well, it's depending on, yes, the Commissioners coming to the meetings. If you don't come to the meeting, you don't get paid. So, assuming that we had all Commissioners come and every meeting, you know, happened which, you know, although it may not be likely, it's possible that's what the budget is prepared to accommodate for rather than put in a request to, you know, budget exceeded request.

COMMISSIONER JENSEN: Okay, so this is straightforward just counting by the head count and saying if everybody showed up to every meeting this is what it ought to be?

MR. HUBBARD: Right.

COMMISSIONER SIGALOS: I assume then the fear is that if you were to reduce that budget and then we had an overrun, you'd never get that back again.

MR. HUBBARD: Right, yes.

COMMISSIONER SIGALOS: I mean, that's the whole issue.

MR. HUBBARD: Finance doesn't like it when you exceed your budget.

COMMISSIONER SIGALOS: Right.

COMMISSIONER JENSEN: Yes. Well, the other thing is it seems like it makes sense to go to some of the training and pay the memberships for the things that you want to do professionally. If you're going to put them in the budget, it would be nice to see the Staff, you know, take advantage of that or sometimes I guess even ask me to go to some of these things.

CHAIRMAN ENNES: Right. We have a budget for education. I don't know if any of you have ever gone. I have attended and I'll tell you, it's worthwhile.

COMMISSIONER CHERWIN: Through what organization?

COMMISSIONER WARSKOW: American Planning.

CHAIRMAN ENNES: American Planning Association or something, I had worked down in San Antonio, so I was able to go and it was very informative.

COMMISSIONER JENSEN: Well, you need to know about this ahead of time if you're going to go.

CHAIRMAN ENNES: Well, we used to get some kind of, a copy of their meeting, their monthly magazine.

COMMISSIONER GREEN: Yes.

CHAIRMAN ENNES: That's how I know. So, I went, and I said I'd like to go.

MR. HUBBARD: I used to get it, too, but I don't get it anymore.

CHAIRMAN ENNES: Maybe you could, when stuff comes up that you think might be beneficial to us.

COMMISSIONER GREEN: I don't think there is anybody on the Commission here that remembers Sally Ballinger, and Sally Ballinger used to go every year to those meetings.

CHAIRMAN ENNES: I know that name.

COMMISSIONER GREEN: She was a trustee I think, and then she was on this board for a long time, but Sally used to go and she wanted to go, so we said, okay, Sally, you go. She really did that, every year she went to wherever it was.

MR. HUBBARD: Yes, they have a, the American Planning Association has a national conference every year and --

COMMISSIONER GREEN: Right.

MR. HUBBARD: -- then the Illinois Chapter has their own state conference every year.

COMMISSIONER GREEN: She was there.

CHAIRMAN ENNES: In Illinois?

COMMISSIONER GREEN: I think all of them, because there was a much larger budget and they used to --

COMMISSIONER WARSKOW: Question, was it just the administration fee or travel expenses?

MR. HUBBARD: I think that there --

COMMISSIONER WARSKOW: I might be interested.

COMMISSIONER GREEN: I don't know, but I think it was, but there was a lot more money in this budget years ago. I mean I'm talking a long time ago.

COMMISSIONER JENSEN: Well, I'm with Mary Jo. This photocopying, we've done it to the point where we've got grumbling Commissioners, why do we have any money there? You don't photocopy anything. Put \$50 in there, put \$100 in there.

COMMISSIONER WARSKOW: They do, but you don't charge it to that code.

MR. HUBBARD: I don't, yes, I don't.

CHAIRMAN ENNES: Some of us still get this, but it's so small you can't read it.

COMMISSIONER JENSEN: Right. So, put a small, put a reasonable number in there, 50 bucks or \$100 or whatever.

COMMISSIONER WARSKOW: I mean, if you think, you know, some of the, I don't know what the Comprehensive Plan ate up in terms of printing in budget, but if there are special needs like that where you might see, you know, not \$300 worth, but something that would give you an idea between \$50 and \$300.

MR. HUBBARD: Yes, I can certainly look into what drove that \$116 expense in 2014-2015. And if the Plan Commission is okay, you know, pending that research, I can lower the \$300 to \$50.

COMMISSIONER SIGALOS: Well, we're really talking about a minuscule amount.

COMMISSIONER GREEN: Yes, right. I wouldn't --

COMMISSIONER WARSKOW: Yes, don't spend a lot of time researching, but --

COMMISSIONER SIGALOS: My opinion is we leave it the way it is because we may have something comes up this next year and if you're not going to ever get it back, then you have a problem.

COMMISSIONER ENNES: Right.

COMMISSIONER SIGALOS: You're not talking about thousands of dollars, we're talking about \$10, so, I mean --

MR. HUBBARD: And the surplus at the end of the year just goes right back in our general fund --

COMMISSIONER SIGALOS: Right.

MR. HUBBARD: --anyway, so --

COMMISSIONER JENSEN: Right, but if you do this throughout all the departments, there are things that don't get funded because they think this money is going to be used by this Commission. So, there's a couple of perspectives on budgeting. I can see why, I mean, I see your point, if you're looking at the point of view from the budgeter. But if you're looking at it from the point of view of somebody with a budget for the Village, and every department does this, there are some things that won't be funded because the money looks like it's earmarked for other things. So, that's the only reason I have any concern at all that we have huge variances between what we spend and what we budget because it means some things may not get done.

CHAIRMAN ENNES: But you also know that if, it's known that there's that surplus in this budget, if they need money from something, it goes to the general fund.

COMMISSIONER JENSEN: When I was doing this kind of things, the first place I'd go before it ever hit anybody's desk, this money would be gone.

COMMISSIONER CHERWIN: It's possible that the new police station is being built from photocopying surplus that wasn't used from the Plan Commission.

COMMISSIONER JENSEN: You could be right.

COMMISSIONER CHERWIN: So, it might be okay. I'm okay.

COMMISSIONER JENSEN: It's okay, it is okay. I don't care, but I'd hate to see that done in every department. I suspect it is and I think it's a larger budgeting problem, but that's not a problem for this Commission, quite frankly.

COMMISSIONER SIGALOS: Right. Right.

CHAIRMAN ENNES: Okay. So, if we're going to have a motion, would that motion include a cost of living increase?

COMMISSIONER CHERWIN: George isn't here, I can't believe he missed this meeting.

COMMISSIONER WARSKOW: Yes, can't we just move the photocopy up to --

COMMISSIONER JENSEN: To the Police Department?

COMMISSIONER WARSKOW: No, no. To our quarterly stipend.

COMMISSIONER JENSEN: To our salaries.

CHAIRMAN ENNES: Yes, like parking expenses. Anyways --

MR. HUBBARD: Is there a formal motion to accept the budget then?

COMMISSIONER WARSKOW: Yes.

COMMISSIONER JENSEN: I'll so move. I'll move.

COMMISSIONER SIGALOS: I'll make that motion.

COMMISSIONER GREEN: I'll second that motion.

MR. HUBBARD: All right. I won't call roll.

CHAIRMAN ENNES: All in favor, yes?

(Chorus of ayes.)

CHAIRMAN ENNES: Okay. Motion to adjourn the meeting?

COMMISSIONER GREEN: I'll make a motion to adjourn the meeting.

COMMISSIONER JENSEN: Second.

CHAIRMAN ENNES: Second. We're all done. Thank you all very much for

coming.

(Whereupon, the meeting was adjourned
at 8:37 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



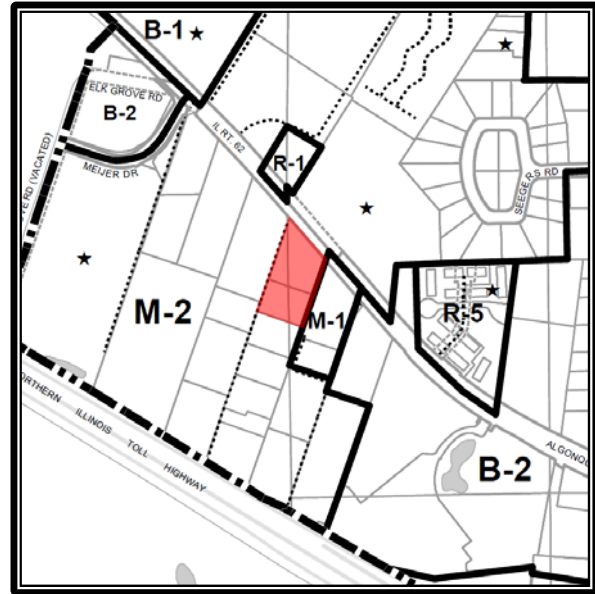
VILLAGE OF ARLINGTON HEIGHTS **STAFF DEVELOPMENT** **COMMITTEE REPORT**

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: September 13, 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 it currently exists today, with the 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
SEPTEMBER 13, 2017, AT
7:30 P.M. in the Municipal
Building, 33 South Arlington
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 to
be located at 519 West Algonquin
Road in Arlington Heights,
IL, and legally described as
follows:
LOT 1 AND LOT 2 IN DON-
ALD LARSON'S RESUBDI-
VISION 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 ME-
RIDIAN, ACCORDING TO
THE PLAT THEREOF
REGISTERED IN THE OF-
FICE OF THE REGIS-
TRAR OF TITLES OF
COOK COUNTY, ILLINOIS
ON SEPTEMBER 22, 1967
AS DOCUMENT LR 2349238
IN COOK COUNTY, ILLI-
NOIS.

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 park-
ing spaces to allow 172 park-
ing spaces on the subject
property where code re-
quires 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 de-
termined necessary by the
Plan Commission.

All persons desiring to be
heard shall be given the op-
portunity 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 Depart-
ment at 33 South Arlington
Road, Arlington
Heights, Illinois 60005, (847)
368-5760, TDD# (847) 368-
5794.

Terry Ennes, Chairman
ARLINGTON HEIGHTS
PLAN COMMISSION
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CERTIFICATE OF PUBLICATION

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

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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 *Danila Baltz*
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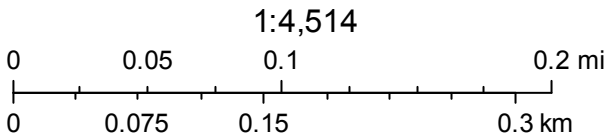
SEP 01 2017

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

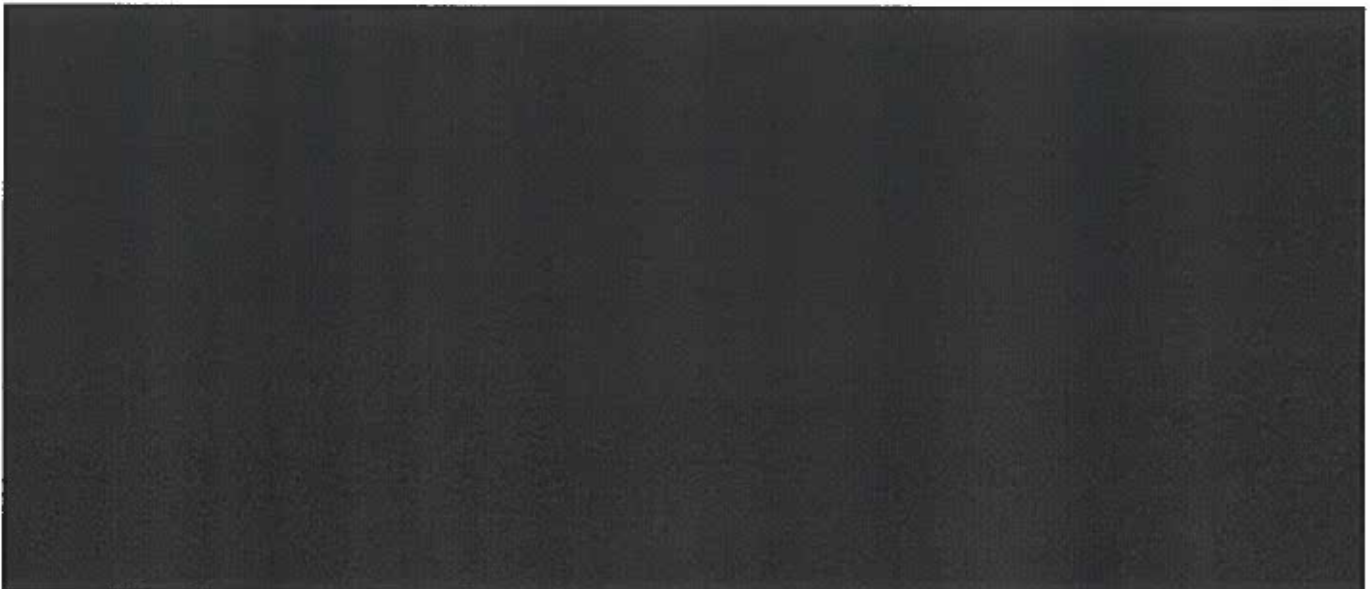
- A. Presentation of the Colors by Girl Scout Troop #40694 from South Middle School and Dryden School

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

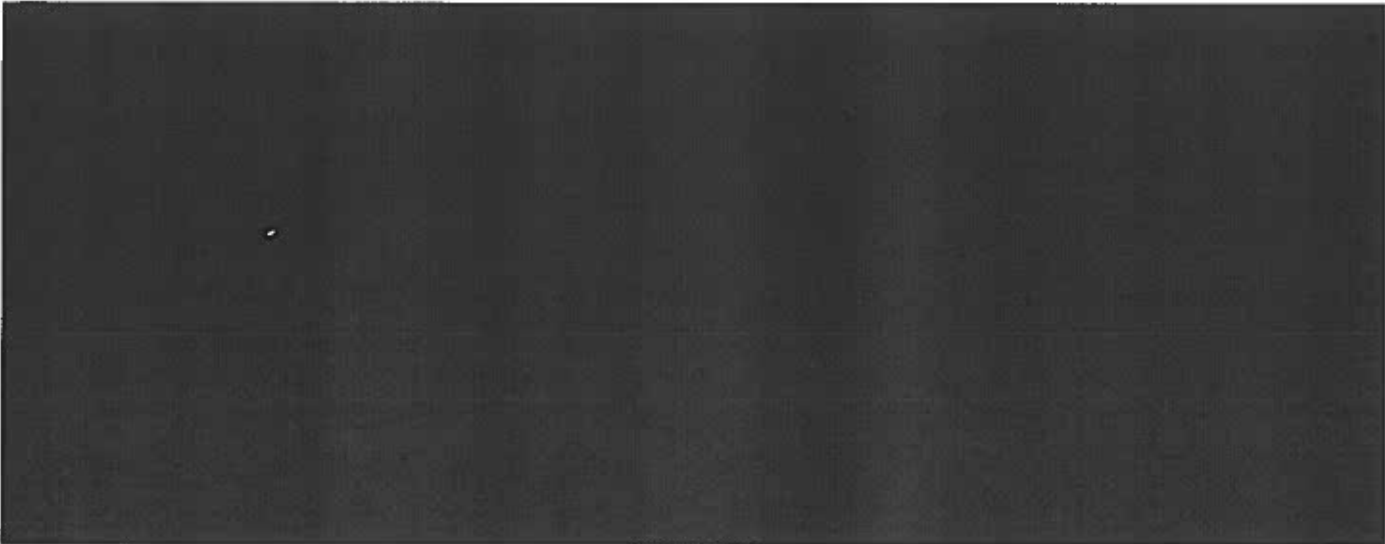
parking. Mr. Perkins said the Doubletree has a combined parking area and he has not personally had any complaints on lack of parking there. However, the offices next door are empty in evening. Trustee Glasgow asked if the Ivy is pursuing the other spaces for additional parking. Mr. O'Conner said the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

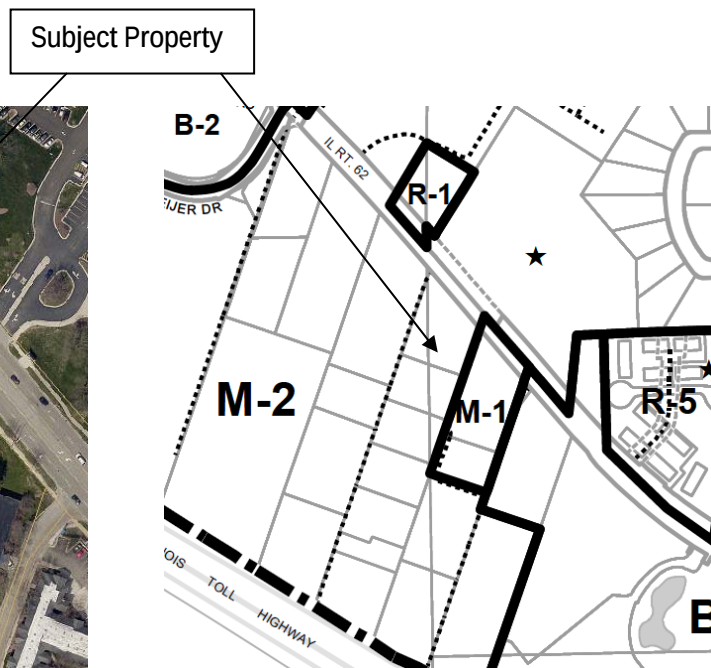
The subject design is being forwarded to the Design Commission for review pursuant to Chapter 6 of the Municipal Code, specifically Section 6-501 (e)(1), which states that the Design Commission "shall review all Plan Commission, Zoning Board of Appeals, Building Permit and Sign Permit applications for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

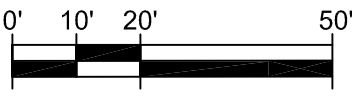
7. COMPLIANCE WITH ALL APPLICABLE FEDERAL, STATE AND VILLAGE CODES, REGULATIONS AND POLICIES.

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.

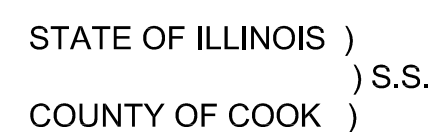


CONSTRUCTION AND LAND SURVEYORS
2100 N. 15th AVENUE, UNIT C, MELROSE PARK, IL 60160
TEL.: (847) 299 - 1010 FAX : (847) 299 - 5887
E-MAIL: USURVEY@USANDCS.COM

OF

KNOWN AS: 519 W. ALGONQUIN ROAD, ARLINGTON HEIGHTS, ILLINOIS

PARKING SPACE TABLE	
TYPE OF SPACE	TOTAL EXISTING
REGULAR	168
HANDICAP	4
TOTAL	172



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

BY: ROY G. LAWNICZAK
 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

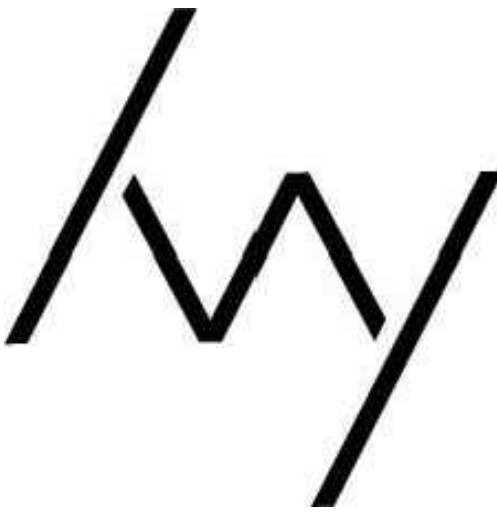
LEGEND	ABBREVIATIONS
 SAN-MH	SANITARY MANHOLE
 ST-MH	STORM MANHOLE
 CB	CATCH BASIN
 WV	WATER VALVE VAULT
 FH	FIRE HYDRANT

ORDERED BY: CAZMEN CORP SCALE : 1" = 30' DATE :MAY 2, 2016 FILE No.: 2016 - 24133		
	DATE	REVISION

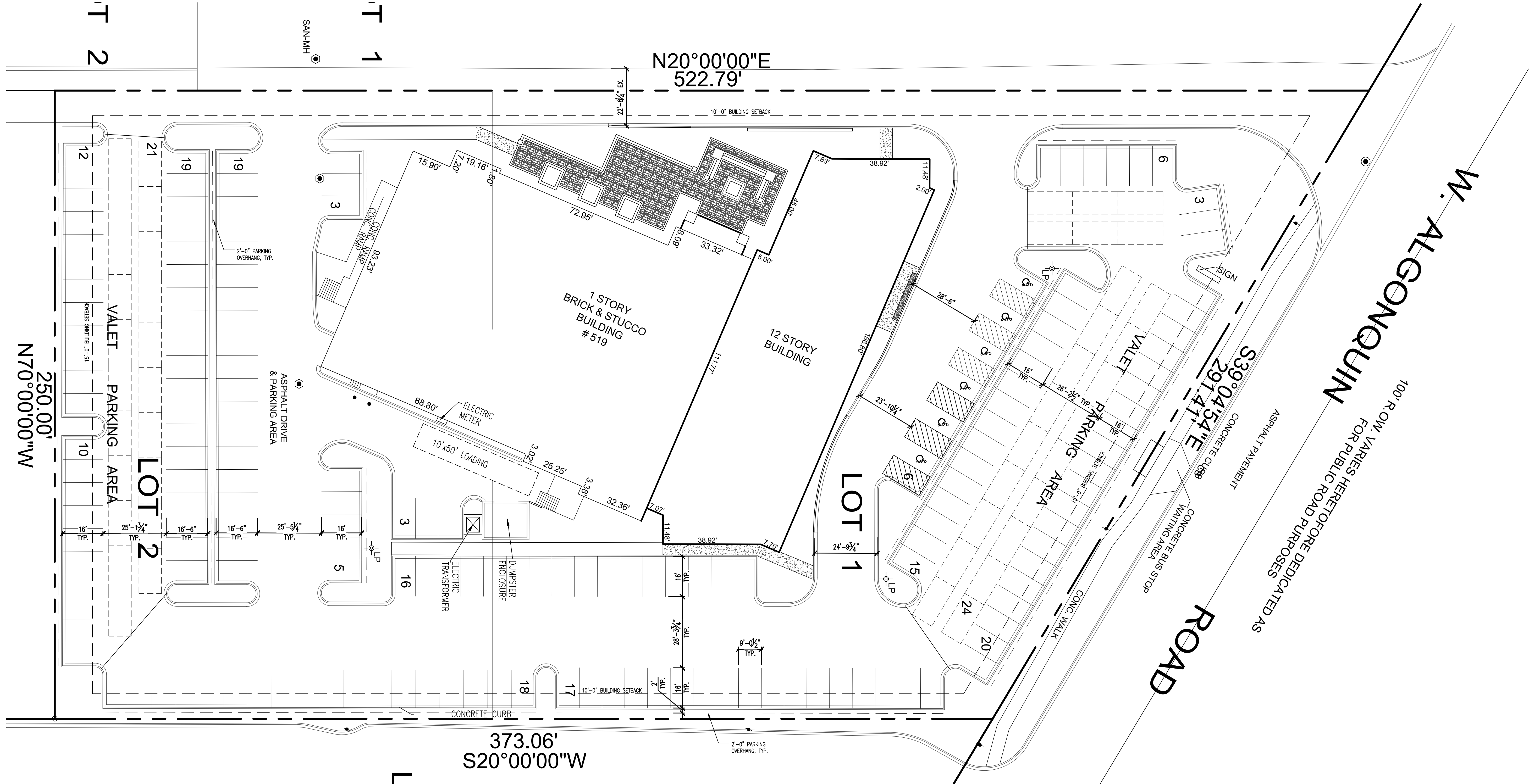




460 WEDGEWOOD CIR . LAKE IN THE HILLS, IL 60156
P 224-253-8027 . ENCAST@COMCAST.NET



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

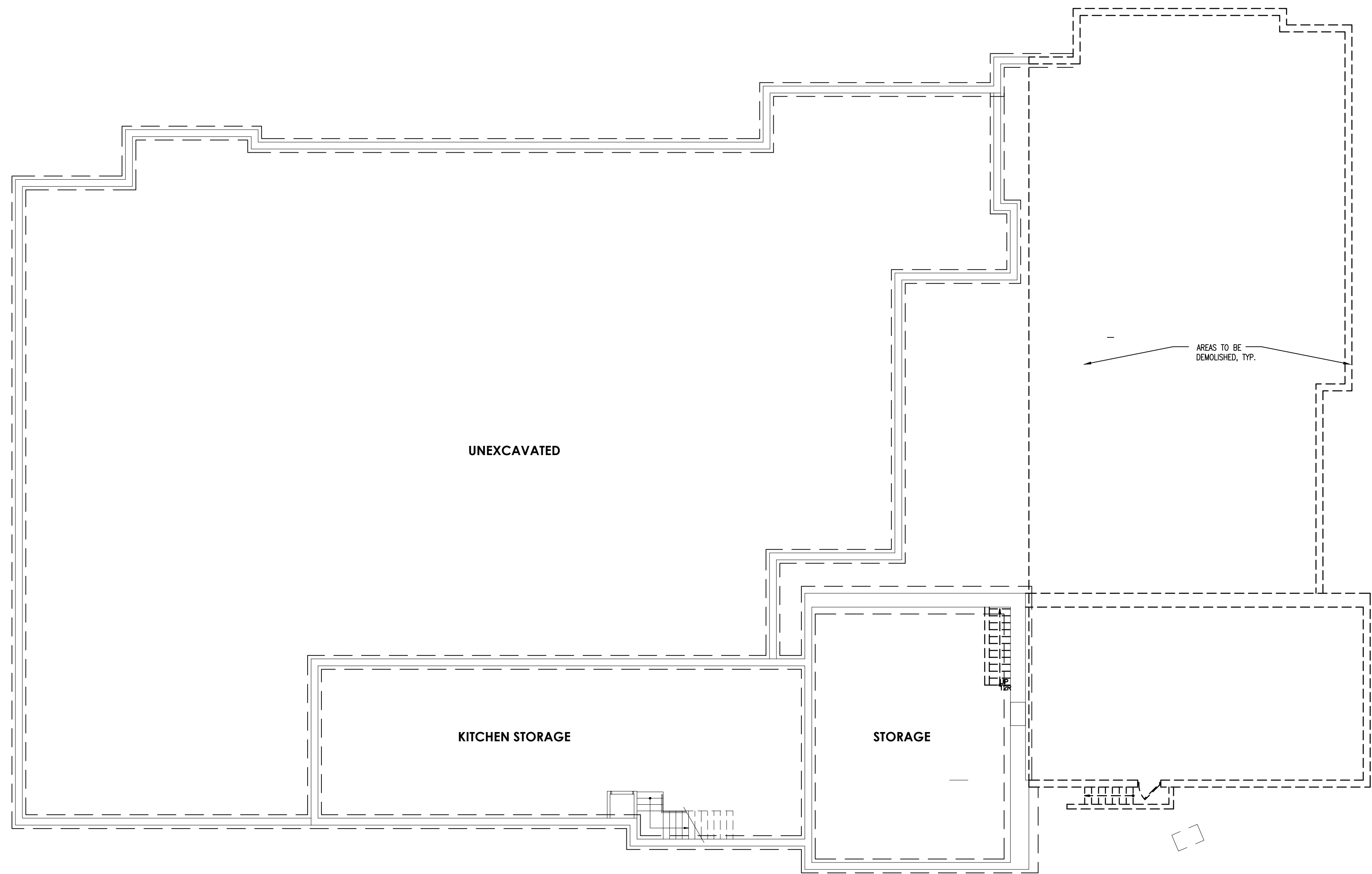


LOT AREAS	
MIN LOT SIZE:	N/A
EX. LOT SIZE:	±111,981 SF (2.57A)
BUILDING AREAS	
EXISTING	
BANQUET HALL	20,404
PROPOSED	
DEMOLITION	-5,722
TOTAL REMAINING (NET)	14,682
HOTEL ADDITION	93,380
TOTAL	108,062

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 NORTH



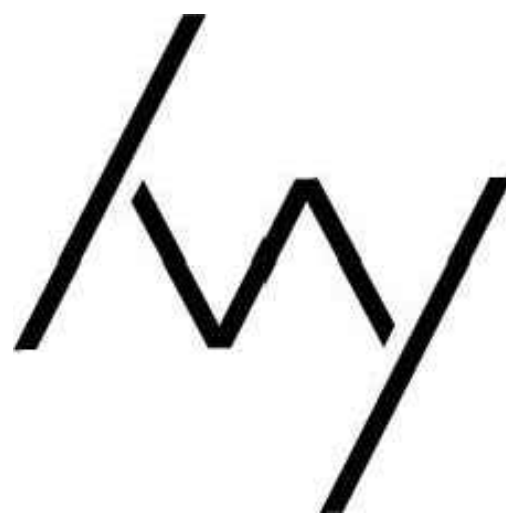
1

PROPOSED BASEMENT PLAN

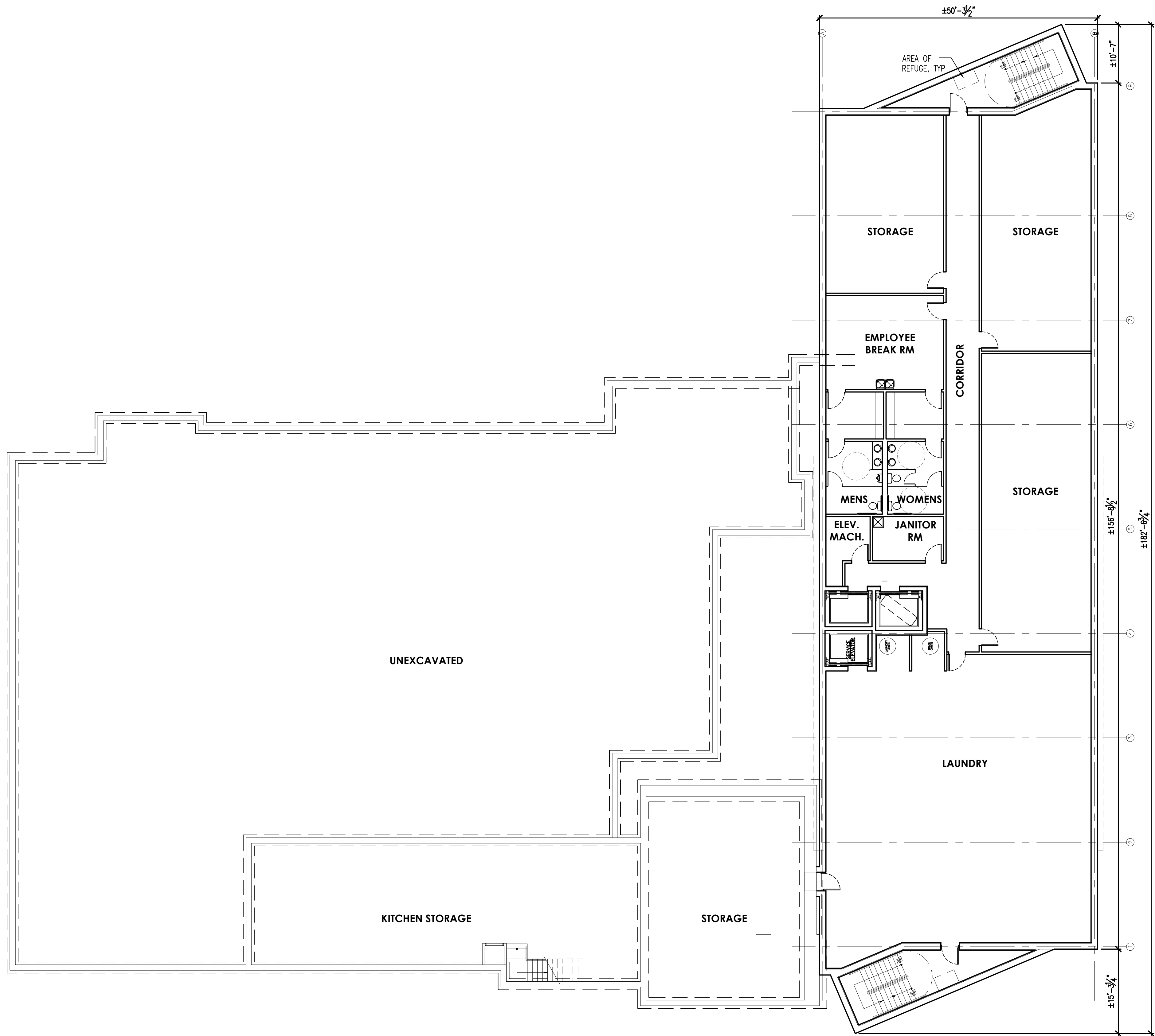
SCALE : 3/32" = 1'-0" AUGUST 8, 2017



NORTH



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



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



BUILDING CODES

- ZONING VILLAGE OF ARLINGTON HEIGHTS ZONING ORDINANCE
- BUILDING ICC INTERNATIONAL BUILDING CODE 2009
ICC INTERNATIONAL MECHANICAL CODE 2009
ICC INTERNATIONAL FIRE CODE 2009
ICC INTERNATIONAL FUEL GAS CODE 2009
ICC INTERNATIONAL PLUMBING CODE 2009
ILLINOIS PLUMBING CODE 2014 EDITION
ICC INTERNATIONAL ENERGY CONSERVATION CODE 2015
NFPA NATIONAL ELECTRICAL CODE 2005
VILLAGE OF ARLINGTON HEIGHTS BUILDING CODE AMENDMENTS, CHAP. 25
- ACCESSIBILITY: AMERICANS WITH DISABILITIES ACT OF 1990
ILLINOIS ACCESSIBILITY CODE 1997

CODE ANALYSIS

PROJECT DATA

- PROPERTY INDEX NUMBER 08-16-103-008/08-16-103-009-0000
- ZONING CLASSIFICATION M-2
- OCCUPANCY CLASSIFICATION MIXED OCCUPANCY A2/R1
- CONSTRUCTION TYPE TYPE 1B UL
- AUTOMATIC FIRE SUPPRESSION ☒ YES ☐ NO
- ALLOWABLE BUILDING HEIGHT UL
- ALLOWABLE BUILDING AREA
ALLOWABLE S.F./FLOOR UL
INCREASE for OPEN PERIMETER NA
INCREASE for SPRINKLER UL
TOTAL ALLOWABLE S.F./FLOOR UL
- ACTUAL BUILDING AREA
BASEMENT (EXISTING) 3,066 Sq.Ft.
FIRST FLOOR (EXISTING) 14,826 Sq.Ft.
TOTAL EXISTING (BANQUET SF) 17,892 Sq.Ft.
BASEMENT ADDITION 8,312 Sq.Ft.
FIRST FLOOR ADDITION 8,312 Sq.Ft.
2ND FLOOR 4,203 Sq.Ft.
THIRD - 11TH FLOOR (8,535 SF PER FLOOR) 76,815 Sq.Ft.
12TH FLOOR 8,535 Sq.Ft.
TOTAL ADDITION (HOTEL SF) 106,117 Sq.Ft.
TOTAL OVERALL BUILDING SF (BANQUET + HOTEL) 124,009 Sq.Ft.

OCCUPANT LOAD AND EXIT CAPACITY COMPARISON	OCCUPANT LOAD		EXIT WIDTH		EXIT CAPACITY
	REQ. (IN)	PROVIDED (IN)	REQ. (IN)	PROVIDED (IN)	
BASEMENT	38	11.4	72	240	
FIRST FLOOR (ASSEMBLY/BUSINESS)	408	81.6	468	2,340	
SECOND FLOOR	21	6.3	36	120	
THIRD - 12TH FLOOR (TYP FLOOR)	43	12.9	72	240	
(TOTAL FOR HOTEL FLOORS)	(430)	-	-	-	
TOTAL OCCUPANTS OVERALL	897				

FIRE RESISTIVE RATINGS

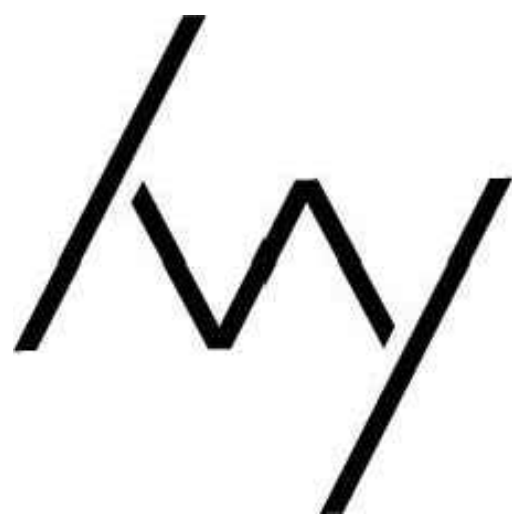
- STRUCTURAL FRAME 2 HOUR
- BEARING WALLS
EXTERIOR 2 HOUR
INTERIOR 2 HOUR
- NON BEARING WALLS & PARTITIONS
EXTERIOR 0 HOUR
INTERIOR 0 HOUR
- FLOOR CONSTRUCTION 2 HOUR
- ROOF CONSTRUCTION 1 HOUR
- FIRE WALLS N/A
- FIRE BARRIERS
VERTICAL EXIT ENCLOSURES (STAIRS) 2 HOUR
EXIT PASSAGEWAY 1 HOUR
HORIZONTAL EXIT 2 HOUR
INCIDENTAL USE AREAS
FURNACE ROOM 1 HOUR
STORAGE ROOMS (OVER 100 SQ. FT.) 1 HOUR
SEPARATION OF OCCUPANCIES 1 HOUR
- SHAFTS AND VERTICAL ENCLOSURES 2 HOUR
- FIRE PARTITIONS
DWELLING UNIT SEPARATIONS 1 HOUR
TENANT SPACES SEPARATIONS (COVERED MALL) NA
CORRIDOR WALLS 1 HOUR
- SMOKE BARRIERS 1 HOUR
- ROOF COVERING CLASSIFICATION B

INTERIOR FINISH CLASSIFICATION

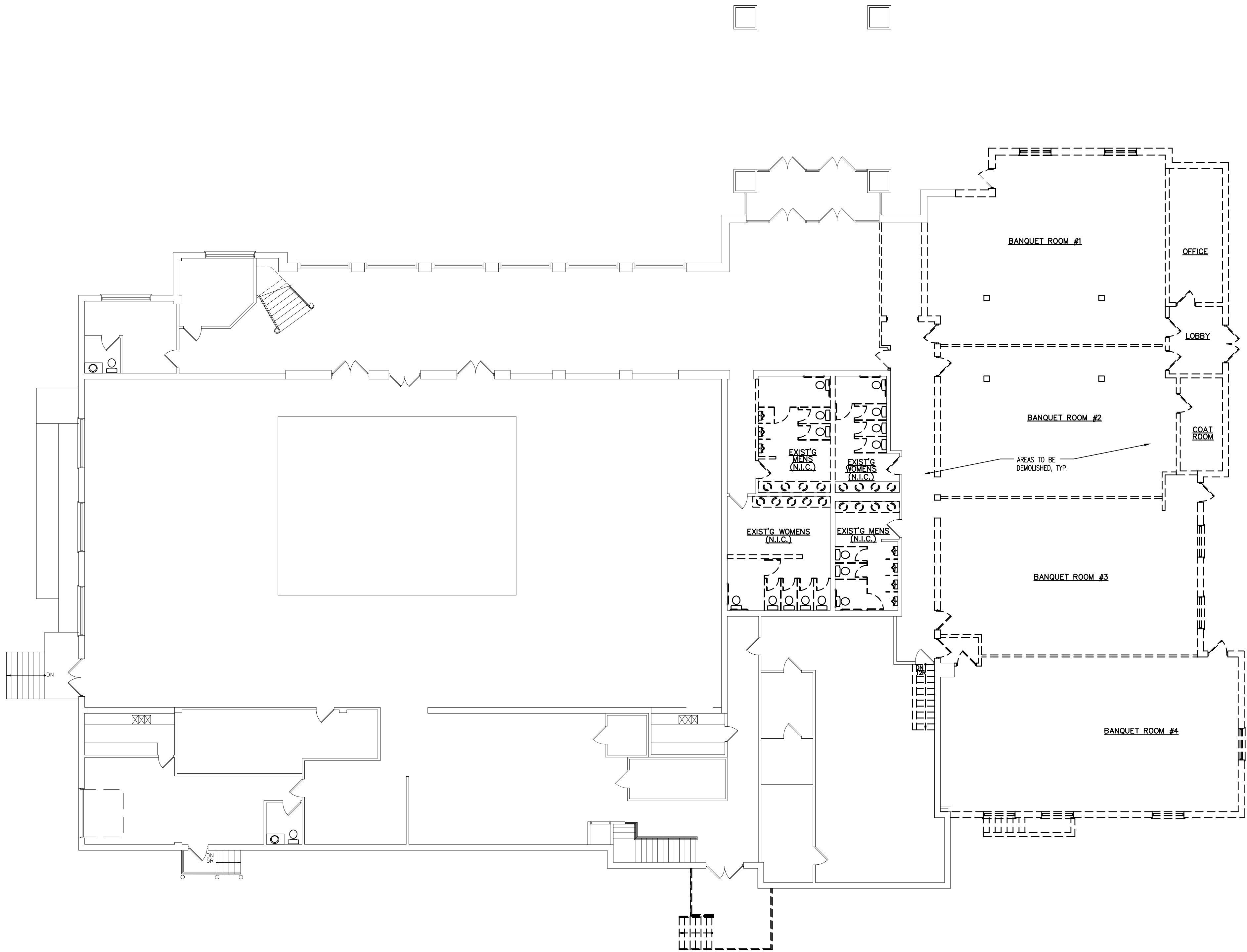
- WALLS & CEILINGS
VERTICAL EXITS & EXIT PASSAGEWAYS B
EXIT ACCESS CORRIDORS & OTHER EXITWAYS C
ROOMS AND ENCLOSED SPACES C
- INTERIOR FLOORS CLASS II
- DECORATIONS AND TRIM C

Enrique Castel Architect

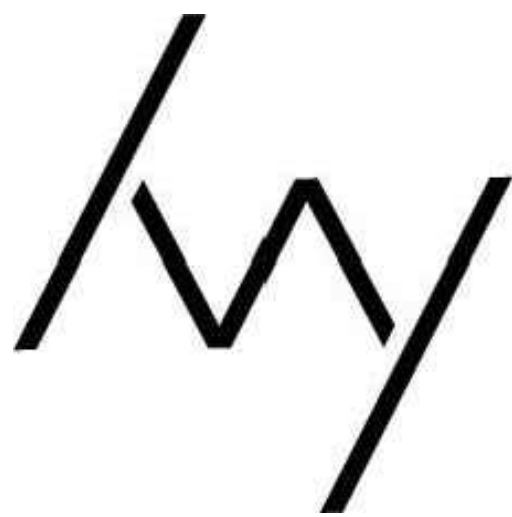
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P 224-253-8027 . ENCAST@COMCAST.NET



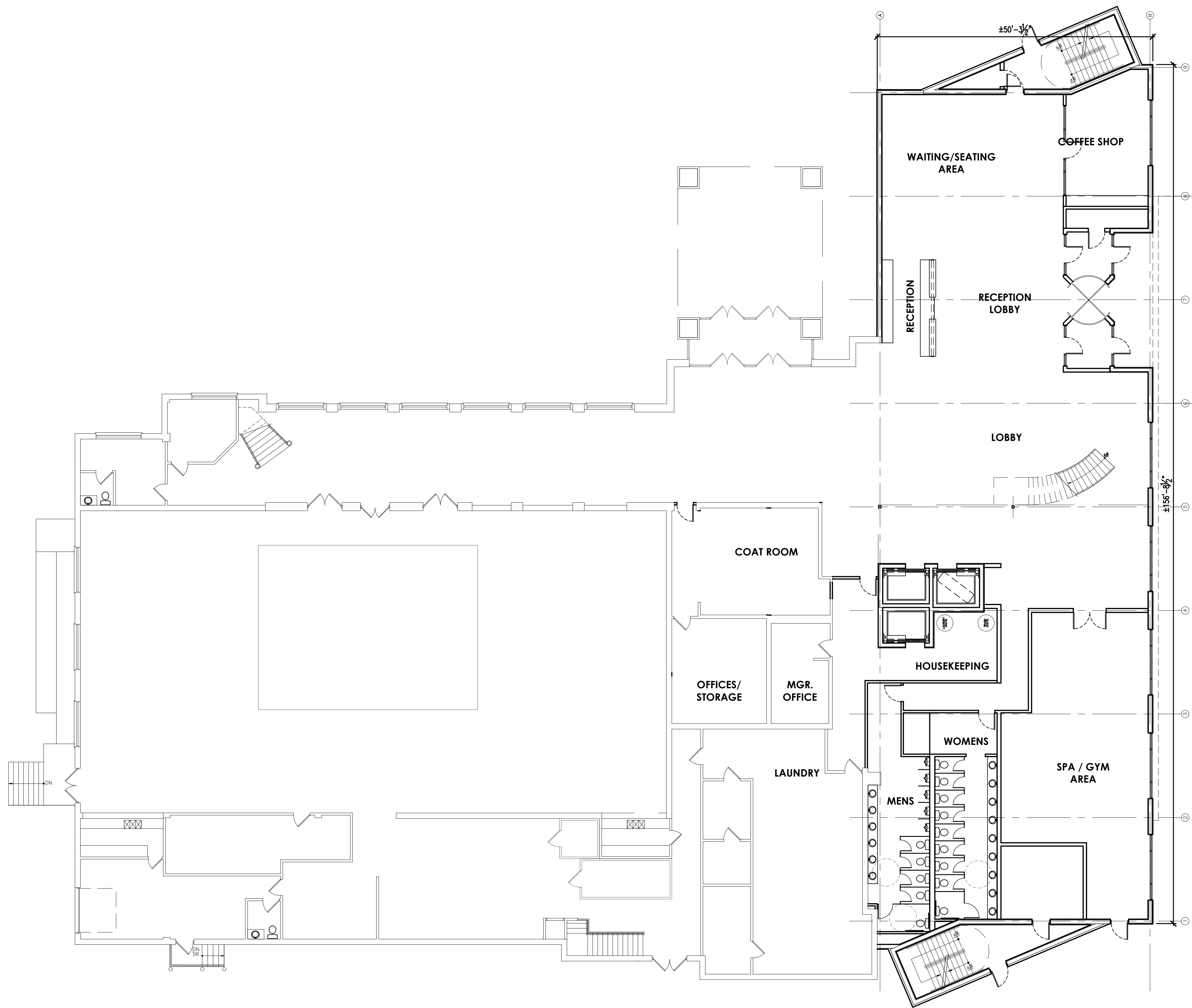
IVY BOUTIQUE HOTEL
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ARLINGTON HEIGHTS, IL 60007



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

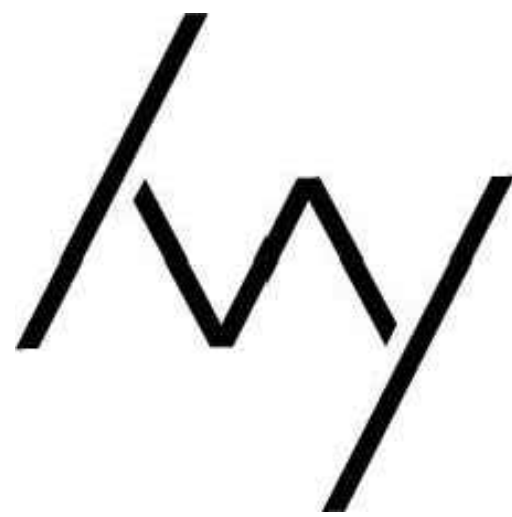


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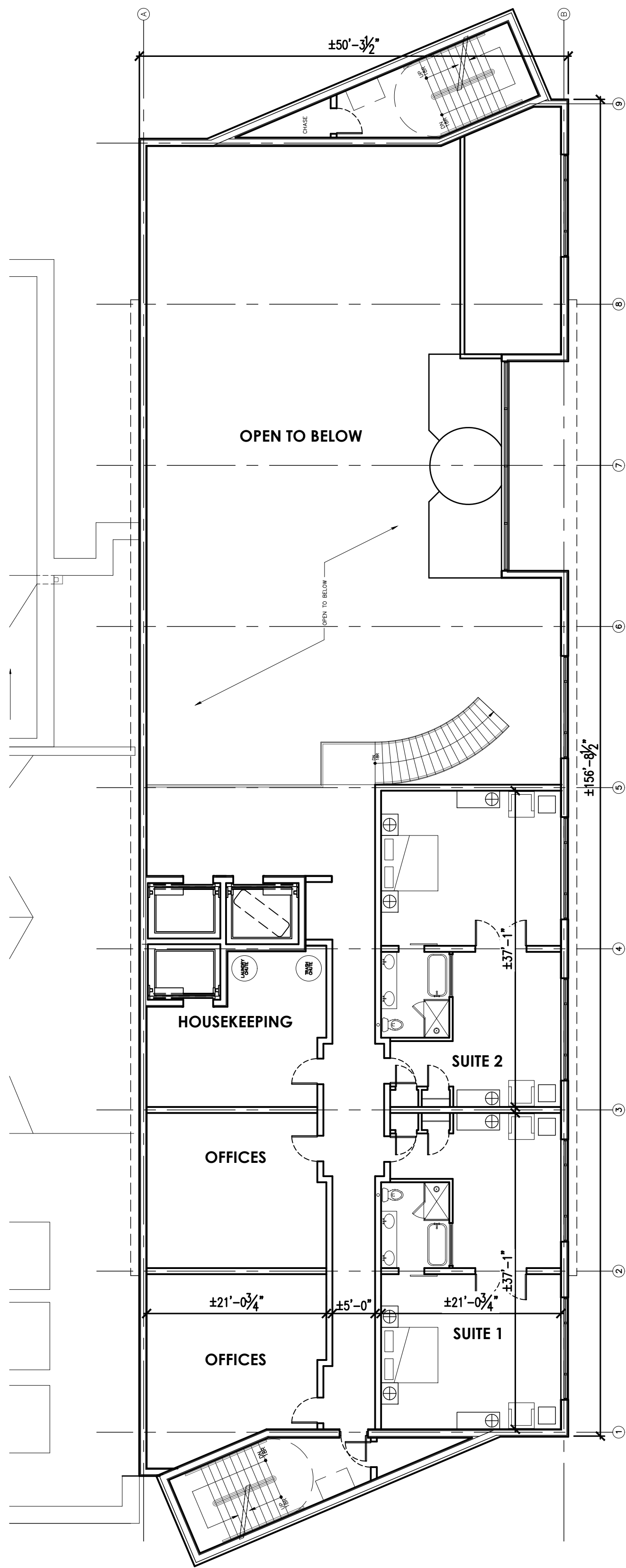


1 PROPOSED FIRST FLOOR PLAN
SCALE : 3/32" = 1'-0" AUGUST 8, 2017
NORTH

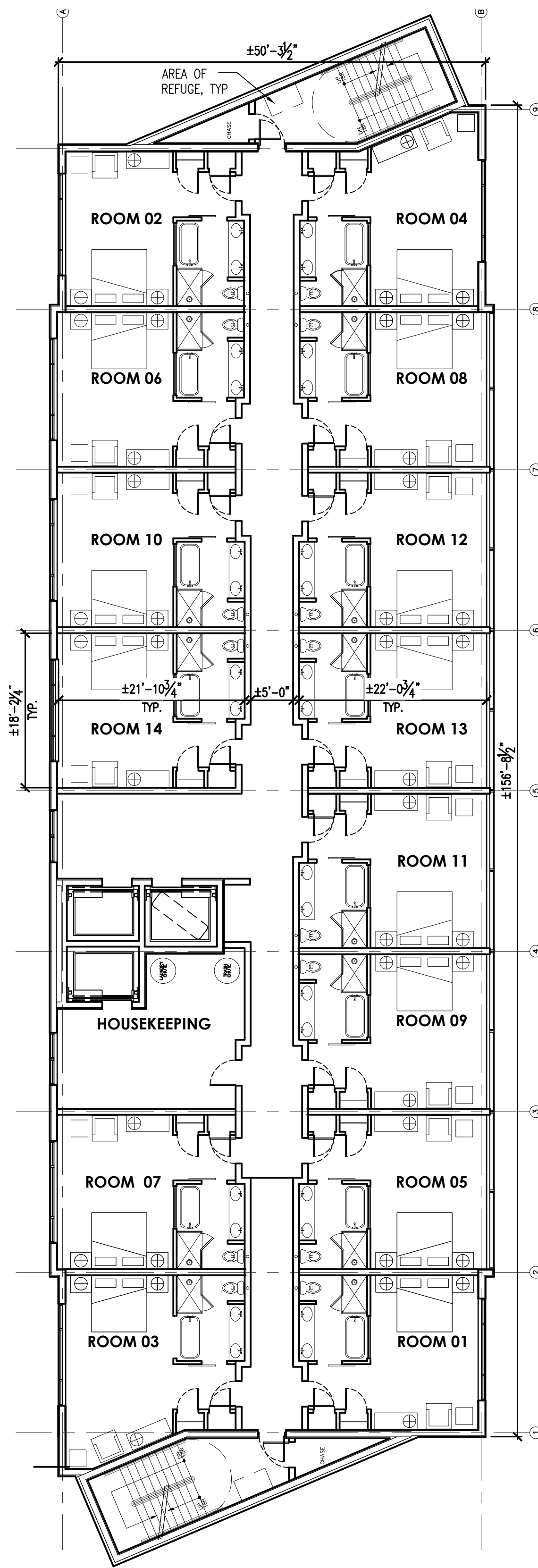
Enrique Castel Architect
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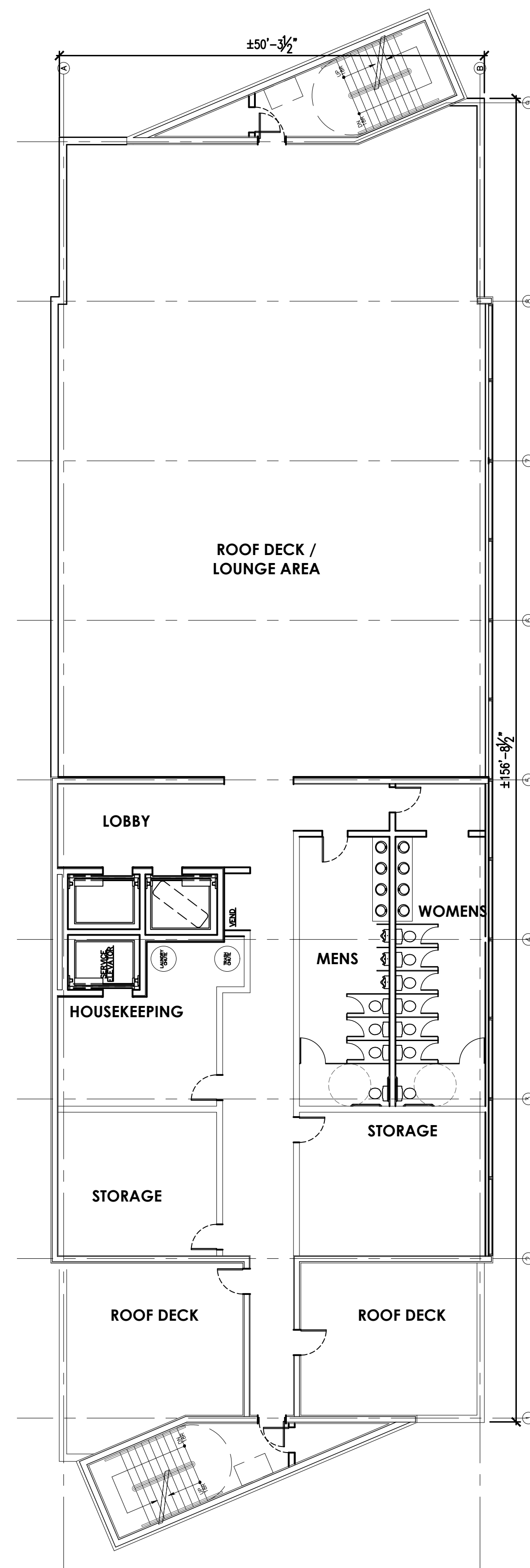
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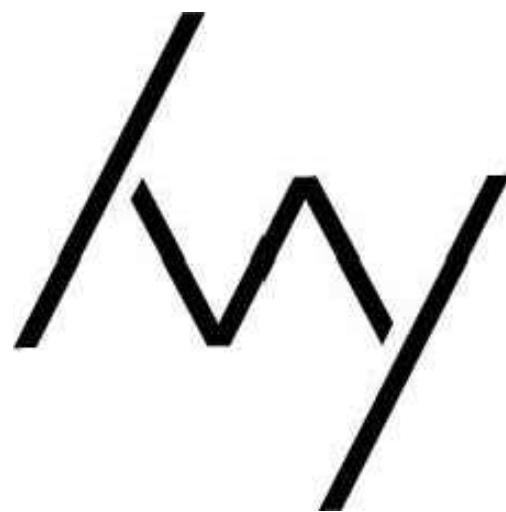
1 PROPOSED 2ND FLR PLAN
SCALE : 3/32" = 1'-0" AUGUST 8, 2017
NORTH



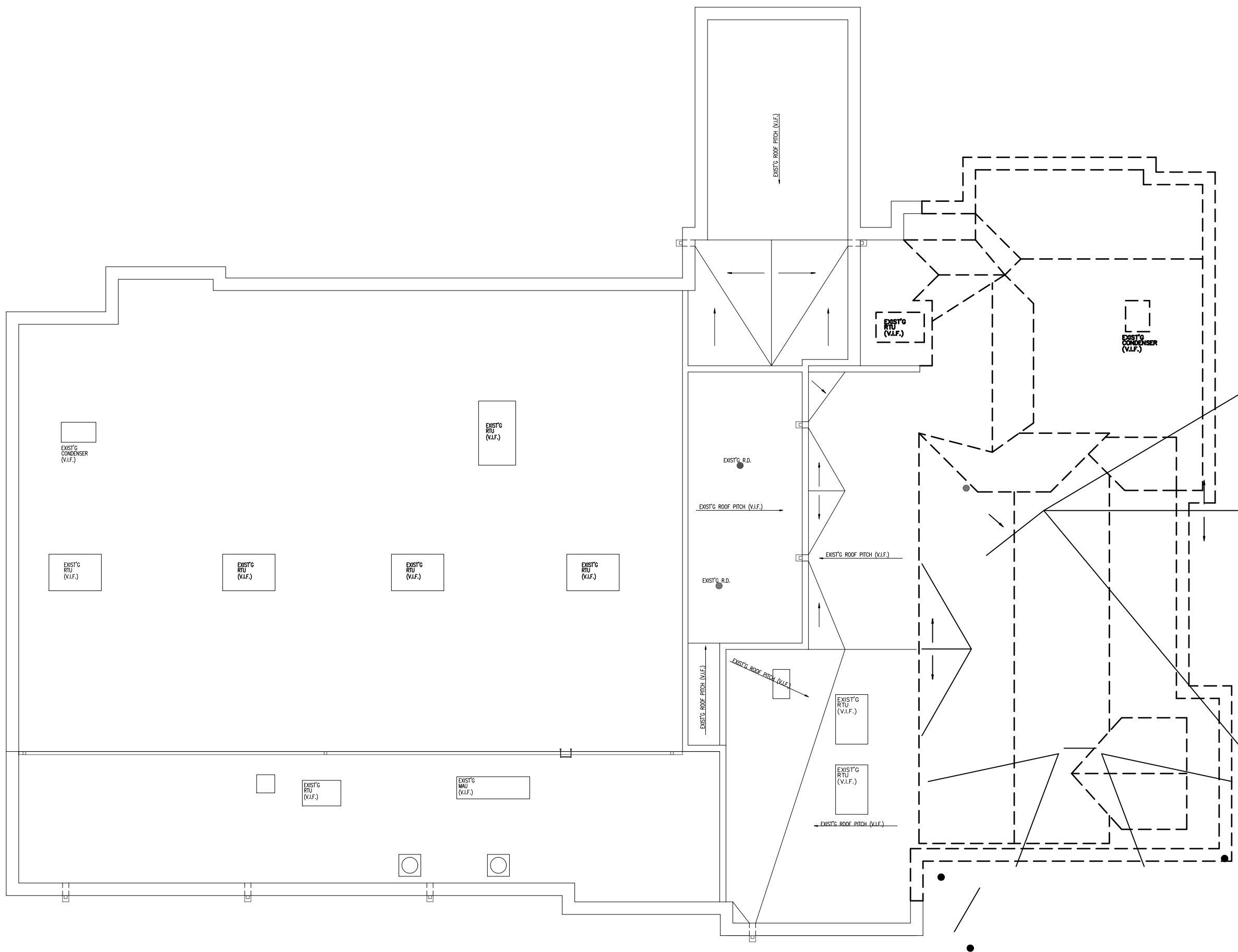
2 PROPOSED 3-11TH FLR PLAN
SCALE : 3/32" = 1'-0"



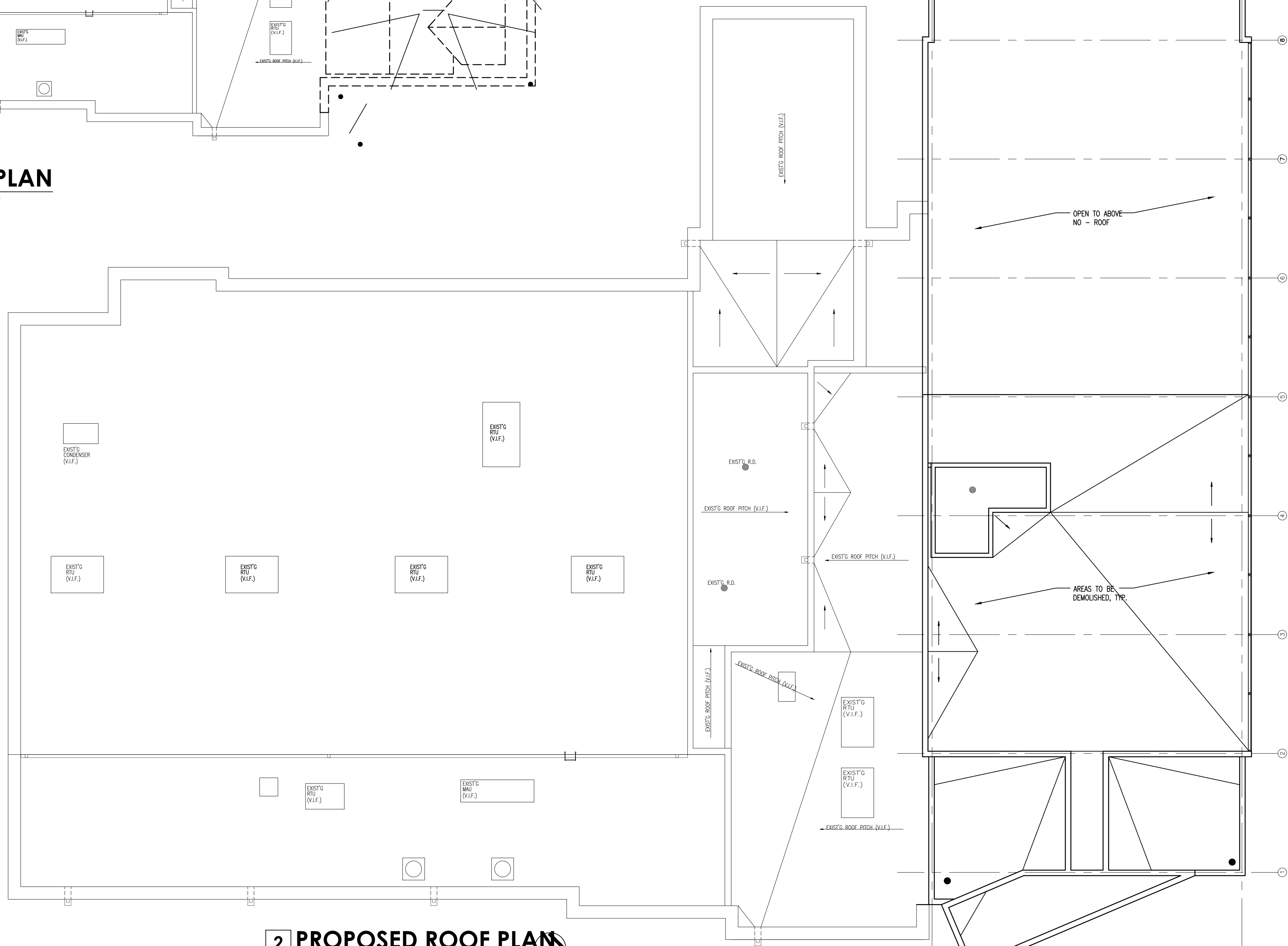
3 PROPOSED 12TH FLR
SCALE : 3/32" = 1'-0"



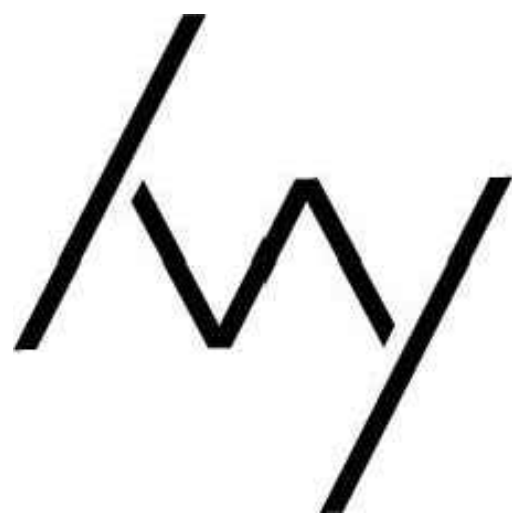
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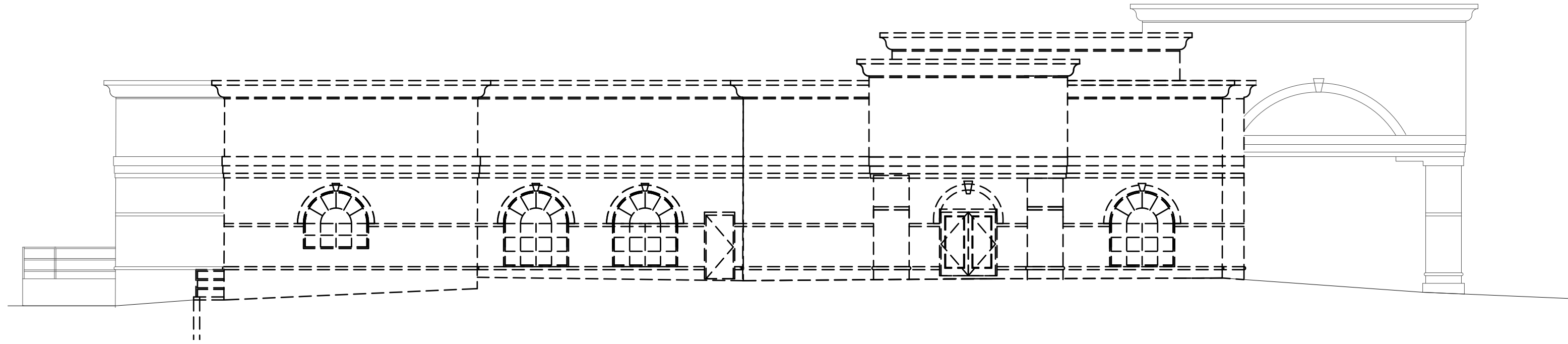
1 DEMOLITION ROOF PLAN
SCALE : 1/16" = 1'-0" AUGUST 8, 2017



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



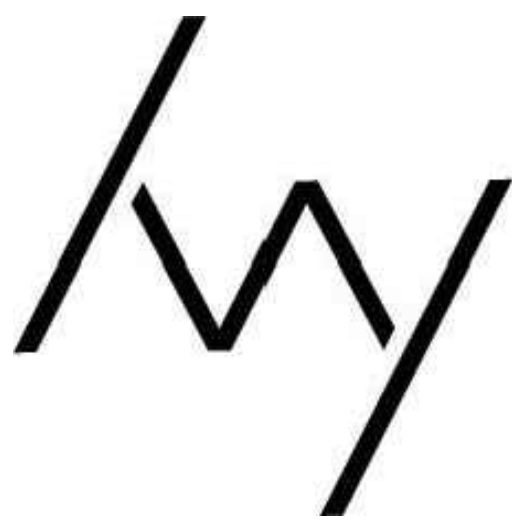
2 PROPOSED NORTH (FRONT) ELEVATION

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

AUGUST 8, 2017

Enrique Castel Architect

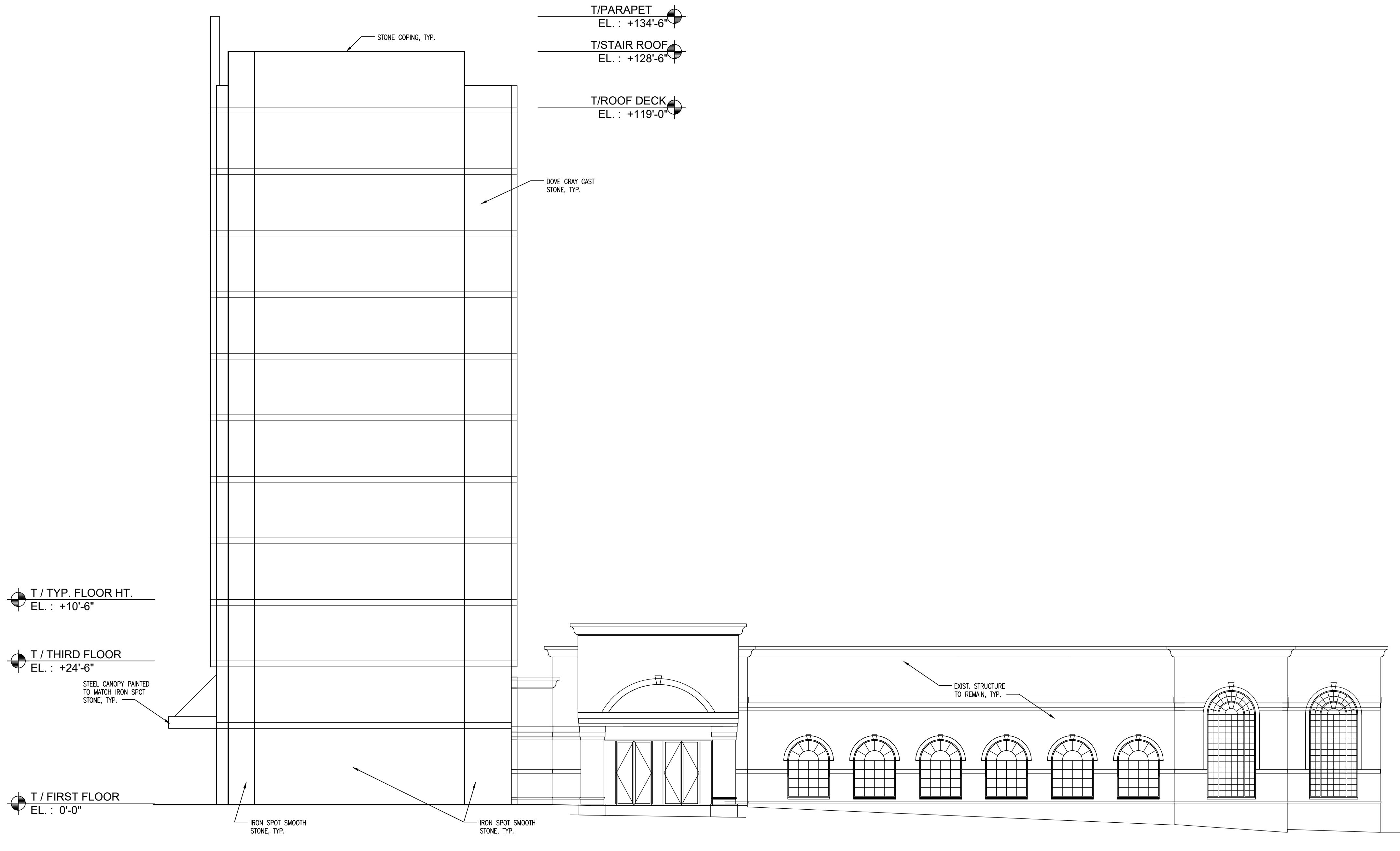
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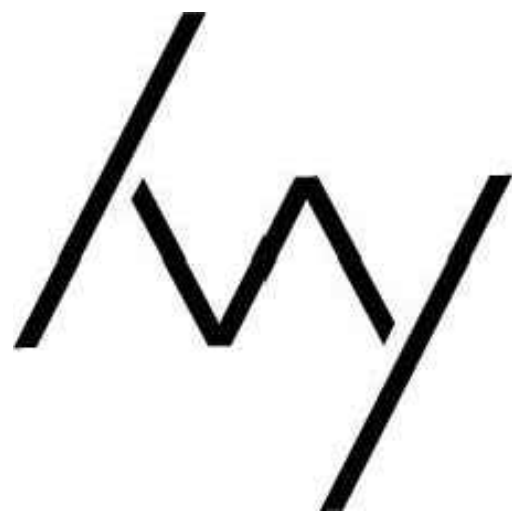
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ARLINGTON HEIGHTS, IL 60007



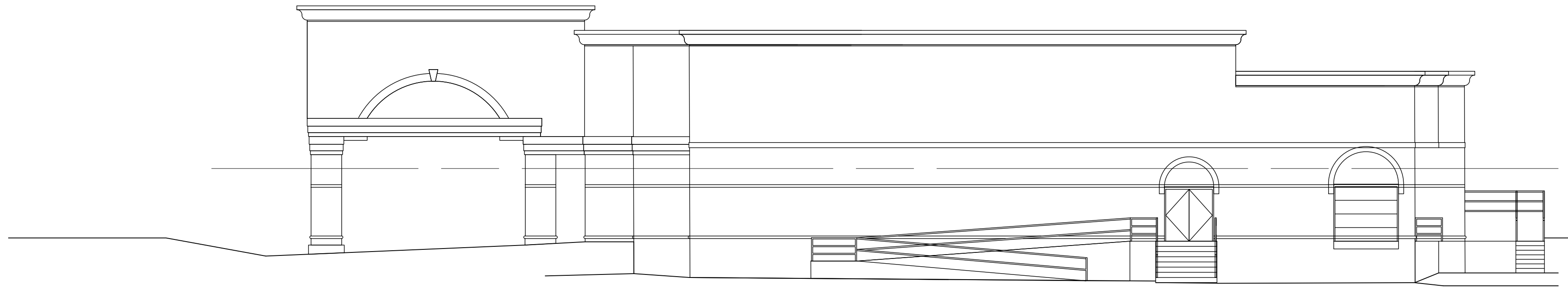
1 DEMOLITION - WEST ELEVATION
SCALE : 3/32" = 1'-0" AUGUST 8, 2017



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



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ARLINGTON HEIGHTS, IL 60007



1 EXISTING SOUTH (REAR) ELEVATION

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

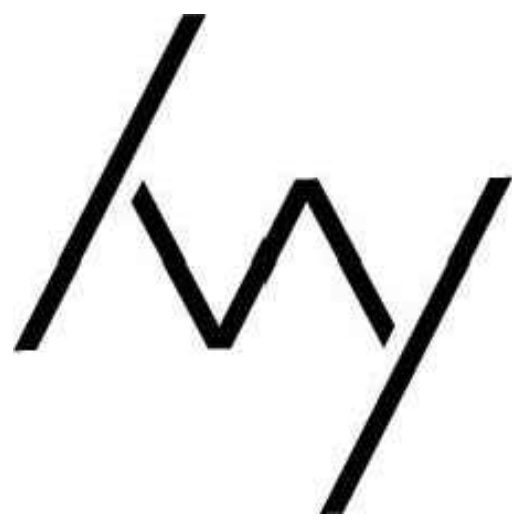


2 PROPOSED SOUTH (REAR) ELEVATION

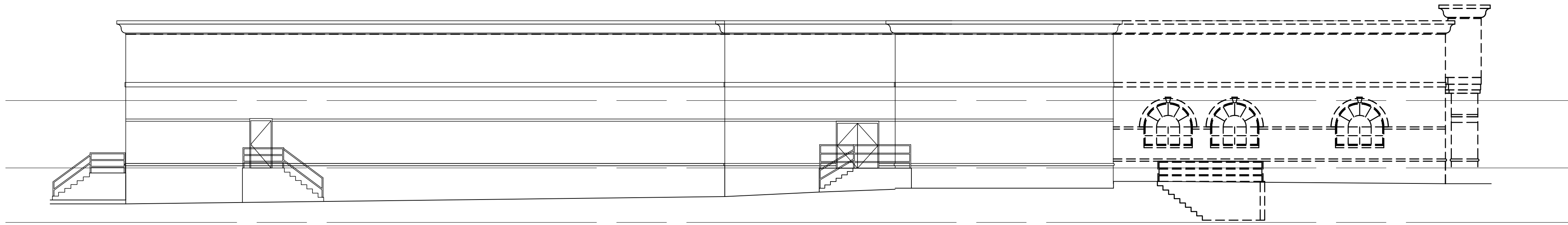
SCALE : 3/32" = 1'-0" AUGUST 8, 2017

Enrique Castel Architect

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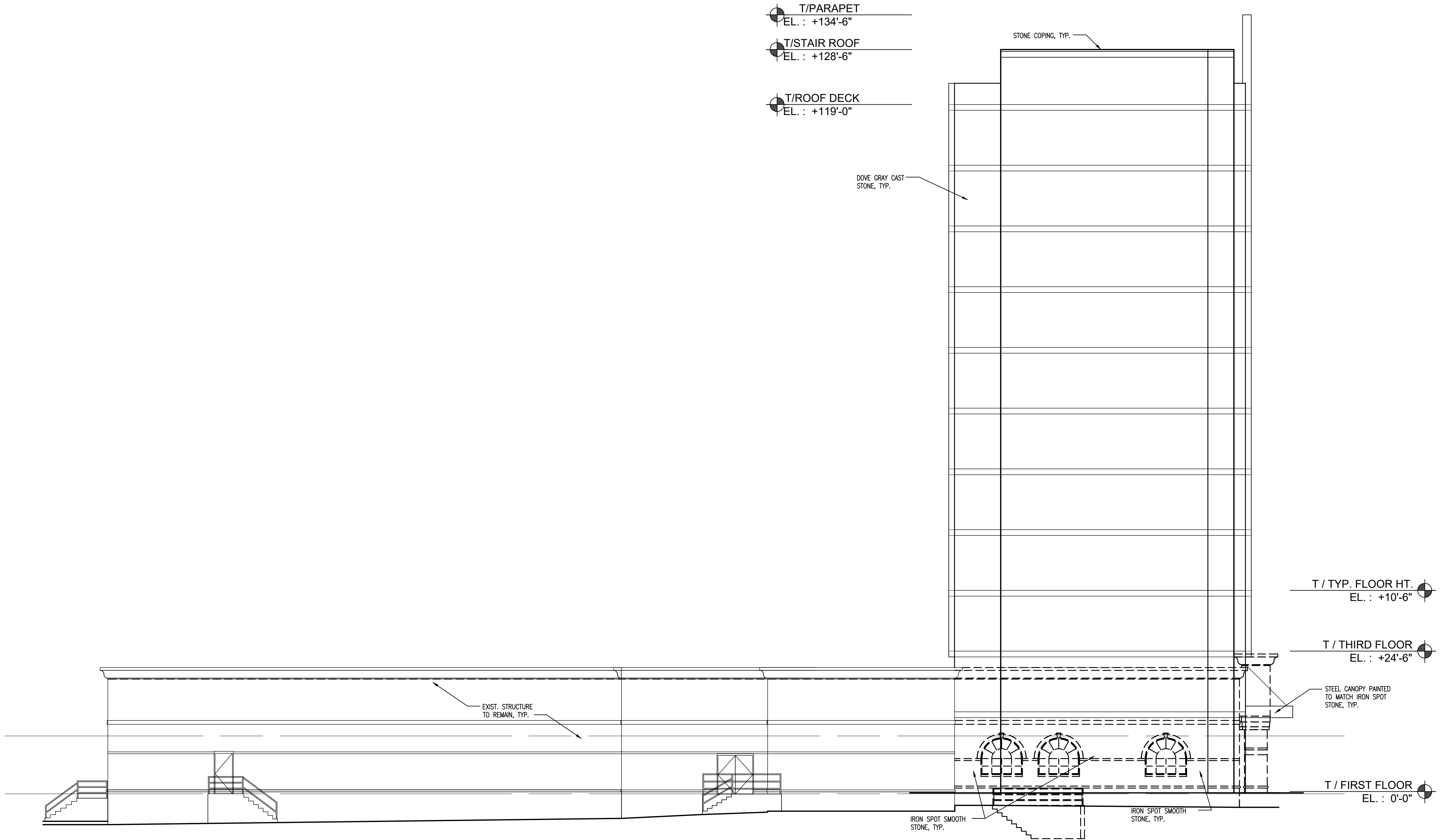


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1 DEMOLITION EAST ELEVATION

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

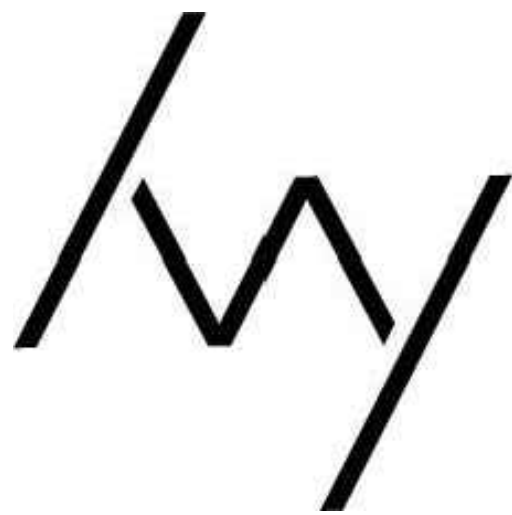


2 PROPOSED EAST ELEVATION

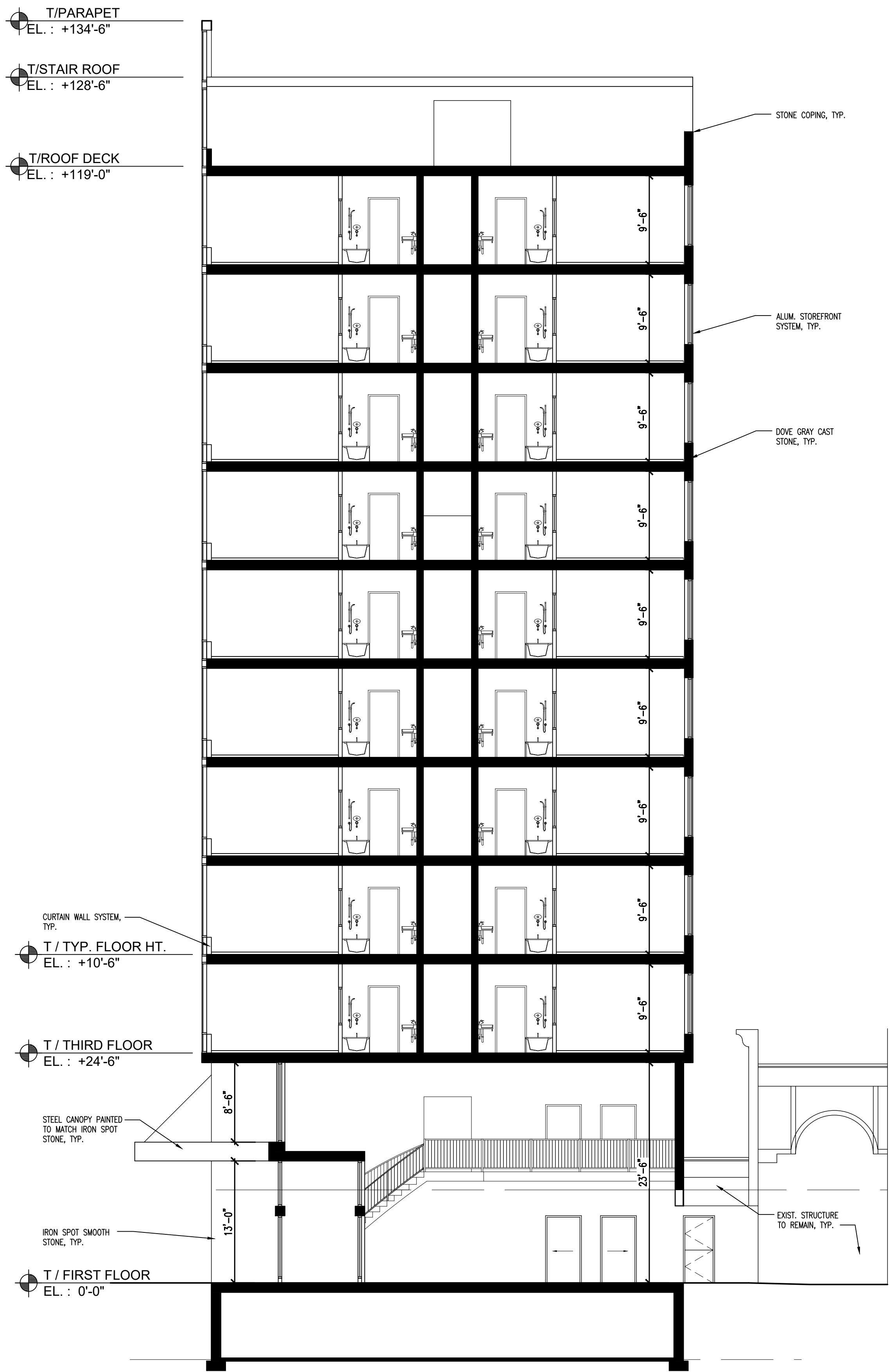
SCALE : 3/32" = 1'-0" AUGUST 8, 2017

Enrique Castel Architect

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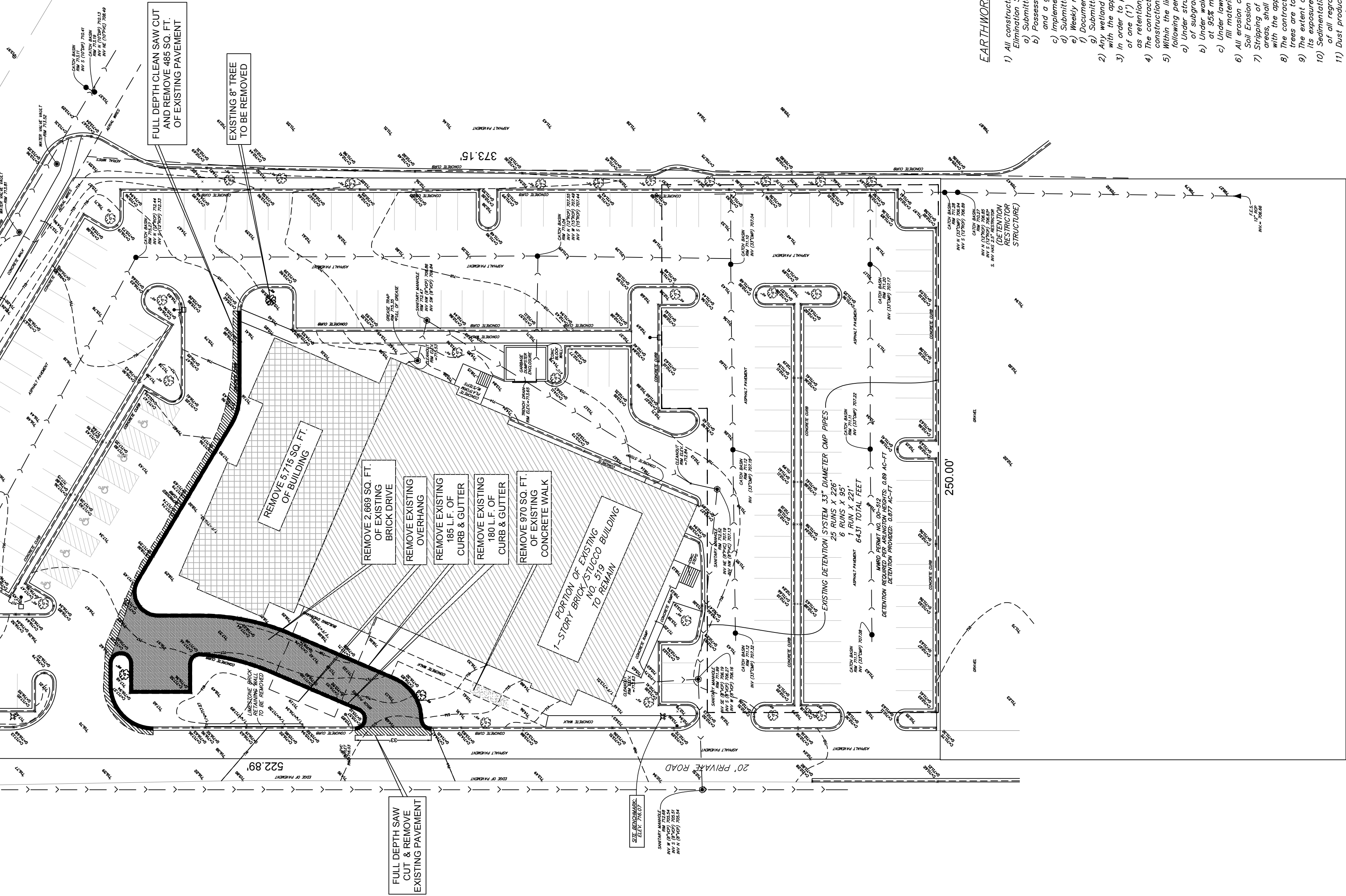
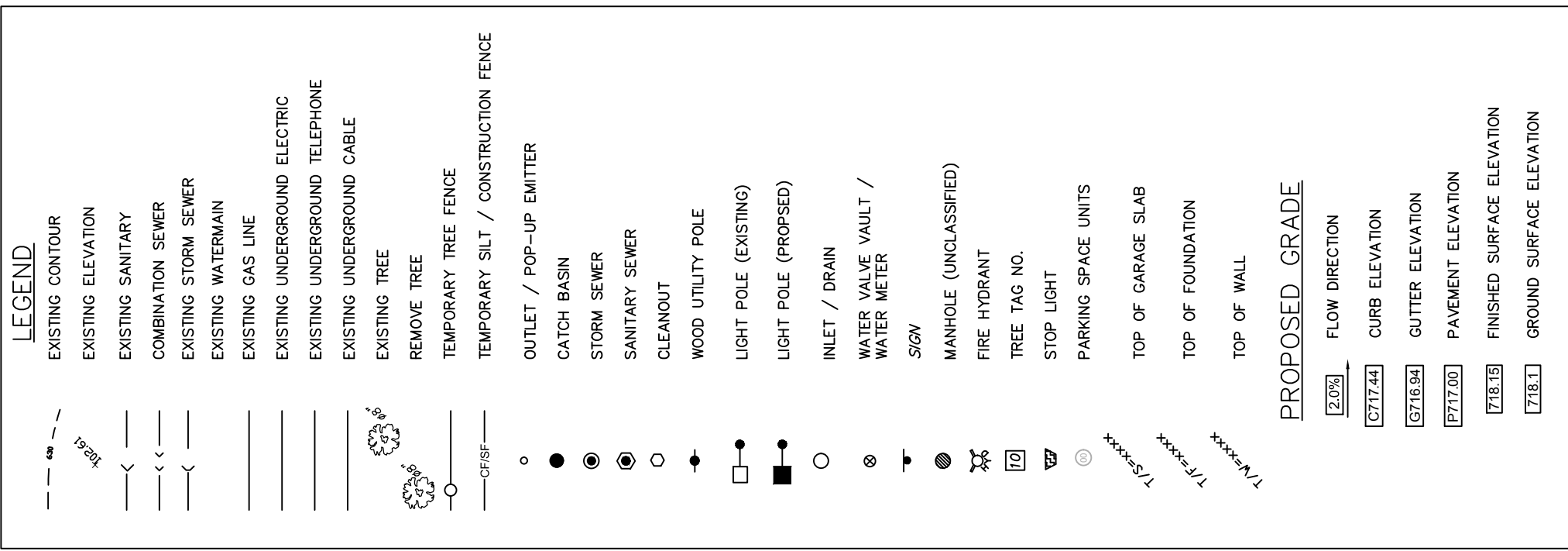


IVY BOUTIQUE HOTEL
519 E. ALGONQUIN RD
ARLINGTON HEIGHTS, IL 60007



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

[illegible]

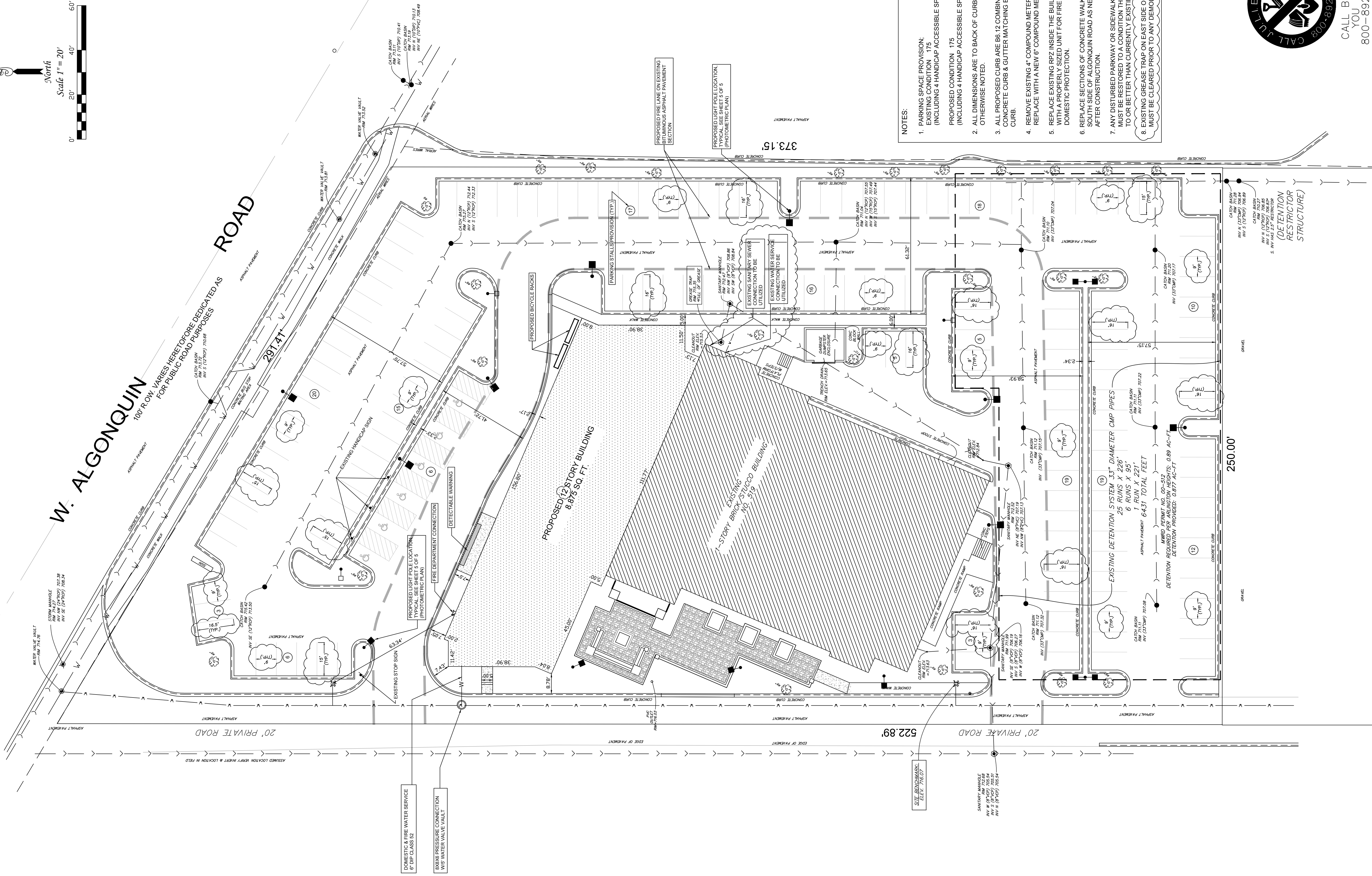
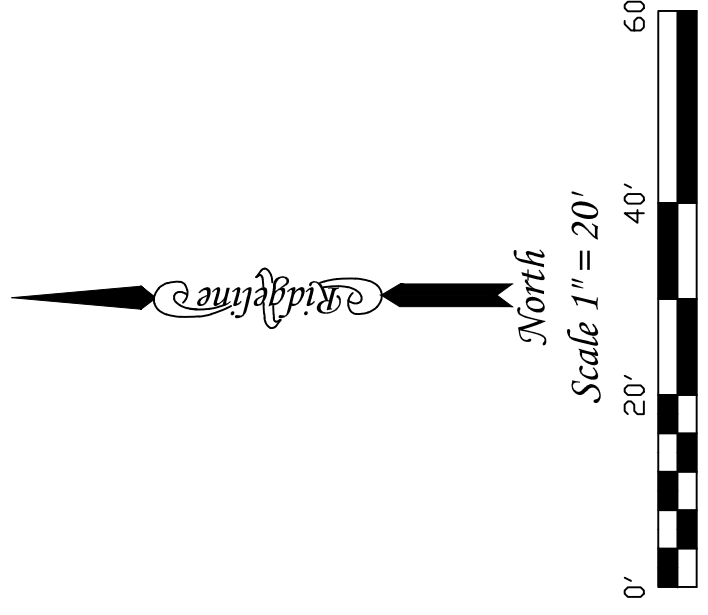
1. INSTALL TEMPORARY TREE PROTECTION FENCING PER VILLAGE STANDARD SPECIFICATIONS PRIOR TO ANY DEMOLITION WORK.
2. INSTALL TEMPORARY 6' HIGH CHAIN LINK FENCE AROUND THE PROPOSED WORK AREA.
3. MAINTAIN ACCESS TO ALL EXISTING UTILITIES AND APPURTENANCES PRIOR TO CONSTRUCTION, TO AVOID ANY INTERFERENCES.
4. 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 IDENTIFYING AND MARKING ALL EXISTING UTILITIES AND APPURTENANCES PRIOR TO CONSTRUCTION. 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.
5. AT ANY OPEN EXCAVATIONS, OR POTENTIALLY DANGEROUS AREAS SHALL BE FENCED OR GUARDED IN ORDER TO PROTECT EACH LANE FOR THE PROTECTION OF THE CONTRACTOR'S EMPLOYEES AND GENERAL PUBLIC SAFETY.
6. CONTRACTOR TO TAKE ALL HAZARD REGULATED AND APPLICABLE LOCAL SAFETY PRECAUTIONS TO SAFE GUARD ALL POTENTIALLY HAZARDOUS SITES/MARKS.
7. NO OIL, GREASE, WASTE, DEBRIS, OR OTHER UNDESIRABLE MATERIALS SHALL BE ALLOWED TO REMAIN ON SITE, AND WITHIN THE FENCING.
8. ANY SOIL, MUD OR DEBRIS THAT IS WASHED, TRACKED, OR DEPOSITED OUTSIDE THE STREET SHALL BE REMOVED BEFORE THE END OF EACH DAY.
9. ALL EXCAVATION MUST BE COVERED WITH RIGIDLY REINFORCED AND MANHOLE COVERED RHY.
10. NO EXCAVATION MUST BE OTHER THAN USED TO IMPROVE UNDERGROUND PROPERTIES DURING CONSTRUCTION.
11. "NO TRESPASSING" SIGNS SHALL BE MOUNTED ON THE FENCING IN CONSPICUOUS LOCATIONS UNTIL CONSTRUCTION IS COMPLETED AND APPROVED.
12. ANY GATE IN THE FENCING PERMITTED SHALL HAVE AN ALTERNATIVE MEANS TO PREVENT ENTRY. EXCEPT WHEN NECESSARY, THE FENCING SHALL BE KEPT CLOSED TO PREVENT ENTRY BY UNAUTHORIZED PERSONS.
13. OTHER THAN PERMITTED FORMS OF BUILDING, NO OTHER TYPE OF CONSTRUCTION SHALL BE PERMITTED.

EXISTING GREASE TRAP ON EAST SIDE OF BUILDING MUST BE CLEARED PRIOR TO ANY DEMOLITION WORK.



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 Utility & Site Plan



CALL BEFORE
YOU DIG
800-892-0123

REVISION	DATE	DESC	BOOK	DWG. SIZE
1	08/08/17	PER VILLAGE REVIEW COMMENTS (REV)	DRAWN: FS	CHECKED: JGL
			REFERENCE	
			PLAN DATE: 05/2017	
			PROJECT	
			NO.	

Ridgeline Consultants LLC
Illinois Professional Design Firm No. 184 004766

George H. Skulavik P.L.S. 2580 Expiration Date 11/30/2011
Stacy L. Stewart P.L.S. 3415 Expiration Date 11/30/2012

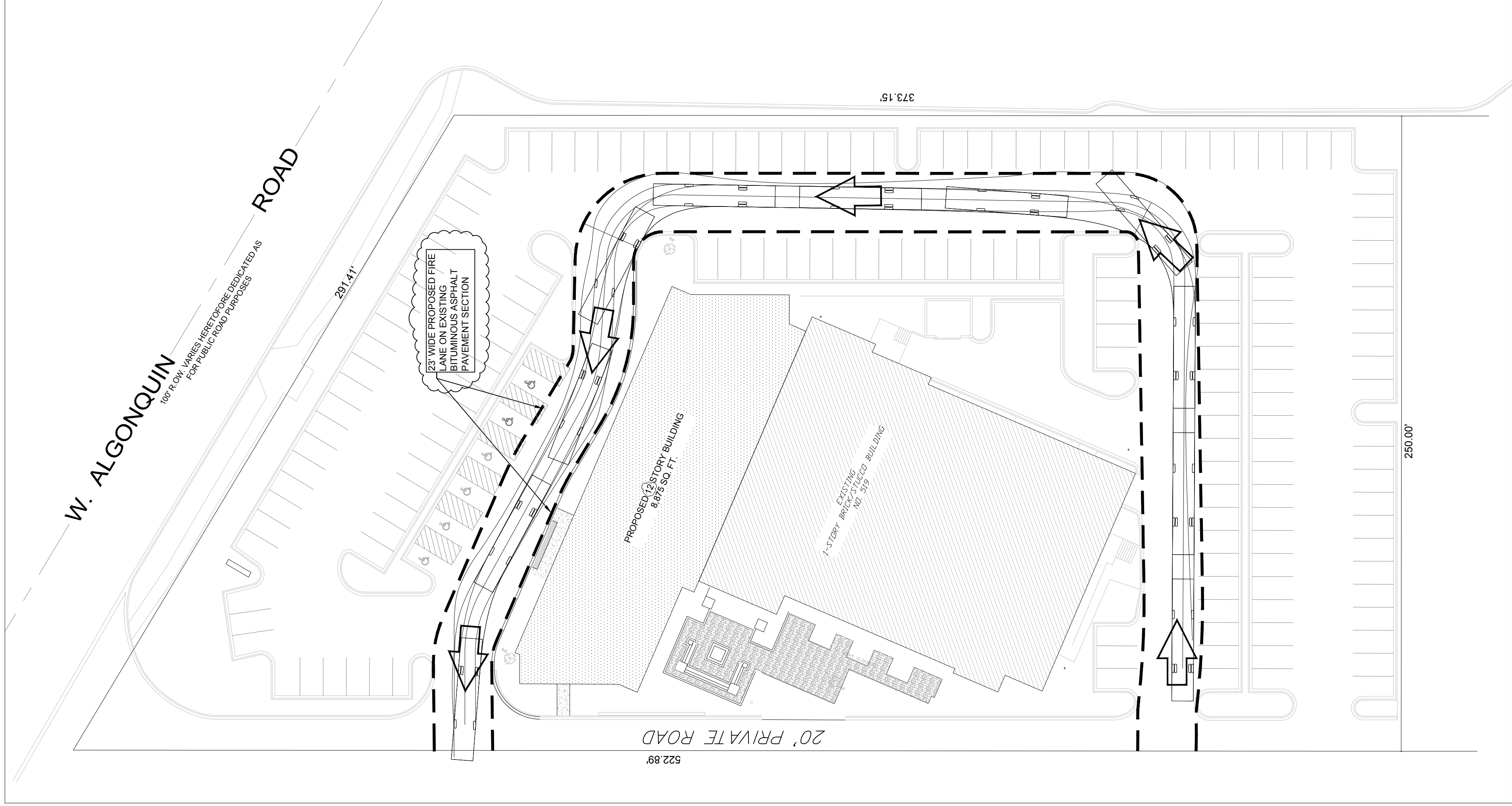
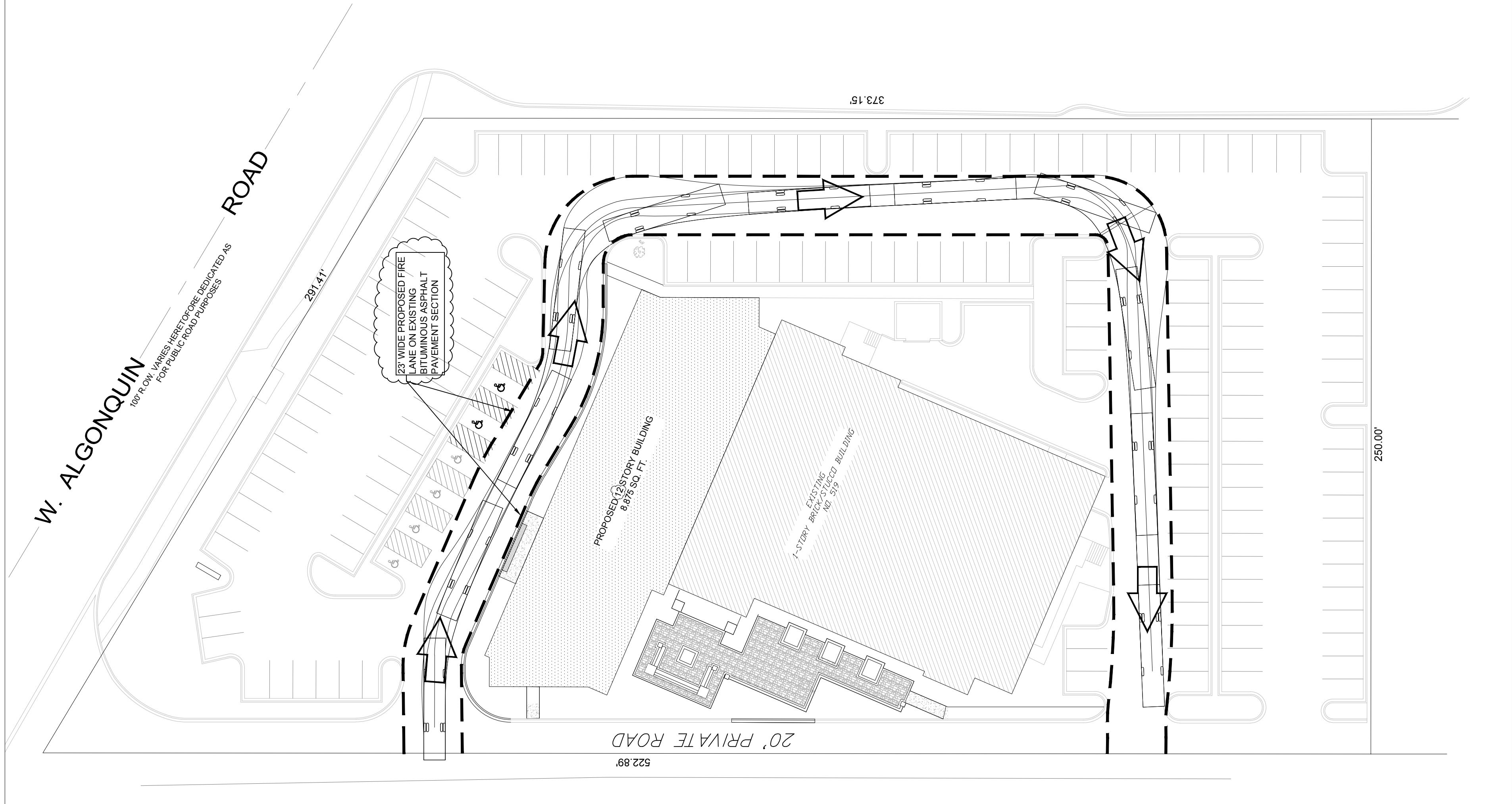
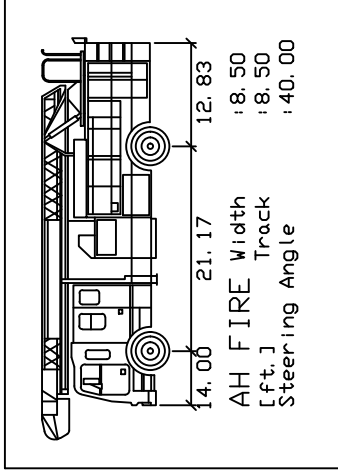
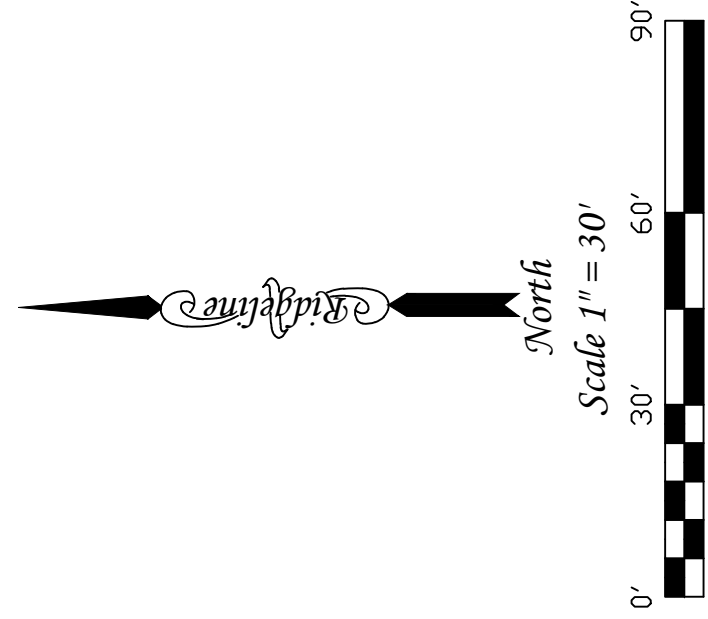


IVY HOTEL

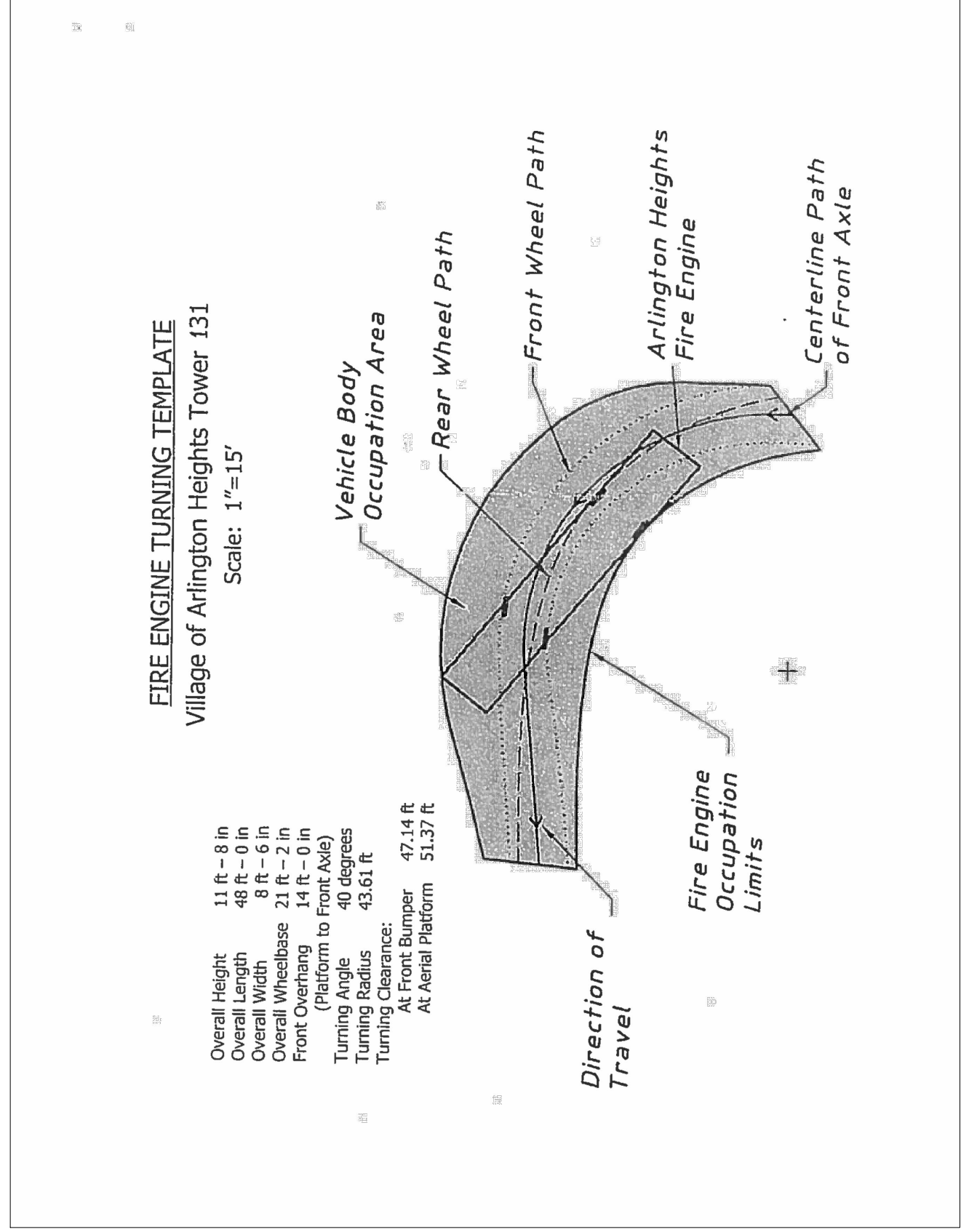
519 W Algonquin Road
Arlington Heights, IL 60005

SHEET 3 OF 5

Truck Turning Exhibit



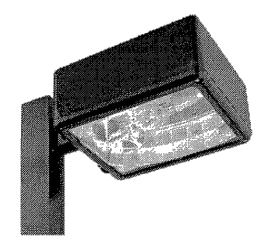
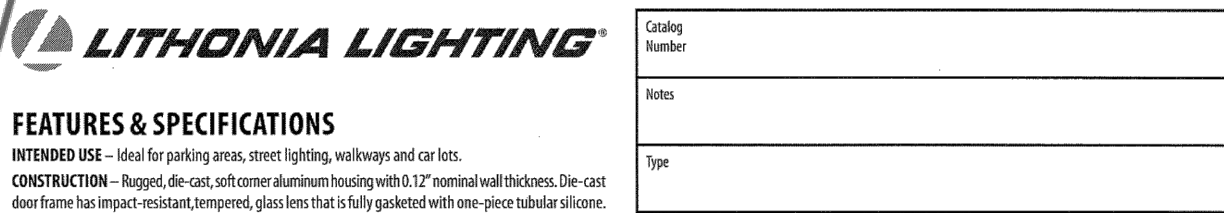
NOTE:
NO OVERHEAD UTILITY OR POWER LINES
ARE TO BE LOCATED WITHIN THE
PROPOSED FIRE LANE SHOWN HEREON.



KAD 400M R4 Test no. 1191110101P
ISOILLUMINANCE PLOT (Footcandle)

400W pulse start metal halide lamp, rated 39,000
 lumens. Footcandle values based on 20'
 mounting height.

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



CONTOUR
SERIES

Soft Square Lighting

KAD

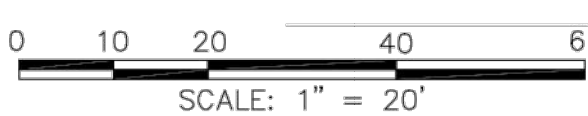
METAL HALIDE: 250-400W
HIGH PRESSURE SODIUM: 70-400W
20" TO 35" MOUNTING

Example: KAD 400M R3 TB SCWA SPD04 LF

[illegible]

		Notes			
Accessions: Trans Heading Subheading (<i>APPCOD required</i>)		1. These writings require the REC21 option to be chosen in Accessions to reflect that they are 21+ volumes. REC21 is not required for AP 34-4085. 2. The following are the 21+ volumes: 21-300, 21-301, 21-302, 21-303, 21-304, 21-305, 21-306, 21-307, 21-308, 21-309, 21-310, 21-311, 21-312, 21-313, 21-314, 21-315, 21-316, 21-317, 21-318, 21-319, 21-320, 21-321, 21-322, 21-323, 21-324, 21-325, 21-326, 21-327, 21-328, 21-329, 21-330, 21-331, 21-332, 21-333, 21-334, 21-335, 21-336, 21-337, 21-338, 21-339, 21-340, 21-341, 21-342, 21-343, 21-344, 21-345, 21-346, 21-347, 21-348, 21-349, 21-350, 21-351, 21-352, 21-353, 21-354, 21-355, 21-356, 21-357, 21-358, 21-359, 21-360, 21-361, 21-362, 21-363, 21-364, 21-365, 21-366, 21-367, 21-368, 21-369, 21-370, 21-371, 21-372, 21-373, 21-374, 21-375, 21-376, 21-377, 21-378, 21-379, 21-380, 21-381, 21-382, 21-383, 21-384, 21-385, 21-386, 21-387, 21-388, 21-389, 21-390, 21-391, 21-392, 21-393, 21-394, 21-395, 21-396, 21-397, 21-398, 21-399, 21-400, 21-401, 21-402, 21-403, 21-404, 21-405, 21-406, 21-407, 21-408, 21-409, 21-410, 21-411, 21-412, 21-413, 21-414, 21-415, 21-416, 21-417, 21-418, 21-419, 21-420, 21-421, 21-422, 21-423, 21-424, 21-425, 21-426, 21-427, 21-428, 21-429, 21-430, 21-431, 21-432, 21-433, 21-434, 21-435, 21-436, 21-437, 21-438, 21-439, 21-440, 21-441, 21-442, 21-443, 21-444, 21-445, 21-446, 21-447, 21-448, 21-449, 21-450, 21-451, 21-452, 21-453, 21-454, 21-455, 21-456, 21-457, 21-458, 21-459, 21-460, 21-461, 21-462, 21-463, 21-464, 21-465, 21-466, 21-467, 21-468, 21-469, 21-470, 21-471, 21-472, 21-473, 21-474, 21-475, 21-476, 21-477, 21-478, 21-479, 21-480, 21-481, 21-482, 21-483, 21-484, 21-485, 21-486, 21-487, 21-488, 21-489, 21-490, 21-491, 21-492, 21-493, 21-494, 21-495, 21-496, 21-497, 21-498, 21-499, 21-500, 21-501, 21-502, 21-503, 21-504, 21-505, 21-506, 21-507, 21-508, 21-509, 21-510, 21-511, 21-512, 21-513, 21-514, 21-515, 21-516, 21-517, 21-518, 21-519, 21-520, 21-521, 21-522, 21-523, 21-524, 21-525, 21-526, 21-527, 21-528, 21-529, 21-530, 21-531, 21-532, 21-533, 21-534, 21-535, 21-536, 21-537, 21-538, 21-539, 21-540, 21-541, 21-542, 21-543, 21-544, 21-545, 21-546, 21-547, 21-548, 21-549, 21-550, 21-551, 21-552, 21-553, 21-554, 21-555, 21-556, 21-557, 21-558, 21-559, 21-560, 21-561, 21-562, 21-563, 21-564, 21-565, 21-566, 21-567, 21-568, 21-569, 21-570, 21-571, 21-572, 21-573, 21-574, 21-575, 21-576, 21-577, 21-578, 21-579, 21-580, 21-581, 21-582, 21-583, 21-584, 21-585, 21-586, 21-587, 21-588, 21-589, 21-590, 21-591, 21-592, 21-593, 21-594, 21-595, 21-596, 21-597, 21-598, 21-599, 21-600, 21-601, 21-602, 21-603, 21-604, 21-605, 21-606, 21-607, 21-608, 21-609, 21-610, 21-611, 21-612, 21-613, 21-614, 21-615, 21-616, 21-617, 21-618, 21-619, 21-620, 21-621, 21-622, 21-623, 21-624, 21-625, 21-626, 21-627, 21-628, 21-629, 21-630, 21-631, 21-632, 21-633, 21-634, 21-635, 21-636, 21-637, 21-638, 21-639, 21-640, 21-641, 21-642, 21-643, 21-644, 21-645, 21-646, 21-647, 21-648, 21-649, 21-650, 21-651, 21-652, 21-653, 21-654, 21-655, 21-656, 21-657, 21-658, 21-659, 21-660, 21-661, 21-662, 21-663, 21-664, 21-665, 21-666, 21-667, 21-668, 21-669, 21-670, 21-671, 21-672, 21-673, 21-674, 21-675, 21-676, 21-677, 21-678, 21-679, 21-680, 21-681, 21-682, 21-683, 21-684, 21-685, 21-686, 21-687, 21-688, 21-689, 21-690, 21-691, 21-692, 21-693, 21-694, 21-695, 21-696, 21-697, 21-698, 21-699, 21-700, 21-701, 21-702, 21-703, 21-704, 21-705, 21-706, 21-707, 21-708, 21-709, 21-710, 21-711, 21-712, 21-713, 21-714, 21-715, 21-716, 21-717, 21-718, 21-719, 21-720, 21-721, 21-722, 21-723, 21-724, 21-725, 21-726, 21-727, 21-728, 21-729, 21-730, 21-731, 21-732, 21-733, 21-734, 21-735, 21-736, 21-737, 21-738, 21-739, 21-740, 21-741, 21-742, 21-743, 21-744, 21-745, 21-746, 21-747, 21-748, 21-749, 21-750, 21-751, 21-752, 21-753, 21-754, 21-755, 21-756, 21-757, 21-758, 21-759, 21-760, 21-761, 21-762, 21-763, 21-764, 21-765, 21-766, 21-767, 21-768, 21-769, 21-770, 21-771, 21-772, 21-773, 21-774, 21-775, 21-776, 21-777, 21-778, 21-779, 21-780, 21-781, 21-782, 21-783, 21-784, 21-785, 21-786, 21-787, 21-788, 21-789, 21-790, 21-791, 21			

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



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.

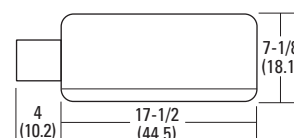
*Weight as configured in example below.

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
KAD	Metal halide	High pressure sodium ³	Standard reflectors	High performance reflectors ⁵	120	(blank) Magnetic ballast
	250M ¹	70S	R2 IES type II asymmetric ⁴	SR2 IES type II asymmetric ⁴	208 ⁶	CWI Contant wattage isolated ⁸
	400M ^{1,2}	100S	R3 IES type III asymmetric ⁴	SR3 IES type III asymmetric ⁴	240 ⁶	Pulse Start 
		150S	R4 IES type IV forward throw ⁴	SR4SC IES type IV forward throw	277	SCWA Super CWA pulse-start ballast
		250S			347	NOTE: For shipments to U.S. territories, SCWA must be specified to comply with EISA.
		400S	R55 IES type V square		480 ⁶	
					TB ⁷	
					23050HZ ⁸	
Mounting ⁹						
Ships in fixture carton						
SPD___ Square pole						
RPD___ Round pole						
WBD___ Wall bracket						
WWD___ Wood or pole wall						
Ships separately ^{10,11}						
DAD12P Degree arm (pole)						
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	(blank) Dark bronze	LPI Lamp included
SF Single fuse (120, 277, 347V) ¹³	DWH White	L/LP Less lamp
DF Double fuse (208, 240, 480V) ¹³	DBL Black	
PD Power tray ¹⁴	DMB Medium bronze	
PER NEMA twist-lock receptacle only (no photocontrol)	DNA Natural aluminum	
QRS Quartz restrrike system ¹⁵	Super Durable Finishes	
QRSTD QRS time delay ¹⁵	DDBXD Dark bronze	
WTB Terminal wiring block ¹⁴	DBLXD Black	
CSA CSA Certified	DNAXD Natural aluminum	
INTL Available MH for probe start shipping outside the U.S.	DWHXD White	
REGC1 California Title 20, effective 1/1/2010	DDBTXD Textured dark bronze	
Shipped separately ¹⁰	DBLBXD Textured black	
HS House side shield	DNATXD Textured natural aluminum	
PE1 NEMA twist-lock PE (120, 208, 240V)	DWHGXD Textured white	
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		

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

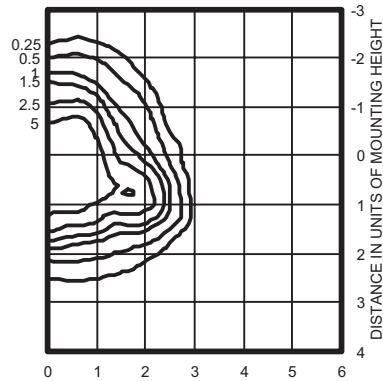
KAD Metal Halide, Arm-mounted Soft Square Cutoff

Coefficient of Utilization

Initial Footcandles

KAD 400M R2 Test no. 1193083101P

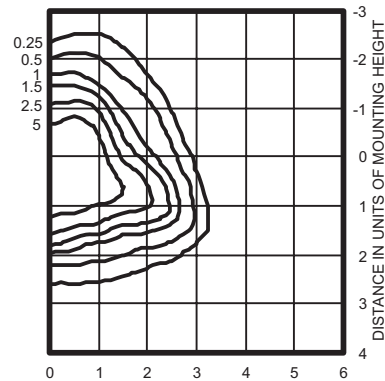
ISOILLUMINANCE PLOT (Footcandle)



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

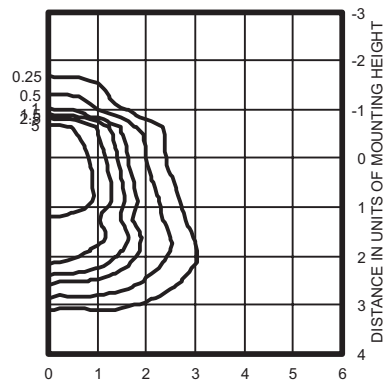
ISOILLUMINANCE PLOT (Footcandle)



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

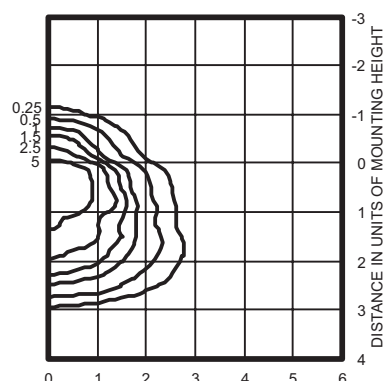
ISOILLUMINANCE PLOT (Footcandle)



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

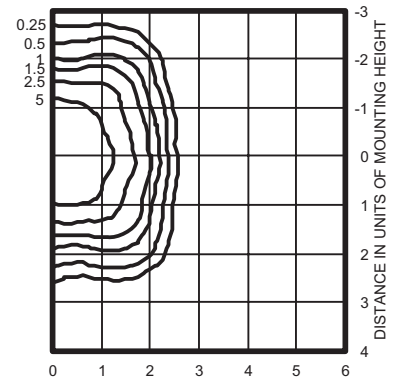
ISOILLUMINANCE PLOT (Footcandle)



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

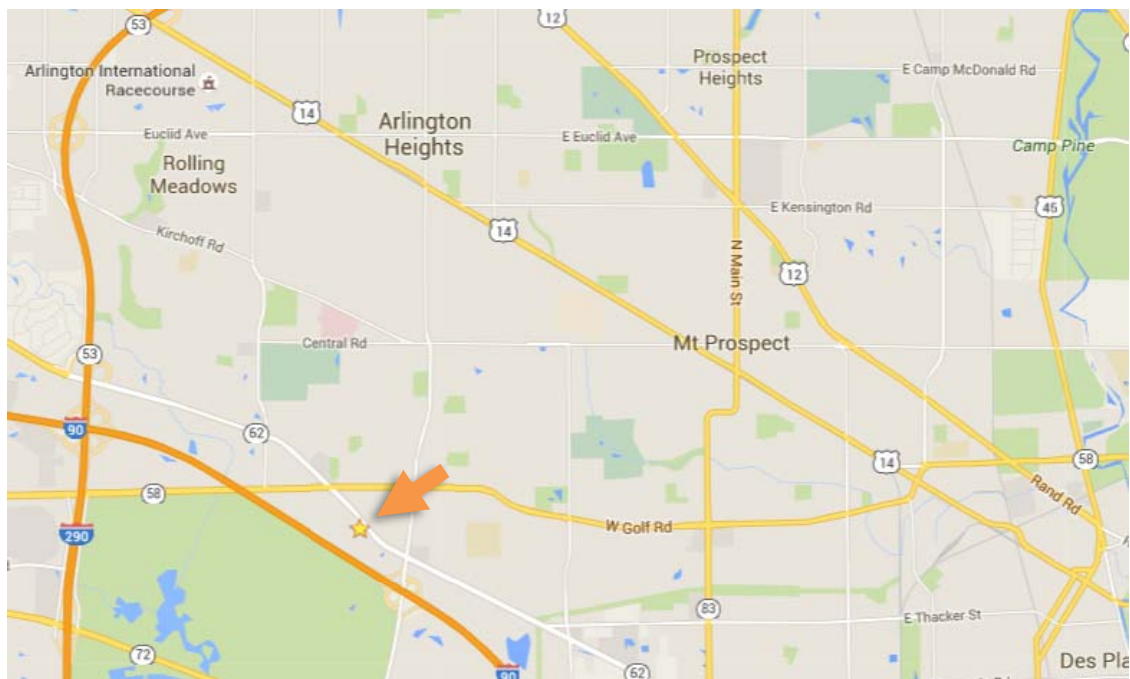
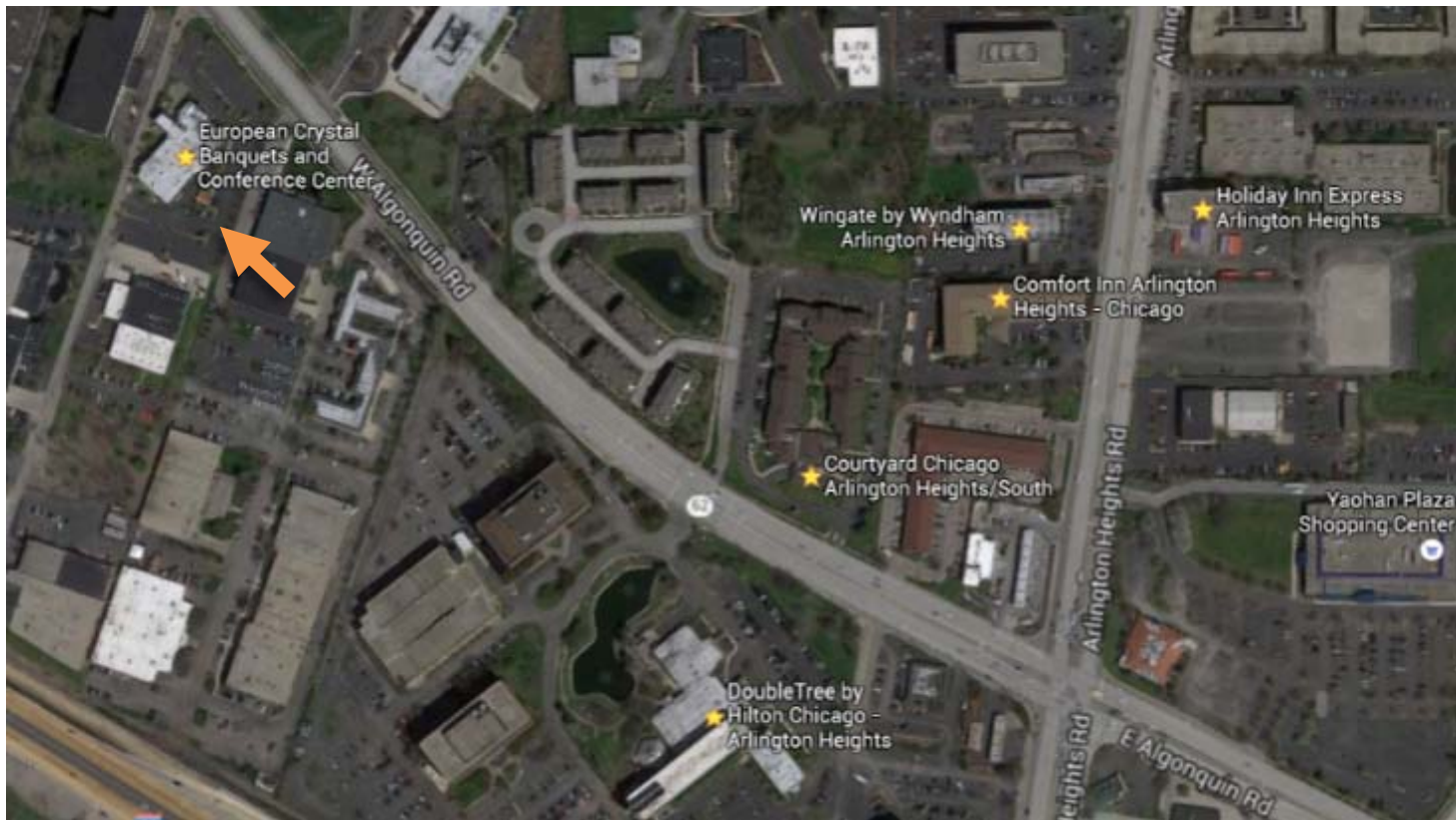
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Table 1: Map of Site Location



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.

- o For larger groups the organizers or hotel would make provision for dedicated shuttle service transportation to and from the airport as well as to any area attractions.
- o For larger scheduled special events the developers would partition the parking area and provide valet parking that will increase the capacity of the existing facility through a denser use of the space.

We have prepared an analysis of the market for hotel properties in the Arlington Heights area including depth of market, performance of comparable properties in the northwest corridor, size of property and nearby facilities.

Reviewing area hotel performances, we found the Arlington Heights market to be operating at around the 64% range for 2015, which is generally considered marginal to attract development without incentives. However, the competitive set of properties around the banquet facilities operate well above the average level for all categories, with the exception of the extended stay market (which is typical). Rates are somewhat lower than other categories, but the Revenue Per Available Room is again higher. It is generally easier to move rates upward with higher occupancy, therefore, in the future, we see the competitive set increasing ADR faster than other segments, partially buoyed by the opening of the Four Points at Arlington Downs and the proposed hotel, as new properties tend to provide leverage.

Table 2: Comparison of Area Properties by Type

COMPARISON DATA, 2015				COMPARISON DATA, TYPICAL YEAR (2018)			
	OCC	ADR	RevPAR		OCC	ADR	RevPAR
MIDRANGE	59.01%	\$93.57	\$55.22	MIDRANGE	59.18%	\$105.62	\$62.51
UPSCALE	61.0%	\$101.73	\$62.06	UPSCALE	67.00%	\$113.32	\$75.92
CONVENTION	58.0%	\$105.29	\$61.07	CONVENTION	64.00%	\$137.36	\$87.91
EXTENDED STAY	74.50%	\$108.45	\$80.79	EXTENDED STAY	76.00%	\$120.42	\$91.52
COMP SET	69.4%	\$93.13	\$64.61	COMP SET	77.14%	\$125.24	\$96.61
AVG	64.38%	\$100.43	\$64.75	AVG	68.66%	\$120.39	\$82.89

From an operating standpoint, the competitive set performs strongly during midweek with performance peaking on Tuesday and Wednesday at around 75%, and near 70% on Monday, Thursday. Saturday sees a secondary peak of 73%, and the relatively strong 69% on Friday shows a strong transient and group market. The proposed hotel, with its ample meeting and banquet space, would likely perform above the set during this time.

Table 3: Competitive Set Day of Week Performance

	DAY OF WEEK 3 YR AVG (2013-2015)			DAY OF WEEK 2015		
	OCC	ADR	RevPAR	OCC	ADR	RevPAR
Sun	54.9%	\$ 82.35	\$ 45.23	55.3%	\$ 86.71	\$ 47.97
Mon	69.8%	\$ 94.15	\$ 65.69	69.5%	\$ 98.08	\$ 68.19
Tue	76.8%	\$ 98.06	\$ 75.31	75.1%	\$ 103.32	\$ 77.60
Wed	75.7%	\$ 97.64	\$ 73.92	74.7%	\$ 102.91	\$ 76.85
Thu	70.3%	\$ 89.32	\$ 62.80	68.8%	\$ 92.64	\$ 63.70
Fri	68.6%	\$ 78.87	\$ 54.12	69.5%	\$ 82.66	\$ 57.46
Sat	72.8%	\$ 79.04	\$ 57.52	72.7%	\$ 83.17	\$ 60.50

As is typical for the Chicagoland market, monthly performance peaks in mid-summer, with a strong falloff for the winter months. Unlike the CBD market, this growth is essentially a bell curve, while the downtown market tends to show a more pronounced dip before fall convention season. As mentioned in the summary, this is likely due to the diminished effect that major conventions have on the suburban markets, though strong summer numbers indicate robust leisure travel. Rates are somewhat flat during all periods, which is a consequence of the compressing effect on the suburbs of increased CBD room supply.

Table 4: Competitive Set Monthly Performance

	MONTHLY 2014			MONTHLY 2015		
	OCC	ADR	RevPAR	OCC	ADR	RevPAR
Jan	52.6%	\$83.25	\$43.77	54.0%	\$85.67	\$46.23
Feb	58.3%	\$84.69	\$49.38	60.9%	\$87.08	\$53.01
Mar	63.2%	\$83.08	\$52.49	65.3%	\$90.83	\$59.30
Apr	72.7%	\$85.13	\$61.93	66.3%	\$93.38	\$61.93
May	80.7%	\$85.76	\$69.22	72.2%	\$89.06	\$64.33
Jun	85.5%	\$89.81	\$76.81	78.0%	\$98.94	\$77.22
Jul	83.1%	\$88.31	\$73.35	82.5%	\$98.01	\$80.86
Aug	82.5%	\$87.29	\$72.06	73.5%	\$97.30	\$71.48
Sep	81.3%	\$93.20	\$75.74	76.4%	\$98.80	\$75.49
Oct	77.3%	\$89.70	\$69.30	76.2%	\$97.60	\$74.38
Nov	70.5%	\$84.47	\$59.53	68.2%	\$90.50	\$61.75
Dec	55.8%	\$82.74	\$46.21	58.6%	\$83.42	\$48.89

The proposed hotel would likely see 20 to 50 fill days, as a result of some spillover from downtown, and the banquets and events hosted at the facility. During off-season would operate around the 60% range. This winter number would essentially represent the floor demand, or inelastic demand that exists in the area and is difficult to displace elsewhere. Strong weekend events business and summer leisure demand would yield an annual occupancy of approximately 70% on average, achieving an average daily rate of \$115 in current value dollars. The challenges in minimizing costs

during off-peak will be greatly reduced by the flexibility and efficiency of operations generated by the existent structure and banquets business

Based on our research and the performance of similarly positioned properties in the northwest Chicagoland area we prepared estimated of occupancy and average daily rate for a new construction small boutique property as follows:

Table 5: Projected Operating Results, Proposed Hotel

	OCC	ADR	RevPAR
TYPICAL	74.00%	\$125.00	\$92.5
2019	68.00%	\$126.00	\$85.68
2020	74.00%	\$134.00	\$99.16
2021	74.00%	\$139.00	\$102.86
2022	74.00%	\$143.00	\$105.82
2023	74.00%	\$148.00	\$109.52

Further, we have been asked to comment on several other municipally funded or unique properties, and their performance or outcomes.

Lombard Westin: This project was part of a large redevelopment plan for the Yorktown Mall area, which also included construction of numerous out lots for upper end restaurants and more retail space. Financing was backed by several issues of bonds from the city of Lombard. The hotel was meant to serve as an anchor and focal point, with over 40,000 sq/ft of meeting and banquet space. The hotel opened before the recession and operated within expected parameters for a time, but the 2008 crash essentially completely destroyed the base of business for the hotel. During the recession the property had to drastically reduce rates to fill its rooms, and as a consequence underperformed its goals.

The city in 2014, after refusing to spend additional dollars renovating the property for its capital expenditure plan, took the dramatic step of defaulting on its bonds. This has caused the hotel to essentially stop any renovations and deferred maintenance has continued to impact its performance. Further, the decision of Lombard has essentially poisoned the well for many neighboring municipalities, as well as essentially closing the books on the prospect of suburbs financing through bond deals large convention hotel properties.

Schaumburg Renaissance: The Renaissance Schaumburg Hotel & Convention Center is not included in the competitive set but is mentioned as it is a special case. The property entered the market in 2006 as a pet project for the city of Schaumburg as part of its economic development program to attract new business and conventions to the downtown Schaumburg area. It is much larger than any of the surrounding area hotels and building costs were about \$500,000 per room all in (including all development costs for the total complex), construction was heavily subsidized with funds from the city of Schaumburg and the costs of the operation are subsidized through special tax assessments on F&B and hotels, at around 2% each.

The facilities include an attached 100,000 sq. ft. of conference space, with an additional 48,000 sq. ft. of meeting rooms. The hotel features a heavily landscaped entrance with an external architectural element, creating a dramatic entrance, with plans for two more art pieces to be located in front of the conference center and next to the hotel. The large second floor open lobby contains a Sam & Harry's Steakhouse, a bar and numerous guest lounge areas, with a built in retro-inspired fireplace as its focal point. The 500 rooms contain HDTV, Wi-Fi Internet access, customized shower fixtures, and other high-end amenities. The hotel provides room service, pool, fitness area and 24 hour concierge service. Banquets at the Renaissance cost upwards of \$130 a plate and rooms cost over \$200 a night, making it cost prohibitive for small groups and weddings.

Speaking with management at the property, the Renaissance reiterated its commitment to being a regional player, generally uninterested in the local competition. In so doing, the hotel has managed to avoid becoming trapped in bidding wars for local events, though at some cost to their occupancy. Further, it should be stressed that the reason that the hotel can be aloof and selective is because it is partially paid for by the taxes on restaurants and other hotels, so although it may not compete for the same clients, it affects their bottom lines. According to the Renaissance, the local market is struggling with oversupply, which has led to discounting as everyone competes for the same events. Conventions are up, though the average convention-goer spends less compared to a meeting attendee. Weekday business consists of business travel, as it has historically, while weekends have been dominated by sports groups, SMERF travel, and some leisure.

Although rates were listed at \$199 on booking sites, this appears to be a strategy for the OTAs to make other hotels seem like a better deal. On its own website, rates were listed at \$119 for January 2nd and \$129 for December 26th. This is a better deal than most other properties, but far from the \$200 show online or the \$3000 maximum room rate listed.

Conclusion

Financial statements were also prepared, reflecting the performance characteristics of new construction properties with an upscale positioning. These statements reflect the efficiencies in operation of some joint operations with the banquet facility vs. traditional transient lodging properties.

The results of this analysis were used in determining a relative value and support for development costs for the property as a basis for determining economic feasibility of the project. The results of that exercise yielded a value of \$150,000 per room or support for an overall investment of \$24.7 million in development cost of the property. Typical construction costs for a property of this type range from \$85,000 per room for budget facilities to \$160,000 per room for more upscale projects similar to the ideal positioning of the subject property. This correlation between value of the project as developed and construction costs indicates a market viability of the project given economic and competitive market conditions.

Statements of Estimated Annual Operating Results

We have prepared a statement of Estimated Annual Operating Results for a Typical Year in 2016 dollars for the subject property and for the first six full years of operation thereafter. The following table summarizes the results of operation for the property over this period.

Table 6: Summary of Operating Results

Proposed Home 2 Suites Hotel Property			
Year	Total Revenue	Income (1)	Ratio to Revenue
Typical Year	\$6,538,000	\$2,605,000	28.62%
2019	\$6,250,000	\$2,190,000	26.32%
2020	\$6,983,000	\$2,790,000	30.39%
2021	\$7,227,000	\$2,941,000	29.83%
2022	\$7,438,000	\$3,011,000	29.51%
2023	\$7,685,000	\$3,126,000	29.71%
2024	\$7,968,000	\$3,272,000	30.11%

(1) Income before other fixed charges such as interest, amortization, depreciation and income taxes.

In the analysis that follows we present the basis for the estimate of the prospective cash flow from operations before debt service and income taxes for the proposed Hotel for the first six full years of operation from the year 2019 to 2024. The estimates were based on the following assumptions:

- The property will be developed and ready for operation in January 2019.
- The property will be designed as an extended stay property, consistent with the quality of the surrounding office, retail and commercial and will carve a niche from the upper end of the extended stay market currently served by area hotels, establishing itself as a market leader in the northwest area of Chicago.
- The property will provide infrastructure in terms of space, recreational facilities and service levels consistent with an upscale property.
- The property will be competently managed by an experienced operator throughout the analysis period.
- The property will achieve the levels of utilization as set forth in this report.
- All amounts have been rounded to the nearest one thousand dollars and account classifications generally confirm to the definitions prescribed by the American Lodging Association in the Uniform System of Accounts for Hotels.
- All gross revenue amounts and the ratios presented on the Statements of Estimated Annual Operating Results were computed on the basis of the revenue and expenses expressed in constant 2016 dollars. They were then adjusted for the effect of inflation, the ramp up time required to develop the projected gross volumes as set forth and pricing and operations policy adjustments over time.

- A 3.0 percent per annum rate of inflation has been applied for revenues and expenses through the analysis period based on the current level of economic growth and inflation and as generally forecast by econometric analysis of the economy except that a higher growth rate was used during the initial years to reflect pricing policy and booking policy following a brief introductory pricing structure during the initial year of operation, recovering to stabilized levels at the stated inflation rate by year three of the operation.

Revenues

Rooms Revenue is calculated based upon the number of available room the occupancy level and the average daily rate as set forth in this study.

Rentals and Other Income are based on \$110,000 or \$1.33 per occupied room in pay per view movies, vending income, telephone, commissions and other miscellaneous sources of revenue. Note that this category and its associated expenses have increased since telephony was rolled into this line item as it is no longer large enough to be considered its own line. We selected a revenue level consistent with the price point and location of the property. A Table of comparable follows:

Table 7: Rentals and Other Income per Occupied Room

Limited Service Hotels	
Average for All Properties	\$.65
Independent	\$2.71
East North Central	\$0.33
Urban	\$1.82
Suburban	\$0.34
Upscale	\$0.74
Projected for Subject Property	\$1.33

Other Operated Departments are based on estimated revenue derived from the operation of the gift/sundry shop sales, revenues from laundry and valet, exercise facility operations and other miscellaneous income. We based this on a \$176,000 level in current value dollars, or \$2.13 per occupied room, assuming commission revenue from local service providers and the revenue from the gift shop/sundry operation. The rates are higher than the comparables because of the major metropolitan area location of the property in a substantial retail/commercial market location.

Table 8: Other Operated Departments per Occupied Room

Limited Service Hotels	
Average for All Properties	\$1.82
Independent	\$6.26
East North Central	\$1.43
Urban Hotels	\$4.16
Suburban	\$1.22
Upscale	\$2.54
Projected for Subject Property	\$2.13

Departmental Expenses:

Rooms Departmental Expenses are based on a per available room operating cost of \$7,673, at the high end of operating costs for hotel properties in the upscale rate category, though well under the average for independent hotels. This level included the operation of an appropriate transportation service for the property, providing both airport transportation and shuttle service to area businesses and attractions. The operating ratio of 24 percent is below the average for independent properties, but is above most other comparable tracts, but is driven by the cost estimates of providing transportation services and the continental breakfast service, and reflects a higher average daily rate achievement than that of properties in the comparison. This expense category includes central reservation, frequent traveler incentive programs and other rooms related franchise charges. The comparable for both dollars per available room and percent of room revenues are presented below:

Table 9: Room Department Expenses

	Limited Service Hotels	Per Room Ratio
Average for All Properties	\$6,323	22.9%
Independent	\$13,104	28.7%
East North Central	\$4,967	22.7%
Urban Hotels	\$10,590	23.6%
Suburban	\$5,172	21.9%
Upscale	\$9,017	23.2%
Subject Property	\$7,673	24.0%

Other Operated Departments expenses are estimated at 60 percent of revenues, consistent with the current concept for this type and scale of operation, running a small sundry operation through the front office, and collecting commissions as net of guest charges minus contracted costs for cleaning, valet and other services. Results of this department are property specific. The tabulated comparable results are presented below:

Table 10: Other Operated Departments

Limited Service Hotels	
Average for All Properties	59.4%
Independent	41.2%
East North Central	69.3%
Urban Hotels	44.6%
Suburban	72.6%
Upscale	57.6%
Projected for Subject Property	60.2%

Undistributed Expenses:

Administrative and General expenses are based on a per available room operating cost of \$3,200 in current value dollars. This is comparable to the operating results of luxury full service hotels in the upper rate category and in urban areas. We have included start-up inefficiencies for the first two years of operation to reflect a more intensive management team in getting the property open and stabilized.

Table 11: Administrative and General

Limited Service Hotels	
Average for All Properties	\$2,454
Independent	\$5,097
East North Central	\$1,983
Urban Hotels	\$3,866
Suburban	\$2,085
Upscale	\$3,440
Projected for Subject Property	\$3,200

Marketing is based on a \$3,200 per available room budget, providing \$528,000 for marketing and promotion of the property. Combined with an aggressive pre-opening budget, this should enable the property to adequately penetrate the local market and continue to develop its client base. We have included some additional start-up costs in the first year numbers. This expense category is higher than chain affiliated properties, because the hotel will not have a national advertising program, but the upside is that it does not need to expend additional money on franchise and marketing fees, which more than makes up the difference.

Table 12: Marketing

Limited Service Hotels	
Average for All Properties	\$1,587
Independent	\$2,364
East North Central	\$1,062
Urban Hotels	\$2,407
Suburban	\$1,426
Upscale	\$1,967
Projected for Subject Property	\$3,200

Property Operations and Maintenance costs are based on the industry averages for similar size and type properties, and are equal to \$2,200 per available room. Our estimates include a reduced cost during the first three years when much of the equipment is under warranty and the property is new. This number includes the operation of the 33,000-foot banquet facility which is why it is significantly higher than the average.

Table 13: Property Operations and Maintenance

Limited Service Hotels	
Average for All Properties	\$1,422
Independent	\$1,319
East North Central	\$1,253
Urban Hotels	\$1,911
Suburban	\$1,318
Upscale	\$1,799
Projected for Subject Property	\$2,200

Energy costs are likewise based on comparable operations from industry databases. The estimated amount of \$2,152 per available room

assumes energy efficient construction and operation that is consistent with the current “Green” movement, though it is higher than the average again because costs for the banquet space are rolled into this category.

Table 14: Energy Cost

Limited Service Hotels	
Average for All Properties	\$1,288
Independent	\$1,752
East North Central	\$1,165
Urban Hotels	\$1,644
Suburban	\$1,213
Upscale	\$1,611
Projected for Subject Property	\$2,152

Fixed Charges:

Real Estate and Property Taxes have been estimated at 4.6 percent of total revenues, or a level of \$350,000 for the property. The Chicago area (Cook County) is among the highest areas nationwide for real estate taxes for hotels. Based on the location, type of property, and an aggressive appeal process, we believe the property can achieve this tax level, which is comparable to the rate paid at the banquet facility. We have included in our forecast for the first six years of operation (five full years and the initial partial year) a reduced real estate tax level during the ramp up period, with full real estate taxes coming into play in year four. The result of this is a slight drop in profitability in year four, with continued “normalized” real estate tax levels.

Table 15: Real Estate Taxes

Limited Service Hotels	
Average for All Properties	\$1,263
Independent	\$1,707
East North Central	\$1,254
Urban Hotels	\$2,621
Suburban	\$1,054
Upscale	\$1,755
Projected for Subject Property	\$2,121

Building and Contents Insurance was estimated on the basis of \$450 per available room, and should provide for customary coverage of building and contents as well as the liability for van service and swimming pool and recreation equipment. Other categories of insurance, such as business

interruption, boiler, bonding, etc. have been included in the estimated Administrative and General category.

Table 16: Building and Contents Insurance

Limited Service Hotels	
Average for All Properties	\$357
Independent	\$855
East North Central	\$252
Urban Hotels	\$463
Suburban	\$315
Upscale	\$391
Projected for Subject Property	\$450

Reserve for Replacement is budgeted at 5 percent of total revenues, taking into account the need to continuously refurbish the property. This amount is consistent with the results of the recent ISHC study on Capital Expenditure that determined this as a minimum amount to retain the competitive status of a property. The amount is phased in over the first three years beginning with 3 percent in 2018 and reaching 5 percent by year 3 (2020).

The Statements of Estimated Annual Operating Results for a typical year, expressed in 2016 dollars and for the period 2018 through 2023, expressed in inflation adjusted dollars are presented on the following pages.

Table 17: Typical Year of Operations

European Crystal Hotel and Banquet Facility Arlington Heights, Illinois STATEMENT OF ESTIMATED ANNUAL OPERATING RESULTS FOR A TYPICAL YEAR OF OPERATION IN 2017 DOLLARS BASED ON 126 AVAILABLE ROOMS. GENERATED 06-NOV-08; REVISED 08-AUG-17 10:40 AM				
PERCENTAGE OF OCCUPANCY	74%			
AVERAGE DAILY RATE	\$125.00			
REVENUES:	AMOUNT	RATIO	AMOUNT\ROOM	
ROOMS	\$ 4,254,000	65.1%	\$	33,762
FOOD	1,639,000	25.1%		13,008
BEVERAGE	410,000	6.3%		3,254
TELEPHONE	14,000	0.2%		111
RENTALS & OTHER INCOME	85,000	1.3%		675
OTHER OPERATED DEPTS	136,000	2.1%		1,079
TOTAL REVENUE	\$ 6,538,000	100.0%	\$	51,889
DEPARTMENTAL EXPENSES (1):				
ROOMS	\$ 1,021,000	24.0%	\$	8,103
FOOD & BEVERAGE	1,434,000	70.0%		11,381
TELEPHONE	42,000	300.0%		333
OTHER OPERATED DEPTS	82,000	60.3%		651
TOTAL	\$ 2,579,000	39.4%		\$20,468
TOTAL OPERATED INCOME	\$ 3,959,000	60.6%	\$	31,421
UNDISTRIBUTED EXPENSES:				
ADMINISTRATIVE & GENERAL	\$ 403,000	6.2%	\$	3,198
MANAGEMENT FEE (2)	0	0.0%		0
MARKETING	403,000	6.2%		3,198
FRANCHISE FEES (3)	0	0.0%		0
PROPERTY OPERATION & MAINT.	277,000	4.2%		2,198
ENERGY	271,000	4.1%		2,151
TOTAL	\$ 1,354,000	20.7%	\$	10,746
INCOME BEFORE FIXED CHARGES	\$ 2,605,000	39.8%	\$	20,675
FIXED CHARGES:				
REAL ESTATE & PROPERTY TAXES	\$ 350,000	5.4%	\$	2,778
BUILDING & CONTENTS INSURANCE	56,700	0.9%		450
INCENTIVE MANAGEMENT FEE	0	0.0%		0
RENT: (4) BASE RENT	0	0.0%		0
PERCENTAGE RENT	0	0.0%		0
TOTAL	\$ 407,000	6.2%	\$	3,228
INCOME BEFORE RESERVE	\$ 2,198,000	33.6%	\$	17,447
RESERVE FOR REPLACEMENT	\$ 327,000	5.0%	\$	2,595
INCOME BEFORE OTHER DEDUCTIONS (5)	\$ 1,871,000	28.6%	\$	14,852

NOTES:(1) Each departmental expense ratio is based on the department's estimated revenue and does not add to the total departmental expense ratio.

(2) The basic management fee is normally classified as an administrative and general expense.

(3) Royalties only; franchise fees are normally classified as marketing expenses.

(4) Rent may be at base rate, percentage rate, or a base + percentage.

(5) Income before other fixed charges such as interest, amortization, depreciation and income taxes.

* Totals may not add due to rounding.

THIS STATEMENT SHOULD BE READ SUBJECT TO THE COMMENTS CONTAINED IN THE ATTACHED REPORT

Table 18: First 6 Years of Operations

European Crystal Hotel and Banquet Facility Arlington Heights, Illinois STATEMENT OF ESTIMATED ANNUAL OPERATING RESULTS BASED ON 126 AVAILABLE ROOMS. GENERATED 06-NOV-08; REVISED 08-AUG-17 10:42 AM									
YEAR #:	1.000			2.000			3.000		
PERIOD:	JAN-DEC 2018			JAN-DEC 2019			JAN-DEC 2020		
OCCUPANCY AND ADR:	68% at \$126.00			74% at \$134.00			74% at \$139.00		
REVENUES:	AMOUNT	RATIO	AMT\ROOM	AMOUNT	RATIO	AMT\ROOM	AMOUNT	RATIO	AMT\ROOM
ROOMS	\$ 3,940,000	63.0%	\$ 31,270	\$ 4,560,000	65.3%	\$ 36,190	\$ 4,731,000	65.5%	\$ 37,548
FOOD	1,661,000	26.6%	13,183	1,739,000	24.9%	13,802	1,791,000	24.8%	14,214
BEVERAGE	415,000	6.6%	3,294	435,000	6.2%	3,452	448,000	6.2%	3,556
TELEPHONE	13,000	0.2%	103	15,000	0.2%	119	15,000	0.2%	119
RENTALS & OTHER INCOME	88,000	1.4%	698	90,000	1.3%	714	93,000	1.3%	738
OTHER OPERATED DEPTS	133,000	2.1%	1,056	144,000	2.1%	1,143	149,000	2.1%	1,183
TOTAL REVENUE	\$ 6,250,000	100.0%	\$ 49,603	\$ 6,983,000	100.0%	\$ 55,421	\$ 7,227,000	100.0%	\$ 57,357
DEPARTMENTAL EXPENSES (1):									
ROOMS	\$ 1,045,000	26.5%	\$ 8,294	\$ 1,083,000	23.8%	\$ 8,595	\$ 1,116,000	23.6%	\$ 8,857
FOOD & BEVERAGE	1,468,000	70.7%	11,651	1,521,000	70.9%	12,071	1,567,000	70.0%	12,437
TELEPHONE	42,000	323.1%	333	45,000	300.0%	357	46,000	306.7%	365
OTHER OPERATED DEPTS	84,000	63.2%	667	87,000	60.4%	690	90,000	60.4%	714
TOTAL	\$ 2,639,000	42.2%	\$ 20,944	\$ 2,736,000	39.2%	\$ 21,714	\$ 2,819,000	39.0%	\$ 22,373
TOTAL OPERATED INCOME	\$ 3,611,000	57.8%	\$ 28,659	\$ 4,247,000	60.8%	\$ 33,706	\$ 4,408,000	61.0%	\$ 34,984
UNDISTRIBUTED EXPENSES:									
ADMINISTRATIVE & GENERAL	\$ 453,000	7.2%	\$ 3,595	\$ 428,000	6.1%	\$ 3,397	\$ 440,000	6.1%	\$ 3,492
MANAGEMENT FEE (2)	0	0.0%	0	0	0.0%	0	0	0.0%	0
MARKETING	453,000	7.2%	3,595	470,000	6.7%	3,730	440,000	6.1%	3,492
FRANCHISE FEES (3)	0	0.0%	0	0	0.0%	0	0	0.0%	0
PROPERTY OPERATION & MAINT.	246,000	3.9%	1,952	271,000	3.9%	2,151	291,000	4.0%	2,310
ENERGY	269,000	4.3%	2,135	288,000	4.1%	2,286	296,000	4.1%	2,349
TOTAL	\$ 1,421,000	22.7%	\$ 11,278	\$ 1,457,000	20.9%	\$ 11,563	\$ 1,467,000	20.3%	\$ 11,643
INCOME BEFORE FIXED CHARGES	\$ 2,190,000	35.0%	\$ 17,381	\$ 2,790,000	40.0%	\$ 22,143	\$ 2,941,000	40.7%	\$ 23,341
FIXED CHARGES:									
REAL ESTATE & PROPERTY TAXES	\$ 298,000	4.8%	\$2,365	\$ 329,000	4.7%	\$2,611	\$ 362,000	5.0%	\$2,873
BUILDING & CONTENTS INSURANCE	59,000	0.9%	468	60,000	0.9%	476	62,000	0.9%	492
INCENTIVE MANAGEMENT FEE	0	0.0%	0	0	0.0%	0	0	0.0%	0
RENT: (4) BASE RENT	0	0.0%	0	0	0.0%	0	0	0.0%	0
PERCENTAGE RENT	0	0.0%	0	0	0.0%	0	0	0.0%	0
TOTAL	\$ 357,000	5.7%	\$ 2,833	\$ 389,000	5.6%	\$ 3,087	\$ 424,000	5.9%	\$ 3,365
INCOME BEFORE RESERVE	\$ 1,833,000	29.3%	\$ 14,548	\$ 2,401,000	34.4%	\$ 19,056	\$ 2,517,000	34.8%	\$ 19,976
RESERVE FOR REPLACEMENT	\$ 188,000	3.0%	\$ 1,492	\$ 279,000	4.0%	\$ 2,214	\$ 361,000	5.0%	\$ 2,865
INCOME BEFORE OTHER DEDUCTIONS (5)	\$ 1,645,000	26.3%	\$ 13,056	\$ 2,122,000	30.4%	\$ 16,841	\$ 2,156,000	29.8%	\$ 17,111

NOTES: (1) Each departmental expense ratio is based on the department's estimated revenue and does not add to the total departmental expense ratio.

(2) The basic management fee is normally classified as an administrative and general expense. (3) Franchise fees are normally classified as marketing expenses.

(4) Rent may be at base rate, percentage rate, or a base + percentage. (5) Income before other fixed charges such as interest, amortization, depreciation, and income taxes.

*Totals may not add due to rounding.

THIS STATEMENT SHOULD BE READ SUBJECT TO THE COMMENTS CONTAINED IN THE ATTACHED REPORT

European Crystal Hotel and Banquet Facility
Arlington Heights, Illinois
STATEMENT OF ESTIMATED ANNUAL OPERATING RESULTS
BASED ON 126 AVAILABLE ROOMS. GENERATED 06-NOV-08; REVISED 08-AUG-17 10:42 AM

YEAR #:	4.000			5.000			6.000		
PERIOD:	JAN-DEC 2021			JAN-DEC 2022			JAN-DEC 2023		
OCCUPANCY AND ADR:	74%	at	\$143.00	74%	at	\$148.00	74%	at	\$154.00
REVENUES:	AMOUNT	RATIO	AMOUNT\ROOM	AMOUNT	RATIO	AMOUNT\ROOM	AMOUNT	RATIO	AMOUNT\ROOM
ROOMS	\$ 4,867,000	65.4%	\$ 38,627	\$ 5,037,000	65.5%	\$ 39,976	\$ 5,241,000	65.8%	\$ 41,595
FOOD	1,845,000	24.8%	14,643	1,900,000	24.7%	15,079	1,957,000	24.6%	15,532
BEVERAGE	461,000	6.2%	3,659	475,000	6.2%	3,770	490,000	6.1%	3,889
TELEPHONE	16,000	0.2%	127	16,000	0.2%	127	17,000	0.2%	135
RENTALS & OTHER INCOME	96,000	1.3%	762	99,000	1.3%	786	101,000	1.3%	802
OTHER OPERATED DEPTS	153,000	2.1%	1,214	158,000	2.1%	1,254	162,000	2.0%	1,286
TOTAL REVENUE	\$ 7,438,000	100.0%	\$ 59,032	\$ 7,685,000	100.0%	\$ 60,992	\$ 7,968,000	100.0%	\$ 63,238
DEPARTMENTAL EXPENSES (1):									
ROOMS	\$ 1,149,000	23.6%	\$ 9,119	\$ 1,184,000	23.5%	\$ 9,397	\$ 1,219,000	23.3%	\$ 9,675
FOOD & BEVERAGE	1,614,000	70.0%	12,810	1,662,000	70.0%	13,190	1,712,000	70.0%	13,587
TELEPHONE	47,000	293.8%	373	49,000	306.3%	389	50,000	294.1%	397
OTHER OPERATED DEPTS	92,000	60.1%	730	95,000	60.1%	754	98,000	60.5%	778
TOTAL	\$ 2,902,000	39.0%	\$ 23,032	\$ 2,990,000	38.9%	\$ 23,730	\$ 3,079,000	38.6%	\$ 24,437
TOTAL OPERATED INCOME	\$ 4,536,000	61.0%	\$ 36,000	\$ 4,695,000	61.1%	\$ 37,262	\$ 4,889,000	61.4%	\$ 38,802
UNDISTRIBUTED EXPENSES:									
ADMINISTRATIVE & GENERAL	\$ 454,000	6.1%	\$ 3,603	\$ 467,000	6.1%	\$ 3,706	\$ 481,000	6.0%	\$ 3,817
MANAGEMENT FEE (2)	0	0.0%	0	0	0.0%	0	0	0.0%	0
MARKETING	454,000	6.1%	3,603	467,000	6.1%	3,706	481,000	6.0%	3,817
FRANCHISE FEES (3)	0	0.0%	0	0	0.0%	0	0	0.0%	0
PROPERTY OPERATION & MAINT.	312,000	4.2%	2,476	321,000	4.2%	2,548	331,000	4.2%	2,627
ENERGY	305,000	4.1%	2,421	314,000	4.1%	2,492	324,000	4.1%	2,571
TOTAL	\$ 1,525,000	20.5%	\$ 12,103	\$ 1,569,000	20.4%	\$ 12,452	\$ 1,617,000	20.3%	\$ 12,833
INCOME BEFORE FIXED CHARGES	\$ 3,011,000	40.5%	\$ 23,897	\$ 3,126,000	40.7%	\$ 24,810	\$ 3,272,000	41.1%	\$ 25,968
FIXED CHARGES:									
REAL ESTATE & PROPERTY TAXES	\$ 380,000	5.1%	\$3,016	\$ 393,000	5.1%	\$3,119	\$ 407,000	5.1%	\$3,230
BUILDING & CONTENTS INSURANCE	64,000	0.9%	508	66,000	0.9%	524	68,000	0.9%	540
INCENTIVE MANAGEMENT FEE	0	0.0%	0	0	0.0%	0	0	0.0%	0
RENT: (4) BASE RENT	0	0.0%	0	0	0.0%	0	0	0.0%	0
PERCENTAGE RENT	0	0.0%	0	0	0.0%	0	0	0.0%	0
TOTAL	\$ 444,000	6.0%	\$ 3,524	\$ 459,000	6.0%	\$ 3,643	\$ 475,000	6.0%	\$ 3,770
INCOME BEFORE RESERVE	\$ 2,567,000	34.5%	\$ 20,373	\$ 2,667,000	34.7%	\$ 21,167	\$ 2,797,000	35.1%	\$ 22,198
RESERVE FOR REPLACEMENT	\$ 372,000	5.0%	\$ 2,952	\$ 384,000	5.0%	\$ 3,048	\$ 398,000	5.0%	\$ 3,159
INCOME BEFORE OTHER DEDUCTIONS (5)	\$ 2,195,000	29.5%	\$ 17,421	\$ 2,283,000	29.7%	\$ 18,119	\$ 2,399,000	30.1%	\$ 19,040

NOTES: (1) Each departmental expense ratio is based on the department's estimated revenue and does not add to the total departmental expense ratio.

(2) The basic management fee is normally classified as an administrative and general expense. (3) Franchise fees are normally classified as marketing expenses.

(4) Rent may be at base rate, percentage rate, or a base + percentage. (5) Income before other fixed charges such as interest, amortization, depreciation, and income taxes.

*Totals may not add due to rounding.

THIS STATEMENT SHOULD BE READ SUBJECT TO THE COMMENTS CONTAINED IN THE ATTACHED REPORT

Table 19: DCF Valuation

VALUATION ANALYSIS									
FOR THE European Crystal Hotel and Banquet Facility IN Arlington Heights, Illinois									
GENERATED 06-NOV-08; REVISED 08-AUG-17 10:43 AM									
ASSUMPTIONS:		43. Renovation Costs:							
38. Discount Rate:	11.5%	40. Costs of Sale:	3.0%		Item	Quantity	Units	Unit Value	Total Value
	11.0%			(1)	-	systems	\$	-	\$ -
	10.5%	41. Avg Annual Inflation Rate:	3.5% / year, or	(2)	-	systems	\$	-	\$ -
39. Overall Rates:			0.28709% monthly	(3)	-	rooms	\$	-	\$ -
A. Current, Hi Value-	8.0%	42. CRITICAL DATES:		(4)	-	rooms	\$	-	\$ -
B. Current, Low Value-	8.5%	1st Forecast Year Open Date:	01-Jan-19	(5)	-	rooms	\$	-	\$ -
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	P.V.	P.V.	P.V.	Low Value		High Value	
Number	Year	Deductions	Factor	Present Value	Present Value	Factor	Present Value	Factor	Present 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	
3.000	2020	2,156,000	0.7214	1,555,336	0.7312	1,576,449	0.7412	1,597,945	
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.

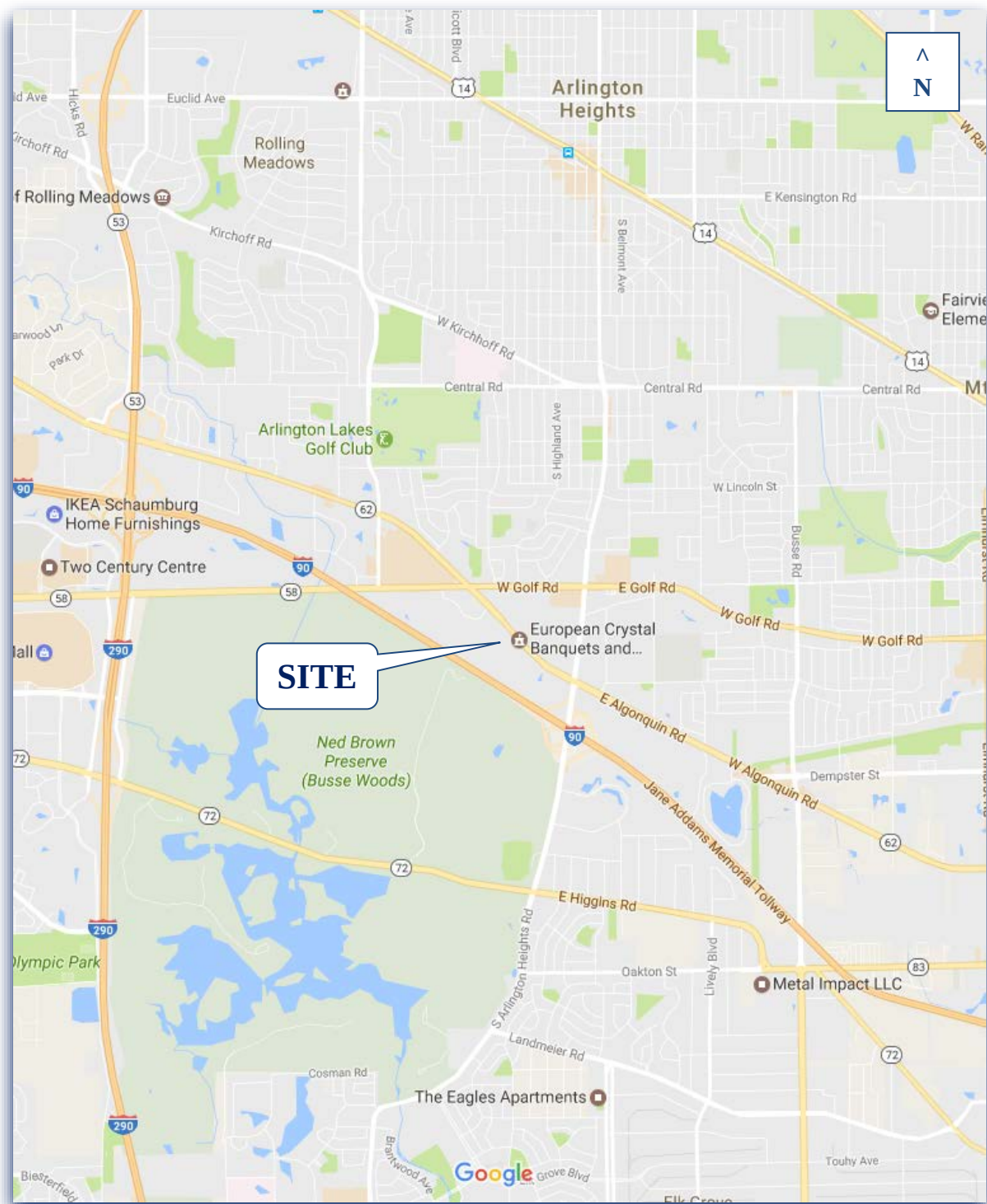
The purpose of this study was to examine existing traffic conditions, assess the impact that the proposed development would have on traffic conditions in the area and determine if any roadway and/or traffic control are necessary in order to accommodate Year 2023 projected traffic conditions as well as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

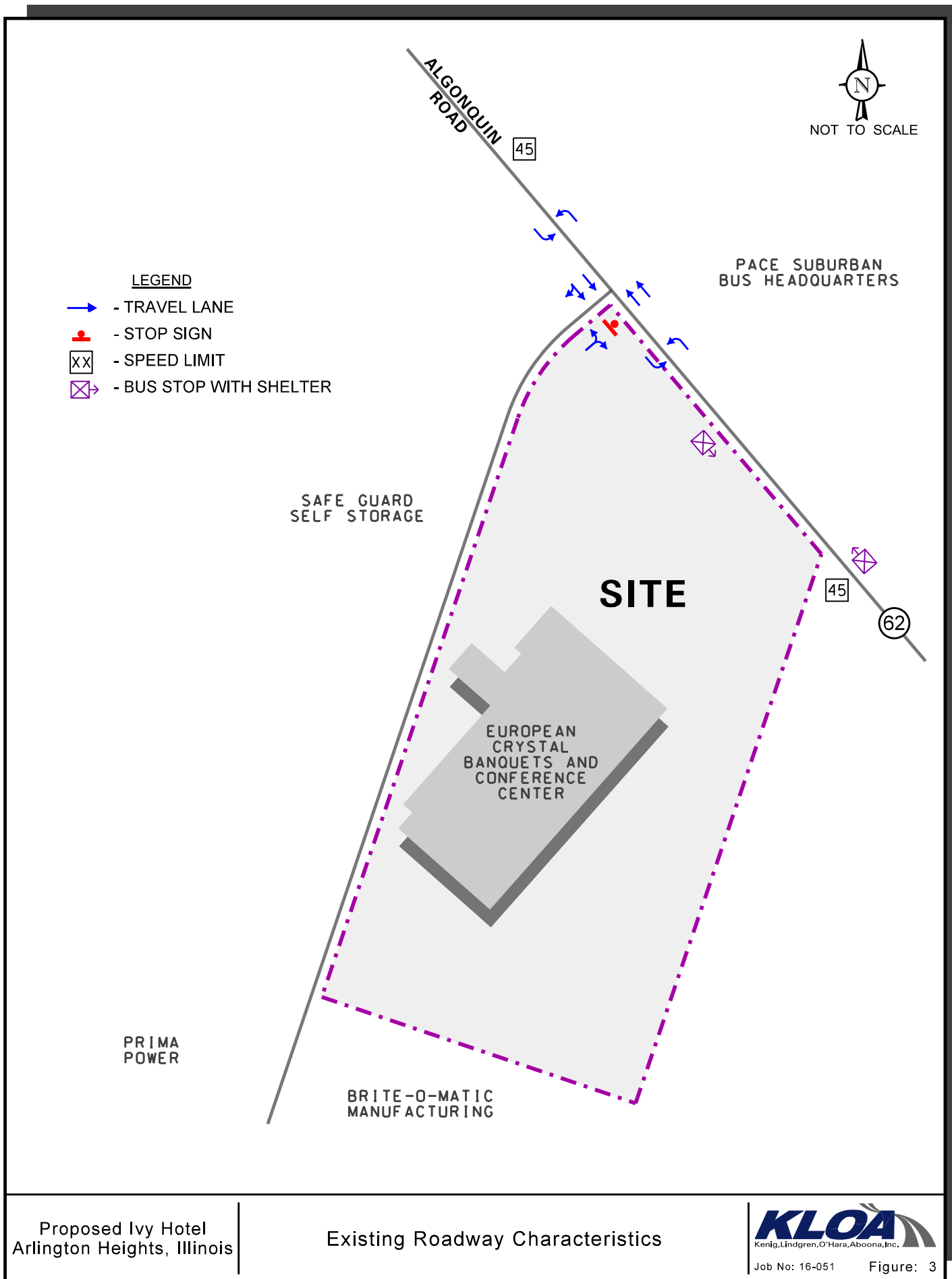
The site, which is currently occupied by the European Crystal Banquets and Conference Center, is located on the south side of Algonquin Road approximately 850 feet west of Meijer Road at 519 W. Algonquin Road. Land uses in the vicinity of the site are mixed commercial and industrial and include the Pace 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.



Existing Traffic Volumes

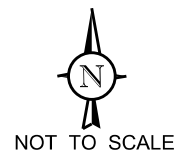
Manual turning movement vehicle traffic counts were conducted using Miovision Scout Collection Units on Thursday, March 16, 2017 during the weekday morning (7:00 to 9:00 A.M.) and the weekday evening (4:00 to 6:00 P.M.) peak periods and on Saturday, March 18, 2017 during the Saturday evening (5:30 to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

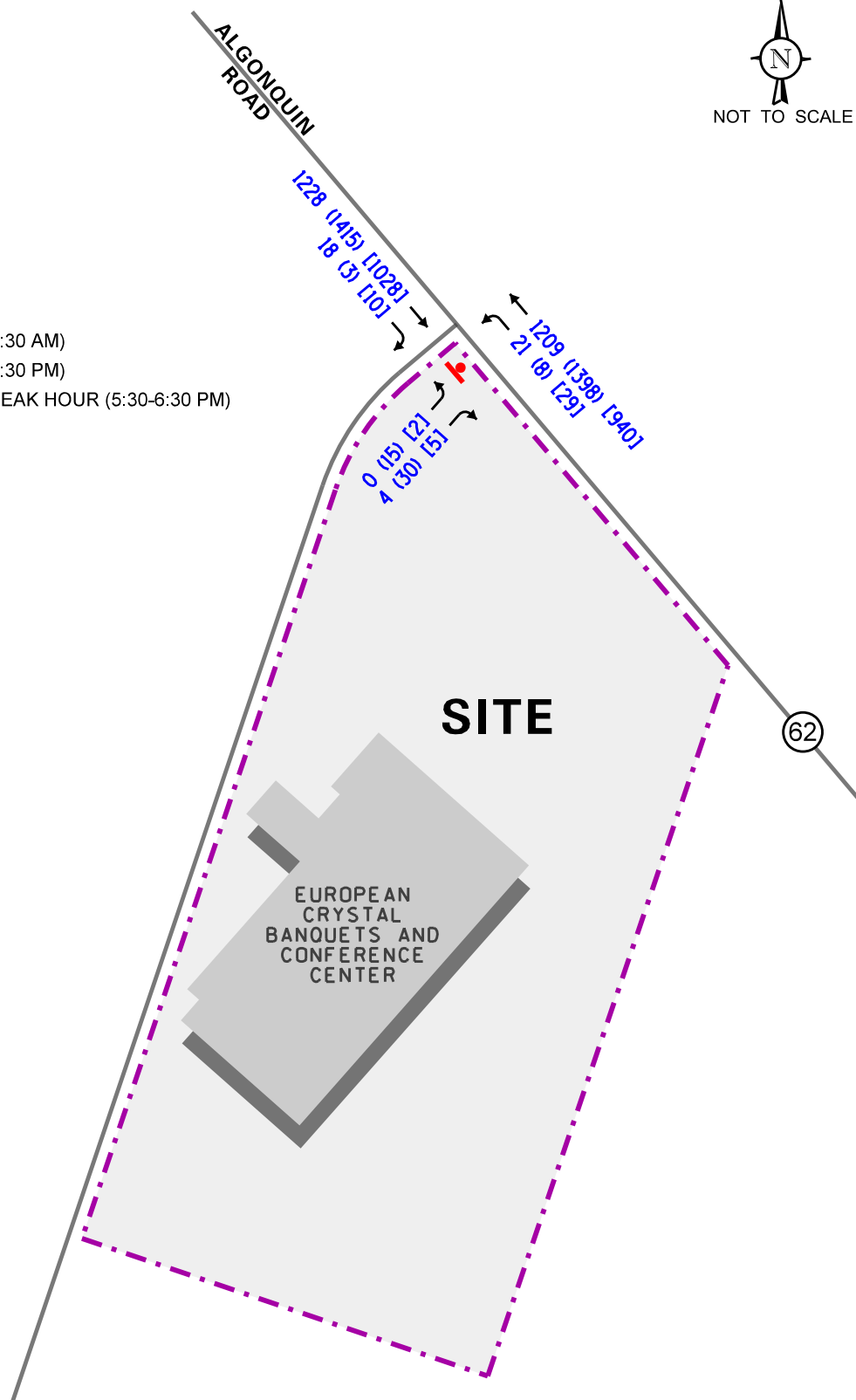
A gap study was also conducted on Thursday, March 16, 2017 during the weekday morning and weekday evening peak hours and on Saturday, March 18, 2017 during the Saturday evening peak hour along Algonquin Road in order to determine the availability of gaps or interruptions in the Algonquin Road traffic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

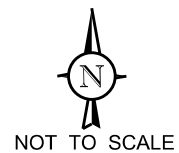
The proposed hotel will result in modified parking lot that will continue to provide 172 parking spaces. An additional 45 valet parking spaces can be provided increasing the total parking supply to 217 parking spaces. A site plan is included in the Appendix.

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

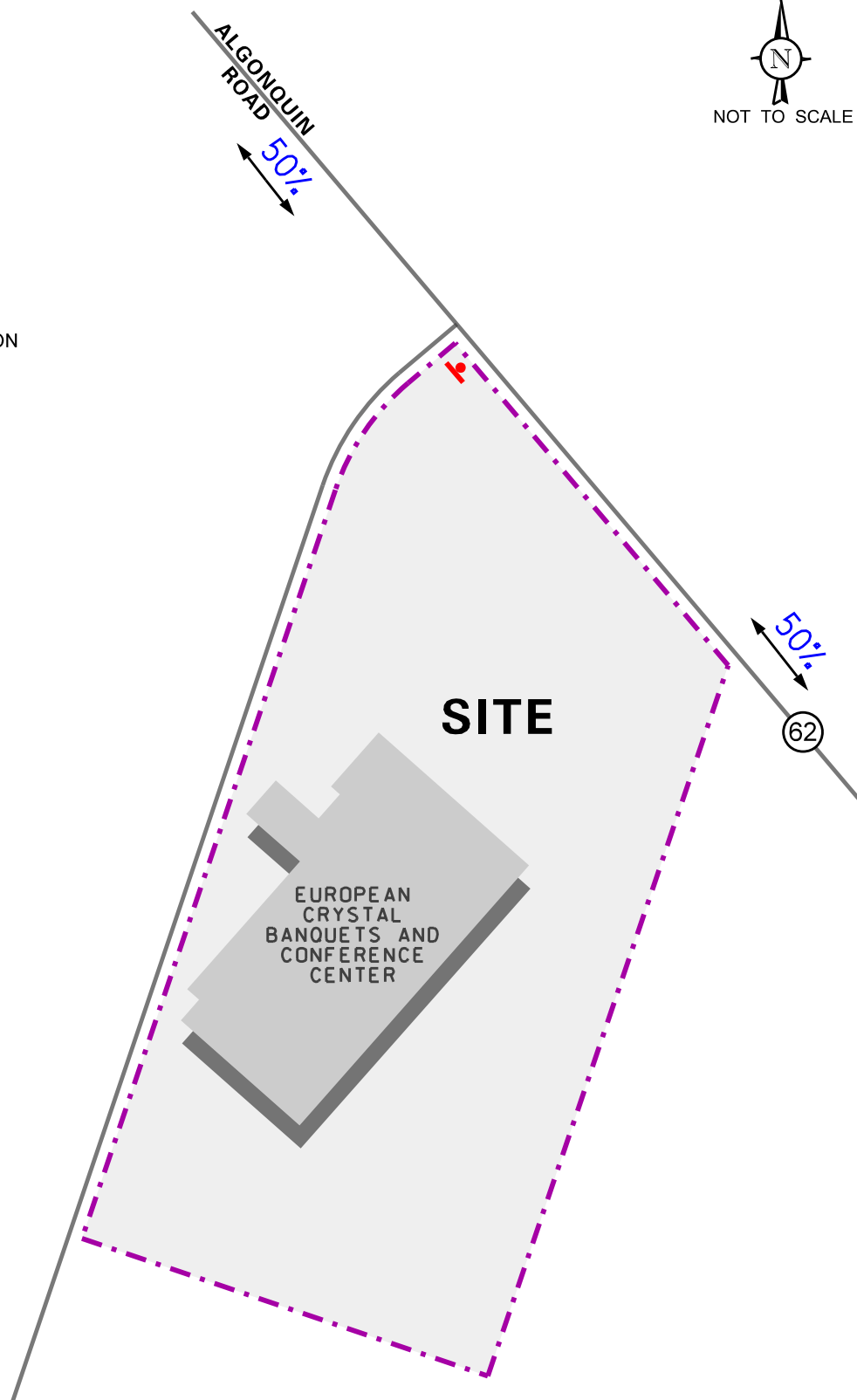


Table 2
PROJECTED SITE-GENERATED TRAFFIC VOLUMES

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

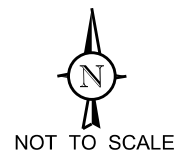
The development-generated traffic volumes (refer to Table 1) were assigned to the area roadways based on the directional distribution analysis (Figure 5) and are shown in **Figure 6**.

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.

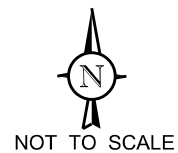
Total Projected Traffic Conditions

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**.

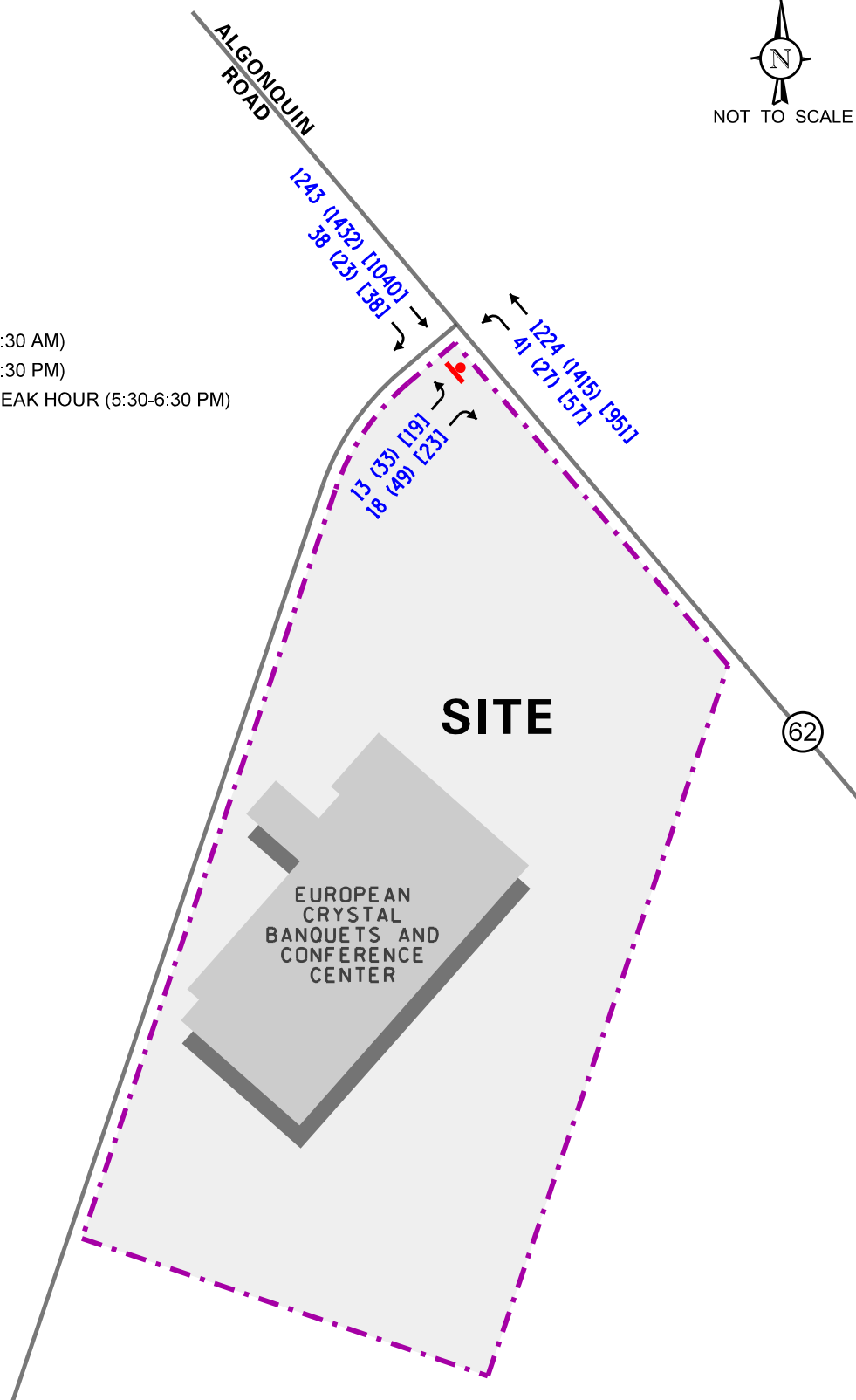


- LEGEND**
- 00** - AM PEAK HOUR (7:30-8:30 AM)
 - (00)** - PM PEAK HOUR (4:30-5:30 PM)
 - [00]** - SATURDAY EVENING PEAK HOUR (5:30-6:30 PM)





- 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
Kenig, Lindgren, O'Hara, Aboona, Inc.
Job No: 16-051 Figure: 7

5. Traffic Analysis and Recommendations

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

Traffic Analyses

Roadway and adjacent or nearby intersection analyses were performed for the weekday morning, weekday evening and Saturday evening peak hours for the existing (Year 2017) and future projected (Year 2023) traffic volumes.

The traffic analyses were performed using the methodologies outlined in the Transportation Research Board's *Highway Capacity Manual (HCM)*, 2010 and the capacity analyses were analyzed using the HCS 7 computer software.

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

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

Summaries of the traffic analysis results showing the level of service and overall intersection delay (measured in seconds) for the study area intersection under existing and Year 2023 total projected conditions and the results are presented in **Table 3**. A discussion of the intersection follows. Summary sheets for the capacity analyses are included in the Appendix.

Table 3
CAPACITY ANALYSIS RESULTS
ALGONQUIN ROAD WITH NORTH-SOUTH ACCESS ROADWAY

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour		Saturday Evening Peak Hour	
	LOS	Delay	LOS	Delay	LOS	Delay
Year 2017 Existing Conditions						
• Northbound Approach	C	17.2	D	26.1	C	15.0
• Westbound Left-Turns	B	12.7	B	13.2	B	10.6
Year 2023 Projected Conditions						
• Northbound Approach	C	24.7	E	38.4	C	19.2
• Westbound Left-Turns	B	13.4	B	13.9	B	11.1
LOS = Level of Service Delay is measured in seconds						

Discussion and Recommendations

The results of the capacity analyses indicate that at the intersection of Algonquin Road with the north-south access roadway the northbound approach (exiting movements) currently operates at level of service (LOS) C during the weekday morning and Saturday evening peak hours and at LOS D during the weekday evening peak hour.

Under Year 2023 projected traffic conditions, the northbound approach is projected to continue operating at LOS C during the weekday morning and Saturday evening peak hours with increases in delay of approximately seven and four seconds, respectively. During the weekday evening peak hour, the northbound approach is projected to operate at LOS E with increases in delay of approximately twelve seconds.

This level of service is expected for a minor access roadway that has a unsignalized intersection with a major roadway such as Algonquin Road. Furthermore, these analyses do not take into consideration the proximity of the signalized intersections of Algonquin Road with Marriott Entrance (approximately 1,500 feet to the east) and Algonquin Road with Meijer Drive (approximately 850 feet to the west) which create gaps in the Algonquin Road traffic stream. As shown in the following section, adequate gaps exist in the Algonquin Road traffic stream to accommodate the expansion generated traffic.

Westbound left-turn movements from Algonquin Road onto the access roadway are projected to continue operating at LOS B during all three peak hours with 95th percentile queues of one to two vehicles.

As such, the proposed expansion traffic will have a limited impact on the operations of the intersection of Algonquin Road with the north-south Access Roadway and the expansion generated traffic will not have a significant impact on the industrial developments that also utilize the access roadway. Furthermore, the existing two-way left-turn lane along Algonquin Road will continue to be adequate in accommodating left-turns onto the access roadway.

Gap Study Results

Table 4 shows the total number of potential movements compared to the number of required gaps that are needed to accommodate the projected traffic turning onto and from the north-south access roadway. As shown in Table 4, there are more than sufficient gaps in the Algonquin Road traffic stream to accommodate the westbound left-turns onto the north-south access roadway and northbound right-turns and northbound left-turns from the proposed access roadway onto Algonquin Road for the weekday morning, weekday evening and Saturday evening peak hours of adjacent roadway traffic. These results indicate that these movements will be completed with minimal delays and impact on Algonquin Road traffic.

Table 4
REQUIRED GAPS – ALGONQUIN ROAD

Time Periods	Weekday Morning Peak Hour		Weekday Evening Peak Hour		Saturday Evening Peak Hour	
	Potential Movements	Required Gaps	Potential Movements	Required Gaps	Potential Movements	Required Gaps
Westbound Left-Turns	709	20	511	19	733	28
Northbound Right-Turns	358	14	195	19	355	18
Northbound Left-Turns	86	13	54	18	128	17

6. Parking Evaluation

In order to determine the adequacy of the existing parking supply, the following tasks were undertaken:

- Parking occupancy surveys were conducted by KLOA, Inc. at the European Crystal Banquets facility during two events held in March 2017.
- Projected parking demand was generated for the proposed 126-room Ivy Boutique Hotel.
- Adequacy of proposed parking supply was evaluated to accommodate the projected parking demand of the existing and proposed uses on-site.

Existing Parking Occupancy of European Crystal Banquets

The existing banquet facility has a maximum occupancy of 377 people in the Grand Ballroom and is served by a surface parking lot with 172 parking spaces. The facility is in use primarily on Fridays through Sundays.

To determine the parking occupancy during an event, KLOA, Inc. conducted parking occupancy surveys at the European Crystal Banquets facility on Saturday, March 18th, 2017 and on Saturday, March 25th, 2017 during two Saturday evening events. On March 18th the total event attendance was 375 guests and the event started at 6:00 P.M. On March 25th the total event attendance was 390 guests and the event started at 6:00 P.M. The counts were conducted every hour from 6:00 P.M. to 9:00 P.M. In performing the parking occupancy surveys, any vehicle found parked in an adjacent off-site parking lot was included in the total parking demand to accurately assess the existing parking demand of the 172 surveyed parking spaces at the subject property. The results of the parking occupancy surveys are summarized in **Table 5** indicate the following:

- Peak occupancy on Saturday, March 18 was 78 vehicles (45 percent) occurring at 8:00 P.M. resulting in a surplus of 94 parking spaces.
- Peak occupancy on Saturday, March 25 was 73 vehicles (42 percent) occurring at 7:00 P.M. and 8:00 P.M. resulting in a surplus of 99 parking spaces.

It should be noted that parking occupancy survey were previously conducted on Saturday, February 20, 2016 during two events that had a combined attendance of 350 guests and on Friday through Sunday, April 22 to 24, 2016 during events that had occupancies of 370, 340, and 300 guests, respectively. The surveys were conducted between 6:00 P.M. and 9:00 P.M. and showed a peak occupancy of ranged between 109 to 72 spaces, which is 62 to 41 percent of the available spaces, further confirming that the parking supply is more than adequate in accommodating the peak parking demand of the banquet facility. As can be seen from Table 5 and the previously conducted parking occupancy surveys, the hourly parking demand during events is similar with nearly identical peak parking demand during events. The results of the previously conducted parking occupancy surveys are included in the Appendix.

Table 5
PARKING OCCUPANCY – MARCH 2017

Time	Saturday, March 18 th			Saturday March 25 th		
	Parking Occupancy	Percent Occupied	Surplus Spaces	Parking Occupancy	Percent Occupied	Surplus Spaces
6:00 P.M.	45	26%	127	46	27%	126
7:00 P.M.	76	44%	96	73	42%	99
8:00 P.M.	78	45%	94	73	42%	99
9:00 P.M.	70	41%	102	71	41%	101
Inventory	172 Spaces					

Vehicle Occupancy

The number of guests per vehicle were also surveyed during the two events on Saturday, March, 18th, 2017 and Saturday, March 25th, 2017. The results of the vehicle occupancy surveys for each day are summarized in **Table 6**. As can be seen from Table 6 there was an average of two guests per vehicles on March 18th and on March 25th. It should be noted that on March 18th it was observed that six guests were dropped off via a Marriott Shuttle Bus and ten guests were dropped off via a limousine. These guests were not included in the average guests per vehicle calculation.

Table 6
VEHICLE OCCUPANCY

Number of Guests Per Vehicle	1 Guest	2 Guests	3 Guests	4 Guests	5 Guests	6 Guests	Total
Saturday March 18th							
Total Vehicles	20	21	8	3	1	0	53
Total Guests	20	42	24	12	5	0	103
Average Number of Guests Per Vehicle							1.94
Saturday March 25th							
Total Vehicles	22	28	12	11	1	3	77
Total Guests	22	56	36	44	5	18	181
Average Number of Guests Per Vehicle							2.35

Proposed Ivy Hotel Projected Parking Demand

As indicated earlier, the proposed Ivy hotel will be a boutique hotel that will contain 126 rooms. The parking lot will be modified but will continue to provide a total of 172 parking spaces and an additional 45 valet parking spaces will be provided, if required, for a total of 217 spaces. Based on the Village of Arlington Heights zoning code, the proposed hotel will require parking at a ratio of one space per room or 126 spaces and the banquet facility requires parking spaces equal to 30 percent of the capacity. With a capacity of 377 persons, the banquet facility is required to provide 113 parking spaces for a total parking demand of 239 parking spaces. While the required parking exceeds the 172 parking spaces provided. It is expected that this parking demand will be accommodated by the provided parking on weekdays for the following reasons:

- European Crystal Banquet is not in use on weekdays (Monday through Thursday) when the hotel occupancy is highest. Therefore, the only parking will be generated by the proposed Hotel.
- A shuttle will be provided between the hotel and the airport to facilitate use by business travelers and, as such, reduce the parking demand.
- It is anticipated that 20 to 30 rooms will be booked by airlines for use by pilots and flight attendants who will not drive and instead will use the airport's shuttle service.
- Historically, the average occupancy of similar hotels in the same market is between 60 and 70 percent, further reducing the parking requirements.

On weekends, it is anticipated that the hotel will provide synergy with the banquet facility as follows:

- Some of the attendees of events at the facility will likely stay at the hotel, resulting in sharing of the parking spaces.
- Airlines will continue to use 20 to 30 rooms on weekends, which creates no parking demand.
- The peak parking demand for the hotel on weekends will therefore be 63 spaces, assuming 70 percent hotel occupancy and the use of 25 rooms by pilots and flight attendants.

Parking Evaluation

Given the banquet facility is not open during weekdays, the proposed parking supply will be more than adequate in accommodating the peak hotel demand. For weekends and based on the parking occupancy surveys conducted in 2016 and 2017, there were a minimum of 66 to 94 parking spaces available. With the provision of valet parking, the surplus will increase to 111 to 139 parking spaces. This surplus in parking can easily accommodate the projected parking demand of 63 parking spaces, assuming 70 percent occupancy, that may be generated by hotel guests on weekends that are not airline employees, have not taken the airport shuttle, or are not attending a function at the banquet facility.

Additionally, it should be noted that parking occupancy surveys were conducted at the existing Courtyard Marriott hotel in Arlington Heights on April 14 to 16, 2016. This hotel has 147 rooms, provides 1,248 square-feet of meeting space with a capacity of 80 patrons and a parking lot with approximately 151 parking spaces. The results of the surveys indicated a peak parking occupancy of 42 spaces (28 percent) on a weekday and 54 spaces (36 percent occupied) on a Saturday. This parking occupancy is less than the observed parking surplus at the subject site in 2016 and 2017 of 111 and 139 parking spaces, respectively. While the room occupancy of the Courtyard Marriott hotel is unknown at the time the parking occupancy surveys were conducted, the results indicate that the peak parking ratio is approximately 0.36 spaces per room.

Furthermore, located approximately one-quarter of a mile to the south is the DoubleTree – Arlington. This hotel has 240 rooms and provides approximately 7,620 square-feet of meeting space with a maximum occupancy for 508 guests, and the Birch River Grill which can accommodate approximately 100 patrons and a total of 304 parking spaces. Therefore, this facility operates with an approximately 28 percent less parking than required based on Village of Arlington Heights Code. As such the proposed parking supply of 172 parking spaces for the European Crystal Banquets and proposed Ivy Hotel (28 percent less than required) is consistent with a parking deficit previously approved by the Village. Including the additional 45 parking spaces provided with valet parking will increase the parking to 217 spaces (nine percent less than required).

7. Conclusion

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

- The traffic projected to be generated by the proposed hotel will not have a significant impact on the operations of the access drive serving the site and as such no roadway or traffic control improvements will be required.
- The existing access system serving the subject site will continue to be adequate in accommodating the traffic projected to be generated by the proposed development.
- Adequate gaps exist in the Algonquin Road traffic stream to accommodate turning movements to/from Algonquin Road and the north-south access roadway.
- The proposed parking supply will be adequate in accommodating the existing and projected parking demand based on the following:
 - The two facilities have different peak parking characteristics with the hotel peaking on weekdays (Monday through Thursday) and the banquet facility peaking on weekends.
 - The proposed hotel will be a boutique hotel primarily catering to business travelers on weekdays.
 - Shuttle bus service will be offered to and from Chicago-O'Hare Airport which will reduce the parking demand.
 - Approximately 20 to 30 rooms will be allocated for airline personnel who will use the shuttle bus service and as such will not drive to the hotel.
 - Hotel occupancy on weekends is typically low in the northwest suburbs with occupants being primarily airline employees and attendees of events at the banquet facility.
 - Parking occupancy surveys conducted at the banquet facility during peak events indicated a parking occupancy of approximately 60 percent leaving ample parking for use by the hotel.
 - In the unlikely event that additional parking is needed, valet service can be provided during peak events at the banquet facility, accommodating 45 additional vehicles.

Appendix

- Traffic Count Summary Sheets
 - Site Plan
- CMAP 2040 Projections Letter
 - Level of Service Criteria
- Capacity Analysis Summary Sheets
- Parking Occupancy Surveys - 2016

Traffic Count Summary Sheets



Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400
Rosemont, Illinois, United States 60018
(847)518-9990

Count Name: Algonquin Road with Access Drive
Site Code:
Start Date: 03/16/2017
Page No: 1

Turning Movement Data

Start Time	Access Drive Eastbound					Algonquin Road Northbound					Algonquin Road Southbound					Int. Total
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	
7:00 AM	0	0	0	0	0	0	2	196	0	198	0	246	2	0	248	446
7:15 AM	0	0	1	1	1	0	3	203	0	206	0	301	4	0	305	512
7:30 AM	0	0	1	1	1	1	2	289	0	292	0	326	3	0	329	622
7:45 AM	0	0	0	0	0	0	6	320	0	326	0	346	3	0	349	675
Hourly Total	0	0	2	2	2	1	13	1008	0	1022	0	1219	12	0	1231	2255
8:00 AM	0	0	2	1	2	0	7	300	0	307	0	273	9	0	282	591
8:15 AM	0	0	1	0	1	0	6	300	0	306	0	283	3	0	286	593
8:30 AM	0	0	1	0	1	0	11	297	0	308	0	273	8	0	281	590
8:45 AM	0	3	1	0	4	0	9	296	0	305	0	255	14	0	269	578
Hourly Total	0	3	5	1	8	0	33	1193	0	1226	0	1084	34	0	1118	2352
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	7	4	0	11	0	3	370	0	373	0	302	1	0	303	687
4:15 PM	0	3	8	1	11	0	3	334	0	337	0	339	3	0	342	690
4:30 PM	0	4	7	1	11	0	3	338	0	341	0	352	2	0	354	706
4:45 PM	0	2	7	1	9	1	1	364	0	366	0	301	0	0	301	676
Hourly Total	0	16	26	3	42	1	10	1406	0	1417	0	1294	6	0	1300	2759
5:00 PM	0	6	11	2	17	1	0	342	0	343	0	400	1	0	401	761
5:15 PM	0	3	5	2	8	0	4	354	0	358	0	362	0	0	362	728
5:30 PM	0	4	7	0	11	0	1	318	0	319	0	359	3	0	362	692
5:45 PM	0	2	5	1	7	0	0	315	0	315	0	306	4	0	310	632
Hourly Total	0	15	28	5	43	1	5	1329	0	1335	0	1427	8	0	1435	2813
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:30 PM	0	0	1	1	1	0	4	225	0	229	0	263	1	0	264	494
5:45 PM	0	1	0	0	1	0	4	248	0	252	0	248	3	0	251	504
Hourly Total	0	1	1	1	2	0	8	473	0	481	0	511	4	0	515	998
6:00 PM	0	1	1	3	2	0	9	235	0	244	0	261	3	0	264	510
6:15 PM	0	0	3	0	3	0	12	232	0	244	0	256	3	0	259	506
6:30 PM	0	1	0	0	1	0	6	202	0	208	0	264	0	0	264	473
6:45 PM	0	0	2	1	2	0	3	207	0	210	0	190	1	0	191	403
Hourly Total	0	2	6	4	8	0	30	876	0	906	0	971	7	0	978	1892
7:00 PM	0	2	1	0	3	0	0	199	0	199	0	214	1	0	215	417
7:15 PM	0	0	0	0	0	0	2	207	0	209	0	211	1	0	212	421
Grand Total	0	39	69	16	108	3	101	6691	0	6795	0	6931	73	0	7004	13907
Approach %	0.0	36.1	63.9	-	-	0.0	1.5	98.5	-	-	0.0	99.0	1.0	-	-	-
Total %	0.0	0.3	0.5	-	0.8	0.0	0.7	48.1	-	48.9	0.0	49.8	0.5	-	50.4	-
Lights	0	37	63	-	100	3	95	6539	-	6637	0	6761	69	-	6830	13567
% Lights	-	94.9	91.3	-	92.6	100.0	94.1	97.7	-	97.7	-	97.5	94.5	-	97.5	97.6
Buses	0	0	0	-	0	0	1	48	-	49	0	56	0	-	56	105

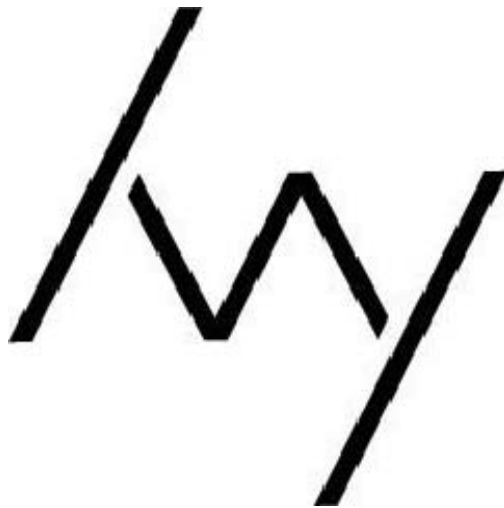
[illegible]

Start Time	Access Drive Eastbound					Algonquin Road Northbound					Algonquin Road Southbound					Int. Total
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	
7:30 AM	0	0	1	1	1	1	2	289	0	292	0	326	3	0	329	622
7:45 AM	0	0	0	0	0	0	6	320	0	326	0	346	3	0	349	675
8:00 AM	0	0	2	1	2	0	7	300	0	307	0	273	9	0	282	591
8:15 AM	0	0	1	0	1	0	6	300	0	306	0	283	3	0	286	593
Total	0	0	4	2	4	1	21	1209	0	1231	0	1228	18	0	1246	2481
Approach %	0.0	0.0	100.0	-	-	0.1	1.7	98.2	-	-	0.0	98.6	1.4	-	-	-
Total %	0.0	0.0	0.2	-	0.2	0.0	0.8	48.7	-	49.6	0.0	49.5	0.7	-	50.2	-
PHF	0.000	0.000	0.500	-	0.500	0.250	0.750	0.945	-	0.944	0.000	0.887	0.500	-	0.893	0.919
Lights	0	0	2	-	2	1	20	1159	-	1180	0	1189	17	-	1206	2388
% Lights	-	-	50.0	-	50.0	100.0	95.2	95.9	-	95.9	-	96.8	94.4	-	96.8	96.3
Buses	0	0	0	-	0	0	0	12	-	12	0	9	0	-	9	21
% Buses	-	-	0.0	-	0.0	0.0	0.0	1.0	-	1.0	-	0.7	0.0	-	0.7	0.8
Single-Unit Trucks	0	0	2	-	2	0	1	27	-	28	0	24	1	-	25	55
% Single-Unit Trucks	-	-	50.0	-	50.0	0.0	4.8	2.2	-	2.3	-	2.0	5.6	-	2.0	2.2
Articulated Trucks	0	0	0	-	0	0	0	11	-	11	0	6	0	-	6	17
% Articulated Trucks	-	-	0.0	-	0.0	0.0	0.0	0.9	-	0.9	-	0.5	0.0	-	0.5	0.7
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	-	0.0	-	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	2	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-

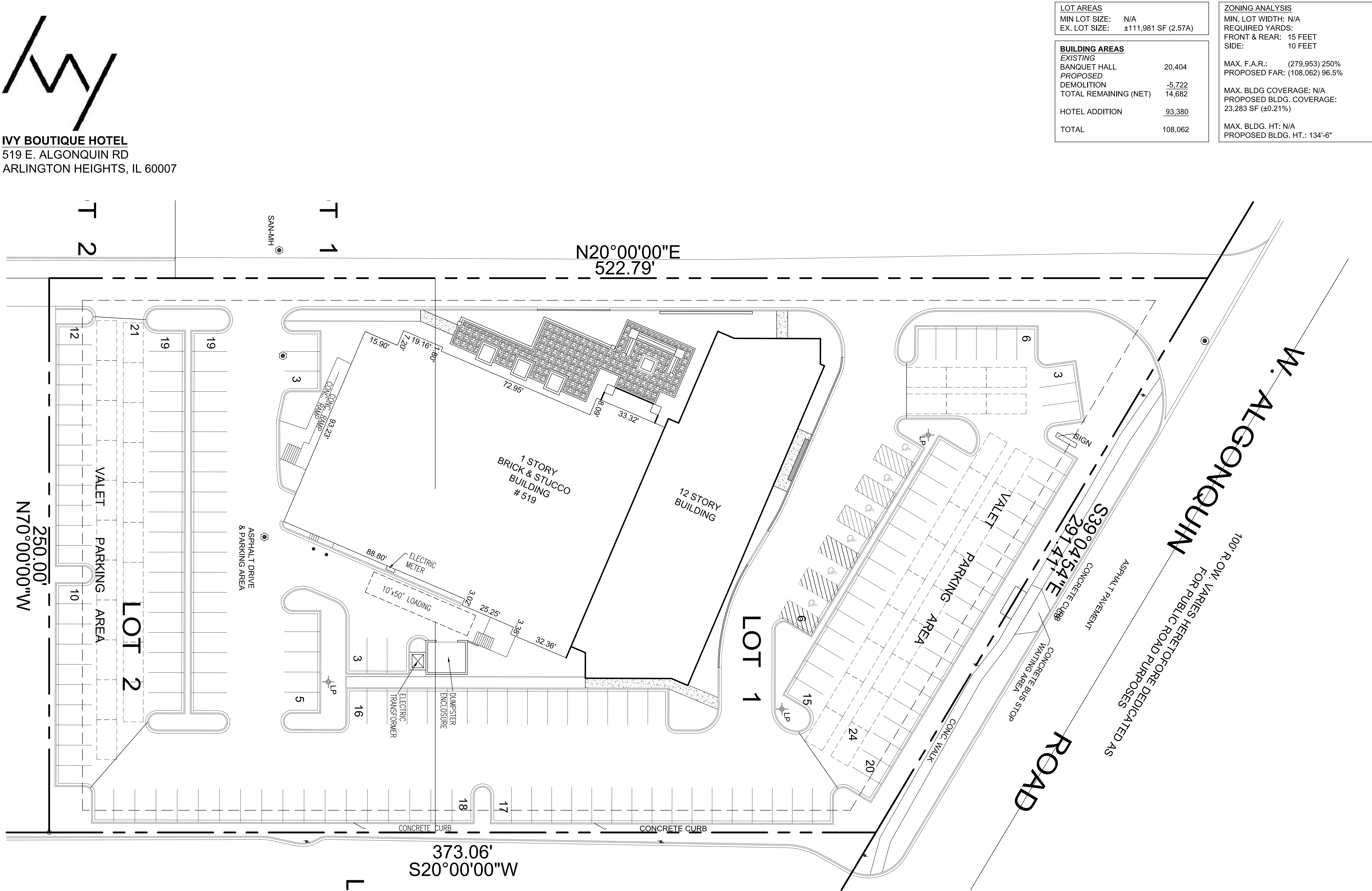
Start Time	Access Drive Eastbound					Algonquin Road Northbound					Algonquin Road Southbound					Int. Total
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	
4:30 PM	0	4	7	1	11	0	3	338	0	341	0	352	2	0	354	706
4:45 PM	0	2	7	1	9	1	1	364	0	366	0	301	0	0	301	676
5:00 PM	0	6	11	2	17	1	0	342	0	343	0	400	1	0	401	761
5:15 PM	0	3	5	2	8	0	4	354	0	358	0	362	0	0	362	728
Total	0	15	30	6	45	2	8	1398	0	1408	0	1415	3	0	1418	2871
Approach %	0.0	33.3	66.7	-	-	0.1	0.6	99.3	-	-	0.0	99.8	0.2	-	-	-
Total %	0.0	0.5	1.0	-	1.6	0.1	0.3	48.7	-	49.0	0.0	49.3	0.1	-	49.4	-
PHF	0.000	0.625	0.682	-	0.662	0.500	0.500	0.960	-	0.962	0.000	0.884	0.375	-	0.884	0.943
Lights	0	15	29	-	44	2	8	1376	-	1386	0	1388	2	-	1390	2820
% Lights	-	100.0	96.7	-	97.8	100.0	100.0	98.4	-	98.4	-	98.1	66.7	-	98.0	98.2
Buses	0	0	0	-	0	0	0	5	-	5	0	10	0	-	10	15
% Buses	-	0.0	0.0	-	0.0	0.0	0.0	0.4	-	0.4	-	0.7	0.0	-	0.7	0.5
Single-Unit Trucks	0	0	0	-	0	0	0	9	-	9	0	7	0	-	7	16
% Single-Unit Trucks	-	0.0	0.0	-	0.0	0.0	0.0	0.6	-	0.6	-	0.5	0.0	-	0.5	0.6
Articulated Trucks	0	0	1	-	1	0	0	8	-	8	0	10	1	-	11	20
% Articulated Trucks	-	0.0	3.3	-	2.2	0.0	0.0	0.6	-	0.6	-	0.7	33.3	-	0.8	0.7
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	6	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-

[illegible]

Site Plan



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



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

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

ZONING ANALYSIS	
MIN. LOT WIDTH:	N/A
REQUIRED YARDS:	
FRONT & REAR:	15 FEET
SIDE:	10 FEET
MAX. F.A.R.:	(279,953) 250%
PROPOSED FAR:	(108,062) 96.5%
MAX. BLDG COVERAGE:	N/A
PROPOSED BLDG. COVERAGE:	23,283 SF (±0.21%)
MAX. BLDG. HT:	N/A
PROPOSED BLDG. HT.:	134'-6"

REQUIRED PARKING	
BANQUET (30% OF OCCUPANCY)	5,654 / 15 = 377 OCCUPANTS
377 * 0.30 = 113 CARS	
HOTEL (1 PER LODGING AR)	126 CARS
PROPOSED HOTEL ROOMS	126
TOTAL REQUIRED (INCL HC)	239
TOTAL HC REQUIRED	7
EXISTING PARKING (INCL. 6 HC STALLS)	175
PROPOSED TOTAL PARKING	217
172 (INCL. 6 HC STALLS)	
45 (VALET STALLS)	
12TH FLOOR LOUNGE, 1ST FLOOR SPA AND COFFEE AREA WILL ONLY BE ACCESSIBLE BY HOTEL GUESTS VIA KEYCARD	

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.

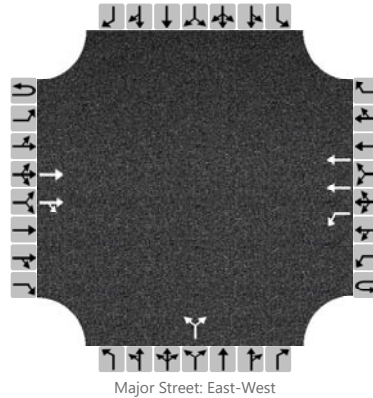
Capacity Analysis Summary Sheets

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

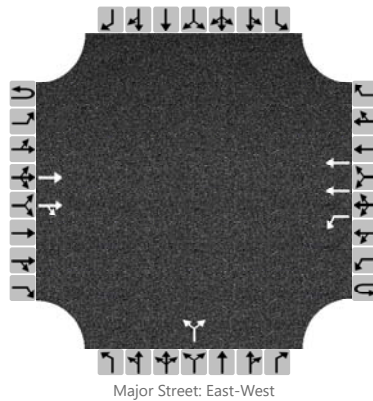
General Information

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

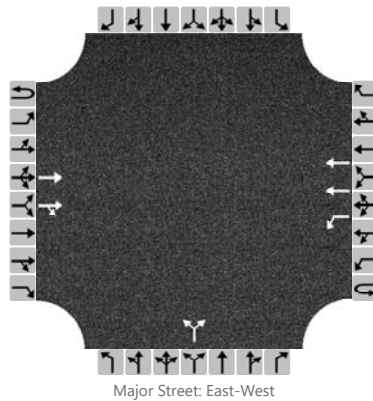
General Information

Analyst	BSM
Agency/Co.	KLOA, Inc.
Date Performed	4/26/2017
Analysis Year	2017
Time Analyzed	Sat Peak Hour
Intersection Orientation	East-West
Project Description	16-051

Site Information

Intersection	Algonquin Road with Acces
Jurisdiction	IDOT
East/West Street	Algonquin Road
North/South Street	Access Drive
Peak Hour Factor	0.99
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	1	2	0		0	0	0		0	0	0
Configuration			T	TR		L	T				LR					
Volume, V (veh/h)			1028	10		29	940			2		5				
Percent Heavy Vehicles (%)						0				0		0				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						29					7					
Capacity, c (veh/h)						672					366					
v/c Ratio						0.04					0.02					
95% Queue Length, Q ₉₅ (veh)						0.1					0.1					
Control Delay (s/veh)						10.6					15.0					
Level of Service, LOS						B					C					
Approach Delay (s/veh)					0.3				15.0							
Approach LOS									C							

HCS7 Two-Way Stop-Control Report

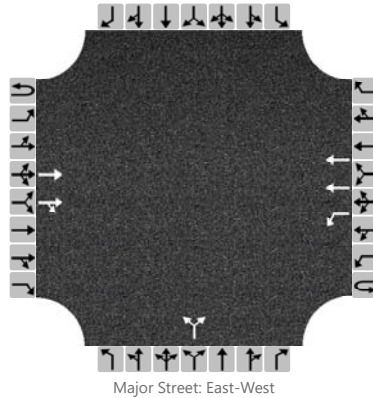
General Information

Analyst	BSM
Agency/Co.	KLOA, Inc.
Date Performed	4/26/2017
Analysis Year	2023
Time Analyzed	AM Peak Hour
Intersection Orientation	East-West
Project Description	16-051

Site Information

Intersection	Algonquin Road with Acces
Jurisdiction	IDOT
East/West Street	Algonquin Road
North/South Street	Access Drive
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	1	2	0		0	0	0		0	0	0
Configuration			T	TR		L	T				LR					
Volume, V (veh/h)			1243	38		41	1224			13		18				
Percent Heavy Vehicles (%)						5				0		13				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						45					34					
Capacity, c (veh/h)						472					217					
v/c Ratio						0.10					0.16					
95% Queue Length, Q ₉₅ (veh)						0.3					0.5					
Control Delay (s/veh)						13.4					24.7					
Level of Service, LOS						B					C					
Approach Delay (s/veh)					0.4				24.7							
Approach LOS									C							

HCS7 Two-Way Stop-Control Report

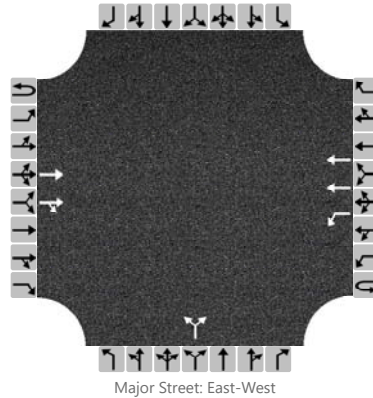
General Information

Analyst	BSM
Agency/Co.	KLOA, Inc.
Date Performed	4/26/2017
Analysis Year	2023
Time Analyzed	PM Peak Hour
Intersection Orientation	East-West
Project Description	16-051

Site Information

Intersection	Algonquin Road with Acces
Jurisdiction	IDOT
East/West Street	Algonquin Road
North/South Street	Access Drive
Peak Hour Factor	0.94
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	1	2	0		0	0	0		0	0	0
Configuration			T	TR		L	T				LR					
Volume, V (veh/h)			1432	23		27	1415			33		49				
Percent Heavy Vehicles (%)						0				0		3				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						29					87					
Capacity, c (veh/h)						435					192					
v/c Ratio						0.07					0.45					
95% Queue Length, Q ₉₅ (veh)						0.2					2.1					
Control Delay (s/veh)						13.9					38.4					
Level of Service, LOS						B					E					
Approach Delay (s/veh)					0.3				38.4							
Approach LOS									E							

HCS7 Two-Way Stop-Control Report

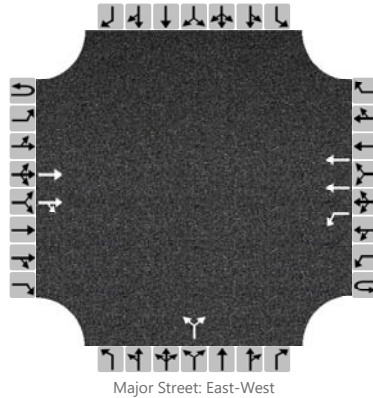
General Information

Analyst	BSM
Agency/Co.	KLOA, Inc.
Date Performed	4/26/2017
Analysis Year	2023
Time Analyzed	Sat Peak Hour
Intersection Orientation	East-West
Project Description	16-051

Site Information

Intersection	Algonquin Road with Acces
Jurisdiction	IDOT
East/West Street	Algonquin Road
North/South Street	Access Drive
Peak Hour Factor	0.99
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	1	2	0		0	0	0		0	0	0
Configuration			T	TR		L	T				LR					
Volume, V (veh/h)			1040	38		57	951			19		23				
Percent Heavy Vehicles (%)						0				0		0				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized	No				No				No				No			
Median Type/Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						58					42					
Capacity, c (veh/h)						648					296					
v/c Ratio						0.09					0.14					
95% Queue Length, Q ₉₅ (veh)						0.3					0.5					
Control Delay (s/veh)						11.1					19.2					
Level of Service, LOS						B					C					
Approach Delay (s/veh)					0.6				19.2							
Approach LOS									C							

Parking Occupancy Surveys - 2016

Table A
PARKING OCCUPANCY SURVEYS – FEBRUARY 2016

Friday, April 22, 2016			
Time	Parking Occupancy	Percent Occupied	Surplus Spaces
6:00 P.M.	26	15%	146
6:30 P.M.	44	26%	128
7:00 P.M.	63	37%	109
7:30 P.M.	80	47%	92
8:00 P.M.	81	47%	91
8:30 P.M.	81	47%	91
9:00 P.M.	83	48%	89
Inventory	172 Spaces		

Table B
PARKING OCCUPANCY SURVEYS – APRIL 2016

	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:





BUILDING DEPARTMENT

1

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. _____ Petitioner: <u>Europepan Crystal Banquets</u> <u>519 W Algonquin Rd</u> <u>Arlington Heights IL 60005</u> Owner: <u>519 W Algonquin Rd llc</u> <u>519 W Algonquin Rd llc</u> Contact Person: <u>James Cazares</u> Address: <u>519 W Algonquin Rd</u> <u>Arlington Heights IL 60005</u> Phone #: <u>847-809-8515</u> Fax #: _____ E-Mail: <u>james@exploreivy.com</u>	P.I.N.# <u>08161030080000 08161030090000</u> Location: <u>519 W Algonquin Rd</u> Rezoning: ☒ Current: <u>banqu</u> Proposed: <u>hote</u> Subdivision: _____ # of Lots: _____ Current: _____ Proposed: _____ PUD: _____ For: _____ Special Use: _____ For: _____ Land Use Variation: _____ For: _____ Land Use: _____ Current: <u>Banquet</u> Proposed: <u>Hotel</u> Site Gross Area: <u>2.4 Acres</u> # of Units Total: <u>165 hotel rooms</u> 1BR: _____ 2BR: _____ 3BR: _____ 4BR: _____
--	--

(Petitioner: Please do not write below this line.)

DO EXISTING STRUCTURES, IF ANY, MEET MINIMUM REQUIREMENTS OF THE FOLLOWING:

- | | <u>YES</u> | <u>NO</u> | |
|----|------------|-----------|-----------------------|
| 1. | _____ | _____ | VILLAGE BUILDING CODE |
| 2. | _____ | _____ | PRESENT ZONING USE |
| 3. | _____ | _____ | REQUESTED ZONING USE |
| 4. | _____ | _____ | SUBDIVISION REQUIRED |
| 5. | _____ | _____ | SIGN CODE |

6. GENERAL COMMENTS:

Director

Date

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.

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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

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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: _____
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 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/A6. TRAFFIC STUDY ACCEPTABLE? _____ ☒ _____7. STORM WATER DETENTION REQUIRED? _____ ☒ _____8. CONTRIBUTION ORDINANCE EXISTING? _____ ☒ ORD #66-1119. FLOOD PLAIN OR FLOODWAY EXISTING? _____ ☒ _____10. WETLAND EXISTING? _____ ☒ _____

GENERAL COMMENTS ATTACHED

PLANS PREPARED BY: BCIDATE OF PLANS: 05-11-16

Director

Date

James J. Miller 6/8/16

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JUN 08 2016

PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

PLAN COMMISSION PC #16-012

**Ivy Hotel
519 W. Algonquin Road
LUV for Hotel
Round 1**

11. The petitioner is notified that these comments are being provided to ensure that the project meets the requirements for submittal to the Plan Commission. Approval by the Plan Commission is not an endorsement or approval of these documents to obtain the required building permits, engineering approval, or permits required by other government or permitting agencies for construction. Detailed plan review with associated comments will be provided upon submittal of plans for a building permit. The petitioner shall acknowledge that they accept this understanding.
12. Final engineering plans shall be georeferenced by using State Plane Coordinate System – Illinois East. Below are details about projection:

Projected Coordinate System:	NAD_1983_StatePlane_Illinois_East_FIPS_1201_Feet
Projection:	Transverse_Mercator
False_Easting:	984250.00000000
False_Northing:	0.00000000
Central_Meridian:	-88.33333333
Scale_Factor:	0.99997500
Latitude_Of_Origin:	36.66666667
Linear Unit:	Foot_US
Geographic Coordinate System:	GCS_North_American_1983
Datum:	D_North_American_1983
Prime Meridian:	Greenwich
Angular Unit:	Degree
13. The existing detention facility as permitted under MWRD Permit #00-512 is a private system and as such is not the Village's responsibility to maintain. An Onsite Utility Maintenance Agreement must be executed prior to final engineering approval. See attached example.
14. The table on Sheet 3.1 breaks down the existing and proposed impervious and pervious areas; however, the proposed numbers don't add up: the total site area will remain at 2.571 acres, but the proposed impervious area of 2.13 acres plus the proposed pervious area of 1.192 acres totals 3.322 acres. Provide accurate proposed numbers. Detention must be provided for any increase in impervious area, per Village requirements. Include a copy of the pertinent parts of MWRD Permit #00-512.
15. Any under pavement stormwater facilities must be designed to handle AASHTO HS-25 loading.
16. The exhibit on Sheet 6 showing the responding vehicle turning path labels the truck as "Itasca Fire Truck 2". Use the enclosed attachment for the Village of Arlington Heights's responding vehicle.
17. Fire lanes adjacent to buildings must have a minimum pavement width as directed by the Fire Department to accommodate the tower truck's outriggers. Fire lanes require a heavy duty pavement section. Asphalt pavement section to consist of: 2" Surface, 2-1/4" N-50 Binder, 5" N-30 Binder, and 4" CA-6 Stone Subbase. Concrete driveway apron to be 8" thick.
18. Consider including bicycle racks in development plan to encourage alternate modes of transportation for employees and patrons.

19. The traffic report needs to provide the values for site parking required by Village Code for the banquet facility as well as the hotel use for the entire parcel.
20. The traffic report needs to provide the trip generation values anticipated for this site based upon the two proposed uses. This should include both weekday and weekend peak generation for both uses, at what times of the day these occur, and on which days of the week.
21. The representation of the actual capacity of the parking lot should not be presented with the double parking as the focus for the proposed as a valet function. The Engineering Department does not approve of or endorse the proposed pattern of use for this parking lot, as it impedes circulation, causes emergency vehicle concerns, & hampers access to ADA stalls.
22. The actual paint striped stall count for the proposed lot is 152 stalls, not the 177 parking spaces indicated in the traffic report. However several stalls are shown as 8'-1" well below the 9 ft wide required standard. Establish proper parking lot geometric layout and correct final stall count.
23. A summary for annual operation of the Banquet facility should be provided to document the existing peak and average utilization of the building and the parking. There is some confusion about the intent of use for the banquet facility. The marketing study suggests expanding utilization of this restaurant use to all days of the week rather than just the weekend. This proposal to increase intensity of this use places additional pressure on undersized parking.
24. The marketing report indicates that there is frequent surcharging for the banquet use onto adjacent properties. Please provide agreements that provide for the use of these other private properties.
25. Provide copies of the catalog cut sheets for the lighting fixtures being proposed for this site.
26. Please supply or cite studies for the reduced parking stall occupancy suggested in the traffic report. The numbers supplied for the Marriott provided no indication about how filled the hotel was on the day the vehicles were counted, or what the total onsite existing stall count is.
27. The marketing study conflicts with the traffic report in stating that there are numerous adjacent zoning and local support to sustain the development of this facility & to provide occupancy. However, the traffic report suggests that significant reductions based upon shuttled patrons, airline personnel reservation, etc. are warranted. A real representation of clientele, occupancy rates, comparison to other hotels in the area has to establish factual data to base a site required parking projection on.
28. The project site is subject to Contribution Ordinance #66-111, which requires a payment for the indirect benefit of sanitary sewers at the rate of \$87.41/acre.

PIN # 08-16-103-008	1.571 Acres	Payment = \$137.32
PIN # 08-16-103-009	1.000 Acres	Payment = <u>\$ 87.41</u>
		Total Payment = \$224.73


 James J. Massarelli, P.E. Date 6/8/16
 Director of Engineering

Attachments:

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

FIRE ENGINE TURNING TEMPLATE

Village of Arlington Heights Tower 131

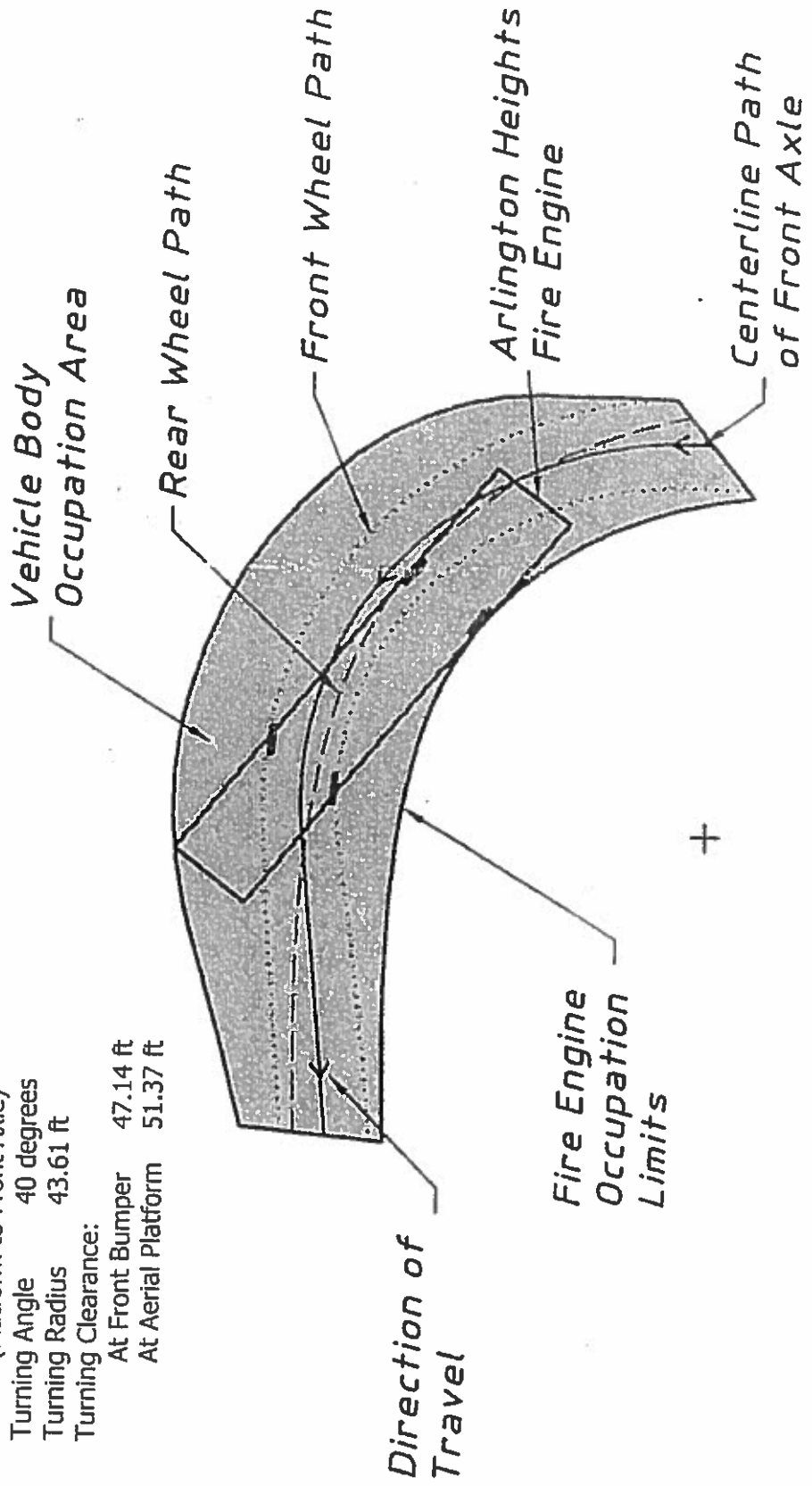
Scale: 1"=15'

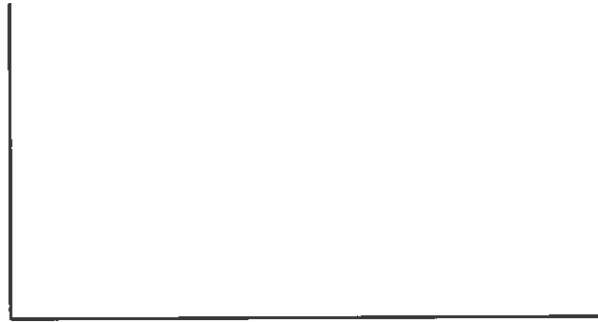
Overall Height 11 ft - 8 in
Overall Length 48 ft - 0 in
Overall Width 8 ft - 6 in
Overall Wheelbase 21 ft - 2 in
Front Overhang 14 ft - 0 in
(Platform to Front Axle)

Turning Angle 40 degrees
Turning Radius 43.61 ft

Turning Clearance:

At Front Bumper	47.14 ft
At Aerial Platform	51.37 ft





ONSITE UTILITY MAINTENANCE AGREEMENT

WHEREAS, _____, an (LLC? Corporation?), or its affiliates, ("RESPONSIBLE ENTITY") is the legal title holder of the following described real estate commonly referred to as _____ (address) _____, Arlington Heights, Illinois, 6000_, containing _____ acres, more or less, situated in the Village of Arlington Heights, Illinois and legally described as follows: (the "PROPERTY"):

*** Insert legal description, or attach as Exhibit A ***

PIN Numbers:

WHEREAS, _____ (print name) _____, ("OWNER") desires to develop the PROPERTY; and

WHEREAS, it is necessary to service said parcel with sanitary sewers, storm sewers and/or stormwater management facilities, domestic water mains; and

WHEREAS, the sanitary sewers, storm sewers and/or stormwater management facilities, and domestic water mains servicing the property are not located within public rights-of-way or dedicated easements; and

WHEREAS, the Village of Arlington Heights ("VILLAGE") does not maintain sanitary sewers, storm sewers and/or stormwater management facilities, or domestic water mains on privately owned property; therefore

1. It is hereby AGREED by the RESPONSIBLE ENTITY, its successors and assigns that at no expense to the VILLAGE, the RESPONSIBLE ENTITY, its successors and assigns shall:

- a. Maintain all sanitary sewers and appurtenances thereunto appertaining located upon said premises, all as shown on the Final Engineering Plans prepared by _____ (Engineering Firm) _____ dated _____, and approved by the VILLAGE, or any amended plans as agreed to and approved by both parties, copies which are on file with the Engineering Department of the VILLAGE.
- b. Maintain all water mains and appurtenances located upon said premises from the master meter vaults.
- c. Maintain all storm sewers and appurtenances, including detention/retention basins, located upon said premises.
- d. Maintain the utilities as itemized above in accordance with the latest edition of the Village of Arlington Heights Municipal Code.
- e. Maintain all private roadways, parking areas, and pavement lighting facilities located on said premises as shown on said Final Engineering Plans in accordance with the latest edition of the Village of Arlington Heights Municipal Code.

2. It is further AGREED that should the RESPONSIBLE ENTITY not properly maintain the sanitary sewers or domestic water mains in accordance with the requirements of the VILLAGE, written notification shall be given to the RESPONSIBLE ENTITY advising that after ten (10) days if the RESPONSIBLE ENTITY is not in compliance with the applicable requirements, the VILLAGE is hereby authorized, but not required, to enter upon the property to correct deficiencies and to place a lien against said property until such time that the VILLAGE has been fully reimbursed for its expenses in correcting these deficiencies; and

3. It is further AGREED that should the RESPONSIBLE ENTITY not properly maintain the aforementioned storm sewers and/or stormwater management facilities in accordance with the requirements of the VILLAGE, or should they allow a public nuisance to exist, written notification shall be given to the RESPONSIBLE ENTITY advising that after ten (10) days if the RESPONSIBLE ENTITY is not in compliance with the applicable requirements, the VILLAGE is hereby authorized, but not required, to enter upon the property to correct deficiencies and to place a lien against said property until such time that the VILLAGE has been fully reimbursed for its expenses in correcting these deficiencies; and

For: Village of Arlington Heights,
an Illinois municipal corporation

Name: _____

Signature: _____

Title: _____

State of Illinois)
) SS
County of Cook)

I, _____, a Notary in and for said County, in the State

aforesaid, CERTIFY that _____ personally known to me to be the same person whose name is subscribed on the foregoing instrument appeared before me this day in person and acknowledged that (s)he signed, sealed, and delivered said instrument as their free and voluntary act, and as the voluntary act of the **Village of Arlington Heights, an Illinois municipal corporation**, for the uses and purposes therein set forth.

GIVEN under my hand and Notarial seal this _____ day of _____, 20_____.

Notary Public

Arlington Heights Fire Department Plan Review Sheet

ARLINGTON HEIGHTS POLICE DEPARTMENT

Community Services Bureau

DEPARTMENT PLAN REVIEW SUMMARY

Ivy Hotel
519 W. Algonquin Rd.
Land Use Variation

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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.

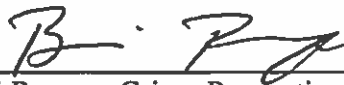
-Once construction is complete, provide AHPD with floor maps including room numbers so officers can familiarize themselves with building layout for emergency response

-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:

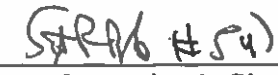
- No room rental to guests under 21
- Credit cards only accepted for room rental
- Guests must provide valid identification

- 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>
<u>Arlington Heights IL 60005</u>	Proposed: <u>Hotel</u>
Phone #: <u>847-809-8515</u>	Site Gross Area: <u>2.4 Acres</u>
Fax #: _____	# of Units Total: <u>165 hotel rooms</u>
E-Mail: <u>james@exploreivy.com</u>	1BR: _____ 2BR: _____ 3BR: _____ 4BR: _____

(Petitioner: Please do not write below this line.)

- | | <u>YES</u> | <u>NO</u> | |
|----|------------|-----------|---|
| 1. | <u>X</u> | _____ | COMPLIES WITH COMPREHENSIVE PLAN? |
| 2. | <u>X</u> | _____ | COMPLIES WITH THOROUGHFARE PLAN? |
| 3. | <u>X</u> | _____ | VARIATIONS NEEDED FROM ZONING REGULATIONS? |
| | | | (See below.) |
| 4. | _____ | <u>X</u> | VARIATIONS NEEDED FROM SUBDIVISION REGULATIONS? |
| | | | (See below.) |
| 5. | _____ | <u>X</u> | SUBDIVISION REQUIRED? |
| 6. | _____ | <u>X</u> | SCHOOL/PARK DISTRICT CONTRIBUTIONS REQUIRED? |
| | | | (See below.) |

Comments:

Please see additional comments attached.

 6/9/16 Date



Planning & Community Development Dept. Review

June 7, 2016

REVIEW ROUND 1

Project: Ivy Hotel – James Cazares
519 W. Algonquin Road

Case Number: PC 16-012

General Notes:

7. The current submission does not contain sufficient detail to enable staff to make a recommendation of support for this project. This entire review will outline specific areas needing revision, however, there are three major areas of that staff would like to highlight as primary areas of concern:
 - a. The parking study and parking plans are lacking in detail and have not demonstrated the ability to support the parking needs for this facility. Ability to provide ample parking for the hotel and banquet hall is a key component to the success and feasibility of this project.
 - b. A traffic study has not been submitted. Understanding the impact that this development will have on the traffic patterns within the vicinity will be crucial in evaluating the viability of this proposal.
 - c. The proposed building does not provide sufficient open spaces/landscaped areas on the west and east sides to help soften the appearance of the ten story structure. Without appropriate open spaces on each side of the building, the structure will dominate the site and will not be compatible with neighboring structures.
8. Many of the plan sheets are still inconsistent. Specifically:
 - a. The Site Plan (sheet A-0) does not show the new curb and sod area along the western side of the building.
 - b. The Landscape plan is showing a patio area along the western side of the building. This patio is not shown on other plan sheets.

Site Issues:

9. Staff has concern that the proposed hotel addition does not leave adequate greenspace and open areas around the foundation for landscape plantings. Specifically, at certain points along the western side of the proposed addition there is only a 3' open space between the building and the curb of the adjacent private road. Similarly, at certain points along the eastern side of the proposed addition there is less than one foot of open space between the building and curb of the parking lot. Please analyze how the building or site can be modified to provide additional open space and landscaping that can soften the appearance of the proposed structure.
10. It appears that the main entrance and drop off/pick up zone for the banquet hall on the western side of the site will be eliminated. How will drop offs/pick ups for the banquet hall function if this area is eliminated? It appears that if the hotel drop off/pick up zone will become the primary entrance for the both the hotel **and** banquet hall, the passageway between the hotel and banquet hall will require banquet guests to pass through a coat room to access the banquet hall. The interior layout of this area does not appear to provide a suitable entrance to the banquet hall. Staff has concern that the proposed plan does not provide an adequate entrance for both uses.
11. Please indicate/provide drive aisle width measurements for all new drive aisles. Specifically, the new driveway entrance to the private road at the western side of the site is missing a width dimension.
12. Please remove the note "Itasca Fire Truck 2" on the Truck Turning Radius plan. Confirm with the Engineering Dept.

that you are using the correct turning radius for the Village of Arlington Heights fire truck.

13. The Truck Turning Radius plan shows the path of the fire truck going through an area proposed for valet car parking. Please clarify how the fire truck will traverse this area if valet cars are present.
14. Sheet "6 of 6" has signage and pavement markings that are crossed out within the table. If these items will not be included in the plan, please remove them from the table. Additionally, there are several signs and pavement markings that are shown within the table but not shown on the plan (Sign #1 and #3, Pavement Marking A, E, H). Please show all signage and markings on the plan. If these items are not proposed, please remove them from the plan.

Parking/Loading/Traffic:

15. The Parking Study does not evaluate access, on-site circulation, trip generation, trip distribution, or impacts to public streets are required per Section 6.12-1 of Chapter 28 of the Municipal Code. Please revise the Parking Study to include this information.
16. Providing sufficient parking to support the uses of the site is crucial to the success of this project. In order to determine the required parking for the sum of uses on the site, please provide the missing information as shown in the table below, and verify if all existing information is accurate:

SPACE	PARKING CODE USE	GROSS SQUARE FOOTAGE	MAX OCCUPANCY	NUMBER OF ROOMS	PARKING RATIO	PARKING REQUIRED
Main Banquet Hall	Place of Assembly	5,654	377	-	30% of Occupancy	113
Parlor A	Place of Assembly	1,315	88	-	30% of Occupancy	26
Parlor B	Place of Assembly	1,315	88	-	30% of Occupancy	26
Parlor C	Place of Assembly	530	35	-	30% of Occupancy	11
Parlor D	Place of Assembly	540	36	-	30% of Occupancy	11
1st Floor Lounge	Place of Assembly	960	64	-	30% of Occupancy	19
1st Floor Bar	Place of Assembly	800	53	-	30% of Occupancy	16
Rooftop Lounge/Bar	Place of Assembly	Unknown*	Unknown	-	30% of Occupancy	Unknown
Rooftop Patio/Deck	Place of Assembly	Unknown*	Unknown	-	30% of Occupancy	Unknown
Hotel	Hotel	-	-	165	1 Space per Room	165
Total Parking Required						387**
Total Parking Provided						152***
Parking Surplus/(Deficit)						235**

* = Please Provide Square Footage

** = Does not include rooftop areas

*** = Please Verify

17. The Parking Study must survey two additional weekends when the banquet facility is booked to capacity. It is our experience that, when the Village has attended receptions at this banquet hall, the parking lot is full and parking has overflowed onto adjacent properties. The Parking Survey has not addressed this situation.
18. The Parking Study states that the site currently provides 175 parking spaces. The Plat of Survey indicates that there are 168 existing parking spaces on the site. Please ensure that the correct number of existing parking spaces is reflected within the Parking Study.

19. The Parking Study states that a reconfigured parking lot will result in 177 parking spaces and 30 valet spaces. However, the Site Plan indicated that 152 parking spaces will result from the proposed development, with 27 valet spaces shown on the plan. Please revise the Parking Study to reflect the actual number of proposed parking spaces and valet spaces.
20. The Parking Study states that the European Crystal banquet facility has a maximum occupancy of 350 people. How was this maximum occupancy calculated? The study goes on to state that the parking lot was surveyed on an event where 370 attendees were present. Please clarify how there are events with 370 people if maximum occupancy is 350 people.
21. The Parking Study states that during an event which contained 300 occupants, a total of 72 spaces were used on the site. This equates to over four occupants for every car, which is well above typical rates for automobile passenger ridership. Furthermore, if banquet hall employees are included within the 72 cars on site, the average number of occupants per car is likely higher than four. The Parking Study must specifically document what days and events were surveyed, the specific number of cars present on those days and events (i.e. not a range), and justify why ridership per vehicle is so high.
22. The Parking Study should include analysis on the peak number of employees projected for the sum of the banquet hall and hotel facilities and how this will impact parking.
23. The Parking Study referenced a comparison to the Courtyard Marriot hotel. How many rooms does this hotel have? How many parking spaces? What other facilities does this hotel have? Please provide additional information on this hotel to illustrate it as a comparative example.
24. The Plat of Survey indicates that there are 168 parking spaces on the site, however, only 162 spaces are marked on the plan. Additionally, the Plat indicates that there are 4 handicap spaces on the site but no handicap spaces are shown on the Plat. Please correct the Plat of Survey to accurately indicate the total number of existing parking spaces on the site.
25. The Site Plan (sheet A-0) indicates that there are a total of 150 parking spaces proposed on the site as a result of the Ivy Hotel development. However, 152 spaces are shown on the plan. Additionally, the Site Plan indicates that 25 valet spaces will be provided, however, 27 valet spaces are shown on the plan. Please revise the plan to reflect the actual number of proposed parking spaces and valet spaces. Additionally, please consider that the Ordinance #00-012, which granted the Special Use Permit for the banquet facility, limits valet parking to only the "plan east and west" circulation aisles.
26. Per Section 11.7 of Chapter 28, one loading space (10' x 35') is required for the hotel use, and an additional loading space is required for the banquet hall use. The size of the banquet hall loading space is either 10' x 35' or 10' x 50', depending on whether the banquet hall facility is above 20,000 gross square feet or less than 20,000 gross square feet. Please confirm the overall size of the banquet hall facility as a result of the hotel addition (inclusive of all areas within the banquet hall, i.e. banquet hall rooms, offices, coat rooms, bathrooms, etc.). Additionally, the sum of both hotel and banquet hall uses requires two loading spaces. Only one loading space has been provided. Please confirm if a variation is requested, or whether an additional loading space can be provided. If the existing overhead door is intended to serve as the second loading space, please provide length, width, and height of this space to verify that it can meet size requirements for a loading space. If an additional loading space will be provided, please clearly indicate this space on the plans, including space dimensions. If a variation is requested, please provide the justification for variation approval as summarized at the end of this review.
27. Please indicate/provide a measurement for width and depth of parking space sizes for all parking rows. Additionally, it appears that the new parking spaces on the west side of the site are 8'1" in width. Section 11.2-7 of Chapter 28 requires any parking space to be a minimum of 9' in width and 18' in length. Please revise the width of all spaces to conform to the 9' requirement or clarify if a variation will be requested.

Zoning:

30. Please provide written justification for each of the variations requested. The following variations have been identified:
- Land Use Variation to allow a 165 room hotel within the M-2 District
 - Variation to Section 11.4-5 reduce the parking requirements for the subject property from 387 spaces to 152 spaces (final parking calculations may alter the extend of this variation once further information is provided).
 - Variation to Section 11.2-7 to reduce the parking space size requirements from 9' in width to 8'1" in width, if applicable.
 - Variation to Section 11.7(c) to eliminate the loading space requirement for the hotel, if applicable.

The justification criteria is summarized below:

Justification Criteria for Variation Approval:

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

Prepared by: Sam Hubbard

Ivy Hotel
519 W. Algonquin Road
PC 16-012
June 1, 2016

Landscape Issues

- 1) The ends of all parking rows must include a 4" caliper shade tree(Chapter 28, Section 6.15).
- 2) Per Chapter 28, section 6.15-1.2a, a three foot high screen must be provided in order to screen the parking/ paved areas that are adjacent to the public way. Provide 3' high shrubs along Algonquin Road in order to screen the parking area.
- 3) Consider specialty paving near the main hotel entrance/covered entry.
- 4) It is recommended that foundation plantings be incorporated along the front elevation on the east side of the building.
- 5) In order to soften the mass of the proposed hotel. It is recommended that deciduous trees be incorporated within the island that is north/parallel with the hotel.
- 6) If there are any utility meters or mechanical units, they must be screened with landscaping or another appropriate method of screening.
- 7) Incorporate site furnishings for the site that match the overall architectural style of the proposed building.
- 8) A landscape compliance bond in the amount of 30% of the landscaping costs will be required at the time of building permit. In addition, a \$4 tree fee is required for each lineal foot of frontage.



B O N O C O N S U L T I N G , I N C .

July 13, 2016

Village of Arlington Heights
Public Works Department

RE: 519 W. Algonquin Road

Public Works

Dear Mr. Papierniak,

We have the following responses to your comments regarding the proposed Land Use Variation:

1. We will revise our plans to show the required sized water service to the building.
2. We will show to replace the existing compound meter.
3. The existing RPZ at European Crystal Banquet will be replaced.
4. We will proposed a new grease basin.
5. We will add a note to verify the sidewalk condition along Algonquin Road and replace as necessary.

Engineering

Dear Mr. Massarelli,

We have the following responses to your comments regarding the proposed Land Use Variation:

11. Noted
12. We will provide the drawing in CAD formatted in the State Plane Coordinate System.
13. An Onsite Utility Maintenance Agreement will be provided.
14. The area calculations will be corrected.
15. Noted.
16. The fire truck template that was used meets the Arlington Heights vehicle specifications. We will remove any references to other Villages.

17. The aforementioned pavement sections will be provided on the plans.
18. Bicycle racks will be included on future site plans.
19. The traffic report will be provided.
20. Noted.
21. The driveway will be relocated so that fire trucks could go under the canopy which will be raised to 15 ft.
22. The striping will be corrected to have a stall width of 9 ft and the stall counts will be revised accordingly.
23. Architect to answer
24. Architect to answer
25. Architect to answer
26. Architect to answer
27. Architect to answer
28. Noted.

Engineering

Dear Mr. Hubbard,

We have the following responses to your comments regarding the proposed Land Use Variation:

7. Architect to answer
8. Architect to answer
9. Architect to answer
10. Architect to answer
11. All drive aisles will be a minimum of 24 ft for two way traffic.
12. The template that was used meets the Arlington Heights specifications for fire trucks. The template will be renamed.
13. The driveway will be relocated so that fire trucks could go under the canopy which will be raised to 15 ft.
14. Unused striping and signage will be removed.
15. Architect to answer
16. Architect to answer
17. Architect to answer
18. Architect to answer
19. Architect to answer
20. Architect to answer
21. Architect to answer
22. Architect to answer
23. Architect to answer
24. The plat will be corrected.
25. Architect to answer
26. Architect to answer
27. The striping will be corrected to have a stall width of 9 ft and the stall counts will be revised accordingly.

- 28. Architect to answer
- 29. Architect to answer
- 30. Architect to answer

If you have any questions, please feel free to call.

Sincerely,

A handwritten signature in black ink that reads "Matthew Christel". The signature is written in a cursive, flowing style.

Matthew Christel
Civil Engineer I

LASZLO SIMOVIC, ARCHITECTS, LLC

TEL: 773-338-2225 EMAIL: LASZLO@LASZLOARCH.COM FAX: 773-338-2226

DATE: JUNE 29, 2016

RE: BUILDING CODE RESPONSES
VILLAGE OF ARLINGTON HEIGHTS
IVY HOTEL
519 W ALGONQUIN ROAD
ARLINGTON HEIGHTS, IL 60005

To Whom It May Concern:

The following are in response to the building code review of the Ivy Hotel project conducted on May 18, 2016.

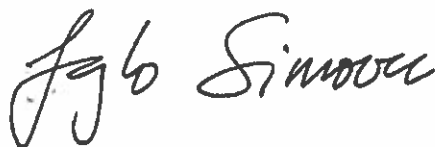
- 1) Refer to Sheet A-O (Title Sheet). The building is mixed occupancy and classified as A-2 and R-1
- 2) Refer to sheet A-O (Title Sheet). The building is type 1B construction
- 3) Refer to sheet A-O (Title Sheet). Areas as listed as requested
- 4) Refer to sheet A-O (Title Sheet). Proposed occupancies listed as requested
- 5) The shared wall is between the same occupancy types but it is rated as 2 Hour Wall (UL # U419 - Non load bearing wall)
- 6) Refer to sheet A-7, Fire command center added
- 7) Emergency systems noted as by others on Sheet A-O (Title Sheet)
 - a. Building to be sprinkled (See note sheet A-O)
 - b. Sprinkler connection near main entry, refer to sheets A-O & A-7
 - c. Sprinkler connection within 100' of fire hydrant, refer to sheet A-O
 - d. Annunciator panel has been added, refer to sheet A-7
 - e. Knox Box has been located at entry, refer to sheet A-7
- 8) Refer to sheet A-6, Elevator Machine Room added
- 9) Pool is no longer applicable, it has been removed

Planning & Community Development Dept. Review:

- 10) The main entry / drop off area is adequate to serve both buildings. The entry to the existing banquet hall does not pass through a coatroom, it does however go alongside the coat room to allow easy access to guests entering and exiting the building. The passageway between the two buildings is 8'-0" wide which accommodates up to 480 persons ($480 \times .2 = 96$ " Required Exit Width).
- 25) Refer to sheet A-O (Title Sheet), removed Valet Spaces (now have 151 Parking Spaces)
- 26) Refer to sheet A-O (Title Sheet), existing loading dock and new loading dock shown (existing is as is and not in contract (N.I.C.))
- 27) Refer to sheet A-O (Title Sheet), all spaces minimum 9'-0" x 18'-0"
- 30)
 - c. All parking stalls now 9'-0" x 18'-0" Minimum
 - d. New loading dock provided and existing is noted

Please contact us if there are any questions, clarifications, or concerns about this report

Sincerely,



June 30, 2016

Re: Village of Arlington Heights Responses to Comments
European Crystal Banquets
519 W Algonquin Rd, Lake Zurich, IL

To whom it may concern:

The following are the responses to the comments made by the Village of Arlington Heights in a letter dated June 7, 2016. These comments are regarding Proposed Land Use Variations for the European Crystal Banquets located in Arlington Heights.

COMMENTS AND RESPONSES

1. The proposed 1" domestic line addition is not acceptable.

Response: Existing 6" domestic water line will be reused.

2. There is a 6" incoming line to European Crystal Banquets with an existing 4" compound meter. The meter is old and inefficient; replace the meter with new 6" compound meter.

Response: Existing 4" compound meter is to be replaced with a new 6" compound meter.

3. Replace the existing RPZ at European Crystal Banquet with a properly sized unit for fire and domestic protection.

Response: Existing 1 1/2" domestic water RPZ is to be replaced with a new properly sized RPZ to serve the existing building and proposed new addition. The existing fire protection system is equipped with an existing 4" RPZ that is to remain. If fire protection system hydraulic calculations for the existing building and the proposed new addition require a larger RPZ unit then the existing 4"RPZ unit will be replaced with a properly sized RPZ unit required by the new hydraulic calculations.

4. The proposed 8" sanitary sewer connection will most likely need to have a grease trap.

Response: There is an existing exterior grease trap on the north east side of the existing building that is to remain.

5. Verify the condition of the sidewalk along Algonquin Road. Replace section as needed after construction.

Response: The side walk along Algonquin Rd is currently in good condition construction should not have an impact on it.



Village of Arlington Heights Building & Life Safety Department

Interoffice Memorandum

TO: Sam Hubbard, Development Planner, Planning & Community Development
FROM: Deb Pierce, Plan Reviewer, Building & Life Safety Department
DATE: 6/27/17
RE: 519 W Algonquin Rd. – Land Use Variation – Ivy Boutique Hotel
P.C. #: 16-012 – Round 2

Sam:

I have reviewed the submitted documents and have the following comments:

1. Architectural plans indicate 12 story hotel, and engineering plans show a 10-story hotel. Correct this discrepancy.
2. The review of the Ivy Boutique Hotel is based on the R-1 use and is classified as a high rise building. Include information on other uses and indicate if they will be separated or non-separated, as indicated in 2009 IBC Section 508.
3. Provide the proposed construction type of the building.
4. Provide height and area calculations based on the use and construction type to verify compliance with 2009 IBC, Chapter 5, Table 503.
5. Provide a proposed occupancy calculation by floor along with egress width calculation based on the occupant load by floor.
6. Provide the locations of fire-rated walls and indicate the type and rating of the wall shared by the two buildings.
7. Lobby plan does not include a fire command center. Provide as required per the 2009 IBC, Section 911.
8. Provide the required emergency systems as required for high rise buildings in 2009 IBC Section 403.4.
9. Provide the location of the elevator machine room(s).

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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)

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 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.

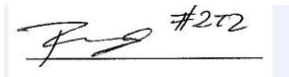
-Once construction is complete, provide AHPD with floor maps including room numbers so officers can familiarize themselves with building layout for emergency response

-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 read "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 construstion type to verify compliance with 2009 IBC, Chapter 5, Table 503.
Comments	Unlimited construction / Unlimited Height
5	Provide a proposed occupancy calculation by floor along with egress width calculation based on the occupant load by floor.
Comments	Occupancy per floor = 43 - see updated sheets
6	Provide the locations of fire-rated walls and indicate the type and rating of the wall shared by the two buildings.
Comments	the floors/walls will be modified to meet 1B construction - actual details to be provided on permit drawings

7	Lobby plan does not include a fire command center. Provide as required per the 2009 IBC, Section 911.
Comments	See revised plan for fire command center
8	Provide the required emergency systems as required for high rise buildings in 2009 IBC Section 403.4.
Comments	Generators and emergency systems will be provided as part of permit drawings
9	Provide the location of the elevator machine room(s).
Comments	Elevator machine room located in basement
10	At least one elevator shall be provided for fire department emergency access to all floors. The elevator car shall be of such a size and arrangement to accommodate an ambulance stretcher in its horizontal, open position provided the cab size shall not be less than 60 inches by 58 inches, to accommodate an ambulance stretcher in its horizontal, open position; and shall be identified by the International Symbol for emergency medical services (Star of Life). The Symbol shall be not less than 3 inches high and shall be placed inside both sides of the hoist-way door frame.
Comments	See revised plans showing stretcher code elevator cab
11	Provide the elevation of the highest occupied floor.
Comments	See revised plans and wall sections
12	The building shall comply with the requirements of 2009 IBC 403- High-Rise Buildings.
Comments	Items required per section 403 will be detail on the permit drawings to meet 1B
13	Label all rooms and areas on the Basement Floor plan.
Comments	All rooms have been labeled
14	Show the proposed location of the mechanical equipments.
Comments	Individual rooms to have independently controlled HVAC, common HVAC will be located on 12th floor roof pit areas screened from view
15	Show the proposed location of the electrical service and include the service size.
Comments	Existing and new electrical panels will be located in basement under existing kitchen
16	Luminous egress path markings shall be provided per 2009 IBC 1024.
Comments	Markings will be detailed on permit drawings
17	Provide information on the required emergency power systems.
Comments	Emergency power systems to be details as part of the permit drawings.

18	The permit submittal should include the following: a. Statement of Special Inspections, along with a chart of the required special inspections and the frequency of the inspections, as well as the name of the person, firm or agency responsible for performing the inspections. Copies to be provided to the Building & Life Safety Department on a weekly basis. B. Structural calculations for all structural components of building for a review by the Structural consultant. C. Truss drawings, calculations and layout and instructions.
Comments	Notation will be made on permit drawings
19	Submitted plans shall provide the following: A Design Firm registration numbers for all design firms involved.
Comments	Companies with Design Firm numbers will be provided - Architect does not have a company name at this time and is not required to have a DFRN
20	The following items require separate permits: A. Elevators B. Fire Suppression C. Fire Alarm
Comments	These items will be addressed by the corresponding sub contractor prior to construction
21	Areas of refuge shall be provided and have two -way communication. (2000 NFPA 101)
Comments	Item will be detailed on permit drawings.

FIRE SAFETY

1	Requirements of Chapter 4 of the International Fire Code, Emergency Planning and Preparedness shall be adhered to by the owner.
Comments	This item will be addressed during preparation of permit drawings
2	Building shall comply with all requirements for the type and use of occupancy as provided for in the international Fire Code, 2009, Ed. As well as the 2000 Ed. Life Safety Code, NFPA 101,
Comments	
	These items will be addressed during preparation of permit drawings
3	Indicate the proposed location for the fire pump room.
Comments	Pump room will be at same location as sprinkler equipment

4 Comments		Indicate the proposed location for the Fire Command Center.
		See revised plans
5 Comments		Indicate the width of the fire lane proposed.
		See revised civil drawings
6 Comments		Buildings exceeding 30 feet in height shall be provided with approved fire apparatus access roads capable of accommodating fire department aerial apparatus. Overhead utility and power lines shall not be located within the aerial fire apparatus access roadway.
		See revised civil drawings
7 Comments		Aerial fire apparatus access roads shall have a minimum unobstructed width of 26 feet exclusive of shoulders, in the immediate vicinity of any building or portion of a building more than 30 feet in height.
		See revised civil drawings - the average is approx. 26 feet through
8 Comments		At least one of the required access routes shall be located within a minimum of 15 feet and a maximum of 30 feet from the building and shall be positioned parallel to one entire side of the building.
		See revised civil drawings

PUBLIC WORKS

1		After the new fire and domestic service is installed the old "original" service to the banquet hall needs to be abandoned and reconnected to the new service. One service for one customer.
Comments		Existing service to be re-used - see revised civil
2		A new 6" compound meter is required.
Comments		Existing service to be re-used
3		The new RPZ's for domestic and fire protection will be sized once flow calculations by the designer have been completed.
Comments		No new service - existing to be re-used.
4		The parkway and sidewalk must be restored to a condition that is equal or better than current.
Comments		see revised civil drawings
5		Survey shows grease trap needs maintenance, ensure this trap is clear prior to demolition.
Comments		This item to be addressed prior to construction

6		VAHPW has no further comments at this time.
Comments		So noted

PLAN COMMISSION

11		The petitioner is notified that these comments are being provided to ensure that the project meets the requirements for submittal to the Plan Commission. Approval by the Plan Commission is not an endorsement or approval of these documents to obtain the required building permits, engineering approval, or permits required by other government or permitting agencies for construction. Detailed plan review with associated comments will be provided upon submittal of plans for a building permit. The petitioner shall acknowledge that they accept this understanding.
Comments		So noted
12		Final engineering plans shall be georeferenced by using State Plane Coordinate System - Illinois East. Below are details about projection: Projected Coordinate System: Projection: False_Easting: False_Northing: Central Meridian: Scale Factor: Latitude_Of_Origin: Linear Unit: Geographic Coordinate System: Datum: Prime Meridian: Angular Unit: NAD- 1983 StatePlane- Illinois- East- FIPS- 1201- Feet Transverse Mercator 984250.00000000 0.00000000 -88.33333333 0.99997500 36.66666667 Foot US GCS- North- American- 1983 D- Nmth- American- 1983 Greenwich Degree
Comments		
13		The existing detention facility as permitted under MWRD Permit #00-512 is a private system and as such is not the Village's responsibility to maintain. An Onsite Utility Maintenance Agreement must be executed prior to final engineering approval. See attached example.
Comments		So noted

14	14. The detention calculations provided show that the existing detention facility has enough storage to accommodate the changes to impervious surface coverage that result from the proposed site revisions. Calculations by staff confirm this is correct. No new stormwater detention will be required for this project.
Comments	See civil drawings
15	15. The exhibit showing the fire vehicle turning paths is acceptable.
Comments	So noted
16	The plan shows a new sanitary sewer connection for the proposed 10-story building. The Village allows one service connection per lot. The service line for the new 10-story building should be connected to the existing sanitary service line along the east side of the building.
Comments	Existing san. service to be re-used
17	Exterior sanitary sewer work will require an MWRD permit.
Comments	Existing Sewer to be re-used
18	The plan shows a new 6" water line to the proposed 10-story building. Again, the Village allows one service connection per lot. Where is the existing water service connection? Will this new connection replace the existing one? There can be only one water connection for this site.
Comments	Existing to be re-used - no new service
19	Consider including bicycle racks in development plan to encourage alternate modes of transportation for employees and patrons.
Comments	See civil drawings for bike rack location
20	What is the required parking rate per land use for Banquet Facilities, and for a Hotel, and what number of parking stalls is called for by Village code requirements? There is no discussion about any overlap or co shared parking overlap between these two land uses that could result in a reduction. Page 8 of the traffic report states a 126 room hotel, but page 10, 18 & 20 states 102 rooms.
Comments	See revised report
21	The traffic report needs to provide the trip generation values anticipated for this site based upon the two proposed uses. This should include both weekday and weekend peak generation for both uses, at what times of the day these occur, and on which days of the week. The ITE trip generation rates for the Hotel are given in Table 2 however no ITE values are provided for the Banquet Facility.
Comments	See revised report

22		The representation of the actual capacity of the parking lot should not be presented with the double parking as the focus for the proposed as a valet function. The Engineering Department does not approve of or endorse the proposed pattern of use for this parking lot, as it impedes circulation, causes emergency vehicle concerns, & hampers access to ADA stalls. The representation of the parking lot geometry differs between the Ridgeline Consultants, and Enrique Castel plans. Although previously requested, neither set of plans are dimensioned, (the Ridgeline plans scale 8.5 ft. wide stalls, the Castel plans scale at 12 ft. wide stalls). The Castel plans also indicate a 12 story structure, and parking calculations are based upon with 126 rooms. The indication of the 30 valet parking stall locations is not accurately indicated on the plans. The Castel plans also indicate a lounge for which no discussion about the parking or trip generation analysis in the traffic study is provided.
Comments		See revised site plan to show valet parking location and stalls were to scale - not engineering scale - architectural scale - this has been revised
23		Provide properly scaled and dimensioned geometric parking lot plan
Comments		See Architectural site plan for dimensions - site is existing
24		A summary for annual operation of the Banquet facility should be provided to document the existing peak and average utilization of the building and the parking. There is some confusion about the intent of use for the banquet facility. The marketing study suggests expanding utilization of this restaurant use to all days of the week rather than just the weekend. This proposal to increase intensity of this use places additional pressure on undersized parking. The question asked has not be directly responded to. Is the banquet facility to be used 7 days a week, and for what hours?
Comments		The ballrooms are to be used for meetings at the hotel. Guest who attend the meetings will stay at the hotel
25		The marketing report indicates that there is frequent surcharging for the banquet use onto adjacent properties. Please provide agreements that provide for the use of these other private properties. Page 18 of the traffic report indicates that patrons of the Banquet Facility park on 'adjacent land-use parking lots'. Again answer the previously posed question, and provide all cross access easements or agreements for use of these other private properties
Comments		See revised report

26	Provide copies of the catalog cut sheets for the lighting fixtures being proposed for this site. The image of the fixture is contained of sheet PLL of the Ridgeline plans but no catalog information has been provided. Lighting levels specified by code are being exceeded and will require shields or lower wattage fixtures.
Comments	See attached cut sheets
27	Please supply or cite studies for the reduced parking stall occupancy suggested in the traffic report. The numbers supplied for the Marriott provided no indication about how filled the hotel was on the day the vehicles were counted, or what the total onsite existing stall count is. We asked before to be supplied with the occupancy rates for the Marriott data or what percentage of this other lot was vacant. There is no way to accurately compare and contrast the Marriott site with this site.
Comments	See revised report
28	The marketing study conflicts with the traffic report in stating that there are numerous adjacent zoning and local support to sustain the development of this facility & to provide occupancy. However, the traffic report suggests that significant reductions based upon shuttled patrons, airline personnel reservation, etc. are warranted. A real representation of clientele, occupancy rates, comparison to other hotels in the area has to establish factual data to base a site required parking projection on. The presentation of a shared parking argument has not been adequately presented. How many hotel patrons per day are expected to be shuttled, or arrive by limousine services? The supposition that 20-30 rooms will be used for airline personnel, is this value rooms per day, per week, per month? There are numerous other hotels in the area closer to the airport, and it is hard to believe that 20-30% of the hotel capacity will be occupied by airline personnel on a regular basis. Also assuming that the hotel will be 30-40% vacant on a regular basis needs additional explanation. Assuming that parking demand could be only 30-50% of required parking needs to be defended.
Comments	See revised documentation
29	29. The project site is subject to Contribution Ordinance #66-111, which requires a payment for the indirect benefit of sanitary sewers at the rate of \$87.41/acre. PIN# 08-16-103-008 1.571 Acres Payment= \$137.32 PIN# 08-16-103-009 1.000 Acres Payment=\$ 87.41 Total Payment= \$224.73
Comments	I have already paid this last year

FIRE DEPARTMENT

1	Provide an auto turn diagram. Spec's available through engineering department
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Comments	Provided on civil drawings and noted as approved in plan commission comments
2	Review the fire lane requirements for high-rise developments.
Comments	
3	Building to be sprinkled.
Comments	So noted.
4	Locate the sprinkler connection at the main front entrance.
Comments	Sprinkler connection will be located near front entrance
5	Locate a fire hydrant within 100' of the sprinkler connection.
Comments	See civil drawings - existing shown on northwest end of parking lot
6	Install a fully operational annunciator panel or alarm panel at the front door.
Comments	this item will be detailed on the engineering drawings for permit
7	Locate a Knox Box at the main front entrance.
Comments	This item will be addressed as part of the permit drawings

PLAN REVIEW

Items	Description
1	The legend "Required Parking" indicates a Required 6 HC Accessible Parking Spaces, but the plans show only 3 ½ HC Accessible Parking Spaces. IAC Section 400.310(c)(3) states: "... Adjacent Parking Spaces shall not share a common access aisle. Show a diagonally striped access for each HC Accessible Parking Space.
Comments	See revised site plan
2	Identify Areas of Rescue Assistance (Areas Refuge) on all floors other than at grade.
Comments	Area of refuge is shown
3	All common use doors including doors that are a part of an emergency exist and those in wheelchair accessible rooms shall have closers with maximum opening forces of 5 pounds for interior hinged doors and 8.5 pounds for exterior hinged doors. (See Illinois Accessibility Code Section 400.310U)(10)(A)(B)).
Comments	This item will be noted on permit drawings

4	In addition to wheelchair accessible rooms an additional four rooms need to be equipped for people with hearing impairments. This includes volume controls on telephones, an electrical outlet within 4 feet of a telephone connection to facilitate the use of a teletext telephones, auxiliary visual alarms and visual notification devices to alert room occupants of incoming telephone calls and a door knock or bell. (See IAC Section 400.320(g)(6)(A) and (8)).
Comments	This item will be noted on permit drawings
5	Please be advised of the "Accessible Transient Lodging" requirements per IAC Section 400.320(g)(1-10).
Comments	7 rooms will be dedicated accessible rooms - to be determined during preparation of permit drawings
6	Village Plumbing Regulations, Section 24-1020 Fixture Requirements, requires closed front toilet seats for all wheelchair accessible toilets. (Ordinance Number 97-080).
Comments	this item will be noted on permit drawings

DEVELOPMENT REVIEW

Items	Description
	General Comments:
1	As previously identified, parking is a significant concern for this project. To date, insufficient parking data has been provided to justify the requested parking Variation.
Comments	See revised report
2	In order to complete a review of this project, all plans submitted must be to-scale, all relevant dimensions should be added, and plans must be coordinated so that they match with accuracy. Please note that the architectural plans were not printed out to match the scale as shown on the plans.
Comments	All items have been coordinated to the best of my knowledge and belief
3	1. Please provide the following items: a. Building rendering that reflects the current design of the building. b. An updated Design Commission application. Note that Design Commission appearance must be completed prior to appearing before the Plan Commission.

	c. Background information on the hours of operation for the hotel, as well as estimated employee counts at peak occupancy for the hotel. d. Information on peak staff needed for a banquet event in the main banquet hall.																																				
Comments	See revised rendering - owner to provide info on items C & D																																				
4	There are currently three storage sheds located on the three parking spaces adjacent to the loading area. Please clarify if these storage sheds will be removed as part of the hotel addition.																																				
Comments	Yes. The new hotel has ample storage space which we currently do not have																																				
5	On all future revisions, please ensure that all plans include a revision date																																				
Comments	So noted																																				
	Architectural/Engineering Plans:																																				
	Please add and complete the following table to the architectural plans, which illustrates the code required and proposed zoning data relative to this project: <table><tr><th></th><th>M-2 District Code Required</th><th>Proposed</th></tr><tr><td>Lot Size</td><td></td><td></td></tr><tr><td>Lot Width</td><td></td><td></td></tr><tr><td>Setbacks</td><td></td><td></td></tr><tr><td>North (front)</td><td></td><td></td></tr><tr><td>South (rear)</td><td></td><td></td></tr><tr><td>East (side)</td><td></td><td></td></tr><tr><td>West (side)</td><td></td><td></td></tr><tr><td>F.A.R.</td><td></td><td></td></tr><tr><td>Building Lot Coverage</td><td></td><td></td></tr><tr><td>Impervious Surface Coverage</td><td></td><td></td></tr><tr><td>Parking</td><td></td><td></td></tr></table>		M-2 District Code Required	Proposed	Lot Size			Lot Width			Setbacks			North (front)			South (rear)			East (side)			West (side)			F.A.R.			Building Lot Coverage			Impervious Surface Coverage			Parking		
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Comments	See code analysis on site plan sheet																																				

7	1. Please add the following information to the architectural plans: a. The proposed building setbacks for the new hotel building (north, east, west) should be added to the site plan. b. All rooms on the floor plans shall be labeled according to their use. There are rooms within the basement and first floor that need to be labeled. c. Please include measurements on the architectural site plan that indicate the dimensions of the exterior of the proposed hotel building d. The interior spaces on the floor plans shall include information on the approximate room dimensions and square footage of each room. e. Building elevations should include proposed material. f. The site plan should show all on-site valet parking areas.
Comments	Setbacks added, room names added, measurements added, elevation material added and valet parking added
8	1. Please correct the following inconsistencies between the architectural plans and engineering plans: a. The architectural plans indicate that the building will be 12 stories, the engineering plans indicate that the building will be 10 stories.
Comments	See revised civil drawings
9	1. Please include the following information on the engineering plans: a. Proposed building setback should be shown on the site plan (north, east, west). b. The engineering site plan should include information on the proposed building foundation square footage for the hotel addition.
Comments	See revised civil drawings

10	The architectural site plan includes a label that indicates there are 122 parking spaces. Please clarify why this label has been included, and if it has been included in error, please remove it.
Comments	Note removed from site plan
11	The parking table on the architectural Site Plan is incorrect. The correct parking calculations are included in the Parking/Loading/Traffic section below.
Comments	Parking calculations revised - as noted by owner Lounge, Spa and Coffee Area will be only accessible by hotel patrons via key card
12	It appears that the interior of a men's and women's restrooms will be demolished, however, only one of the rooms has a new label indicating the proposed use of the room. Please label the other room according to its proposed use.
Comments	See updated sheets
13	The building elevation does not appear to show the connection of the lounge to the western stair room. Will this connection be open to the sky? It appears to be a covered connection on the floor plan.
Comments	Lounge area will be open to sky - roof will be only over bathrooms, elevator area
14	Will there be any mechanical equipment (AC Units, Transformers, Generators, above ground utility infrastructure) located above ground and not on the roof?
Comments	Mechanical equipment will be located on 12th floor smaller roofs
15	Please provide additional details on the exterior patio/courtyard area. Will there be a firepit? Pergola? Wall/fence around the patio? Will food/drink service be offered on the patio? Please provide material details and specifications for all elements of the proposed for the patio/courtyard area.
Comments	See revise landscape plan - design of patio area is brick paving (proposed)
	Parking/Loading/Traffic
16	The traffic/parking study refers to the hotel as proposed at 10 stories. The proposed hotel is 12 stories.
Comments	See revised report
17	The traffic/parking study states that the proposed hotel will result in a modified parking lot that will continue to provide 175 parking spaces, however, the site plans for the hotel indicate that 3 spaces will be eliminated, resulting in a total of 172 parking spaces.

Comments	See revised report																																																																																
18	Current Illinois Accessibility Code (IAC) requirements mandate that any site which provides parking for 151-200 cars must provide 6 handicap accessible parking spaces. The subject property only contains 4 accessible parking spaces (with one of the four sharing an access aisle with another space which is prohibited). The inclusion of the IAC required parking spaces will result in the loss of three additional spaces, bringing the site total to 169 spaces.																																																																																
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22

	Analysis Completed 06/23/17 * Building Code calculates occupants at 1 per 15 sq. ft. of space ** Total parking provided may decrease once all required accessible spaces have been added. ***Actual deficit will increase once final square footage size of spaces is provided. Additional line items for required parking may be added once all rooms and their uses have been provided.
Comments	See revised parking calculations on site plan sheet
23	The Parking Study must survey additional weekends when the banquet facility is booked to capacity. It is our experience that, when the Village has attended receptions at this banquet hall, the parking lot is full and parking has overflowed onto adjacent properties. The Parking Survey has not addressed this situation.
Comments	See revised report
24	The traffic/parking study states that on March 25th a parking survey was conducted on an event that started at 6:00pm and had a total attendance of 390 guests. The study also indicates that the number of guests were arriving at the event was also survey from 6:00pm until 9:00, which observed a total of 77 vehicles with a total of 181 guests, the average car including 2.35 people. Assuming at least 90% of attendees drive and park, and using the average of 2.35 people per car, this would create a parking demand of 149 cars just for the guests of this event. When factoring in the employee's needed for the event, the parking demand would likely be much higher. Please clarify why the maximum observed parking occupied was only 73 cars?
Comments	See revised report
25	The Parking Study should include analysis on the peak number of employees projected for the sum of the banquet hall and hotel facilities and how this will impact parking.
Comments	See revised report
26	The Parking Study referenced a comparison to the Courtyard Marriott hotel. How many rooms does this hotel have? How many parking spaces? What other facilities does this hotel have? Please provide additional information on this hotel to illustrate it as a comparative example. Additional comparable suburban hotels with banquet facilities must be surveyed to justify the proposed parking reduction. Please note that the Courtyard Marriott does not provide similar amenities to the proposed hotel.
Comments	See revised report
27	Per Section 11.7 of Chapter 28, one loading space (10' x 50') is required for the hotel use/banquet hall use. Please show the location of this space on the plans.
Comments	Existing loading area noted on plan

28	Please provide a copy of any existing parking agreements to park overflow cars on any neighboring properties. An adequate contingency plan for peak times and parking overflow is required.
Comments	Brite O Matic Letter.
29	Ordinance #00-012 restricts off-site parking between the hours of 8:00am and 6:00pm. Please clarify if any off- site parking will be proposed during this time.
Comments	No
	Zoning
30	Due to the substantial revisions to the plan, a re-appearance before the Conceptual Plan Review Committee is required. Potential meeting dates with the Conceptual Plan Review Committee include July 12th and July 26th. Please contact me to schedule a date for this meeting.
Comments	July 26th is already schedule with Steve
31	The mailing of a Public Notice letter and posting of a sign on the property is required, no less than 15 days prior to any appearance before the Plan Commission. Please contact me to coordinate these items.
Comments	Done
32	1. Please provide written justification for each of the variations requested. The following variations have been identified: a. Land Use Variation to allow a 126 room hotel within the M-2 District b. Variation to Section 11.4-5 reduce the parking requirements for the subject property from 275 spaces to 172 spaces (final parking calculations may alter the extent of this variation once further information is provided). The justification criteria are summarized below. All requested variations shall each address the three criteria: <u>Justification Criteria for Variation Approval</u>: • That the property in question cannot yield a reasonable return if permitted to be used only under the conditions allowed by the regulations in that zone. • The plight of the owner is due to unique circumstances. • The variation, if granted, will not alter the essential character of the locality.

Comments	See written documentation as provided by owner
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LANDSCAPE

Items	Description
1	The ends of all parking rows must include a 4" caliper shade tree (Chapter 28, section 6.16-1.2b). Incorporate the code required shade trees within the islands where the trees are absent in the south parking area.
Comments	See revised landscape plan
3	Consider specialty paving near the main hotel entrance/covered entry.
Comments	covered entry does not extend over paving area - sidewalk will be treated with special treatment
4	If there are any utility meters or mechanical units, they must be screened with landscaping or another appropriate method of screening.
Comments	See revised landscape plan
5	Incorporate site furnishings for the site that match the overall architectural style of the proposed building.
Comments	See revised landscape plan
6	A landscape compliance bond in the amount of 30% of the landscaping costs will be required at the time of building permit. In addition, a \$4 tree fee is required for each lineal foot of frontage.
Comments	Understood

POLICE DEPT

1. Character of use:

The character of use is consistent with the area and is not a concern.

So noted.

2. Are lighting requirements adequate?

Lighting should be up to Village of Arlington Heights code. Special attention should be given to the building exterior and grounds, particularly the parking lot. It should be illuminated especially during nighttime hours for safety, to deter criminal activity and increase surveillance/visibility- potentially reducing theft, trespassing, vandalism, underage drinking, and other criminal activity.

Photometrics provided

3. Present traffic problems?

There are no traffic problems at this location.

So noted

4. Traffic accidents at particular location?

This is not a problem area in relation to traffic accidents.

So noted.

5. Traffic problems that may be created by the development.

This development will create an increase in traffic volume. Algonquin Road is a very busy thoroughfare. The entrance/exit may need to be redesigned or configured to restrict egress- i.e. left turns.

This should be addressed by staff with all companies that access road to their businesses.

6. General comments:

-Please ensure that there is an emergency information/contact card on file with the Arlington Heights Police Department and that it is up-to-date. Agent contact information must be provided to the Arlington Heights Police Department during all construction phases. The form is attached. Please complete and return. This allows police department personnel to contact an agent during emergency situations or for suspicious/criminal activity on the property during all hours.

-Consider installing a video surveillance system of entrance/exits, lobby, parking lot, exterior areas, etc.

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

-Signage regulating unwanted conduct is recommended throughout the development with special attention given to common areas and parking areas.

- Strict hotel guest policies are recommended by the AHPD and are as follows:

- No room rental to guests under 21
- Credit cards only accepted for room rental
- Guests must provide valid identification
- Guests must provide concierge with vehicle and additional guests' information
- Maintain in house database of problematic or banned guests for future reference

These items will be addressed by owner prior to opening

Should you have any questions regarding this please contact me at 224-253-8027.

Sincerely,

A handwritten signature in black ink, appearing to read 'Enrique Castel', with a stylized flourish at the end.

Enrique Castel
Architect

Enc.

Plan Commission Department

- 20. What is the required parking rate per land use for Banquet Facilities, and for a Hotel, and what number of parking stalls is called for by Village code requirements? There is no discussion about any overlap or co-shared parking overlap between these two land uses that could result in a reduction. Page 8 of the traffic report states a 126-room hotel, but page 10, 18 & 20 states 102 rooms.**

Based on information provided in the ITE *Parking Generation Manual*, hotels have an average parking demand of 0.89 vehicles per room on weekdays and 1.2 vehicles per room on Saturdays. It should be noted that the description for hotels, based on ITE, are places of lodging that provide sleeping accommodations and supporting facilities such as meeting and banquet rooms. As such, the average parking demand for Hotels also includes parking projected for the attached banquet facilities. The Village of Arlington Heights requires hotels to provide parking at a ratio of one space per room or 126 spaces. Additionally, for banquet facilities, the Village of Arlington Heights requires parking spaces equal to 30 percent of the capacity. With a capacity of 377 persons, the banquet facility is required to provide 113 parking spaces.

The parking section has been updated to include information on why the two uses are compatible in terms of parking demand and how the parking will have minimal overlap between the two uses.

The traffic impact study has been updated to reflect a 126-room hotel.

- 21. The traffic report needs to provide the trip generation values anticipated for this site based upon the two proposed uses. This should include both weekday and weekend peak generation for both uses, at what times of the day these occur, and on which days of the week. The ITE trip generation rates for the Hotel are given in Table 2 however no ITE values are provided for the Banquet Facility.**

The banquet facility is not a proposed use and will continue to operate as it currently is on site. The banquet facility is not in operation Monday through Thursday. The traffic counts conducted as part of the traffic impact study were done during an event at the existing banquet facility and as such, the traffic generated by the facility are included in the existing conditions. Additionally, as previously indicated, the ITE describes hotels as places of lodging that provide sleeping accommodations and supporting facilities such as meeting and banquet rooms. As such, the trip generation for the proposed 126 room hotel includes traffic generated by the banquet facility.

- 27. Please supply or cite studies for the reduced parking stall occupancy suggested in the traffic report. The numbers supplied for the Marriott provided no indication about how filled the hotel was on the day the vehicles were counted, or what the total onsite existing stall count is. We asked before to be supplied with the occupancy rates for the Marriott data or what percentage of this other lot was vacant. There is no way to accurately compare and contrast the Marriott site with this site.**

The parking evaluation has been updated to provide the number of parking stalls provided at the Courtyard Marriott site. While the room occupancy of the hotel is unknown at the time the parking occupancy surveys were conducted, the results indicate that the peak parking ratio is approximately 0.36 spaces per room.

Planning and Community Department Review

- 1. As previously identified, parking is a significant concern for this project. To date, insufficient parking data has been provided to justify the requested parking Variation.**

Noted.

- 16. The traffic/parking study refers to the hotel as proposed at 10 stories. The proposed hotel is 12 stories.**

The traffic and parking study has been revised to state the proposed hotel is 12 stories.

- 17. The traffic/parking study states that the proposed hotel will result in a modified parking lot that will continue to provide 175 parking spaces, however, the site plans for the hotel indicate that 3 spaces will be eliminated, resulting in a total of 172 parking spaces.**

The parking occupancy surveys showed that the site currently provides 172 parking spaces. A review of the site plan shows that the site will be modified, however the site will continue to provide 172 parking spaces. The traffic study has been updated to remove reference to 175 parking spaces.

- 19. Table 2 in the traffic/parking study provides projected traffic for a 102-room hotel, however the proposed hotel will be 126 rooms. Please correct the table and all corresponding projected traffic volumes to reflect the traffic expected from a 126-room hotel.**

The trip generation and corresponding projected traffic volumes and capacity analyses have been revised to reflect a 126-room hotel.

- 20. What is the ITE Trip Generation Manual, 9th Edition, estimate for a peak parking demand for a 126-room hotel and for a 14,682-sq. ft. banquet facility (such as the European Crystal Banquet facility)?**

The ITE Trip Generation Manual, 9th Edition does not provide trip generation information for banquet facilities. However, ITE describes hotels as places of lodging that provide sleeping accommodations and supporting facilities such as meeting and banquet rooms. As such, the trip generation rates take into consideration hotels that provide attached banquet facilities.

- 21. The traffic/parking study references available valet parking. Please provide details on any valet parking arrangements, including their locations and capacity.**

A copy of the valet contact will be provided by the operator and a site plan showing the on-site valet parking arrangement is included in the appendix of the revised traffic impact study.

- 24. The traffic/parking study states that on March 25th a parking survey was conducted on an event that started at 6:00pm and had a total attendance of 390 guests. The study also indicates that the number of guests were arriving at the event was also survey from 6:00pm until 9:00, which observed a total of 77 vehicles with a total of 181 guests, the average car including 2.35 people. Assuming at least 90% of attendees drive and park, and using the average of 2.35 people per car, this would create a parking demand of 149 cars just for the guests of this event. When factoring in the employees needed for the event, the parking demand would likely be much higher. Please clarify why the maximum observed parking occupied was only 73 cars?**

The number of attendees at the Banquet Facility was provided to us. While the average car occupancy may not have included every vehicle, even with the assumption of 149 cars, as stated in the comments, the proposed parking supply of 217 spaces with valet will be sufficient based on the following:

- The hotel, based on historic occupancy in the suburbs, will be approximately 70 percent occupied on weekends.
- Based on parking occupancy surveys conducted at the Marriot Courtyard on a Saturday, the parking demand ratio was 0.37 spaces per room.
- Having a hotel on site will allow a number of banquet attendees to stay at the hotel.
- Based on the above, it is estimated that the hotel will have a conservatively high peak parking demand on site of 63 spaces for a total peak parking demand of 212 parking spaces.

- 25. The Parking Study should include analysis on the peak number of employees projected for the sum of the banquet hall and hotel facilities and how this will impact parking.**

The proposed hotel will have approximately 8-10 employees per day. The banquet facility has two employees Sunday through Thursday and has up to 10 employees during events on Friday and Saturday.

26. **The Parking Study referenced a comparison to the Courtyard Marriot hotel. How many rooms does this hotel have? How many parking spaces? What other facilities does this hotel have? Please provide additional information on this hotel to illustrate it as a comparative example. Additional comparable suburban hotels with banquet facilities must be surveyed to justify the proposed parking reduction. Please note that the Courtyard Marriot does not provide similar amenities to the proposed hotel.**

Additional information has been provided for the Courtyard Marriot hotel in the updated traffic and parking study. Furthermore, information about the number of rooms, provided facilities and number of parking spaces provided for the DoubleTree - Arlington is included in the revised traffic and parking study.



Village of Arlington Heights Building & Life Safety Department

Interoffice Memorandum

TO: Sam Hubbard, Development Planner, Planning & Community Development

FROM: Deb Pierce, Plan Reviewer, Building & Life Safety

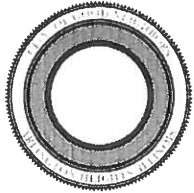
DATE: August 24, 2017

RE: 519 W Algonquin Rd. – Land Use Variation – Ivy Hotel

P.C. #: 16-012 – Round 3

I have reviewed the Round 3 submission for the Land Use Variation for the proposed Ivy Hotel and have no further comments at this time.

RECEIVED
AUG 25 2017
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT



**Village of Arlington Heights, IL
Building & Life Safety Department**

Fire Safety Review



Date: 8/14/2017

P.C. Number: 16-012 Round No. 3

Project Name: Ivory Hotel

Project Location: 519 W. Algonquin Rd.

Planning Department Contact: Sam Hubbard, Planning and Community Development

Comments may be repetitive from previous reviews and are restated for clarity.

1. A fire command center for fire department operations shall be approved by the fire chief. The fire command center shall be separated from the remainder of the building by not less than a 1 hour fire barrier, shall be a minimum of 200 square feet in area with a minimum dimension of 10 feet. A layout of the fire command center and all features required shall be submitted for approval prior to installation.

The fire command center shall contain the following features:

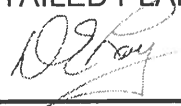
1. The emergency voice/alarm communication system control unit.
 2. The fire department communications system.
 3. Fire detection and alarm system annunciator.
 4. Annunciator unit visually indicating the location of the elevators and whether they are operational.
 5. Status indicators and controls for air distribution systems.
 6. The fire-fighter's control panel for smoke control systems installed in the building.
 7. Controls for unlocking stairway doors simultaneously.
 8. Sprinkler valve and water-flow detector display panels.
 9. Emergency and standby power status indicators.
 10. A telephone for fire department use with controlled access to the public telephone system.
 11. Fire pump status indicators.
 12. Schematic building plans indicating the typical floor plan and detailing the building core, means of egress, fire protection systems, fire-fighting equipment and fire department access, and the location of fire walls, fire barriers, fire partitions, smoke barriers and smoke partitions.
 13. Work table.
 14. Generator supervision devices, manual start and transfer features.
 15. Public address system, where specifically required by other sections of this code.
 16. Elevator fire recall switch in accordance with ASME A 17.1.
 17. Elevator emergency or standby power selector switch (es).
2. All buildings shall have approved radio coverage for emergency responders within the building based upon the existing coverage levels of the public safety communication systems of the jurisdiction at the exterior of the building.
 3. A standby power system shall be provided. Where the standby system is a generator set inside a building, the system shall be located in a separate room enclosed with 2-hour fire barriers constructed in accordance with Section 707 of the International Building Code or horizontal assemblies constructed in accordance with Section 712 of the International Building Code, or both. System supervision with manual start and transfer features shall be provided at the fire command center.

4. Buildings and structures shall be equipped throughout with an automatic sprinkler system. Sprinkler risers shall be placed in stair enclosures which are remotely located in accordance with Section 1015.2.
5. Required fire pumps shall be supplied by connections to a minimum of two water mains located in different streets. Separate supply piping shall be provided between each connection to the water main and the pumps. Each connection and the supply piping between the connection and the pumps shall be sized to supply the flow and pressure required for the pumps to operate.
 - a. Exception: Two connections to the same main shall be permitted provided the main is valved such that an interruption can be isolated so that the water supply will continue without interruption through at least one of the connections.
6. A fire alarm system shall be provided in accordance with Section 907.2.13.
7. Smoke detection shall be provided in accordance with Section 907.2.13.1.
8. An emergency voice/alarm communication system shall be provided in accordance with Section 907.6.2.2.
9. A two-way fire department communication system shall be provided for fire department use in accordance with Section 907.2.13.2.
10. The fire pump, driver, and controller shall be protected in accordance with NFPA 20 against possible interruption of service through damage caused by explosion, fire, flood, earthquake, rodents, insects, windstorm, freezing, vandalism and other adverse conditions.
11. Approved access shall be provided and maintained for all fire protection equipment to permit immediate safe operation and maintenance of such equipment.
12. Approved supervised indicating control valves shall be provided at the point of connection to the riser on each floor in high-rise buildings.
13. A separate zone by floor shall be provided for alarm-initiating devices.
14. Where a wired communication system is approved in lieu of a radio coverage system the wired fire department communication system shall be designed and installed in accordance with NFPA 72 and shall operate between a fire command center, elevators, elevator lobbies, emergency and standby power rooms, fire pump rooms, areas of refuge and inside enclosed exit stairways. The fire department communication device shall be provided at each floor level within the enclosed exit stairway. Each location of a fire department communication device shall be an independent zone from the control panel in the fire command room.
15. A zoning indicator panel and the associated controls, or, fire alarm control panel shall be located within the closest proximity to the front main entrance of the building or tenant space as approved by the Fire Chief, Building Director or duly authorized designees. The visual zone indication shall lock in until the system is reset and shall not be canceled by the operation of an audible alarm-silencing switch.

16. Fire department connections shall be fully visible and located at the main front entrance of the building and within a maximum travel distance of 100 feet to the nearest fire hydrant or as directed by the Fire Chief or designee.
17. An auto-turn diagram showing the ability for the fire department truck to negotiate the turns on the property shall be provided.

NOTE: PLAN IS CONCEPTUAL ONLY SUBJECT TO DETAILED PLAN REVIEW

Date 08-14-17

Reviewed By: 
Fire Safety Supervisor

Memorandum

To: Sam Hubbard, Planning and Community Development
From: Cris Papierniak, Assistant Director of Public Works
Date: August 17, 2017
Subject: 519 W Algonquin Rd, P.C. #16-012, Round 3

With regard to the proposed Land Use Variation, I have the following comments:

- 1) What is the purpose of the proposed 6" pressure connection and new fire and domestic water line into the proposed new building (Ridgeline Consultants drawing 3 of 5)? This is a new water service.
- 2) After the new fire and domestic service is installed, the old "original" service to the banquet hall needs to be abandoned and reconnected to the new service. **One service for one customer.**
- 3) A new 6" compound meter is required.
- 4) The new RPZ's for domestic and fire protection will be sized once flow calculations by the designer have been completed.

VAHPW has no further comments at this time.

If you have any questions, please feel free to contact me.

LF
C. file

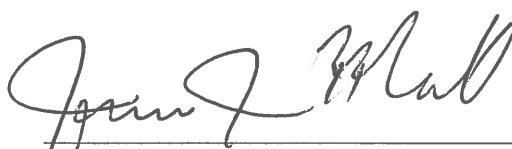
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AUG 18 2017
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

PLAN COMMISSION PC #16-012
Ivy Hotel
519 W. Algonquin Road
LUV for Hotel, Parking Variation
Round 3

30. The responses made by the petitioner to comments #11, 12, 14-16, 18-20, 23, 26 & 27 are acceptable.
31. The response made by the petitioner to comment #13 is noted. Provide a draft of the Onsite Utility Maintenance Agreement to Engineering for our review at your earliest convenience. The OUMA must be executed prior to final engineering approval.
32. The response made by the petitioner to comment #17 is noted. It is understood that the existing sanitary service line will be re-used; however, per MWRD regulations, the exterior sanitary sewer work shown on the plans will require either a modification to the existing MWRD permit or a brand new permit.
33. The response made by the petitioner to comment #21 is not acceptable. At what hours are the banquet peak hours for arriving and departing traffic, and what trip generation is projected for this ITE site code use? In lieu of this projected value, traffic counts of a current typical banquet use event can be provided. Inbound banquet arrivals would be a part of the weekday and weekend P.M. hour.
34. The response made by the petitioner to comment #22 is not acceptable. The Engineering Department opposes the valet proposal for the following reasons which has escalated from 30 to 47 stalls since the last submittal:
 - a.) In order to retrieve a vehicle parked in the middle of the current parking bays, at least 10-15 vehicles would have to be moved to access this car.
 - b.) In shifting these cars, relocation to the remaining clear part of the lot, or into other open stalls would take away availability from other hotel, or banquet patron guests. Otherwise there may be shifting of cars out into the access road west of the building.
 - c.) Double parking side by side in the drive aisle of a typical parking bay does not allow enough width to back a car out of the normal perpendicular parking stalls.
 - d.) Patrons who may already be parked in perpendicular parking stalls, either as hotel guests or that may arrive prior to the valet function beginning would not be providing valet staff their keys. As such they would be buried and unable to negotiate this congested parking configuration.
 - e.) With the suggested hotel patron peak parking capacity of 63 cars, the bulk of these guests would be forced to the side or rear of the available parking lot, if a banquet event was anticipated.
 - f.) The question of whether the proposed hotel was still going to have a lounge or not has not been answered.
35. The response made by the petitioner to comment #24 is not acceptable. The values provided for the two events counted on March 18, 2017 and March 25, 2017 and stipulates banquet room occupancies approaching the room limit of 375 & 390 guest respectively. However the summary

in Table 6 only records the arrival of 103 guests and 181 guests. How did the other 272 & 209 guest arrive, and by how many vehicles? The answer to the use of the ballroom during the week is satisfactory.

36. The response made by the petitioner to comment #25 is not acceptable. No reciprocal agreements are provided and the traffic report does not address the original question that was asked.
37. The response made by the petitioner to comment #28 is not acceptable. The same significant assumptions, and undocumented utilization by airline personnel are still suggested as anticipated without any support to consider that this could occur every day of the year. Additionally the calculation for 63 parking stalls as 70% of 125 total rooms minus an average rate 25 rooms dedicated to flight personnel yields 71 rooms, $(126-25 \times .70)$.
38. The response made by the petitioner to comment #29 is noted. Our records for Contribution Ordinance #66-111 do not indicate a payment was received. We are following up with our Finance Department, but please forward any available proof of payment you may have.

 8/24/17
James J. Massarelli, P.E. Date
Director of Engineering

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AUG 24 2017
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

Plan Review

Project: Ivy Hotel
519 W. Algonquin Road
Arlington Heights, IL 60005
Land Use Variation to allow a Hotel, Parking Variation
P.C. #16-012
Round 2

To: Sam Hubbard, Planning & Community Development

From: David Robb, Health & Human Service - Disability Services
(847) 368-5793 *David Robb*

Date: August 21, 2017

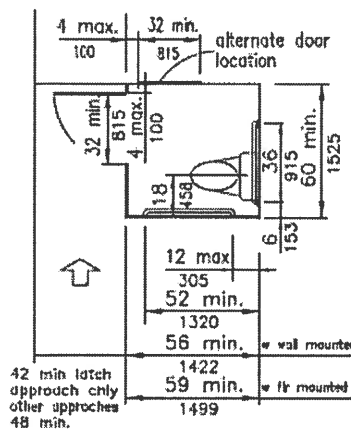
Re: Illinois Accessibility Code (IAC) Comments
<https://www.illinois.gov/cdb/business/codes/pages/illinoisaccessibilitycode.aspx>

Proposed Site Plan:

1. The legend "Required Parking" indicates 239 Required Parking Spaces and 217 Proposed Parking Spaces. The Illinois Accessibility Code, Section 400.310(c)(1) indicates that in parking lots with 201 to 300 total parking spaces, 7 (seven) Accessible Reserved Parking Spaces are required.

Proposed First Floor Plan:

2. In the "Women's Restroom" reconfigure the Accessible Toilet Stall so that the toilet stall door opens opposite the empty side of the space, to provide the clear floor space needed to enter. (See IAC Section 400.Illustration B., Figure 30(a)).



(a)
Standard Stall

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AUG 22 2017
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

Planning & Community Development Dept. Review

August 25, 2017



REVIEW ROUND 3

Project: Ivy Hotel – James Cazares
519 W. Algonquin Road

Case Number: PC 16-012

General Comments:

33. The response to Comment #'s 2-4, 5, 8, 10-14, 16-19, 25, 27, and 29-31 have been addressed.

34. The response to Comment #1 is noted. Staff continues to believe that a hotel use on the subject property would provide the following positive impacts to the Village:

- The proposed hotel would help to improve the overall area through the reinvestment and redevelopment of the subject property.
- The design of the building is attractive and would enhance the visual appearance of the Algonquin Road corridor.
- The proposed hotel/banquet facility would provide an additional option for clients and businesses seeking to patronize a facility of this nature within the community.
- The rooftop amenity lounge area would provide an amenity that is not currently present within the community.

While staff acknowledges that there would be positive benefits from the proposed development, our original concerns relative to insufficient on-site parking have not been satisfactorily addressed. Staff notes the following relative to on-site parking:

- Additional surveys on comparable suburban hotels were requested but not provided.
- No contingency plan was provided outlining areas where overflow parking could be accommodated during times of high occupancy at both the hotel and banquet facility.
- No agreements with neighboring property owners were provided to guarantee the perpetual ability to park excess vehicles off-site during peak operating times.
- Additional surveys of the banquet facility to substantiate the estimated peak demand were not provided.
- Additional issues with the valet parking and parking study are identified below.

Due to these concerns, staff cannot make a positive recommendation of approval of this application.

Architectural/Engineering Plans:

35. Comment #6 has only been partially addressed. The setbacks of the proposed building to the north, west, and south property lines have not been provided within the table.

36. Staff notes the following relative to Comment #7:

- a. The setbacks of the proposed building to the north, west, and south property lines have not been provided as noted above.

- b. All rooms have been labeled. However, it appears that a kitchen within the 1st floor has been labeled as "Laundry". Will this kitchen be removed and replaced with a laundry room? Additionally, there is a stairwell shown in this room that leads to a basement storage room that appears to be demolished. Will this stairwell be demolished?
- c. Addressed
- d. Addressed
- e. Addressed.
- f. 45 Valet parking areas are shown on the site plan, however, the proposed valet parking does not appear feasible. The double stacking of cars will not allow a car parked in the middle of the row to be accessed without moving multiple other vehicles. The double stacking of cars will not work, and a more realistic arrangement of cars would only allow around 25 cars to be valet parked on the site. Additionally, no details have been provided on how hotel guests will be prevented from parking in parking rows that are meant to accommodate valet parking.

37. Staff notes the following relative to Comment #9:

- a. The setbacks of the proposed building to the north, east, and west property lines have not been added.
- b. Addressed.

38. The response to Comment #15 has not provided sufficient detail. How is this outdoor area proposed to be used? Will it be only for hotel guests? Is it also available for banquet bookings/guests? Will food service/alcohol be provided within the outdoor area?

Parking/Loading/Traffic:

39. The response to Comment #20 does not adequately address the Village's concerns over the combined parking demands for a 126 room hotel and approx. 5,500 sq. ft. banquet facility. The logic in the ITE manual for parking demand is not applicable, as per the ITE manual, a 126 room hotel with one 1,000 sq. ft. banquet facility would have the same parking demand as a 126 room hotel with several 5,000 sq. ft. banquet facilities/meeting rooms. Although there will be some shared overlap in usage, the banquet hall essentially functions as a separate use from the hotel, and the parking demands for the combined uses have not been sufficiently accounted for.

40. The response to Comment 21 is noted. While a copy of an unexecuted valet parking contract has been provided, the contract did not specify where the valet parking will take place. Will it take place only in the on-site parking spaces? As noted above, while the architectural site plan shows 45 valet parking spaces, staff does not believe that there is sufficient space of all for these stalls. A realistic plan for valet parking should be provided, or the applicant should provide a response explaining how 45 valet parking spaces are feasible.

41. The response to Comment #22 is noted. Although the use of the top floor lounge, spa, and coffee shop will be restricted to "guests only" via keycard access, and payment for services at the spa and food/drinks at coffee shop will only be available by billing to a hotel room, these areas are still counted in the overall parking for the site. Additional details are needed on the 12th floor space and the spa/gym.

It has been stated that access to the rooftop lounge will be restricted to guests of the hotel via keycard access. Will the rooftop lounge be available for banquet bookings? What events will take place on the rooftop to where 12 toilets/urinals are need? Will the rooftop be for seasonal use only? Will there be any canopy, roof, or heatlamps for year round use? Will the gym space contain actual spa services, such as facials, massages, etc., or will it be only for gym equipment?

The current parking requirements as based on the information provided are shown on the next page:

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

Analysis Completed 08/24/17

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

** Sizes of spaces is based off scaled measurements of floor plan. Actual sizes must be provided by architect.

*** Estimated at 50% of coffee shop overall floor area.

42. The response to comment #23 is insufficient. No additional surveys of the banquet facility were provided. No additional surveys of comparable suburban hotels were provided. Staff maintains that additional evidence is needed to substantiate the adequacy of the proposed parking.
43. The response to Comment #24 is noted. Staff notes that 217 spaces, which includes 45 valet spaces, is likely not feasible given the aforementioned issues with the 45 valet parking spaces. The response does not adequately address the question as to why a maximum of only 73 vehicles were observed in an event that had 390 occupants.
44. The response to Comment #26 is insufficient. The limited survey data from the Marriot Courtyard hotel does not provide clear evidence of parking demand for that hotel. No data was provided on the occupancy of the hotel on the days when the survey was conducted, or on the events taking place within their small meeting/banquet room. Staff reiterates that the Marriot Courtyard hotel is not a directly comparable property to the proposed Ivy Hotel/Crystal Banquet Facility. As previously stated, additional surveys of comparable suburban hotel properties are needed to verify total parking demand for the proposed hotel/banquet facility. The data provided on the Double Tree hotel only outlines the number of parking spaces, rooms, and the size of the banquet facilities and restaurant on site. There were no parking surveys done at the Double Tree hotel.
45. Comment #28 has not been addressed. No agreement with the neighboring property owner has been provided. Staff notes that the market study says that parking overflow will be "accommodated by agreements with adjacent properties for overflow parking on weekends", however, the parking study has stated that there will be no overflow.

Zoning:

46. Comment #32 has not been addressed. No justification for the specific Land Use Variation criteria has been provided. The criteria has been reiterated below

All requested variations shall each address the three criteria:

Justification Criteria for Variation Approval:

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

Additional Comments Based on Revised Plans:

47. The southern building elevation appears to show a canopy/roof feature on the 12th floor roof deck, which is not reflected on the floor plan. Please provide details on this canopy/roof feature. Will the outdoor lounge be roofed?
48. The existing porte-cochere feature on the western elevation is shown as remaining in all elevations, however, all site plans show that this feature will be removed or significantly reduced in size. Please clarify the plans for the porte-cochere.
49. A variation is needed for the proposed 23' wide drive aisle adjacent to the eastern most handicap space. Code requires all two-way drive aisles to be 24' in width. Please provide the necessary justification for Variation approval.
50. The traffic study states that the banquet hall will be closed on Monday through Thursday. However, the market study states that the banquet hall will be open all week. Please clarify if the banquet hall will be available for bookings during the week.

Prepared by: _____



Item: PC#17-009 - 2104 N. Chestnut Ave. Subdivision

Department: Planning & Community Development

Requested Action

Preliminary Plat of Subdivision to subdivide the subject property into two lots.

Variations Required

1. Chapter 28, Section 5.1-2.6, Minimum Lot Width at Building Line, to reduce the required lot width for Lot 2 from 150 feet to 100 feet.
2. Chapter 29, Section 29-307, Residential Lot Standards, to reduce the required lot width for Lot 2 from 150 feet to 100 feet.
3. Chapter 28, Section 6.15-5, Protection and Preservation of Existing Trees, to waive the requirement for a tree survey and tree preservation plan on a single-family lot with a potential to redevelop into three or more lots.
4. Chapter 29, Section 29-201, Filing of Preliminary Plat, to waive the requirement to provide preliminary engineering plans with the submission for Preliminary Plat approval.
5. Chapter 29, Section 29-206, Preparation of Detailed Plans for Required Improvements, to postpone the submission of Final Engineering plans until 1 year after approval of Final Plat of Subdivision, or until such time as a building permit is received for Lot 2, whichever comes first.
6. Chapter 29, Section 29-503(a), (b), and (c), Agreement, Bond and Deposit Guaranteeing Installation of Required Improvements, to postpone the required fees, bonds, and deposits until 1 year after approval of Final Plat of Subdivision, or until such time as a building permit is received for Lot 2, whichever comes first.

Recommendation

The Staff Development Committee has reviewed the proposed Preliminary Plat of Subdivision and Variations, and while supportive of the general concept regarding the subdivision of this property, recommends denial of the application due to the lack of engineering plans and lack of engineering bonds, deposits, and fees. Alternatively, a continuation may be granted in order to allow the

petitioner additional time to provide the code required engineering plans and raise the funds to provide the code required fees, deposits, and bonds.

If the Plan Commission believes that the necessary justification for variation approval has been met, staff recommends the following conditions of approval:

1. The petitioner shall provide Final Engineering plans within one year of Final Subdivision approval, or at time of building permit application for a home on Lot 2, whichever comes first.
2. The petitioner shall provide all engineering fees, bonds, and deposits within one year of Final Subdivision approval, or at time of building permit application for a home on Lot 2, whichever comes first.
3. As part of the Final Subdivision approval, the subject property owner shall enter into an Estoppel Agreement with the Village, which agreement shall state that the Petitioner will not object to the establishment of a Special Assessment for construction of paving, street lighting, curb and gutter, street trees, and sidewalk improvements within the Chestnut Avenue Right-of-Way.
4. The petitioner shall provide a fee-in-lieu of onsite detention within one year of approval of the proposed subdivision, or at time of building permit application for a home on Lot 2, whichever comes first.
5. Prior to issuance of a building permit for construction of a home on Lot 2, land contribution fees shall be paid for Parks, Schools and Library per Chapter 29 of the Municipal Code.
6. Prior to issuance of a building permit for construction of a home on Lot 2, payment of \$700 as stipulated in Contribution Ordinance #92-012 and payment of \$7,224.62 as stipulated in Contribution Ordinance #13-017, shall be required.
7. A Design Commission application must be submitted for any new home proposed within the subdivision.
8. The Petitioner shall comply with all applicable Federal, State, and Village Codes, Regulations, and Policies.

ATTACHMENTS:

Description	Type
Staff Report	Report
Public Notice	Correspondence
Aerial	Exhibits
Plat & Sub Minutes - 4/12/17	Minutes
Plat of Survey	Exhibits
Preliminary Plat of Subdivision	Exhibits
Project Narrative	Correspondence
Justifications for Variations	Correspondence

Department Comments - Round 1
Petitioner Response to Round 1
Comments
Department Comments - Round 2

Correspondence
Correspondence
Correspondence



#

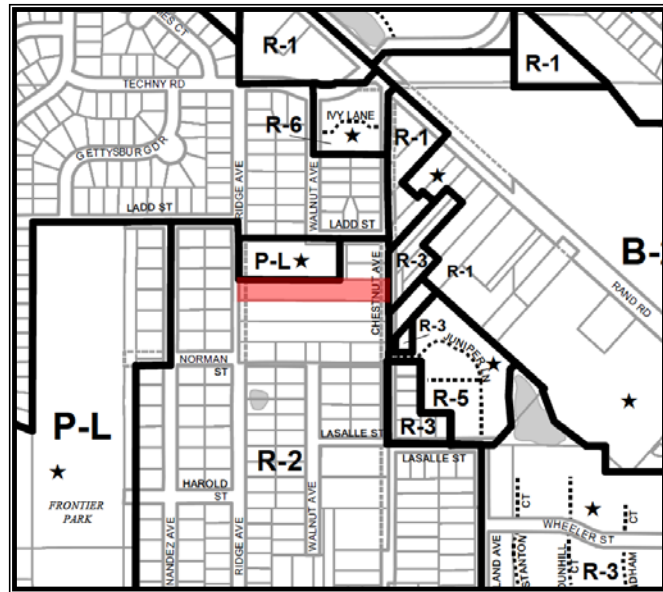
VILLAGE OF ARLINGTON HEIGHTS STAFF DEVELOPMENT COMMITTEE REPORT

PC Project Number: PC 17-009
Project Title: Chestnut Ave Subdivision
Address: 2104 N. Chestnut Ave.
PIN: 03-18-401-006

To: Plan Commission
Prepared By: Sam Hubbard,
 Development Planner
Meeting Date: September 13, 2017
Date Prepared: September 8, 2017

Petitioner: Janna Mydlowski
Address: 2104 N. Chestnut Ave.
 Arlington Heights, IL 60004

Existing Zoning: R-2, One-Family Dwelling
 District



SURROUNDING LAND USES

Direction	Existing Zoning	Existing Use	Comprehensive Plan
North	R-2: One-Family Dwelling District, P-L: Public Land District	Single-Family Home, Detention Basin	Single-Family Detached Estate 2, Open Space
South	R-2: One-Family Dwelling District	Single-Family Home	Single-Family Detached Estate 2
East	R-3: One-Family Dwelling District	Single-Family Homes	Single-Family Detached Estate 2
West	R-2: One-Family Dwelling District	Single-Family Homes, Vacant Land	Single-Family Detached Estate 2

Requested Action:

1. Preliminary Plat of Subdivision to subdivide the subject property into two lots.

Variations Required:

1. Chapter 28, Section 5.1-2.6, Minimum Lot Width at Building Line, to reduce the required lot width for Lot 2 from 150 feet to 100 feet.
2. Chapter 29, Section 29-307, Residential Lot Standards, to reduce the required lot width for Lot 2 from 150 feet to 100 feet.
3. Chapter 28, Section 6.15-5, Protection and Preservation of Existing Trees, to waive the requirement for a tree survey and tree preservation plan on a single-family lot with a potential to redevelop into three or more lots.
4. Chapter 29, Section 29-201, Filing of Preliminary Plat, to waive the requirement to provide preliminary engineering plans with the submission for Preliminary Plat approval.
5. Chapter 29, Section 29-206, Preparation of Detailed Plans for Required Improvements, to postpone the submission of Final Engineering plans until 1 year after approval of Final Plat of Subdivision, or until such time as a building permit is received for Lot 2, whichever comes first.
6. Chapter 29, Section 29-503(a), (b), and (c), Agreement, Bond and Deposit Guaranteeing Installation of Required Improvements, to postpone the required fees, bonds, and deposits until 1 year after approval of Final Plat of Subdivision, or until such time as a building permit is received for Lot 2, whichever comes first.

Project Background:

The subject property is 100 feet wide by 718 feet deep, which equates to 71,800 square feet in area (1.65 acres). The lot is occupied by a two-story single-family home located on the east side of the lot, with access off of Chestnut Avenue. Also on the property is a detached garage that is no longer serviced by a driveway; an attached garage addition to the house provides the necessary garage space for automobile parking. To the north of the subject property is a detention basin and a single-family home, and to the south is a similar sized lot with an existing single-family home. To the east and west of the subject property are single-family homes. The subject property is located within the R-2, One-Family Dwelling District.

The proposed action, if approved, would allow the petitioner to subdivide the parcel into two single-family lots. The east lot (Lot 1) is proposed at 100 feet wide and 163 feet deep, for a total of 16,300 square feet in area. The west lot (Lot 2) is proposed at 100 feet wide and 489 feet deep, for a total of 48,900 square feet in area. The property owner has recently rehabbed the existing house on the subject property, and if the subdivision is approved, she intends to sell that home and construct a new home on Lot 2 where she would live with her family.

Zoning and Comprehensive Plan

Per the requirements of Chapter 29 (Subdivision Control Regulations) of the Municipal Code, a Plat of Subdivision must be reviewed by the Plan Commission and approved by the Village Board. As part of the preliminary review process, the Staff Development Committee evaluated the relationship of the two new lots to the applicable Zoning and Subdivision regulations (see Table 1 below).

Table 1: Subdivision Analysis

Zoning Requirements	Minimum Lot Size (SF)	Minimum Lot Width	Front yard setback	Side yard setback	Rear yard setback	Corner side yard setback
Required:						
Standard R-2 Lot	10,000	90' if between 15,000 sq. ft. and 20,000 sq. ft. in lot size, 150' if lot is greater than 1 acre.	25' or average of block	10% lot width	30'	Average of block
Proposed:						
Lot 1	16,300*	100'	40'	10'	30'	N/A
Lot 2	48,900*	100'	25.95'	10'	356'	N/A

* Total area takes into account R.O.W dedication.

Based on the above analysis, a variation is needed for the lot width of Lot 2.

The required front yard setback for Lot 1 is determined by the average front yard setbacks of the existing homes on the Chestnut Avenue frontage, which frontage is the west side of Chestnut from Ladd Street south to LaSalle Street. The required front yard setback for Lot 2 is determined by the average front yard setback of the existing homes on the Ridge Avenue frontage, which frontage is the east side of Ridge Avenue from Techny Road south to Palatine Road. The petitioner has provided information relative to these setbacks and the proposed front yard setbacks for each lot conform to the average front yard setback along the frontage.

In order to demonstrate conformance with the standards of approval for the lot width variation, the petitioner has provided a written justification based on the following hardship criteria:

- ***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.***

The petitioners written response is included within the packet for the Plan Commission, and staff concurs with the petitioner that the necessary standards for variation approval have been met. Staff notes that the lot width has already been established at 100' (and is currently non-conforming relative to lot width). The subdivision of this land would reduce the extent of the non-conformity as the lot would become smaller in size and move closer towards compliance.

The petitioner has also requested several variations relative to the requirements within Chapter 29 (Subdivision Regulations) of the Village Code. These variations are outlined in the Public Improvements section of this report.

The Comprehensive Plan classifies the subject property as "Single-Family Detached Estate 2". The proposed subdivision and the existing R-2 zoning designation for the property are both compatible with the Comprehensive Plan.

Future Subdivision

The subject property is the northernmost property in a string of four lots between Chestnut and Ridge Avenues, south of the detention basin and north of the partial Right-of-Way (ROW) for Norman Street. Each of these four properties are roughly the same size, and all together could be combined and subdivided to create eight to twelve single-family lots. Under this scenario, Walnut Avenue would be extended north from its existing terminus at the Norman Street partial ROW, and would terminate with a cul-de-sac on the subject property (see Exhibit I – Conceptual Future Subdivision). In order to preserve the ability to accommodate this potential future subdivision, staff has requested, and the petitioner has agreed, to provide a 356-foot rear yard setback on Lot 2. By keeping all principal structures on Lot 2 outside of this setback area, the ability for future subdivision, if such subdivision is desired by the petitioner, will remain intact.

Landscape and Tree Preservation

Section 6.15-5 of the Zoning Code requires that any property with the potential to redevelop into three or more lots provide a tree preservation plan and landscape plan. Since the subject property is substantially deep, potential exists for a total of four lots on the property, and therefore a tree preservation and landscape plan are required. The petitioner has requested a variation to waive this requirement as they are only proposing one additional lot within the proposed subdivision. The petitioner has provided their written response to the standards of approval and it has been included in the packet to the Plan Commission.

Staff has been out to the site to evaluate the existing trees on the subject property. Based on this evaluation, it was determined that most of the trees were volunteer growth consisting of lesser quality species. No large tree of significant value was observed. Staff is supportive of the requested variation to waive the landscape and tree preservation requirement.

Traffic and Parking

According to the Village's Subdivision Control Regulations and Zoning Ordinance, a traffic study is required for residential developments that have at least 100 dwelling units or more. Since the Petitioner is only proposing a two lot subdivision, a formal traffic study by a certified Traffic Engineer is not required.

Public Improvements

There are a number of public improvements needed as part of the proposed subdivision. These requirements are broken down between the two lots.

Lot 1 – Chestnut Avenue

Chestnut Avenue is currently a rural type street with no sidewalks, no streetlights, and no street trees. The paved section of the street does not meet code standards for required pavement width, and the Chestnut Avenue ROW does not meet the code standard for required ROW width. Therefore, 33' of the subject property must be dedicated to the Village, and this dedication has been included on the Plat of Subdivision. Although improvement of the street in order to conform with code regulations is a requirement of the subdivision process, it would not be practical to build a new half street with curb and gutter, a sidewalk that is only 100' long, and install street trees and street lights at this time. Therefore, the Village is amenable to an Estoppel Agreement stating that the petitioner agrees not to object to a Special Assessment to fund these required improvements in the future.

Sanitary and Water infrastructure already exist to service Lot 1, and no expansion to this infrastructure is needed.

Lot 2 – Ridge Avenue

Currently, only the western half of Ridge Avenue has been constructed from Ladd Street to about the midpoint of the subject property. Similar to the Chestnut Avenue side, land must be dedicated for Ridge Avenue to allow the ROW to conform to the 66' ROW width requirement. The land dedication is shown on the Plat of Subdivision.

Since no street currently provides access to Lot 2, in order to construct a house on the Ridge Avenue frontage, a half-street and sidewalk must be constructed along the 100' lot frontage on the east side of Ridge Avenue. As previously mentioned, there is an existing half street and sidewalk on the western side of Ridge Avenue from south of Ladd Street to the south lot line of 2106 N. Ridge. The east half of the roadway from south of Ladd Street to the subject property has not been constructed and it is the Villages responsibility to construct this portion of the street.

With regards to water, storm sewer, and sanitary sewer infrastructure, the subject property will need to extend the existing water main 55' to the southern boundary of lot 2 (or pay a fee in lieu of this construction), to allow the property owner to the south of the subject property to be serviced by this water main. Adequate storm sewer and sanitary sewer infrastructure to serve Lot 2 is already in place, however, there are contribution ordinances for both the storm sewer and sanitary sewer, and payment of the contribution fee will be required at time of building permit for a new home on Lot 2.

Finally, onsite storm water detention is not required in a two lot residential subdivision, and therefore a fee-in-lieu of detention will be required. In situations where a fee in-lieu of detention is permitted, the expected stormwater that will be generated by a development is accommodated in the Villages stormwater control system.

Chapter 29 (Subdivision Regulations) of the Municipal Code requires that anytime a subdivision is proposed, engineering plans outlining all public and private improvements to the property be submitted in conjunction with the application. In addition, Chapter 29 also requires that the subdivider of land put up a bond or deposit that guarantees the installation of the land improvements needed to accommodate the development, as per code requirements. Citing financial reasons, the petitioner has asked to postpone the provision of the required engineering plans and bonds/deposits for one year or until such time as a permit for construction of a new home on Lot 2 is submitted (whichever comes first).

Without the submission of the required engineering plans, staff cannot determine the required fee in-lieu of on-site detention for this subdivision, which is always collected at the time of subdivision. Furthermore, while staff understands that the petitioner is not a large corporate developer proposing a multi-lot subdivision, the provision of engineering plans, bonds, and deposits are required at the time of subdivision regardless of the size of the proposed subdivision. To make an exception due to financial reasons could open up the door to future requests of a similar nature regardless of the size of the subdivision. While it is the intention of the petitioner to provide the required engineering plans, fees, and deposits within one year, unforeseen circumstances may arise in the future that would make the provision of these items unfeasible. Once the subdivision has been approved and recorded, the Village loses a certain amount of leverage to obtain these items. Finally, to remain fair and consistent relative to past subdivisions that have provided these plans and deposits, staff recommends that the petitioner comply with the aforementioned Subdivision Code requirements.

RECOMMENDATION

The Staff Development Committee has reviewed the proposed Preliminary Plat of Subdivision and Variations, and while supportive of the general concept regarding the subdivision of this property, recommends denial of the application due to the lack of engineering plans and lack of engineering bonds, deposits, and fees. Alternatively, a continuation may be granted in order to allow the petitioner additional time to provide the code required engineering plans and raise the funds to provide the code required fees, deposits, and bonds.

If the Plan Commission believes that the necessary justification for variation approval has been met, staff recommends the following conditions of approval:

1. The petitioner shall provide Final Engineering plans within one year of Final Subdivision approval, or at time of building permit application for a home on Lot 2, whichever comes first.
2. The petitioner shall provide all engineering fees, bonds, and deposits within one year of Final Subdivision approval, or at time of building permit application for a home on Lot 2, whichever comes first.
3. As part of the Final Subdivision approval, the subject property owner shall enter into an Estoppel Agreement with the Village, which agreement shall state that the Petitioner will not object to the establishment of a Special Assessment for construction of paving, street lighting, curb and gutter, street trees, and sidewalk improvements within the Chestnut Avenue Right-of-Way.
4. The petitioner shall provide a fee-in-lieu of onsite detention within one year of approval of the proposed subdivision, or at time of building permit application for a home on Lot 2, whichever comes first.
5. Prior to issuance of a building permit for construction of a home on Lot 2, land contribution fees shall be paid for Parks, Schools and Library per Chapter 29 of the Municipal Code.

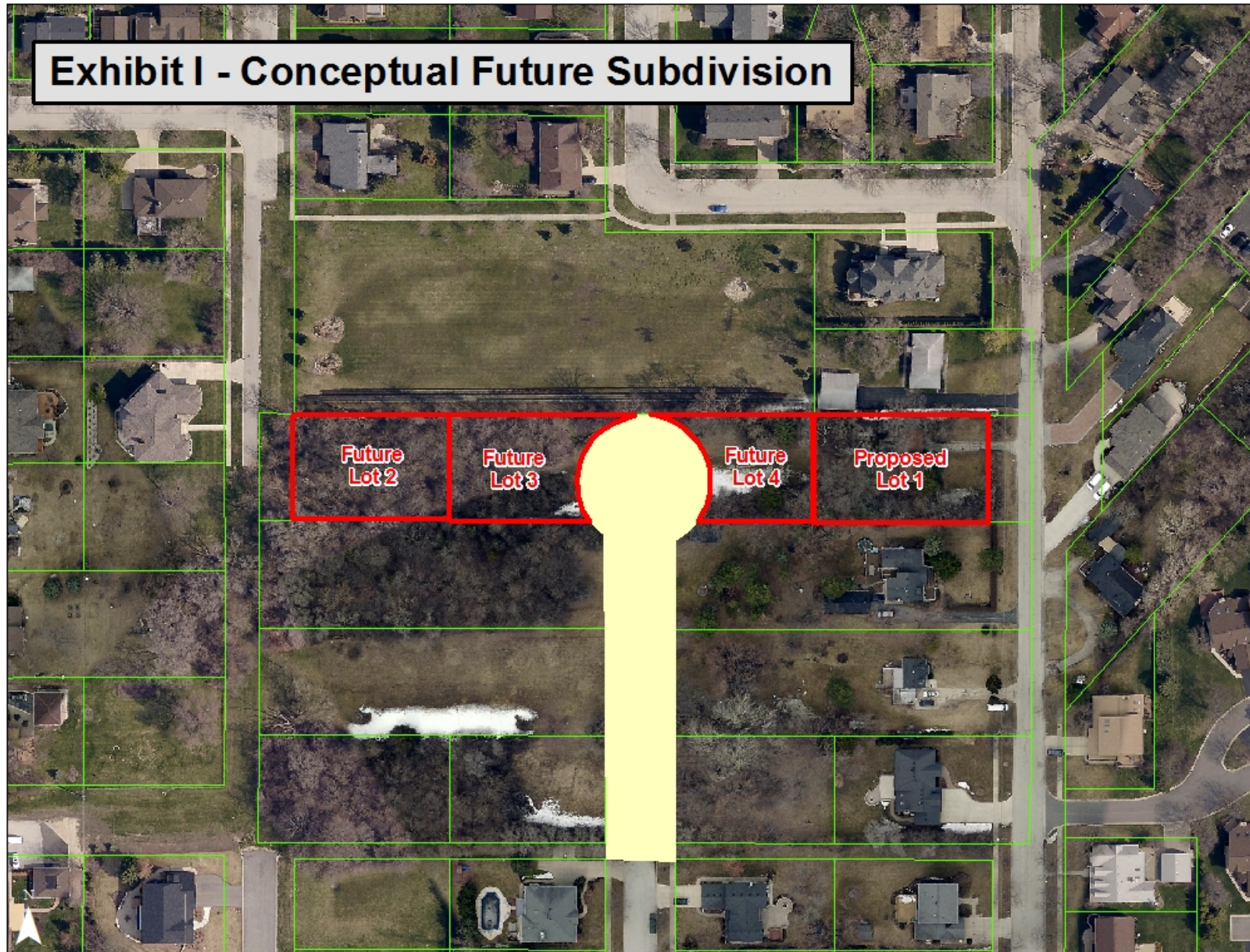
6. Prior to issuance of a building permit for construction of a home on Lot 2, payment of \$700 as stipulated in Contribution Ordinance #92-012 and payment of \$7,224.62 as stipulated in Contribution Ordinance #13-017, shall be required.
7. A Design Commission application must be submitted for any new home proposed within the subdivision.
8. The Petitioner shall comply with all applicable Federal, State, and Village Codes, Regulations, and Policies.

September 8, 2017

Bill Enright, Deputy Director of Planning and Community Development

Cc: Randy Recklaus, Village Manager
All Department Heads

Exhibit I - Conceptual Future Subdivision



NOTICE OF
PUBLIC HEARING
NOTICE IS HEREBY
GIVEN THAT THE PLAN
COMMISSION OF THE
VILLAGE OF ARLINGTON
HEIGHTS WILL CONDUCT
A PUBLIC HEARING ON
SEPTEMBER 13, 2017, AT
7:30 P.M. in the Municipal
Building, 33 South Arlington
Heights Road, Arlington
Heights, Illinois to consider
Petition No. 17-009, a Pre-
liminary and Final Plat of
Subdivision, said property
located at 2104 North Chest-
nut Avenue in Arlington
Heights, IL, and legally de-
scribed as follows:

THE NORTH 100 FEET OF
THE SOUTH 1700 FEET OF
THE WEST 718 FEET OF
THAT PART OF THE EAST
1/2 OF THE SOUTHEAST 1/4
OF SECTION 18, TOWN-
SHIP 42 NORTH, RANGE
11, EAST OF THE THIRD
PRINCIPAL MERIDIAN,
LYING SOUTH OF THE
CENTERLINE OF RAND
ROAD AND NORTH OF
THE CENTER OF PALA-
TINE ROAD, ALL IN COOK
COUNTY, ILLINOIS.

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

a. Section 5.1-2.6, Minimum
Lot Width at Building Line,
to reduce the required lot
width for Lot 2 from 150' to
100'.

b. Section 6.15-5, Protection
and Preservation of Exist-
ing Trees, to waive the re-
quirement for a tree survey
and tree preservation plan
on a single-family lot with a
potential to redevelop into
three or more lots.

And other variations as de-
termined necessary by the
Plan Commission.

All persons desiring to be
heard shall be given the op-
portunity 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 Depart-
ment 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
August 29, 2017 (4481220)

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 August 29, 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 Danula Baltz
Authorized Agent

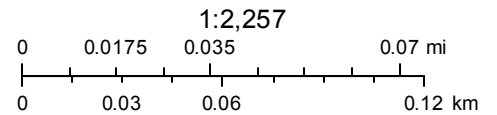
Control # 4481220

RECEIVED
SEP 01 2017
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

Aerial - 2104 N Chestnut



April 3, 2017



REPORT OF THE PROCEEDINGS OF
THE PLAT & SUBDIVISION COMMITTEE
OF THE VILLAGE OF ARLINGTON HEIGHTS PLAN COMMISSION
HELD AT VILLAGE HALL ON:

April 12, 2017

Project Title: Chestnut Avenue Subdivision

Address: 2104 N. Chestnut Avenue

Petitioner: Janna Mydlowski
2104 N. Chestnut Avenue
Arlington Heights, IL 60004

Requested Action:

- Plat of Subdivision

Variations Required:

- Section 5.1-2.6, to reduce the required lot width for Lot 2 from 150 feet to 100 feet.

Attendees: Janna Mydlowski – Petitioner
Bruce Green, Plan Commissioner
Lynn Jensen, Plan Commissioner
John Sigalos, Plan Commissioner
Sam Hubbard, Development Planner

Project Summary:

The subject property is 100 feet wide by 718 feet deep, which equates to 71,800 square feet in area (1.65 acres). The lot is occupied by a two-story single family home located on the east side of the lot, with access off of Chestnut Avenue. Also on the property is a detached garage that is no longer serviced by a driveway, and an attached garage addition to the house provides the necessary garage space for automobile parking. To the north of the subject property is a detention basin and a single-family home, and to the south is a similar sized lot with an existing single-family home. To the east and west of the subject property are single-family homes. The subject property is located within the R-2, One-Family Dwelling District.

The proposed action, if approved, would allow the petitioner to subdivide the parcel into two single family lots. The east lot (Lot 1) is proposed at 100 feet wide and 163 feet deep, for a total of 16,300 square feet in area. The west lot (Lot 2) is proposed at 100 feet wide and 489 feet deep, for a total of 48,900 square feet in area. A new single family home would be proposed for Lot 2.

Meeting Discussion:

Ms. Mydlowski explained that she was the current owner of the subject property which was over 700 feet deep and had an existing house that fronted on Chestnut Avenue. She wanted to subdivide the property into two lots, with the portion that contained the existing house being one lot approximately $\frac{1}{4}$ of the overall property size and the second lot occupying the remaining $\frac{3}{4}$ of the current property. It was her intention to sell the home that faced Chestnut, and depending on her financial situation in the future, construct a home for herself on the second lot that occupied $\frac{3}{4}$ of the site, which is currently vacant today.

Mr. Hubbard stated that the property is currently 100 feet wide and 718 feet deep, which is a little over one and a half acres in size. The property is within the R-2 Zoning District and was classified by the Comprehensive Plan as "Single-Family Detached Estate 2". The existing zoning and proposed subdivision conformed to the Comprehensive Plan

classification. The proposed subdivision would yield an approximately 16,000 square foot lot and an approximately 49,000 square foot lot. The existing house along Chestnut Avenue would be on the 16,000 square foot lot, and the larger second lot would be on the western side of the site, which was currently vacant, and would have frontage along Ridge Avenue. This lot would require a Variation in lot width as the code required any lot larger than one acre to have a lot width of 150 feet. The width of the subject property was 100 feet, and so it would be impossible for the subject property to conform with the required 150 foot lot size regulation, thus necessitating a Variation. Staff supported this Variation as there was no way to comply with the lot width standard and also the subject property could be subdivided further in the future, which would reduce the lot size and bring the lot into conformance.

Mr. Hubbard said that the required front yard setback was based on the setback of the existing homes on the frontage, and so as part of the subdivision application, the petitioner would need to provide figures on the setbacks of the existing homes on each frontage to determine what the required front yard setbacks would be.

Ms. Mydlowski mentioned that she had already provided this analysis when she received a building permit for the home that fronted on Chestnut.

Mr. Hubbard responded that this should be acceptable, but that a similar analysis would be required for the Ridge Avenue frontage. He said that the petitioner would need to provide written justification for the proposed lot width Variation as part of the Plan Commission application. He explained that the property was part of a group of four properties all of a similar size that could be combined to create a small subdivision of eight to twelve lots. He asked that the petitioner provide a conceptual design for a cul-de-sac on her property, which would enable both her property and the three lots to the south. Staff wanted to make sure that the design of the proposed subdivision today would preserve the possibility for the property owner to accommodate for two additional lots in the future. Additionally, staff would ask for a larger than normal rear yard setback on the larger lot in order to keep homes outside of the rear area of that property to preserve the ability for further subdivision and lots in this area. He said that the location of the proposed lot line between Lot 1 and Lot 2 would need to be evaluated to ensure that its placement did not hamper any future subdivision of Lot 2 in the future, and the conceptual design of the cul-de-sac would help the Village analyze this.

Mr. Hubbard stated that there were quite a bit of public improvement obligations that would be required as part of the subdivision, including roadway dedication and roadway improvements such as widening and construction of the road, street trees, curbs and gutter, and potentially street lights. Extension of a water main and payment of recapture fees would also be required. For certain of these public improvements, an Estoppel Agreement may be acceptable in lieu of completing the public improvements. As with any public improvements, deposits/bonds would be required, and he wanted the petitioner to be aware of these things upfront so there were no surprises later on.

Commissioner Sigalos asked if the petitioner was interested in having four lots on the property in the future as opposed to the two proposed in the subdivision.

Ms. Mydlowski replied that she may be interested in four lots on the property, but that she was only proposing two lots at this time as the ability to accommodate four lots was dependent on her neighbors. With regards to a future cul-de-sac, she said she wanted to coordinate with her neighbors because to have the entire cul-de-sac on her property put the entire burden of this on her, and it should be shared with the neighbor to the south as it would benefit the entire area.

Mr. Hubbard replied that it made the most sense to have the cul-de-sac shared between her lot and the lot abutting to the south, and that the conceptual design prepared by staff that showed it falling mostly on her property was only for illustrative purposes and represented a worst case scenario. If the future subdivision could accommodate for this conceptual cul-de-sac entirely on the subject property, then it would certainly be viable if it was shared between this property and the property to the south.

Commissioner Jensen asked if there was a detention basin north of the subject property.

Mr. Hubbard replied that it was.

Commissioner Jensen asked who owned the three properties south of the subject property.

Mr. Hubbard said that they were all under separate ownership.

Commissioner Jensen said that the chances that this would move forward as a unified subdivision were probably pretty low.

Mr. Hubbard said that at this time there was no unified effort to subdivide the entire area, and so unless all of the property owners wanted to sell, then development would have to proceed piecemeal. He said that in 2008 the Village had been talking with a developer that was looking to assemble all of the properties, but when the Great Recession hit, the developer backed off of the project.

Commissioner Jensen asked about the Chestnut Avenue.

Mr. Hubbard replied that Chestnut Avenue did not meet minimum width standards and did not have curb and gutter. He said that as part of the subdivision process, the petitioner is required to bring all public infrastructure adjacent to the subdivision up to current Village standards. However, since improvement of just a small portion of Chestnut Avenue to current standards was not practical, the Village would likely ask for an Estoppel Agreement in lieu of making these improvements today.

Commissioner Jensen said that there were a lot of expenses that would be required of a subdivision in this location and advised the petitioner to work with staff prior to appearing before the Plan Commission to sort out what the best arrangement would be to fulfill the infrastructure obligations of the code.

Commissioner Green asked if it was the petitioner's responsibility to design a cul-de-sac as part of this subdivision process that would actually involve the construction of that cul-de-sac.

Mr. Hubbard responded that it was not a code requirement that this cul-de-sac be fully engineered at this time, however, as the petitioner has indicated that she may be interested in having four lots on the subject property at some point in the future, it would be to her benefit to provide at least some type of conceptual design for the cul-de-sac to ensure that the proposed two lot subdivision was not designed in a way that would prevent the eventual four lot subdivision. The location of the lot line between Lot 1 and Lot 2, depending on the design of the cul-de-sac, could mean that a future subdivision of Lot 2 would require a variation relative to minimum allowable lot size, which variation could be prevented with consideration during the current proposed subdivision.

Commissioner Jensen asked if Lot 2 was further subdivided in the future, would this negate the lot width non-conformity on that lot?

Mr. Hubbard responded that it would negate the non-conformity.

Commissioner Green pointed out that the 100 foot lot width for these lots was already established and so there was nothing that the petitioner could do to design a lot with a width of greater than 100 feet.

Commissioner Jensen said that if the Village wanted to see the area developed in unified approach as a subdivision, then the Village should be working with each property owner to make this happen.

Commissioner Green said that he did not see a problem with the variation to reduce the lot width from 150 feet to 100 feet as it was an existing condition. He said it made sense to push the cul-de-sac down to share it more with the neighbor to the south.

Ms. Mydlowski asked at what point would all of the public improvements need to be paid for.

Mr. Hubbard responded that the bonds and deposits for the public improvements would be required prior to Final Subdivision approval.

Ms. Mydlowski asked if there was a ballpark estimate for how much these public improvements would cost.

Mr. Hubbard responded that she needed to hire an engineer to prepare an Engineers Opinion of Probable Cost. If she reached out to the Village Engineering Department, they may be able to provide her with a very rough estimate of what this would cost.

Commissioner Green encouraged the petitioner to understand the potential costs that would be required to move forward with the subdivision, but thought that the concept was great and he thought that she should move forward.

RECOMMENDATION

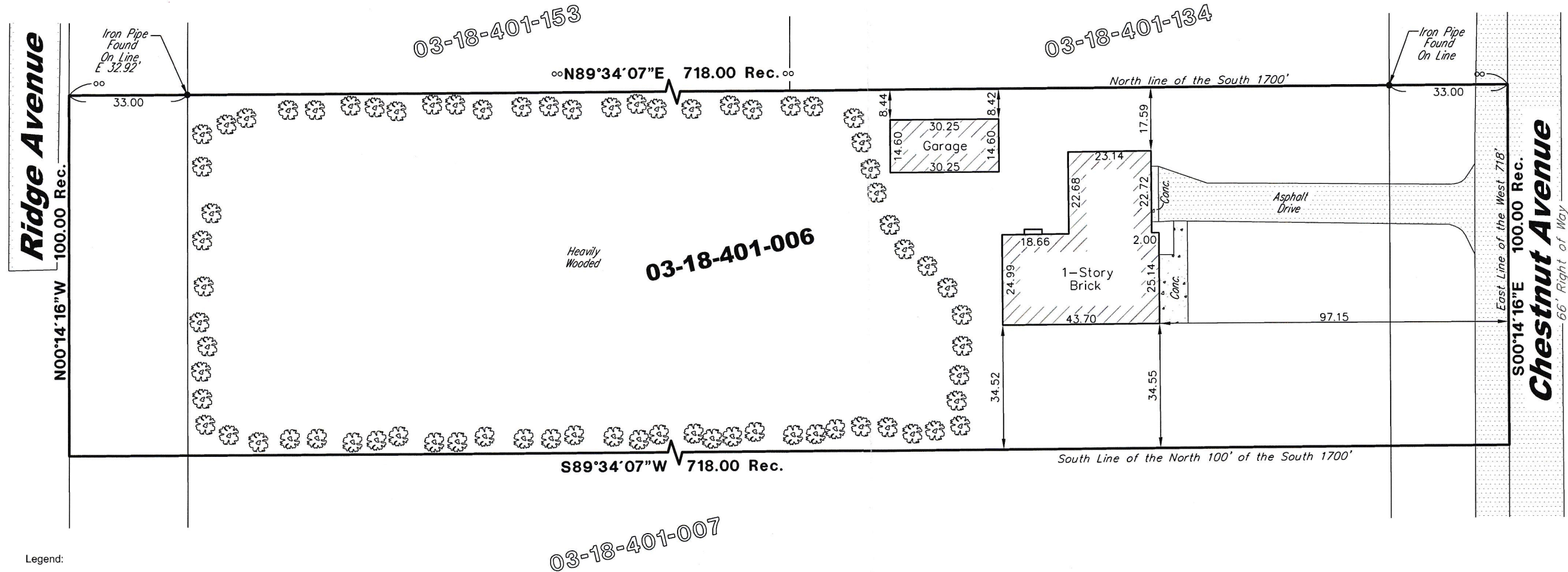
The Plat & Subdivision Committee was supportive of the proposal and advised that the petitioner should move forward.

Bruce Green, Chair
PLAT & SUBDIVISION COMMITTEE
Sam Hubbard, Recorder



PLAT OF SURVEY

THE NORTH 100 FEET OF THE SOUTH 1700 FEET OF THE WEST 718 FEET OF THAT PART OF THE EAST 1/2 OF THE SOUTHEAST 1/4 OF SECTION 18, TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, LYING SOUTH OF THE CENTERLINE OF RAND ROAD AND NORTH OF THE CENTER OF PALATINE ROAD, ALL IN COOK COUNTY, ILLINOIS.



Legend:

- O-Set 1/2" Iron Pipe
- Found Iron Pipe
- X-Found Cross

Surveyor Notes:

- Field Work Completed on 04-16-15
- Prepared for Survey Services, for real estate transaction.
- Site Address: 2104 N. Chestnut Avenue, Arlington Heights, IL
- Pin No.: 03-18-401-006
- The easements shown hereon are provided from the current title and the use of the recorded subdivision plat. No search of the records for easements or encumbrances was made as part of this survey.
- Compare deed description and site conditions with the data given on this plat and report any discrepancies to the surveyor at once.
- Auto Cad Files will not be released under this contract.

State of Illinois)
County of Cook)

We, Land Surveying Services, Inc. do hereby state that we have surveyed the above described property and that this is the Plat that represents the conditions found at the time of said survey.

Given under my hand and seal this 21st day of April, A.D. 2015 in Palatine, Illinois.

Gloria Jean Koter, an agent for Land Surveying Services, Inc.

Illinois Professional Land Surveyor Number 3823
License Expiration Date 11-30-16

This professional service conforms to the current Illinois minimum standards for a boundary survey.

Drawn By:	KD	Checked By:	GJK
Drawing Revisions			
REVISION	Date	Drawn	Checked

Field Work Completed:	04-16-15
Scale:	1" = 30'
Date:	04-21-15
Site Address:	
2104 N. Chestnut Avenue	
Arlington Heights, Illinois	

Land Surveying Services, Inc.
574 W. Calfax Street
Palatine, Illinois 60067
Ph. (847)991-7700
Fax. (847)991-7707
Professional Design Firm License No. 184-003632

Job Number
LS150187
Sheet Name
PLAT OF SURVEY
Sheet Number
SURVEY

PRELIMINARY PLAT
OF
2104 N. CHESTNUT AVENUE

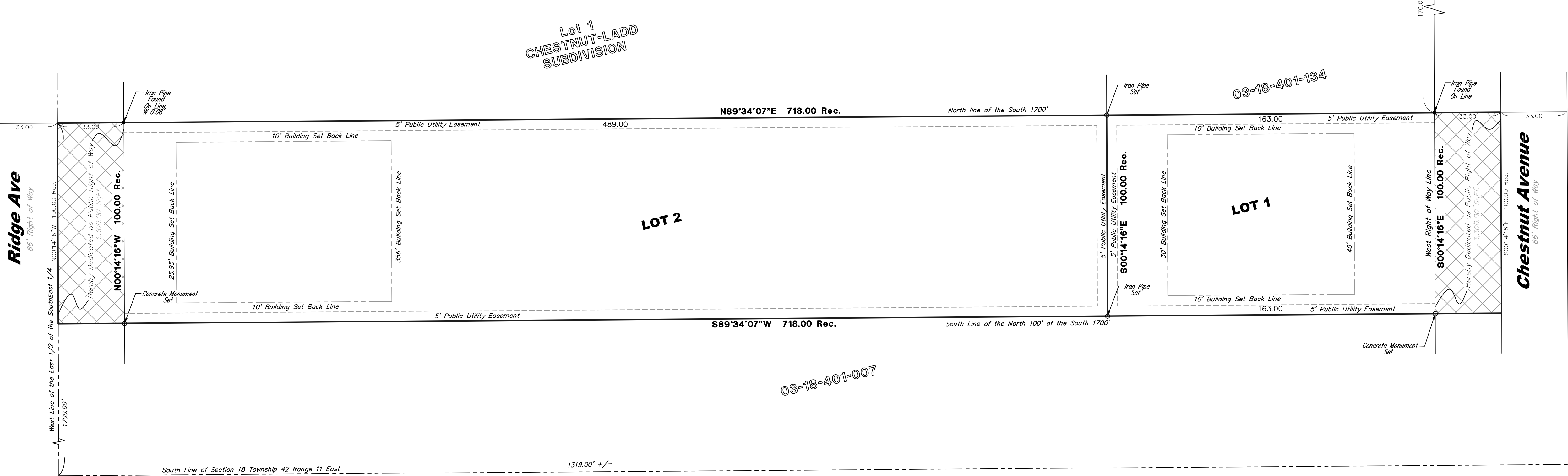


Ladd Street
South Right of Way Line

THE NORTH 100 FEET OF THE SOUTH 1700 FEET OF THE WEST 718 FEET OF THAT PART OF THE EAST 1/2 OF THE SOUTHEAST 1/4 OF SECTION 18, TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, LYING SOUTH OF THE CENTERLINE OF RAND ROAD AND NORTH OF THE CENTER OF PALATINE ROAD, ALL IN COOK COUNTY, ILLINOIS.

Lot 1
CHESTNUT-LADD
SUBDIVISION

Surveyor Notes:
1. Total Acreage:
Lot 1: 0.37 Acres (16,300 sq. ft.)
Lot 2: 1.12 Acres (48,900.37 sq. ft.)



EASEMENT PROVISIONS
AN EASEMENT FOR SERVING THE SUBDIVISION AND OTHER PROPERTY WITH
ELECTRIC AND COMMUNICATION SERVICE IS HEREBY RESERVED FOR AND GRANTED TO

COMMONWEALTH EDISON COMPANY AND SRC TELEPHONE COMPANY, GRANTEEES,

THEIR RESPECTIVE LICENSEES, SUCCESSORS AND ASSIGNS JOINTLY AND SEVERALLY,
TO CONSTRUCT, OPERATE, REPAIR, MAINTAIN, MODIFY, RECONSTRUCT, REPLACE,
SUPPLEMENT, RELOCATE AND REMOVE, FROM TIME TO TIME, POLES, GUYS,
ANCHORS, WIRES, CABLES, CONDUITS, MANHOLES, TRANSFORMERS, PEDESTALS,
EQUIPMENT CABINETS OR OTHER FACILITIES USED IN CONNECTION WITH
OVERHEAD AND UNDERGROUND TRANSMISSION AND DISTRIBUTION OF
ELECTRICITY, COMMUNICATIONS, SOUNDS AND SIGNALS IN, OVER, UNDER,
ACROSS, ALONG AND UPON THE SURFACE OF THE PROPERTY SHOWN WITHIN THE
DASHED OR DOTTED LINES (OR SIMILAR DESIGNATION) ON THE PLAT AND MARKED
"EASEMENT", "UTILITY EASEMENT", "PUBLIC UTILITY EASEMENT", "P.U.E." (OR
SIMILAR DESIGNATION), THE PROPERTY DESIGNATED IN THE DECLARATION OF
CONDOMINIUM AND/OR ON THIS PLAT AS "COMMON ELEMENTS", AND THE
PROPERTY DESIGNATED ON THE PLAT AS "COMMON AREA OR AREAS", AND THE
PROPERTY DESIGNATED ON THE PLAT FOR STREETS AND ALLEYS WHETHER PUBLIC
OR PRIVATE, TOGETHER WITH THE RIGHTS TO INSTALL REQUIRED SERVICE
CONNECTIONS OVER OR UNDER THE SURFACE OF EACH LOT AND COMMON AREA
OR AREAS TO SERVE IMPROVEMENTS THEREON, OR ON ADJACENT LOTS, AND
COMMON AREA OR AREAS, THE RIGHT TO CUT, TRIM OR REMOVE TREES, BUSHES,
ROOTS AND SAPLINGS AND TO CLEAR OBSTRUCTIONS FROM THE SURFACE AND
SUBSURFACE AS MAY BE REASONABLY REQUIRED INCIDENT TO THE RIGHTS HEREIN
GIVEN, AND THE RIGHT TO ENTER UPON THE SUBDIVIDED PROPERTY FOR ALL SUCH
PURPOSES. OBSTRUCTIONS SHALL NOT BE PLACED OVER GRANTEEES' FACILITIES OR
IN, UPON OR OVER THE PROPERTY WITHIN THE DASHED OR DOTTED LINES (OR
SIMILAR DESIGNATION) MARKED "EASEMENT", "UTILITY EASEMENT", "PUBLIC
UTILITY EASEMENT", "P.U.E." (OR SIMILAR DESIGNATION) WITHOUT THE PRIOR
WRITTEN CONSENT OF GRANTEEES. AFTER INSTALLATION OF ANY SUCH FACILITIES,
THE GRADE OF THE SUBDIVIDED PROPERTY SHALL NOT BE ALTERED IN A MANNER
SO AS TO INTERFERE WITH THE PROPER OPERATION AND MAINTENANCE THEREOF.

THE TERM "COMMON ELEMENTS" SHALL HAVE THE MEANING SET FORTH FOR
SUCH TERM IN THE "CONDOMINIUM PROPERTY ACT", CHAPTER 765 ILCS 605/2(C),
AS AMENDED FROM TIME TO TIME.

THE TERM "COMMON AREA OR AREAS" IS DEFINED AS A LOT, PARCEL OR AREA OF
REAL PROPERTY, THE BENEFICIAL USE AND ENJOYMENT OF WHICH IS RESERVED IN
WHOLE OR AS AN APPORTIONMENT TO THE SEPARATELY OWNED LOTS, PARCELS
OR AREAS WITHIN THE PLANNED DEVELOPMENT, EVEN THOUGH SUCH BE
OTHERWISE DESIGNATED ON THE PLAT BY TERMS SUCH AS "OUTLOTS", "COMMON
ELEMENTS", "OPEN SPACE", "OPEN AREA", "COMMON GROUND", "PARKING" AND
"COMMON AREA". THE TERM "COMMON AREA OR AREAS" AND "COMMON
ELEMENTS" INCLUDE REAL PROPERTY SURFACED WITH INTERIOR DRIVEWAYS AND
WALKWAYS, BUT EXCLUDES REAL PROPERTY PHYSICALLY OCCUPIED BY A BUILDING,
SERVICE BUSINESS DISTRICT OR STRUCTURES SUCH AS A POOL, RETENTION POND
OR MECHANICAL EQUIPMENT.

"WE, THE UNDERSIGNED, JANNA MYDLOWSKI, OWNERS OF THE REAL ESTATE
SHOWN AND DESCRIBED HEREIN, DO HEREBY LAY OFF, PLAT AND SUBDIVIDE SAID
REAL ESTATE IN ACCORDANCE WITH THE WITHIN PLAT. THIS SUBDIVISION SHALL BE
KNOWN AND DESIGNATED AS RESUBDIVISION OF 2104 N. CHESTNUT AVENUE, AN
ADDITION TO THE VILLAGE OF ARLINGTON HEIGHTS, COOK COUNTY. ALL STREETS
AND ALLEYS AND PUBLIC OPEN SPACES SHOWN AND NOT HERETOFORE DEDICATED
ARE HEREBY DEDICATED TO THE PUBLIC, FRONT AND SIDE YARD BUILDING SETBACK
LINES ARE ESTABLISHED AS SHOWN ON THIS PLAT, BETWEEN WHICH LINES AND
THE PROPERTY LINES OF THE STREETS, THERE SHALL BE ERRECTED OR MAINTAINED
NO BUILDING OR STRUCTURE. THERE ARE STRIPS OF GROUND, 5 FEET IN WIDTH, AS
SHOWN ON THIS PLAT AND MARKED "EASEMENT" RESERVED FOR THE USE OF
PUBLIC UTILITIES FOR THE INSTALLATION OF WATER AND SEWER MAINS, POLES,
DUCTS, LINES AND WIRES, SUBJECT AT ALL TIMES TO THE PROPER AUTHORITIES
AND TO THE EASEMENT HEREIN RESERVED. NO PERMANENT OR OTHER
STRUCTURES ARE TO BE ERRECTED OR MAINTAINED UPON THESE STRIPS OF LAND,
BUT OWNERS OF LOTS IN THIS SUBDIVISION SHALL TAKE THEIR TITLES SUBJECT TO
THE RIGHTS OF THE PUBLIC UTILITIES, AND TO THE RIGHTS OF THE OWNERS OF
OTHER LOTS IN THIS SUBDIVISION.

THE FOREGOING COVENANTS (OR RESTRICTIONS), ARE TO RUN WITH THE LAND
AND SHALL BE BINDING ON ALL PARTIES AND ALL PERSONS CLAIMING UNDER
THEM UNTIL JANUARY 1, 2042, AT WHICH TIME SAID COVENANTS (OR
RESTRICTIONS) SHALL BE AUTOMATICALLY EXTENDED FOR SUCCESSIVE PERIODS OF
TEN YEARS UNLESS INDICATED OTHERWISE BY NEGATIVE VOTE OF A MAJORITY OF
THE THEN OWNERS OF THE BUILDING SITES COVERED BY THESE COVENANTS (OR
RESTRICTIONS), IN WHOLE OR IN PART, WHICH SAID VOTE WILL BE EVIDENCED BY A
PETITION IN WRITING SIGNED BY THE OWNERS AND DULY RECORDED.
INVALIDATION OF ANY ONE OF THE FOREGOING COVENANTS (OR RESTRICTIONS) BY
JUDGEMENT OR COURT ORDER SHALL IN NO WAY AFFECT AND OF THE OTHER
VARIOUS COVENANTS (OR RESTRICTIONS), WHICH SHALL REMAIN IN FULL FORCE
AND EFFECT.

THE RIGHT TO ENFORCE THESE PROVISIONS BY INJUNCTION, TOGETHER WITH THE
RIGHT TO CAUSE THE REMOVAL, BY DUE PROCESS OF LAW, OF ANY STRUCTURE OR
PART THEREOF ERRECTED OR MAINTAINED IN VIOLATION, IS HEREBY DEDICATED TO
THE PUBLIC, AND RESERVED TO THE SEVERAL OWNERS OF THE SEVERAL LOTS IN
THIS SUBDIVISION AND TO THEIR HEIRS AND ASSIGNS.

COMMUNITY CONSOLIDATED SCHOOL DISTRICT 25
TOWNSHIP HIGH SCHOOL DISTRICT NO. 214
HARPER COMMUNITY COLLEGE DISTRICT #512
WITNESS OUR HANDS AND SEALS THIS ____ DAY OF _____, 20____.
STATE OF ILLINOIS)
SS)

COUNTY OF COOK)
BEFORE ME THE UNDERSIGNED NOTARY PUBLIC, IN AND FOR THE COUNTY AND
STATE AFORESAID, PERSONALLY APPEARED _____ AND EACH SEPARATELY
AND SEVERALLY ACKNOWLEDGED THE EXECUTION OF THE FOREGOING
INSTRUMENT AS HIS OR HER VOLUNTARY ACT AND DEED, FOR THE PURPOSES
THEREIN EXPRESSED.
WITNESS OUR HANDS AND SEALS THIS ____ DAY OF _____, 20____.

NOTARY PUBLIC:"

PLAN COMMISSION AND VILLAGE BOARD CERTIFICATE

STATE OF ILLINOIS)
COUNTY OF COOK) SS

APPROVED BY THE PLAN COMMISSION AT A MEETING HELD _____

CHAIRMAN

SECRETARY

APPROVED BY THE VILLAGE BOARD OF TRUSTEES AT A MEETING HELD _____

PRESIDENT

VILLAGE CLERK

APPROVED BY THE DIRECTOR OF ENGINEERING _____

VILLAGE COLLECTOR

I DO HEREBY CERTIFY THAT THERE ARE NO DEFERRED SPECIAL ASSESSMENTS OR UNPAID
CURRENT ASSESSMENTS DUE AGAINST THE LAND INCLUDED IN THE ABOVE PLAT.

DATED THIS ____ DAY OF _____, A.D., 2017.

BY: _____
VILLAGE COLLECTOR

COUNTY RECORDER CERTIFICATE

STATE OF ILLINOIS)
COUNTY OF COOK) SS

THIS INSTRUMENT NO. _____, WAS FILED FOR RECORDER IN THE RECORDER OF DEEDS OFFICE OF
COOK COUNTY, ILLINOIS, AFORESAID, ON THE ____ DAY OF _____, 2017, AT ____ O'CLOCK ____ M.

COOK COUNTY RECORDER

STATE OF ILLINOIS) MORTGAGEE CERTIFICATION

COUNTY OF COOK) SS

THIS IS TO CERTIFY THAT _____ HEREBY CONSENTS TO THE
PLAT SHOWN HEREON FOR THE USES AND PURPOSES THEREIN SET FORTH, AND DOES HEREBY
ACKNOWLEDGE AND ADOPT THE SAME UNDER THE TITLE HEREON INDICATED.
DATED THIS ____ DAY OF _____, 20____ A.D.

MORTGAGEE

TITLE

NOTARY CERTIFICATE

COUNTY OF COOK

STATE OF ILLINOIS)

I, _____, A NOTARY PUBLIC IN AND FOR SAID COUNTY,
PERSONALLY KNOWN TO ME TO BE THE SAME PERSONS WHOSE NAMES ARE SUBSCRIBED TO THE
FOREGOING INSTRUMENT AS SUCH OWNERS, APPEARED BEFORE ME THIS DAY IN PERSON AND
ACKNOWLEDGED THAT THEY SIGNED AND DELIVERED THIS PLAT AS THEIR OWN FREE AND
VOLUNTARY ACT, FOR THE USES AND PURPOSES THEREIN SET FORTH. GIVEN UNDER MY HAND
AND NOTORIAL SEAL, THIS ____ DAY OF _____ A.D. ____ AT _____

(NOTARY PUBLIC)

MY COMMISSION EXPIRES: _____

COUNTY CLERK CERTIFICATE

STATE OF ILLINOIS)
COUNTY OF COOK) SS

I, _____, COUNTY CLERK FOR THE STATE OF ILLINOIS,
DO HEREBY CERTIFY THAT I FIND NO UNPAID TAXES OUTSTANDING AGAINST THE PROPERTY
DESCRIBED IN THE ABOVE CAPTION OF THIS PLAT.

DATED THIS ____ DAY OF _____, A.D. 2017.

SIGNED: _____

COUNTY CLERK

COMCAST CABLE CERTIFICATE

STATE OF ILLINOIS)
COUNTY OF COOK) J.S.S.

APPROVED BY TITLE _____

COMMONWEALTH EDISON CERTIFICATE

STATE OF ILLINOIS)
COUNTY OF COOK) J.S.S.

APPROVED BY TITLE _____

COOK COUNTY HIGHWAY DEPARTMENT CERTIFICATE

STATE OF ILLINOIS)
COUNTY OF COOK) J.S.S.

APPROVED BY TITLE _____

SURFACE WATER DRAINAGE

STATE OF ILLINOIS)
COUNTY OF COOK) SS

TO THE BEST OF OUR KNOWLEDGE AND BELIEF THAT ADEQUATE PROVISIONS HAVE BEEN MADE
FOR THE DIVERSION AND DETENTION OF SURFACE WATERS INTO PUBLIC AREAS OR DRAINS
WITHIN THE RIGHTS OF THE SUBDIVIDER AND THAT SUCH SURFACE WATERS WILL NOT BE
DEPOSITED ON ADJACENT LAND OWNERS PROPERTY IN SUCH CONCENTRATION AS MAY CAUSE
DAMAGE BY EROSION OR SEDIMENTATION TO SUCH PROPERTY BECAUSE OF CONSTRUCTION OF
THE SUBDIVISION.

OWNER DATE: _____

ILLINOIS PROFESSIONAL ENGINEER DATE: _____

WE, LAND SURVEYING SERVICES, INC. IN ACCORDANCE WITH THE
PA 87-0705 (THE PLAT ACT) SO HEREBY DESIGNATE _____

AS THE PERSON WHO MAY RECORD _____

A TRUE COPY OF WHICH HAS BEEN RETAINED BY US TO ASSURE
NO CHANGES HAVE BEEN MADE TO SAID PLAT.
DATED _____ A.D. 2017.

ILLINOIS PROFESSIONAL LAND SURVEYOR NUMBER #3323

WOW INTERNET CABLE CERTIFICATE

STATE OF ILLINOIS)
COUNTY OF COOK) J.S.S.

APPROVED BY TITLE _____

NICOR GAS CERTIFICATE

STATE OF ILLINOIS)
COUNTY OF COOK) J.S.S.

APPROVED BY TITLE _____

AMERITECH CERTIFICATE

STATE OF ILLINOIS)
COUNTY OF COOK) J.S.S.

APPROVED BY TITLE _____

SURVEYOR'S CERTIFICATE

STATE OF ILLINOIS)
COUNTY OF LAKE) JSS

THIS IS TO CERTIFY THAT WE, LAND SURVEYING SERVICES, INC. AN ILLINOIS PROFESSIONAL LAND
SURVEYING COMPANY, HAVE SURVEYED AND RESUBDIVIDED THE FOLLOWING DESCRIBED PROPERTIES:

THE NORTH 100 FEET OF THE SOUTH 1700 FEET OF THE WEST 718 FEET OF THAT PART OF THE EAST 1/2 OF
THE SOUTHEAST 1/4 OF SECTION 18, TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL
MERIDIAN, LYING SOUTH OF THE CENTERLINE OF RAND ROAD AND NORTH OF THE CENTER OF PALATINE
ROAD, ALL IN COOK COUNTY, ILLINOIS.

AS SHOWN BY THE ATTACHED PLAT, WHICH IS A CORRECT REPRESENTATION OF SAID SURVEY
AND CONSOLIDATED, ALL DISTANCE ARE SHOWN IN FEET AND DECIMAL PARTS THEREOF.
I, FURTHER CERTIFY THAT THE PROPERTY SHOWN ON THE ATTACHED PLAT IS SITUATED WITHIN
THE CORPORATE LIMITS OF THE VILLAGE OF ARLINGTON HEIGHTS, COOK COUNTY, ILLINOIS

THE PROPERTY HEREON APPEARS TO BE IN ZONE "X" AREA OF MINIMAL FLOODING OF THE
FLOOD INSURANCE RATE MAP, VILLAGE OF ARLINGTON HEIGHTS COUNTY COMMUNITY PANEL
NUMBER 17031C0201J, DATED AUGUST 8, 2008, SUCH REVIEW MAYBE SUBJECT TO POSSIBLE
SCALING INTERPRETATION AND MAP REPRODUCTION ERRORS.

GIVEN UNDER OUR HAND AND SEAL THIS ____ DAY OF _____, 2017 A.D.
AT LAKE ZURICH, ILLINOIS.

GLORIA JEAN KOTER, PLS
ILLINOIS PROFESSIONAL LAND SURVEYOR #3323
THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT
ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY
LICENSE EXPIRATION DATE 11-30-18



Field Work Completed:	02-13-17	Date:	02-16-17
Site Address:	2104 N. Chestnut Avenue Arlington Heights, Illinois	Drawn by:	KD
Job Number:	LS150187-1	Revised:	Printed Kviar
Sheet Name:	PLAT OF RESUBDIVISION	Revised Survey per Village Comments	08-15-17
Sheet Number:	RESUBDIVISION	Revised Survey per Village Comments #2	09-07-17

Land Surveying Services, Inc.
1182 Heather Drive
Ph. (847)847-1079
Professional Design Firm License No. 184-000632

Field Work Completed:	02-13-17	Date:	02-13-17
Site Address:	2104 N. Chestnut Avenue Arlington Heights, Illinois	Drawn by:	KD
Job Number:	LS150187-1	Revised:	Printed Kviar
Sheet Name:	PLAT OF RESUBDIVISION	Revised Survey per Village Comments	08-15-17
Sheet Number:	RESUBDIVISION	Revised Survey per Village Comments #2	09-07-17

Job Number
LS150187-1

Sheet Name
PLAT OF
RESUBDIVISION

Sheet Number
RESUBDIVISION

From: Janna Mydlowski, Petitioner and Owner
2104 N Chestnut Ave.
Arlington Heights, IL 60004
Ph. #
Email:

To: Plat and Subdivision Committee
Village of Arlington Heights
33 S. Arlington Heights Road
Arlington Heights, IL 60005

Temp File Number: T1590
Project Title: Chestnut Ave Subdivision
Address: 2104 N Chestnut Ave.
PIN: 03-18-401-006

RECEIVED
JUL 10 2017
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

07/10/2017

PROJECT DESCRIPTION

In September of 2015, after overcoming acquiring obstacles, since no lending institution was willing to lend on the property deeming it inhabitable, I have purchased a longstanding property at 2104 N Chestnut Ave, Arlington Heights, IL. Under permit #16-649 the property is undergoing a complete rebuild on existing foundations. Please see Exhibit #1 presenting the former house and Exhibit #2 for the current, unfinished yet, state of it.



Exhibit #1



Exhibit #2

Upon completion of work, the rebuild house will bring esthetic view and increase value of the neighborhood by confronting to nowadays standards. My intent is to put the rebuild house on the market and offer it for sale. However, before proceeding with the sale, I would like to subdivide the current 718 feet long lot, into two lots, please see exhibit #3.

RESUBDIVISION/DEDICATION OF CHESTNUT AVENUE

THAT PART OF THE EAST 1/2 OF THE SOUTHEAST 1/4 OF SECTION 18, TOWNSHIP 43 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, (THE SOUTH OF THE CENTERLINE OF RIDGE ROAD AND NORTH OF THE CENTERLINE OF PALM ROAD) IN COOK COUNTY, ILL.

inary

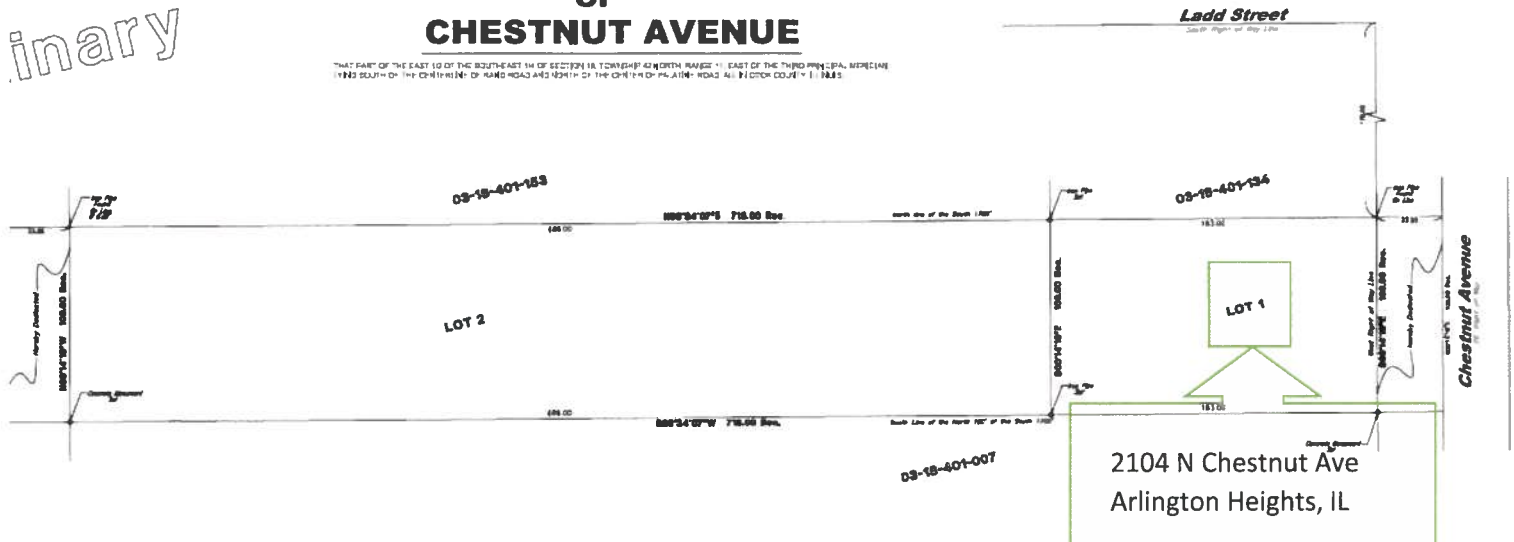


Exhibit #3

Subdivision, if approved, will create 2 single family lots: Lot 1 and Lot 2.

Lot 1, facing Chestnut Ave will have dimensions of 100 feet wide and 163 feet deep. Lot 1 will be occupied by a completely remodeled, two story single family house (Exhibit #2). The intent is to offer this house for sale.

Lot 2, facing Ridge Ave will have dimensions of 100 feet wide and 486 feet deep. This lot will remain in a form of a vacant land with overgrown bushes, until a building permit is sought for a new single family house. The intent is to keep Lot #2 for potential future development facing Ridge Ave and possible future subdivisions.

Sincerely,

Janna Mydlowski

Janna Mydlowski

From: Janna Mydlowski, Petitioner and Owner
2104 N Chestnut Ave.
Arlington Heights, IL 60004
Ph. #
Email:

To: Plat and Subdivision Committee
Village of Arlington Heights
33 S. Arlington Heights Road
Arlington Heights, IL 60005

Temp File Number: T1590
Project Title: Chestnut Ave Subdivision
Address: 2104 N Chestnut Ave.
PIN: 03-18-401-006

07/07/2017

LAND USE VARIATION

Proposed Lot 2, facing Ridge Ave, dimensions are 100 feet wide by 489 feet deep, giving a total of 48,900 square feet/1.12 acre.

Minimum lot width requirement per Zoning Code for lots greater than 1 acre is 150 feet wide. Therefore, I am seeking Variation in lot width for Lot 2 to the Zoning Code requirement based on the following:

- 1. The property in question cannot yield a reasonable return if permitted to be used only under the conditions allowed by the regulation zone.**

Currently, only the western half of Ridge Ave has been constructed. Eastern half-street and sidewalk must be constructed along the 100 feet frontage on the east side of Ridge Ave to provide access to proposed Lot 2. Land Dedication Plat for Right of Ways has been prepared concurrently with Subdivision Plat. Conceptual design of building on Lot 2 facing Ridge Ave has a circular driveway, also called horseshoe driveway. This layout will allow separate entrance and exit lane leading from and back to the road, thus eliminating the need for backing out or turning around.

- 2. The plight of the owner is due to unique circumstances.**

The existing Chestnut Ave lot is 100 feet wide by 718 feet deep. The subdivision, if approved, will created Lot 1, with dimensions of 100' W x 163' D, adhering to zoning requirements. Lot 2, currently being proposed at 100' W x 489' D will preserve a potential for future subdivisions. Lot 2 can possibly be further subdivided into 3 equal lots with dimensions of 100' wide by 163' deep, and thus eliminating the need to future variations.

- 3. The variation, if granted, will not alter the essential character of the locality.**

The locality of subject property facing Chestnut Ave and Ridge Ave are Single Family Homes. Subdivision, if approved, will create an additional R-2 lot and a single family house facing Ridge Ave in the future.

From: Janna Mydlowski, Petitioner and Owner
2104 N Chestnut Ave.
Arlington Heights, IL 60004
Ph. #
Email:

To: Plat and Subdivision Committee
Village of Arlington Heights
33 S. Arlington Heights Road
Arlington Heights, IL 60005

Temp File Number: T1590
Project Title: Chestnut Ave Subdivision
Address: 2104 N Chestnut Ave.
PIN: 03-18-401-006

07/10/2017

TREE PRESERVATION PLAN VARIATIONS

Subdivision Code requires a Tree Preservation Plan for proposed Lot 2 facing Ridge Ave. I am seeking variation to the requirements due to the fact that approximately 350 feet out of the proposed 489 feet depth of Lot 2 is covered with overgrown bushes making it difficult to inspect and locate trees that are 4 inch or more in diameter. I am asking to postpone the Tree Preservation Plan until such time when building permit will be sought for a new house facing Ridge Ave. Until that time, proposed Lot 2 will remain in untouched, as is, condition. Please see pictures of proposed Lot 2 from the West side of it, facing Ridge Ave and from the East side of it on the border with proposed Lot 1.



View of
West side of
proposed
Lot 2 facing
Ridge Ave.



View of
West side of
proposed
Lot 2 facing
Ridge Ave.



Zoomed in
view of
proposed
Lot 2
facing
Ridge Ave.



From: Janna Mydlowski, Petitioner and Owner
2104 N Chestnut Ave.
Arlington Heights, IL 60004
Ph. #
Email:

To: Plat and Subdivision Committee
Village of Arlington Heights
33 S. Arlington Heights Road
Arlington Heights, IL 60005

Temp File Number: T1590
Project Title: Chestnut Ave Subdivision
Address: 2104 N Chestnut Ave.
PIN: 03-18-401-006

07/10/2017

VARIATIONS

Listed below are 3 Variations to the Subdivision Code I am seeking for the flowing reason:

- 1. Variation from Section 29-201, Filing of Preliminary Plat, to waive the requirement to provide preliminary engineering plans with the submission for Preliminary Plat approval.**
- 2. Variation from Section 29-206, Preparation of Detailed Plans for Required Improvements, to postpone the requirement to provide Final Engineering plans until 1 year after approval of Final Plat of Subdivision, or until such time as a building permit is received for Lot 2.**
- 3. Variation from Section 29-503(a), (b), and (c), Agreement, Bond and Deposit Guaranteeing Installation of Required Improvements, to postpone the required fees, bonds, and deposits until 1 year after approval of Final Plat of Subdivision, or until such time as a building permit is received for Lot 2.**

My initial intent after purchasing the property at 2104 N Chestnut Ave was to completely reconstruct the old house and reside in it. The idea to subdivide the current lot into two lots and offer Lot 1 for sale came unexpectedly after receiving an offer to purchase the remodeled house.

Since the construction work on house facing Chestnut Ave is still in process with major items such as interior finishes, new driveway and landscaping left to be completed, I am financially restrained. I have invested all of my personal savings into the construction and have depleted almost all of my credit abilities as well. Therefore, I would like to ask the Village Board to postpone my obligations under the Subdivision Code listed above, which require substantial financial input, while in the process of subdividing the land, and allow me to fulfill those obligations within one calendar year, or until such time as a building permit is received for Lot 2, with the actual construction of the public improvements to be constructed after a building permit is received for a new home on Ridge Ave.

Subdividing the current lot will allow me to offer the rebuild house for sale. Given today's property market and it being on the rise, I feel confident the reconstructed house at 2104 N Chestnut Ave, Arlington Heights, IL 60004 will sell within the range of \$750,000 - \$850,000, per real estate agent evaluation. I also want to assure the Village Board that fulfillment of my public improvement payments will not solely depend upon profitable sale of 2104 N Chestnut Ave house. Should the house not sell for any reason, I should be able to generate the required amounts from my ordinary income, which is a semi-truck transportation company, within one calendar year.

I would also like to state, that I completely understand and agree with the public improvement requirements and necessity for infrastructure, and I would like to observe its happening. This is my first real estate project and I am in need of a helping hand from the Village of Arlington Heights on my first development steps within the Village.



Village of Arlington Heights Building & Life Safety Department

Interoffice Memorandum

To: Sam Hubbard, Development Planner, Planning and Community Development
From: Deb Pierce, Plan Reviewer, Building & Life Safety Department
Subject: 2104 N Chestnut Ave – Preliminary and Final Plat of Subdivision, Variations to Chapter 29 Public Improvement Obligations, Lot Width Variation, Tree Survey Variation

PC #: 17-009

Date: July 17, 2017

Sam:

I have reviewed the submitted documents and have no objection to the requests.

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JUL 18 2017
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT



**Village of Arlington Heights, IL
Department of Building & Life Safety**

Fire Safety Division



Date: 7/14/2017

P.C. Number: 17-009

Project Name: 2104 N Chestnut Round 1

Project Location: Subdivision

Planning Department Contact: Sam Hubbard, Planning and Community Development

General Comments:

No comments.

Date 07-14-17

Reviewed By:

A handwritten signature in black ink, appearing to read "D. Roy", is written over a horizontal line.

Fire Safety Supervisor

Memorandum

To: Sam Hubbard, Planning and Community Development
From: Cris Papierniak, Assistant Director of Public Works 
Date: July 21, 2017
Subject: 2014 N Chestnut Ave P.C. #17-009

With regard to the proposed subdivision, I have the following comments:

- 1) A restrained 8" valve in a 60" vault will need to be installed at the southern end of the property with at least 10' of pipe to the south of the vault.
- 2) The existing fire hydrant on Ridge will need to be relocated to the southern side of the property on Ridge.
- 3) A surge suppressor (JCM Model #843 Surge Suppressor SSMJ) must be included in the proposed hydrant assembly. This is due to the proposed main being a dead end water main.
- 4) Sump pump and downspout discharges from the proposed property will have to be routed into an available storm sewer, not the detention basin to the north.
- 5) There exists a couple of recapture agreements from the prior extensions on Ridge. This will need to be addressed.

If you have any questions please feel free to contact me.

C. file

RECEIVED
AUG 02 2017
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

ENGINEERING DEPARTMENT

3

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. 17 - 009
 Petitioner: Janna Mydlowski
2104 N Chestnut Ave
Arlington Heights, IL 60004
 Owner: Janna Mydlowski
2104 N Chestnut Ave
Arlington Heights, IL 60004
 Contact Person: Janna Mydlowski
 Address: 2104 N Chestnut Ave
Arlington Heights, IL 60004
 Phone #: 773-550-0609
 Fax #: 866-516-2583
 E-Mail: jannamydlowski@gmail.com

P.I.N.# 03-18-401-006-0000
 Location: 2104 N Chestnut Ave, Arlington Heights, IL
 Rezoning: _____ Current: _____ Proposed: _____
 Subdivision: ✓
 # of Lots: 2 Current: 1 Proposed: 2
 PUD: _____ For: _____
 Special Use: _____ For: _____
 Land Use Variation: _____ For: _____
 Land Use: _____ Current: SF House
 Proposed: SF H & Vct L
 Site Gross Area: 71,800 sq ft (1.65 acre)
 # of Units Total: _____
 1BR: _____ 2BR: _____ 3BR: _____ 4BR: _____

(Petitioner: Please do not write below this line.)

1. PUBLIC IMPROVEMENTS

REQUIRED: _____ YES NO COMMENTS

a. Underground Utilities

Water _____ X

Sanitary Sewer _____

Storm Sewer _____ X

b. Surface Improvement

Pavement _____ XCurb & Gutter _____ XSidewalks _____ XStreet Lighting _____ X

c. Easements

Utility & Drainage _____ XAccess _____ X

2. PERMITS REQUIRED OTHER THAN VILLAGE:

a. MWRDGC _____ b. IDOT _____
 c. ARMY CORP _____ d. IEPA _____
 e. CCHD _____

3. R.O.W. DEDICATIONS? _____
 4. SITE PLAN ACCEPTABLE? _____
 5. PRELIMINARY PLAT ACCEPTABLE? _____
 6. TRAFFIC STUDY ACCEPTABLE? _____
 7. STORM WATER DETENTION REQUIRED? _____
 8. CONTRIBUTION ORDINANCE EXISTING? _____
 9. FLOOD PLAIN OR FLOODWAY EXISTING? _____
 10. WETLAND EXISTING? _____

YES	NO	COMMENTS
<u>X</u>		
	<u>X</u>	
	<u>X</u>	
		<u>N/A</u>
<u>X</u>		
<u>X</u>		
	<u>X</u>	
	<u>X</u>	

GENERAL COMMENTS ATTACHED

PLANS PREPARED BY: LAND SURVEYING SERV
 DATE OF PLANS: 6/21/17

Janna Mydlowski 8/3/17
 Director Date

RECEIVED
 JUL 10 2017
 PLANNING & COMMUNITY
 DEVELOPMENT DEPARTMENT

AUG 03 2017

**PLAN COMMISSION PC #17-009
2104 N. CHESTNUT**

PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

**Preliminary Plat of Subdivision, Preliminary and Final PUD,
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. Since a resubdivision is being proposed the plans must meet all subdivision requirements. Final engineering plans for all public improvements must be approved prior to the final plat of subdivision approval. An Engineer's estimate of construction cost for full site improvements is required to complete the calculation for plan review, inspection, and other fees. An Engineer's estimate of construction cost for public improvements is also required to complete the calculation for the required public improvement guarantee deposit. The public improvements for this development would be the proposed sanitary main, the water main extension, and the public sidewalk. These estimates should be submitted at least three weeks prior to the final Plan Commission meeting to allow us time to generate the fee letter and for the petitioner to assemble the proper documents.
13. 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_201_Feet
Project: Transverse_Mercator
False_Easting: 984250.00000000
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
14. The Final Plat of Resubdivision must be reviewed and approved by the Engineering Department prior to final Plan Commission approval. The original signed mylar Final Plat of Resubdivision, containing all non-Village signatures, shall be submitted one week before the scheduled date of the final Plan Commission meeting. Village Code Section 29-209 also requires a digital copy

of the plat to be provided on disk to the Village. The petitioner shall acknowledge that they accept this understanding.

15. No public improvement plans have been submitted. Subdivision Code, Chapter 29 requires public improvements as part of subdivision.

16. Plat comments:

- a. All utility signature blocks change "Approved by Director of Engineering" to "Approved by Title"
- b. Surface Water Drainage Certificate signature block is required
- c. May need Mortgage's Certificate and Notary Certificate
- d. Modify Village Engineering to Director of Engineering
- e. 5' utility easements are required along side yard and rear yard property lines.

 8/3/17
James J. Massarelli, P.E. Date
Director of Engineering



Arlington Heights Fire Department Plan Review Sheet

P. C. Number PC#17-009

Project Name

Plat of Subdivision

Project Location

2104 N. Chestnut Ave.

Planning Department Contact Sam Hubbard

General Comments

Round 1:

- 1.)The Fire Department wants to ensure access to the newly proposed lot/residence and that it complies with all access requirements.
- 2.)The Fire Department wants to ensure that the newly proposed lot/residence complies with all water supply requirements for fire fighting.

**NOTE: PLAN IS CONCEPTUAL ONLY
SUBJECT TO DETAILED PLAN REVIEW**

Date July 20, 2017

Reviewed By: LT. Mark Aleckson

Arlington Heights Fire Department

HEALTH SERVICES DEPARTMENT

6

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

James McCalister
 Petition #: P.C. 17-009
 Petitioner: Janna Mydlowski
2104 N Chestnut Ave
Arlington Heights, IL 60004
 Owner: Janna Mydlowski
2104 N Chestnut Ave
Arlington Heights, IL 60004
 Contact Person: Janna Mydlowski
 Address: 2104 N Chestnut Ave
Arlington Heights, IL 60004
 Phone #: 773-550-0609
 Fax #: 866-516-2583
 E-Mail: jannamydlowski@gmail.com

P.I.N.# 03-18-401-006-0000
 Location: 2104 N Chestnut Ave, Arlington Heights, IL
 Rezoning: Current: Proposed:
 Subdivision: ✓
 # of Lots: 2 Current: 1 Proposed: 2
 PUD: For:
 Special Use: For:
 Land Use Variation: For:
 Land Use: Current: SF House
Proposed: SF H & Vct I
 Site Gross Area: 71,800 sq ft (1.65 acre)
 # of Units Total:
 1BR: 2BR: 3BR: 4BR:

(Petitioner: Please do not write below this line.)

1. GENERAL COMMENTS:

No comments at this time from this Department

Jeff Bohner 7/17/17
 Environmental Health Officer Date

James McCalister 7/17/17 Direc
 tor Date

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. 17-009
 Petitioner: Janna Mydlowski
2104 N Chestnut Ave
Arlington Heights, IL 60004
 Owner: Janna Mydlowski
2104 N Chestnut Ave
Arlington Heights, IL 60004
 Contact Person: Janna Mydlowski
 Address: 2104 N Chestnut Ave
Arlington Heights, IL 60004
 Phone #: 773-550-0609
 Fax #: 866-516-2583
 E-Mail: jannamydlowski@gmail.com

P.I.N.# 03-18-401-006-0000
 Location: 2104 N Chestnut Ave, Arlington Heights, IL
 Rezoning: Current: Proposed:
 Subdivision: ✓
 # of Lots: 2 Current: 1 Proposed: 2
 PUD: For:
 Special Use: For:
 Land Use Variation: For:
 Land Use: Current: SF House
 Proposed: SF H & Vct I
 Site Gross Area: 71,800 sq ft (1.65 acre)
 # of Units Total:
 1BR: 2BR: 3BR: 4BR:

(Petitioner: Please do not write below this line.)

YES NO

1. X COMPLIES WITH COMPREHENSIVE PLAN?
2. X COMPLIES WITH THOROUGHFARE PLAN?
3. X VARIATIONS NEEDED FROM ZONING REGULATIONS?
 (See below.)
4. X VARIATIONS NEEDED FROM SUBDIVISION REGULATIONS?
 (See below.)
5. X SUBDIVISION REQUIRED?
6. X SCHOOL/PARK DISTRICT CONTRIBUTIONS REQUIRED?
 (See below.)

Comments:

Please see attached comments



Date

Planning & Community Development Dept. Review

July 27, 2017



REVIEW ROUND 1

Project: 2104 N. Chestnut Ave.
Proposed Subdivision

Case Number: PC 17-009

General:

7. Please note that the Final Plat, as approved by the Engineering Dept., must be printed on mylar and submitted to the Village, with signatures obtained from all parties except those to be coordinated by the Village, no less than one week prior to the Plan Commission hearing date. If this requirement cannot be met, you can proceed with Preliminary Plat approval with Final Plat approval obtained at a future date (i.e. a separate Plan Commission meeting would be needed). No public notice is required for Final Plat of Subdivision approval if it is obtained separately from Preliminary Plat of Subdivision approval. It is noted that copy of the Final Plat printed on mylar has already been submitted. However, as revisions to the Final Plat are required, the Final Plat must be revised and reprinted on mylar. Please do not print the Final Plat on mylar until all subsequent reviews of the plat have been completed and the Village has instructed that it is ready for printing on mylar.
8. School, Park, and Library contributions will be required prior to the issuance of a building permit for Lot 2.
9. A Design Commission application will be required for any new construction on Lot 2.
10. Are any Covenants, Conditions, or Restrictions proposed for this subdivision?
11. What are the plans for the existing detached garage on Lot 1 as shown on the Plat of Survey. Will this garage be demolished?

Zoning:

12. The following Variations from Chapter 28 have been identified:

- a. Lot 2: Section 5.1-2.6, Minimum Lot Width at Building Line, to reduce the required lot width for Lot 2 from 150' to 100'
- b. Overall Subdivision: Section 6.15-5. Protection and Preservation of Existing Trees, to waive the requirement for a tree survey and tree preservation plan on a single-family lot with a potential to redevelop into three or more lots.

Staff is supportive of Variation "a" as identified above as the 100' lot width is an existing condition and if and when Lot 2 is further subdivided, the resulting subdivided lots will be conforming. Staff is supportive of Variation "b" above as an inspection of the lot has not revealed any mature trees of significant quality that warrant preservation.

13. The following Variations from Chapter 19 have been identified:

- a. Variation from Section 29-201, Filing of Preliminary Plat, to waive the requirement to provide preliminary engineering plans with the submission for Preliminary Plat approval.
- b. Variation from Section 29-206, Preparation of Detailed Plans for Required Improvements, to postpone the requirement to provide Final Engineering plans until 1 year after approval of Final Plat of Subdivision, or until such time as a building permit is received for Lot 2, whichever comes first.

- c. Variation from Section 29-503(a), (b), and (c), Agreement, Bond and Deposit Guaranteeing Installation of Required Improvements, to postpone the required fees, bonds, and deposits until 1 year after approval of Final Plat of Subdivision, or until such time as a building permit is received for Lot 2, whichever comes first.

The provision of these items is required by Chapter 29 of the Subdivision code.

Final Plat of Subdivision:

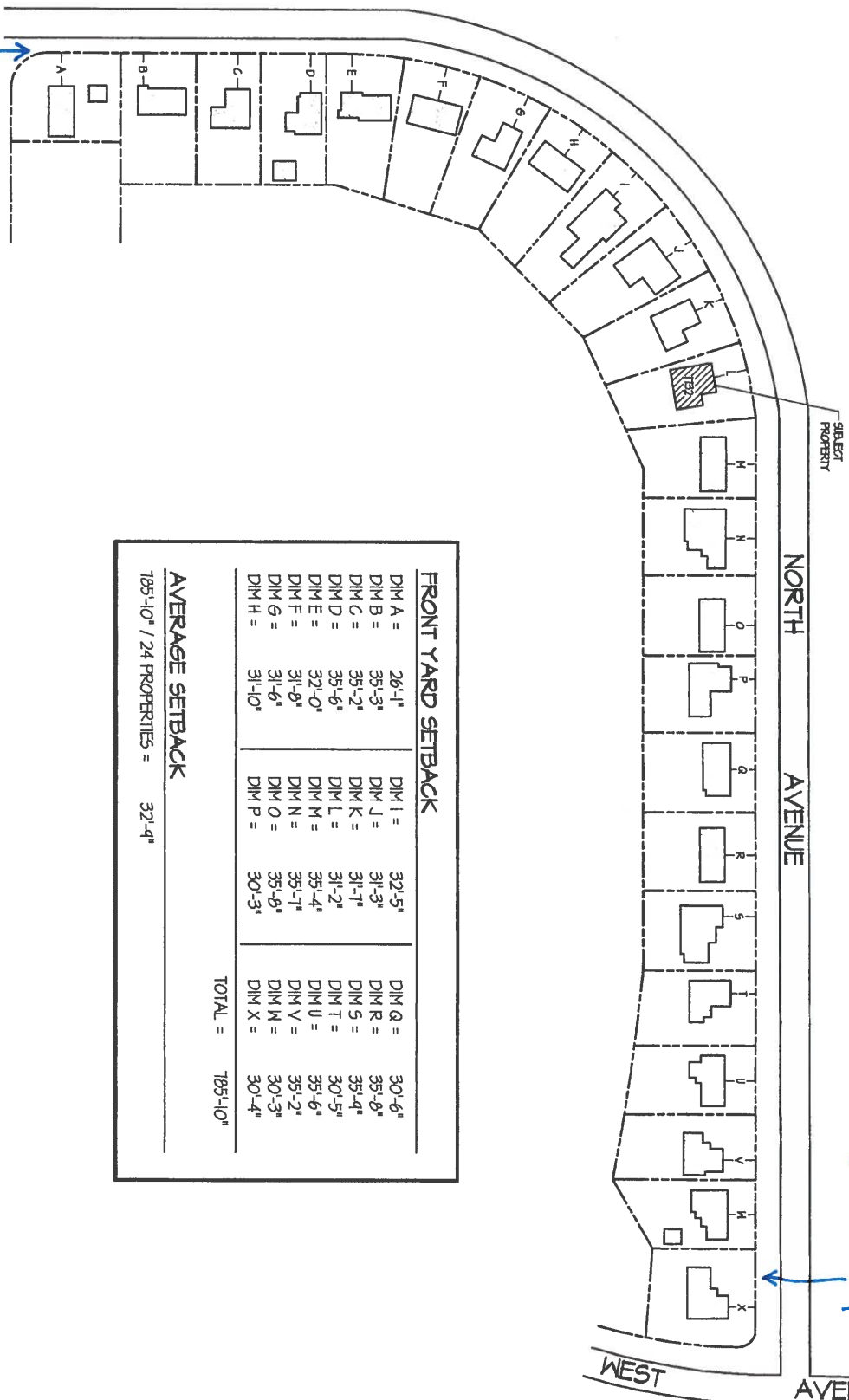
14. Please revise the plat to show all building setback lines for both Lot 1 and Lot 2 as follows:
- Side yard setbacks for both Lot 1 and Lot 2 are 10' on each side (north and south).
 - The rear yard setback for Lot 1 is 30'.
 - The rear yard setback for Lot 2 should be 356' in order to preserve adequate space for future subdivision of that lot.
 - The required front yard setback for Lot 1 is 40', which was determined during DC #16-005 where the average of all existing front yard setbacks along the frontage were calculated.
 - The front yard setback for Lot 2 will be based on the average of the front yard setbacks of the existing homes on the Ridge Avenue frontage, which frontage is the east side of Ridge Avenue from Techny Road south to Palatine Road. Please provide an exhibit illustrating this information and include the correct front yard setback on the plat as per this calculation.

Please note that the exhibit illustrating the average front yard setbacks that was submitted by Leader Architects in conjunction with DC 16-005 was incorrect. The front yard setback from each home is measured from the closest point on the front of the home down to the front **property line** adjacent to the street (not the centerline of the street as was done by Leader Architects). Please see the attached exhibit illustrating how the average frontage should be calculated. A similar exhibit must be submitted in conjunction with this application.

15. The following revisions are needed on the Final Plat of Subdivision:
 - a. Ridge Avenue shall be labeled on the Plat of Subdivision.
 - b. Municipal, township, county and section lines must be added to the Plat of Subdivision and be accurately tied to the Plat of Subdivision by distances and angles where applicable.
 - c. The Plat of Subdivision must include the area of the land to be subdivided.
 - d. The Plat of Subdivision must include the lot size of each of the subdivided lot.
 - e. The “Hereby Dedicated” should read “Hereby Dedicated as Public Right of Way”.
 - f. The PIN Number of the property to be subdivided must be added to the Plat.
16. Please ensure that the resubmitted Plat of Subdivision includes a revision date.

Prepared by:

Front yard property line



Front yard property line

FRONT YARD SETBACK

DIM A =	26'-1"	DIM I =	32'-5"	DIM Q =	30'-6"
DIM B =	35'-3"	DIM J =	31'-3"	DIM R =	35'-8"
DIM C =	35'-2"	DIM K =	31'-7"	DIM S =	35'-4"
DIM D =	35'-6"	DIM L =	31'-2"	DIM T =	30'-5"
DIM E =	32'-0"	DIM M =	35'-4"	DIM U =	35'-6"
DIM F =	31'-8"	DIM N =	35'-7"	DIM V =	35'-2"
DIM G =	31'-6"	DIM O =	35'-8"	DIM W =	30'-3"
DIM H =	31'-0"	DIM P =	30'-3"	DIM X =	30'-4"

TOTAL = 185'-10"

AVERAGE SETBACK

185'-10" / 24 PROPERTIES = 32'-4"

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. 17-009
 Petitioner: Janna Mydlowski
2104 N Chestnut Ave
Arlington Heights, IL 60004
 Owner: Janna Mydlowski
2104 N Chestnut Ave
Arlington Heights, IL 60004
 Contact Person: Janna Mydlowski
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 Phone #: 773-550-0609
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 E-Mail: jannamydlowski@gmail.com

P.I.N.# 03-18-401-006-0000
 Location: 2104 N Chestnut Ave, Arlington Heights, IL
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 Land Use: Current: SF House
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 # of Units Total:
 1BR: 2BR: 3BR: 4BR:

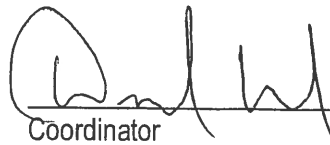
(Petitioner: Please do not write below this line.)

LANDSCAPE & TREE PRESERVATION:

	YES	NO
1. Complies with Tree Preservation Ordinance	<u> </u>	<u> </u>
2. Complies with Landscape Plan Ordinance	<u>N/A</u>	<u> </u>
3. Parkway Tree Fee Required (See below.)	<u>X</u>	<u> </u>

Comments:

The trees are low quality and none of the trees observed appear to warrant tree preservation.

 7/27/17
 Coordinator Date

From: Janna Mydlowski, Petitioner and Owner
2104 N Chestnut Ave.
Arlington Heights, IL 60004
Ph. #
Email:

To: Sam Hubbard, Planning and Community Development
Village of Arlington Heights
33 S. Arlington Heights Road
Arlington Heights, IL 60005

Case No.: 17-009
Project Title: Chestnut Ave Subdivision
Address: 2104 N Chestnut Ave.
PIN: 03-18-401-006-0000

08/11/2017

VILLAGE REVIEW COMMENTS – ROUND 1

I have received the Village Review Comments- Round 1 for the above referenced submittal. Submittal documents have been revised per Village Comments and responses to comments are below.

From: Building & Life Safety Department.
Reviewer: Deb Pierce, Plan Reviewer

Comment: I have reviewed the submitted documents and have no objection to the requests.

Response: No response required.

From: Department of Building & Life Safety, Fire Safety Division.
Reviewer: Don Lay, Fire Safety Supervisor

Comment: No comments.

Response: No response required.

From: Public Works Department
Reviewer: Cris Papierniak, Assistant Director of Public Works

Comment:

With regard to the proposed subdivision, I have the following comments:

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**PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT**

- 1) A restrained 8" valve in a 60" vault will need to be installed at the southern end of the property with at least 10' of pipe to the south of the vault.

Response: Acknowledged. When Engineering Plans are submitted, we will include this information.

- 2) The existing fire hydrant on Ridge will need to be relocated to the southern side of the property on Ridge.

Response: Acknowledged. When Engineering Plans are submitted, we will include this information.

- 3) A surge suppressor (JCM Model #843 Surge Suppressor SSMJ) must be included in the proposed hydrant assembly. This is due to the proposed main being a dead end water main.

Response: Acknowledged. When Engineering Plans are submitted, we will include this information.

- 4) Sump pump and downspout discharges from the proposed property will have to be routed into an available storm sewer, not the detention basin to the north.

Response: Acknowledged. When Engineering Plans are submitted the sump pump and downspout discharges will be rerouted into an available storm sewer.

- 5) There exists a couple of recapture agreements from the prior extensions on Ridge. This will need to be addressed.

Response: Acknowledged. Fees will be paid when required.

From: Engineering Department

Reviewer: James J. Massarelli, P.E., Director of Engineering

Comment:

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.

Response: I acknowledge.

Comment:

12. Since a resubdivision is being proposed the plans must meet all subdivision requirements. Final engineering plans for all public improvements must be approved prior to the final plat of subdivision approval. An Engineer's estimate of construction cost for full site improvements is required to complete the calculation for plan review, inspection, and other fees. An Engineer's estimate of construction cost for public improvements is also required to complete the calculation for the required public improvement guarantee deposit. The public improvements for this development would be the proposed sanitary main, the water main extension, and the public sidewalk. These estimates should be submitted at least three weeks prior to the final Plan

Commission meeting to allow us time to generate the fee letter and for the petitioner to assemble the proper documents.

Response: I am aware and I have requested a Variation.

Comment:

13. 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_201_Feet Project:

Transverse_Mercator

False_Easting: 984250.00000000

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

Response: I acknowledge.

Comment:

14. The Final Plat of Resubdivision must be reviewed and approved by the Engineering Department prior to final Plan Commission approval. The original signed mylar Final Plat of Resubdivision, containing all non-Village signatures, shall be submitted one week before the scheduled date of the final Plan Commission meeting. Village Code Section 29-209 also requires a digital copy of the plat to be provided on disk to the Village. The petitioner shall acknowledge that they accept this understanding.

Response: I acknowledge.

Comment:

15. No public improvement plans have been submitted. Subdivision Code, Chapter 29 requires public improvements as part of subdivision.

Response: I acknowledge and I have requested variation to code.

Comment:

16. Plat comments:

a. All utility signature blocks change "Approved by Director of Engineering" to "Approved by Title"

b. Surface Water Drainage Certificate signature block is required

c. May need Mortgage's Certificate and Notary Certificate

d. Modify Village Engineering to Director of Engineering

e. 5' utility easements are required alongside yard and rear yard property lines.

Response to 16.a, b, c, d, e: Has been added to plat.

From: Arlington Heights Fire Department
Reviewer: LT. Mark Aleckson

Comment:

- 1.) The Fire Department wants to ensure access to the newly proposed lot/residence and that it complies with all access requirements.

Response: At time of completion of Engineering Plans all required improvements will be made prior to construction of new residence to insure it complies will all access requirements.

Comment:

- 2.) The Fire Department wants to ensure that the newly proposed lot/residence complies with all water supply requirements for firefighting.

Response: At time of completion of Engineering Plans all required improvements will be made prior to construction of new residence to insure it complies will all water supply requirements for firefighting.

From: Health Services Department
Reviewers: Jeff Bohner, Environmental Health Officer; James McCalister, Director

Comment: No comments at this time from this Department.

Response: No response is required.

From: Planning & Community Development Department
Reviewer: Sam Hubbard

Comment:

7. Please note that the Final Plat, as approved by the Engineering Dept., must be printed on mylar and submitted to the Village, with signatures obtained from all parties except those to be coordinated by the Village, no less than one week prior to the Plan Commission hearing date. If this requirement cannot be met, you can proceed with Preliminary Plat approval with Final Plat approval obtained at a future date (i.e. a separate Plan Commission meeting would be needed). No public notice is required for Final Plat of Subdivision approval if it is obtained separately from Preliminary Plat of Subdivision approval. It is noted that copy of the Final Plat printed on mylar has already been submitted. However, as revisions to the Final Plat are required, the Final Plat must be revised and reprinted on mylar. Please do not print the Final Plat on mylar until all subsequent reviews of the plat have been completed and the Village has instructed that it is ready for printing on mylar.

Response: Acknowledged.

Comment:

8. School, Park, and Library contributions will be required prior to the issuance of a building permit for Lot 2.

Response: Acknowledged.

Comment:

9. A Design Commission application will be required for any new construction on Lot 2.

Response: Acknowledged.

Comment:

10. Are any Covenants, Conditions, or Restrictions proposed for this subdivision?

Response: No, we are not proposing.

Comment:

11. What are the plans for the existing detached garage on Lot 1 as shown on the Plat of Survey.
Will this garage be demolished?

Response: Yes, detached garage will be demolished.

Zoning:

Comment:

12. The following Variations from Chapter 28 have been identified:

a. Lot 2: Section 5.1-2.6, Minimum Lot Width at Building Line, to reduce the required lot width for Lot 2 from 150' to 100'

b. Overall Subdivision: Section 6.15-5. Protection and Preservation of Existing Trees, to waive the requirement for a tree survey and tree preservation plan on a single-family lot with a potential to redevelop into three or more lots.

Staff is supportive of Variation "a" as identified above as the 100' lot width is an existing condition and if and when Lot 2 is further subdivided, the resulting subdivided lots will be conforming. Staff is supportive of Variation "b" above as an inspection of the lot has not revealed any mature trees of significant quality that warrant preservation.

Response to 12. a & b.: Acknowledged.

Comment:

13. The following Variations from Chapter 19 have been identified:

a. Variation from Section 29-201, Filing of Preliminary Plat, to waive the requirement to provide preliminary engineering plans with the submission for Preliminary Plat approval.

b. Variation from Section 29-206, Preparation of Detailed Plans for Required Improvements, to postpone the requirement to provide Final Engineering plans until 1 year after approval of Final Plat of Subdivision, or until such time as a building permit is received for Lot 2, whichever comes first.

c. Variation from Section 29-503(a), (b), and (c), Agreement, Bond and Deposit Guaranteeing Installation of Required Improvements, to postpone the required fees, bonds, and deposits until 1 year after approval of Final Plat of Subdivision, or until such time as a building permit is received for Lot 2, whichever comes first.

The provision of these items is required by Chapter 29 of the Subdivision code.

Response to 13. a, b & c: Acknowledged.

Final Plat of Subdivision

Comment:

14. Please revise the plat to show all building setback lines for both Lot 1 and Lot 2 as follows:

- Side yard setbacks for both Lot 1 and Lot 2 are 10' on each side (north and south).
- The rear yard setback for Lot 1 is 30'.
- The rear yard setback for Lot 2 should be 356' in order to preserve adequate space for future subdivision of that lot.
- The required front yard setback for Lot 1 is 40', which was determined during DC #16-005 where the average of all existing front yard setbacks along the frontage were calculated.
- The front yard setback for Lot 2 will be based on the average of the front yard setbacks of the existing homes on the Ridge Avenue frontage, which frontage is the east side of Ridge Avenue from Techny Road south to Palatine Road. Please provide an exhibit illustrating this information and include the correct front yard setback on the plat as per this calculation.

Response: Has been added to plat.

Comment:

Please note that the exhibit illustrating the average front yard setbacks that was submitted by Leader Architects in conjunction with DC 16-005 was incorrect. The front yard setback from each home is measured from the closest point on the front of the home down to the front property line adjacent to the street (not the centerline of the street as was done by Leader Architects). Please see the attached exhibit illustrating how the average frontage should be calculated. A similar exhibit must be submitted in conjunction with this application.

Response: Average Front Yard Exhibit has been submitted.

Comment:

15. The following revisions are needed on the Final Plat of Subdivision:
- a. Ridge Avenue shall be labeled on the Plat of Subdivision.
 - b. Municipal, township, county and section lines must be added to the Plat of Subdivision and be accurately tied to the Plat of Subdivision by distances and angles where applicable.
 - c. The Plat of Subdivision must include the area of the land to be subdivided.
 - d. The Plat of Subdivision must include the lot size of each of the subdivided lot.
 - e. The "Hereby Dedicated" should read "Hereby Dedicated as Public Right of Way".
 - f. The PIN Number of the property to be subdivided must be added to the Plat.

Response to 15 a, b, c, d, e & f: Has been revised and added to plat.

Comment:

16. Please ensure that the resubmitted Plat of Subdivision includes a revision date.

Response: Revision date has been noted on plat.

From: From: Planning & Community Development Department
Landscape & Tree Preservation:

Comment: 1. Complies with Tree Preservation Ordinance: N/A

Response: No response is required.

Comment: 2. Complies with Landscape Plan Ordinance: N/A

Response: No response is required.

Comment: 3. Parkway Tree Fee Required (See below.)

Response: Parkway Tree Fee will be paid when required.

Comments:

The trees are low quality and none of the trees observed appear to warrant tree preservation.

Response: Acknowledged.

Sincerely,

A handwritten signature in black ink, appearing to read "Janna Mydlowski". The signature is fluid and cursive, with a large initial "J" and a long, sweeping underline.

Janna Mydlowski

Memorandum

To: Sam Hubbard, Planning and Community Development
From: Cris Papierniak, Assistant Director of Public Works
Date: August 28, 2017
Subject: 2104 N Chestnut Ave, PC #17-009



With regard to the proposed subdivision, I have the following comments:

- 1) All utilities for Lot #2 need to originate from Ridge.
- 2) All utilities for Lot #1 need to originate from Chestnut.

No further comments can be made until a set of Civil Plans reflecting utilities and topography are submitted.

C. file

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DEVELOPMENT DEPARTMENT

PLAN COMMISSION PC #17-009
2104 N. Chestnut Subdivision
2104 N. Chestnut Ave.
Preliminary/Final Plat of Resubdivision, PUD
Round 2

17. The responses made by the petitioner to comments #11, 13, 14 & are acceptable.
18. The response made by the petitioner to comments #12 & #15 are not acceptable. The public improvement plans and estimates are necessary to provide the Plan Commission and Village Board a detailed scope of the variation being requested. An Engineer's estimate of construction cost for public improvements is required to complete the calculation for the required public improvement guarantee deposit. The public improvements for this development would be the water main extension on Ridge Avenue, the roadway extension and public sidewalk for the east half of Ridge Avenue across the frontage of the subdivision, and the public street lighting extension on Ridge Avenue. The Chestnut Avenue ROW improvements can be covered under an Estoppel Agreement (see attachment).
19. Contribution Ordinance #92-012 requires the payment of \$700.00 for the connection of a sanitary sewer service from the new lot fronting Ridge Avenue.
20. Contribution Ordinance #13-017 requires the payment of \$7,224.62 for the connection of a water service from the new lot fronting Ridge Avenue for their share of the existing water main along Ridge Avenue. The petitioner can establish a separate contribution ordinance for the required extension of water main to the south side of the subdivision.

Final Plat of Subdivision:

21. The responses made by the petitioner to comment #16 are noted. Please address the following items:
 - a. The title of the subdivision is incorrect, cannot be named "Resubdivision of Chestnut Avenue".
 - b. Include the entire legal description from the Surveyor's Certificate under the subdivision's title.
 - c. The heavy line outlining the subdivision must encompass the entire existing lot, which currently spans from the centerline of Ridge Avenue to the centerline of Chestnut Avenue, a distance of 718.00 feet.
 - d. The areas to be dedicated as public ROW should be indicated by hatching. Show the areas of each dedication.
 - e. The Owner's Certificate should be substantially the same as item "n" on the attached "Final Plat of Subdivision Checklist". This certificate includes the deed of dedication and easement provisions. Include in the Owner's Certificate a statement indicating in which school districts the land resides. This will satisfy item "q" on the checklist.

Community Consolidated School District 25
Township High School District No. 214
Harper Community College District #512
 - f. Remove the "IDOT Permits Certificate".
 - g. Remove the "Village Engineer" certificate. The Director of Engineering will sign where indicated in the Village certificate.


James J. Massarelli, P.E.
Director of Engineering

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Date **AUG 24 2017**
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

Attachment: Final Plat of Subdivision Checklist (3 pages)
Sample Estoppel Agreement (2 pages)

Final Plat of Subdivision Checklist
Municipal Code Section 29-209(a – t)

- ☐ a. The date of preparation of the final plat and by whom prepared.
- ☐ b. The boundary of the plat, based on accurate traverse, with angles and lineal dimensions.
- ☐ c. All permanent survey monuments, markers and bench marks.
- ☐ d. Exact location, width and name of all streets within and adjoining the plat, and the exact location and widths of all cross walkways.
- ☐ e. True angles and distances to the nearest established street lines or official monuments, not less than three.
- ☐ f. Municipal, township, county and section lines accurately tied to the lines of the subdivision by distances and angles.
- ☐ g. Radii, internal angles, points and curvatures, tangent bearings and lengths of all arcs.
- ☐ h. All easements for rights of way established for public use and utilities.
- ☐ i. All lot numbers and lines, with accurate dimensions given in hundredths of feet.
- ☐ j. Accurate outlines and legal descriptions of all areas dedicated or reserved for public use, with the proposed uses indicated thereon; and all areas to be reserved by deed covenant for the common use of all property owners; together with the proposed uses indicated thereon.
- ☐ k. The text of protective covenants, approved by the Plan Commission, relating to the proposed subdivision.
- ☐ l. An endorsement by the County Clerk in the form acceptable to Cook County, that there are no delinquent, forfeited, foreclosed or purchased general taxes, or unpaid current general taxes, against the land proposed to be subdivided.
- ☐ m. A summary of all restrictions applicable to any part of such subdivision concerning building restrictions, use restrictions, building setback lines and similar matters.
- ☐ n. A deed of dedication in the form set forth in Section 29-217(a):
The Final plat shall contain a deed of dedication substantially as follows:

"We, the undersigned, (Names), owners of the real estate shown and described herein, do hereby lay off, plat and subdivide said real estate in accordance with the within plat. This subdivision shall be known and designated as (Name), an addition to the Village of Arlington Heights, Cook County. All streets and alleys and public open spaces shown and not heretofore dedicated are hereby dedicated to the public. Front and side yard building setback lines are established as shown on this plat, between which lines and the property lines of the streets, there shall be erected or maintained no building or structure. There are strips of ground, (Number) feet in width, as shown on this plat and marked 'Easement' reserved for the use of public utilities for the installation of water and sewer mains, poles, ducts, lines and wires, subject at all times to the proper authorities and to the easement herein reserved. No permanent or other structures are to be erected or maintained upon

these strips of land, but owners of lots in this subdivision shall take their titles subject to the rights of the public utilities, and to the rights of the owners of other lots in this subdivision.

(Additional dedications and protective covenants, or private restrictions, would be inserted here upon the subdivider's initiative or the recommendation of the Plan Commission or Village Board; important provisions are those specifying the use to be made of the property and, in the case of residential use, the minimum habitable floor area.)

The foregoing covenants (or restrictions), are to run with the land and shall be binding on all parties and all persons claiming under them until January 1, 20____ [25 year period is suggested], at which time said covenants (or restrictions) shall be automatically extended for successive periods of ten years unless indicated otherwise by negative vote of a majority of the then owners of the building sites covered by these covenants (or restrictions), in whole or in part, which said vote will be evidenced by a petition in writing signed by the owners and duly recorded. Invalidation of any one of the foregoing covenants (or restrictions) by judgment or court order shall in no way affect any of the other various covenants (or restrictions), which shall remain in full force and effect.

The right to enforce these provisions by injunction, together with the right to cause the removal, by due process of law, of any structure or part thereof erected or maintained in violation, is hereby dedicated to the public, and reserved to the several owners of the several lots in this subdivision and to their heirs and assigns.

WITNESS our hands and seals this ____ day of _____, 20____.

STATE OF ILLINOIS)
COUNTY OF COOK) SS.

Before me the undersigned Notary Public, in and for the County and State aforesaid, personally appeared (Names), and each separately and severally acknowledged the execution of the foregoing instrument as his or her voluntary act and deed, for the purposes therein expressed.

WITNESS my hand and notarial seal this ____ day of 20 ____.

Notary Public"

- ☐ o. A blank certificate of approval in the form set forth in Section 29-217(b).
The Final plat shall contain a certificate of approval as follows:

"Under the authority provided by 65 ILCS 5/11-12 as amended by the State Legislature of the State of Illinois and Ordinance adopted by the Village Board of the Village of Arlington Heights, Illinois, this plat was given approval by the Village of Arlington Heights AND MUST BE RECORDED WITHIN SIX MONTHS OF THE DATE OF APPROVAL BY THE VILLAGE BOARD, OTHERWISE IT IS NULL AND VOID.

APPROVED by the Plan Commission at a meeting held _____

Chairman

Secretary

APPROVED by the Village Board of Trustees at a meeting held _____

President

Village Clerk

APPROVED by the Village Collector

APPROVED by the Director of Engineering
_____ "

- ☐ p. A certification by a registered surveyor in the form set forth in Section 29-217(c). The Final plat shall contain a certificate signed by an Illinois Registered Land Surveyor in substantially the following form:

"I, (Name), hereby certify that I am an Illinois Registered Land Surveyor in compliance with the laws of the State of Illinois, and that this plat correctly represents a survey completed by me on (Date); that all monuments and markers shown thereon actually exist, and that I have accurately shown the materials that they are made of.

(SURVEYOR'S SEAL) Signature
Illinois Land Surveyor
No. _____ "

- ☐ q. A notarized statement from the owner indicating the school district in which each tract, parcel, lot or block lies.
- ☐ r. A certificate in the form as required by the Illinois Department of Transportation or Cook County Highway Department, respectively, when any new street or new driveway will access one of these Department's streets.
- ☐ s. The parcel index numbers of all lots contained within the plat shall be included on the plat of subdivision.
- ☐ t. A block stating "Send Tax Bill To: (Name/Address)." The actual name and address shall be provided by the developer.
- ☐ u. Provide a location to identify the address of each new lot.

The Village of Arlington Heights Municipal Code can be accessed over the internet at www.vah.com .

ESTOPPEL AGREEMENT

WHEREAS, _____

and _____ are the owners of
the property described as:

THE NORTH 100 FEET OF THE SOUTH 1,700 FEET OF THE WEST 718 FEET
OF THAT PART OF THE EAST ½ OF THE SOUTHEAST ¼ OF SECTION 18,
TOWNSHIP 42 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL
MERIDIAN, LYING SOUTH OF THE CENTERLINE OF RAND ROAD AND
NORTH OF THE CENTER OF PALATINE ROAD, ALL IN COOK COUNTY,
ILLINOIS.

Commonly known as: **2104 N. Chestnut Avenue, Arlington Heights, IL 60004**

WHEREAS, it is the desire of the owner of said previously described
property to subdivide his property in residential lots, and

WHEREAS, the subdivision control regulations of the Village of
Arlington Heights requires the purchase and installation of certain public improvements,
all of which are fully known, recognized and understood by the owner, and

WHEREAS, the Village of Arlington Heights is willing to permit the
subdivision of said lots provided that certain public improvements will be guaranteed for
future installation in the manner hereinafter set forth.

NOW THEREFORE, in consideration of the mutual covenants and
agreements as hereinafter set forth, it is agreed by and between the Village of Arlington
Heights (herein after referred to as "VILLAGE") and _____
(herein after referred to as "OWNERS") as follows:

1. THAT the OWNERS will not object to any special assessments
which may be levied by the VILLAGE concerning **paving, street lighting, curb and
gutter, and sidewalk** improvements to **Chestnut Avenue** adjacent to the properties. If
the VILLAGE should determine to proceed to install the improvements without special
assessment proceeding, the OWNERS agree to proceed to place in escrow with the
VILLAGE a sum of money in the amount representing the OWNER'S Proprietary value
of the cost of said improvement or improvements. Such funds shall be deposited with the
VILLAGE within 30 days after receiving notice in writing of the total amount to be
deposited. Such dollar amount shall be determined by the Director of Engineering. The
actual amount finally expended shall be based upon actual cost of construction and the
OWNERS shall be entitled to examine the books and records of the VILLAGE relating
to the cost of such improvements.

2. This agreement shall be binding between all successors and assigns and shall be a covenant running with the land as here and before legally described.

3. This agreement shall be recorded in the Office of the Recorder of Deeds, in Cook County, Illinois.

In Witness whereof, the Parties hereto have set their hands and seal this ____ day of _____, 20__.

State of Illinois
County of Cook

I, the Undersigned, being a Notary Public in and for the County and State aforesaid, Certify that _____ and _____ stated to me to be the owners of the above described property in the Village of Arlington Heights, Illinois, did appear before me this day in person and acknowledge that they signed, sealed and delivered this instrument as their free and voluntary act for the uses and purposes therein set forth.

Given under my hand and Notarial Seal _____, 20__.

Owner Signature

Notary

Owner Signature

Accepted by the Village of Arlington Heights:

Village Manager

Dated: _____

Attest:

Village Clerk



Arlington Heights Fire Department Plan Review Sheet

P. C. Number PC#17-009

Project Name

Plat of Subdivision

Project Location

2104 N. Chestnut Ave.

Planning Department Contact Sam Hubbard

General Comments

Round 2:

The Fire Department has no further comments at this time.

**NOTE: PLAN IS CONCEPTUAL ONLY
SUBJECT TO DETAILED PLAN REVIEW**

Date August 22, 2017

Reviewed By: LT. Mark Aleckson

Arlington Heights Fire Department

Planning & Community Development Dept. Review

August 29, 2017



REVIEW ROUND 2

Project: 2104 N. Chestnut Ave.
Proposed Subdivision

Case Number: PC 17-009

General:

17. The responses to comments #8-#12, and comments #14-#16 are acceptable.
18. The response to comment #7 is acceptable. Please note that the signed mylar needs to be submitted to the Village no later than Sept. 6th in order to proceed with Final Plat of Subdivision approval on Sept. 13th. As compliance with this deadline will be difficult, if you are unable to provide the signed mylar to the Village by Sept. 6th, please provide us one full size copy and one electronic copy of the Plat of Subdivision, which will need to be titled "Preliminary Plat of Subdivision" so that we can move forward on Sept. 13th with Preliminary Plat of Subdivision approval on Sept. 13th (Final Plat of Subd. approval can come at a future date).

Zoning:

19. The response to comment #13 is noted. Please be aware that staff cannot support the requested variations from the Subdivision Code.

Prepared by: