



Village of Arlington Heights
Plan Commission
Board Room, 3rd Floor
Arlington Heights Village Hall
33 S. Arlington Heights Road
Arlington Heights, IL 60005
January 9, 2019
7:30 PM

I. CALL TO ORDER

II. ROLL CALL

III. APPROVAL OF MINUTES

- A. Arlington Executive Plaza - 12/12/18
- B. Southpoint Shopping Center Outlot - 12/12/18

IV. PUBLIC HEARINGS

- A. European Crystal Hotel - 519 W. Algonquin Rd. - PC#18-021
Land Use Variation Amendment, Variations

V. OTHER BUSINESS

VI. ADJOURNMENT

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Item: Arlington Executive Plaza - 12/12/18

Department: Planning & Community Development

ATTACHMENTS:

Description	Type
Arlington Executive Plaza - 12/12/18	Minutes

PLAN

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

COMMISSION

RE: ARLINGTON EXECUTIVE PLAZA -
3335-3395 NORTH ARLINGTON HEIGHTS ROAD - PC# 18-022
AMENDMENT TO PUD, PARKING VARIATION

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 12th day of December, 2018 at the hour of 7:32 p.m.

MEMBERS PRESENT:

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

ALSO PRESENT:

SAM HUBBARD, Development Planner

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

(Pledge of allegiance recited.)

CHAIRMAN ENNES: Thank you. Please be seated. Sam, would you call 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.

COMMISSIONER LORENZINI: Here.

MR. HUBBARD: Commissioner Sigalos.

COMMISSIONER SIGALOS: Here.

MR. HUBBARD: Commissioner Warskow.

COMMISSIONER WARSKOW: Here.

MR. HUBBARD: Chairman Ennes.

CHAIRMAN ENNES: Here. We have a full house tonight.

COMMISSIONER DROST: We do, yes.

CHAIRMAN ENNES: It's been a while since we've had that. Sam, were all public notices issued?

MR. HUBBARD: Yes.

CHAIRMAN ENNES: We have the minutes from our last meeting. Bruce, what were the two?

COMMISSIONER GREEN: Taco Bell and the Napleton Repair Facility from 10/24/18.

CHAIRMAN ENNES: Thank you. Can we have a motion to approve the minutes?

COMMISSIONER CHERWIN: I move to approve the minutes.

COMMISSIONER DROST: I'll second them.

CHAIRMAN ENNES: And a second, thank you. All in favor?

(Chorus of ayes.)

CHAIRMAN ENNES: Anybody that was absent?

COMMISSIONER SIGALOS: I was absent.

COMMISSIONER WARSKOW: I was absent as well.

CHAIRMAN ENNES: Anybody opposed?

(No response.)

CHAIRMAN ENNES: Okay, thank you. So, our first petition this evening is going to be the Arlington Executive Plaza. Is the Petitioner here? Would you be the only one

speaking or will any of your other partners be talking to us about the topic?

MS. McCALLUM: I'll be speaking, and then the owner of the property could speak as well.

CHAIRMAN ENNES: Okay, would you both come forward? I'll swear you both in.

MS. McCALLUM: Come forward forward?

CHAIRMAN ENNES: Yes, right up here. Would you please raise your hand?

(Witnesses sworn.)

CHAIRMAN ENNES: Okay, thank you. Who would like to start?

MS. McCALLUM: Yes, could I?

CHAIRMAN ENNES: Okay, I'm going to ask you, as you testify, to please tell us your name and spell it for our court reporter?

MS. McCALLUM: Yes, it's Karissa McCallum, K-a-r-i-s-s-a M-c-C-a-l-l-u-m.

CHAIRMAN ENNES: Okay, thank you. Tell us about your proposal.

MS. McCALLUM: So, I'm trying to figure out where to start, I joined what used to be known as Sassack Family Acupuncture just over a year ago, I left another location in Arlington Heights and decided to partner with him. Shortly after we were working together, we thought it would be a good idea to expand so we had a little bit more flexibility with our schedules and whatnot. So, that was when I signed the lease on Suite K that is behind us because we realized we could knock a wall through and we would just have a longer space with extra change rooms. So, that was signed end of February, beginning of March, and then I met with contractors to see who could do the best bid and whatnot.

I decided on someone in the summer. My contractor went to submit the application to the Village, and that's when we found out about the PUD issue. At first, there were some other things, concern for the electrical work and whatnot, and so my contractor and I were working through that. Then I talked to someone about the PUD and realized that it would be a process of at least a few months which I wasn't expecting.

The landlord has been really great and we'd already had an amendment in my lease that I wouldn't pay rent until the build-out was complete. So, thankfully that was already there and they're being really flexible in working with that. But it's my understanding that no one really knew that was in place, because I was trying to figure out where would this have been caught, you know. I hired a lawyer to help me with my lease and whatnot, did they miss something? Or did something kind of get put past us that I didn't realize? So, to my best knowledge, no one really knew that this was in place, that we would get to this spot.

CHAIRMAN ENNES: So, what you want to do is you want to expand your existing practice in the building?

MS. McCALLUM: Correct.

CHAIRMAN ENNES: And you have, in that process, you have discovered that the landlord isn't supposed to be expanding the medical use within the complex without getting approval from the Village because of the PUD?

MS. McCALLUM: Thank you, you probably said it better than me, yes. So, we are currently in Suite D, and then we would just be knocking the wall behind us and going into K.

CHAIRMAN ENNES: Okay, so, and you brought the owner of the property

with you?

MS. McCALLUM: Yes, he's here for support and any questions.

MR. LOMBARDO: My name is Tony Lombardo. Tony, T-o-n-y, Lombardo, L-o-m-b-a-r-d-o. I'm the president of Property Services. We're the managing agent and owner's agent for the Arlington Executive Plaza.

I have to say I've managed the property for about seven years. I had no idea there was a PUD in place. You know, a client came to me, asked us to manage the property, I never saw a closing file. We managed the property with all the facts.

When Karissa had let me know that she needed a parking variation, at first I thought, well, that's run of the mill for a medical tenant. After I realized the gravity of the situation, that it was a nonconforming, you know, PUD parking ratio, I got involved and I stepped in to help her with my staff to get everything required and needed to get the variance. I think at the end of the day, if you look at the parking counts and peak hours or off hours, there really is not a parking problem at that property. I think that there's plenty of room for expansion.

If you have any questions, I'm happy to answer them.

CHAIRMAN ENNES: Okay, well, we're going to, if that's all you have to say, I'll let you sit down now and we'll hear from Staff about the project.

MR. LOMBARDO: Okay, great. Thank you for your time.

MS. McCALLUM: Thanks.

CHAIRMAN ENNES: Thank you. Sam or Jake?

MR. SCHMIDT: So, as the Petitioner mentioned, she's here tonight on behalf of the Family Tree Holistic Health, of which she's a member, who is seeking to expand their existing facility into an adjacent tenant space, and consequently seeking a parking variation and PUD amendment in order to do so.

The subject site, Arlington Executive Plaza, is located at 3335-3395 North Arlington Heights Road. The property is zoned M-1 Research Development in Light Manufacturing District, which does allow medical and professional offices by right. In the Comprehensive Plan, the site is designated as R&D Manufacturing Warehouse, and M-1 zoning is the appropriate zoning district for this designation.

The requested action tonight is an amendment to PUD Ordinances #79-166, #80-105, #81-028, and #81-035, in order to allow a parking variation from Chapter, or a variation from Chapter 28, Section 10.4-2, Schedule of Parking Requirements for Retail, Commercial, and Service Uses, to reduce the required off-street parking from 266 spaces to 238 spaces.

The property is approximately 7.6 acres in size and is a complex of seven one-story buildings which total approximately 73,000 square feet in area. One of these buildings, 3395 North Arlington Heights Road has been sold and is currently under separate ownership, I'll touch on this subject later on in the presentation. The complex was approved as a PUD back in 1979 with subsequent amendments in 1980 and 1981. Condition 5 in one of the amending ordinances, Ordinance #81-028, specifically required that if medical facilities are rented, the Building and Zoning Commissioner be notified. However, in the years since the initial PUD approval and amendments, multiple medical tenants had been leased to which has resulted in a code-required parking deficit.

At present, there's 14,419 square feet of medical office space within the complex which does include the proposed expanded Family Tree Holistic Health space. The

impetus for this project, as the Petitioner mentioned, stems from a proposed expansion of Family Tree Holistic Health. In June 2018, they applied for a business permit to expand into that adjacent tenant space. Currently, their space is around 1,018 square feet, and with the expansion they would enlarge the space to 2,033 square feet. During building permit review process, it was determined that the PUD has not conformed with the parking requirements and, therefore, in order to approve the expansion, a parking variation via a PUD amendment is required.

The subject site is located south of Dundee Road, immediately east of Arlington Heights Road. It is served by four driveways, two on Arlington Heights Road and two on Country Lane, which borders the property to the south. Three of the buildings have been labeled for clarity on this aerial, starting with the northwest building, 3395 North Arlington Heights Road, is the aforementioned building that has been sold off. It's currently under separate ownership. Immediately south is 3385 North Arlington Heights Road. The property owner is proposing adding bicycle parking spaces to the side of this building. I'll go into further detail on this later on in the presentation. Lastly, at the southwest corner of the site is 3345 North Arlington Heights Road. This is the building in which Family Tree Holistic Health is located, and in which they propose to expand. Aside from the addition of bicycle parking spaces and the internal expansion of Family Tree Holistic Health, no other changes are proposed to this site or buildings at this time.

The property is compliant with bulk and setback allowances. During the review process, no issues were identified with the existing landscaping at the site with respect to code or plans. No full traffic study is required as part of this petition. Section 6.12-1 of the zoning code states that properties requiring a Plan Commission review do not need to provide a full traffic study if the project comprises less than 5,000 square feet in floor area and is located along a major secondary arterial street as defined by the Village's Thoroughfare Plan. As the property is located on Arlington Heights Road which is a major arterial in the Village's Thoroughfare Plan, and as the Petitioner is proposing no major changes to the site aside from the bicycle rack and the internal expansion of the Family Tree Holistic Health space, this project falls under that 5,000 square-foot threshold outlined in the zoning code and, therefore, a full traffic study is not required. However, as a parking variation is requested, the Petitioner has provided a parking survey to illustrate current utilization of parking at the facility.

Starting off with the code-required parking for the site, before you is a chart listing the various tenants within the complex. Of note among these is, in the right-hand corner of the chart, a space labeled unknown and highlighted yellow, this space refers to the sold off 3395 building. During the review process, it was hard to determine the exact balance of occupied to vacant space in this building. The Petitioner was provided information that half of the building is leased to a general office tenant. When I spoke with the leasing agent for the property, I was told that 1,000 square feet is leased to a general office tenant. Regardless, it is known there is a general office tenant there and the remaining space is vacant.

So, per code, both general office and vacant space is assessed at one space every 300 square-foot ratio. So, therefore, the entirety of the building has been assessed at that ratio and 35 spaces are required for the building. Adding that to the required spaces of other tenants within the building, a grand total of 266 spaces are required for the entire complex. As only 238 parking spaces are provided on site, there is a code-required parking deficit of 28 spaces.

Both the Petitioner and Staff surveyed parking lot utilization at the site. Staff conducted 15 separate counts of parking lot utilization, two of which were conducted in person on October 26th at 10:00 o'clock a.m. and 3:00 o'clock p.m. The remaining Staff counts were conducted utilizing historic aerial imagery taken at various times between 2014 and 2018. Peak parking lot utilization was observed to have occurred on Tuesday, October 16th, 2018 when 116 parking spaces were observed to be used. It should be noted that there is a bit of vacant space within the complex which could later become tenanted and could generate parking. So, in order to extrapolate what this parking generation might be, these spaces were assessed at a ratio of generating one space per 300 square feet which is a code requirement for vacant space or general office. Applying this ratio to the amount of vacant space, an additional 57 spaces could be generated by vacant spaces. The adjusted estimated total of their parking spaces using that ratio results in a peak total of 173 occupied parking spaces which is 73 percent of the total parking lot capacity.

The Petitioner also surveyed parking lot utilization on six separate days over two consecutive weeks, on two Tuesdays, on two Thursdays, and on two Saturdays. The Petitioner observed peak utilization of the lot to be 126 parking spaces, which is 53 percent of total lot capacity. This occurred at 3:00 p.m. on Tuesday, September 18th. Using the same methodology used in the Staff parking survey, projecting what the currently vacant spaces could produce, an adjusted estimated total of utilized parking spaces would be 183 total spaces at this time, which is 77 percent of total parking lot capacity.

Both the Staff survey and the Petitioner survey illustrate that given the current mix of tenants and projected possible generation of vacant spaces, the generation of parking for the entire complex is less than the provided parking. So, there is, in essence, no parking lot deficit for the generation of the existing spaces.

With regard to bicycle parking, code requires that when any change of use results in the requirement for additional off-street motor vehicle spaces, conformance with bicycle parking requirements shall be required. As multiple medical tenants have been moved into this building, consequently, there's an increase in the required number of off-street motor vehicle spaces. Therefore, the PUD must provide code-required bicycle parking spaces. For the entire site, this is 14 total spaces.

The property owner has identified an area east of the 3385 North Arlington Heights Road building in which they plan to install a 15-space bicycle rack. They anticipate this to be complete by March 15th, 2019, and this would fulfill bicycle parking requirements.

Reviewing the request of the Petitioner and the data provided, Staff recommends approval of the requested PUD amendment and on-site parking variation, which would be as mentioned before an amendment to PUD Ordinances #79-166, #80-105, #81-028, and #81-035, to allow a variation from Chapter 28, Section 10.4-2, Schedule of Parking Requirements, to reduce the required off-street parking from 266 to 238 spaces. This recommendation is subject to two conditions, the first being the property owner shall provide a 15-space bicycle parking rack on the east side of the 3385 North Arlington Heights Road building per the submitted documentation by March 15th, 2019. The second condition is that the square footage of all medical uses within the PUD shall be limited to a total of 14,419 square feet, which includes all existing medical spaces and the proposed expansion of Family Tree Holistic Health. Any future expansion of medical uses beyond the total of 14,419 square feet shall require a

PUD amendment and parking variation.

This concludes my presentation, and if there are any questions, I'd be certainly happy to answer.

CHAIRMAN ENNES: Jake, thank you very much. Is there a motion to accept the Staff report?

COMMISSIONER CHERWIN: So moved.

COMMISSIONER SIGALOS: I'll second.

CHAIRMAN ENNES: So, a first and a second, all in favor?

(Chorus of ayes.)

CHAIRMAN ENNES: Anybody opposed?

(No response.)

CHAIRMAN ENNES: Okay, for ease of calling up the Petitioner and/or Staff for questions that we might have, I have one thing just to clarify. If I can ask Mr. Lombardo to please come up? I should have asked you earlier. So, you are a manager for the property?

MR. LOMBARDO: Right.

CHAIRMAN ENNES: Are you also an owner?

MR. LOMBARDO: I am not.

CHAIRMAN ENNES: You are not.

MR. LOMBARDO: I'm the owner's agent.

CHAIRMAN ENNES: So, are you, you're a property manager but are you the broker? Lease broker?

MR. LOMBARDO: I'm the sales broker on the building, not the leasing broker.

CHAIRMAN ENNES: Okay, are you an agent of the owner?

MR. LOMBARDO: I am.

CHAIRMAN ENNES: So, you can agree to accept the conditions that Staff has placed on this?

MR. LOMBARDO: Yes, sir.

CHAIRMAN ENNES: And are you agreeable to them?

MR. LOMBARDO: I am.

CHAIRMAN ENNES: So, what I'd like to do is, if we want to start down here on the left, if the Commissioners want to ask any questions they had, we'll just proceed up.

COMMISSIONER CHERWIN: Yes, I think, you know, I saw this project in the Conceptual Review Committee, and I think was familiar with it then and I'm generally supportive of it. I don't have any further questions.

COMMISSIONER SIGALOS: I was also at the Conceptual Review and, again, I don't have any issues with it. I saw your actual parking counts that are far less than what's actually provided there, so I don't really have any issues at this point.

CHAIRMAN ENNES: Commissioner Dawson?

COMMISSIONER DAWSON: I don't have any questions other than the comment that the tenant had made relative to who should have caught this. The owner should know this, not necessarily the property manager, I don't know your relationship or what they would have told you. But one hundred percent your owner should know what can and can't be in their building. So, it's not Staff, it's not the Village, it's the owner.

CHAIRMAN ENNES: I agree.

COMMISSIONER DROST: I think the project makes a lot of sense. You know, if I were in the Petitioner's shoes, you know, c'est la vie, I'd go ahead and knock a hole in the wall and it's, you know, no problem, especially with the mix of the tenants. It's really a professional campus and, you know, it works very well. But the point I was going to make was how do you prevent this from happening in the future? Do your lease documents explain this? That it's part of a PUD or, you know, what's the tripwire here?

MR. LOMBARDO: I think now that we're aware of it, this --

COMMISSIONER DROST: Of course you are.

MR. LOMBARDO: This is a conversation for, also to have with the leasing brokers, and for that matter, any future owners of the property, to have with whoever is going to be leasing out a building, because this is something that the leasing brokers are going to need to know. If they have a medical tenant or they have a medical tenant that's expanding, this is something that needs to be on the front end of a lease negotiation.

You know, there's many ways a lease negotiation can take place. For example, Ms. McCallum leased the space as is which put the onus, ultimately I get it, it's on the ownership. But from the time it leases a space as is and it's going to be their own construction, the leasing brokers hand off the executed lease to the management company and we wait for the tenant to go in for a permit. This is something that if the landlord was going to do reconstruction, that it would fall on the landlord's lap because you only went in for a permit if we were doing a build-out for the tenant and it would have become a landlord issue.

In this case, I think it made all the sense in the world for me to recognize that this wasn't the tenant's fault and that we needed to step up as a landlord and help her through this and, you know, not let her feel repercussions. Unfortunately, she feels the repercussions of it anyways because her practice expansion is being delayed by several months. At the end of the day, you know, I don't know who should have caught this. I understand that --

COMMISSIONER DROST: Yes, and I don't want to, you know, it's fine, you've done your confessional here. I'm not looking for that. I'm looking for a way to solve this for future --

MR. LOMBARDO: In the future --

COMMISSIONER DROST: This is more of an administrative one because my position is this, you know, we want to be an inviting community. We don't want to bog anybody down with, you know, these details, the devil is in the details. But how do we alert, and this may be a better question to Staff is how do we as a Village let people know or let potential tenants who are expanding, in this case, you know, someone who's been in the neighborhood for a while, it's not like, oh, you know, gotcha, but how do we, and this is maybe more of a rhetorical question, but it is just what can we do to make it more friendly and advise people and not go through this administrative nightmare? This is ridiculous.

MR. SCHMIDT: I mean, you know, our door is always open as far as, you know, you can always reach out with a phone call or come to the front counter. Doing a parking analysis is --

COMMISSIONER DROST: Yes, but we don't know. There is not a title in the report that's going to say this is part of a PUD, and all of a sudden the attorney, you know --

COMMISSIONER DAWSON: It's not there, it will show up on the title.

COMMISSIONER DROST: Yes, it would but not in a lease.

COMMISSIONER DAWSON: No, for sure, but it would --

COMMISSIONER DROST: There's not a title there.

COMMISSIONER DAWSON: Okay, I see what you're saying. It would show up on the title.

COMMISSIONER DROST: This is the point, you know, you looked at a lease, you know, there is nothing that --

COMMISSIONER DAWSON: Sure, but when the owner bought it, they got a title report.

COMMISSIONER DROST: No, when there's a title report, yes, but this is going to go play under the radar screen. That's the point I'm making is how do we get it up there and, yes, the door is always open, and had they known they'd knock on the door, but they didn't know. It's a joke.

COMMISSIONER DAWSON: But the owner knew.

CHAIRMAN ENNES: Sam and Jake?

COMMISSIONER DROST: It's not up to you. I'm just saying --

MR. LOMBARDO: No, no, I understand. But at the end of the day, it needs to be handled on the front end by --

CHAIRMAN ENNES: When a petitioner presents a permit request, would this be discovered through that?

MR. SCHMIDT: Yes, and that's how this particular issue was discovered.

CHAIRMAN ENNES: I know it now, but why wasn't it found out? Did you say that the tenant did the additional build-out?

MR. LOMBARDO: The tenant applied for her build-out. She leased the space as is, she applied for a building permit. Her building permit was rejected.

CHAIRMAN ENNES: No, I'm talking about when she first moved into her first occupancy.

COMMISSIONER DROST: Yes, the first thousand square feet.

CHAIRMAN ENNES: Did she do that original build-out? Was a permit applied for? That's another major issue.

MS. McCALLUM: I don't know because I wasn't with, we changed names, I wasn't with --

MR. LOMBARDO: She joined that practice.

CHAIRMAN ENNES: Well, you might have a tenant that has a problem. She mentioned that the current contractor said there might be some electrical problems. Well, this is something this new permitting process might look into, the existing space and prior. I mean there could be a bigger problem here with just --

COMMISSIONER DROST: Yes, right, and this isn't to solve the problem, but bring the attention to it so that, you know, we can make it easier for folks that are doing good in the community, not to punish them because of 'I gotcha.'

CHAIRMAN ENNES: Absolutely.

MR. SCHMIDT: No, that's certainly not our intent. Definitely with this project, we have kind of been reexamining our process of how we keep track of, especially the larger complexes, being sure to keep that up to date and being able to identify these issues earlier on in the process so similar events like this are less frequent or less likely to occur.

COMMISSIONER DROST: That's it.

CHAIRMAN ENNES: Lynn?

COMMISSIONER JENSEN: I don't have any questions. Everything that I had a concern about was resolved before you brought it to the Plan Commission. So, I don't have any questions.

CHAIRMAN ENNES: Mary Jo?

COMMISSIONER WARSKOW: No questions.

COMMISSIONER LORENZINI: Yes, something really for Staff. I'm all for the project, it's fine. But just out of curiosity, so the parking calculations and parking ratio is figured on the tenants, the square footage and who's occupying that. Some you have 300, you're figuring on 300, some figured on 200.

MR. SCHMIDT: Right, it's use based.

COMMISSIONER LORENZINI: So, but if they were all figured on 300 or the way you figured it, wasn't this originally built without enough parking spots to begin with?

MR. SCHMIDT: So, I actually looked at the original parking plan for it, and there were more spaces when it was initially approved in 1979. I'm not sure exactly when some of these spaces were lost, whether it was because of changing accessible parking space requirements where, you know, you have to expand the width or change the striping, of course an accessible space requires another space at the side for you to get out of the car, or whether it changed during restriping. It would have met general office requirements with a little bit of a bonus when initially approved. I forget the exact numbers off the top of my head. But the fact now is that there are only 238 spaces on the site and, therefore, they have a parking deficit.

COMMISSIONER LORENZINI: I mean the reason it worked obviously is because there's a lot of vacant spots. But, hopefully it happens, but if this building ever fills up, there's going to be a real problem down the road and everything.

MR. SCHMIDT: Right, and that was why we put in that condition suggesting that medical uses be capped where they're at. I mean right now you have a lot of general office users that are clearly, the parking they're generating is less than the code requirement. Our code requirement is more of a most intense use sort of situation where, you know, there are some users that will generate that many spaces and so you can't, you know, pretend that those spaces won't be intense. But in many circumstances, which is the case with this development, they're generating fewer spaces that are required by code. By extrapolating that, even if the remaining vacant spaces generate the general office requirement, there still is surplus on the site based on what is actually being used.

COMMISSIONER LORENZINI: All right, Jake, thank you. That's all I have.

CHAIRMAN ENNES: Thank you. Commissioner Green?

COMMISSIONER GREEN: I have no questions. I think it's a good use for what we're doing.

CHAIRMAN ENNES: I think the project is a good project also. I just am concerned because we've had a number of these, in particular, medical uses which require additional parking, and brokers are bringing people into this without checking this. I would be concerned if one of these build-outs was done, so this was done prior to your management of the property? The original build-out?

MR. LOMBARDO: You know, I can't, I believe so, I can't say for certain.

CHAIRMAN ENNES: At the prior meeting, prior hearing with the Conceptual Review, there was a question asked about the occupancy of the building. Were you

at that meeting?

MR. LOMBARDO: I was not.

CHAIRMAN ENNES: You weren't, okay. Do you know what the current occupancy is?

MR. LOMBARDO: I believe it's approximately 82 percent.

CHAIRMAN ENNES: Has that continued to improve irrespective of the recession since you guys have been managing the property?

MR. LOMBARDO: Since I've been involved with the property, I believe it's increased about 30 percent.

CHAIRMAN ENNES: Because that property used to have a pretty significant vacancy.

MR. LOMBARDO: There was a very large vacancy, yes.

CHAIRMAN ENNES: That is good to hear. I hope that you really take this seriously because --

MR. LOMBARDO: Absolutely.

CHAIRMAN ENNES: And I sense you do, because it can create problems. We've had a number of properties in town that have huge parking problems.

MR. LOMBARDO: Absolutely.

CHAIRMAN ENNES: They're busing people in. So, the parking requirements are important. Good to hear that the occupancy is going up. That's all I have. Do we have a motion?

COMMISSIONER DAWSON: Any public comment?

CHAIRMAN ENNES: Yes, I'm sorry. Is there anybody in the audience that would like to comment? Seeing nobody, I would like to hear a motion.

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

CHAIRMAN ENNES: Go ahead, Bruce.

A motion to recommend to the Village Board of Trustees approval of PC# 18-022, an Amendment to PUD Ordinances #79-166, #80-105, #81-028, and #81-035, and the following variation:

- 1. Chapter 28, Section 10.4-2, *Schedule of Parking Requirements--Retail, Commercial, and Service Uses*, to reduce the required off-street parking from 266 spaces to 238 spaces.**

This recommendation shall be subject to the following conditions:

- 1. The property owner shall install a 15-space bicycle rack on the east side of the 3385 N. Arlington Heights Road building, per the submitted documentation, by March 15, 2019.**
- 2. The square footage of all medical uses within the PUD shall be limited to a total of 14,419 square feet. Any future expansion of medical uses beyond the total of 14,419 square feet shall require a PUD amendment and parking variation.**

CHAIRMAN ENNES: Is there a second?

COMMISSIONER JENSEN: Second.

CHAIRMAN ENNES: Okay, can we have a roll call vote?

MR. SCHMIDT: Commissioner Cherwin.

COMMISSIONER CHERWIN: Yes.

MR. SCHMIDT: Commissioner Dawson.

COMMISSIONER DAWSON: Yes.

MR. SCHMIDT: Commissioner Drost.

COMMISSIONER DROST: Aye.

MR. SCHMIDT: Commissioner Green.

COMMISSIONER GREEN: Yes.

MR. SCHMIDT: Commissioner Jensen.

COMMISSIONER JENSEN: Yes.

MR. SCHMIDT: Commissioner Lorenzini.

COMMISSIONER LORENZINI: Yes.

MR. SCHMIDT: Commissioner Sigalos.

COMMISSIONER SIGALOS: Yes.

MR. SCHMIDT: Commissioner Warskow.

COMMISSIONER WARSKOW: Yes.

MR. SCHMIDT: Chairman Ennes.

CHAIRMAN ENNES: Yes. So, you've gotten a unanimous approval.

Thank you for coming here and working this out. Good luck on the results on the next one and good luck to expanding your business.

MS. McCALLUM: Thank you.

MR. LOMBARDO: Thank you, Commissioners. Thank you, Jake, thank you, Sam, for all your help. We appreciate it.

COMMISSIONER DAWSON: While we're transitioning, Jake, can I ask you a question really quick?

MR. SCHMIDT: Certainly.

COMMISSIONER DAWSON: You did, it shouldn't hold up the, I didn't want to do it before the vote because it has nothing to do with the voting on the property. But you did the calculations and showed, you said one parking per 300 square feet would bring us to 73 percent occupancy?

MR. SCHMIDT: Yes.

COMMISSIONER DAWSON: And that code requirement is based on general office space, not additional medical space?

MR. SCHMIDT: Correct.

COMMISSIONER DAWSON: Okay, have you done the calculation if there was additional medical space? Because 73 percent parking vacancy is still a significant, it's not a full parking lot.

MR. SCHMIDT: Right, I mean I did run the numbers and it did still come out under where even if those spaces were medically tenanted and if it was generated at that ratio for medical, there's still would be a little bit of wiggle room in terms of parking space availability.

COMMISSIONER DAWSON: So, it seems like the code for this particular

property is perhaps not appropriate. I just would want to avoid the landlord not being able to rent any more medical space when there still is room for more medical space in that building. I don't know if the property owner could talk to the Village or maybe try to do some sort of amendment or adjustment to this PUD because there's still room for parking spots based on these counts. That's all I was commenting on. I don't think the comment that there should be no more medical use at all is necessarily appropriate based on the report, and maybe the property owner should work with the Village and see if there's some sort of resolution and be a little bit more flexible.

These medical uses are a great use for that area. It's very medical, it's going to attract more medical. So, I'd hate for them to be restricted off of a code that perhaps isn't fitting appropriately.

MR. SCHMIDT: I can understand that. But the one caution and the reason we did include that in there is, you know, certainly there have been properties that have come before the Commission where there are these medical uses that are very intense and are spilling out the parking lot. If the tenancy does change in a building and if more, you know, practically intense office users move in, it could start eating up those available spaces. So, we don't want to create a situation where, you know, these medical uses are approved and then you have more intense office using the parking lot as well. We want to try to be as cautious as possible when we grant a variation.

COMMISSIONER DAWSON: All right, we understand. It's just a comment was made there should be no more medical and I don't agree with that comment based on the counts that you provided. I think that there's still flexibility in that space. So, I'd hate for the property owner to have a potential tenant for a space and have Staff just say no, no more medical use. I think it needs to be adjusted and discussed and I think there's probably a reasonable solution. That's all.

CHAIRMAN ENNES: Thank you, Commissioner Dawson.

(Whereupon, the above-mentioned petition was adjourned at 8:05 p.m.)



Item: Southport Shopping Center Outlot - 12/12/18

Department: Planning & Community Development

ATTACHMENTS:

Description	Type
Southport Shopping Center Outlot - 12/12/18	Minutes

PLAN

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

COMMISSION

RE: SOUTHPOINT SHOPPING CENTER OUTLOT - 600 EAST RAND ROAD - PC# 18-020
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 12th day of December, 2018 at the hour of 8:05 p.m.

MEMBERS PRESENT:

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

ALSO PRESENT:

SAM HUBBARD, Development Planner

CHAIRMAN ENNES: Okay, we're going to move on to our next petition.

COMMISSIONER CHERWIN: Mr. Chairman, I'm sorry to just interrupt. I regrettably must leave you now; I'm going to recuse myself. Mr. Bauer is my esteemed partner so I have a conflict here.

CHAIRMAN ENNES: Okay, thanks for being here. Okay, our next petition is the Southpoint Shopping Center and the outlot subdivision request. Is the Petitioner here? Can I swear you in?

(Witness sworn.)

CHAIRMAN ENNES: Would you please state your name and spell it for the reporter?

MR. BAUER: Absolutely. Good evening, Mr. Chairman and members of the Commission. My name is Steve Bauer, last name is spelled B-a-u-e-r. I'm an attorney with Meltzer, Purtill & Stelle, here this evening on behalf of 600 Rand Road, LLC as the owner of the portion of Lots 1 and 3 in the subdivision which is commonly known as 600 East Rand Road and is a part of the Southpoint Shopping Center. I am joined this evening by a couple of Petitioner representatives, specifically Adi Mor as the manager of 600 Rand Road, LLC, and Rich Kahan of KB Real Estate, Inc. as the real estate broker.

Before proceeding, Mr. Chairman, I just would like to ask respectfully as a matter of housekeeping that, to the extent that they have not already been, I would ask that the petitioned-for subdivision approval inclusive of the proposed plat and all the items linked on the Village's website for the meeting this evening be incorporated into the record.

CHAIRMAN ENNES: Sam, can we include that before approval from us in the Village?

MR. HUBBARD: I think our standard practice is to approve the Staff report as part of the record. I think the, you know, the drawings online are, you know, not part of the formal record but are publicly accessible online. It's not been our standard procedure to make those part of the official record.

MR. BAUER: So, the submittal components that we've provided relative to correspondence with comments and questions that have been answered, those are not part of the record?

MR. HUBBARD: They are part of the application which is part of the record for this application.

MR. BAUER: Then we're on the same page, perfect.

CHAIRMAN ENNES: Okay, and I have one question, too, before we get started. There are three conditions.

MR. BAUER: Yes.

CHAIRMAN ENNES: And are you agreeable to those conditions?

MR. BAUER: We are.

CHAIRMAN ENNES: Okay, thank you.

MR. BAUER: Thank you.

CHAIRMAN ENNES: So, tell us about your project.

MR. BAUER: Absolutely. So, as you're probably well aware and certainly for those of you who are on the Concept Plan Review Committee may recall from our appearance earlier this year, the Southpoint Shopping Center is generally located at the southeast corner of Palatine and Rand Roads. It's approximately 30 years old from the date of

its initial development. It's generally triangular in shape, as you can see. It consists of approximately 23 acres and includes various stand-alone and inline retail buildings for establishments such as Olive Garden, Chili's, Floor & Decor, and a Bif Furniture store.

The Floor & Decor property is actually the subject of the request this evening. As you can see, it's generally located in the northeast corner, the northeasternmost portion of the subject property. The request before you this evening, as I think you all understand, is for preliminary and final plat of subdivision approval to subdivide the Floor & Decor property into two lots of record, and for two associated variations which concern deferred submittal of plan specifications for required improvements, and the other is for deferred submittal of an approving opinion of a qualified traffic professional. The reason for those requests relative to, or the reason for the variations relative to those requests is because of the fact that there is no development proposal for the proposed outlot at this time.

The Floor & Decor property is composed of approximately nine acres. As you can see from the survey, the building improvements are all located on the eastern portion of the site. The central and westernmost portions of the site consist of an expansive and frankly under-utilized parking field. At present, there are 560 total parking spaces on the site which is significantly more than double the 255 code-required parking spaces that are required to serve the existing retail uses on the site. There's also a sizeable landscape island to the south of the proposed outlot which I can describe in further detail later in the presentation. But I just want to call to your attention the existence of that outlot. Exactly, thank you.

The proposed subdivision would create two new lots of record, one of which being approximately 1.25 acres and generally located in the northwesternmost corner of the site. That is the proposed outlot for which future development would be contemplated. The other lot of course would be the balance of the Floor & Decor property and would receive parking lot modifications if and when the proposed outlot is developed in the manner that is contemplated.

This slide presents the proposed plat of subdivision and reflects that the site is approximately nine acres as I indicated, most specifically 8.88 acres, composed of two proposed lots of record, Lot 1 being the majority of the Floor & Decor site, and Lot 2 being the proposed, approximately 1.25 acre proposed outlot for future development. The outlot as you can see and perhaps notice from the aerial and which I presented earlier is really quite ideally suited for future retail development given its visibility from Palatine Road which is along the top of the slide, the adjacency to the existing stand-alone buildings to the immediate west and southwest, specifically the Olive Garden and Chili's buildings, also the proximity of the proposed outlot to the internal spine road which provides for vehicular traffic circulation throughout the shopping center, and lastly, the fact that this proposed outlot is again a portion of a parking field that is very remotely located from the Floor & Decor building that it is intended to serve.

The proposed outlot is intended to afford renewed development opportunity and investment in the shopping center which, for any of you who have general familiarity with the shopping center, I have to imagine you would universally agree is sorely in need of additional attention and revitalization. The fact of the matter is that that is significant because in the approximately 14 years that had elapsed since the Village created the TIF district that encompasses the subject property, there has not been any redevelopment or substantial investment of the magnitude that I'm referring to relative to the proposed outlot. In an effort to demonstrate the viability of the future development of the proposed outlot, the Applicant

provided a concept site plan as is shown on this slide which illustrates the manner in which the proposed outlot could be developed and how exactly that will be integrated with the existing development, specifically the drive aisles for means of site circulation that already exist on the subject property.

As this concept site plan indicates, although you may not necessarily be able to read based on its size, the proposed or contemplated building on the outlot is approximately 10,200 square feet. It includes a drive aisle with an escape lane as well as some associated parking. Due to the reduction in the parking that would occur on this outlot if and when redeveloped as contemplated, and despite the significant surplus of parking that exists on the subject property, the Applicant understands the importance of adding additional parking on the Floor & Decor property outside of the proposed outlot, immediately south of the proposed outlot for the purpose of accommodating parking needs for not only patrons of the proposed outlot and the Floor & Decor building itself but also for any type of overflow parking associated with the restaurant uses to the immediate west.

Staff, Mr. Chairman, to your point earlier regarding the conditions of approval, Staff has included a condition relative to the Petitioner's obligation or the developer's obligation for the proposed outlot to have to improve the landscape island to the immediate south of the proposed outlot if and when the proposed outlot is developed. The Applicant has no objection or concern with that obligation.

As I mentioned earlier, there's a significant surplus of parking supply on the subject property. Obviously, that is quite relevant when we're talking about creating an outlot for the potential development for a use, specifically a building that would consume available parking on that proposed outlot. As I think I said earlier, there's a total of 560 parking spaces on the site today. If and when the proposed outlot and the parking island to the immediate south that I referred to earlier were approved in a manner consistent with the concept site plan that was presented, a total of 484 spaces would still exist on the combined Lots 1 and 2. By contrast, the Village code based requirement for the parking needed to satisfy the uses on the site even when redevelopment occurs for the proposed outlot is only 327 spaces. So, the resulting surplus is 157 spaces beyond that requirement code.

Importantly, the entire shopping center, beyond the Floor & Decor parcel but the entire shopping center as a whole, is subject to a reciprocal easement agreement which provides for shared parking throughout the shopping center among other things. That is relevant to the statement I made earlier regarding the parking needs of the restaurant uses to the immediate west. It's a known fact that the restaurant parcels, the Olive Garden and Chili's parcels, have a parking deficit of 55 spaces. As a result of that, it's not uncommon for parking for those uses to overflow onto the Floor & Decor site as a whole, and specifically that portion that is proposed to be subdivided for the new outlot. But even factoring in that 55-space deficit and applying it to the surplus amount of parking that would remain on the Floor & Decor site, even after subdivision, even after redevelopment of this proposed outlot, as you can see there's still a surplus of an extra some hundred spaces, specifically 102.

Needless to say, the proposed subdivision will present an opportunity for sorely needed redevelopment and revitalization of the Southpoint Shopping Center which, as I said and I don't think can be emphasized enough, hasn't been achieved in the nearly 14 years since the Village adopted the TIF district. If approved, it's likely that the contract purchaser of this proposed outlot would submit plans for Village consideration in the first quarter

of next year. As I mentioned earlier, I do want to note that the Applicant has reviewed the proposed conditions and doesn't have any concerns with those conditions. We're very pleased to have Staff's recommendation of approval.

With that, Mr. Chairman, I'm happy to address any questions the Commission may have.

CHAIRMAN ENNES: Okay, thank you, and we're going to go into the Staff report and then we'll have you back up for any questions.

MR. BAUER: Absolutely.

CHAIRMAN ENNES: Thank you. Sam, can we have the Staff report?

MR. HUBBARD: Absolutely. So, the subject property consists of the Floor & Decor site which is part of the overall Southpoint Shopping Center PUD that was approved in the early 1980's. The Petitioner is requesting this evening a preliminary and final plat of subdivision approval to subdivide the Floor & Decor site into two lots, one lot containing an outlot below the one acre size, and the second lot would be the remaining balance of the Floor & Decor site. Usually, when we get an application for a subdivision, it's accompanied by detailed development plans showing what the resulting lots of the subdivision would yield as far as development. We did not in this case, we only got a request for plat of subdivision. Traditionally, we wouldn't want to process a request like this because it's not practical to subdivide land without knowing what that ultimate subdivision is going to yield and if that development that it will yield is viable on the lot that is being created as the subdivision.

In light of this, the Petitioner has provided the conceptual plans showing the proposed development that could theoretically be located on the outlot. I would mention that the proposed development is roughly a 10,000 square-foot multi-tenant retail commercial building with space for a drive-through lane. This hypothetical development is consistent with the Comprehensive Plan which designates the site as appropriate for commercial uses. However, because the detailed development plans are not submitted as part of the application and only a conceptual development plan is provided, the first variation identified on the site was required which is to defer the requirement for detailed plans and specifications with all improvements required to be constructed and installed if any until a development proposal on the subject property is presented.

Additionally, the subdivision code requires that for any subdivision that's over, that has commercial spaces over 10,000 square feet, the Petitioner must submit a traffic and parking study. Although again there is no actual development proposal included within this request, the Floor & Decor site has an existing development on there that's approximately 72,000 square feet and, therefore, kicks in the requirement for a traffic and parking study. Staff is supportive of the variation waiving this requirement because essentially we're just putting new lot lines on the property and no actual development is proposed at this time. When that development moves forward, an amendment to the PUD will be required, at which point the necessary parking and traffic study would be submitted.

So, here is an aerial of the Southpoint PUD property. The boundaries of the Southpoint PUD are indicated by the dashed red line. The blue line is the Floor & Decor lot, and the yellow line that you'll see here represents the proposed outlot. I would mention that the entire Southpoint PUD is governed by a reciprocal easement agreement that allows for shared parking and shared access throughout the entire PUD which is the red dashed line. So, you know, anyone parking on the Chili's or Olive Garden outlots have the right to park

here, here, or even here if they so choose, and vice versa. Anyone shopping at the Bif Furniture site could park here or here or here if they so choose.

So, there were three primary considerations the Village took into account when reviewing this development. First was stormwater management. The site is already served by an existing stormwater detention basin located on the eastern end of the shopping center. However, any time a subdivision goes through, stormwater requirements have to be updated to conform to current regulations. Again, without any detailed development plans, we weren't able to verify that the existing Floor & Decor site conforms to the current requirements of the Village and MWRD. So, in order to address this, we added the condition of approval that was referenced by the Petitioner that would require all stormwater requirements be updated to conform to current standards for both Lot 1 and Lot 2 of the proposed subdivision if and when a development is proposed for Lot 1 or the outlot, I believe that's Lot 2, of the subdivision.

The second consideration was that the outlot location currently provides overflow parking for the Chili's and Olive Garden restaurants, and I'll get into a little more detail about that later on.

The third item that we took into consideration was whether or not the overall PUD had enough parking capacity to conform to code requirements given the reduction in parking, or the potential development of the outlot and the increase in parking requirements needed to accommodate for development on that outlot. So, based on our analysis, we determined that given all of the uses within the Southpoint PUD, 924 parking spaces were required. Given the existing parking spaces and reduction of parking spaces that would take place if development happens according with the Petitioner's conceptual site plan, 1,331 parking spaces would be the final result on the property resulting in a 407 space parking surplus, well above requirements. We felt comfortable that given development of this outlot, the overall PUD would still function well with regards to parking.

So, the Petitioner did provide the conceptual plans for development of the outlot that showed a three-tenant commercial space approximately 10,000 square feet with a drive-through lane. Staff did provide preliminary comments on this conceptual development proposal, and the Petitioner is aware of those comments and I believe has forwarded them along to the contract purchaser of the potential outlot. The details of the development resulting on the outlot will be reviewed when an actual development is proposed there which would entail an amendment to the PUD. So, we're still, you know, this concept we believe is viable. We reviewed it on a preliminary basis and we believe it's viable, but it's certainly not finalized and there is no formal approval of this actual development this evening. That will come at a future date when the Petitioner moves forward with an amendment to the PUD.

Finally, I just want to touch on the overflow parking. Here is kind of a zoom in. You can see the Olive Garden and Chili's restaurants here. Currently, they do not provide enough parking in their adjacent parking areas. So, employee and patron parking overflows in the area outlined in red here. You can see already in this aerial some overflow parking was occurring there. I believe currently they have most of their employees park in that area to keep the spaces adjacent to the restaurants free for patrons. However, sometimes the lots here are full and so patrons also have to park in the overflow area which of course is going to be the new outlot and will be developed, and so this overflow capacity here will no longer be

available.

So, to accommodate for this, we have asked the Petitioner to design a future improvement in the area bounded in yellow that would create new overflow parking areas. Essentially, it would shift these overflow parking areas from close to the Olive Garden to now closer to the Chili's Restaurant. I would mention that this area is part of the overall subdivision lot. It is under ownership by the owner of Floor & Decor.

So, there are currently 82 parking spaces in the area where the outlot will be developed that provide this overflow capacity, and there will be 40 spaces in the yellow area. There are 11 spaces existing there, so the net increase of parking in this area will be 29 spaces. Additionally, the development concept shows two new pedestrian crossings in the development that would facilitate the overflow parking and pedestrian access to the restaurants from those parking areas.

I would mention that when an actual development is proposed for the outlot, the traffic and parking study will be required, and that traffic and parking study will be required to study any overflow parking that's occurring in this area to determine if the 29 spaces will be suitable to accommodate for whatever overflow parking occurs here. If it's determined that there's much larger capacity than the 29 new spaces proposed in the yellow area, then the Village certainly has the right to ask any developer to scale down what's being proposed here or create additional areas for parking to serve the Olive Garden and Chili's restaurants.

That concludes my Staff report this evening. We are recommending approval of the application subject to the conditions as outlined here and identified in the Staff report.

CHAIRMAN ENNES: Sam, thank you for your report. Is there any motion to approve?

COMMISSIONER GREEN: So moved.

CHAIRMAN ENNES: Is there a second?

COMMISSIONER DROST: I'll second it.

CHAIRMAN ENNES: Is everyone in favor?

(Chorus of ayes.)

CHAIRMAN ENNES: Anyone opposed?

(No response.)

CHAIRMAN ENNES: So, let's start with the questions. John, do you want to start? If we can ask the attorney for the Petitioner to come up, Mr. Bauer?

COMMISSIONER SIGALOS: Do I understand it, you currently do not have a purchaser for this proposed lot that you would want us --

MR. BAUER: No, that's not correct. There is a contract purchaser.

COMMISSIONER SIGALOS: Oh, there is. Oh, I'm sorry, okay, there is. There would be accessible parking beyond this because again it doesn't really, I'm not sure if this is showing it, because there's 48 parking spaces in this new --

MR. BAUER: That's correct. In the blue area.

COMMISSIONER SIGALOS: So, they would still have that, be able to park in these other areas adjacent, that's all very good.

MR. BAUER: That's right, as well as in the green area immediately to the south with 40 new stalls.

COMMISSIONER SIGALOS: Right. I understand that green area would be

more designed for overflow parking for the Chili's and Olive Garden. Personally, I like to see more green space that currently exists there, but I understand the need for overflow parking because I've been to both the Chili's and the Olive Garden. They don't have sufficient parking as it is now. I don't have any other questions. Thank you.

CHAIRMAN ENNES: Commissioner Dawson?

COMMISSIONER DAWSON: I don't have necessarily any questions other than that confuses me, too. I thought you didn't have a proposed use and that was kind of the whole --

MR. HUBBARD: We have a concept but we don't have an actual, you know, formal plans for development of that outlot.

MR. BAUER: I can explain.

COMMISSIONER DAWSON: Okay, thank you.

MR. BAUER: If that would be helpful. So, the reason that the Applicant as the property owner is seeking subdivision approval is because contractually between it and the contract purchaser, that's a seller obligation. So, you know, only if and when the Village grants subdivision approval would the contract purchaser then pursue the entitlements necessary, specifically the PUD amendment, to be able to develop the property in the general manner depicted by the concept plan that you saw tonight.

COMMISSIONER DAWSON: Okay, so we're going to be approving the subdivision, and then later we'll be talking about the use potentially if a PUD is required.

MR. BAUER: The use and the plan, everything related to the request, yes.

COMMISSIONER DAWSON: Sure, sure. Okay, that clarifies it. That wasn't clear I don't think necessarily in the description.

MR. BAUER: Sorry for the confusion.

COMMISSIONER DAWSON: No, no, no, don't apologize. It just wasn't clear.

COMMISSIONER SIGALOS: Just a further question. At this point in time, you can't divulge who the proposed purchaser may be or what that particular use would be for that property?

MR. BAUER: So, the contract purchaser is MJK Development which actually owns large portions of the shopping center today.

COMMISSIONER DAWSON: It's on the plan, yes.

COMMISSIONER SIGALOS: Okay.

COMMISSIONER DAWSON: Oh, okay, are you back to me? You're done?

COMMISSIONER SIGALOS: Yes, I'm done.

COMMISSIONER DAWSON: Okay, I don't have any other questions.

CHAIRMAN ENNES: Commissioner Drost?

COMMISSIONER DROST: I don't have any questions. I like the concept. I think it's a great idea to kind of flip out and kind of stay with the scene, the commercial scene. I like the project and I also like the little bit of flexibility in it to be able to make the adjustments as the conceptual plan becomes reality.

CHAIRMAN ENNES: Commissioner Jensen?

COMMISSIONER JENSEN: I don't have any questions.

CHAIRMAN ENNES: Commissioner Warskow?

COMMISSIONER WARSKOW: I don't have any questions. I'm supportive. I think there's just way too much parking and not enough anything else going on right now in that shopping center. I am sad that potentially green space would have to be lost for parking and that there will be 407 actual parking spaces. You know, is there a chance we can put some green space back in where we have extra parking spaces? That would be my only request, but otherwise, I'm very supportive.

CHAIRMAN ENNES: Commissioner Lorenzini?

COMMISSIONER LORENZINI: Sam, a little history. So, why are they obligated to provide overflow parking for Olive Garden and Chili's? How many spots are they obligated to supply?

MR. HUBBARD: They are not obligated to provide any, but it's a situation we know occurs and we want to make sure, by allowing the subdivision and resulting development, that it's not handicapping the success of Chili's and Olive Garden.

COMMISSIONER LORENZINI: So, they're doing it out of the goodness of their heart and being a good neighbor?

MR. HUBBARD: Sure.

COMMISSIONER LORENZINI: Okay, well, but the way this development is going, Chili's, the overflow for Chili's is right across the street. But if you're putting a building there and a lot of the people using that building will probably be taking those spots closest to Chili's, we're going to be pushing the Chili's people even farther east I would think.

MR. HUBBARD: That's why we're having them create this new overflow parking area right here which would, because this area is the outlot and most of it would be used assumingly for parking for the outlot, the now the overflow parking area would be shifted here.

COMMISSIONER LORENZINI: I was meaning the Olive Garden, the Olive Garden people.

MR. HUBBARD: Right. Well, the overflow parking will be a little bit farther from the Olive Garden Restaurant than it currently is. It will be closer to the Chili's Restaurant than it currently is so it's going to be a tradeoff.

COMMISSIONER LORENZINI: Okay, well, and as long as there's no, you're saying there's no legal obligation there to provide parking in a certain location and so many spots so close to the Olive Garden.

MR. HUBBARD: Right. No, there is nothing specific like that.

COMMISSIONER LORENZINI: Okay, all right. Other than that, I think it's a good idea.

COMMISSIONER GREEN: No questions.

CHAIRMAN ENNES: No questions? Yes, my biggest concern was how does it impact the other businesses that are part of this PUD. The biggest issue is that it takes away current parking that is being utilized either by employees of both restaurants which they can go over to the, let me call it the triangle, they can go over there, but if it's going to affect anybody, it's I think from a patron standpoint, it's going to be Olive Garden.

So, within the, Sam, and I don't know if you can answer this, but within the PUD agreement, there is no, the various owners that are part of this who, in some PUDs the common area parking taxes, maintenance, expenses spread out to all of the participants in the PUD. Mr. Bauer, do you know if that's the case?

MR. BAUER: So, to be clear, I think you're referring to the reciprocal

easement agreement of the declaration that includes the shared parking arrangement?

CHAIRMAN ENNES: Probably.

MR. BAUER: Not a PUD agreement. I can't answer how common area maintenance is handled. But I can tell you is that there are specific provisions in the document that contemplate shared parking, and also the right for one property owner to make modifications to its lot without the consent of another property owner so long as there's still in the end at least code-based or a sufficient amount of parking provided to comply with what's required by code based on the uses that are provided on the site.

CHAIRMAN ENNES: Okay, one of the gentlemen I think back here in the audience kind of raised his hand. Are you able to answer that question? if you are, can we have you come up and swear you in and get your name?

(Witness sworn.)

CHAIRMAN ENNES: Could you state your name and spell it for the reporter?

MR. MOR: My name is Adi Mor, A-d-i, and the last name Mor, M-o-r.

CHAIRMAN ENNES: Okay, and you're the owner of the Floor?

MR. MOR: I'm the owner of the Floor & Decor.

CHAIRMAN ENNES: Good business.

MR. MOR: Thank you. By the way, we just remodeled the store and we put a lot of money to remodel for them. They signed another 15-year lease so they're there to stay.

First thing, there is no designated area in the PUD. That means anyone can park anywhere they want in the partnership. We call it a partnership. I think it's going to be better for Chili's with the new situation with the parking lot.

Just one more thing that nobody raised. When this proposed building will take place, of course some of the traffic in the parking for the new tenants can move over to the sides, so there's really plenty parking. If you look at the 82, that's what the proposed building will have. To the east of it, there is plenty parking for everyone.

The original agreement was that employees for both restaurants will have a designated parking area for the employees, so that's going to save a lot of headache for the tenants.

CHAIRMAN ENNES: Okay, so is what you're saying that the new developer, the businesses that will move into the subdivided parcel, the proposed subdivided parcel, the parking around that building is no different than the parking throughout the rest of the PUD?

MR. MOR: Yes, that's part of the agreement.

CHAIRMAN ENNES: So, the Olive Garden people could potentially still park there?

MR. MOR: Exactly.

CHAIRMAN ENNES: Then I don't have a problem there. I do agree the property is underdeveloped and under-utilized. Although it still has a lot of vacancy, I don't know if it's gotten better within the whole complex.

MR. MOR: Well, we proposed CVS 10 years ago and it was rejected.

CHAIRMAN ENNES: Okay.

MR. MOR: Thank you for approving the project. I think it's 10 years

overdue.

CHAIRMAN ENNES: We haven't done it yet.

COMMISSIONER GREEN: But we're close.

COMMISSIONER DAWSON: We're not there yet.

COMMISSIONER DROST: I can make a motion.

CHAIRMAN ENNES: Would you please?

COMMISSIONER JENSEN: Mr. Chairman, I do have a question.

CHAIRMAN ENNES: Are there any other questions?

COMMISSIONER JENSEN: Yes, I have a question. Given what's just been said, is there any reason we would actually want to create those parking spaces, the 29? Why not bank them? In that people might have to, I mean it sounds like people could park wherever they wanted to, for the Olive Garden and even Chili's. So, why do we take that green space away when we've got all those excess parking?

MR. HUBBARD: That parking that's currently in the overflow parking area is going to be much, it currently exists as much larger overflow parking for Olive Garden and Chili's. When an actual development comes here, it's reducing that overflow capacity significantly. So, that's the thought behind adding new overflow capacity here.

COMMISSIONER JENSEN: Do we have any idea what the overflow typically is that's created by Olive Garden and Chili's in that area?

MR. HUBBARD: No, but as part of any development proposal, we're going to require that to be studied so that we can understand that.

COMMISSIONER JENSEN: Well, it seems like you ought to at least, I mean we've had several people say, gee, wouldn't it be nice to have some green space. Do we need to turn everything into a parking lot before we really need it?

MR. HUBBARD: Sure, I mean that's, again that's something we can analyze when an actual development is brought forth.

COMMISSIONER JENSEN: I don't have anything further.

COMMISSIONER DROST: Yes, I'll make the motion then if there's no other comment.

A motion to recommend to the Village Board of Trustees approval of PC# 18-020, the Preliminary and Final Plat of Subdivision to subdivide the subject property into two lots, and approval of the following variations to Chapter 29 of the Municipal Code:

1. **Section 29-206, to defer the requirement for detailed plans and specifications of all improvements required to be constructed and installed, if any, until a development proposal for the subject property is presented to the Village Board for approval.**
2. **Section 29-201(a)(5), to waive the requirement for an approving opinion of a qualified professional traffic engineer as part of subdivision.**

Approval shall be subject to the following conditions:

1. **Any development of the proposed outlot will require an amendment to the underlying PUD.**

2. **Any development of the proposed outlot will require:**
 - a. **The provision of additional parking areas to accommodate the Chili's and Olive Garden Restaurant parking overflow, to be substantially compliant with the conceptual plan (Sheet A-02a) prepared by Soos & Associates, Inc., dated 12/4/18.**
 - b. **The correction of any deficiencies to the stormwater capacity necessary for Lot 1 and Lot 2 of the proposed subdivision, as per applicable Village and MWRD regulations.**
3. **The Petitioner shall comply with all applicable federal, state, and Village codes, regulations, and policies.**

CHAIRMAN ENNES: Is there a second?

COMMISSIONER WARSKOW: I'll second.

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

MR. HUBBARD: Commissioner Dawson.

COMMISSIONER DAWSON: Yes.

MR. HUBBARD: Commissioner Green.

COMMISSIONER GREEN: Yes.

MR. HUBBARD: Commissioner Jensen.

COMMISSIONER JENSEN: Yes, with comment.

MR. HUBBARD: Commissioner Lorenzini.

COMMISSIONER LORENZINI: Yes.

MR. HUBBARD: Commissioner Sigalos.

COMMISSIONER SIGALOS: Yes.

MR. HUBBARD: Chairman Ennes.

CHAIRMAN ENNES: Yes.

MR. HUBBARD: Commissioner Drost.

COMMISSIONER DROST: Aye.

MR. HUBBARD: Commissioner Warskow.

COMMISSIONER WARSKOW: Yes.

CHAIRMAN ENNES: Lynn? Commissioner Jensen?

COMMISSIONER JENSEN: Yes, just I would hope that the condition that we have, I guess it's in two, would allow the study of whether we really need overflow parking before we convert all that green space into parking. I'd like to have some basis for that being needed and not just make that a condition that they have to fulfill without serious consideration. So, just an observation.

CHAIRMAN ENNES: Well, that will be in the record to go up to the Village Board. So, you have unanimous approval. Good luck with your project and hope everything proceeds well.

MR. BAUER: Thank you.

CHAIRMAN ENNES: Thank you. Is there a motion to, do we have any other business? I don't think so.

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

COMMISSIONER JENSEN: Second.

CHAIRMAN ENNES: All in favor?

(Chorus of ayes.)

CHAIRMAN ENNES: Anybody opposed?

(No response.)

(Whereupon, the above-mentioned petition was adjourned
at 8:45 p.m.)

DRAFT



Item: European Crystal Hotel - 519 W. Algonquin Rd. - PC#18-021

Department: Planning & Community Development

Requested Action

1. Amendment to Land Use Variation Ordinance 18-028 to allow for modifications to the previously approved hotel development plan.

Variations Required

1. Variation to Chapter 28, Section 10.4, to reduce the required number of parking spaces from 248 spaces to 172 spaces.
2. Variation to Chapter 28, Section 10.2-8, to reduce the required drive aisle width from 24 feet to 22 feet for the northernmost drive aisle.

Recommendation

The Staff Development Committee recommends approval of PC 18-021, an amendment to Land Use Variation Ordinance #18-028 to allow modifications to the previously approved development plan, a variation to Chapter 28, Section 10.4, to reduce the required number of parking spaces from 248 spaces to 172 spaces, 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 feet in width. This approval shall be subject to the following conditions:

Parking/Traffic:

1. If it is determined, at the sole discretion of the Village, that the subject property is creating a parking problem or creating an unsafe impact on traffic along the private access drive and along Algonquin Road, the petitioner shall work with the Village to resolve the situation through the staggering of event times, the limiting of event sizes, restrictions on hours/days of operation for the banquet hall and 6th floor space, contracting with the Police Dept. to provide traffic control personnel, the addition of further offsite parking areas, or any other option as determined appropriate by the Village.

6th floor Space:

2. The 6th floor space shall be closed to the public and shall only be available to hotel patrons and their guests, and for banquet hall patrons. Any change to open this space up to the general public will require an amendment to this Land Use

Variation.

3. The 6th floor space may be privately booked for events (banquet, wedding, etc.), provided that the main banquet hall is left unused during the time when the event is taking place on the 6th floor (i.e. the main banquet hall may not be used concurrently with the 6th floor event).

General Hotel:

4. The exercise room (or any proposed spa), as well as the 1st floor café & seating area, must be ancillary to the hotel and shall not be available for reservation/use by the general public.

5. The Business Center/Office on the first floor shall not be available for meetings, conferences, etc.

6. The site landscaping shall be revised to conform with the 12/19/18 landscape review comments from Derek Mach.

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

ATTACHMENTS:

Description	Type
Staff Report	Report
Public Notice	Exhibits
Aerial	Exhibits
Conceptual Plan Review Minutes	Minutes
DC Staff Report 11/27/18	Board or Commission Report
DC Minutes 11/27/18	Minutes
Narrative - Changes to Plan	Exhibits
Justification for Parking Variation	Correspondence
Plat of Survey	Exhibits
Overflow Parking Agreements	Correspondence
Architectural Plans	Exhibits
Engineering/Landscape Plan	Exhibits
Conceptual Lobby Seating Plan	Exhibits
Conceptual Rooftop Seating Plan	Exhibits
Elevator Lobby	Exhibits
First-Floor Lobby	Exhibits
Guest King Room	Exhibits
King Room Overview	Exhibits
Restroom	Exhibits
Rooftop with Square Footage	Exhibits
Market Study	Exhibits
Traffic & Parking Study	Exhibits
Rendering	Exhibits

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

Exhibits
Exhibits
Exhibits
Exhibits



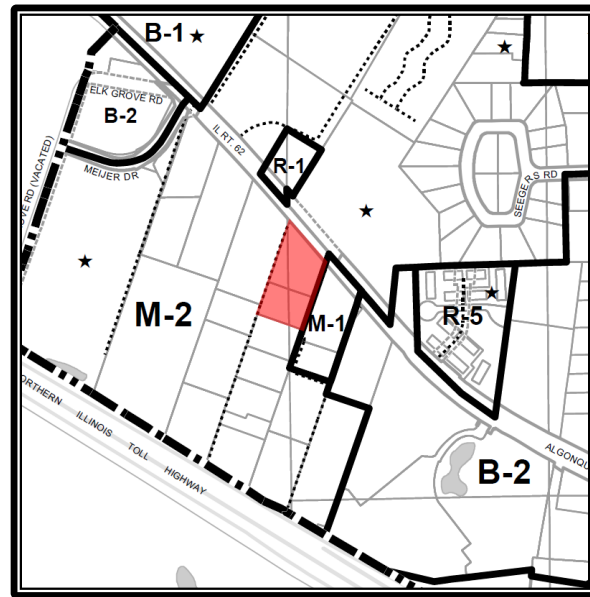
VILLAGE OF ARLINGTON HEIGHTS STAFF DEVELOPMENT COMMITTEE REPORT

Project Number: PC 18-021
Project Title: European Crystal Hotel LUV
 Amendment
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: January 9, 2019
Date Prepared: December 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. Amendment to Land Use Variation Ordinance 18-028 to allow for modifications to the previously approved hotel development plan.

Variations Required:

1. Variation to Chapter 28, Section 10.4, to reduce the required number of parking spaces from 248 spaces to 172 spaces.
2. Variation to Chapter 28, Section 10.2-8, to reduce the required drive aisle width from 24 feet to 22 feet for the northernmost drive aisle.

Project Background:

The subject site is approximately 112,000 square feet (2.6 acres) and includes the existing European Crystal banquet hall. Earlier this year, the petitioner was approved for a Land Use Variation via Ordinance 18-028, which allowed the addition of a 62 room 9-story hotel on the north end of the building (the Chez Hotel), which would be built in the place of the recently demolished smaller banquet rooms located on the north side of the building (the main banquet hall will not be altered). The hotel was to 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 was to be converted to a gathering space at some point in the future. As part of the land use variation request, the petitioner was also approved for a variation to reduce the number of on-site parking spaces from 175 to 171.

Since this prior approval, the petitioner has revised the proposed hotel from eight stories with a ninth story of storage to five stories with a sixth story bar and outdoor rooftop area. The overall number of rooms has remained at 62-rooms. However, the building has gotten slightly longer and slightly wider to fit the same number of rooms in less floors. The number of onsite parking spaces has increased to 172 instead of the previously approved 171 spaces. With exception to the newly proposed rooftop bar/lounge, the programming within the hotel remains substantially similar to the previous approval.

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. The rooftop bar would have an employee peak of three 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.

Multiple iterations of this project have been presented before the Village over the last several years. Most recently, this project was approved by the Village Board in August of 2018, as indicated above. A summary of the previous iterations of this project has been included within **Exhibit I** at the end of this report.

On September 26, 2018, the Conceptual Plan Review Committee (CPRC) met to discuss the proposed change to the development plans, which at that time had proposed an increase in hotel rooms from 62-rooms to 100-rooms. The Conceptual Plan Review Committee was concerned by the increase in hotel rooms and reminded the petitioner that he had testified that 62 rooms was a viable development concept earlier that year. Since this meeting, the petitioner has reduced his room count down to 62 as previously approved, and reduced the number of floors from nine to six.

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. However, the previously approved Land Use Variation from earlier this year allows for the hotel use within the M-2 District, and given the proposed change to the development plans, an amendment to this land use variation is necessary. The petitioner has previously demonstrated that a 62 room hotel in this location is a viable concept, and as part of this application, has revised the market study to show that the boutique hotel concept is more viable with the rooftop bar/lounge.

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.

Site Design

Most of the site remains unchanged since the previous approval. However, since the building increased moderately in both length and width, a change to drive aisle along the northern elevation of the hotel addition was necessary to provide for an adequate fire lane. This change pushed back the existing landscape island located on the northern side of said drive aisle, which consequently caused a reduction in the drive aisle on the other side of the landscape island from 24' in width to 22' in width. Therefore, the following variation is required:

- **Variation to Chapter 28, Section 10.2-8, to reduce the required drive aisle width from 24 feet to 22 feet for the northernmost drive aisle.**

Staff is supportive of this variation since the aisle that is reduced in width is not the aisle needed as a fire lane and since parking in this area would be cordoned off during high traffic events when valet parking is required.

The increase in building width and length has allowed the petitioner to shift the building so that it is better centered on the site. The petitioner has been able to increase the western building setback from the drive aisle on the west of the site by two feet, which is a positive change. The proposed hotel addition is still 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 previous plans had included an outdoor patio on the west of the building, however, since an outdoor space will be created on the rooftop, this patio area has been removed and additional parking spaces have been added to the west of the structure. The building complies with all setback, building coverage, impervious surface, height, and F.A.R. restrictions.

Finally, the petitioner has provided preliminary impervious surface calculations that show there will be a nominal increase in impervious surfaces on the site relative to the new hotel. Preliminary detention calculations indicate that the existing underground stormwater vault has adequate surplus capacity to handle the projected increase. However, an MWRD permit may still be required.

Design Commission

The Design Commission met on November 28, 2018, to consider the revised hotel proposal. Ultimately, the project was approved with a recommendation to add windows at the top floor of the south wall. There was some discussion on building signage and the Design Commission expressed potential support for a sign variation to allow a sign facing the Tollway to the south.

Landscaping and Dumpster Enclosure

Staff has reviewed the landscape plan submitted in conjunction with the Plan Commission application and found that additional landscaping is necessary to conform to code requirements. While the landscape plan does incorporate certain additional plantings, the plan must be revised as part of the building permit submittal to incorporate the landscape review comments from the Landscape Planner (dated 12/19/18). The petitioner shall note that any new ground mounted mechanical equipment must be appropriately sited and screened from view with landscaping.

Previous conditions of approval from Ordinance 18-028 require that all dumpsters must be permanently stored within the existing roofed dumpster enclosure, and the three temporary storage containers in the rear loading area must be removed from the site. These conditions of approval are still valid and will not be altered as part of the proposed amendment to the plans.

Traffic and Parking

While the number of rooms has remained the same and the number of parking spaces has increased by one, the proposed buildout of the rooftop bar/lounge changes the parking requirements and an amendment to the previously granted parking variation must be approved.

The existing site contains 175 parking spaces and the previous approval allowed 171 parking spaces where code required 175 spaces. The proposed modifications to the site plans will yield 172 parking spaces on site, and per Code requirements as applied to the uses on the subject property, a total of 249 parking spaces are required given the rooftop bar/lounge buildout (see **Exhibit II**). 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 195 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:

	Previous Approval	Current Proposal
Parking Required	175	249
Parking Provided	171	172
Valet Parking Spaces	23	23
Total On-site Parking	194	195

Therefore, the following variation is required:

- **Variation to Chapter 28, Section 10.4, to reduce the required number of parking spaces from 248 spaces to 172 spaces.**

The petitioner has updated the parking study to reflect for future peak demand of the rooftop bar/lounge. However, at this time the petitioner is only proposing to open the space up to hotel guests and banquet hall guests. The space will not be opened to the public and shall therefore generate minimal parking demand over what is already generated by the hotel and banquet hall. In order to ensure that this happens, staff has recommended several conditions of approval relative to the buildout and use of this space:

- 1) that the 6th floor space shall be closed to the public and shall only be available to hotel patrons (and their guests) and for banquet hall patrons, and any change to open this space up to the general public will require an amendment to the land use variation, and;
- 2) the 6th floor space may be privately booked for events (banquet, wedding, etc.), provided that the main banquet hall is left unused during the time when the event is taking place on the 6th floor (i.e. the main banquet hall may not be used concurrently with the 6th floor event).

If the petitioner desires to open the bar/lounge to outside guests in the future, then an amendment to the land use variation will be required, and at that time the petitioner must survey existing hotel/banquet parking usage within the parking lot to determine if overflow parking occurs.

In order to conform to parking requirements, the petitioner must ensure that the proposed exercise room (or any proposed spa), as well as the 1st floor café & seating area, must be ancillary to the hotel and shall not be available for reservation/use by the general public. Finally, the first floor business center/office shall not function as additional banquet/event space and shall not be made available for private bookings as meeting or conference space.

The petitioner has updated their parking study to reflect for full buildout and use of the rooftop space as a bar/lounge that is open to the public, which represents a conservative approach. However, since the public will be prohibited from using this space, staff analyzed the numbers assuming that minimal traffic will be generated by rooftop lounge at this time. It should be noted that, according to the parking study, typical peak usage of the hotel and banquet hall will have only a small instance of overlap, and in these instances there will still be sufficient parking available (study estimates that peak parking demand could be 178 spaces where 195 spaces exist on site with the valet parking option).

The petitioner continues to make 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. Additionally, a survey of events in 2018 has shown that events with 300+ patrons only occurred seven times during the year. 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, from Hand To Shoulder Associates (HTSA) located to the east, to use their parking area during evenings and weekends, and from the Pace facility located on the other side of Algonquin Road across the street from the subject property, to use their parking area on 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. The Pace facility offers over 250 parking spaces located across Algonquin Road approximately 400

north of the proposed hotel building. It should be noted that none of these agreements are perpetual and may be terminated at any time.

As the petitioner has provided contingency plans for overflow parking via agreements with neighboring property owners, staff believes that potential overflow from the banquet hall and hotel use 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. A condition of approval from Ordinance 18-028 requires that these existing agreements 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. This condition will continue to apply and staff is supportive of the requested variation to allow 172 parking spaces on the site where 248 spaces are required by code.

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.

However, should it be determined, at the sole discretion of the Village, that the subject property is creating a parking problem or creating an unsafe impact on traffic along the private access drive and along Algonquin Road, the petitioner shall work with the Village to resolve the situation through the staggering of event times, the limiting of event sizes, restrictions on hours/days of operation for the banquet hall and 6th floor space, contracting with the Police Dept. to provide traffic control personnel, the addition of further offsite parking areas, or any other option as determined appropriate by the Village. A condition of approval requiring such has been included below.

Based on the proposed uses, 15 bicycle parking spaces are required by code. The petitioner has adjusted the site plans to show that 15 bike parking spaces will be added on the western side of the proposed hotel building.

RECOMMENDATION

The Staff Development Committee recommends approval of PC 18-021, an amendment to Land Use Variation Ordinance #18-028 to allow modifications to the previously approved development plan, a variation to Chapter 28, Section 10.4, to reduce the required number of parking spaces from 248 spaces to 172 spaces, 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 feet in width. This approval shall be subject to the following conditions:

Parking/Traffic:

1. If it is determined, at the sole discretion of the Village, that the subject property is creating a parking problem or creating an unsafe impact on traffic along the private access drive and along Algonquin Road, the petitioner shall work with the Village to resolve the situation through the staggering of event times, the limiting of event sizes, restrictions on hours/days of operation for the banquet hall and 6th

floor space, contracting with the Police Dept. to provide traffic control personnel, the addition of further offsite parking areas, or any other option as determined appropriate by the Village.

6th floor Space:

2. The 6th floor space shall be closed to the public and shall only be available to hotel patrons and their guests, and for banquet hall patrons. Any change to open this space up to the general public will require an amendment to this Land Use Variation.
3. The 6th floor space may be privately booked for events (banquet, wedding, etc.), provided that the main banquet hall is left unused during the time when the event is taking place on the 6th floor (i.e. the main banquet hall may not be used concurrently with the 6th floor event).

General Hotel:

4. The exercise room (or any proposed spa), as well as the 1st floor café & seating area, must be ancillary to the hotel and shall not be available for reservation/use by the general public.
5. The Business Center/Office on the first floor shall not be available for meetings, conferences, etc.
6. The site landscaping shall be revised to conform with the 12/19/18 landscape review comments from Derek Mach.
7. The petitioner shall comply with all applicable Federal, State, and Village codes, regulations, and policies

December 31, 2018
Bill Enright, Deputy Director of Planning and Community Development

Cc: Randy Recklaus, Village Manager
All Department Heads

Exhibit I – Development Comparison

	<u>1st Proposal</u> Presented to Village Board for Early Review in August 2016	<u>2nd Proposal</u> Presented to Village Board for Early Review in March 2017	<u>3rd Proposal</u> Presented to staff in July 2017	<u>4th Proposal</u> Denied by Village Board in November 2017	<u>5th Proposal</u> Approved by Village Board in August 2018	<u>6th Proposal</u> Presented to CPRC in Sept. 2018	<u>Current Proposal</u>
Building Height	115'	147'	124.5'	134.5'	94'	94'	74'
Number of Stories	10	13	12	12	9	9	6
Number of Rooms	165	102	126	126	62	100	62
Length of Hotel Building	192	130	157'	157'	123'	123'	131.7'
Number of Parking Spaces Required	461	255	275	310	175	345	248
Number of Parking Spaces Proposed	151	175	172	172	171	171	172
Parking Deficit	309	80	103	138	4	174	76
Building Footprint	10,786 sq. ft.	6,045 sq. ft.	8,875 sq. ft.	8,875 sq. ft.	6,004 sq. ft.	6,004 sq. ft.	7,855 sq. ft.
Banquet Spaces	9,354 S. ft.	5,654 sq. ft.	5,654 sq. ft.	5,654 sq. ft.	5,654 sq. ft.	7,055 sq. ft.**	5,654 sq. ft.
Rooftop Bar/Lounge Space*	3,689 sq. ft.	1,800 sq. ft.	1,800 sq. ft.	2,936 sq. ft.	0 sq. ft.	5,188 sq. ft.	3,670 sq. ft.

* Includes Indoor and
Outdoor space

** Included 1,351 sq. ft. of hotel conference space

Exhibit II – Parking Calculations

Code Required Parking

SPACE	PARKING CODE USE	GROSS SQUARE FOOTAGE	MAX OCCUP.	SEATING AREA	NUMBER OF ROOMS	PARKING RATIO	PARKING REQUIRED
Main Banquet Hall	Place of Assembly	5,654	377*	-	-	30% of Occupancy	113
Total Banquet		5,654					113
1st Floor Sundry's/Café	Retail Sales	156	-	-	-	None***	0
1st Floor Exercise Room	Place of Assembly	853	17*			None**	0
Rooftop Bar/Lounge (Interior)	Place of Assembly	1,278	TBD			30% of Occupancy	26
Rooftop Bar/Lounge (Exterior)	Place of Assembly	2,392	TBD			30% of Occupancy	48
Hotel	Hotel	-	-		62	1 Space per Room	62
Total Parking Required							248
Total Parking Provided							172
Parking Surplus/(Deficit)							76

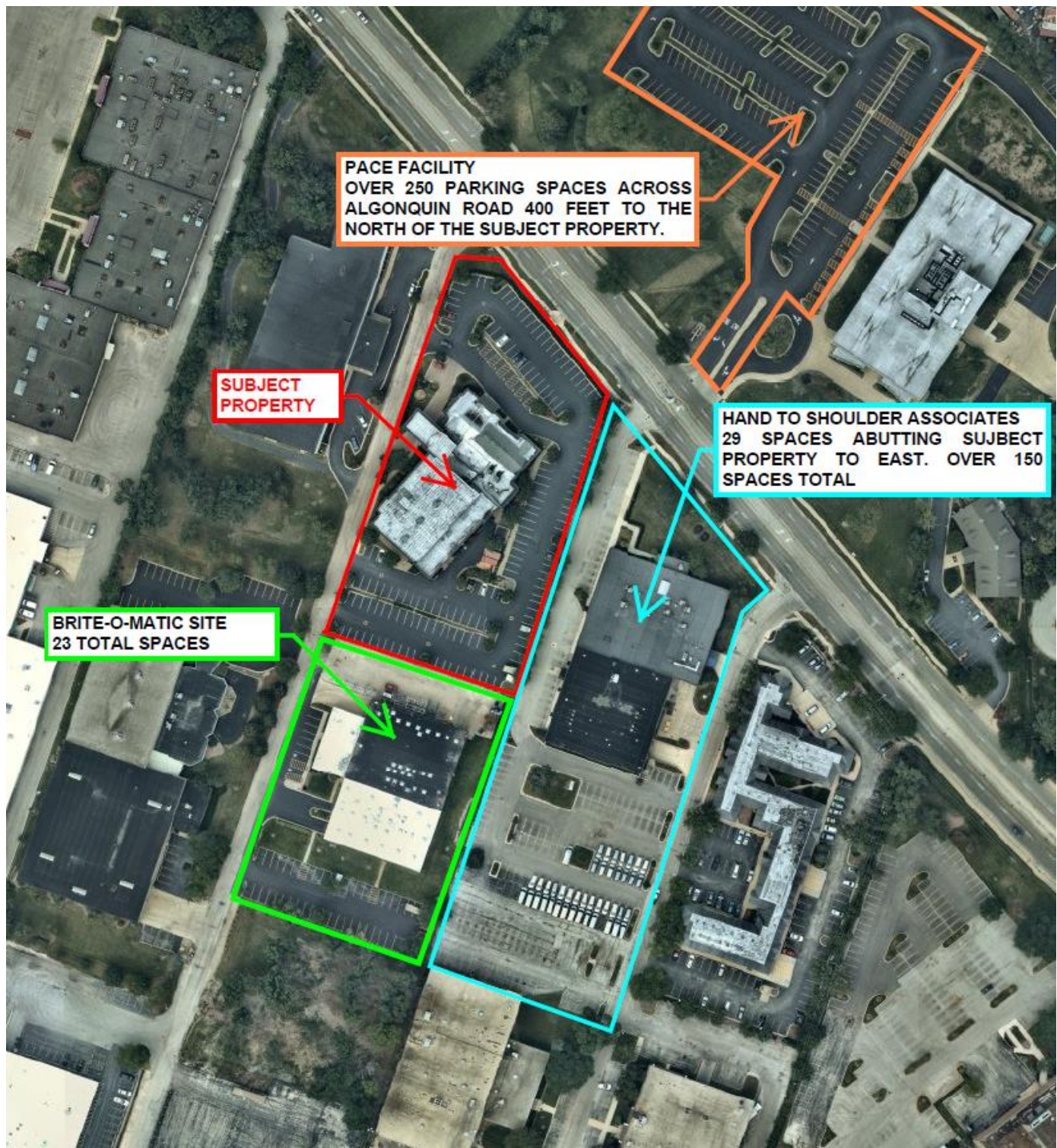
UPDATED 12/19/2018

* Building Code calculates occupants at 1 per 50 sq. ft. of space

** Previous Hotels (Wingate, Spring Hill) have omitted the exercise rooms from the parking count.

*** Based on petitioners description of use, this space was not counted

Exhibit III – 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 JANUARY 9, 2019, AT 7:30 P.M. in the Municipal Building, 33 South Arlington Heights Road, Arlington Heights, Illinois to consider Petition No. 18-021, and amendment to Ordinance #18-028 to allow for modifications to the previously approved hotel, on property located at 519 West Algonquin Road in Arlington Heights, IL, and legally described as follows: LOT 1 AND LOT 2 IN DONALD LARSON'S RESUBDIVISION OF PART OF LOT 7 IN THE RESUBDIVISION OF JOSEPH A. BARNE'S FARM IN SECTION 16, TOWNSHIP 41 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF REGISTERED IN THE OFFICE OF THE REGISTRAR OF TITLES OF COOK COUNTY, ILLINOIS ON SEPTEMBER 22, 1967 AS DOCUMENT LR 2349338 IN COOK COUNTY, ILLINOIS.

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

- Variation to Chapter 28, Section 11.2-8, to reduce the required number of parking spaces from 249 spaces to 172 spaces.

- Variation to Chapter 28, Section 10.2-8, to reduce the required drive aisle width from 24 feet to 22 feet for the northernmost drive aisle.

And other variations as determined necessary by the Plan Commission.

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

Terry Ennes, Chairman

ARLINGTON HEIGHTS PLAN COMMISSION
Published in Daily Herald December 25, 2018 (4515401)

CERTIFICATE OF PUBLICATION

Paddock Publications, Inc.

Daily Herald

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

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I further certify that the **DAILY HERALD** is a newspaper as defined in "an Act to revise the law in relation to notices" as amended in 1992 Illinois Compiled Statutes, Chapter 715, Act 5, Section 1 and 5. That a notice of which the annexed printed slip is a true copy, was published December 25, 2018 in said **DAILY HERALD**.

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

PADDOCK PUBLICATIONS, INC.
DAILY HERALD NEWSPAPERS

BY *Danula Baltz*
Authorized Agent

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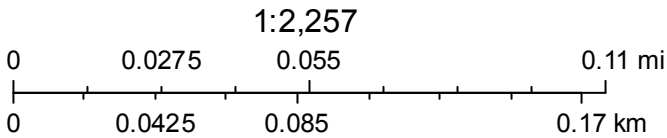
DEC 21 2018

**PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT**

Aerial



July 29, 2016



REPORT OF THE PROCEEDINGS OF
THE CONCEPTUAL PLAN REVIEW COMMITTEE

OF THE VILLAGE OF ARLINGTON HEIGHTS PLAN COMMISSION

HELD AT VILLAGE HALL ON:

September 26, 2018

Project Title: European Crystal Hotel LUV Amendment

Address: 519 W. Algonquin Rd.

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

Requested Action:

1. Amendment to Land Use Variation Ordinance #18-028 to increase the number of rooms within the hotel from 62 rooms to 100 rooms and to allow changes to the approved floorplan.

Variations Required:

- Chapter 28, Section 10.4, Parking, to reduce the parking requirements from 345 spaces to 171 spaces (174 space deficit).

Attendees: Krystyna Cazares, Petitioner
James Cazares, Petitioner
Jay Cherwin, Plan Commissioner
John Sigalos, Plan Commissioner
Bruce Green, Plan Commissioner
Lynn Jensen, Plan Commissioner
Jake Schmidt, Assistant Planner
Sam Hubbard, Development Planner

Project Summary:

The subject site is approximately 112,000 square feet (2.6 acres) and includes the existing European Crystal Banquet Hall. In August of this year, the petitioner was approved for a land use variation, which allowed construction of a 62-room 9-story hotel on the north end of the banquet hall building. Construction of this hotel will 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 hotel was approved to include a small coffee shop, exercise room, and business center on the ground floor, as well as an unfinished space on the 9th floor that is meant to accommodate a bar/lounge at some point in the future. In order to provide a fire lane along the north side of the proposed hotel addition, four parking spaces will need to be removed, resulting in a four-space parking deficit on the site (a four-space parking variation was approved by the Village Board along with the land use variation for the hotel). The site will provide 171 parking spaces where code requires 175 parking spaces.

The petitioner is now proposing alterations to the floorplans for the hotel, which would increase the number of rooms from 62 to 100 and would incorporate a slightly larger coffee shop and two new meeting/conference rooms on the ground floor. Plans for the rooftop bar/lounge have been finalized, and the petitioner would like to construct and operate this area as part of the overall construction of the hotel (as opposed to in the future). The proposed rooftop area includes 1,978 square feet of indoor bar/lounge space and 3,210 square feet of outdoor bar/lounge space.

Meeting Discussion:

Mr. Cazares stated that he was interested in adding additional guest rooms to the hotel. Since their prior approval, he's taken a detailed look at the events they've held at the banquet hall over the last year, including the number of guests at each

event. They've determined that the banquet hall is not frequently booked with large events, and so they are willing to reduce the capacity of the events at the facility. Since there is very little use of the banquet hall at its peak capacity, the economic impact of an occupancy restriction within the main banquet room would be more than offset by an increase in hotel capacity. He was open to considering either a voluntary reduction in capacity via a new occupancy limit placard stating maximum capacity of 250 patrons, or through a physical reduction in the size of the main banquet room.

The buildout of the rooftop bar/lounge was also part of the proposed Land Use Variation amendment. This area would not be open to the public. After the hotel and bar/lounge was open for business, he would consider taking additional traffic and parking counts and approaching the Village for an amendment to allow the rooftop area to be open to the public.

Mr. Hubbard explained that the petitioner was proposing a modification to the previously approved Land Use Variation that would allow for an increase in hotel rooms from 62 to 100, the buildout of the rooftop bar/lounge, and the incorporation of conference spaces on the ground floor of the hotel. Staffs primary concern with this project relates to parking. The proposed changes to the floorplan result in a 174 space parking deficit. Staff has concern that the proposed increase in intensity and use of the property, without a commensurate increase in parking capacity, could cause significant parking overflow problems.

The petitioner has provided agreements with neighboring property owners to allow for the use of their parking lots during certain evening and weekend times, however, none of these agreements are perpetual and they can all be terminated at anytime. Furthermore, one of the parking agreements is with the PACE facility located on the other side of Algonquin Road, which street is a four-lane thoroughfare with a shared fifth lane for turns. There is no sidewalk or traffic signal located in the vicinity of the PACE site, and staff has safety concerns about guests or valet porters crossing this street.

If this application is to move forward, staff is suggesting that the petitioner come up with as many contingencies as possible for overflow parking options. The proposed limit on capacity within the main banquet hall would decrease the parking deficit per code requirements from 174 spaces to 136 spaces, but it would be difficult for staff to enforce. Staff would not be monitoring events at the banquet hall and would not have any control over whether an event was booked at 250 people or 350 people, and the Village would only be notified that the petitioner had exceeded the limit after a parking problem had occurred.

The petitioner has indicated that they may be willing to condition their liquor license for the rooftop area as contingent upon whether the Village determines that there is a parking overflow problem on the site. If the Village determined that there was a parking problem at any point in the future, the Village could rescind the liquor license. This is something that the Village would be willing to explore. In sum, the proposed parking deficit was very close to the parking deficit that went before the Plan Commission and Village Board in 2017, which was ultimately denied. The parking study must analyze the actual usage of the neighboring parking areas with which the petitioner has agreements to use, and must determine the likely parking demand that would be created by the proposed changes.

Commissioner Jensen noted that an increase of 38 rooms would be about a 50% increase in the overall number of rooms proposed. He asked where these rooms would be located in the building.

Mr. Cazares responded that the size of the rooms would decrease, allowing them to place 18 rooms on each floor. The rooms would be located in the exact same places as they were previously proposed, but would just be slightly smaller so they could fit more rooms per floor.

Commissioner Jensen asked about the decrease in size of the rooms.

Mr. Cazares explained that previously the rooms had been around 400 square feet in size. With the proposed changes, they would be over 300 plus square feet in size. When the building had been originally designed, it had actually been designed with 100 rooms in mind.

Commissioner Jensen asked if the reduction in room size was still consistent with the "boutique" hotel concept that the petitioner was trying to create.

Mr. Cazares explained that the suburban market had an average room size of around 290 square feet, and his proposed rooms would be almost 100 square feet larger than this average. The size of the rooms would be consistent with the size of rooms in a “boutique” hotel. The ceiling height in the rooms would be 10 feet tall.

Commissioner Jensen clarified that the square footage of the rooms would be over 300 square feet in size, which would be larger than the size of most other rooms in the market.

Mr. Cazares replied that this was correct. The rooms would be larger than the rooms in the Renaissance Hotel and the Loews Hotel, which were the two comparable hotels in the suburban sub market.

Commissioner Jensen said that when this went before the Plan Commission, he asked the petitioner if a 62-room hotel was economically viable, and the response was “definitely”. He said that he had been assured that the finances would work out and that 62 rooms was suitable to make a healthy profit. He said that did not understand why the petitioner would return before the Plan Commission with a 100-room hotel that had the same parking issues as the earlier version of the project that had resulted in denial.

Mr. Cazares replied that he believed the parking deficit per code requirements was a hypothetical deficit, and that in reality the parking demand would not be as high as what is shown in the code required parking calculations. He said that he’s put together a contingency plan for where overflow parking would occur, if such overflow parking actually did occur. When he was before the Village Board for approval of the 62-room concept, they asked him to propose what he actually wanted to do on the site. The present proposal with the requested modifications to the previously approved plans represented this. He had asked for approval of the 62-room hotel so that he at least had something to work with. He was taking baby steps to work towards approval of the hotel.

He would like to work with the Village and with staff to reduce the projected parking demand. Revenue from the banquet hall was around 1.6 million per year. He explained that the banquet hall had only around nine very large events per year. The average event was around 150-200 persons. Events with 377 occupants occurred only 1% of the time. The economic impact of peak capacity events was negligible, so he was willing to cap the size of events at the banquet hall to reduce parking demand. If he adds extra rooms to the hotel, it increases the projected revenue from the hotel from around two million dollars to 3.6 million dollars. He wanted the highest and best use of the property, and that seemed to be as a hotel and not as a banquet hall.

Commissioner Jensen said that he assumes the 100-room concept was a better financial model for the property. He asked if the 62-room concept was still a financially robust model for what could be achieved on the site.

Mr. Cazares replied that it was.

Commissioner Jensen asked how many parking spaces would be needed for the hotel.

Mr. Cazares responded that Village Code required one parking space per room.

Commissioner Jensen clarified that he was interested in understanding how many spaces the petitioner thought were actually needed per hotel room.

Mr. Cazares replied that average occupancy was around 75-80% so if each guest came with a car he thought that 75-80 spaces would be needed.

Commissioner Jensen said that it appeared they had enough parking onsite to accommodate for the hotel rooms, so the parking overflow arrangements would only be necessary to accommodate events at the banquet hall.

Mr. Cazares said that the revised parking study would look at peak parking demand times and when those times occurred

for both the hotel and banquet hall. He would also be working with Hamilton Partners, who was constructing a facility close to the European Crystal property and he believed that they would have a large surplus of parking spaces. He would reach out to Hamilton Partners to see if he could secure additional overflow spaces on their property.

Commissioner Jensen said that he felt a little better about things if all of the parking demand for the hotel use could be accommodated on the site, and that overflow onto neighboring properties would only occur when there were events at the banquet hall. He expressed concern about using the PACE facility for overflow parking since crossing Algonquin Road could be a safety hazard, but if usage of that facility happened only once or twice a year, it might not be a significant problem. The key was being able to handle all of the hotel demand on the subject property.

Mr. Cazares said that their parking study would show that the parking lot on the site would be half empty Monday through Friday.

Ms. Cazares said that the banquet hall was mostly unused during the week. Corporate business was not interested in booking events at the banquet hall because there were not hotel rooms as part of the facility. Banquet hall business occurs on Saturdays and Sundays. Sometimes there isn't even an event booked on a Sunday. Two of the agreements with neighboring property owners, Brite-O-Matic and the Hand Surgeons, will allow for overflow parking located directly adjacent to the European Crystal facility and wouldn't involve crossing any streets. She said she understands the concerns about a parking problem, and that they will do everything they can to address those concerns since it reflects on their business. If people have trouble parking at the hotel or the banquet hall, then they get bad online reviews. They have a vested interest in making sure everything works.

Commissioner Jensen said that if this is to move forward, he will want to be assured that parking for the hotel can be completely accommodated on site.

Commissioner Sigalos said that he was confused because when the 62-room hotel came before the Plan Commission, he asked if the project was economically feasible and the response he got was that yes, it was. And now there is a request to increase the number of rooms to 100, and he wanted to know what has changed over the last several months to where 100 rooms was necessary.

Mr. Cazares stated that the 100-room hotel was the original concept for the project. He said that when he went before the Village Board, they had asked him why he hadn't proposed more of what he actually wanted on the property. He was very hesitant ask for the 100 room hotel since having been denied on his previous concepts. But trustee's had told him that he now had parking agreements from neighboring property owners, so he felt encouraged to ask for more of what he thought was the highest and best use of the property.

Commissioner Jensen asked staff if the Village Board had encouraged the petitioner to ask for more rooms.

Mr. Hubbard stated that he did not know the specifics of the meeting and would have to review the minutes.

Commissioner Green stated that the Village Board may not fully understand the parking requirements. Sometimes there were political reasons for why the Village Board made certain decisions. The Plan Commission was independent of politics.

Commissioner Sigalos said that given the reduced size of the rooms, he wasn't sure how it qualified as a boutique hotel. He wasn't confident he understood what would qualify a hotel as being boutique, and the petitioner had not explained this during his previous appearance before the Plan Commission. He didn't see space for a closet in the rooms. The rooms appeared minimal to him, and he wasn't sure that they could be considered boutique. He wasn't sure he was in favor of the proposed changes. He had supported the 62-room hotel because the parking was viable. He was under the assumption that the 62-room hotel was economically viable, but he was confused as to why the petitioner was proposing 100 rooms since it translated to a large parking deficit and since the 62-room hotel was viable.

Mr. Cazares stated that he did not believe that rooms would be small. He apologized that the closet was not shown on the

conceptual plans, and he assured the Conceptual Plan Review Committee that there would be a closet in each room.

Commissioner Sigalos said that he wasn't sure what made the hotel a boutique hotel and he was concerned that people may not want to pay a substantially higher price point to stay at the hotel, when they could get comparable rooms at cheaper prices within hotels in the vicinity. He did not want to see a hotel constructed that was not economically viable, which would become vacant. He was also concerned with the parking, and he was not comfortable with people crossing Algonquin Road, especially at night.

Commissioner Cherwin commented on the potential increase in frequency of corporate events during the week given construction of the hotel. If the parking arrangements only allowed for parking during evenings and weekends, but now corporate events were occurring at the hotel during the week, this could be problematic for parking. This was a concern that he hoped would be addressed if this project was to move forward. He recalled that the 1st design that was presented to the Plan Commission, which was ultimately denied, had really great architecture. When the project was revised and reappeared before the Plan Commission as a 62-room hotel, the design had changed to a more traditional architecture and the Plan Commission had lamented that they had preferred the previous design. Now the hotel had been modified again to increase the room count and parking deficit, similar in scope to the 1st iteration of the project, yet the design remained as the more traditional version that had been proposed along with the 62-room hotel. Perhaps if the original design was reintroduced, people would see that the hotel offers something unique and desirable, and they may be more willing to make compromises on the parking.

Commissioner Green said that based on his calculations, the room sizes would be around 250 square feet.

Mr. Cazares stated that he believed the proposed building would be a little bit wider, which would allow the rooms to be greater than 300 square feet.

Commissioner Cherwin reiterated that the current proposal depicted an architecture that was less desirable than the first version that had been proposed, but that it had the same parking deficit as had previously been proposed.

Mr. Cazares explained that the first design included an elaborate porte-cochere, which had caused the removal of around 25 parking spaces, and so they were hesitant to re-introduce that design.

Commissioner Cherwin explained that the overall aesthetic of the architecture had changed, not just the porte-cochere.

Commissioner Green said that if a parking deficit of 174 spaces was proposed, he would prefer the taller building with the more enhanced architecture. The problem he had was with parking. He felt like the property was not large enough to accommodate the uses that were being proposed. The petitioner needed to purchase a neighboring property to be able to accommodate for the parking demand that would be created by the proposed use. The petitioner needed more land to be able to do what he was proposing to do. Regardless of what the Village Board may have implied when they approved the project, the proposed revisions did not help the parking situation. He wanted the hotel/banquet hall to be able to accommodate for its projected parking demand. If they were going to rely on neighboring properties to accommodate for the demand, he wanted to see those agreements in perpetuity. Without perpetual agreements, the property was not viable for the uses proposed. Not only was parking a problem, but he felt that the reduction in room size was also a problem. He was not sure that the proposed rooms would qualify as four star hotel rooms.

Ms. Cazares asked about an agreement with Hamilton Partners and whether that would help ease concerns about overflow parking.

Commissioner Green responded that if the agreement was not perpetual, then it could be terminated at any time and that would result in a parking problem, or it would mean that they would have to use the PACE facility if that agreement was still valid, which involved people crossing Algonquin Road.

RECOMMENDATION

EUROPEAN CRYSTAL HOTEL LUV AMENDMENT – TEMP FILE 1634

The Conceptual Plan Review Committee advised that the petitioner move forward as he saw fit.

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

STAFF DESIGN COMMISSION REPORT

PROJECT INFORMATION:

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

Date Prepared: November 20, 2018

PETITIONER INFORMATION:

DC Number: 18-102
Petitioner Name: James Cazares
Petitioner Address: 519 W. Algonquin Road
Arlington Heights, IL 60005
Meeting Date: November 27, 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.

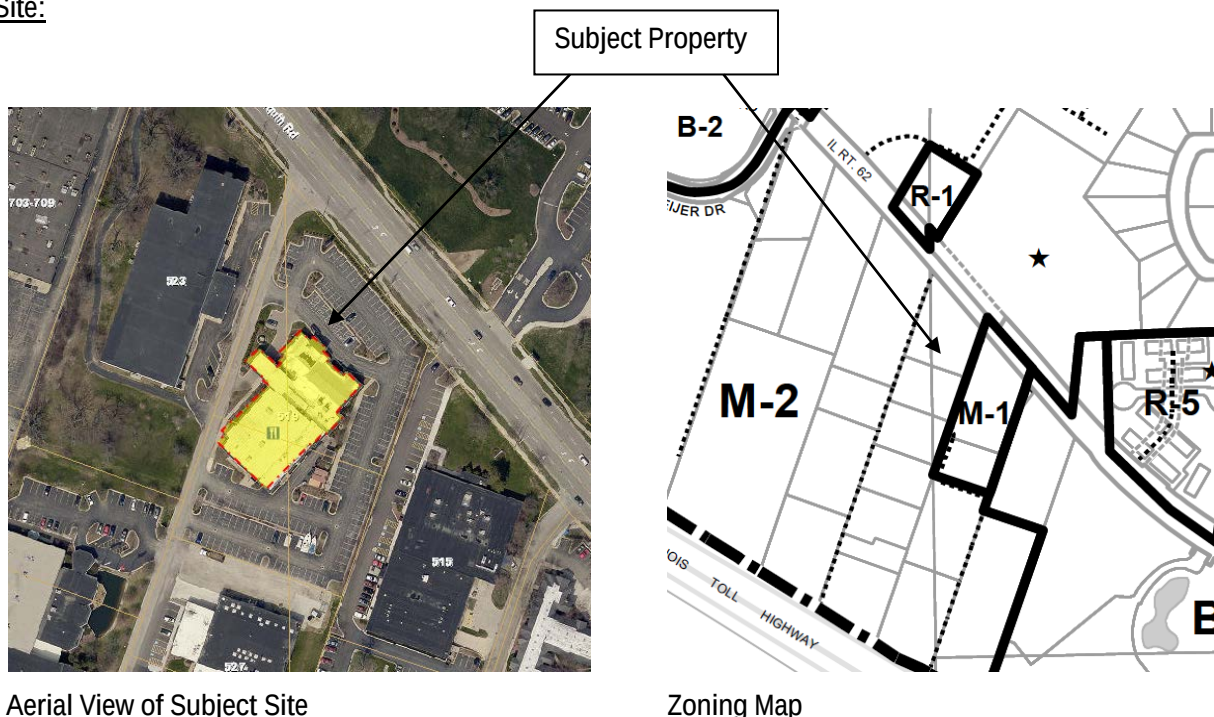
This project requires Plan Commission review and Village Board approval for an amendment to the previously approved Land Use Variation allowing a hotel in the M-2 zoning district. Because this project is going to the Plan Commission, the role of the Design Commission is limited. The Design Commission's 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 six-story, 61 room hotel addition to the existing European Crystal Banquet & Conference Center facility. The front portion of the existing banquet facility has been demolished to accommodate the new hotel tower.

Site:



Background:

This project was previously reviewed and approved by the Design Commission on three separate occasions. In 2016, the petitioner was proposing a 10-story building with 160 hotel rooms. However, 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. Finally, in June of 2018, the Design Commission approved the design for an 9-story, 60 room hotel. The 2016 and 2017 designs were sleek and modern to create a new image and main entrance for the facility, but the 2018 concept retained the existing main banquet entrance on the west side of the building and the hotel tower was designed with traditional details and materials to match the existing banquet building.

Architectural Design:

At this time, the petitioner is seeking approval for a modified version of the traditional design concept that was approved in June. The floor plans have been revised to accommodate more hotel rooms per floor, so the height of the building has been reduced from 8-stories to 6-stories without losing any hotel rooms.

The current design is consistent with the previously approved design in regards to the overall style and detailing. However, the following changes have been made:

- The stone base has been reduced from two-stories to one-story.
- The stucco exterior on the top floor has been omitted.
- The pattern of the window grids have been simplified.
- The brick exterior has been changed to a faux EIFS brick product.

Overall, the revised design is nicely done. The only concerns are:

- The rear elevation does not have windows on the top floor, so it looks somewhat top-heavy and unfinished. It is expected that a wall sign will be located on the blank wall, but a sign variation may be required to allow a sign on a wall without street frontage. Further design development of this area may be necessary. Consider the possibility of false windows with spandrel glass or additional EIFS banding to break up the blank wall area.
- The Design Commission should evaluate the proposed faux EIFS brick product. The petitioner is proposing this product in order to match the existing brick, which is no longer available. However, the Village's Design Guidelines discourage excessive amounts of EIFS wall cladding and fading of the EIFS color over time is a concern. It is recommended that real brick be used with as close of a color match to the existing brick as possible.

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 *European Crystal (Chez) Hotel* to be located at 519 W. Algonquin Road. This recommendation is subject to compliance with the plans received 11/13/18, 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. Evaluate the design of the top floor on the rear elevation. Consider the possibilities of wall signage, false windows, or additional EIFS banding to enhance the appearance.

2. Provide real brick instead of faux EIFS brick.
3. All signage shall meet code, Chapter 30, and separate sign permits are required.
4. 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.

November 20, 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 18-102

APPROVED

MINUTES OF
THE VILLAGE OF ARLINGTON HEIGHTS
DESIGN COMMISSION MEETING
HELD AT THE ARLINGTON HEIGHTS MUNICIPAL BUILDING
33 S. ARLINGTON HEIGHTS RD.
NOVEMBER 27, 2018

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

Members Present: John Fitzgerald, Chair
Jonathan Kubow
Ted Eckhardt

Members Absent: Kirsten Kingsley
Scott Seyer

Also Present: Andy & Voula Behlis, Owners of *1518 W. Thomas St.*
Jeff Eichhorn & Beth DeBaker, DeBaker Design Group for *1209 N. Dunton Ave.*
Aidan Quinn, AKA Architects for *Goddard School*
James Cazares for *European Crystal Hotel*
John Powers, Dryvit Systems for *European Crystal Hotel*
Steve Hautzinger, Staff Liaison

REVIEW OF MEETING MINUTES FROM NOVEMBER 13, 2018

A MOTION WAS MADE BY COMMISSIONER KUBOW, SECONDED BY COMMISSIONER ECKHARDT, TO APPROVE THE MEETING MINUTES OF NOVEMBER 13, 2018. ALL WERE IN FAVOR. MOTION CARRIED.

Chair Fitzgerald stated that a positive vote from all 3 commissioners is required for approval of a project tonight.

ITEM 4. COMMERCIAL REVIEW

DC#18-102 – European Crystal (Chez) Hotel – 519 W. Algonquin Rd.

James Cazares, representing *European Crystal Hotel* and John Powers, representing *Dryvit Systems*, were present on behalf of the project.

Mr. Hautzinger presented Staff comments. This project requires Plan Commission review and Village Board approval for an amendment to the previously approved Land Use Variation allowing 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 petitioner is proposing to build a new six-story, 61 room hotel addition to the existing European Crystal Banquet & Conference Center facility. The front portion of the existing banquet facility has been demolished to accommodate the new hotel tower.

This project was previously reviewed and approved by the Design Commission on three separate occasions. In 2016, the petitioner was proposing a 10-story building with 160 hotel rooms. However, 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. Finally, in June of 2018, the Design Commission approved the design for an 9-story, 60 room hotel. The 2016 and 2017 designs were sleek and modern to create a new image and main entrance for the facility, but the 2018 concept retained the existing main banquet entrance on the west side of the building and the hotel tower was designed with traditional details and materials to match the existing banquet building.

At this time, the petitioner is seeking approval for a modified version of the traditional design concept that was approved in June. The floor plans have been revised to accommodate more hotel rooms per floor, so the height of the building has been reduced from 8-stories to 6-stories without losing any hotel rooms. The current design is consistent with the previously approved design in regards to the overall style and detailing. However, the following changes have been made:

- The stone base has been reduced from two-stories to one-story.
- The stucco exterior on the top floor has been omitted.
- The pattern of the window grids have been simplified.
- The brick exterior has been changed to a faux EIFS brick product.

Overall, the revised design is nicely done. The only concerns are:

- The rear elevation does not have windows on the top floor, so it looks somewhat top-heavy and unfinished. It is expected that a wall sign will be located on the blank wall, but a sign variation may be required to allow a sign on a wall without street frontage. Further design development of this area may be necessary. Consider the possibility of false windows with spandrel glass or additional EIFS banding to break up the blank wall area.
- The Design Commission should evaluate the proposed faux EIFS brick product. The petitioner is proposing this product in order to match the existing brick, which is no longer available. However, the Village's Design Guidelines discourage excessive amounts of EIFS wall cladding and fading of the EIFS color over time is a concern. It is recommended that real brick be used with as close of a color match to the existing brick as possible.

Staff recommended approval of the proposed design with consideration given to the comments regarding the top floor of the rear elevation and providing real brick instead of faux EIFS brick.

Mr. Cazares gave a slide presentation of the project. They are trying to match the existing building with the new facade of the addition, with a design similar to what was first proposed. He has worked closely with Staff to consider all their recommendations, and made modifications to those recommendations. The proposed elevations were presented, with cast stone on the first-floor, and a faux Dryvit brick for the top floors. A thin veneer or a masonry brick was originally proposed; however, while looking at the site, it was determined that the two buildings abutting each other and the dilemma of running the existing banquet facility while trying to put masonry on 68-feet of the building becomes an issue.

After further research, he found a 4-story boutique hotel in Columbus, Ohio that used this same faux Dryvit brick, and a representative familiar with that project and that hotel is here tonight to answer any questions.

Mr. Cazares continued his presentation. A sign is being proposed in the center of the south elevation, and he is open to adding windows there as suggested by Staff, although he preferred adding real windows, with screening to the service areas to allow for light to go through. Windows were originally proposed on the first-floor at the front desk; however structural issues would not allow windows so they were removed and a hand painted mural will now be located behind the front desk, as well as a seating area with a small fireplace for waiting guests. The proposed floor plans and interior layouts and room designs were shown, with the rooms becoming a little longer. A rooftop terrace is being proposed on the sixth floor, with a very preliminary design being shown tonight; this will be very unique and restricted for patrons of the hotel and banquet facility only. The existing ballrooms will be removed, and a portion of the existing building on the north elevation has already been demolished.

Mr. Cazares also presented pictures of what was done with the faux Dryvit system on the hotel in Columbus, Ohio, which was very restricted on space. He explained that his banquet facility is currently open and they continue to have about 120 events planned during the construction period, so their main goal is to erect the addition as fast as possible, clad the exterior, and complete landscaping to accommodate their customers. He commented that there is no cost savings with this Dryvit product compared to masonry, but he prefers it because it exactly matches the existing banquet building.

Chair Fitzgerald asked the commissioners if they had questions about the faux Dryvit material, and Commissioner Kubow asked what the warranty is. Mr. Powers came forward and explained the two different things that relate to warranty. The standard system that would be utilized has a 10-year standard warranty, and ultimately that warranty is renewable forever and would include everything from the sheathing out, and could include the sealants as a part of that. At the end of the original warranty term, the building owner can have a third party forensic firm architect visit the building to perform any needed maintenance, and then that warranty is re-issued to the original owner for another 10 years. At 10-20 years, it can be renewed forever. The second part of that as it relates to the Dryvit brick being proposed for this building, the standard warranty is for 25 years. Mr. Powers also gave an explanation as it relates to the technology of this product and the mandated energy codes across the United States. This product is associated with Dryvit, but ultimately it is an innovative continuous insulation (CI) masonry offering that could be used over an existing building because of the light weight of the Dryvit system, which is 2 pounds per square foot, and utilizes the same masonry mortar that is used with conventional clay or thin brick. It is designed to be used for the design life of the building; that is the life expectancy of it at this point, and is a good fit for this project.

Commissioner Eckhardt said he was very familiar with Dryvit installation and the issues associated with it in past years. He asked if it is a pre-fabricated product and Mr. Powers said that it can be, and he explained that the simple fundamental fact is that back in the mid 90's when there was a rapid growth in residential homes primarily on the southeast coast, there were issues with water intrusion, primarily related to windows, lack of flashing and other things. In the year 2000, the codes basically updated not only the residential but the commercial codes that now mandate the use of the air, water, vapor, thermal system. At that same time, Dryvit and other EIFS manufacturers complied with those requirements and now use moisture drainage systems that are well tested. Furthermore, it has now become the standard for all claddings to meet that same requirement. The key is making sure that it is an assembly; the codes today are based upon assemblies, not single components. With that in mind, new brick can actually be a panelized assembly done in a controlled environment off-site, or and it can be a full composite panel depending on the structure design. Commissioner Eckhardt asked how this project would be done, and Mr. Powers said it was not determined yet, but both systems would work with the addition being proposed.

Commissioner Eckhardt asked about the surface of the faux Dryvit system that appears to have some significant thickness, and Mr. Powers said that the surface is an acrylic technology. Commissioner Eckhardt also asked if the faux bricks are made on the flat surface with a template, and Mr. Powers replied that it is a proprietary process at this point that is patented, but ultimately the brick is extruded. Commissioner Eckhardt commented that Dryvit is dependent about the skill of the installer, and Mr. Powers agreed, stating that the most important decision of a building

owner is the contractor they choose to work with. He added that the second part of that is the assurances from the design professional's participation to ensure that that assembly is correctly designed to be functional when doing a mock-up. From that perspective, specific to new brick, it is adhesively attached in a manner that meets energy codes. Mr. Powers also explained the 2 drainage planes incorporated into the product.

Commissioner Eckhardt asked about the type of mortar used with this faux Dryvit system and how the new bricks stand up to a cleaning. Mr. Powers replied that the same cleaning process is used as regular masonry; there are products that have been fully tested for use over the top of this system. Standard colors for new brick use the exact same inorganic pigments that clay brick would use. The new brick is all about addressing the energy codes, the assembly testing, and the fire requirements. Commissioner Eckhardt asked how long this product has been in the United States and where was it first introduced. Mr. Powers said that a man who worked for Dryvit was with a competitor in China who changed their business model and he happened to see a technology that was similar to this, although not thought out to the extent being talked about now. He brought that technology back and started his own company and then brought it to Dryvit. With regards to a window opening, Commissioner Eckhardt asked what the recommended setback from the face of this product to the face of a window would be, and Mr. Powers said the distance is dictated by the window manufacturer; however, a 3-inch exposure could be easily handled if necessary. The commissioners had no other questions for Mr. Powers.

Commissioner Kubow loved the first design proposed by the petitioner, which was very modern, and he also liked what was being proposed tonight, which probably fits more with Arlington Heights. The color of the brick and the stone base would fit in nicely in the Downtown, and acts as almost a gateway from the highway into the Village. He felt the interior design was amazing, and he was glad that renderings were presented showing how fantastic the addition will look. With regards to the design, he recommended adding windows on the south (rear) elevation as suggested by Staff, and he would support a wall sign on the south elevation, as shown on the drawings.

Commissioner Eckhardt liked the current design, the stone element at the base of the building, and the massing. He questioned the vertical white elements on the pilasters, which Mr. Cazares said would be in the same color to match the gray cast stone. Mr. Hautzinger added that the plans indicate the bands to be an EIFS material. Commissioner Eckhardt concurred with Commissioner Kubow regarding the windows on the south elevation and support of a wall sign on the back of the building. He felt the building looked fine and the interior was great. With regards to the proposed faux EIFS brick, it appears to be a good product that has impact resistance that the older traditional EIFS did not have; however, he cautioned the petitioner to do his appropriate homework.

Chair Fitzgerald agreed with everything that was said.

A MOTION WAS MADE BY COMMISSIONER KUBOW, SECONDED BY COMMISSIONER ECKHARDT, TO APPROVE THE PROPOSED ARCHITECTURAL DESIGN FOR THE *EUROPEAN CRYSTAL (CHEZ) HOTEL* TO BE LOCATED AT 519 W. ALGONQUIN ROAD. THIS APPROVAL IS SUBJECT TO COMPLIANCE WITH THE PLANS RECEIVED 11/13/18, 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 RECOMMENDATION TO ADD WINDOWS AT THE TOP FLOOR ON THE SOUTH (REAR) ELEVATION ADJACENT TO WHERE THE SIGNAGE IS SHOWN.
2. PRELIMINARY SUPPORT FOR A SOUTH FACING WALL SIGN AT THE TOP OF THE BUILDING, IF IT IS DETERMINED THAT A SIGN VARIATION IS 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, 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.

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

Changed to the original plan.

Basement

– foot print was made wider to accommodate longer guest rooms. Basement is used for storage and back of house operations.

1st floor

- Guest rooms which are ADA compliant were added to first floor for ease of use.

-Coffee shop demising wall was removed so that the complimentary items could be more visible to guest sitting in our lobby living room.

There will be no items sold. The hours of operation is 24 hours. There normally is an attendant who checks on the product that are displayed through the day, but this is not considered a full-time position but an ancillary task to daily chores. Guest of banquet hall are more than welcome to enjoy the complimentary items that are provided. Alcoholic beverage will be served complimentary for the nightly hosted evening social hour in the lobby living room from 5 pm – 6 pm. Same this is standard practice in boutique hotel for your reference normally it is one type of drink that is made. <https://www.grayhotelchicago.com/chicago-luxury-hotels/> Food will not be prepared in that area but may be displayed like a cheese tray or small appetizers, Concession will not be sold since the village will be approving mini bars we will be able to sell them in the rooms.

Gym- Was reduced in size due to interactive equipment that we are provided i.e. peloton bike

Office – was moved to first floor to be closer to back of house offices and lobby

Business center – Remains on first floor

2-5 Floor

Guest Room – are located on floor 2-5

Room were made longer and narrower. The initial layout was not conducive to case goods layout and provided a lot of empty space that was not functional. Room feature Luxury California Closets, Miniature bar area featuring mini bar, Rainfall shower, Wood Floors, Quartz stone, Local Art. Alexa, 70 inch tv, Day ottoman and working table. Ceiling height was increase to 10 feet in guest rooms and 9 feet in guest corridors. Floor 4 has 18 guest rooms and other floors have less. The hotel remains a luxury boutique hotel project. With no significant changes from the original concept.

Exterior

Exterior Design remain the same concept of matching to the banquet façade, Cast Stone Remains of First Floor with New Brick Replacing tradition clay brick on floor 2 and EFIS remains on top elevations as originally proposed. A mullion was added to the windows per Steve Request while Western Windows on first floor were removed due to Lateral Support requested by engineering.

Building height was reduced from 8 guest room floor to 5 guest rooms floor. Due to guest room layout and construction cost savings. Please also note that there was no significance view change from 60 -90 feet when we flew the drone.

6th Floor Terrace

Features both indoor and Outdoor area.

Indoor features a breakfast area where the hotel will host a breakfast for the guest daily. This is in a separated area so that it can be closed off and not accessed after service is complete. This is not open to the public. From our experience the elevator key card access system is extremely efficient to control pedestrians from entering where they are not allowed. Breakfast can be had both indoor and outdoor

During the day 10-6pm the roof top terrace is closed, but hotel guest has access to the outdoor portion. Also, if a meeting is held on site from our experience if weather permit attendees can have lunch outside. Bride who have there Dinner reception in our ballroom could also have an outdoor ceremony on the rooftop weather permitting.

6pm - We are proposing opening the evening hours to hotel guest and there invited guest initially. Full Beverage Service and a Small plate menu will be offered During this period, we plan on compiling additional parking data to present to staff to consider opening to the public. As a security bond for this trial we have offered staff our liquor license for the 6th floor be held as bond during this interim period. Having operated a roof top terrace in a very residential area located off the magnificent mile in Chicago I was always in full compliance and in tune with the 5,000 neighbors located on my block.

Hours of Operation for hotel patrons and guest are 6-10pm Sunday-Thursday and 6-midnight Friday and Saturday.

Site Layout

A possible addition of 2 parking space highlighting electric vehicle charging. Some parking spots were relocated due to the Fire Departments Concerns, and decorative pavers were removed from South Canopy Entrance for code reasons. i.e Charles and Steve both disagree with Don on this.

10/25/2018

Mr. Sam Hubbard
Development Planner
Department of Planning and Community Development
Village of Arlington Heights

Re: Land Use Variation Criteria European Crystal

The petitioner would like to request a parking variation. This Request is justified for the following reasons.

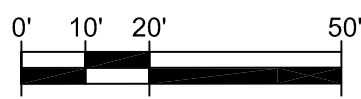
- A. The proposed use will not alter the essential character of the locality as it will meet the criteria for building development and landscaping and will be compatible with existing uses and zoning of nearby properties and will be compatible with existing uses and zoning of nearby properties.
- B. The plight of the owner is due to unique circumstance. The banquet facility has been vacant for over 80 percent a year.
- C. The variation is in harmony with the spirit and intent of this chapter
- D. The variance has been worked with staff and is at the minimum variance necessary to allow the requested reasonable use of the property.

Once again, we appreciate all of the help and cooperation we receive.

Very Truly Yours



James Cazares
Petitioner



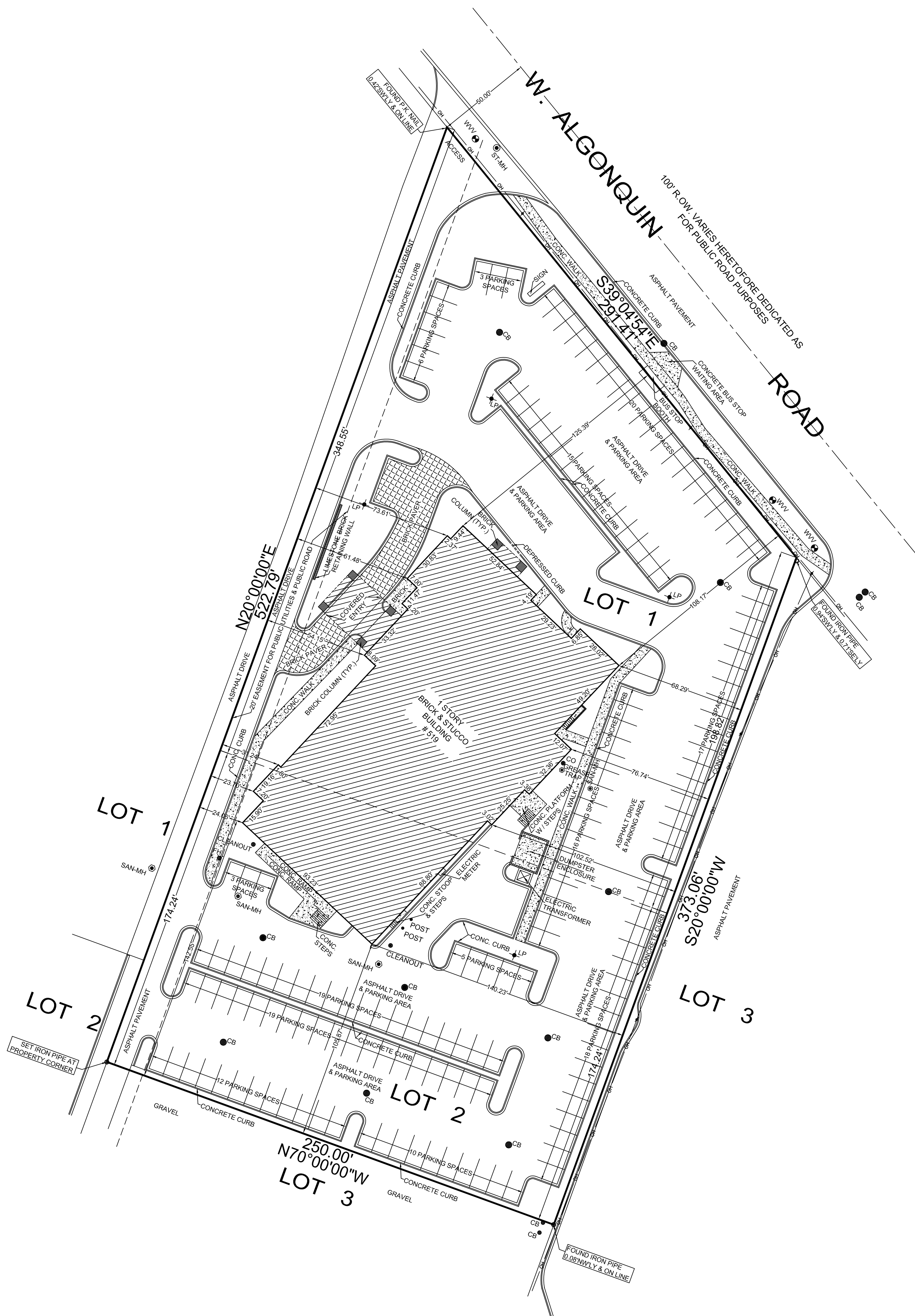
CONSTRUCTION AND LAND SURVEYORS
2100 N. 15th AVENUE, UNIT C, MELROSE PARK, IL 60160
TEL.: (847) 299 - 1010 FAX : (847) 299 - 5887
E-MAIL: USURVEY@USANDCS.COM

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.

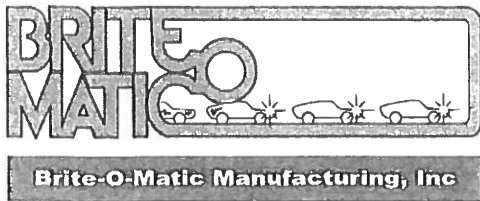
THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

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





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

RECEIVED

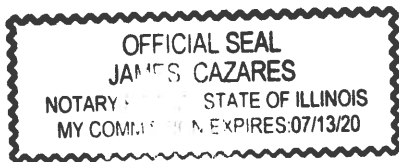
MAY 10 2018

**PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT**

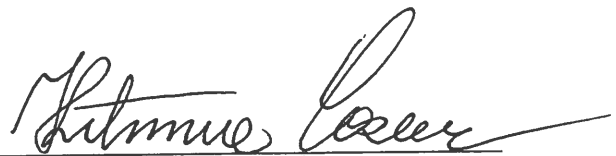
**AGREEMENT TO
HOLD HARMLESS AND INDEMNIFY**

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

RECEIVED
MAY 10 2018
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT



Thomas J. Ross
Executive Director

July 3, 2018

Via Email to: James Cazares: james cazares <cirrus958cd@outlook.com>

Mr. James Cazares
J.A.W. Aqua Bella, Inc.
d/b/a European Crystal Banquets
519 W. Algonquin Road
Arlington Heights, IL 60005

Dear Mr. Cazares:

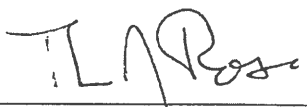
You informed Pace that you anticipate that European Crystal Banquets ("ECB") located at 519 W. Algonquin Road, Arlington Heights, Illinois, 60005 may need to use a portion of Pace's property located at 550 W. Algonquin Road, Arlington Heights, Illinois, 60005 when construction at ECB results in a lack of available parking at European Crystal Banquets and you have requested that Pace allow use of its parking lot ("Licensed Area"). Pace wishes to accommodate you in your request, however, Pace shall not assume or accept any liability associated with the use of its property.

In response to your request, effective July 6, 2018, Pace hereby grants and European Crystal Banquets hereby accepts a revocable, non-exclusive and non-transferable License to use a portion of Pace's property for vehicle ingress, egress and parking of passenger vehicles, when necessary, to accommodate patrons of European Crystal Banquets, provided that such use of Pace's property shall be between the hours of 7:00 p.m. on Friday and 4:00 a.m. on Monday only, and no vehicle may be parked overnight.

ECB hereby waives its rights and forever discharges Pace, its officers, directors, employees, agents and successors from and against any and all claims, demands, or liabilities for any injury, death, theft, property damage, or loss relating to the use of Pace's property. ECB Licensee agrees to and shall indemnify, defend, save, and hold harmless Pace, its officers, directors, employees, agents and successors from and against all liabilities, losses, suits, claims, judgments, fines, or demands of every kind and nature (including all reasonable costs for investigation, reasonable attorneys' fees, and court costs) arising from, related to, or caused by the licensed use of the Licensed Area. ECB shall remove any trash resulting from the licensed use of the Licensed Area. ECB shall repair any damage to the Licensed Area caused by the licensed use thereof.

ECB shall provide Pace with evidence of all required insurance coverage, limits, applicable deductibles and endorsements for the duration of the license plus one additional year. Evidence of required insurance coverage shall be provided on an Acord 25-S (or equivalent) Certificate of Insurance form. The Certificate of Insurance and required policy endorsements (CG 20 10 or CG 20 37 or CG 20 26, CA 2048, etc.) must be submitted to and approved by Pace *prior to* the effective date of this agreement and *prior to* the required insurance policy expiration date. The insurance coverage requirements are set forth in the attached Exhibit A.

Pace, the Suburban Bus Division of the RTA

By: 
N.J. } Thomas J. Ross, Executive Director

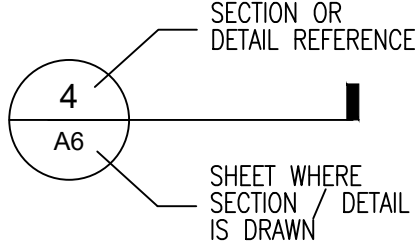
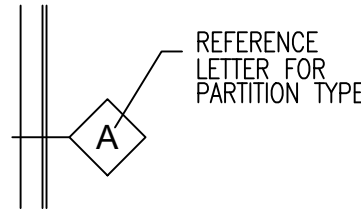
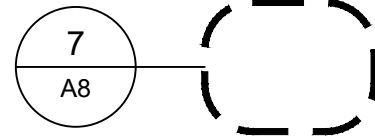
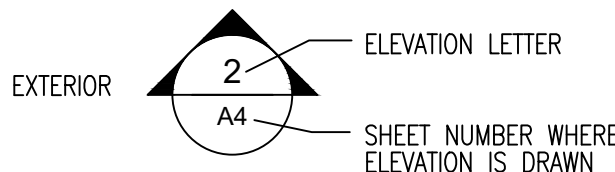
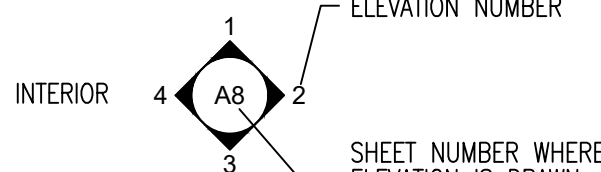
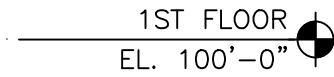
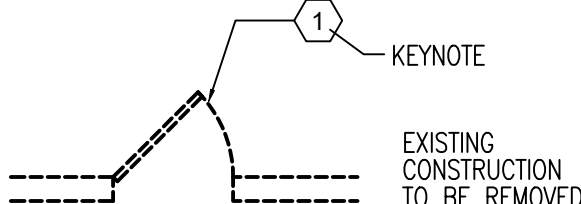

Date

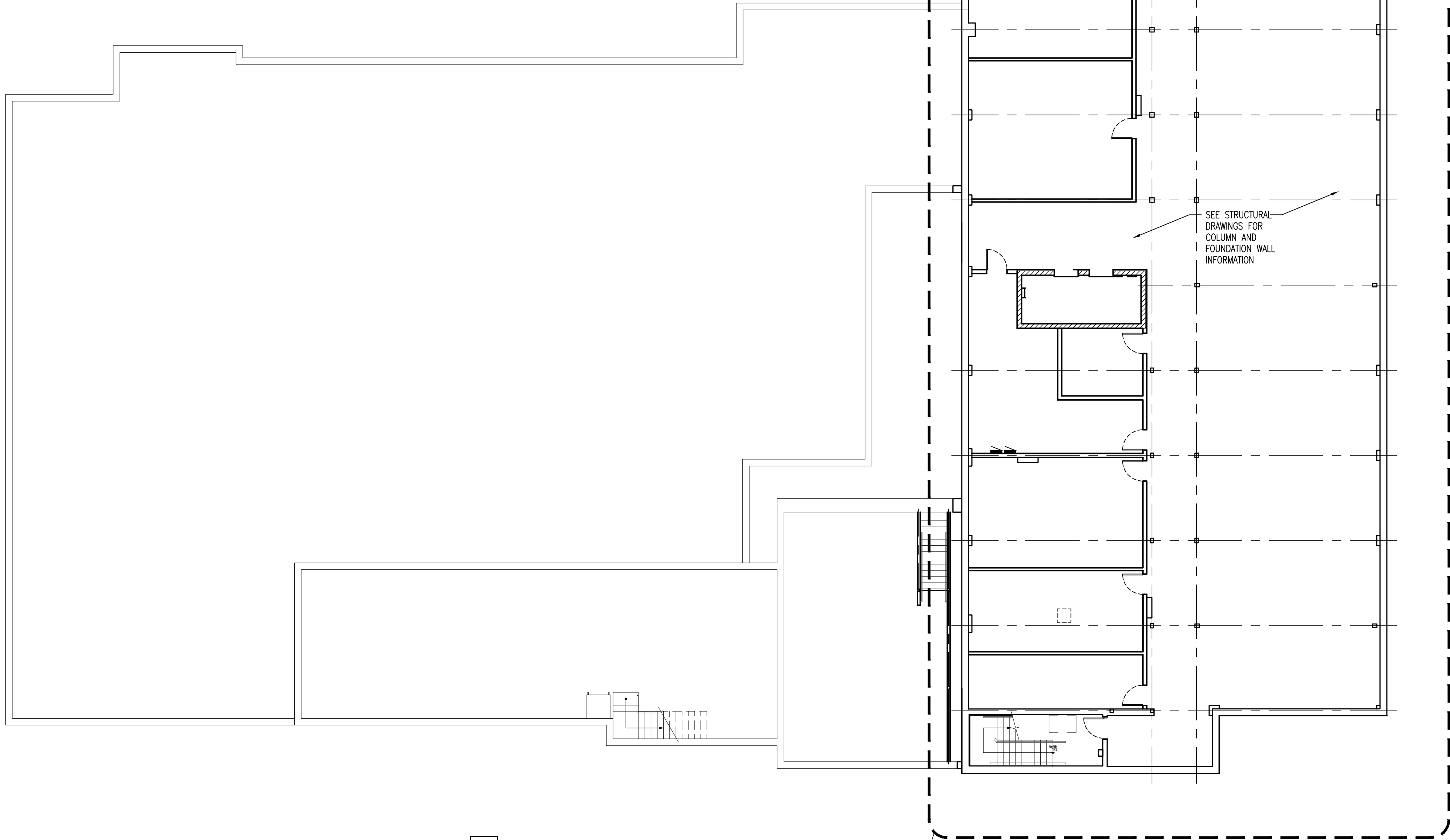
EUROPEAN CRYSTAL HOTEL

HOTEL ADDITION

519 W. ALGONQUIN RD.

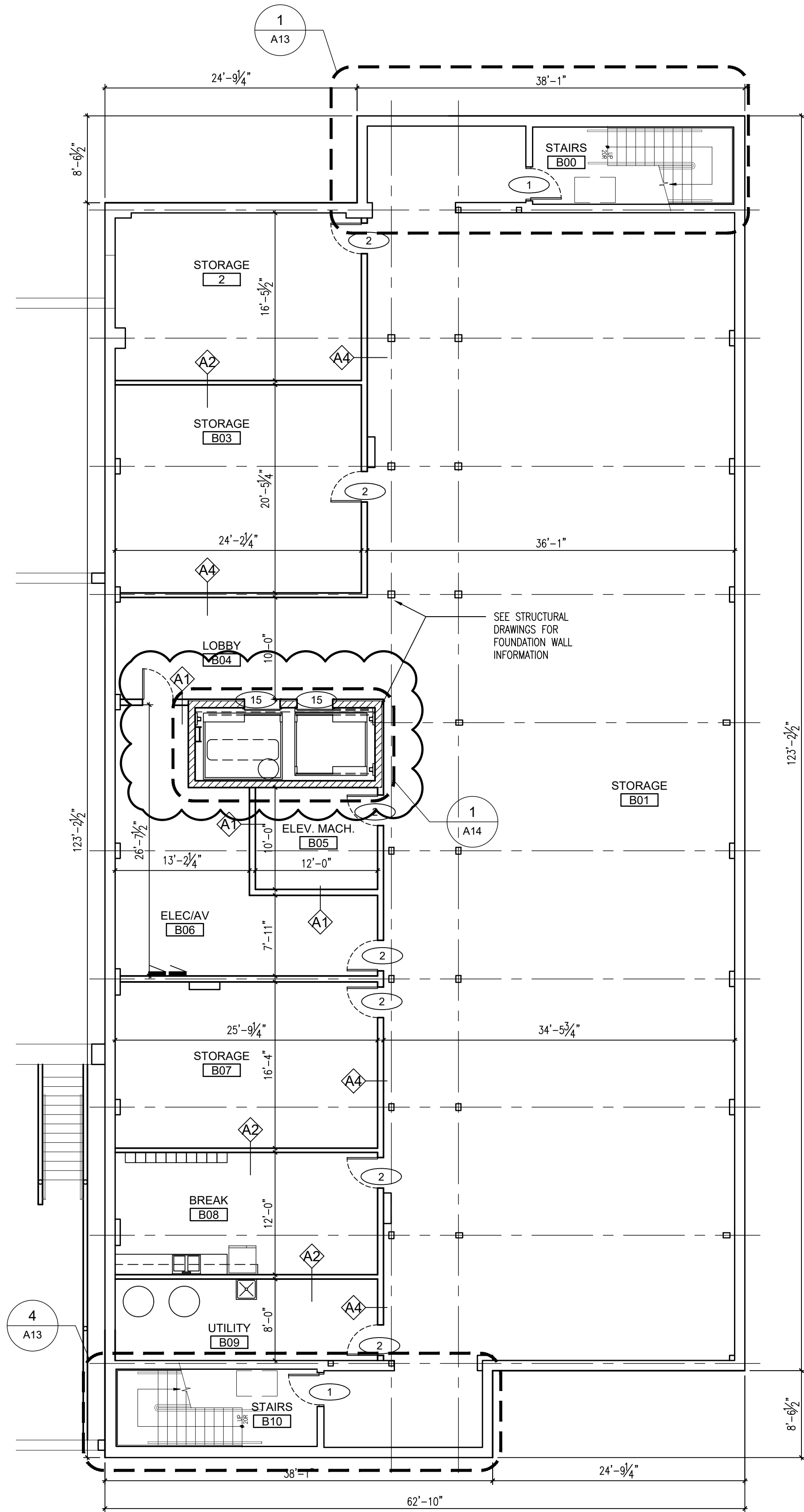
ARLINGTON HEIGHTS, IL 60005

ABBREVIATIONS				SYMBOLS/MATERIAL LEGEND			
AB	ANCHOR BOLT	ID	INSIDE DIMENSION	SECTION/DETAIL NOTATION 		PARTITION SYMBOL 	
ACT	ACOUSTICAL CLG TILE	INCL	INCLUDING				
AD	AREA DRAIN	INFO	INFORMATION	DETAIL SYMBOL 		ELEVATION SYMBOL  	
ADDL	ADDITIONAL	INSUL	INSULATION				
ADJ	ADJUSTABLE	JT	JOINT	ROOM NAME & NUMBER TENANT SPACE 101		ELEVATION MARKER 	
AF	ABOVE FINISHED FLOOR	KDHM	KNOCK DOWN HOLLOW METAL				
AL	ALUMINUM	LAM	LAMINATE	DEMOLITION 			
ANOD	ANODIZED	LIN	LINEAR				
APPROX	APPROXIMATELY	LL	LOWER LEVEL				
ARCH	ARCHITECTURAL	LP	LOW POINT				
BD	BOARD	LTWT	LIGHT WEIGHT				
BETWN	BETWEEN	MAX	MAXIMUM				
BLDG	BUILDING	MC	MINERAL CORE				
BLK	BLOCK, BLOCKING	MECH	MECHANICAL				
BM	BENCH MARK	MEJ	MASONRY EXPANSION JOINT				
BOT	BOTTOM	MFR	MANUFACTURER				
BRG	BEARING	MH	MANHOLE				
BSMT	BASEMENT	MIN	MINIMUM				
BUR	BUILT-UP ROOFING	MISC	MISCELLANEOUS				
CAB	CABINET	MO	MASONRY OPENING				
CAR	CARPET	MTD	MOUNTED				
CB	CATCH BASIN	NIC	NOT IN CONTRACT				
CJ	CONTROL JOINT	NLWT	NORMAL WEIGHT				
CL	CENTER LINE	NO	NUMBER				
CLG	CEILING	NOM	NOMINAL				
CLR	CLEAR	NS	NEAR SIDE				
CMT	CERAMIC MOSAIC TILE	NTS	NOT TO SCALE				
CMU	CONCRETE MASONRY UNIT	OC	ON CENTER				
CO	CLEANOUT	OD	OUTSIDE DIAMETER				
COL	COLUMN	OPNG	OPENING				
CONC	CONCRETE	OPP	OPPOSITE				
CONT	CONTINUOUS	PR	PAIR				
CP	CEMENT PLASTER	PL	PLATE				
CT	CERAMIC TILE	PLAM	PLASTIC LAMINATE				
CU	CUBIC	PLAS	PLASTER				
DEMO	DEMOLITION	PLYWD	PLYWOOD				
DET	DETAIL	PT	PAINT				
DIA	DIAMETER	PIFRT	PRESSURE IMPREGNATED FIRE RETARDANT TREATED				
DIM	DIMENSION	QT	QUARRY TILE				
DF	DRINKING FOUNTAIN	R	RADIUS				
DN	DOWN	REINF	REINFORCED, REINFORCING				
DS	DOWNSPOUT	REQD	REQUIRED				
DWG	DRAWING	RD	ROOF DRAIN				
EA	EACH	RM	ROOM				
EF	EACH FACE	RO	ROUGH OPENING				
EL	ELEVATION	SC	SOLID CORE				
ELEC	ELECTRIC	SCHED	SCHEDULE				
EP	EPOXY PAINT	SEC	SECTION				
EQ	EQUAL	SGT	STRUCTURAL GLAZED TILE				
EQUIP	EQUIPMENT	SHT	SHEET				
EW	ELECTRIC WATER COOLER	SIM	SIMILAR				
EXIST	EXISTING	SM	SHEET METAL				
EXP	EXPANSION	SOG	SLAB ON GRADE				
EXP JT	EXPANSION JOINT	SP	STARTING POINT				
EW	EACH WAY	SPEC	SPECIFICATIONS				
FD	FLOOR DRAIN	SS	STAINLESS STEEL				
FDN	FOUNDATION	STD	STANDARD				
FE	FIRE EXTINGUISHER	STL	STEEL				
FEC	FIRE EXTINGUISHER CABINET	STRUC	STRUCTURAL				
FHC	FIRE HOSE CABINET	ST&V	STAIN & VARNISH				
FLR	FLOOR	SUSP	SUSPENDED				
FS	FAR SIDE	T&B	TOP AND BOTTOM				
FT	FEET	THK	THICK				
FTG	FOOTING	TYP	TYPICAL				
GA	GAUGE, GAGE	UNO	UNLESS NOTED OTHERWISE				
GALV	GALVANIZED	UL	UNDERWRITERS LABORATORY				
GB	GYPSUM BOARD	VCT	VINYL COMPOSITION TILE				
GL	GLASS	VENT	VENTILATION				
GMU	GLAZED MASONRY UNIT	VERT	VERTICAL				
GST	GLAZED STRUCTURAL TILE	VEST	VESTIBULE				
GP	GYPSUM PLASTER	VIF	VERIFY IN FIELD				
GR	GRADE	VOL	VOLUME				
HC	HOLLOW CORE	VT	VINYL TILE				
HDCP	HANDICAPPED	W/	WITH				
HDWD	HARDWOOD	WC	WALL COVERING				
HM	HOLLOW METAL	WD	WOOD				
HORZ	HORIZONTAL	WH	WALL HEATER				
HP	HIGH POINT	W/O	WITHOUT				
HR	HOUR	WWF	WELDED WIRE FABRIC				
HT	HEIGHT						
HTG	HEATING						
HVAC	HEATING / VENTILATION / AIR CONDITIONING						
HWY	HIGHWAY						



1 OVERALL BASEMENT PLAN
3/32" = 1'-0"

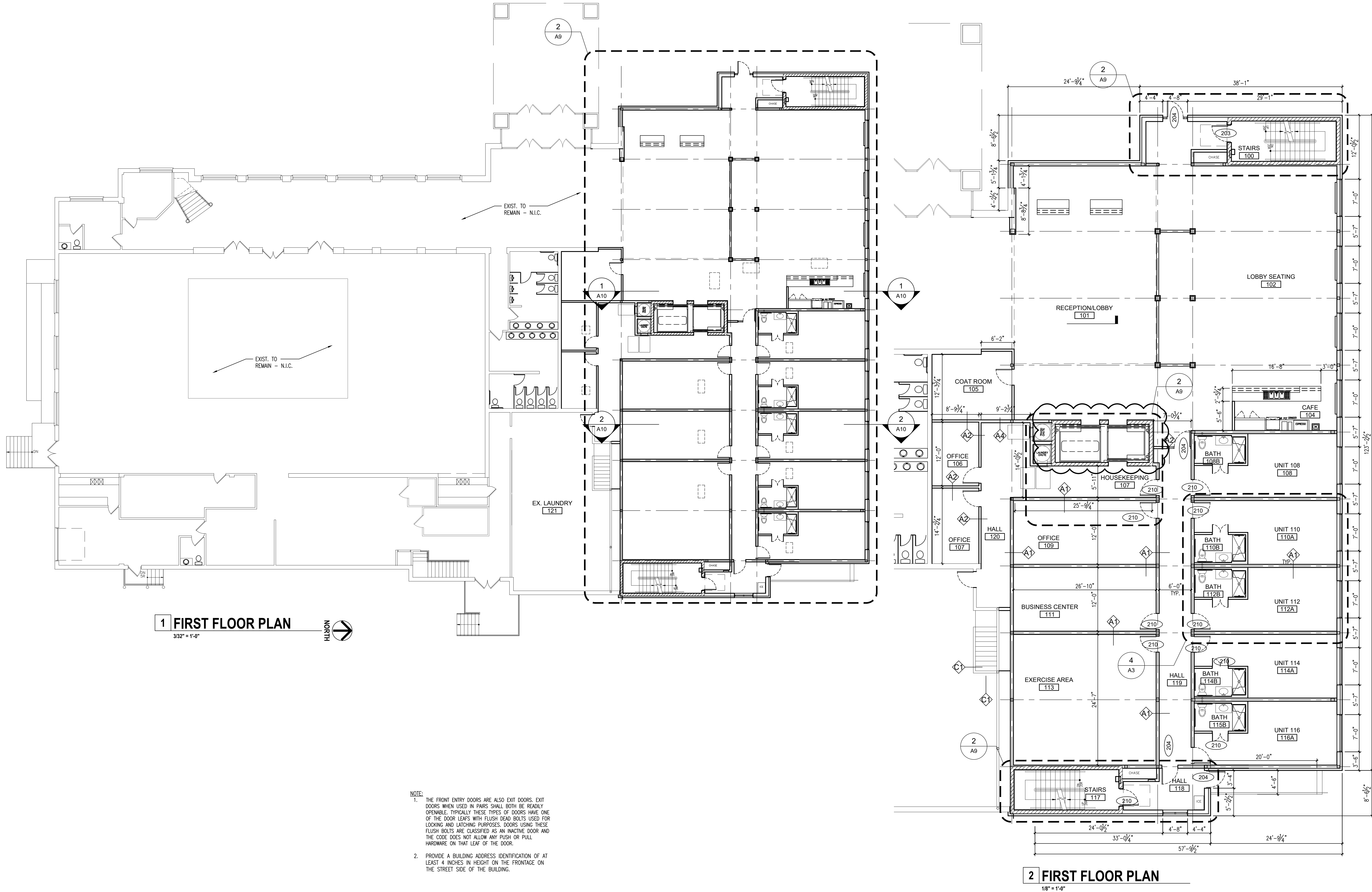
- NOTE:
1. THE FRONT ENTRY DOORS ARE ALSO EXIT DOORS. EXIT DOORS WHEN USED IN PAIRS SHALL BOTH BE READILY OPENABLE. TYPICALLY THESE TYPES OF DOORS HAVE ONE OF THE DOOR LEAFS WITH FLUSH DEAD BOLTS USED FOR LOCKING AND LATCHING PURPOSES. DOORS USING THESE FLUSH BOLTS ARE CLASSIFIED AS AN INACTIVE DOOR AND THE CODE DOES NOT ALLOW ANY PUSH OR PULL HARDWARE ON THAT LEAF OF THE DOOR.
 2. PROVIDE A BUILDING ADDRESS IDENTIFICATION OF AT LEAST 4 INCHES IN HEIGHT ON THE FRONTAGE ON THE STREET SIDE OF THE BUILDING.



2 BASEMENT PLAN
1/8" = 1'-0"

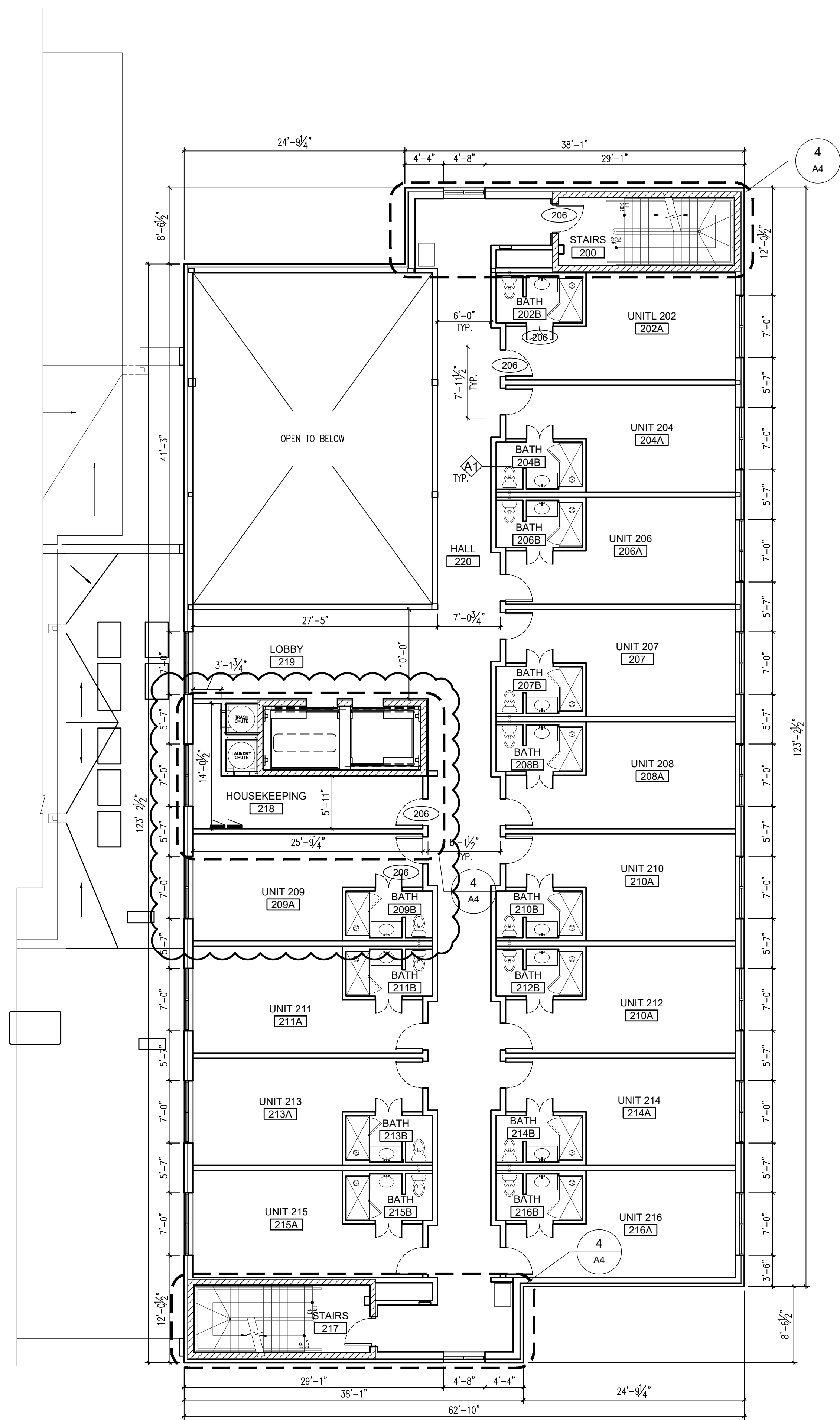


No.	Revisions / Submissions	No.	Revisions / Submissions	Date
1	REVISED PER FOUNDATION PERMIT REVIEW	10.17.18		
	ISSUED FOR FOUNDATION PERMIT	09/24/18		
	ISSUED FOR DEMO PERMIT / BIDDING	08/08/18	2	REVISED PER FOUNDATION PERMIT REVIEW #2
				11.29.18
				Date

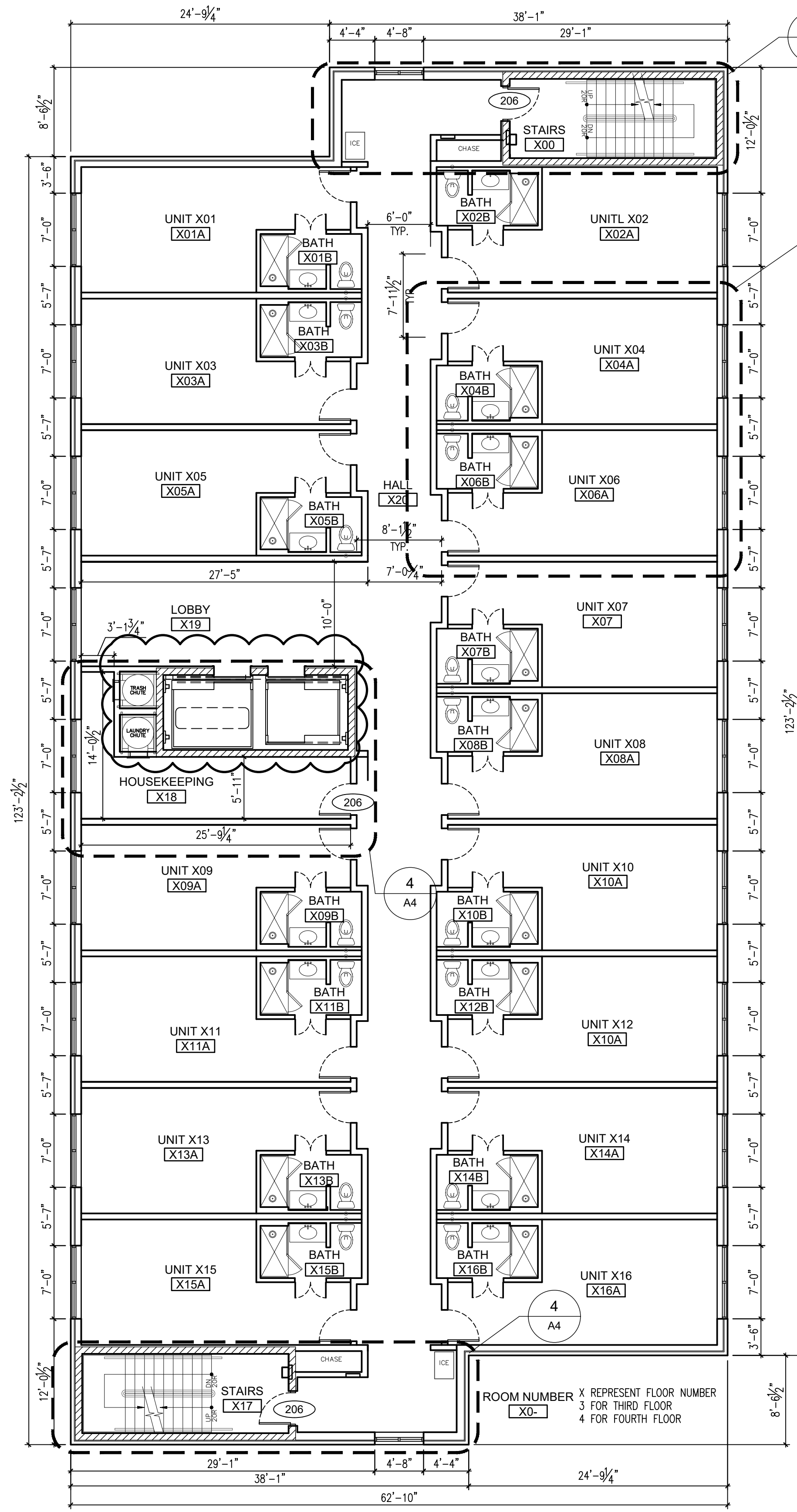


No.	Revisions / Submissions	Date
1	REVISED PER FOUNDATION PERMIT REVIEW	10.17.18
2	ISSUED FOR FOUNDATION PERMIT	09/24/18
3	ISSUED FOR DEMO PERMIT / BIDDING	08/08/18
4	REVISED PER FOUNDATION PERMIT REVIEW #2	11.29.18

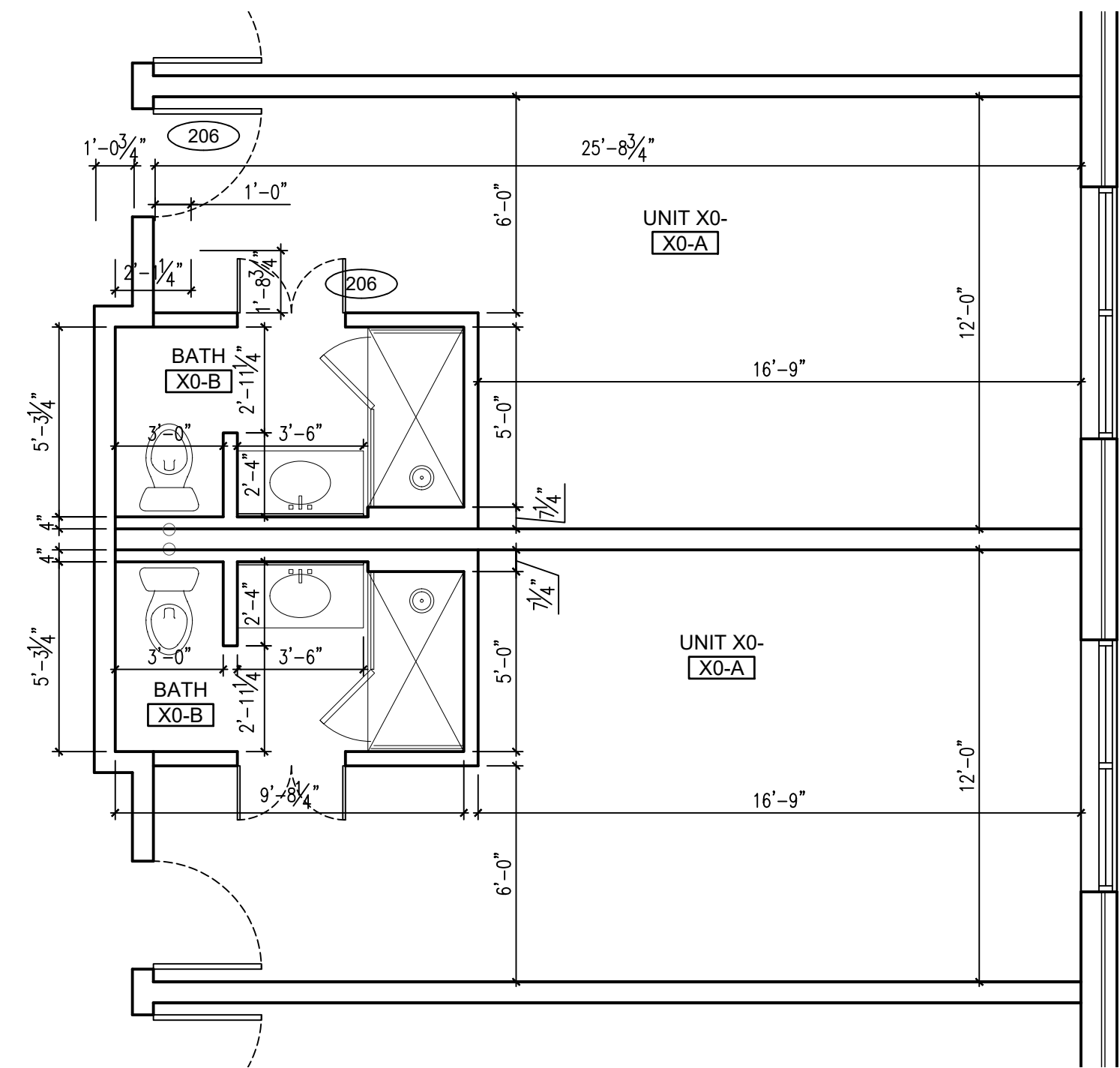
DRAWN BY: ENC
DATE: 08/08/18
PROJECT NO: 2018-029
SCALE: AS NOTED
DRAWING NO:



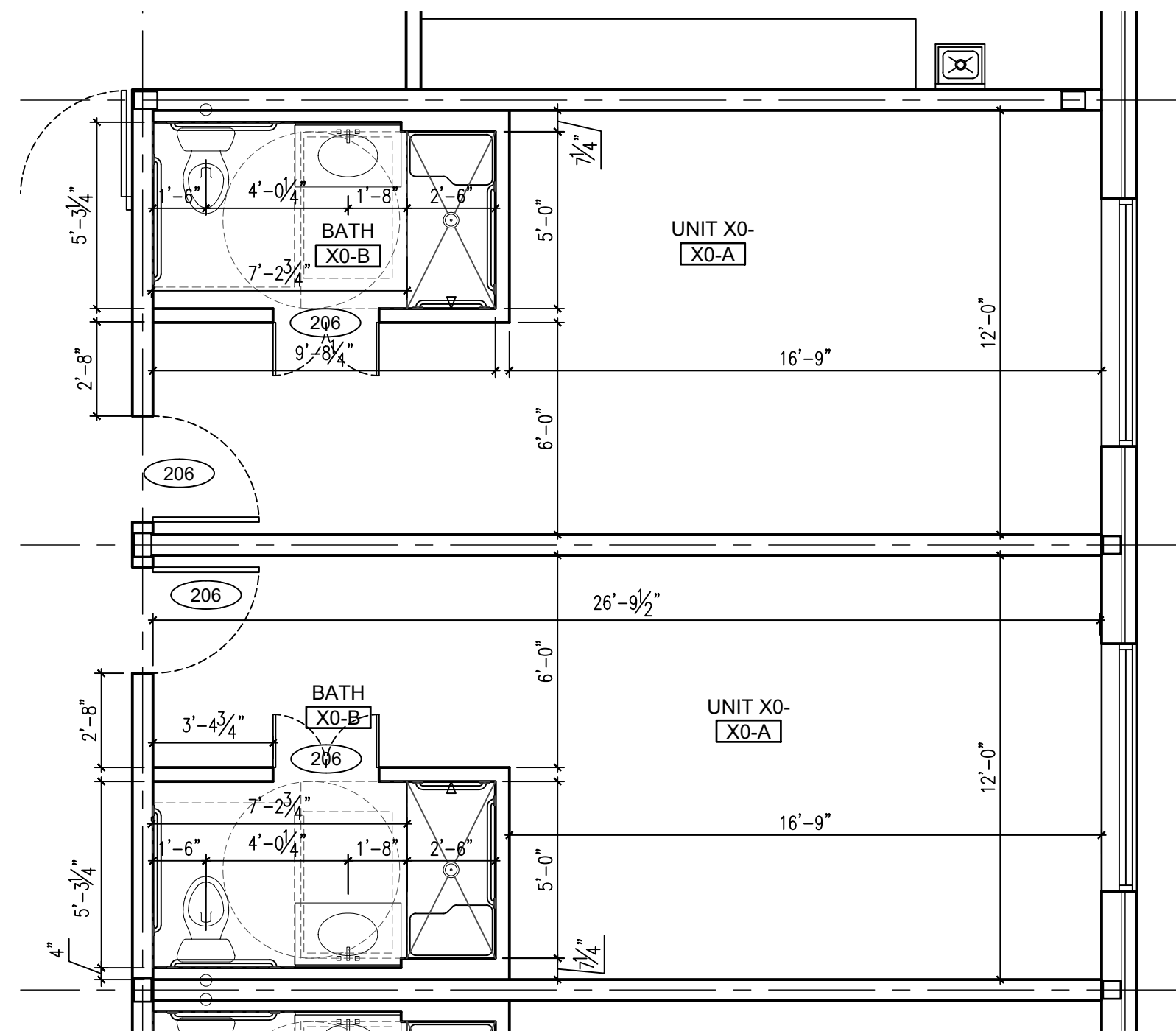
1 SECOND FLOOR PLAN
1/8" = 1'-0"



2 THIRD & FOURTH FLOOR PLAN
1/8" = 1'-0"



3 TYPICAL SIDE BY SIDE ROOM PLANS
1/4" = 1'-0" SIMILAR OPP. HAND



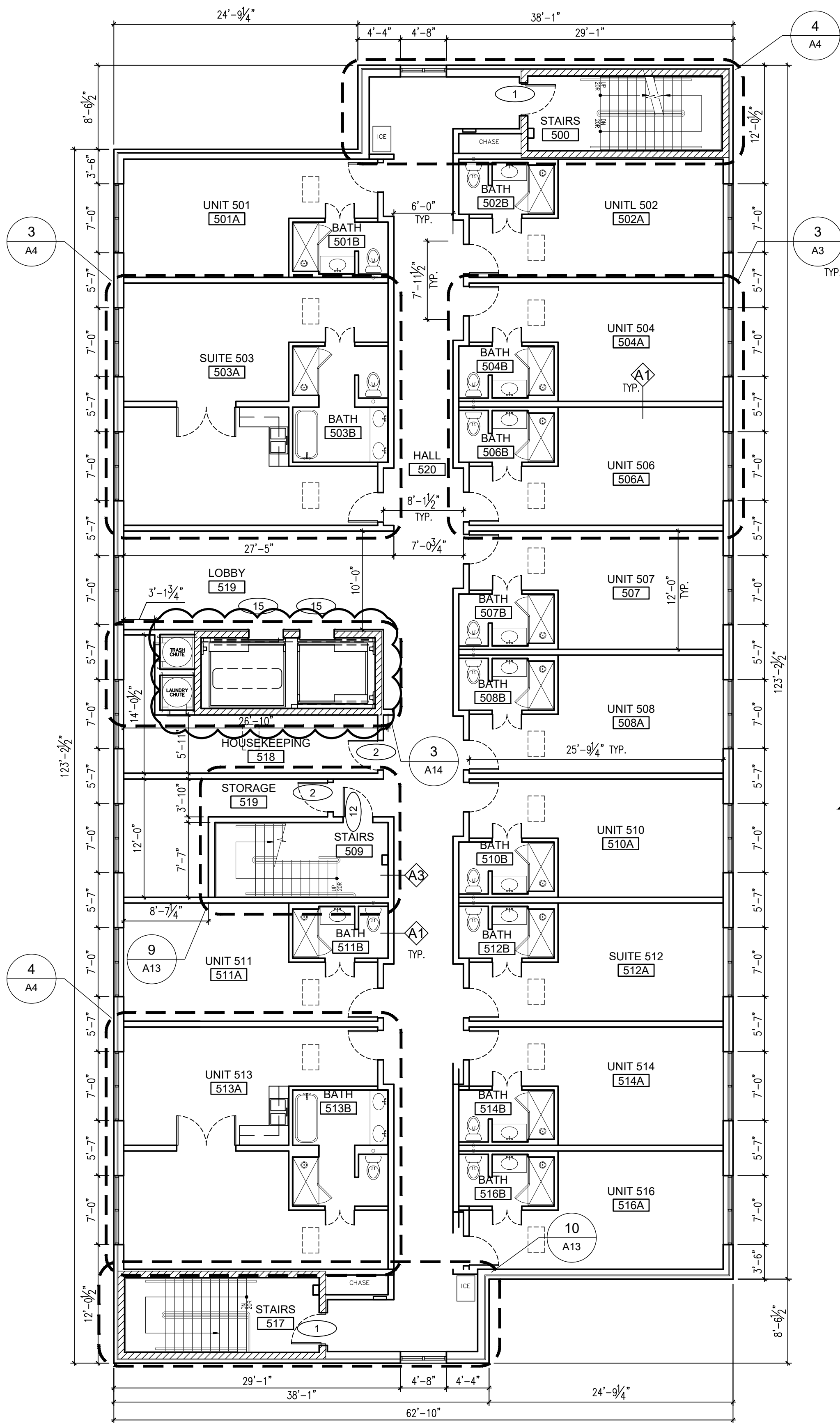
4 TYPICAL ADA SIDE BY SIDE ROOM PLANS
1/4" = 1'-0" SIMILAR OPP. HAND

TOILET ACCESSORIES

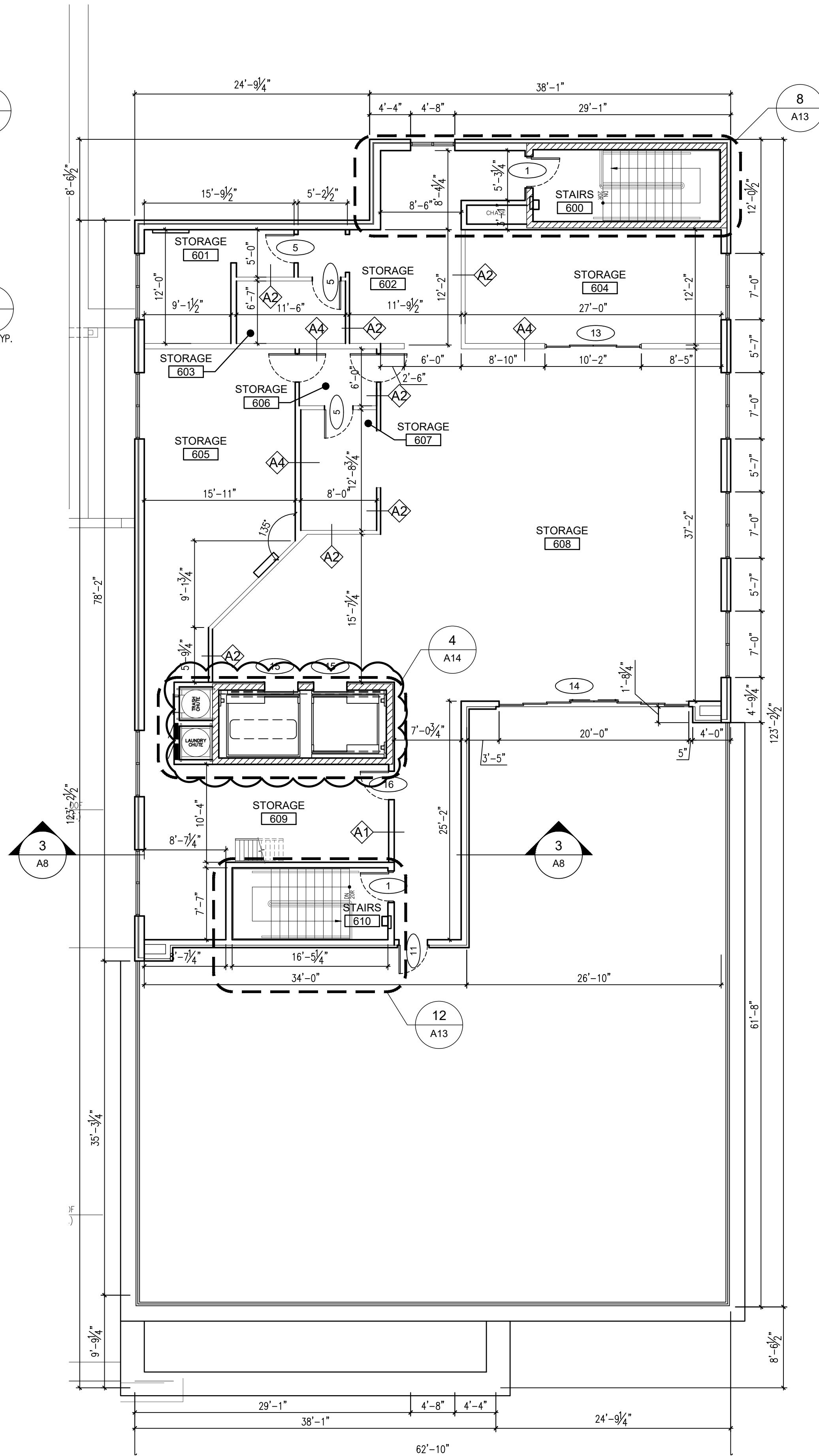
TAG	DESCRIPTION	SPECIFICATION
A	UNDERSINK PIPING COVERS - provide for toilet rooms and lounge area	LAV-GUARD TRUEBORG # 102
B	GRAB SERVICE	BOBBICK OR EQ. OR EQUAL #B-490 (1 1/4" DIA.) 42" LONG (CONCEALED MOUNTING) SATIN-FINISH STAINLESS STEEL TUBING
C	GRAB SERVICE	BOBBICK OR EQ. OR EQUAL #B-490 (1 1/4" DIA.) 36" LONG (CONCEALED MOUNTING) SATIN-FINISH STAINLESS STEEL TUBING
D	GRAB SERVICE	BOBBICK OR EQ. OR EQUAL B-6806 (1 1/4" DIA.) 18" LONG (CONCEALED MOUNTING) SATIN-FINISH STAINLESS STEEL TUBING
E	MIRROR	BOBBICK OR EQ #B-165-2436 CHANNEL FRAME

- NOTES:
1. SEE PLUMBING DRAWINGS FOR TOILET AND SINK SPECIFICATIONS.
2. REFERENCE SHEET T2 FOR ACCESSORIES AND FIXTURE MOUNTING HEIGHTS.
3. REFERENCE SHEET AX FOR FINISH SPECIFICATIONS.

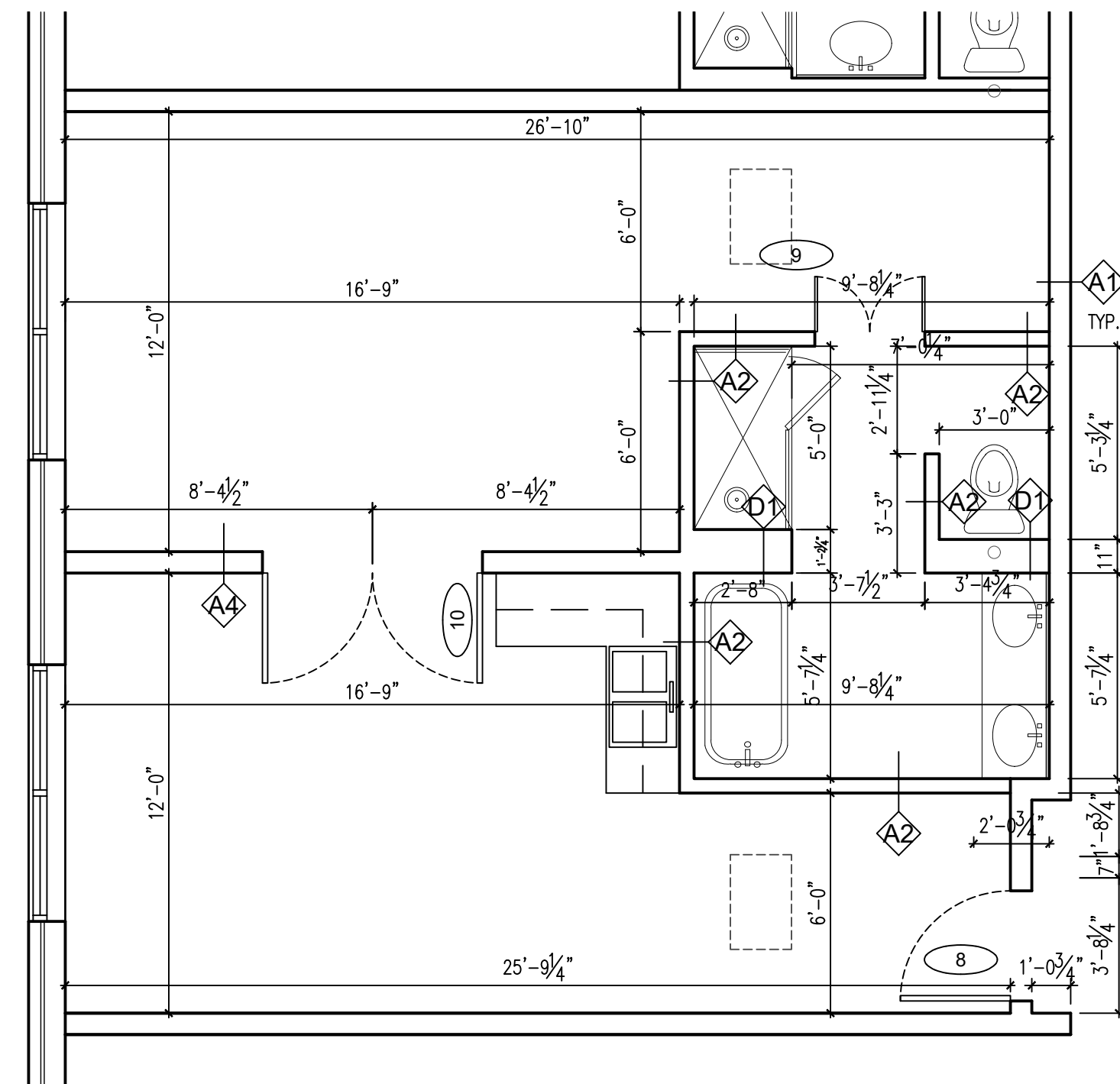
No.	Date	Revisions / Submissions	No.	Date	Revisions / Submissions
1	10/17/18	REVISED PER FOUNDATION PERMIT REVIEW	2	08/08/18	ISSUED FOR DEMO PERMIT / BIDDING
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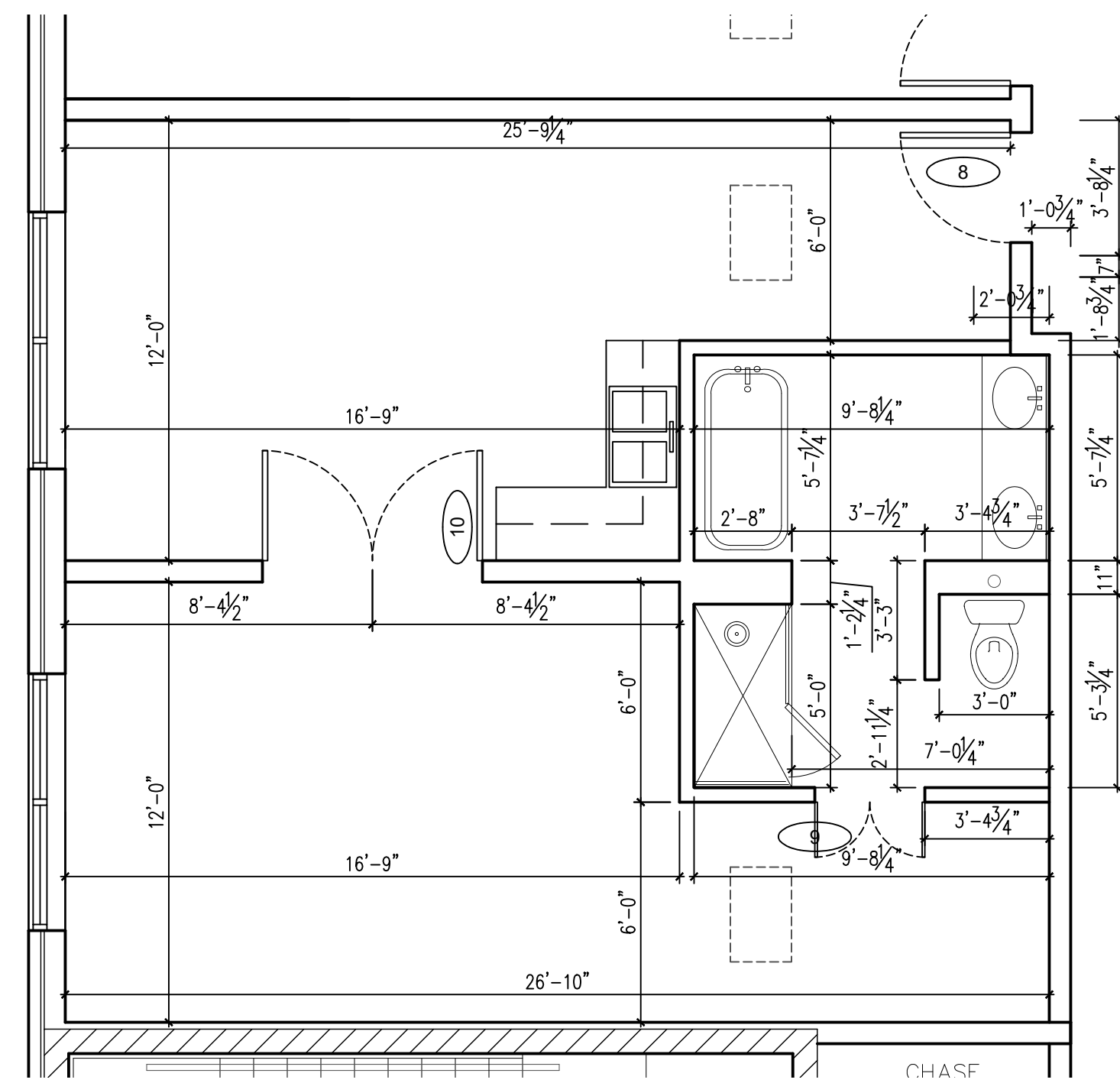
1 FIFTH FLOOR PLAN
1/8" = 1'-0"



2 SIXTH FLOOR PLAN
1/8" = 1'-0"

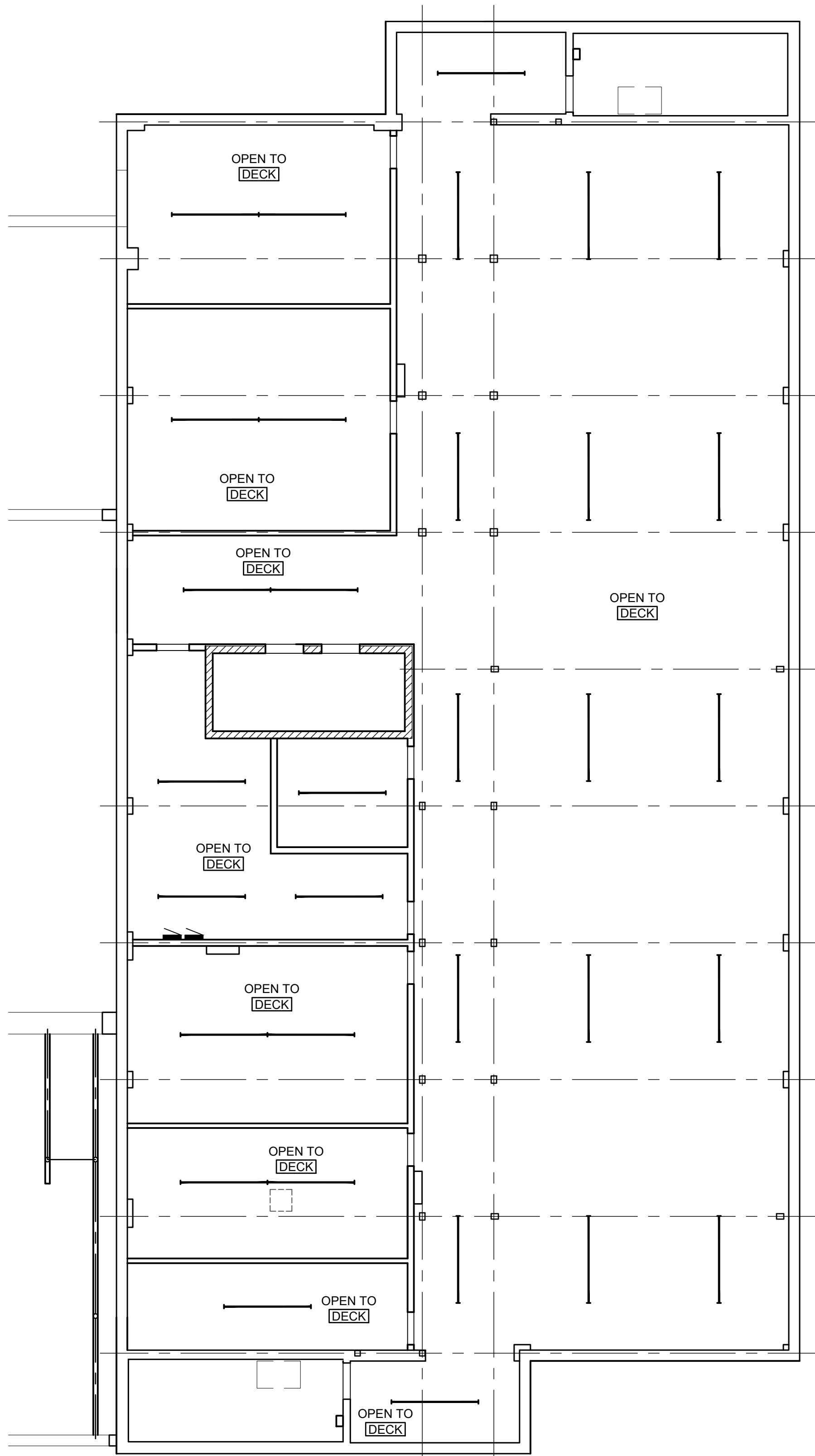


3 SUITE 503 FLOOR PLAN
1/4" = 1'-0"



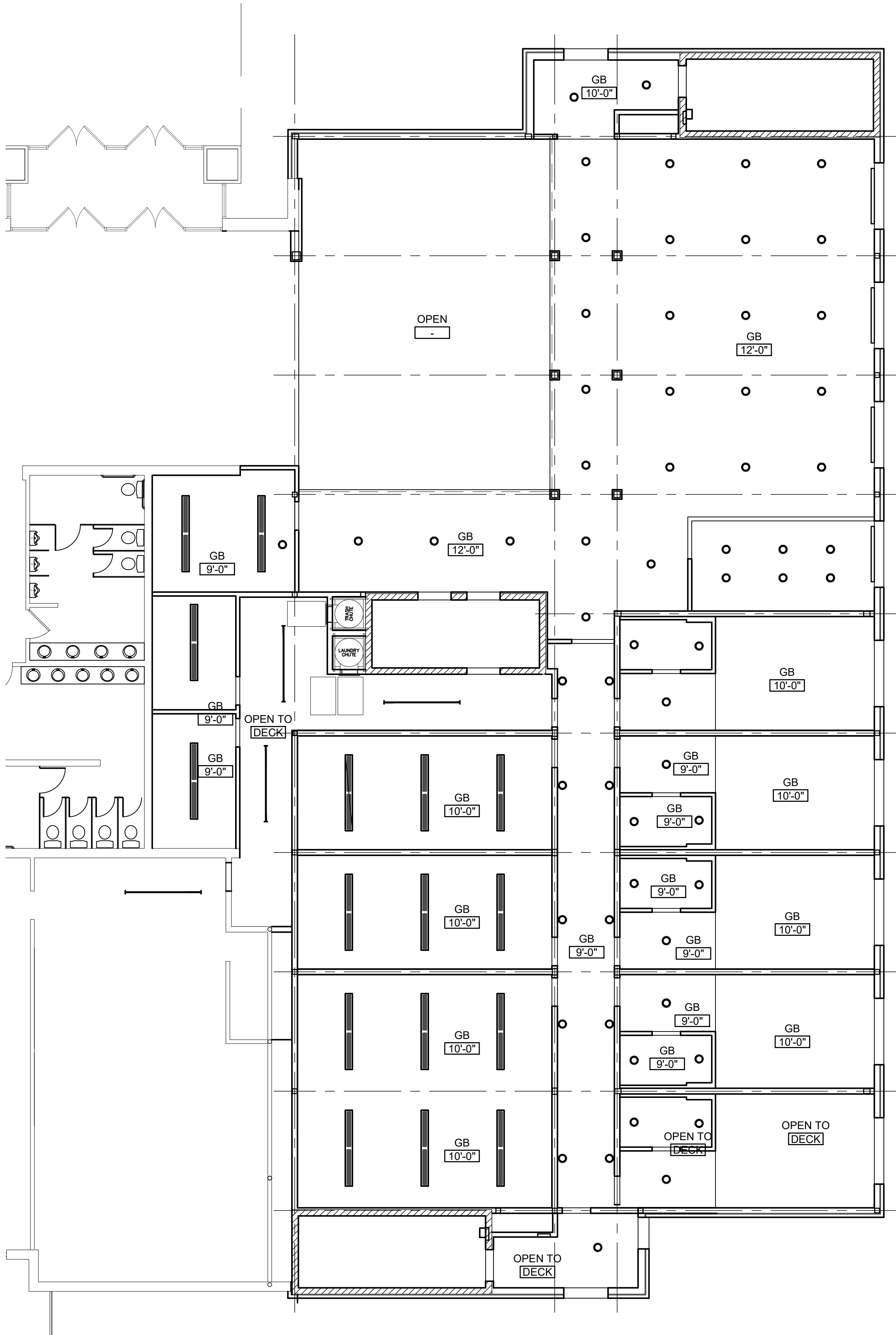
4 SUITE 512 FLOOR PLAN
1/4" = 1'-0"

No.	Revisions / Submissions	Date	No.	Revisions / Submissions	Date
1	REVISED PER FOUNDATION PERMIT REVIEW	10.17.18			
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	ISSUED FOR DEMO PERMIT / BIDDING	08/08/18	2	REVISED PER FOUNDATION PERMIT REVIEW #2	11.29.18



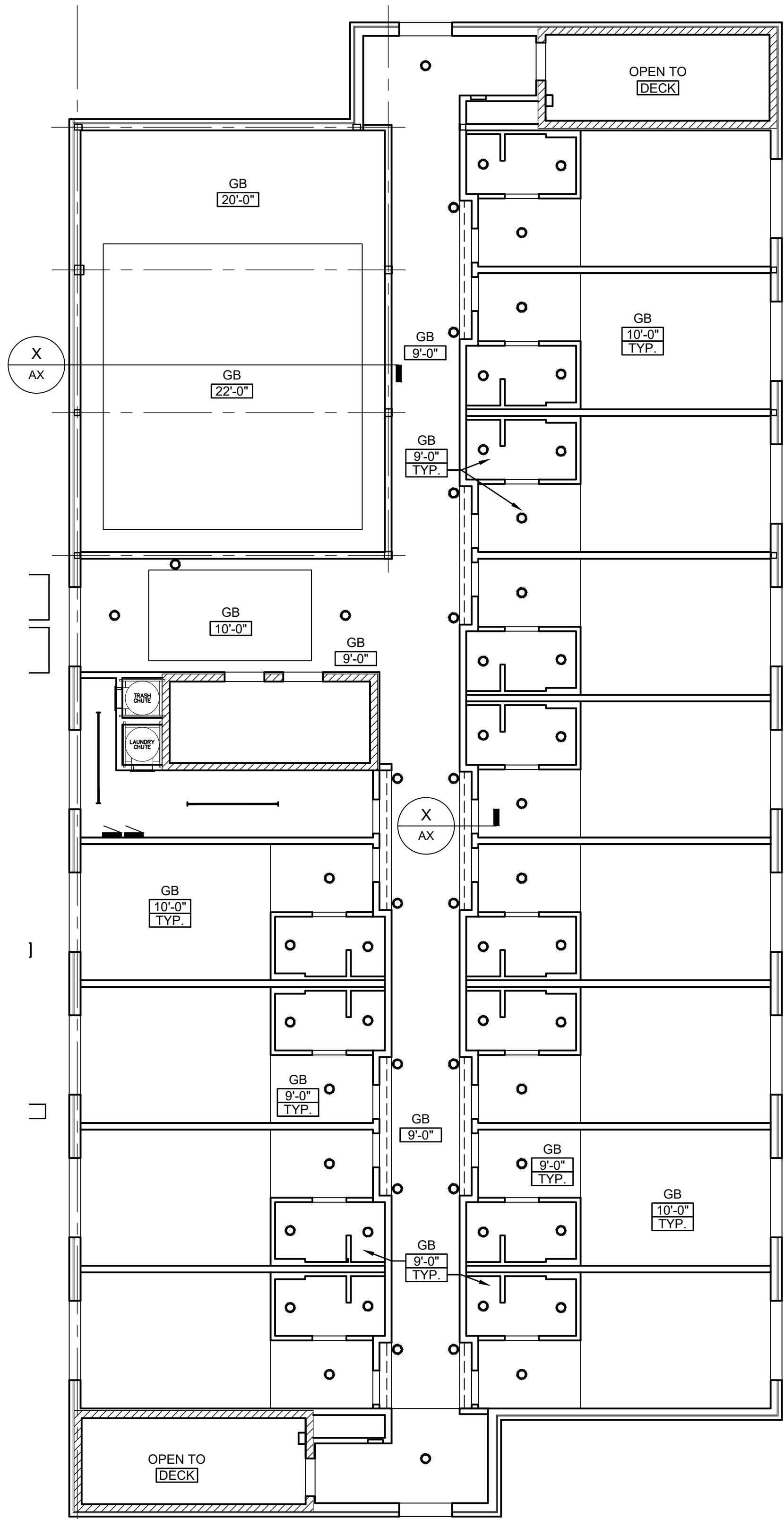
1 REFLECTED CEILING PLAN - SECOND FLOOR

1/4" = 1'-0"



2 REFLECTED CEILING PLAN - SECOND FLOOR

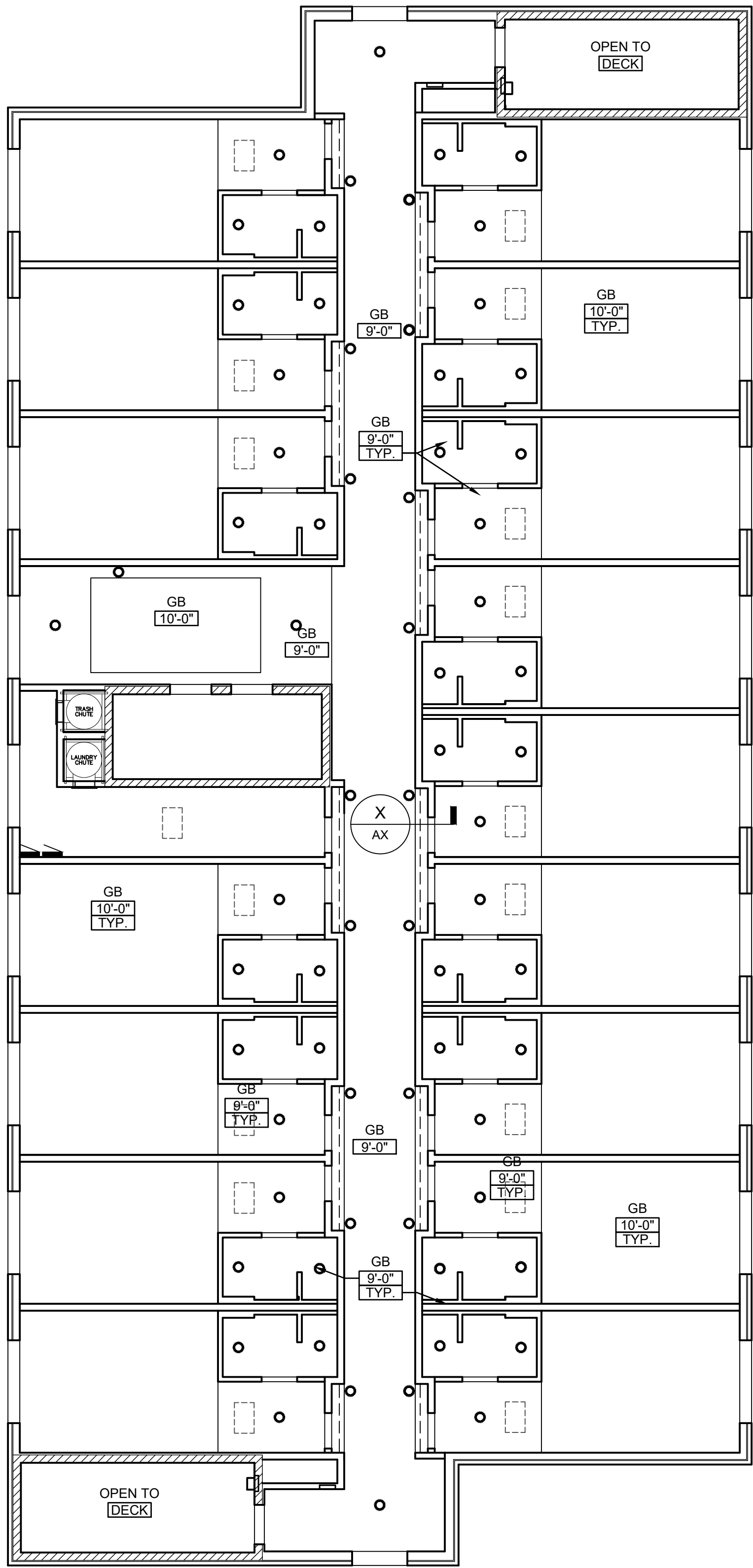
1/4" = 1'-0"



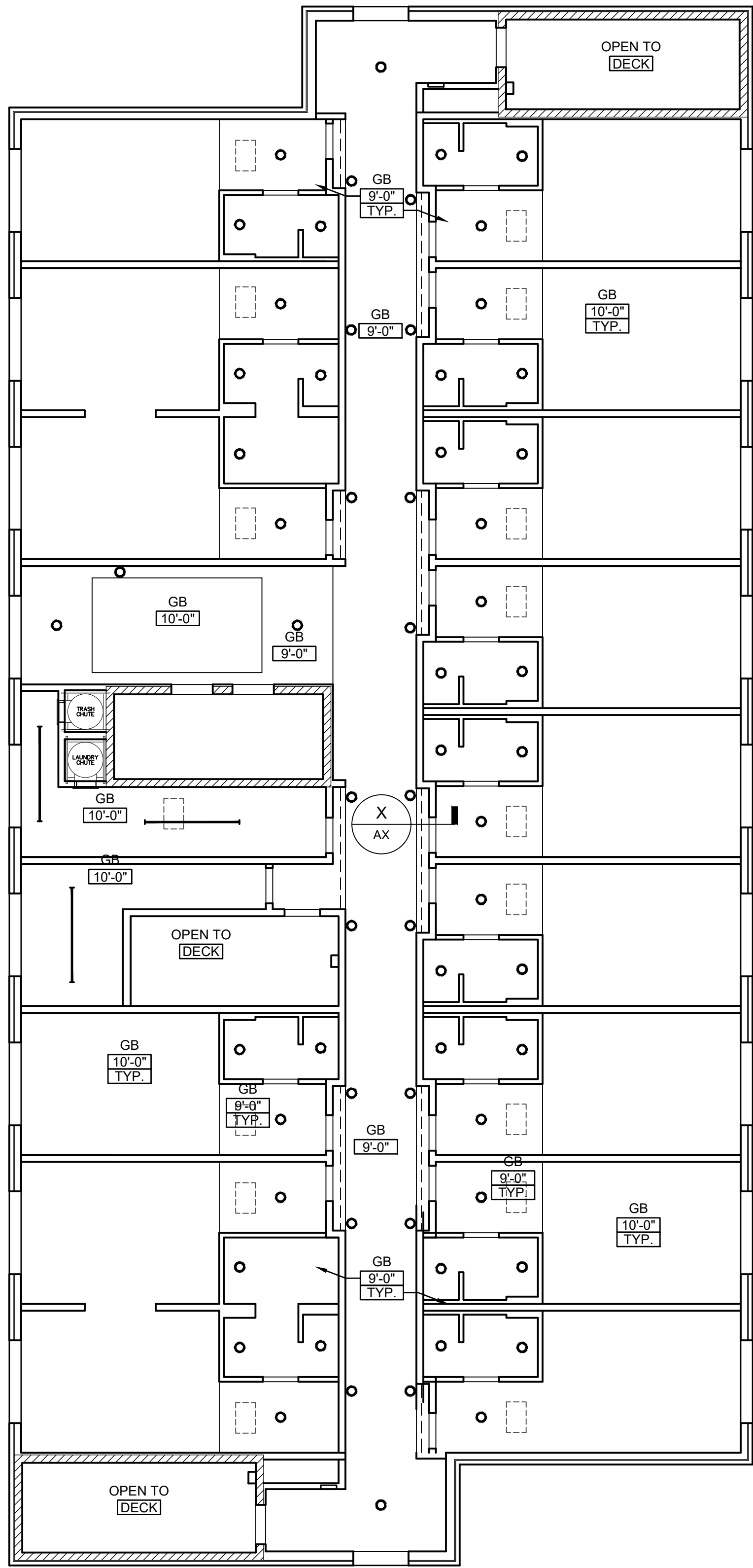
3 REFLECTED CEILING PLAN - THIRD FLOOR

1/8" = 1'-0"

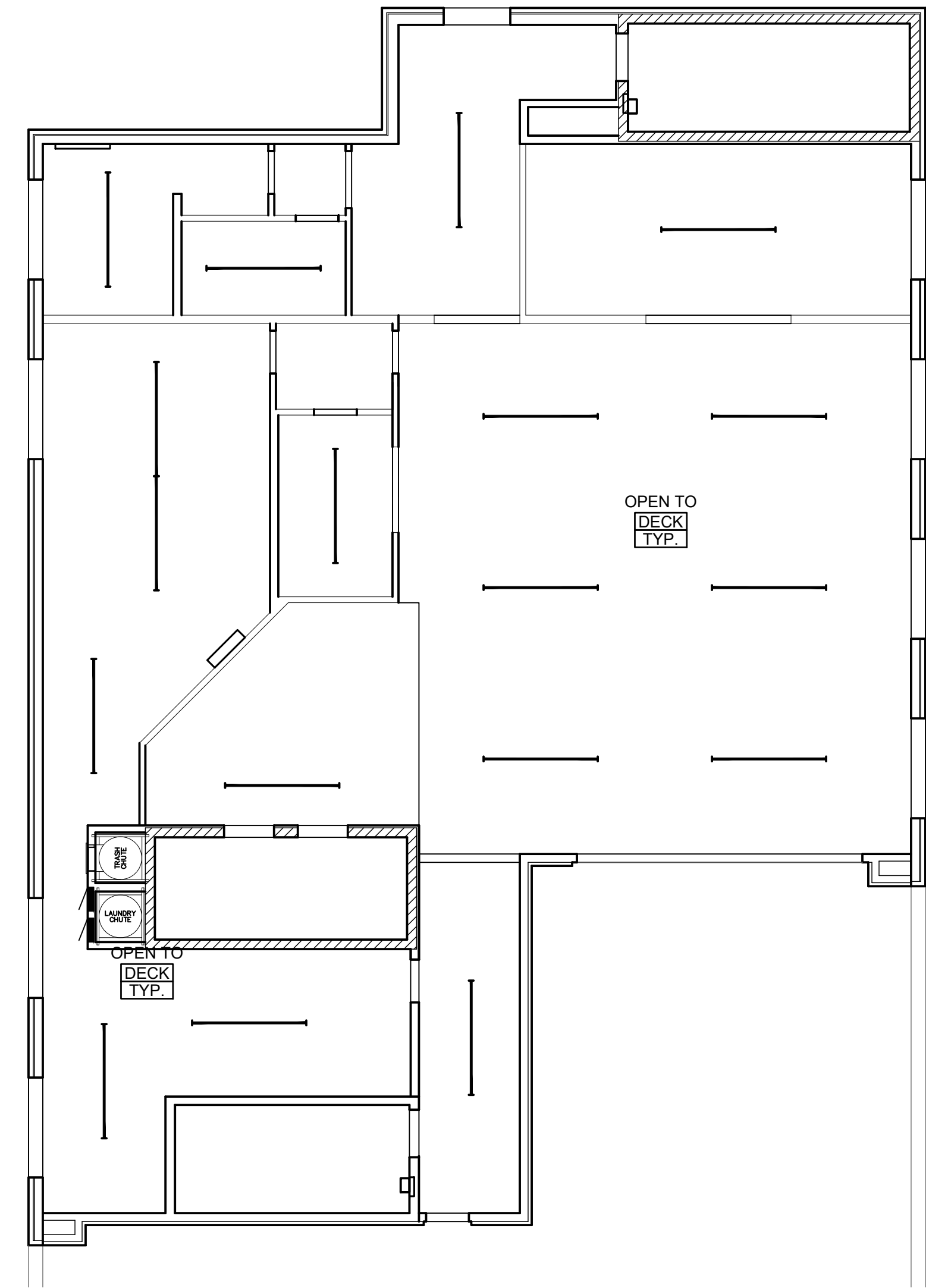
No.	Revisions / Submissions	Date	No.	Revisions / Submissions	Date
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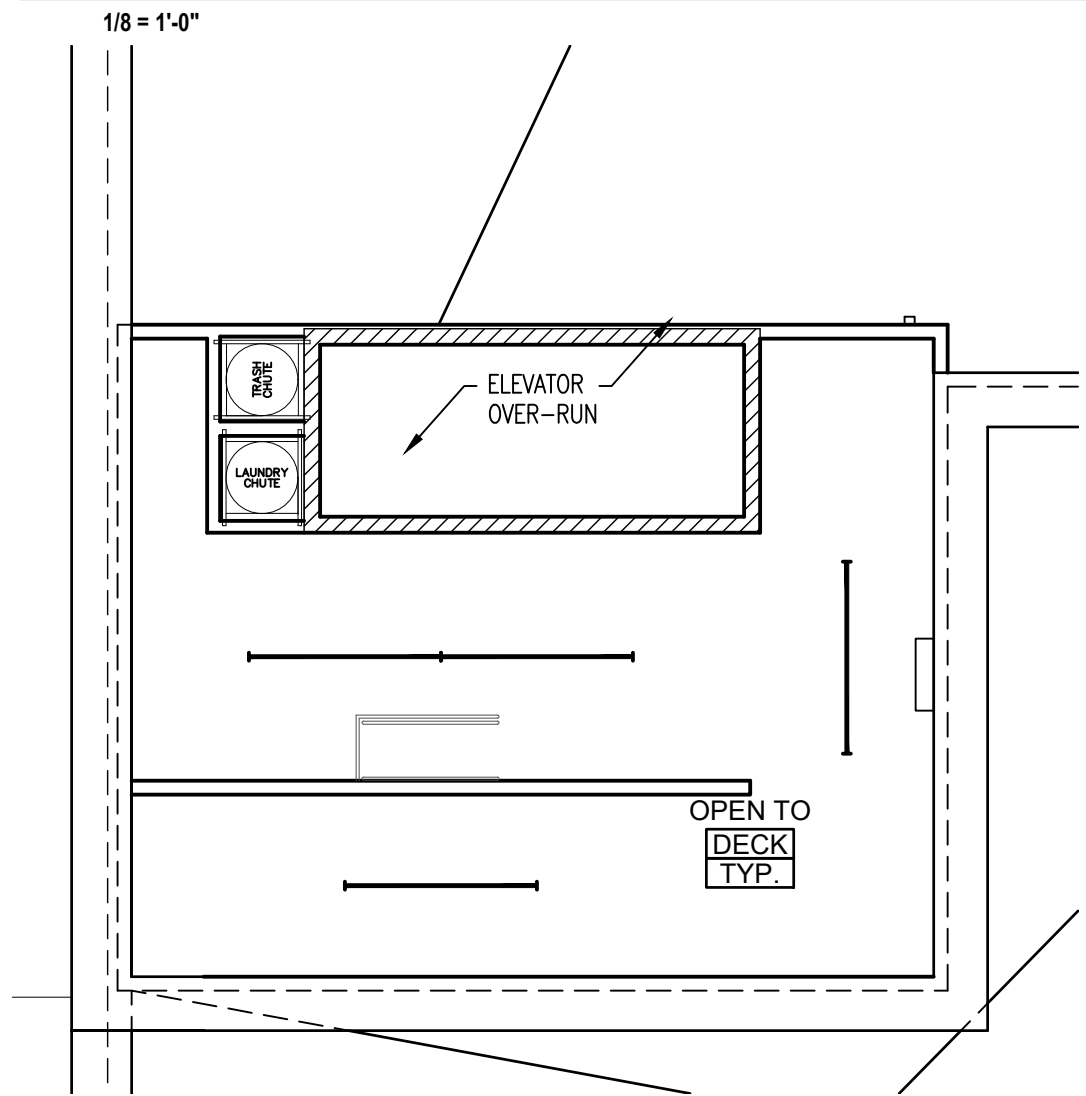
1 REFLECTED CEILING PLAN - FOURTH FLOOR
1/8" = 1'-0"



2 REFLECTED CEILING PLAN - FIFTH FLOOR
1/8" = 1'-0"

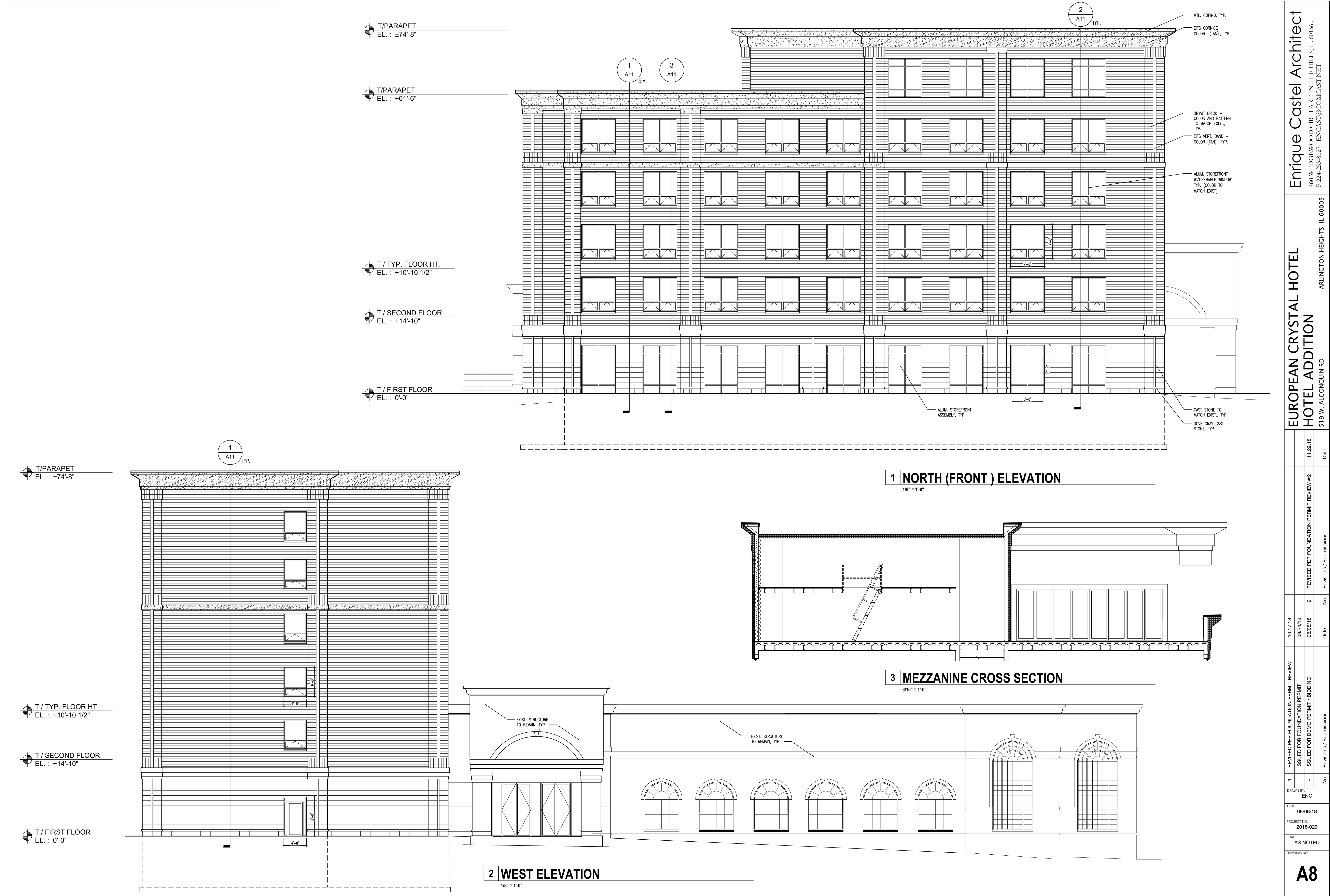


3 REFLECTED CEILING PLAN - SIXTH FLOOR



4 REFLECTED CEILING PLAN - MEZZANINE
1/8" = 1'-0"

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1	REVISED PER FOUNDATION PERMIT REVIEW ISSUED FOR FOUNDATION PERMIT	10.17.18		
	ISSUED FOR DEMO PERMIT / BIDDING	09/24/18	2	REVISED PER FOUNDATION PERMIT REVIEW #2
		08/08/18		



DRAWING NO:		A8	
SCALE:		AS NOTED	
PROJECT NO:		2018-029	
DATE:		08/08/18	
DRAWN BY:		ENC	
1	REVISED PER FOUNDATION PERMIT REVIEW	10.17.18	
	ISSUED FOR FOUNDATION PERMIT	09/24/18	
-	ISSUED FOR DEMO PERMIT / BIDDING	08/08/18	2
No.	Revisions / Submissions	Date	No.
	Revisions / Submissions	Date	

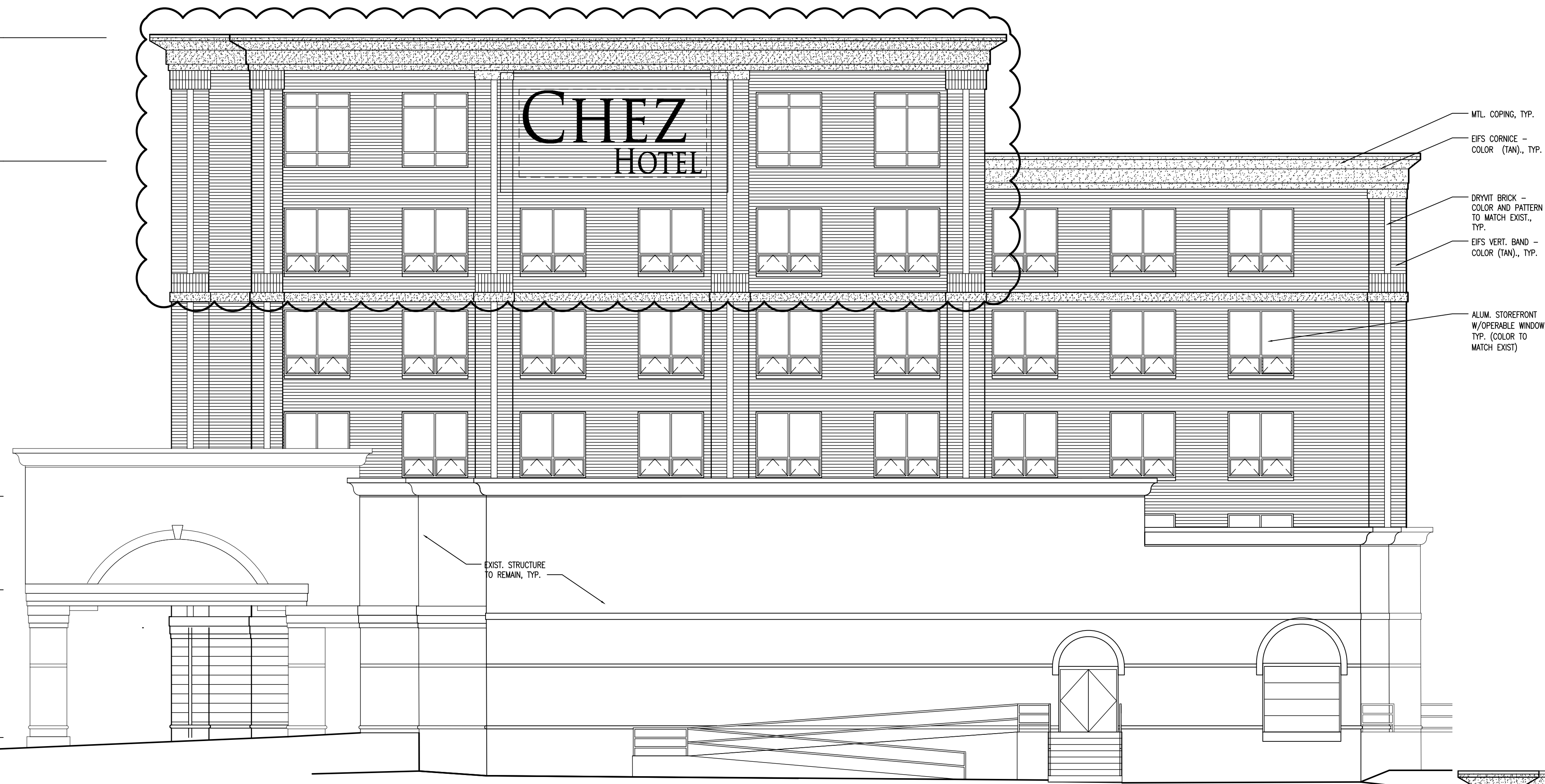
T/ PARAPET
EL. : ±74'-8"

T/ PARAPET
EL. : +61'-6"

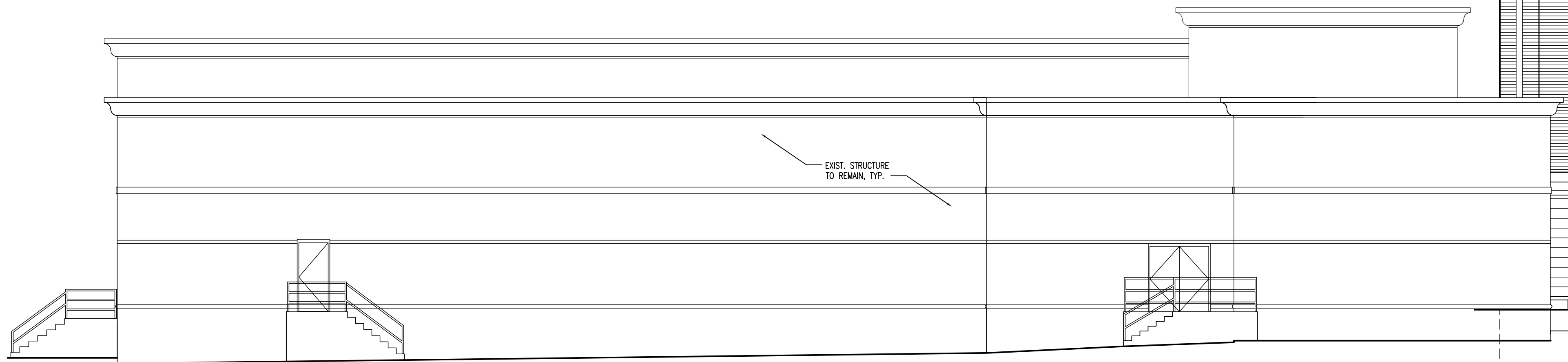
T / TYP. FLOOR HT.
EL. : +10'-10 1/2"

T / SECOND FLOOR
EL. : +14'-10"

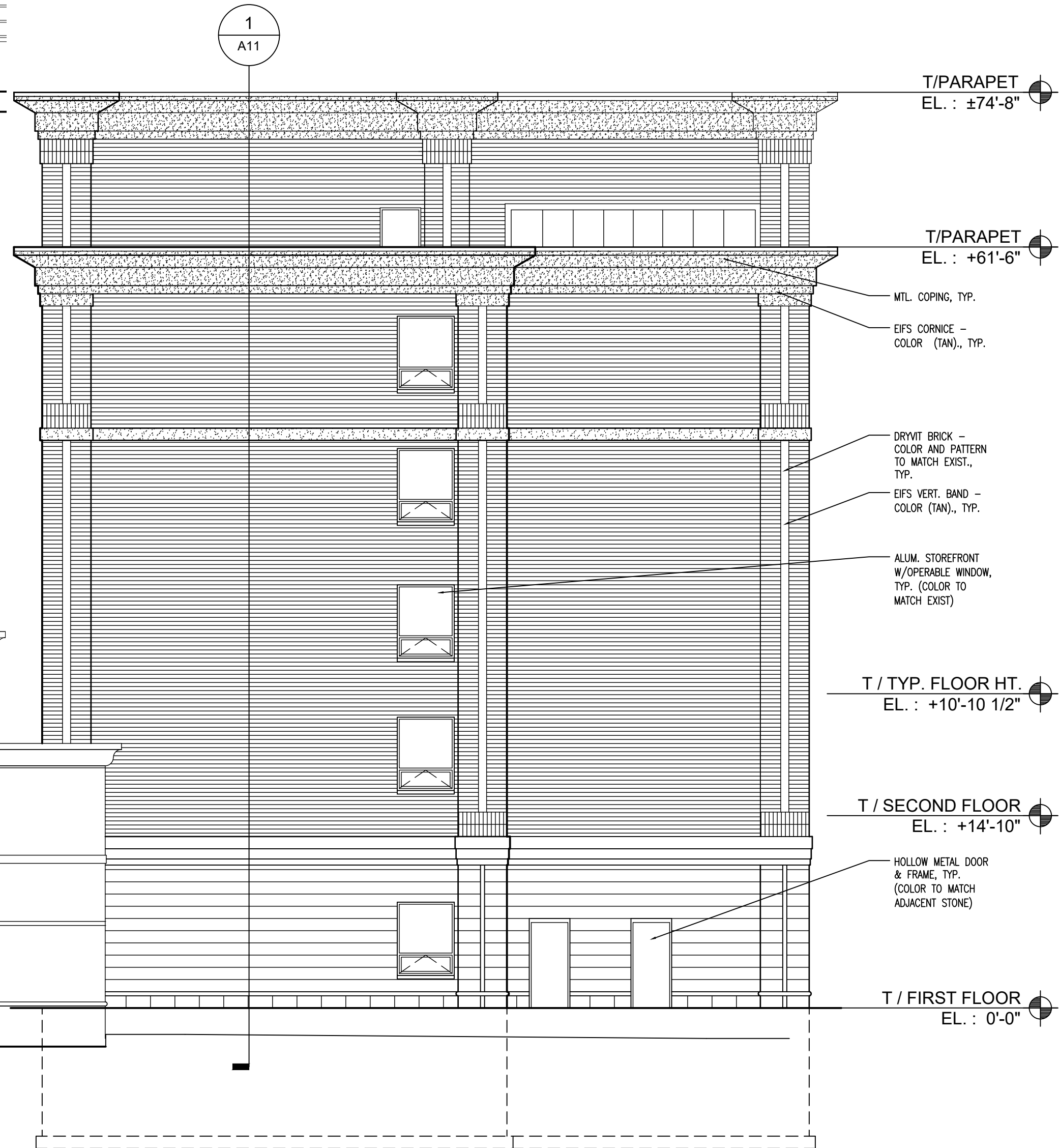
T / FIRST FLOOR
EL. : 0'-0"



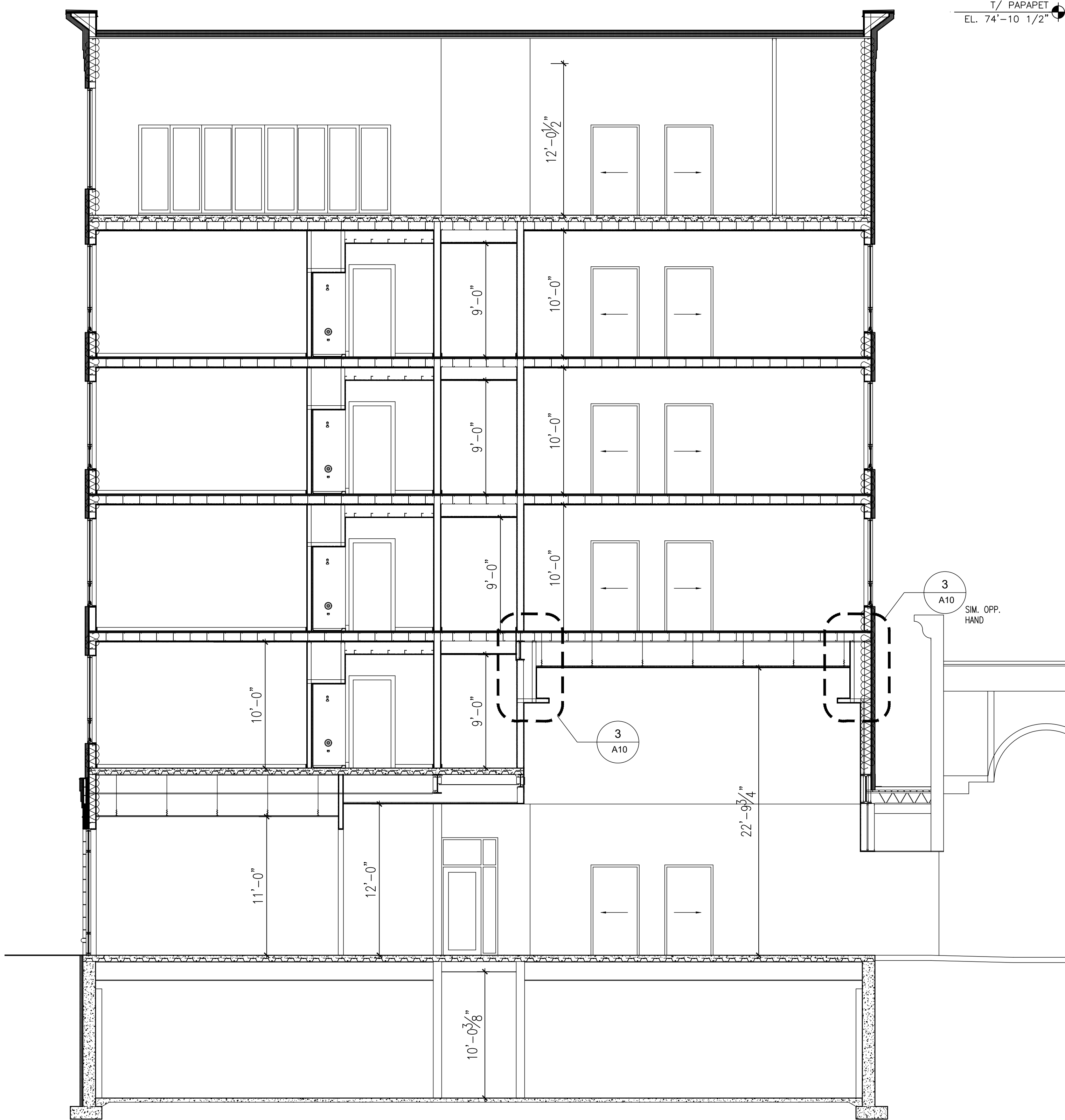
1 SOUTH (REAR) ELEVATION
1/8" = 1'-0"



2 EAST ELEVATION
1/8" = 1'-0"

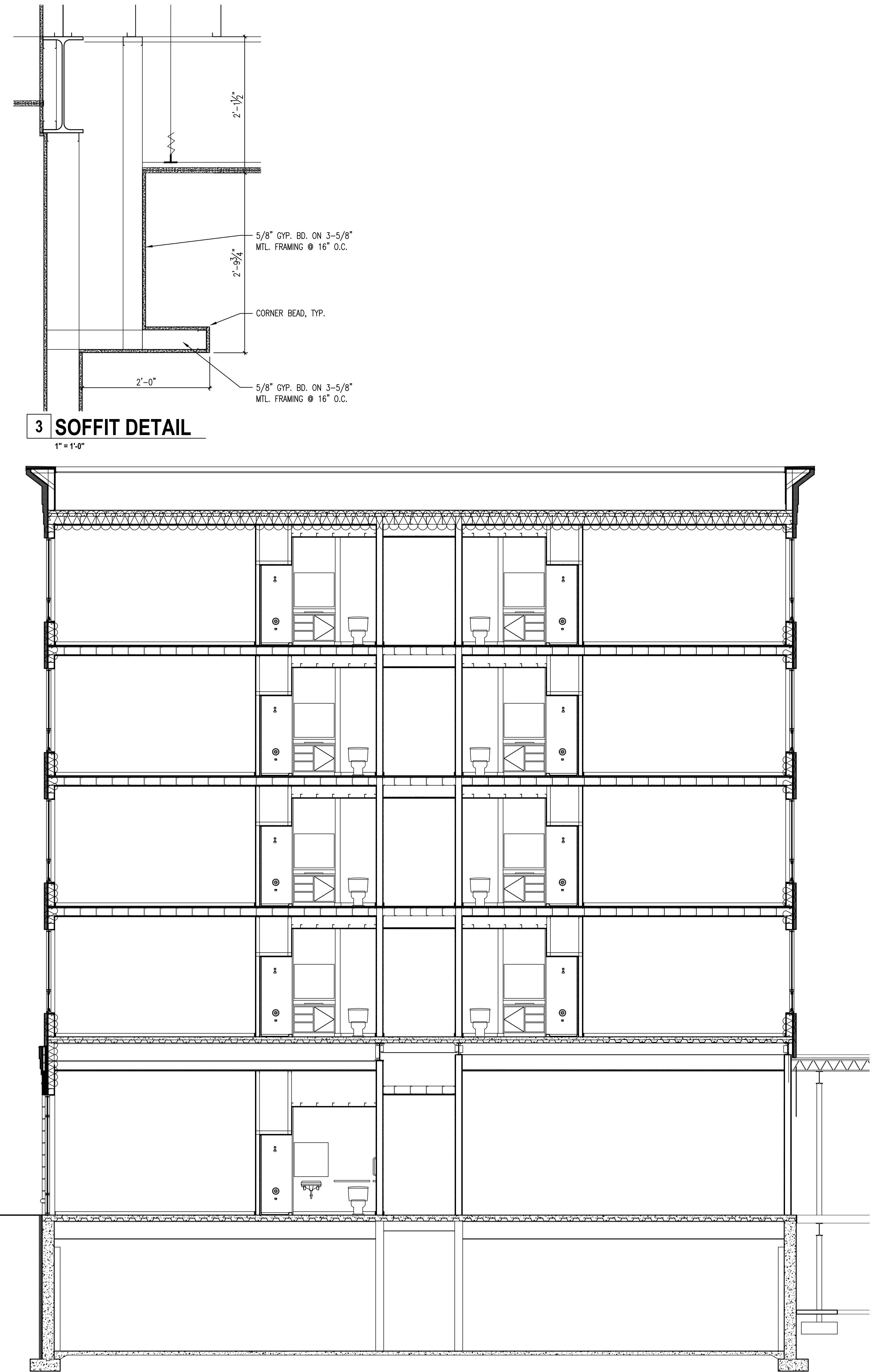


Revisions / Submissions		Revisions / Submissions	
No.	Date	No.	Date
1	10.17.18	2	11.29.18
REVISED PER FOUNDATION PERMIT REVIEW		REVISED PER FOUNDATION PERMIT REVIEW #2	
ISSUED FOR FOUNDATION PERMIT		ISSUED FOR DEMO PERMIT / BIDDING	
DRAWN BY: ENC		DATE: 08/08/18	
PROJECT NO: 2018-029		SCALE: AS NOTED	
DRAWING NO:		A9	



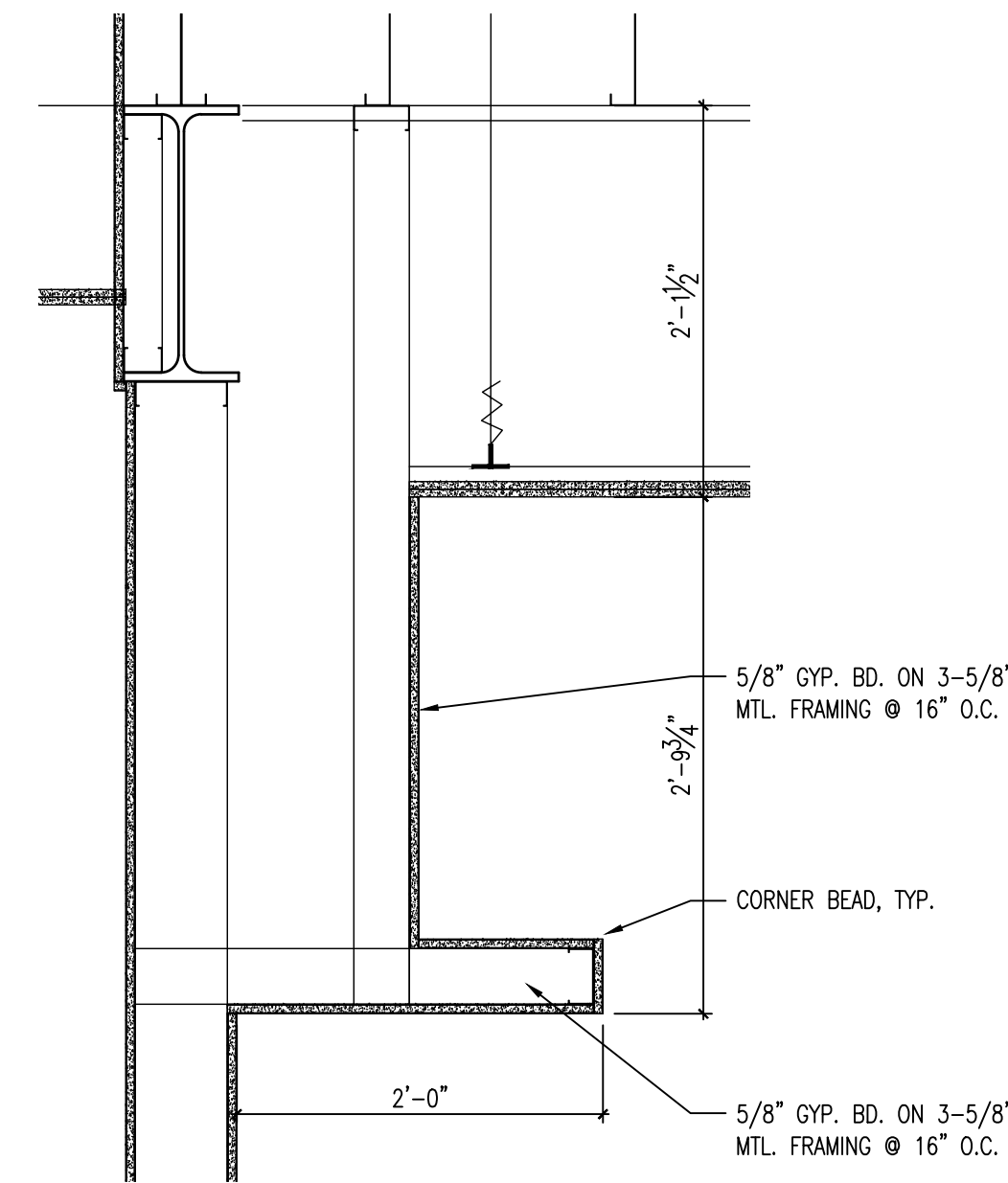
1 BUILDING CROSS SECTION AT 6 STORY PORTION
3/16" = 1'-0"

- ◆ T/ PARAPET
EL. 62'-3 1/4"
- ◆ T/ 6TH FL
EL. 58'-8 3/4"
- ◆ T/ 5TH FL
EL. 47'-5 3/4"
- ◆ T/ 4TH FL
EL. 36'-7 1/4"
- ◆ T/ 3RD FL
EL. 25'-8 3/4"
- ◆ T/ 2ND FL
EL. 14'-10 1/4"
- ◆ T/ STOREFRONT
EL. 10'-0"
- ◆ FIN. FLOOR
EL. 0'-0"



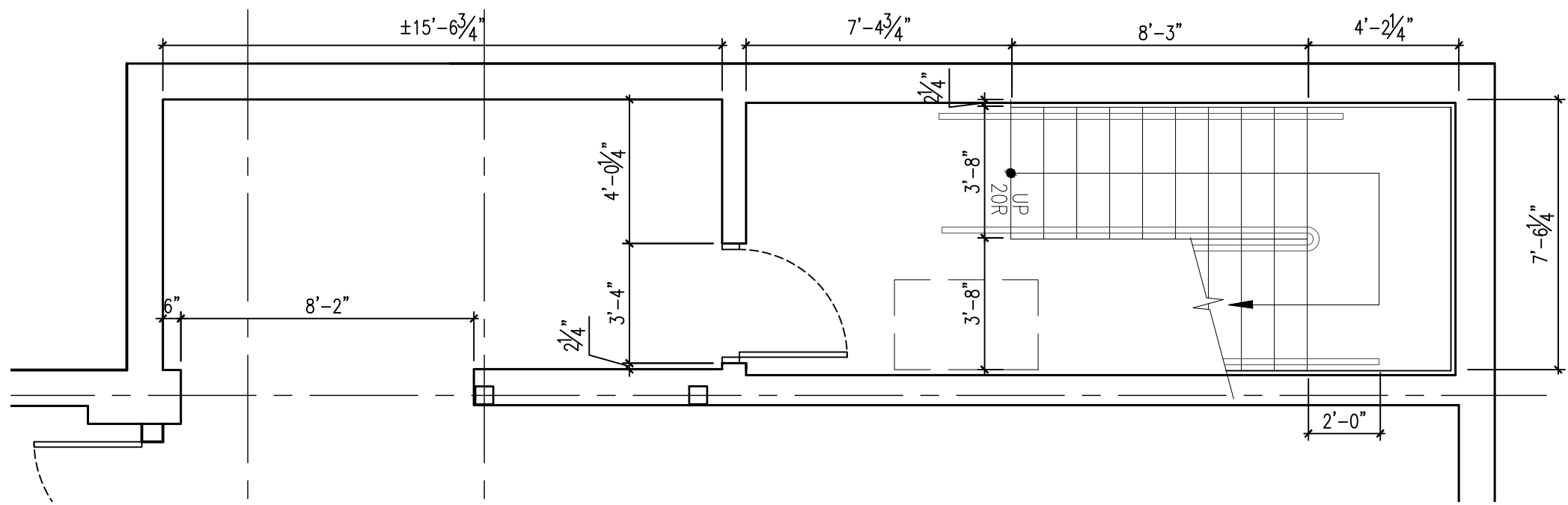
2 BUILDING CROSS SECTION AT 5 STORY PORTION
3/16" = 1'-0"

3 SOFFIT DETAIL
1" = 1'-0"



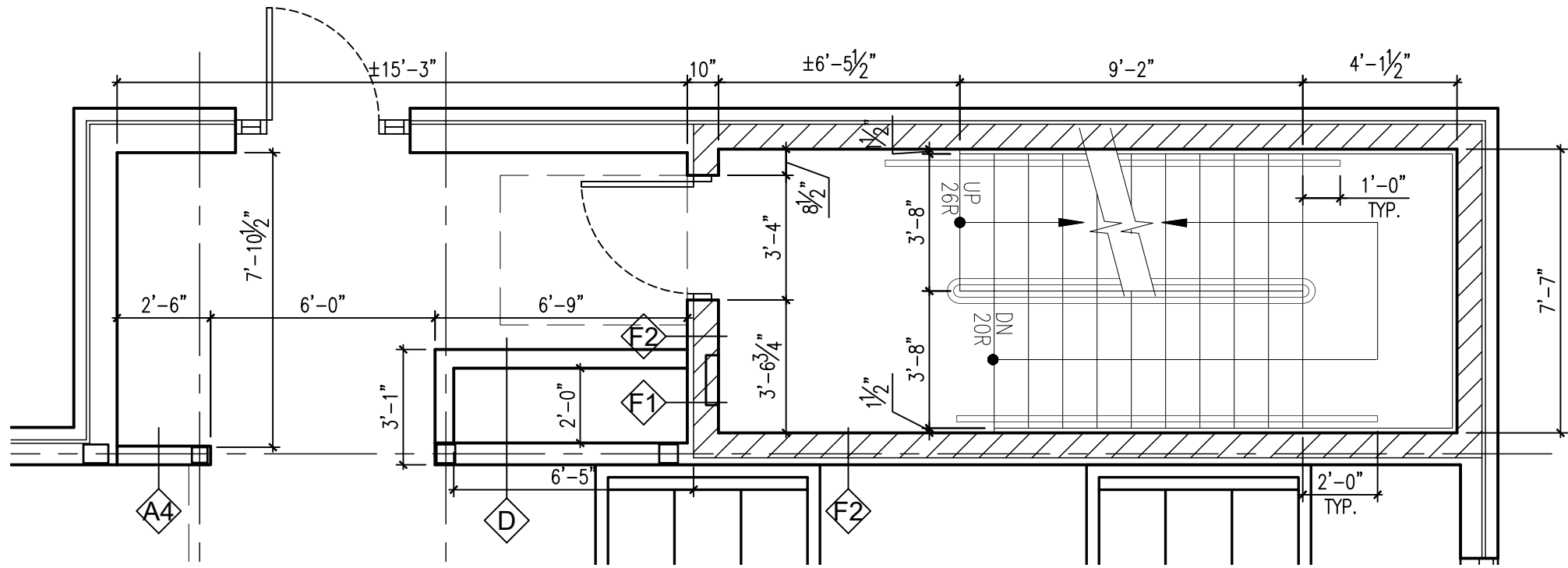
No.	Revisions / Submissions	Date	No.	Revisions / Submissions	Date
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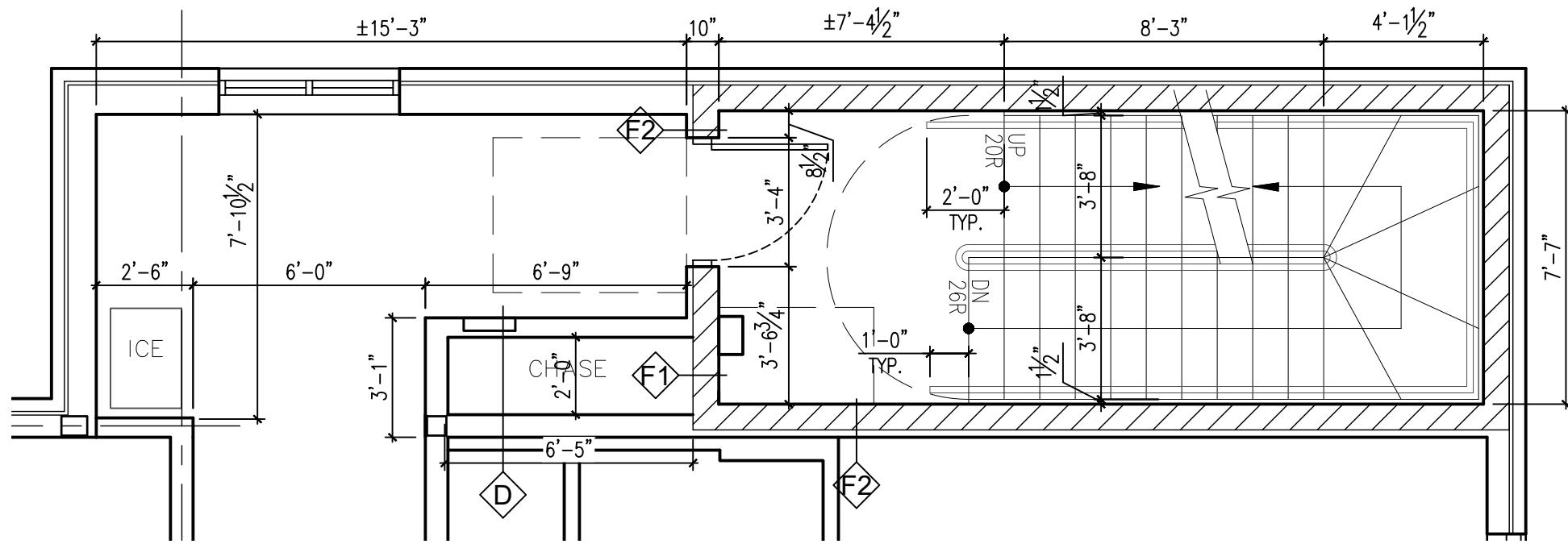
1 BASEMENT - WEST STAIR PLAN

1/4" = 1'-0"



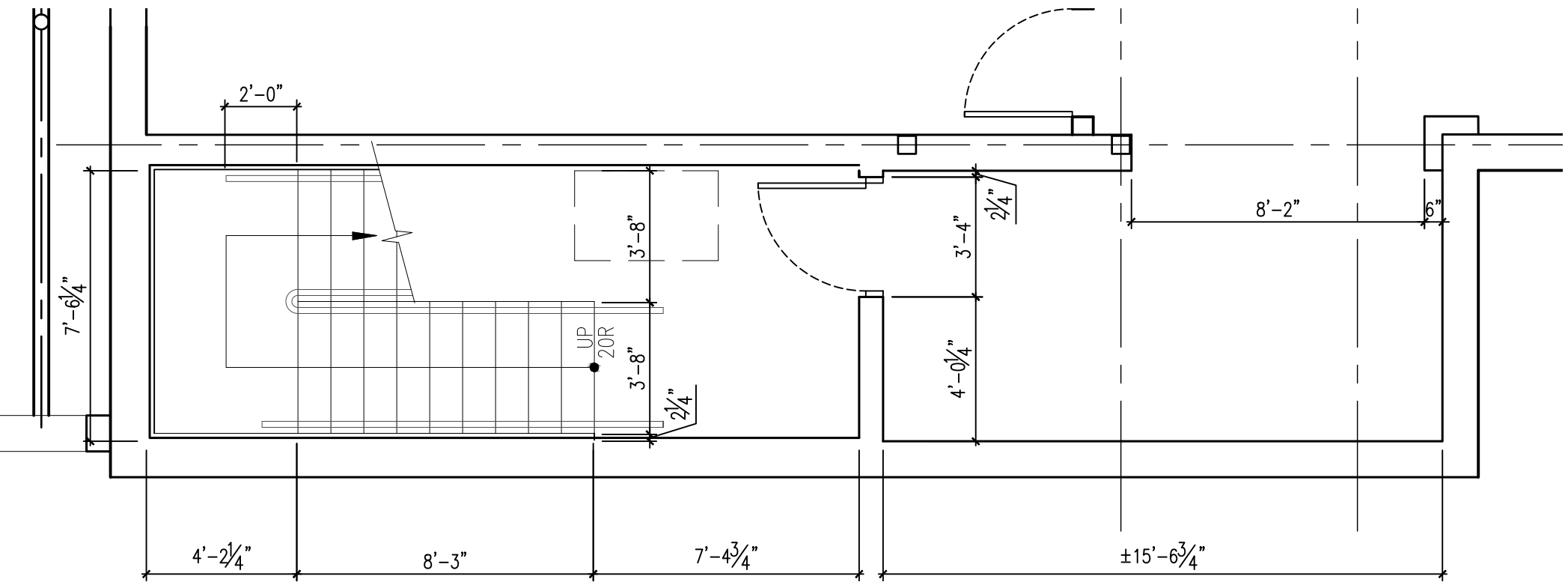
2 1ST FLOOR - WEST STAIR PLAN

1/4" = 1'-0"



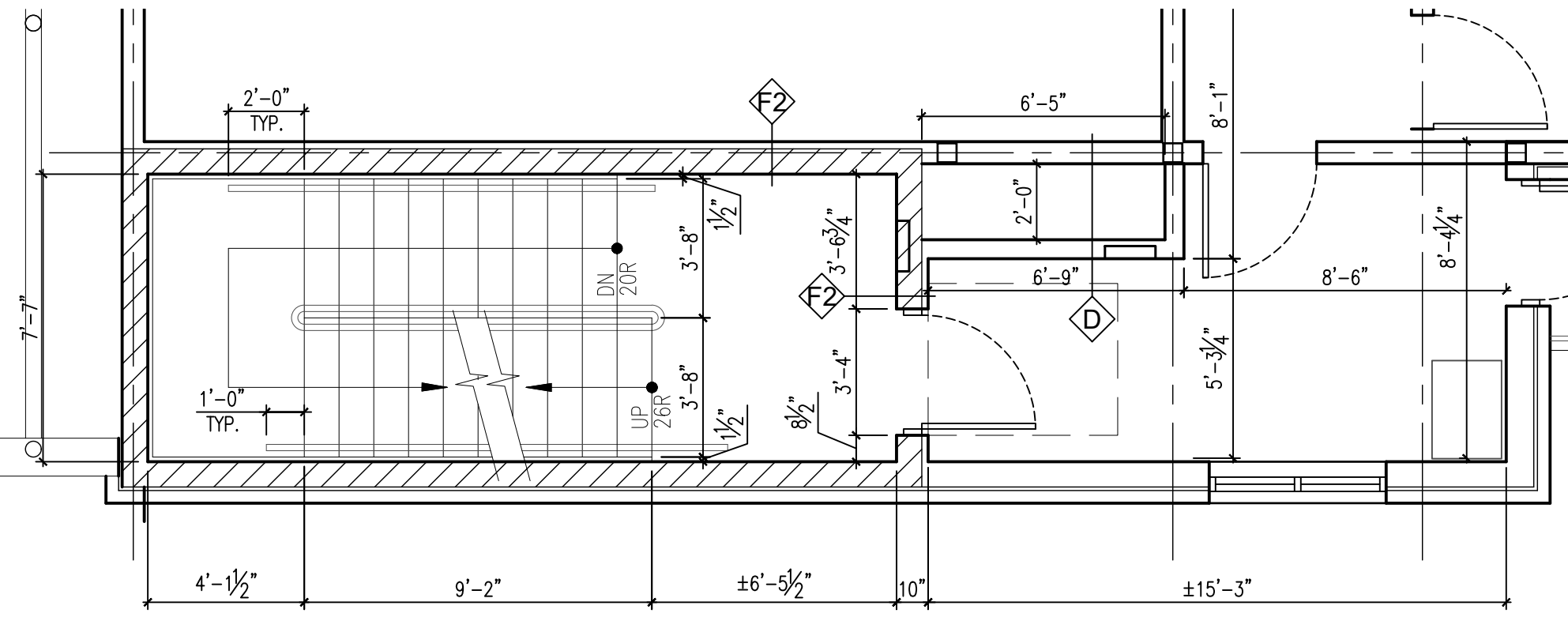
2 2ND FLOOR - WEST STAIR PLAN

1/4" = 1'-0"



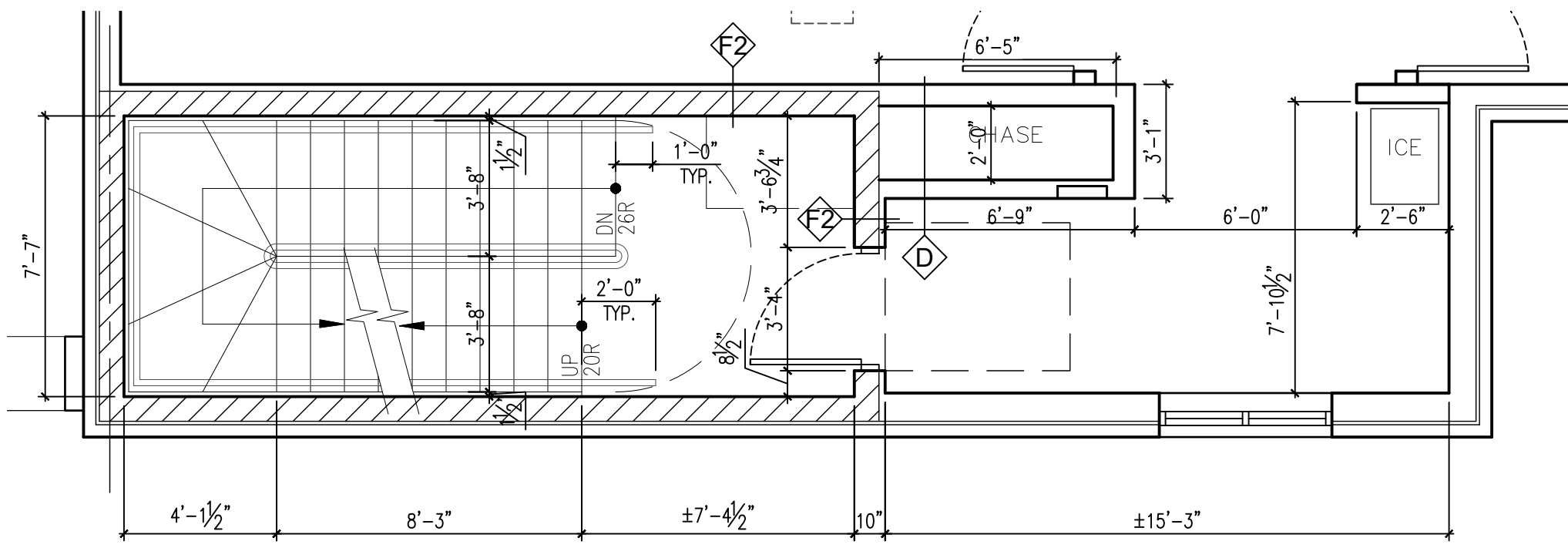
4 BASEMENT - EAST STAIR PLAN

1/4" = 1'-0"



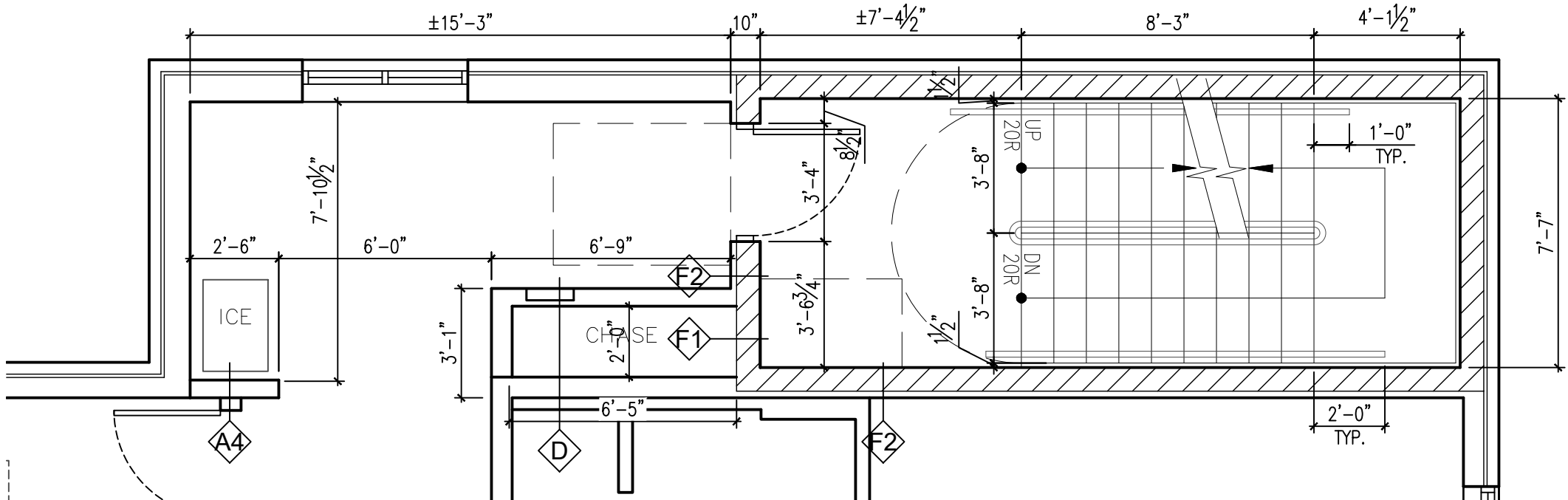
5 1ST FLOOR - EAST STAIR PLAN

1/4" = 1'-0"



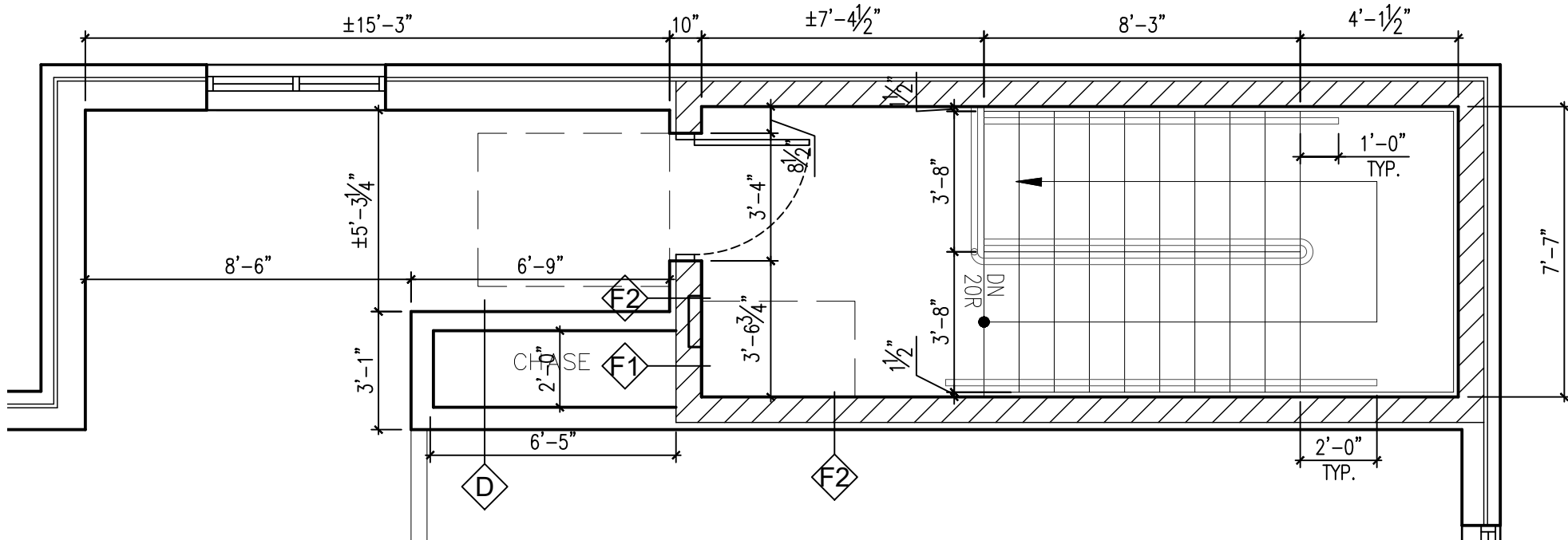
6 2ND FLOOR - EAST STAIR PLAN

1/4" = 1'-0"



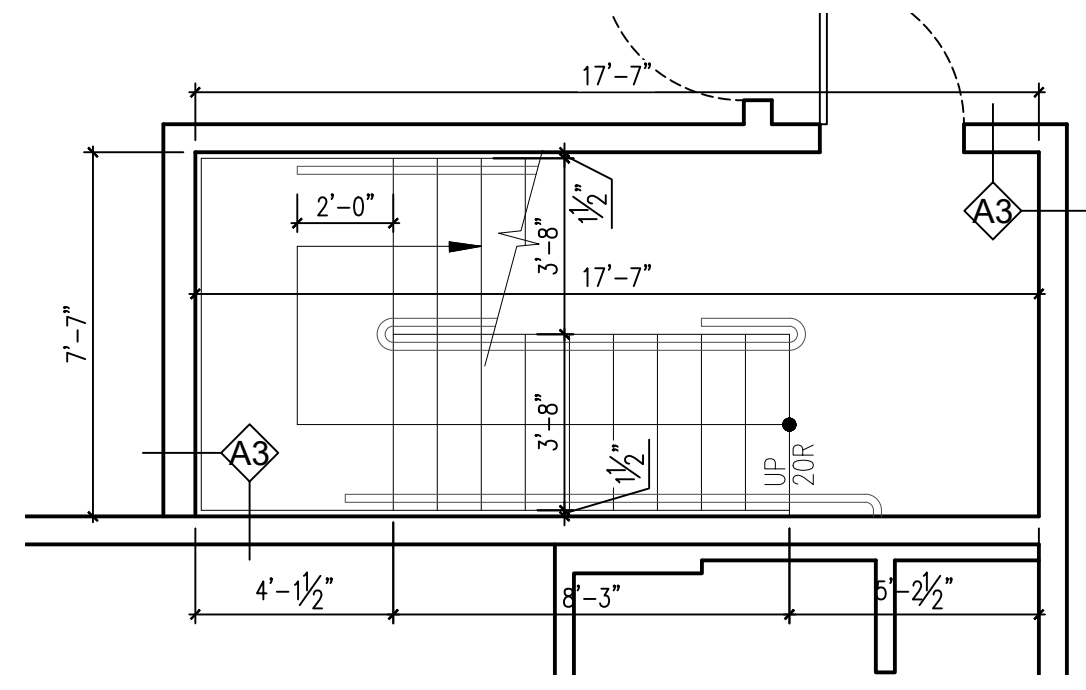
7 TYPICAL WEST STAIR PLAN

1/4" = 1'-0"



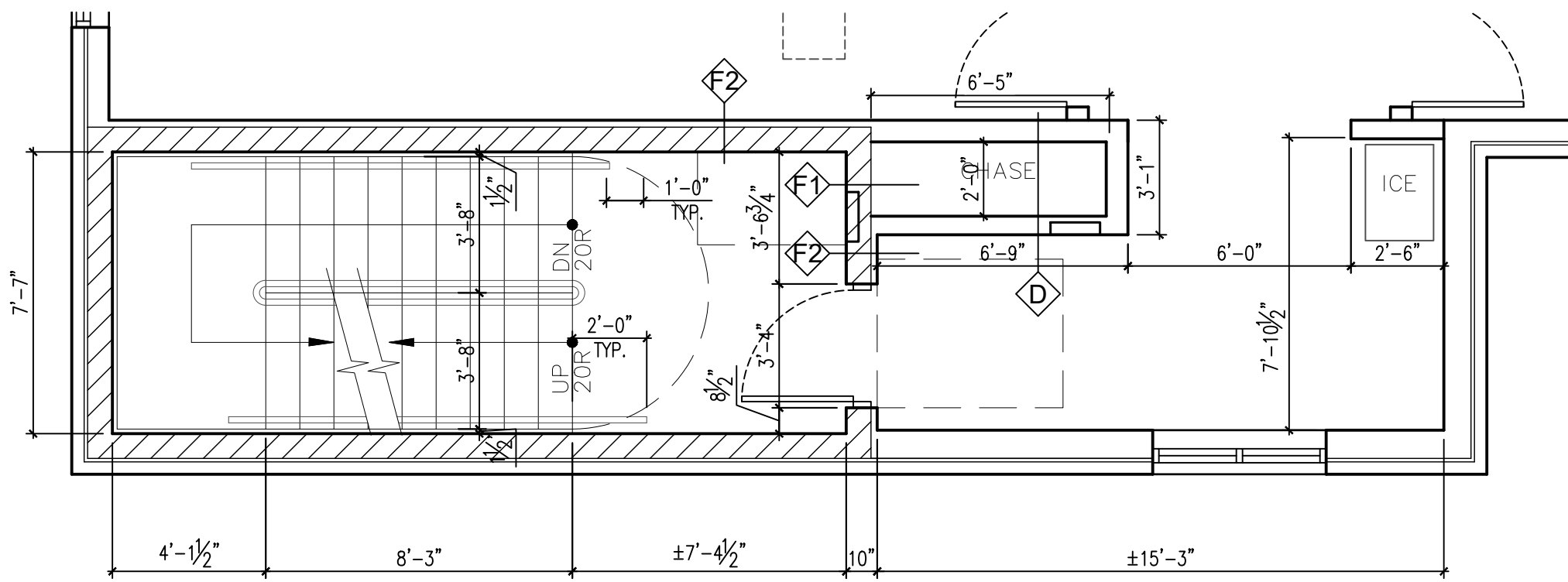
8 6TH FLOOR - WEST STAIR PLAN

1/4" = 1'-0"



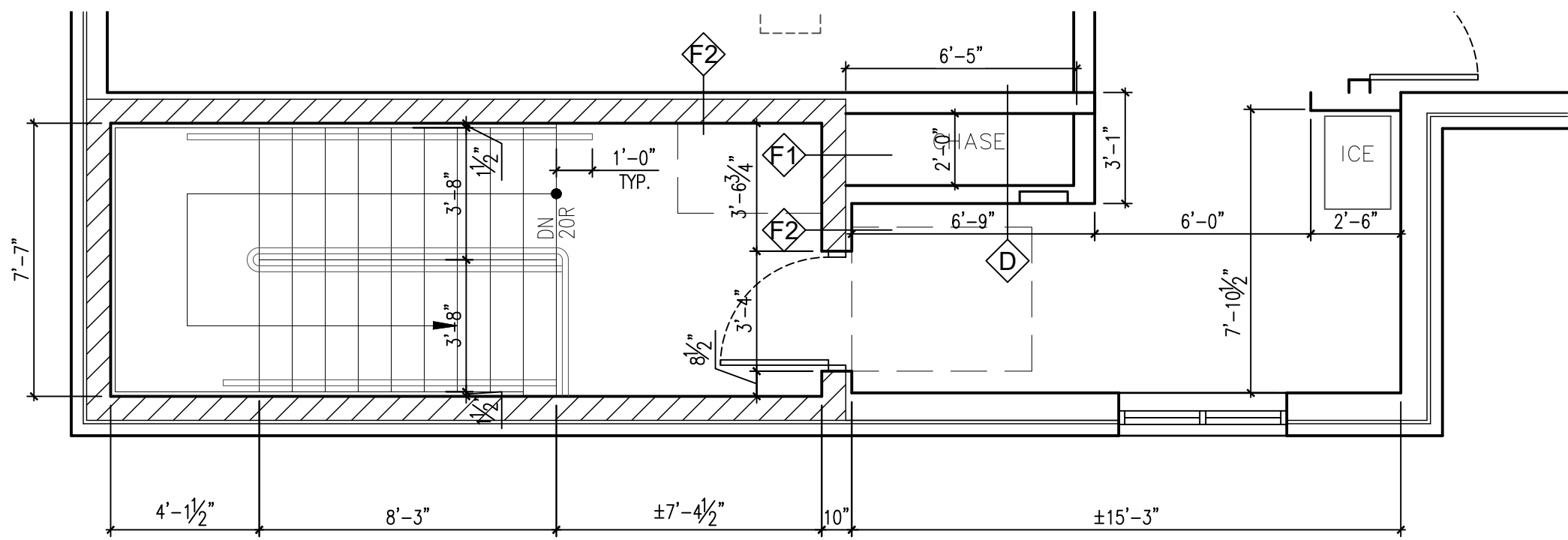
9 5TH FLOOR - CENTRAL STAIR PLAN

1/4" = 1'-0"



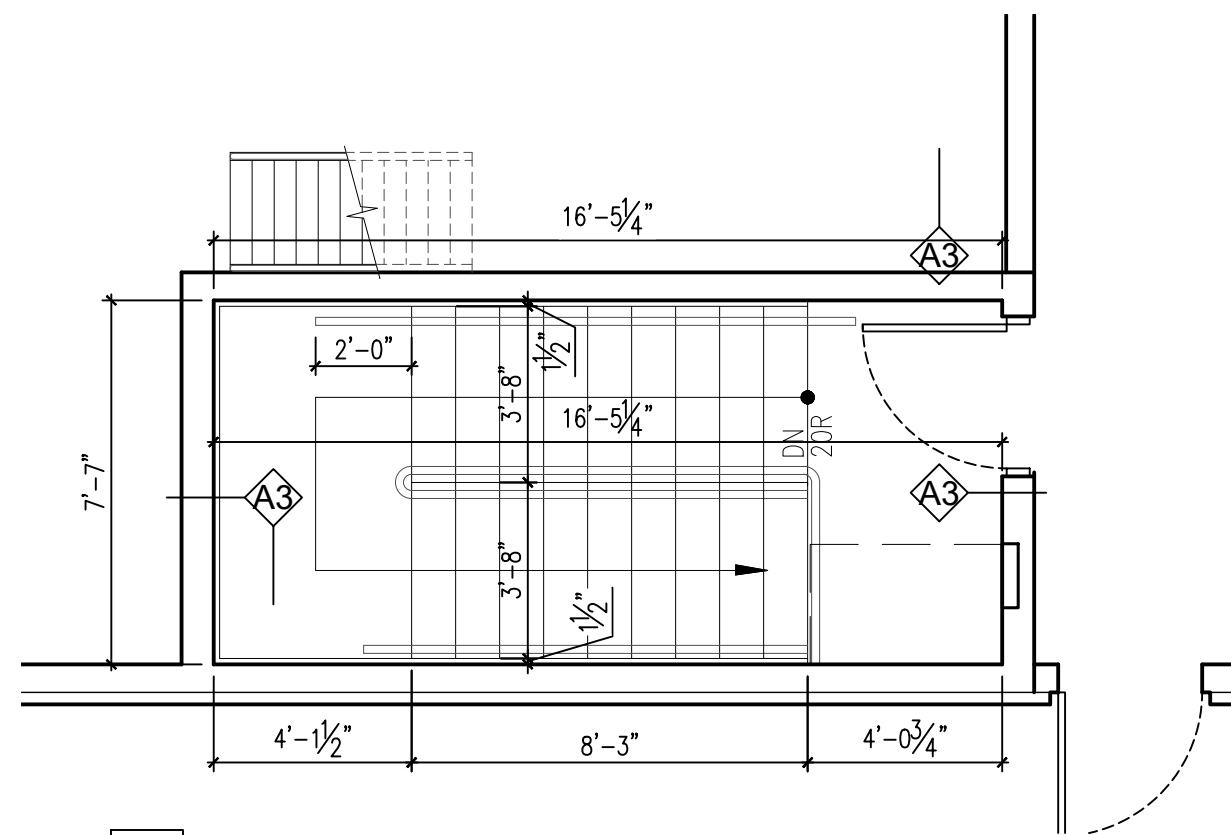
10 TYPICAL EAST STAIR PLAN

1/4" = 1'-0"



11 5TH FLOOR - EAST STAIR PLAN

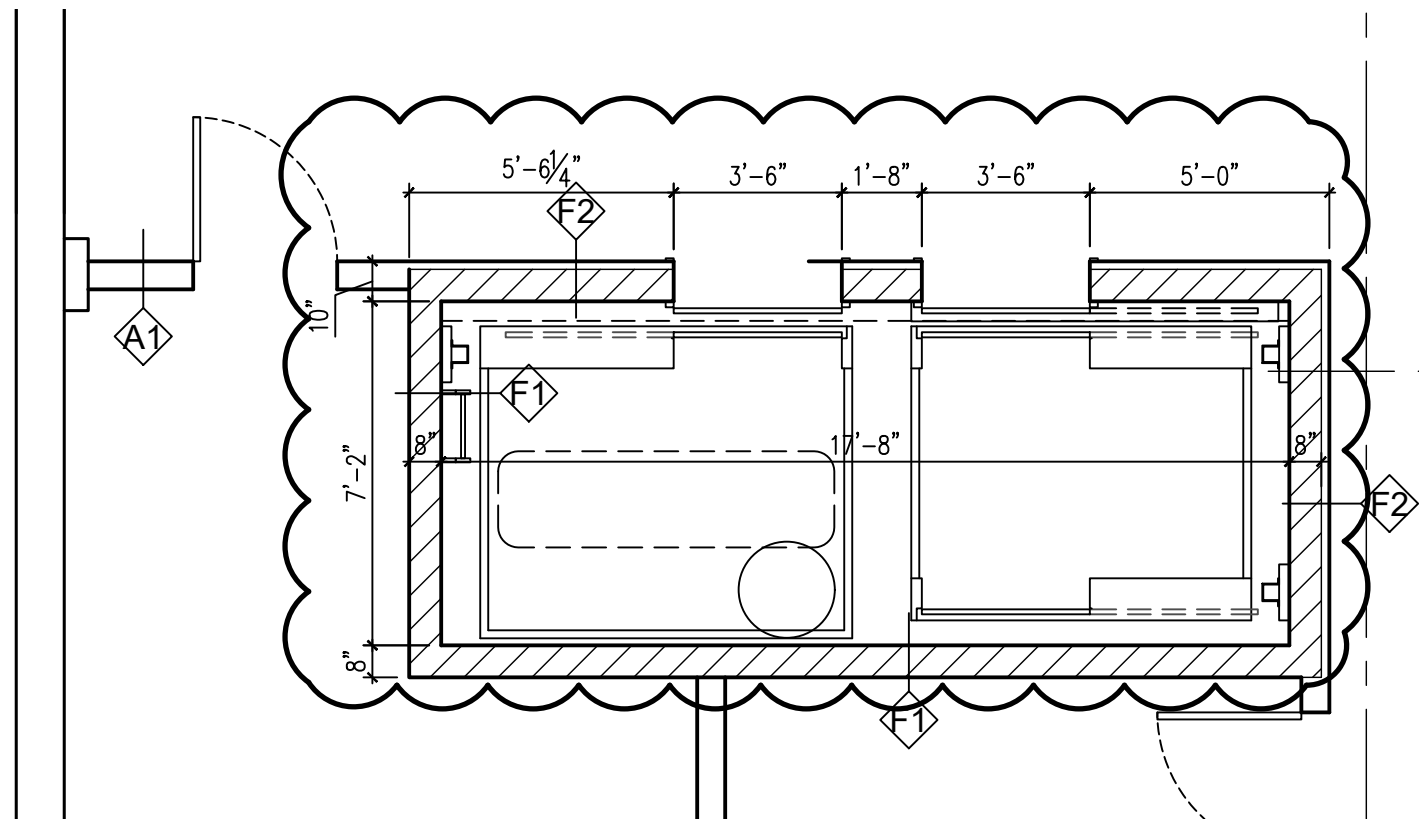
1/4" = 1'-0"



12 6TH FLOOR - CENTRAL STAIR PLAN

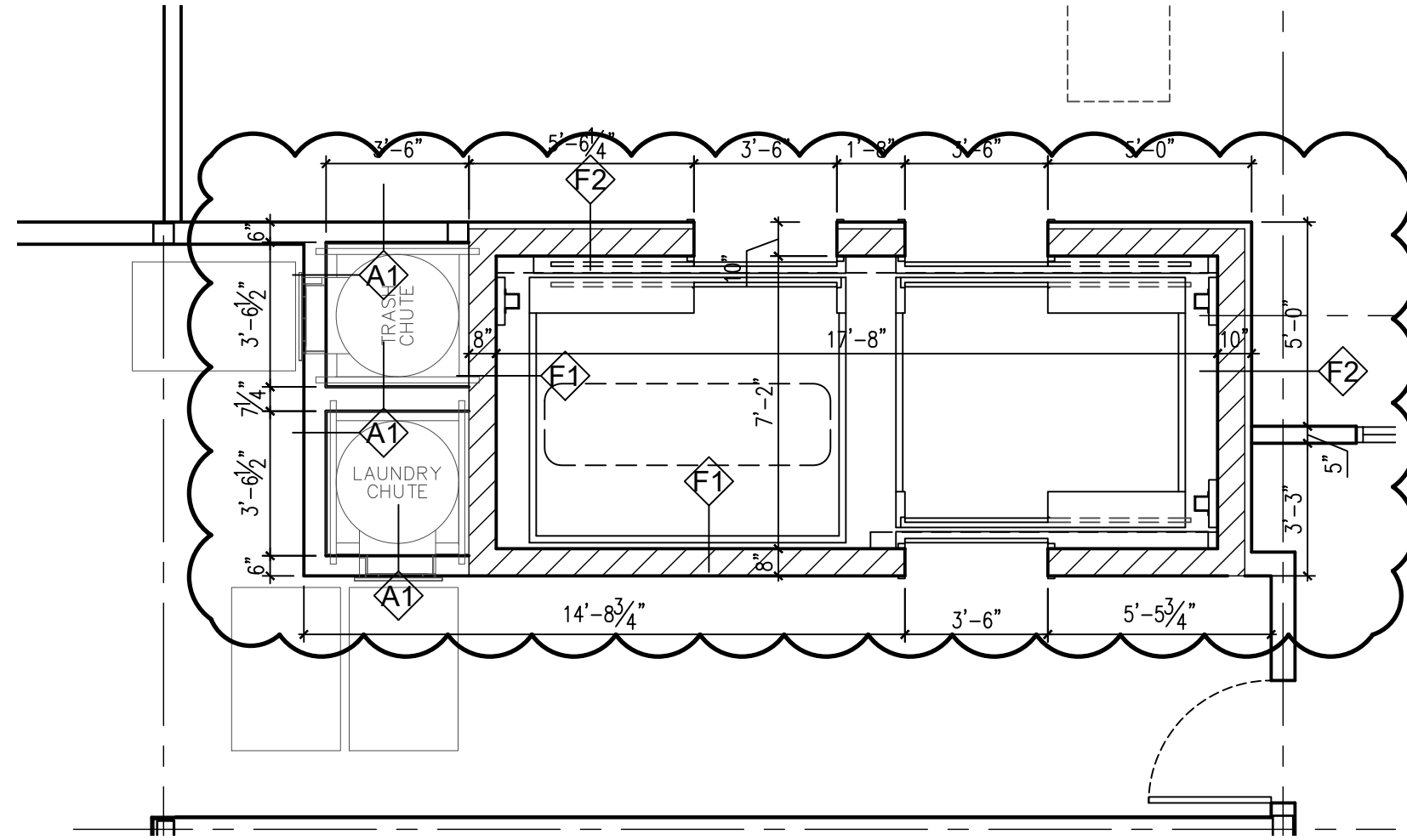
1/4" = 1'-0"

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No.	Revisions / Submissions	Date
	ENC	08/08/18
	PROJECT NO:	2018-029
	SCALE:	AS NOTED
	DRAWING NO:	



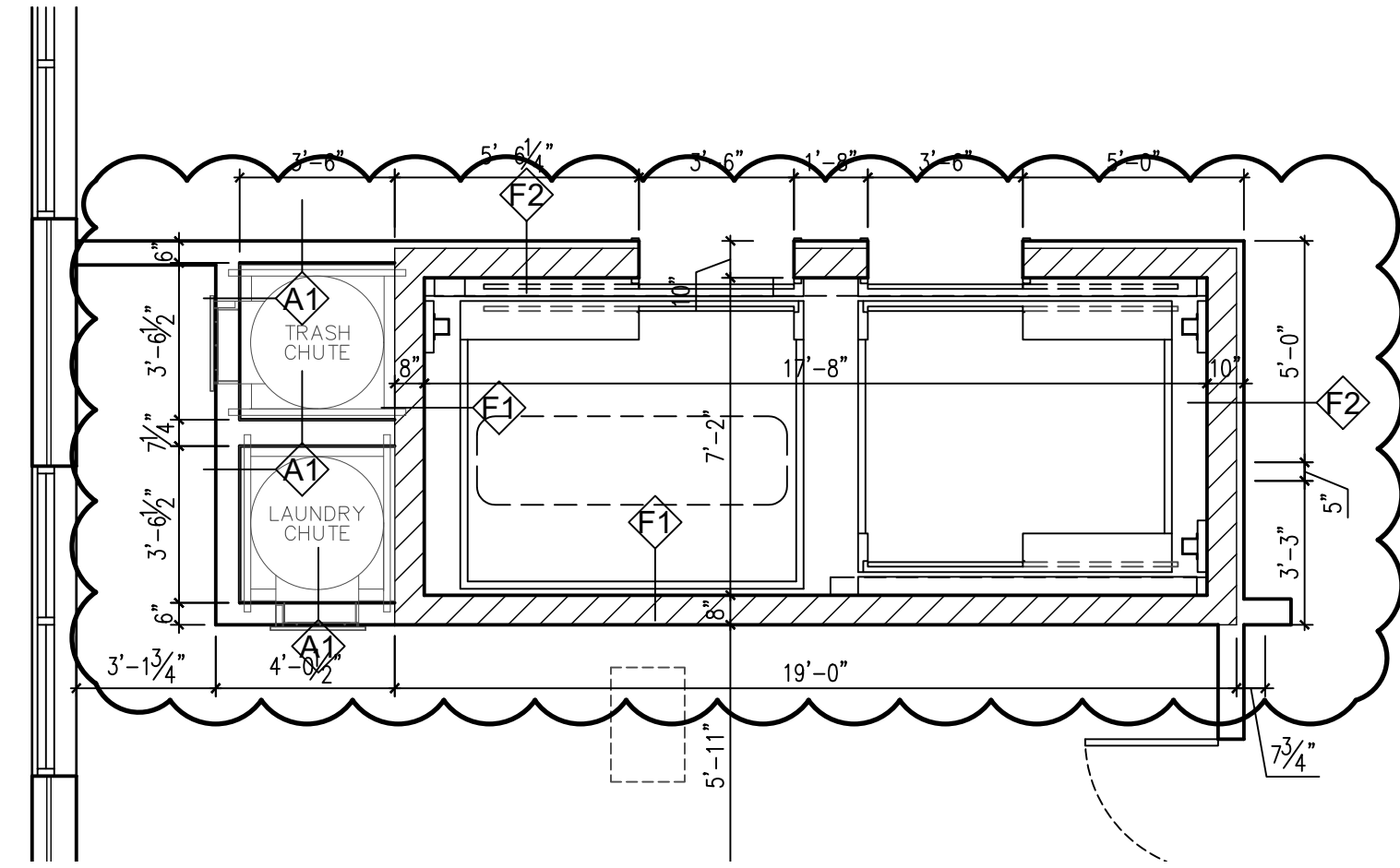
1 BASEMENT - ELEVATOR PLAN

1/4" = 1'-0"



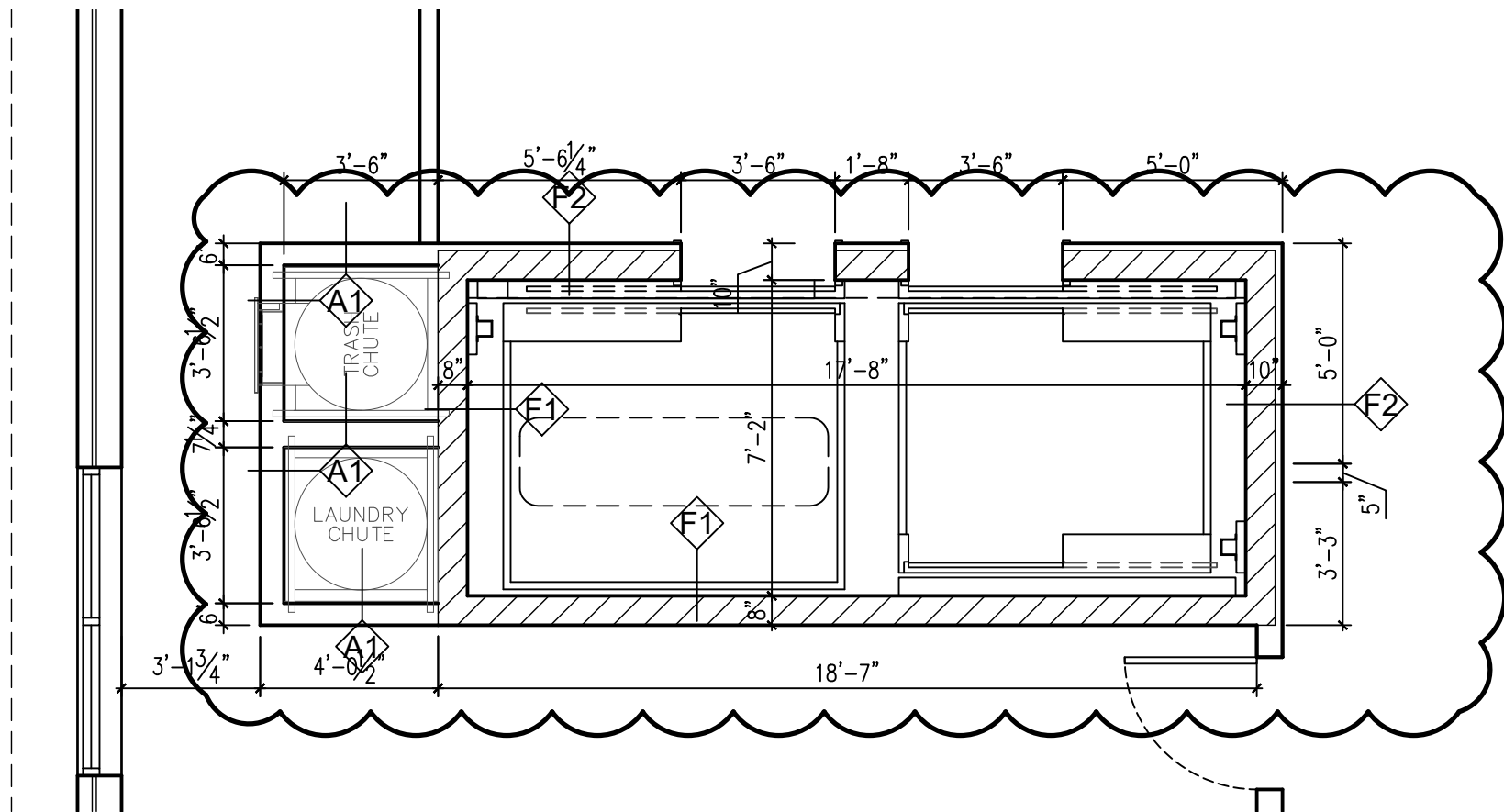
2 1ST FLOOR - ELEVATOR PLAN

1/4" = 1'-0"



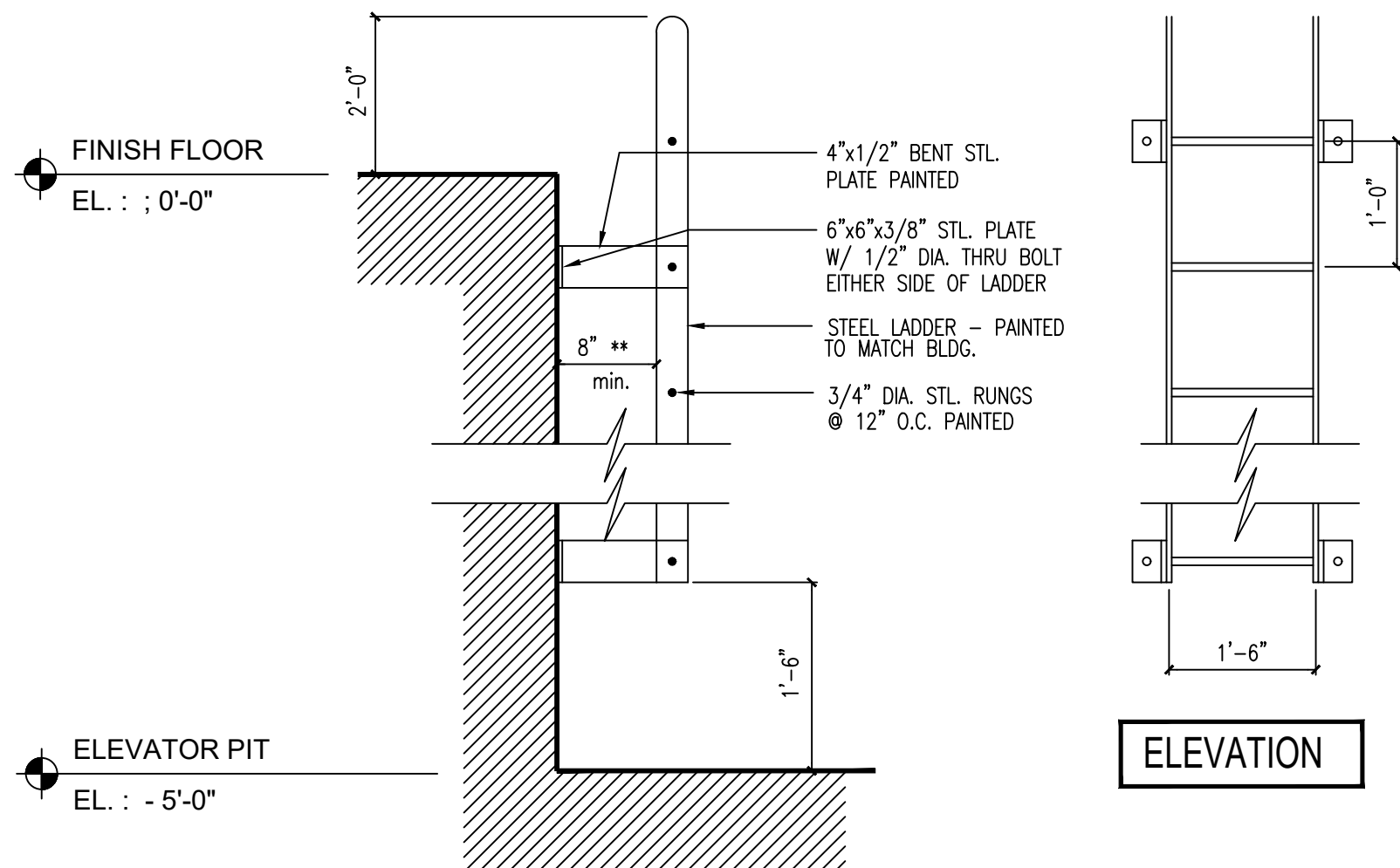
3 TYPICAL ELEVATOR PLAN

1/4" = 1'-0"



4 6TH FLOOR - ELEVATOR PLAN

1/4" = 1'-0"

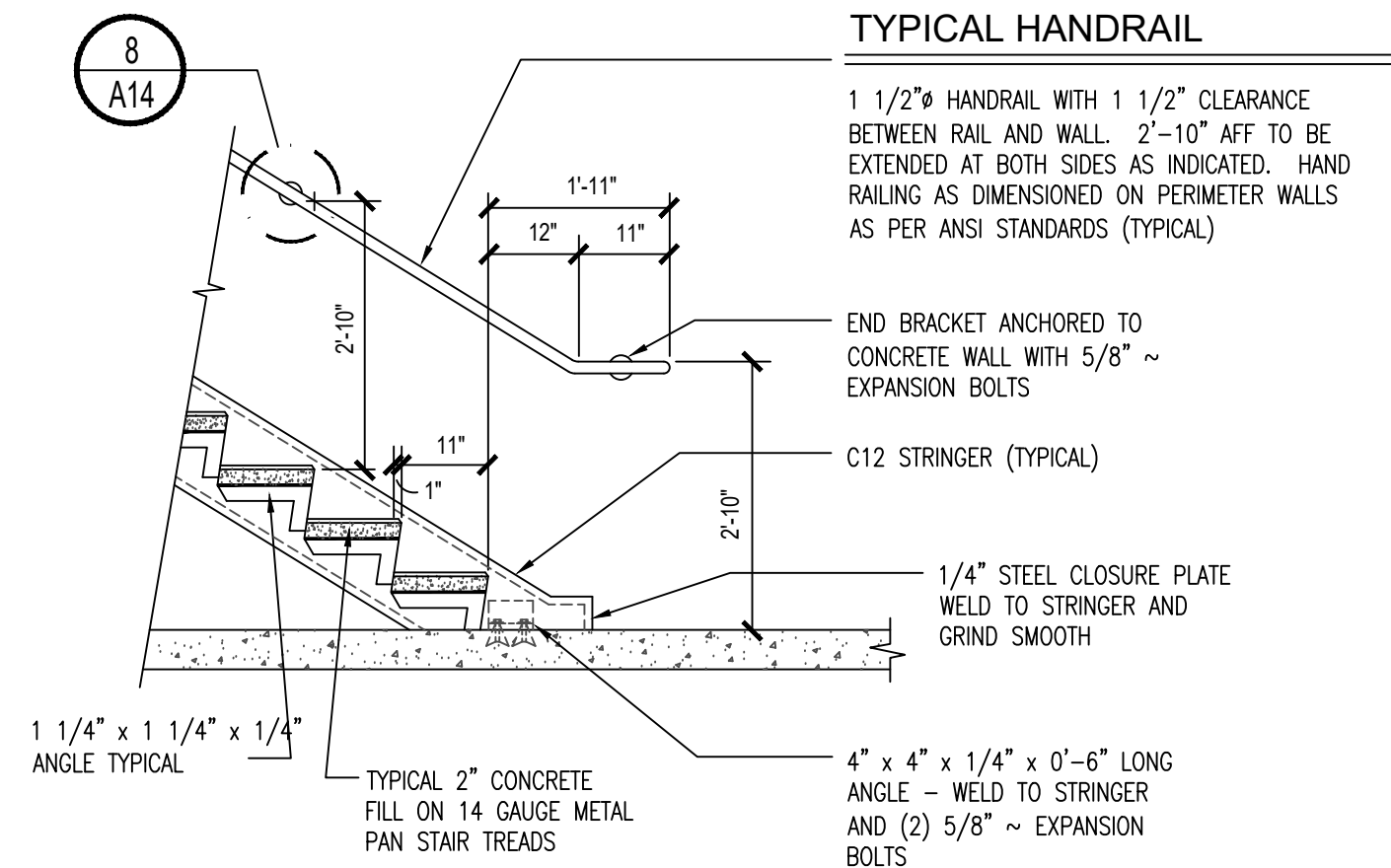


SECTION

** VERIFY AND COORDINATE WITH ELEVATOR MANUFACTURER'S SHOP DRAWINGS

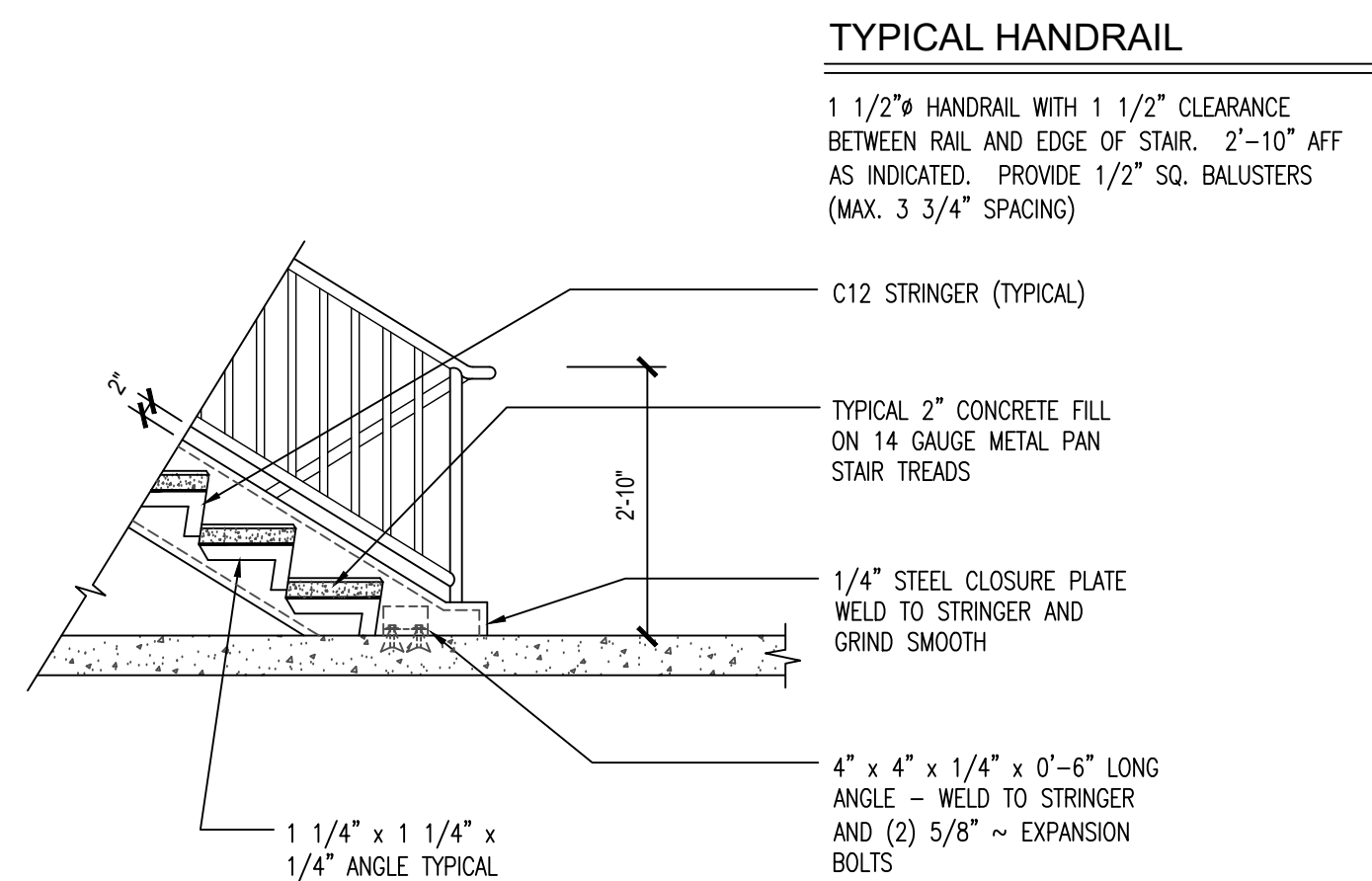
5 ELEVATOR PIT LADDER DETAIL

1" = 1'-0"



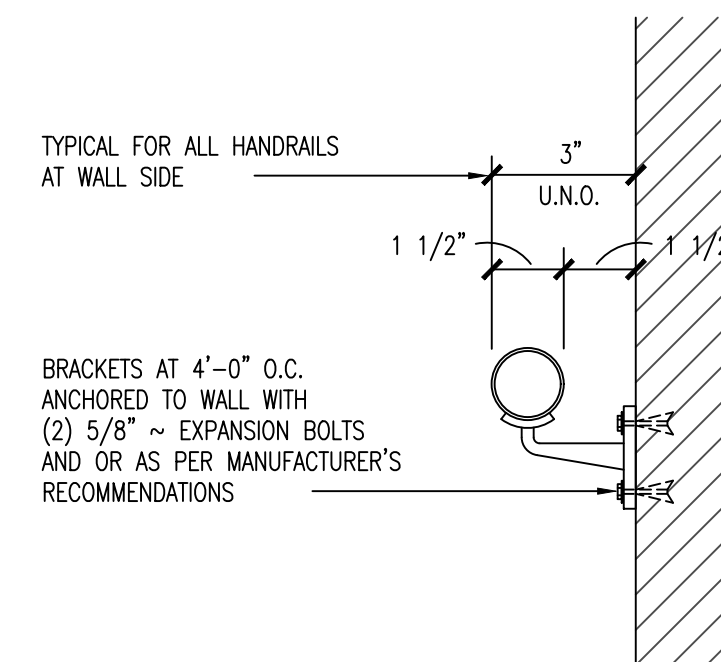
6 TYP. STAIR DETAIL @ WALL

1/2" = 1'-0"



7 TYP. STAIR DETAIL @ CENTER

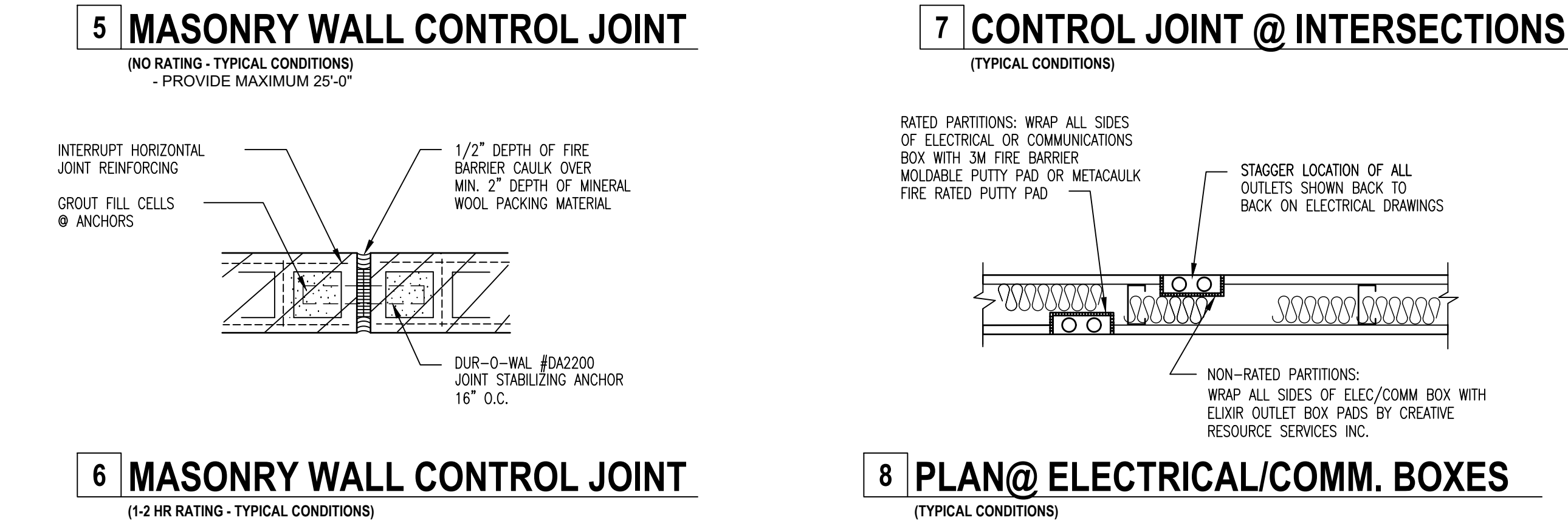
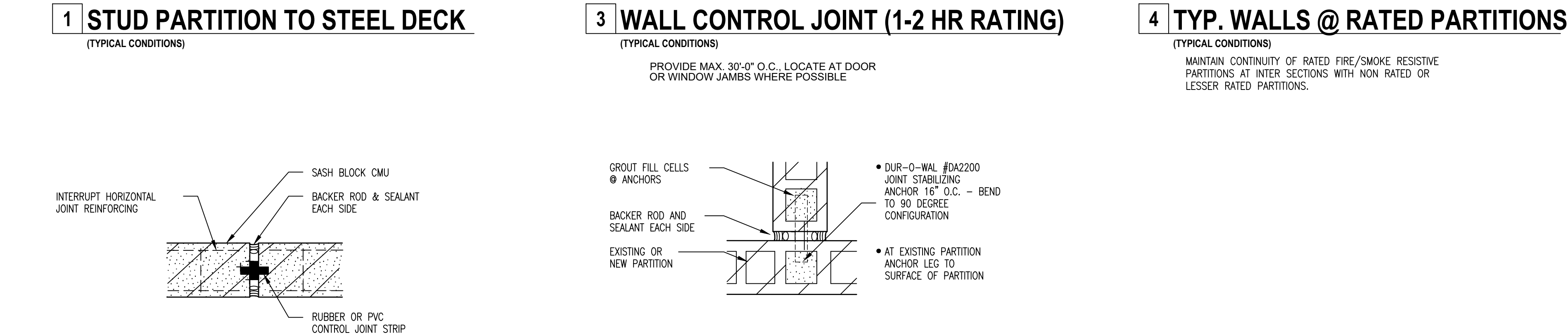
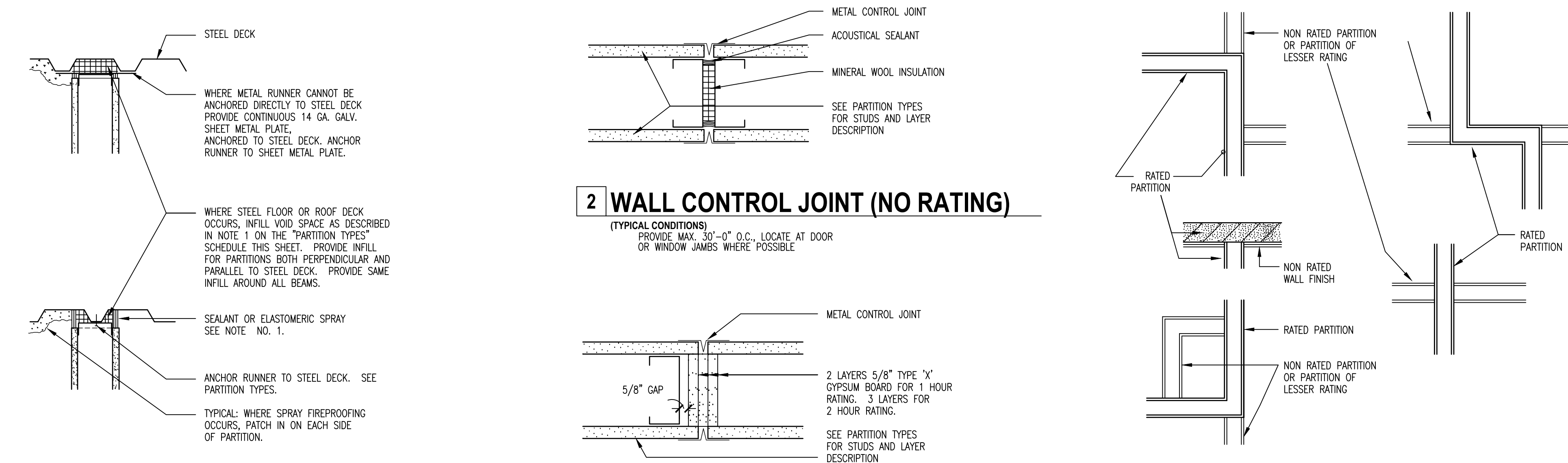
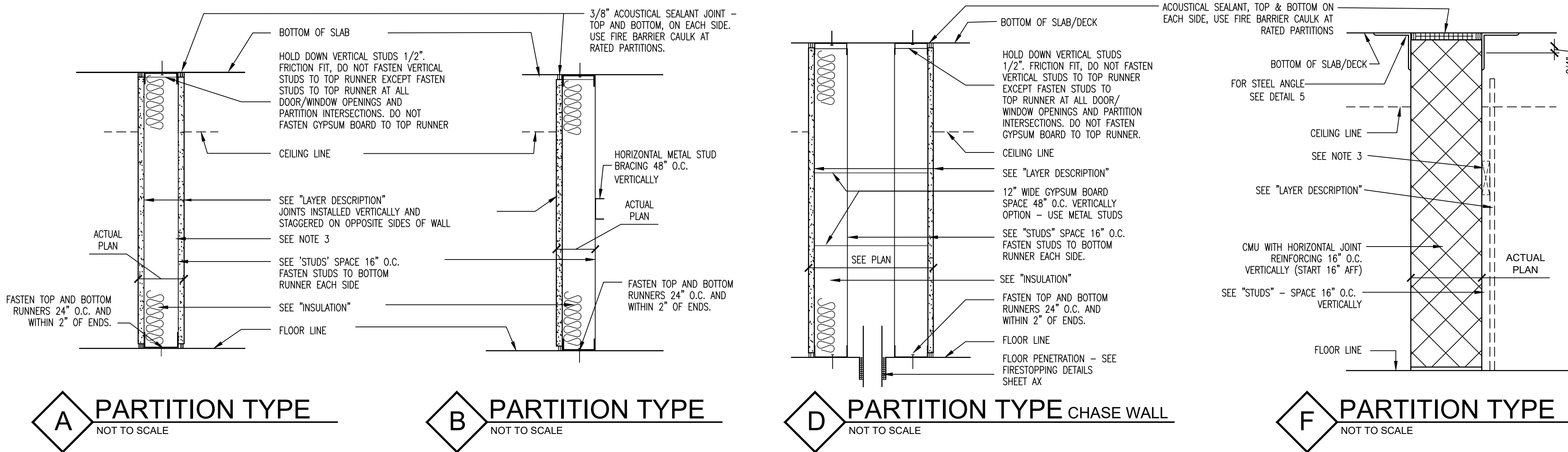
1/2" = 1'-0"



7 HANDRAIL MOUNTING DETAIL

3" = 1'-0"

Revisions / Submissions		Revisions / Submissions	
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ISSUED FOR FOUNDATION PERMIT		ISSUED FOR DEMO PERMIT / BIDDING	
ISSUED FOR DEMO PERMIT / BIDDING		ISSUED FOR DEMO PERMIT / BIDDING	
ENC		ENC	
DATE: 08/08/18		DATE: 08/08/18	
PROJECT NO: 2018-029		PROJECT NO: 2018-029	
SCALE: AS NOTED		SCALE: AS NOTED	
DRAWING NO:		DRAWING NO:	



PARTITION TYPES						
TYPE	LAYER DESCRIPTION	THK. A=ACTUAL P=PLAN	STUDS	INSULATION	RATING	U.L. NUMBER
A1	1 LAYER 5/8" TYPE 'X' GYPSUM BOARD, EACH SIDE (FULL HEIGHT)	A=7, 1/4" P=7"	6" METAL C	2" MINERAL FIBER BLANKET	1 HOUR	U465
A2	1 LAYER 5/8" GYPSUM BOARD, EACH SIDE (FULL HEIGHT)	A=4, 7/8" P=5"	3 5/8" METAL C	2" MINERAL FIBER BLANKET	NONE	NONE
A3	2 LAYERS 5/8" TYPE 'X' GYPSUM BOARD, EACH SIDE (FULL HEIGHT)	A=8, 1/4" P=7"	6" METAL C	2" MINERAL FIBER BLANKET	2 HOUR	U411
A4	1 LAYER 5/8" GYPSUM BOARD, EACH SIDE (FULL HEIGHT)	A=7, 1/4" P=7"	6" METAL C	2" MINERAL FIBER BLANKET	NONE	NONE
B1	1 LAYER 5/8" W.R. GYPSUM BOARD, FULL HEIGHT	A=4, 1/4" P=4"	3 5/8" METAL C	2" MINERAL FIBER BLANKET	NONE	NONE
B2	1 LAYERS 5/8" W.R. GYPSUM BOARD, FULL HEIGHT	A=6, 5/8" P=7"	6" METAL C	2" MINERAL FIBER BLANKET	NONE	NONE
C1	2 LAYERS 5/8" TYPE 'X' GYPSUM BOARD, EACH SIDE (FULL HEIGHT)	A=6, 1/4" P=6"	3 5/8" METAL C	2" MINERAL FIBER BLANKET	2 HOUR	U411
C2	1 LAYER 5/8" GYPSUM BOARD, EACH SIDE (FULL HEIGHT)	A=7, 1/4" P=7"	6" METAL C	2" MINERAL FIBER BLANKET	NONE	NONE
D1	1 LAYER 5/8" GYPSUM BOARD, EACH SIDE (FULL HEIGHT)	SEE PLAN	3 5/8" METAL C (2 ROWS)	2" MINERAL FIBER BLANKET	NONE	NONE
E1	1 LAYER 5/8" GYPSUM BOARD STOP 6" ABOVE CEILING	A=1 1/2" P=1 1/2"	7/8" METAL FURRING CHANNELS	NONE	NONE	NONE
F1	8" CONCRETE MASONRY UNIT	A=7 5/8" P=8"	NONE	NONE	2 HOUR	REF. NOMA TEK 7-1
F2	8" CONCRETE MASONRY UNIT 1 LAYER 5/8" GYPSUM BOARD, FULL HEIGHT	A=7 5/8" P=8"	7/8" METAL FURRING CHANNELS	NONE	NONE	NONE

NOTE 1. A. PROVIDE THE FOLLOWING AT ALL LOCATIONS WHERE THE JUNCTION OF THE PARTITION TO UNDERSIDE OF FLOOR OR ROOF DECK IS EXPOSED TO VIEW (NO CEILINGS OR FLOATING CEILINGS HELD AWAY FROM THE PARTITION).

AT FIRE RATED/SMOKE BARRIER PARTITIONS, CLOSE THE VOID BETWEEN PARTITION AND UNDERSIDE OF FLOOR OR ROOF DECK WITH MINERAL WOOL (SAFING INSULATION) AND FIRE BARRIER SEALANT ON EACH SIDE OF THE PARTITION FOR A 1- OR 2- HOUR RATING.
USE UL SYSTEM HW-D-0011 FOR GYPSUM BOARD PARTITIONS.
USE UL SYSTEM HW-D-0013 FOR CMU PARTITIONS.

AT INTERIOR SIDE OF EXTERIOR WALLS TO BOTTOM OF FLOOR OR ROOF DECK, AT BOTH SIDES OF ALL NON-RATED CORRIDOR PARTITIONS AND AROUND ALL FOUR WALLS OF ANY TYPE OF CLOSET, DINING, ELECTRICAL, LABORATORY, LAUNDRY, LOCKER, KITCHEN, MAINTENANCE, MECHANICAL, SHOP, STORAGE OF UTILITY ROOM, CLOSE THE VOID BETWEEN PARTITION AND UNDERSIDE OF DECK USING SAME U.L. SYSTEM (1 HOUR) AS NOTED ABOVE.

FOR ALL OTHER NON-RATED PARTITIONS, CLOSE THE VOID BETWEEN PARTITION AND UNDERSIDE OF FLOOR OR ROOF DECK WITH MINERAL WOOL (SAFING INSULATION) AND PROVIDE 1/2" DEEP NON-SAG ACOUSTICAL SEALANT.

B. PROVIDE THE FOLLOWING AT ALL LOCATIONS WHERE THE JUNCTION OF THE PARTITION TO UNDERSIDE OF FLOOR OR ROOF DECK IS CONCEALED TO VIEW (ABOVE CEILINGS THAT ARE INSTALLED WALL TO WALL).

AT FIRE RATED/SMOKE BARRIER PARTITIONS, CLOSE THE VOID BETWEEN PARTITIONS AND UNDERSIDE OF FLOOR OR ROOF DECK WITH MINERAL WOOL (SAFING INSULATION) AND FIRE DAM SPRAY OR SPEC SEAL ELASTOMERIC SPRAY ON EACH SIDE OF THE PARTITION FOR A 1- OR 2-HOUR RATING.
USE UL SYSTEM HW-D-0020 OR HW-D-0043 FOR GYPSUM BOARD PARTITIONS.
USE UL SYSTEM HW-D-0022 OR HW-D-0088 FOR CMU PARTITION.

AT INTERIOR SIDE OF EXTERIOR WALLS TO BOTTOM OF FLOOR OR ROOF DECK AND AT ALL OTHER PARTITIONS, CLOSE THE VOID BETWEEN PARTITION AND UNDERSIDE OF DECK WITH MINERAL WOOL (SAFING INSULATION) AND FIRE DAM SPRAY OR SPEC SEAL ELASTOMERIC SPRAY ON EACH SIDE OF THE PARTITION USING SAME U.L. SYSTEM (1 HOUR) AS NOTED ABOVE.

NOTE 2. AT METAL STUD PARTITIONS, PROVIDE 20 GAUGE DOUBLE METAL STUDS AT ALL DOOR OR BORROWED LITE JAMBS. STUDS ARE TO EXTEND FROM FLOOR TO UNDERSIDE OF FLOOR OR ROOF DECK ABOVE AND SHALL BE ANCHORED AT EACH END.

NOTE 3. TYPICAL ALL STUD PARTITION TYPES: PROVIDE CONTINUOUS 2X8 TREATED WOOD BLOCKING, REINFORCING SUPPORT, FOR ALL WALL HUNG ITEMS INCLUDING HANDRAILS, GRAB BARS, MILLWORK, USE 1X8 TREATED WOOD BLOCKING AT METAL FURRING.

NOTE 4. TYPICAL ALL PARTITION TYPES: FOR TYPICAL FIRESTOPPING DETAILS SEE SHEETS A11.2 & A11.3

HARDWARE GROUP		
GROUP #1 (STORAGE ROOM DOORS)	GROUP #2 (TOILET ROOM DOOR)	GROUP #3 (EXIT DOOR)
EACH DOOR SHALL HAVE: BUTTS: HAGER OR EQUAL 3 PAIR , #1191 4 1/2" x 4 1/2" x 612. LATCHSET: BEST OR EQUAL LEVER LOCKSET STOREROOM #73K-7015-C-STK FIN: SATIN BRONZE (612) CLOSER: LCN "SMOOTHEE" 4133, FIN. ALUM. (MOUNT ON PULL SIDE), US260. PROVIDE HOLD-OPEN FEATURE DOOR STOP: HAGER OR EQUAL, #236W, 612. KICKPLATE: HAGER OR EQUAL, #199, BRASS 8 x 34 EDGES POLISHED, 1" OFF ALL EDGES, TO 1" OFF UNDERSIDE OF DOOR HANDLE ON HALLWAY SIDE; 12" H. ON INTERIOR SILENCERS: 3 - HAGER OR EQUAL #308D	EACH DOOR SHALL HAVE: BUTTS: HAGER OR EQUAL 3 PAIR , #1191 4 1/2" x 4 1/2" x 612. PUSH PLATES: HAGER OR EQUAL 40R 4 x 16 FIN: SATIN BRONZE (612) PULL PLATES: HAGER OR EQUAL 40 SERIES FIN: SATIN BRONZE (612) CLOSER: LCN "SMOOTHEE" 4033, FIN. ALUM. (MTD. ON INSIDE), US260.(F REQ'D BY CODE) KICKPLATE: HAGER OR EQUAL, #199, BRASS 8 x 34 EDGES POLISHED, 1" OFF ALL EDGES, TO ON HALLWAY SIDE; 12" H. ON INTERIOR SILENCER: 3 - HAGER OR EQUAL #308D. DOOR STOP: HAGER OR EQUAL, #236W, 612. ADA SIGNAGE: HAGER OR EQUAL, #370M & 370W	EACH DOOR SHALL HAVE: BUTTS: HAGER OR EQUAL 3 PAIR , #1191 4 1/2" x 4 1/2" x 612. LATCHSET: BEST OR EQUAL LEVER LOCKSET EXIT #73K-7015-C-STK FIN: SATIN BRONZE (612) EXIT DEVICE: VON DUPRIN OR EQUAL #9875L x 992L6 TRIM, FIN: BRONZE, 612 CLOSER: LCN "SMOOTHEE" 4133, FIN. ALUM. (MOUNT ON PULL SIDE), US260. PROVIDE HOLD-OPEN FEATURE KICKPLATE: HAGER OR EQUAL, #199, BRASS 8 x 34 EDGES POLISHED, 1" OFF ALL EDGES, TO ON HALLWAY SIDE; 12" H. ON INTERIOR SILENCERS: 3 - HAGER OR EQUAL #308D DOOR STOP: HAGER OR EQUAL, #236W, 612.
GROUP #4 (ENTRY DOORS)	GROUP #6 (OFFICES)	GROUP #7 (STAIRS)
EACH DOOR SHALL HAVE: BUTTS: HAGER-3PR. --BB1279x 4 1/2"x 4 1/2" x NRP. FIN: SATIN 626. CLOSER: LCN "SMOOTHEE" 4133, FIN. ALUM. (MOUNT ON PULL SIDE), US260. PROVIDE HOLD-OPEN FEATURE LATCHSET: ADAMS RITE OR EQUAL #MS1850S HIGH SECURITY DEADBOLT, CYLINDER ON EXTERIOR AND INTERIOR; FLUSH BOLTS; INSTALL Ø 48" AFF SILENCERS: 3 - HAGER OR EQUAL #308D THRESHOLD: 1/2"x4" WIDE (EXTERIOR SET ONLY) PUSH/PULL: HAGER OR EQUAL #6N STAINLESS STEEL DOOR STOPS: HAGER OR EQUAL, #236W, 612.	EACH DOOR SHALL HAVE: BUTTS: HAGER OR EQUAL 3 PAIR , #1191 4 1/2" x 4 1/2" x 612. LATCHSET: BEST OR EQUAL LEVER LATCHSET PRIVACY #73K-0115-C-STK FIN: SATIN BRONZE (612) DOOR STOP: HAGER OR EQUAL, #236W, 612. KICKPLATE: HAGER OR EQUAL, #199, BRASS 8 x 34 EDGES POLISHED, 1" OFF ALL EDGES, TO 1" OFF UNDERSIDE OF DOOR HANDLE ON GENERAL OFFICE SIDE SILENCERS: 3 - HAGER OR EQUAL #308D NOTE : INTERCHANGEABLE CORES IN THE LEVER SETS	EACH DOOR SHALL HAVE: BUTTS: HAGER OR EQUAL 3 PAIR , #1191 4 1/2" x 4 1/2" x 612. LATCHSET: BEST OR EQUAL LEVER LATCHSET PASSAGE #73K-0N15-C-STK FIN: SATIN BRONZE (612) DOOR STOP: HAGER OR EQUAL, #236W, 612. KICKPLATE: HAGER OR EQUAL, #199, BRASS 8 x 34 EDGES POLISHED, 1" OFF ALL EDGES, TO 1" OFF UNDERSIDE OF DOOR HANDLE ON GENERAL OFFICE SIDE SILENCERS: 3 - HAGER OR EQUAL #308D
GROUP #8 (CLOSET DOORS)		
STANLEY SERIES 1700 SLIDING DOOR HARDWARE W/FINGER PULL LOCK: SLIDING PATIO DOOR LOCK		

[illegible]

ABBREVIATIONS	FIRE LABEL	GLAZING	NOTE KEY
AL ALUMINUM	A 3 HOUR	G1 1/4" POLISHED WIRE GLASS (FIRE & SAFETY RATED)	N1 WEATHER STRIPPING ON ALL SIDES
HM HOLLOW METAL	B 1 1/2 HOUR	G2 1/4" CLEAR TEMPERED GLASS (SAFETY RATED)	N2 EXISTING DOOR TO REMAIN - VERIFY CONDITION OF HARDWARE/DOOR - REPAIR AND/OR REPLACE AS NEEDED
KD+HM KNOCK DOWN HOLLOW METAL	*B 1 HOUR	G3 5/16" FIRELITE PLUS (PREMIUM) (FIRE & SAFETY RATED)	N3 CLOSER, HINGES, PRIVACY LOCKSET LEVER TYPE, WALL STOP & SILENCERS (3) - STAINED (SEE A3)
SS STAINLESS STEEL	C 3/4 HOUR	G4 1/4" TINTED GLASS	N4 HINGES, PASSAGE LOCKSET LEVER TYPE, WALL STOP & SILENCERS (3) - STAINED (A3)
ST STEEL	20 MIN	G5 ONE WAY MIRROR GLASS	N5 SOLID CORE, STAIN GRADE W/BIRCH VENEER
WD WOOD			N6 SLIDING DOOR HARDWARE

NONE

NONE

NONE

NONE

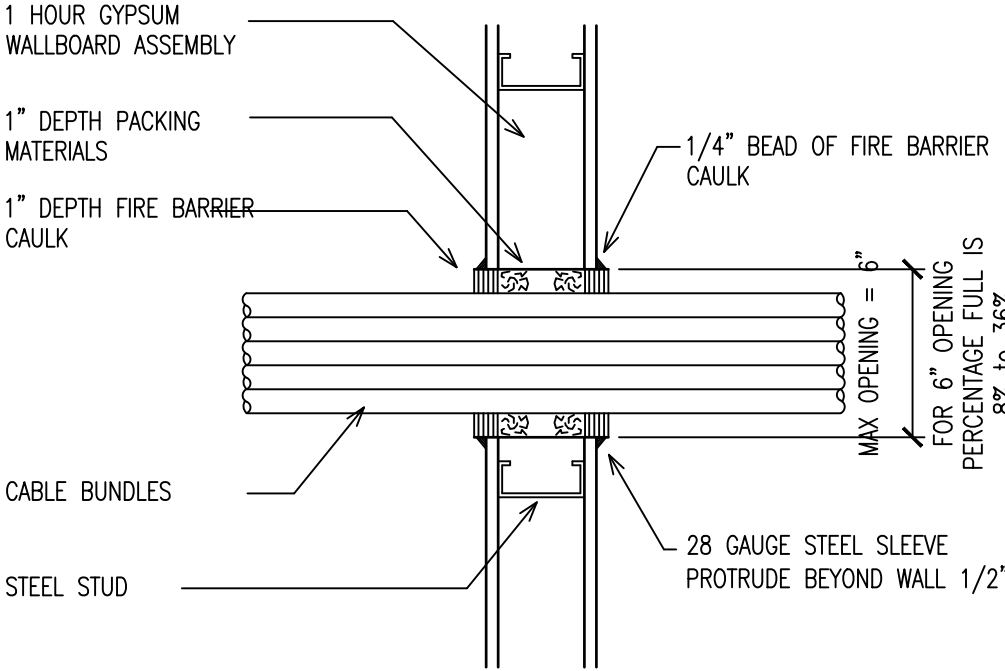
NONE

NONE

NONE

NOMINAL MAX PENETRATING ITEM(S)

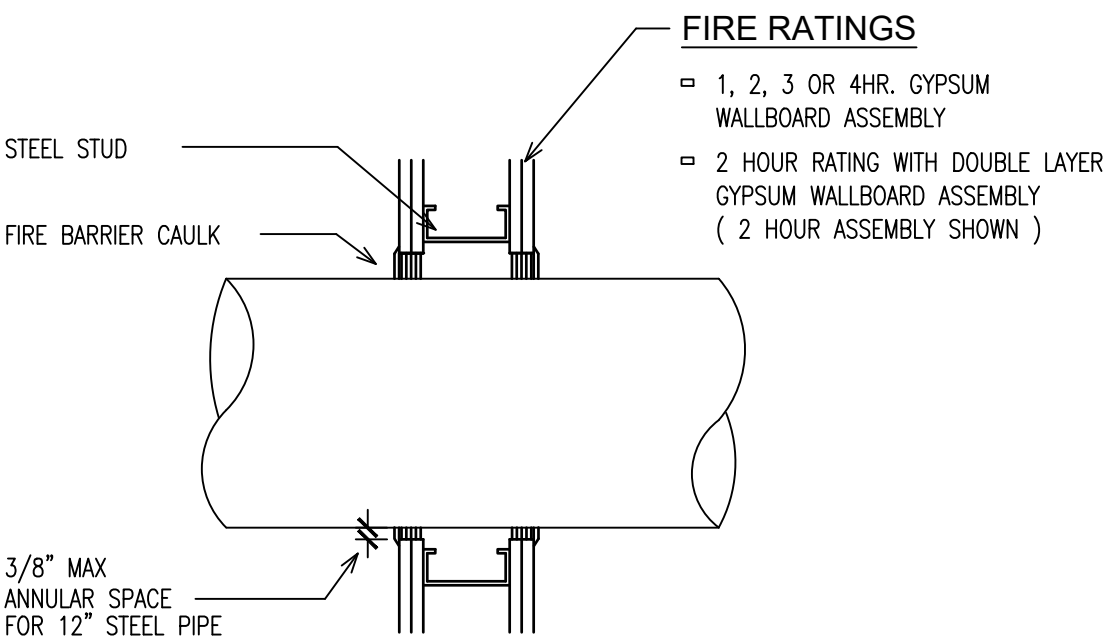
- 350 KC MIL POWER CABLES, 200 PAIR NO.24 AWG CABLES, 7/C NO.210 AWG CABLE, 3C NO.2/0 AWG CABLES
- 6/94 FIBER OPTIC CABLE, NO.2 AWG ARMORED CABLE, 28 GAUGE STEEL SLEEVE



1 CABLE BUNDLE THRU GB WALL ASSEMBLY
1 HR FIRE RATING (UL SYSTEM WL 3032)

NOMINAL MAX PENETRATING ITEM(S)

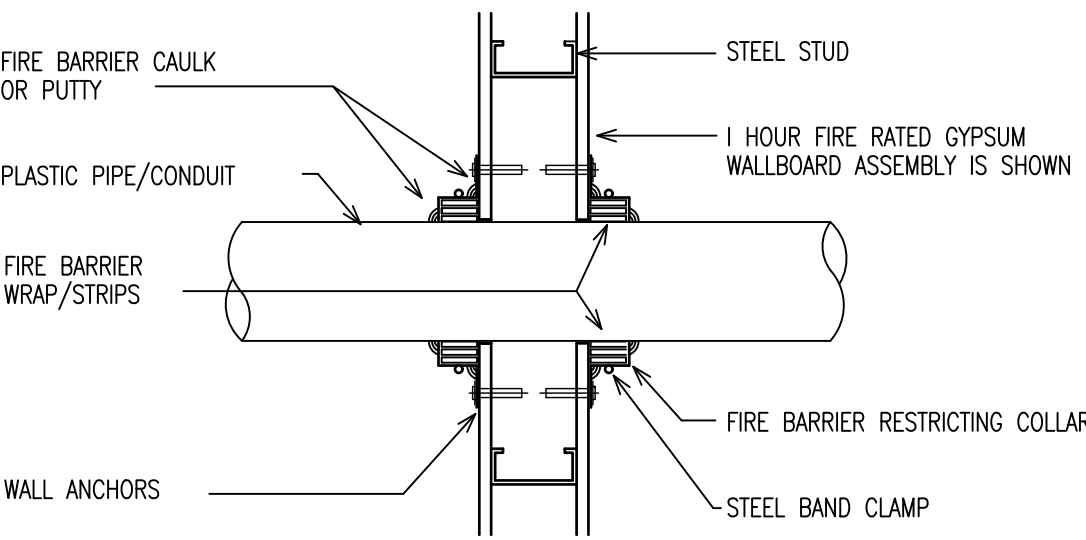
- 12\"/>



2 SINGLE MTL PIPE/CONDUIT THRU GB ASSEMBLY
1-4 HR FIRE RATING (UL SYSTEM WL 1001)

NOMINAL MAX PENETRATING ITEM(S)

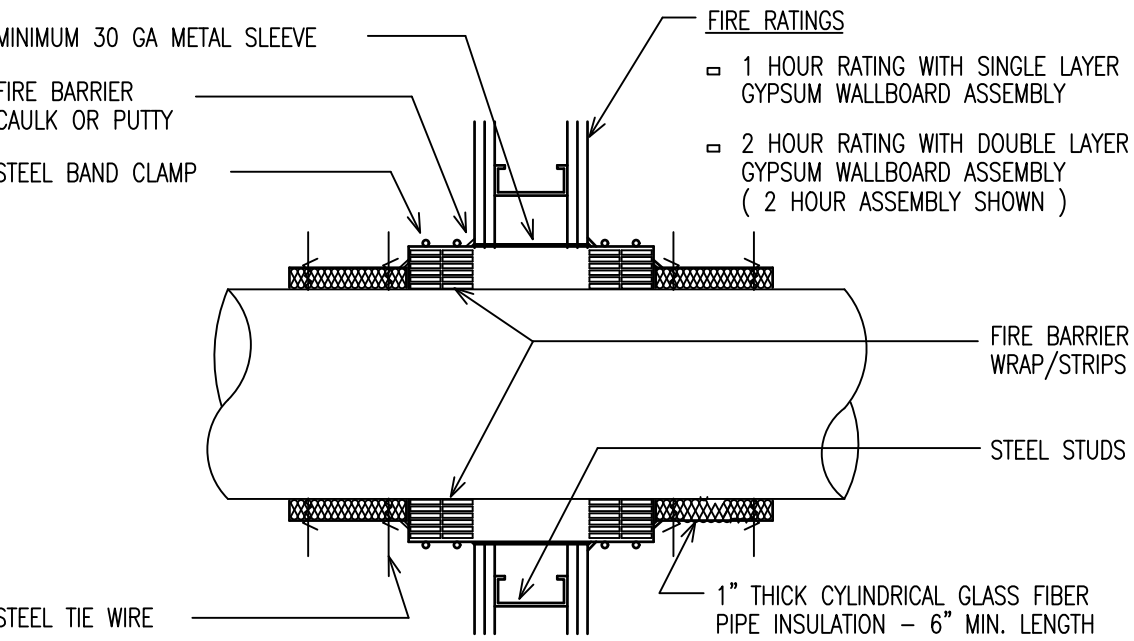
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3 NON-MTL PIPE THRU GB WALL ASSEMBLY
1-2 HR FIRE RATING (UL SYSTEM WL 6002)

NOMINAL MAX PENETRATING ITEM(S)

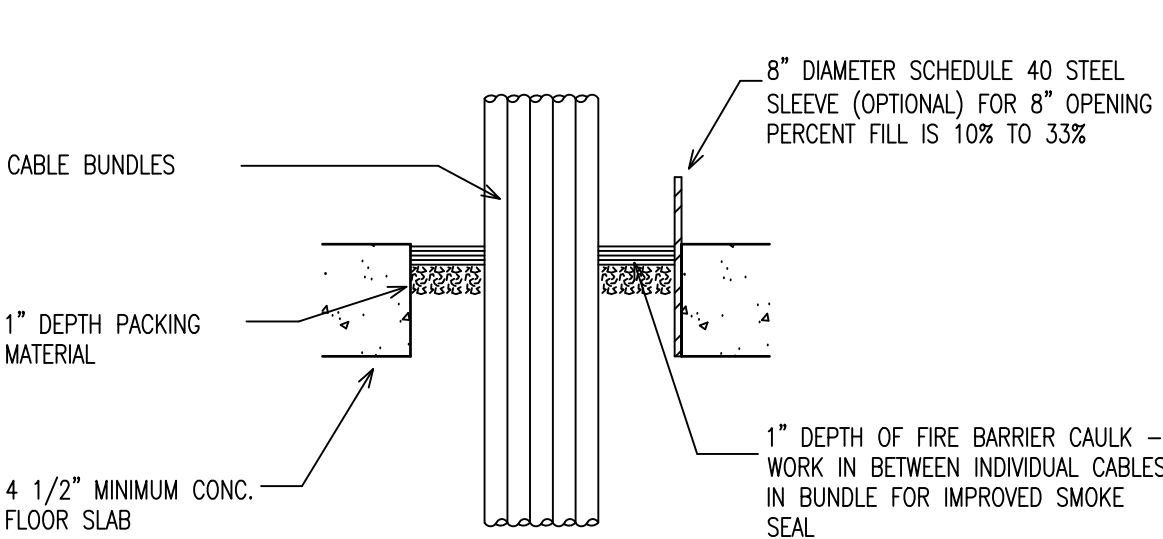
- 6\"/>



4 NON-MTL PIPE THRU GB WALL ASSEMBLY
1 & 2 HR FIRE RATING (UL SYSTEM WL 2005)

MAXIMUM PENETRATING ITEM(S)

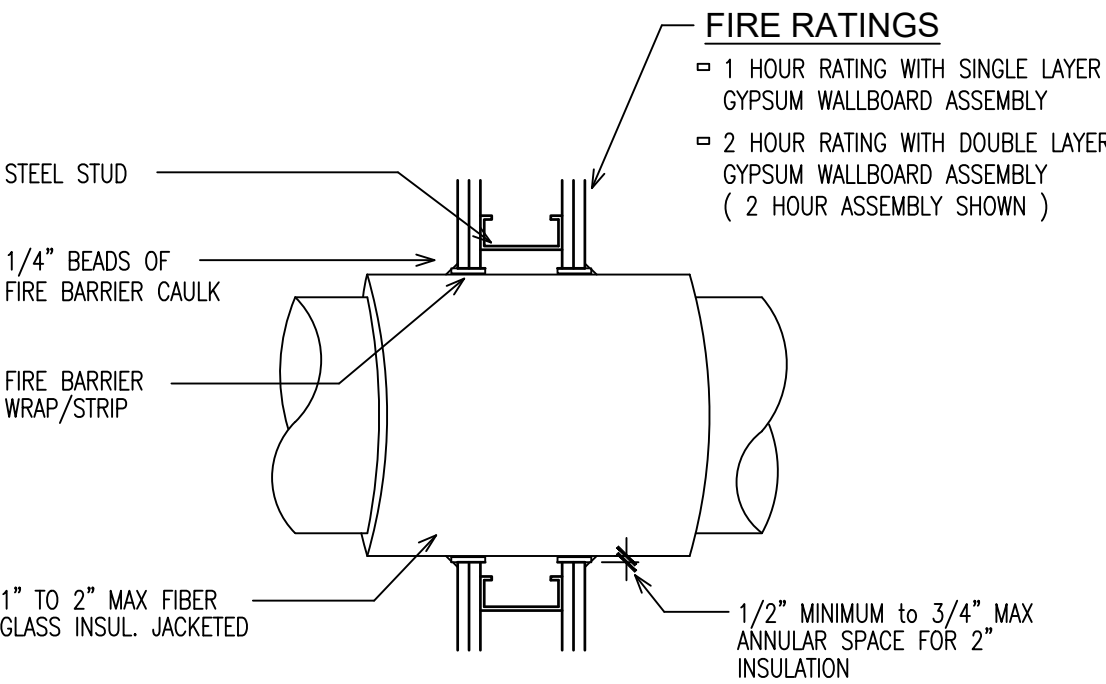
- 1000 KCMIL CABLE, NO.2/0 AWG POWER CABLE, NO.12 AWG CABLE, 400 PAIR NO.24 AWG TELEPHONE CABLE, 5/8\"/>



5 CABLE BUNDLE THRU CONC. SLAB
1.5-3 HR FIRE RATING (UL SYSTEM CAJ 3030)

NOMINAL MAX PENETRATING ITEM(S)

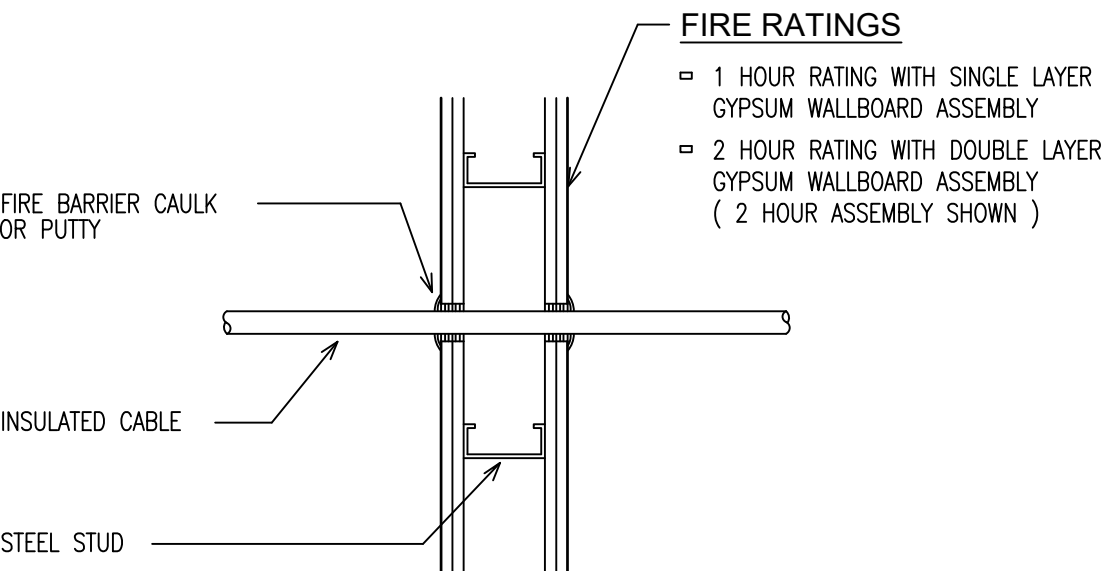
- 12\"/>



6 MULT. INSUL. MTL. PIPE/COND THRU GB WALL ASSEMBLY
1 OR 2 HR FIRE RATING (UL SYSTEM WL 5001)

MAXIMUM PENETRATING ITEM(S)

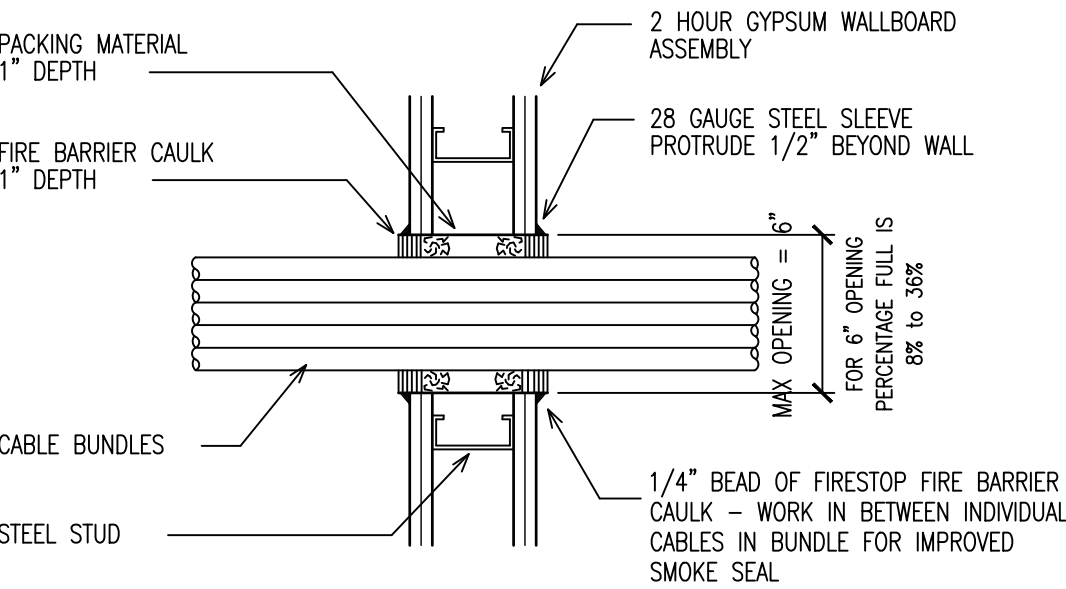
- 150 PAIR 24 AWG, 10 AWG ROMEX FIBER OPTIC, 12 AWG CABLE, FOUR CONDUCTOR NO.2 AWG CABLE



7 INSUL CABLE THRU GB WALL ASSEMBLY
1 HR FIRE RATING (UL SYSTEM WL 3001)

MAXIMUM PENETRATING ITEM(S)

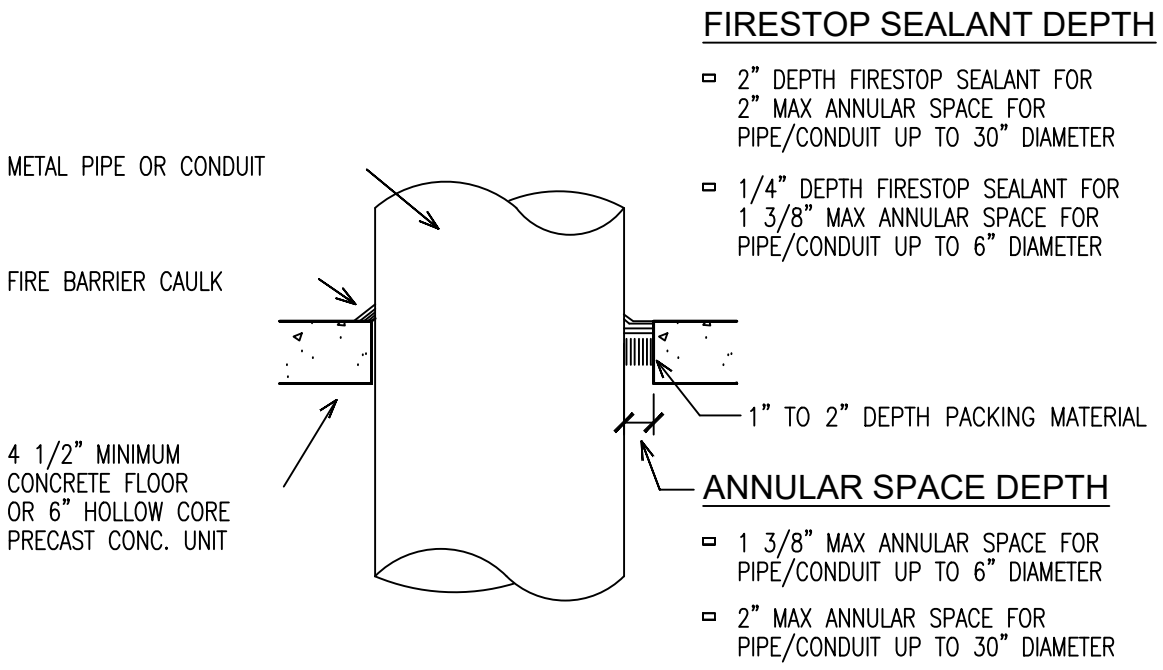
- 350 KC MIL POWER CABLES, 200 PAIR NO.24 AWG CABLES, 7/C NO.210 AWG CABLE, 3C NO.210AWG CABLES
- 6/94 FIBER OPTIC CABLE, NO.2 AWG ARMORED CABLE, 28 GAUGE STEEL SLEEVE



8 CABLE BUNDLE THRU GB WALL ASSEMBLY
2 HR FIRE RATING (UL SYSTEM WL 3032)

NOMINAL MAX PENETRATING ITEM(S)

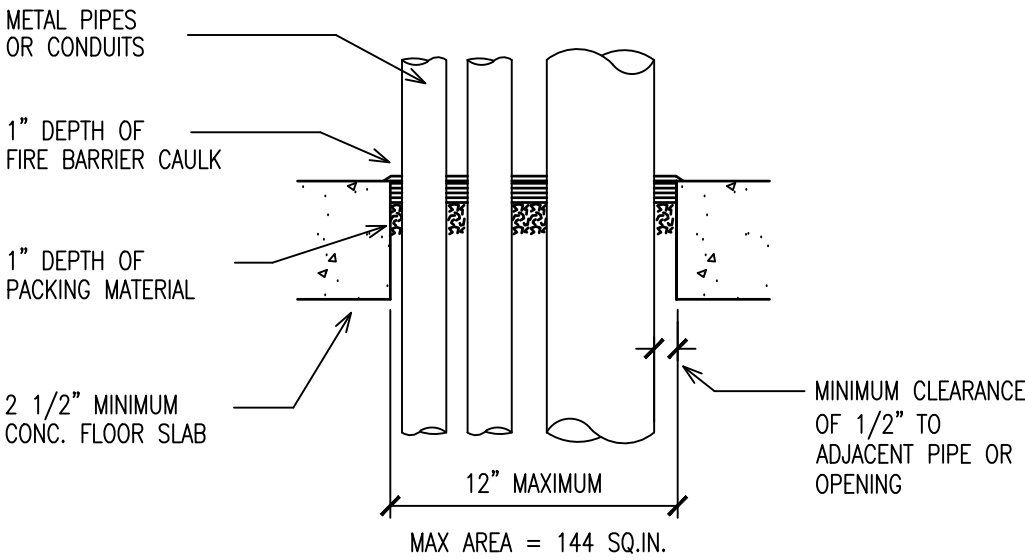
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9 SINGLE MTL PIPE/COND THRU CONC SLAB
2-4 HR FIRE RATING (UL SYSTEM CAJ 1044)

NOMINAL MAX PENETRATING ITEM(S)

- 3\"/>

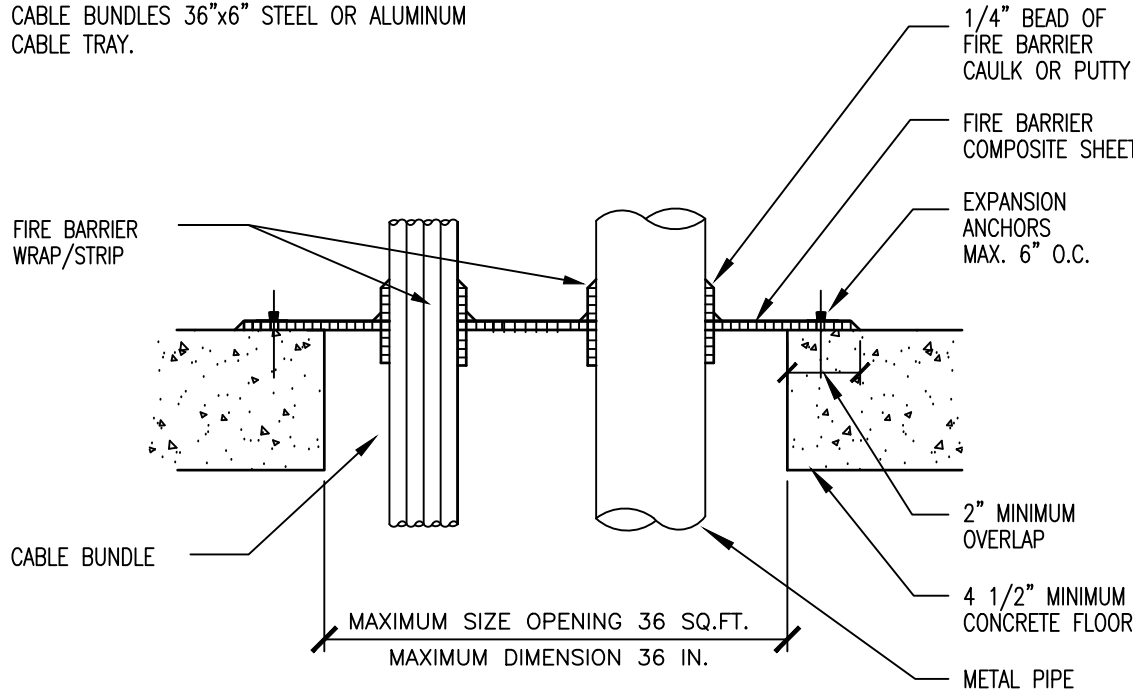


9 MULT MTL PIPE/COND THRU CONC SLAB
2 HR FIRE RATING (UL SYSTEM CAJ 1092)

Revisions / Submissions		Revisions / Submissions	
No.	Date	No.	Date
1	10.17.18	2	11.29.18
REVISED PER FOUNDATION PERMIT REVIEW		REVISED PER FOUNDATION PERMIT REVIEW #2	
ISSUED FOR FOUNDATION PERMIT		ISSUED FOR DEMO PERMIT / BIDDING	
DRAWN BY: ENC		DATE: 08/08/18	
PROJECT NO: 2018-029		SCALE: AS NOTED	
DRAWING NO:		A18	

NOMINAL MAX PENETRATING ITEM(S)

12" STEEL PIPE, 6" COPPER OR CONDUIT, 4" EMT,
2" GLASS FIBER OR AB/PVC FLEXIBLE FOAM, 4"
CABLE BUNDLES 36"x6" STEEL OR ALUMINUM
CABLE TRAY.

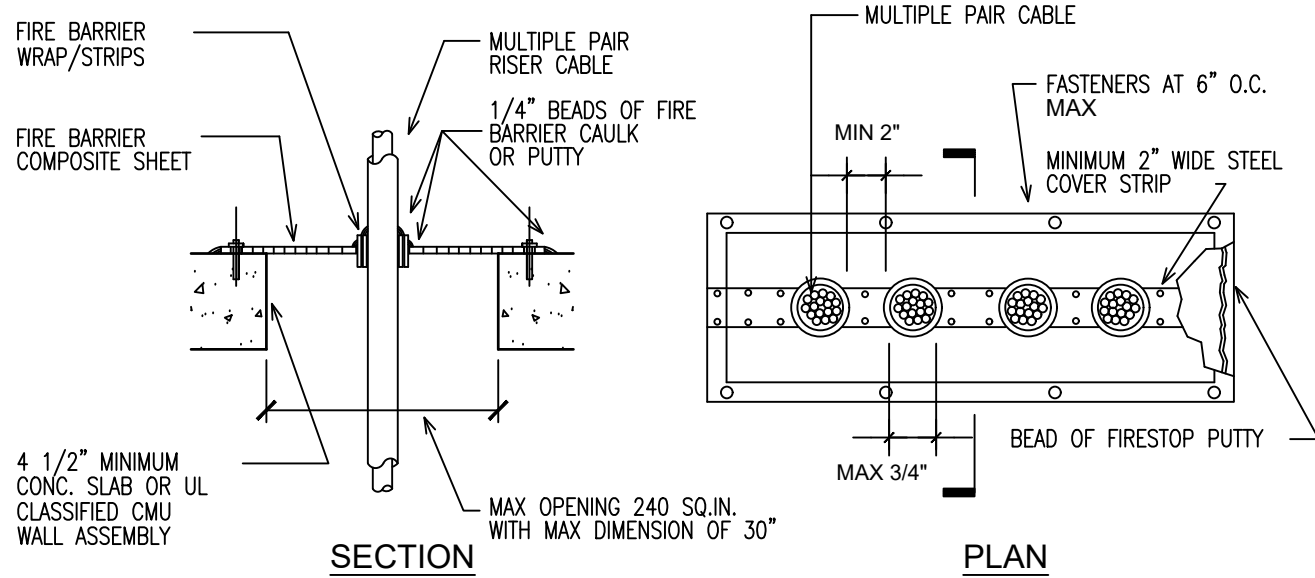


1 MULTI PENETRATING THRU CONC FLOOR

1 OR 2 HR FIRE RATING (UL SYSTEM CAJ 8001)

NOMINAL MAXIMUM PENETRATING ITEM(S)

□ MULTI CONDUCTOR RISER CABLE WITH MAX. NO.22 AWG
COPPER CONDUCTORS. OUTSIDE DIAMETER OF RISER
CABLE NOT TO EXCEED 3.25 IN.

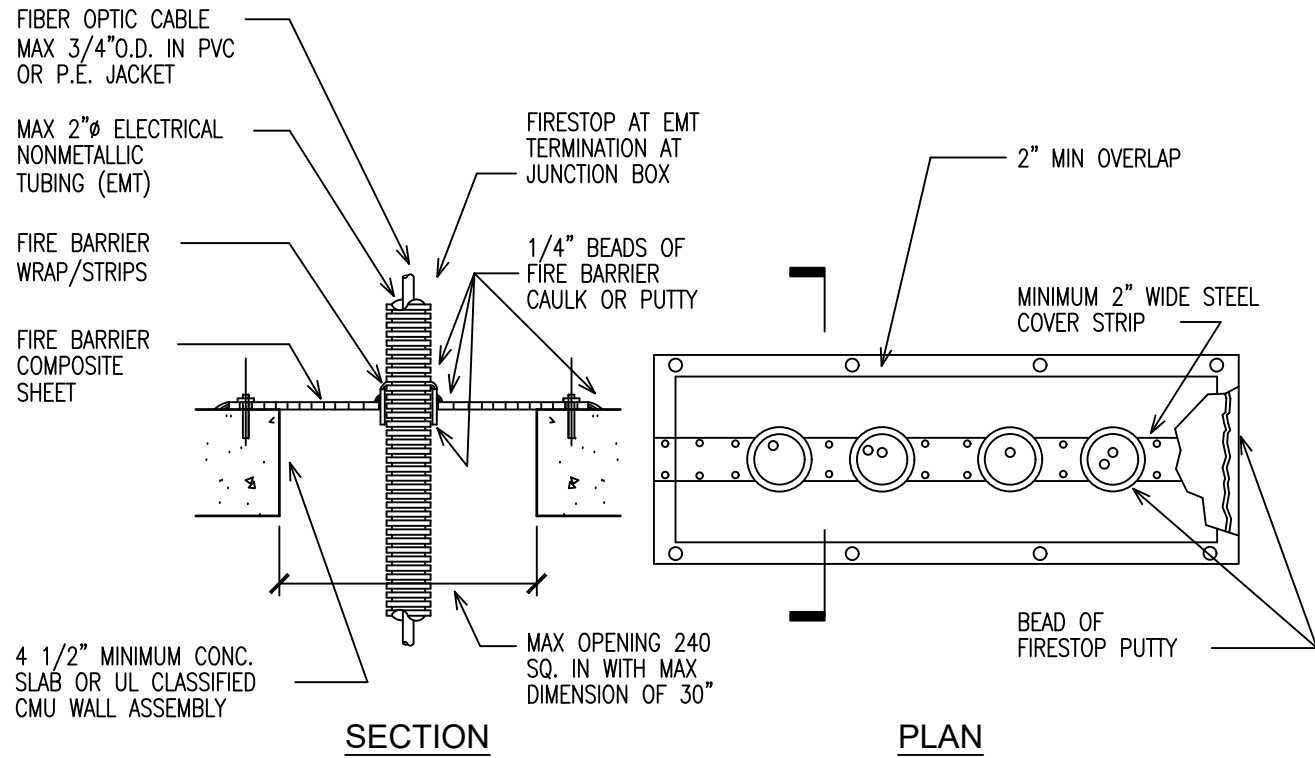


2 MULTI HIGH PAIR CABLE THRU CONC SLAB

2 HR FIRE RATING (UL SYSTEM CAJ 3044)

NOMINAL MAXIMUM PENETRATING ITEM(S)

□ 1 1/4" PE, 1 1/4" EMT, 1 1/4"PE EMT, 2" PVC
EMT 3/4" FIBER OPTIC CABLES

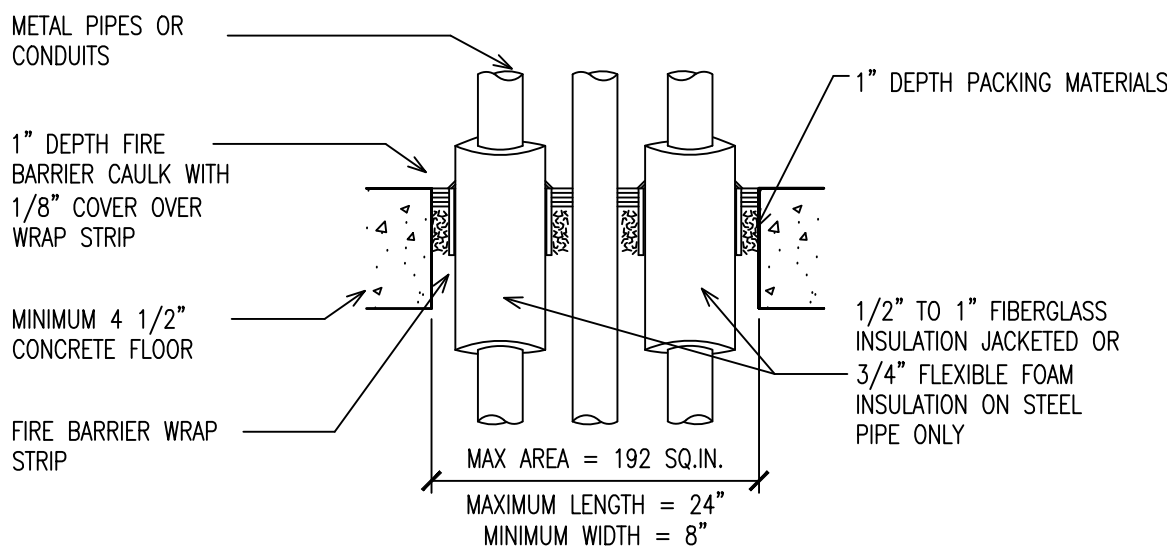


3 MULTI FIBER OPTIC CABLES THRU CONC SLAB

2 HR FIRE RATING (UL SYSTEM CAJ 2030)

NOMINAL MAX PENETRATING ITEM(S)

□ 4" STEEL, 4" EMT, 4" COPPER, 1" GLASS FIBER,
3/4" AB/PVC FLEXIBLE FOAM

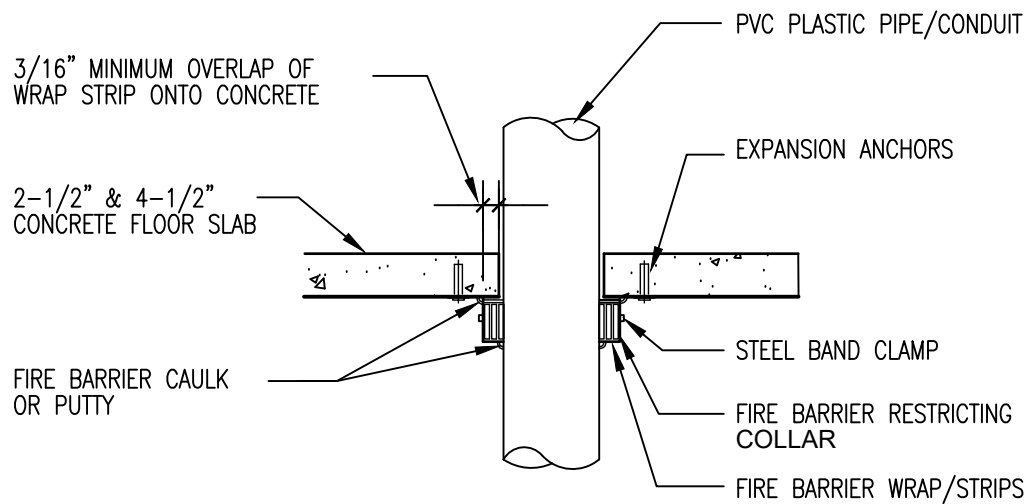


4 MULTI INSUL MTL PIPE THRU CONC SLAB

2 HR FIRE RATING (UL SYSTEM FA 5001)

NOMINAL MAX PENETRATING ITEM(S)

□ 6" PVC, 6" CPVC, 4" CCPVC, 4" ABS,
4" CCABS, 4" FRPP, 4" EMT, 3" PB.

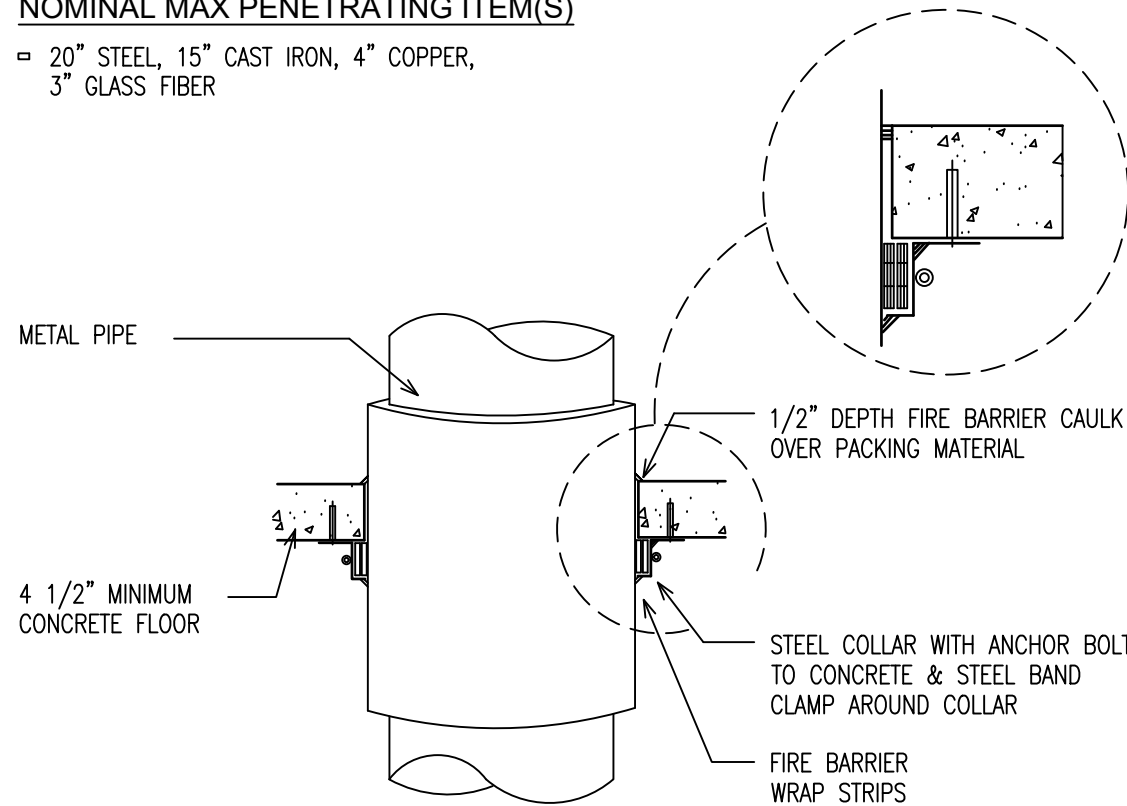


5 NON- MTL PIPE/THRU A CONC/STL DECK ASSEMBLY

2 HR FIRE RATING (UL SYSTEM CAJ 2001)

NOMINAL MAX PENETRATING ITEM(S)

□ 20" STEEL, 15" CAST IRON, 4" COPPER,
3" GLASS FIBER

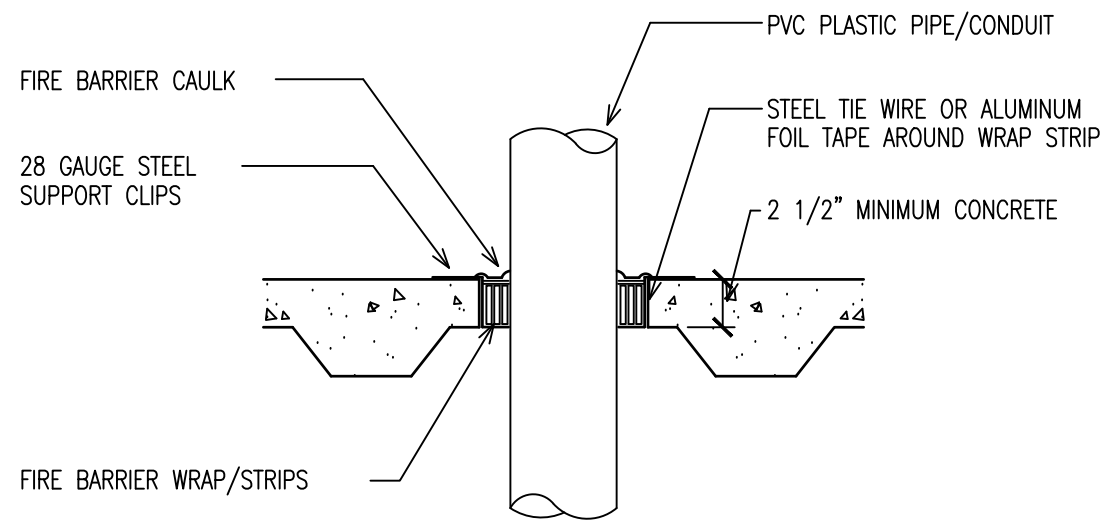


6 SINGLE INSUL MTL PIPE THRU CONC SLAB

2 HR FIRE RATING (UL SYSTEM CAJ 5003)

NOMINAL MAX PENETRATING ITEM(S)

□ 4" PVC, 4" EMT, 4" CPVC

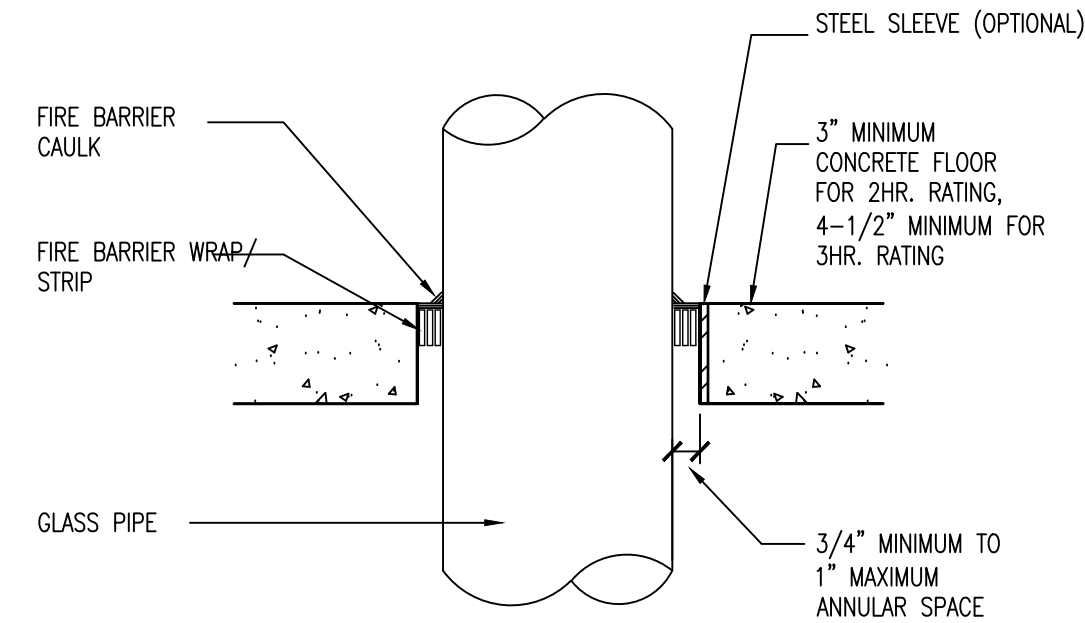


7 NON MTL PIPE THRU CONC/STL DECK ASSEMBLY

2 HR FIRE RATING (UL SYSTEM WL 2002)

NOMINAL MAX PENETRATING ITEM(S)

□ 6" GLASS PIPE OR SMALLER

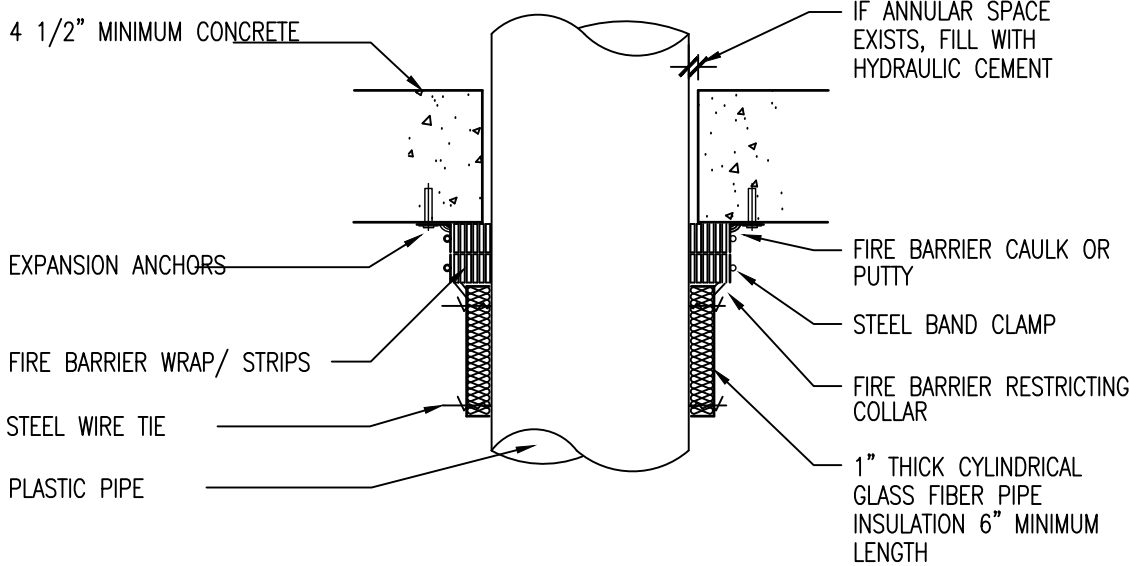


8 GLASS PIPE THRU CONC SLAB

2 HR FIRE RATING (UL SYSTEM CAJ 2006)

NOMINAL MAX PENETRATING ITEM(S)

□ 6", 8" OR 10" PVC



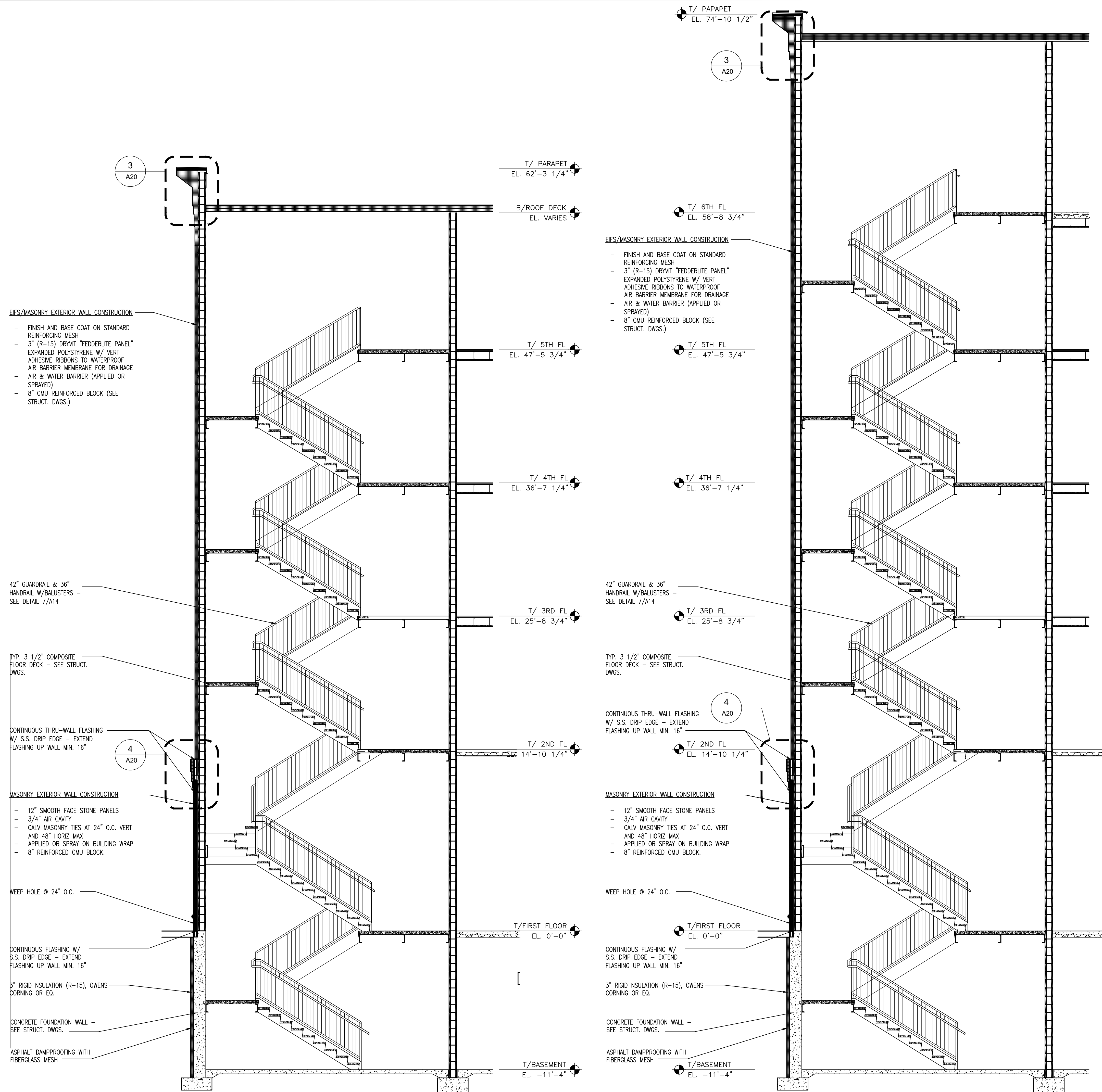
9 NON-MTL PIPE THRU CONC/STL DECK ASSEMBLY

1 & 2 HR FIRE RATING (UL SYSTEM CAJ 2005)

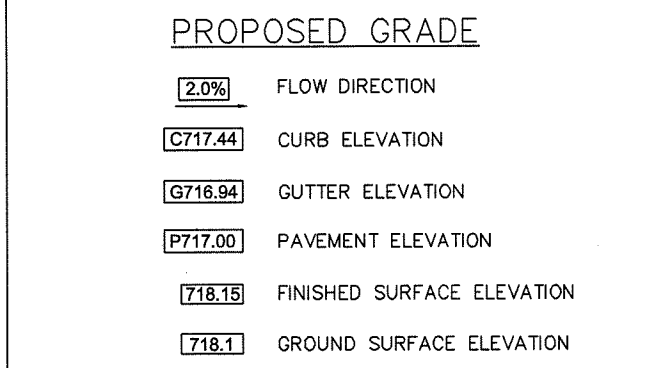
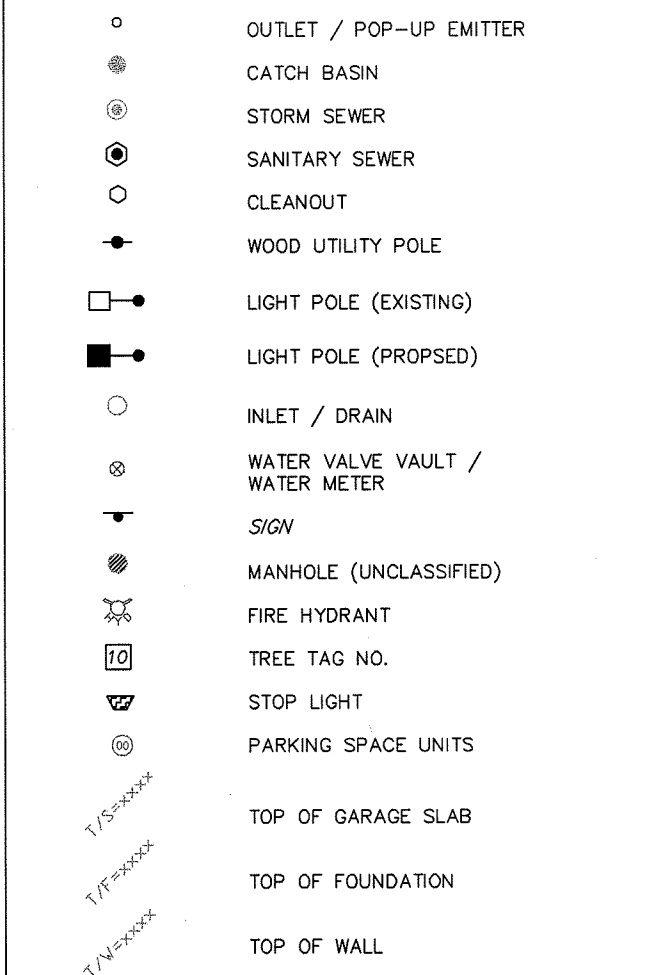
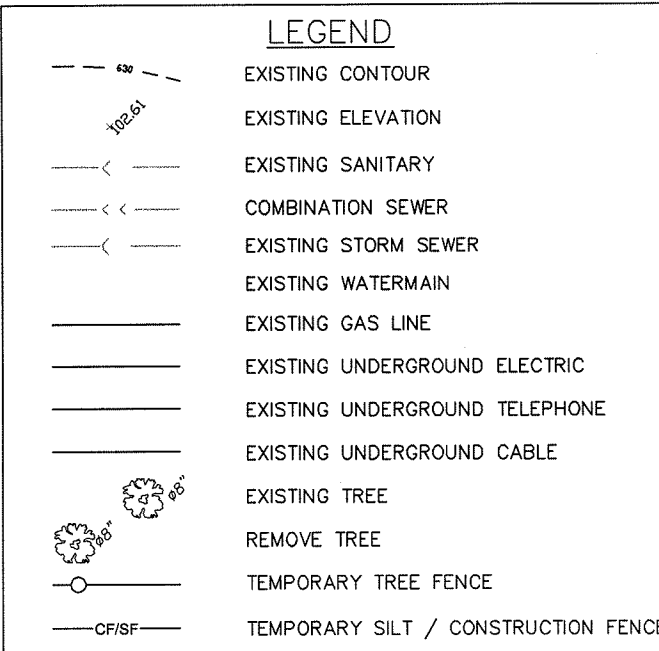
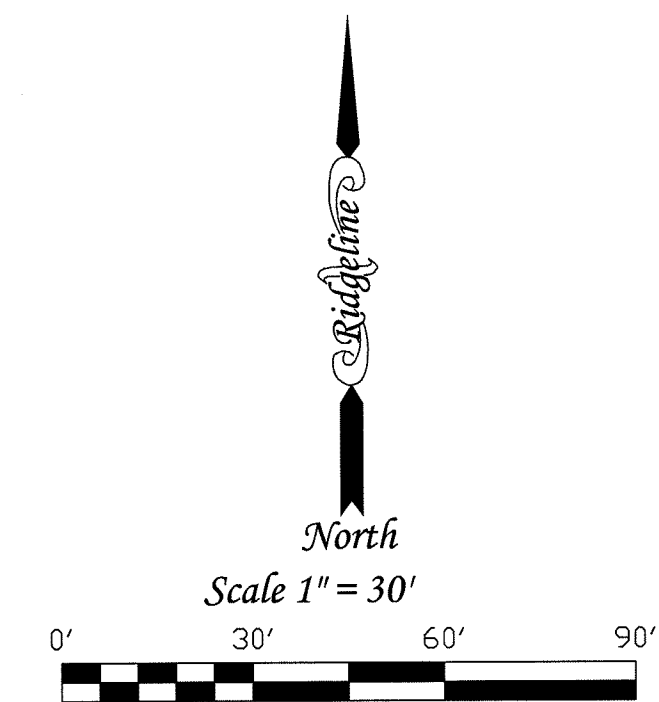
GENERAL NOTES

- FIRESTOPPING DETAILS ILLUSTRATED SHOW TYPICAL CONDITIONS OF PENETRATING ITEMS. IT IS NOT THE INTENT TO SHOW ACTUAL, SPECIFIC PROJECT CONDITIONS OR ALL POSSIBLE COMBINATIONS OF PENETRATING ITEMS WITH ALL TYPES OF PARTITIONS, FLOOR OR ROOF CONSTRUCTION
- ILLUSTRATIONS SHOWN ARE TO BE USED IN CONJUNCTION WITH THE SPECIFICATION "SECTION 07270 – FIRESTOPPING". ILLUSTRATIONS DO NOT SHOW OR DESCRIBE ALL THE CRITERIA THAT IS IN THE U.L. SYSTEMS – FIRE RESISTANCE DIRECTORY; EACH FIRESTOPPING SYSTEM IS TO BE INSTALLED PER APPLICABLE U.L. SYSTEMS NUMBER & ITS INSTALLATION REQUIREMENTS IN THE LATEST EDITION OF UNDERWRITERS LABORATORIES INC. "FIRE RESISTANCE DIRECTORY – VOLUME II".
- FIRESTOPPING IS REQUIRED AT:
 - ALL PENETRATIONS OF FIRE RESISTIVE FLOOR & ROOF CONSTRUCTION, AND FIRE/SMOKE RESISTIVE WALLS AND PARTITIONS RESULTING FROM WORK OF ALL TRADES.
 - ALL VOIDS AND JOINTS AT TOP AND BOTTOM OF ALL FIRE/SMOKE RESISTIVE WALLS AND PARTITIONS, SEE DETAILS & NOTES ON SHEET A15
 - ALL CONTROL/EXPANSION JOINTS IN ALL FIRE/SMOKE RESISTIVE WALLS AND PARTITIONS AND FIRE RESISTIVE FLOOR AND ROOF CONSTRUCTION.
 - ALL PENETRATIONS OF ALL NON-RATED FLOOR AND ROOF CONSTRUCTION, RESULTING FROM WORK OF ALL TRADES, USING THE SAME U.L. SYSTEM REQUIREMENTS FOR A ONE HOUR RATING.
 - ALL PENETRATIONS, AND VOIDS, RESULTING FROM WORK OF ALL TRADES, AND ALL VOIDS & JOINTS AT TOP AND BOTTOM OF ALL NON-RATED PARTITIONS, WHERE PARTITIONS EXTEND FROM FLOOR TO UNDERSIDE OF FLOOR OR ROOF DECK, AND TOP OF PARTITION IS CONCEALED BY A CEILING. COMPLY TO DETAILS AND NOTES ON SHEET A15, USING THE SAME U.L. SYSTEM REQUIREMENTS FOR A ONE HOUR RATING.
 - ALL EXPANSION JOINTS OCCURRING IN NON-RATED FLOOR OR ROOF CONSTRUCTION USING THE SAME U.L. SYSTEM REQUIREMENTS FOR A ONE HOUR RATING.
- FOR RENOVATION WORK WHERE OPENINGS AROUND PENETRATING ITEM(S) IN EXISTING WALLS, PARTITIONS, FLOORS AND ROOFS DO NOT MEET U.L. SYSTEM REQUIREMENTS, THEN THE OPENING SHALL BE INFILLED, BY THE GENERAL CONTRACTOR, WITH MATCHING WALL, PARTITION, FLOOR OR ROOF CONSTRUCTION MATERIALS TO COMPLY WITH THE ANNULAR OPENING SIZE REQUIREMENT OF THE U.L. SYSTEM, WHERE THE OPENING CANNOT BE CLOSED DUE TO EXISTING CONDITIONS OR QUANTITY AND TYPE OF PENETRATING ITEM(S), THEN THE FIRESTOPPING CONTRACTOR SHALL OBTAIN AN ENGINEERING JUDGMENT RECOMMENDATION OF THE U.L. SYSTEM TO BE USED FROM THE ENGINEERING DEPARTMENT OF THE MANUFACTURER OF THE FIRESTOPPING MATERIALS. THIS JUDGMENT SHALL BE VERIFIED BY UNDERWRITERS LABORATORIES. THE ENGINEERING JUDGMENT AND THE U.L. VERIFICATION SHALL BE SUBMITTED AS WRITTEN AND/OR GRAPHIC DOCUMENTATION.
- FOR NEW CONSTRUCTION WHERE THE CONDITION DOES NOT MEET THE REQUIREMENTS OF A U.L. SYSTEM, THEN OBTAIN AN ENGINEERING JUDGMENT AS OUTLINED IN ITEM 4. ABOVE.
- DETAILS ARE BASED ON MATERIALS / SYSTEMS TESTED BY U.L. FOR 3M FIRE PROTECTION PRODUCTS. REFERENCE PROJECT MANUAL SECTION 07270 FOR OTHER ACCEPTABLE PRODUCT MANUFACTURERS.

REVISED PER FOUNDATION PERMIT REVIEW		REVISED PER FOUNDATION PERMIT REVIEW #2	
10/17/18	09/24/18	08/08/18	11/29/18
DATE	DATE	DATE	DATE
1	-	2	No.
NO.	NO.	NO.	NO.
DRAWN BY: ENC		Revisions / Submissions	
DATE: 08/08/18		Revisions / Submissions	
PROJECT NO: 2018-029		Revisions / Submissions	
SCALE: AS NOTED		Revisions / Submissions	
DRAWING NO:		Revisions / Submissions	



Existing Condition and Demolition Plan



TOPOGRAPHIC PROVIDED BY: BONO CONSULTING, INC.
SITE BENCHMARK IS CUT CROSS ON NORTHWEST BOUNDARY 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 BCI'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 JULIE. @ 1-800-892-0123 BEFORE DIGGING.

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

REMOVE EXISTING 415 L.F. OF CURB & GUTTER

FULL DEPTH CLEAN SAW CUT AND REMOVE 195 L.F. OF EXISTING PAVEMENT ADJACENT TO REPLACED CURB & GUTTER

FULL DEPTH CLEAN SAW CUT AND REMOVE 100 L.F. OF EXISTING PAVEMENT ADJACENT TO REPLACED CURB & GUTTER

REMOVE EXISTING 100 L.F. OF CURB & GUTTER

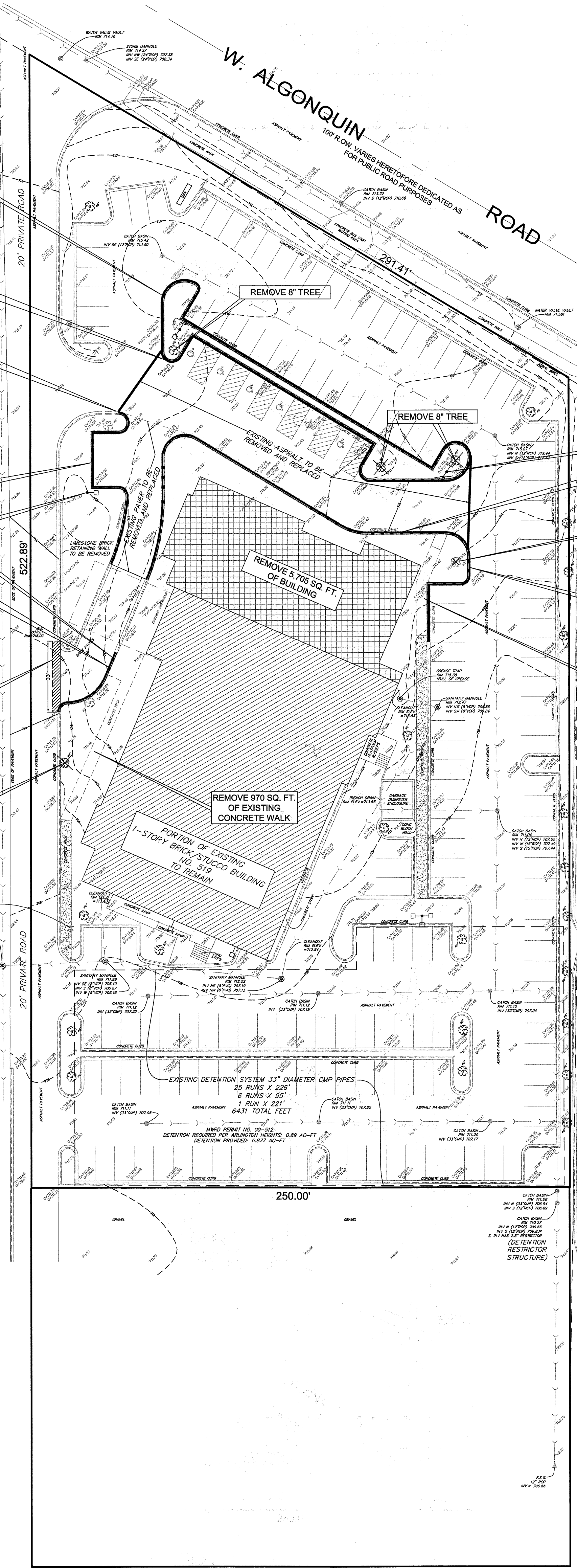
RELOCATE LIGHT POLE 13' S. & 4.0' W

REMOVE EXISTING 40 L.F. OF CURB & GUTTER

FULL DEPTH CLEAN SAW CUT AND REMOVE 40 L.F. OF EXISTING PAVEMENT ADJACENT TO REPLACED CURB & GUTTER

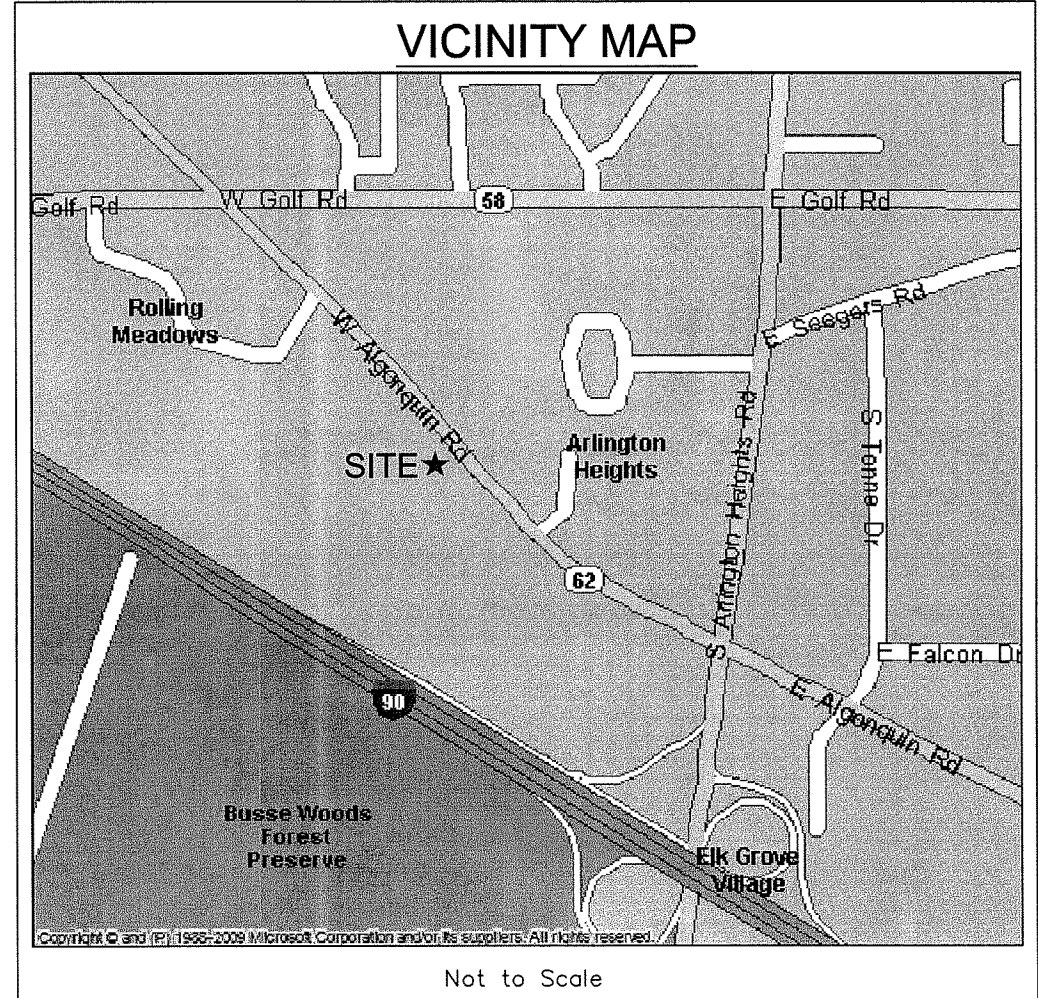
FULL DEPTH SAW CUT & REMOVE EXISTING PAVEMENT

REMOVE 8" TREE FOR SIDEWALK EXTENSION



DEMOLITION NOTES

- INSTALL TEMPORARY TREE PROTECTION FENCING PER VILLAGE STANDARD SPECIFICATIONS PRIOR TO ANY DEMOLITION WORK.
- INSTALL TEMPORARY 6' HIGH CHAIN LINK FENCE AROUND THE PROPOSED WORK AREA.
- CONTRACTOR SHALL VERIFY THE EXACT ELEVATION AND LOCATIONS OF ALL EXISTING UTILITIES AND APPURTENANCES PRIOR TO CONSTRUCTION, TO AVOID ANY INTERFERENCES.
- 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.
- 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.
- CONTRACTOR TO TAKE ALL OSHA REGULATED AND APPLICABLE LOCAL SAFETY PRECAUTIONS TO SAFE GUARD ALL POTENTIALLY HAZARDOUS SITES/WORK.
- CONTRACTOR IS RESPONSIBLE FOR KEEPING ROADS FREE OF EXCESSIVE DEBRIS OF ALL TYPES.
- ANY SOIL, MUD OR DEBRIS THAT IS WASHED, TRACKED, OR DEPOSITED ONTO THE STREET SHALL BE REMOVED BEFORE THE END OF EACH DAY.
- ALL EXCAVATION SHALL BE TAPERED, OR SHORED AND MAINTAINED PUMPED DRY.
- DO NOT CREATE DUST OR OTHER NUISANCE TO NEIGHBORING PROPERTIES DURING CONSTRUCTION.
- "NO TRESPASSING" SIGNS SHALL BE MOUNTED ON THE FENCING IN CONSPICUOUS LOCATIONS UNTIL CONSTRUCTION IS COMPLETED AND APPROVED.
- ANY GATE IN THE PERMITTED 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.
- EXISTING GREASE TRAP ON EAST SIDE OF BUILDING MUST BE CLEANED PRIOR TO ANY DEMOLITION.



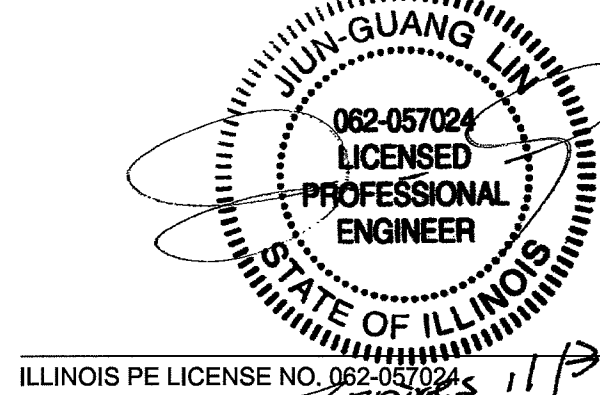
INDEX OF SHEETS

- EXISTING CONDITION & DEMOLITION PLAN
- GRADING & EROSION CONTROL PLAN
- UTILITY SITE PLAN
- TRUCK TURNING EXHIBIT
- PHOTOMETRIC PLAN
- CONSTRUCTION DETAILS
- LANDSCAPE PLAN
- LANDSCAPE PLAN

EARTHWORK / EROSION & SEDIMENTATION CONTROL

- All construction activities that involve earthwork shall meet the National Pollutant Discharge Elimination System (NPDES) requirements:
 - Submitter of a Notice of Intent (NOI) to IEPA.
 - Possession of a completed and signed Stormwater Pollution Prevention Plan (SWPPP) and a graphic Erosion and Sediment Control (ESC) plan.
 - Implementation of the SWPPP.
 - Submitter of an Incidence of Noncompliance (ION) if an even occurs.
 - Weekly reports after 1/2" rainfall or 5" snowfall.
 - Documentation of changes to ESC plan.
 - Submitter of a Notice of Termination (NOT) when final stabilization is achieved.
- Any wetland mitigation shall begin prior to any grading work and shall be in accordance with the approved mitigation permit plan and requirements.
- 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.
- The contractor shall maintain existing positive drainage from off-site at all times during construction.
- 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:
 - 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.
 - Under walkways. Compact six (6") inch maximum lifts of subgrade, backfill, or fill material at 95% modified proctor dry density.
 - Under lawn or unpaved areas. Compact six (6") inch maximum lifts of subgrade, backfill, or fill material at 85% modified proctor dry density.
- All erosion control work shall comply with "Illinois Procedures and Standards for Urban Soil Erosion and Sedimentation Control".
- 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.
- 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.
- 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.
- Sedimentation shall be retained on site. Sediment fence shall be installed along the perimeter of all regraded areas or as required to prevent sediment from entering and/or leaving the site.
- 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.
- 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.
- Culverts and drainage ditches shall be kept clean and clear of obstruction during the construction period.
- 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.
- 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.
- 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.
- The contractor shall install all erosion control items prior to commencement of any work.
- The contractor shall install temporary orange fence around all trees to remain and wetland areas to be mitigated.

DATED AT MONTGOMERY, ILLINOIS ON DECEMBER 11TH, 2018.



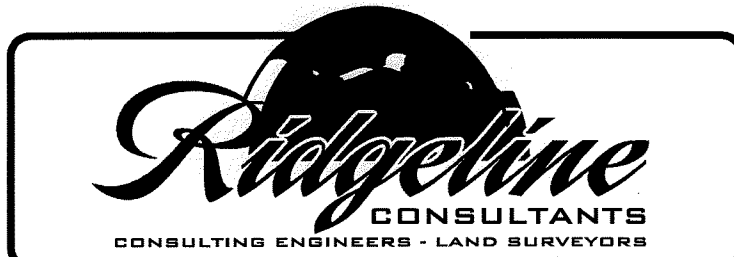
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PLANS PREPARED FOR:
EUROPEAN CRYSTAL HOTEL
ATTN: JAMES CAZARES
519 W. ALGONQUIN ROAD
ARLINGTON HEIGHTS, IL 60005

SHEET
1
OF
8

PREPARED FOR:
EUROPEAN CRYSTAL HOTEL

PROPERTY ADDRESS: 519 W Algonquin Road
Arlington Heights, IL 60005



Ridgeline Consultants LLC
Illinois Professional Design Firm No. 184-004766
1681 August Road, Montgomery, IL 60538
PH: 630.801.7927 FAX: 630.701.1385
George H. Skulavik P.L.S. 2580 Expiration Date 11/30/2012
Stacy L. Stewart P.L.S. 3415 Expiration Date 11/30/2012

REVISION	DATE	DESC
2	05/09/18	PER DESIGN CHANGES (REV)
3	06/08/18	PER OWNER COMMENTS (REV)
4	10/02/18	FINAL ENGINEERING PLAN PREPARATION (REV)
5	11/09/18	PER DESIGN CHANGES (REV)
6	12/11/18	NO CHANGE TO THIS SHEET (REV)

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

Grading and Erosion Control Plan

SITE IMPROVEMENT				
	Existing		Proposed	
Project Area	111,993 Sq. Ft.	2.571 Acres		
Building	20,404 Sq. Ft.	0.468 Acres	22,262 Sq. Ft.	0.511 Acres
Pavement (Concrete Curb & Gutter, Asphalt Pavement and Concrete Pavement)	71,282 Sq. Ft.	1.636 Acres	71,436 Sq. Ft.	1.640 Acres
Total Impervious Area	91,886 Sq. Ft.	2.105 Acres	93,698 Sq. Ft.	2.151 Acres
Total Pervious Area	20,307 Sq. Ft.	0.466 Acres	18,235 Sq. Ft.	0.420 Acres
Net Increase in Impervious Area			2,012 Sq. Ft.	0.046 Acres

AREA OF DISTURBANCE: 22,682 SQ. FT. OR 0.521 ACRES

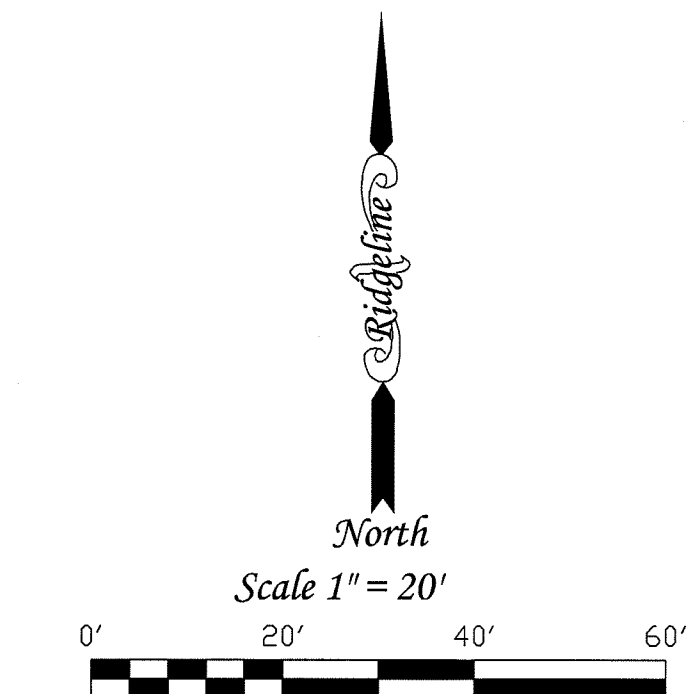
- NO WATERSHED MANAGEMENT PERMIT IS REQUIRED AS DISTURBANCE IS LESS THAN 0.5 ACRES IN AREA. WHEN WMP IS NOT REQUIRED, NO VCBMP OR DETENTION SHALL BE REQUIRED PER WATERSHED MANAGEMENT ORDINANCE OF MWRD. HOWEVER, REQUIRED DETENTION IS EVALUATED UNDER THE PROPOSED CONDITIONS AGAINST THE DETENTION PROVIDED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

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

- ALL PROPOSED CURB & GUTTER ARE B6.12 COMBINATION CONCRETE CURB. FOR REVERSED PITCH CURB PAVEMENT ELEVATION PLUS 0.56' = TOP OF CURB. FOR NORMAL PITCHED CURB PAVEMENT ELEVATION PLUS 0.42' = TOP OF CURB.

NOTES:

- WHEN TOP OF CURB IS 0.56' HIGHER THAN EDGE OF PAVEMENT, B6.12 REVERSED PITCH CONCRETE CURB IS CALLED OUT.
- WHEN TOP OF CURB IS 0.42' HIGHER THAN EDGE OF PAVEMENT, B6.12 NORMAL PITCHED CONCRETE CURB IS CALLED OUT.
- WHEN TOP OF CURB IS 0.09' HIGHER THAN EDGE OF PAVEMENT, B6.12 HANDICAP ACCESSIBLE REVERSE PITCHED DEPRESSED CONCRETE CURB IS CALLED OUT.



FRAME - PLAN VIEW

SEDIMENT BAG - SECTION

FRAME - SECTION

GENERAL NOTES:

FRAME: TOP FLANGE FABRICATED FROM 1 1/2"x1 1/2"x1/8" ANGLE. BASE RM FABRICATED FROM 1 1/2"x1 1/2"x1/8" CHANNEL. HANDLES AND SUSPENSION BRACKETS FABRICATED FROM 1 1/2"x1 1/4" FLAT STOCK. ALL STEEL CONFORMING TO ASTM-A36.

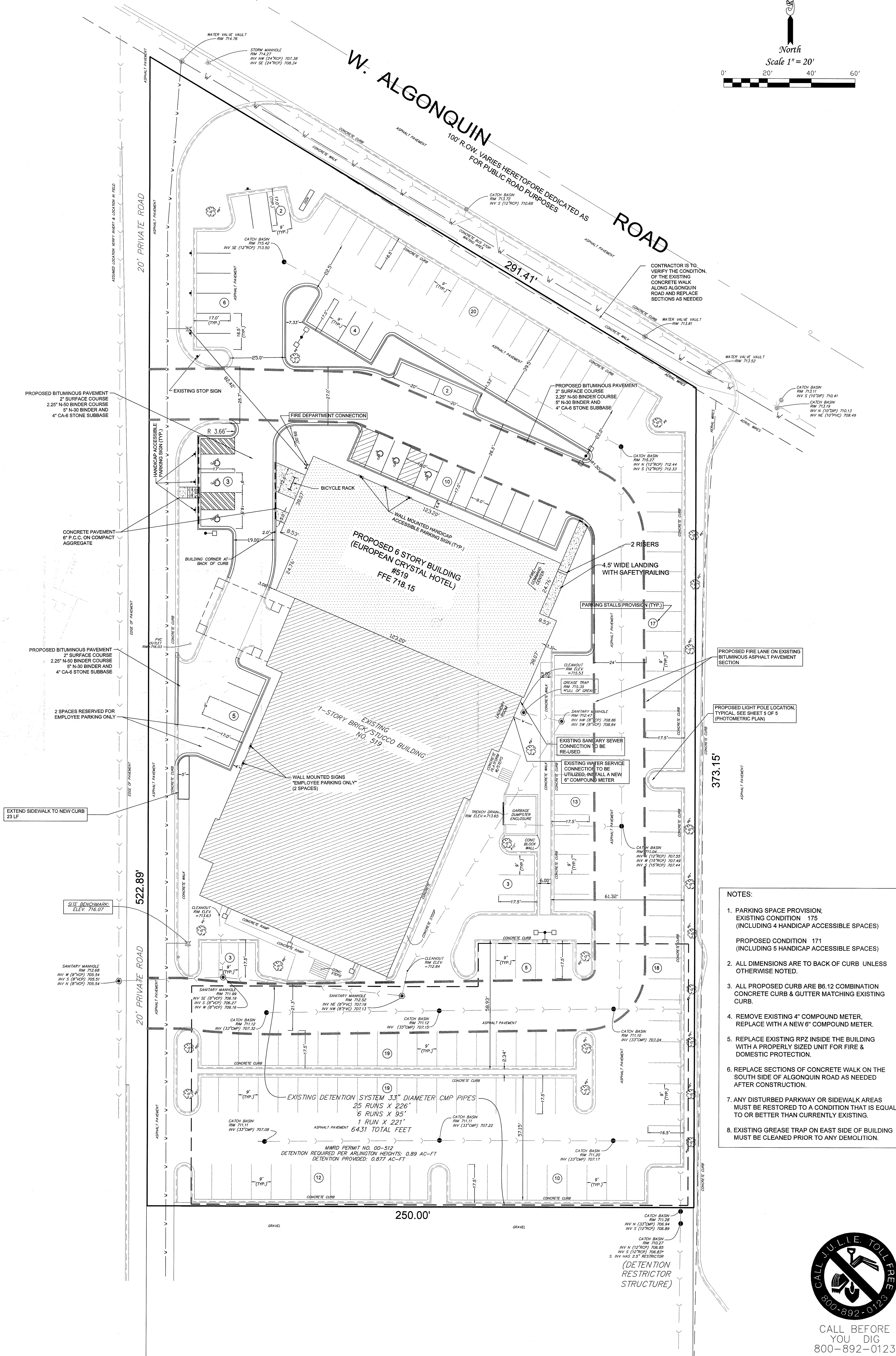
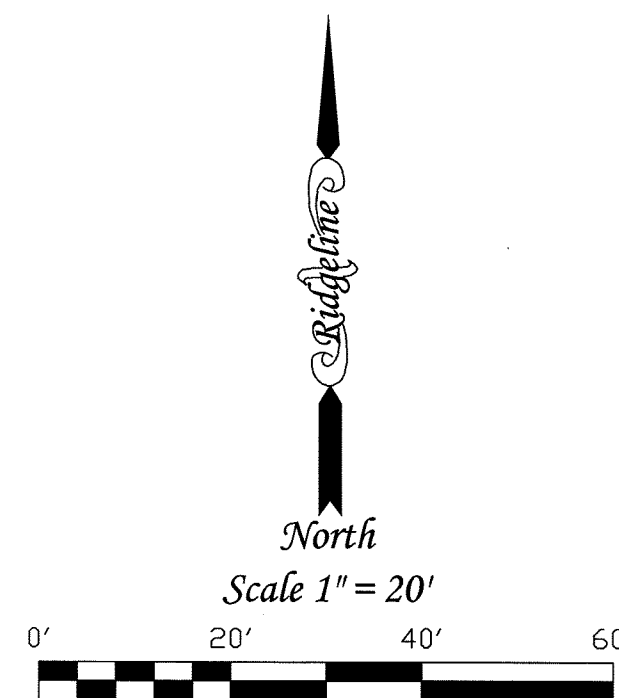
SEDIMENT BAG: BAG FABRICATED FROM 4 OZ./SQ.YD. NON-WOVEN POLYPROPYLENE. GEOTEXTILE REINFORCED WITH POLYESTER MESH. BAG SECURED TO BASE RM WITH A STAINLESS STEEL STRAP AND LOCK.

FILTER FOR OTHER SHAPE GRATES SHALL BE APPROVED IN ADVANCE OF PLACEMENT BY VILLAGE ENGINEER.

NOT TO SCALE

FILTER FOR ROUND OPEN GRATE & FRAME DETAIL

Utility and Site Plan



- NOTES:**
- PARKING SPACE PROVISION:
EXISTING CONDITION 175
(INCLUDING 4 HANDICAP ACCESSIBLE SPACES)

PROPOSED CONDITION 171
(INCLUDING 5 HANDICAP ACCESSIBLE SPACES)
 - ALL DIMENSIONS ARE TO BACK OF CURB UNLESS OTHERWISE NOTED.
 - ALL PROPOSED CURB ARE B6.12 COMBINATION CONCRETE CURB & GUTTER MATCHING EXISTING CURB.
 - REMOVE EXISTING 4" COMPOUND METER. REPLACE WITH A NEW 6" COMPOUND METER.
 - REPLACE EXISTING RPZ INSIDE THE BUILDING WITH A PROPERLY SIZED UNIT FOR FIRE & DOMESTIC PROTECTION.
 - REPLACE SECTIONS OF CONCRETE WALK ON THE SOUTH SIDE OF ALGONQUIN ROAD AS NEEDED AFTER CONSTRUCTION.
 - ANY DISTURBED PARKWAY OR SIDEWALK AREAS MUST BE RESTORED TO A CONDITION THAT IS EQUAL TO OR BETTER THAN CURRENTLY EXISTING.
 - EXISTING GREASE TRAP ON EAST SIDE OF BUILDING MUST BE CLEANED PRIOR TO ANY DEMOLITION.



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SHEET
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PREPARED FOR:
EUROPEAN CRYSTAL HOTEL

PROPERTY ADDRESS: 519 W Algonquin Road
Arlington Heights, IL 60005

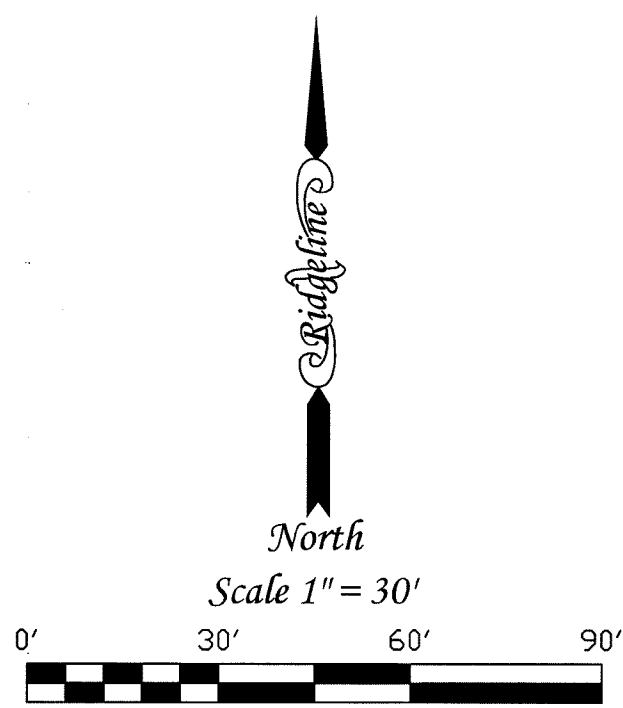


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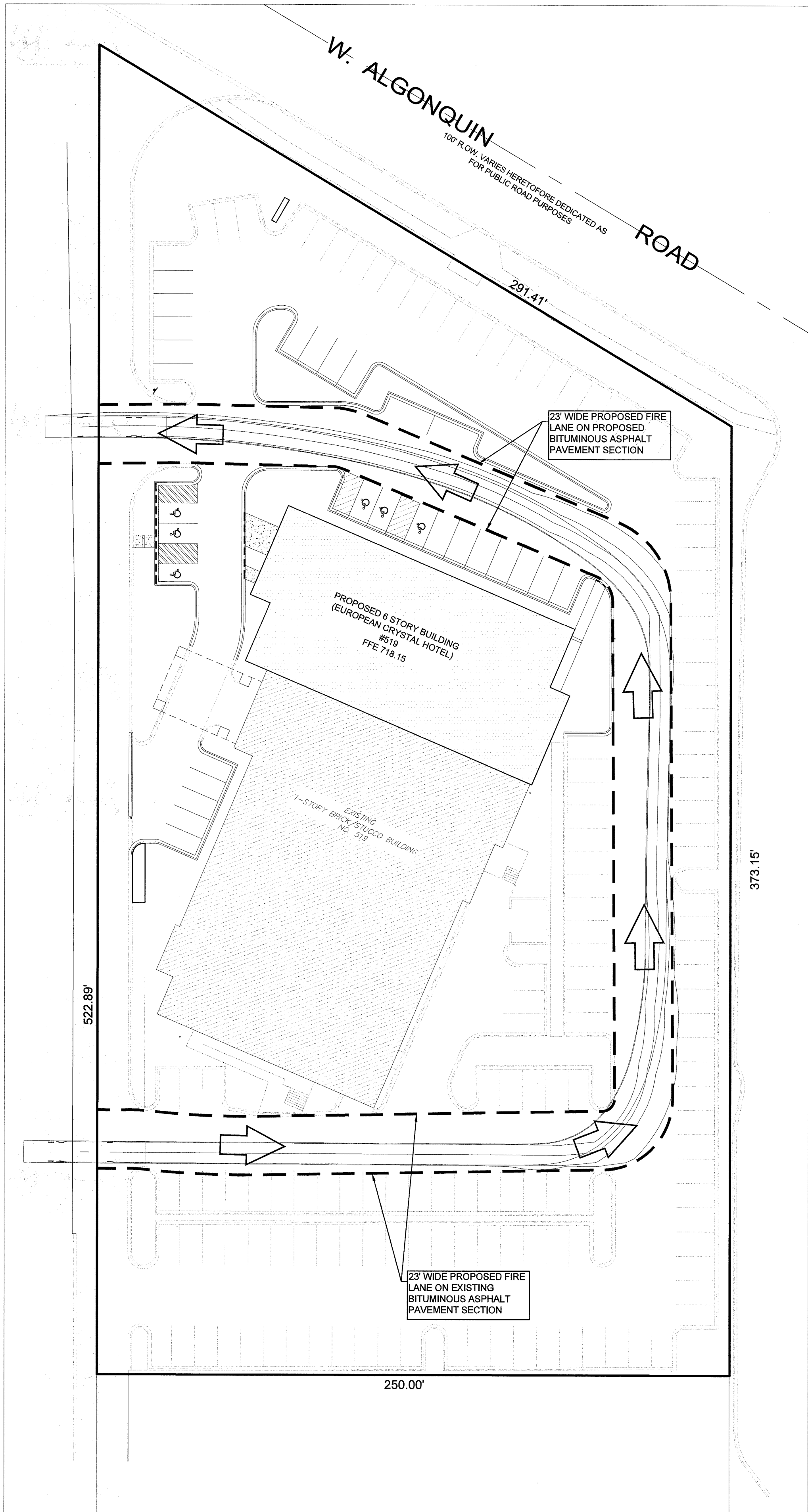
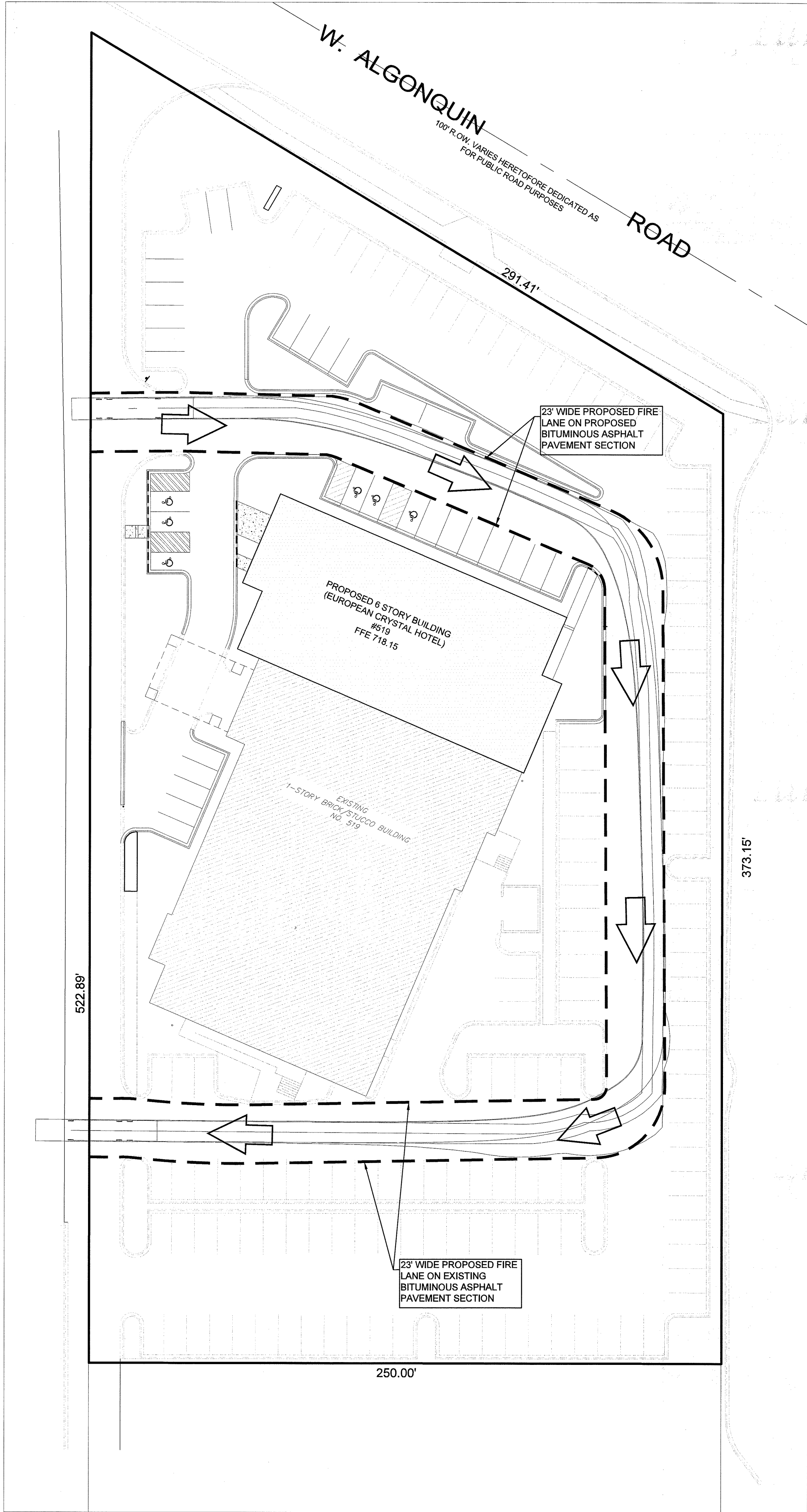
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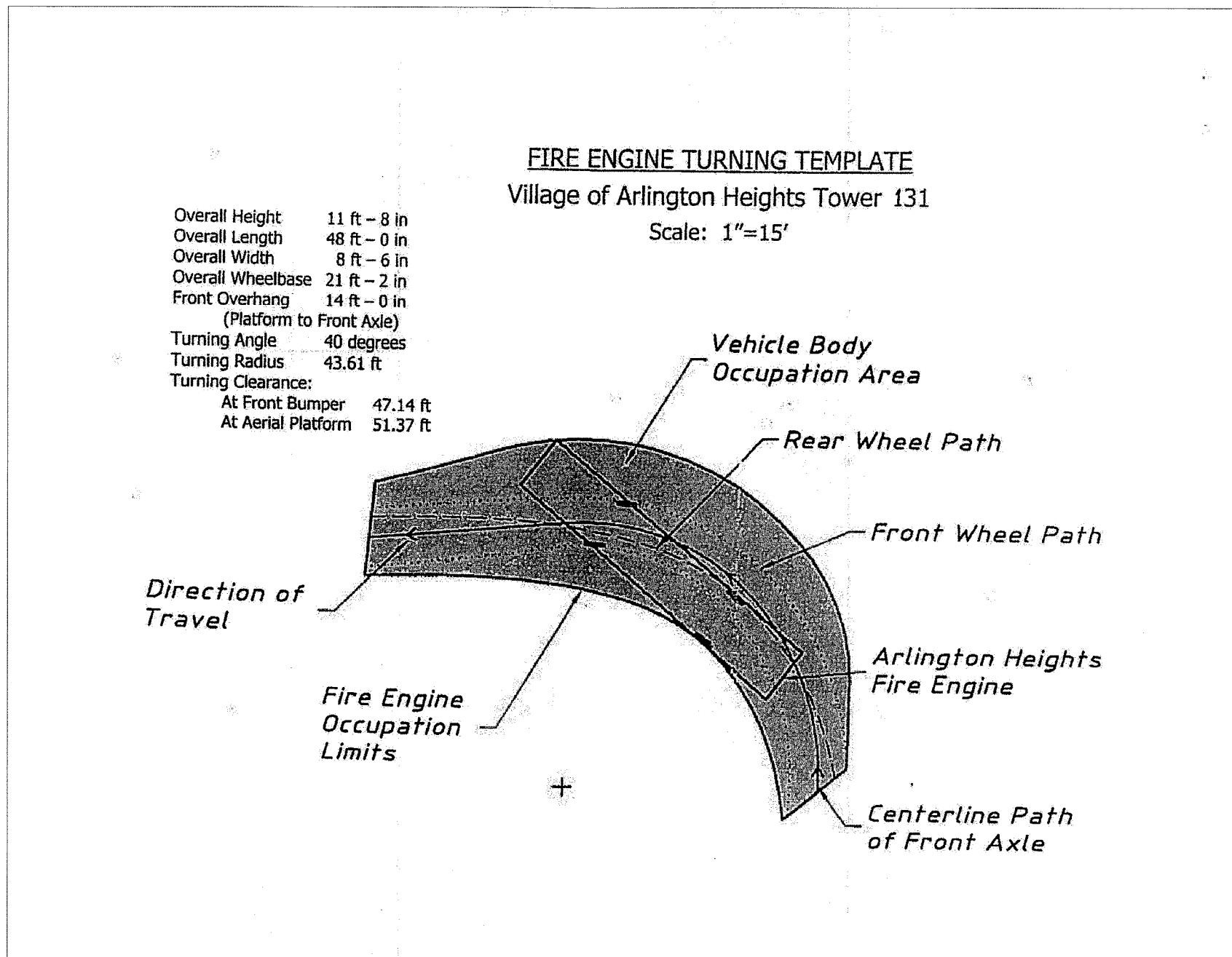
Truck Turning Exhibit

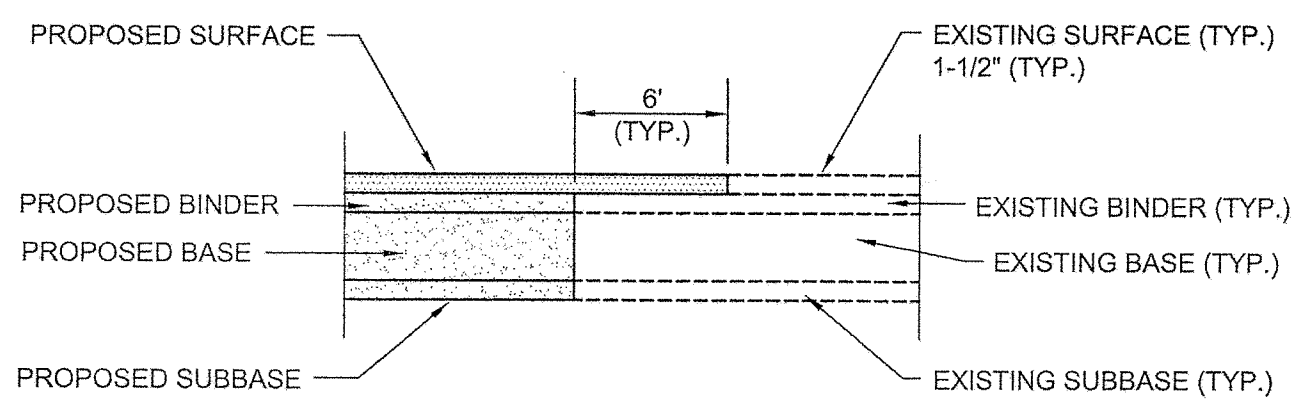


AH FIRE Width	: 8.50
[ft.] Track	: 8.50
Steering Angle	: 140.00

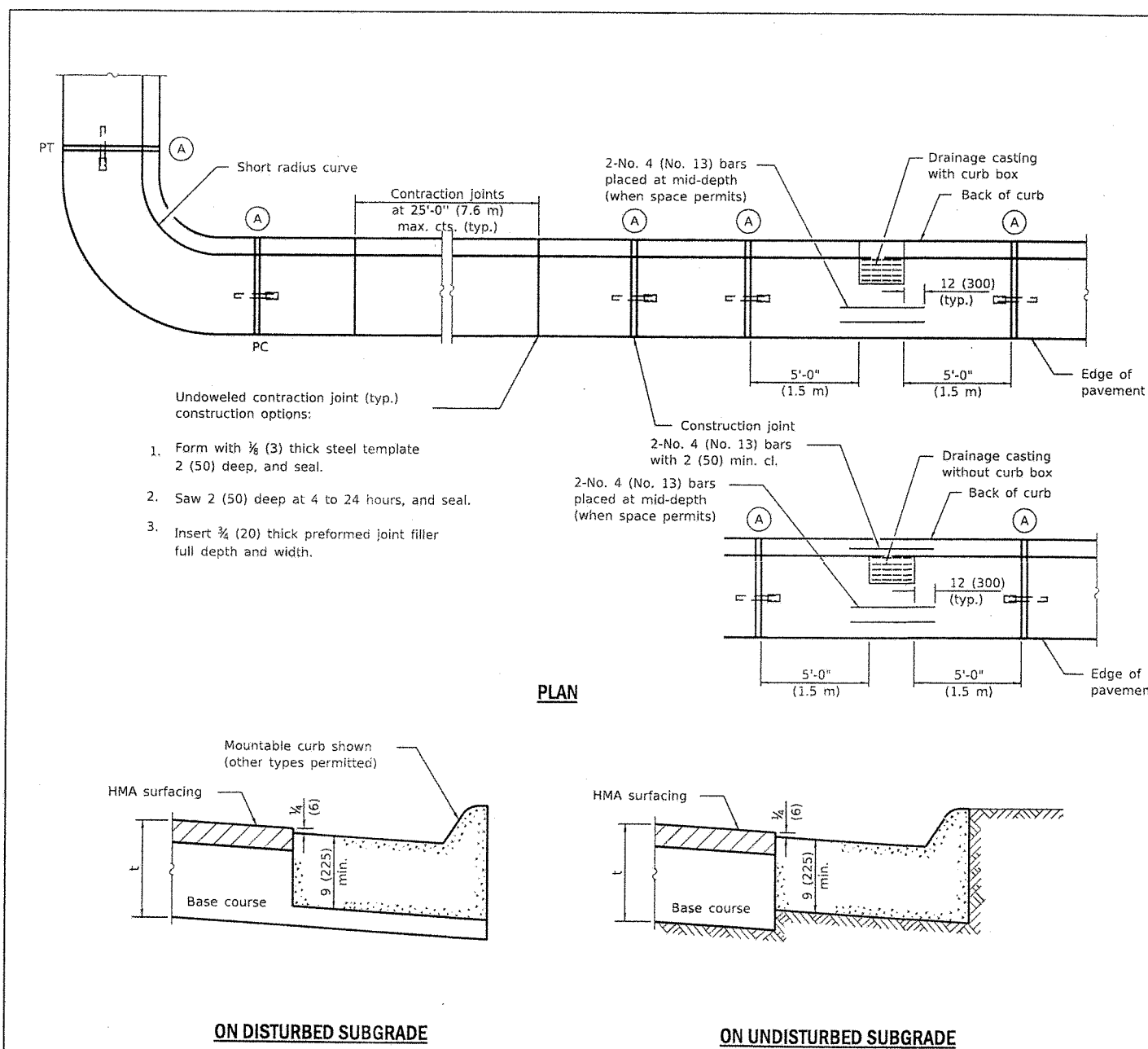
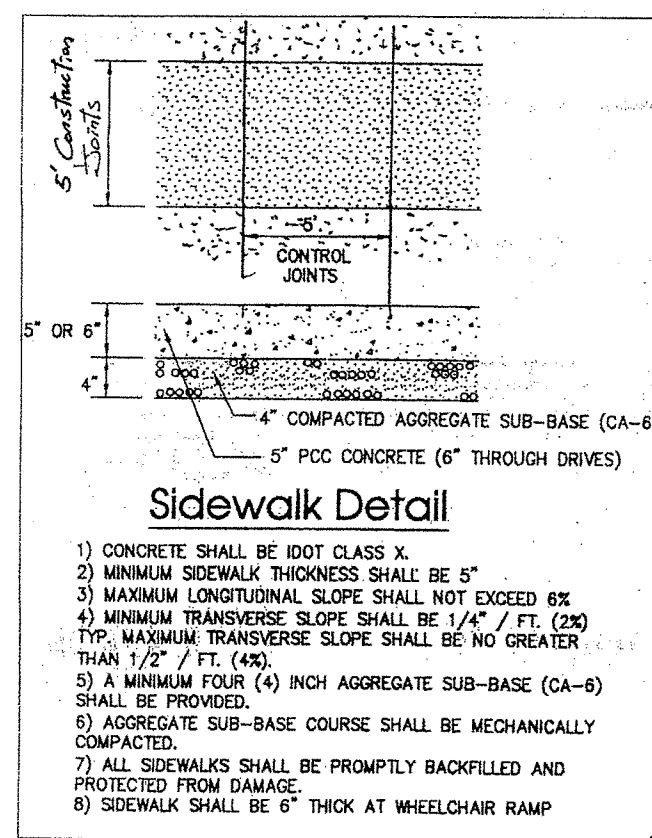


NOTE:
NO OVERHEAD UTILITY OR POWER LINES
ARE TO BE LOCATED WITHIN THE
PROPOSED FIRE LANE SHOWN HEREON.

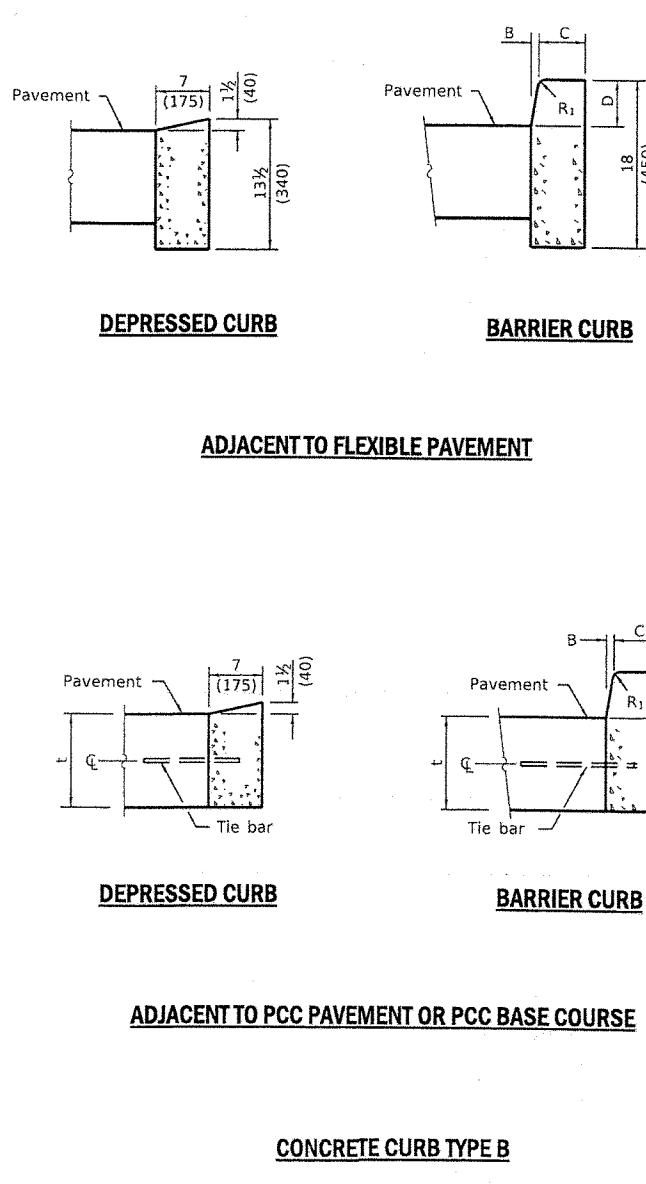




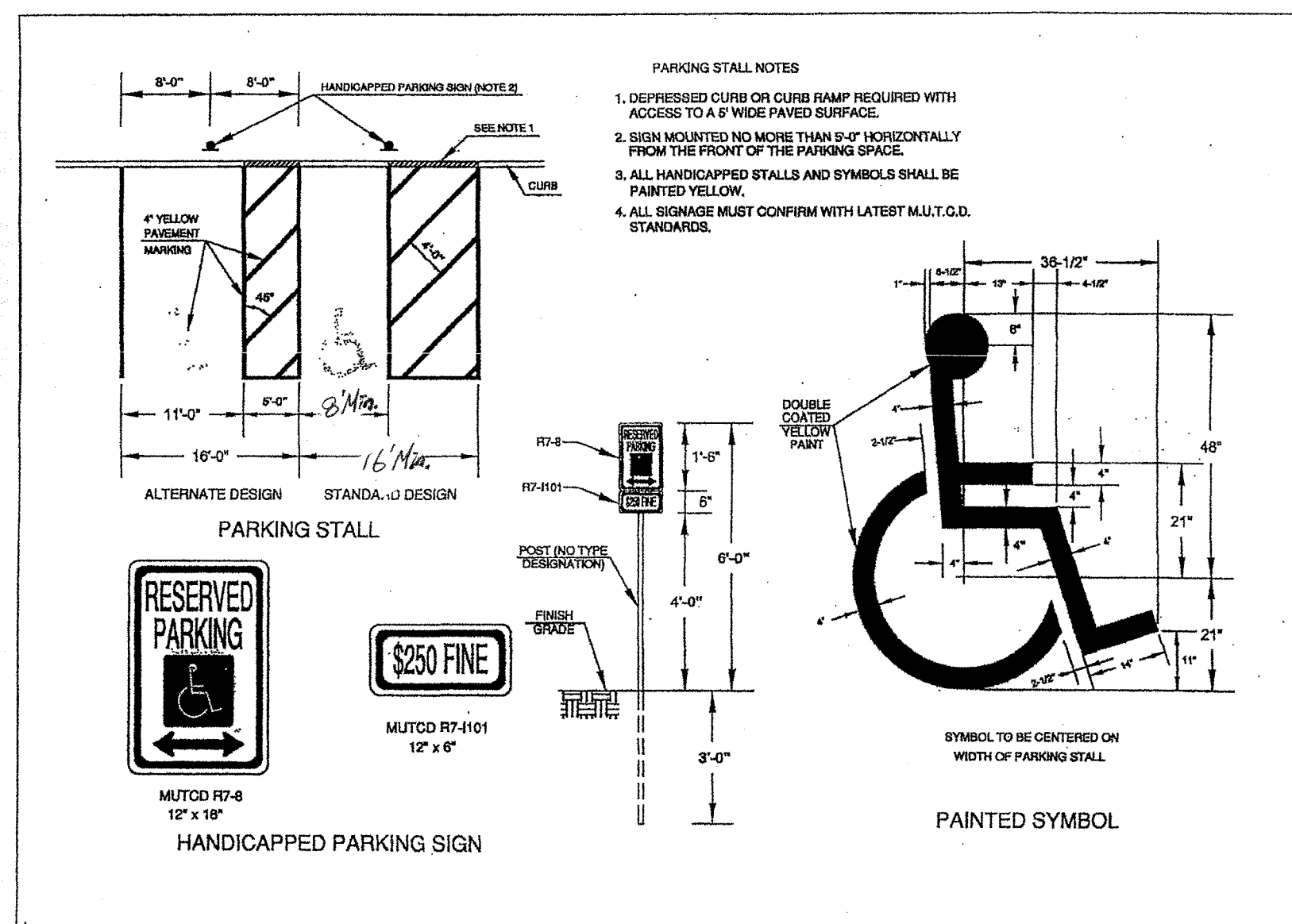
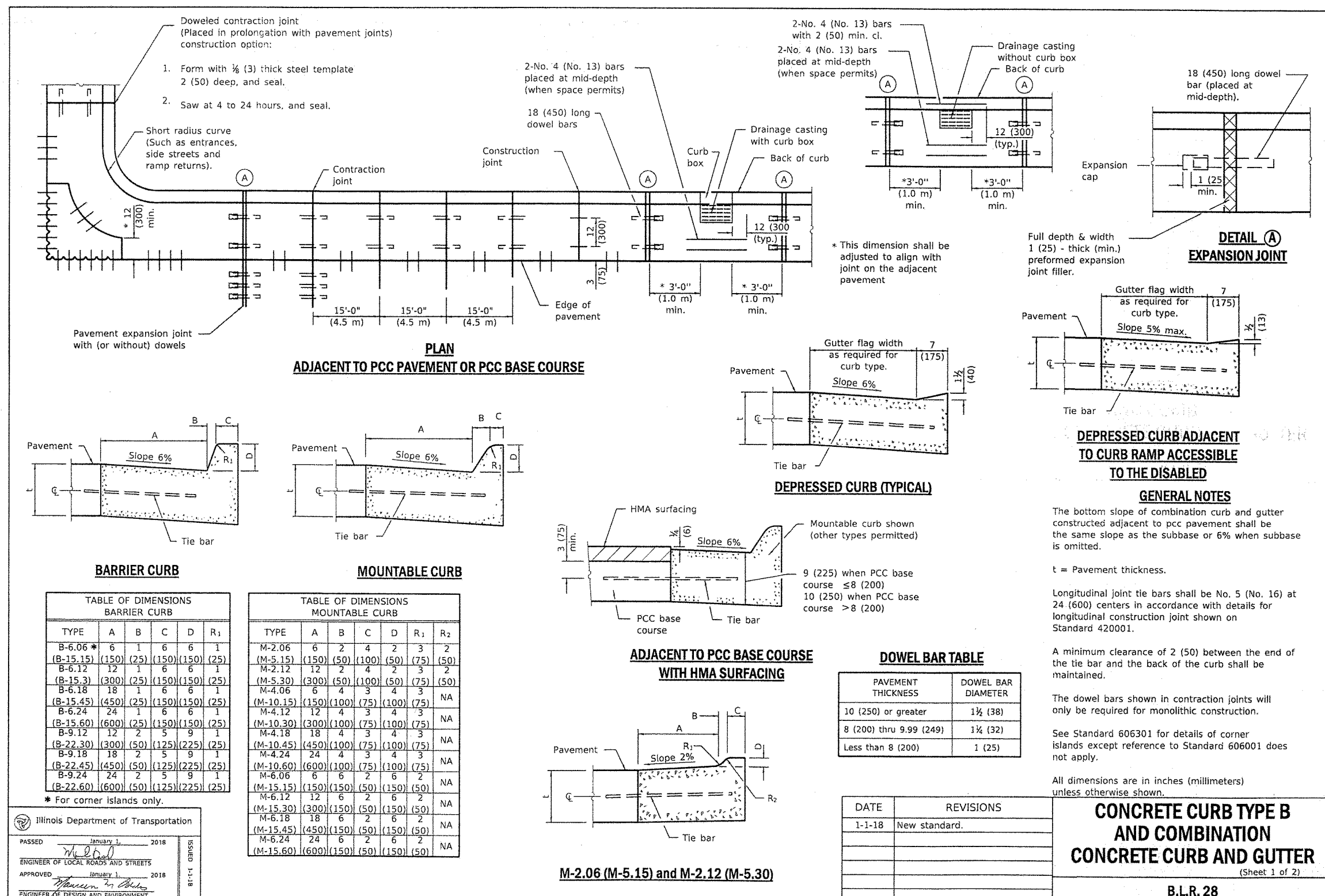
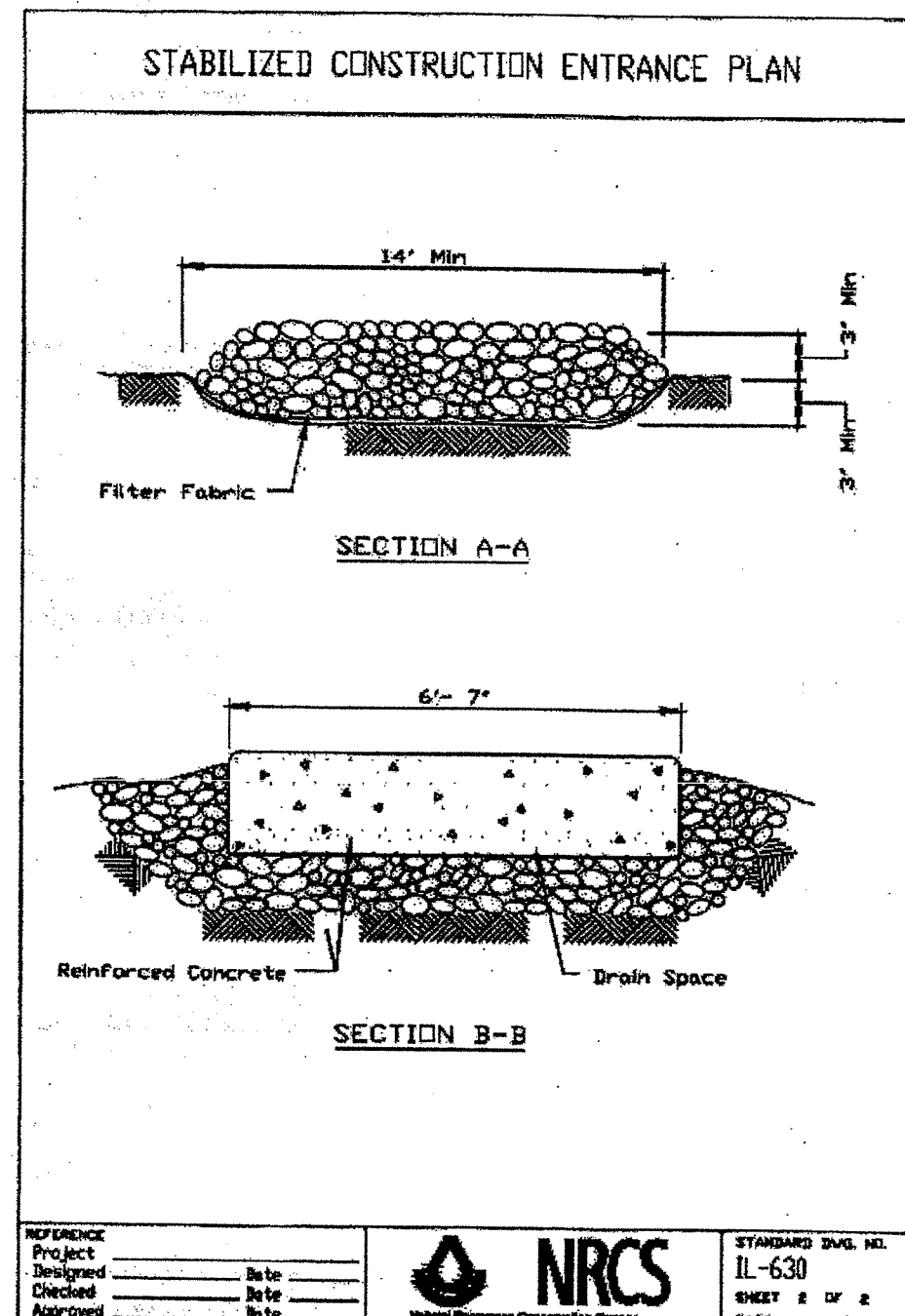
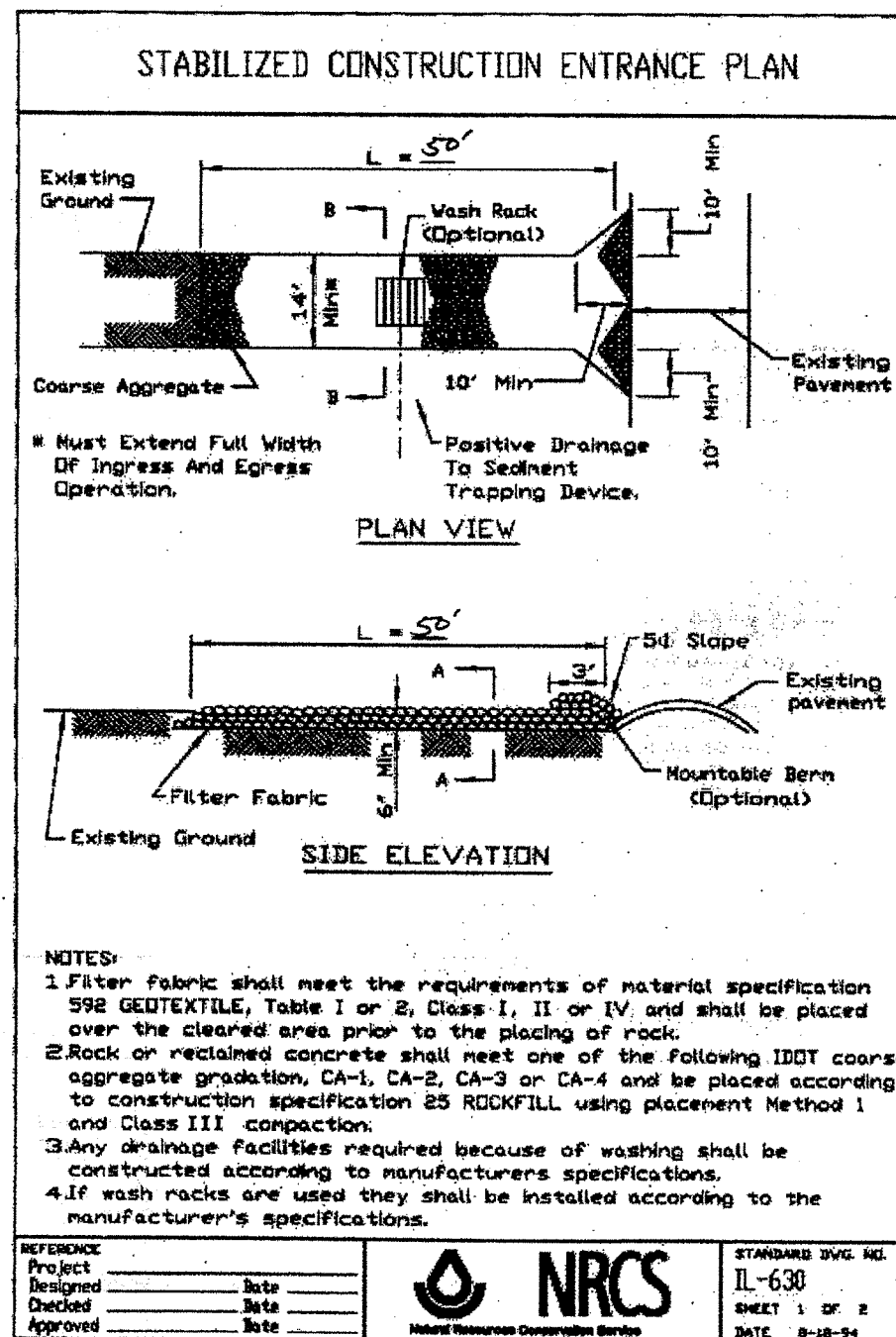
BUTT JOINT DETAIL



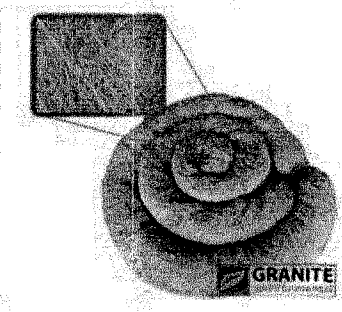
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Coir Logs



Coir Logs are an all natural product used for erosion control, stabilization, and restoration projects. Made from completely biodegradable materials, these logs help support new vegetation, slow down water flows, and prevent erosion. All logs are designed with a bristle coir twine outer net and an interior core made from mattress coir fibers. Logs will biodegrade over time to enrich surrounding locations.

Perfect for use in:

- Check Dams
- Marsh Restoration
- Shore Stabilization
- Slope Stabilization
- River Bank Support
- Vegetative Re-growth
- Beach Restoration
- Stream Stabilization

Type	Diameter	Density	Weight	Length	Outer Net	Inner Core
12" Coir Log	12"	7 lbs/ft ³	5 lbs/ft	10'	Bristle Coir Twine 2" x 2" Openings	Mattress Coir
12" Coir Log	12"	9 lbs/ft ³	7 lbs/ft	10'	Bristle Coir Twine 2" x 2" Openings	Mattress Coir
16" Coir Log	16"	9 lbs/ft ³	12.4 lbs/ft	10'	Bristle Coir Twine	Mattress Coir
20" Coir Logs	20"	9 lbs/ft ³	19.4 lbs/ft	10'	Bristle Coir Twine 2" x 2" Openings	Mattress Coir



Product Solutions for a Cleaner World
 P.O. Box 780928 Sebastian, FL 32978 Toll Free: (1) 888.703.8889 Fax: (+1) 772.589.3343 Int: (+1) 772.646.0597 info@GraniteEnvironmental.com
 www.GraniteEnvironmental.com



Coir Logs

Standard Coir Log Specifications & Advantages

- Tensile Strength:** Coir has a high tensile strength which protects steep surfaces from heavy flows and debris movement. This provides a better binding of soil to help stabilize your area.
- Longevity:** Coir Geotextile has 3 to 5 years longevity which allows for full plant and soil establishment, natural invasion and land stabilization. This helps to hold seeds and saplings in place, making it an excellent medium for quick vegetation.
- Biodegrading:** The coir logs are 100% natural and bio-degradable allowing them to function as a soil amendment. Logs typically degrade over a period of 2 to 5 years. This allows for a deep rooting of plants and provides nutrients to the surrounding areas. This microclimate is ideal for plant establishment, natural invasion & balanced healthy growth.
- Sizing & Specs:** The coconut coir logs are easy to install and typically follow the contour of the soil surface. Logs can be customized to your specific requirements/technical specifications built in your topographical conditions.
- Natural Qualities:** These coir meshes are eco-friendly and non-polluting. They are naturally resistant to mold and rot, and require no chemical treatment. Coir has an excellent air and water permeability and allows enough sunlight to pass through.



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Coir Log Installation

Coir Log Installation Guide

Below you find the typical installation for the coconut coir log. Installation requirements and methods may vary depending on the specifications of your location.

- STEP 1:** Clear the installation area of any debris, trees, rocks or large obstructions. Logs are designed to come in contact with the soil, so any stumps or potential obstructions should be removed.
- STEP 2:** Dig a small trench in the location where the coir logs need to be placed.
- STEP 3:** Place the logs in the trench and backfill with soil so that the logs are tightly packed against the slope. Adjacent logs should be positioned so that the ends fit tightly against each other. Ends should be joined/secured together with coir twine or other suitable ties.
- STEP 4:** Stake/anchor the logs into position. Logs should be anchored according to site requirements or specifications. Typical anchoring can be seen below:

Stream	Flow	Dia. of Log	Anchor Height	Anchor Spacing
Large Stream	Heavy Flow	20"	4' minimum	Every 2'
Large Stream	Moderate Flow	16"	3' minimum	Every 2.5'
Medium Stream	Moderate Flow	12"	30" minimum	Every 3'
Medium Stream	Low Flow	12"	30" minimum	Every 3.5'



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SHEET

6

OF 8

PREPARED FOR:

EUROPEAN CRYSTAL HOTEL

PROPERTY ADDRESS:

519 W Algonquin Road
 Arlington Heights, IL 60005

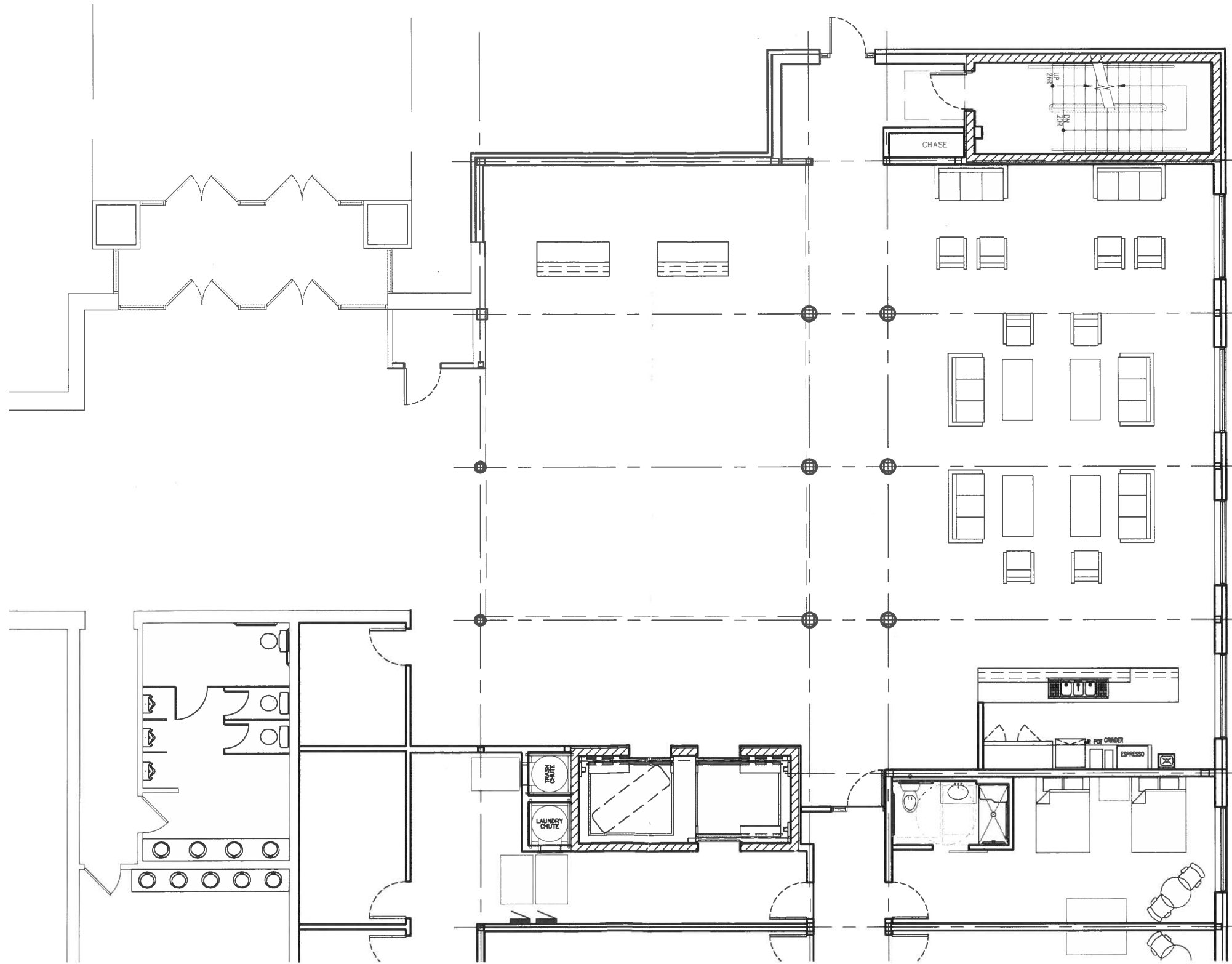


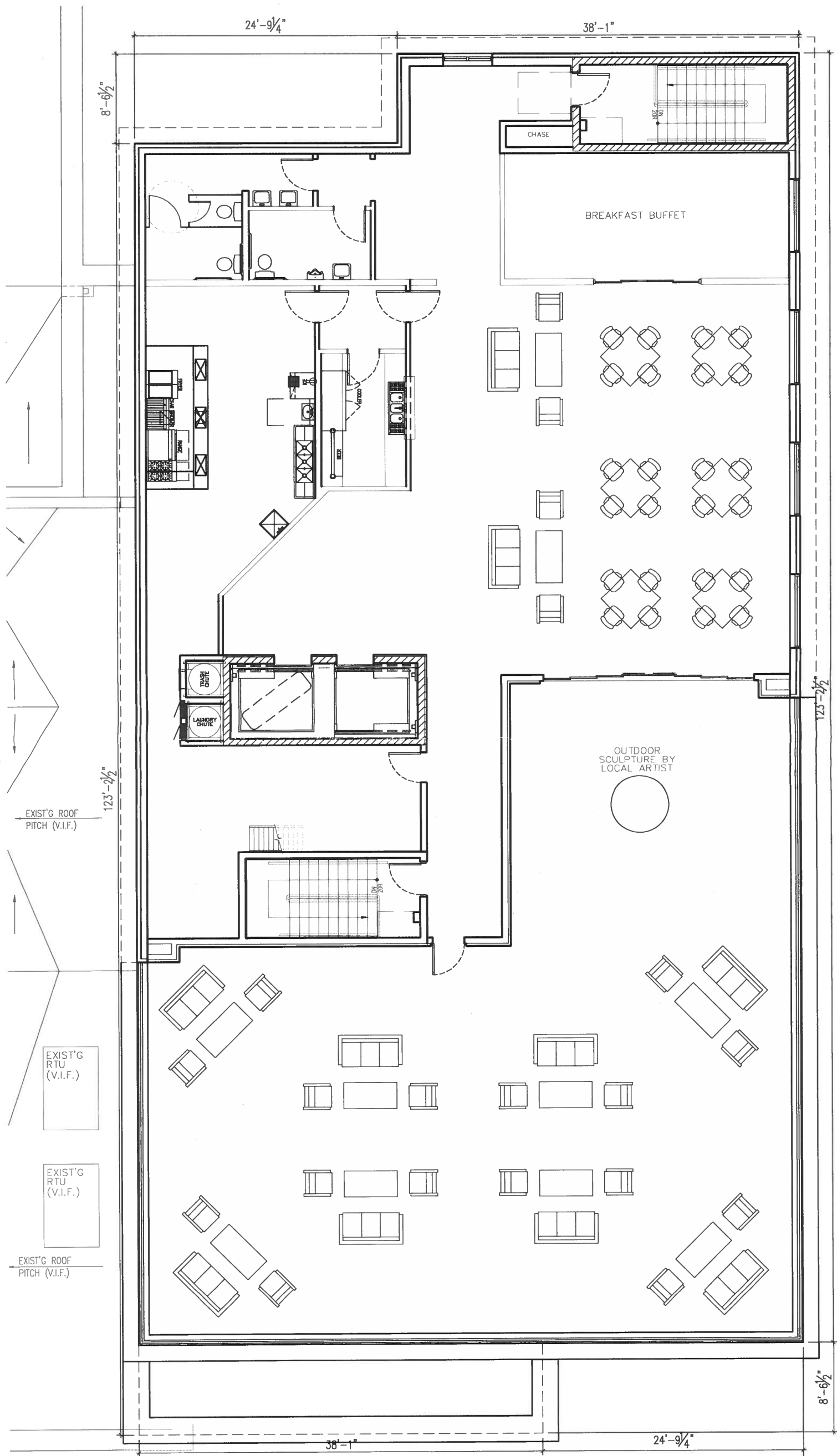
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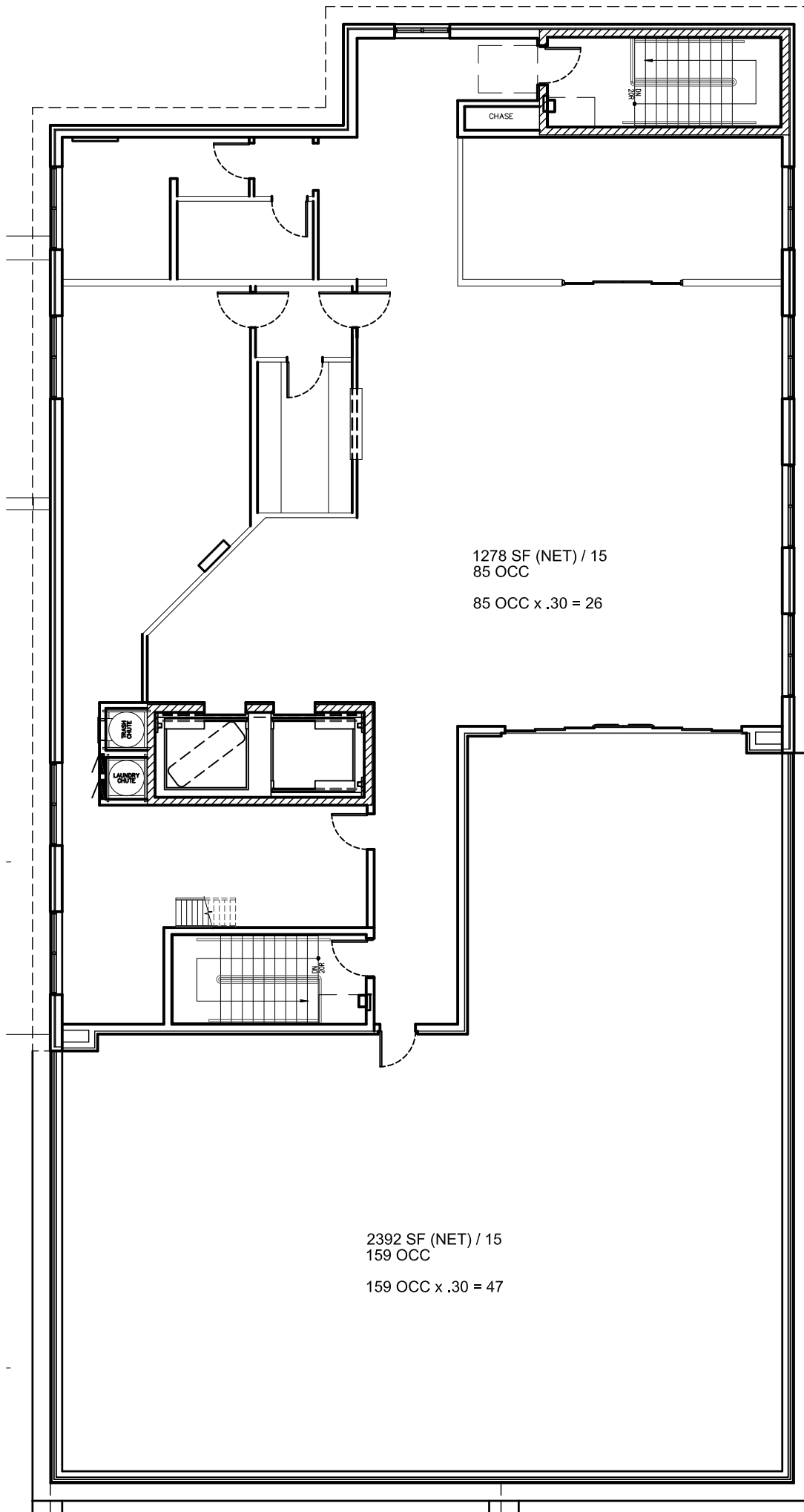














TR Mandigo & Company

“Over 35 Years of Hospitality Consulting”

Market Study

Market Study for
A 62-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
FAX: (630) 279-4701

Submitted to:

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

Submitted on:

January 2, 2019

TR Mandigo & Company

Over 35 Years of Hospitality Experience
<http://www.trmandigo.com>

338 N. Highland Avenue
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(630) 279 - 8144
TedMandigo@trmandigo.com

Wednesday, January 02, 2019

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 62-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 62 room, 6 story hotel tower.

We have updated the financials for the revised property program, reducing the room count from 126 rooms to 62 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

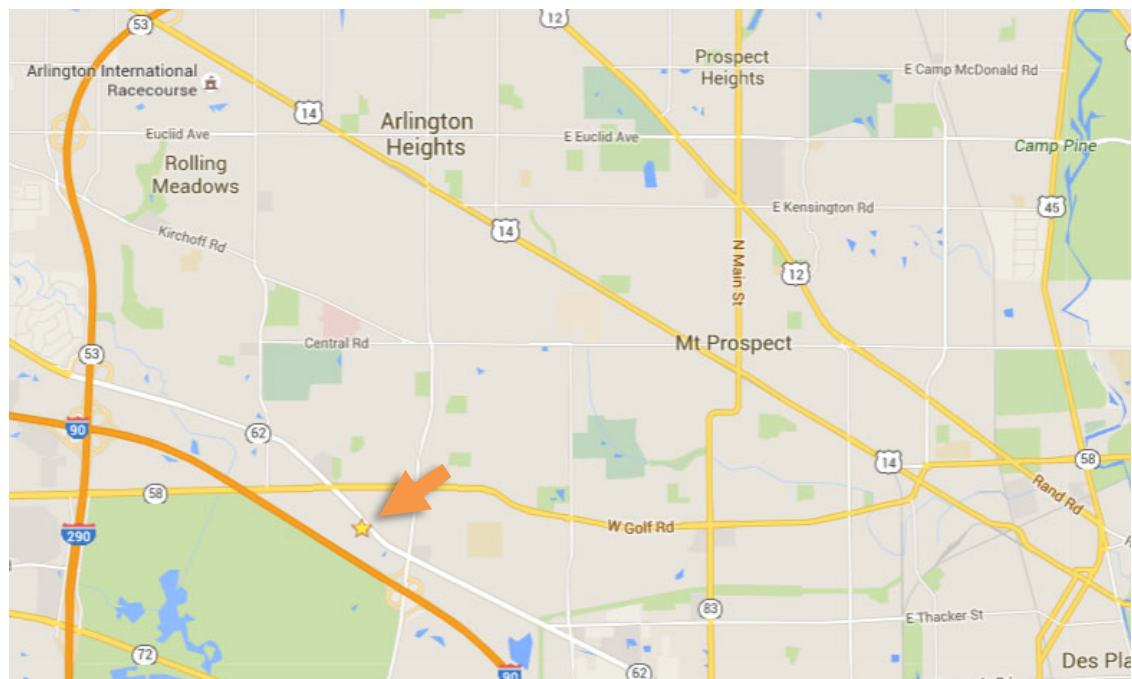
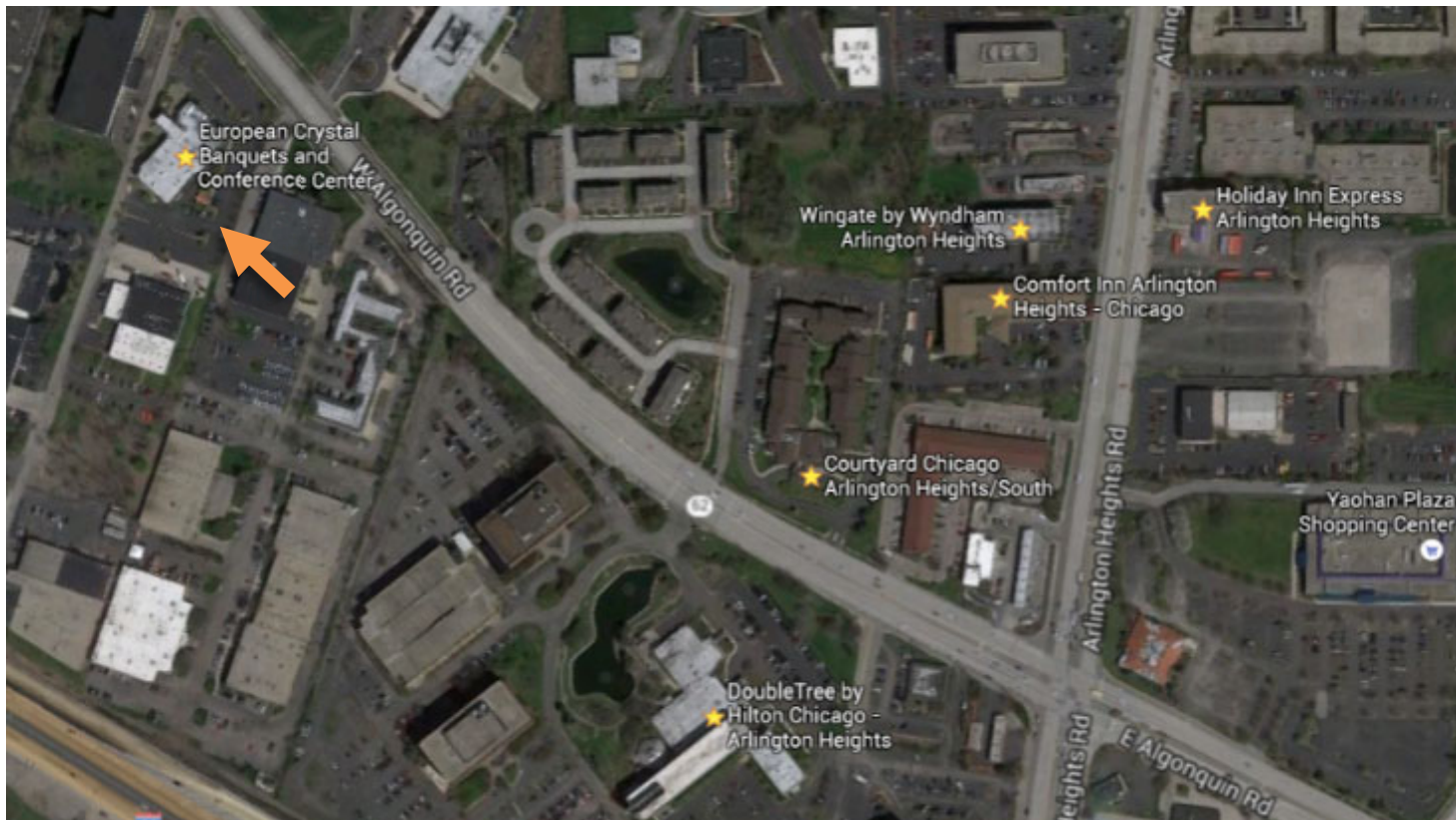
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Table 1: Map of Site Location



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.

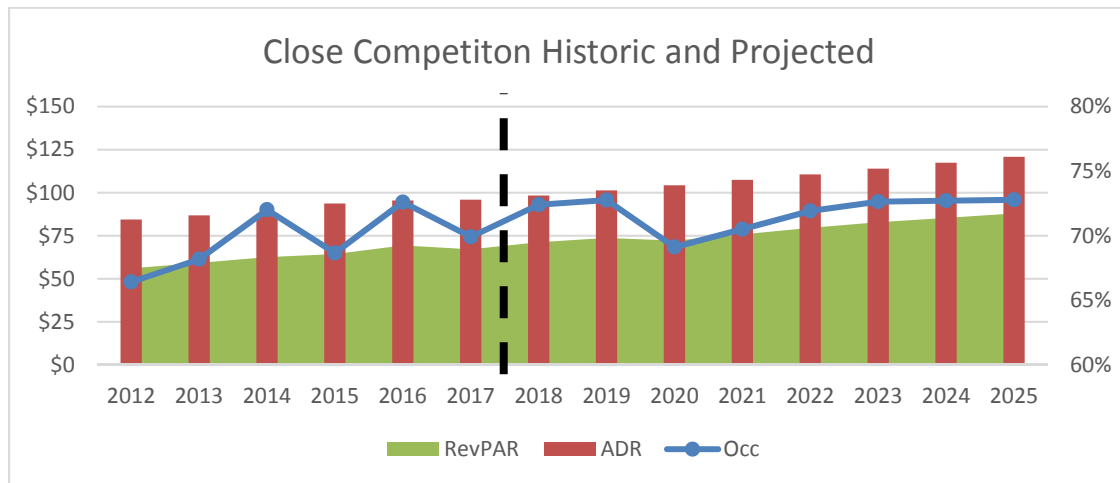
Our conclusions regarding the proposed European Crystal Banquet facility hotel follows:

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 62-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.

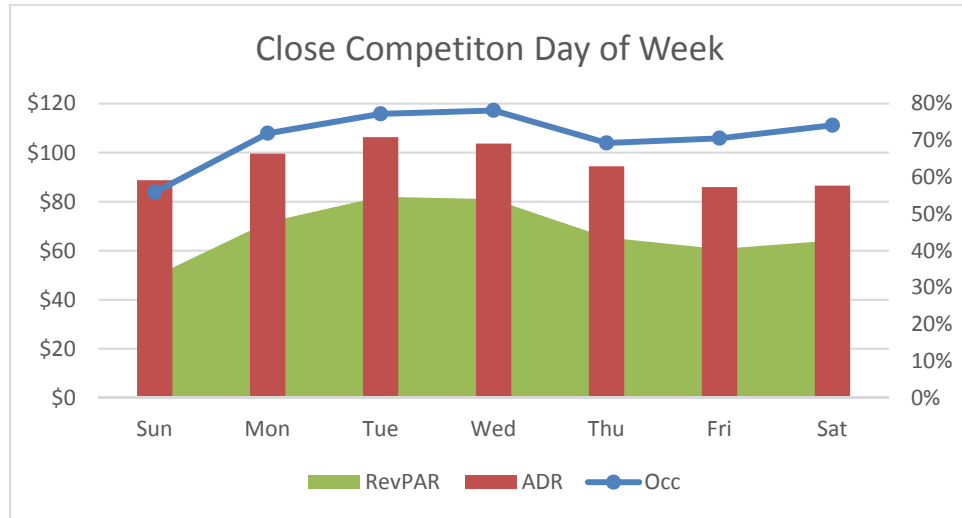
Table 4: Competitive Set Yearly Performance

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.

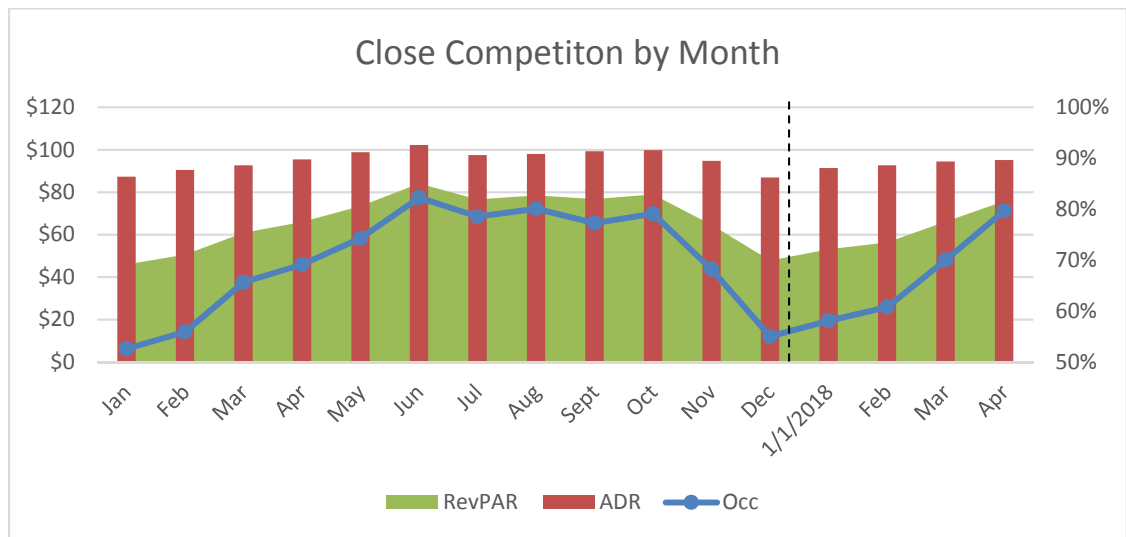
In the future we do not expect much change from this pattern. Given the delays in other proposed projects nearby, we anticipate the hotel market will stabilize above 70%, but will drop down to around 69% when the new hotel opens. The proposed property will represent an increase of under 8% in the immediate 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.

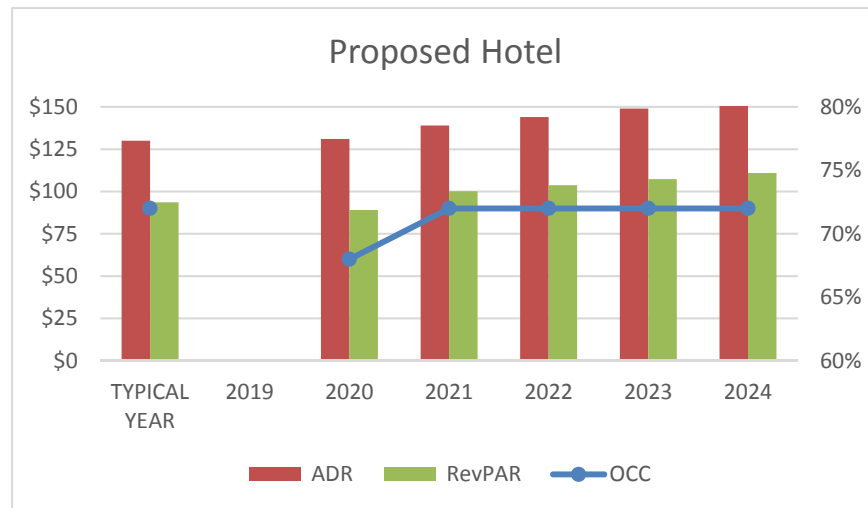
Table 5: Competitive Set Day of Week Performance

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 50 to 75 fill days, as a result of some spillover from downtown, and the banquets and events hosted at the facility. Though the banquet facility already hosts well over 75 events with over 150 attendees, not all will require room nights, thus the capture rate for internal events will be around half of attendees. During off-season it would operate around the 55% range. This winter number would essentially represent the floor demand, or inelastic demand that exists in the area and is difficult to displace elsewhere. Strong weekend events business and summer leisure demand would yield an annual occupancy of approximately 72% 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	779	69.12%	538	68%	68	12.8%	98.37%
2021	804	70.51%	567	72%	72	12.4%	102.12%
2022	804	71.92%	578	72%	72	12.4%	100.12%
2023	804	72.64%	584	72%	72	12.4%	99.12%
2024	804	72.71%	585	72%	72	12.4%	99.03%

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	\$5,553,000	\$1,772,000	31.9%
2020	\$5,432,000	\$1,581,000	29.1%
2021	\$5,911,000	\$1,919,000	32.5%
2022	\$6,101,000	\$1,992,000	32.7%
2023	\$6,294,000	\$2,048,000	32.5%
2024	\$6,493,000	\$2,119,000	32.6%
2025	\$6,711,000	\$2,206,000	32.9%

(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 2020 to 2025. 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 2018 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 rooftop, rather than

separate restaurant ops. 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.

- We anticipate a revenue of around \$250,000 in food sales for the rooftop operation, with beverage at \$400,000. This assumes 150 drinks per night on average, which may require outside sources.
- We further anticipate that banquet sales will increase by around \$600,000 per year.
- Other F&B revenue will be approximately \$60,000 and will represent room rentals with a cost of 30%.

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 \$25,119 or \$1.50 per occupied room in pay per view movies, vending income, telephone, taxi/uber commissions and other miscellaneous sources of revenue. Note that this category and its associated expenses have increased since telephone 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 \$41,866 level in current value dollars, or \$2.50 per occupied room, assuming commission revenue from revenue from the gift shop/sundry operation. The rates are lower 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	\$2.50

Departmental Expenses:

Rooms Departmental Expenses are based on a per available room operating cost of \$8,419, 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 above the average for independent properties, and is also 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	\$8,419	24.0%

Other Operated Departments expenses are estimated at 59.5 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	59.5%

Undistributed Expenses:

Administrative and General expenses are based on a per available room operating cost of \$3,694 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	\$3,694

Marketing is based on a \$3,194 per available room budget, providing \$198,000 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	\$3,194

Property Operations and Maintenance costs are based on the industry averages for similar size and type properties and are equal to \$2,194 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 remaining 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	\$2,194

Energy costs are likewise based on comparable operations from industry databases. The estimated amount of \$2,145 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	\$2,145

Fixed Charges:

Real Estate and Property Taxes have been estimated at 4.5 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	\$4,032

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 has been removed as a line item in this study, but hotels require periodic reinvestment to stay up to date and competitive. It is our understanding this item will be paid for from other sources. Failure to reinvest typically results in degrading performance which is compounded with time.

The Statements of Estimated Annual Operating Results for a typical year, expressed in 2018 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

FOR A TYPICAL YEAR OF OPERATION IN 2018 DOLLARS				
BASED ON 62 AVAILABLE ROOMS. GENERATED 06-NOV-08; REVISED 18-OCT-18 9:30 AM				
PERCENTAGE OF OCCUPANCY	74%			
AVERAGE DAILY RATE	\$130.00			
REVENUES:	AMOUNT	RATIO	AMOUNT\ROOM	
ROOMS	\$ 2,177,000	39.2%	\$	35,113
FOOD	2,250,000	40.5%		36,290
BEVERAGE	999,000	18.0%		16,113
OTHER FOOD REVENUE	60,000	1.1%		968
RENTALS & OTHER INCOME	25,000	0.5%		403
OTHER OPERATED DEPTS	42,000	0.8%		677
TOTAL REVENUE	\$ 5,553,000	100.0%	\$	89,565
DEPARTMENTAL EXPENSES (1):				
ROOMS	\$ 522,000	24.0%	\$	8,419
FOOD & BEVERAGE	2,242,000	69.0%		36,161
OTHER FOOD EXPENSE	18,000	30.0%		290
OTHER OPERATED DEPTS	25,000	59.5%		403
TOTAL	\$ 2,807,000	50.5%		\$45,274
TOTAL OPERATED INCOME	\$ 2,746,000	49.5%	\$	44,290
UNDISTRIBUTED EXPENSES:				
ADMINISTRATIVE & GENERAL	\$ 229,000	4.1%	\$	3,694
MANAGEMENT FEE (2)	0	0.0%		0
MARKETING	198,000	3.6%		3,194
FRANCHISE FEES (3)	0	0.0%		0
PROPERTY OPERATION & MAINT.	136,000	2.4%		2,194
ENERGY	133,000	2.4%		2,145
TOTAL	\$ 696,000	12.5%	\$	11,226
INCOME BEFORE FIXED CHARGES	\$ 2,050,000	36.9%	\$	33,065
FIXED CHARGES:				
REAL ESTATE & PROPERTY TAXES	\$ 250,000	4.5%	\$	4,032
BUILDING & CONTENTS INSURANCE	27,900	0.5%		450
INCENTIVE MANAGEMENT FEE	0	0.0%		0
RENT: (4) BASE RENT	0	0.0%		0
PERCENTAGE RENT	0	0.0%		0
TOTAL	\$ 278,000	5.0%	\$	4,482
INCOME BEFORE RESERVE	\$ 1,772,000	31.9%	\$	28,582
RESERVE FOR REPLACEMENT	\$ -	0.0%	\$	-
INCOME BEFORE OTHER DEDUCTIONS (5)	\$ 1,772,000	31.9%	\$	28,582

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 62 AVAILABLE ROOMS. GENERATED 06-NOV-08; REVISED 18-OCT-18 9:30 AM											
YEAR #:	1.000			2.000			3.000				
PERIOD:	JAN-DEC 2020			JAN-DEC 2021			JAN-DEC 2022				
OCCUPANCY AND ADR:	68%	at	\$131.00	74%	at	\$139.00	74%	at	\$144.00		
REVENUES:	AMOUNT	RATIO	AMT\ROOM	AMOUNT	RATIO	AMT\ROOM	AMOUNT	RATIO	AMT\ROOM		
ROOMS	\$ 2,016,000	37.1%	\$ 32,516	\$ 2,328,000	39.4%	\$ 37,548	\$ 2,411,000	39.5%	\$ 38,887		
FOOD	2,280,000	42.0%	36,774	2,387,000	40.4%	38,500	2,459,000	40.3%	39,661		
BEVERAGE	1,012,000	18.6%	16,323	1,060,000	17.9%	17,097	1,092,000	17.9%	17,613		
OTHER FOOD REVENUE	57,000	1.0%	919	64,000	1.1%	1,032	66,000	1.1%	1,065		
RENTALS & OTHER INCOME	26,000	0.5%	419	27,000	0.5%	435	27,000	0.4%	435		
OTHER OPERATED DEPTS	41,000	0.8%	661	45,000	0.8%	726	46,000	0.8%	742		
TOTAL REVENUE	\$ 5,432,000	100.0%	\$ 87,613	\$ 5,911,000	100.0%	\$ 95,339	\$ 6,101,000	100.0%	\$ 98,403		
DEPARTMENTAL EXPENSES (1):											
ROOMS	\$ 535,000	26.5%	\$ 8,629	\$ 554,000	23.8%	\$ 8,935	\$ 570,000	23.6%	\$ 9,194		
FOOD & BEVERAGE	2,295,000	69.7%	37,016	2,379,000	69.0%	38,371	2,450,000	69.0%	39,516		
OTHER FOOD EXPENSE	18,000	31.6%	290	19,000	29.7%	306	20,000	30.3%	323		
OTHER OPERATED DEPTS	26,000	63.4%	419	27,000	60.0%	435	27,000	58.7%	435		
TOTAL	\$ 2,874,000	52.9%	\$ 46,355	\$ 2,979,000	50.4%	\$ 48,048	\$ 3,067,000	50.3%	\$ 49,468		
TOTAL OPERATED INCOME	\$ 2,558,000	47.1%	\$ 41,258	\$ 2,932,000	49.6%	\$ 47,290	\$ 3,034,000	49.7%	\$ 48,935		
UNDISTRIBUTED EXPENSES:											
ADMINISTRATIVE & GENERAL	\$ 258,000	4.7%	\$ 4,161	\$ 243,000	4.1%	\$ 3,919	\$ 250,000	4.1%	\$ 4,032		
MANAGEMENT FEE (2)	0	0.0%	0	0	0.0%	0	0	0.0%	0		
MARKETING	224,000	4.1%	3,613	231,000	3.9%	3,726	216,000	3.5%	3,484		
FRANCHISE FEES (3)	0	0.0%	0	0	0.0%	0	0	0.0%	0		
PROPERTY OPERATION & MAINT.	121,000	2.2%	1,952	133,000	2.3%	2,145	142,000	2.3%	2,290		
ENERGY	132,000	2.4%	2,129	141,000	2.4%	2,274	145,000	2.4%	2,339		
TOTAL	\$ 735,000	13.5%	\$ 11,855	\$ 748,000	12.7%	\$ 12,065	\$ 753,000	12.3%	\$ 12,145		
INCOME BEFORE FIXED CHARGES	\$ 1,823,000	33.6%	\$ 29,403	\$ 2,184,000	36.9%	\$ 35,226	\$ 2,281,000	37.4%	\$ 36,790		
FIXED CHARGES:											
REAL ESTATE & PROPERTY TAXES	\$ 213,000	3.9%	\$ 3,435	\$ 235,000	4.0%	\$ 3,790	\$ 258,000	4.2%	\$ 4,161		
BUILDING & CONTENTS INSURANCE	29,000	0.5%	468	30,000	0.5%	484	31,000	0.5%	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	\$ 242,000	4.5%	\$ 3,903	\$ 265,000	4.5%	\$ 4,274	\$ 289,000	4.7%	\$ 4,661		
INCOME BEFORE RESERVE	\$ 1,581,000	29.1%	\$ 25,500	\$ 1,919,000	32.5%	\$ 30,952	\$ 1,992,000	32.7%	\$ 32,129		
RESERVE FOR REPLACEMENT	\$ -	0.0%	\$ -	\$ -	0.0%	\$ -	\$ -	0.0%	\$ -		
INCOME BEFORE OTHER DEDUCTIONS (5)	\$ 1,581,000	29.1%	\$ 25,500	\$ 1,919,000	32.5%	\$ 30,952	\$ 1,992,000	32.7%	\$ 32,129		

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 62 AVAILABLE ROOMS. GENERATED 06-NOV-08; REVISED 18-OCT-18 9:31 AM

YEAR #:	4.000			5.000			6.000		
PERIOD:	JAN-DEC 2023			JAN-DEC 2024			JAN-DEC 2025		
OCCUPANCY AND ADR:	74%	at	\$149.00	74%	at	\$154.00	74%	at	\$160.00
	AMOUNT	RATIO	AMOUNT\ROOM	AMOUNT	RATIO	AMOUNT\ROOM	AMOUNT	RATIO	AMOUNT\ROOM
REVENUES:									
ROOMS	\$ 2,495,000	39.6%	\$ 40,242	\$ 2,579,000	39.7%	\$ 41,597	\$ 2,679,000	39.9%	\$ 43,210
FOOD	2,532,000	40.2%	40,839	2,608,000	40.2%	42,065	2,687,000	40.0%	43,339
BEVERAGE	1,124,000	17.9%	18,129	1,158,000	17.8%	18,677	1,193,000	17.8%	19,242
OTHER FOOD REVENUE	68,000	1.1%	1,097	70,000	1.1%	1,129	72,000	1.1%	1,161
RENTALS & OTHER INCOME	28,000	0.4%	452	29,000	0.4%	468	30,000	0.4%	484
OTHER OPERATED DEPTS	47,000	0.7%	758	49,000	0.8%	790	50,000	0.7%	806
TOTAL REVENUE	\$ 6,294,000	100.0%	\$101,516	\$ 6,493,000	100.0%	\$104,726	\$ 6,711,000	100.0%	\$108,242
DEPARTMENTAL EXPENSES (1):									
ROOMS	\$ 588,000	23.6%	\$ 9,484	\$ 605,000	23.5%	\$ 9,758	\$ 623,000	23.3%	\$ 10,048
FOOD & BEVERAGE	2,523,000	69.0%	40,694	2,599,000	69.0%	41,919	2,677,000	69.0%	43,177
OTHER FOOD EXPENSE	20,000	29.4%	323	21,000	30.0%	339	21,000	29.2%	339
OTHER OPERATED DEPTS	28,000	59.6%	452	29,000	59.2%	468	30,000	60.0%	484
TOTAL	\$ 3,159,000	50.2%	\$ 50,952	\$ 3,254,000	50.1%	\$ 52,484	\$ 3,351,000	49.9%	\$ 54,048
TOTAL OPERATED INCOME	\$ 3,135,000	49.8%	\$ 50,565	\$ 3,239,000	49.9%	\$ 52,242	\$ 3,360,000	50.1%	\$ 54,194
UNDISTRIBUTED EXPENSES:									
ADMINISTRATIVE & GENERAL	\$ 258,000	4.1%	\$ 4,161	\$ 265,000	4.1%	\$ 4,274	\$ 273,000	4.1%	\$ 4,403
MANAGEMENT FEE (2)	0	0.0%	0	0	0.0%	0	0	0.0%	0
MARKETING	223,000	3.5%	3,597	230,000	3.5%	3,710	236,000	3.5%	3,806
FRANCHISE FEES (3)	0	0.0%	0	0	0.0%	0	0	0.0%	0
PROPERTY OPERATION & MAINT.	153,000	2.4%	2,468	158,000	2.4%	2,548	162,000	2.4%	2,613
ENERGY	150,000	2.4%	2,419	154,000	2.4%	2,484	159,000	2.4%	2,565
TOTAL	\$ 784,000	12.5%	\$ 12,645	\$ 807,000	12.4%	\$ 13,016	\$ 830,000	12.4%	\$ 13,387
INCOME BEFORE FIXED CHARGES	\$ 2,351,000	37.4%	\$ 37,919	\$ 2,432,000	37.5%	\$ 39,226	\$ 2,530,000	37.7%	\$ 40,806
FIXED CHARGES:									
REAL ESTATE & PROPERTY TAXES	\$ 271,000	4.3%	\$4,371	\$ 281,000	4.3%	\$4,532	\$ 291,000	4.3%	\$4,694
BUILDING & CONTENTS INSURANCE	32,000	0.5%	516	32,000	0.5%	516	33,000	0.5%	532
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	\$ 303,000	4.8%	\$ 4,887	\$ 313,000	4.8%	\$ 5,048	\$ 324,000	4.8%	\$ 5,226
INCOME BEFORE RESERVE	\$ 2,048,000	32.5%	\$ 33,032	\$ 2,119,000	32.6%	\$ 34,177	\$ 2,206,000	32.9%	\$ 35,581
RESERVE FOR REPLACEMENT	\$ -	0.0%	\$ -	\$ -	0.0%	\$ -	\$ -	0.0%	\$ -
INCOME BEFORE OTHER DEDUCTIONS (5)	\$ 2,048,000	32.5%	\$ 33,032	\$ 2,119,000	32.6%	\$ 34,177	\$ 2,206,000	32.9%	\$ 35,581

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 18-OCT-18 9:32 AM										
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:	18-Oct-18							
		Months- "As Of" Date to Opening:	20	44. PIP Cost:	\$	-			Total Conversion Costs:	\$ -
DISCOUNTED CASH FLOW ANALYSIS										
		Income	P.V. @ 11.5%	P.V. @ 11.0%		P.V. @ 10.5%		DIRECT CAPITALIZATION ANALYSIS		
Year		Before Other	P.V.	Present	P.V.	Present	P.V.	Present	Low Value	High Value
Number	Year	Deductions	Factor	Value	Factor	Value	Factor	Value	Typical Year NOI	
1.000	2020	1,581,000	0.8969	1,417,937	0.9009	1,424,324	0.9050	1,430,769	\$1,772,000	\$1,772,000
2.000	2021	1,919,000	0.8044	1,543,566	0.8116	1,557,503	0.8190	1,571,630	Divided by OAR	0.085 0.080
3.000	2022	1,992,000	0.7214	1,437,026	0.7312	1,456,533	0.7412	1,476,395	Indicated Value	\$20,847,059 \$22,150,000
4.000	2023	2,048,000	0.6470	1,325,045	0.6587	1,349,081	0.6707	1,373,665	Less Renovation Costs	0 0
5.000	2024	2,119,000	0.5803	1,229,580	0.5935	1,257,523	0.6070	1,286,233	Less PIP	0 0
6.000	2025	-	0.5204	-	0.5346	-	0.5493	-	Net Value	\$20,847,059 \$22,150,000
7.000	2026	-	0.4667	-	0.4817	-	0.4971	-	Rounded	\$20,800,000 \$22,200,000
8.000	2027	-	0.4186	-	0.4339	-	0.4499	-	Price per Room	\$335,484 \$358,065
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 \$2,206,000
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	\$24,511,111
Subtotal PV From Cash Flow				\$6,953,154		\$7,044,965		\$7,138,692	Less Costs of Sale @:	3.0% 735,333
Reversion 2024		23,775,778	0.5803	13,796,229	0.5935	14,109,767	0.6070	14,431,894	Net Reversion	\$23,775,778
Total PV As Of:		01-Jan-20		\$20,749,383		\$21,154,732		\$21,570,587	Indices:	\$383,480 per hotel unit
Deflated to Appraisal Date @:			3.50%							
Months to Appraisal Date:			20	0.9443		0.9443		0.9443		
Present Value As Of:		18-Oct-18		\$19,593,165		\$19,975,927		\$20,368,609		
Less Renovation Costs				0		0		0		
Less PIP				-		-		-		
Adjusted Present Value				\$19,593,165		\$19,975,927		\$20,368,609		
			Rounded:	\$19,600,000		\$20,000,000		\$20,400,000		
				\$316,129			\$322,581			\$329,032

Table 22: Direct Cap Valuation

Indice	VALUATION INDICES		
	11.5%	11.0%	10.5%
Appraised Value:	\$19,600,000	\$20,000,000	\$20,400,000
Price Per Hotel Room:	\$316,129	\$322,581	\$329,032
<u>OVERALL RATE (OAR)</u>			
OAR- 1st Yr:	8.07%	7.91%	7.75%
OAR- 2nd Yr:	9.79%	9.60%	9.41%
OAR- 3rd Yr:	10.16%	9.96%	9.76%
OAR- 4th Yr:	10.45%	10.24%	10.04%
OAR- Typ Year:	9.04%	8.86%	8.69%
<u>GROSS ROOM RENT MULTIPLIER (GRRM)</u>			
GRRM- 1st Yr:	9.722	9.921	10.119
GRRM- 2nd Yr:	8.419	8.591	8.763
GRRM- 3rd Yr:	8.129	8.295	8.461
GRRM- 4th Yr:	7.856	8.016	8.176
GRRM- Typ Year:	9.003	9.187	9.371
% of PV from CF:	35.48%	35.22%	34.99%

COMPARISON OF DIRECT CAPITALIZATION ANALYSIS WITH DISCOUNTED CASH FLOW APPROACH

CALCULATION OF INCOME DIFFERENCE

Year Number	Year	DCF Income Before Other Deductions	Inflated Rep Year Income	Difference	Times PV Factor @ 11.0%	PV of Difference
1.000	2020	1,581,000	1,772,000	(191,000)	0.9009	(172,072)
2.000	2021	1,919,000	1,879,915	39,085	0.8116	31,722
3.000	2022	1,992,000	2,054,234	(62,234)	0.7312	(45,505)
4.000	2023	2,048,000	2,312,058	(264,058)	0.6587	(173,943)
5.000	2024	2,119,000	2,680,309	(561,309)	0.5935	(333,110)
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						(\$692,907)
Rounded:						(\$690,000)

COMPARISON OF TWO APPROACHES

Direct Capitalization Value	\$22,200,000
Less PV of Difference	(690,000)
Adjusted Direct Capitalization Value	22,890,000
Less DCF Value @ 11.0%	20,000,000
Difference	2,890,000
Percent Difference	12.63%

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.

Revised - October, 2019



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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 with rooftop amenity space at 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

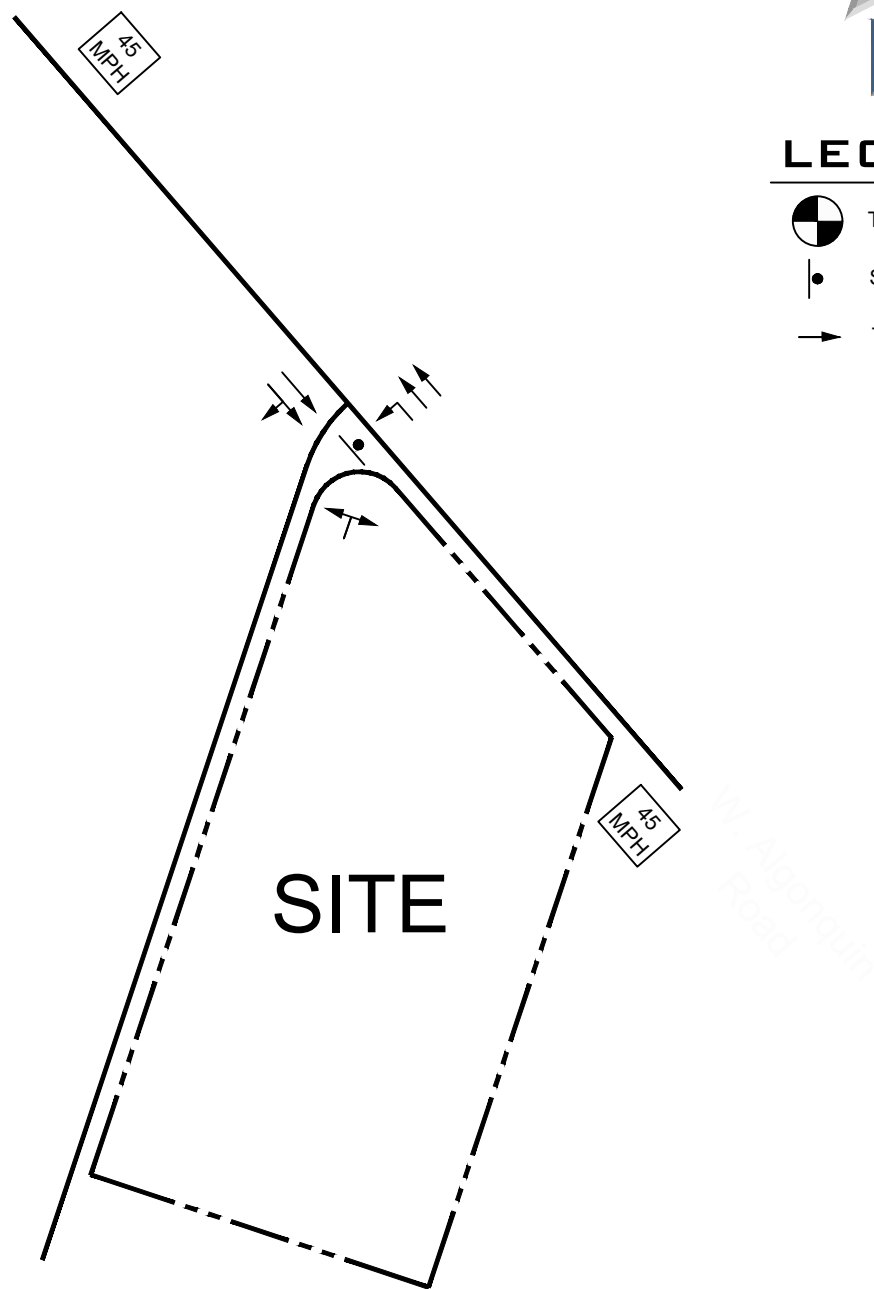
Source: KLOA August, 2017 Traffic Study





LEGEND

-  Traffic Signal
-  Stop Sign
-  Travel Lane



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Existing Roadway Geometrics

Figure 2



LEGEND

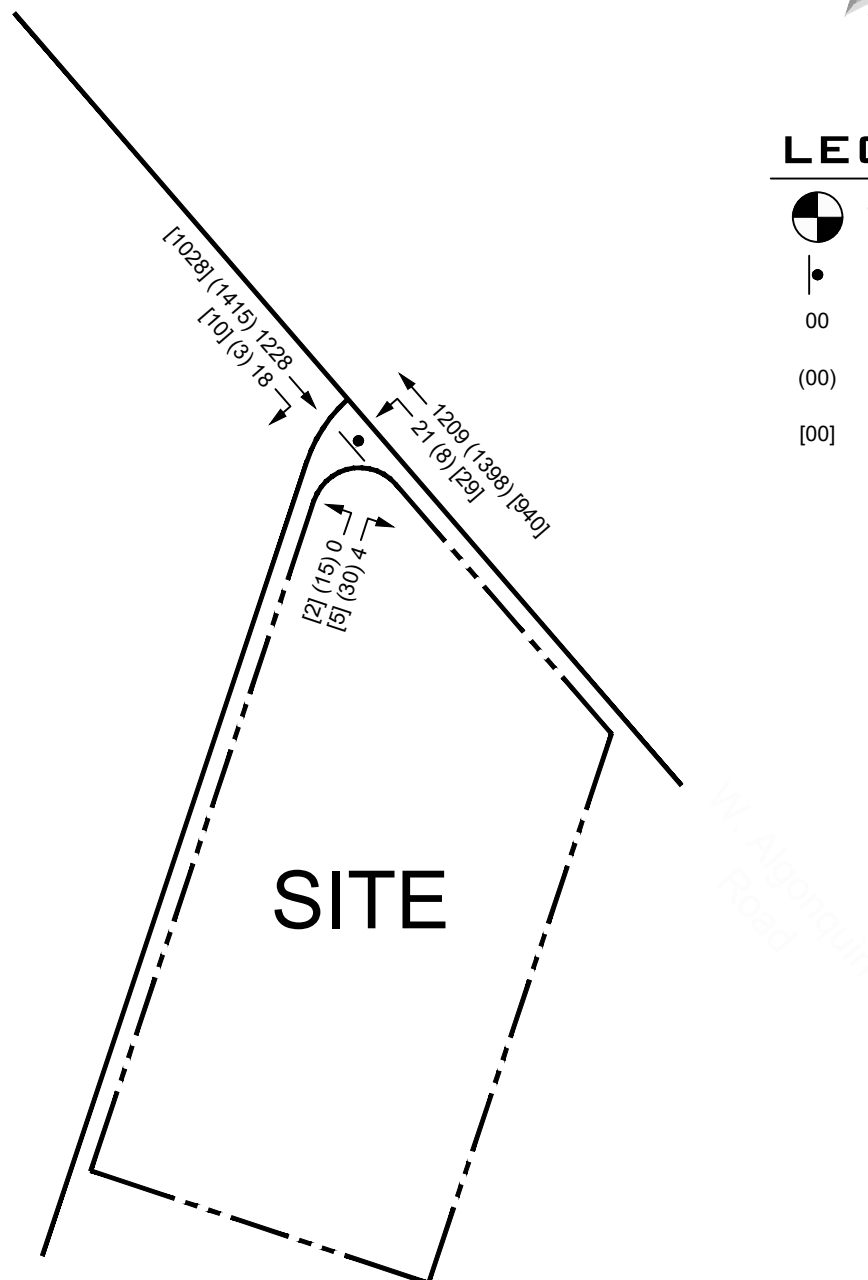


Traffic Signal



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 62 room hotel on the northern portion of the existing building with the existing banquet facility reduced in size. It includes a rooftop amenity space (3,670 square feet). The four existing access drives along the north-south private road will remain. The parking lot provides 171 parking spaces. Twenty three additional valet parking spaces are proposed in the parking aisles.

Trip Generation

Traffic estimates for the hotel and rooftop amenity space 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 uses. 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 banquet 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	62 rooms	11	15	26	12	8	20	14	16	30
Rooftop Amenity (Drinking Place)	925	3,670 sq. ft.	Hotel Guests Only until after 6:00 PM						28	14	42 ⁽¹⁾
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	+15	+26	+91	+8	+99	+93	+30	+123

(1) Assumes indoor/ outdoor rooftop space open. Indoor space would generate 15 vehicles per hour during inclement weather.

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, rooftop, 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. **Figure 7** shows the traffic volumes related to the rooftop traffic volumes on a Saturday.

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 8**).



LEGEND



Traffic Signal



Stop Sign

00% Trip Distribution

50%

50%

SITE

W. Algonquin Road



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Directional Distribution

Figure 4



LEGEND

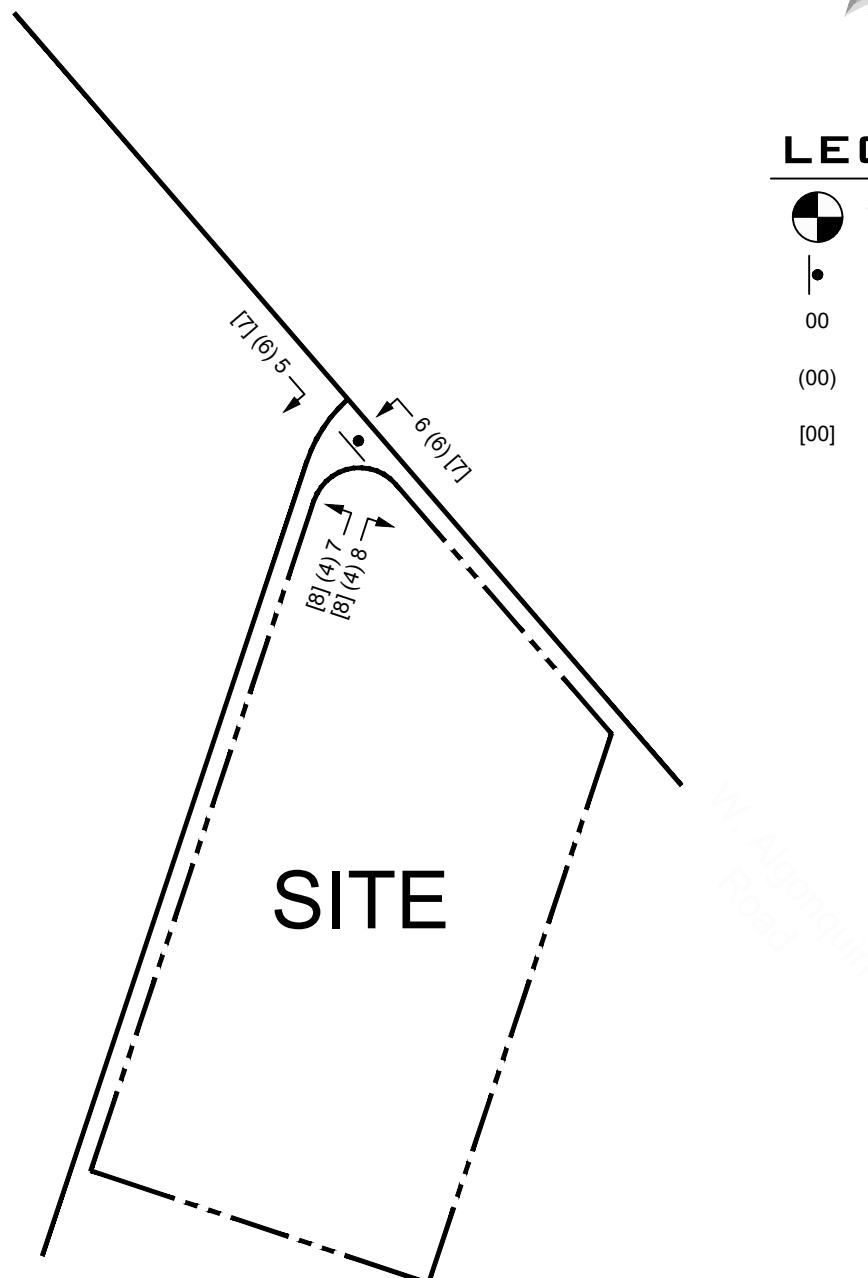


Traffic Signal



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

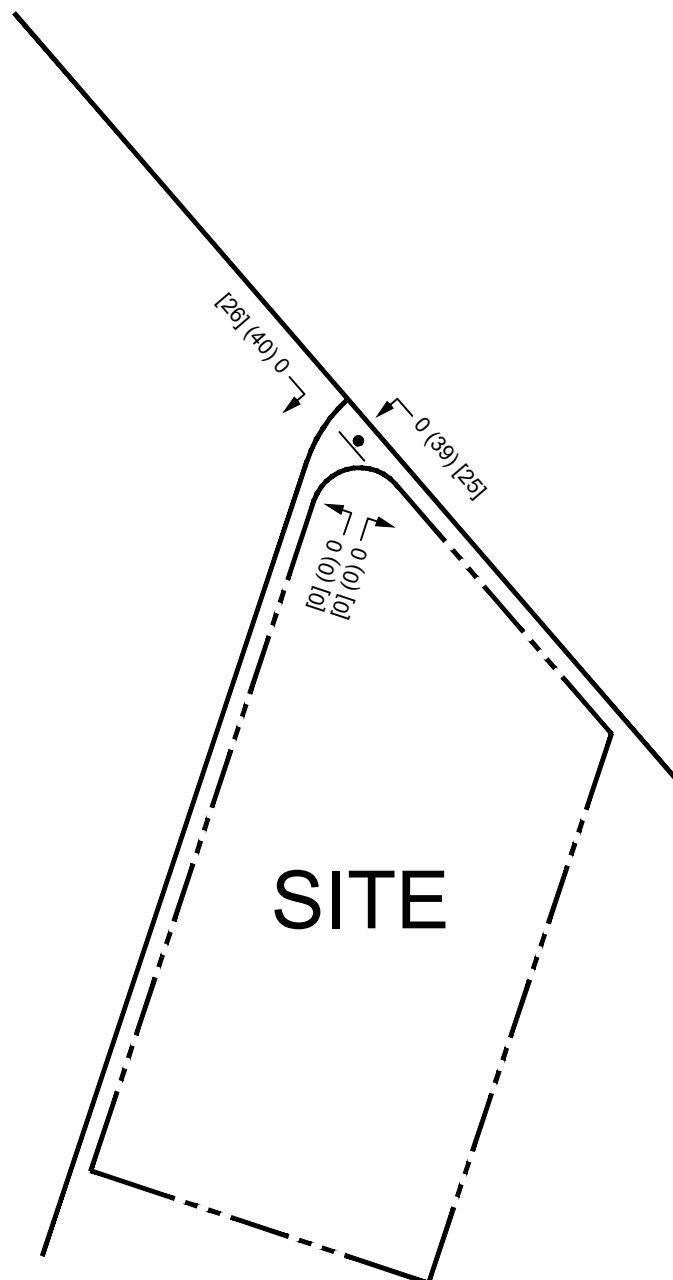


Traffic Signal



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

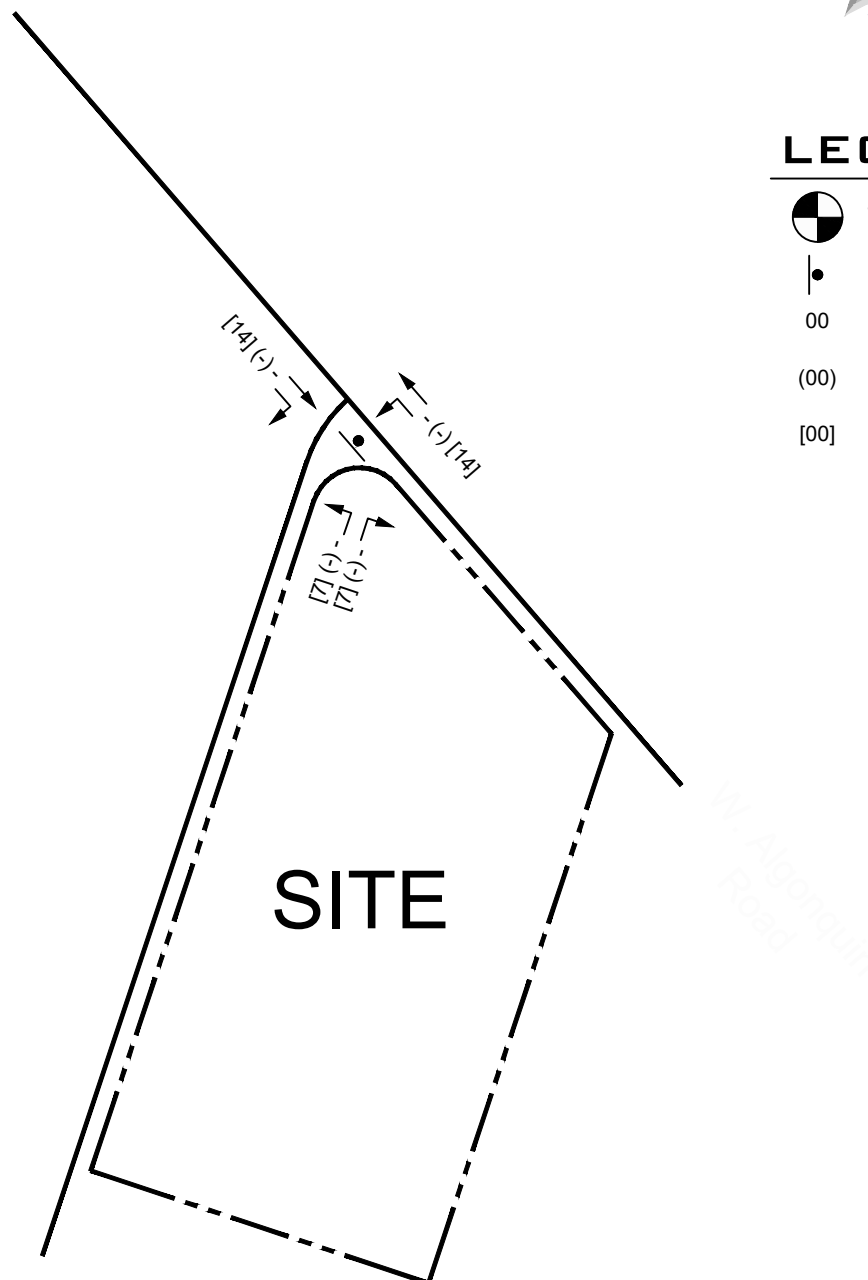


Stop Sign

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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Rooftop Amenity Volumes

Figure 7



LEGEND



Traffic Signal



Stop Sign

00

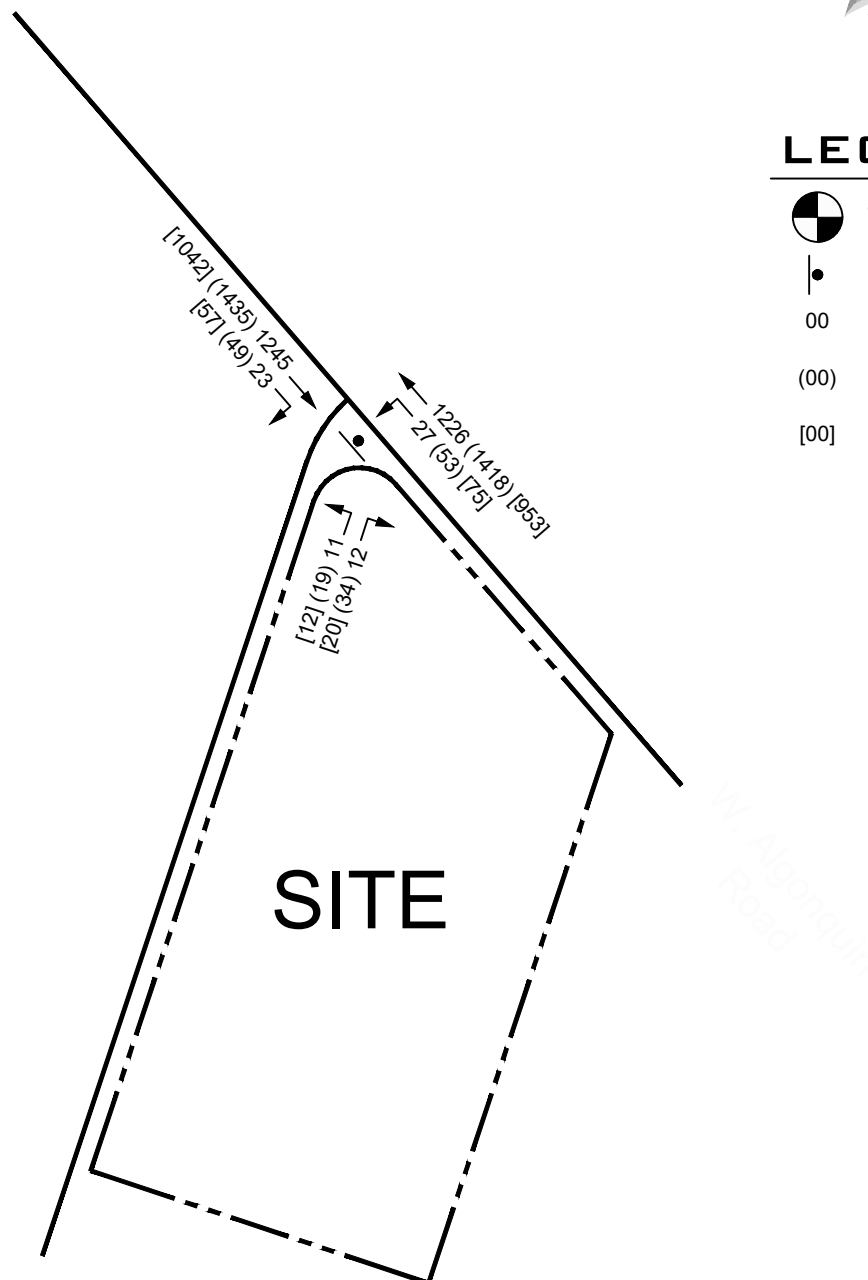
AM Peak Hour
7:30AM - 8:30AM

(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 8

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-15.2	B-11.6
	Northbound Left/Right	C-24.5	D-32.2	C-18.4

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 171 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 171 space parking plan, not including 23 valet parking stalls, does not meet the zoning requirements and a variation of 77 spaces would be needed. If the capacity of the banquet spaces is reduced to 250 persons, then the variation needed would be 39 spaces. 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 (250) ⁽¹⁾ persons	30% of occupancy	113 (75) ⁽¹⁾	
Hotel	62 rooms	1 space per room	62	
Amenity Space	244 persons	30% of occupancy	73	
Totals			248 (210)	171⁽²⁾

(1) Alternate plan with Banquet area reduced to 250 persons maximum attendance

(2) Does not include 23 valet on-site parking stalls

The shortfall in the parking required by zoning (39 or 77 spaces) can be accommodated by a combination of 23 on-site valet spaces and overflow parking agreements with three adjacent parcels to the property providing over 250 spaces. These additional 273 spaces exceed the zoning shortfall. The peak demand of the hotel, amenity space, and the banquet facility is at night and on weekends when the three businesses are closed.

The off-site agreements are with:

Brit-O-Matic to the south to allow their northern parking lot (25 spaces)

Chicago Metro Hand Therapy to the east for 60 plus spaces.

PACE to the north across Algonquin Road has 168 spaces. These spaces would be used by staff and valet parking only so no patrons will cross the road.

Parking surveys were conducted at these three facilities after 6 PM on a weeknight and weekends to verify that they were empty during those time frames. The PACE parking lot had 1 or 2 cars parked in their lot most likely for maintenance or security purposes. Brit-O-Matic and Chicago Metro had no vehicles parked. The PACE lot and the Chicago Metro lot also had PACE shuttle buses parked in both lots which were not included in the available parking supply.

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 night clubs 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 53 spaces over the proposed supply for the development. No adjustment was taken for hotel guests also using the banquet or rooftop spaces that would reduce the overall demand.

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	62 rooms	0.6/0.66 spaces per room	37	41	
Coffee/Drink Area	90 sq. ft. of seating area	Included in hotel rate	-	-	
Rooftop	3,670 sq. ft. (244 persons)	16.5/19.0 spaces per 1,000 sq. ft.	61	70	
		Total	211	224	171 ⁽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 a shortage of 75 to 93 spaces on-site if all uses are fully occupied.

As mentioned under zoning requirements, there are overflow parking provisions for 273 spaces to accommodate those additional vehicles.

Table 8
Shared Parking Analysis

	Banquet Space		Hotel Guest Parking		Hotel Employee Parking		Rooftop				
Weekday	Size	5,654	Rooms	100	Rooms	100		Total Parking	Parking Available	Diff.	
	Units	20	Units =	0.8	Units =	0.2					
	Peak	113.1	Peak	80	Peak	20					
	%	Veh.	%	Veh.	%	Veh.					
6:00 AM	0%	0.0	95%	47.1	5%	0.6	5 15 40 61 61 61 61 70 25 40 70 70 70	77.0	171	94.0	
7:00 AM	0%	0.0	90%	44.6	30%	3.7		78.0	171	93.0	
8:00 AM	30%	33.9	80%	39.7	90%	11.2		115.9	171	55.1	
9:00 AM	60%	67.8	70%	34.7	90%	11.2		141.8	171	29.2	
10:00 AM	60%	67.8	60%	29.8	100%	12.4		135.8	171	35.2	
11:00 AM	60%	67.8	60%	29.8	100%	12.4		135.8	171	35.2	
Noon	65%	73.5	55%	27.3	100%	12.4		137.5	171	33.5	
1:00 PM	65%	73.5	55%	27.3	100%	12.4		137.5	171	33.5	
2:00 PM	65%	73.5	60%	29.8	100%	12.4		141.5	171	29.5	
3:00 PM	65%	73.5	60%	29.8	100%	12.4		141.5	171	29.5	
4:00 PM	65%	73.5	65%	32.2	90%	11.2		143.5	171	27.5	
5:00 PM	100%	113.1	70%	34.7	70%	8.7		188.1	171	-17.1	
6:00 PM	100%	113.1	75%	37.2	40%	5.0		196.1	171	-25.1	
7:00 PM	100%	113.1	75%	37.2	20%	2.5		217.1	171	-46.1	
8:00 PM	100%	113.1	80%	39.7	20%	2.5		242.1	171	-71.1	
9:00 PM	100%	113.1	85%	42.2	20%	2.5		61	246.1	171	-75.1
10:00 PM	50%	56.5	95%	47.1	20%	2.5	61	197.5	171	-26.5	
11:00 PM	0%	0.0	100%	49.6	10%	1.2	61	143.0	171	28.0	
Midnight	0%	0.0	100%	49.6	5%	0.6	61	142.0	171	29.0	
Weekend	Size	5,654	Rooms	100	Rooms	100		Total Parking	Parking Available	Diff.	
	Units	20	Units =	0.85	Units =	0.15					
	Peak	113.1	Peak	85	Peak	15					
	%	Veh.	%	Veh.	%	Veh.					
6:00 AM	0%	0.0	95%	80.8	5%	0.8	5 25 40 70 70 70 70	81.5	171	89.5	
7:00 AM	0%	0.0	90%	76.5	30%	4.5		81.0	171	90.0	
8:00 AM	30%	33.9	80%	68.0	90%	13.5		115.4	171	55.6	
9:00 AM	60%	67.8	70%	59.5	90%	13.5		140.8	171	30.2	
10:00 AM	60%	67.8	60%	51.0	100%	15.0		133.8	171	37.2	
11:00 AM	60%	67.8	60%	51.0	100%	15.0		133.8	171	37.2	
Noon	65%	73.5	55%	46.8	100%	15.0		135.3	171	35.7	
1:00 PM	65%	73.5	55%	46.8	100%	15.0		135.3	171	35.7	
2:00 PM	65%	73.5	60%	51.0	100%	15.0		139.5	171	31.5	
3:00 PM	65%	73.5	60%	51.0	100%	15.0		139.5	171	31.5	
4:00 PM	65%	73.5	65%	55.3	90%	13.5		142.3	171	28.7	
5:00 PM	100%	113.1	70%	59.5	75%	11.3		188.8	171	-17.8	
6:00 PM	100%	113.1	75%	63.8	60%	9.0		210.8	171	-39.8	
7:00 PM	100%	113.1	75%	63.8	55%	8.3		225.1	171	-54.1	
8:00 PM	100%	113.1	80%	68.0	55%	8.3		70	259.3	171	-88.3
9:00 PM	100%	113.1	85%	72.3	55%	8.3		70	263.6	171	-92.6
10:00 PM	50%	56.5	95%	80.8	45%	6.8	70	214.0	171	-43.0	
11:00 PM	0%	0.0	100%	85.0	45%	6.8	70	161.8	171	9.3	
Midnight	0%	0.0	100%	85.0	30%	4.5	70	159.5	171	11.5	

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. A smaller facility would need 90 spaces (250/2.77).

Parking Summary

The various parking methods indicate that the site is short 39 to 93 parking spaces when all three uses are fully occupied at the same time. It is also assumed that the rooftop amenity space will be at maximum capacity (244 persons) per the building code. Under any of the scenarios, overflow parking has been arranged to accommodate the development's needs.

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 agreements with their neighbors for 273 additional spaces.
- 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 replacement agreement for overflow or valet parking.

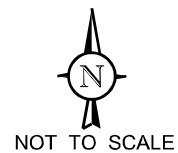
5 - SUMMARY

The findings of the traffic and parking study for the addition of a 100 room hotel at the European Crystal Banquet and Convention Center are:

1. The proposed 62 room hotel will generate a low volume of traffic (20-30 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, rooftop amenity, and hotel does not meet the Village of Arlington Heights zoning code requirement of 248 spaces.
4. Review of national parking data and a shared parking analysis indicates the peak parking demand of the combined uses ranges from 211 to 224 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 worst-case parking demand is 264 vehicles for all uses at peak occupancy.
8. With the 23 valet parking and 171 marked spaces, there is sufficient parking on-site to accommodate 198 vehicles.
9. Contingency plans are in place with three adjoining properties to provide overflow parking in the evenings and weekends during the peak times for the facility (273 spaces). 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

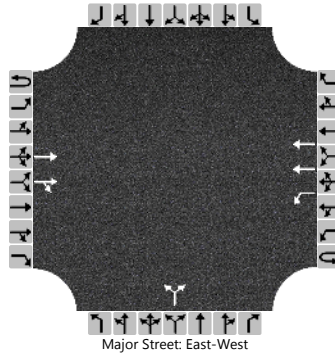
General Information

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

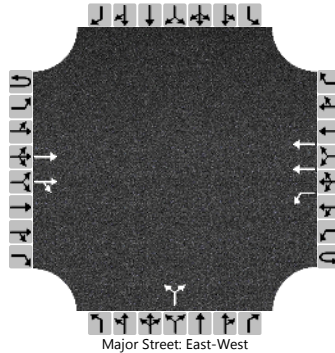
General Information

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

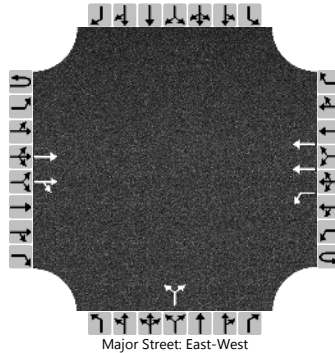
General Information

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				

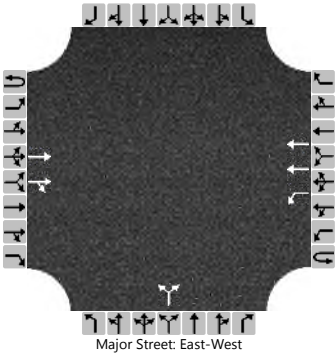
Delay, Queue Length, and Level of Service

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		Site Information	
Analyst	AJB	Intersection	Algonquin Road Access
Agency/Co.	Eriksson Engineering	Jurisdiction	IDOT/Arl. Heights
Date Performed	10/18/2018	East/West Street	W. Algonquin Road
Analysis Year	2024	North/South Street	Site Access Driveway
Time Analyzed	AM Peak Hour	Peak Hour Factor	0.92
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)			1245	23	0	27	1226			11		12				
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				

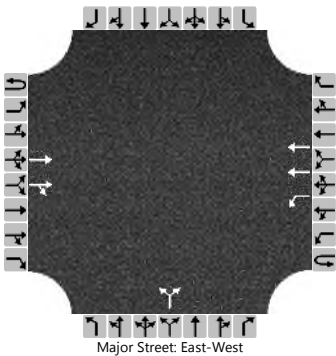
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						29					25					
Capacity, c (veh/h)						488					209					
v/c Ratio						0.06					0.12					
95% Queue Length, Q ₉₅ (veh)						0.2					0.4					
Control Delay (s/veh)						12.8					24.5					
Level of Service (LOS)						B					C					
Approach Delay (s/veh)					0.3				24.5							
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	10/18/2018	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	49	0	53	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				

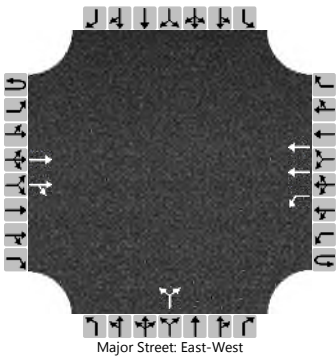
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)					56					56						
Capacity, c (veh/h)					408					188						
v/c Ratio					0.14					0.30						
95% Queue Length, Q ₉₅ (veh)					0.5					1.2						
Control Delay (s/veh)					15.2					32.2						
Level of Service (LOS)					C					D						
Approach Delay (s/veh)					0.5				32.2							
Approach LOS									D							

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	10/18/2018	East/West Street	W. Algonquin Road
Analysis Year	2024	North/South Street	Site Access Driveway
Time Analyzed	Saturday Peak Hour	Peak Hour Factor	0.99
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)			1042	57	0	75	953			12		20				
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)						76					32					
Capacity, c (veh/h)						619					300					
v/c Ratio						0.12					0.11					
95% Queue Length, Q ₉₅ (veh)						0.4					0.4					
Control Delay (s/veh)						11.6					18.4					
Level of Service (LOS)						B					C					
Approach Delay (s/veh)					0.8				18.4							
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#: 18-021 – Round 1
Date: November 15, 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. Include information on other uses and indicate if they will be separated or non-separated, as indicated in 2009 IBC Section 508.
2. Provide a site plan showing all setbacks to all lot lines.
3. Provide a height and area calculation based on the proposed construction type shown in the 2009 IBC Table 601/602. Also, see Table 503.
4. Provide the locations of fire-rated walls and indicate the type and rating of the wall between the banquet hall and the new hotel.
5. 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.
6. Provide the elevation of the highest occupied floor.
7. Refuse and laundry chutes shall have separate 2-hour rated enclosures and comply with 2009 IBC 708.13.
8. Show the proposed location of the mechanical equipment.
9. Show the proposed location of the electrical service and include the service size. If the service is 1,200 amps or more the room requires two exits on opposite corners of the room, with 2-hour rated panic hardware.

BUILDING DEPARTMENT

1A

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. 18 021Petitioner: James CazaresOwner: 519 W Algonquin Rd LLCContact Person: James CazaresAddress: 519 W Algonquin RdPhone #: 847-809-8515

Fax #: _____

E-Mail: cirrus958cd@outlook.comP.I.N.# 08-16-103-008-0000

Location: _____

Rezoning: _____ Current: _____ Proposed: _____

Subdivision: _____

of Lots: _____ Current: _____ Proposed: _____

PUD: _____ For: _____

Special Use: _____ For: _____

Land Use Variation: X For: Amendment

Land Use: _____ Current: _____

Proposed: _____

Site Gross Area: _____

of Units Total: _____

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

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

FIRE PREVENTION

1. BRICK PAVERS were requested to BE REMOVED AS the F.D.C. was to be LOCATED where BRICK PAVERS were proposed. BRICK PAVERS are NOT acceptable for supporting weight of FIRE APPARATUS.
2. no objections to proposed changes.
3. Does the construction type remain as originally proposed?


 Director

11-15-18
 Date

Memorandum

To: Sam Hubbard, Planning and Community Development
From: Cris Papierniak, Assistant Director of Public Works
Date: December 3, 2018
Subject: 519 W Algonquin Road, P.C. #18-021

Regarding the proposed Site Development, PW has the following comments:

1. VAHPW has no comments at this time.

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

CC: Scott T. Shirley, Director of Public Works

RECEIVED
DEC - 4 2018
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

ENGINEERING DEPARTMENT

3

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. 18-021
 Petitioner: James Cazares
 Owner: 519 W Algonquin Rd LLC
 Contact Person: James Cazares
 Address: 519 W Algonquin Rd
 Phone #: 847-809-8515
 Fax #: _____
 E-Mail: cirrus958cd@outlook.com

P.I.N.# 08-16-103-008-0000 7009
 Location: _____
 Rezoning: _____ Current: _____ Proposed: _____
 Subdivision: _____
 # of Lots: _____ Current: _____ Proposed: _____
 PUD: _____ For: _____
 Special Use: _____ For: _____
 Land Use Variation: X For: Amendment
 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 NO _____
 Sanitary Sewer NO _____
 Storm Sewer NO _____
 b. Surface Improvement
 Pavement NO _____
 Curb & Gutter NO _____
 Sidewalks NO _____
 Street Lighting NO _____
 c. Easements
 Utility & Drainage NO _____
 Access NO _____

2. PERMITS REQUIRED OTHER THAN VILLAGE:

a. MWRDGC _____ b. IDOT _____
 c. ARMY CORP _____ d. IEPA _____
 e. CCHD _____

3. R.O.W. DEDICATIONS?
 4. SITE PLAN ACCEPTABLE?
 5. PRELIMINARY PLAT ACCEPTABLE?
 6. TRAFFIC STUDY ACCEPTABLE?
 7. STORM WATER DETENTION REQUIRED?
 8. CONTRIBUTION ORDINANCE EXISTING?
 9. FLOOD PLAIN OR FLOODWAY EXISTING?
 10. WETLAND EXISTING?

YES	NO	COMMENTS
_____	<u>X</u>	_____
_____	<u>X</u>	_____
_____	<u>X</u>	<u>N/A</u>
_____	<u>X</u>	_____
_____	_____	<u>NEED INFO</u>
<u>X</u>	_____	<u>06-11, PAID 10/9/18</u>
_____	<u>X</u>	_____
_____	<u>X</u>	_____

GENERAL COMMENTS ATTACHED

PLANS PREPARED BY: RIDGELINE COS.
 DATE OF PLANS: 11/9/18

Michael J. Lane 11/29/18
 Director VILLAGE ENGINEER Date

PLAN COMMISSION PC #18-021
European Crystal LUV Amendment
519 W Algonquin Rd
Amendment to Land Use Variation for Hotel, Parking Variation
Round 1

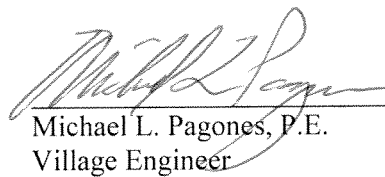
11. The petitioner is notified that these comments are being provided to ensure that the project meets the requirements for submittal to the Plan Commission. Approval by the Plan Commission is not an endorsement or approval of these documents to obtain the required building permits, engineering approval, 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. The Village is in receipt of the Onsite Utility Maintenance Agreement (OUMA), and it is in the process of being recorded.
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. Show the limits of the new pavement.
18. Regarding the proposed 5 parking stalls to the south of the banquet entrance, just off the private road, three of the five stalls would be problematic with vehicles potentially backing up into the road.
19. The previous plans submitted and approved by the Plan Commission PC #18-013 showed an 8x8x6 pressure connection and a domestic & fire water service off of the water line along the private road. This service and connection are not shown on the plans.

TRAFFIC

20. With regard to Table 9, what were the events in 2017 that generated such high occupancy, and why are the values in Table 10 so much less for 2018.
21. Please provide some indication or log of how many events per year, or per month are booked at this facility.
22. More description must be provided to explain the attendance, events, or operation of the Roof Top Ammenity, (244 person capacity) to explain the overlap and potential combined usage, trip generation, and parking for the 377 Banquet Hall, and 244 Roof Top patron capacity, especially on Saturdays.
23. The Traffic and Parking Study states that the owners have been using several strategies to accommodate parking at peak times.
 - a. With regard to the valet parking operation, which stacks one row of vehicles in the drive aisle at the north end and south end of the site, will this strategy be utilized with the proposed development?
 - b. With regard to off-site parking, please provide the existing agreements for the neighboring 273 additional parking spaces. Will guests be shuttled from the off-site parking lots, or will the will they be used for valet parking? There does not appear to be a clear pedestrian route from the off-site parking lots to the banquet facility and proposed hotel.

 11/28/18
Michael L. Pagones, P.E. Date
Village Engineer



Arlington Heights Fire Department Plan Review Sheet

P. C. Number 18-021

Project Name

European Crystal LUV Amendment

Project Location

519 W. Algonquin Road

Planning Department Contact Sam Hubbard

General Comments

Round 1:

1. All currently adapted codes shall apply. Please review code pertaining to building height and type of construction.
2. The building is to be sprinkled.
3. The Fire Department connection is to be located at the main front entrance and within 100' of a fire hydrant capable of delivering the required flow. The Fire Department connection and hydrant is to be fully visible and accessible.
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 November 20, 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#18-021

Round 1 Review Comments

11/27/2018

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.

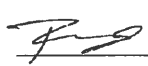
6. General comments:

-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

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. <u>18-021</u>	P.I.N.# <u>08-16-103-008-0000</u>
Petitioner: <u>James Cazares</u>	Location: _____
_____	Rezoning: _____ Current: _____ Proposed: _____
_____	Subdivision: _____
Owner: <u>519 W Algonquin Rd LLC</u>	# of Lots: _____ Current: _____ Proposed: _____
_____	PUD: _____ For: _____
_____	Special Use: _____ For: _____
Contact Person: <u>James Cazares</u>	Land Use Variation: <u>X</u> For: <u>Amendment</u>
Address: <u>519 W Algonquin Rd</u>	_____
_____	Land Use: _____ Current: _____
Phone #: <u>847-809-8515</u>	Proposed: _____
Fax #: _____	Site Gross Area: _____
E-Mail: <u>cirrus958cd@outlook.com</u>	# of Units Total: _____
_____	1BR: _____ 2BR: _____ 3BR: _____ 4BR: _____

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

1. GENERAL COMMENTS:

Café and 6th floor bar/food prep area must comply with the attached plan review requirements when applying for the building permit.

Also, see attached comments from David Robb, Disability Services Coordinator.

RECEIVED
NOV 29 2018
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

Terese Biskner 11/29/18 TB

Environmental Health Officer

Date

James McCalister 11/29/18 JM

tor

Dir
Date



Village of Arlington Heights
Health Services Department
33 S. Arlington Heights Rd.
Arlington Heights, IL 60005
(847) 368-5782

Plan Review Requirements

The Village of Arlington Heights has adopted the Illinois Department of Public Health Food Service Sanitation Code. Copies may be obtained by visiting www.idph.state.il.us or calling (630) 293-6800.

For a complete plan review, drawings to scale must be submitted containing the information noted below. This list, while not necessarily complete, highlights areas of concern and common reasons for plan rejection.

- 1. Floor Plan for Operation.** Designation of various areas (service areas, food preparation, dry storage, numbers and locations of seats, restrooms, break areas, etc).
- 2. General Layout.** Location of equipment fixtures (cross-reference to an equipment schedule) including distances above the floor, between other pieces of equipment, whether on legs or casters, etc.
- 3. Food Service Equipment.** All equipment must be commercial and listed with NSF or equivalent in both construction and installation. Used equipment must be inspected for approval prior to installation. Equipment schedules must contain manufacturer and model numbers for each piece of foodservice equipment. Equipment spec sheets are required for all new equipment.
- 4. Plumbing fixtures.** Location and type must be shown in overhead and schematic design. Include provisions for drainage from condensate for refrigerators and freezers, ice machines, soda or water stations, steam tables, etc. The location of all floor drains and sinks must also be shown. All 3 compartment sinks, dish machines, prep sinks, ice machines, steam tables, and condensate lines must have an air-gap (open-site drain) on the waste line. All hub drains, floor sinks, and floor drains must be located on the toe-edge of, or adjacent to, the equipment to facilitate cleaning. Facilities cooking or performing food prep must have a grease trap. Newly constructed facilities having cooking that produces grease or vapors, or where 3 compartment sinks or food prep sinks are located in two or more areas are required to have an exterior grease trap. Dish machines and garbage grinders may not drain through the grease trap.
All ice machines must be air cooled.
- 5. Sinks.** Sinks that are mandatory to be installed include:
 - three compartment sink with integral drain boards
 - mop/utility sink
 - hand sink in preparation areas (including bars) and dish areas (more than one may be required)
 - food prep sink (depending on type of operation)Hot and cold running water are required at all sinks. The water must be tempered by means of a mixing valve. A metering faucet must provide at least 10 seconds of running water.
- 6. Ventilation Requirements.** Adequate ventilation must be provided throughout the facility to remove excessive heat, steam, vapors, smoke, fumes, and noxious odors. Submit specifics on ventilation hoods for Fire Code review.
- 7. Floors, Walls, and Ceilings.** The surfaces on all food preparation, storage, dishwashing, and toilet rooms, must be smooth, light colored, non-porous, and easily cleanable. Ceiling tiles may not contain fissures, and must be vinyl coated above food prep areas. Cove base must be provided at all floor/wall junctures. Grouting for all floor tiles must be sealed to be non-porous. Non-slip finishes may only be installed in traffic areas, not under equipment.
- 8. Lighting.** Artificial light sources must be installed to provide at least 20 footcandles of light in all food prep areas, dish areas, and wash rooms. All walk-in refrigeration/freezer units, dry storage areas, dining rooms during cleaning, and other areas must be provided with at least 10 footcandles of light.
All light fixtures over, near, or within food preparation, display, or service areas, and dish areas, must be shielded to prevent broken glass from falling onto food. This includes heat lamps.

9. Dry Storage Areas. A minimum of 25% of the food preparation area must be set aside for dry storage. Provide calculations showing how the dry storage requirement is met. Show dimensions and numbers of tiers for each shelving unit. All shelving must be at least 6 inches above the floor, and 18 inches below the ceiling.

Remember that carry-out operations require more storage space for disposable containers.

10. Other Storage Areas. Provide storage for the following and indicate their locations: refrigerated and frozen storage, both clean and dirty dish storage, kitchen utensils, employee belongings and coats, and all cleaning supplies and toxic chemicals. Provide a mop and broom storage rack over the mop/utility sink.

11. Garbage and Refuse Disposal. An adequately sized solid waste storage site must be provided. The area must be paved, curbed, and graded to the front to prevent the accumulation of liquids. Visual screening for the area must be provided.

12. Outer Openings. No doors or windows may be left open and unscreened. All doors must be self-closing and tight-fitting. Provide screening of at least 16 mesh per inch for any windows to be opened. Air curtains and self-closing automatic windows must be installed on drive-through windows. Doors to outdoor dining areas must have operable air curtains installed above if outdoor waitstaff are provided.

13. Other Concerns. All conduits and plumbing pipes must be installed inside the walls. If this is not possible, they must be at least 1 inch from the wall, and 6 inches above the floor to facilitate cleaning.

14. Menu. A copy of the proposed menu must be submitted.

15. Smoking. No smoking is allowed in any enclosed space, including bars, private offices, or outdoor dining areas. Smoking is not allowed within 15 feet of any door, and ashtrays and other smoking materials may not be within 15 feet of the doors.

16. Certified Foodservice Manager. At least 1 IDPH certified Foodservice Manager must be present at all times foods are handled in high-risk establishments. Medium risk establishments need at least 1 certified Manager on staff.

Installation Standards for Food Service Equipment

Equipment must be mounted with a minimum of 6 inches of clear space underneath. In lieu of the clear space, equipment may be equipped with casters or placed on a raised solid masonry or sealed metal platform. The platform must be at least 2 inches high, sealed at all edges, and sealed to the floor. Necessary space for air intake must be provided for any units that need ventilation. If fresh air is provided, any air intake openings must be screened with a minimum of 16 mesh per inch screening.

Equipment that is not easily moveable must also be sealed to the wall, or meet the following minimum clearances to facilitate cleaning:

- When the distance to be cleaned is less than 2 feet in length, the width of the clear unobstructed space must not be less than 5 inches.
- When the distance to be cleaned is between 2 and 4 feet, the width of the clear unobstructed space must not be less than 8 inches.
- When the distance to be cleaned is greater than 4 feet, the width of the clear unobstructed space must not be less than 12 inches.

Other Considerations

A valid Business License is required to operate a foodservice facility in the Village of Arlington Heights. Contact the Licensing Coordinator in the Building Department at (847) 368-5560.

A special use permit may be required for your location. Contact the Village Planning Department at (847) 368-5200 to inquire about the requirements.

No alcoholic beverages may be sold without first obtaining a Village Liquor License. Contact the Liquor License Officer at (847) 368-5100.

Other licenses may be required as well. It is up to the owner and/or operator of each facility to obtain all of the required State and Local licenses prior to opening.

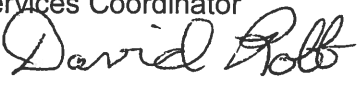
An early consultation between this Department and the persons planning to build and/or operate a foodservice establishment can be beneficial. We may also be able to answer any questions you may have during the process. Contact this Department at (847) 368-5782 or by fax at (847) 368-5980.

Plan Review

Address: European Crystal Land Use Variation Amendment
For a Hotel, Parking Variation
519 W. Algonquin Road
P.C. #18-021

Round 1

Submitted to: Sam Hubbard, Planning & Community Development

Submitted by: David Robb, Disability Services Coordinator
(847) 368-5793 

Date: November 28, 2018

Re: Illinois Accessibility Code (IAC) Effective October 23, 2018.
(Pdf available upon request).

Sheet 3 of 8:

1. Per Section 208.2 of the Illinois Accessibility Code six (6) Accessible Parking Spaces are required in parking lots with 151 to 200 total parking spaces, in accordance with Section 502.
2. Section 502.3 requires the "access aisle portion" of Accessible Parking Spaces to adjoin an "accessible route."
3. Section 208.3.1 requires Accessible Parking Spaces to be located on the shortest accessible route from parking to the building entrance.

Sheets A2, A3, and A4:

4. **Section 224.2 Guest Rooms with Mobility Features.** In transient lodging facilities having 51 to 75 guest rooms, **four (4) mobility accessible rooms** complying with Section 806.2 in accordance with Table 224.2 are required.
5. **Section 224.4 Guest Room with Communication Features.** In transient Lodging facilities with 51 to 75 guest rooms, **seven (7) Communication Accessible guestrooms** complying with Section 806.3 shall be provided.
6. At least one mobility accessible room complying with 806.2., shall include communication accessible features required by 806.3 in accordance with Section 224.5.

7. **Section 806.2.4.1 Vanity Counter Top Space.** The countertops of mobility accessible guest rooms shall be equivalent in size and proximity to the lavatory of those in non-accessible rooms.
8. **Section 224.5 Dispersion.** Mobility accessible guestrooms complying with 806.2 and Communication accessible guestrooms complying with 806.3 shall be dispersed among the various classes of guestrooms and shall provide choices of types of guestrooms, number of beds, and other amenities.

PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

7

PETITIONER'S APPLICATION - ARLINGTON HEIGHTS PLAN COMMISSION

Petition #: P.C. 18-021
 Petitioner: James Cazares
 Owner: 519 W Algonquin Rd LLC
 Contact Person: James Cazares
 Address: 519 W Algonquin Rd
 Phone #: 847-809-8515
 Fax #: _____
 E-Mail: cirrus958cd@outlook.com

P.I.N.# 08-16-103-008-0000
 Location: _____
 Rezoning: _____ Current: _____ Proposed: _____
 Subdivision: _____
 # of Lots: _____ Current: _____ Proposed: _____
 PUD: _____ For: _____
 Special Use: _____ For: _____
 Land Use Variation: X For: Amendment
to existing HV
 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. X _____ VARIATIONS NEEDED FROM ZONING REGULATIONS?
 (See below.)
4. _____ X VARIATIONS NEEDED FROM SUBDIVISION REGULATIONS?
 (See below.)
5. _____ X SUBDIVISION REQUIRED?
6. _____ X SCHOOL/PARK DISTRICT CONTRIBUTIONS REQUIRED?
 (See below.)

Comments:

Please see attached comments

[Signature]

11-28-18

Date



Planning & Community Development Dept. Review

November 28, 2018

REVIEW ROUND 1

Project: European Crystal Hotel LUV Amendment – James Cazares
519 W. Algonquin Road

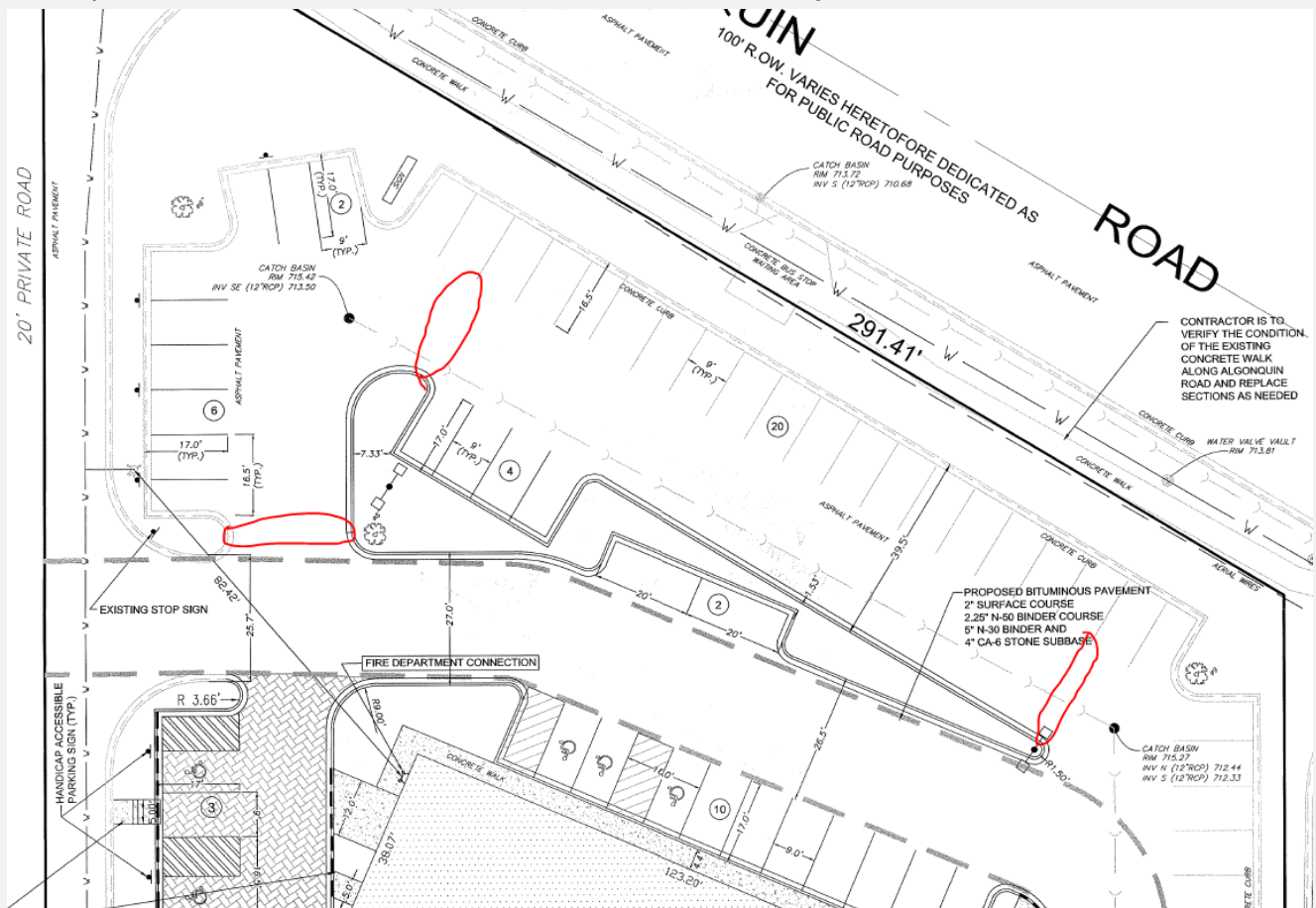
Case Number: PC 18-021

General Comments:

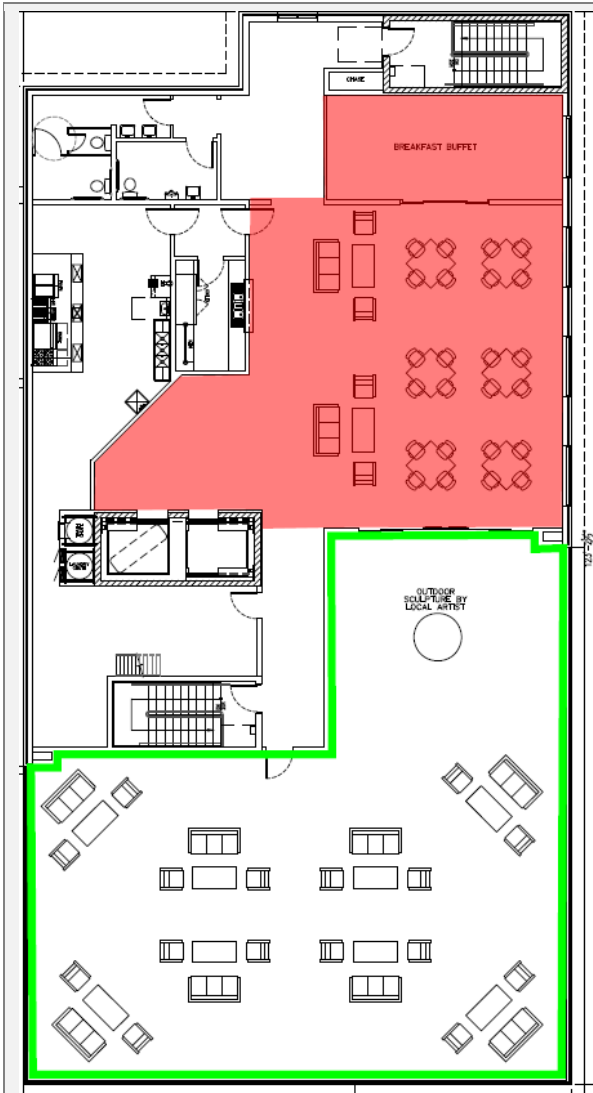
7. The Plan Commission must review and approve the following actions:
 - a. Amendment to Ordinance #18-028 to allow for modifications to the previously approved hotel.
 - b. Chapter 28, Section 11.2-8, to reduce the required number of parking spaces from **UNKNOWN** to 172. The extent of this variation will be determined once additional information on the size of the rooftop spaces has been provided.
8. Please provide estimated maximum number of employees working within each of the following portions of the operation:
 - a. Banquet Hall: A maximum capacity event at the banquet hall
 - b. Hotel: Peak occupancy of the hotel.
 - c. Rooftop Bar: Peak usage of the top floor bar/lounge.
9. On all future revisions, please ensure that all plans and studies include a revision date.

Architectural/Engineering Plans:

10. Siting of the proposed hotel addition in relation to the existing banquet hall is not correct on the floor plan (it does not match the locations of the building on the site plan). Please revise the floor plan so that it aligns with the proposed location as shown on the engineering site plan.
11. Is the location of the fire command room accurate on the floor plans? There was discussion about removing this element and adding a hotel room. Please revise the plans accordingly.
12. Is there any basement connection between the proposed hotel basement and existing banquet hall basement? The current floor plans do not appear to show a connection.
13. Sheet A2 has a label for "Second Floor", which appears to depict the first floor. Please correct.
14. There is an office on the 2nd floor that appears to be a hotel room. Was this office mislabeled, or will this space actually be used as an office?
15. Current plans depict a total of 61 hotel rooms. Please confirm that the proposed number of hotel rooms is 61. Please note that the traffic study and market study indicate 62 rooms.
16. Current plans depict 172 parking spaces. Please confirm that there are 172 parking spaces proposed. The parking study indicates that the site will have 171 parking spaces.
17. Please add dimensions to engineering sheet 3 indicating the setbacks of the proposed hotel addition, at its closest point, to the north, west, and east property lines.



24. Please revise the floor plan to include a dashed line outlining the two areas shown in the drawing on the next page (both red and green) and calculate the sizes (in square feet) of each of the two areas indicated/highlighted in the drawing:



Parking/Traffic:

25. The "Existing Volume" in and out data in Table 2 do not match the values from the previous study (Figure 4 from KLOA study). Was a separate survey conducted? Please update the table and associated data accordingly or provide an explanation as to why the data doesn't match.
26. What multiples were used to estimate the additional traffic for the banquet hall as contained in Table 2? Please explain the methodology for estimating banquet hall additional traffic.
27. Please make sure that the traffic and parking study includes the correct size for the estimated rooftop area. Is 3,670 sq. ft. the correct size? Please adjust the size and corresponding calculations accordingly.
28. What dates and times were the neighboring parking areas surveyed?
29. If the actual number of parked cars are added to Table 8 for the banquet hall as observed on April 21st and April 28th and are used to determine the banquet hall parking demand, the deficit becomes larger (i.e. estimated peak of 113 cars is less than observed peak of 129 cars). Please adjust the table and associated conclusions accordingly.

Prepared by:

Sam J. [Signature]

European Crystal Hotel
519 W. Algonquin Road
PC #18-021
November 27, 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 at the northwest corner of the building. Also provide a 4" caliper tree south of the main entrance at the end of the proposed parking row that is adjacent to the building. In addition, provide a 4" caliper shade tree south of the parking row within the island west of the main entrance.
- 2) It is recommended that the specialty pavement such as stamped concrete be provided within the circular drive for the main hotel entrance.
- 3) If there are any utility meters or mechanical units, they must be screened with landscaping or another appropriate method of screening.
- 4) 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.

The review of the European Crystal Hotel is based on the R-1 use. Include information on other uses and indicate if they will be separated or non-separated, as indicated in 2009 IBC Section 508.

The building are two separate structures separated by 1 hr wall per table 508 except for two areas that are open - lobby area is open to existing lobby and service corridor that is connecting to existing service area.

Provide a site plan showing all setbacks to all lot lines.

Provided

Provide a height and area calculation based on the proposed construction type shown in the 2009 IBC Table 601/602. Also, see Table 503.

Please find attached code analysis tabulation and information that will be on the cover sheet T1 once submitted.

Provide the locations of fire-rated walls and indicate the type and rating of the wall between the banquet hall and the new hotel.

Ratings of wall types and locations will be included on the permit submittal.

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.

South Elevator has been adjusted to comply with local amendment requirements – will be included in the Permit submittal.

Provide the elevation of the highest occupied floor.

58' 8"

Refuse and laundry chutes shall have separate 2-hour rated enclosures and comply with 2009 IBC 708.13.

This item will be tagged with appropriate wall designation on the Permit Submittal

Show the proposed location of the mechanical equipment.

These items will be shown on the Permit Submittal

Show the proposed location of the electrical service and include the service size. If the service is 1,200 amps or more the room requires two exits on opposite corners of the room, with 2-hour rated panic hardware.

Will Comply with Permit Submittal

Response to Building Dept. - Don Lay

Will cover with asphalt as stamped concrete is not suitable for this area

Steel Stud Cold Form Construction Remains

Response to Engineering Dept.

11,12,13,14,15,16,17

I have already provided all of the updates for you on the revised engineering plans that I resubmitted

18

Those two parking spots can be used to park our 2 luxury sedans and will be marked as employee parking

19

Not needed as exiting service is in place and will remain.

With regard to Table 9, what were the events in 2017 that generated such high occupancy, and why are the values in Table 10 so much less for 2018.

Table 9 are top occupancy events and table 10 shows typical events for those months.

Please provide some indication or log of how many events per year, or per month are booked at this facility.

Provided to Mike Pagones on Dec. 4th. Please keep this information confidential.

More description must be provided to explain the attendance, events, or operation of the Roof Top Amenity, (244 person capacity) to explain the overlap and potential combined usage, trip generation, and parking for the 377 Banquet Hall, and 244 Roof Top patron capacity, especially on Saturdays.

The realistic capacity of this roof top terrace is 120 – 130 guest. My other hotel has a similar sq footage and patio furniture requires ample space. The roof top will be for hotel guest only as well as for banquet guests hosting there outdoor wedding ceremony or cocktail hour for wedding guest. There will be no outside guests allowed until we do additional parking studies when the hotel is in operation

The Traffic and Parking Study states that the owners have been using several strategies to accommodate parking at peak times.

We do have serval strategies in place but because we have ample parking on site at peak occupancy of the ballroom, these strategies are in place in response to the board members requesting a plan of attack for a hypothetical situation.

With regard to the valet parking operation, which stacks one row of vehicles in the drive aisle at the north end and south end of the site, will this strategy be utilized with the proposed development?

Yes this is a strategy that we have has in place for the past 20 years but has not been used due to us having ample parking on site. Hypothetically this area would be coned off for valet parked cars only

With regard to off-site parking, please provide the existing agreements for the neighboring 273 additional parking spaces. Will guests be shuttled from the off-site parking lots, or will they be used for valet parking? There does not appear to be a clear pedestrian route from the off-site parking lots to the banquet facility and proposed hotel.

Agreements have been provided, the Pace parking lot would be used for valet parking off site it would be accessed by the valet attendant picking up and dropping of cars they would drive this route. For the remining lots they are located just steps away from our property. We have had a 20 year agreement with Brit-o Matic and have not used their parking lot in years . The agreement that were secured as a request of staff and board for hypothetical overflow

Response to Fire Dept.

Items 1 – Code will be noted on cover sheet

Item 2 – Building is sprinklered – modifications to existing system will be provided by sprinkler contractor as part of submittal

Item 3 - Sprinkler FDC will be located as noted and part of sprinkler contractor submittal.

Item 4 - Existing knox box to remain at front entrance

Item 5 – Fire alarm panel will be located near front of entrance – this will be noted on Fire Alarm Drawings once submitted.

Item #6 – Site plan has been modified to allow clearance as requested on North, East sides. West side has existing canopy entrance that will not be removed – north portion and south portion will remain open for access to building.

Response to Police Dept.

Brandi I will comply with all of your requests please note that all information remains the same as last submittal

Response to Health Dept.

Will comply with Permit Submittal

Items 1-3 will be adjusted on civil drawings to comply with requirements – accessible route will be noted

Items 4-8 rooms with communication and mobility issues will be reflected on the permit drawings throughout the building

Response to Planning Dept.

7. Received

8 a – 10-12 employees b 6-8 employees C. 2 – 3 employees

9. Revision tags will be added

10. Received

11. Fire Command room no longer requires as the building is now under 60'-0" (58'-8") and no longer considered a High rise

12 No connection – floor level of new basement will be lower than existing – secondly there will be an existing foundation wall separating the two

13. Received

14. made correction it is a guest room

15. 63 rooms

16. 172

17 updated

18. No. just a business center

19. see attached code analysis sheet which shows square footages of existing and new

20. see attached code analysis sheet which shows square footages of existing and new

21. already provided to engineering

22. none

23. See updated civil drawings showing dimensions as requested

24. see attached roof plan showing square footages and calculations.

25. The "Existing Volume" in and out data in Table 2 does not match the values from the previous study (Figure 4 from KLOA study). Was a separate survey conducted? Please update the table and associated data accordingly or provide an explanation as to why the data doesn't match.

Response: Separate traffic counts were not completed. The private road that provides access to the banquet hall also serves five other businesses along its length. The traffic volumes on Figure 4 from the KLOA study represents the total traffic movements to and from those six buildings and not just the banquet hall. The table below provides the breakdown of the existing volumes by banquet versus other businesses. The banquet hall is not operating during the morning peak period so all existing traffic was business related. During the evening peak, it was conservatively assumed that all inbound traffic was banquet related and the majority of the exiting traffic was business related. For the Saturday peak, it was assumed that all the vehicles were related to the banquet hall except for a couple of vehicles related to the self-storage facility.

Existing Traffic Volume Breakdown

ITE Code	Size	Morning Peak			Evening Peak			Saturday Peak		
		In	Out	Total	In	Out	Total	In	Out	Total
Banquet Volumes		-	-	-	11	5	16	39	5	44
Business Volumes		39	4	43	0	40	40	0	2	2
Total Existing Volumes		39	4	43	11	45	56	39	7	45

26. What multiples were used to estimate the additional traffic for the banquet hall as contained in Table 2? Please explain the methodology for estimating banquet hall additional traffic. **Response:** The existing banquet traffic counts during the peak traffic periods on Algonquin Road did not appear to represent the volumes for the peak occupancy of the banquet hall. The Saturday count was completed during an event with 377 persons. To represent a worse case condition, it was assumed that the 80% of the peak banquet traffic would arrive the hour before the event with some employees/guests arriving earlier or later guest arrivals. The number of cars was estimated 30% of the 377 person maximum occupancy. The resulting inbound volume was 90 vehicles per hour (377x.3x.8).

27. Please make sure that the traffic and parking study includes the correct size for the estimated rooftop area. Is 3,670 sq. ft. the correct size? Please adjust the size and corresponding calculations accordingly. **Response:** The total rooftop area is 3,670 square feet as indicated in the traffic study.

28. What dates and times were the neighboring parking areas surveyed? **Response:** Friday August 17th and Saturday August 18th at 6 PM and 8 PM both nights.

29. If the actual number of parked cars are added to Table 8 for the banquet hall as observed on April 21st and April 28th and are used to determine the banquet hall parking demand, the deficit becomes larger (i.e. estimated peak of 113 cars is less than observed peak of 129 cars). Please adjust the table and associated conclusions accordingly. **Response:** Table 8 represents the results of the shared parking methodology as specified by the Urban Land Institute and was not changed. EEA concurs that if the 129 peak observed demand is used for the banquet hall, the weekday surplus of 21 spaces would turn into a surplus of 5 spaces. On Saturday, the 14 space surplus would turn into the deficit of 2 spaces. The use of the 23 on-site valet spaces would cover the deficit without using the 273 spaces in the three nearby overflow lots.

Response to Landscape Comments

Will comply with all request except for stamped concrete this is not adequate for the north climate region. Asphalt will be used which will comply to dons specifications requested.



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#: 18-021 – Round 2
Date: December 17, 2018

General Comments:

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

Sam –

I have no objection to the proposed request with the following comments:

1. The roof covering classification shall be Class B per 2009 IBC Table 1505.1 based on the construction type of IB.
2. The floor / ceiling assemblies of the fire pump room shall have a minimum fire rating of 2 hours per 2009 IBC 508.2.5.1, and Section 707 and Section 712.

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DEC 17 2018
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT



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

Fire Safety Division

Date: 12/19/2018

P.C. Number: 18-021 Round 2

Project Name: European Crystal LUV Amendment

Project Location: 519 W. Algonquin Ave.

Planning Department Contact: Sam Hubbard, Planning and Community Development

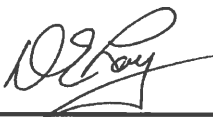
General Comments:

The information provided is conceptual only and subject to a formal plan review. Previous comments provided will not be repeated in this response. Several comments were not addressed in the response. For clarification purposes the additional information is offered.

1. Location of the Fire Department Connection shall be located as near to the main entrance as possible with a fire hydrant at least 100 feet from the FDC. The FDC should be located on the southern side (where the brick pavers have been removed for concrete).
2. New buildings four or more stories except those with a roof slope greater than four units vertical in 12 units horizontal, shall be provided with a stairway to the roof.
3. High-rise buildings require a fire command center for fire department operations and shall be provided and shall comply with the following:
 - 1) The location and accessibility of the fire command center shall be approved by the fire chief.
 - 2) The fire command center shall be separated from the remainder of the building by not less than a 1 hour fire barrier
 - 3) The fire command center shall be a minimum of 200 square feet in area with a minimum dimension of 10 feet.
 - 4) A layout of the fire command center and all features shall be submitted for approval prior to installation.
 - 5) The fire command center shall comply with NFPA 72 and shall contain the following features:
 - a. The emergency voice/alarm communication system control unit.
 - c. The fire department communications system.
 - d. Fire detection and alarm system annunciator.
 - e. Annunciator unit visually indicating the location of the elevators and whether they are operational.
 - f. Status indicators and controls for air distribution systems.
 - g. The fire-fighter's control panel required for smoke control systems installed in the building.
 - h. Controls for unlocking stairway doors simultaneously.
 - i. Sprinkler valve and water-flow detector display panels.
 - J. Emergency and standby power status indicators.
 - k. A telephone for fire department use with controlled access to the public telephone system.

- l. Fire pump status indicators.
 - m. 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.
 - n. Work table.
 - o. Generator supervision devices, manual start and transfer features.
 - p. Public address system, where specifically required
 - q. Elevator fire recall switch in accordance with ASME A17.1.
 - r. Elevator emergency or standby power selector switch (es), where emergency or standby power is provided.
- 4. Approved supervised indicating control valves shall be provided at the point of connection to the riser on each floor in high-rise buildings.
 - 5. Buildings with a floor used for human occupancy located more than 75 feet above the lowest level of fire department vehicle access shall be provided with an automatic smoke detection system, a fire department communication system and an emergency voice/alarm communication system.
 - 6. Sprinkler risers shall be placed in stair enclosures which are remotely located.
 - 7. 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.
 - 8. A two-way fire department communication system shall be provided for fire department use.
 - 9. An emergency power system complying with the Fire Code and NFPA 70 shall be provided for emergency power loads as specified in Section 604 of the IFC.

Date 12-19-18

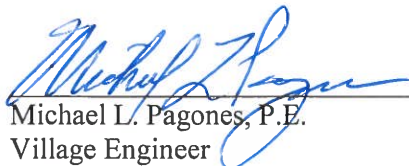
Reviewed By: 
Fire Safety Supervisor

PLAN COMMISSION PC #18-021
European Crystal LUV Amendment
519 W Algonquin Rd
Amendment to Land Use Variation for Hotel, Parking Variation
Round 2

24. The petitioner did not provide a written response or acknowledgement for Round 1 Comments #11, 12, 14, 15 and 16. Please provide a written response to these Round 1 Comments.
25. The petitioner's response to Comment #13 is unacceptable. The Grading and Erosion Control Plan references that no additional detention is required, however; drainage calculations were not provided to verify that there is sufficient surplus storage in the existing detention system. The petitioner must provide the drainage calculations for the increase in impervious area.
26. The petitioner's response to Comment #17 is not acceptable. Show the limits of the new pavement. The Utility and Site Plan references the proposed bituminous pavement for the fire lane (new), and a proposed fire lane on the existing pavement with no defined limits of where the new pavement will match the existing pavement in the parking lot. The Grading and Erosion Control Plan also references a "2" cold mill and overlay within the existing parking lot".
27. The petitioner's response to Comments #18 and 19 is acceptable.

TRAFFIC

28. The petitioner's response to Comments #20, 21 and 23 are acceptable.
29. The petitioner's response to Comment #22 is noted. Per discussions with the Planning Department, our concerns will be addressed by the recommended ordinance limiting the use of the rooftop amenity. The petitioner shall acknowledge that they are accepting this understanding.


Michael L. Pagones, P.E. 12/19/18
Village Engineer Date



Arlington Heights Fire Department Plan Review Sheet

P. C. Number 18-021

Project Name European Crystal LUV Amendment

Project Location 519 W. Algonquin Road

Planning Department Contact Sam Hubbard

General Comments

Round 2:

1. The Fire Department connection is to be located at the main front entrance and within 100' of a fire hydrant capable of delivering the required flow. The Fire Department connection and hydrant are to be fully visible and accessible. The drawings show the FD connection in a different location.
2. A fully operational annunciator panel or alarm panel is to be located at the main front entrance. Your comments state "near" the front entrance. Could we please get clarification of the location.
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. Your drawing show a decrease in fire lanes.

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

Date December 17, 2018 Reviewed By: LT. Mark Aleckson

ARLINGTON HEIGHTS POLICE DEPARTMENT

Community Services Bureau

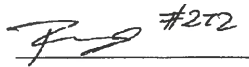
DEPARTMENT PLAN REVIEW SUMMARY

European Crystal Hotel
519 W. Algonquin Rd.
PC#18-021

Round 2 Review Comments

12/19/2018

1. **Character of use:**
Nothing Further.
2. **Are lighting requirements adequate?**
Nothing Further.
3. **Present traffic problems?**
Nothing Further.
4. **Traffic accidents at particular location?**
Nothing Further.
5. **Traffic problems that may be created by the development.**
Nothing Further.
6. **General comments:**
Nothing Further.

 #212

Brandi Romag, Crime Prevention Officer
Community Services Bureau

Approved by:

 #557

Supervisor's Signature

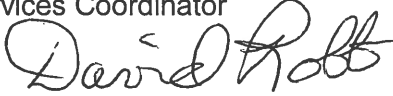
RECEIVED
DEC 20 2018
PLANNING & COMMUNITY
DEVELOPMENT DEPARTMENT

Plan Review

Address: European Crystal Land Use Variation Amendment
For a Hotel, Parking Variation
519 W. Algonquin Road
P.C. #18-021

Round 2

Submitted to: Sam Hubbard, Planning & Community Development

Submitted by: David Robb, Disability Services Coordinator
(847) 368-5793 

Date: December 19, 2018

Re: Illinois Accessibility Code (IAC) Effective October 23, 2018.
(Pdf available upon request).

Comments regarding Petitioner's Responses to Health Dept.:

1. Disability Services has noted: Petitioner response to Health Dept., Round 1 Comments, stating: "Will Comply with Permit Submittal" items 1-3 on civil drawings – accessible route will be noted."
2. Disability Services has noted: Petitioner's response to Health Dept., Round 1 comments; "Items 4-8 with communication and mobility issues will be reflected on the permit drawings throughout the building.

Sheets A2, A3, and A4:

3. Double leaf doors are not permitted unless at least one leaf complies with IAC Section 404.2.2-Double Leaf Doors and Gates. At least one of the active leaves of doorways with two leaves shall comply with 404.2.3 and 404.2.4, requiring a minimum clear width of 32-inches in accordance with Figure 404.2.3(a) hinged door Clear Width of Doorways. This applies to all doors in the facility.
4. Note: IAC Section 806 Transient Lodging Guest Rooms, references other sections of the IAC that apply.



Planning & Community Development Dept. Review

December 20, 2018

REVIEW ROUND 1

Project: European Crystal Hotel LUV Amendment – James Cazares
519 W. Algonquin Road

Case Number: PC 18-021

General Comments:

30. The response to comments #8 - #10, #12 - #15, #19, #20, and #22 - #29 are acceptable.
31. Based on the updated drawings and further information provided, the Plan Commission must review and approve the following actions:
- a. Amendment to Ordinance #18-028 to allow for modifications to the previously approved hotel.
 - b. Variation to Chapter 28, Section 11.2-8, to reduce the required number of parking spaces from 249 spaces to 172 spaces.
 - c. Variation to Chapter 28, Section 10.2-8, to reduce the required drive aisle width from 24 feet to 22 feet for the northernmost drive aisle.

Architectural/Engineering/Landscaping:

32. The response to comment #11 is noted. However, based on conversations with the Building Department, the proposed 6th floor is considered a habitable floor and therefore the height of the building exceeds 60 feet. Consequently, the building is considered a high-rise. Given this change, what changes to the floor plans will be needed and will the number of proposed rooms be altered? Please outline any changes that will be necessary to comply with the high-rise regulations.
33. The response to comment #16 is noted. Based on a count of the number of parking spaces shown on engineering Sheet 3, 172 parking spaces are proposed. Please note that a parking row of three spaces in the northwest corner of the site has a label indicating that it provides only two parking spaces. Furthermore, sheet 3 has note indicating that the total number of parking spaces provided is 171 spaces. These items must be revised on the permit submittal.
34. The response to comment #17 is unacceptable. No dimensions were added to the site plan. Any permit submittal must include the proposed setbacks of the hotel building to the north, east, and west property lines.
35. The response to comment #18 is noted. Please note that a condition of approval restricting future use of the first floor office and business room as meeting rooms/conference space will likely be recommended.
36. The response to comment #21 is unacceptable. 15 bike parking spaces will be required.
37. No changes were made to the landscape plan to reflect the comments from the Round 1 Landscape Review. A condition of approval will be recommended to require revisions to the landscape plans to comply with code requirements.
38. Please clarify how access to the 6th floor lounge will be restricted to just hotel guest and banquet hall patrons. I.e. what would stop a member of the public from accessing the space either to purchase drinks or as a lounge with friends?

European Crystal Hotel
519 W. Algonquin Road
PC #18-021
December 19, 2018

Landscape Comments

- 1) The ends of all parking rows must include a 4" caliper shade tree (Chapter 28, section 6.16-1.2b). As part of the permit plans, please provide a 4 inch caliper shade tree at the end of the parking row at the northwest corner of the building. Also, provide a 4" caliper tree south of the main entrance at the end of the proposed parking row that is adjacent to the building. In addition, provide a 4" caliper shade tree south of the parking row within the island west of the main entrance.

Round 2 Response.

Planning and Development

32. the 6th floor occupiable elevation is 58' 8 ¾" this is classified as a midrise for VAH. I have confirmed this with Don Lay as well as with the Fire Alarm Engineer we will work with the village Building Dept to come to a consensus.

34. received setback will be included

35. Acknowledged

36. 15 bike rack will be indicated on submittal

37. Recieved

38. RFID Elevator access prohibit access to non-registered guest for from 2 and up. The lobby lounge does not provide food or beverage for sale but complimentary coffee and manager happy hour.

Deb Pierce

Received and Noted.

Don Lay

Received and Noted.

Brandi Romeg

Received and Noted

David Robb

Will Review and modify if necessary, for washrooms.

Landscape

Will comply on site plan and landscape submittal.

Engineering

Will comply with permitted submittal