

STAFF DEVELOPMENT COMMITTEE REPORT

To: Plan Commission
 Prepared By: Matthew S. Dabrowski, Development Planner
 Meeting Date: January 9, 2013
 Date Prepared: January 2, 2013
 Project Title: ITT Technical Institute
 Address: 3800 N. Wilke Road

BACKGROUND INFORMATION

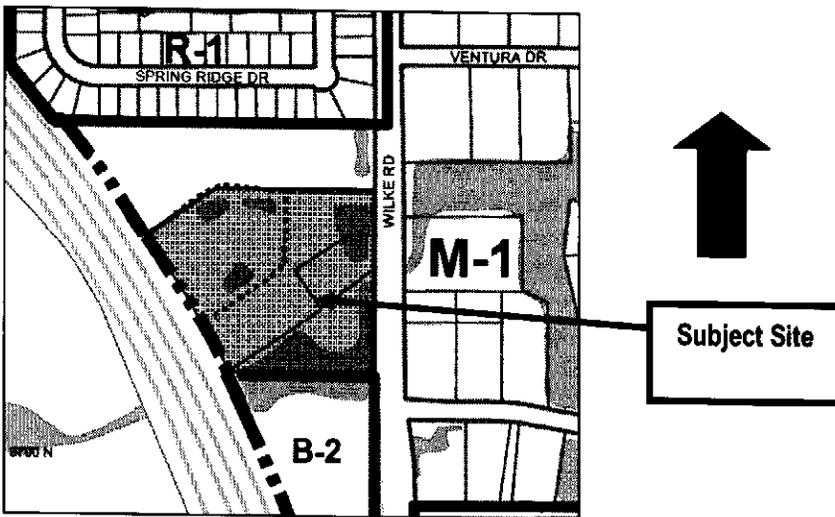
Petitioner: Mark Jordan
 Address: First American Properties
 1731 N. Marcey Street, Suite 520
 Chicago, Illinois 60614
 Existing Zoning: R-1, One Family Dwelling

Requested Action:

- A Land Use Variation to allow a school, private college in an M-1, Research Development and Light Manufacturing District

Variations Required:

- A variation from Chapter 28, Section 6.12, Traffic Engineering, to waive the requirement for a full traffic study from a certified traffic engineer.



Surrounding Land Uses:

Direction	Existing Zoning	Existing Use	Comprehensive Plan
North	M-1, R&D and Light Mfg	North office building of Commerce Point	Mixed Use
South	B-2, General Business	Courtyards by Marriott	Mixed Use
East	M-1, R&D and Light Mfg	Multi-tenant light industrial office buildings	R&D, Mfg, Warehouse
West	Route 53 and the Village of Palatine		

Project Summary:

The subject site, which is 7.8 acres (339,768 square feet), is developed with a four story office building that is 94,680 square feet and has a 362 stall parking lot that is accessible via two driveways along Wilke Road. The proposed action, if approved, would allow ITT Technical Institute to occupy 23,707 square feet on the first and second floor of the existing office building. ITT is a private college that offers technology-oriented programs in seven schools of study including Information Technology, drafting and design, electronics technology, business, criminal justice, health sciences and the Breckinridge School of Nursing. ITT has over 140 institutes with 70,000 students in 38 states, including Illinois (Oak Brook, Mount Prospect, Orland Park, and Springfield).

The proposed action if approved would allow ITT to relocate their Mount Prospect campus to the subject site. The maximum enrollment will not change from the Mount Prospect facility and is anticipated to be 350 students. Class semesters are divided into two weekly sessions (Session #1: Monday, Wednesday, Friday and Session #2: Tuesday, Thursday, Saturday) and three time blocks that are scheduled in the morning (8:00 AM to 12:00 PM), mid-day (1:00 PM to 5:00 PM), and evening (6:00 PM to 10:00 PM). According to the Petitioner not all 350 students are expected to be on site at the same time throughout the day. Instead the Arlington Heights facility will operate in a manner similar to the existing Mount Prospect facility with 20% (70 students) of the total student enrollment attending morning classes, 20% (70 students) attending mid-day classes and the remaining 60% (210 students) attending the evening classes. A total of 50 employees are anticipated with approximately 30 employees on site during the morning and mid-day sessions and 20 employees on site during the evening sessions.

Zoning and Comprehensive Plan

To proceed forward, the Plan Commission must review and the Village Board must approve a land use variation to allow a private school/college in the M-1, Research Development and Light Manufacturing District. As part of the formal review process, the property owner had provided a written justification to the following hardship criteria (see attached).

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

The Staff Development Committee reviewed the Petitioner's justification and supports the proposed request for the following reasons. One, the proposed land use variation represents a unique situation in that said use is compatible with professional office, which is permitted within the underlying M-1 district. Moreover, said use is consistent with the intent of the underlying M-1 district, which is to encourage the grouping of offices, research offices and laboratories, light manufacturing and ancillary uses. Two, the subject site has been experiencing high vacancy rates with the existing building approximately 80% vacant. By way of comparison, the existing office vacancy within the Northwest suburbs is 27%, while the office vacancy for the north side of Arlington Heights is 17% and 23% for the Village as a whole. Therefore, the granting of said variation will allow a viable business to occupy approximately 25% of the existing building, thereby strengthening the office center and reducing vacancy rates. Lastly, the proposed use is appropriate for the location, given its frontage along a secondary arterial street (Wilke Road), its close proximity to the Route 53 interchange, its compatibility with surrounding land uses, (offices, hotels, restaurants, and retail shopping centers), and its minimal impact to parking.

Building, Site and Landscape Related Issues

A fully dimensioned and to scale floor plan has been provided and complies with all applicable accessibility, building, health, and life safety code requirements. Moreover, Staff conducted a site inspection and has determined that the existing parking lot complies with all applicable landscaping standards that are required by Village code. With respect to site lighting, the Police Department conveyed concern with the light levels of the existing parking lot and the inclusion of additional lighting along the south building elevation. The Petitioner has agreed in writing to work with the Police Department to address these issues as part of the building permit approval process.

Traffic & Parking Related Issues

According to Code, any land use variation request that is adjacent to a secondary arterial street, such as Wilke Road must provide a formal traffic and parking study from a Certified Traffic Engineer. In conjunction with the land use variation, the Petitioner is requesting the following:

- **A variation from Chapter 28, Section 6.12, Traffic Engineering, to waive the requirement for a full traffic study from a certified traffic engineer.**

In lieu of a full study, the Staff Development Committee recommended that the Petitioner provide a limited scope analysis that focuses on parking as the proposed use will not impact site access, on-site circulation, and/or the surrounding roadway network.

With respect to parking, ITT requires 1 parking stall for every 5 students, while office related uses require 1 space for every 300 square feet of floor area. As previously mentioned, ITT projects a maximum capacity of up to 350 students, which equates to a

parking code demand of 70 parking stalls. When combined with the remaining office space, the facility as a whole requires a total of 307 parking spaces. As previously mentioned, a total of 362 parking stalls (346 standard spaces + 16 garage spaces) are provided, thereby resulting in a parking code surplus of 55 parking spaces (see Table 1).

Table 1: Parking Analysis-Village Code

Use	Square Footage	Parking Ratio	Parking Required
ITT Technical	23,707 SF (350 Students)	1 space / 5 students	70 spaces
Office	70,973 SF	1 space / 300 SF	237 spaces
Total	94,680 SF		307 spaces
Parking Provided			362 spaces
Surplus / (Deficit)			55 spaces

The owner of the subject site also owns the adjoining office building to the north, which is 100% occupied and has a code surplus of 70 parking stalls (Required: 316 spaces, Provided: 386 spaces). As a condition of approval, the property owner has agreed to provide a shared parking agreement between the two sites as part of the building permit approval process. This agreement will provide greater flexibility should the need for parking increase at such time when the vacant office space is occupied. Moreover, the subject site has available land to expand the parking should the need arise. During the formal review process, the Petitioner and Staff worked together and have developed a landbanked parking plan for up to 35 additional parking stalls at the southeast corner of the building. Staff would recommend as a condition of approval that if parking should become a problem, as determined by the Village, the Petitioner/property owner shall work with the Village to develop a parking mitigation plan that shall include but shall not be limited to; implementation of the landbanked parking, and/or the development of additional parking elsewhere on site.

In addition to the code analysis, ITT's lease agreement includes a provision that requires the property owner to provide parking based on 4 parking spaces / 1,000 square feet of floor area during the "daytime hours", (7:00 AM to 6:00 PM), and 8 parking spaces / 1,000 square feet during the "night-time hours" (6:00 PM to 7:00 AM). These parking ratios correspond to ITT's attendance projections, in which a higher demand for parking is needed after 6:00 PM when the other office tenants within the building are expected to be gone. Under this scenario, a surplus of 30 parking stalls are anticipated during the morning and mid-day class sessions, while a surplus of 172 parking spaces are anticipated during the evening class session.

Table 2: Parking Analysis-Lease Terms

	Morning Class Session (8:00 AM to 12:00 PM)	Mid-Day Session (1:00 PM to 5:00 PM)	Evening Session (6:00 PM to 10:00 PM)
ITT	95 spaces	95 spaces	190 spaces
Office (per Code)	237 spaces	237 spaces	Closed
Total Parking Demand	332 spaces	332 spaces	190 spaces
Total Parking Supply	362 spaces	362 spaces	362 spaces
Surplus / (Deficit)	30 spaces	30 spaces	172 spaces

ITT also conducted a parking survey of their existing facility in Mount Prospect based on their current enrollment of 70 students that will be on site over the course of the morning class session, 70 students that will be on-site over the course of the mid-day class session, and 210 students that will be on site over the course of the evening session. This facility, which is approximately 30,000 square feet, is completely occupied by ITT and is serviced by an ancillary parking lot that has a total of 250 parking spaces. Moreover, the Petitioner has indicated that approximately 20% of the students use public transportation as the subject site is within close proximity to PACE Route 211. The parking survey was conducted on Tuesday October 23, 2012, Wednesday October 24, 2012, and Thursday October 25, 2012 at various times throughout the day that correspond to the different class sessions. Pursuant to said study the peak parking demand in the morning session occurred at 11:00 AM on Wednesday October 24th and Thursday October 25th in which 22 of the 250 spaces were occupied. The mid-day peak hour parking demand occurred at 3:00 PM on Wednesday October 24th in which 43 of the 250 parking spaces were occupied. Lastly, the evening peak hour parking demand occurred at 8:00 PM on Thursday October 25th in which 140 of the 250 spaces were occupied. Table 3 (see next page) shows how the observed counts would impact the parking supply at the Arlington Heights location. It is important to note that the subject site does not have access to public transportation, therefore, the observed parking counts were adjusted by 20% to account for those students who currently take public transportation.

Table 3: Parking Analysis-Parking Counts

	Morning Class Session (8:00 AM to 12:00 PM)	Mid-Day Session (1:00 PM to 5:00 PM)	Evening Session (6:00 PM to 10:00 PM)
ITT	26 spaces	52 spaces	168 spaces
Office (per Code)	237 spaces	237 spaces	Closed
Total Parking Demand	263 spaces	289 spaces	168 spaces
Total Parking Supply	362 spaces	362 spaces	362 spaces
Surplus / (Deficit)	99 spaces	73 spaces	194 spaces

Lastly, Staff analyzed the parking based on a scenario in which the maximum number of students and employees during each class session were in attendance and drove to the site. As shown in Table 4, the peak parking demand during the morning and mid-day class session is 337 parking spaces, which results in an anticipated surplus of 25 parking stalls. Similarly, the peak parking demand for evening classes is 230 spaces, which results in an anticipated surplus of 132 parking stalls. Although the various parking scenarios demonstrate that there is sufficient parking available on site to accommodate the anticipated demand, Staff would recommend, and the Petitioner has agreed, to a condition that limits enrollment to 70 students during the morning and mid-day class sessions, and 210 students during the evening class sessions. Increases to the maximum student enrollment may be permitted administratively if ITT can demonstrate to the satisfaction of the Village that there is sufficient parking on site to accommodate the anticipated demand. Based on this information, Staff concurs with the Petitioner that there is sufficient parking on site to accommodate existing and future uses.

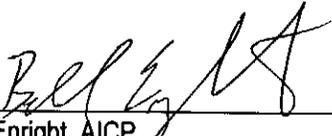
Table 4: Parking Analysis-Full Occupancy

	Morning Class Session (8:00 AM to 12:00 PM)	Mid-Day Session (1:00 PM to 5:00 PM)	Evening Session (6:00 PM to 10:00 PM)
ITT Student Demand	70 spaces	70 spaces	210 spaces
ITT Employee Demand	30 spaces	30 spaces	20 spaces
Office Demand per Code	237 spaces	237 spaces	Closed
Total Parking Demand	337 spaces	337 spaces	230 spaces
Total Parking Supply	362 spaces	362 spaces	362 spaces
Surplus / (Deficit)	25 spaces	25 spaces	132 spaces

RECOMMENDATION

The Staff Development Committee reviewed the Petitioner's request and recommends **approval** of a Land Use Variation to allow a School, Private College in an M-1, Research Development and Light Manufacturing District, and a variation from Chapter 28, Section 6.12, Traffic Engineering, to waive the requirement for a full traffic study from a certified traffic engineer. This approval shall be subject to the following conditions:

1. The Land Use Variation shall only apply to ITT Technical Institute
2. A maximum of 70 students shall be allowed during the morning and mid-day class sessions, while a maximum of 350 students shall be allowed during the evening class sessions. Increases to the maximum student enrollment may be permitted administratively if ITT can demonstrate to the satisfaction of the Village that there is sufficient parking on site to accommodate the anticipated demand.
3. If parking should become a problem, as determined by the Village, the Petitioner shall work with the Village and property owner to develop a parking mitigation plan that shall include but shall not be limited to; implementation of the landbanked parking, and development of an alternate parking plan that provides parking elsewhere on site.
4. Prior to the issuance of a building permit, the property owner shall provide a shared parking agreement between the subject site and the adjoining property to the north.
5. The Petitioner shall comply with all Federal, State, and Village codes, regulations, and policies.



January 3, 2013

Bill Enright, AICP
Deputy Director of Planning and Community Development

- C: William C. Dixon, Village Manager
All Department Heads
Bill Enright, Deputy Director of Planning and Community Development