



Village of Arlington Heights
Conceptual Plan Review Committee
Community Room, 3rd Floor
Arlington Heights Village Hall
33 S. Arlington Heights Road
Arlington Heights, IL 60005
July 26, 2017
7:00 PM

I. CALL TO ORDER

II. ROLL CALL

III. APPROVAL OF MINUTES

- A. Hickory Apartments - 6/14/17

IV. REPORTS

V. OLD BUSINESS

VI. NEW BUSINESS

- A. Ivy Hotel - 519 W. Algonquin Rd. - T1526
Land Use Variation, Parking Variation

VII. OTHER BUSINESS

VIII. 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: Hickory Apartments - 6/14/17

Department: Planning & Community Development

ATTACHMENTS:

Description	Type
Hickory Apartments - 6/14/17	Minutes

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

June 14, 2017

Project Title: Hickory Apartments
Address: 6 N. Hickory Ave.
Petitioner: Guido Neri
444 N. Northwest Hwy
Suite 355
Park Ridge, IL 60068

Requested Action:

- Planned Unit Development to allow a 79 unit rental apartment building.
- Plat of Subdivision to subdivide the property into two lots.

Variations Required:

- Section 5.1-23.1(e), Minimum Lot Size – Multiple Family, to permit 79 dwelling units on 41,156 square feet of land where 52,500 square feet is required.
- Section 5.1-23.1(g) to reduce the parking requirements from 131 spaces to 112 spaces.

Attendees: Guido Neri – Petitioner
Ben Pecoraro, Petitioner
Anthony Pecoraro, Petitioner
Bruce Green, Plan Commissioner
Lynn Jensen, Plan Commissioner
Jay Cherwin, Plan Commissioner
John Sigalos, Plan Commissioner
Sam Hubbard, Development Planner

Project Summary:

The subject property is approximately 485' x 150' (1.66 acres) and is bounded by Kensington Road to the south and Hickory Avenue to the east. The western edge of the site contains a Union Pacific railroad spur line, which provides freight access to the Heller Lumber Company located north of the subject property. The northern 28,382 square feet of the property is within the R-7 Zoning District and the southern 41,149 square feet of the property is within the B-2 Zoning District. Additionally, the entire property is within the Hickory / Kensington Overlay District and is part of the Hickory / Kensington Area Plan, both of which were established in 2013. The property is also located within the Hickory/Kensington TIF District, which was adopted by the Village Board in 2014. There are no buildings or improvements on the subject property and it currently exists as vacant land awaiting redevelopment.

The proposed development consists of a 54-foot tall 5-story mixed use building, including 79 residential units and approximately 4,000 square feet of commercial space. The commercial space would be located on the first floor near the northeast corner of the building fronting on Kensington Road and wraps around the corner for visibility along Hickory Avenue. The dwelling units would be located on floors two through five and would consist of 14 studio units (18%), 48 one-bedroom units (61%), and 17 two-bedroom units (21%). All dwelling units would be rental. Parking would be provided on the basement and first floor of the building, as well as a surface parking lot in-between the building and the railroad tracks to the west.

Meeting Discussion:

Mr. Neri introduced himself and stated that he had the property under contract, which property was approx. 65,000 square

feet in area. The site was currently vacant and the former home of Dana Molded Products, a manufacturing company. He acknowledged that the site was within an overlay district and said that he had been in preliminary talks with Bill Enright of the Planning Department to discuss what could be built on the site. To the north of the site is Heller Lumber Company. To the west is the Latoff property, which is currently used as an auxiliary parking lot for Mariano's supermarket. He stated that he was in initial talks with Village staff about selling to the Village the northern 1/3 of the site. In-between the northern 1/3 and the southern 2/3rds of the site, Campbell Street would be dedicated to the Village and extended through the site. On the southern portion of the site, which was approximately 41,000 square feet, the developer was proposing a 79 unit rental residential building with around 4,000 square feet of commercial space on the ground floor.

Mr. Neri described the proposed building, which would include parking in the basement and first floor, with as well as a surface parking lot to the west of the building. The commercial space would be located on the southeast corner of the first floor and would be divisible depending on size needs of future tenants. Although there would be an entrance on the first floor along Hickory for the apartments, the primary lobby area would be on the second floor, which would include a property manager's office and amenity room for the tenants. On the roof of the 1st floor parking garage would be an exterior amenity deck. Apartments would be located on floors two thru five. The unit mix for the residential units would include one-bedrooms, two-bedrooms, and some studio units.

Mr. Neri presented the building elevations. He described the interior of the units as being upscale, including private balconies, individual heating and cooling controls, and washers/dryers within all the units. The project appeared before the Design Commission for preliminary consideration yesterday evening and was met with generally favorable review of the overall style and concept of the building. The ground floor would be masonry and precast concrete, and floors two thru five would be wood frame construction. The building would be clad with brick veneer and may incorporate corrugated metal to provide for a modern appearance. The building would try to incorporate elements of the Mariano's building to the south to provide for a coordinated appearance in the neighborhood.

Mr. Hubbard said that the subject property was located in two different zoning districts. The northern portion of the site is within the R-7 zoning district, and the southern portion of the site, where the proposed development would go, is zoned B-2. The entire property is within the Hickory-Kensington Overlay zoning district and is also included within the Hickory – Kensington Area Plan. The proposed development should conform to the regulations of both the B-2 District and the Overlay District, and should be compatible with the Hickory – Kensington Area Plan. The property is also part of a TIF District. The western edge of the site abuts a UP railroad spur line. Development of the site as a PUD is required by the Overlay Zoning District. The northern portion of the site would be subdivided out to create a separate parcel and to dedicate land for the extension of Campbell Street. The street would be stubbed at this time as part of this development, and the connection across the railroad line would not come until a later date, with potential improvements needed to facilitate the railroad crossing.

Mr. Hubbard said that the proposed development was exactly what was called for in the Hickory – Kensington Area Plan, a mix of ground floor commercial with residential above. He confirmed that the project appeared before the Design Commission for a preliminary review on the evening prior, and was well received at that meeting. The Design Commission had asked for some tweaks to the design, including enhancements to the commercial portion of the building, additional detailing and articulation of the 1st floor garage façade, and an upgraded entrance to the residential portion of the building.

Mr. Hubbard said that project would require a density variation to allow the proposed 79 units, where only 63 units would be allowed based on the lot size. If consideration is given to the portion of the lot that will be dedicated as ROW, then the maximum allowable density would be 71 units on the subject property. Since the difference between 71 and 79 was minimal, and because the proposed building met the goals and guidelines of the Hickory – Kensington Area Plan, staff was generally supportive of the density variation. The project also requires a parking variation; 131 parking spaces are required and 112 spaces are proposed, resulting in a 19 space deficit. Thirteen of those 19 spaces were required based on the commercial portion of the site, and staff believes that patrons for the commercial portion will park on the street, although some employee parking may need to be dedicated in the surface parking lot. Once the parking study has been provided, staff will evaluate the parking variation to determine if it is feasible.

Mr. Hubbard outlined some minor site design issues, including the viability of the landscape area on the west of the site in-between the parking lot and railroad track and the provision of a decorative “wrought iron” style fence along the railroad tracks. Relative to streetscape improvements, staff was still working with the developer on final designs, but it was anticipated that the Hickory streetscape would be a traditional urban sidewalk with decorative paving, a sidewalk from building to curb, and decorative planters. On the Kensington and Campbell sides, there may be slightly larger than normal decorative sidewalk and a small parkway for landscaping. Overall, he said that staff was enthusiastic for the development and felt that it met with the goals and objectives of the Hickory – Kensington Area Plan, and that it should help to revitalize this area and act as a catalyst towards further redevelopment.

Commissioner Jensen said he was very enthusiastic for the development and asked if there would be greenspace on the north side of the building between the building and the street.

Mr. Hubbard said that the final design was not yet complete and that they would need to work with the Engineering Department to determine their desired street width for this segment of Campbell, but that the intent was to have some sort of parkway in-between the sidewalk and curb to provide for greenspace.

Commissioner Jensen asked about the density variation and how the dedication of Campbell factored into the density calculation.

Mr. Hubbard explained that maximum allowable density was based on the property size. Since the subject property would be dedicating part of their privately owned land for a public street, it reduced the size of the property, which reduced the number of units that could be built. If the portion of land that was to be dedicated as the new street was not subtracted out, it would allow eight additional units per the density regulations.

Commissioner Jensen asked if staff was aware that UP was considering re-doing the spur in the near future.

Mr. Hubbard responded that he personally was not aware of this, but that staff and the petitioner would be in communication with UP as part of this project and would conform to whatever their requirements may be.

Commissioner Cherwin asked about the northerly portion of the property that the Village was contemplating for purchase.

Mr. Hubbard replied that this purchase would be done through TIF funding and that it would need to be approved by the Village Board.

Mr. Neri explained that it was all one property currently and would be purchased as such, and that they would be amendable to dividing out and selling off the northern property back to the Village at the cost of purchase. The portion of the Campbell Street extension would be dedicated back to the Village, and the developer was in negotiations for TIF compensation for certain eligible expenses.

Commissioner Cherwin asked what users the developer was anticipating for the commercial spaces.

Mr. Neri replied that they were open to different possibilities, and that ideally they would like to see a national franchise food tenant as long as there was no drive-up window.

B. Pecoraro said that the Village would probably like to see sales tax generating uses in the commercial spaces.

Mr. Neri said that he would like to see sales tax generating uses and that they were not looking to put accountants or real estate offices.

Commissioner Cherwin said he thought it was a great project and was supportive of the parking and density Variations.

Commissioner Sigalos said he thought it was a good project. He asked about the price point for the rental units.

Mr. Neri replied that they were projecting \$2.13 per square foot.

Commissioner Sigalos asked about the affordable housing requirements.

Mr. Hubbard clarified that they would not provide the required units within the development but would pay the fee-in-lieu of the units.

Commissioner Sigalos asked about the \$75,000 fee-in-lieu policy, relative to the petitioners proposed \$25,000 fee-in-lieu of contribution.

Mr. Hubbard explained that the \$25,000 per unit fee was comparable to other recent developments, but that the Housing Commission would have to make the final call on that.

Commissioner Sigalos asked how much per unit the Parkview Apartments complex had provided, which was currently under construction.

Mr. Hubbard responded that the Parkview Apartments was not making a fee-in-lieu of payment but that they were providing the required units within the development.

Commissioner Cherwin asked if the developer had considered "microunits" as a way to provide affordability via the market, without having to manipulate the market as per the affordable housing policy.

Mr. Neri replied that they had thought about it but that he didn't think that it would satisfy the affordable housing requirement.

Commissioner Green said he thought that they had a little bit of a parking problem, and he would like to see the developer work that out. He didn't like how the development was built up to the street at the corner of Hickory and Kensington, which he thought was not ideal when doors opened out onto the sidewalk. He asked if the developer had thought about guest parking. He said he wasn't convinced that the parking would work.

Commissioner Jensen said he would be interested in the market study that would be submitted with the application. He said that a lot of developers were proposing rental developments in the downtown area and he wanted to make sure that the developer had studied the market to ensure that it could handle 79 rental more units.

Commissioner Green said he was generally supportive and he apologized that they had to end the meeting as they had a Plan Commission meeting that they had to attend next door.

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



Item: Ivy Hotel - 519 W. Algonquin Rd. - T1526

Department: Planning & Community Development

Requested Action

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

Variation Required

– Chapter 28, Section 11.4, Parking, to reduce the parking requirements from 275 spaces to 169 spaces.

RECOMMENDATION

– The Staff Development Committee has reviewed the proposed Land Use and Parking Variations and is generally supportive of the application, subject to the following conditions:

1. The petitioner shall provide a detailed response to all departmental review comments and provide revised plans that include the level of detail needed to accurately review this project.
2. The Parking Study must survey additional weekends when the banquet facility is booked to capacity.
3. An adequate contingency plan for peak times and parking overflow is required.
4. Additional comparable suburban hotels with banquet facilities must be surveyed to justify the proposed parking reduction.
5. These are preliminary comments only and should not be relied upon as identification of the only major issues. The Staff Development Committee reserves the right to change its position on issues upon submittal of a formal application and detailed review.

ATTACHMENTS:

Description

Staff Report
Aerial

Type

Board or Commission Report
Exhibits

Architectural Plans
Engineering Plans
Landscape Plans
Parking & Traffic Study
Renderings

Exhibits
Exhibits
Exhibits
Exhibits
Exhibits



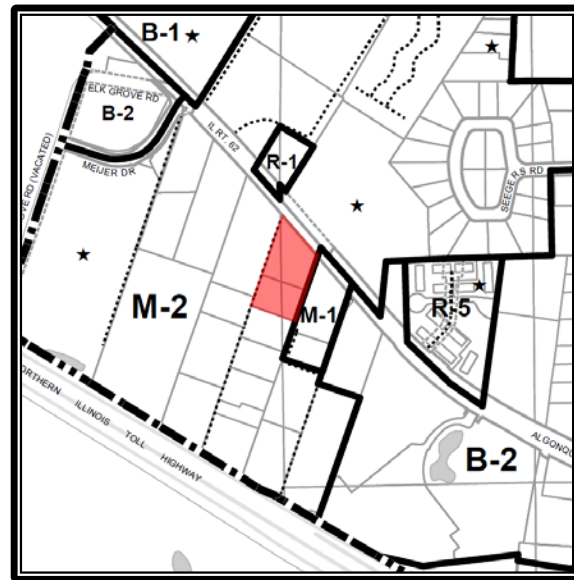
VILLAGE OF ARLINGTON HEIGHTS **STAFF DEVELOPMENT** **COMMITTEE REPORT**

Temp File Number: T1526
Project Title: Ivy Hotel
Address: 519 W. Algonquin Rd.
PIN: 08-16-103-008, 08-16-103-009

To: Conceptual Plan Review Committee
Prepared By: Sam Hubbard, Development Planner
Meeting Date: July 26, 2017
Date prepared: July 21, 2017

Petitioner: James Cazares
Address: 233 E. Ontario
 Chicago, IL 60611

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 275 spaces to 169 spaces.

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 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.

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 would valet park cars in the Pace parking lot across Algonquin Road and then have to cross the street 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.

Due to the extent of the most recent changes to the proposal from the original plan presented to the Plat and Subdivision Committee in 2016, an appearance before the Conceptual Plan Review Committee is warranted. These changes are summarized in Exhibit I, included at the end of this report.

Zoning and Comprehensive Plan

The current M-2 zoning does not permit a hotel, which is permitted as a Special Use in the B zoning districts. Therefore a Land Use Variation is required for the proposed hotel. Although a formal application has been submitted, the petitioner has not yet provided the required written response to the following criteria for Land Use Variation approval:

- **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.**

Additionally, the petitioner must provide a written response to the above criteria relative to the requested parking variation for a reduction to the required parking from 275 parking spaces to 169 parking spaces.

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 good for a hotel subject to addressing the parking shortage.

The petitioner has provided a market study which indicates sufficient market demand for this hotel. However, the market study indicates that the property will be designated as an “extended stay property” and the petitioner should clarify what this means.

Based on a first round review of the most recent iteration of the plans, the site appears to conform to all setback, bulk, and height restrictions, with the exception to handicap accessible parking spaces, which must be increased to six spaces (currently only four exist). Further details on parking are provided within the Traffic and Parking section within this report.

Site Design

The proposed building addition 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. Both the canopy and 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. A small canopy is proposed above this new entrance and staff requests that the applicant explore upgrades to this canopy and entrance area to provide a focal point for the primary entrance to the structure.

The western side of the building where the current canopied entrance and circular drive aisle is located would be converted into an outdoor patio area. The applicant should provide further details on this outdoor patio area, including details on any proposed firepit, retaining wall, pergola/roof, and details on how this area would be used.

Overall, the proposed hotel addition is well design 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.

Building

The hotel addition integrates 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. However, the architectural plans submitted lack the necessary details to perform a comprehensive review of the building. The applicant must revise the plans to include the necessary details to conduct an in depth review of the proposed hotel addition.

Landscaping

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. As part of the zoning approval, the applicant should either construct an additional enclosure to store the dumpsters (if the existing enclosure is

used for another purpose), or should agree to store the dumpsters within the enclosure as required by code.

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 site changes. In order to comply with current handicap parking requirements, three additional spaces must be converted to handicap spaces, which will further reduce the overall parking count to 169 spaces on site. Per code requirements as applied to the proposed uses on the subject property, 280 parking spaces are required (see Exhibit II), resulting in a 106-space parking deficit relative to code requirements.

The applicant has provided a parking and traffic study which has been reviewed by the Village. The study has concluded that peak occupancy of the hotel will be during the week and peak usage of the banquet facility is on weekends, meaning that parking demand will not have a significant overlap. Furthermore, the parking study includes surveys during several events at the banquet facility over the last year, with the largest event having attendance of 390 guests (maximum capacity of the banquet facility is around 350 persons). The study found that during peak usage of the banquet hall the parking lot was 38% vacant (66 vacant spaces), and that peak demand at the hotel will be between 70 and 80 spaces (although it does not elaborate on how that number is derived). The study indicates that there are an additional 30 valet parking spaces on the property, although the location of these spaces is not shown on any of the plans. With these 30 valet parking spaces, plus the 66 vacant spaces observed during peak demand, the study concludes that the site will have enough parking to accommodate the expected 70-80 cars for the hotel.

Staff is aware of events occurring at the banquet facility that have filled the entire 175 space parking lot and caused patrons to park on neighboring properties. Additional counts are needed to substantiate the estimated peak demand of the banquet facility leaving 38% of the spaces vacant. Furthermore, the parking study should analyze comparable suburban hotels that include banquet facilities to further illustrate peak demand for the hotel and banquet hall. The petitioner should also provide additional details on the proposed valet parking areas and on any arrangements for shared parking on neighboring properties. Finally, the petitioner should provide a contingency plan for peak parking and overflow that addresses what will be done when the parking lot is full. In sum, the parking study has not provided sufficient evidence that the 169 existing parking spaces are adequate for the dual hotel/banquet hall use.

Design Commission

Design Commission review of this project is scheduled for July 25th, and an update of the outcome of that meeting can be provided at the July 26th Conceptual Plan Review Committee meeting. Given the height of the structure at approximately 124 feet, the building will be visible from I-90 and the surrounding areas. Therefore, design of the structure will be a critical component of the overall project and it's compatibility with the surrounding areas.

RECOMMENDATION

The Staff Development Committee has reviewed the proposed Land Use and Parking Variations and is generally supportive of the application, subject to the following conditions:

1. The petitioner shall provide a detailed response to all departmental review comments and provide revised plans that include the level of detail needed to accurately review this project.
2. The Parking Study must survey additional weekends when the banquet facility is booked to capacity.

3. An adequate contingency plan for peak times and parking overflow is required.
4. Additional comparable suburban hotels with banquet facilities must be surveyed to justify the proposed parking reduction.
5. These are preliminary comments only and should not be relied upon as identification of the only major issues. The Staff Development Committee reserves the right to change its position on issues upon submittal of a formal application and detailed review.

July 21, 2017

Bill Enright, Deputy Director of Planning and Community Development

Cc: Randy Recklaus, Village Manager
All Department Heads
Temp File 1526

Exhibit I: Development Summary

	1st Proposal (June '16)	2nd Proposal (March '17)	3rd Proposal (Current)
Building Height	115'	147'	124.5'
Number of Stories	10	13	12'
Number of Rooms	160	102	126
Length of Ivy Hotel Building	192	130	157'
Number of Parking Spaces Required	461	255	275*
Number of Parking Spaces Proposed	151	175	172**
Parking Deficit	309	80	106
Building Footprint	10,786 sq. ft.	6,045 sq. ft.	8,875 sq. ft.
Banquet Spaces	9,354 sq. ft.	5,654 sq. ft.	5,654 sq. ft.

* May increase based on further information needed from the petitioner

** May decrease when required number of handicap accessible parking stalls are provided

Exhibit II – Parking Analysis**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	Restaurant - Sit Down	Unknown	-	Unknown	-	1 per 45 sq. ft. of seating area	?
1st Floor Spa	Beauty Shop	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

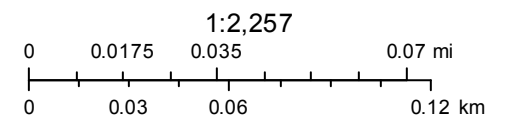
** Total parking provided may decrease once all required accessible spaces have been added.

***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.

Ivy Hotel



March 16, 2016



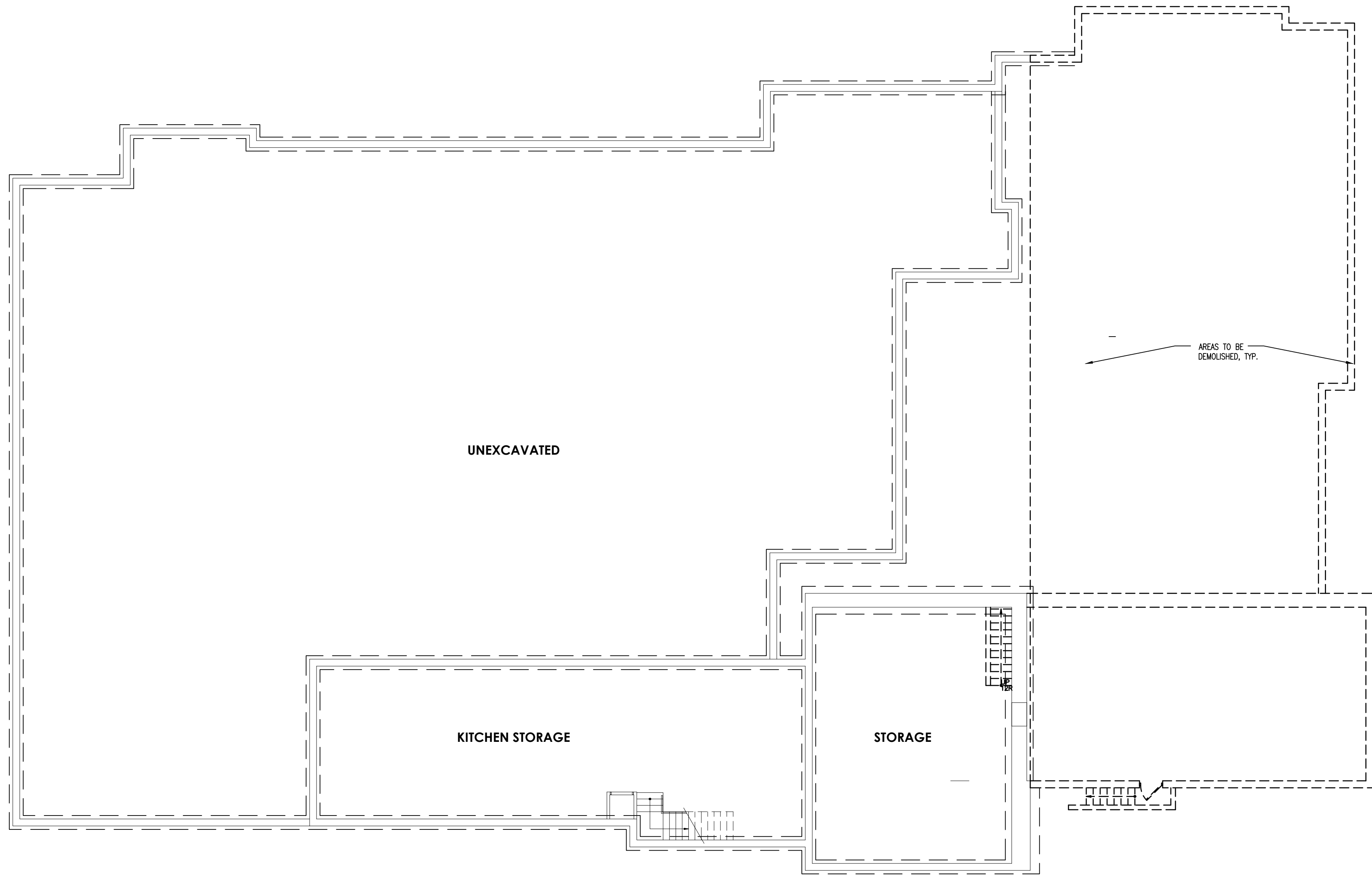




<u>BUILDING AREAS</u>	
<i>EXISTING</i>	
BANQUET HALL	20,404
<i>PROPOSED</i>	
DEMOLITION	<u>-5,722</u>
TOTAL REMAINING (NET)	14,682
HOTEL ADDITION	<u>93,380</u>
TOTAL	108,062

<u>REQUIRED PARKING</u>	
BANQUET (1:200 SF OF SEATING AREA)	
5,894 (EXIST BANQUET HALL)	
- 1,200 (EXIST DANCE FLOOR)	
4,694 NET FLOOR AREA	
4,694 SF/200	24 CARS
HOTEL (1 PER LODGING AR) 126 CARS	
PROPOSED HOTEL ROOMS	126
12TH FLOOR LOUNGE (30% OF OCC.)	
LOUNGE (1800 SF / 15 NET)	120
120 OCC. * 0.30	36 CARS
TOTAL REQUIRED (INCL HC) 186	
<u>TOTAL HC REQUIRED</u>	6
<u>EXISTING PARKING</u>	
(INCL. 9 HC STALLS)	177
<u>PROPOSED TOTAL PARKING</u>	
(INCL. 9 HC STALLS)	175





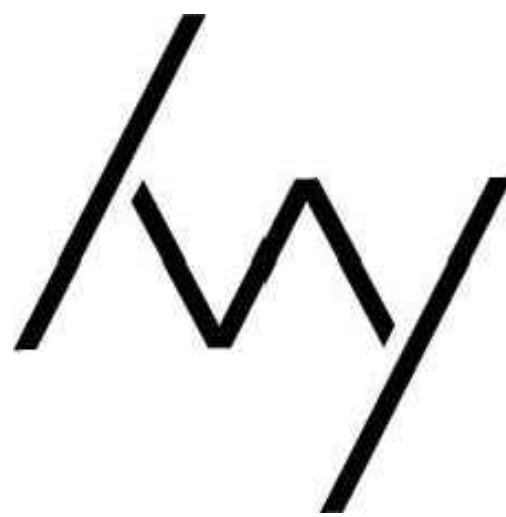
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PROPOSED BASEMENT PLAN

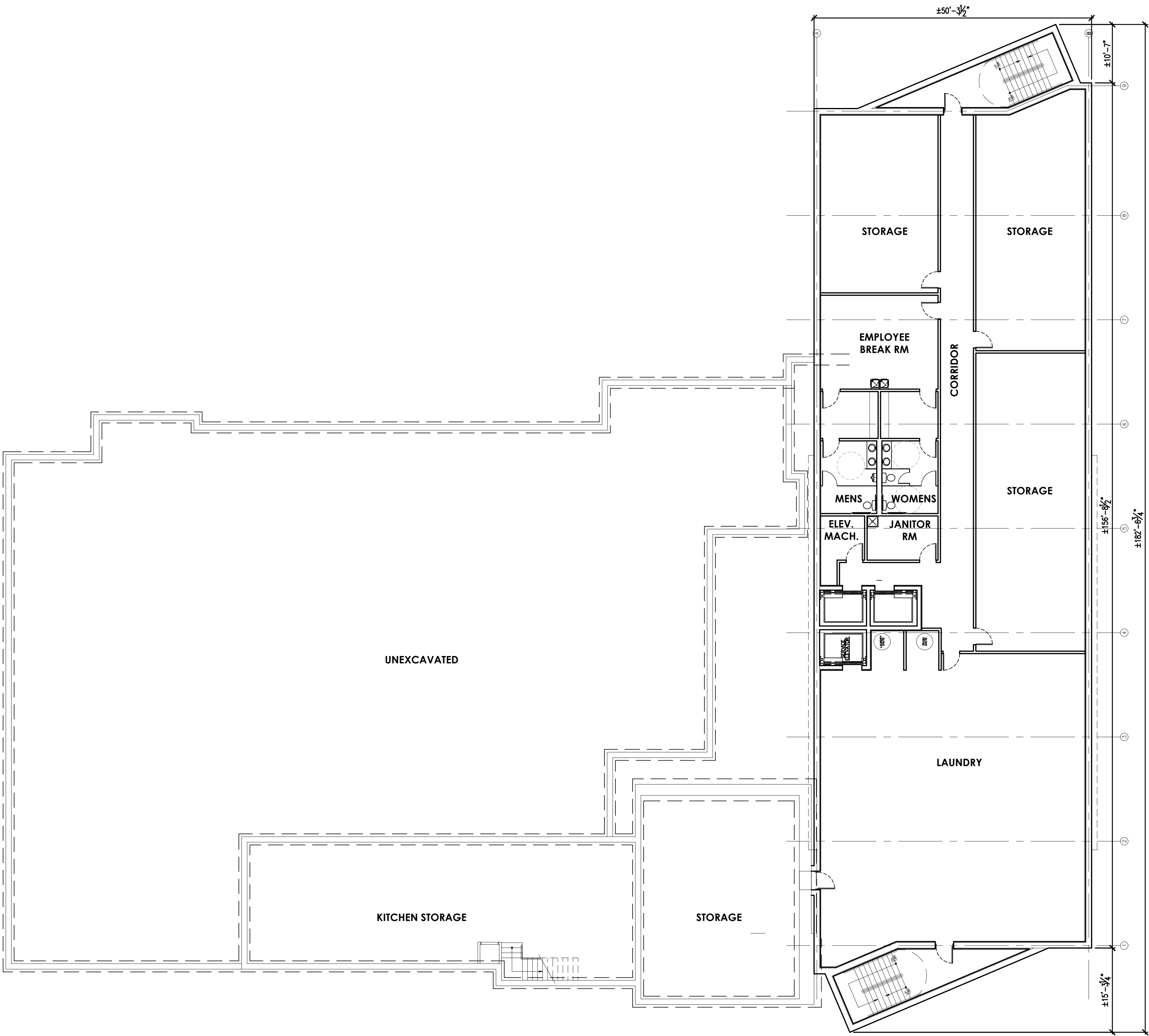
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JUNE 26, 2017


NORTH

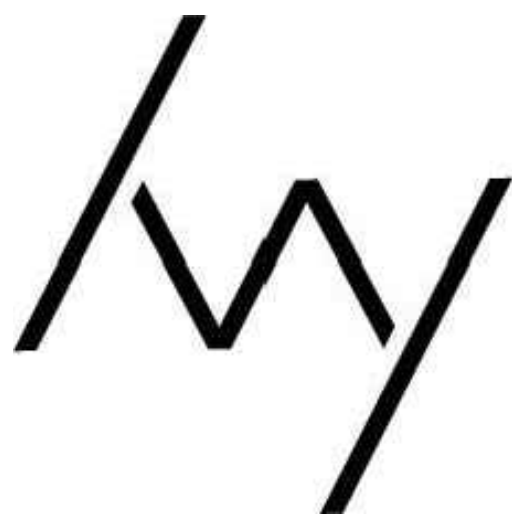


IVY BOUTIQUE HOTEL
519 E. ALGONQUIN RD
ARLINGTON HEIGHTS, IL 60007

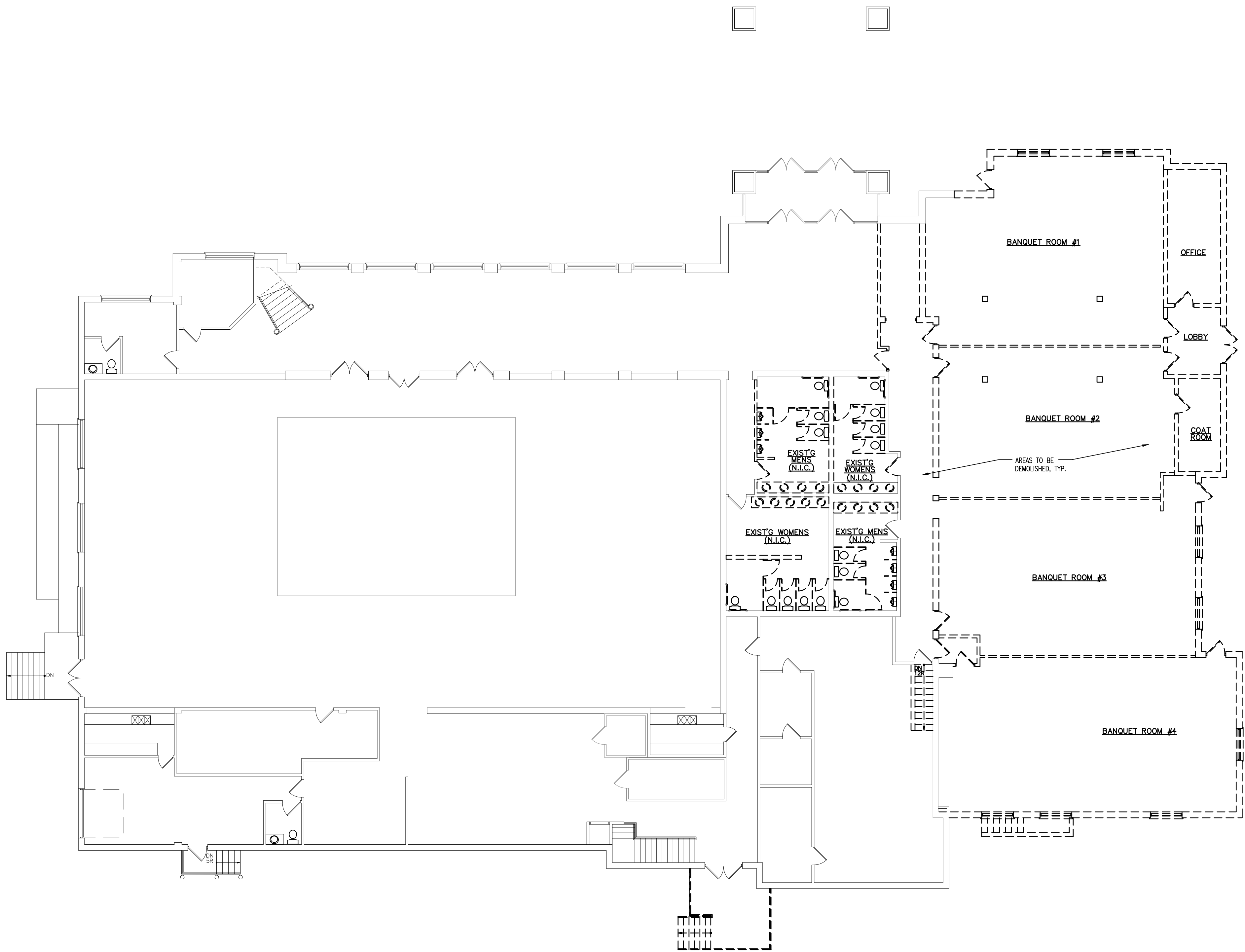


1 PROPOSED BASEMENT PLAN
SCALE : 3/32" = 1'-0"
JUNE 26, 2017

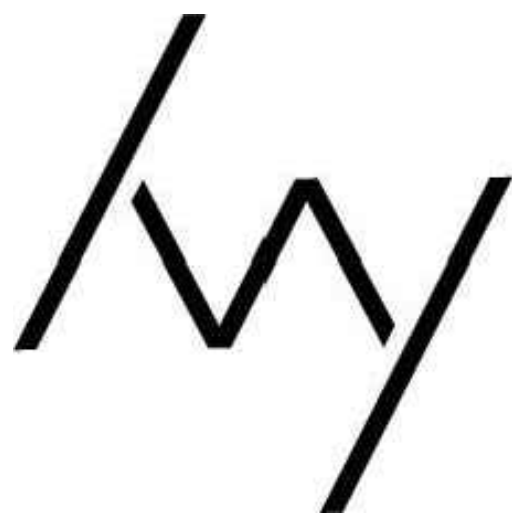




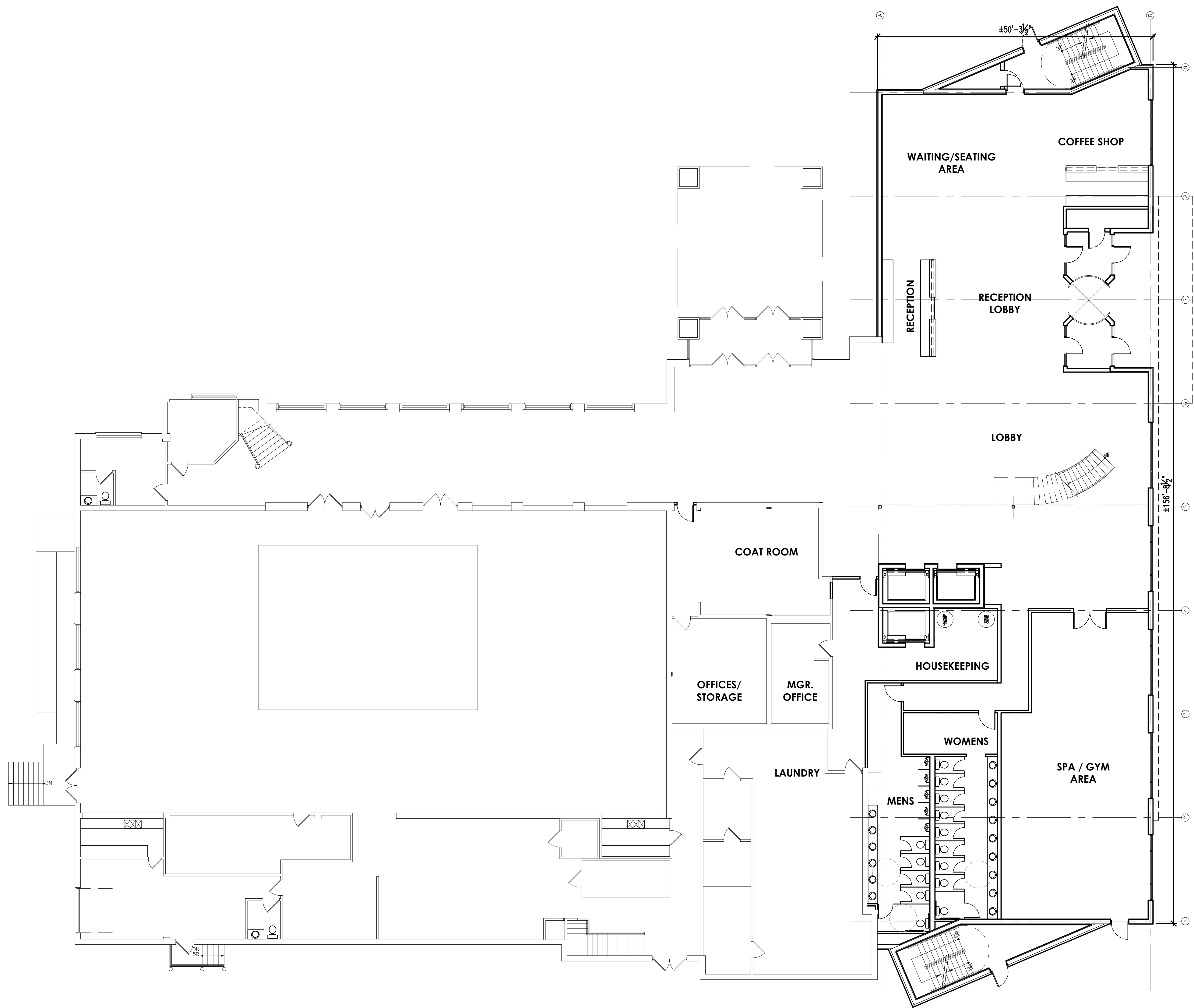
IVY BOUTIQUE HOTEL
519 E. ALGONQUIN RD
ARLINGTON HEIGHTS, IL 60007



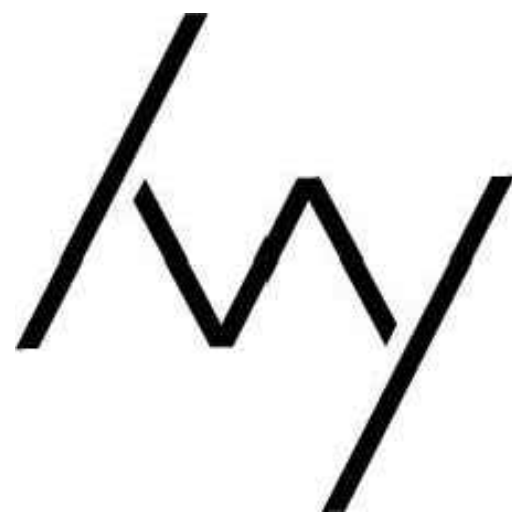
1 PROPOSED FIRST FLOOR PLAN 
SCALE : 3/32" = 1'-0" JUNE 26, 2017 NORTH



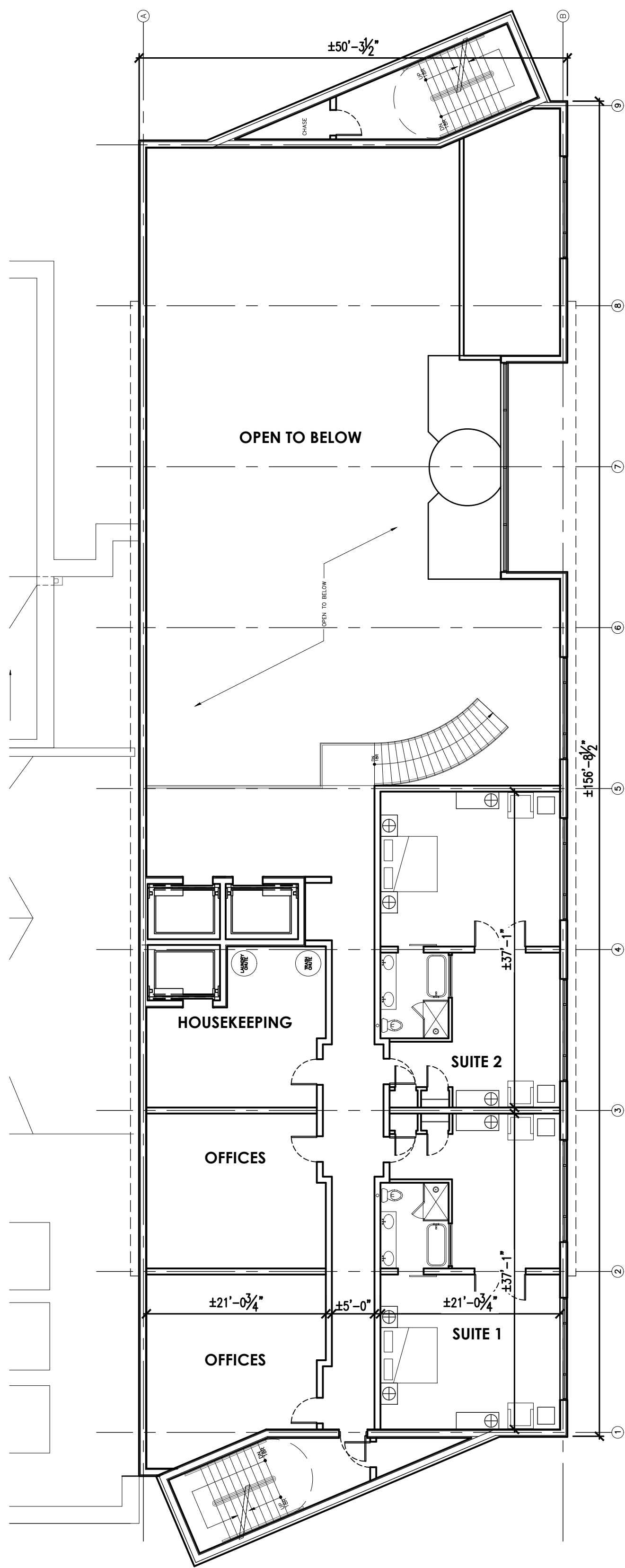
IVY BOUTIQUE HOTEL
519 E. ALGONQUIN RD
ARLINGTON HEIGHTS, IL 60007



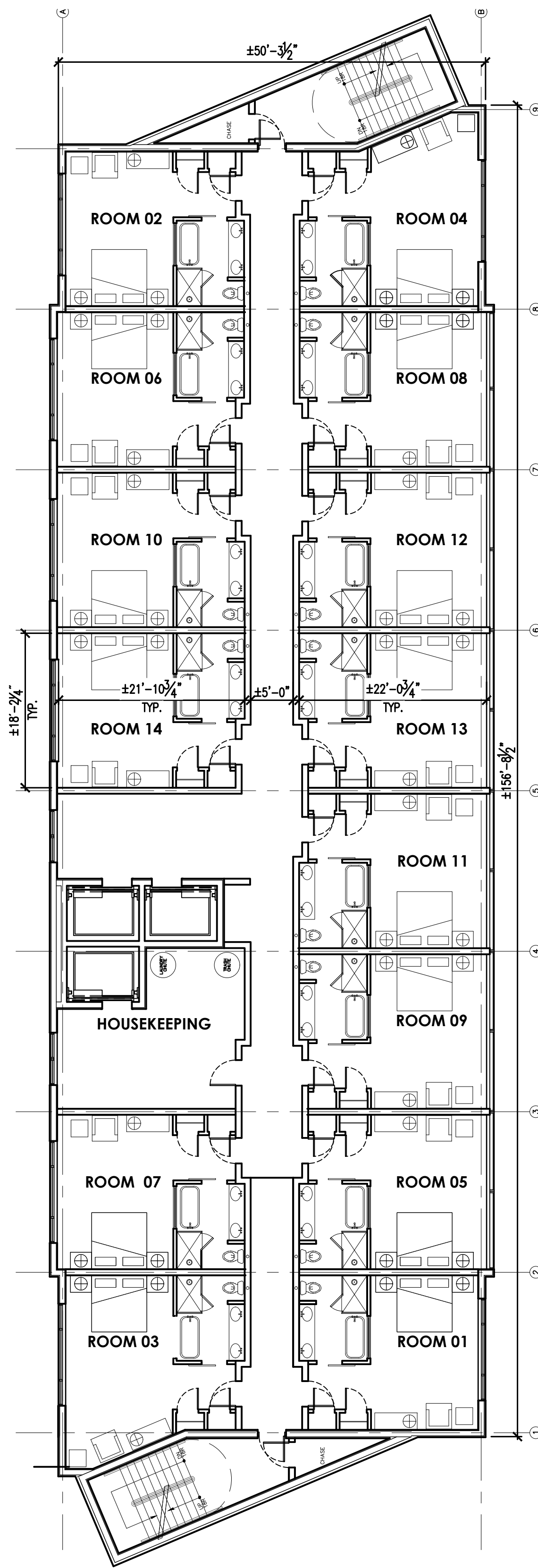
1 PROPOSED FIRST FLOOR PLAN
SCALE : 3/32" = 1'-0"
JUNE 26, 2017
NORTH



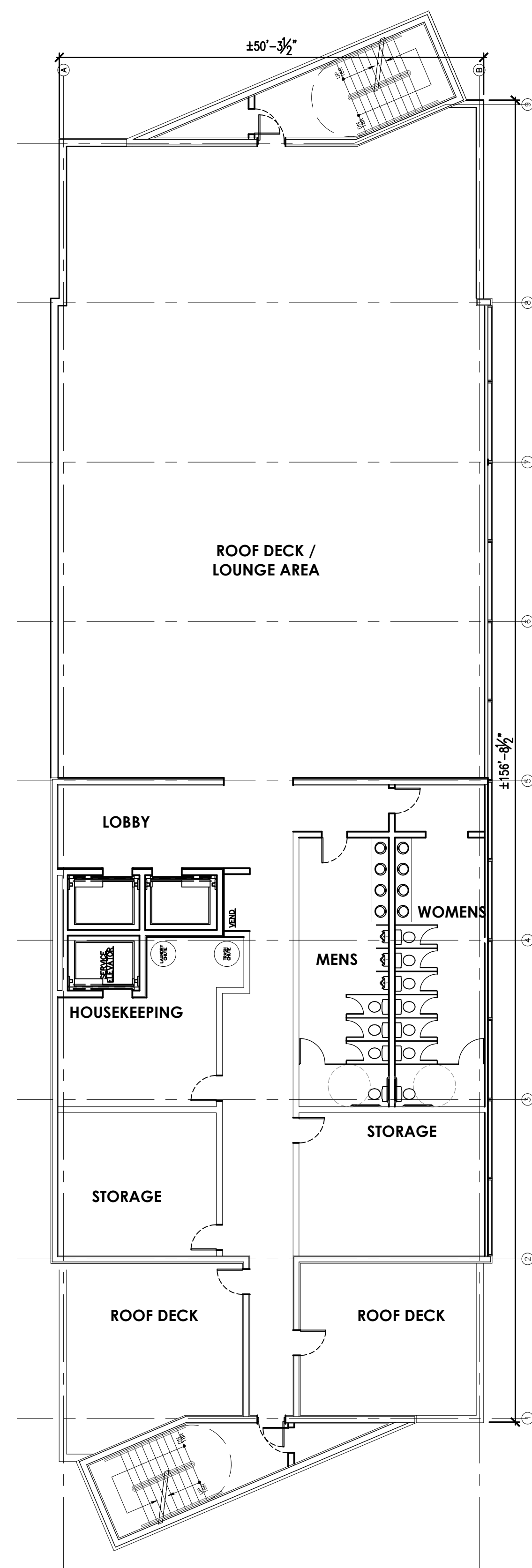
IVY BOUTIQUE HOTEL
519 E. ALGONQUIN RD
ARLINGTON HEIGHTS, IL 60007



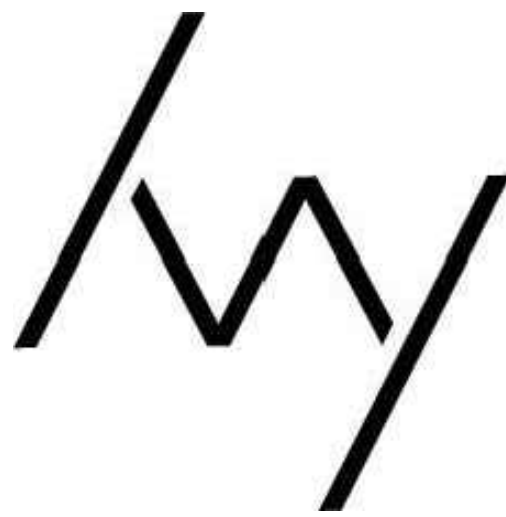
1 PROPOSED 2ND FLR PLAN
SCALE : 3/32" = 1'-0"
JUNE 26, 2017
NORTH



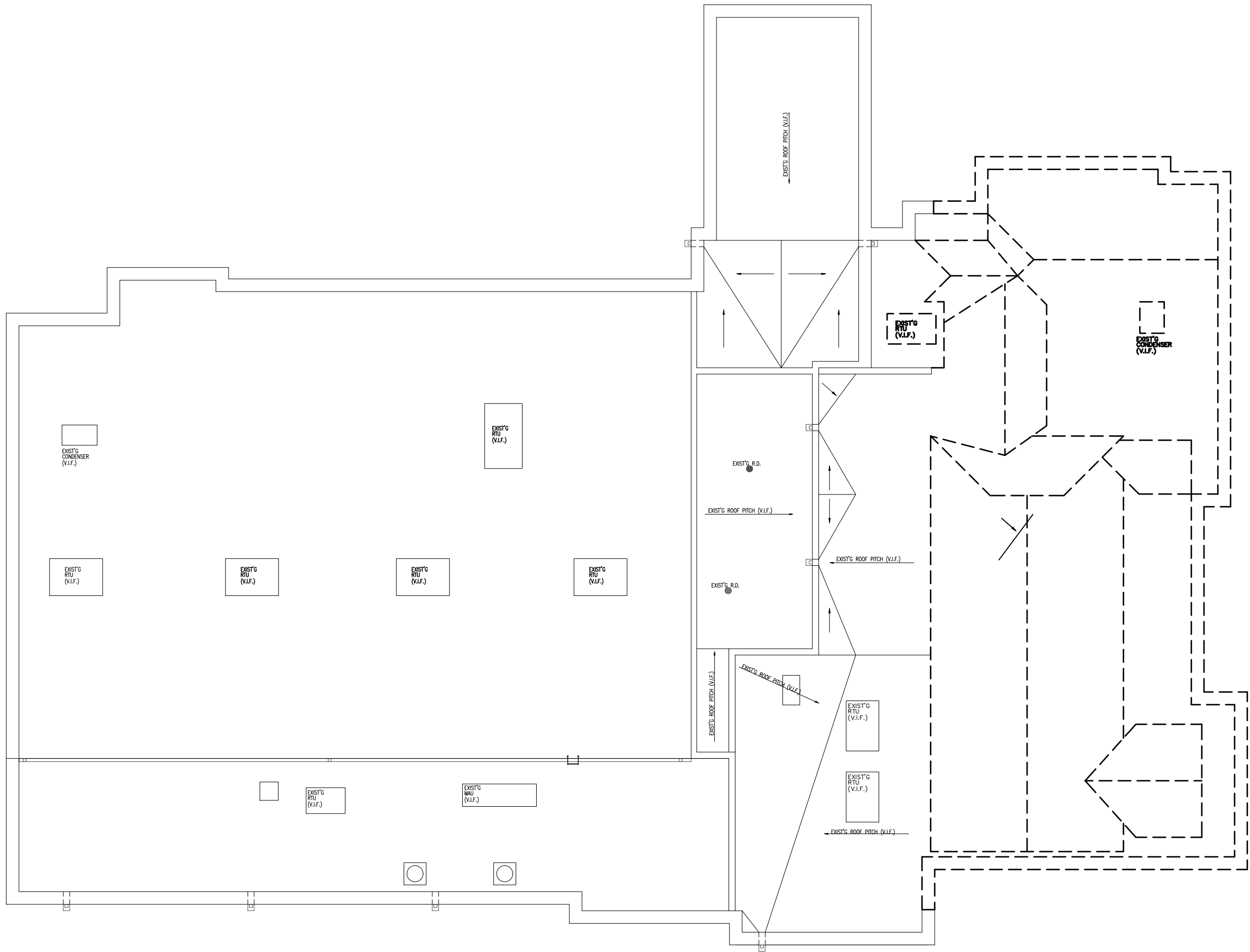
2 PROPOSED 3-11TH FLR PLAN
SCALE : 3/32" = 1'-0"



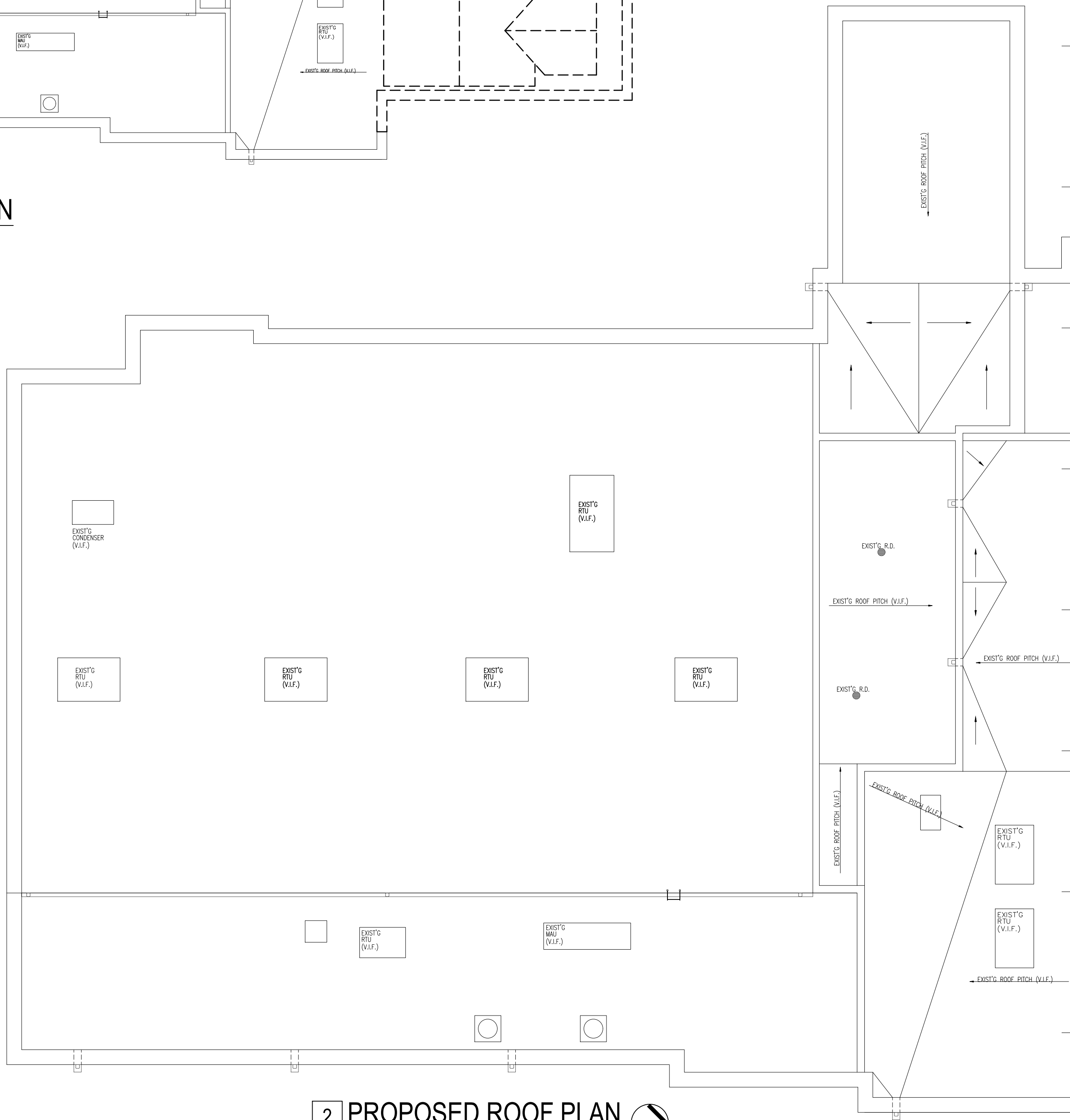
3 PROPOSED 12TH FLR
SCALE : 3/32" = 1'-0"



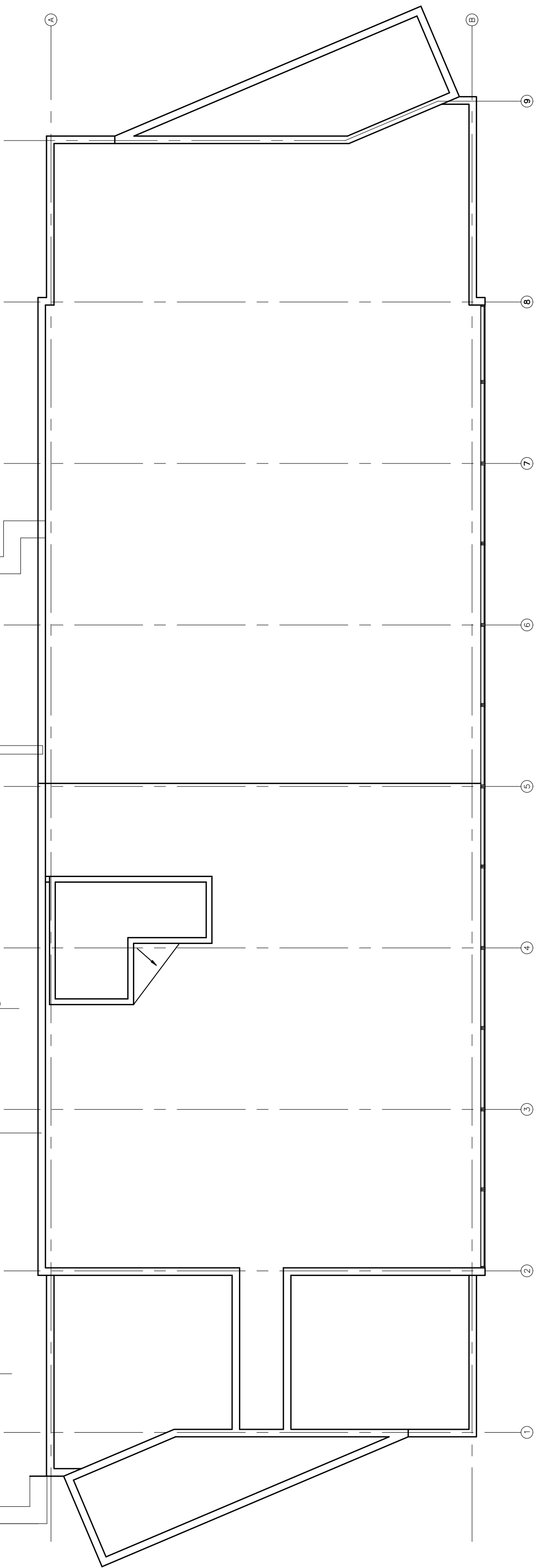
IVY BOUTIQUE HOTEL
519 E. ALGONQUIN RD
ARLINGTON HEIGHTS, IL 60007

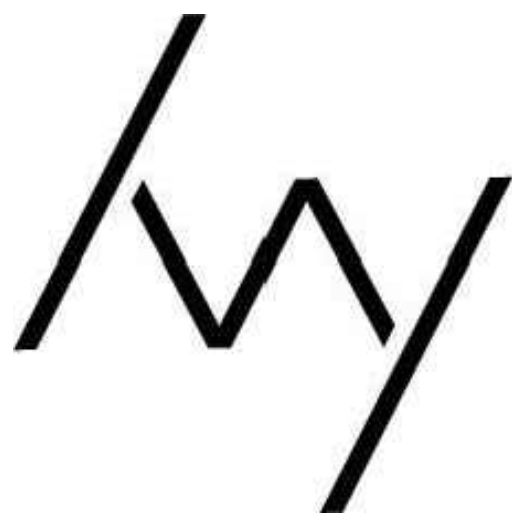


1 DEMOLITION ROOF PLAN
SCALE : 1/16" = 1'-0" JUNE 26, 2017

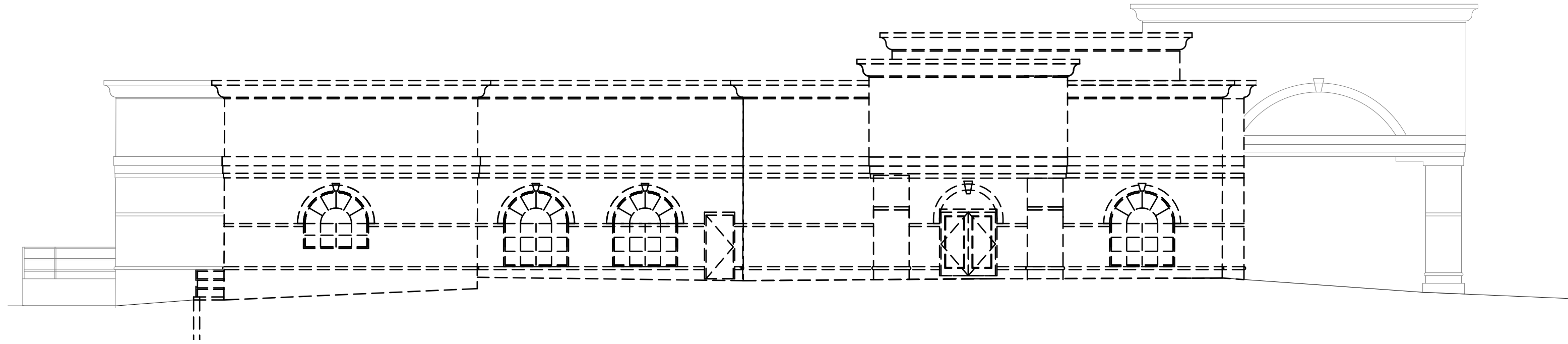


2 PROPOSED ROOF PLAN
SCALE : 3/32" = 1'-0" JUNE 26, 2017





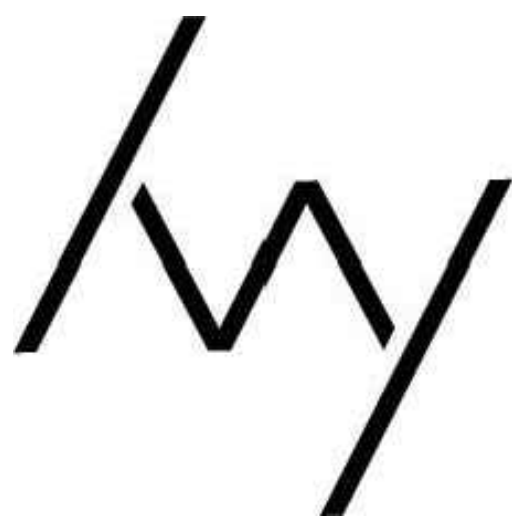
IVY BOUTIQUE HOTEL
519 E. ALGONQUIN RD
ARLINGTON HEIGHTS, IL 60007



1 DEMOLITION - NORTH (FRONT) ELEVATION
SCALE : 3/32" = 1'-0" JUNE 26, 2017



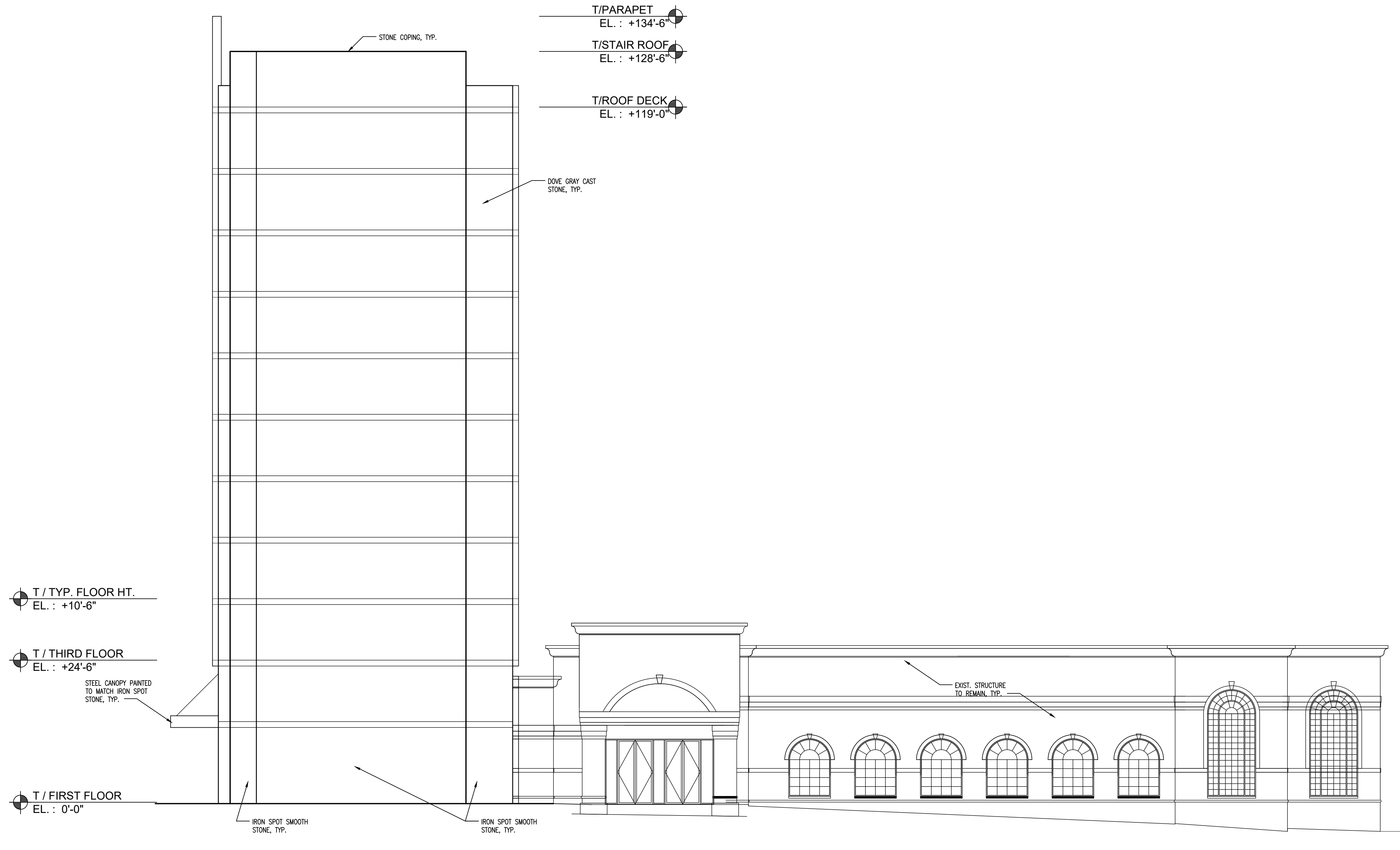
2 PROPOSED NORTH (FRONT) ELEVATION
SCALE : 3/32" = 1'-0" JUNE 26, 2017



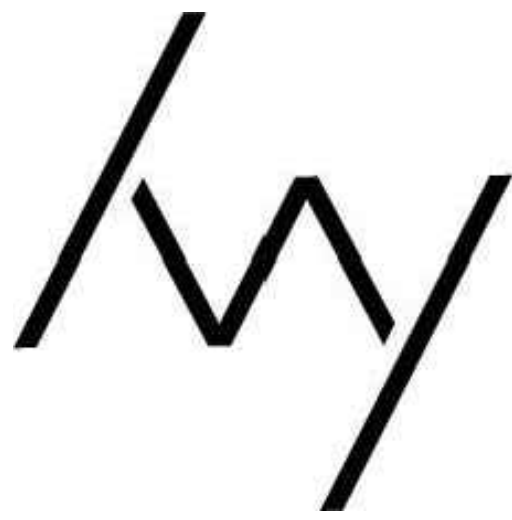
IVY BOUTIQUE HOTEL
519 E. ALGONQUIN RD
ARLINGTON HEIGHTS, IL 60007



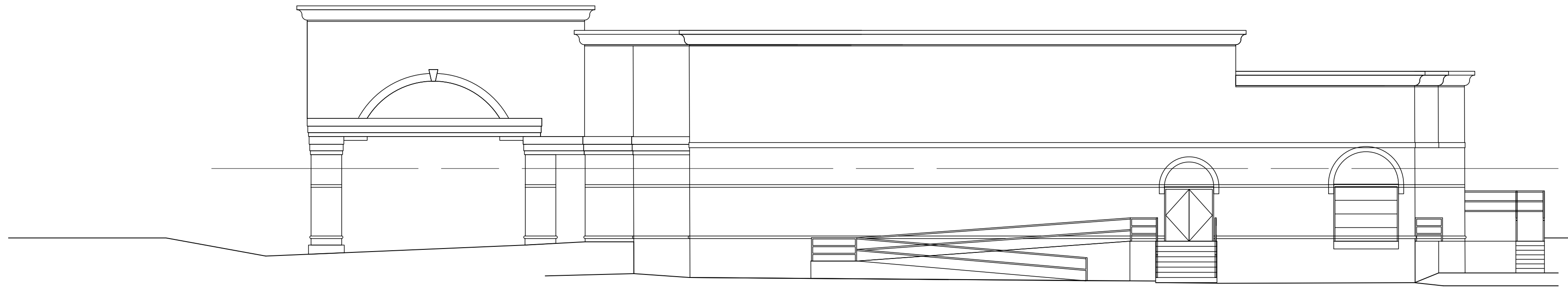
1 DEMOLITION - WEST ELEVATION
SCALE : 3/32" = 1'-0" JUNE 26, 2017



2 PROPOSED WEST ELEVATION
SCALE : 3/32" = 1'-0" JUNE 26, 2017



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



1 EXISTING SOUTH (REAR) ELEVATION

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

JUNE 26, 2017



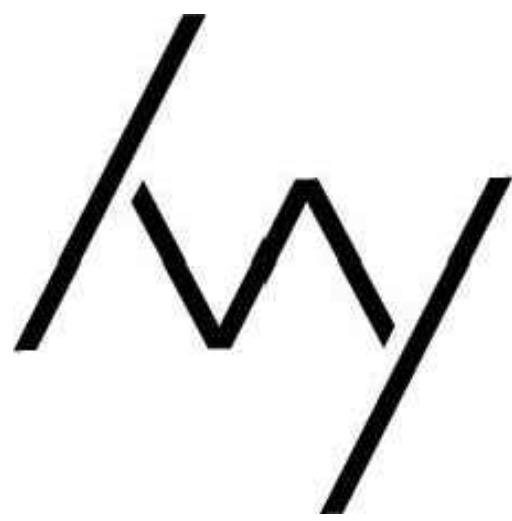
2 PROPOSED SOUTH (REAR) ELEVATION

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

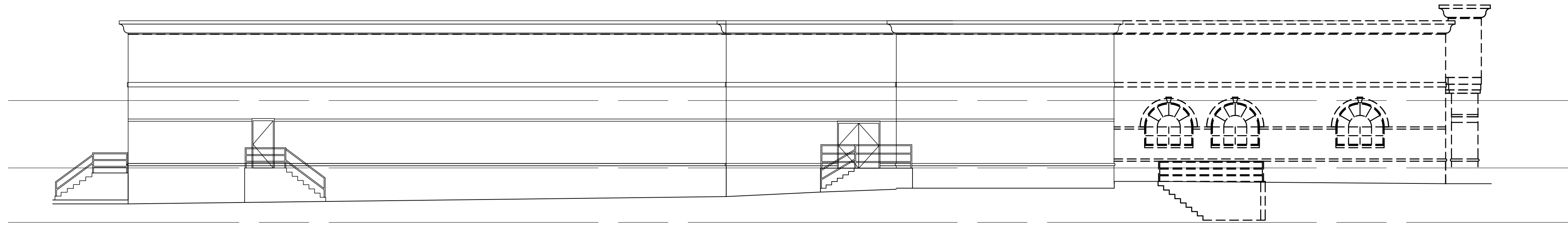
JUNE 26, 2017

Enrique Castel Architect

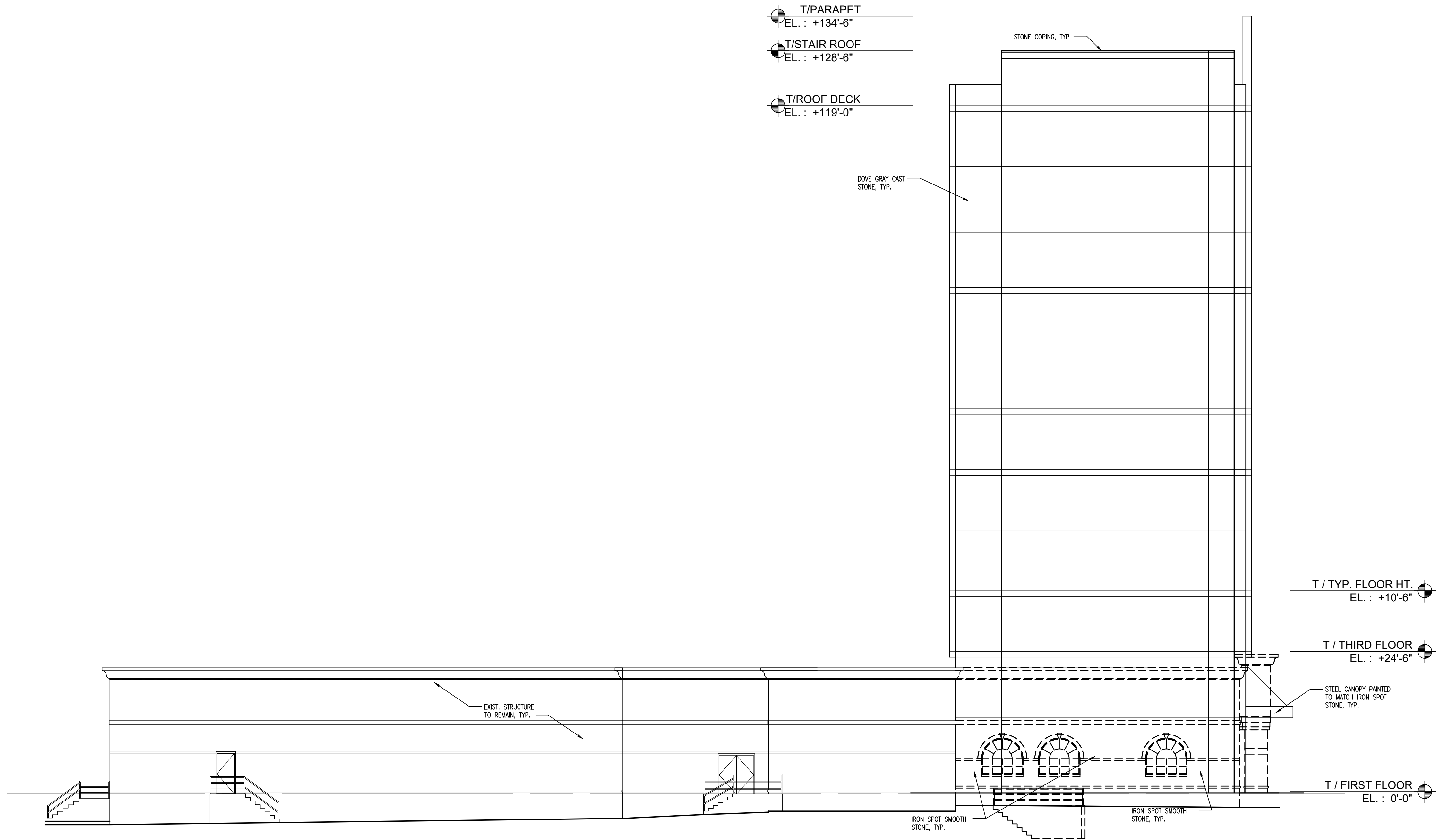
460 WEDGEWOOD CIR., LAKE IN THE HILLS, IL 60156 .
P 224-253-8027 . ENCAST@COMCAST.NET



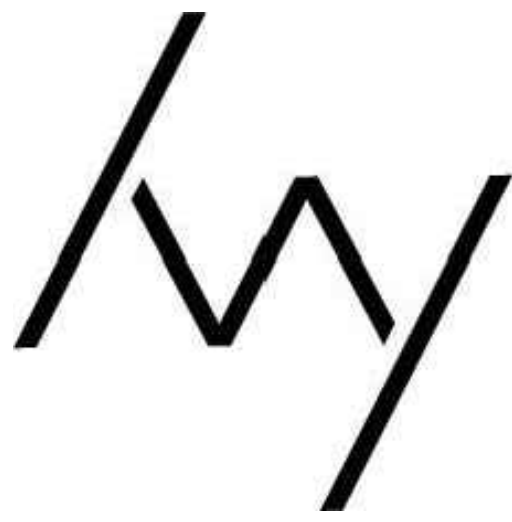
IVY BOUTIQUE HOTEL
519 E. ALGONQUIN RD
ARLINGTON HEIGHTS, IL 60007



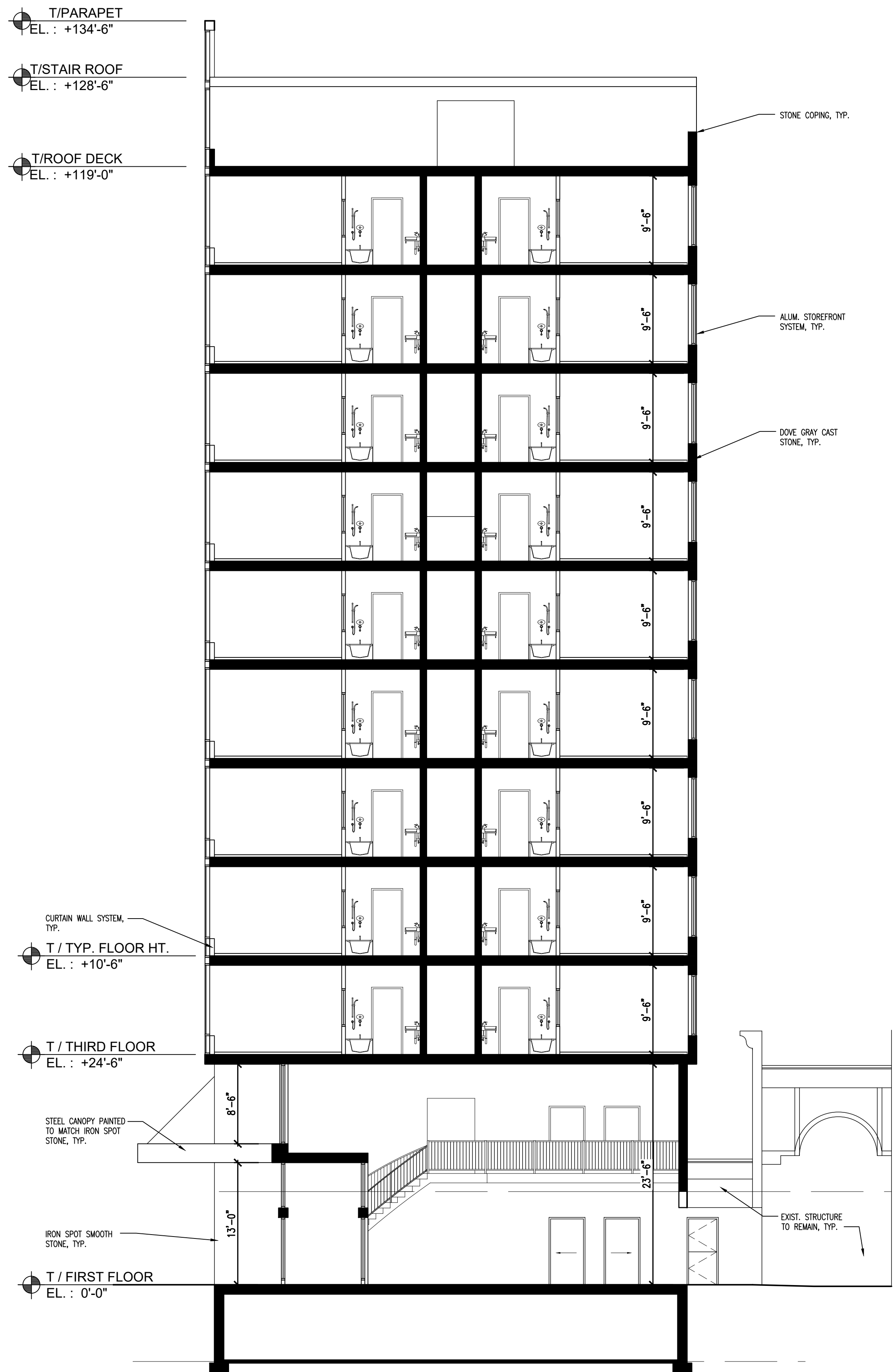
1 DEMOLITION EAST ELEVATION
SCALE : 3/32" = 1'-0" JUNE 26, 2017



2 PROPOSED EAST ELEVATION
SCALE : 3/32" = 1'-0" JUNE 26, 2017

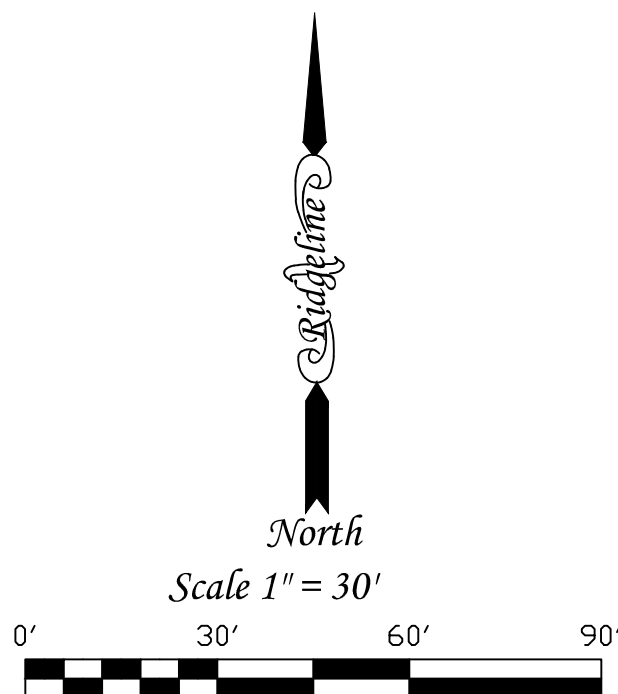


IVY BOUTIQUE HOTEL
519 E. ALGONQUIN RD
ARLINGTON HEIGHTS, IL 60007



1 PROPOSED BUILDING SECTION
SCALE : 1/8" = 1'-0" JUNE 26, 2017

Existing Condition and Demolition Plan



LEGEND	
	EXISTING CONTOUR
	EXISTING ELEVATION
	EXISTING SANITARY
	COMBINATION SEWER
	EXISTING STORM SEWER
	EXISTING WATERMAIN
	EXISTING GAS LINE
	EXISTING UNDERGROUND ELECTRIC
	EXISTING UNDERGROUND TELEPHONE
	EXISTING UNDERGROUND CABLE
	EXISTING TREE
	REMOVE TREE
	TEMPORARY TREE FENCE
	TEMPORARY SILT / CONSTRUCTION FENCE
	OUTLET / POP-UP EMITTER
	CATCH BASIN
	STORM SEWER
	SANITARY SEWER
	CLEANOUT
	WOOD UTILITY POLE
	LIGHT POLE (EXISTING)
	LIGHT POLE (PROPOSED)
	INLET / DRAIN
	WATER VALVE VAULT / WATER METER
	SIGN
	MANHOLE (UNCLASSIFIED)
	FIRE HYDRANT
	TREE TAG NO.
	STOP LIGHT
	PARKING SPACE UNITS
	TOP OF GARAGE SLAB
	TOP OF FOUNDATION
	TOP OF WALL
PROPOSED GRADE	
	FLOW DIRECTION
	CURB ELEVATION
	GUTTER ELEVATION
	PAVEMENT ELEVATION
	FINISHED SURFACE ELEVATION
	GROUND SURFACE ELEVATION

TOPOGRAPHIC PROVIDED BY: BOND CONSULTING, INC.

SITE BENCHMARK IS CUT CROSS ON NORTHWEST BOWNET BOLT OF FIRE HYDRANT WEST SIDE OF SITE, ELEV. 716.07, TRANSFERRED FROM ARLINGTON HEIGHTS BM NO. 88 AT 412 ALGONQUIN RD., ELEV. 711.37.

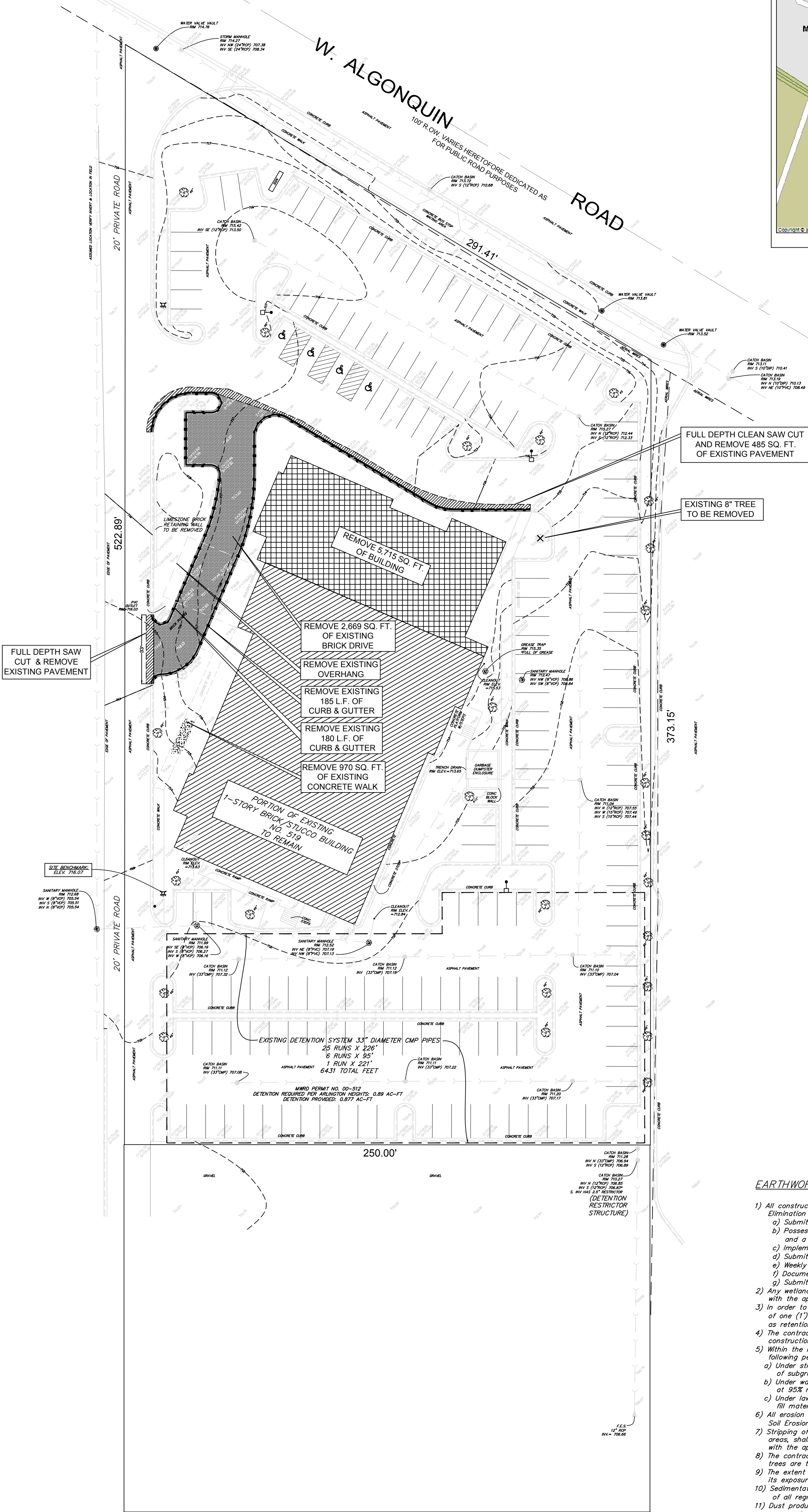
NOTE: EXISTING CONDITIONS ARE BASED UPON A TOPOGRAPHIC SURVEY. THIS IS NOT A BOUNDARY SURVEY. PROPERTY LINES SHOWN ARE FOR INFORMATIONAL PURPOSES ONLY AND SHALL NOT BE USED AS A BASIS FOR CONSTRUCTION LAYOUT. PROPERTY LINE INFORMATION SHOWN IS BASED ON THE PLAT OF SURVEY RECEIVED FROM THE OWNER AND ANY IRON PIPES (AS INDICATED) FOUND BY BO'S SURVEY CREW.

PROPERTY BOUNDARY INFORMATION SHOWN HEREON IS TAKEN FROM OFFICIAL PLATS AND RECORDS.

LOCATION OF UNDERGROUND UTILITIES WHERE NOT SUBSTANTIATED BY PHYSICAL EVIDENCE ARE TAKEN FROM RECORDS NORMALLY CONSIDERED RELIABLE. NO RESPONSIBILITY FOR THEIR ACCURACY IS ASSUMED BY THE SURVEYOR.

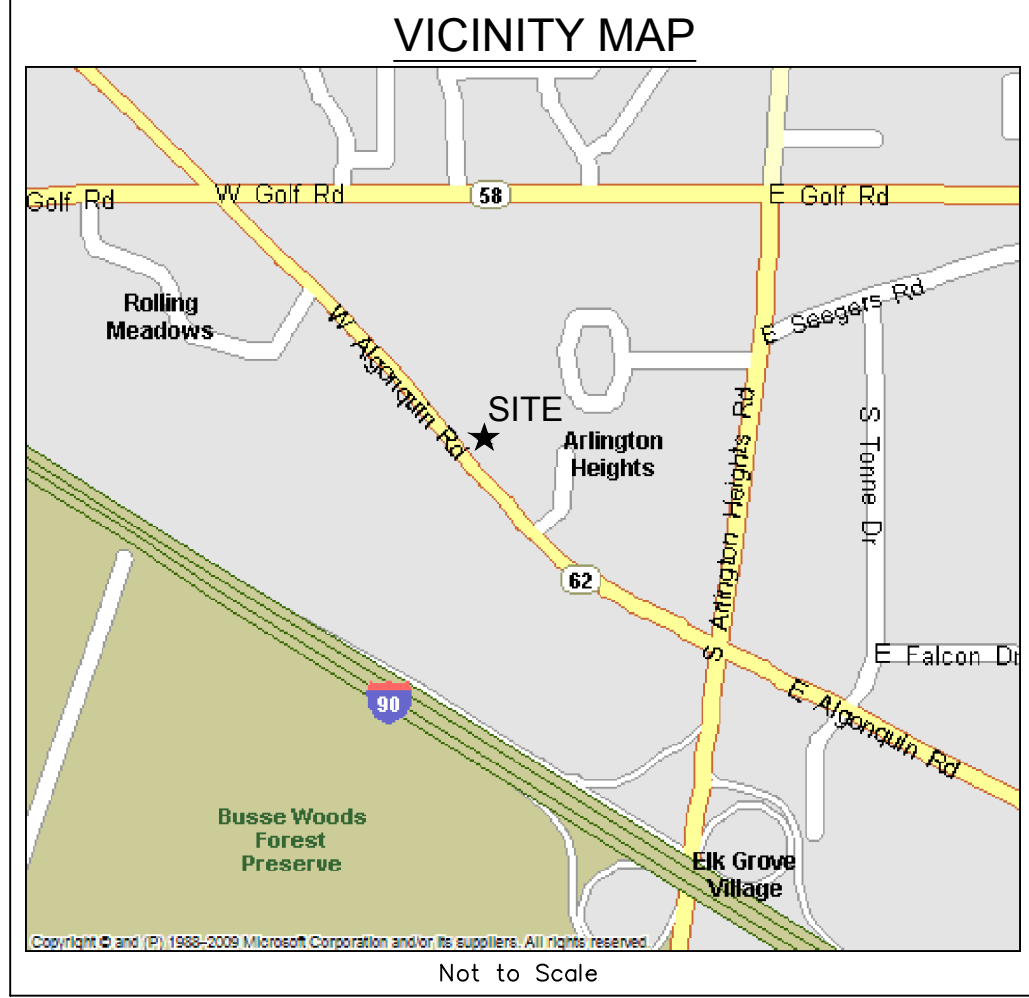
FOR LOCATION OF BURIED CABLE CALL JULLIE @ 1-800-892-0123 BEFORE DIGGING.

LOCATIONS OF EXISTING UTILITY SERVICES ARE BASED ON VISUAL OBSERVATIONS. CONTRACTOR MUST CONFIRM LOCATION AND CONDITION OF ALL UTILITY SERVICES TO REMAIN.



DEMOLITION NOTES

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. CONTRACTOR SHALL VERIFY THE EXACT ELEVATION AND LOCATIONS OF 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 VICINITY OF WORK. CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UNDERGROUND OR OVERHEAD UTILITIES EVEN THOUGH THEY MAY 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. ANY OPEN EXCAVATIONS, OR POTENTIALLY DANGEROUS AREAS SHALL BE FENCED OR GUARDED IN AN ACCEPTABLE MANNER AT THE END OF EACH DAY FOR THE PROTECTION OF THE CONTRACTOR'S EMPLOYEES AND GENERAL PUBLIC SAFETY.
6. CONTRACTOR TO TAKE ALL OSHA REGULATED AND APPLICABLE LOCAL SAFETY PRECAUTIONS TO SAFETY GUARD ALL POTENTIALLY HAZARDOUS WORK.
7. CONTRACTOR IS RESPONSIBLE FOR KEEPING ROADS FREE OF EXCESSIVE DEBRIS OF ALL TYPES.
8. ANY SOIL, MUD OR DEBRIS THAT IS WASHED, TRACKED, OR DEPOSITED ONTO THE STREET SHALL BE REMOVED BEFORE THE END OF EACH DAY.
9. ALL EXCAVATION SHALL BE TAPERED, OR SHORED AND MAINTAINED PUMPED DRY.
10. DO NOT CREATE DUST OR OTHER NUISANCE TO NEIGHBORING 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 PERIMETER FENCE SHALL BE ADEQUATELY HINGED TO PREVENT ENTRY, EXCEPT TO ALLOW INGRESS AND EGRESS TO AND FROM SITE, SUCH GATE MUST BE LOCKED AT ALL TIMES, OTHER THAN PERMITTED HOURS OF CONSTRUCTION.



INDEX OF SHEETS

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

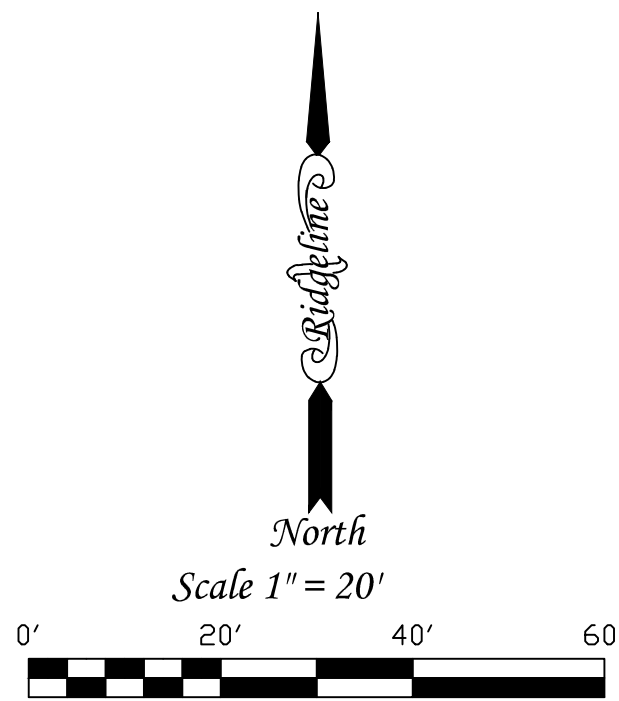
EARTHWORK / EROSION & SEDIMENTATION CONTROL

- 1) All construction activities that involve earthwork shall meet the National Pollutant Discharge Elimination System Phase II requirements:
 - a) Submittal of a Notice of Intent (NOI) to IEPA.
 - b) Possession of a completed and signed Stormwater Pollution Prevention Plan (SWPPP) and a graphic Erosion and Sediment Control (ESC) plan.
 - c) Implementation of the SWPPP.
 - d) Submittal of an Incident of Noncompliance (ION) if an even occurs.
 - e) Weekly reports after 1/2" rainfall or 5" snowfall.
 - f) Documentation of changes to ESC plan.
 - g) Submittal of a Notice of Termination (NOT) when final stabilization is achieved.
- 2) Any wetland mitigation shall begin prior to any grading work and shall be in accordance with the approved mitigation permit plan and requirements.
- 3) In order to protect and ensure against flooding, all top of foundations shall be set a minimum of one (1') foot above the high water level of adjacent stormwater management facilities such as retention/detention ponds.
- 4) The contractor shall maintain existing positive drainage from off-site at all times during construction.
- 5) Within the limits of proposed grading the soil shall be compacted to not less than the following percentages of modified proctor dry density in accordance with ASTM D 1557-78:
 - a) Under structures, Building slabs, steps and pavements. Compact six (6") inch maximum lifts of subgrade. Backfill or fill material at 95% modified proctor dry density.
 - b) Under walkways. Compact six (6") inch maximum lifts of subgrade, backfill, or fill material at 95% modified proctor dry density.
 - c) Under lawn or unpaved areas. Compact six (6") inch maximum lifts of subgrade, backfill, or fill material at 95% modified proctor dry density.
- 6) All erosion control work shall comply with "Illinois Procedures and Standards for Urban Soil Erosion and Sedimentation Control".
- 7) Stripping of vegetation, grading or other soil disturbance, especially in designated wetland areas, shall be done in a manner which will minimize soil erosion, and shall be in accordance with the approved drawings, mitigation and permit requirements.
- 8) The contractor shall take precautionary measures to minimize earthwork in areas where trees are to be saved as shown on the plans or determined in the field.
- 9) The extent of the area which is exposed and free of vegetation and the duration of its exposure shall be kept within practical limits as directed by the Village Engineer.
- 10) Sedimentation shall be retained on site. Sediment fence shall be installed along the perimeter of all graded areas or as required to prevent sediment from entering and/or leaving the site.
- 11) Dust produced from the site shall be kept to a minimum during dry periods of spraying water as required to the Village Engineer's satisfaction and is to be considered incidental.
- 12) All mud shall be removed from all tires before leaving the site and the roads shall be kept clean and clear of mud and debris at all times.
- 13) Culverts and drainage ditches shall be kept clean and clear of obstruction during the construction period.
- 14) Silt fences shall be inspected frequently and maintained or replaced as required to maintain both their effectiveness and integrity. The underside of bales shall be kept in close contact with the earth below at all times to prevent water from washing beneath them.
- 15) Water courses and drainage swales adjacent to construction activities shall be monitored as necessary, for evidence of silt intrusion and other adverse environmental impact. Any problems or deficiencies shall be corrected immediately upon their discovery.
- 16) Sod all unpaved areas of parkways, right-of-ways and front yards to rear wall of building. Any and all other site seeding may be used, in some instance particularly for the back yard, only with prior approval by the Village Engineer.
- 17) The contractor shall install all erosion control items prior to commencement of any work.
- 18) The contractor shall install temporary orange fence around all trees to remain and wetland areas to be mitigated.



CALL BEFORE
YOU DIG
800-892-0123

Preliminary Grading Plan



	SITE IMPROVEMENT			
	Existing		Proposed	
Project Area	111,993 Sq. Ft.	2.571 Acres		
Building	20,404 Sq. Ft.	0.468 Acres	23,310 Sq. Ft.	0.539 Acres
Pavement (Concrete Curb & Gutter, Asphalt Pavement and Concrete Pavement)	71,282 Sq. Ft.	1.636 Acres	71,349 Sq. Ft.	1.638 Acres
Total Impervious Area	91,686 Sq. Ft.	2.105 Acres	94,659 Sq. Ft.	2.173 Acres
Total Pervious Area	20,307 Sq. Ft.	0.466 Acres	17,334 Sq. Ft.	0.398 Acres
Net Increase in Impervious Area			2,973 Sq. Ft.	0.068 Acres

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

- NO WATERSHED MANAGEMENT PERMIT IS REQUIRED AS DISTURBANCE IS LESS THAN 0.5 ACRES IN AREA. WHEN WMP IS NOT REQUIRED, NO VCBMP OR DETENTION SHALL BE REQUIRED PER WATERSHED MANAGEMENT ORDINANCE OF MWRD. HOWEVER, REQUIRED DETENTION IS EVALUATED UNDER THE PROPOSED CONDITIONS AGAINST THE DETENTION PROVIDED UNDER MWRD PERMIT NO. 00-512. IT IS DETERMINED THAT NO ADDITIONAL DETENTION IS REQUIRED USING VOAH'S DETENTION CALCULATION.

- COLD MILL AND OVERLAY 2" BITUMINOUS SURFACE COURSE WITHIN EXISTING PARKING LOT. NO GRADING WILL BE CHANGED.

FULL DEPTH CLEAN SAWCUT EXISTING PAVEMENT AND REPLACE PAVEMENT. MATCH EXISTING 660 SQ. FT. ± PER VILLAGE STANDARD SPECIFICATIONS & REQUIREMENTS

202 L.F. 8-1/2 C&G PER VILLAGE STANDARD SPECIFICATIONS & REQUIREMENTS

EXISTING LIME STONE WALL TO BE REMOVED

EXISTING LIME STONE WALL TO BE REMOVED

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

REFER TO ARCHITECT PLANS FOR DIMENSIONS AND DETAIL OF PROPOSED COURT YARD AND LANDSCAPE AREA

SITE BENCHMARK: ELEV. 716.07

SANITARY MANHOLE
RM 712.68
INV W (8"VC) 705.54
INV S (8"VC) 705.51
INV N (8"VC) 705.54

SANITARY MANHOLE
RM 711.99
INV SE (8"VC) 706.19
INV S (8"VC) 706.27
INV W (8"VC) 706.16

SANITARY MANHOLE
RM 712.56
INV NE (8"VC) 707.19
INV NW (8"VC) 707.13

PROVIDE INLET PROTECTION, TO REMAIN IN PLACE AND MAINTAINED THROUGHOUT CONSTRUCTION

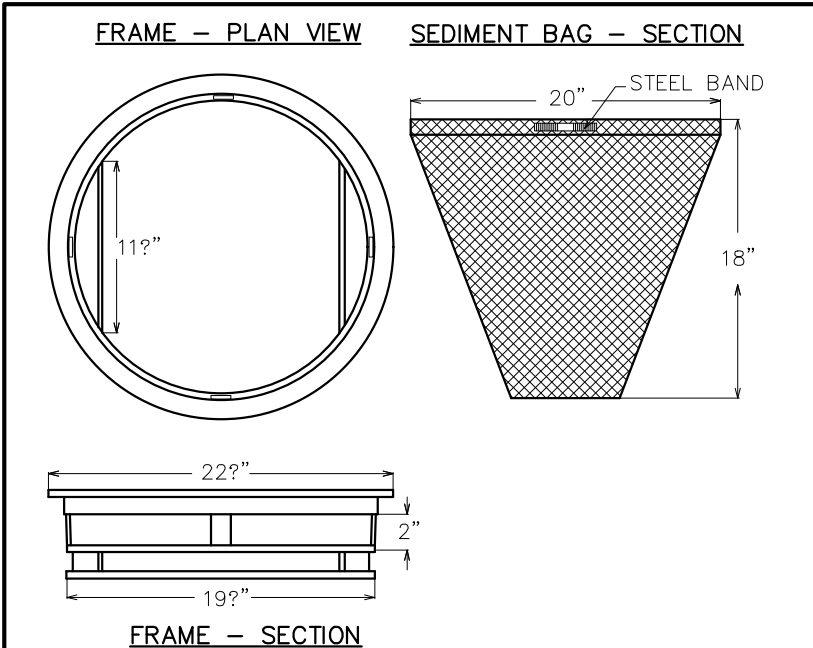
CATCH BASIN
RM 711.11
INV (33" CMP) 707.08

CATCH BASIN
RM 711.17
INV (33" CMP) 707.22

CATCH BASIN
RM 711.20
INV (33" CMP) 707.17

CATCH BASIN
RM 711.26
INV N (33" CMP) 706.81
INV S (12" VCP) 706.94
INV S (12" VCP) 706.89

CATCH BASIN
RM 710.27
INV N (12" VCP) 706.81
INV S (12" VCP) 706.81
S. INV HAS 2.5' RESTRICTOR
(DETENTION RESTRICTOR STRUCTURE)



GENERAL NOTES:

FRAME: TOP FLANGE FABRICATED FROM 1 1/2"x1 1/2"x1/8" ANGLE. BASE RIM FABRICATED FROM 1 1/2"x1 1/2"x1/8" CHANNEL. HANDLES AND SUSPENSION BRACKETS FABRICATED FROM 1 1/2"x1 1/2" FLAT STOCK. ALL STEEL CONFORMING TO ASTM-A36.
SEDIMENT BAG: BAG FABRICATED FROM 4 OZ./SQ.YD. NON-WOVEN POLYPROPYLENE GEOTEXTILE REINFORCED WITH POLYESTER MESH. BAG SECURED TO BASE RIM WITH A STAINLESS STEEL STRAP AND LOCK.
FILTER FOR OTHER SHAPE GRATES SHALL BE APPROVED IN ADVANCE OF PLACEMENT BY VILLAGE ENGINEERING.

NOT TO SCALE

FILTER FOR ROUND OPEN GRATE & FRAME DETAIL

SHEET
2
OF
5

PREPARED FOR:
IVY HOTEL
PROPERTY ADDRESS: 519 W Algonquin Road
Arlington Heights, IL 60005

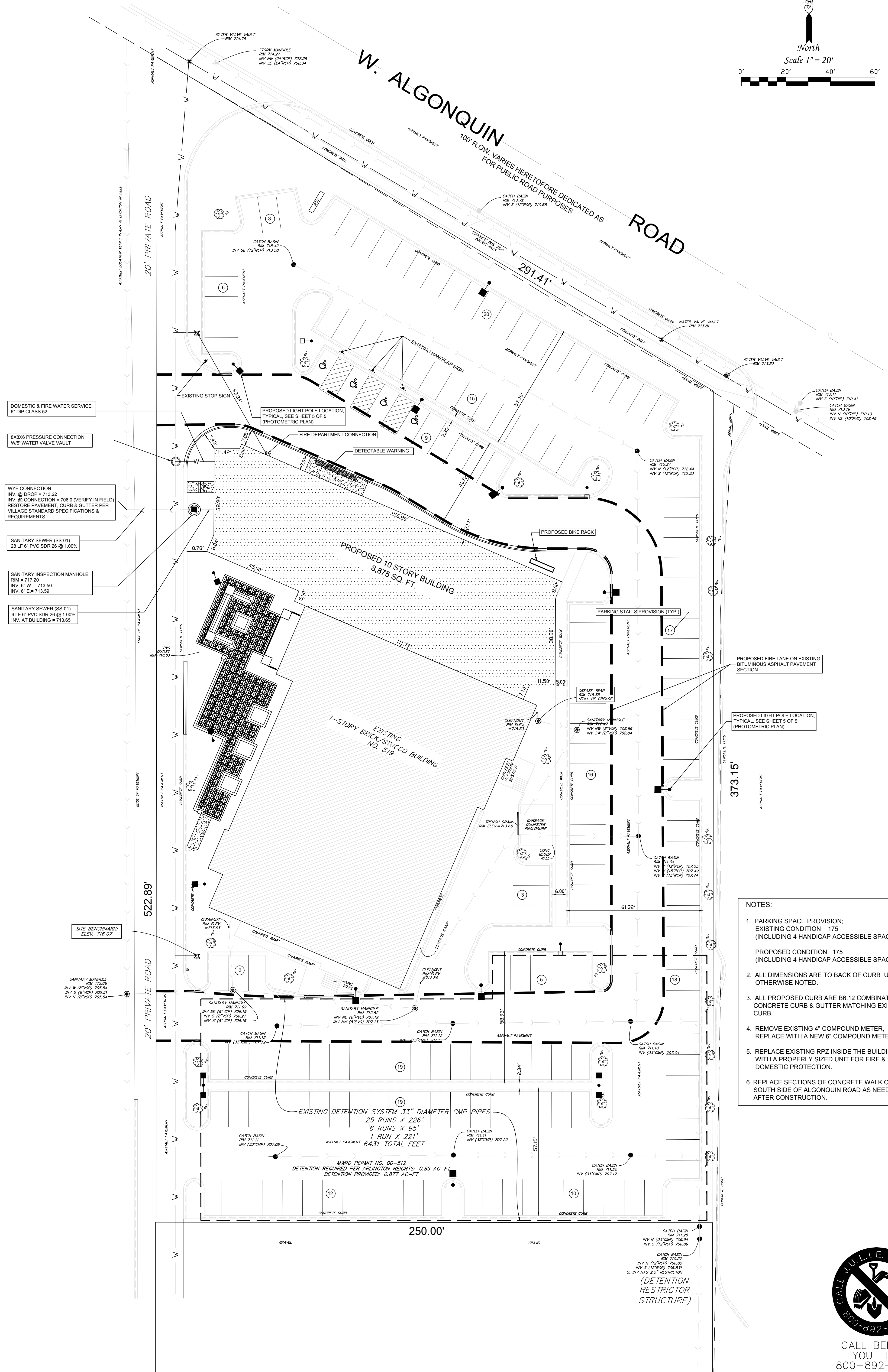
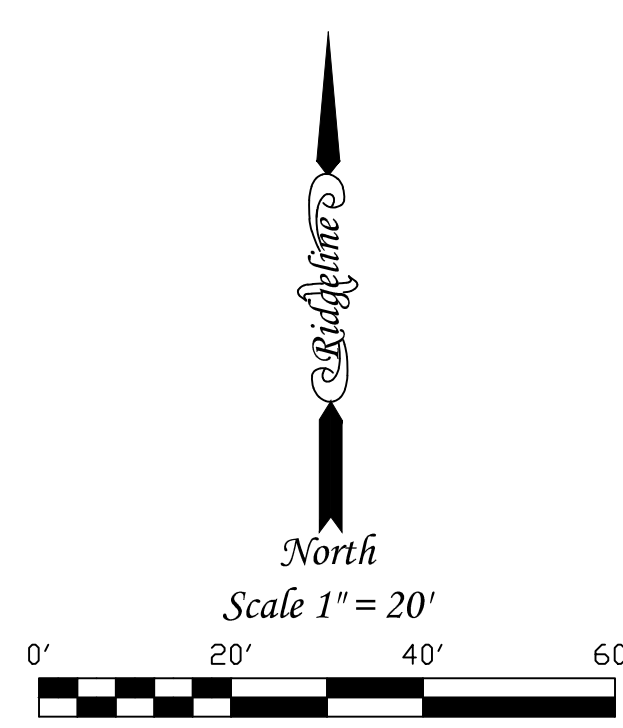


Ridgeline Consultants LLC
Illinois Professional Design Firm No. 184-004766
1661 Aucutt Road, Montgomery, IL 60539
PH: 630.801.7927 FAX: 630.701.1385
George H. Skulavik P.L.S. 2580 Expiration Date 11/30/2012
Stacy L. Stewart P.L.S. 3415 Expiration Date 11/30/2012

REVISION	DATE	DESC

BOOK:	DWG. SIZE:
DRAWN: PS	CHECKED: JGL
PLAN DATE: 6/5/2017	
PROJECT NO.	2017-0224

Preliminary Utility & Site Plan

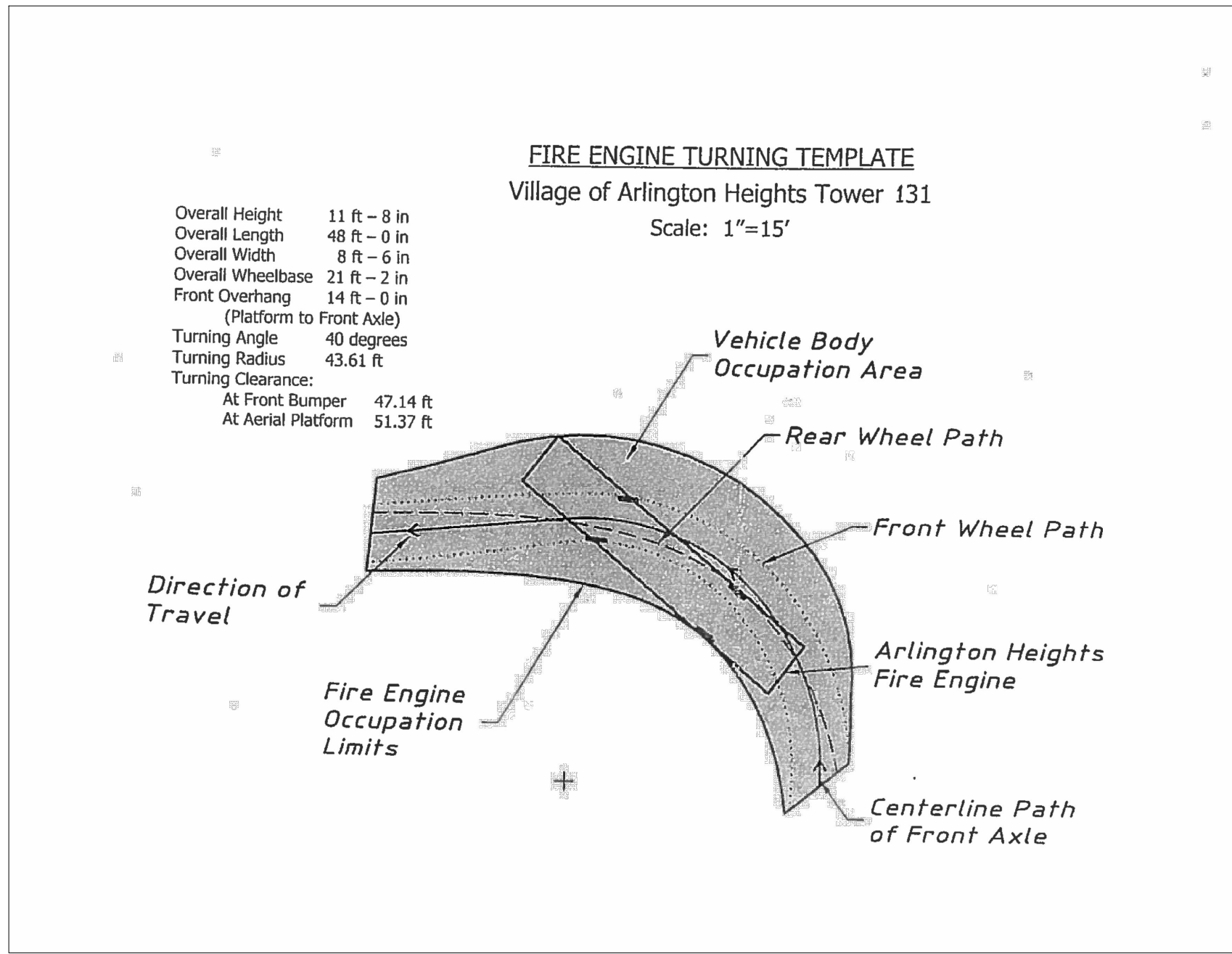
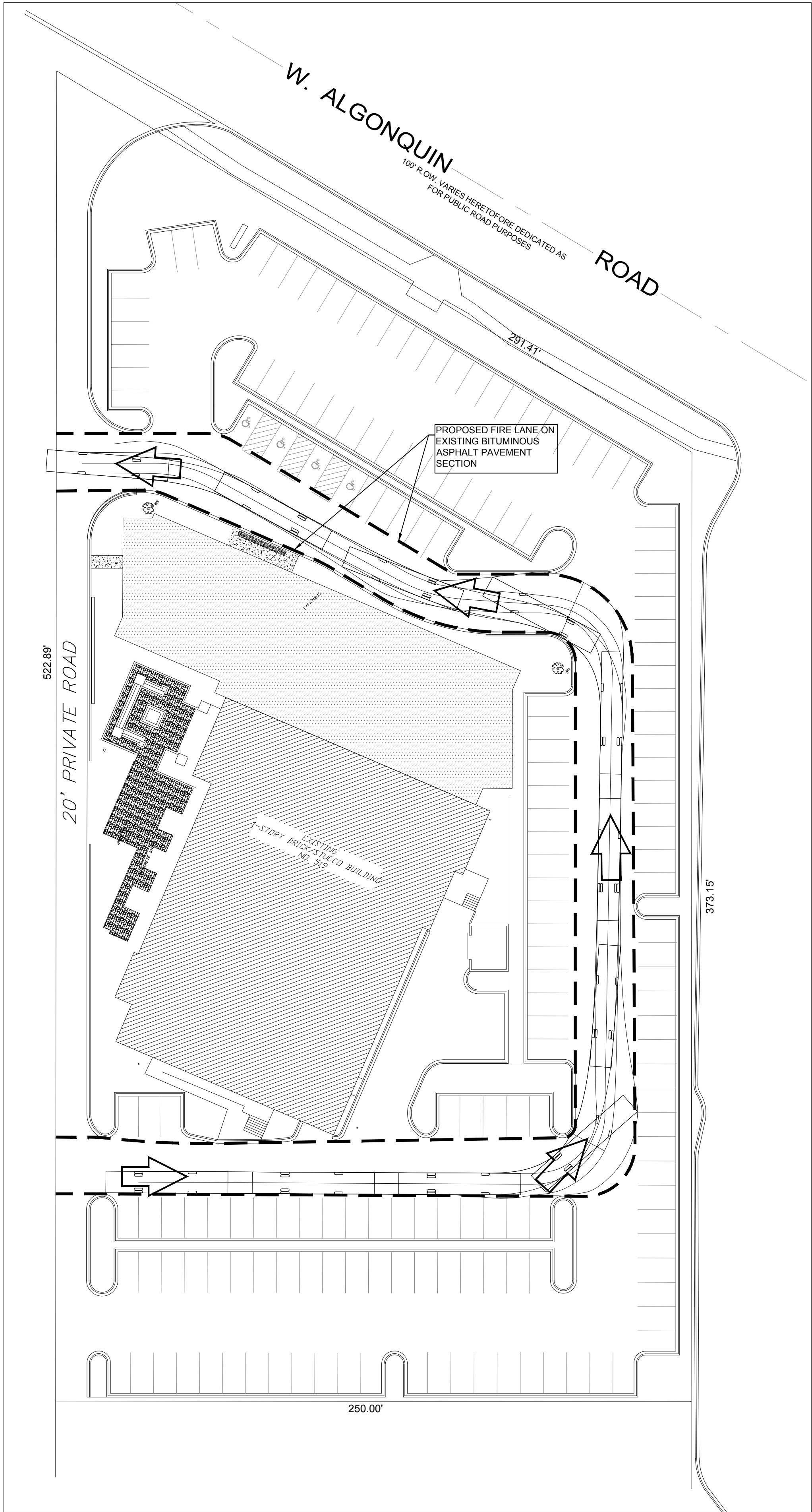
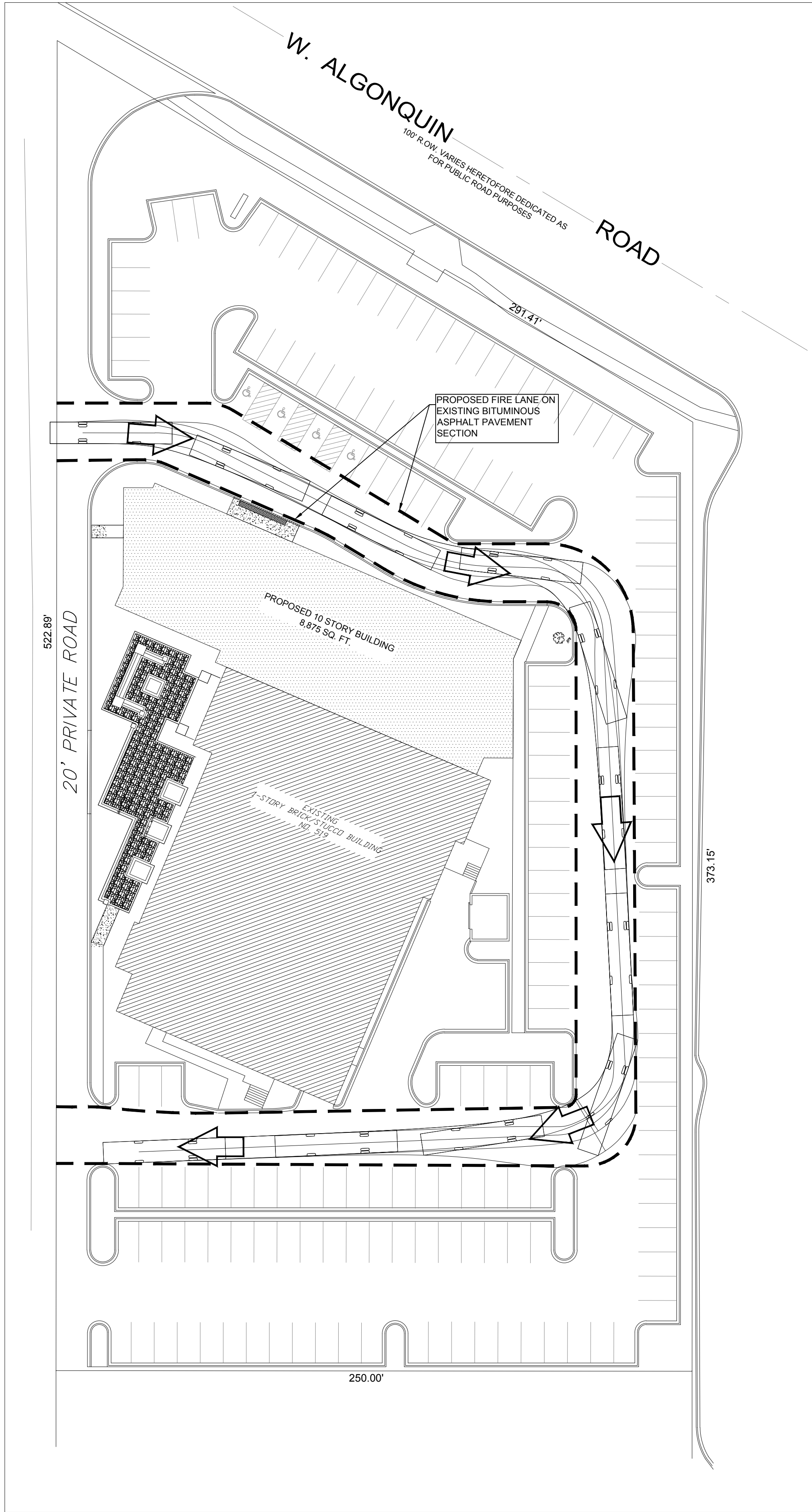
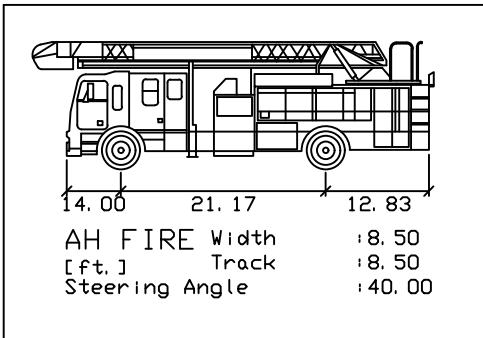
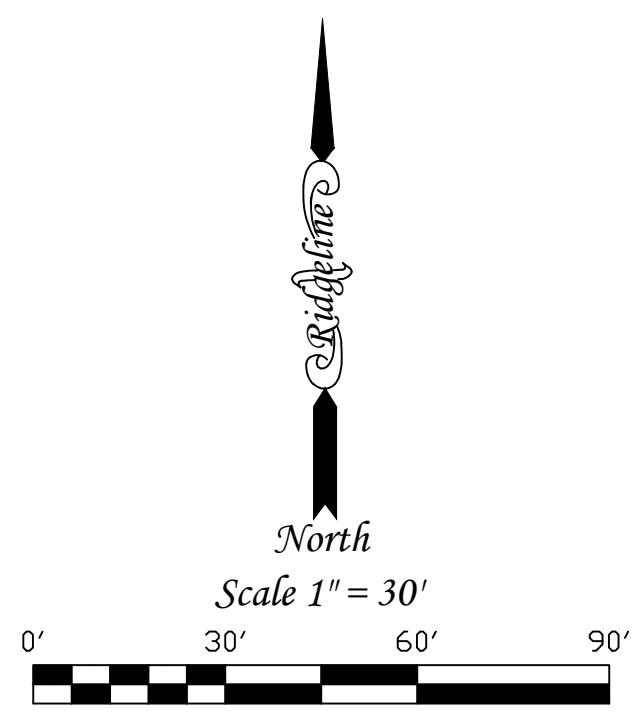


- NOTES:
1. PARKING SPACE PROVISION;
EXISTING CONDITION 175
(INCLUDING 4 HANDICAP ACCESSIBLE SPACES)
PROPOSED CONDITION 175
(INCLUDING 4 HANDICAP ACCESSIBLE SPACES)
 2. ALL DIMENSIONS ARE TO BACK OF CURB UNLESS OTHERWISE NOTED.
 3. ALL PROPOSED CURB ARE B6.12 COMBINATION CONCRETE CURB & GUTTER MATCHING EXISTING CURB.
 4. REMOVE EXISTING 4" COMPOUND METER. REPLACE WITH A NEW 6" COMPOUND METER.
 5. REPLACE EXISTING RPZ INSIDE THE BUILDING WITH A PROPERLY SIZED UNIT FOR FIRE & DOMESTIC PROTECTION.
 6. REPLACE SECTIONS OF CONCRETE WALK ON THE SOUTH SIDE OF ALGONQUIN ROAD AS NEEDED AFTER CONSTRUCTION.



CALL BEFORE YOU DIG
800-892-0123

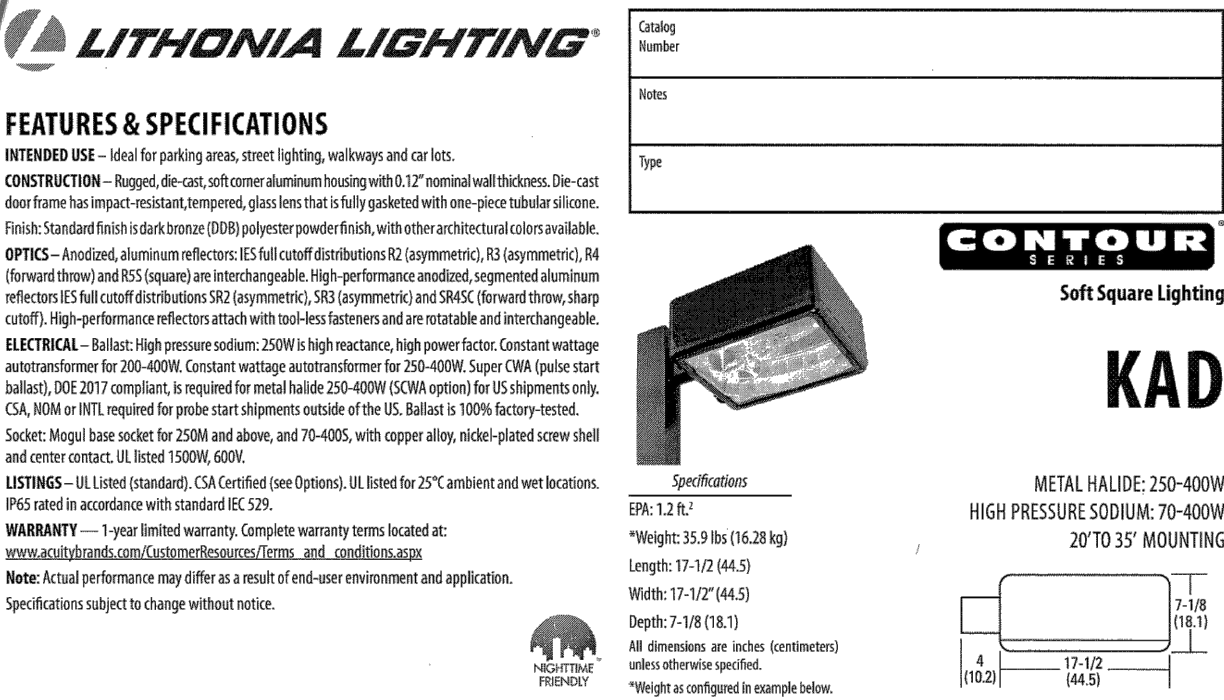
Truck Turning Exhibit



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 Cut Off

[illegible][illegible]

PLL

Traffic and Parking Impact Study Proposed Ivy Boutique Hotel Arlington Heights, Illinois



Prepared For:



Prepared By:



May 1, 2017

RECEIVED
JUN 13 2017
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

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 ten-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 175 space parking lot. An additional 30 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.

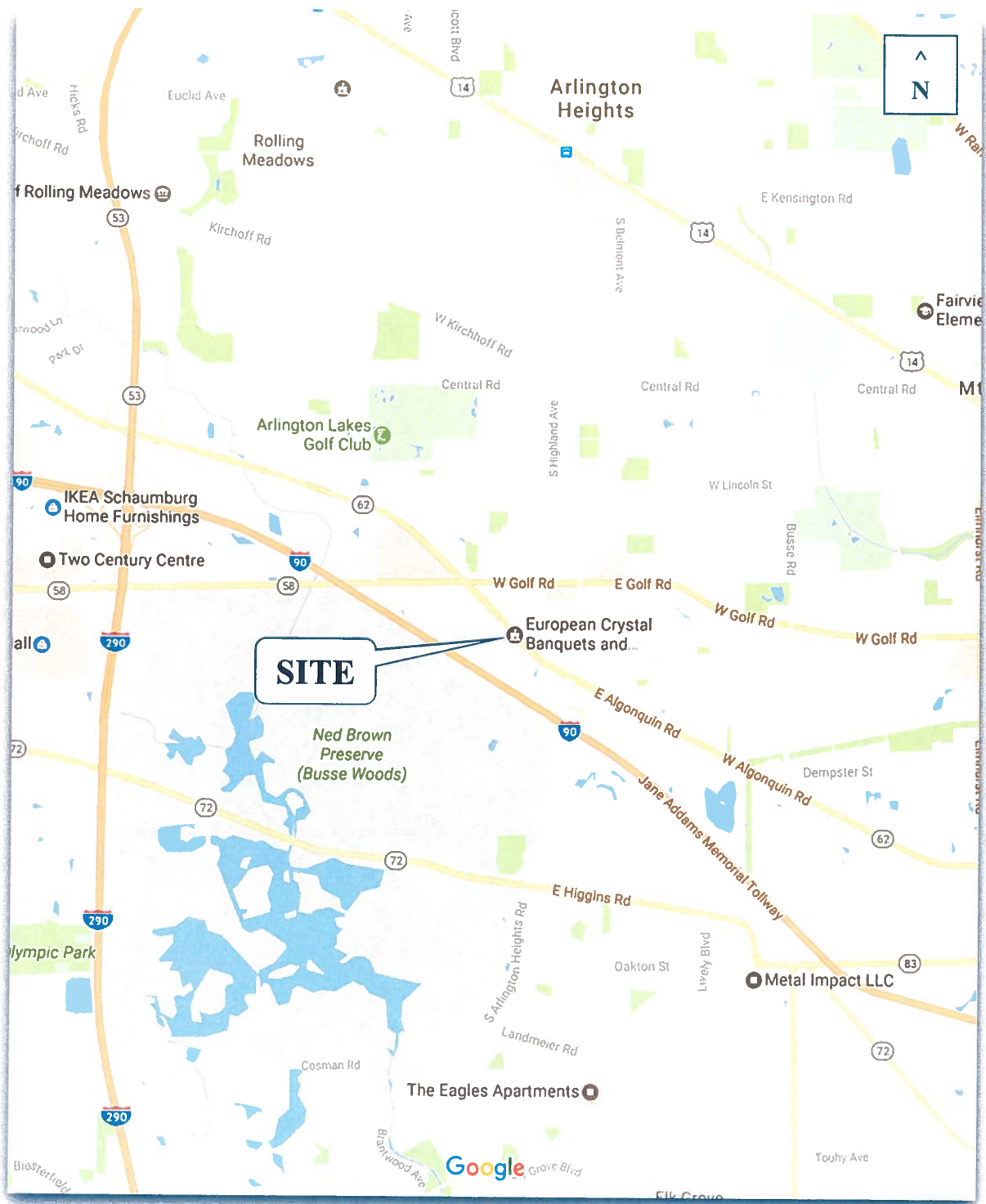
The purpose of this study was to examine existing traffic conditions, assess the impact that the proposed development would have on traffic conditions in the area and determine if any roadway and/or traffic control are necessary in order to accommodate Year 2023 projected traffic conditions as well as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

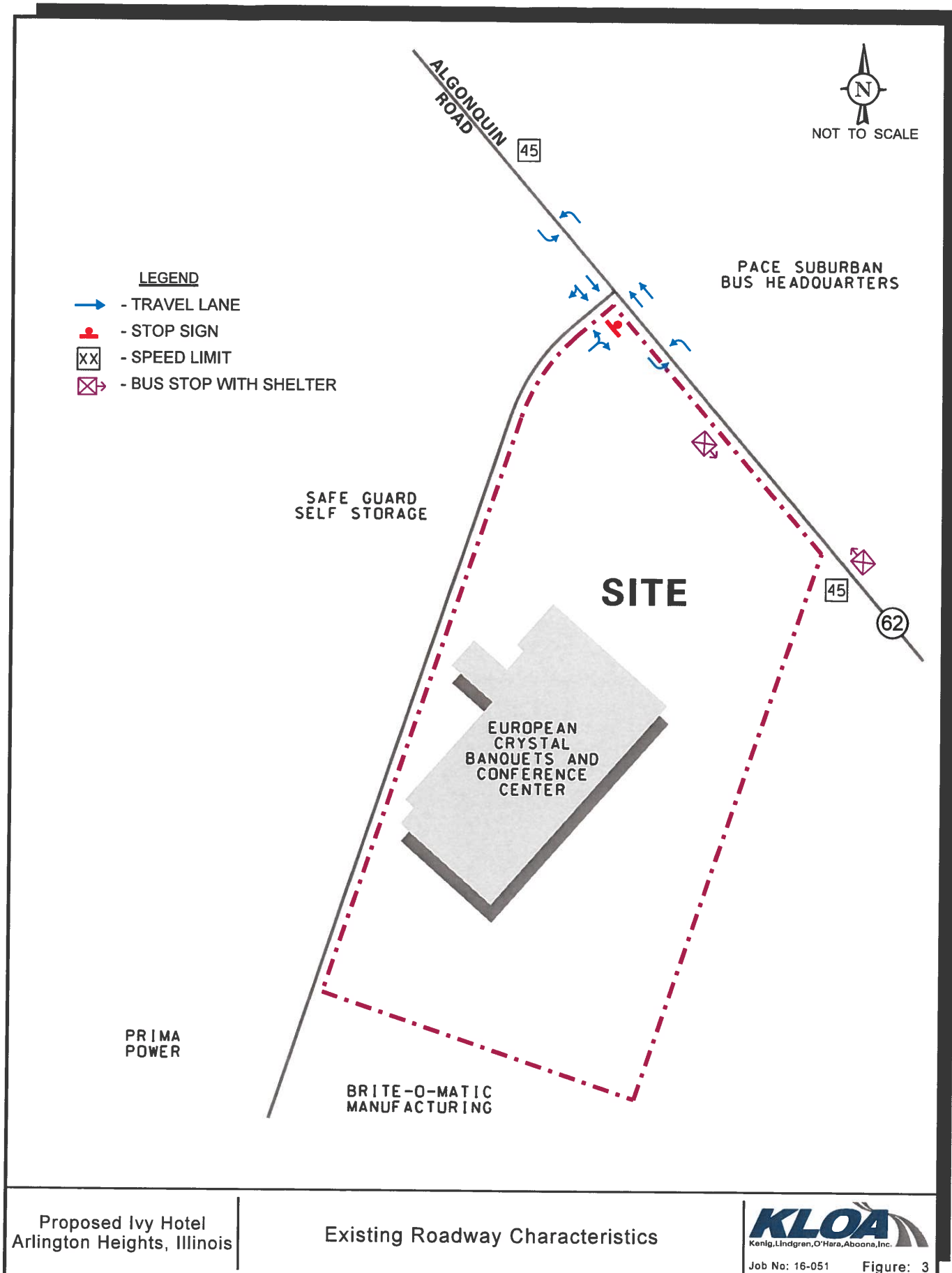
The site, which is currently occupied by the European Crystal Banquets and Conference Center, is located on the south side of Algonquin Road approximately 850 feet west of Meijer Road at 519 W. Algonquin Road. Land uses in the vicinity of the site are mixed commercial and industrial and include the Pace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

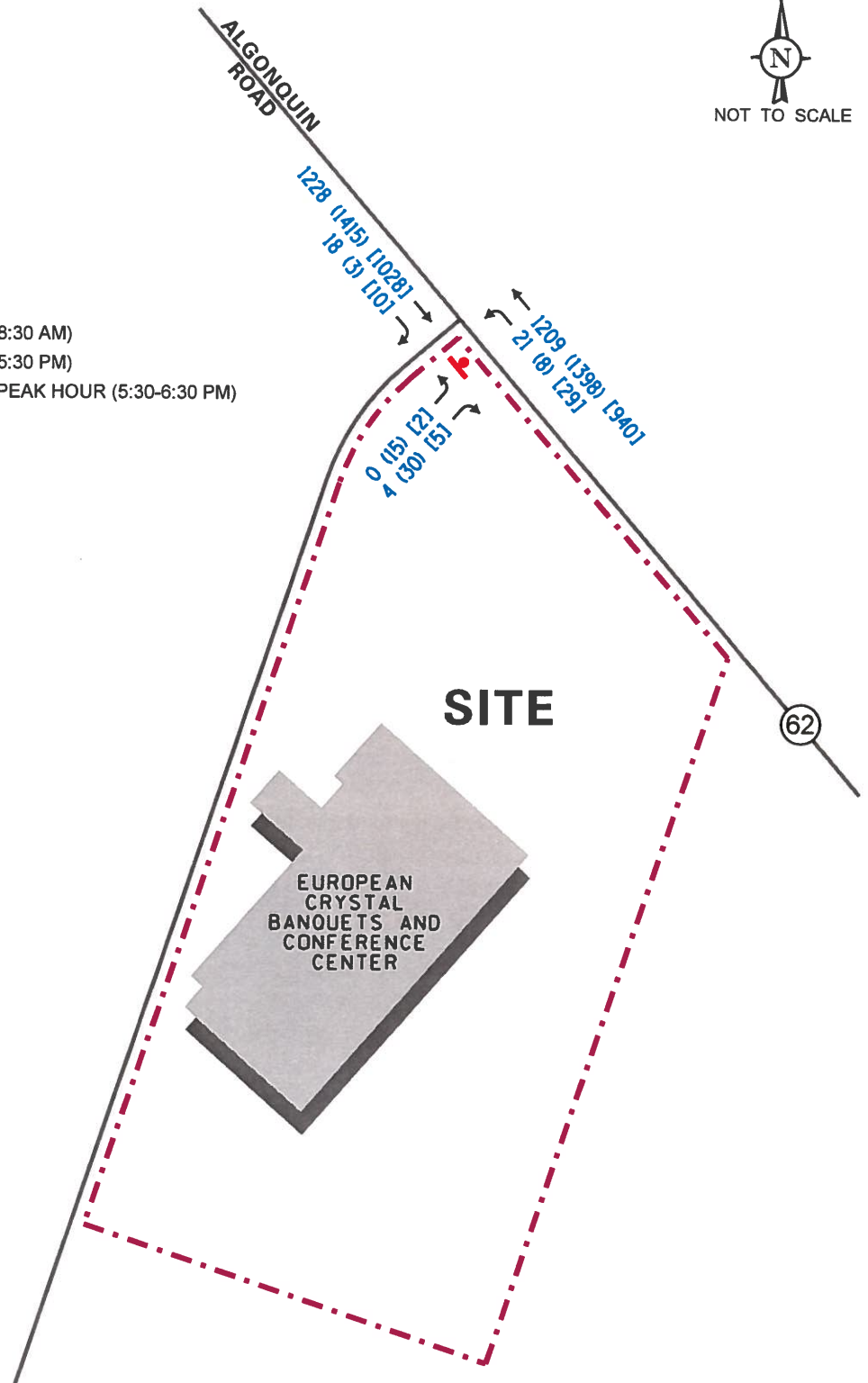
Time Periods	Number of Potential Movements Based on Gaps Available		
	Westbound Left-Turn	Northbound Right-Turn	Northbound Left-Turn
Weekday Morning 7:30 - 8:30 A.M.	709	358	86
Weekday Evening 4:30 – 5:30 P.M.	511	195	54
Saturday Evening 5:30 – 6:30 P.M.	733	355	128



NOT TO SCALE

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

Existing Traffic Volumes

KLOA
Kenig, Lindgren, O'Hara, Aboona, Inc.
Job No: 16-051 Figure: 4

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 ten-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.

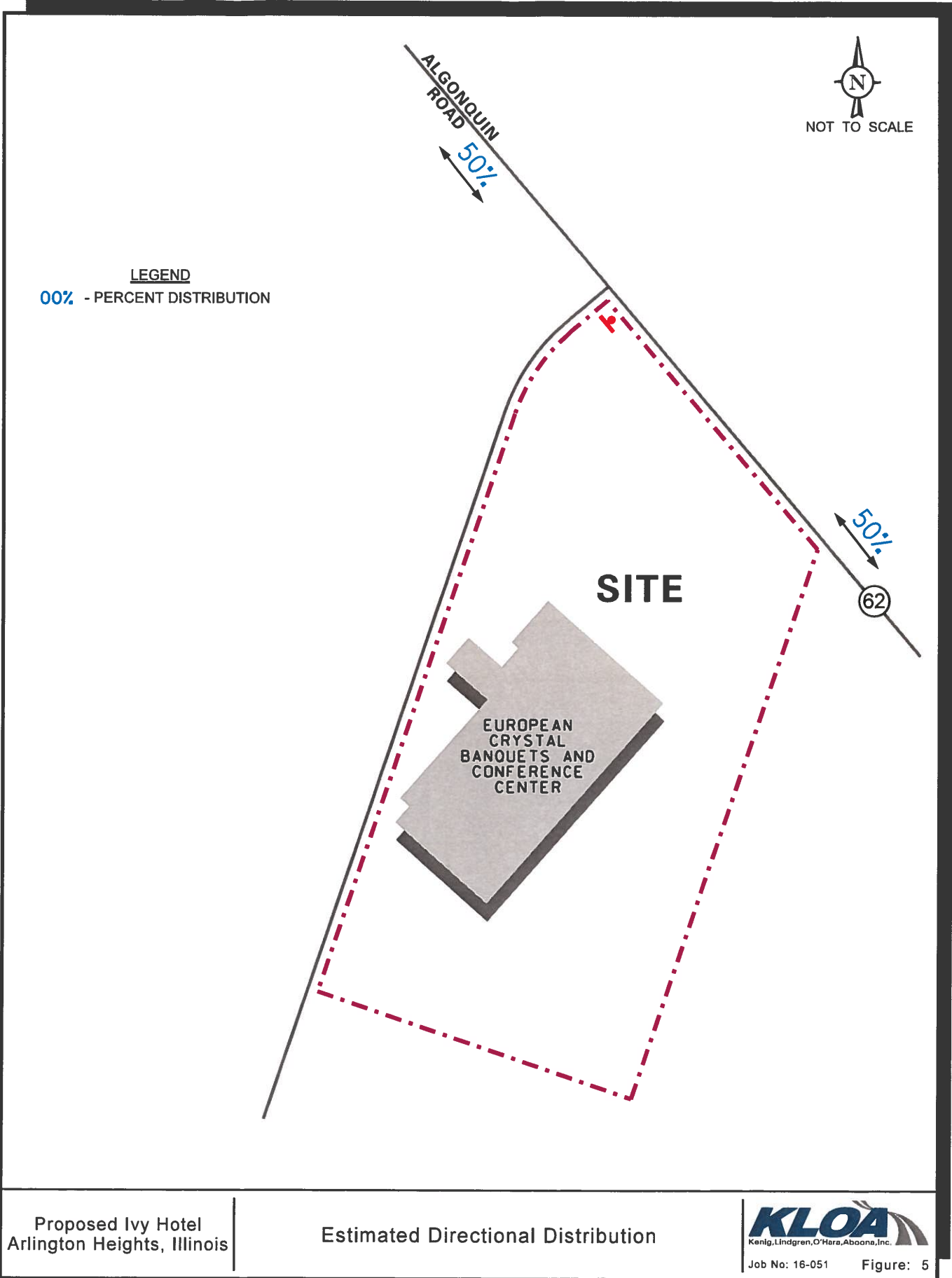
The proposed hotel will result in modified parking lot that will continue to provide 172 parking spaces. An additional 30 valet parking spaces can be provided increasing the total parking supply to 202 parking spaces. A site plan is included in the Appendix.

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.



Proposed Ivy Hotel
Arlington Heights, Illinois

Estimated Directional Distribution

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Job No: 16-051 Figure: 5

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)	102 rooms	31	22	53	31	29	60	40	32	72

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

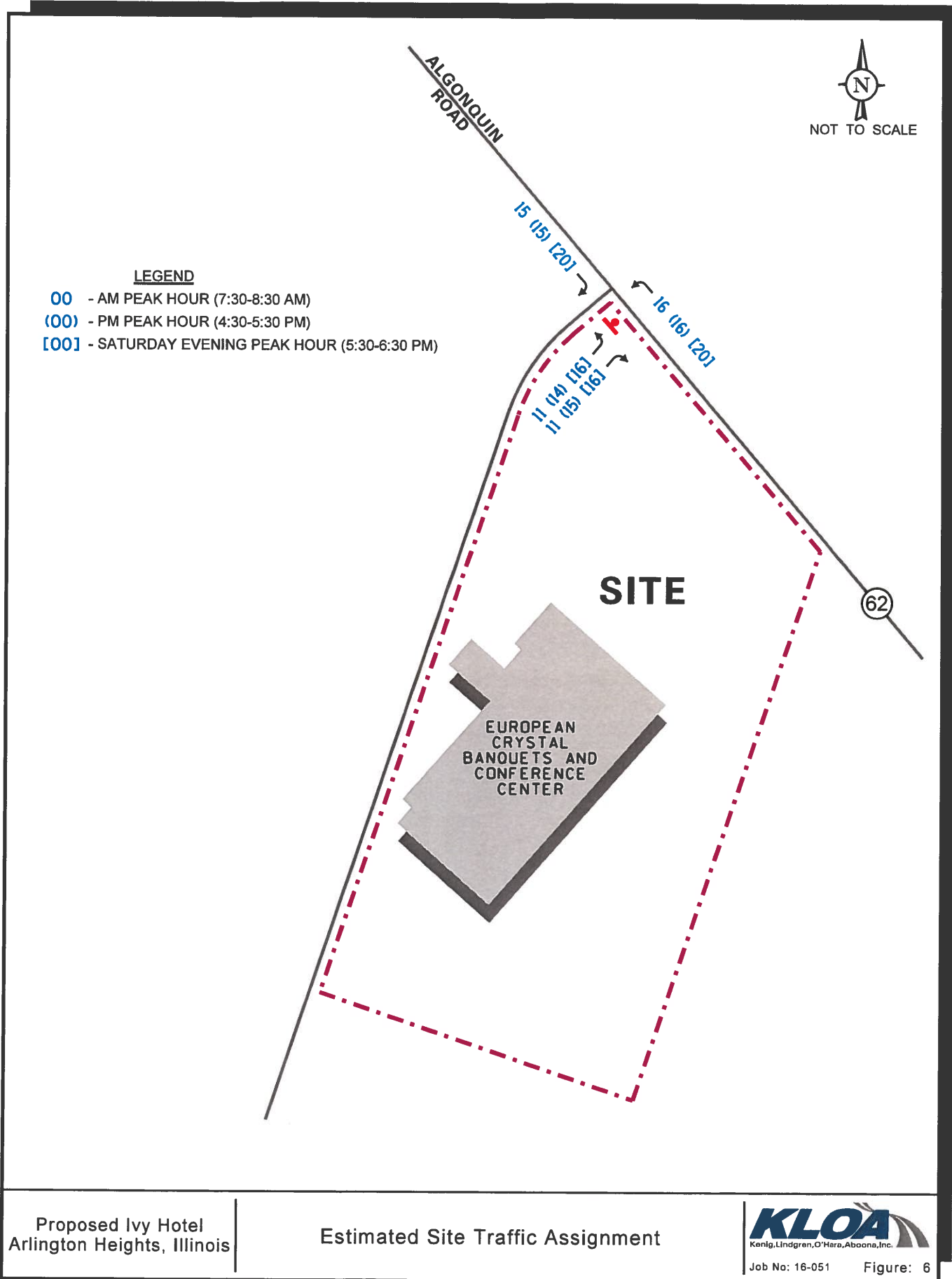
The development-generated traffic volumes (refer to Table 1) were assigned to the area roadways based on the directional distribution analysis (Figure 5) and are shown in **Figure 6**.

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**.

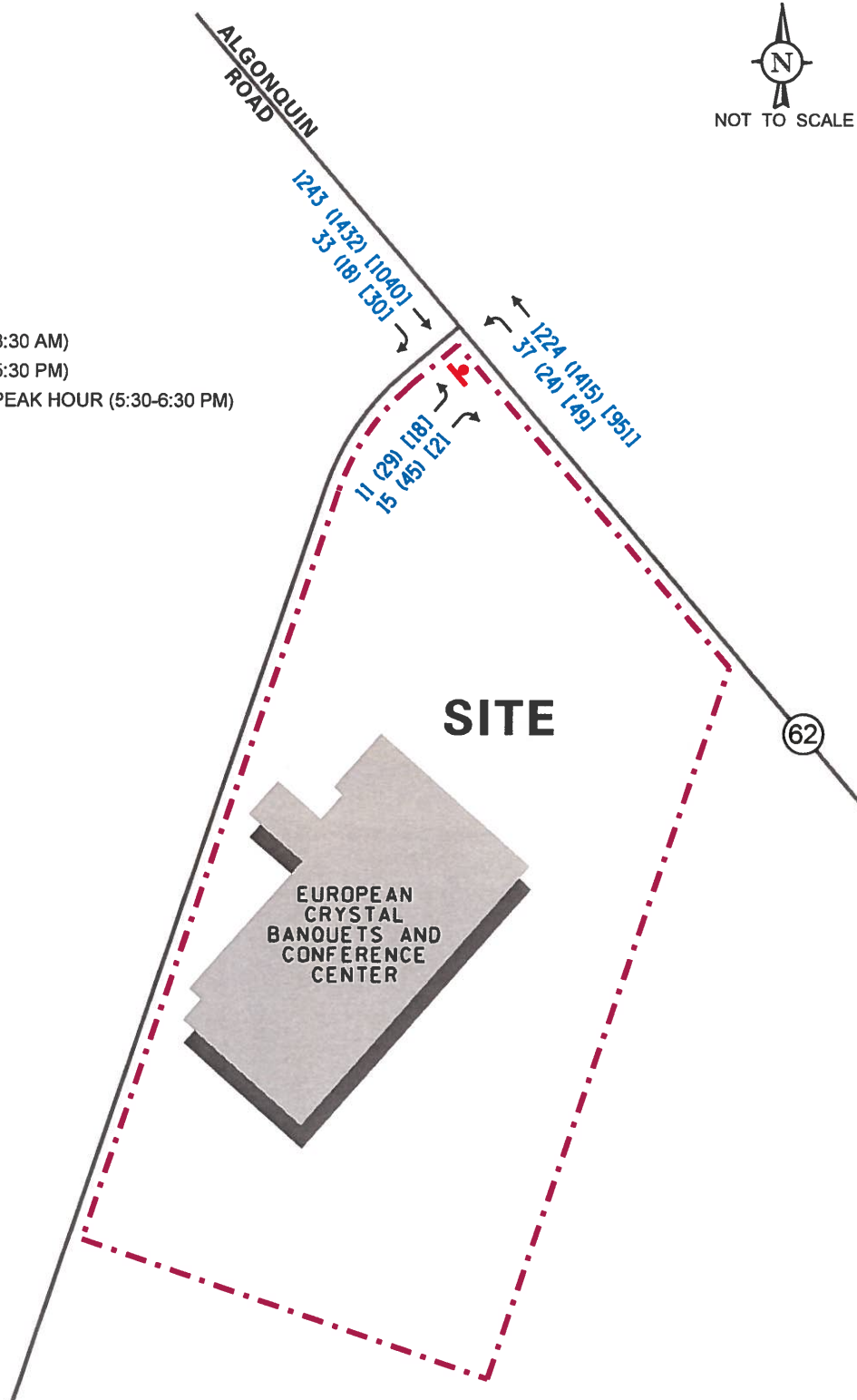




NOT TO SCALE

LEGEND

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



Proposed Ivy Hotel
Arlington Heights, Illinois

Year 2023 Total Projected
Traffic Volumes

KLOA
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Job No: 16-051 Figure: 7

5. Traffic Analysis and Recommendations

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

Traffic Analyses

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

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

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

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

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

Table 3

CAPACITY ANALYSIS RESULTS

ALGONQUIN ROAD WITH NORTH-SOUTH ACCESS ROADWAY

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour		Saturday Evening Peak Hour	
	LOS	Delay	LOS	Delay	LOS	Delay
Year 2017 Existing Conditions						
• Northbound Approach	C	17.2	D	26.1	C	15.0
• Westbound Left-Turns	B	12.7	B	13.2	B	10.6
Year 2023 Projected Conditions						
• Northbound Approach	C	24.2	E	35.4	C	18.9
• Westbound Left-Turns	B	13.3	B	13.8	B	11.0
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 on the threshold of LOS D/E with increases in delay of approximately nine 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	16	511	16	733	20
Northbound Right-Turns	358	11	195	15	355	16
Northbound Left-Turns	86	11	54	14	128	16

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 102-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 350 people in the Grand Ballroom and is served by a surface parking lot with 175 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 land-use parking lot was included in the total parking demand to accurately assess the existing parking demand of the 175 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 survey 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

incorrect
↑

As indicated earlier, the proposed Ivy hotel will be a boutique hotel that will contain 102 rooms. The parking lot will be modified but will continue to provide a total of 172 parking spaces and an additional 30 valet parking spaces will be provided, if required, for a total of 202 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 102 spaces. This demand will be easily 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. → Not true.
- 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 occupancy will be reduced as business traveler demand will be low. This provides the necessary synergy with the banquet facility as follows:

- The banquet facility demand peaks on weekends when the hotel occupancy is low.
- Some of the attendees of events at the facility may opt to 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 on weekends will therefore be 70 to 80 spaces, assuming 100 percent occupancy of the hotel.

↑
how is this figure determined?

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 96 to 124 parking spaces. This surplus in parking can easily accommodate the conservatively high projected parking demand assuming 100 percent occupancy of 70 to 80 spaces 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. The results of the surveys indicated a peak parking occupancy of 42 spaces on a weekday and 54 spaces on a Saturday. This parking occupancy is less than the observed parking surplus in 2016 and 2017 of 99 and 127 parking spaces, respectively.

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 percent of the 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 30 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

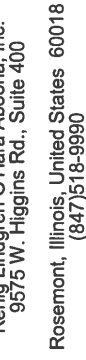
Rosemont, Illinois, United States 60018
(847)518-9990

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

Turning Movement Data

Start Time	Access Drive Eastbound					Algonquin Road Northbound					Algonquin Road Southbound				
	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
7:15 AM	0	0	1	1	1	0	3	203	0	206	0	301	4	0	305
7:30 AM	0	0	1	1	1	1	2	289	0	292	0	326	3	0	329
7:45 AM	0	0	0	0	0	0	6	320	0	326	0	346	3	0	349
Hourly Total	0	0	2	2	2	1	13	1008	0	1022	0	1219	12	0	1231
8:00 AM	0	0	2	1	2	0	7	300	0	307	0	273	9	0	282
8:15 AM	0	0	1	0	1	0	6	300	0	306	0	283	3	0	286
8:30 AM	0	0	1	0	1	0	11	297	0	308	0	273	8	0	281
8:45 AM	0	3	1	0	4	0	9	296	0	305	0	255	14	0	269
Hourly Total	0	3	5	1	8	0	33	1193	0	1226	0	1084	34	0	1118
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	7	4	0	11	0	3	370	0	373	0	302	1	0	303
4:15 PM	0	3	8	1	11	0	3	334	0	337	0	339	3	0	342
4:30 PM	0	4	7	1	11	0	3	338	0	341	0	352	2	0	354
4:45 PM	0	2	7	1	9	1	1	364	0	366	0	301	0	0	301
Hourly Total	0	16	26	3	42	1	10	1406	0	1417	0	1294	6	0	1300
5:00 PM	0	6	11	2	17	1	0	342	0	343	0	400	1	0	401
5:15 PM	0	3	5	2	8	0	4	354	0	358	0	362	0	0	362
5:30 PM	0	4	7	0	11	0	1	318	0	319	0	359	3	0	362
5:45 PM	0	2	5	1	7	0	0	315	0	315	0	306	4	0	310
Hourly Total	0	15	28	5	43	1	5	1329	0	1335	0	1427	8	0	1435
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:30 PM	0	0	1	1	1	0	4	225	0	229	0	263	1	0	264
5:45 PM	0	1	0	0	1	0	4	248	0	252	0	248	3	0	251
Hourly Total	0	1	1	1	2	0	8	473	0	481	0	511	4	0	515
6:00 PM	0	1	1	3	2	0	9	235	0	244	0	261	3	0	264
6:15 PM	0	0	3	0	3	0	12	232	0	244	0	256	3	0	259
6:30 PM	0	1	0	0	1	0	6	202	0	208	0	264	0	0	264
6:45 PM	0	0	2	1	2	0	3	207	0	210	0	190	1	0	191
Hourly Total	0	2	6	4	8	0	30	876	0	906	0	971	7	0	978
7:00 PM	0	2	1	0	3	0	0	199	0	199	0	214	1	0	215
7:15 PM	0	0	0	0	0	0	2	207	0	209	0	211	1	0	212
Grand Total	0	39	69	16	108	3	101	6691	0	6795	0	6931	73	0	7004
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
% Lights	-	94.9	91.3	-	92.6	100.0	94.1	97.7	-	97.7	-	97.5	94.5	-	97.5
Buses	0	0	0	-	0	0	1	48	-	49	0	56	0	-	56

[illegible]



Rosemont, Illinois, United States 60018
(847)518-9990

Turning Movement Peak Hour Data (7:30 AM)

[illegible]

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

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Rosemont, Illinois, United States 60018
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Count Name: Algonquin Road with Access Drive
Site Code:
Start Date: 03/16/2017
Page No: 5

Turning Movement Peak Hour Data (5:30 PM)

[illegible]

Site Plan

CONQUIN

100' R.O.W. VARIES HERETOFORE DEDICATED AS
FOR PUBLIC ROAD PURPOSES

ROAD

ASPHALT PAVEMENT

S39°04'54"E
291.41'

CONCRETE CURB

CONCRETE BUS STOP
WAITING AREA

CONC. WALK

CB

LP

LP

LOT 1

10 STORY
BUILDING

1 STORY
BRICK & STUCCO
BUILDING
519

DUMPSTER
ENCLOSURE

ELECTRIC
TRANSFORMER

ELECTRIC
METER

LP

CB

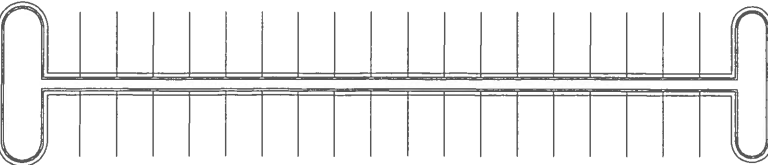
93.23'
CONC. RAMP
CONC. RAMP

ASPHALT DRIVE

LOT 2

1042.00' W

522.79'



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

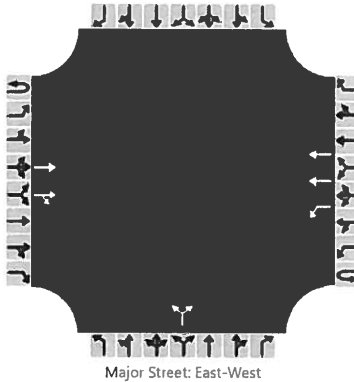
General Information

Analyst	BSM
Agency/Co.	KLOA, Inc.
Date Performed	4/26/2017
Analysis Year	2017
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)			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							



