



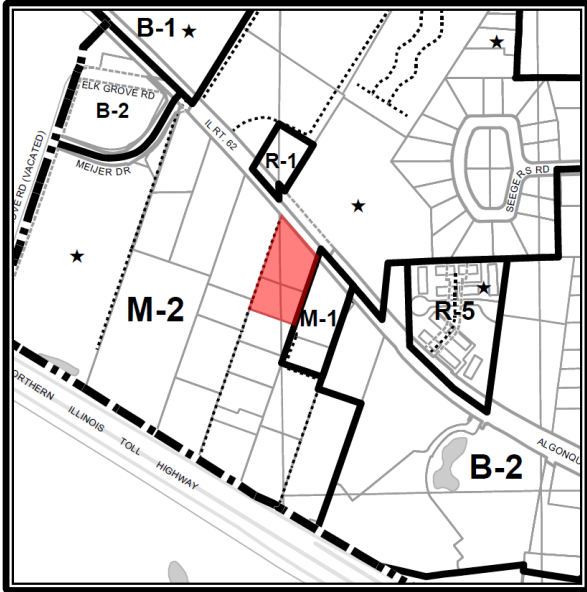
VILLAGE OF ARLINGTON HEIGHTS
STAFF DEVELOPMENT
COMMITTEE REPORT

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

