



Village of Arlington Heights
Plan Commission
Board Room
Arlington Heights Village Hall
33 S. Arlington Heights Road
Arlington Heights, IL 60005
July 11, 2018
7:30 PM

I. CALL TO ORDER

II. ROLL CALL

III. APPROVAL OF MINUTES

- A. Hickory/Kensington - 6/27/18
- B. Christian Liberty Subdivision - 6/27/18

IV. PUBLIC HEARINGS

- A. European Crystal Hotel - 519 W. Algonquin Rd. - PC#18-013
Land Use Variation for Hotel, Variation from Chapter 28 of the
Municipal Code

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: Hickory/Kensington - 6/27/18

Department: Planning & Community Development

ATTACHMENTS:

Description	Type
Hickory/Kensington - 4 N. Hickory Ave. - 6/27/18	Minutes

PLAN

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

RE: HICKORY/KENSINGTON - 4 NORTH HICKORY AVENUE - PC#18-005
PLANNED UNIT DEVELOPMENT, PRELIMINARY PLAT OF SUBDIVISION,
VARIATIONS

REPORT OF PROCEEDINGS had before the Village of
Arlington Heights Plan Commission Meeting taken at the Arlington Heights Village
Hall, 33 South Arlington Heights Road, 3rd Floor Board Room, Arlington Heights,
Illinois on the 27th day of June, 2018 at the hour of 7:34 p.m.

MEMBERS PRESENT:

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

ALSO PRESENT:

SAM HUBBARD, Community Development Planner

CHAIRMAN ENNES: Good evening. This meeting of the Arlington Heights Plan Commission is called to order. Would you all please rise and join us in the pledge of allegiance?

(Pledge of allegiance recited.)

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

MR. HUBBARD: Commissioner Cherwin.

COMMISSIONER CHERWIN: Here.

MR. HUBBARD: Commissioner Dawson.

COMMISSIONER DAWSON: Here.

MR. HUBBARD: Commissioner Drost.

COMMISSIONER DROST: Here.

MR. HUBBARD: Commissioner Green.

COMMISSIONER GREEN: Here.

MR. HUBBARD: Commissioner Jensen.

COMMISSIONER JENSEN: Here.

MR. HUBBARD: Commissioner Lorenzini.

(No response.)

MR. HUBBARD: Commissioner Sigalos.

COMMISSIONER SIGALOS: Here.

MR. HUBBARD: Commissioner Warskow.

COMMISSIONER WARSKOW: Here.

MR. HUBBARD: Chairman Ennes.

CHAIRMAN ENNES: Here. Okay, we have minutes from our last meeting. I assume everybody received those, and can I have a motion to approve them?

COMMISSIONER GREEN: I'll make that motion.

CHAIRMAN ENNES: Is there a second?

COMMISSIONER SIGALOS: I'll second.

CHAIRMAN ENNES: All in favor?

(Chorus of ayes.)

CHAIRMAN ENNES: Any opposed?

(No response.)

CHAIRMAN ENNES: Does anyone need to abstain?

COMMISSIONER CHERWIN: I wasn't here.

CHAIRMAN ENNES: Okay, our first petition this evening is PC#18-005, 4 North Hickory, the Hickory/Kensington project. Is the Petitioner here?

MR. NERI: Yes.

CHAIRMAN ENNES: Would you please come forward? Will anybody else be speaking with you?

MR. NERI: Yes, I believe so. My name is Guido Neri.

CHAIRMAN ENNES: I want to ask if everybody that might be talking, would you please come up and I would swear you all in at the same time.

(Witnesses sworn.)

CHAIRMAN ENNES: If I can ask the Petitioner to please tell us about your project? You've received a copy of the Staff report and the recommendations?

MR. NERI: Yes, I did.

CHAIRMAN ENNES: Did you see the conditions?

MR. NERI: Yes, I did.

CHAIRMAN ENNES: Are you agreeable with all of those conditions?

MR. NERI: Yes, we are.

CHAIRMAN ENNES: Okay, would you please tell us about your project?

MR. NERI: Sure.

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

MR. NERI: Absolutely. My name is Guido Neri, that's G-u-i-d-o, last name is Neri, N-e-r-i. I am one of the members of 4 North Hickory, LLC. I am also the architect for this project with Neri Architects at 444 North Northwest Highway in Park Ridge.

I am assuming you've all read the Staff report, so you have a pretty good understanding of the project. So, I'll be brief if I may, unless you would like for me to go into more detail.

CHAIRMAN ENNES: You were before us last year, correct?

MR. NERI: Yes, we were.

CHAIRMAN ENNES: Okay, I would say probably emphasize what's new.

MR. NERI: Okay, well, okay. So, what we are proposing is a 76-unit apartment community development at the northeast corner of Hickory and Kensington. In addition to that, the development will have about 3,400, 3,450 square feet of retail space on the ground floor. By the way, this is working? Oh, here we go, okay.

Just so I understand, when I flip it up there, I'm assuming you're seeing it on your screen? So, using a laser pointer is not necessary, okay.

CHAIRMAN ENNES: We don't see the pointer.

MR. NERI: Oh, you don't see the pointer, okay. So, as you can see from the first page, this is a rendition of what we're proposing the project to look like. Before I continue, I will also add that I have with me tonight Mr. Rob Anderson from SPACECO in case there are any questions pertaining to civil engineering, and William Woodward from KLOA which are the traffic and parking study engineers for any questions pertaining to traffic and parking. They're more qualified to answer those questions.

CHAIRMAN ENNES: Okay.

MR. NERI: So, the property is located at the northeast corner of Hickory and Kensington. So, this survey, as you see, this is a survey of the entire property that runs obviously north-south along the Hickory Street. As you're looking at the survey, our proposal is to actually develop the southern half or the southern two-thirds portion of that site where Campbell Street sort of exists just east of Hickory there. The right-of-way is there but the street really isn't developed. We are proposing a right-of-way to continue through, so we will be improving that section of that right-of-way with Campbell Street and we will improve it from Hickory all the way up to the spur line. As future development goes on to the property to the west, then that street will be continued through all the way to Douglass.

Here, you see just some photos of the adjacent properties. As you're looking at the top row of photos, the one farthest left is the subject property as is the one right next to it. So, the site right now, the southern two-thirds of the site is vacant and is, you know, grassland. The northern portion has a parking surface on it and that's the portion that is

directly adjacent to the Heller Lumber facility. The other two photos to the right on the top row are photos of the Heller Lumber facility. On the east side of Hickory, we have that one-story commercial space or commercial building on the corner of Hickory and Kensington, and then you can see there are some one-story industrial type structures to the north of that.

Going along Kensington, you can see the photo of our site at the northeast corner of Hickory and Kensington. To the left of that is the other vacant parcel which is currently being used for employee parking for the Mariano's facility. Then east of Kensington, you see again, you know, one and two-story commercial type structures. Across the street on the south side of Kensington is like auto repair shop, sort of a vacant parking area on the corner which is being utilized by that facility as well, and more one-story type structures.

This gives you an idea of our site plan. So, you can see, as you're looking at this, on the far right where you see Campbell Street, that's the portion that we would be improving and continuing Campbell from Hickory all the way to the spur line. Everything south of that is what we are developing. The building is a five-story structure, approximately 54 feet in height. The ground floor will be mostly parking with commercial space on the south end of the building facing Hickory and Kensington on the corner. There will be a residential lobby on the ground floor. Behind the building to the west will be residential and parking for the commercial tenants. There's 31 outdoor parking spaces in the back.

This gives you a little depiction of the landscape plan. We've been working closely with Staff on developing a landscape plan that is to their requirements. So, it's pretty lushly landscaped for, you know, a dense development.

This is just a quick view of the photometric. I'm not going to spend any time with this. Obviously, all the lighting will comply with all the codes and ordinances.

This gives you an idea of what the ground floor, or excuse me, this is the lower level, the basement. So, there is a ramp that takes us out into the basement. There's indoor parking spaces for the residents in the lower level. There is also a room for, an electrical room, there's a mechanical room, and a room for the water service and the fire suppression system.

Ground floor, as I mentioned, has the commercial on the Hickory side, and then more indoor parking spaces, and then that residential lobby which is a two-story lobby. So, as you walk in on the ground floor, you'll see this two-story lobby with a balcony up on the second floor and will have somewhat of a grand staircase that will take you upstairs onto the second floor as well as elevators.

The second floor is where we have, we start getting into the building amenities. The building has a nice, it's well amenitized. There's a private management office up front right off of that second floor lobby. There is a community room. There's a private party room that the residents can rent for special occasions. There will be a fitness room. Then off the back facing those rooms, there is an outdoor terrace. We will have a grilling area for the residents as well as, you know, seating area with a potential fire pit. There's also tenant storage, lockers on each floor, and then the rest of that second floor is the residential apartments.

The third, fourth, and fifth floors are all identical and it's all residential apartments as well as tenant storage and locker areas.

This gives you a brief idea of the construction through the building, and I'll talk real quick about the construction type. The ground floor and, well, obviously the basement is all solid, poured-in-place concrete. The ground floor is a solid masonry structure up

to the second floor line. Both the ground floor level and the second floor level will be precast concrete planks for fire rating purposes, and those will house all the parking areas and the commercial space. From the second floor up, it's four stories of engineered frame construction.

This gives you a little idea of the elevations and the building materials. You know, being a large building, one of the, from a design standpoint, the goal was to break down the scale, and we did this with a lot of relief to the facade, a lot of ins and outs, the way we sort of organized the balconies, change in materials. We have stone, we have masonry, veneers, we have Hardie panel siding, and also some aluminum panel siding to break up the facade.

There also is a nice, I think it's, I can't read my own, it's too far. There's about a three-foot parapet wall running around the roofline of the building. So, there will be a visual block for any rooftop mechanical systems that would be up there. So, as pedestrians, we won't be able to see any. That will be all concealed.

This gives you an idea of the color and the design scheme for the building. In fact, we were at the Design Commission last night and we got our approval on that. So, we've been working with them. We went through a series of three hearings with them to get the design concept the way they were, to the point where they were really satisfied with it.

So, this is the view that you would see along Kensington. As you can see on Kensington, the balconies have an opaque panel so they're more enclosed. The reason for that is because we feel Kensington is the busier street and we wanted to give the residents a little bit of privacy so as cars are driving down there, they're not peaking in their window. As you turn the corner, the balconies do become more transparent because we feel Hickory is more of the residential type street.

Again, you can see the change in color of materials to break up the facade. You can see right in the center of the elevation is the entrance which is that two-story element, excuse me. Directly to the right of that is a vertical sign that will run up the height of the building, and that will have the sign for the address of the property as well as the name of the property. The look itself is somewhat of a, you know, modernesque, industrial type look with, you know, a lot of industrial type components to it.

This is another view from the, looking at the building from the northeast. Where you see that little white car, that would be Campbell Street as it heads westward. Then this is, again this would be a view if you were standing on Campbell Street looking south at the building and you're looking down at the parking lot that runs to the west of the building, behind the building.

One of the challenges that we did have with this project was that the site is encumbered with this rail spur line to the west side of the property that runs completely north-south. That spur line is used by the Heller Lumber facility to get their deliveries, and there is a recorded easement that goes with that spur line. So, it restricted us from using that space on the west side of the property, so everything got shifted eastward.

Then this gives you an idea how the site would be divided. Lot 1 is obviously where our development is, where the building is. Then you see the Campbell Street right-of-way, and on top of that you'll see Lot 2 and that's the other portion, the remaining portion of the site which will be acquired by the Village as part of the redevelopment agreement for future development. You'll see it a little bit clearer without all the lights on.

More of the same.

So, this is where the civil engineering components start. I can have Mr. Anderson give you just a brief talk about how the site is going to be engineered from stormwater management and utilities, things like that. In addition, I would also add that we currently, not part of this project but as part of the future project, we just put the property to the west of this site which is that parking lot that's used by the Mariano's, we currently have that under contract as a phase II portion of this development. So, we may be seeing each other again, hopefully with, you know, part B of this development. That would be a similar type structure, but since that site is smaller, the density would be less. So, just giving you a heads up on that.

Did you want to hear something about engineering?

CHAIRMAN ENNES: About the stormwater handling, I think so. Your name and if you can spell it for our reporter?

MR. ANDERSON: Yes, Rob Anderson. R-o-b A-n-d-e-r-s-o-n. I'm with SPACECO, S-p-a-c-e-c-o, Inc. We're at 9575 West Higgins Road, Suite 700, in Rosemont.

So, yes, this is just our title sheet, let's get to the next. So, this is like kind of a turned view, north is to your right. At the south you see Kensington, it's got a lot of utilities in it. Hickory on the east side doesn't have quite as many utilities but still has a storm line and a sanitary line that service that. Generally, the site flows from south to north and --

CHAIRMAN ENNES: Can you speak up a little bit or maybe the microphone?

MR. ANDERSON: We've accommodated that with our proposed design with the slope that's maybe about three feet or so across the site from south to north.

Here is just an overall plan kind of at the sheet in there just to show the north lot in there. So, I'll just go and skip to the next one.

This is the geometric plan. This shows a lot of what's going on in the streets. There's the cross sections for each street. There's improvements to Hickory which we have worked with Staff quite a bit on the concept of the streetscape look as well as the turning radii at the northwest corner of Hickory and Kensington. We've designed that to be accommodative to a WB-50 truck. So, on the west side, you have the parking outside the facility for the, there's a few commercial spots but majority of this is for residential. There's a driveway off Campbell as well as a driveway off of the Kensington Road.

On the west side, we have a transformer as well, if you notice that. It's maybe just north of the southernmost parking bay on the west side of the tracks. So, in here you might get a better look at how the tracks bisect the west property line.

Campbell Street, we've designed that to be of width, coordinated with Staff and Engineering. We've added parking on the north side as well as radii that turn into the streetscape along Hickory.

Drainage-wise, there is a component where we have an underground detention vault. It will be sized for the requirements from the city or the Village, as well as the MWRD. So, that vault will collect all the drainage from the site including the building and route to the south to a 24-inch sewer located in Kensington Road.

The streetscape out on Hickory Avenue, we actually are proposing a new sewer to collect drainage in the curb line. That curb is collecting all the drainage in those little knuckle bump-outs for the streetscape necessitated in that, so we proposed a storm line to collect that. There's a sidewalk on the south side that provides a parkway width adjacent to the

street so it keeps the pedestrians off of that curb. Up in Campbell, there's really just, not really any sewer proposed in it, we have the ability to pitch it from west to east and connect into an existing system at the intersection of Hickory as well as Campbell.

The sanitary sewer, we're looking to tie into an existing sewer that runs south to north along Hickory. We utilized, I can't quite see on here but perhaps you can at the very northeast corner of the building, there's a sanitary sewer proposed to connect to an existing sewer.

As far as the water goes, it's coming off the south end by East Kensington, tying to the existing main there. In accordance with the Fire Department's request, we've added a Fire Department connection right near the front entrance along the east side on Hickory Avenue.

These are some fire truck turning movements if you're going through the site demonstrating that they do have the ability to turn that fire truck through there. Let's see if I can get to the one that shows the WB-50. This would be the WB-50 exhibit. We're showing a right turn movement from Hickory onto Kensington. Or maybe this is that, yes. I can't really see the print, but this would be the WB-50.

That's about it for the drainage component utilities.

CHAIRMAN ENNES: Thank you.

MR. NERI: We also have William Woodward here from KLOA. I know there were some questions about the most recent parking study that we just conducted over the weekend and on Monday. It pertains to the available parking inventory along Hickory during those, you know, a weekend day and a weekday. I believe, you've probably have gotten the report. We just submitted it yesterday, so if you have not received it, I can have Mr. Woodward speak of the report if you feel that's necessary.

CHAIRMAN ENNES: No. I believe, Sam, that's in our report that we all have?

MR. HUBBARD: Yes.

CHAIRMAN ENNES: So, we do have that. If you want, we can hold that for questioning later.

MR. NERI: Sure.

CHAIRMAN ENNES: If you want to do that.

MR. NERI: That concludes my presentation, and I'm happy to answer any questions.

CHAIRMAN ENNES: Okay, thank you, Mr. Neri. Before we go into questioning with you, I would like to have the Staff report.

MR. NERI: Sure.

CHAIRMAN ENNES: Then we'll call you back up. So, Sam, would you like to present the Staff report?

MR. HUBBARD: Yes. Thank you, Chairman Ennes, and good evening to the Plan Commission. As you've heard, the property is located at the northwest corner of Hickory and Kensington. This property is in the B-2 District and the R-7 District. The southern portion of the property where the proposed five-story building would go is in the B-2 District. The northern portion that would be purchased by the Village and allotted for redevelopment is in the R-7 District on the northern side.

The property is also in an overlay district, the Hickory/Kensington

Area Overlay District, which was established in 2013. It's also part of the TIF district and it's part of the Hickory/Kensington redevelopment area where the Village has adopted the Hickory/Kensington Plan which outlines a vision for redevelopment of this entire area including the subject property.

The Comprehensive Plan lists this property as suitable for mixed use on the south and high density multifamily on the north. The Petitioner is requesting this evening a planned unit development to allow the mixed-use building on Lot 1 with 76 apartment units and a ground floor retail. Additionally, the Petitioner is also requesting preliminary plat of subdivision approval to subdivide the property into the two lots and dedicate the portion for the Campbell Street right-of-way, an extension of Campbell Street. That means that the development and developer would have to come back before the Plan Commission for final plat of subdivision approval at a later date. Additionally, there are six variations being sought by the Petitioner, and I'll get into those in detail later on in the report.

So, the Petitioner has taken several actions to date in order to get them to this point they're at this evening. They met with the Plat and Subdivision Committee back on June 14th of 2017, the Plat and Subdivision Committee now called the Conceptual Plan Review Committee. Back then, the review I would say was generally favorable. There weren't any major concerns expressed. There was some discussion on parking and market demand for this type of use, and the Plat and Subdivision Committee wanted to see details on those items which the Petitioner has provided along with their application.

On April 17th of 2018, the Petitioner met with the Housing Commission and received a favorable recommendation to move forward. The Petitioner is going to provide a code-compliant affordable housing donation to the Village. They're going to be providing \$2,500 for every affordable unit that they will not be including in the development, and that's 15 percent of the overall units in the development. I think that equates to a total of \$275,000 to the Village in accordance with this policy. This is consistent with other developments that the Housing Commission and the Village has recently earned and it's current with the levels of affordability with the policy as well.

Additionally, the Design Commission met three times to consider this project, once for a preliminary conceptual review back in 2017, and then again in April and June 26th. So, last evening they met and they did come to a unanimous recommendation of approval. There were some last minute items that needed to be taken care of, some changes that they recommended such as glazing on some storefront windows, the change of some exterior materials, and some bump-outs. But they did move this forward with a recommendation of approval.

So, here's the aerial of the property. Again, you can see the subject property outlined in red here. On the north side, you'll see the portion that's going to be subdivided out for Lot 2 that's going to be purchased by the Village. Then the crosshatched area is the portion that's going to be dedicated as right-of-way for the extension of Campbell Street. Then the southern portion which is shown in red is the portion where the apartment building is proposed. So, the property is bounded on the east by Hickory, on the west by the Union Pacific Railroad spur, and then the south Kensington, and to the north is the Heller Lumber site which is the only user of the UP spur line.

So, I mentioned briefly that this property is part of the Hickory/Kensington Plan. Back around 2012 and 2013, the Village had identified that the

Hickory/Kensington area, which was primarily made up of older industrial developments, was under some development pressure to transition into a different type of neighborhood as these older industrial uses and buildings became obsolete. So, as a response to these market forces, the Village recognized an opportunity to create a vibrant mixed use neighborhood in this area that would expand the tax base of the Village and provide additional housing opportunities that are in close proximity to the Village driving downtown. So, in order to respond to this and to provide a vision and framework to help realize this mixed use neighborhood that the Village was seeking to see, they developed a plan which was called the Hickory/Kensington Plan. It calls out specific strategies and goals and visions for redevelopment in this area.

So, this development was analyzed in the context of the Hickory/Kensington Plan, and I'll note several areas where the proposal is consistent with the goals and vision of the plan. Specifically, relative to land uses on the subject property, the plan calls for south of Campbell Street to Kensington Road that Hickory Avenue would include a mixed-use development with commercial uses on the first floor and residential uses above, no taller than five floors. So, this fits to a T what the plan is calling for relative to use of the property. Additionally, the plan calls for the extension of Campbell Street west from Hickory Avenue to Douglass. The Petitioner is dedicating a right-of-way necessary for half of this extension, and then when development on the other half comes through, the Village will complete this extension and realize this goal of the Hickory/Kensington Plan.

Relative to utility improvements, the plan was calling for the burial of overhead utility lines. The Petitioner has stated and shown on their plans that they will be burying the overhead utility lines along Kensington between Hickory and Douglass as part of this development. On the bottom left-hand side of your screen, if you can make out, there is a streetscape exhibit in the plan that identified how the streetscape for a moderate density mixed-use building should be. Specifically, it called for 10-foot sidewalks which this development has on the south side on Hickory -- I'm sorry, on Kensington, and the east side on Hickory. It called for buildings to be set back from the sidewalk zero to five feet, and the plan meets this on the Campbell side and the Hickory side. On the Kensington side, the building is technically set back 10 feet from the property line, but the sidewalk is directly adjacent to the development and right-of-way, it's directly abutting the sidewalk and really functions more like a zero setback which is exactly what the plan calls for. Again, on the bottom right-hand side of the slide, you'll see kind of a conceptual rendering of what this neighborhood will look like once this development plan is realized. The proposal by the Petitioner really fits in line with kind of this conceptual plan, the land use form, and the form of the building is exactly what the plan calls for.

So, in order to help facilitate the goals of the plan, and this was one of the goals in the plan was to develop an overlay zoning district in this area that would identify and lay out parameters for development within the Hickory/Kensington area, so these regulations supplement the underlying B-2 Zoning District regulations but supersede them where different. So, relative to height, the overlay zoning district is allowing buildings no less than 40 feet and no more than 60 feet. The proposed development is at 54 feet and within the overlay district requirements. Again, the building setbacks conform to what the overlay district prescribes for redevelopment in this area, and the density is right on target for what the allowances are within the overlay zoning district. So, not only does it meet the plan, but it also meets the overlay regulations and it's also compatible with the Comprehensive Plan.

So, you can see here the subject property is outlined in dash red

line. On the southern side it's calling for mixed uses. On the northern side it's calling for high density multifamily, that's the portion that's going to be purchased by the Village. The black line in between represents the extension of Campbell Street. So, again the proposal hits the requirements of the Comprehensive Plan to a T. I do want to be clear, based on these compatibilities, Staff is recommending approval of this development.

Let me just go through some of the portions of the development and the features of it. There are various streetscape improvements that the developer has worked extensively with Staff to provide. These streetscape improvements are also outlined in the Hickory/Kensington Plan and what we worked with the developer to provide really meets the plan again. So, there's going to be reconstruction or new construction of Campbell Street here on the north side of the development. This will include four new parking spots on the north side of this Campbell Street extension.

There's going to be a 10-foot wide decorative paver sidewalk along Hickory and Kensington, including decorative street tree grates and street trees, decorative street furniture, benches and trash receptacles, and a bike rack and decorative light fixtures. Additionally, there will be some planters as well. The portion of the southern sidewalk here which is outlined in red, that's actually going to be a public sidewalk and the developer is going to be creating an easement to allow for public use of that sidewalk. But since it falls on private property, the Village is going to recommend a condition of approval that requires maintenance of the streetscape elements by the developer.

Additionally, on the western side of the site, the Petitioner is proposing some landscape buffers on the western side, and Staff is still working with the Petitioner to refine the plan here. There's, you know, an elaborate plan for some landscaping here but the area is really occupied by the spur line and the rocks that are supporting the spur line, so I don't know if all of the landscaping proposed by the Petitioner is feasible. So, during the final plat of subdivision approval, we will need to work with the Petitioner to come up with a realistic plan for this area, both in the short term, so what can be planted here now, and then in the long term once the spur line, if it is ever removed and abandoned, we're going to have a condition of approval that will require the Petitioner to install additional landscaping that will be feasible in this area without the rocks and the spur line. We're also recommending a small decorative fence here which is going to impact some of the proposed landscaping where feasible, so we worked with the Petitioner on that as well.

There are certain variations that the Petitioner is requesting in order to facilitate this development. These are from the B-2 regulations and the other standards in the Zoning Code and Subdivision Code. I'd like to highlight those for the Commission this evening.

First one is the variation to allow a 60-foot wide right-of-way where code requires a 66-foot wide right-of-way. So, to kind of orient you on this site, the green area is the portion of the Village is going to be purchasing. The crosshatched yellow area is the right-of-way for Campbell that will be dedicated to the Village. If you'll notice here, the existing Hickory right-of-way is only 16 feet wide. Normally, during the subdivision process, our code requires a 66-foot right-of-way; we would ask the Petitioner to dedicate three feet on their side of the right-of-way, and then when we get the three feet on the other side when those properties redevelop, then we would have our 66-foot wide code-required right-of-way. However, the Petitioner is asking for a variation from this requirement to just keep the existing 60-foot wide right-of-way on Hickory.

Staff is supportive of this variation for several reasons. First of all, the railroad spur on the western side of the site provides a unique constraint on that side to where, you know, the Petitioner couldn't really shift their building and site over by three feet to accommodate for that additional three-foot of right-of-way on the east side. That's a unique condition that's, you know, we don't usually see here in the Village and it provides a justification for a variation. Additionally, there are no plans to widen Hickory. It's going to remain a one-lane street in both directions, and it's still adequate for travel. So, we don't need that extra three feet on the side to make it more safe traveling down the street.

Next variation is for a sidewalk that's noncompliant with the standards set forth in the Subdivision Code, and specifically, it's the sidewalk on the northern side of the property. The sidewalk that the Petitioner has worked with Staff to provide is set back from the property line about 4.5 feet. Code requires that this sidewalk be directly adjacent to the property line, but we've asked the Petitioner to push this out a little bit. The reason we've done this is to provide some room for some foundation plantings on the site. If the sidewalk were built per code requirements, it would essentially be right here and there won't be any room for these foundation plantings.

Again, Staff is supportive of this variation. It allows for these foundation plantings which will make an attractive streetscape which is one of the features of the Hickory/Kensington Plan. It also preserves enough space for parkway trees on the other side of the sidewalk between the curb and the edge of the sidewalk. So, it is going to preserve the essential character of the locality and we are supportive of the variation.

The third variation is again on the north side of the development site. The red line here you'll see is the property line. This variation is to waive the requirement for a landscape island at the end of a parking row. So, the landscape island on the subject property is like here, but that doesn't meet the technical requirements of the code that would require a full landscape island. The full landscape island is really going to be there, it's going to look like as you see on the slide, but it's not going to be a hundred percent on the subject property which requires technically a variation.

Again, Staff is supportive of this variation. We're still getting the landscape island, it's just not on the subject property. We feel like there is a unique circumstance with the dedication of Campbell Street that warrants the variation.

The fifth variation relates to the interior drive aisles within the garage. So, right here you can see a portion of the interior garage. There's two locations where the garage does not meet the required 24-foot width. The first location is here, the spaces need to be pushed out because they are striped and proposed at 16.5 feet in depth and code requires an 18-foot depth. They need to be pushed out a little bit which pinches the width of the drive aisle and reduces it to 22 feet where it's required to be 24 feet. The other location is a small location where the ramp turns down. This is kind of one pinch point where the drive aisle is 18 feet.

Staff is supportive of these variations as well. We believe that the 18-foot wide drive aisle here is just one area and it won't affect the ability of cars to safely access the parking spots. 22.8-foot wide driveway in the interior garage is still sufficient to navigate and safely park. It's only in certain points, it's only going to be along here and here where these projections come out for the stairway and the lobby. This isn't a public garage, it's going to be a private garage, so there's not going to be, you know, public traffic coming in here. It's only going

to be residents that will have to deal with this tight condition which isn't really unique to an interior garage. The fact that it's used residentially, I mean there's not going to be a lot of high turnover on the parking spots, so there should be minimal impact for a less than 24-foot wide driveway aisle.

There is also a variation required to waive a loading space. Loading for the residential uses will occur inside the garage. The garage door here is going to be designed to be at least 13 feet tall which will allow for small and medium-sized moving trucks to access the interior garage for move-ins and move-outs. They'll probably park right around the lobby. So, there is no variation required for this, but for the loading space for the commercial uses, there is a technical variation required. One loading space would be required and there is no dedicated loading space on the site.

Staff again is supportive of this variation. The Petitioner has justified it by outlining that deliveries will be made during off-peak times. Also, the small size of the commercial portion is really not going to allow for a large commercial development that would have frequent deliveries. So, we don't expect that deliveries are really going to be occurring frequently here for the commercial users.

That being said, there could be a situation where a loading truck would come up and pull up right next to the commercial spaces that would make the most sense for loading. But that would hamper access into the site being that it's right by the driveway entrance. So, Staff has recommended a No Parking and Loading sign that would, you know, locate here on the building or directly adjacent to this area that would prevent trucks from loading and unloading here, and that would require them to pull up a little farther in this location for their loading and unloading purposes.

Relative to parking, there is a variation required for the commercial portion of this development. You can see the parking calculations in the table here. 114 spaces are required for the multifamily uses, that's on a ratio of 1.5 per unit, and 114 spaces will be provided. Relative to the commercial uses, only 11 spaces, I'm sorry, only three spaces will be provided and 11 spaces required by code.

Staff is supportive of this variation as well. There's going to be guest and customer parking located on Hickory and Kensington that could accommodate for any overflow between the three spaces provided and 11 spaces required. We would also point out that the bedroom count for this development is low compared to other residential developments.

There's a lot of studio and one-bedroom units here; in fact, 70 percent of the units will be studio or one-bedroom units. So, there's probably going to be less reliance on the surface parking spaces, so those could actually, if there is no demand for them by the residences, they could be used for additional commercial parking spaces.

Staff research typically shows that residential parking in or around the downtown area is at about 1.5 per unit. But given the low number of bedrooms here, it's certainly possible that that demand would be lower. The Petitioner certainly believes it will be. They have submitted a traffic and parking study that shows I think it will be about 1.26 parking spaces per unit. So, at 1.5, they should have a little bit of overflow that they can use beyond just the three spaces for commercial tenants and customers.

I would also point out that when the tenants are gone during the day, excuse me, it will free up those parking spaces for the commercial patrons and employees. I would outline that this is a transit-oriented development, so there's probably going to be less

reliance on cars. You know, you could certainly have a tenant here that's living a car-free lifestyle. It is right next to Mariano's, it's close to the Metra stop. With the rise of Zipcar and car sharing and Uber, it is potential that it could have someone that doesn't own a car that lives here.

But even if all the residential spaces are used and only the three surface parking spaces are available on site for commercial employees and patrons, the Petitioner has studied the street parking along Hickory to make sure that there is adequate surface parking along the street. So, they studied the area between Miner and Kensington, and they've noted that there are 73 parking spaces in this area over the Saturday and Sunday that they surveyed parking here. They found that out of the 73 spaces, the maximum usage was 44. So, we believe that there is adequate street parking for patrons of the commercial uses and we're supportive of this parking variation.

Lastly, I want to touch on traffic briefly. The Petitioner has submitted estimates for traffic generation of this proposed mixed-use building. During the morning peak hour, they're estimating that 39 trips will be generated by this use; and during the evening peak hour, they're estimating that 62 trips will be generated by this use. So, these are fairly low trip generations. You know, at the most, during the evening peak hour, that's about one additional car per minute. So, we don't see that traffic is going to be a problem with this development.

We have identified one area where we're recommending a condition of approval which would have the Village be able to restrict ingress and egress into this driveway along Kensington. You can see this car, if this car is trying to make a left-hand turn into the driveway, there's a potential that cars behind it would not be able to navigate around it. So, if this is a problem once the development is up and running as identified by the Village, we would like the ability to restrict entrance from this left-hand turn into the site. That is something that we would evaluate once the development has been completed.

So, in summary, the Staff Development Committee is recommending approval of this development subject to certain conditions as outlined in the Staff report. I'm happy to go over those if the Plan Commission has any questions.

CHAIRMAN ENNES: Thank you for your report, Sam. Is there a motion to approve the Staff report?

COMMISSIONER JENSEN: So moved.

CHAIRMAN ENNES: And a second?

COMMISSIONER DROST: I'll second.

CHAIRMAN ENNES: And a second. All in favor?

(Chorus of ayes.)

CHAIRMAN ENNES: Anybody opposed?

(No response.)

CHAIRMAN ENNES: None. The Staff report is approved. Commissioners, I see we have a number of people in the audience. I would like to ask, is there anybody in the audience that would like to comment or have questions about this project? Anybody else? I just see one hand. Okay, I'm thinking let's let him talk before we start with our questions.

Sir, would you please come up and tell us your name, please spell it for the court reporter.

QUESTIONS FROM THE AUDIENCE

MR. CAPUTO: My name is Ben Caputo. I live on the street, I live on the Hickory Row Homes at Viater and Hickory. There's 11 units and I'm on their board of directors.

I'm here just to try and understand what's happening on the street. It's kind of exciting because the street has sat for so long since we moved in without anything really going on. So, this is good and exciting for us.

I think the only issues that we have is the parking. I'm not sure why this parking study was done on Saturday and Sunday. I can tell you that parking on the street during the week is a free-for-all. We got involved with the city a number of years ago when Mariano's employees were parking all over the neighborhood. They eventually leased a lot next to, apparently it's the same lot that's now under option by our developer here.

CHAIRMAN ENNES: Right.

MR. CAPUTO: I'm wondering where all the Mariano's traffic is going to go once that lot is taken over.

CHAIRMAN ENNES: Well, before that gets developed, we'll hear --

MR. CAPUTO: That's one question I had because the Mariano's employees were all over the neighborhood, and I know the city worked with Mariano's to try and alleviate that problem.

We also have a couple of auto repair shops that have virtually no parking on the street, that everyday during the week take up eight to 12 spaces. One of them is directly across the street from this building. So, I imagine during the weekdays when people want to park their cars and shop at this retail, this guy takes up I'm going to guess eight to 12 spaces everyday in that exact corner.

There are train commuters on our street that park on the street. There are regular business users, there are families that go to Rec Park and park on the street. There's a rumor that there's a new brewery Tap Room that's moving in on the street, and if you've ever been to one of those, there's one in Elk Grove, but I've been to several and they take up a lot of parking after 4:00 o'clock.

Then there's our biggest user although irregular, it's the Knights of Columbus. They have weddings on weekends. They have their casino nights, their casino matinees, and they take up almost every parking space on the street when they have their events. So, there is now and there will be in the future a parking issue from our standpoint on the street.

I think that the parking ratio that's set up in this building looks reasonable considering there aren't any parking garages around our street like there are in Downtown Arlington. But I think it's reasonable given the unit mix and the number of spaces that are required versus the number of units. So, I would ask you to consider the fact that, and I haven't seen the parking study but I live on the street, and I would ask you to just understand that going down, in developing this street in the future, you know, we're still going to have parking issues. Thank you.

CHAIRMAN ENNES: Mr. Caputo, two things. The Village website has the proposal for the area and development that's planned.

MR. CAPUTO: I have it.

CHAIRMAN ENNES: Okay, so you're aware of it. Not for this development

but for the whole neighborhood.

MR. CAPUTO: For the whole street.

CHAIRMAN ENNES: Okay, and the parking study is also online for the project. I don't know if you've had a chance to look at that.

MR. CAPUTO: I have not.

CHAIRMAN ENNES: That might answer some of the questions. But the property does handle its, the parking for its residents internally. But thank you for your question.

MR. CAPUTO: Is the city going to be using the site they're buying to the south, are they going to be using it for any purpose?

CHAIRMAN ENNES: I'm going to ask Sam to see if you can --

MR. HUBBARD: Sure. Yes, one of the things that we have discussed is potentially using that for a parking area in the short term.

MR. CAPUTO: I think that's a great idea, until the buildings on the other side of the street ever get torn down and redeveloped. Thank you.

CHAIRMAN ENNES: Are there any other questions from anybody in the audience on this project? Okay, sir? If you would please spell your name for the reporter?

MR. HEDRICK: My name is Tom Hedrick, H-e-d-r-i-c-k. I'm a Knights of Columbus, and I agree with the gentleman here. The parking is an issue for us in our group. It looks to me from the plan that you're basically, the street is going to be less wide. I'm wondering, because of the fact that if you drive down Hickory in our neighborhood by the Knights of Columbus, there's a lot of entrances that don't make sense, curbs don't match the building entrances, if it's possible to mark the parking spaces, paint parking spaces there? Maybe on a diagonal instead of parallel parking, and maybe that would solve some of the issues. That's my only comment. Thank you.

CHAIRMAN ENNES: Thank you. Anyone else? Okay, I'm going to close the public portion of the meeting and I'm going to ask the Commissioners, if they have questions, to please present those. Mr. Jensen, would you like to start?

COMMISSIONER JENSEN: Sure. I was in the Conceptual Plan Review, so I don't really have many questions. But I would ask Sam to clarify something. Obviously, the area has a problem with parking. But what is the obligation of the Petitioner? Isn't it to primarily take care of the parking that they would generate, and they don't really have an obligation to do anything about the rest of the parking if I understand things correctly?

MR. HUBBARD: Right. I mean their obligation would be to contain their parking and not contribute to a parking problem if one exists.

COMMISSIONER JENSEN: So, I think the comments that you've heard need to go to the Village per se, but they really don't seem to pertain very much to whether we approve or not this particular petition, if I understand it correctly.

MR. HUBBARD: Well, I mean there is the portion of parking that's, the overflow potentially based on the commercial uses. So, in that sense, you know, it's something for the Plan Commission to consider. But for the reasons that, you know, we laid forth in the Staff report, we think from the Staff perspective it's viable. Again, that property to the north that the Village is purchasing could be an alternative for short-term parking use if it's deemed, you know, necessary.

COMMISSIONER JENSEN: Okay, thank you. That's all I have.

CHAIRMAN ENNES: Okay, Commissioner Warskow?

COMMISSIONER WARSKOW: I don't have any questions at this time.

CHAIRMAN ENNES: Okay, Commissioner Green?

COMMISSIONER GREEN: My only question is really aimed at Staff here. Sam, not too many weeks ago, we had an apartment complex in the downtown area that was rejected because they were not self-parked. I just wondered, my only question with the hardship, the problem I have with this project is the fact they have a deficit of eight spots, and we just heard that there is a parking problem on these streets. So, I just wonder why. Is it a different standard we're looking at here or what is the difference between a few blocks away on Sigwalt where we made them one hundred percent self-park and this project. Maybe you can answer that.

MR. HUBBARD: Sure. Well, the Village Staff was recommending approval of both iterations of that Sigwalt project, both when they were at 1.25 parking and 1.5. We believe that each site is to be analyzed, you know, on its own merits. This site, the parking for the residential meets the 1.5 as required by code. Additionally, we've, you know, evaluated the potential for the commercial overflow on the Hickory Street parking and we believe there is potential there for it to exist and be satisfied in combination with the potential, you know, a temporary parking area on the northern property. We think that it's fine.

COMMISSIONER GREEN: Okay, then if, I also heard the comment about some of the cars would be gone during the day, and my question is maybe to the developer, is it going to be a specific spot for a specific tenant in the building? Or is it just catch as catch can?

MR. NERI: Normally, in a development like this, the slots are assigned.

COMMISSIONER GREEN: So, if you have all the spots assigned, all 1.5 spots times the number of units, then the sites outside will be of no use to the commercial during the day even if they're empty. Is that also correct?

MR. NERI: Well, they're assigned but not labeled for, you know, it's not like the spot is going to have reserved or anything like that on it.

COMMISSIONER GREEN: Well, that was my question.

MR. NERI: No. No, every tenant will know, the spots will all be numbered and everybody will know the spot they need to park in.

COMMISSIONER GREEN: But the commercial can come along and park in that spot, and then what does the tenant do?

MR. NERI: To be honest with you, we don't think we're going to lease out all the spots. We have enough spaces to give every tenant one space. At their option, if someone has a need, they can lease an additional second space.

COMMISSIONER GREEN: Okay, I guess I'm not asking the question right. So, let's say you rent out all of the spaces and they're assigned, every one of them.

MR. NERI: Yes, we really don't see that happening.

COMMISSIONER GREEN: Okay, but if it does, okay, if that space is open during the day, can the commercial come and park in that space?

MR. NERI: We feel yes because any one that's going to be going into the commercial space, that's a short-term trip. They're not going to be there for hours. It's going to be an in-and-out type of trip, depending on the commercial usage. But if it's any type, you know, if it's something like a coffee shop, you know, people don't typically, you know, stay in a coffee shop that long, even as a restaurant if you're sitting down and eating, you know, normally you're in and out in a pretty short duration. It's not like you're going to pull into that spot and stay there

for, you know, three, four hours. So, we think that would be a short duration.

COMMISSIONER GREEN: So, I guess the answer that you're giving me is that there is no restriction so the commercial can go park on that spot. It's not like he's going to be ticketed or it's not going to be signed that there is no parking here unless you are a resident of the building, is it?

MR. NERI: No, not unless we put that restriction on the resident. For example, if it's an additional spot that they know their car is not going to be there during working hours, we can modify the lease for that space to say this spot can be used during weekday working hours or something like that. We can put that, you know, some type of a modification in the lease agreement for those additional spaces for that. We just --

COMMISSIONER GREEN: Just so you know, I'm not trying to tell you how to lease the spaces. I'm just trying to understand the parking shortage, that's all.

MR. NERI: No, I know. Yes.

COMMISSIONER GREEN: I'm trying to get my hands around the solution to the deficit. If there's parking problems on the streets, there could be a parking problem for the commercial users on the property, that's all.

MR. NERI: No, I understand. I would also to add a couple more points to that. Because of the unit mix in this development, because we have a high percentage of studio units and one-bedroom units, we just don't think we will ever lease 1.5 spaces for those 76 units. I think that's also the other difference perhaps with the other development that was rejected. I think their bedroom count was much higher than ours because we do have a high percentage of studio apartments.

COMMISSIONER GREEN: Well, just so you know, I remember they made the same argument and we turned them down because it was 1.5. So, thank you. Thank you for your time.

MR. NERI: Thank you.

CHAIRMAN ENNES: Okay, Commissioner Cherwin?

COMMISSIONER CHERWIN: Yes, I guess my bigger concern is one of the variations. You talked about the ingress and egress over the westerly drive. That would be my concern is potential traffic stacking problems for left and northbound into the westerly drive. The Petitioner is on board with all the variations, like I said, maybe I'm speaking out of turn here but that was, okay, so that would be a condition that Sam mentioned that I would be probably the most concerned about.

The second one was in the parking garage. Sam, if you can show the visual of the site plan with the parking garage? My other concern is, you know, I know we're looking at variations on the drive aisle. I think the last one you just went to is fine, yes. With the drive aisle, and I think, Sam, you articulated the variation being appropriate.

I guess my one concern would be if we have I guess circulation within, not so much the width, but if we have things like a delivery, you know, a loading truck, a box truck that comes in and performs this loading function to the lobby there and it's stopped, and it's a pretty narrow drive. If that's what they're using it primarily, how do we back that truck that out? This is a one-way in and one-way out garage if I'm looking at this correctly with the Campbell Street northerly entrance/exit. If we're pulling a box truck in, then that becomes pretty cumbersome, even with regular drive aisles, much less narrower drive aisles. Then potentially, you know, these spots that are at the back wall, you know, kind of reversing back now, that

seems to me like it would be a challenge.

Sam, I don't know, am I articulating those concerns right? I mean is that something the Village has looked at?

MR. HUBBARD: Sure. Yes, our traffic engineer and the Engineering Department has reviewed the plans. You know, it wasn't something that he identified as a safety concern and he certainly will key into, you know, if he believes this is like a safety concern for a car backing in and out. The reality is that the, you know, this interior parking lot is going to be used very infrequently I would guess. There's only 46 or something or 50 spaces in here that's accessed from this garage door here. So, it's, you know, I don't anticipate it to be a huge problem. I think that there is sufficient room and we've reviewed it as such.

COMMISSIONER CHERWIN: Okay, yes, otherwise I like the project generally. I mean I think, you know, Commissioner Green made good points about the parking, but I think, you know, I was supportive of the last project and I feel like this is parked, you know, adequately for as much as they can do on the property as well. So, that's not as much a concern of mine. Thanks.

CHAIRMAN ENNES: Commissioner Sigalos?

COMMISSIONER SIGALOS: Yes, the two concerns I had have just been talked about. Commissioner Green brought it up about the parking and Commissioner Cherwin brought it up about the drive aisle width.

I'm just concerned about the parking. They already have a parking issue there on Kensington and this is going to add to it where, you know, we have the same issue in Downtown Arlington Heights with parking. The previous apartment solved it yet it was later rejected for other reasons. Here, the developer isn't solving it and I just have a concern with that, that we're adding to a problem that already exists from what I'm hearing from residents in that area. That's all I have.

CHAIRMAN ENNES: Commissioner Dawson?

COMMISSIONER DAWSON: I think all the questions I was going to ask are already -- I agree that the parking for this project is addressed for this project. But I feel like we have a unique opportunity here to learn from the mistakes of the downtown and put parking in place here from a Village perspective. So, I would encourage the Village and Staff to look at alternatives for making sure that there is adequate street parking as we continue to develop this area. No other questions.

CHAIRMAN ENNES: Commissioner Drost?

COMMISSIONER DROST: Yes, I'm in favor of the project and I think it fits the whole conceptual plan of the Hickory/Kensington development. As long as you've got the fundamental foundation pieces in there, you can always tweak the, after you get people living in there and have the actual experiences, you can start to make the adjustments. Being a resident in a high density area, it wasn't perfect but as long as there were ways to regulate change and work within the context of a fundamentally well-planned development, it should work.

The only question I've got of the developer, Mr. Neri, what kind of rentals are you going to be charging? Do you have any idea, you know, on the studios ones and twos?

MR. NERI: I think there was something mentioned in the Staff report.

COMMISSIONER DROST: Yes.

MR. NERI: But in general, about \$2.25 a square foot.

COMMISSIONER DROST: That's a square foot. The affordable housing component, how does that impact those rents to you? You have to donate the \$275,000 to the Village for --

MR. NERI: Yes, that's just being absorbed as part of the project cost.

COMMISSIONER DROST: Part of the project, and that basically will raise your rents as well, I'm guessing?

MR. NERI: Well, I don't know if it raises the rents. The rents are based on the market study, so regardless of what the project cost is, we can only charge so much.

COMMISSIONER DROST: Yes.

MR. NERI: So, it's an additional cost for the project that we evaluate, you know, when we're doing a financial feasibility study for a project. It still is a viable project.

COMMISSIONER DROST: Yes, how many of these projects have you done with the affordable housing component in them?

MR. NERI: None.

COMMISSIONER DROST: None? Okay, because I was going to ask you from a comparative standpoint, this is more empirical on my part and maybe for the other Commissioners, is how does the Village of Arlington Heights compare to other communities that have a similar program.

MR. NERI: Well, from an architect standpoint because I do work for a lot of other developers just as a comparison, the Village of Arlington Heights, the affordable housing requirement is 15 percent as compared to something like Chicago which is the other, the big player on the block, they require 10 percent. However, their buyout, their cash in lieu of fee is much higher than the Village of Arlington Heights. I've never been involved in negotiating that cash fee with the city of Chicago, so I couldn't even tell you if it's negotiable or not, if the city negotiates it or not.

I am working on another project for a developer right now in Chicago where even though the affordable housing requirement is 10 percent, in order for the developer to get the alderman's blessing, the alderman is asking for more.

CHAIRMAN ENNES: For himself?

MR. NERI: No, no, more affordable housing units.

CHAIRMAN ENNES: I wanted to make sure nobody fell asleep here.

COMMISSIONER DROST: Well, that is transparency on a different level.

MR. NERI: So, I guess, you know, it's a moving target. But those aren't really, that's the only other major municipality that I have worked with from an architect standpoint about, you know, regarding the affordable housing.

COMMISSIONER DROST: Well, that's just good information I think for our knowledge that, you know, that there are other places and maybe Arlington Heights, the way it structured its program is favorable for developers that are bringing in quality developments into the village of good neighbors.

MR. NERI: Right. Right, I mean, you know, unfortunately, most developers will opt to buy out rather than provide the units because of the impact on the rents and that impacts the end value of the project. That is just, you know, the reality of it.

COMMISSIONER DROST: Yes, and sort of the other economic issue that you probably deal with is you're putting up apartments, you know, what happens if the market changes?

MR. NERI: Right.

COMMISSIONER DROST: Do you, you know, do you have convertibility to condominiums? With the size of the units, it doesn't look likely.

MR. NERI: Yes, well, once built as an apartment building, if it's designed as an apartment building, it will always be an apartment building.

COMMISSIONER DROST: Okay, all right. Thanks.

MR. NERI: Thank you.

CHAIRMAN ENNES: Is that it?

COMMISSIONER DROST: That's it.

CHAIRMAN ENNES: Mr. Neri, while I have you up here, I do have a question. So, you indicated that you're not only the architect but you're also a principal in the project?

MR. NERI: I am one of the developers, yes.

CHAIRMAN ENNES: Okay, and do you expect, do you anticipate to be a long-term holder of the property after lease up?

MR. NERI: That's the intention, but you know, let's face it --

CHAIRMAN ENNES: Things change, sure.

MR. NERI: With the right price, anything is for sale.

CHAIRMAN ENNES: Okay, I can understand.

COMMISSIONER DROST: Shocking.

CHAIRMAN ENNES: Okay, well, and you're also buying an adjoining piece next door. I'm not sure if I understand the parking situation. So, maybe if you can give me your insight on this? If I heard Mr. Cherwin right, we have this exhibit up, and this is your basement parking, correct?

MR. NERI: That one is the basement parking, yes.

CHAIRMAN ENNES: Okay, you don't have, are there going to be deliveries made in the basement?

MR. NERI: No, the deliveries will be only on the ground floor and we're designating an area behind the lobby. So, a truck can back in through the garage door and back --

CHAIRMAN ENNES: Sam, can you pull up that exhibit just so I understand this? Because I also want to go in to parking vans. You've got 72 units, people are going to be moving in and out, you know, one year, two years, whatever. I want to understand where deliveries for the commercial are going to be handled but also where the moving vans might be making their deliveries of furniture, et cetera.

COMMISSIONER CHERWIN: Yes, I may have misinterpreted it. I was thinking that there was going to be like moving deliveries in the parking garage.

CHAIRMAN ENNES: Yes.

MR. NERI: Yes, but only on, that's the lower, okay, that's the ground floor. So, from Campbell Street where the main garage door is, that door is being designed to be tall enough to accommodate a truck pulling in. There's going to be no tractor trailers pulling in to the building obviously.

CHAIRMAN ENNES: So, that door is on Campbell Street, the soon-to-be-built Campbell Street?

MR. NERI: That's on Campbell Street, correct.

CHAIRMAN ENNES: So, they can back into there.

MR. NERI: They can back in all the way and park parallel to right there, yes, because that's where the door is, the door into the lobby so that makes for a quick access. Any move-ins are monitored, so we have a monitor there to make sure that there's no issues with any traffic and that the truck is backed in --

CHAIRMAN ENNES: Is there a freight elevator there?

MR. NERI: No, there's two elevators but one is oversized.

CHAIRMAN ENNES: You can have panels and stuff, okay. Would they be making commercial deliveries in that?

MR. NERI: No, because there's really no access to the commercial.

CHAIRMAN ENNES: Okay, to the commercial.

MR. NERI: I guess we could put an access but that's not the intention to pull commercial delivery trucks in there.

CHAIRMAN ENNES: Okay, so the commercial deliveries will be made on Kensington to the stores?

MR. NERI: Well, either that or they can park temporarily because a commercial delivery is normally a pretty quick delivery.

CHAIRMAN ENNES: Sure.

MR. NERI: They can pull behind the building but not in the designated parking area.

CHAIRMAN ENNES: Parking area, okay.

MR. NERI: To the north of that, and they can make their delivery then.

CHAIRMAN ENNES: Okay, so this, where the red dot is now, that's your parking lot to the west.

MR. NERI: Yes.

CHAIRMAN ENNES: The rail spur, have you talked with Heller Lumber? Have you met with them? Have you talked with them? Do you know what their long-term intention is for that spur?

MR. NERI: Well, I know that, no, I haven't, but I know the Village has been trying to work a deal out, work an agreement with Heller.

CHAIRMAN ENNES: Okay, I happened to notice Mr. Heller is in the back here. But anyway, because that would, if you've taken an action on the property behind it, and I'm going into a little different area --

MR. NERI: Yes.

CHAIRMAN ENNES: That could, you know, the longevity of that could influence how you develop that in conjunction with this property or whatever.

MR. NERI: Well, the spur line is on this property.

CHAIRMAN ENNES: Right.

MR. NERI: We designed around it. So, if it stays there forever, it's okay with us because we've designed around it. If one day it goes away --

CHAIRMAN ENNES: You have more parking space.

MR. NERI: Yes, it's a bonus space. We can do something, you know, pick up maybe additional parking, more landscaping, something, right. But it doesn't impact the other property because it's all done with this property.

CHAIRMAN ENNES: I like the project, too. Thank you, but I have some

questions for Sam. Sam, this is the first in the Hickory/Kensington Project Plan, this is the first project development going in?

MR. HUBBARD: This is the first mixed-use project.

CHAIRMAN ENNES: With it kind of leading the way, and my understanding when we approved that plan was to develop this area into somewhat of a park-like neighborhood, trees, why are we giving so many variances on the width of the sidewalks? You know, the original plans that we looked at, there was, what do you call it, like a grass easement, the street, the grass easement, the sidewalk, you know, trees, lighting in there. This we're going to have concrete right up to the curb, correct?

MR. HUBBARD: Right. We're not granting any variances on widths of sidewalks. It's a variation for the location of the sidewalk. It's going to be the same size of sidewalk, it's just, it's not going to be right up on the property line. It's going to be shifted four feet south.

CHAIRMAN ENNES: It's not going to be as green, right?

MR. HUBBARD: Well, it's going to allow for more plantings on the north side of the building, so this is kind of the area where that variation is being granted and it's going to allow this space to be used for plantings. Otherwise, if the variation wasn't granted, the sidewalk would be right here and there would be no foundation plantings. We would just have the standard street trees and a parkway. We'll still get the street trees, but we'll also get foundation plantings along the wall of the building as well.

CHAIRMAN ENNES: I think Mr. Caputo made a remark that the street was going to be narrower. It's not going to be narrower, right? It's 60 feet now, it's going to stay 60 feet?

MR. HUBBARD: The right-of-way will stay 60 feet. The bump-outs that are being built, he was speaking to those, are going to --

CHAIRMAN ENNES: Stick into that 60 feet?

MR. HUBBARD: Stick into that 60 feet a little bit.

CHAIRMAN ENNES: But there's just two or three of those and there will be parking in between them?

MR. HUBBARD: Correct, right. There's currently parking there now, you know, and maybe like a foot less wide or so. But you know, it's these bump-outs that aren't there now but currently there's parking there now.

CHAIRMAN ENNES: Okay, but I'm familiar with the area parked over there. I've been part of the Knights of Columbus parking problem, so I know it does get dense over there. But I guess that's all I have.

Mary Jo, you skipped. Did you have -- sorry to interrupt you guys.

COMMISSIONER WARSKOW: No. All issues have been addressed.

CHAIRMAN ENNES: Okay, do we have a motion?

COMMISSIONER DROST: Yes, I'll make the motion.

A motion to recommend to the Village Board of Trustees approval of PC#18-005, a Planned Unit Development to allow a five-story mixed-use development with 76 residential units, Preliminary Plat of Subdivision, and the following Variations:

- 1. Chapter 28, Section 10.4, *Schedule of Required Parking*, to reduce the**

parking requirements for commercial uses from 11 spaces to three spaces, for an on-site parking total of 117 parking spaces where 125 spaces are required.

2. Chapter 28, Section 10.7, *Schedule of Loading Requirements*, to waive the requirement for one loading space.
3. Chapter 28, Section 10.2-8, to reduce the required width of certain drive aisles in the garage from 24 feet in width to no less than 18 feet in width.
4. Chapter 28, Section 6.15-1.2(b), to waive the requirement for a landscape island at the end of the northernmost parking stall.
5. Chapter 29, Section 29-304(l), to allow a 60-foot wide ROW for a local street where code requires a 66-foot wide ROW.
6. Chapter 29, Section 29-501(a), to allow a sidewalk that is noncompliant with the standards set forth in Section 20-109 of the Municipal Code.

This approval shall be subject to the following conditions:

Site Related:

1. The two parallel parking spaces in the northwest corner of the parking lot shall be shifted three feet to the north to allow the landscape island on the southern side of these spaces to increase to 12 feet in width. The proposed transformer shall then be relocated to this 12-foot landscape island (if feasible) and shall be screened. The landscape island where the transformer is currently located shall then be reduced in width by three feet to allow all standard parking spaces in the parking row to the south of this island to be increased in width to nine feet wide.
2. The property owner shall be responsible for maintaining the 10-foot wide private sidewalk and streetscape elements in front of the building along Kensington Road, which includes but is not limited to maintenance of the planters, light poles, sidewalk, and street furnishings.
3. Overhead utilities along Kensington Road between Hickory Avenue and Douglass Avenue shall be buried unless Commonwealth Edison and the Village deems it not feasible. Additional landscaping shall be installed to screen any ground-mounted mechanical equipment that may result from this burial where feasible.
4. Prior to building permit issuance, the Petitioner shall enter into an indemnification agreement with the Village to allow for the proposed building encroachments within the Hickory Avenue right-of-way.

Traffic/Parking Related:

5. Ingress/egress to and from Kensington Road shall be restricted if, at the sole discretion of the Village, turning movements into and out of the site at this location have created a traffic problem.
6. Commercial deliveries are prohibited from parking along the western side of the building adjacent to the commercial units. Signage outlining this restriction shall be added on the building.

7. If it is determined by the Village that additional ROW is needed for an expansion of Kensington Road, the Petitioner shall dedicate 10 feet of land as public right-of-way for this expansion.
8. The three surface parking spaces on the subject property shall be made available for employees of the commercial tenants within the development.

Landscape Related:

9. At the request of the Village, within 90 days, the property owner shall install additional landscaping along the western side of the site. This shall only be required if the existing Union Pacific railroad spur is abandoned and no longer needed for use.
10. Prior to building permit issuance, the Petitioner shall obtain an easement from the Village to allow for plantings within the Campbell Street right-of-way. The maintenance of all plantings in this area shall be the responsibility of the property owner.
11. The Petitioner shall incorporate landscape lighting in the planting beds along the east building wall, for review and approval by Staff.
12. Where feasible, a four-foot tall decorative wrought iron style fence shall be added along the western edge of the parking spaces, set back approximately two feet from the back of the curb.

General:

13. The Petitioner shall enter into an agreement with the Village that assigns the responsibility of snow removal for the eight on-street parking spaces along the west side of Hickory Avenue to the property owner.
14. The developer shall comply with the April 17th, 2018 motion from the Housing commission.
15. The Petitioner shall comply with all applicable federal, state, and Village codes, regulations, and policies.

CHAIRMAN ENNES: Is there a second?

COMMISSIONER CHERWIN: I'll second.

CHAIRMAN ENNES: Sam, can we take a roll call vote?

MR. HUBBARD: Commissioner Dawson.

COMMISSIONER DAWSON: Yes.

MR. HUBBARD: Commissioner Green.

COMMISSIONER GREEN: Yes, with comment.

MR. HUBBARD: Commissioner Jensen.

COMMISSIONER JENSEN: Yes.

MR. HUBBARD: Commissioner Sigalos.

COMMISSIONER SIGALOS: Yes.

MR. HUBBARD: Commissioner Warskow.

COMMISSIONER WARSKOW: Yes.

MR. HUBBARD: Chairman Ennes.

CHAIRMAN ENNES: Yes.

MR. HUBBARD: Commissioner Drost.

COMMISSIONER DROST: Aye.

MR. HUBBARD: Commissioner Cherwin.

COMMISSIONER CHERWIN: Yes.

COMMISSIONER GREEN: My only comment is I still don't agree with the parking situation. I think it's a good project for this site, I just am questioning the deficit in the parking, that's all. We have to get it solved before there's more development along the street. So, the onus falls on the Village. Get to work, Sam.

CHAIRMAN ENNES: So, Mr. Neri, you have one hundred percent approval from the Plan Commission, and you'll be moving on to the Village Board. Sam, do you have a date yet?

MR. HUBBARD: We don't have a date. We'll figure it out, it's probably going to be sometime in late July.

CHAIRMAN ENNES: Thank you. Good luck with your project.

MR. NERI: Thank you.

(Whereupon, the public hearing on the above-mentioned petition was adjourned at 8:57 p.m.)



Item: Christian Liberty Subdivision - 6/27/18

Department: Planning & Community Development

ATTACHMENTS:

Description	Type
Christian Liberty Subdivision - 6/27/18	Minutes

PLAN

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

COMMISSION

RE: CHRISTIAN LIBERTY SUBDIVISION - 502 WEST EUCLID AVENUE - PC#18-011
 PRELIMINARY & FINAL PLAT OF SUBDIVISION, VARIATIONS

REPORT OF PROCEEDINGS had before the Village of
 Arlington Heights Plan Commission Meeting taken at the Arlington Heights Village
 Hall, 33 South Arlington Heights Road, 3rd Floor Board Room, Arlington Heights,
 Illinois on the 27th day of June, 2018 at the hour of 8:57 p.m.

MEMBERS PRESENT:

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

ALSO PRESENT:

SAM HUBBARD, Community Development Planner

CHAIRMAN ENNES: We have another Petitioner with us I trust, Christian Liberty Academy, or Christian Liberty Subdivision, 502 West Euclid Avenue. Is the Petitioner present?

MR. CICCONE: Yes.

CHAIRMAN ENNES: Would you please come forward? Will anybody else be speaking with you?

MR. CICCONE: No.

CHAIRMAN ENNES: Okay, then I would like to swear you in. If you would raise your hand and state your name?

MR. CICCONE: My name is Anthony Ciccone.

(Witness sworn.)

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

MR. CICCONE: Sure.

CHAIRMAN ENNES: I'm sorry, could you spell your name, too, for the court reporter?

MR. CICCONE: Anthony Ciccone. It's A-n-t-h-o-n-y C-i-c-c-o-n-e.

CHAIRMAN ENNES: Okay.

MR. CICCONE: Well, I am proposing to, or in contract to buy a piece of land that is currently used by the Christian Liberty Academy. What I'm proposing to do is buy this land off of them and develop three houses there, three residential lots. That's pretty much the thick and the thin of it. It's not as glamorous as what was presented before me.

CHAIRMAN ENNES: Sorry you had to wait so long.

MR. CICCONE: No, no problem.

CHAIRMAN ENNES: That's it?

MR. CICCONE: That's it.

CHAIRMAN ENNES: Okay, that's pretty simple in a nutshell.

COMMISSIONER DROST: In a nutshell.

CHAIRMAN ENNES: Please be seated. Sam, would you like to give us the Staff report?

MR. HUBBARD: Sure. I'll still try and keep it as brief as possible. The subject property is part of the Christian Liberty Academy site. It's on the north end of that property. It's currently zoned R-3 and it's designated as single family detached on the Comprehensive Plan. So, according to the Comprehensive Plan, it's suitable for residential development.

The Petitioner is seeking preliminary and final plat of subdivision this evening as well as four variations. While in number by code requirements there are four variations, in reality there's really only two. It's just the same regulations for lot size and lot width appear in both the Subdivision Code and the Zoning Code, so it doubles the technical number of variations, but in reality it's only two variations--one for lot size and one for lot width.

Petitioner appeared before the Conceptual Plan Review on Valentine's Day of 2018. The Conceptual Plan Review Committee did not express any major concerns with the project. At the time, the Petitioner was the Christian Liberty Academy, and now the contract purchaser of the site is the Petitioner. At the Conceptual Plan Review Committee meeting, it was discussed that this property as being part of the Christian Liberty site which was approved by a special use permit in 1985 to allow for the Christian Liberty school

uses, as part of that approval there was a condition that stipulated no green space shall be converted to anything but green space prior to Village Board approval or approval by the Village. It was discussed at the Conceptual Plan Review Committee meeting that this subdivision approval will constitute that approval from the Village. There is no actual amendment to the existing special use needed on the Christian Liberty site.

So, here is the neighborhood aerial. You can see the Christian Liberty site outlined in blue. The subject portion of the Christian Liberty site is on the north side of the site outlined in red. Zooming in, you can see that the site is occupied by a portion of the track and there's a small utility building and storage building used by Christian Liberty Academy. Storage will be accommodated within the existing Christian Liberty building once that's removed to allow for this development, and the field uses will be accommodated elsewhere on the site.

Here's the plat of subdivision, it's showing three lots. Lot sizes in the R-3 District are required to be a minimum of 8,750 square feet. The smallest lot size here is 7,999 square feet. So, it's about nine percent smaller than the code requires which necessitates a variation. Additionally, the lot widths are proposed at 60.3 feet in width, our code requires a 70-foot width. So, again that's a second variation.

Staff looked at these sites in relation to the lot sizes around it, and we found that these properties are compatible with the existing lot sizes around it. You can see those lot sizes shown in this exhibit. We're supportive of the variations based on the existing lot sizes. We believe that the proposed lot sizes, while smaller than code requirements, won't alter the essential character of the locality because they are of the same general size, just a little bit bigger than the average lot size here. Additionally, to require street conformance with code requirements and at least 8,750 square feet on each lot, only two lots would be viable on the subdivision, making each lot about 12,000 square feet in size which would not be as compatible with the neighboring lot sizes.

Relative to drainage on the site, there is a fee in lieu of drainage that would be required by the Village in the amount of \$6,308 on a per lot basis. It will be collected as building permits are received for each lot in the amount of \$2,103 per lot. Drainage on the site has been designed to flow generally over land and into the street where it will enter the Village's storm sewer network in the area. Rainfall on the rear portion of the site is going to flow into these three underground storm pipes and then it will travel underground towards the west of the site where it will bubble on the new storm grate and then eventually flow out over land into the street. So, a dedicated stormwater detention is not required on subdivisions that are less than four lots. We, the Village, accept a fee in lieu of the stormwater and we accommodate it within our overall stormwater system.

They are proposing some minor improvements to the infrastructure here. There is an existing carriage walk that's directly adjacent to the street. Per code requirements, they're going to the right, one foot outside of the property line. There are some existing trees in this area that will be removed to accommodate for this relocated sidewalk. Staff has evaluated those trees, they're all in fair to poor health. A lot of them are kind of leaning and pitched and don't have the greatest shape and canopy, so we don't believe the preservation of these trees is warranted. Petitioner will be planting five new street trees, it's showing six on the plans but we believe only five is viable. We're recommending a condition of approval that would have him work with us to determine the acceptable size and species of these street trees as he moves forward with the development process.

That being said, we are recommending approval of the application subject to the conditions as outlined here. That concludes the Staff report.

CHAIRMAN ENNES: Thank you, Sam. Do we have a motion to approve the Staff report?

COMMISSIONER GREEN: So moved.

CHAIRMAN ENNES: And a second?

COMMISSIONER CHERWIN: Second.

CHAIRMAN ENNES: All in favor?

(Chorus of ayes.)

CHAIRMAN ENNES: Anybody opposed?

(No response.)

CHAIRMAN ENNES: Okay, Mr. Ciccone, I forgot to ask you initially when you came up if you had received the Staff report and if you were aware of the conditions?

MR. CICCONE: I have received and I am aware.

CHAIRMAN ENNES: Are you agreeable with those conditions?

MR. CICCONE: I am.

CHAIRMAN ENNES: You are, okay. Who has questions? Does anybody have questions?

COMMISSIONER CHERWIN: Just one question for Sam. Did you say the field would be moved? As a former pole vaulter and long jumper, I'm concerned about the kids. Are they going to be somewhere else on the site?

CHAIRMAN ENNES: I noticed we're losing the two pole vaulting fields.

MR. HUBBARD: I've been told they will be relocated to elsewhere.

COMMISSIONER CHERWIN: That's my only question.

CHAIRMAN ENNES: That's it? Anybody else? Okay, can I have a motion?

COMMISSIONER GREEN: I would like to make a motion.

COMMISSIONER WARSKOW: Did we ask if there was anybody in the public who wanted to --

CHAIRMAN ENNES: Well, thank you. I should have asked. Does anybody in the audience have any questions or comments? Okay, seeing none, I'm going to close the public portion of the meeting. Thank you.

COMMISSIONER GREEN: Can I make that motion now?

CHAIRMAN ENNES: Yes. I'm sorry, go ahead.

A motion to recommend to the Village Board of Trustees approval of PC#18-011, an application for Preliminary and Final Plat of Subdivision, and the following Variations:

- 1. Chapter 29, Section 29-307(a)3, to allow residential lot widths of 60.3 feet where code requires a minimum width of 70 feet.**
- 2. Chapter 29, Section 29-307(a)4, to allow residential lot areas of 7,999 square feet where code requires a minimum area of 8,750 square feet.**
- 3. Chapter 28, Section 5.1-3.5, to allow residential lot widths of 60.3 feet where code requires a minimum width of 70 feet.**
- 4. Chapter 28, Section 5.1-3.4, to allow residential lot areas of 7,999 square feet**

where code requires a minimum area of 8,750 square feet.

Approval shall be subject to the following conditions:

1. A fee in lieu of detention in the amount \$6,308 shall be required. This fee will be collected on a per lot basis in the amount of \$2,102.66 per lot, due at time of building permit issuance for each lot.
2. A Design Commission application will be required for each new home proposed on the subject property.
3. Prior to building permit issuance, the developer shall work with Staff to determine acceptable street trees relative to species, size, and locations. Only five street trees shall be required.
4. School, park, and library contributions shall be required per Village code prior to the issuance of a building permit for each lot.
5. The Petitioner shall comply with all federal, state, and Village codes, regulations, and policies.

CHAIRMAN ENNES: Is there a second?

COMMISSIONER SIGALOS: I'll second.

CHAIRMAN ENNES: Can we have a roll call vote, Sam?

MR. HUBBARD: Commissioner Cherwin.

COMMISSIONER CHERWIN: Yes.

MR. HUBBARD: Commissioner Dawson.

COMMISSIONER DAWSON: Yes.

MR. HUBBARD: Commissioner Drost.

COMMISSIONER DROST: Aye.

MR. HUBBARD: Commissioner Jensen.

COMMISSIONER JENSEN: Yes.

MR. HUBBARD: Commissioner Warskow.

COMMISSIONER WARSKOW: Yes.

MR. HUBBARD: Chairman Ennes.

CHAIRMAN ENNES: Yes.

MR. HUBBARD: Commissioner Green.

COMMISSIONER GREEN: Yes.

MR. HUBBARD: Commissioner Sigalos.

COMMISSIONER SIGALOS: Yes.

CHAIRMAN ENNES: Well, you have a hundred percent approval.

MR. CICCONE: All right, thank you very much.

CHAIRMAN ENNES: Good luck with your project.

MR. CICCONE: Thank you.

CHAIRMAN ENNES: Okay, thank you. We had noticed today, everybody, about a meeting in July 11th.

COMMISSIONER DROST: Yes.

CHAIRMAN ENNES: I will not be able to make it, I will be out of town. So, I know you guys have me covered, whoever wants to --

COMMISSIONER DROST: Yes, somebody will do that. We have Jensen.

CHAIRMAN ENNES: Yes, I'm sure we have lots of qualified people.

COMMISSIONER GREEN: The co-chair.

COMMISSIONER DROST: How about Mary Jo?

CHAIRMAN ENNES: Yes, yes, I think so.

COMMISSIONER DROST: Mary Jo should do it.

COMMISSIONER WARSKOW: Co-chair. I'm not sure I will be at the July 11th meeting.

COMMISSIONER DROST: I will not be at the July 11th.

CHAIRMAN ENNES: Are we going to have a quorum?

COMMISSIONER DAWSON: I'll be here.

CHAIRMAN ENNES: Three, four, five. You guys need to be here, okay.

Do we have a motion to, oh, we can do that after, right? Okay, you're going to stick around to sign?

COMMISSIONER WARSKOW: Yes.

CHAIRMAN ENNES: Can I have a motion to adjourn the meeting?

COMMISSIONER GREEN: So moved.

COMMISSIONER DROST: Second.

CHAIRMAN ENNES: All in favor?

(Chorus of ayes.)

CHAIRMAN ENNES: Any opposed?

(No response.)

CHAIRMAN ENNES: Thank you everyone.

(Whereupon, the public hearing on the above-mentioned petition was adjourned at 9:09 p.m.)



Item: European Crystal Hotel - 519 W. Algonquin Rd. - PC#18-013

Department: Planning & Community Development

Requested Action

1. Land Use Variation to allow a 62-room hotel in the M-2 Zoning District.

Variations Required

1. Chapter 28, Section 10.2-8, to reduce the required width of a two-way drive aisle from 24 feet to 22.6 feet in width.

Recommendation

The Staff Development Committee recommends approval of PC 18-013, a Land Use Variation to allow a 62 room hotel within the M-2 District, and a Variation to Chapter 28, Section 10.2-8, to reduce the required width of a two-way drive aisle from 24 feet to 22.6 feet in width. This approval shall be subject to the following conditions:

1. Prior to Village Board consideration, the petitioner shall provide the following items:

A. Detention calculations for review and approval by the Engineering Department. If additional stormwater capacity is required, the petitioner shall either provide a fee-in-lieu of including this stormwater capacity on-site (if acceptable to the Engineering Department), or increase the onsite detention capacity on the subject property.

B. Revised plans that address the fire lane concerns identified by the Building Department, which may include revisions to the drive aisles, parking spaces, and landscaping.

C. Revised landscape plans that address the concerns raised by the Planning and Community Development Department in their review letter dated June 21st, 2018.

2. The property owner shall maintain the existing agreements for overflow parking on the Brite-O-Matic site (527 W. Algonquin Rd) and the Hand and Shoulder Associates site (515 W. Algonquin Rd). Should these agreements be

adjusted or terminated, the property owner shall inform the Village within 30 days and must secure comparable alternative overflow parking agreements to the satisfaction of the Village. If comparable alternatives cannot be secured within 30 days, the petitioner shall not schedule events to the 377-occupant capacity and shall work with staff to come with a suitable banquet hall occupant limit for events at the facility. Additionally, the petitioner shall minimize overlapping bookings at both the hotel and banquet hall.

3. The property owner shall continue to provide on-site valet parking and shall provide airport shuttle services for guests at the hotel.

4. The petitioner shall remove all three exterior storage containers located in the three parking spaces adjacent to the loading area on the eastern side of the building. All spaces on the subject property shall be kept free of storage and made available for parking.

5. All dumpsters shall be kept within a code-complaint dumpster enclosure and shall only be placed outside during trash collection times. Once trash has been collected, the dumpsters shall be promptly relocated back inside an enclosure.

6. The ten proposed bicycle parking spaces shall be relocated to a paved surface.

7. The petitioner shall comply with all applicable Federal, State, and Village codes, regulations, and policies

ATTACHMENTS:

Description	Type
Staff Report	Report
Legal Notice	Correspondence
Aerial	Exhibits
Conceptual Plan Review Minutes 4-11-18	Minutes
DC Staff Report	Board or Commission Report
DC Minutes 6-12-18	Minutes
Plat of Survey	Exhibits
Justification for Variation	Exhibits
Project Narrative	Correspondence
Overflow Parking Agreements	Correspondence
Architectural & Landscape Plans	Exhibits
Engineering Plans	Exhibits
Market Study	Exhibits
Traffic & Parking Study	Exhibits
Rendering	Exhibits
Department Comments - Round 1	Exhibits
Department Comments - Round 1 - Petitioner Response	Exhibits
Department Comments - Round 2	Exhibits

Department Comments - Round 2 -
Petitioner Response

Correspondence



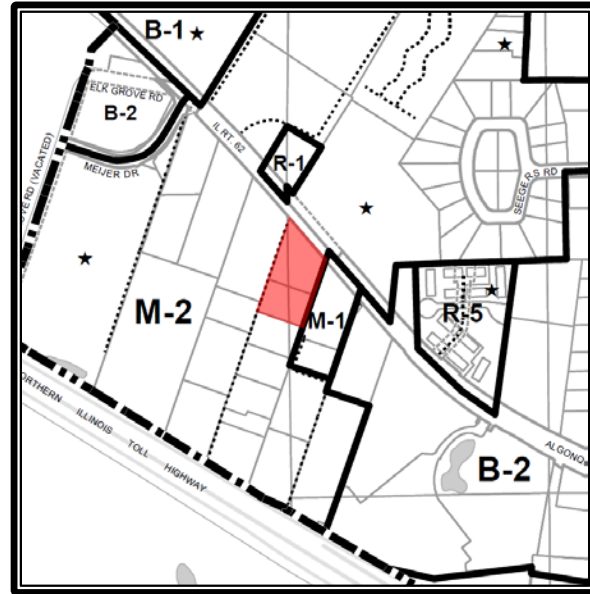
VILLAGE OF ARLINGTON HEIGHTS STAFF DEVELOPMENT COMMITTEE REPORT

Project Number: PC 18-013
Project Title: European Crystal 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: July 11, 2018
Date Prepared: June 28, 2018

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

Existing Zoning: M-2: Limited Heavy Manufacturing District
Comprehensive Plan: R&D, Manufacturing, and Warehouse



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 62-room hotel in the M-2 Zoning District.

Variations Required:

1. Chapter 28, Section 10.2-8, to reduce the required width of a two-way drive aisle from 24 feet to 22.6 feet in width.

Project Background:

The subject site is approximately 112,000 square feet (2.6 acres) and includes the existing European Crystal banquet hall. In 2000, the banquet hall was approved for a Land Use Variation via Ordinance 00-012, which allowed the banquet hall within the M-2, Limited Manufacturing Zoning District. The current facility requires 171 parking spaces and the site contains 175 spaces. The petitioner is proposing the addition of a 62 room 9-story hotel on the north end of the building (hotel name has not yet been formalized and the "European Crystal Hotel" name is just a placeholder), 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 would include laundry and storage facilities in the basement, a small business center and exercise room on the ground floor, offices and suites on the 2nd floor, and standard hotel rooms on floors three through eight. The ninth floor would include additional storage space which could potentially be converted to gathering space at some point in the future (this would require an amendment to the requested land use variation and a parking variation - if justified in the future). The number of on-site parking spaces would remain at 175.

The petitioner has estimated that during an event at the European Crystal facility around 15-20 employees would be needed, and the hotel would have an employee peak of about 8-10 employees. Primary access to the site comes from a shared private access drive off 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.

Over the last two years, the petitioner has been working with staff on various concepts for the proposed hotel on the subject property. Multiple iterations of the plans have been presented to the Village, and the Plan Commission held a public hearing on a previous version of this project in October of 2017, which was ultimately denied by the Village Board on November 6, 2017. That version of the project involved a 12-story hotel with 126 rooms and 175 parking spaces. A summary of the previous iterations of the plans has been included within **Exhibit I** at the end of this report.

On March 23, 2016, the Conceptual Plan Review Committee (CPRC) met to discuss the proposed 62-room hotel concept. The Conceptual Plan Review Committee felt that the hotel plus banquet hall combination was an appropriate use for the site, and they communicated that the reduction in size of the hotel was a positive improvement to the plan and encouraged the petitioner to provide a detailed parking study. They also recommended that the petitioner conform to parking requirements rather than having to ask for a parking variation.

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. Village Code outlines four standards of approval that must be met relative to any Land Use Variation request:

- **The proposed use will not alter the essential character of the locality and will be compatible with existing uses and zoning of nearby property.**
- **The plight of the owner is due to unique circumstances, which may include the length of time the subject property has been vacant as zoned.**
- **The proposed variation is in harmony with the spirit and intent of this Chapter.**
- **The variance requested is the minimum variance necessary to allow reasonable use of the property.**

The petitioners written justification for land use variation approval is included within the Plan Commission packet. In addition, the petitioner has 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. While there are several hotels that exist in close proximity to the proposed facility, the study states that the European Crystal hotel will cater to a separate niche in the market that is not well served by the existing hotels. To illustrate this point, the study outlined the average daily room rate (ADR) of surveyed competitors in the vicinity, which is expected to be around \$100 per night during 2018. The proposed hotel is expected to have an ADR of \$130 per night when it opens in 2020. Furthermore, given the relatively low proposed room count (62 rooms), combined with the unique market niche that the project will cater to, the study estimates that nearby hotels, upon stabilization, would experience only a 1% decrease in their occupancy rates as a result of construction of the European Crystal hotel. The study concludes that the market can 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. Per staff research, the proposed hotel represents a 4.7% increase in the overall hotel room supply within Arlington Heights. However, any time additional rooms are added to the market, it increases market competition. It is possible that existing hotels may have concerns with the proposed European Crystal hotel.

Site Design

The proposed 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 remain and continue to be used as the primary entrance to the building. Adjacent to this primary entrance, the petitioner is proposing an outdoor patio with a fire pit, seating walls, and landscape planters. Per the petitioner, this area would be used as an accessory outdoor area for banquet functions. 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.

The Building Department has informed the petitioner that the proposed 9-story addition on the north side of the building is a substantial increase in height over the existing one-story building in that location. Consequently, they've asked the petitioner to analyze the site layout to see if a code compliant fire lane can be added to the north side of the 9-story structure for enhanced fire protection. The current fire lane in this location is setback approximately three feet from the one-story auxiliary banquet hall spaces. The demolition of these auxiliary banquet hall spaces, and the proposed reconstruction of the 9-story hotel in their place, does not include any substantial alteration to location of this existing fire lane and it would therefore remain at about three feet from the newly constructed hotel building. However, the Building Department is asking the petitioner to analyze if the fire lane can be relocated further away from the building.

The petitioner is currently working to reconfigure this area to provide for the desired fire lane. Staff is recommending a condition of approval that would require the petitioner to revise the site and landscape plans in order to address the Building Department's concerns prior to appearing before the Village Board for their consideration.

Based on the current drive aisle/fire lane layout, a slight variation is needed to decrease the two-way drive aisle width to 22.6 feet where code requires a 24-foot two-way drive aisle. Staff is supportive of this variation as there are no parking spaces which would be directly affected by the reduced drive aisle width, and the reduced width would still provide the necessary space needed for fire truck movement through the site. Depending on the pending revisions to accommodate for the 15-foot fire lane setback, this variation may not be necessary.

The zoning code requires ten bicycle parking spaces be added to the site to comply with the newly adopted bicycle parking ordinance. The petitioner has included these ten spaces on the plan, but has located them on an area of grass landscaping and they must be located on a hard surface. The petitioner shall revise their plans to locate these spaces on either concrete, asphalt, or pavers.

Finally, the petitioner has provided preliminary impervious surface calculations that show that there will be a nominal increase in impervious surfaces on the site relative to the new hotel. However, they have not provided detention calculations to confirm whether the existing underground stormwater vault includes surplus capacity to accommodate for the increase in stormwater resulting from small increase in impervious surface. The petitioner must provide detention calculations prior to appearing before the Village Board, for review and approval by the Village. If additional stormwater capacity is required, the petitioner shall either provide a fee-in-lieu of additional stormwater capacity (if acceptable to the Engineering Department), or increase the onsite detention capacity.

Landscaping and Dumpster Enclosure

Staff has reviewed the landscape plan submitted in conjunction with the Plan Commission application and found several areas where additional landscaping is required. Furthermore, the submitted plan does not reflect current landscaping that exists on the site, which has prevented staff from providing comprehensive

review comments relative to conformance with code requirements. While the landscape plan does incorporate certain additional plantings, staff is recommending that the petitioner submit a complete landscape plan for review and approval by staff prior to final Village Board consideration. This revised landscape plan should incorporate the most recent review comments from the Planning and Community Development Department, and staff notes that it is not sufficient to defer these aspects until building permit submittal for this project.

The subject property contains a rear loading/unloading area for deliveries and trash collection. Staff has observed five dumpsters that have been permanently stored in this area adjacent to the east side of the building. The petitioner must store all dumpsters within an enclosed dumpster corral to provide for the code required screening. The property has a roofed garbage enclosure with an overhead door in this area that is not currently used to store the dumpsters. All dumpsters must be kept within this garage until trash collection pickup times and promptly replaced back in the enclosure after trash has been collected. The petitioner has verified that no new dumpsters will be required as a result of the hotel addition (service pickup on existing dumpsters will increase from three times a week to daily), and has indicated that the dumpsters can be accommodated within the roofed garbage 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 given the building addition, the need for these temporary storage containers will be eliminated and all three containers should be removed so that these spaces, and all on-site parking spaces, are available for automobile parking. A condition of approval requiring such has been added.

Traffic and Parking

The provision of ample onsite parking is key to the success of this project. The existing site contains 175 parking spaces and will continue to provide 175 spaces upon completion of the hotel addition. Per Code requirements as applied to the proposed uses on the subject property, a total of 175 parking spaces are required (see **Exhibit II**), and the site is therefore code-compliant relative to parking. The petitioner has noted that there is additional space within the northern and southern drive aisles to provide for 23 valet parking spots, which would increase the number of on-site parking spaces to 198 spaces. Although these temporary valet parking spaces cannot be counted as code required on-site parking spaces, they are important for increasing on-site capacity during periods of peak parking demand. A summary of the on-site parking is shown below:

Parking Summary

Parking Required	175
Parking Provided	175
Valet Parking Spaces	23
Total On-site Parking	198

The petitioner has surveyed the existing parking lot usage over three weekend events during April of 2018, with attendance of 346 guests, 103 guests, and 359 guests (maximum capacity of main banquet hall is 377 guests). During these surveys, the parking lot experienced peak usage of 129 spaces (74% of 175-space capacity). During larger events, the parking survey noted that the number of occupants per car increased with the size of the event, meaning that larger events had a smaller demand for parking spaces per occupant compared to a smaller events since it was more likely that each car arriving had multiple occupants during large events.

The petitioner has made the following additional points relative to parking usage on the site:

- The facility will offer shuttle service to and from the airport, which will make the site attractive to business/leisure travelers who may rely only on taxi or ride sharing transportation options.
- The banquet hall facility will be a significant source of patrons for the hotel. Therefore, the overlapping of patrons using both the hotel and banquet hall will not lead to a separate parking demand for each use as is outlined in the zoning code parking requirement calculations. This will help to keep parking generation rates lower for the site.
- A survey of events at the banquet hall during 2017 has shown that peak attendance (377 patrons) is an unlikely event. Therefore, the worst-case scenario of coinciding peaks at both the hotel and banquet hall would be a rare event.
- The petitioner has provided a record of agreements with neighboring property owners to use parking at their facilities during evenings and weekends in instances of overflow. Specifically, the petitioner has provided documentation from Brite-O-Matic to use their northern gravel parking lot, and from Hand To Shoulder Associates (HTSA) located to the east, to use their parking area during evenings and weekends. **Exhibit III** at the end of this report outlines where these parking alternatives are located relative to the subject property. The Brite-O-Matic property abuts the subject property to the south and parking there is roughly 100' south of the European Crystal banquet hall. There is space to park at least 23 automobiles in the northern gravel lot on this site. The HTSA property abuts the subject property to the east and contains 29 parking spaces located approximately 110 feet east of the European Crystal building. Additionally, there are over 150 parking spaces located in the southeastern portion of the HTSA site, which are about 400 feet from the European Crystal building. It should be noted that neither of these agreements are perpetual and may be terminated at any time.

Staff has evaluated the parking information submitted by the petitioner and determined that the typical peak demand of the hotel, in combination with a banquet event at peak capacity, would result in a parking demand of 210 parking spaces. This figure was derived by averaging the number of parked vehicles observed during the April surveys in relation to the number of guests at those events. Based on this average, it was determined that there are 0.42 vehicles per attendee at banquet hall events. Although the study found that larger events may generate a lesser number of vehicles per attendee (since there are more occupants arriving per vehicle), it cannot be assumed that this will always be the case.

When the 0.42 vehicle-per-banquet-attendee ratio is applied to a peak event with 377 attendees, the total parking demand for the banquet facility equates to 162 spaces. When Urban Land Institute forecasting models are used to estimate peak parking demand for the hotel, it results in a weekend peak parking demand of 48 spaces (occurring at 9:00pm at which time a banquet event may still also be experiencing its peak). These two peaks together amount to a parking demand of 210 parking spaces. Although there is capacity for 198 parking spaces on-site (including the 23 valet parking spots), if parking demand equates to 210 parking spaces during a peak event at the banquet facility, combined with typical usage of the hotel, there will be a need for around 12 spaces of overflow capacity on neighboring. Additionally, it has been observed in the past that events in the main banquet hall alone have caused overflow parking outside of the subject property.

As the petitioner has provided contingency plans for overflow parking via agreements with neighboring property owners, staff believes that this overflow can be managed provided that these agreements remain in place. Additionally, the petitioner will need to carefully coordinate bookings for both the hotel and banquet hall facility to ensure that peak usage for each portion of the business do not overlap. Staff recommends a condition of approval that requires the existing agreements to remain in place, and should they terminate at any time, the petitioner shall notify the Village and secure comparable alternative overflow parking options to the satisfaction of the Village. If comparable alternatives cannot be secured, the petitioner must not schedule events to the 377 occupant peak capacity and shall work with staff to come with a suitable banquet hall attendee cap for events at the facility. Additionally, the petitioner shall minimize overlapping bookings at both the hotel and banquet hall.

Relative to traffic, the subject property is located on a shared private access drive that serves the European Crystal site, as well as five neighboring properties to the west and south. The intersection of this private drive with Algonquin Road is a non-signalized intersection with a shared left turn access lane on Algonquin Road. The study has found that the existing access drive 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 has not identified the need for further information or improvements. Staff notes that Algonquin Road is under the jurisdiction of IDOT and any change to this access drive would need review and approval by IDOT.

Based on the traffic study, the proposed hotel would generate 25 additional trips through this intersection during the weekday morning peak (7:30am-8:30am), 19 new trips through this intersection during the weekday evening peak (4:30pm-5:30pm), and 29 trips during the Saturday peak hour (5:30pm-6:30pm). This is a minimal increase in vehicle trips and the study notes that adequate gaps exist in the traffic movements along Algonquin Road to allow for suitable ingress and egress to/from the facility.

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. It is not likely that banquet hall events would have departures or arrivals that coincide with the weekday evening peak hour, and additional special traffic control services during these events will not likely be needed. However, if warranted, the petitioner could contract with the Police Department for these services.

RECOMMENDATION

The Staff Development Committee recommends approval of PC 18-013, a Land Use Variation to allow a 62 room hotel within the M-1 District, and a Variation to Chapter 28, Section 10.2-8, to reduce the required width of a two-way drive aisle from 24 feet to 22.6 feet in width. This approval shall be subject to the following conditions:

1. Prior to Village Board consideration, the petitioner shall provide the following items:
 - A. Detention calculations for review and approval by the Engineering Department. If additional stormwater capacity is required, the petitioner shall either provide a fee-in-lieu of including this stormwater capacity on-site (if acceptable to the Engineering Department), or increase the onsite detention capacity on the subject property.
 - B. Revised plans that address the fire lane concerns identified by the Building Department, which may include revisions to the drive aisles, parking spaces, and landscaping.

- C. Revised landscape plans that address the concerns raised by the Planning and Community Development Department in their review letter dated June 21st, 2018.
2. The property owner shall maintain the existing agreements for overflow parking on the Brite-O-Matic site (527 W. Algonquin Rd) and the Hand and Shoulder Associates site (515 W. Algonquin Rd). Should these agreements be adjusted or terminated, the property owner shall inform the Village within 30 days and must secure comparable alternative overflow parking agreements to the satisfaction of the Village. If comparable alternatives cannot be secured within 30 days, the petitioner shall not schedule events to the 377-occupant capacity and shall work with staff to come with a suitable banquet hall occupant limit for events at the facility. Additionally, the petitioner shall minimize overlapping bookings at both the hotel and banquet hall.
 3. The property owner shall continue to provide on-site valet parking and shall provide airport shuttle services for guests at the hotel.
 4. The petitioner shall remove all three exterior storage containers located in the three parking spaces adjacent to the loading area on the eastern side of the building. All spaces on the subject property shall be kept free of storage and made available for parking.
 5. All dumpsters shall be kept within a code-complaint dumpster enclosure and shall only be placed outside during trash collection times. Once trash has been collected, the dumpsters shall be promptly relocated back inside an enclosure.
 6. The ten proposed bicycle parking spaces shall be relocated to a paved surface.
 7. The petitioner shall comply with all applicable Federal, State, and Village codes, regulations, and policies

June 29, 2018

Charles Witherington-Perkins, Director of Planning and Community Development

Cc: Randy Recklaus, Village Manager
All Department Heads

Exhibit I – Development Comparison

	<u>1st Proposal</u> (Presented to Plat and Subdivision Committee in July 2016)	<u>2nd Proposal</u> (presented to Village Board for Early Review in March 2017)	<u>3rd Proposal</u> (presented to staff in August 2017)	<u>4th Proposal</u> (denied by Village Board in November 2017)	<u>5th Proposal</u> (current)
Building Height	115'	147'	124.5'	134.5'	94'
Number of Stories	10	13	12'	12'	9
Number of Hotel Rooms	160	102	126	126	62
Length of Hotel Building	192	130	157'	157'	123.1'
Number of Parking Spaces Required	461	255	275	310*	175
Number of Parking Spaces Proposed	151	175	172	172	175
Parking Deficit	309	80	103	138	0
Hotel Footprint	10,786 sq. ft.	6,045 sq. ft.	8,875 sq. ft.	8,875 sq. ft.	6,004 sq. ft.
Banquet Spaces	9,354 sq. ft.	5,654 sq. ft.	5,654 sq. ft.	5,654 sq. ft.	5,654 sq. ft.

Exhibit II – Parking Calculations

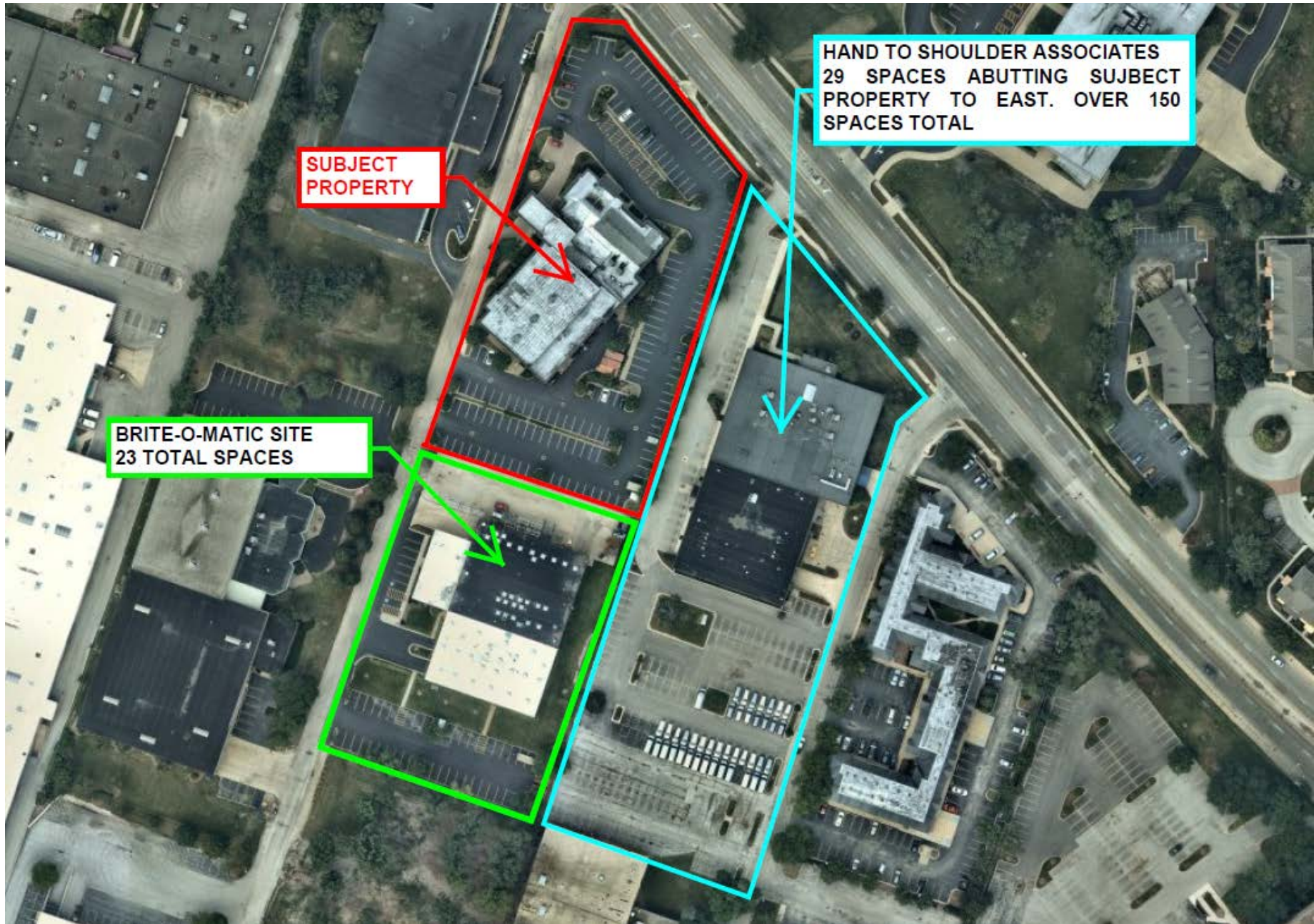
SPACE	PARKING CODE USE	GROSS SQUARE FOOTAGE	MAX OCCUP.	NUMBER OF ROOMS	PARKING RATIO	PARKING REQUIRED
Main Banquet Hall	Place of Assembly	5,654	377*	-	30% of Occupancy	113
Total Banquet		5,654	377			113
1st Floor Coffee Shop/Concession area	N/A	189	-	-	None**	0
Business Area	N/A	504	N/A	-	N/A***	0
1st Floor Exercise Room	N/A	856	N/A	-	N/A***	0
Hotel	Hotel	-	-	60	1 Space per Room	62
Total Parking Required						175
Total Parking Provided						175
Parking Surplus/(Deficit)						0

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

** Based on description provided by petitioner, this space will be considered as an auxiliary space of the hotel that will not generate its own parking demand.

*** Considered auxiliary to hotel use and does not generate additional parking

Exhibit II – Adjacent Parking Areas



NOTICE OF
PUBLIC HEARING
NOTICE IS HEREBY
GIVEN THAT THE PLAN
COMMISSION OF THE
VILLAGE OF ARLINGTON
HEIGHTS WILL CONDUCT
A PUBLIC HEARING ON
JULY 11, 2018, AT 7:30 P.M.
In the Municipal Building, 33
South Arlington Heights
Road, Arlington Heights, Il-
linois to consider Petition
No. 18-013, a Land Use Vari-
ation to allow a hotel within
the M-7 zoning district, said
property located at 519 West
Algonquin Road in Arling-
ton 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 31 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 234938
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 10.4.5, to reduce
the required off-street park-
ing spaces to allow 175 park-
ing spaces on the subject
property where code re-
quires 177 parking spaces.
- Section 10.2.8, to reduce
the required two-way drive
aisle width to allow a 22.6-
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
Heights, Illinois 60005, (847)
368-5760, TDD# (847) 368-
5794.

Terry Ennes, Chairman
ARLINGTON HEIGHTS
PLAN COMMISSION
Published in Daily Herald
June 26, 2018 (4503534)

RECEIVED
JUL - 3 2018
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

CERTIFICATE OF PUBLICATION

Paddock Publications, Inc.

Northwest Suburbs 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 Northwest Suburbs DAILY HERALD. That said Northwest Suburbs DAILY HERALD is a secular newspaper, published in Arlington Heights and has been circulated daily in the Village(s) of:

Arlington Heights, Barrington, Barrington Hills, Bartlett, Buffalo Grove, Deer Park, Des Plaines, Elk Grove, Franklin Park, Glenview, Hanover Park, Hoffman Estates, Inverness, Melrose Park, Morton Grove, Mt Prospect, Niles, Northbrook, Northfield, Northlake, Palatine, Park Ridge, Prospect Heights, River Grove, Rolling Meadows, Rosemont, Schaumburg, Schiller Park, South Barrington, Streamwood, Wheeling, Wilmette

County(ies) of Cook

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 Northwest Suburbs 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 June 26, 2018 in said Northwest Suburbs 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

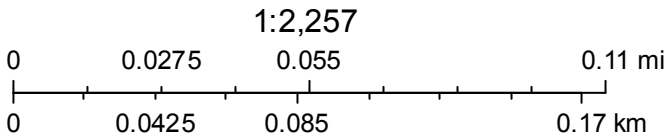
BY Paula Baitz
Designee of the Publisher and Officer of the Daily Herald

Control # 4503534

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:

April 11, 2018

Project Title: European Crystal Hotel
Address: 519 W. Algonquin Rd.
Petitioner: James Cazares
519 W. Algonquin Rd.
Arlington Heights, IL 60005

Requested Action:

1. Land Use Variation to allow a 62-room hotel in the M-2 Zoning District.

Variations Required:

1. Chapter 28, Section 11.4, Parking, to reduce the parking requirements from 177 spaces to 175 spaces.
2. Additional variations may be identified once detailed plans have been submitted.

Attendees:

Enrique Castel, Project Architect
James Cazares, Petitioner
Christina Cazares, Owner – European Crystal Banquet Hall
Bruce Green, Plan Commissioner
Lynn Jensen, Plan Commissioner
Sam Hubbard, Development Planner
Jake Schmidt, Assistant 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 2000 via Ordinance 00-012. The current facility requires 171 parking spaces and there are 175 on site. The proposal is to add a 62 room 8-story hotel on the north end of the building (Ivy Hotel), which would involve the demolition of the four smaller auxiliary banquet rooms that are currently located in this area (the main banquet hall will not be altered). The Ivy Hotel will include a small coffee shop, exercise room, and business center on the ground floor. The number of parking spaces onsite would remain as they currently exist today.

The petitioner has appeared before the Plan Commission in October of 2017 for a similar concept, albeit a more intense proposal (126-room hotel with a 12th floor bar/lounge). This proposal was ultimately denied by the Village Board, primarily due to parking concerns. Since the project was denied by the Village Board, a new Plan Commission application will be required if this project is to proceed forward. The petitioner is seeking feedback from the Conceptual Plan Review Committee on their revised proposal.

Meeting Discussion:

Mr. Castel began by explaining that, in the time since plans were provided to the Conceptual Plan Review Committee, the design for the proposed hotel had been slightly modified. Specifically, that the number of rooms had been reduced from 62 to 60. The proposed hotel will be eight stories tall, and will be constructed from materials that match the design of the existing banquet hall.

Commissioner Green asked if the proposal provided code-required parking for the uses on-site.

Mr. Castel stated that code-required parking would be provided.

Commissioner Jensen stated that provision of adequate parking had been the only issue with previous hotel proposals at

the European Crystal site.

Mr. Castel explained that, by reducing the number of rooms from 62 to 60, code-required parking was reduced to the point where the site could accommodate all required parking.

Commissioner Green asked if the site now provided surplus parking.

Mr. Castel stated that the site met code requirements – 175 spaces were required and 175 were provided.

Commissioner Green asked Mr. Hubbard to present the Staff Report on the project.

Mr. Hubbard began by stating that this project had come before the Committee previously for review. The property is zoned M-2, which does not permit hotels. M-2 Zoning also does not permit banquet facilities, however the petitioner had received a land use variation in the early 2000s to allow the existing European Crystal Banquet Hall to be constructed. Similarly, the proposed hotel would also require a land use variation. Adding a 62-room hotel to the site would result in a code-required parking deficit of two spaces. However, by reducing the number of rooms to 60, the project would no longer require the two-space parking variation previously identified. Mr. Hubbard stated that the primary issue with previous hotel proposals at this site was provision of adequate parking. Members of the Staff Development Committee, and potentially members of the Plan Commission and Village Board, have attended events at the existing European Crystal banquet facility and been unable to find parking. Although some of the smaller, auxiliary banquet rooms would be removed to accommodate the proposed hotel, the addition of a 60-room hotel has the potential to result in a parking deficit in practicality, despite providing code-required parking. At this time, this potential parking deficit is the primary concern the Village has in respect to this project. Staff is supportive of a hotel use, in theory, at this location. Staff had provided the petitioner with comments on their traffic and parking study during their previous submittal, and some of those comments were re-iterated for this project. Staff has requested that the petitioner provide additional parking surveys, contingency plans addressing a situation in which overflow parking is needed, and details on how valet parking would function. Mr. Hubbard re-iterated that parking is the primary issue and concern with this project, and that while the current proposal provides code-required parking, Staff wants to ensure that this project does not result in a parking deficit that will create issues for the neighbors. Staff is supportive of the general use of a hotel at this site, however wants the requested additional data relevant to parking provided to ensure that, with the addition of a 60-room hotel, parking on this site will function well.

Commissioner Jensen asked what the economic impact would be of removing the two hotel rooms in order to meet parking requirements.

Mr. Cazares stated that \$37,000 of gross operating income, per room, would be lost.

Commissioner Jensen asked for clarification, that the removal of these two rooms would result in the loss of \$75,000 to \$80,000 per year.

Mr. Cazares confirmed that this is the case.

Commissioner Jensen acknowledged the fact that parking is a concern on this site, and that the Village would like to provide as much parking as possible for all proposed uses. However, he asked if the two additional code-required spaces for the two additional hotel rooms posed an increase significant enough that the Village would not recommend a parking variation.

Mr. Hubbard stated that it is hard for Staff to make a recommendation without seeing the updated traffic and parking studies. It is possible that these studies will show that the difference in parking generation between a 62-room and a 60-room hotel is negligible, and that wouldn't be a problem. It is his understanding that the petitioner wants to conform to Village parking requirements, which is why they are considering the removal of two rooms. However, Staff would be open to the concept of the two rooms remaining in the plan, provided that the parking studies show evidence that the two additional rooms would not create a parking deficiency on the site.

Commissioner Jensen asked if, in the instance a satisfactory parking study is provided showing the two additional rooms would not create a parking deficiency, Staff would not request that the two rooms be removed from the plan.

Mr. Hubbard said that if the parking study can demonstrate that a parking deficit will not occur given the addition of two rooms within the hotel, staff may be open to their inclusion. However, this would need to be a decision made by the Department, and not a decision made solely at his discretion. Ultimately it will be up to the discretion of the petitioner as to how many rooms they would like to propose.

Commissioner Jensen told the petitioner that they need to produce a careful, satisfactory study as requested by Staff. He would prefer that the petitioner not have to eliminate the two rooms as they would produce a significant amount of revenue, though on the other hand he has been at a number of events at the European Crystal facility and observed firsthand that parking has been an issue.

Ms. Cazares stated that they are trying to provide adequate parking for the project.

Commissioner Jensen stated that everyone had wanted to see this project move forward previously, including the Village Board and Plan Commission. In the end, the denial of the project stemmed from the parking issue on the site.

Ms. Cazares stated that she had attempted to negotiate parking agreements with neighboring property owners, specifically Brite-O-Matic, however they were not willing to sign any agreement that granted shared parking in perpetuity.

Mr. Cazares stated that, as part of this petition, he will be examining historic data on events at the banquet facility. He believes that an assumption is being made that the facility is always operating at capacity, when to his recollection there were only a several events at which the facility was at full occupancy. He will be reviewing record to provide evidence that the number of full-occupancy weekends is minimal. He anticipates he will be able to provide a contingency plan for overflow parking situations, in addition to reducing the number of valet parking spots from 45 to 24 to demonstrate greater on-site parking feasibility. While he will be unable to provide any perpetual parking leases, he anticipates that neighboring properties will continue to support the European Crystal facility with overflow parking, as they have for the last 17 years.

Commissioner Jensen noted that, in regard to reviewing historic usage of the banquet facility, since the proposed project will be eliminating all auxiliary banquet halls and adding a hotel with a different usage pattern, he does not see how providing data on historic usage of the banquet hall will be a worthwhile exercise. He asked Mr. Hubbard if he is of the same opinion.

Mr. Hubbard stated that what he believes the petitioner is trying to accomplish through this review of historic usage is to address any fears that the facility will be operating at a parking deficit every weekend they have an event. If the petitioner, as an example, reviews their data and is able to show that only 15% of the time the main banquet room is at capacity, any overflow parking accommodations (such as valet spaces or utilizing neighboring parking lots) will only have to be relied upon a small percentage of the time.

Commissioner Jensen added that the petitioner will also have some control over event scheduling.

Commissioner Green stated that he feels, even if the petitioner is able to demonstrate that full occupancy is a rare occurrence, it still can create a parking issue on those occurrences as the informal agreements with neighbors could be terminated at any given point. Parking should be appropriately accommodated, as the petitioner cannot expect the Village Board to accept a handshake agreement with neighbors for overflow parking when the expectation from the Village is a permanent parking agreement that runs with the property.

Mr. Castel explained that this is the reason they are currently proposing plans that would not require any parking variance. Any informal agreements with neighbors would be for extra parking beyond the code-requirement.

Commissioner Green stated that if the property already meets code this arrangement is perfect. He then asked to clarify that the 175 spaces are for both the large banquet hall as well as the hotel, per Village code.

Mr. Hubbard confirmed that Commissioner Green's statement in regard to required parking is correct.

Commissioner Jensen asked the petitioner if they were trying to meet or exceed parking requirements per code.

Mr. Cazares stated that they are meeting code under their most recent proposal.

Commissioner Jensen noted that the Staff Report provided to the Commission listed that they had a code-required parking deficit of two spaces.

Commissioner Green stated that he would recommend the petitioner meet parking requirements, as they were turned down previously for not meeting parking requirements. He would not risk having the project turned down over two parking spaces.

Commissioner Jensen asked the petitioner if they had a hotel location in Chicago.

Mr. Cazares stated that he had a location in Chicago, but that it had been sold.

Commissioner Jensen asked what their occupancy rate had been at the Chicago hotel.

Mr. Cazares stated that the occupancy rate was around 75% to 78%.

Commissioner Jensen asked if the petitioner expects similar occupancy at the proposed hotel.

Mr. Cazares stated that historical data would suggest that the occupancy for the proposed hotel would be 70% to 78%. He is unsure if this proposed hotel would be as busy as the Chicago location. He believes that a lot of the hotel users will be the same as the banquet users, such as a bride who has her wedding reception in the banquet hall and wants to spend the night in the hotel.

Commissioner Jensen stated that he believes that everyone would like to see this project go forward, and it seems like the petitioner is in a better position with this proposal.

Ms. Cazares stated that, with 17 years of experience running the European Crystal banquet facility, she is seeing customers choose other locations due to the absence of hotel rooms on-site. People would prefer not to drive if they have been drinking at an event, and would prefer to stay the night.

Mr. Cazares stated that this hotel would also allow them to attract additional clients, as they will offer a shuttle service to O'Hare. People could fly in for an event without having to worry about transportation.

Commissioner Jensen reiterated that he believes the petitioner is close to providing all the information needed.

Mr. Castel said he believes that the last proposal was too intense, that there was too much going on.

Commissioner Green stated that the last proposal had a large parking deficit, and he is glad to see this new proposal meeting parking requirements. He thinks that this is a great proposal, and that the petitioner should move forward.

Commissioner Jensen stated that his assumption was that Staff was supportive of this proposal as well.

Mr. Hubbard stated that Staff is supportive of the use, but would not be able to make a recommendation until parking study data is provided.

Commissioner Green stated that he liked the style of the proposed hotel as well.

Ms. Cazares stated that it is their intent to do a good job, and that the Village will not be ashamed of this building.

Mr. Cazares added that in the last 17 years there have been no complaints to police about parking issues or encroachment from neighboring property owners. Neighboring properties operate Monday through Friday, from 9 AM to 5 PM. European Crystal has a good relationship with its neighbors.

Ms. Cazares stated that she treats her neighbors like family.

Commissioner Green reiterated his support of the project.

Commissioner Jensen asked when the proposal would be heard before the Plan Commission.

Mr. Hubbard stated that it will depend on when the petitioner submits their application. He anticipates that it would not be heard for another 2 to 3 months.

Mr. Cazares stated that he anticipates application submittal within 3 weeks. He is currently in the process of working with a traffic consultant to obtain the required studies. He anticipates he will submit his application for the Design Commission review one week prior to the Plan Commission application.

Commissioner Jensen stated that he is looking forward to their submittal.

RECOMMENDATION

The Conceptual Plan Review Committee advised that the petitioner move forward.

Bruce Green, Chair
CONCEPTUAL PLAN REVIEW COMMITTEE
Sam Hubbard, Recorder

STAFF DESIGN COMMISSION REPORT

PROJECT INFORMATION:

Project Name: European Crystal Hotel
Project Address: 519 W. Algonquin Road
Prepared By: Steve Hautzinger

Date Prepared: May 31, 2018

PETITIONER INFORMATION:

DC Number: 18-048
Petitioner Name: James Cazares
Petitioner Address: 519 W. Algonquin Road
Arlington Heights, IL 60005
Meeting Date: June 12, 2018

Requested Action(s):

Approval of the architectural design for a new hotel addition to an existing banquet facility.

Design Commission Responsibility for Projects Being Reviewed by Plan Commission:

The subject design is being forwarded to the Design Commission for review pursuant to Chapter 6 of the Municipal Code.

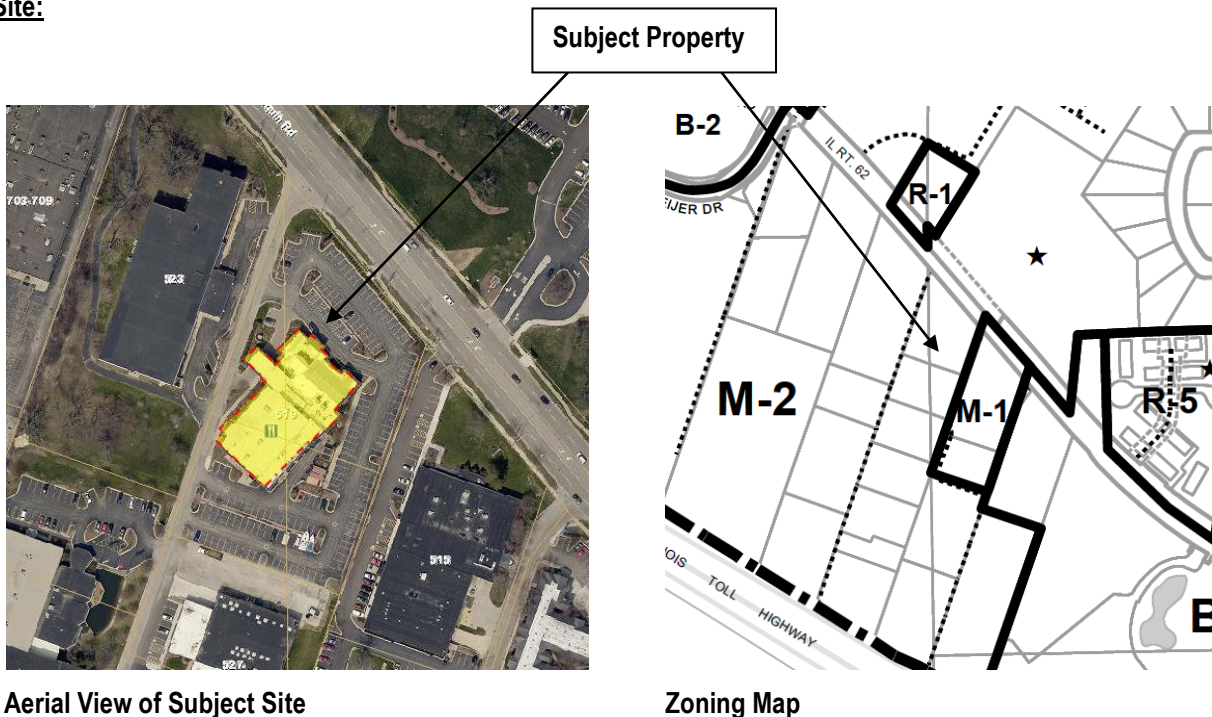
This project requires Plan Commission review and Village Board approval for a Land Use Variation to allow a hotel in the M-2 zoning district. Because this project is going to the Plan Commission, the role of the Design Commission is limited. The Design Commission's responsibility is as outlined in Chapter 28 of the Municipal Code, Section 14.2-1, which states:

*"For developments where a public hearing is necessary before the Plan Commission or Zoning Board of Appeals, the design review process should, if feasible, be completed by the time of the public hearing. Development proposals requiring rezoning, PUD or other Plan Commission approvals, shall be reviewed by the Design Commission **for building and signage only.**"*

Summary:

The petitioner is proposing to build a new eight-story, 60 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.

Site:



Aerial View of Subject Site

Zoning Map

Background:

This project was previously approved by the Design Commission in 2016 and again in 2017. In 2016, the petitioner proposed a 10-story building with 160 hotel rooms. Then, due to a lack of sufficient parking on the site, in 2017 the proposal was revised as a 12-story building with 128 hotel rooms. Both of the previous hotel designs were sleek and modern as compared to the traditional design of the existing banquet facility, which worked well because the hotel became the new main entrance and face of the building in those concepts.

Architectural Design:

The current proposal is a smaller building than previously approved, and it retains the existing banquet hall porte cochere as the main entrance on the west side of the building. Since the hotel addition is not proposed to become the new main entrance for the building, it has been designed in a more traditional style to fit in and complement the existing banquet facility. All of the exterior materials have been selected to match the existing building, and details such as the EIFS cornice have been designed to match existing detailing.

Overall, the proposed hotel design is nicely done. The composition of the façades are nicely balanced with the same level of detailing on all sides of the building. The front elevation includes an open wall space at the top of the building to accommodate a future wall sign.

The first and second floors are designed to highlight the base of the building and the two-story lobby space within. One minor comment on the design is to adjust the spacing of the transom at the first floor windows to match the same size as the transoms in the second floor windows above.

Mechanical Unit Screening:

All new exterior mechanical equipment will be located on the roof of the existing single-story banquet building where they will be screened from view by the new hotel tower.

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.

Signage:

Signage has not been submitted for review at this time, but all signage shall comply with Chapter 30 sign code 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. Adjust the spacing of the transom at the first floor windows to match the same size as the transoms in the second floor windows above
2. All signage shall meet code, Chapter 30, and separate sign permits are required.
3. 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.

May 31, 2018

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 18-048

APPROVED

MINUTES OF
THE VILLAGE OF ARLINGTON HEIGHTS
DESIGN COMMISSION MEETING
HELD AT THE ARLINGTON HEIGHTS MUNICIPAL BUILDING
33 S. ARLINGTON HEIGHTS RD.
JUNE 12, 2018

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

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

Members Absent: None

Also Present: Mike Fitzgerald, OKW Architects for *Arlington Downs Apartment Building*
Paul Bilger, OKW Architects for *Arlington Downs Apartment Building*
Joan Russick, OKW Architects for *Arlington Downs Apartment Building*
James Cazares for the *European Crystal Hotel*
Steve Hautzinger, Staff Liaison

REVIEW OF MEETING MINUTES FROM MAY 22, 2018

A MOTION WAS MADE BY COMMISSIONER KUBOW, SECONDED BY COMMISSIONER ECKHARDT, TO APPROVE THE MEETING MINUTES OF MAY 22, 2018. ALL WERE IN FAVOR. MOTION CARRIED.

ITEM 2. COMMERCIAL REVIEWDC#18-048 – European Crystal Hotel

James Cazares, representing the *European Crystal Hotel*, was present on behalf of the project.

Mr. Hautzinger presented Staff comments. The petitioner is proposing to build a new eight-story, 60-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. This project was previously approved by the Design Commission in 2016 and again in 2017. In 2016, the petitioner proposed a 10-story building with 160 hotel rooms. Then, due to a lack of sufficient parking on the site, in 2017 the proposal was revised as a 12-story building with 128 hotel rooms. Both of the previous hotel designs were sleek and modern as compared to the traditional design of the existing banquet facility, which worked well because the hotel became the new main entrance and face of the building in those concepts.

The current project requires Plan Commission review and Village Board approval for a Land Use Variation to allow a hotel in the M-2 zoning district. Because this project is going to the Plan Commission, the role of the Design Commission is limited to building and signage only.

The current proposal is a smaller building than previously approved, and it retains the existing banquet hall Porte cochere as the main entrance on the west side of the building. Since the hotel addition is not proposed to become the new main entrance for the building, it has been designed in a more traditional style to fit in and complement the existing banquet facility. All of the exterior materials have been selected to match the existing building, and details such as the EIFS cornice have been designed to match existing detailing.

Overall, the proposed hotel design is nicely done. The composition of the facades are nicely balanced with the same level of detailing on all sides of the building. The front elevation includes an open wall space at the top of the building to accommodate a future wall sign. The first and second floors are designed to highlight the base of the building and the two-story lobby space within. One minor comment on the design is to adjust the spacing of the transom at the first floor windows to match the same size as the transoms in the second floor windows above. All new exterior mechanical equipment will be located on the roof of the existing single-story banquet building where they will be screened from view by the new hotel tower. The hotel will utilize the existing brick trash enclosure located on the east side of the existing banquet building. Signage has not been submitted for review at this time, but all signage shall comply with Chapter 30 sign code and separate sign permits will be required for all signage.

Staff recommends approval of the proposed design for the addition to the existing hotel, with the suggestion to adjust the spacing of the transom at the first-floor windows to match the size of those on the second-floor.

Mr. Cazares had no comments at this time.

Commissioner Kingsley appreciated the background given by Staff that explained the change in the project; however, she liked the previous design better. Mr. Cazares explained that the previous design for the hotel was a modern design, but the current proposal will include golds, creams, and moldings to match the existing banquet facility. The new hotel will be named the Chez Hotel, which means “to welcome”. In general, Commissioner Kingsley felt the proposed design was fine, however, she asked if the brick reveals on the main body of the building would be gray, and Mr. Cazares replied that the reveals will be cast stone to match the existing building, which is gray. Commissioner Kingsley felt there was a missed opportunity at the upper floors to finish it the same way that the base is expressed with cast stone. She also had concerns about how the two connect, and the detailing of the column and cornice as it steps down. She reiterated that this is a missed opportunity to finish the top of the building to be the same as the bottom; it could just be simpler and more noble of a material that will wear the same as the building base.

Commissioner Eckhardt commented that the proposed design is very classic, with a base, middle and top. He really liked the detailing of all the lines and shadows, and all the subtle and very classic details being proposed. He felt the brick pier at the top of the northeast corner of the building should be eliminated for a more balanced appearance. Otherwise, he really liked the building and felt that it will maintain its elegance for a long time.

Commissioner Kubow liked this design better than the previous design, and felt that Commissioner Eckhardt hit it right on the head; the proposed design is not only going to age better visually, but in terms of the materials being proposed, it would hold up better over time. This is a classic design, with the base, the middle and the crown. He also agreed with Staff that the space of the transom at the first-floor windows should match the size of the transoms above. Commissioner Kubow also commented that he felt this area is struggling, and he was disappointed to hear that the previous design for the hotel was not approved. He felt the Village would want to do everything possible for a hotel developer who wants to make this area look better, instead of losing the previous design that was very cool and pretty dramatic because a parking ratio was not met. In general, he approved of the design as proposed, with a requirement to adjust the mullion height as stated by Staff.

Chair Fitzgerald also liked the building design and agreed that it will be timeless. He liked the idea of stone at the top of the building as suggested by Commissioner Kingsley, if budget allows, and he agreed with Commissioner Eckhardt's comments about whether the column on the shorter side of the top floor needed to be there or not. He also agreed with Staff's comment about the spacing of the window transoms.

Chair Fitzgerald pointed out that there is nobody in the audience at this time, with the exception of the petitioner.

A MOTION WAS MADE BY COMMISSIONER ECKHARDT, SECONDED BY COMMISSIONER KUBOW, TO APPROVE THE PROPOSED DESIGN FOR THE EUROPEAN CRYSTAL HOTEL LOCATED AT 519 W. ALGONQUIN ROAD. THIS APPROVAL IS SUBJECT TO COMPLIANCE WITH THE PLANS RECEIVED 5/8/18, 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 REQUIREMENT TO ADJUST THE SPACING OF THE TRANSOM AT THE FIRST-FLOOR WINDOWS TO MATCH THE SAME SIZE AS THE TRANSOMS IN THE SECOND-FLOOR WINDOWS ABOVE.
2. A RECOMMENDATION TO ELIMINATE THE BRICK PILASTER ON THE LOWER PORTION OF THE TOP FLOOR AND DETAIL THAT CORNER AS ALL EIFS, AND ADD FURTHER DETAIL TO THE TWO BRICK PILASTERS THAT CONTINUE UP TO THE HIGHER PORTION TO PICK UP SOME OF THE DRAMA.
3. 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.

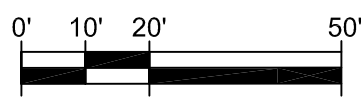
Commissioner Kingsley reiterated her comments that the simplicity of the first floor facade could also be expressed at the top. The size of the cornice is very important and it is typically accentuated in older buildings that have a base, a middle, and a top. She understands that the EIFS cornice matches the existing building, but it could be smaller, it could be something different, because the first floor detailing is what is going to sing on the building. The detail of how the lower cornice meets the brick column is also going to be really important. The first floor design is really nice and refined and restrained and classy, and she felt the same thing could be done at the top.

Mr. Hautzinger felt that a recommendation to use stone at the top floor of the building in lieu of EIFS was a good recommendation, if the project budget were to allow it. Commissioner Kingsley felt that her suggestions should also go hand-in-hand with Commissioner Eckhardt's comments to simplify the top floor.

A MOTION WAS MADE BY COMMISSIONER ECKHARDT, SECONDED BY COMMISSIONER KUBOW, TO AMEND THE MOTION TO ADD THE FOLLOWING:

2. A RECOMMENDATION TO ELIMINATE THE BRICK PILASTER ON THE LOWER PORTION OF THE TOP FLOOR AND DETAIL THAT CORNER AS EIFS, AND ADD FURTHER DETAIL TO THE TWO BRICK PILASTERS THAT CONTINUE UP TO THE HIGHER PORTION TO HAVE MORE SOLIDITY, OR CONSIDER ELIMINATING ALL OF THE BRICK PILASTERS, FOR STAFF TO REVIEW.

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



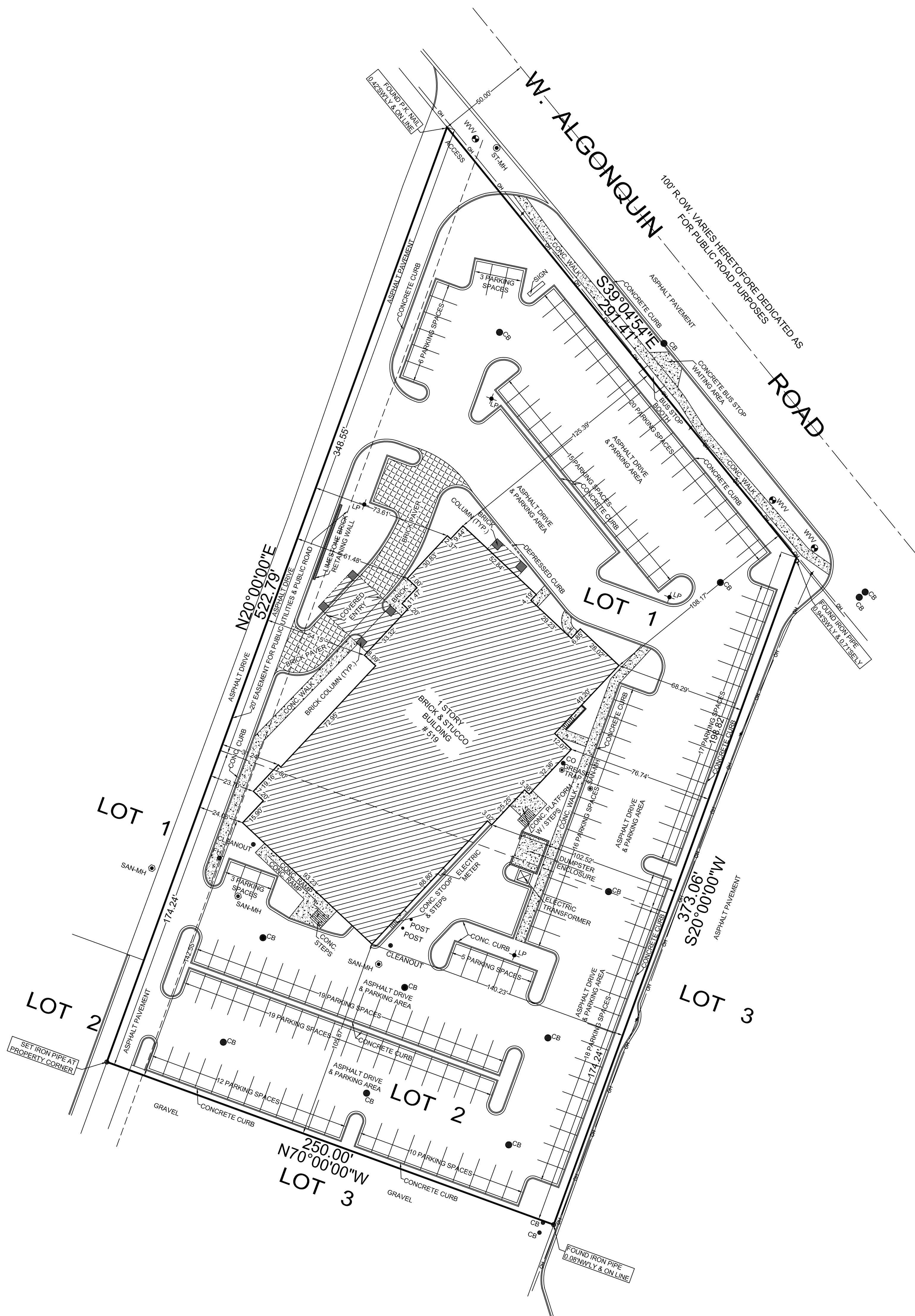
CONSTRUCTION AND LAND SURVEYORS
2100 N. 15th AVENUE, UNIT C, MELROSE PARK, IL 60160
TEL.: (847) 299 - 1010 FAX : (847) 299 - 5887
E-MAIL: USURVEY@USANDCS.COM

OF

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

PERMANENT INDEX NUMBERS:
08 - 16 - 103 - 008 - 0000
08 - 16 - 103 - 009 - 0000

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



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

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

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

I, ROY G. LAWNICZAK, DO HEREBY CERTIFY THAT I HAVE SURVEYED THE ABOVE DESCRIBED PROPERTY AND THAT THE PLAT HEREON DRAWN IS A CORRECT REPRESENTATION OF SAID SURVEY.

THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

DIMENSIONS ARE SHOWN IN FEET AND DECIMALS AND ARE CORRECTED TO A TEMPERATURE OF 68° FAHRENHEIT.

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

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



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.

RECEIVED

MAY 10 2018

PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

European Crystal Hotel

The hotel will be refined, stylish with upscale physical attributes, extensive amenities and a high degree of hospitality, service and attention to detail

Green Features.

Hotel guest rooms will have water saving faucets and shower heads, Led Lighting and HVAC system which will save energy by detecting room occupancy. Hotel Amenities will be recycled via clean the world program. Shuttle Service to Airport and Downtown Arlington, and Arlington Race Track will be provided by electric car.

Guest Services

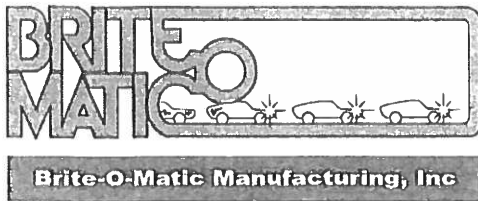
Onsite Concierge will help direct guest to restaurants, and activities to do in Arlington, Complimentary Bike Rental are offered to guest to bike Buses Woods and visit downtown Arlington. Guest will receive Comp Passes to Core Power Yoga and Cross fit in Downtown Arlington as well as complimentary beverage at our coffee shop. Complimentary Breakfast Service will be offered on our 9th floor lounge offered daily from 7am to 10am. Hotel guest have the exclusive access to our private outdoor lounge with sweeping views of downtown Arlington and city skyline. This access is restricted by our state of the art RFID Key Card system and not open to the public.

Hotel Design

Art work in guest rooms and in public spaces will be commission by local artist. Organic Fair-Trade Cotton Linens and interactive entertainment in guest rooms.

4 Star Boutique Hotel

Arlington Heights does not have a single 4 Star AAA or Forbes Rated Boutique Hotel. This Market Segment does not exist in Arlington Heights or the north west suburbs.



June 15, 2017

European Crystal Banquets
519 W. Algonquin Road
Arlington Heights, IL 60005

Attn: Krystyna Cazares

Dear Krystyna:

As agreed to in the past, we are willing to allow your customers to use our North parking lot for overflow parking during evening hours and on weekends.

The only thing we will need from you is a certificate of insurance indicating acceptable levels of coverage. Please have your insurance agent forward this to Laurie Gasser's attention.

This agreement will remain in force until canceled in writing by either party.

Krystyna, if we can help in any other way, please don't hesitate to call.

Sincerely,

Lynne M. Mohr
President

RECEIVED

MAY 10 2018

PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

527 W. Algonquin Road
Arlington Heights, Illinois 60005
800.323.0577 Fax: 847.956.1225

ALGO, LLC
515 W Algonquin Road
Arlington Heights, IL 60005

April 16, 2018

J.A.W. AQUA BELLA, Inc.
D/B/A European Crystal Banquets
527 W. Algonquin Road
Arlington Heights, IL 60005

Attn: Krystyna Cazares, President

Dear Krystyna:

You have asked us to allow the customers and prospective customers of your restaurant and hotel to use our parking lot during evenings and weekends when our tenants, their staff and patients are not using the lot.

We want to accommodate you, but do not want to assume any liability. Therefore, we ask that you sign the enclosed "Agreement to Hold Harmless and Indemnify", have your signature notarized, and return it to us.

We will continue to require that you provide us with a Certificate of Insurance showing acceptable levels of coverage.

We also want to make it clear that your customers cannot leave their vehicles in our parking lot overnight (except on the night before a day on which our offices are closed). This has not been a concern with restaurant patrons but may become an issue with hotel guests.

We may terminate this arrangement at any time, with or without prior notice.

We wish you good luck in your new venture.

Regards



Michael I. Vender, MD President

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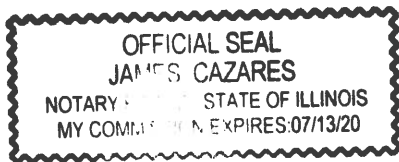
MAY 10 2018

**PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT**

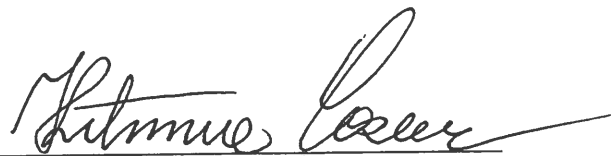
**AGREEMENT TO
HOLD HARMLESS AND INDEMNIFY**

For good and valuable consideration, the receipt of which is hereby acknowledged, the undersigned J.A.W. Aqua Bella Inc., doing business as European Crystal Banquets (hereinafter referred to as "ECB"), hereby agrees to indemnify and hold harmless Algo, L.L.C. and its affiliates, including Hand Surgery Associates, S.C., Chicago Metro Hand Therapy, L.L.C. and Illinois Hand and Upper Extremity Center, L.L.C., and their officers, shareholders, members, directors, employees and agents (collectively referred to as "Algo") from any claim, cost, expense or liability (including attorney's fees and court costs) arising out of the use by ECB customers and guests of the Algo parking lot located at 515 W. Algonquin Road, Arlington Heights, Illinois.

Dated: 5/10/18, 2018



J.A.W. Aqua Bella, Inc.
D/B/A European Crystal Banquets

By: 
Krystyna Cazares, President

SWORN to and SIGNED on
the 10 day of May, 2018.

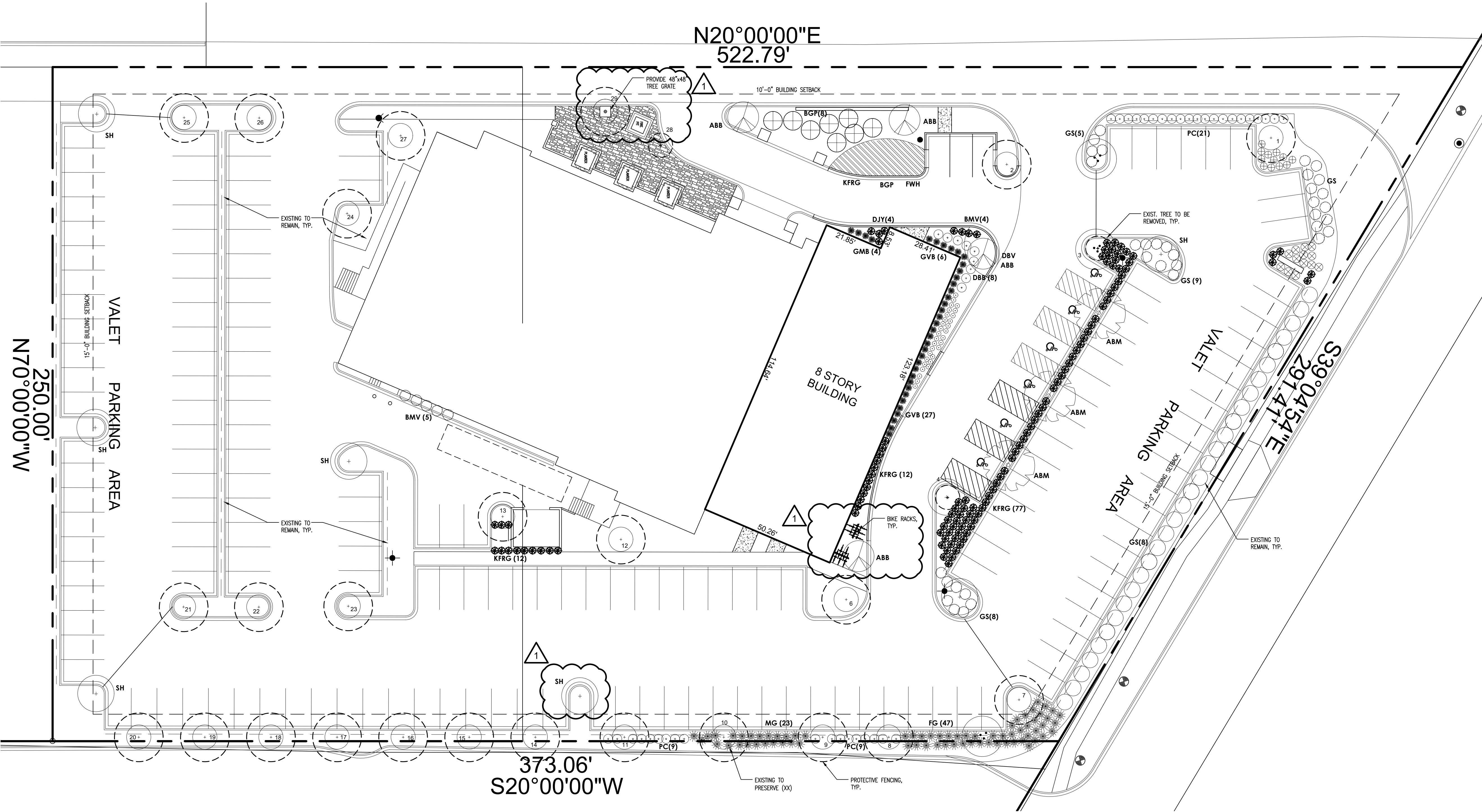

Notary Public

My commission expires on 7/13/20

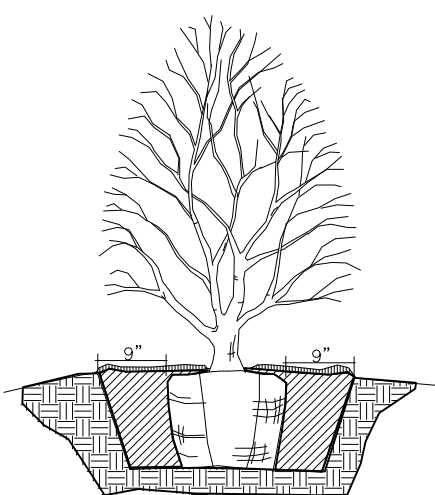
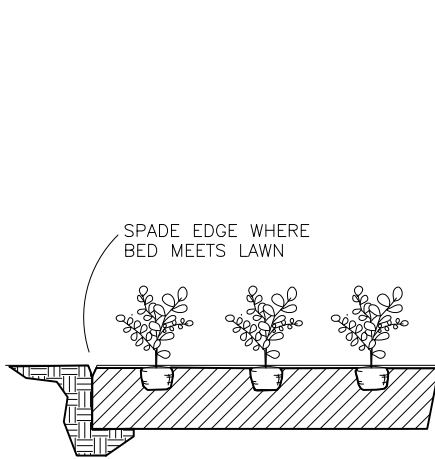
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MAY 10 2018
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

EUROPEAN CRYSTAL HOTEL

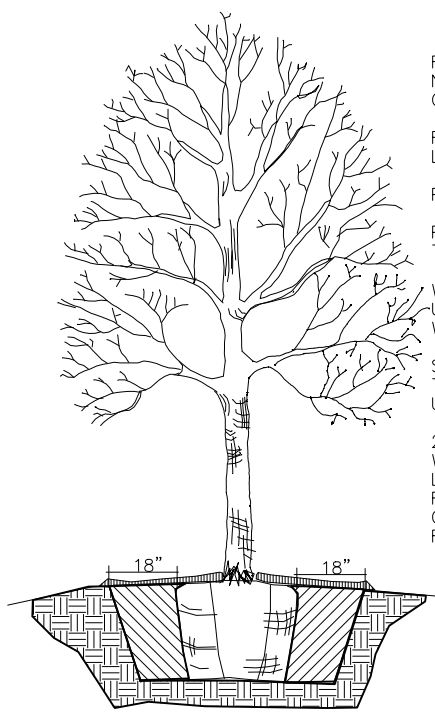
519 E. ALGONQUIN RD
ARLINGTON HEIGHTS, IL 60007



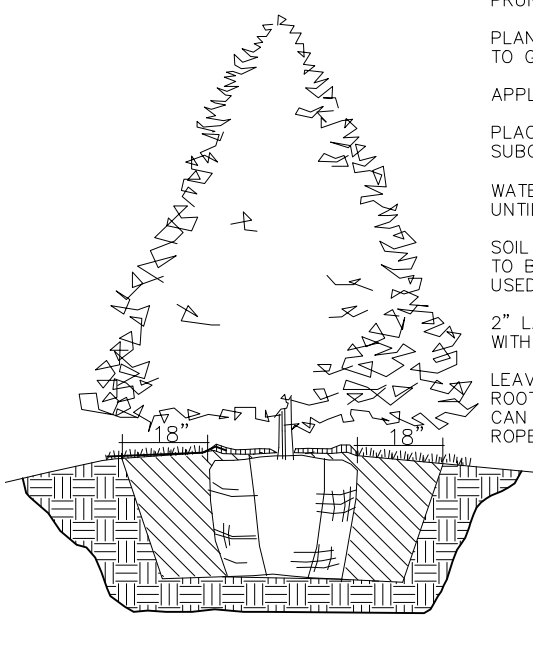
1 LANDSCAPE PLAN
SCALE: 1" = 20'-0" MAY 4, 2018
REVISED JUNE 13, 2018



ORNAMENTAL/CLUMP TREE - PLANTING DETAIL



DECIDUOUS TREE - PLANTING DETAIL



EVERGREEN TREE - PLANTING DETAIL

NOTES

Tree Preservation Notes

- 1) Temporary barriers necessary for the preservation of existing plant materials as approved by the Dept. of Building and Zoning shall be installed prior to the issuance of any permit.
- 2) Grading and construction equipment is prohibited from encroaching on the drip line of any tree to be preserved.
- 3) Any material which may be detrimental to trees shall not be discarded or placed within the drip line of any trees nor shall material be located at an elevation which would contribute runoff toward trees.
- 4) Materials or vehicles shall not be stored driven or parked within the drip line of any trees.
- 5) Barrier approved by the Commissioner of Building and Zoning shall be installed at the periphery of the trees drip line or beyond.
- 6) The barrier shall be a minimum of 48 inches in height and be secured to fence posts at no less than 5 feet on center.
- 7) Utility lines shall be augured to prevent damage to tree root systems when an underground utility is located within 5 feet of the trunk of a tree designated for preservation.
- 8) Trees to be preserved which have been subjected to activity within the drip line should be selectively pruned or thinned ten percent by an Arborist.

On site tree details:

Tree #	Species	DBH	Condition	Form
1	Honey Locust	8	3	Fair
2	Norway Maple	8	3	Fair
3	Norway Maple	8	3	Fair
4	Norway Maple	8	3	Fair
5	Norway Maple	8	3	Fair
6	Norway Maple	8	3	Fair
7	Norway Maple	8	3	Fair
8	Honey Locust	8	3	Fair
9	Honey Locust	8	3	Fair
10	Honey Locust	8	3	Fair
11	Norway Maple	8	3	Fair
12	Norway Maple	8	3	Fair
13	Norway Maple	8	3	Fair
14	Honey Locust	8	3	Fair
15	Honey Locust	8	3	Fair
16	Honey Locust	8	3	Fair
17	Honey Locust	8	3	Fair
18	Honey Locust	8	3	Fair
19	Honey Locust	8	3	Fair
20	Honey Locust	8	3	Fair
21	Norway Maple	8	3	Fair
22	Norway Maple	8	3	Fair
23	Norway Maple	8	3	Fair
24	Norway Maple	8	3	Fair
25	Norway Maple	8	3	Fair
26	Norway Maple	8	3	Fair
27	Norway Maple	8	3	Fair
28	Norway Maple	8	3	Fair
29	Norway Maple	8	3	Fair

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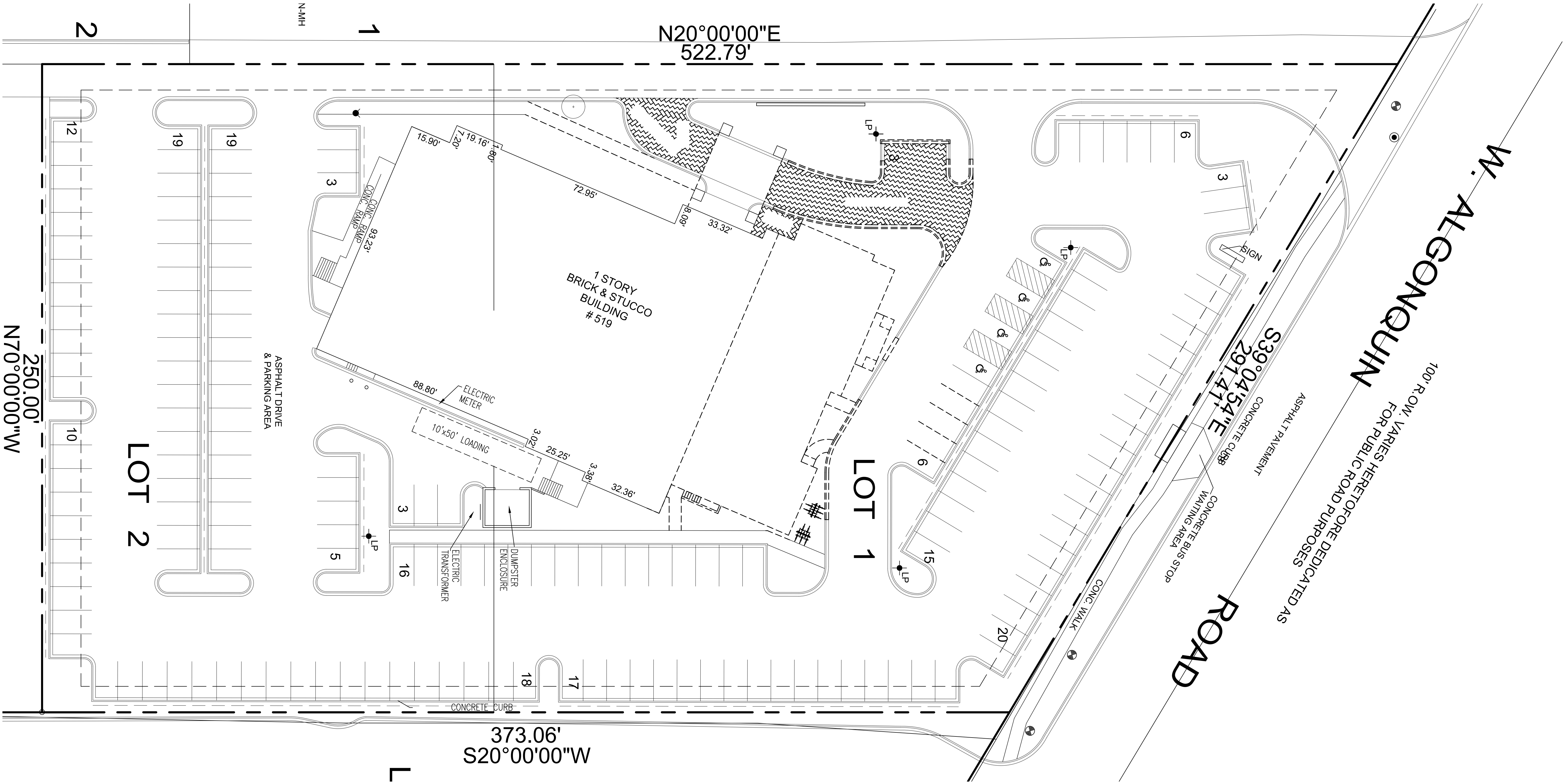
LANDSCAPE SCHEDULE				
TREES				
Code Name	Qty.	Common Name	Scientific Name	Size
ABM	3	AUTUMN BLAZE MAPLE	Acer x. freemani "Jeffersred"	2.5" cal.
ABB	4	AUTUMN BRILLIANCE SERVICE BERRY	Amelanchier grandiflora "Autumn Brilliance"	5' ht.
PD	1	PAGODA DOGWOOD	Cornus alternifolia	5'-#25
MUG	2	MAGYAR UPRIGHT GINKGO	Ginkgo biloba "Magyar"	2.5" cal.
SH	4	SKYLINE HONEYLOCUST	Gleditsia traincanthos "Skyscole"	4.0" cal.
SHRUBS				
BRC	5	BRILLIANT RED CHOKEBERRY	Aronia arbutifolia "Brilliantissima"	#05
GVB	6	GREEN VEILET BOXWOOD	Buxus microphilla x. B.sempervirens "Green Velvet"	24"-#5
GVB	27	GREEN VEILET BOXWOOD	Buxus microphilla x. B.sempervirens "Green Velvet"	24"-#10
GMB	4	GREEN MOUNTAIN BOXWOOD	Buxus microphilla x. B.sempervirens "Green Velvet"	30"-#10
PC	39	PEKING COTONEASTER	Cotoneaster acutifolia	#05
DBB	8	DWARF BURNING BUSH	Eunoymus alatus "Compacta"	30"
TH	3	TARDIVA HYDRANGEA	Hydrangea paniculata "Tardiva"	1.0" STD
VSH	9	VANILLA STRAWBERRY HYDRANGEA	Hydrangea paniculata "Vanilla Strawberry"	#05
MJ	19	MOUNTBATTEN JUNIPER	Juniperus chinensis "Mountbatten"	6.0'
GS	44	GRO-LOW SUMAC	Rhus aromatica "Gro-Low"	#03
KR	10	KNOCK OUT ROSE	rosa x. "Rozazz 2000"	#03
GFS	12	GOLD FLAME SPIREA	Spiraea x. bumalda "Gold Flame"	#03
DJY	5	DENSE ANGLO JAPANESE YEW	Taxus media "densiformis"	24"
BMV	5	BLUE MUFFIN VIBURNUM	Viburnum dentatum "Christom"	#05
AJV	1	AUTUMN JAZZ VIBURNUM	Viburnum dentatum "Ralph Senior"	#05
ORNAMENTAL GRASSES				
KFRG	107	K FORESTER REED GRASS	Calamagrostis acutiflora "Karl Foerster"	#01
MG	23	MAIDEN GRASS	Miscanthus sinensis "Gracillimus"	#01
FG	47	FOUNTAIN GRASS	Pennisetum alopecuroides	#01
PERENNIALS AND ANNUALS				
KFRG	30	HAPPY RETURNS DAILLY	Hemerocallis x. "Happy Returns"	#01
FWH	24	FRANCES WILLIAMS HOSTA	Hosta sieboldiana "Frances Williams"	#01
BGP	8	BRIGHT EYES GARDEN PHLOX	Phlox subulata	#01
EPS	34	EAST FRIESLAND SALVIA	Salvia nemerosa "Ostfriesland"	#01
DBV	103 SF	DARTS BLUE VINCA	Vinca minor "Dart's Blue"	#01

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EUROPEAN CRYSTAL HOTEL

519 E. ALGONQUIN RD
ARLINGTON HEIGHTS, IL 60007



1 DEMOLITION SITE PLAN
SCALE : 1" = 20'-0" MAY 4, 2018

EUROPEAN CRYSTAL HOTEL

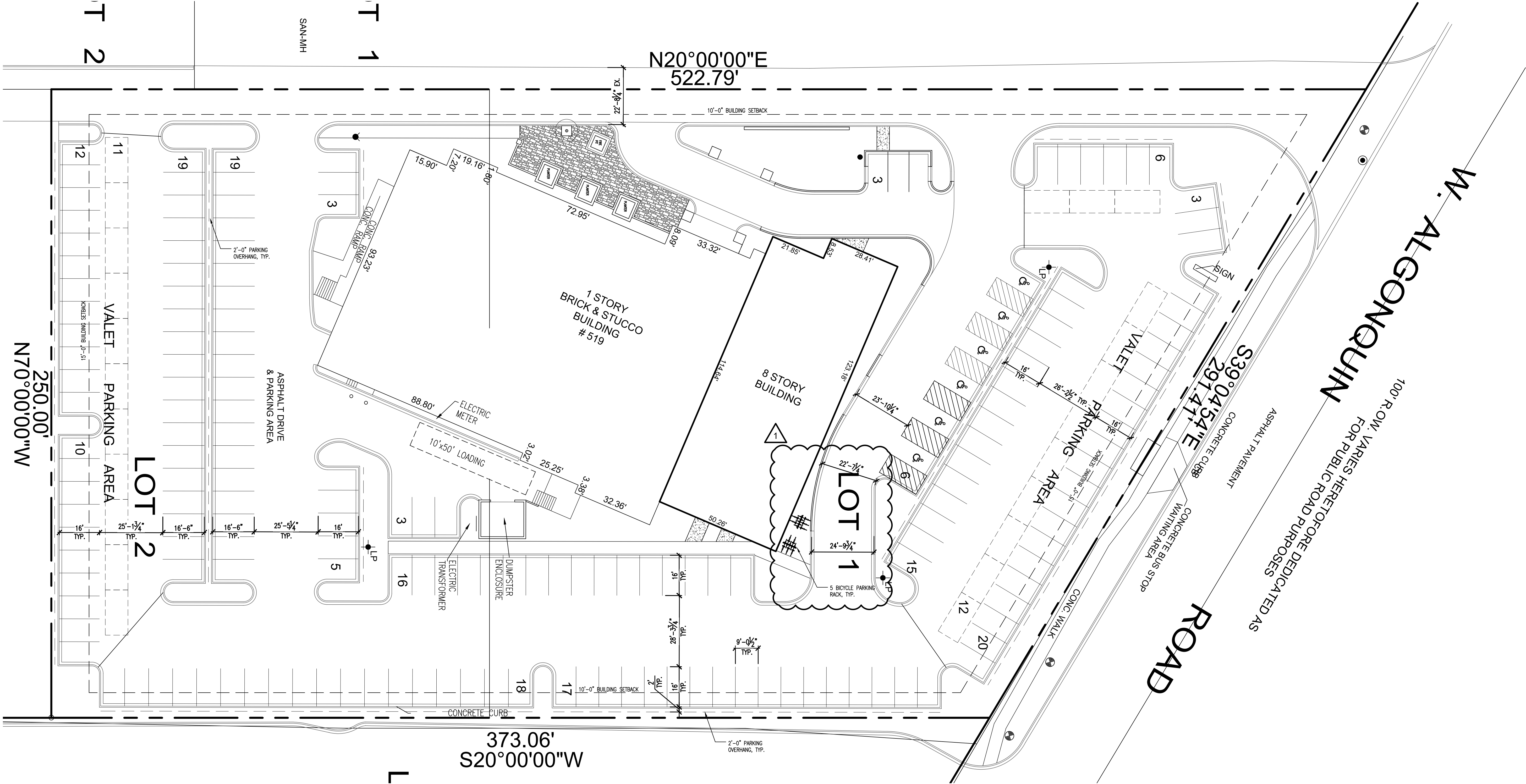
519 E. ALGONQUIN RD
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LOT AREAS	
MIN LOT SIZE:	N/A
EX. LOT SIZE:	±111,981 SF (2.57A)

BUILDING AREAS	
EXISTING	
BANQUET HALL	20,404
PROPOSED	
DEMOLITION	-5,722
TOTAL REMAINING (NET)	14,682
HOTEL ADDITION	47,023
TOTAL	61,705

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:	(61,705) 55.1%
MAX. BLDG COVERAGE:	N/A
PROPOSED BLDG. COVERAGE:	21,009 SF (±18.8%)
MAX. BLDG. HT:	N/A
PROPOSED BLDG. HT.:	94'-0"

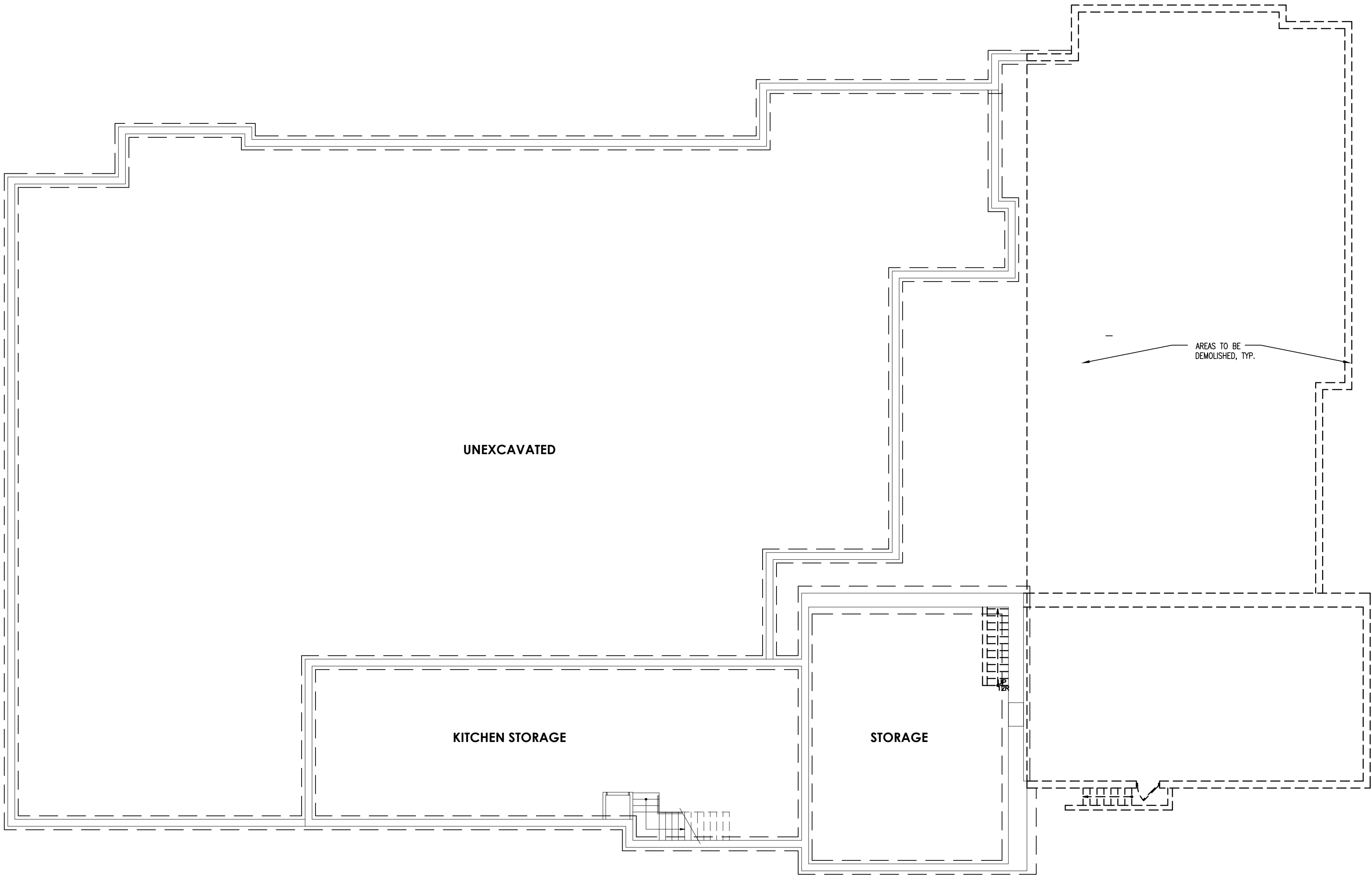
REQUIRED PARKING	
BANQUET (30% OF OCCUPANCY)	
5,654 / 15 = 377 OCCUPANTS	
377 * 0.30 = 113 CARS	
HOTEL (1 PER LODGING AR)	60 CARS
PROPOSED HOTEL ROOMS	60
TOTAL REQUIRED (INCL HC)	175
TOTAL HC REQUIRED	6
EXISTING PARKING	175
(INCL. 6 HC STALLS)	
PROPOSED TOTAL PARKING	198
175 (INCL. 6 HC STALLS)	
23 (VALET STALLS)	
BUSINESS AREA & EXERCISE ROOM WILL ONLY BE ACCESSIBLE BY HOTEL GUESTS VIA KEYCARD	



1 PROPOSED SITE PLAN
SCALE : 1" = 20'-0"
MAY 4, 2018
REVISED JUNE 13, 2018

EUROPEAN CRYSTAL HOTEL

519 E. ALGONQUIN RD
ARLINGTON HEIGHTS, IL 60007



1 PROPOSED BASEMENT PLAN
SCALE : 3/32" = 1'-0" MAY 4, 2018



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ARLINGTON HEIGHTS, IL 60007

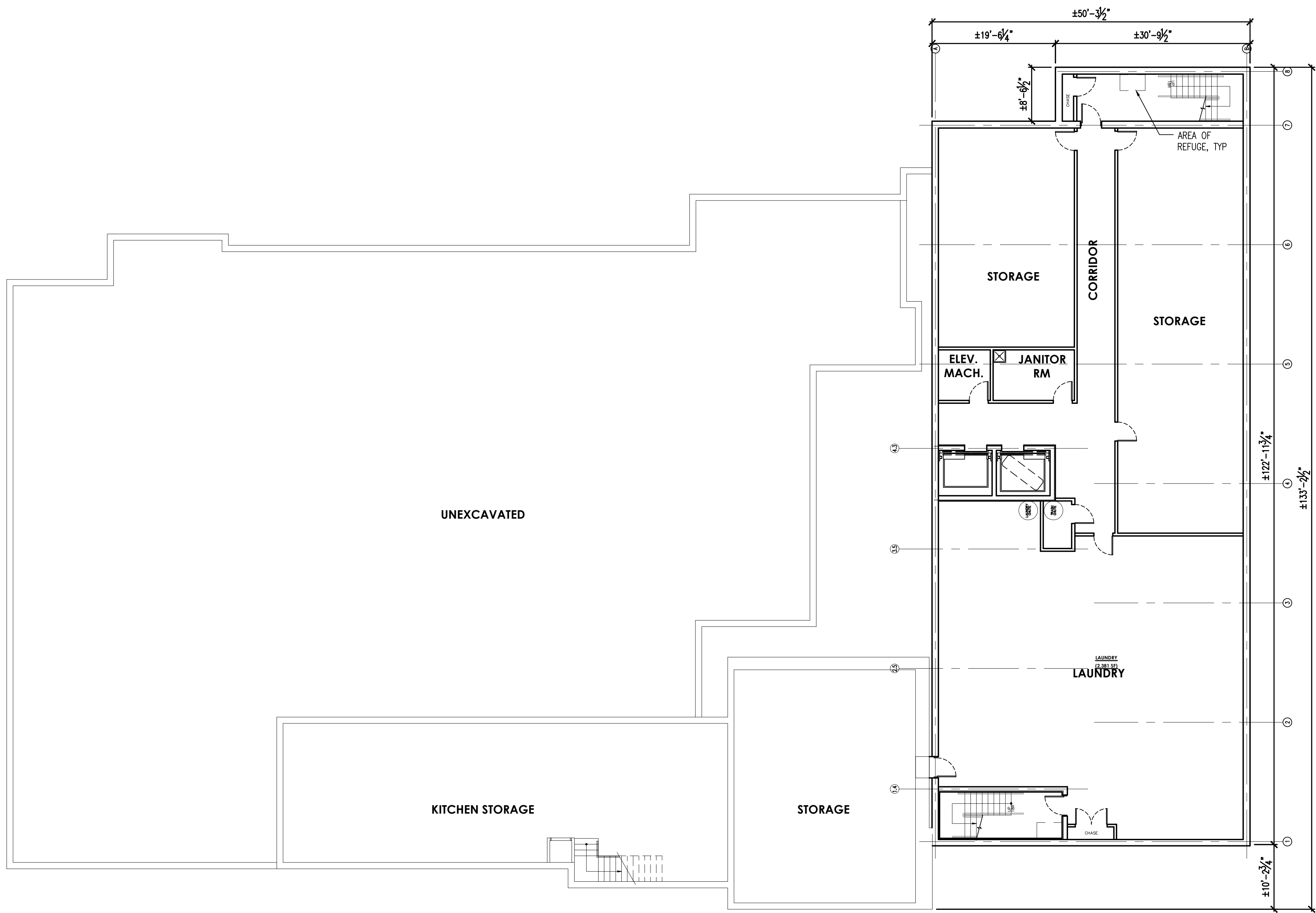
○ ZONING ○ BUILDING	- VILLAGE OF ARLINGTON HEIGHTS ZONING ORDINANCE - ICC INTERNATIONAL BUILDING CODE 2009 - ICC INTERNATIONAL MECHANICAL CODE 2009 - ICC INTERNATIONAL FIRE CODE 2009 - ICC INTERNATIONAL FUEL GAS CODE 2009 - ICC INTERNATIONAL PLUMBING CODE 2009 - ILLINOIS PLUMBING CODE 2014 EDITION - 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

PROJECT DATA

o PROPERTY INDEX NUMBER	08-16-103-008/08-16-103-009-0000
o ZONING CLASSIFICATION	M-2
o OCCUPANCY CLASSIFICATION	MIXED OCCUPANCY A2/R1
o CONSTRUCTION TYPE	TYPE 1B UL
o AUTOMATIC FIRE SUPPRESSION	<u>X</u> YES NO
o ALLOWABLE BUILDING HEIGHT	UL
o ALLOWABLE BUILDING AREA	
ALLOWABLE S.F./FLOOR	UL
INCREASE FOR OPEN PERIMETER	NA
INCREASE FOR SPRINKLER	UL
TOTAL ALLOWABLE S.F./FLOOR	UL
o 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	6,010 Sq.Ft.
FIRST FLOOR ADDITION	6,010 Sq.Ft.
2ND FLOOR	4,111 Sq.Ft.
THIRD - 8TH FLOOR (6,010 SF PER FLOOR)	36,060 Sq.Ft.
ROOF STORAGE	842 Sq.Ft.
TOTAL ADDITION (HOTEL SF)	53,033 Sq.Ft.
TOTAL OVERALL BUILDING SF (BANQUET + HOTEL)	70,925 Sq.Ft.

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

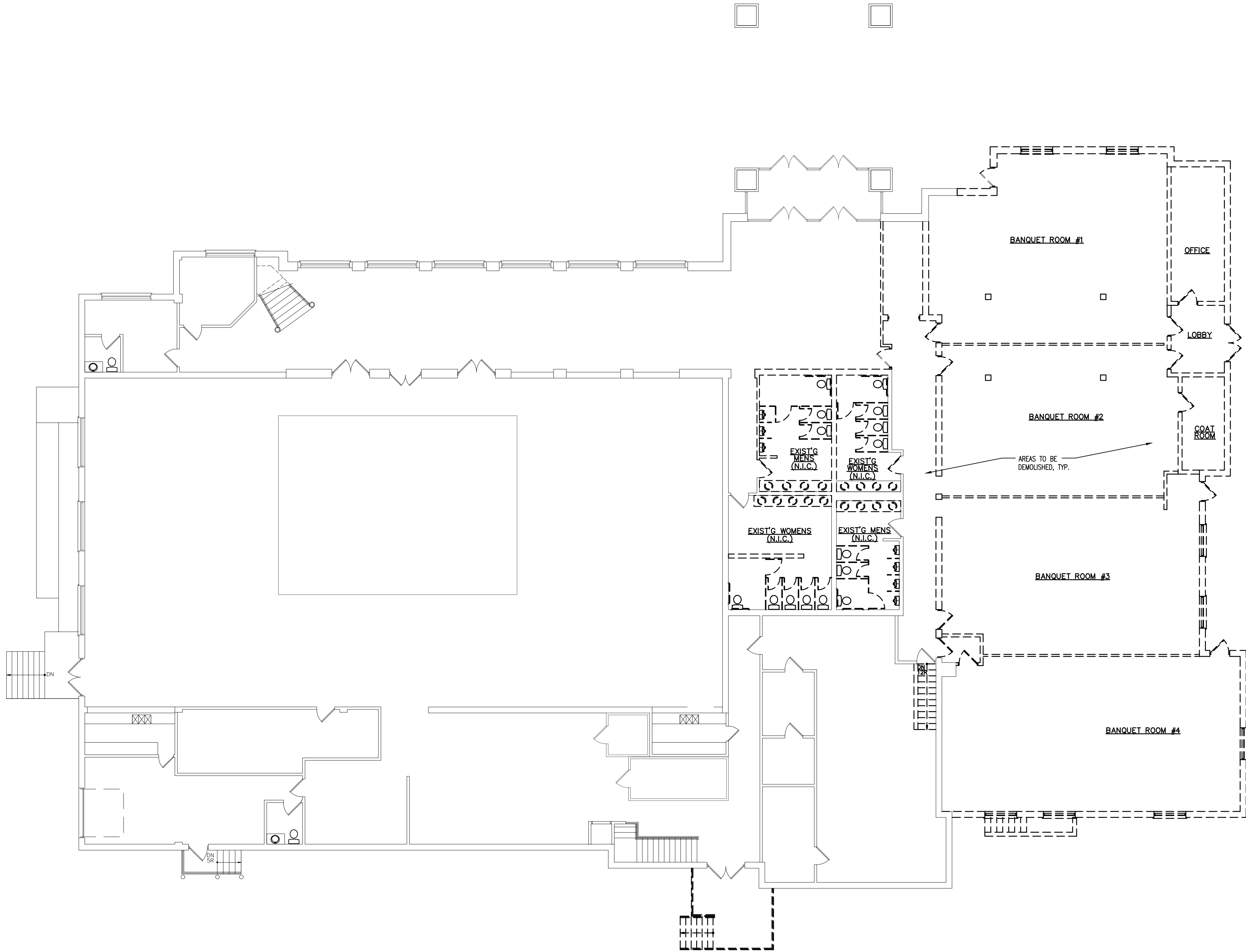
o WALLS & CEILINGS		
VERTICAL EXITS & EXIT PASSAGEWAYS	-----	B
EXIT ACCESS CORRIDORS & OTHER EXITWAYS	-----	C
ROOMS AND ENCLOSED SPACES	-----	C
o INTERIOR FLOORS	-----	CLASS II
o DECORATIONS AND TRIM	-----	



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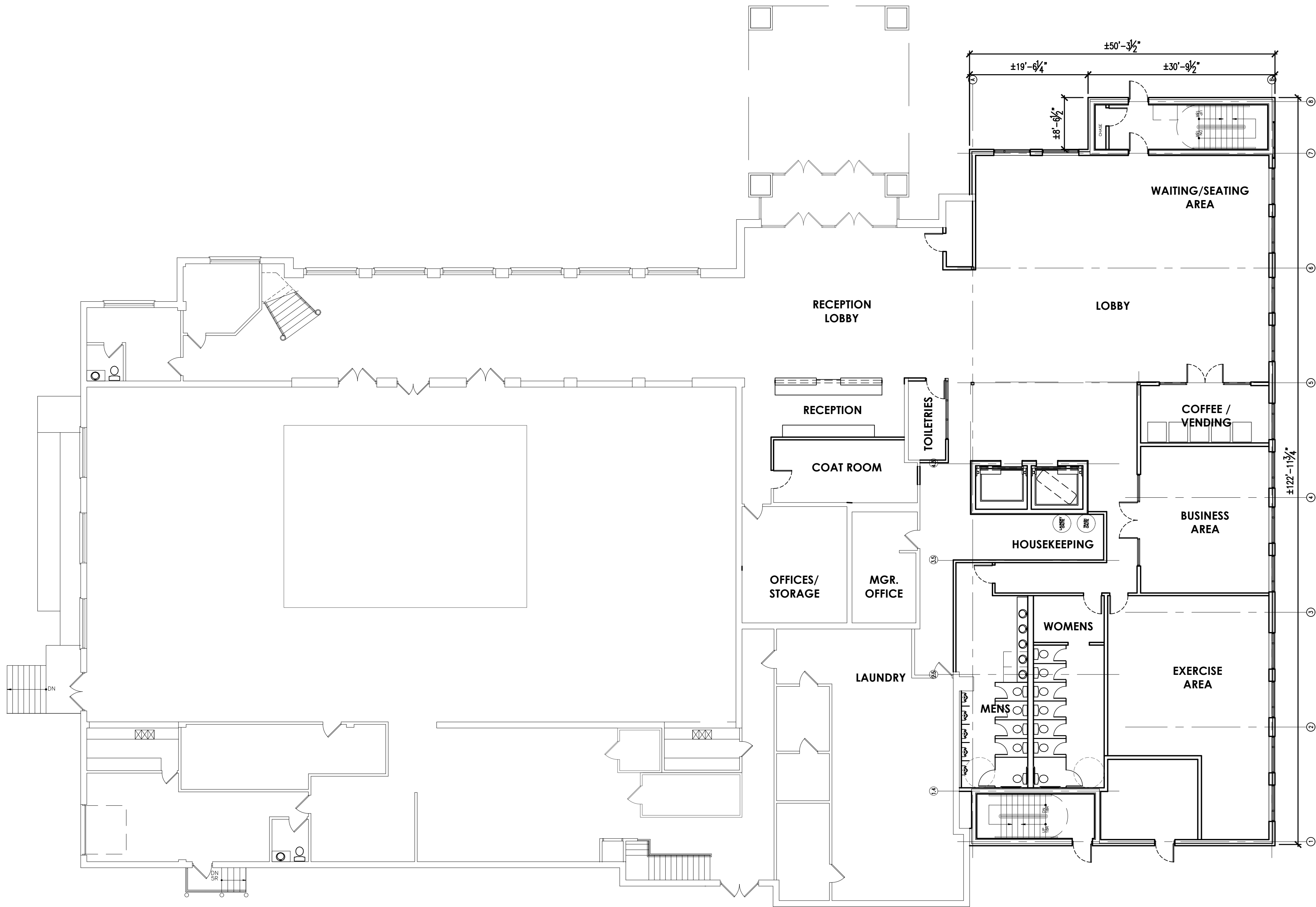


1 PROPOSED FIRST FLOOR PLAN
SCALE : 3/32" = 1'-0" MAY 4, 2018



EUROPEAN CRYSTAL HOTEL

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1 PROPOSED FIRST FLOOR PLAN
SCALE : 3/32" = 1'-0"

MAY 4, 2018

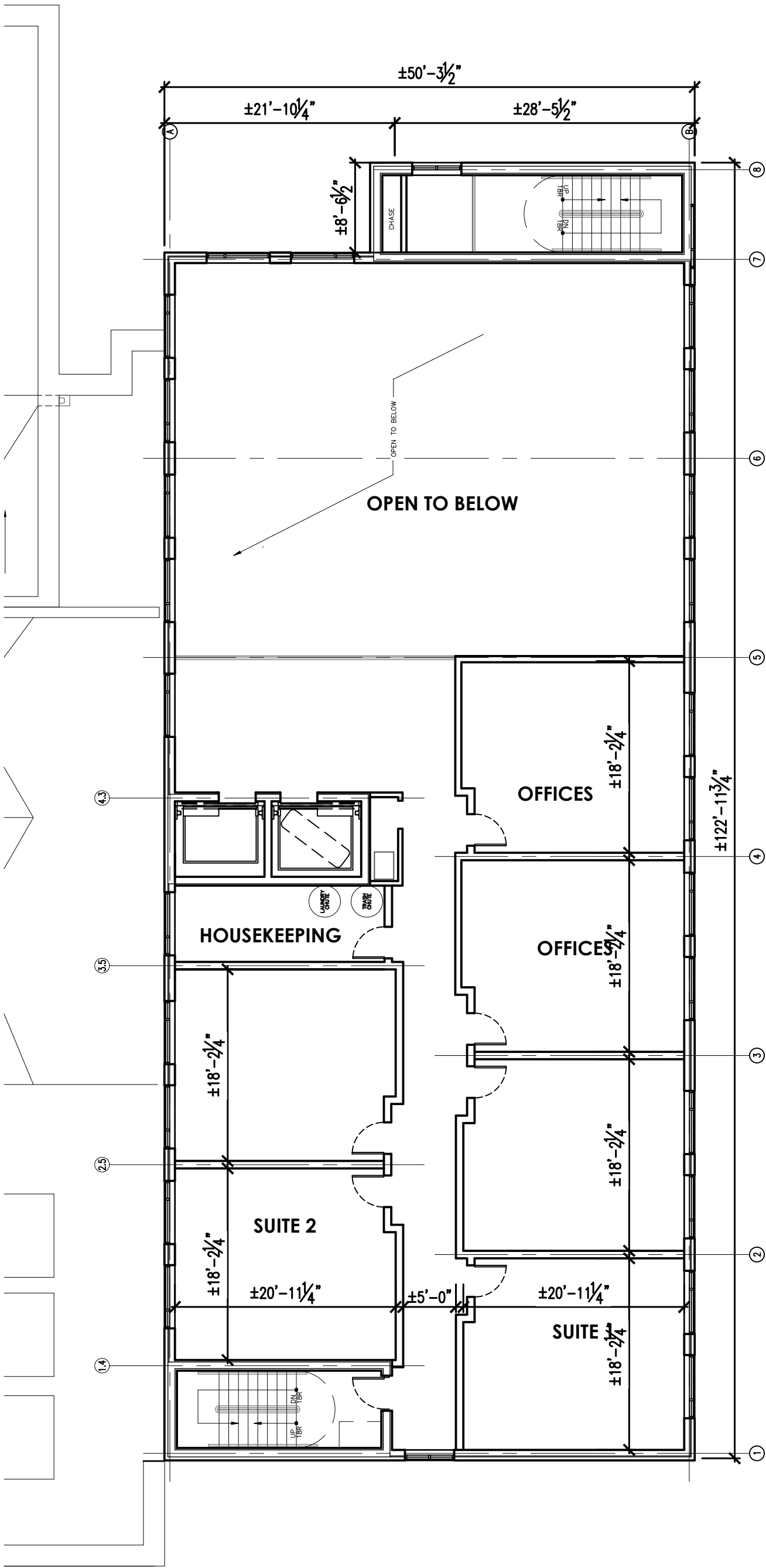


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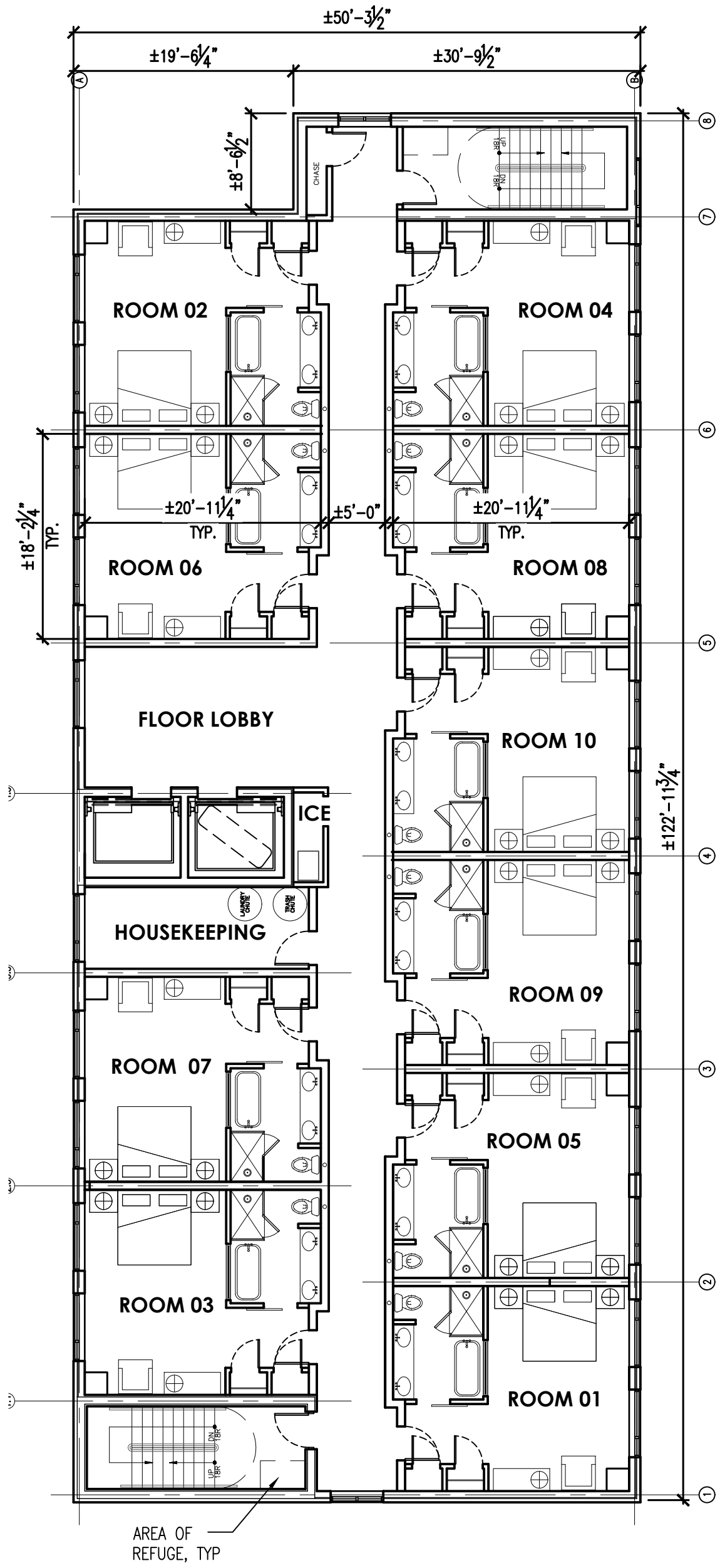
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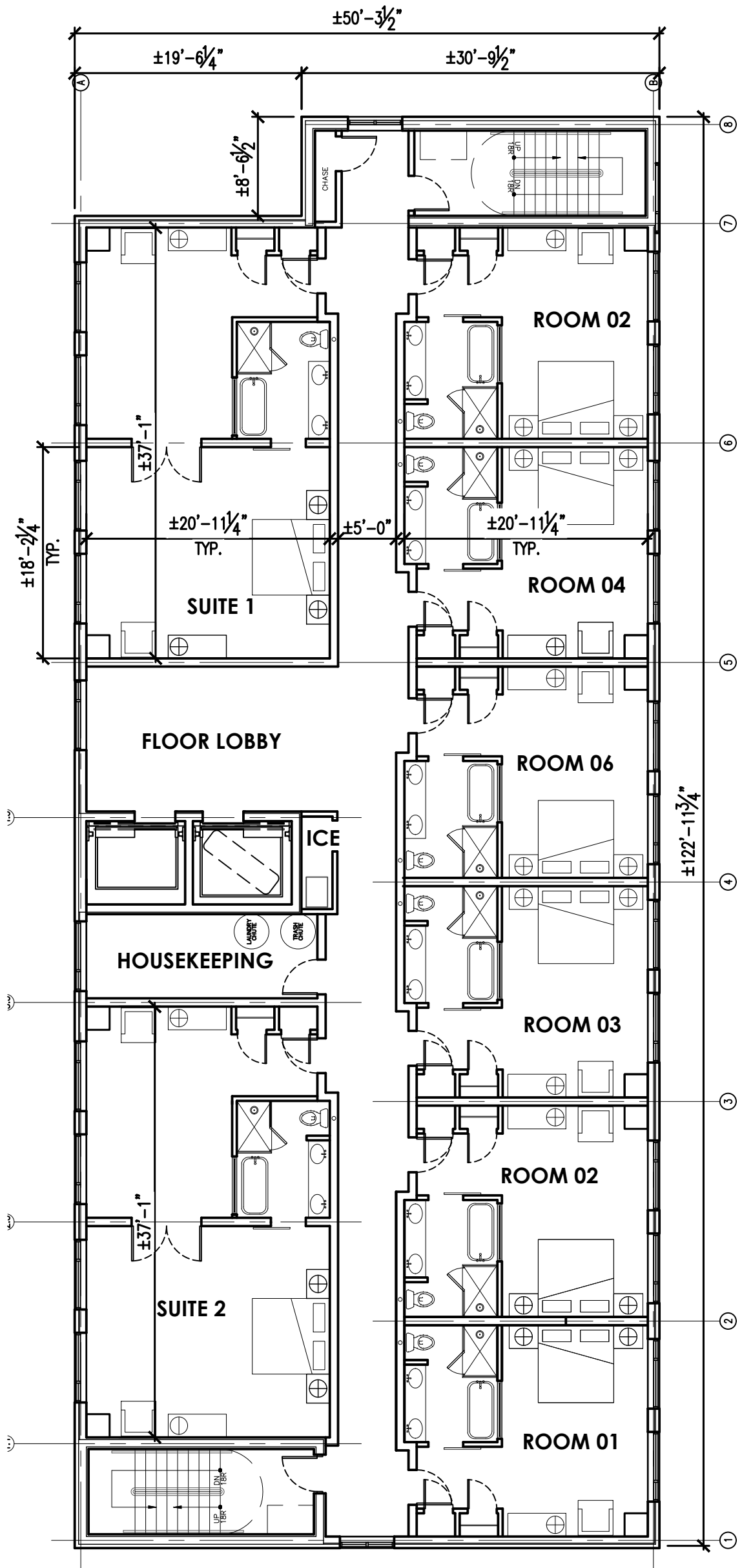
519 E. ALGONQUIN RD
ARLINGTON HEIGHTS, IL 60007



1 PROPOSED 2ND FLR PLAN
SCALE : 3/32" = 1'-0" MAY 4, 2018

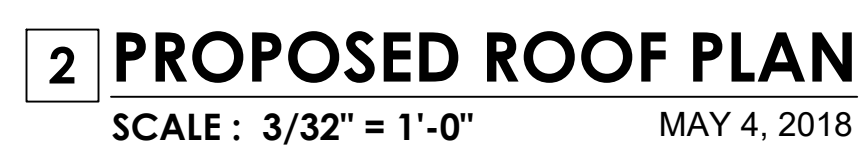


2 PROPOSED 3RD-7TH FLR PLAN
SCALE : 3/32" = 1'-0" MAY 4, 2018



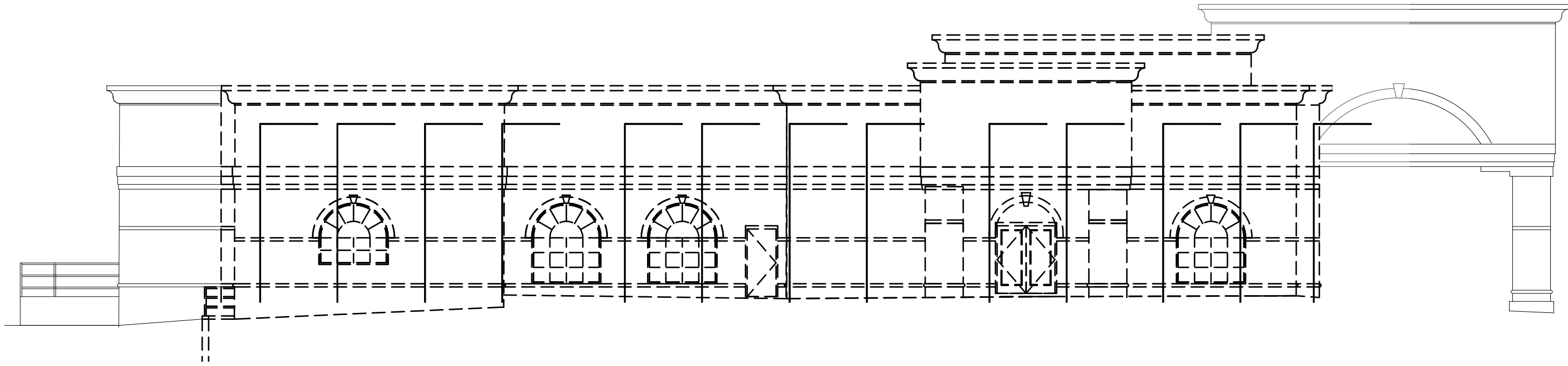
3 PROPOSED 8TH FLR
SCALE : 3/32" = 1'-0" MAY 4, 2018

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EUROPEAN CRYSTAL HOTEL

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1 DEMOLITION - NORTH (FRONT) ELEVATION
SCALE : 3/32" = 1'-0" MAY 4, 2018



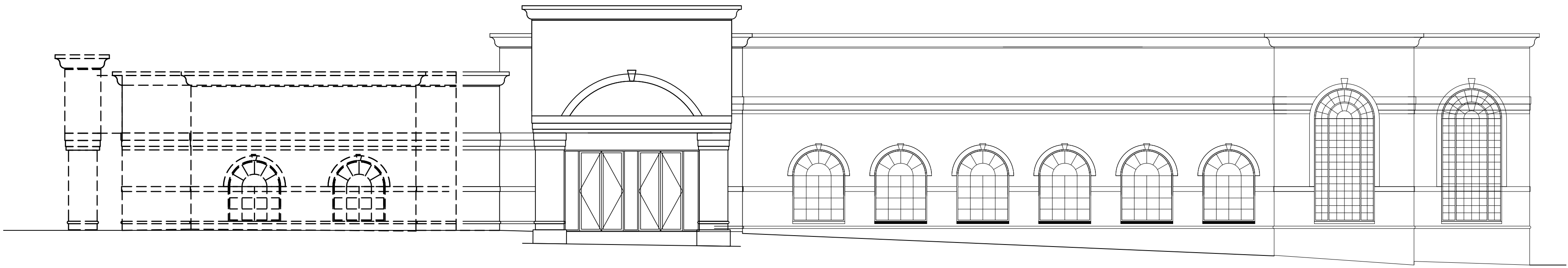
2 PROPOSED NORTH (FRONT) ELEVATION
SCALE : 3/32" = 1'-0" MAY 4, 2018

EUROPEAN CRYSTAL HOTEL

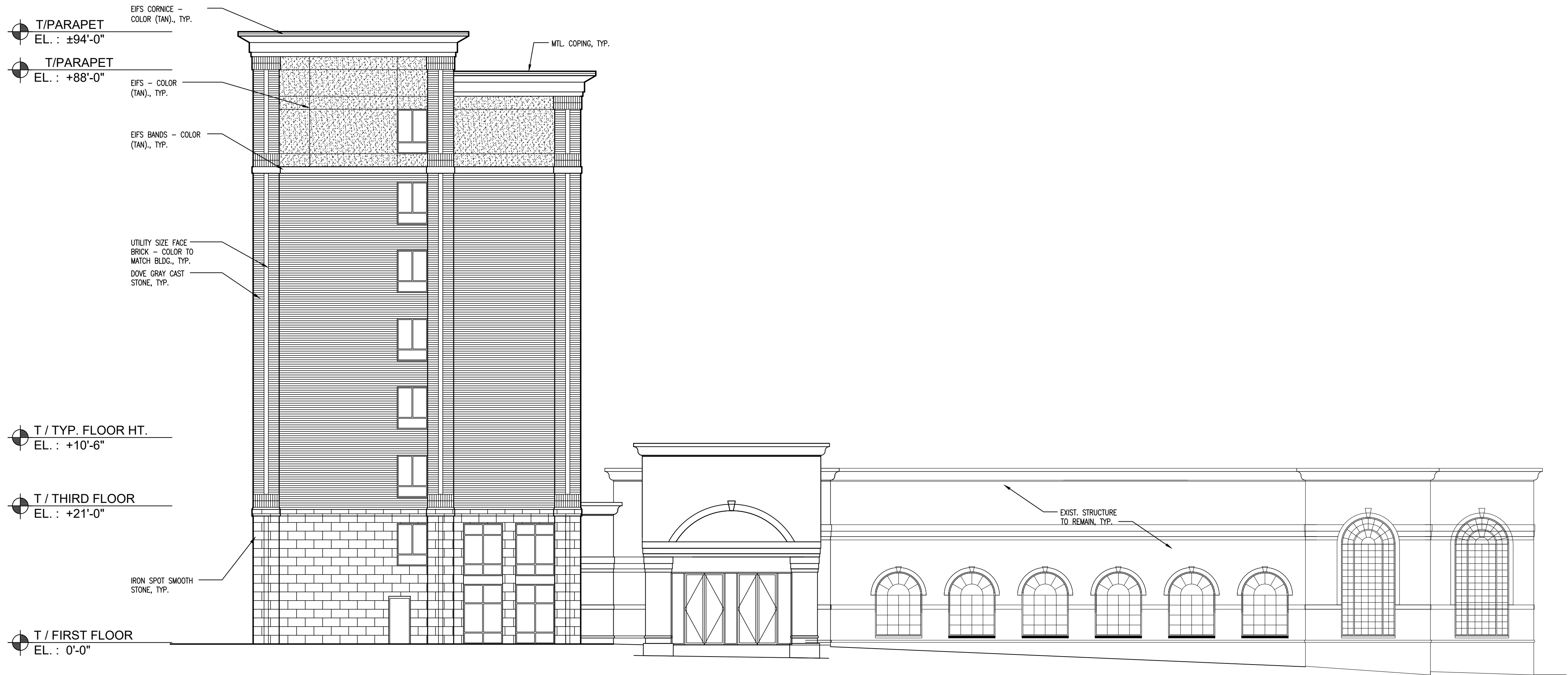
519 E. ALGONQUIN RD
ARLINGTON HEIGHTS, IL 60007

IVY BOUTIQUE HOTEL

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1 DEMOLITION - WEST ELEVATION
SCALE : 3/32" = 1'-0" MAY 4, 2018



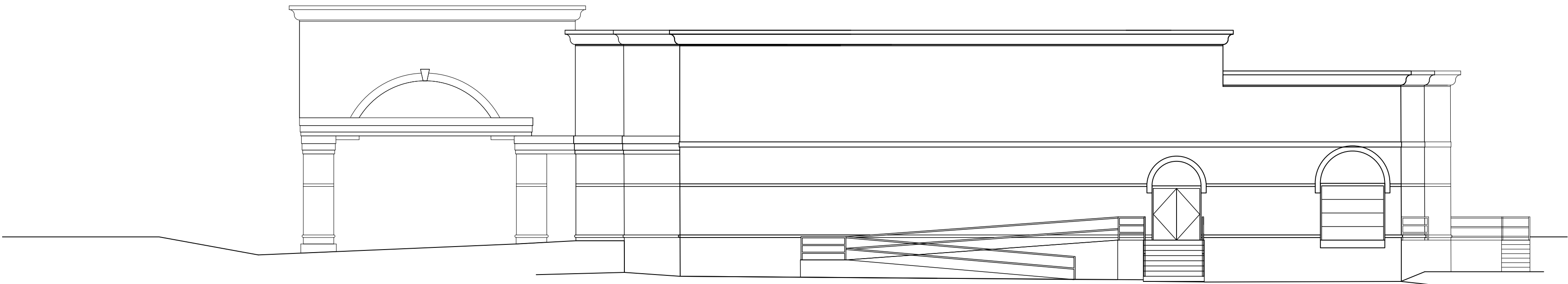
2 PROPOSED WEST ELEVATION
SCALE : 3/32" = 1'-0" AUGUST 8, 2017

Enrique Castel Architect

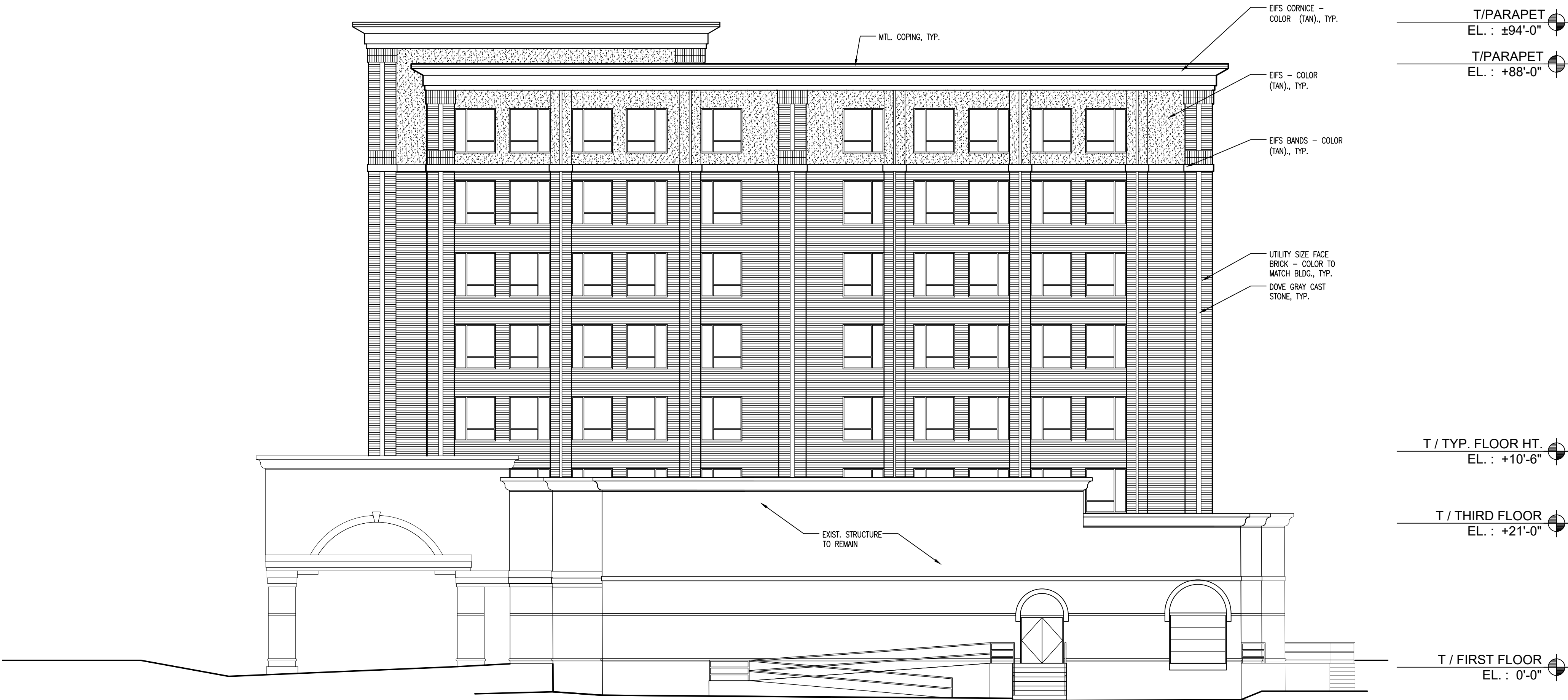
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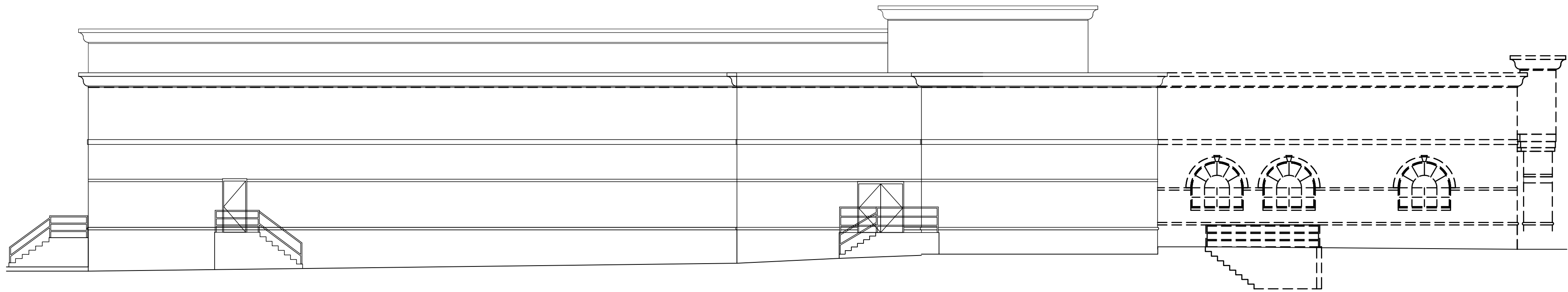
1 EXISTING SOUTH (REAR) ELEVATION
SCALE : 3/32" = 1'-0" MAY 4, 2018



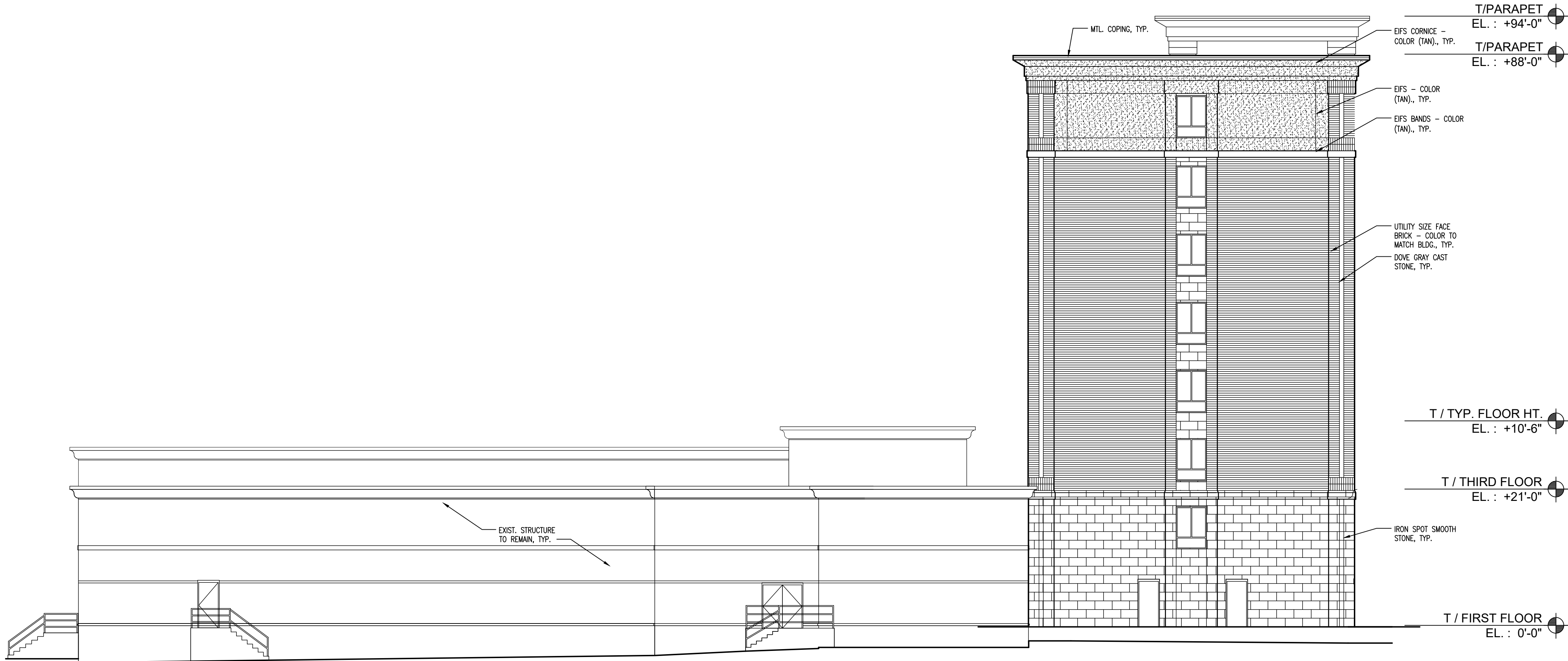
2 PROPOSED SOUTH (REAR) ELEVATION
SCALE : 3/32" = 1'-0" MAY 4, 2018

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1 DEMOLITION EAST ELEVATION
SCALE : 3/32" = 1'-0" MAY 4, 2018



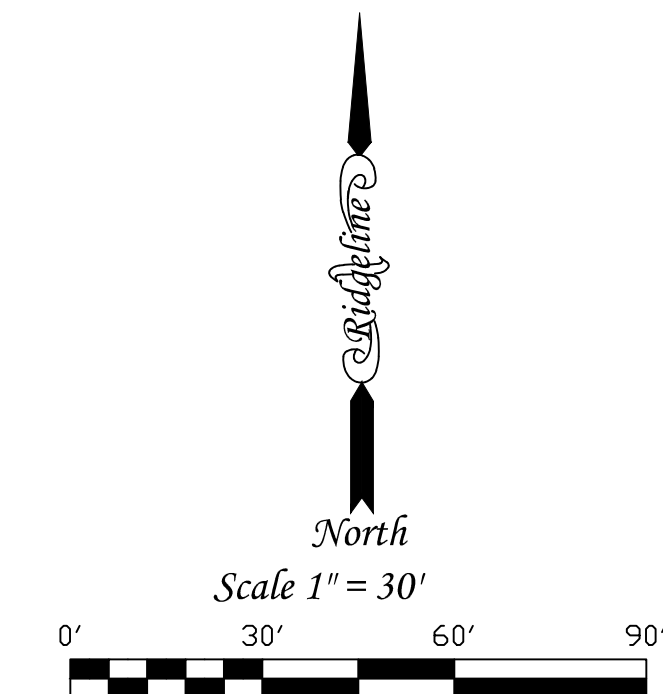
2 PROPOSED EAST ELEVATION
SCALE : 3/32" = 1'-0" MAY 4, 2018

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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 BN NO. 88 AT 412 ALGONQUIN RD., ELEV. 711.57.

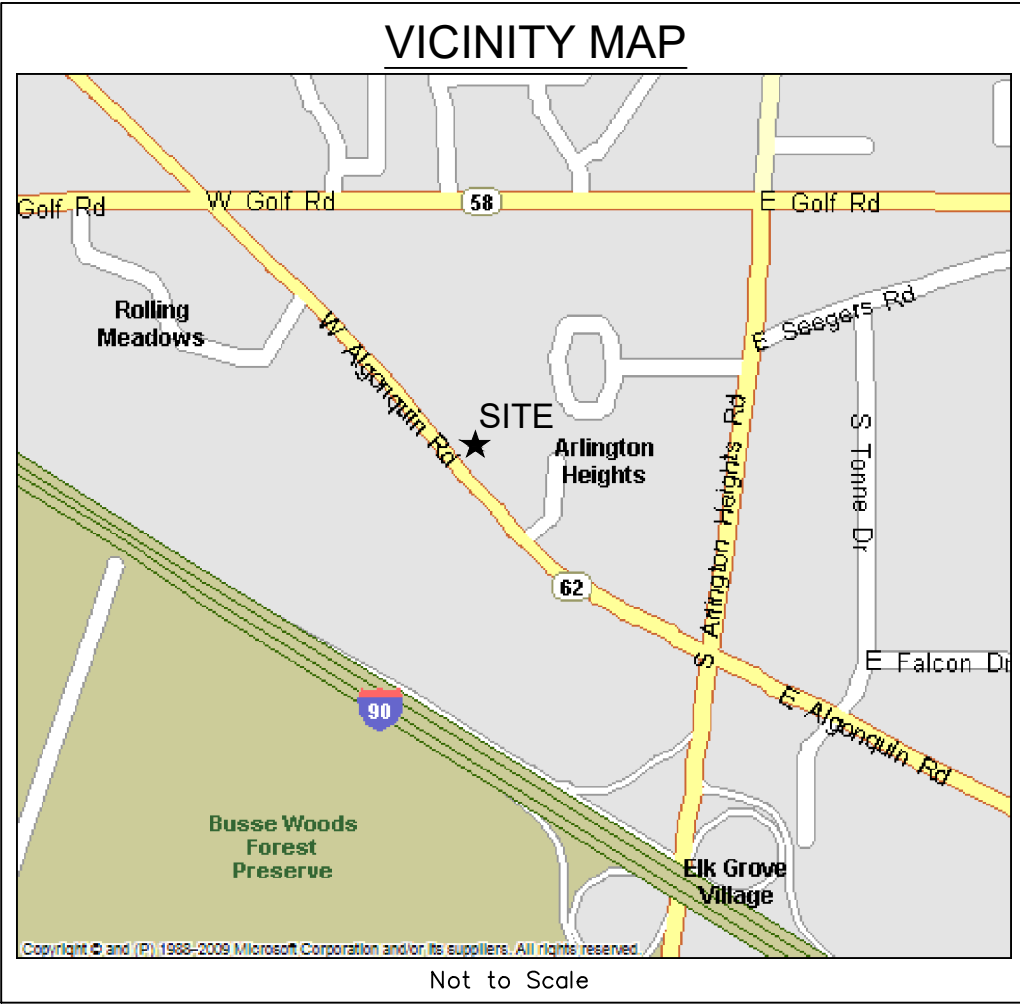
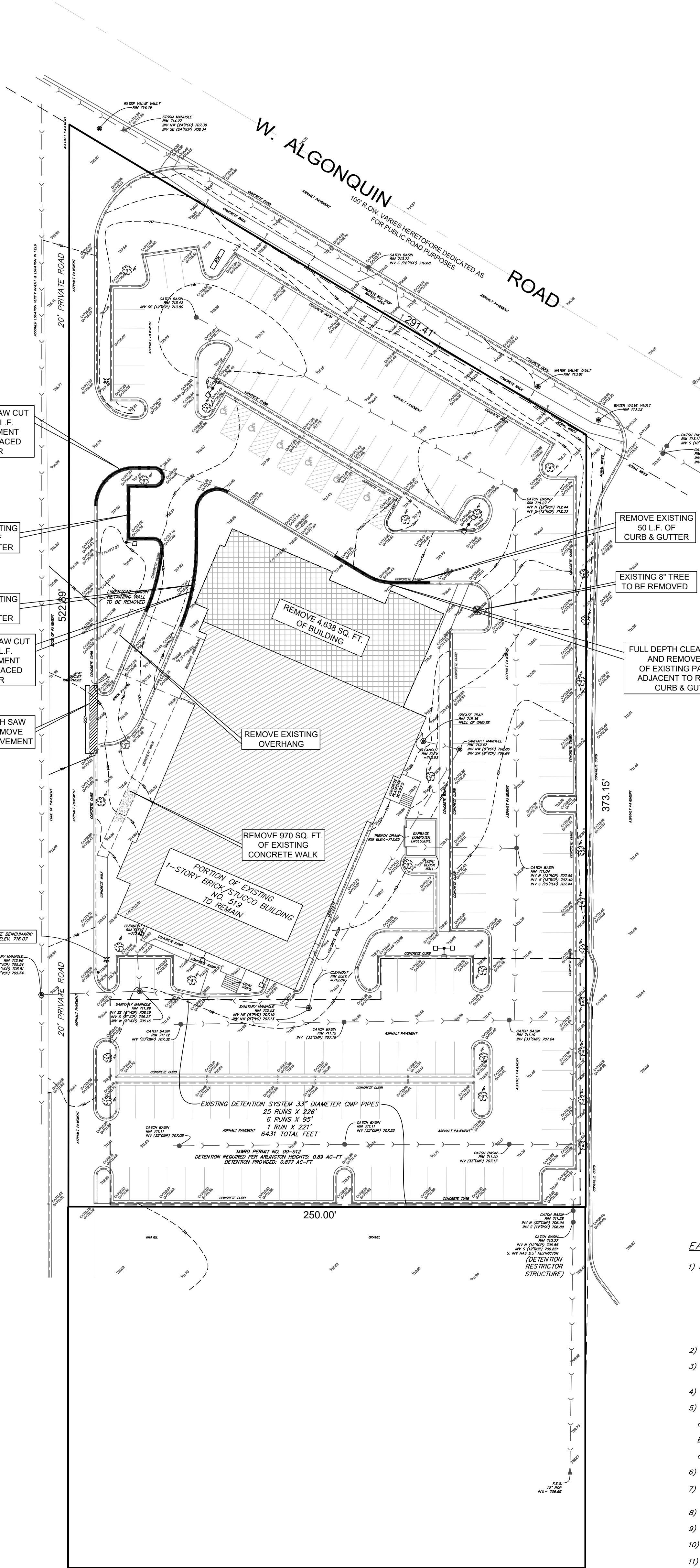
NOTE:
EXISTING CONDITIONS ARE BASED UPON A TOPOGRAPHIC SURVEY. THIS IS NOT A BOUNDARY SURVEY. PROPERTY LINES SHOWN ARE FOR INFORMATIONAL PURPOSES ONLY AND SHALL NOT BE USED AS A BASIS FOR CONSTRUCTION LAYOUT. PROPERTY LINE INFORMATION SHOWN IS BASED ON THE PLAT OF SURVEY RECEIVED FROM THE OWNER AND ANY 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. 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.



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.

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 SAFE GUARD ALL POTENTIALLY HAZARDOUS WORK.
7. CONTRACTOR IS RESPONSIBLE FOR KEEPING ROADS FREE OF EXCESSIVE DEBRIS OF ALL TIMES.
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.
13. EXISTING GREASE TRAP ON EAST SIDE OF BUILDING MUST BE CLEARED PRIOR TO ANY DEMOLITION.



CALL BEFORE
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SITE IMPROVEMENT					
	Existing		Proposed		
Project Area	111,993	Sq. Ft	2.571 Acres		
Building	20,404	Sq. Ft.	0.468 Acres	20,469	Sq. Ft. 0.470 Acres
Pavement (Concrete Curb & Gutter, Asphalt Pavement and Concrete Pavement)	71,282	Sq. Ft.	1.636 Acres	72,543	Sq. Ft. 1.665 Acres
Total Impervious Area	91,686	Sq. Ft.	2.105 Acres	93,012	Sq. Ft. 2.135 Acres
Total Pervious Area	20,307	Sq. Ft.	0.466 Acres	18,981	Sq. Ft. 0.436 Acres
Net Increase in Impervious Area				1,326	Sq. Ft. 0.030 Acres

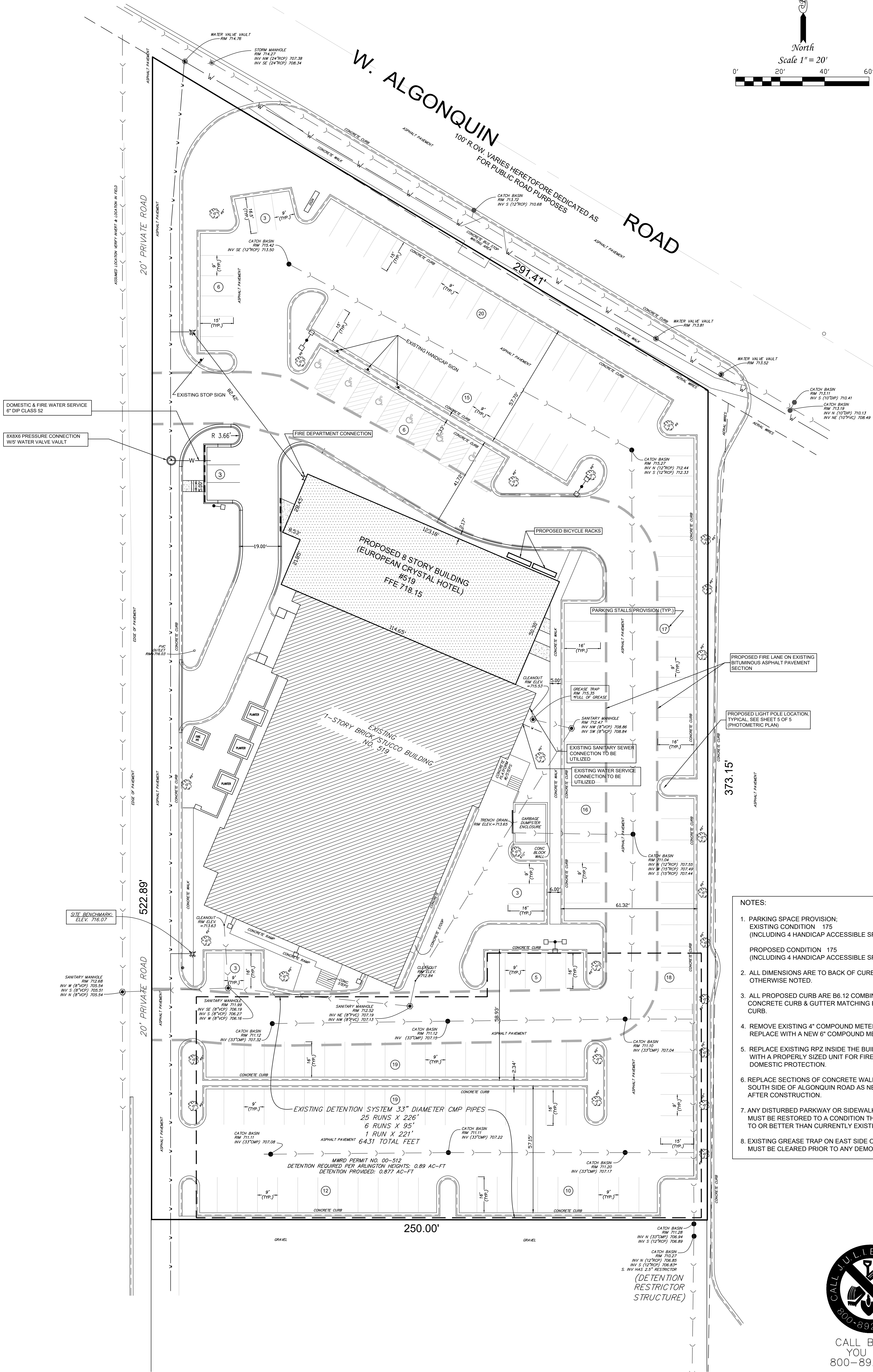
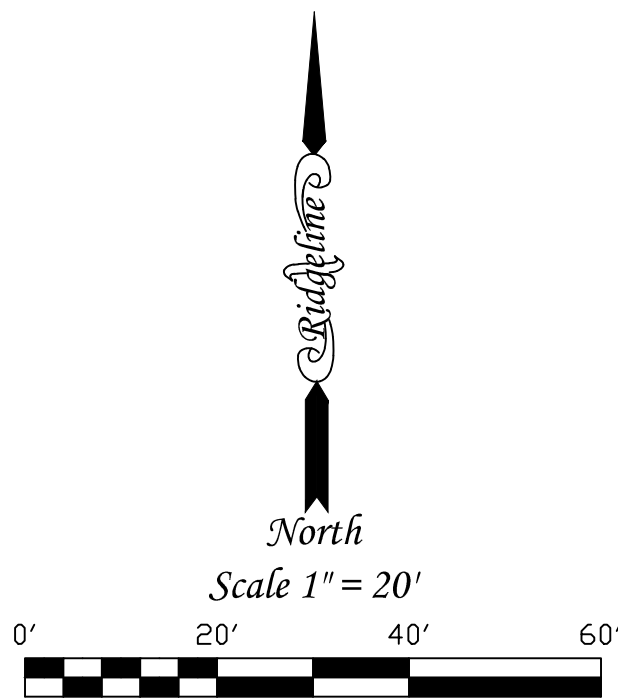
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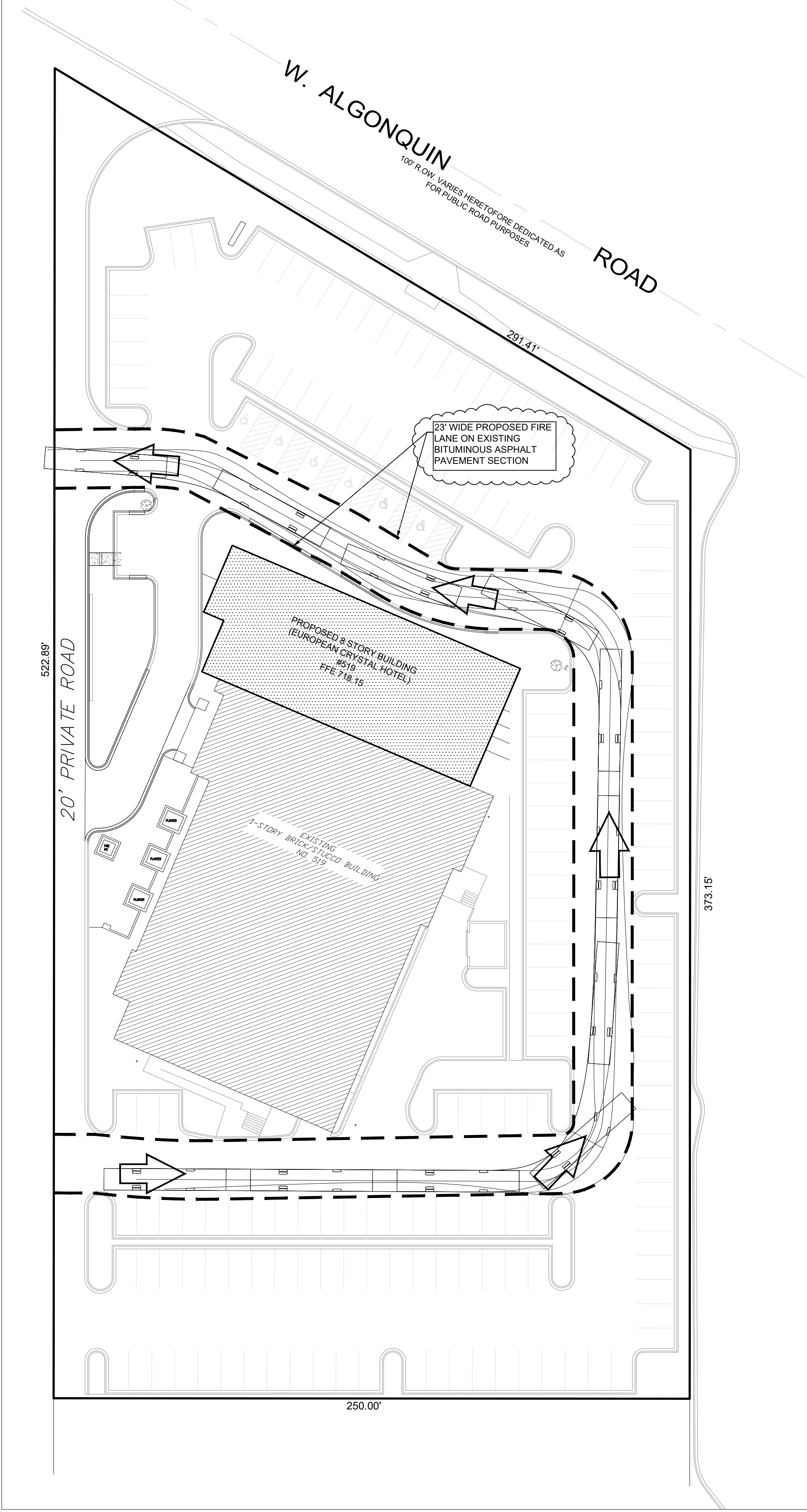
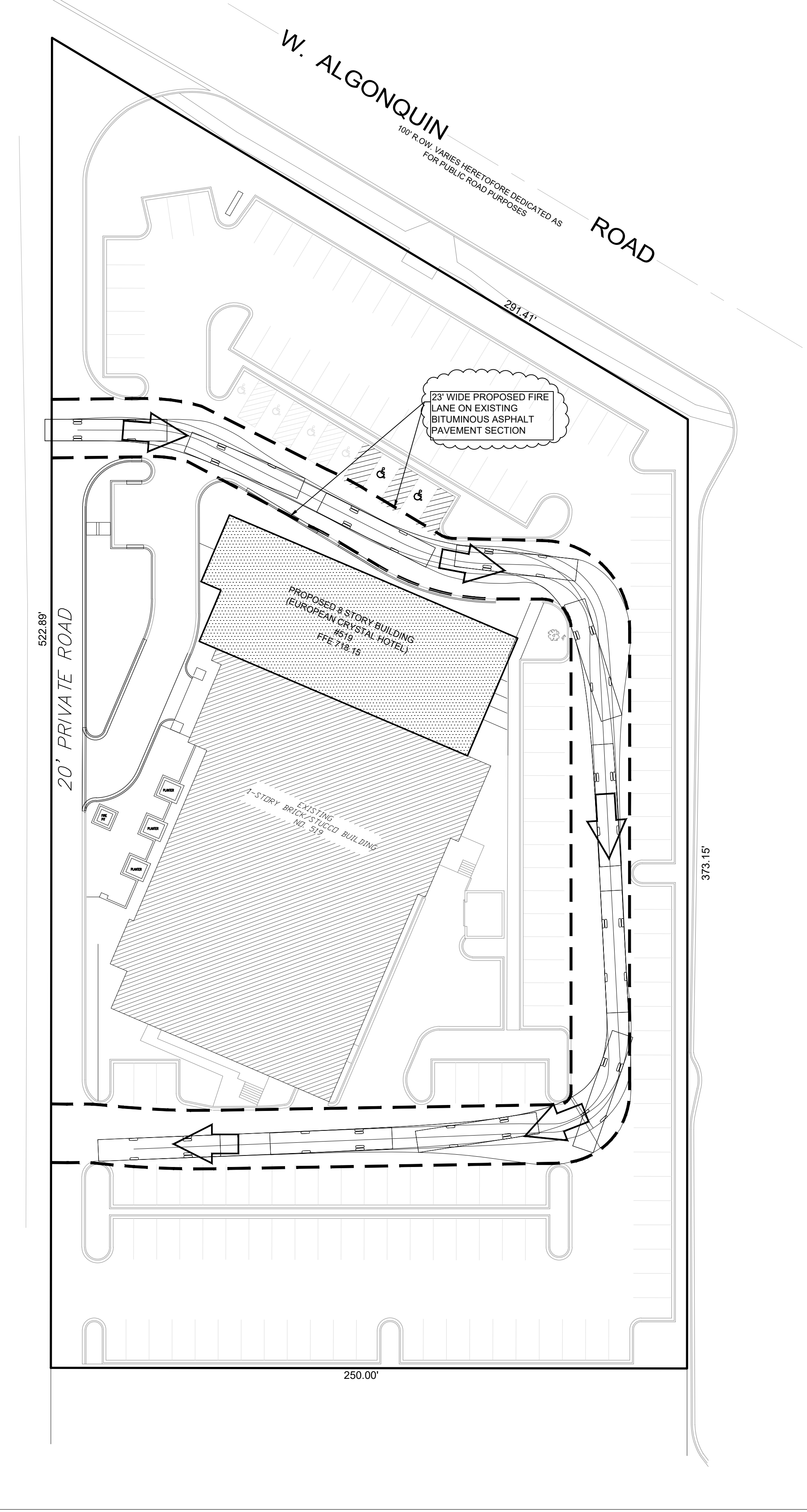
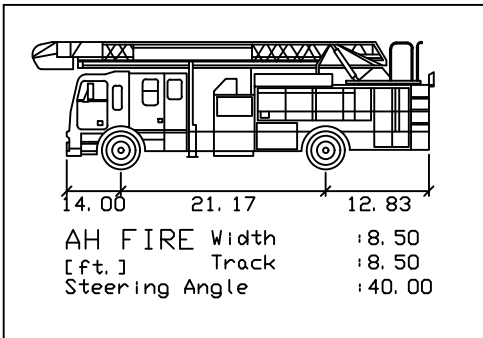
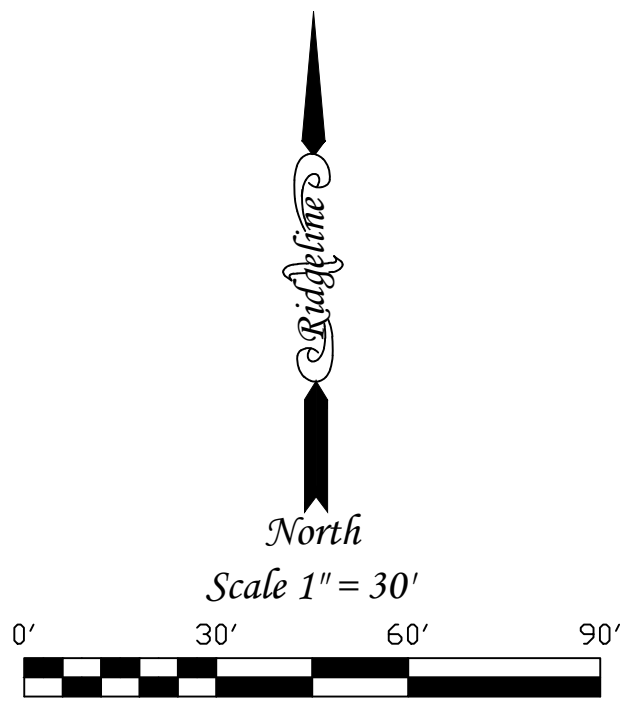
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Preliminary Utility and Site Plan

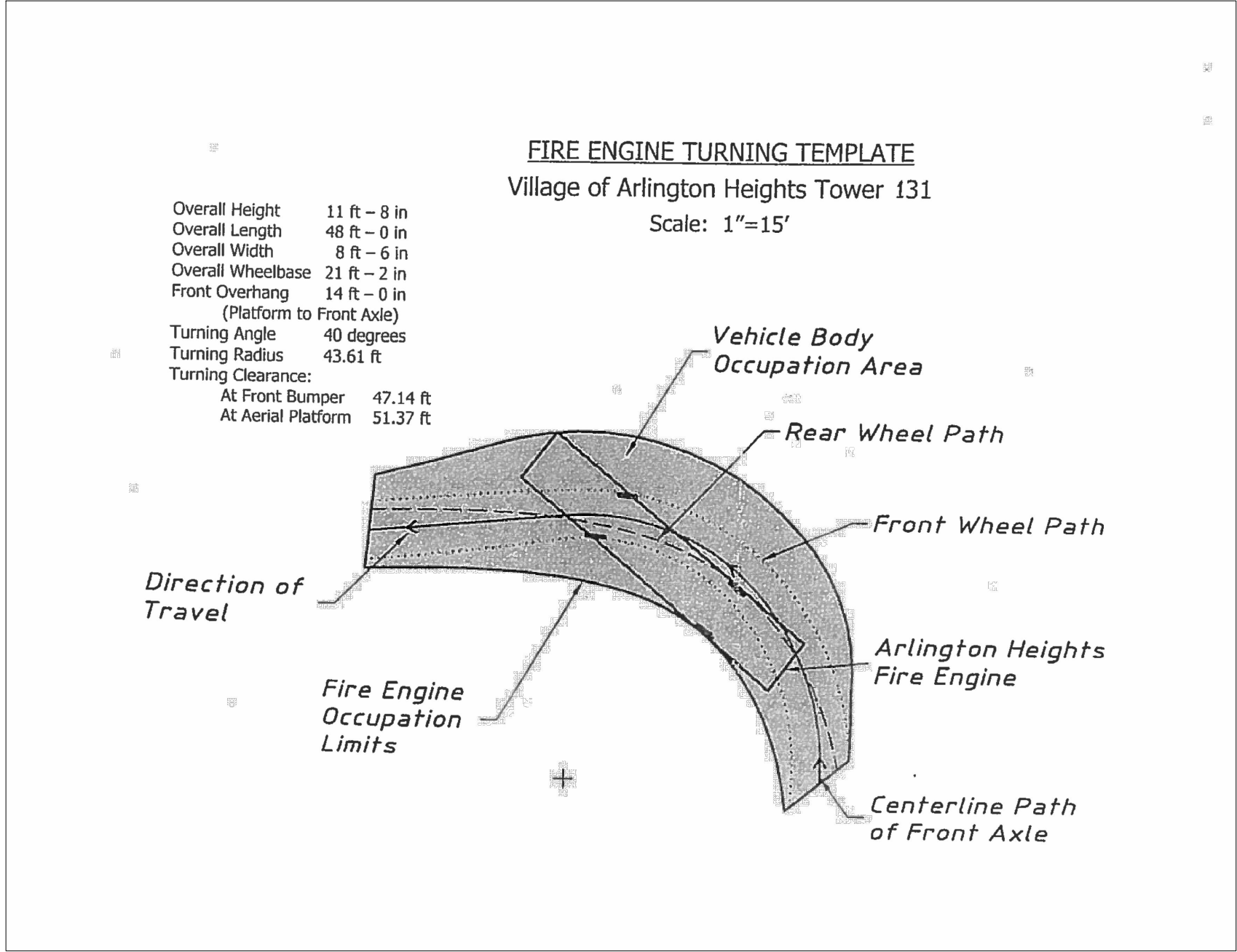


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TR Mandigo & Company

"Over 35 Years of Hospitality Consulting"

Market Study

Market Study for
A 60-room four-star lifestyle hotel at 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
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Submitted to:

Mr. James Cazares
Mr. Anthony Cazares
European Crystal Banquets
Arlington Heights, IL 60004

Submitted on:

June 26, 2018

TR Mandigo & Company

Over 35 Years of Hospitality Experience
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Tuesday, June 26, 2018

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 60-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 60 room, 8 story hotel tower.

We have updated the financials for the revised property program, reducing the room count from 126 rooms to 60 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 (2018) 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.

Sincerely,

A handwritten signature in dark ink, appearing to read 'T. Mandigo', written in a cursive style.

Theodore R. Mandigo, CPA, ISHC

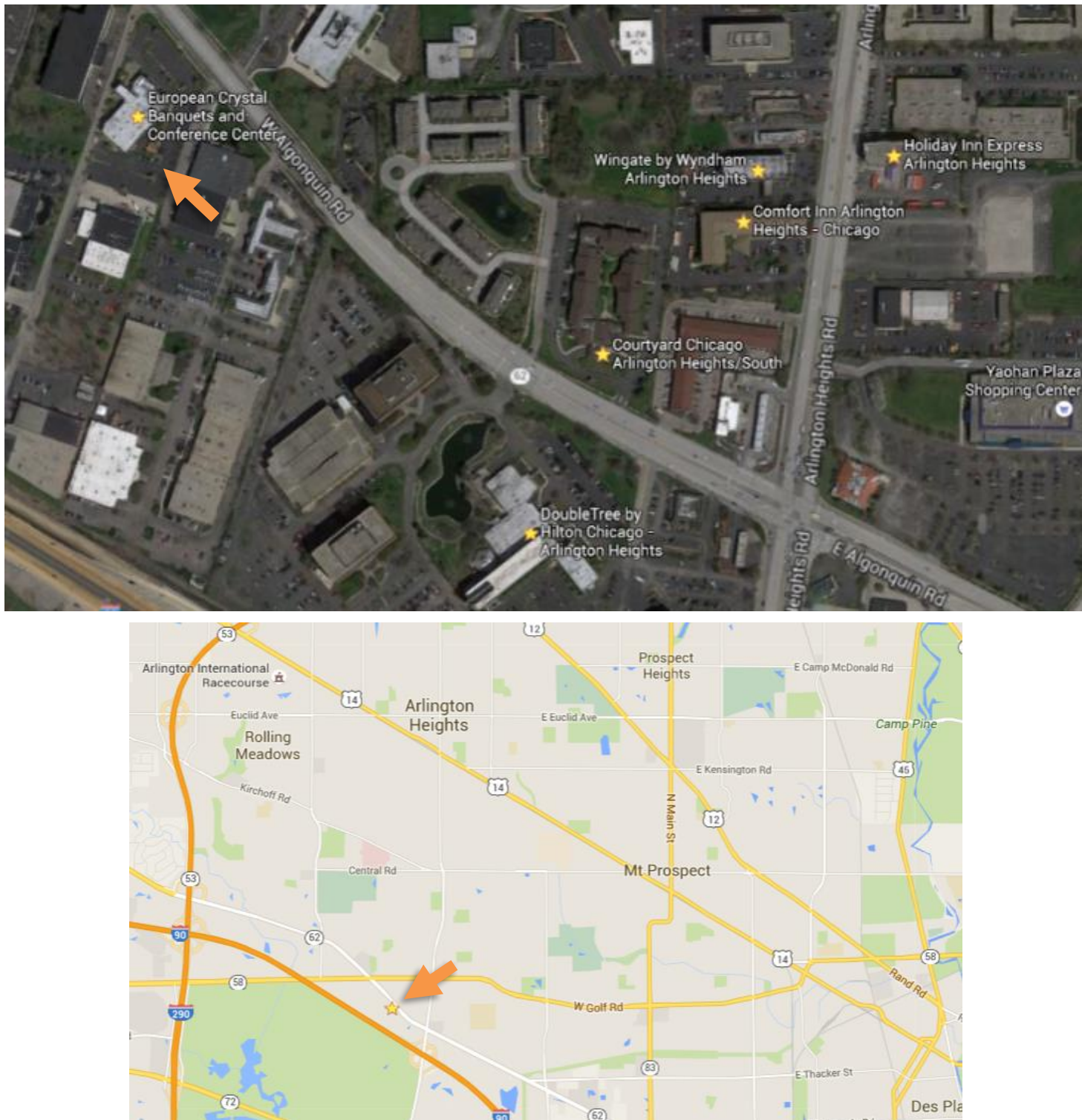
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Table 1: Map of Site Location



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.

The first of these studies was conducted in 2014, for a proposed site northwest of the one contemplated in this study. We examined several possibilities for that project, and split data into two sets. Utilizing historic data, midscale closest by were typically older, with construction dates of 1990 or earlier, and performed at 56% in 2014, around 15 to 20 points lower in occupancy and around \$15 in daily rate compared to a second, wider ranging set of properties within the upscale or greater categories.

The older data sets included the following hotels:

Table 2: Historic STR Data

STR #	Name	City	Class	Open Date	Rooms
27061	La Quinta Inns & Suites	Arlington Heights, IL	Midscale Class	12/1/1989	121
27523	Courtyard Chicago Arlington Heights North	Arlington Heights, IL	Upscale Class	4/1/1990	152
45259	Wingate By Wyndham Arlington Heights	Arlington Heights, IL	Midscale Class	4/1/2003	80
19030	Holiday Inn Express Arlington Heights	Arlington Heights, IL	Upper Midscale Class	3/1/1987	125
20261	Courtyard Arlington Heights South	Arlington Heights, IL	Upscale Class	12/1/1985	147
56691	Holiday Inn Express	Rolling Meadows, IL	Upper Midscale Class	12/1/2007	135
61566	Holiday Inn	Mount Prospect, IL	Upper Midscale Class	4/1/2011	136
61373	Hampton Inn Suites	Mount Prospect, IL	Upper Midscale Class	4/1/2012	120
Total Properties:				8	1016

STR #	Name	City	Class	Open Date	Rooms
27523	Courtyard Chicago Arlington Heights North	Arlington Heights, IL	Upscale Class	4/1/1990	152
9594	Doubletree Chicago Arlington Heights	Arlington Heights, IL	Upscale Class	4/1/1985	241
61373	Hampton Inn Suites	Mount Prospect, IL	Upper Midscale Class	4/1/2012	120
35907	Hyatt Place	Schaumburg, IL	Upscale Class	12/1/1997	127
57626	Hilton Garden Inn	Schaumburg, IL	Upscale Class	10/1/2008	166
42471	Springhill Suites	Schaumburg, IL	Upscale Class	10/1/2001	132
Total Properties:				6	938

In 2016, we analyzed data for a precursor to the current project utilizing the closest properties to the proposed site at and around the intersection of Algonquin Road and Arlington Heights Road, immediately north of the I-90 exit to determine the strength of the primary market served. These hotels are shown on the following page:

Table 3: Closest STR properties of comparable class

STR #	Name	City	Class	Open Date	Rooms
22648	Holiday Inn Express Arlington Heights	Arlington Heights, IL	Upscale Class	Feb 1987	111
45259	Wingate By Wyndham Arlington Heights	Arlington Heights, IL	Upscale Class	Apr 2003	80
20261	Courtyard Chicago Arlington Heights S	Arlington Heights, IL	Upper Midscale Class	Dec 1985	147
9594	Doubletree Chicago Arlington Heights	Arlington Heights, IL	Upscale Class	Apr 1985	241
19030	Comfort Inn Arlington Heights Chicago	Arlington Heights, IL	Upscale Class	Mar 1987	125
Total Properties:				5	704

This set featured stronger historic averages than the first set, but slightly weaker than the second, which included Schaumburg hotels. Results placed the occupancy in 2014 at 72% with \$86.83 average daily rate (ADR). 2015 numbers were 69.4% occupancy and \$93.13 ADR. Thus, except for the midscale hotels, surrounding properties appeared to be doing well, though with relatively weak ADR, which is typical of suburban properties. The precursor study using this data found that historic performance in the market was sufficient to justify the feasibility of a new hotel in the marketplace. In order to update the study for the current market performance, an additional STR report was ordered in June 2018 utilizing the same set as above. The results for this set showed a strong 2016 with occupancies at 72.6%, while 2017 was down slightly at 70%. Data through April indicates that 2018 is a stronger year, up 6.7 points on the same period in 2017. Rates also have shown improvement, jumping nearly 8 percentage points in 2015, 2 points in 2016, and only ½% in 2017. YTD 2018 indicates an expected increase of above 2% for the remainder of the year. These two metrics taken together indicate strong RevPAR growth for the end of 2018 at or above 10% over 2017.

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 50 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, 29 are located in Schaumburg.

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. Furthering this split is the fact that hotels are generally built with around a 25-year useable life, which includes scheduled renovations every 3-5 years and major renovations every 7-10. Because many suburban properties were built in waves, with the oldest occurring in the 1970's, while the biggest wave came in the 1990's. This means that many of the mid-range hotels in the suburbs are at or near the end of their planned useful life, and may need substantial renovation to adapt to changes in the marketplace. Because guest needs change over time, it is possible for hotels to become obsolete even with renovation as well.

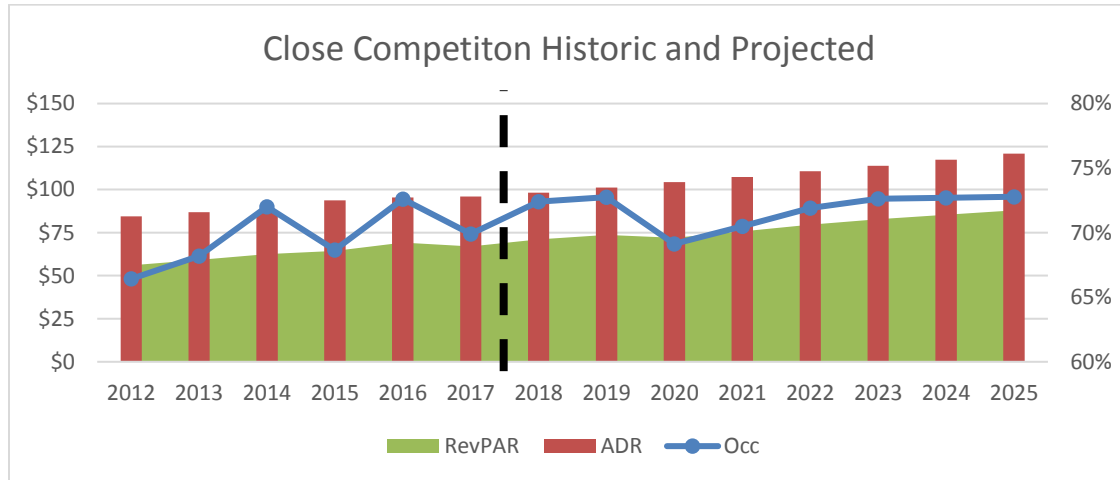
The clearest local example of this is the 426 room Sheraton which closed at the end of 2009 (though there are many other extenuating circumstances). When this hotel exited the market, its former guests left for other properties, primarily in Schaumburg.

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 60-room hotel as proposed.
 - 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 \$130 in current (2018) dollars.
5. The depth of the market and current demand growth trends indicate a short absorption period for the additional 60 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.
 - This conclusion is drawn from the property's unique position as an upper-upscale limited service property (often referred to as boutique or lifestyle), small overall number of rooms, and newness of rooms compared to other hotels in the immediate area.
 - Further, the hotel's target mix of customers would be heavily focused on meetings and events, given its unique amenities.
 - As discussed earlier, the surrounding market is stronger than that of the north side of the city, while the banquet features of the proposed property will make the proposed hotel likely to compete with the larger pool of hotels in the region, including Schaumburg.
6. The only new addition to the market that we are aware of is the stalled property currently proposed at Arlington Downs. This project has been redesigned several times and currently sits in limbo.
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.
 - 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 60-room hotel property will generate only a limited additional parking requirement for several reasons:
 - 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.
- 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
 - 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.
 - 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.
 - Weekend events at the banquet facility currently find adequate parking for their needs given the existing parking capacity and the aforementioned use of shared parking in adjacent commercial establishment lots. Persons now coming to the facility from area hotels with their own vehicles would merely be replaced by the same volume of vehicular traffic that would now stay at the property, creating only a nominal increase in parking requirements that can easily be accommodated by agreements with adjacent properties for overflow parking on weekend.
 - For larger groups the organizers or hotel would make provision for dedicated shuttle service transportation to and from the airport as well as to any area attractions.
 - For larger scheduled special events the developers would partition the parking area and provide valet parking that will increase the capacity of the existing facility through a denser use of the space.
 - It is our understanding that there are agreements with nearby businesses to utilize parking spaces should overflow occur. Notably, events which would require this overflow would take place during evenings and weekends, where office buildings and their surrounding parking lots typically are not used. Thus, any parking generated by the property would be considered complimentary use.
 - Overnight parking would be necessarily limited to hotel guests, so daytime parking use would consist of hotel guests or daytime events (likely attended primarily by hotel guests), which are typically much smaller than weekend events.

We have prepared an analysis of the market for hotel properties in the surrounding nearby Arlington Heights market reflecting the competitive set discussed above.

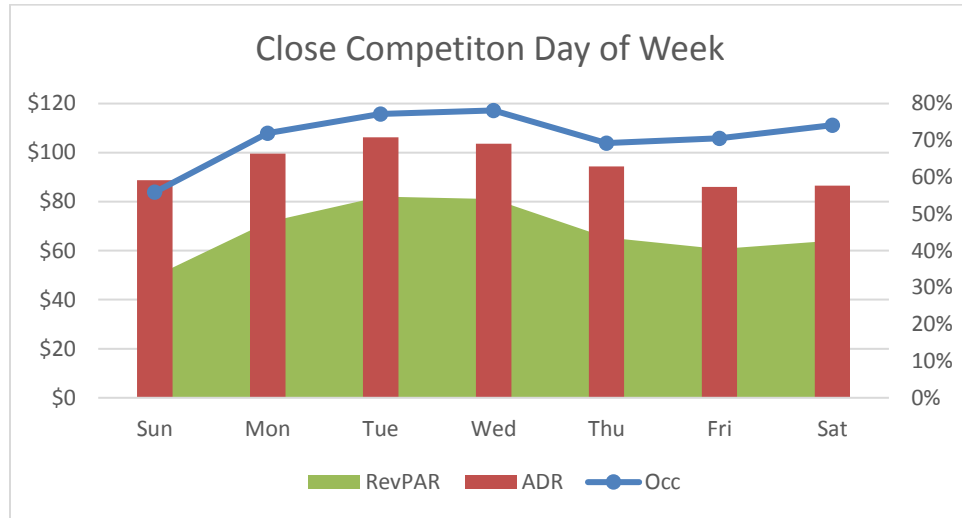
Table 4: Competitive Set Yearly Performance

The above chart paints a picture of a resilient market that emerged fairly strongly from the recession, rebounding to 66.4% in 2012. By 2014 the market had achieved above 70%, which is considered very good for the suburban metro area, and the northwest in particular. The following years saw some ebb and flow, varying between 68.7 and 72.6, ending 2017 at 70%. Even the lowest of these numbers is indicative of a healthy market. Rates saw a spike in 2015, increasing by 6% compared to the previous year, but in general have seen slow, but continuing growth, of about 1.5% per year.

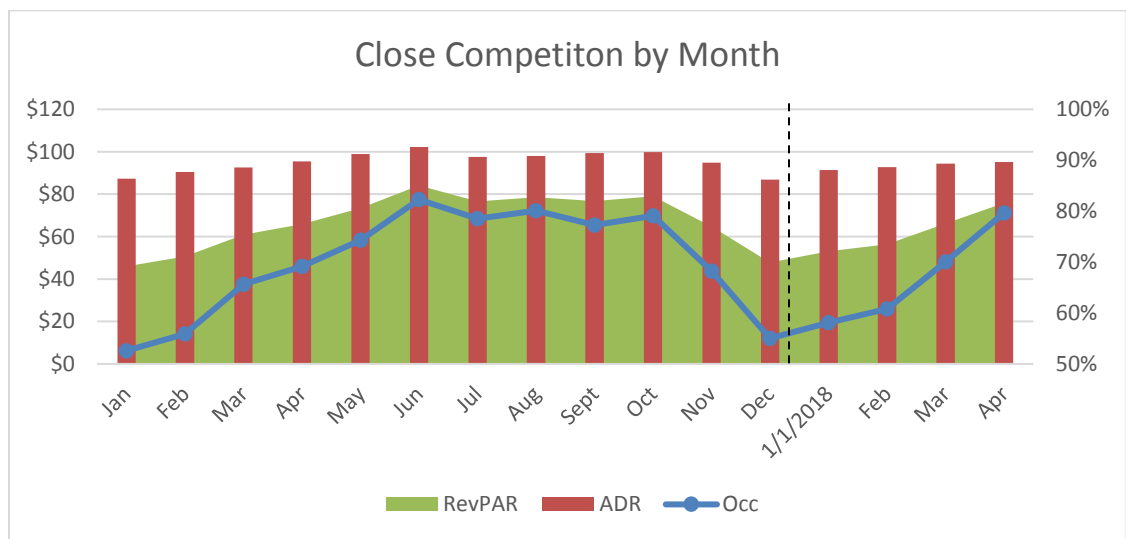
In the future we do not expect much change from this pattern. Given the delays in other proposed projects nearby, we anticipate the hotel market will stabilize above 70%, but will drop down to around 69% when the new hotel opens. The proposed property will represent an increase of under 8% in the immediate room supply, which will result in a year-over-year displacement of rooms from other hotels during its ramp up period, resulting in around a 3% drop in occupancy for the set, which is considered low.

This 3% overall drop is caused by the initial year ramp up period, in which it is anticipated that the proposed property will attract 35% of its business from demand generated by the existent local market. As the ramp up ends, this number decreases as the property stabilizes, achieves a loyal base, and ages upwards.

The proposed property will therefore attract around 65% of its business in the first year from sources that will not significantly impact the remaining properties, such as meetings, groups, events, or clients looking to stay in an upper-upscale hotel. Rates are likely to remain mostly unchanged. This places the impact of the potential property on the low end in terms of potential disruption, as properties which share similar branding, geographic proximity, scale and quality can theoretically capture up to 100% of the demand of existing properties.

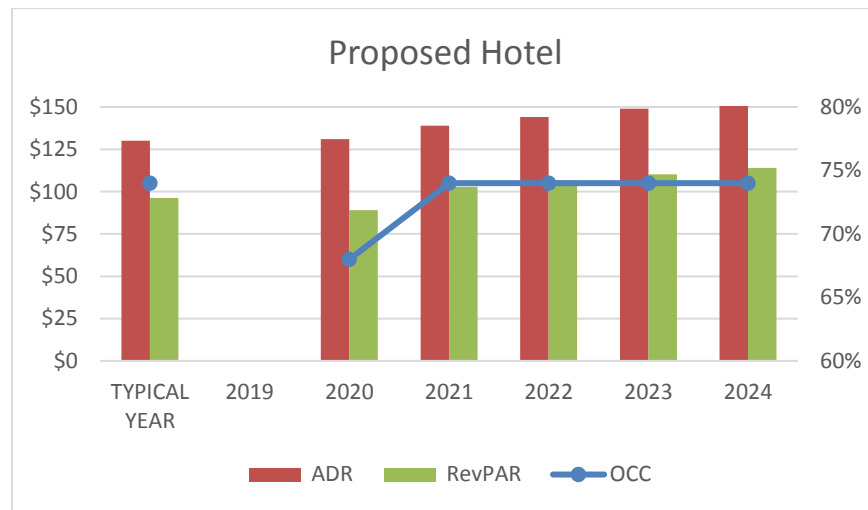
Table 5: Competitive Set Day of Week Performance

From an operating standpoint, the competitive set performs strongly during midweek with performance peaking on Tuesday and Wednesday above 75%, with Monday reaching 72% and Thursday at 69.3%. Fridays are above 70% and Saturday sees a secondary peak of 74.1%. Even Sunday, the worst day of any hotel, is fairly strong at 55.9%. Rates are strongest midweek, peaking at \$106.30 on Tuesday, and remaining low on Friday and Saturday, despite the increase in occupancy. The proposed hotel, with the extensive attached banquet space, would likely perform above the set during peak periods, and may generate overflow rooms during certain events.

Table 6: Competitive Set Monthly Performance

The competitive set performs in a typical manner for the Chicagoland market, with monthly performance peaks in mid-summer, with a strong falloff for the winter months. While the downtown market tends to show a more pronounced dip before fall convention season before recovering strongly in October, occupancies in the competitive set remain relatively stable throughout this period. 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 see a ramp up from midwinter discounts at \$87 in December to \$102 in June. From there, rates average \$100 until November, where they drop off again.

Table 7: Projected Operating Results, Proposed Hotel



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, around the average for the set. 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 74% on average, achieving an average daily rate of \$130 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 banquets business.

Table 8: Projected Operating Results, Proposed Hotel

	Competitive Set			Subject Property			
	Supply	Occ	Demand	Occ	Demand	Fair Share	% Fair Share
2018	704	72.40%	510				
2019	704	72.76%	512				
2020	749	69.12%	518	68%	41	8.0%	98.37%
2021	764	70.51%	539	74%	44	7.9%	104.96%
2022	764	71.92%	549	74%	44	7.9%	102.90%
2023	764	72.64%	555	74%	44	7.9%	101.88%
2024	764	72.71%	555	74%	44	7.9%	101.78%

Based on our research and the performance of new construction properties in the Chicagoland over the last several years, we anticipate that the property will achieve slightly above its fair share as it stabilizes after its first year, which will slowly normalize over a 5-year period.

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 \$15 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 2018 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 9: Summary of Operating Results

Proposed Hotel Property			
Year	Total Revenue	Income (1)	Ratio to Revenue
Typical Year	\$4,452,000	\$1,139,000	25.58%
2020	\$4,326,000	\$1,055,000	24.39%
2021	\$4,740,000	\$1,293,000	27.28%
2022	\$4,897,000	\$1,294,000	26.42%
2023	\$5,054,000	\$1,333,000	26.38%
2024	\$5,215,000	\$1,380,000	26.46%
2025	\$5,393,000	\$1,441,000	26.72%

(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 2020.
- The property will be designed as a boutique, 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 2.5 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.
- We refer to the property as a select service hotel as F&B services will be available. These will be run through the banquet hall and will not fall to the bottom line of hotel operations. STR and other data providers do not have a separate category for this type of operation, therefore it is compared against Limited Service properties in the following tables.

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 \$24,000 or \$0.81 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. In some cases, this line item is completely rolled into miscellaneous income, but that

includes other things such as resort fees that make overly broad. We selected a revenue level consistent with the price point and location of the property

Other Operated Departments are based on estimated revenue derived from the operation of the gift/sundry shop sales, revenues from valet, and other miscellaneous income. We based this on a \$65,000 level in current value dollars, or \$2.19 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 10: Other Operated Departments per Occupied Room

Select Service Hotels	
Average for All Properties	\$1.59
Suburban	\$1.02
Upscale	\$1.89
Projected for Subject Property	\$2.19

Departmental Expenses:

Rooms Departmental Expenses are based on a per available room operating cost of \$8,433, 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 11: Room Department Expenses

	Select Service Hotels	Per Room Ratio
Average for All Properties	\$6,888	22.4%
Suburban	\$5,548	21.4%
Upscale	\$9,274	22.9%
Subject Property	\$8,433	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 on the following page:

Table 12: Other Operated Departments

Select Service Hotels	
Average for All Properties	60.7%
Suburban	63.8%
Upscale	67.2%
Projected for Subject Property	60.0%

Undistributed Expenses:

Administrative and General expenses are based on a per available room operating cost of \$3,700 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 13: Administrative and General

Select Service Hotels	
Average for All Properties	\$2,648
Suburban	\$2,260
Upscale	\$3,522
Projected for Subject Property	\$3,700

Marketing is based on a \$3,200 per available room budget, providing \$192,000 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 14: Marketing

Select Service Hotels	
Average for All Properties	\$1,715
Suburban	\$1,516
Upscale	\$2,075
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 \$2,150 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 15: Property Operations and Maintenance

Select Service Hotels	
Average for All Properties	\$1,475
Suburban	\$1,350
Upscale	\$1,793
Projected for Subject Property	\$2,150

Energy costs are likewise based on comparable operations from industry databases. The estimated amount of \$2,150 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 16: Energy Cost

Select Service Hotels	
Average for All Properties	\$1,300
Suburban	\$1,350
Upscale	\$1,599
Projected for Subject Property	\$2,150

Fixed Charges:

Real Estate and Property Taxes have been estimated at 4.6 percent of total revenues, or a level of \$250,000 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 17: Real Estate Taxes

Select Service Hotels	
Average for All Properties	\$1,416
Suburban	\$1,100
Upscale	\$1,888
Projected for Subject Property	\$4,167

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 recreation equipment. Other categories of insurance, such as business interruption, boiler, bonding, etc. have been included in the estimated Administrative and General category.

Table 18: Building and Contents Insurance

Select Service Hotels	
Average for All Properties	\$308
Suburban	\$267
Upscale	\$336
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 2020 through 2025, expressed in inflation adjusted dollars are presented on the following pages.

Table 19: 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 2018 DOLLARS BASED ON 60 AVAILABLE ROOMS. GENERATED 06-NOV-08; REVISED 20-APR-18 4:23 PM			
PERCENTAGE OF OCCUPANCY	74%		
AVERAGE DAILY RATE	\$130.00		
REVENUES:	AMOUNT	RATIO	AMOUNT\ROOM
ROOMS	\$ 2,107,000	47.3%	\$ 35,117
FOOD	1,800,000	40.4%	30,000
BEVERAGE	450,000	10.1%	7,500
TELEPHONE	6,000	0.1%	100
RENTALS & OTHER INCOME	24,000	0.5%	400
OTHER OPERATED DEPTS	65,000	1.5%	1,083
TOTAL REVENUE	\$ 4,452,000	100.0%	\$ 74,200
DEPARTMENTAL EXPENSES (1):			
ROOMS	\$ 506,000	24.0%	\$ 8,433
FOOD & BEVERAGE	1,575,000	70.0%	26,250
TELEPHONE	18,000	300.0%	300
OTHER OPERATED DEPTS	39,000	60.0%	650
TOTAL	\$ 2,138,000	48.0%	\$35,633
TOTAL OPERATED INCOME	\$ 2,314,000	52.0%	\$ 38,567
UNDISTRIBUTED EXPENSES:			
ADMINISTRATIVE & GENERAL	\$ 222,000	5.0%	\$ 3,700
MANAGEMENT FEE (2)	0	0.0%	0
MARKETING	192,000	4.3%	3,200
FRANCHISE FEES (3)	0	0.0%	0
PROPERTY OPERATION & MAINT.	132,000	3.0%	2,200
ENERGY	129,000	2.9%	2,150
TOTAL	\$ 675,000	15.2%	\$ 11,250
INCOME BEFORE FIXED CHARGES	\$ 1,639,000	36.8%	\$ 27,317
FIXED CHARGES:			
REAL ESTATE & PROPERTY TAXES	\$ 250,000	5.6%	\$ 4,167
BUILDING & CONTENTS INSURANCE	27,000	0.6%	450
INCENTIVE MANAGEMENT FEE	0	0.0%	0
RENT: (4) BASE RENT	0	0.0%	0
PERCENTAGE RENT	0	0.0%	0
TOTAL	\$ 277,000	6.2%	\$ 4,617
INCOME BEFORE RESERVE	\$ 1,362,000	30.6%	\$ 22,700
RESERVE FOR REPLACEMENT	\$ 223,000	5.0%	\$ 3,717
INCOME BEFORE OTHER DEDUCTIONS (5)	\$ 1,139,000	25.6%	\$ 18,983

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 20: First 6 Years of Operations

European Crystal Hotel and Banquet Facility Arlington Heights, Illinois STATEMENT OF ESTIMATED ANNUAL OPERATING RESULTS BASED ON 60 AVAILABLE ROOMS. GENERATED 06-NOV-08; REVISED 20-APR-18 4:24 PM									
YEAR #: PERIOD: OCCUPANCY AND ADR:	1.000 JAN-DEC 2020 68% at \$131.00			2.000 JAN-DEC 2021 74% at \$139.00			3.000 JAN-DEC 2022 74% at \$144.00		
	AMOUNT	RATIO	AMT\ROOM	AMOUNT	RATIO	AMT\ROOM	AMOUNT	RATIO	AMT\ROOM
REVENUES:									
ROOMS	\$ 1,951,000	45.1%	\$ 32,517	\$ 2,253,000	47.5%	\$ 37,550	\$ 2,334,000	47.7%	\$ 38,900
FOOD	1,824,000	42.2%	30,400	1,910,000	40.3%	31,833	1,967,000	40.2%	32,783
BEVERAGE	456,000	10.5%	7,600	477,000	10.1%	7,950	492,000	10.0%	8,200
TELEPHONE	6,000	0.1%	100	6,000	0.1%	100	7,000	0.1%	117
RENTALS & OTHER INCOME	25,000	0.6%	417	25,000	0.5%	417	26,000	0.5%	433
OTHER OPERATED DEPTS	64,000	1.5%	1,067	69,000	1.5%	1,150	71,000	1.4%	1,183
TOTAL REVENUE	\$ 4,326,000	100.0%	\$ 72,100	\$ 4,740,000	100.0%	\$ 79,000	\$ 4,897,000	100.0%	\$ 81,617
DEPARTMENTAL EXPENSES (1):									
ROOMS	\$ 518,000	26.6%	\$ 8,633	\$ 537,000	23.8%	\$ 8,950	\$ 553,000	23.7%	\$ 9,217
FOOD & BEVERAGE	1,612,000	70.7%	26,867	1,671,000	70.0%	27,850	1,721,000	70.0%	28,683
TELEPHONE	19,000	316.7%	317	19,000	316.7%	317	20,000	285.7%	333
OTHER OPERATED DEPTS	40,000	62.5%	667	41,000	59.4%	683	43,000	60.6%	717
TOTAL	\$ 2,189,000	50.6%	\$ 36,483	\$ 2,268,000	47.8%	\$ 37,800	\$ 2,337,000	47.7%	\$ 38,950
TOTAL OPERATED INCOME	\$ 2,137,000	49.4%	\$ 35,617	\$ 2,472,000	52.2%	\$ 41,200	\$ 2,560,000	52.3%	\$ 42,667
UNDISTRIBUTED EXPENSES:									
ADMINISTRATIVE & GENERAL	\$ 250,000	5.8%	\$ 4,167	\$ 236,000	5.0%	\$ 3,933	\$ 243,000	5.0%	\$ 4,050
MANAGEMENT FEE (2)	0	0.0%	0	0	0.0%	0	0	0.0%	0
MARKETING	216,000	5.0%	3,600	224,000	4.7%	3,733	210,000	4.3%	3,500
FRANCHISE FEES (3)	0	0.0%	0	0	0.0%	0	0	0.0%	0
PROPERTY OPERATION & MAINT.	117,000	2.7%	1,950	128,000	2.7%	2,133	139,000	2.8%	2,317
ENERGY	128,000	3.0%	2,133	137,000	2.9%	2,283	141,000	2.9%	2,350
TOTAL	\$ 711,000	16.4%	\$ 11,850	\$ 725,000	15.3%	\$ 12,083	\$ 733,000	15.0%	\$ 12,217
INCOME BEFORE FIXED CHARGES	\$ 1,426,000	33.0%	\$ 23,767	\$ 1,747,000	36.9%	\$ 29,117	\$ 1,827,000	37.3%	\$ 30,450
FIXED CHARGES:									
REAL ESTATE & PROPERTY TAXES	\$ 213,000	4.9%	\$ 3,550	\$ 235,000	5.0%	\$ 3,917	\$ 258,000	5.3%	\$ 4,300
BUILDING & CONTENTS INSURANCE	28,000	0.6%	467	29,000	0.6%	483	30,000	0.6%	500
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	\$ 241,000	5.6%	\$ 4,017	\$ 264,000	5.6%	\$ 4,400	\$ 288,000	5.9%	\$ 4,800
INCOME BEFORE RESERVE	\$ 1,185,000	27.4%	\$ 19,750	\$ 1,483,000	31.3%	\$ 24,717	\$ 1,539,000	31.4%	\$ 25,650
RESERVE FOR REPLACEMENT	\$ 130,000	3.0%	\$ 2,167	\$ 190,000	4.0%	\$ 3,167	\$ 245,000	5.0%	\$ 4,083
INCOME BEFORE OTHER DEDUCTIONS (5)	\$ 1,055,000	24.4%	\$ 17,583	\$ 1,293,000	27.3%	\$ 21,550	\$ 1,294,000	26.4%	\$ 21,567

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 60 AVAILABLE ROOMS. GENERATED 06-NOV-08; REVISED 20-APR-18 4:25 PM

	4.000				5.000				6.000			
	JAN-DEC 2023				JAN-DEC 2024				JAN-DEC 2025			
	74% at \$149.00				74% at \$154.00				74% at \$160.00			
REVENUES:	AMOUNT	RATIO	AMOUNT\ROOM		AMOUNT	RATIO	AMOUNT\ROOM		AMOUNT	RATIO	AMOUNT\ROOM	
ROOMS	\$ 2,415,000	47.8%	\$ 40,250		\$ 2,496,000	47.9%	\$ 41,600		\$ 2,593,000	48.1%	\$ 43,217	
FOOD	2,026,000	40.1%	33,767		2,087,000	40.0%	34,783		2,149,000	39.8%	35,817	
BEVERAGE	506,000	10.0%	8,433		522,000	10.0%	8,700		537,000	10.0%	8,950	
TELEPHONE	7,000	0.1%	117		7,000	0.1%	117		7,000	0.1%	117	
RENTALS & OTHER INCOME	27,000	0.5%	450		28,000	0.5%	467		29,000	0.5%	483	
OTHER OPERATED DEPTS	73,000	1.4%	1,217		75,000	1.4%	1,250		78,000	1.4%	1,300	
TOTAL REVENUE	\$ 5,054,000	100.0%	\$ 84,233		\$ 5,215,000	100.0%	\$ 86,917		\$ 5,393,000	100.0%	\$ 89,883	
DEPARTMENTAL EXPENSES (1):												
ROOMS	\$ 570,000	23.6%	\$ 9,500		\$ 587,000	23.5%	\$ 9,783		\$ 604,000	23.3%	\$ 10,067	
FOOD & BEVERAGE	1,773,000	70.0%	29,550		1,826,000	70.0%	30,433		1,881,000	70.0%	31,350	
TELEPHONE	20,000	285.7%	333		21,000	300.0%	350		21,000	300.0%	350	
OTHER OPERATED DEPTS	44,000	60.3%	733		45,000	60.0%	750		47,000	60.3%	783	
TOTAL	\$ 2,407,000	47.6%	\$ 40,117		\$ 2,479,000	47.5%	\$ 41,317		\$ 2,553,000	47.3%	\$ 42,550	
TOTAL OPERATED INCOME	\$ 2,647,000	52.4%	\$ 44,117		\$ 2,736,000	52.5%	\$ 45,600		\$ 2,840,000	52.7%	\$ 47,333	
UNDISTRIBUTED EXPENSES:												
ADMINISTRATIVE & GENERAL	\$ 250,000	4.9%	\$ 4,167		\$ 257,000	4.9%	\$ 4,283		\$ 265,000	4.9%	\$ 4,417	
MANAGEMENT FEE (2)	0	0.0%	0		0	0.0%	0		0	0.0%	0	
MARKETING	216,000	4.3%	3,600		223,000	4.3%	3,717		229,000	4.2%	3,817	
FRANCHISE FEES (3)	0	0.0%	0		0	0.0%	0		0	0.0%	0	
PROPERTY OPERATION & MAINT.	149,000	2.9%	2,483		153,000	2.9%	2,550		158,000	2.9%	2,633	
ENERGY	145,000	2.9%	2,417		150,000	2.9%	2,500		154,000	2.9%	2,567	
TOTAL	\$ 760,000	15.0%	\$ 12,667		\$ 783,000	15.0%	\$ 13,050		\$ 806,000	14.9%	\$ 13,433	
INCOME BEFORE FIXED CHARGES	\$ 1,887,000	37.3%	\$ 31,450		\$ 1,953,000	37.4%	\$ 32,550		\$ 2,034,000	37.7%	\$ 33,900	
FIXED CHARGES:												
REAL ESTATE & PROPERTY TAXES	\$ 271,000	5.4%	\$ 4,517		\$ 281,000	5.4%	\$ 4,683		\$ 291,000	5.4%	\$ 4,850	
BUILDING & CONTENTS INSURANCE	30,000	0.6%	500		31,000	0.6%	517		32,000	0.6%	533	
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	\$ 301,000	6.0%	\$ 5,017		\$ 312,000	6.0%	\$ 5,200		\$ 323,000	6.0%	\$ 5,383	
INCOME BEFORE RESERVE	\$ 1,586,000	31.4%	\$ 26,433		\$ 1,641,000	31.5%	\$ 27,350		\$ 1,711,000	31.7%	\$ 28,517	
RESERVE FOR REPLACEMENT	\$ 253,000	5.0%	\$ 4,217		\$ 261,000	5.0%	\$ 4,350		\$ 270,000	5.0%	\$ 4,500	
INCOME BEFORE OTHER DEDUCTIONS (5)	\$ 1,333,000	26.4%	\$ 22,217		\$ 1,380,000	26.5%	\$ 23,000		\$ 1,441,000	26.7%	\$ 24,017	

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 21: DCF Valuation

VALUATION ANALYSIS										
FOR THE European Crystal Hotel and Banquet Facility IN Arlington Heights, Illinois										
GENERATED 06-NOV-08; REVISED 20-APR-18 4:25 PM										
ASSUMPTIONS:										
38. Discount Rate:	11.5%	40. Costs of Sale:	3.0%	43. Renovation Costs:	Item	Quantity	Units	Unit Value	Total Value	
	11.0%			(1)	-	systems	\$	-	per system	\$ -
	10.5%	41. Avg Annual Inflation Rate:	3.5% / year, or	(2)	-	systems	\$	-	per system	\$ -
39. Overall Rates:			0.28709% monthly	(3)	-	rooms	\$	-	per room	\$ -
A. Current, Hi Value-	8.0%	42. CRITICAL DATES:		(4)	-	rooms	\$	-	per room	\$ -
B. Current, Low Value-	8.5%	1st Forecast Year Open Date:	01-Jan-20	(5)	-	rooms	\$	-	per room	\$ -
C. Reversion-	9.0%	Apprs'l "As Of" Date:	20-Apr-18							
		Months- "As Of" Date to Opening:	20	44. PIP Cost:	\$	-			Total Conversion Costs:	\$ -
DISCOUNTED CASH FLOW ANALYSIS										
Year	Income	P.V. @ 11.5%	P.V. @ 11.0%	P.V. @ 10.5%	DIRECT CAPITALIZATION ANALYSIS					
Number	Year	Before Other Deductions	P.V. Factor	Present Value	P.V. Factor	Present Value	P.V. Factor	Present Value	Typical Year NOI	Low Value High Value
1.000	2020	1,055,000	0.8969	946,188	0.9009	950,450	0.9050	954,751	\$1,139,000	\$1,139,000
2.000	2021	1,293,000	0.8044	1,040,037	0.8116	1,049,428	0.8190	1,058,946	Divided by OAR	0.085 0.080
3.000	2022	1,294,000	0.7214	933,490	0.7312	946,162	0.7412	959,064	Indicated Value	\$13,400,000 \$14,237,500
4.000	2023	1,333,000	0.6470	862,444	0.6587	878,088	0.6707	894,090	Less Renovation Costs	0 0
5.000	2024	1,380,000	0.5803	800,764	0.5935	818,963	0.6070	837,660	Less PIP	0 0
6.000	2025	-	0.5204	-	0.5346	-	0.5493	-	Net Value	\$13,400,000 \$14,237,500
7.000	2026	-	0.4667	-	0.4817	-	0.4971	-	Rounded	\$13,400,000 \$14,200,000
8.000	2027	-	0.4186	-	0.4339	-	0.4499	-	Price per Room	\$223,333 \$236,667
9.000	2028	-	0.3754	-	0.3909	-	0.4071	-	REVERSION CALCULATION:	
10.000	2029	-	0.3367	-	0.3522	-	0.3684	-	Net Income for Year:	2025 \$1,441,000
11.000	2030	-	0.3020	-	0.3173	-	0.3334	-	Divided by Reversion OAR	0.09
12.000	2031	-	0.2708	-	0.2858	-	0.3018	-	Gross Reversion	\$16,011,111
Subtotal PV From Cash Flow				\$4,582,923		\$4,643,091		\$4,704,511	Less Costs of Sale @:	3.0% 480,333
Reversion 2024	15,530,778	0.5803		9,011,952	0.5935	9,216,761	0.6070	9,427,180	Net Reversion	\$15,530,778
Total PV As Of:	01-Jan-20			\$13,594,875		\$13,859,852		\$14,131,691	Indices:	\$258,846 per hotel unit
Deflated to Appraisal Date @:	3.50%									
Months to Appraisal Date:	20			0.9443		0.9443		0.9443		
Present Value As Of:	20-Apr-18			\$12,837,328		\$13,087,539		\$13,344,231		
Less Renovation Costs				0		0		0		
Less PIP				-		-		-		
Adjusted Present Value				\$12,837,328		\$13,087,539		\$13,344,231		
		Rounded:		\$12,800,000		\$13,100,000		\$13,300,000		
				\$213,333		\$218,333		\$221,667		

Table 22: Direct Cap Valuation

Indice	VALUATION INDICES		
	11.5%	11.0%	10.5%
Appraised Value:	\$12,800,000	\$13,100,000	\$13,300,000
Price Per Hotel Room:	\$213,333	\$218,333	\$221,667
<u>OVERALL RATE (OAR)</u>			
OAR- 1st Yr:	8.24%	8.05%	7.93%
OAR- 2nd Yr:	10.10%	9.87%	9.72%
OAR- 3rd Yr:	10.11%	9.88%	9.73%
OAR- 4th Yr:	10.41%	10.18%	10.02%
OAR- Typ Year:	8.90%	8.69%	8.56%
<u>GROSS ROOM RENT MULTIPLIER (GRRM)</u>			
GRRM- 1st Yr:	6.561	6.715	6.817
GRRM- 2nd Yr:	5.681	5.814	5.903
GRRM- 3rd Yr:	5.484	5.613	5.698
GRRM- 4th Yr:	5.300	5.424	5.507
GRRM- Typ Year:	6.075	6.217	6.312
% of PV from CF:	35.80%	35.44%	35.37%

COMPARISON OF DIRECT CAPITALIZATION ANALYSIS WITH DISCOUNTED CASH FLOW APPROACH							
CALCULATION OF INCOME DIFFERENCE							
Year		DCF Income	Inflated		Times		
Number	Year	Before Other	Rep Year		PV Factor @		PV of
		Deductions	Income	Difference	11.0%		Difference
1.000	2020	1,055,000	1,139,000	(84,000)	0.9009		(75,676)
2.000	2021	1,293,000	1,208,365	84,635	0.8116		68,692
3.000	2022	1,294,000	1,320,413	(26,413)	0.7312		(19,313)
4.000	2023	1,333,000	1,486,137	(153,137)	0.6587		(100,876)
5.000	2024	1,380,000	1,722,840	(342,840)	0.5935		(203,459)
6.000	2025	0	0	0	0.0000		0
7.000	2026	0	0	0	0.0000		0
8.000	2027	0	0	0	0.0000		0
9.000	2028	0	0	0	0.0000		0
10.000	2029	0	0	0	0.0000		0
11.000	2030	0	0	0	0.0000		0
12.000	2031	0	0	0	0.0000		0
Total PV of Difference							(\$330,632)
					Rounded:		(\$330,000)
COMPARISON OF TWO APPROACHES							
Direct Capitalization Value			\$14,200,000				
Less PV of Difference			(330,000)				
Adjusted Direct Capitalization Value			<u>14,530,000</u>				
Less DCF Value @			11.0%	<u>13,100,000</u>			
Difference			<u>1,430,000</u>				
Percent Difference			9.84%				

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.

Proposed Hotel and Banquet Center

Traffic and Parking Study

Arlington Heights, Illinois



Prepared For:

European Crystal Banquet & Conference Center

Prepared by:

Eriksson Engineering Associates, Ltd.



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1 – INTRODUCTION AND EXISTING CONDITIONS

Eriksson Engineering Associates, Ltd. was retained by the European Crystal Banquet and Conference Center to conduct a traffic impact and parking demand study for the addition of a hotel to their existing banquet facility in Arlington Heights, Illinois. The purpose of the study was to observe the existing traffic and parking patterns around the site, to determine the traffic characteristics and parking needs of the proposed hotel, and to develop any recommendations to accommodate the proposed change in use.

Site Location and Area Land-Use

The existing banquet facility is located at 519 West Algonquin Road on the south side of the street in Arlington Heights, Illinois. It is bounded by Algonquin Road (IL 62) to the north, a private access road serving several businesses to the west, Brite-O-Matic Manufacturing to the south, and a multi-tenant commercial building to the east. PACE Suburban Bus headquarters is located to the north across Algonquin Road. Land uses around the site include commercial, self-storage, office, and manufacturing.

Figure 1 illustrates the site location, surrounding land-uses, and area roadways.

Roadway Characteristics

A description of the area roadways around the site is provided below:

Algonquin Road (IL 62) is an east-west arterial roadway north 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) with a posted speed limit of 45 miles per hour. An eastbound PACE bus stop is located in front of the site.

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. The site has four driveways along this road including three two-way drives to parking and one inbound lane to the drop-off lane by the main doors.

Figure 2 illustrates the existing intersection traffic control and travel lanes around the site.

Existing Traffic Volumes

Manual turning movement vehicle traffic counts were obtained from the previously conducted traffic study for the site 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 a 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 coincided 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. The existing peak hour traffic volumes for the weekday morning, evening and Saturday evening peak hours are shown in **Figure 3**. Please note that there was no traffic related to the banquet hall during the morning peak period.

Gap Study

The previous traffic study also completed a gap study during the weekday morning and evening peak hours and 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
Algonquin Road Gap Study

Peak Period	Potential Vehicle Movements		
	Westbound Left-turn	Northbound Left-turn	Northbound Right-turn
Morning	709	86	358
Evening	511	54	195
Saturday	733	128	355

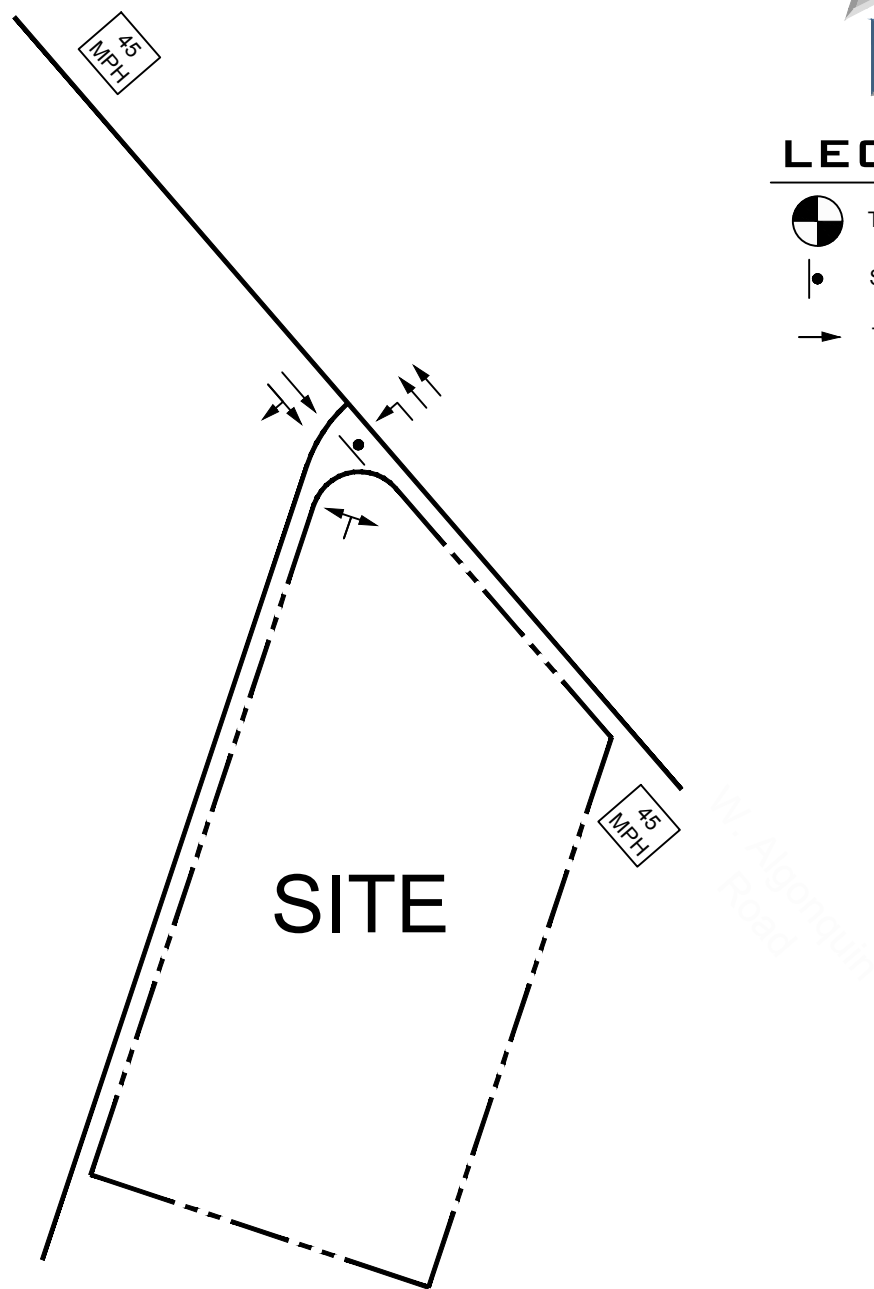
Source: KLOA August, 2017 Traffic Study





LEGEND

-  Traffic Signal
-  Stop Sign
-  Travel Lane



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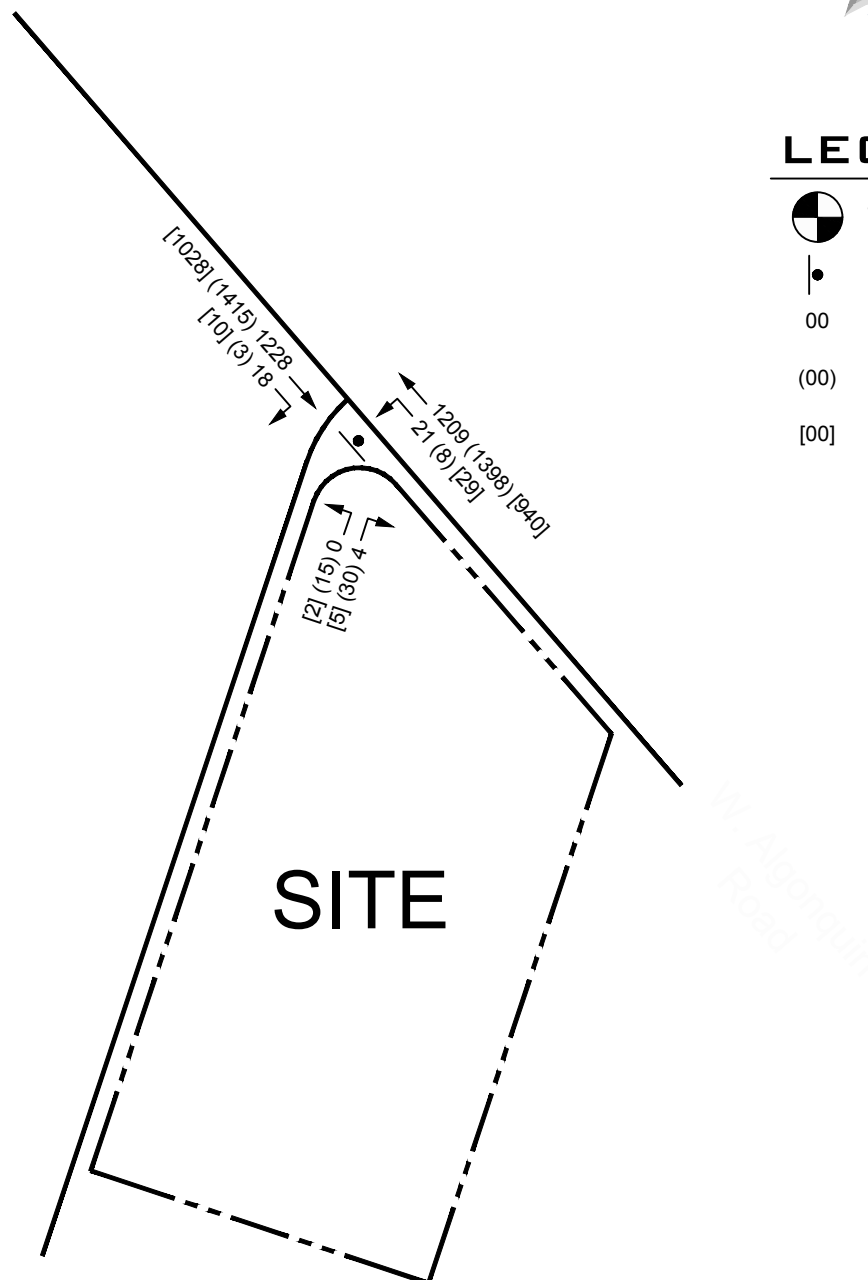
Existing Roadway Geometrics

Figure 2



LEGEND

-  Traffic Signal
-  Stop Sign
- 00 AM Peak Hour
7:30AM - 8:30AM
- (00) PM Peak Hour
4:30PM - 5:30PM
- [00] Saturday Peak Hour
5:30PM - 6:30PM



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Existing Traffic Volumes

Figure 3

2 - SITE TRAFFIC CHARACTERISTICS

Site Plan

The proposed development plan calls for the construction of a 60 room hotel on the northern portion of the existing building with the existing banquet facility reduced in size. The four existing access drives along the north-south private road will remain. The parking lot provides 175 parking spaces. Twenty three additional valet parking spaces are proposed in the parking aisles.

Trip Generation

Traffic estimates for the hotel were made using data provided by the Institute of Transportation Engineer's Trip Generation, 10th Ed. manual which contains trip generation surveys of other similar hotels.

The volume of traffic generated by the existing banquet hall was based on the existing traffic counts which were then adjusted higher to represent a peak event. During the morning peak, the facility is closed and does not generate traffic. The resulting additional traffic generated by the hotel and banquet hall at peak operations is summarized in **Table 2**. Please note that this analysis is conservative because the banquet operations generally do not operate at full occupancy (see parking section for more details).

Table 2
Projected Site Traffic Volumes

Use	ITE Code	Size	Morning Peak			Evening Peak			Saturday Peak		
			In	Out	Total	In	Out	Total	In	Out	Total
Hotel	312	60 rooms	11	14	25	11	8	19	14	15	29
Banquet Hall 377 persons 5,654 sq. ft.	Existing Volumes		-	-	-	11	5	16	39	5	44
	Additional Traffic		-	-	-	79	-	79	51	-	51
	Banquet subtotal		-	-	-	90	5	90	90	5	95
Net additional traffic			+11	+14	+25	+90	+8	+98	+65	+15	+80

Trip Distribution

The trip distribution for development is based on a combination of the existing traffic conditions, the distribution of attendees, and the regional road network. With regional access located east (I-90) and west (IL 53) of the site, it is expected that hotel and banquet guests will be evenly distributed in both directions. The distribution of site traffic is shown in **Table 3** and on **Figure 4**.

Table 3
Directional Distribution

Direction	Percentage
East on Algonquin Road	50%
West on Algonquin Road	50%
Total	100%

Site Traffic Trip Assignments

The additional vehicular trips that are generated by the development were distributed to the area roadways based on the directional distribution analysis. **Figure 5** displays the trip assignment for the hotel site traffic volumes. **Figure 6** illustrates the additional banquet traffic volumes.

The total future traffic volumes on the adjacent road system are a combination of the existing traffic volumes, projected non-site growth in those volumes, and the site traffic. Construction and opening of the hotel building is planned to be completed in 2019. Total traffic volumes are estimated for a period five years after the projected opening which is the Year 2024.

Data was provided by the Chicago Metropolitan Agency for Planning (CMAP) on the projected growth rates of the Average Daily Traffic (ADT) on Algonquin Road. A copy of the CMAP letter is included in the **Appendix**. There is a minimal amount growth projected along Algonquin Road (0.2 percent per year). These growth rates were applied to the existing Algonquin Road through volumes and were combined with the site traffic volumes to generate the Year 2024 total traffic volumes (**Figure 7**).



LEGEND



Traffic Signal



Stop Sign

00% Trip Distribution

50%

50%

SITE

W. Algonquin Road



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Directional Distribution

Figure 4



LEGEND

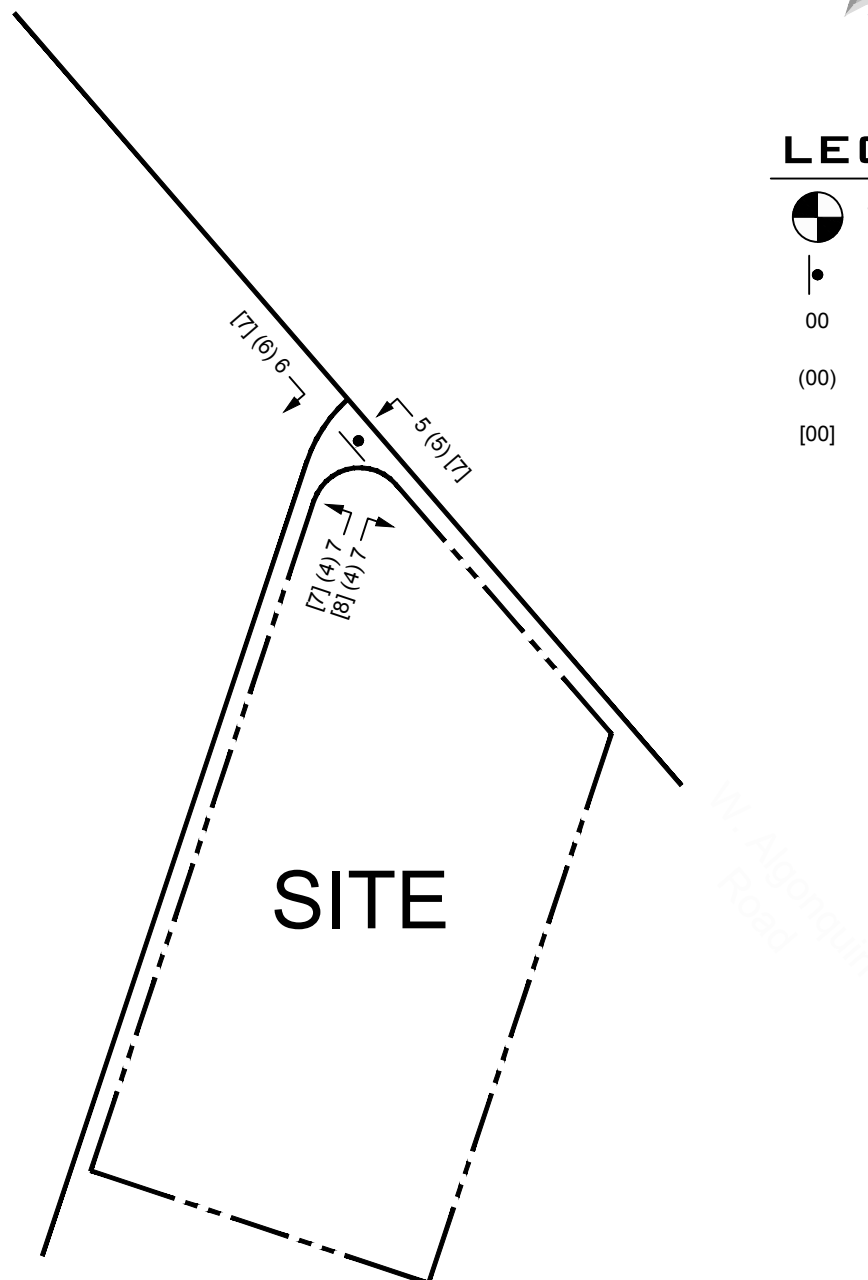


Traffic Signal



Stop Sign

- 00 AM Peak Hour
7:30AM - 8:30AM
- (00) PM Peak Hour
4:30PM - 5:30PM
- [00] Saturday Peak Hour
5:30PM - 6:30PM



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Hotel Traffic Assignment

Figure 5



LEGEND

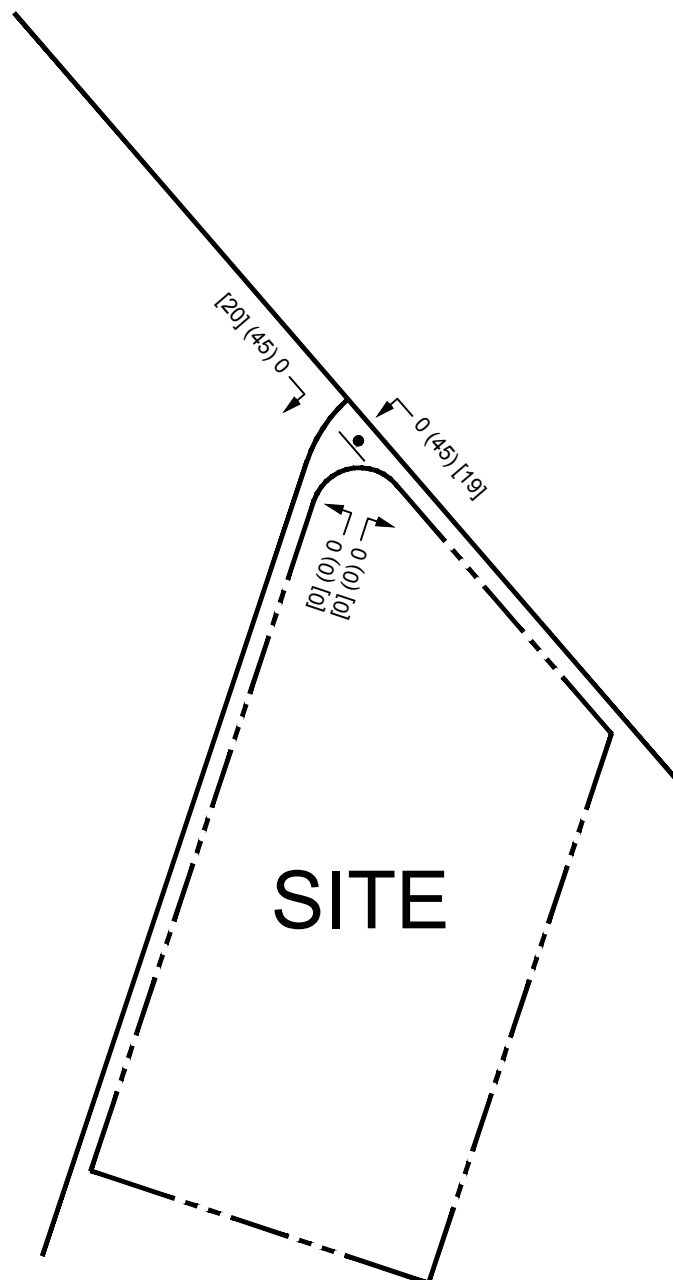


Traffic Signal



Stop Sign

00 AM Peak Hour
7:30AM - 8:30AM
(00) PM Peak Hour
4:30PM - 5:30PM
[00] Saturday Peak Hour
5:30PM - 6:30PM



W. Algonquin Road



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Additional Banquet Traffic Assignment

Figure 6



LEGEND

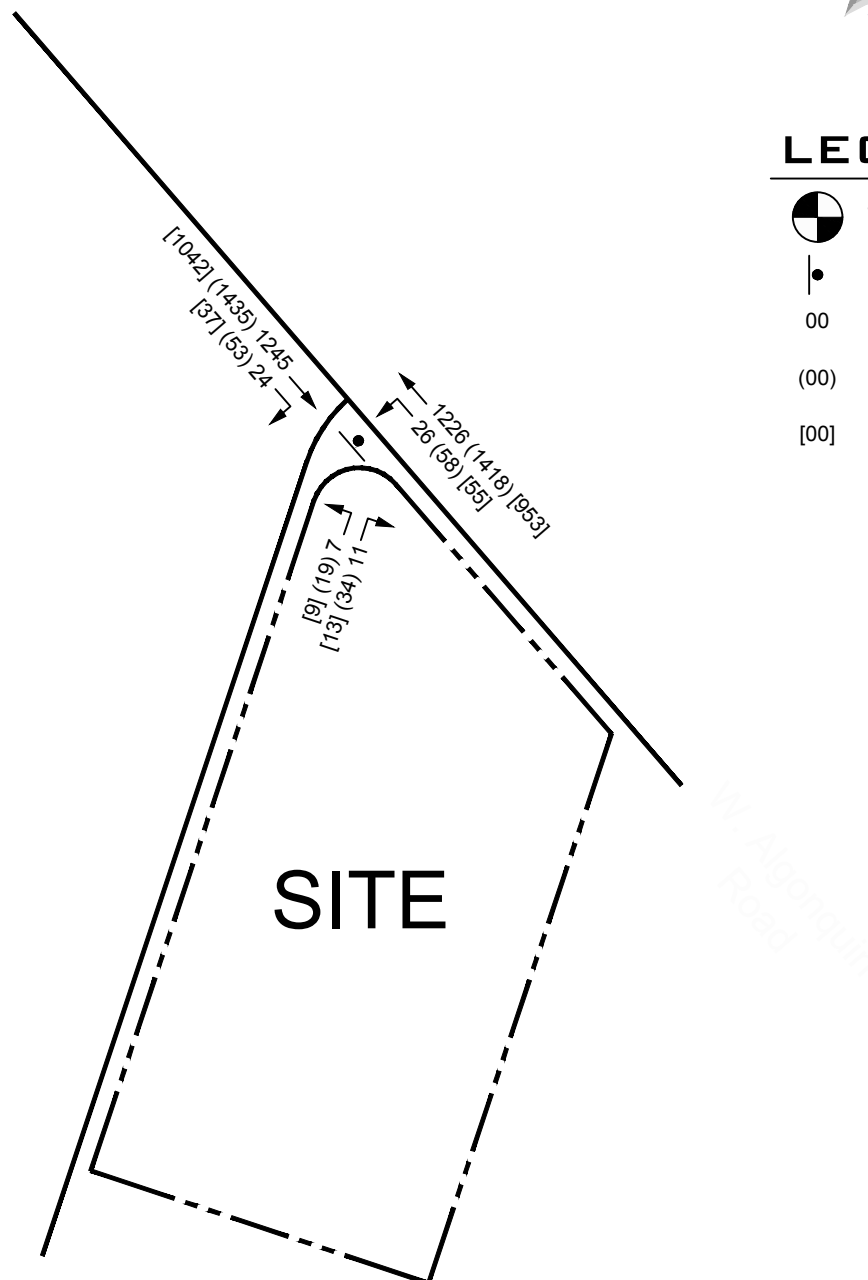


Traffic Signal



Stop Sign

- 00 AM Peak Hour
7:30AM - 8:30AM
- (00) PM Peak Hour
4:30PM - 5:30PM
- [00] Saturday Peak Hour
5:30PM - 6:30PM



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Year 2024 Total Traffic Volumes

Figure 7

3 – TRAFFIC ANALYSES

Intersection Capacity Analyses

An intersection's ability to accommodate traffic flow is based on the average control delay experienced by vehicles passing through the intersection. The intersection and individual traffic movements are assigned a level of service (LOS), ranging from A to F based on the control delay created by a traffic signal or stop sign. Control delay consists of the initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. LOS A has the best traffic flow and least delay. LOS E represents saturated or at capacity conditions. LOS F experiences oversaturated conditions and extensive delays. The Highway Capacity Manual definitions for levels of service and the corresponding control delay for both signalized and unsignalized intersections are shown in **Table 4**.

Capacity analyses were conducted for each intersection using the Highway Capacity Software (HCS v7.5) to determine the existing and future operating conditions of the access system. These analyses were performed for the weekday and Saturday peak-hours and are summarized in **Table 5**. Copies of the capacity analyses are included in the **Appendix**.

Table 4
Level of Service Criteria for Intersections

Level of Service	Description	Control Delay (seconds/vehicle)	
		Signals	Stop Signs
A	Minimal delay and few stops	<10	<10
B	Low delay with more stops	>10-20	>10-15
C	Light congestion	>20-35	>15-25
D	Congestion is more noticeable with longer delays	>35-55	>25-35
E	High delays and number of stops	>55-80	>35-50
F	Unacceptable delays and over capacity	>80	>50

Source: Highway Capacity Manual

Table 5
Intersection Level of Service and Delay
Algonquin Road at Access Road

Scenario	Movement	AM Peak	PM Peak	Saturday Peak
2017 Existing	Westbound Left	B-12.6	B-13.4	B-10.8
	Northbound Left/Right	B-14.3	D-26.5	C-15.2
2024 Total Traffic	Westbound Left	B-12.8	C-15.4	B-11.3
	Northbound Left/Right	C-22.2	D-32.6	C-17.9

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 acceptable levels of service during the peak hours. Under Year 2024 projected traffic conditions, the northbound approach is projected to continue operating at an acceptable level of service and no roadway improvements are recommended.

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

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.

4 - PARKING

The site plan for the combined hotel and banquet facility provides a total of 175 parking spaces including 6 accessible spaces. An additional 23 valet parking spaces are proposed in the northern and southern parking aisles to provide additional parking if needed.

Village Parking Requirements

The parking requirements based on the Village of Arlington Heights's Zoning Code are summarized in **Table 6**. The proposed 175 space parking plan, not including 23 valet parking stalls, meets the zoning requirements. Six accessible stalls are provided and meet the ADA requirements.

Table 6
Arlington Heights Zoning Requirements

Use	Size	Zoning Code	Required Spaces	Proposed Spaces
Banquet/Convention	377 persons	30% of occupancy	113	
Hotel	60 rooms	1 space per room	60	
Coffee/Beverage Area	90 sq. ft. of seating area	1 space per 45 sq. ft. of seating area	2	
Totals			175	175⁽¹⁾

(1) Does not include 23 valet parking stalls

National Parking Data

The parking requirements for the hotel were also calculated based on data in the Institute of Transportation Engineer's Parking Generation 4th Ed. manual for the hotel rooms and the Urban Land Institute Shared Parking 2nd Edition manual for the banquet/convention space. The results are shown in **Table 7**. The ITE manual does not have data for banquet halls. The national data shows the peak parking demand is about 10-15% less than the proposed supply for the hotel/banquet development.

Table 7
ITE/ULI Parking Requirements

Use	Size	ITE/ULI Data (weekday/Saturday)	Weekday	Saturday	Proposed Spaces
Banquet/Convention	5,654 sq. ft.	20/20 spaces per 1,000 sq. ft.	113	113	
Hotel	60 rooms	0.6/0.66 spaces per room	36	40	
Coffee/Drink Area	90 sq. ft. of seating area	Included in hotel rate	-	-	
Total			149	153	175⁽¹⁾

(1) Does not include 23 valet parking stalls

Shared Parking Analysis

The zoning analysis has not taken into account the shared parking characteristics of each individual use. The Village of Arlington Heights permits the consideration of shared parking when several different land-uses occupy the same site. Shared parking is defined as the use of a parking space to serve two or more individual land uses without conflict or encroachment. A detailed shared parking study was conducted for each development zone from 6:00 AM to Midnight based on the ULI methodology and is summarized in **Table 8**. The shared parking analysis shows that there is sufficient parking on-site for both uses.

Table 8
Shared Parking Analysis

	Banquet Space		Hotel Guest Parking		Hotel Employee Parking				
Weekday	Size	5,654	Rooms	60	Rooms	60	Total	Parking	
	Units =	20	Units =	0.8	Units =	0.2	Parking	Available	Diff.
	Peak	113.1	Peak	48.0	Peak	12.0			
	%	Veh.	%	Veh.	%	Veh.			
6:00 AM	0%	0.0	95%	45.6	5%	0.6	46.2	175	128.8
7:00 AM	0%	0.0	90%	43.2	30%	3.6	46.8	175	128.2
8:00 AM	30%	33.9	80%	38.4	90%	10.8	83.1	175	91.9
9:00 AM	60%	67.8	70%	33.6	90%	10.8	112.2	175	62.8
10:00 AM	60%	67.8	60%	28.8	100%	12.0	108.6	175	66.4
11:00 AM	60%	67.8	60%	28.8	100%	12.0	108.6	175	66.4
Noon	65%	73.5	55%	26.4	100%	12.0	111.9	175	63.1
1:00 PM	65%	73.5	55%	26.4	100%	12.0	111.9	175	63.1
2:00 PM	65%	73.5	60%	28.8	100%	12.0	114.3	175	60.7
3:00 PM	65%	73.5	60%	28.8	100%	12.0	114.3	175	60.7
4:00 PM	65%	73.5	65%	31.2	90%	10.8	115.5	175	59.5
5:00 PM	100%	113.1	70%	33.6	70%	8.4	155.1	175	19.9
6:00 PM	100%	113.1	75%	36.0	40%	4.8	153.9	175	21.1
7:00 PM	100%	113.1	75%	36.0	20%	2.4	151.5	175	23.5
8:00 PM	100%	113.1	80%	38.4	20%	2.4	153.9	175	21.1
9:00 PM	100%	113.1	85%	40.8	20%	2.4	156.3	175	18.7
10:00 PM	50%	56.5	95%	45.6	20%	2.4	104.5	175	70.5
11:00 PM	0%	0.0	100%	48.0	10%	1.2	49.2	175	125.8
Midnight	0%	0.0	100%	48.0	5%	0.6	48.6	175	126.4
Weekend	Size	5,654	Rooms	60	Rooms	60	Total	Parking	
	Units =	20	Units =	0.85	Units =	0.15	Parking	Available	Diff.
	Peak	113.1	Peak	51.0	Peak	9.0			
	%	Veh.	%	Veh.	%	Veh.			
6:00 AM	0%	0.0	95%	48.5	5%	0.5	48.9	175	126.1
7:00 AM	0%	0.0	90%	45.9	30%	2.7	48.6	175	126.4
8:00 AM	30%	33.9	80%	40.8	90%	8.1	82.8	175	92.2
9:00 AM	60%	67.8	70%	35.7	90%	8.1	111.6	175	63.4
10:00 AM	60%	67.8	60%	30.6	100%	9.0	107.4	175	67.6
11:00 AM	60%	67.8	60%	30.6	100%	9.0	107.4	175	67.6
Noon	65%	73.5	55%	28.1	100%	9.0	110.6	175	64.4
1:00 PM	65%	73.5	55%	28.1	100%	9.0	110.6	175	64.4
2:00 PM	65%	73.5	60%	30.6	100%	9.0	113.1	175	61.9
3:00 PM	65%	73.5	60%	30.6	100%	9.0	113.1	175	61.9
4:00 PM	65%	73.5	65%	33.2	90%	8.1	114.8	175	60.2
5:00 PM	100%	113.1	70%	35.7	75%	6.8	155.5	175	19.5
6:00 PM	100%	113.1	75%	38.3	60%	5.4	156.7	175	18.3
7:00 PM	100%	113.1	75%	38.3	55%	5.0	156.3	175	18.7
8:00 PM	100%	113.1	80%	40.8	55%	5.0	158.8	175	16.2
9:00 PM	100%	113.1	85%	43.4	55%	5.0	161.4	175	13.6
10:00 PM	50%	56.5	95%	48.5	45%	4.1	109.0	175	66.0
11:00 PM	0%	0.0	100%	51.0	45%	4.1	55.1	175	120.0
Midnight	0%	0.0	100%	51.0	30%	2.7	53.7	175	121.3

Banquet Hall/Convention Center Usage

The remaining banquet hall area after the hotel construction will cover 5,654 square feet and accommodate up to 377 guests. While the zoning code and its parking requirements are based on the maximum room capacity, rarely does the maximum occupancy occur. The European Crystal Banquet and Convention Center provided the top nine events by attendance for the year 2017. Overall, 98% events will be less than 250 persons at the banquet facility. In other words, while peak events do occur, they don't represent typical conditions.

Table 9
Top Nine Events in 2017 by Attendance

Rank	Date	Day	Attendance	Percent of Banquet Capacity
1	February 25 th	Saturday	335	89%
2	September 22 nd	Friday	331	88%
3	May 20 th	Saturday	320	85%
4	August 12 th	Saturday	318	84%
5	April 8 th	Saturday	317	84%
6	July 29 th	Saturday	302	80%
7	December 29 th	Friday	289	77%
8	November 25 th	Saturday	275	73%
9	October 28 th	Saturday	246	65%

Parking Surveys

European Crystal Banquet and Convention Center provided to EEA the following parking data in **Table 10** that they collected at their facility. Overall the attendance was a fraction of the facilities capacity and had average vehicle occupancy of 2.06 persons per vehicle for events ranging 69 to 153 attendees.

Table 10
Typical Events in 2018

Event	Date	Day	Attendance	Parked Vehicles	Occupancy	Vehicles per person
Wedding	March 10 th	Saturday	103	49	28%	2.10
Lunch	March 15 th	Thursday	69	31	18%	2.22
Wedding	March 23 rd	Friday	133	67	38%	1.98
Wedding	April 7 th	Saturday	149	73	42%	2.04
Wedding	April 7 th	Saturday	153	76	43%	2.01
Lunch	April 10 th	Tuesday	88	41	23%	2.14

EEA conducted parking surveys at three weekend events in April 2018 as summarized below in **Table 11**. Two events had 346 and 359 attendees with the peak demand of 125 and 129 vehicles respectively. The average automobile occupancy was 2.77 or 2.78 persons per vehicle. A smaller event of 103 persons had 54 parked vehicles or 1.91 persons per vehicle.

Table 11
EEA 2018 Parking Surveys

Date	April 21 st	April 22 nd	April 28 th
Day	Saturday	Sunday	Saturday
Attendees	346	103	359
5:00 PM	-	54	-
6:00 PM	90	53	129
7:00 PM	119	52	128
8:00 PM	125	52	117
9:00 PM	123	13	62
Persons Per Vehicle	2.77	1.91	2.78

For the April 21st event, EEA also did a representative sample of the number of persons per vehicle and found results consistent with the overall parking count (2.86 vs 2.77 persons per vehicle). A shuttle bus was observed dropping off 30 attendees.

Table 12
Auto Occupancy Survey – April 21st

Persons In Vehicle	Number of Vehicles	Total Persons
1	7	7
2	24	48
3	7	21
4	5	20
30 ⁽¹⁾	1	30
Totals	44	126
Average of 2.86 persons/vehicle		

(1) Shuttle Bus

The results of the parking surveys indicate that as the number of attendees increase so does the vehicle occupancy rates increase. For the smaller events, the vehicle occupancy was around 2 persons per vehicle. As the events exceeded 300+ attendees, the parking occupancy varied from 2.77 to 2.86 persons per vehicles. The Village Zoning Code parking requirement is based on 30% of the allowed occupancy or the equivalent of 3.33 persons per vehicle. The surveyed occupancy data is lower (-17%) which would result in a higher parking demand. The banquet facility would need 136 spaces (377/2.77) instead of the 113 spaces required by code or 23 more spaces.

Parking Summary

Using the surveyed peak parking demand for the banquet hall of 136 parking spaces (2.77 persons/vehicle or 36% of occupancy) and assuming the higher village hotel/coffee parking requirement of 62 spaces, the total parking demand for both uses would be 198 parking spaces. The proposed parking plan provides for 175 parking spaces and 23 valet parking spaces for a total of 198 spaces which will meet this demand without off-site parking.

Contingency Planning

The owners of the facility have been using several strategies to accommodate parking at peak times.

- Valet Parking – The site plan shows 23 additional parking spaces to be used in conjunction with a valet parking operation which stacks one row of vehicles in the drive aisle at the north end and at the south end of the site. Emergency vehicle circulation will not be impeded around the building.
- Off-site Parking – The banquet hall has had a long running agreement with their neighbor to the south, Brite-O-Matic Manufacturing, to use their parking on weekday evenings and on weekends. A second agreement has been recently added with their neighbor to the east for evening and weekend parking.
- Replacement Parking – In the event that the parking agreement expires with Brite-O-Matic, there are a number of commercial businesses within 1,000 feet of the hotel/banquet site with hundreds of parking spaces empty in the evenings and weekends. The owners could negotiate a similar agreement for overflow or valet parking.

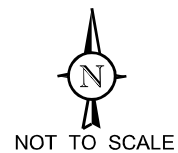
5 - SUMMARY

The findings of the traffic and parking study for the addition of a 60 room hotel at the European Crystal Banquet and Convention Center are:

1. The proposed 60 room hotel will generate a low volume of traffic (19-29 vehicles per hour) on the adjacent road network.
2. The addition of the hotel will not adversely impact the level of service and delay at the existing access road and will not impede Algonquin Road (IL 62) through traffic.
3. Parking provided for the combined banquet hall and hotel meets the Village of Arlington Heights zoning code requirement of 175 spaces. Six accessible parking spaces are provided per the accessibility code.
4. Review of national parking data and a shared parking analysis indicates the peak parking demand of the combined uses ranges from 149 to 162 vehicles.
5. The peak-occupancy of the banquet facility rarely occurs with the majority of the events under two-thirds of the banquet hall's capacity.
6. The parking surveys conducted by the applicant and separate surveys by EEA indicated the following:
 - a. The lower attended events have higher vehicle occupancy ratios (around 2 persons per vehicle) than the higher attended events (2.77-2.86 persons per vehicle).
 - b. The higher attendance events had higher parking ratios than the Village zoning code (30% vs 36% occupancy).
7. The resulting worse-case parking demand is 136 vehicles for the banquet hall (36% occupancy) and 62 spaces for the hotel for a total of 198 vehicles.
8. With the 23 valet parking and 175 marked spaces, there is sufficient parking on-site to accommodate 198 vehicles.
9. Contingency plans are in place with two adjoining properties to provide overflow parking in the evenings and weekends during the peak times for the hotel and banquet hall. One agreement has been in place for 18 years.
10. In the unlikely event that these agreements are not continued, there are a number of businesses with available parking in the immediate area that can be contacted in the future if needed.

APPENDIX

- **Existing Traffic Counts**
- **CMAQ Letter**
- **Intersection Capacity Analyses**



- 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)





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

HCS7 Two-Way Stop-Control Report

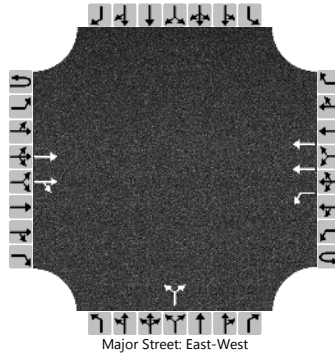
General Information

Analyst	AJB
Agency/Co.	Eriksson Engineering
Date Performed	5/3/2018
Analysis Year	2018
Time Analyzed	AM Peak Hour
Intersection Orientation	East-West
Project Description	Existing Conditions

Site Information

Intersection	Algonquin Road Access
Jurisdiction	IDOT/Arl. Heights
East/West Street	W. Algonquin Road
North/South Street	Site Access Driveway
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	1	0		0	0	0
Configuration			T	TR		L	T				LR					
Volume (veh/h)			1228	18	0	21	1209			0		4				
Percent Heavy Vehicles (%)					3	3				3		3				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized																
Median Type Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.5		6.9				
Critical Headway (sec)						4.16				6.86		6.96				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.23				3.53		3.33				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						23					4					
Capacity, c (veh/h)						499					393					
v/c Ratio						0.05					0.01					
95% Queue Length, Q ₉₅ (veh)						0.1					0.0					
Control Delay (s/veh)						12.6					14.3					
Level of Service (LOS)						B					B					
Approach Delay (s/veh)					0.2				14.3							
Approach LOS									B							

HCS7 Two-Way Stop-Control Report

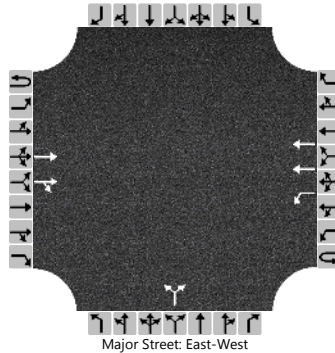
General Information

Analyst	AJB
Agency/Co.	Eriksson Engineering
Date Performed	5/3/2018
Analysis Year	2018
Time Analyzed	PM Peak Hour
Intersection Orientation	East-West
Project Description	Existing Conditions

Site Information

Intersection	Algonquin Road Access
Jurisdiction	IDOT/Arl. Heights
East/West Street	W. Algonquin Road
North/South Street	Site Access Driveway
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	1	0		0	0	0
Configuration			T	TR		L	T				LR					
Volume (veh/h)			1415	3	0	8	1398			15		30				
Percent Heavy Vehicles (%)					3	3				3		3				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized																
Median Type Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.5		6.9				
Critical Headway (sec)						4.16				6.86		6.96				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.23				3.53		3.33				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						9					48					
Capacity, c (veh/h)						435					214					
v/c Ratio						0.02					0.22					
95% Queue Length, Q ₉₅ (veh)						0.1					0.8					
Control Delay (s/veh)						13.4					26.5					
Level of Service (LOS)						B					D					
Approach Delay (s/veh)					0.1				26.5							
Approach LOS									D							

HCS7 Two-Way Stop-Control Report

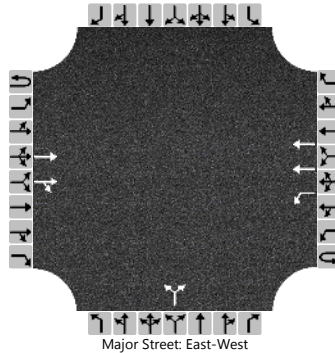
General Information

Analyst	AJB
Agency/Co.	Eriksson Engineering
Date Performed	5/3/2018
Analysis Year	2018
Time Analyzed	Saturday Peak Hour
Intersection Orientation	East-West
Project Description	Existing Conditions

Site Information

Intersection	Algonquin Road Access
Jurisdiction	IDOT/Arl. Heights
East/West Street	W. Algonquin Road
North/South Street	Site Access Driveway
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	1	0		0	0	0
Configuration			T	TR		L	T				LR					
Volume (veh/h)			1028	10	0	29	940			2		5				
Percent Heavy Vehicles (%)					3	3				3		3				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized																
Median Type Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.5		6.9				
Critical Headway (sec)						4.16				6.86		6.96				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.23				3.53		3.33				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						29					7					
Capacity, c (veh/h)						653					359					
v/c Ratio						0.04					0.02					
95% Queue Length, Q ₉₅ (veh)						0.1					0.1					
Control Delay (s/veh)						10.8					15.2					
Level of Service (LOS)						B					C					
Approach Delay (s/veh)					0.3				15.2							
Approach LOS									C							

HCS7 Two-Way Stop-Control Report

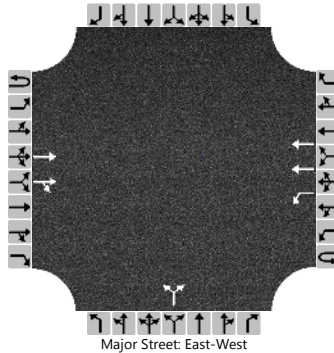
General Information

Analyst	AJB
Agency/Co.	Eriksson Engineering
Date Performed	5/3/2018
Analysis Year	2024
Time Analyzed	AM Peak Hour
Intersection Orientation	East-West
Project Description	Proposed Conditions

Site Information

Intersection	Algonquin Road Access
Jurisdiction	IDOT/Arl. Heights
East/West Street	W. Algonquin Road
North/South Street	Site Access Driveway
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	1	0		0	0	0
Configuration			T	TR		L	T				LR					
Volume (veh/h)			1245	24	0	26	1226			7		11				
Percent Heavy Vehicles (%)					3	3				3		3				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized																
Median Type Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.5		6.9				
Critical Headway (sec)						4.16				6.86		6.96				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.23				3.53		3.33				

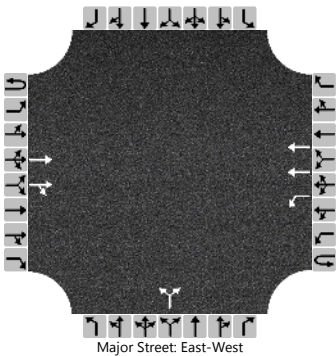
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						28					20					
Capacity, c (veh/h)						488					229					
v/c Ratio						0.06					0.09					
95% Queue Length, Q ₉₅ (veh)						0.2					0.3					
Control Delay (s/veh)						12.8					22.2					
Level of Service (LOS)						B					C					
Approach Delay (s/veh)					0.3				22.2							
Approach LOS									C							

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	AJB	Intersection	Algonquin Road Access
Agency/Co.	Eriksson Engineering	Jurisdiction	IDOT/Arl. Heights
Date Performed	5/3/2018	East/West Street	W. Algonquin Road
Analysis Year	2024	North/South Street	Site Access Driveway
Time Analyzed	PM Peak Hour	Peak Hour Factor	0.94
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Proposed Conditions		

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	1	0		0	0	0
Configuration			T	TR		L	T				LR					
Volume (veh/h)			1435	53	0	58	1418			19		34				
Percent Heavy Vehicles (%)					3	3				3		3				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized																
Median Type Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.5		6.9				
Critical Headway (sec)						4.16				6.86		6.96				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.23				3.53		3.33				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)					62					56						
Capacity, c (veh/h)					407					186						
v/c Ratio					0.15					0.30						
95% Queue Length, Q ₉₅ (veh)					0.5					1.2						
Control Delay (s/veh)					15.4					32.6						
Level of Service (LOS)					C					D						
Approach Delay (s/veh)					0.6				32.6							
Approach LOS									D							

HCS7 Two-Way Stop-Control Report

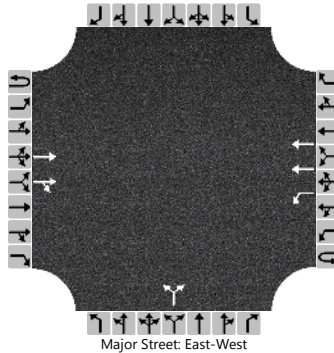
General Information

Analyst	AJB
Agency/Co.	Eriksson Engineering
Date Performed	5/3/2018
Analysis Year	2024
Time Analyzed	Saturday Peak Hour
Intersection Orientation	East-West
Project Description	Proposed Conditions

Site Information

Intersection	Algonquin Road Access
Jurisdiction	IDOT/Arl. Heights
East/West Street	W. Algonquin Road
North/South Street	Site Access Driveway
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	1	0		0	0	0
Configuration			T	TR		L	T				LR					
Volume (veh/h)			1042	37	0	55	953			9		13				
Percent Heavy Vehicles (%)					3	3				3		3				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized																
Median Type Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.5		6.9				
Critical Headway (sec)						4.16				6.86		6.96				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.23				3.53		3.33				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)					56					22						
Capacity, c (veh/h)					630					302						
v/c Ratio					0.09					0.07						
95% Queue Length, Q ₉₅ (veh)					0.3					0.2						
Control Delay (s/veh)					11.3					17.9						
Level of Service (LOS)					B					C						
Approach Delay (s/veh)					0.6				17.9							
Approach LOS									C							





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: 519 W Algonquin Rd. – Land Use Variation – European Crystal Hotel
PC#: 18-013 – Round 1
Date: May 14, 2018

General Comments:

The information provided is conceptual only and subject to a formal plan review.

1. The review of the European Crystal 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. Revise the Building height to indicate a maximum height of 160 feet or 11 stories per 2009 IBC Table 503.
3. Provide a proposed occupancy calculation by floor along with egress width calculation based on the occupant load by floor.
4. Provide the locations of fire-rated walls and indicate the type and rating of the wall shared by the two buildings.
5. Lobby plan does not include a fire command center. Provide as required per the 2009 IBC, Section 911.
6. Provide the required emergency systems as required for high rise buildings in 2009 IBC Section 403.4.
7. 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.
8. Provide the elevation of the highest occupied floor.
9. The building shall comply with the requirements of 2009 IBC 403 – High Rise Buildings.
10. Refuse and laundry chutes shall have separate 2-hour rated enclosures and comply with 2009 IBC 708.13.

11. Show the proposed location of the mechanical equipment.
12. Show the proposed location of the electrical service and include the service size.
Services of 1,200 amps or more are required to be in a 2-hour fire-resistance rated room for the exclusive use of the electrical system. The hourly rating applies to the walls, ceiling and floor of the room. The room requires two exits on opposite corners of the room, with 2-hour rating panic hardware.
13. Luminous egress path markings shall be provided per 2009 IBC 1024.
14. An area of refuge is required for every 200 occupants or portion thereof.
15. Two-way communication is required at each area of refuge. Cut sheets of the equipment and proposed signage shall be submitted during the permitting process.



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

Fire Safety Division

Date: 5/11/2018

P.C. Number: 18-012 Round 1

Project Name: European Crystal Hotel

Project Location: 519 W. Algonquin Rd.

Planning Department Contact: Sam Hubbard, Planning and Community Development

The information provided is conceptual only and subject to a formal plan review.

1. All currently adopted codes shall apply.
2. Fire department connections shall be located on the street side of buildings, 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 and in accordance with the NFPA standard applicable to the system design. The location of fire department connections shall be approved.
3. A complete NFPA compliant fire suppression system is required. Supervised indicating control valves shall be provided at the point of connection to the riser on each floor.
4. An approved water supply capable of supplying the required fire flow for fire protection shall be provided.
5. Fire protection equipment and service rooms shall be identified in an approved manner.
6. Approved access shall be provided and maintained for all fire protection equipment to permit immediate safe operation and maintenance of such equipment.
7. 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.
8. In buildings and structures where standby power is required or furnished to operate an elevator the operation shall comply with current code requirements.
9. A fully functional fire alarm shall be installed per NFPA 72. The alarm annunciator panel shall be located at the front entrance.
10. Shop drawings for fire alarm systems shall be submitted for review and approval prior to system installation.
11. Visible alarm notification appliances shall be provided in public areas and common areas. A visible exterior weatherproof alarm notification device shall be located within closest proximity to the front main entrance of the building or tenant space.

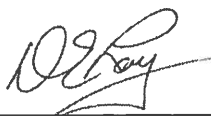
12. A zoning indicator panel and the associated controls, or, fire alarm control panel shall be located within the closest proximity to the front main entrance.
13. A key box (Know Box) shall be provided and contain keys to gain necessary access as required by the fire code official.
14. Fire pumps shall be installed in accordance with the Fire Code and NFPA 20 and shall comply with all current code requirements including a minimum of two water mains located in different streets.
15. Exit signs shall be illuminated at all times and have emergency power backup.
16. In order to be considered part of an accessible means of egress, an elevator shall comply with the emergency operation and signaling device requirements.
17. In buildings where a required accessible floor is four or more stories above or below a level of exit discharge, at least one required accessible means of egress shall be an elevator with some exceptions.
18. In buildings four or more stories above grade plane, one stairway shall extend to the roof surface, unless the roof has a slope steeper than four units vertical in 12 units horizontal.
19. Buildings or portions of buildings or facilities exceeding 30 feet in height above the lowest level of fire department vehicle access 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.
20. 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 building more than 30 feet in height.
21. At least one of the required access routes meeting this condition 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.
22. Buildings shall have approved address numbers.
23. Signs shall be posted on both sides of an approach of any fire lane stating "NO PARKING – FIRE LANE". Signs shall have arrows indicating the area of parking restriction.
24. Fire lane signs shall be white with red three-inch letters. The dimensions of the sign shall be 12 inches horizontally and 18 inches vertically. These signs shall be installed so that the top of the sign is no less than 6 feet nor more than 6 feet above grade.
25. All new elevators shall be equipped with emergency key opening devices at all landings. The location and specific type of device shall be approved by the Fire Department.

26. If the elevator uses an automatic dialer, the ten digit number 847-590-3470 shall be used. If bidirectional communication is available and is used, the elevator should call 911. The phone line used to dial 911 must have the correct address information affiliated with that phone line.
27. **Emergency Signs required for elevators** shall be 7 inches by 5 inches and read as follows: IN FIRE EMERGENCY, DO NOT USE ELEVATOR. USE EXIT STAIRS.
28. 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 be not 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.
29. 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.

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.
30. Emergency voice/alarm communication system shall be provided.
31. A fire command center shall be provided in an approved location.
32. Approved smoke control system is required.
33. A standby power system shall be provided.
34. Luminous egress path markings shall be provided.

Date 05-11-18

Reviewed By:



Fire Safety Supervisor

Memorandum

To: Sam Hubbard, Planning and Community Development
From: Cris Papierniak, Assistant Director of Public Works
Date: May 30, 2018
Subject: 519 W Algonquin Road, P.C. #18-012 Round 1

Regarding the proposed Land Use Variation, PW has the following comments:

1. After the new fire and domestic service is installed, the old "original" service to the banquet hall **must** be abandoned and reconnected to the new service. **One service for one customer.**
2. The new RPZ's for domestic and fire protection will be sized once plumbing plans have been submitted.

VAHPW has no further comments at this time.

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

CC: Scott T. Shirley, Director of Public Works

RECEIVED
MAY 31 2018
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

ENGINEERING DEPARTMENT

3

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. 18-013
 Petitioner: S. OLM

Owner: 519 W. Algona Rd NE

Contact Person: S. OLM
 Address: 519 W. Algona Rd

Phone #: 847-869-851

Fax #: _____

E-Mail: arm958@aol.com

P.I.N.# 08-18-103-001

Location: _____

Rezoning: _____ Current: _____ Proposed: _____

Subdivision: _____

of Lots: _____ Current: _____ Proposed: _____

PUD: _____ For: _____

Special Use: _____ For: _____

Land Use Variation: X For: HOTEL

Land Use: _____ Current: _____

Proposed: _____

Site Gross Area: _____

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 _____ X

Storm Sewer _____ X

b. Surface Improvement

Pavement _____ X

Curb & Gutter _____ X

Sidewalks _____ X

Street Lighting _____ X

c. Easements

Utility & Drainage _____ X

Access _____ 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

X X

X _____

_____ N/A

_____ X

_____ NEED MORE INFO

X #66-111

_____ X

_____ X

GENERAL COMMENTS ATTACHED

PLANS PREPARED BY: RIDGELINE CONSULTANTS

DATE OF PLANS: 5-9-18

John J. Mull 5/22/18
 Director Date

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 MAY 11
 ARLINGTON HTS
 INGOBET.

PLAN COMMISSION PC #18-013
European Crystal Hotel
519 W. Algonquin Rd.
LUV for a 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. Provide calculations showing the existing and proposed impervious areas. Stormwater detention to Village standards is required for any net increase in impervious area. Utilize any surplus storage in the existing system.
14. An Onsite Utility Maintenance Agreement must be executed prior to final engineering approval. A template is attached for your use. Please contact the Deputy Director of Engineering for an editable version of the OUMA.
15. There are no proposed exterior utilities. If plans change and external sanitary sewer work is required, an MWRD permit would be required.
16. The exhibit showing the turning path of the Fire Department's responding vehicle is acceptable.
17. 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

Traffic:

18. In the traffic report there is confusion with the diagram showing Existing Traffic Volumes. The inbound trips for the evening and weekend inbound trip values only show the existing banquet site contributing traffic. There are no trips shown being generated from the rest of the properties south of the site?
19. In Title of Figure 6, indicates 'Additional' Banquet Traffic Assignment, but the values from Table 2 include both the Existing Volumes and Additional Traffic total. Wouldn't Existing Volumes be included in the Existing Traffic Volume Counts?
20. There is no discussion about the performance of the drop-off lane in front of the restaurant. What is the anticipated generation and stacking potential for this feature?
21. Table 8 identifies two hours being peak weekday periods, however the 9:00 p.m. hour has the highest number for required projected parking.
22. Please provide a sketch of areas designated for valet double parking, as well as a description of how hotel patrons are going to circumnavigate this loading of parking lot aisles for two way traffic, accessing parking stalls, or getting out of a stall their vehicle may be trapped in.
23. Although the packet indicates that there is a site photometric lighting diagram, there is no such plan, or attached catalog cut sheets showing this information. When on-site lighting is proposed, provide a site photometric lighting diagram indicating lighting intensities. Also provide the associated catalog cuts for all parking lot and building mounted luminaires. All fixtures must be flat bottom, sharp cut-off, and no wall pack style fixtures will be permitted.

 5/22/18
James J. Massarelli, P.E. Date
Director of Engineering

Attachment:

Onsite Utility Maintenance Agreement Template (4 pages)

RECEIVED
MAY 23 2018
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT



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 stormwater management facilities, domestic water mains**; and

WHEREAS, the **sanitary sewers, storm sewers and 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 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 vault, 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 aforementioned **sanitary sewers, storm sewers and stormwater management facilities, or domestic water mains** 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

3. It is further AGREED that, barring a need for immediate action, should the RESPONSIBLE ENTITY not begin corrective action within four (4) hours of notification of an emergency situation where property damage is occurring or is in imminent danger of occurring as a result of dysfunction of the **sanitary sewers, storm sewers and stormwater management facilities, or domestic water mains**, the VILLAGE is hereby authorized, but not required, to enter upon the property to correct deficiencies and to place a lien against said property until such time that the VILLAGE has been fully reimbursed for its expenses in correcting these deficiencies; and

4. It is further AGREED that the RESPONSIBLE ENTITY shall save the VILLAGE harmless from any and all claims for damages resulting from the VILLAGE interrupting service to the property due to the failure of the RESPONSIBLE ENTITY to perpetually maintain the systems as described above and any other claims or damages arising out of this Agreement and the ownership of the facilities described herein.

5. This Agreement shall be binding between all successors and assigns and shall be a covenant running with the land as here and before legally described.

6. This Agreement shall be recorded in Cook County, Illinois.

This Agreement is entered into the _____ day of _____, 20____.

For: _____

Name: _____

Signature: _____

Title: _____

State of Illinois)
) SS
County of Cook)

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

aforesaid, CERTIFY that _____ personally known to me to be the same person whose name is subscribed on the foregoing instrument appeared before me this day in person and acknowledged that (s)he signed, sealed, and delivered said instrument as their free and voluntary act, and as the voluntary act of

_____, an (LLC? Corporation?), for the uses and purposes therein set forth.

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

Notary Public

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 18-012

Project Name European Crystal Hotel

Project Location 519 W. Algonquin Road

Planning Department Contact Sam Hubbard

General Comments

Round 1:

1. All currently adapted codes shall apply.
2. The building is to be sprinkled.
3. The Fire Department connection is to be located at the main front entrance and located within 100' of a fire hydrant.
4. A Knox Box is to located at the main front entrance.
5. A fully operational annunciator panel or alarm panel is to be located at the main front entrance.
6. Aerial Fire Apparatus access roads for buildings or portions of buildings exceeding 30 feet in height above the lowest level of fire department vehicle access shall have a minimum unobstructed width of 26 feet exclusive of shoulders and be located a minimum of 15 feet and a maximum of 30 feet from the building. This area should be free of obstructions that would limit the use of an Aerial Fire Apparatus.

**NOTE: PLAN IS CONCEPTUAL ONLY
SUBJECT TO DETAILED PLAN REVIEW**

Date May 22, 2018 Reviewed By: LT. Mark Aleckson

Arlington Heights Fire Department

ARLINGTON HEIGHTS POLICE DEPARTMENT

Community Services Bureau

DEPARTMENT PLAN REVIEW SUMMARY

European Crystal Hotel
519 W. Algonquin Rd.
PC#18-012

RECEIVED
MAY 15 2018
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

Round 1 Review Comments

05/14/2018

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 those outside common areas, entrances/exits and parking lot. Special attention should be given to illuminating the parking garage, areas around the building- to include entries/exits. These areas should be illuminated specifically during hours of darkness for safety, to deter criminal activity and increase surveillance/visibility- potentially reducing vehicle burglaries, theft, trespassing, vandalism, and other criminal activity.

3. Present traffic problems?

There are no traffic problems at this location. Pace across the street has a nightly traffic detail from 1630-1730hours, to assist their employees in exiting their business' parking lot.

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.

- Landscaping should provide open sightlines to increase natural surveillance and avoid creating ambush locations and havens for illegal activities- theft, trespassing, vandalism, underage drinking, drug use, etc.

- The addition of Trespass signage is recommended. Consider posting no trespassing / loitering/ no un-authorized use signage. The Arlington Heights Police Dept. has and utilizes trespass warning forms under qualifying circumstances when requested by property management.

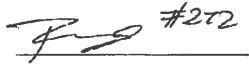
-Consider installing a video surveillance system of entrance/exits, lobby, parking lot, exterior areas, etc.

-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.

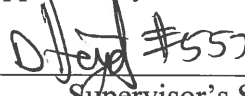
- Strict hotel guest policies are recommended by the AHPD and are as follows:

- 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:

 #557

Supervisor's Signature



Planning & Community Development Dept. Review

May 31, 2018

REVIEW ROUND 1

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

Case Number: PC 18-013

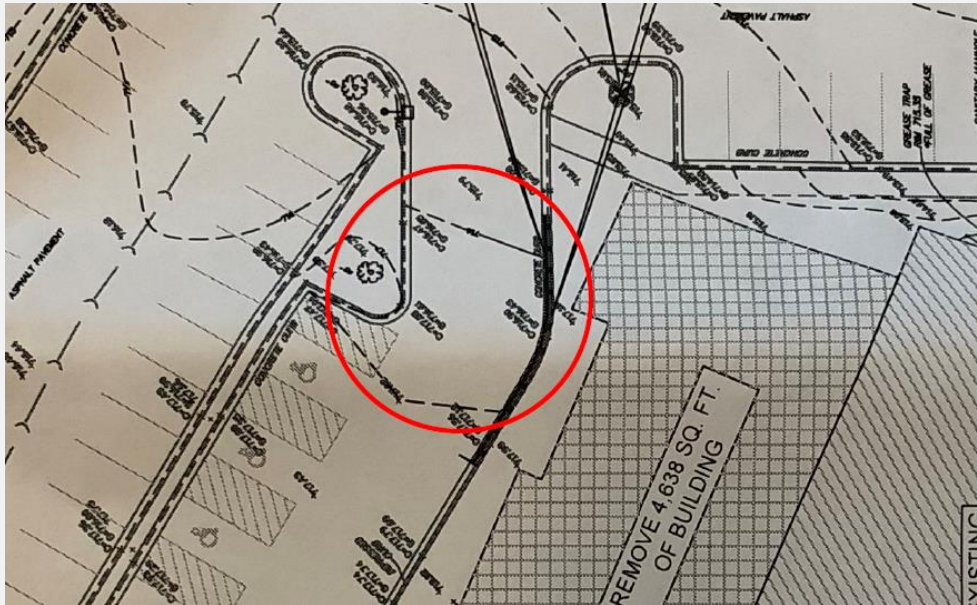
General Comments:

7. The Plan Commission must review and approve the following actions:
 - a. Land Use Variation to allow a hotel within the M-2 District.
 - b. Chapter 28, Section 11.2-8, to reduce the required width of a two-way drive aisle. Depending on additional information, this variation may be required.
8. Please revise the project narrative to include the following items (an example of a project narrative can be provided if you would find that helpful):
 - a. Estimated employee counts at peak occupancy for the hotel.
 - b. Information on peak staff needed for a banquet event in the main banquet hall.
 - c. Details on any sustainable/green design features of the hotel.
9. There are currently three temporary storage lockers located on the three parking spaces adjacent to the loading area, as well as one temporary storage locker to the southwest of this area. Please clarify if these storage sheds will be removed as part of the hotel addition.
10. Will the proposed coffee/vending room include just vending machines and a non-staffed coffee station, or will this be an actual coffee shop that will include one or more employees?
11. Please clarify how the business area will be used. What equipment will be within this area (desks and computers? printers? copy machines? etc.). Will this room function as a meeting space or conference room, or will it only be used for individual business purposes by hotel guests as needed?
12. On all future revisions, please ensure that all plans and studies include a revision date.
13. The engineering plans indicate that additional lightpoles within the parking lot will be installed. Therefore, a photometric plan, including catalog cuts for all new light fixtures, is required.

Architectural/Engineering Plans:

14. Please correct the following inconsistencies between the architectural plans, engineering plans, and landscape plans:
 - a. The civil plans show an 8" tree on the southwest side of the proposed exterior patio, which looks to be on top of the brick patio. This tree is shown on the civil Existing Conditions and Demo Plan, but it is not shown on the landscape plan.
 - b. There are proposed bike racks shown on the civil plans, but the landscape plan shows this area as landscaping.
15. Please add dimensions indicating the setbacks of the proposed hotel addition, at its closest point, to the north, west, and east property lines.

16. The architectural site plan lists the maximum height of the building at 99'-10", however, the elevations show the max height to be 94'. Please revise the plans to show the actual proposed height of the building, and note that building height is measured from the average elevation of the finished grade at the front of the building to the top of the roof structure for flat roofs (parapet walls are not included).
17. There are currently 5 dumpsters stored outside within the side loading area. All dumpsters are required to be screened from view. Please confirm if there is sufficient space within the accessory storage garage to accommodate for these dumpsters, and whether additional dumpsters will be needed for the hotel. If additional dumpsters will be needed, please confirm that there is sufficient space within the accessory storage garage to store these additional dumpsters. If there is insufficient space within this storage garage, please outline where these dumpsters will be located and how they will be screened.
18. Please provide a dimension for the drive aisle in the following location:



19. Is the drive aisle for the front drop-off area one-way? The drive aisle width appears to be only 19'. Two-way drive aisles must be a minimum of 24' in width. Please clarify.
20. Please identify any proposed ground mounted mechanical equipment (AC units, generators, transformers, etc.) on the site plans and landscape plans.
21. There are two rooms shown on the 2nd floor that have no labels. What will these rooms be used for?
22. What are the plans for the existing stone retaining wall on the western side of the site adjacent to the private access road? This retaining wall is deteriorating and in need of repair.
23. Please provide additional details on the exterior patio/courtyard area. Will food/drink service be offered on the patio? Is this area to be used as outdoor space for guests of the hotel, or is it to be used as an accessory area for the banquet functions?

Market Study:

24. The market study explains that there are five hotels currently under construction in the northwest suburban hotel market. Where are these hotels located, how many rooms do they have, and are they economy level, mid-level, or upper-level hotels?
25. The study states that "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)". Please show the data for each of these hotels (ADR and occupancy) and list the hotels that have made up the "competitive set".

26. Page 6 of the study concludes that the property should perform at a level of 72% occupancy and an ADR of \$120 in 2016 dollars. Please update this to 2018 dollars. Page 10 of the study outlines that the annual occupancy will be "approximately 70% on average, achieving an average daily rate of \$115 in current value dollars.". The operating spreadsheet on page 18 outlines that the occupancy will be 74% in 2018, with an ADR of \$130. Please clarify the projected average occupancy and ADR.
27. Page 9 of the market study states that the hotel will have "ample meeting" space. Based on the floor plans, there will be no meeting spaces within the hotel. Additionally, page 17 states that the hotel will have a swimming pool, which is not reflected in the plans. Please clarify and update the market study accordingly.
28. The analysis on page 8 uses 2015 data and references a Four Points at Arlington Down that is under construction and will help to boost ADR rates. This hotel is not under construction. Please update this section of the report to reference 2018 data, as well as any other sections that reference out of date data. Additionally, the report classifies this hotel as a "boutique" hotel; where does a boutique hotel fall in relation to the data in Table 2?
29. Page 13 outlines that exercise facility operations will bring in revenue, similar to laundry and valet services. Please clarify how this will bring in revenue.
30. Conclusion #5 on page 7 states that the depth of the market and current demand trends indicate a short absorption period for the additional 60 rooms with nominal initial impact on occupancy of existing properties. Please clearly state how this conclusion has been reached. Will the proposed hotel occupy a niche below or above the existing neighboring hotels that is currently underserved? Please outline this niche with specific comparisons to neighboring hotels in both ADR and occupancy rates.
31. Please remove all references to public projects since the proposed development is a private project.

Parking/Traffic:

32. A total of 10 bicycle parking spaces are required. Please revise the location of the proposed bike racks to an area that is paved. The note calling out these bike racks must indicate that they will include a total of 10 bicycle parking spaces.
33. The traffic/parking study contains no explanation as to why comparative hotels were not surveyed and studied. Please outline why survey and study of comparative hotels is not possible.
34. An average of the data in Table 10 and 11 puts the number of parked vehicles per attendee at the banquet facility at .42 vehicles per attendee. Assuming an event has 377 attendees (max capacity), that correlates to a demand for 162 parking spaces. Accounting for the peak estimated demand at the hotel during peak demand of an evening event at the banquet facility (9:00PM), there would be demand for 205 parking spaces. The proposed 198 (including 23 valet spaces) is insufficient to accommodate for this demand.
35. While the study has found that larger events have more persons per vehicle, please outline what events were surveyed by EEA in April of 2018. It appears that most events surveyed with a large amount of attendees, if not all, were weddings where there is a likelihood of families arriving together or a large bridal/groom party arriving together, which would correlate to a higher persons per vehicle ratio. These types of events appear to be the basis for the conclusion that larger events have a higher persons per vehicle ratio. However, it is unclear if this holds true for a non-wedding event, such as a fundraiser, appreciation banquet, or a celebration/gala event. Additional surveys of these types of events are necessary.

Arlington Heights Police Department

Emergency Information Card

1. Fill in all information by tabbing to each field.
2. When completed, save the form and send as an attachment to: policemail@vah.com.

Arlington Heights Police Department
200 E. Sigwalt Street
Arlington Heights, IL 60005-1499
Phone: 847/368-5300

Completed forms may also be printed and submitted in the following manner:

By Mail: Arlington Heights Police Department
200 E. Sigwalt Street, Arlington Heights, IL 60005
Attention: Police Administration

Print Form (To Mail)

By Fax: (847) 368-5970 - Attention: Police Administration

In Person: Dropped off at the Arlington Heights Police Department's front desk for forwarding to Police Administration.

Name (Firm or Residence)

Address/City

Telephone Number

Date Information Obtained

IN CASE OF EMERGENCY PLEASE CALL:

Contact #1

Name

Address/City

Telephone Number

Cell Number

Contact #2

Name

Address/City

Telephone Number

Cell Number

Alarm System

☐ No

☐ Yes

Phone number:

Alarm Company Name

HEALTH SERVICES DEPARTMENT

6

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. 18-012
 Petitioner: S. OZAR

Owner: 519 W. Algona Rd

Contact Person: S. OZAR
 Address: 519 W. Algona Rd

Phone #: 847-809-8515
 Fax #: _____
 E-Mail: _____

P.I.N.# 08-18-103-008

Location: 519 W. Algona Rd

Rezoning: _____ Current: _____ Proposed: _____

Subdivision: _____

of Lots: _____ Current: _____ Proposed: _____

PUD: _____ For: _____

Special Use: _____ For: _____

Land Use Variation: X For: HOTEL

Land Use: _____ Current: _____

Proposed: _____

Site Gross Area: _____

of Units Total: _____

1BR: _____ 2BR: _____ 3BR: _____ 4BR: _____

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

1. GENERAL COMMENTS:

See attached comments

[Signature] 5-28-18
 Environmental Health Officer Date

RECEIVED

MAY 10 2018

PLANNING & COMMUNITY
 DEVELOPMENT DEPARTMENT

[Signature] 5/25/18 Direc
 tor Date

Plan Review

Project: European Crystal Hotel
519 W. Algonquin Road
Arlington Heights, IL 60005
Land Use Variation for a Hotel
P.C. #18-012
Round 1

To: Sam Hubbard, Planning & Community Development

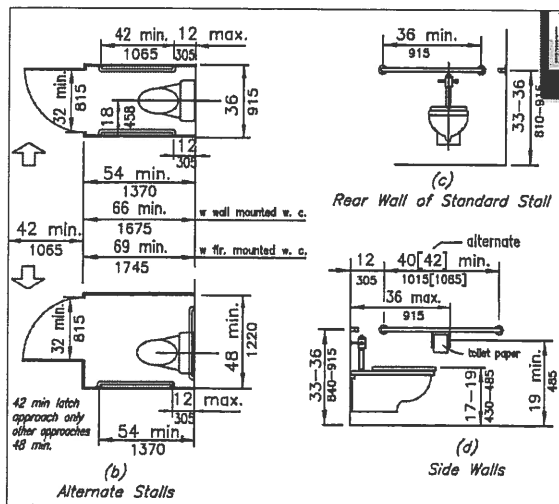
From: David Robb, Health & Human Service - Disability Services
(847) 368-5793 *David Robb*

Date: May 23, 2018

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

Sheet 1 Proposed First Floor Plan:

1. Women's Restroom: In restrooms with six or more toilet stalls in addition to the standard stall configuration for wheelchair accessibility complying with subsection (n)(5)(A) (ii), IAC Section 400.310(n)(5) requires the addition of a 36-inch wide toilet stall where the doors open out and is equipped with parallel grabs on each side of the stall per IAC 400. Illustration B. Figure 30(d) and q. Pictured below.



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2. The "Single User Restroom shall comply with IAC Section 400.310(n)(9-11).

3. Coffee Vending Room: Please see IAC Section 400.320(l)(6 and 8) and 400.Illustration B., Figure 54.

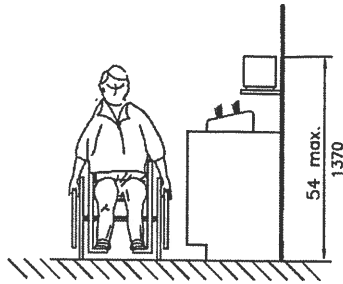


Fig. 54
Tableware Areas

Sheet: 2 Proposed 3RD – 7TH FLR Plan & 3 Proposed 8th Floor:

4. Five percent of the total lodging units shall be accessible. All Public and Common Use areas and at least one accessible unit equipped with a roll-in shower. A minimum of 3 units equipped for persons with Hearing Impairments. Per IAC Section 400.320(g)((1-10).

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7

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. 18-012
 Petitioner: J. CAZARES
 Owner: 519 W. Alger Rd UO
 Contact Person: J. CAZARES
 Address: 519 W. Alger Rd
 Phone #: 817-809-8515
 Fax #: _____
 E-Mail: _____

P.I.N.# 08-18-103-008
 Location: 519 W. Alger Rd
 Rezoning: _____ Current: 0 Proposed: _____
 Subdivision: _____
 # of Lots: _____ Current: _____ Proposed: _____
 PUD: _____ For: _____
 Special Use: _____ For: _____
 Land Use Variation: X For: HOTEL
 Land Use: _____ Current: _____
 Proposed: _____
 Site Gross Area: _____
 # 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. _____ _____ 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:

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 Date

European Crystal Hotel
519 W. Algonquin Road
PC #18-013
May 30, 2018

Landscape Comments

- 1) The ends of all parking rows must include a 4" caliper shade tree (Chapter 28, section 6.16-1.2b).
- 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) It is recommended that additional landscaping be provided in the northwest corner near Algonquin and the private drive. The landscaping should consist of a mix of perennials.
- 4) Consider specialty paving near the main hotel entrance/covered entry.
- 5) It is recommended that landscaping be provided between the patio and the private drive.
- 6) Provide landscaping on the east elevation adjacent to the building.
- 7) Provide three foot high shrubs adjacent to the three parking spaces on the west elevation between the parking and the private drive.
- 8) Incorporate site furnishings for the site that match the overall architectural style of the proposed building.
- 9) If there are any utility meters or mechanical units, they must be screened with landscaping or another appropriate method of screening.
- 10) 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.

Building and Life Safety

- 1 Q The review of the European Crystal 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 .
- A Will comply when permitted plans are submitted
- 2 Q Revise the Building height to indicate a maximum height of 100 feet or 11 stories per 2009 IBC Table 503
- A Will comply when permitted plans are submitted
- 3 Q Provide a proposed occupancy calculation by floor along with egress width calculation based on the occupant load by floor.
- A Will comply when permitted plans are submitted
- 4 Q Provide the locations of fire-rated walls and indicate the type and rating of the wall shared by the two buildings.
- A Will comply when permitted plans are submitted
- 5 Q Lobby plan does not include a fire command center. Provide as required per the 2009 IBC, Section 911.
- A Will comply when permitted plans are submitted
- 6 Q Provide the required emergency systems as required for high rise buildings in 2009 IBC Section 403.4.
- A Will comply when permitted plans are submitted
- 7 Q 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.
- A Will comply when permitted plans are submitted
- 8 Q Provide the elevation of the highest occupied floor.
- A Will comply when permitted plans are submitted
- 9 Q The building shall comply with the requirements of 2009 IBC 403 - High Rise Buildings.
- A Will comply when permitted plans are submitted
- 10 Q Refuse and laundry chutes shall have separate 2-hour rated enclosures and comply with 2009 IBC 708.13.
- A Will comply when permitted plans are submitted
- 11 Q Show the proposed location of the mechanical equipment.
- A Will comply when permitted plans are submitted

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12 Q Show the proposed location of the electrical service and include the service size. Services of 1,200 amps or more are required to be in a 2-hour fire-resistance rated room for the exclusive use of the electrical system. The hourly rating applies to the walls, ceiling and floor of the room. The room requires two exits on opposite corners of the room, with 2-hour rating panic hardware.

A Will comply when permitted plans are submitted

13 Q Luminous egress path markings shall be provided per 2009 IBC 1024.

A Will comply when permitted plans are submitted

14 Q An area of refuge is required for every 200 occupants or portion thereof.

A Will comply when permitted plans are submitted

Two way communication is required at each area of refuge.

15 Q Cut sheets of the equipment and proposed signage shall be submitted during the permitting process.

A Will comply when permitted plans are submitted

Fire Safety

1.00 Q Question 1 - 34

A Will comply when permitted plans are submitted

Public Works

1 Q Question 1 thru 2

A Will comply when permitted plans are submitted

Fire Department

1 Q Question 1 thru 6

A Will comply when permitted plans are submitted

Community Bureau

1 Q All Questions

A Will comply when permitted plans are submitted
and hotel is in operation

H&H Services

1 Q All Questions

A Will comply when permitted plans are submitted
and hotel is in operation

Landscape

1 Q All Questions

A Will comply when permitted plans are submitted
and hotel is in operation

Plan Review

8 Q Please revise the project narrative

The only 4 star 60 room life style hotel in NW SUBURBS Featuring art work commisioned by local artist, complimentary bike rentals Locally sourced amenities and shuttle service to Ohare, Downtown Arlington and Arlington Park

A

A

Q

Estimated employee counts at peak occupancy for the hotel.

Peak Employee Count is after guests have checked out from 11am to 4pm 8-10 employees; when the hotel is at fully occupied at night employee count is reduced to 2 staff.

A

Information on peak staff needed for a banquet event in the main banquet hall.

B

Q

8 to 10 Employees which are included in the occupancy of the function room guest count

A

There are currently three temporary storage lockers located on the three parking spaces adjacent to the loading area, as well as one temporary storage locker to the southwest of this area. Please clarify if these storage sheds will be removed as part of the hotel addition
Yes. New storage will be located in basement

9 Q

A

Will the proposed coffee/vending room include just vending machines and a non-staffed coffee station, or will this be an actual coffee shop that will include one or more employees

10 Q

This will be a coffee bar with 1 staff for set up. A majority of the time it will be unstaffed..The coffe bar will be only for hotel guest the beverages will be complimentary.

A

Please clarify how the business area will be used.
What equipment will be within this area (desks and computers? printers? copy machines? etc.). Will this room function as a meeting space or conference room, or will it only be used for individual business purposes by hotel guests as needed

11 Q

used for individual business purposes by hotel guests as needed

A

On all future revisions, please ensure that all plans and studies include a revision date

12 Q

A

Agreed

The engineering plans indicate that additional lightpoles within the parking lot will be installed. Therefore, a photometric plan, including catalog cuts for all new light fixtures, is required.

13 Q

A

Exsiting will Stay. Engineeing plan is revised

14. Please correct the following inconsistencies between the architectural plans, engineering plans, and landscape plans:
- The civil plans show an 8" tree on the southwest side of the proposed exterior patio, which looks to be on top of the brick patio. This tree is shown on the civil Existing Conditions and Demo Plan, but it is not shown on the landscape plan.
 - There are proposed bike racks shown on the civil plans, but the landscape plan shows this area as landscaping.

14 Q
A

New Plans Reflect Changes

Please add dimensions indicating the setbacks of the proposed hotel addition, at its closest point, to the north, west, and east property lines.

15 Q
A

New Plans Reflect Changes

the architectural site plan lists the maximum height of the building at 99'-10", however, the elevations show the max height to be 94'. Please revise the plans to show the actual proposed height of the building, and note that building height is measured from the average elevation of the finished grade at the front of the building to the top of the roof structure for flat roofs (parapet walls are not included).

16 Q
A

New Plans Reflect Changes

There are currently 5 dumpsters stored outside within the side loading area. All dumpsters are required to be screened from view. Please confirm if there is sufficient space within the accessory storage garage to accommodate for these dumpsters, and whether additional dumpsters will be needed for the hotel. If additional dumpsters will be needed, please confirm that there is sufficient space within the accessory storage garage to store these additional dumpsters. If there is insufficient space within this storage garage, please outline where these dumpsters will be located and how they will be screened

17 Q

There is sufficient space in accessory storage.

A

Garbage pick up will increase to daily from 3 times a week

Please provide a dimension for the drive aisle in the following location

18 Q
A

Provided

Is the drive aisle for the front drop-off area one-way?

19 Q
A

The drive aisle width appears to be only 19'. Two-way drive aisles must be a minimum of 24' in width. Please clarify

One Way

20 Q
A

Please identify any proposed ground mounted mechanical equipment (AC units, generators, transformers, etc.) on the site plans and landscape plans.

None

There are two rooms shown on the 2nd floor that have no labels.

21 Q
A

What will these rooms be used for

Office

- What are the plans for the existing stone retaining wall on the western side of the site adjacent to the private access road?
- 22 Q This retaining wall is deteriorating and in need of repair
- A **Will be Repaired**
- Please provide additional details on the exterior patio/courtyard area. Will food/drink service be offered on the patio? Is this area to be used as outdoor space for guests of the hotel, or is it to be used as an accessory area for the banquet functions?
- 23 Q
- A **used as an accessory area for the banquet functions**
- The market study explains that there are five hotels currently under construction in the northwest suburban hotel market. Where are these hotels located, how many rooms do they have, and are they economy level, mid-level, or upper-level hotels
- 24 Q
- A **Nothing is under construction Currently. Study has been up dated**
- The study states that "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)". Please show the data for each of these hotels (ADR and occupancy) and list the hotels that have made up the "competitive set".
- 25 Q
- A **Revised in Report attached . Data for each hotel would be in violation of Rico Statue**
- Page 6 of the study concludes that the property should perform at a level of 72% occupancy and an ADR of \$120 in 2016 dollars. Please update this to 2018 dollars. Page 10 of the study outlines that the annual occupancy will be "approximately 70% on average, achieving an average daily rate of \$115 in current value dollars."
- 26 Q
- A **Revised in Report attached**
- Page 9 of the market study states that the hotel will have "ample meeting" space. Based on the floor plans, there will be no meeting spaces within the hotel. Additionally, page 17 states that the hotel will have a swimming pool, which is not reflected in the plans. Please clarify and update the market study accordingly
- 27 Q
- A **Revised in Report attached**
- The analysis on page 8 uses 2015 data and references a Four Points at Arlington Down that is under construction and will help to boost ADR rates. This hotel is not under construction. Please update this section of the report to reference 2018 data, as well as any other sections that reference out of date data. Additionally, the report classifies this hotel as a "boutique" hotel; where does a boutique hotel fall in relation to the data is Table 2
- 28 Q
- A **Revised in Report attached**

Page 13 outlines that exercise facility operations will bring in revenue, similar to laundry and valet services. Please clarify how this will bring in revenue

29 Q
A

Adressed Revenue Revised In Report

30. Conclusion #5 on page 7 states that the depth of the market and current demand trends indicate a short absorption period for the additional 60 rooms with nominal initial impact on occupancy of existing properties. Please clearly state how this conclusion has been reached. Will the proposed hotel occupy a niche below or above the existing neighboring hotels that is currently underserved? Please outline this niche with specific comparisons to neighboring hotels in both ADR and occupancy rates

30 Q
A

Revised in Report attached

Please remove all references to public projects since the proposed development is a private project

31 Q
A

Revised in Report attached

A total of 10 bicycle parking spaces are required. Please revise the location of the proposed bike racks to an area that is paved. The note calling out these bike racks must indicate that they will include a total of 10 bicycle parking spaces.

32 Q
A

Revised.

A total of 10 bicycle parking spaces are required. Please revise the location of the proposed bike racks to an area that is paved. The note calling out these bike racks must indicate that they will include a total of 10 bicycle parking spaces.

33 Q
A

Revised

An average of the data in Table 10 and 11 puts the number of parked vehicles per attendee at the banquet facility at .42 vehicles per attendee. Assuming an event has 377 attendees (max capacity), that correlates to a demand for 162 parking spaces. Accounting for the peak estimated demand at the hotel during peak demand of an evening event at the banquet facility (9:00PM), there would be demand for 205 parking spaces. The proposed 198 (including 23 valet spaces) is insufficient to accommodate for this demand.

34 Q

As noted in the study, as the attendance rises, the vehicle occupancy will rise which will lower the overall demand. The staff's calculation indicates that the overflow will only be 7 cars under their scenarios which easily can be accommodated on adjacent properties.

A

35. While the study has found that larger events have more persons per vehicle, please outline what events were surveyed by EEA in April of 2018. It appears that most events surveyed with a large amount of attendees, if not all, were weddings where there is a likelihood of families arriving together or a large bridal/groom party arriving together, which would correlate to a higher persons per vehicle ratio. These types of events appear to be the basis for the conclusion that larger events have a higher persons per vehicle ratio. However, it is unclear if this holds true for a non-wedding event, such as a fundraiser, appreciation banquet, or a celebration/gala event. Additional surveys of these types of events are necessary.

35 Q

The banquet center does not currently host these type of events and does not have any planned for in the future and historically has not had them in the past. We can provide a list of all future books with a NDA.

A

Engineering

- 13 Q Provide calculations showing the existing and proposed impervious areas. Stormwater detention to Village standards is required for any net increase in impervious area. Utilize any surplus storage in the existing system.
- A **Listed on sheet 2 of Engineering plan.**
- 14 Q An Onsite Utility Maintenance Agreement must be executed prior to final engineering approval. A template is attached for your use. Please contact the Deputy Director of Engineering for an editable version of the OUMA.
- A **Will comply when permitted plans are submitted**
- 15 Q There are no proposed exterior utilities. If plans change and external sanitary sewer work is required, an MWRD permit would be required.
- A **Will comply when permitted plans are submitted**
- 16 Q The exhibit showing the turning path of the Fire Department's responding vehicle is acceptable
- A **acknowledged**
- 17 Q 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.
- A **acknowledged**
- 18 Q In the traffic report there is confusion with the diagram showing Existing Traffic Volumes. The inbound trips for the evening and weekend inbound trip values only show the existing banquet site contributing traffic. There are no trips shown being generated from the rest of the properties south of the site?
- A **During the evening peak hour traffic from the businesses to the south are employees leaving for the day (outbound). There is minimal or any inbound traffic during the evening peak-hour. They are closed on Saturday evenings except for the self-storage facility which has minimal (1-2 vehicles per hour) traffic**
- 19 Q In Title of Figure 6, indicates 'Additional' Banquet Traffic Assignment, but the values from Table 2 include both the Existing Volumes and Additional Traffic total. Wouldn't Existing Volumes be included in the Existing Traffic Volume Counts?
- A **The additional volumes included in Figure 6 is the net additional traffic beyond the existing banquet traffic volumes included in the existing traffic counts. The existing volumes were included in Table 2 for reference but not shown on Figure 6 since they are part of Figure 3.**
- 20 Q There is no discussion about the performance of the drop-off lane in front of the restaurant. What is the anticipated generation and stacking potential for this feature?
- A **The drop-off area is approximately 140 long with room for up to 7 cars stacking. There was not stacking issues observed during the parking counts The anticipated queues for peak events is 4 vehicles at a time.**
- 21 Q Table 8 identifies two hours being peak weekday periods, however the 9:00 p.m. hour has the highest number for required projected parking
- A **The peak-hours shown are The peak traffic entering The site in a one hour period which is typically at The beginning of The event. With stragglers/late arrivals, The peak parking time is usually later as noted**

- 22 Q Please provide a sketch of areas designated for valet double parking, as well as a description of how hotel patrons are going to circumnavigate this loading of parking lot aisles for two way traffic, accessing parking stalls, or getting out of a stall their vehicle may be trapped in.
- A **Sketch has been provided. Only the northern or southernmost parking aisles will be used for valet parking. The parking aisles closer the building will open to allow hotel guests to drive thru the parking areas. If a hotel guest is blocked in, they will use the valet service to deliver their car.**
- 23 Q Although the packet indicates that there is a site photometric lighting diagram, there is no such plan, or attached catalog cut sheets showing this information. When on-site lighting is proposed, provide a site photometric lighting diagram indicating lighting intensities. Also provide the associated catalog cuts for all parking lot and building mounted luminaires. All fixtures must be flat bottom, sharp cut-off, and no wall pack style fixtures will be permitted.
- A **All fixtures are existing, engineering has been revised to reflect that.**
-



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: 519 W Algonquin Rd. – Land Use Variation – European Crystal Hotel
PC#: 18-013 – Round 2
Date: May 14, 2018

Sam...

I have no additional comments at this time.

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

Fire Safety Division

Date: 6/15/2018

P.C. Number: 18-012 Round 2

Project Name: European Crystal Hotel

Project Location: 519 W. Algonquin Rd.

Planning Department Contact: Sam Hubbard, Planning and Community Development

Drawings submitted do not show compliance with the following items.

1. Fire apparatus access roads shall be provided and shall extend to within 150 feet of all portions of the facility and all portions of the exterior walls of the first story of the building as measured by an *approved route* around the exterior of the building or facility.
2. Fire apparatus access roads shall have an unobstructed width of not less than 20 feet, exclusive of shoulders and an unobstructed vertical clearance of not less than 13 feet 6 inches.
3. Buildings or portions of buildings or facilities exceeding 30 feet in height above the lowest level of fire department vehicle access shall be provided with approved fire apparatus access roads capable of accommodating fire department aerial apparatus.
4. Overhead utility and power lines shall not be located within the aerial fire apparatus access roadway.
5. **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 building more than 30 feet in height.**
6. **At least one of the required access routes meeting this condition shall be located within a minimum of 15 feet and a maximum of 30 feet from the building, and shall be positioned parallel to the side of the building.**
7. Fire command center is not shown on the first floor plan. All buildings classified as high-rise buildings by the International Building Code, a fire command center for fire department operations shall be provided.
 - a. The location and accessibility of the fire command center shall be approved by the fire chief.
 - b. The fire command center shall be separated from the remainder of the building by not less than a 1 hour fire barrier constructed in accordance with Section 707 of the International Building Code or horizontal assembly.
 - c. The fire command center shall be a minimum of 200 square feet in area with a minimum dimension of 10 feet.
 - d. A layout of the fire command center and all features required by this section to be contained therein shall be submitted for approval prior to installation.
 - e. The fire command center shall comply with NFPA 72 and shall contain the following features:
 - i. The emergency voice/alarm communication system control unit.
 - ii. The fire department communications system.

- iii. Fire detection and alarm system annunciator.
- iv. Annunciator unit visually indicating the location of the elevators and whether they are operational.
- v. Status indicators and controls for air distribution systems.
- vi. The fire-fighter's control panel required by Section 909.16 for smoke control systems installed in the building.
- vii. Controls for unlocking stairway doors simultaneously.
- viii. Sprinkler valve and water-flow detector display panels.
- ix. Emergency and standby power status indicators.
 - x. A telephone for fire department use with controlled access to the public telephone system.
- xi. Fire pump status indicators.
- xii. 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.
- xiii. Work table.
- xiv. Generator supervision devices, manual start and transfer features.
 - xv. Public address system, where specifically required by other sections of this code.
- xvi. Elevator fire recall switch in accordance with ASME A17.1.
- xvii. Elevator emergency or standby power selector switches, where emergency or standby power is provided.

Date 06-15-18

Reviewed By: 
Fire Safety Supervisor

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Memorandum

To: Sam Hubbard, Planning and Community Development
From: Cris Papierniak, Assistant Director of Public Works 
Date: June 22, 2018
Subject: 519 W Algonquin Road, P.C. #18-013 Round 2

Regarding the proposed Land Use Variation, PW has the following comments:

1. Comments from owner acknowledge that owner will abandon the existing water service after the new fire and domestic service is installed.

VAHPW has no further comments at this time.

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

CC: Scott T. Shirley, Director of Public Works

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PLAN COMMISSION PC #18-013
European Crystal Hotel
519 W. Algonquin Rd.
LUV for a Hotel
Round 2

24. The petitioner has not acknowledged 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.

25. The petitioner has not acknowledged comment #12:

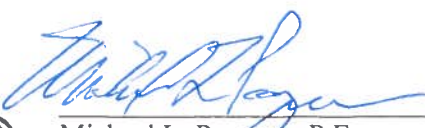
Final engineering plans shall be georeferenced by using State Plane Coordinate System – Illinois East. Below are details about projection:

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

26. The response made by the petitioner to comment #13 is not acceptable. Impervious area calculations have been provided by the petitioner showing an increase in impervious area of 1,326 sq ft (0.03 acres), however; detention calculations were not provided. Stormwater detention calculations should be provided showing the detention required for the proposed conditions meets Village standards. Is there surplus in the existing system that can accommodate this small increase in required volume? Provide this information.
27. The petitioner has acknowledged comments #14 & 15 and will comply when permitted plans are submitted.
28. The petitioner has acknowledged comments #16 & 17.

Traffic:

29. The response by the petitioner to comments #19-23 are acceptable.


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Michael L. Pagones, P.E.	6/22/18
Interim Director of Engineering	Date

ARLINGTON HEIGHTS POLICE DEPARTMENT

Community Services Bureau

DEPARTMENT PLAN REVIEW SUMMARY

European Crystal Hotel
519 W. Algonquin Rd.
PC#18-012

Round 2 Review Comments

06/25/2018

Round 1 response to our suggestions stated the property/management would address any issues that arose when the building is operational – this is not sufficient. It is not good practice to address issues when they become a problem. We would like to see responses that address the issues we mentioned and responses that have some planning before we can review any additional plans.

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 those outside common areas, entrances/exits and parking lot. Special attention should be given to illuminating the parking garage, areas around the building- to include entries/exits. These areas should be illuminated specifically during hours of darkness for safety, to deter criminal activity and increase surveillance/visibility- potentially reducing vehicle burglaries, theft, trespassing, vandalism, and other criminal activity.

3. Present traffic problems?

There are no traffic problems at this location. Pace across the street has a nightly traffic detail from 1630-1730hours, to assist their employees in exiting their business' parking lot.

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.

- Landscaping should provide open sightlines to increase natural surveillance and avoid creating ambush locations and havens for illegal activities- theft, trespassing, vandalism, underage drinking, drug use, etc.

- The addition of Trespass signage is recommended. Consider posting no trespassing / loitering/ no un-authorized use signage. The Arlington Heights Police Dept. has and utilizes trespass warning forms under qualifying circumstances when requested by property management.

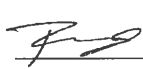
- Consider installing a video surveillance system of entrance/exits, lobby, parking lot, exterior areas, etc.

- 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

 #212

Brandi Romag, Crime Prevention Officer
Community Services Bureau

Planning & Community Development Dept. Review

June 25, 2018



REVIEW ROUND 2

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

Case Number: PC 18-013

36. The response to comments # 13, #17, #20, #22-#25, #27-#29, and #31-#34 are acceptable.
37. No response to comment #7 was provided. Please note that based on the revised plans, the following zoning actions are required:
 - a. Land Use Variation to allow a hotel within the M-2 District.
 - b. Chapter 28, Section 10.2-8, to reduce the required width of a two-way drive aisle from 24 feet to 22.6 feet in width.
38. The response to comment #8 is noted. Please note that a revised project narrative was not provided. Therefore, the one sentence project narrative that was submitted with the original application is what will be transmitted to the Plan Commission. Additionally, no information was provided on green features/sustainable design. Finally, please provide accurate figures of peak employee count during large functions at the banquet facility. Previous correspondence indicated peak employee count of 15-20 employees. Is this accurate?
39. The response to comment #9 is noted. Please note that a condition of approval will be recommended that will require the removal of the three storage lockers to make the three parking spaces that they currently occupy available for parking.
40. The response to comment #10 is acceptable. Based on the information provided, staff will consider this space as an auxiliary function of the hotel, which will eliminate the code required parking for this space. Please note that if the size, scope, or use of this space changes beyond what has been previously described and discussed, additional parking may be required, which may trigger the need for a variation.
41. The response to comment #11 is noted. Based on the description provided, this space will function for the individual business office needs of the guests. Please note that if this space is used as a conference/meeting room for businesses, additional parking will be required, which may trigger the need for a variation.
42. The response to comment #12 is acceptable. Please continue to provide revision dates on any future resubmissions.
43. The response to comment #14 is unacceptable. Bicycle parking spaces cannot be located on grass areas and must be on areas improved with concrete or asphalt. This must be addressed on any future plans submitted. Additional paved areas must be accounted within the overall impervious surface calculations and detention calculations.
44. The response to comment #15 is unacceptable. The required measurements were not shown on the revised plans. Please outline how far away the proposed building addition will be from the north, west, and eastern property lines **at its closest point to each of these property lines**.
45. The response to comment #16 is unacceptable. While the table on the architectural site plan was changed to show that the building height would be 94' tall, the elevations still show this measurement as being to the height of the parapet walls. Per the previous comment, building height is measure to the top of the roof membrane (for flat

roofs) and parapet walls are not included in the overall building height measurement (for zoning purposes). Please provide an accurate building height as measured to the top of the roof membrane of the 9th floor of the building, exclusive of parapet walls.

46. The response to comment #18 is noted. Please note that a variation is required for the proposed driveway width at 22.6' since code requires all driveway widths to be 24' wide where two-way travel is proposed.
47. The response to comment #19 is noted. One-way signage will be required outlining the one-way orientation of this area.
48. The response to comment #21 is acceptable. Please note that due to the removal of two required parking spaces based on the proposed use of the coffee room (see comment #40), these two rooms may be used as hotel rooms, bringing the total number of proposed hotel rooms to 62 without the need for a variation.
49. The response to comment #26 is noted. Please note that page 9 of the study lists the ADR as \$120, however, page 14 lists the ADR as \$130. Please clarify the proposed ADR. Additionally, there is a sentence on page 9 that ends without making a conclusion (the sentence about suburban hotels being built in waves). Please clarify the point that is being made there.
50. The response to comment #30 is noted. Please clearly put into writing the aspects of the hotel that will make it a 4.5 star "boutique" hotel.
51. The response to comment #34 is noted. Staff continues to note that while during the times the hotel was surveyed it appeared that the ratio of attendees per vehicle increased during larger events, the data provided still indicates that a parking shortage will exist during peak times. The success of parking will be a function of the subject property being able to continually provide overflow parking options.
52. The response to #35 is noted. In order to minimize parking overflow to neighboring properties, careful planning must be exercised when booking events and hotel rooms during peak occupancies to ensure that parking overflow will be managed.
53. Please note that the landscape plans must be revised and resubmitted prior to any Village Board consideration of this project. The current landscape plan is unacceptable and does not show existing conditions (i.e. existing plantings). Furthermore, the landscape comments were not adequately addressed. Please see the following review comments.

Prepared by:



European Crystal Hotel
519 W. Algonquin Road
PC #18-013
June 21, 2018

Landscape Comments

- 1) The ends of all parking rows must include a 4" caliper shade tree (Chapter 28, section 6.16-1.2b).
Please provide a 4 inch caliper shade tree at the end of the parking row along the east property line near the main entrance.
- 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.
Provide a screen for the loading/trash area.
- 3) **It is recommended that additional landscaping be provided in the northwest corner near Algonquin and the private drive. The landscaping should consist of a mix of perennials.**
- 4) Consider specialty paving near the main hotel entrance/covered entry.
Please show the decorative paving on the landscape plan.
- 5) **It is recommended that landscaping be provided between the patio and the private drive. Incorporate shrubs along the private drive.**
- 6) **Provide landscaping on the east elevation adjacent to the building.**
- 7) **Provide three foot high shrubs adjacent to the three parking spaces on the west elevation between the parking and the private drive.**
- 8) **Incorporate site furnishings for the site that match the overall architectural style of the proposed building.**
- 9) **If there are any utility meters or mechanical units, they must be screened with landscaping or another appropriate method of screening.**
- 10) **The landscape plan does not reflect the existing landscaping on the site. Please revise to show existing and proposed landscaping.**
- 11) 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.

Round 2 comments.

1. Life safety – Completed
2. Fire Safety
 - a. All Items will be complied with on final plans Question 5 &6 we are currently working with staff and will provided prior to meeting with board
3. Public Works
 - a. Acknowledged
4. Engineering
 - a. Questions 11 and 12 are acknowledge we will submit provide impervious area calculations prior to board meeting. Mr Pagaones we are working with Fire Safety to resolve 1 issue with them at that point we will provided revised detention calculation. Please not in our past submission the building was much larges and no additional detention was needed. Please let me know if you would like to meet in regard to this or if submittal with final plans will be ok with you
5. Fire Department
Received
6. Police
 - a. Lighting will be to village code.
 - b. Traffic study has indicated that the hotel will not generate any significant traffic
 - c. We will have Video Surveillance and submit all plans and Comply with all Police Regulation.
 - d. Emergency contact card will but up dated quarterly will the police department during construction and operation of hotel
 - e. Strict hotel policy will be applied as discussed
 - f. Outdoor terrace will be located on roof top so homeless can hot access furniture.
7. Plan Department Review
 - a. 36 received
 - b. 37 Acknowledges that variations and change of use are requested
 - c. 38 Please see attached revised narrative
 - d. 39 Agreed
 - e. 40 understood
 - f. 43 – will be placed on existing impervious area near hotel entrance
 - 44 West corner to west property line is **59 feet 5 inches**
NW Corner – straight north to property line is **143 ft 11 in**
NW corner parallel to property line is **123 ft 6 in**
SE corner to east property line is **66 ft 2 in**
 - g. 45 – Height of the roof at the tallest element will be 93'-6" to the top of the roof membrane
 - h. 48- understood- rooms will be added prior to permitted plans
 - i. 49- Correct in revised study

- j. 50- Revised Narrative Provided
 - k. 51. Noted. Historically the banquet center only has less than a hand full of events that are at max occupancy for the grand ballroom the entire year.
 - l. 53 – revised landscape plans will be provided prior to board meeting
8. Landscape
- a. 1. Tree may have to be removed due to fire department requirements for access
 - b. 2. Mature trees are already provided and screen any visual access from Algonquin RD
 - c. 3. Yellow Flowering Perennials are planted due to winter salt it seems like this is the only plant that is viable in this area
 - d. 4. Existing Pavers are provided
 - e. 5. Police department has recommended that patio be placed on the roof top so that homeless will not have access to it
 - f. 6. Will be existing and will be reflected on the plan
 - g. 7. Please allow grass as we feel it will be safer for pedestrians and cars to have a clear line of sight in such a busy area
 - h. 8. They have already been incorporated of stone planters, bench and fountains
 - i. 9. Understood
 - j. 10. Will be revised prior to board presentation
 - k. 11. Acknowledged.