



**Applicant & Owner**  
Berwyn Properties, LLC  
6501 W. Roosevelt Road  
Berwyn, IL 60402

**Meeting Date: June 7, 2018**

**Case: PC 18-06**

## Planned Development



### Turano Bakery Office Building A Planned Development (6500 Roosevelt Road)

The Applicant seeks approval of a Planned Development—Special Use Permit for a single-tenant two-story office building with fourteen (14) allowances from the Zoning Ordinance. The Applicant is also seeking approval of the vacation of a portion of Scoville Avenue proposed within the subject property development site. Generally, the allowances are for; reduced parking space setbacks, reduced street frontage percentage, building entrance location, taller fence height, change in masonry pattern, lack of storefront design, lack of display windows, lack of pedestrian circulation within the parking lot, reduced parking lot landscaping, reduced covered bicycle parking areas, and location of short-term bicycle parking. All allowances will be detailed later in this report.

#### Property Information

Existing Zoning:	RR—Roosevelt Road Zoning District
Existing Land Use:	Delivery Truck Parking east of Scoville Avenue Two-Story Brick Building and Parking lot west of Scoville
Property Size:	54,406 Square Feet
Comprehensive Plan:	<i>Envision Oak Park chapters;</i> 4. Land Use & Built Environment, 12. Economic Health & Vitality, and 13. Environmental Sustainability
Business District Plan:	Roosevelt Road Corridor Plan—Joint Municipal Study
Surrounding Zoning and Land Use:	NORTH: R4-Single Family District (Residential Dwellings) SOUTH: Berwyn C-2 (Distribution/Food Processing/Office) EAST: RR-T Roosevelt Road District (Multiple-Family Dwelling) WEST: RR-T Roosevelt Road District (Single Story Retail)

## Analysis

**Submittal:** This report is based on the documents that have been identified in the submitted proposal binder, which was filed with the Development Customer Services Department in May 2018.

**NOTE:** You will notice that not all of the required application documents have been included in your review packet. This is due to your direction during the Zoning Ordinance revision process where it was indicated that only pertinent documents should be provided to the Plan Commission for their review at the public hearing. The documents you did not want included in your packet have been submitted and are available in the Department of Development Customer Services and on the Village's website ([www.oak-park.us](http://www.oak-park.us)). Each required document is listed in each Tab of the binder, but only those with an (\*) asterisks are actually included.

Under Tab 1, the applicant has statements regarding public art, compensating benefits and the required neighborhood meeting as well as the zoning relief items (allowances).

**Description:** The proposed development is located within the RR Roosevelt Road Street Zoning District—subsection “Transitional District” approximately between Scoville Avenue and the vacated Gunderson Avenue right-of-way. The subject site is currently occupied with Turano Bakery delivery trucks east of Scoville Avenue and a brick two-story building with parking on the west side of Scoville Avenue. The development proposal consists of a modern-style single-use office building development with associated parking. This development has been reviewed by Wight and Company (the Village's architectural design consultant) and has been vetted through staff's Project Review Team (a multiple disciplinary group consisting of representatives from the Fire, Police, engineering, planning, zoning, historic preservation, forestry, housing, parking, law, business, health and refuse/recycling). The Applicant's request for approval is accompanied by fourteen (14) allowances to the regulations of the zoning ordinance as mentioned on the first page.

## Compliance with the Zoning Ordinance

**Planned Development:** One of the principal objectives of the Zoning Ordinance is to provide for a compatible arrangement of uses of land and buildings that is consistent with the requirements and welfare of the Village. To accomplish this objective, most uses are classified as permitted or special uses in one or more of the districts established by the Zoning Ordinance. However, it is recognized that there are certain uses that, because of their scope, location or specific characteristics, give rise to a need for a more comprehensive consideration of their impact, both with regard to the neighboring land and the Village in general. Such uses fall within the provisions of the Planned Development section of the Zoning Ordinance and shall only be permitted if authorized as a Planned Development.

It is the purpose of Planned Developments to enable the granting of certain allowances or modifications from the basic provisions of the Zoning Ordinance to achieve attractive and timely development in furtherance of the Village's goals and objectives as stated in the Comprehensive Plan. Site-development allowances (i.e., any zoning relief, including any deviation from the Zoning Ordinance

provisions for the underlying zoning district) may be approved provided the applicant specifically identifies each site-development allowance and how it would be compatible with surrounding development.

The Oak Park Zoning Ordinance states that Planned Developments should generally be limited to those uses or combination of uses currently permitted in the underlying zoning district. However, an applicant may petition for consideration of a use or combination of uses not specifically allowed in the underlying zoning district, if the Village Board finds that the conditions, procedures and standards are met and that such use or combination of uses is shown to be beneficial to the Village.

While office uses are considered a permitted use within the RR District, because of the zoning relief being sought and the fact that the gross floor area of the structure is over 20,000 square feet, the development falls under the Special Use—Planned Development requirement and regulations.

TABLE 1

	<i>Allowance Type</i>	<b>Zoning Ordinance</b>	<b>Proposed Request</b>	<i>Need for allowance</i>
1	<b>Parking Setback — Front Yard</b>	7 feet	4.5 feet	2.5 feet
2	<b>Parking Setback—Rear Yard</b>	5 feet	1 foot	4 feet
3	<b>Street Frontage of Building</b>	60%	34.9%	25.5 %
4	<b>Fence Height</b>	5 feet	8 feet	3 Feet
5	<b>Front Façade Material Change</b>	Change every 30 lineal feet	No Change	Material Change
6	<b>Front Façade Proportion</b>	Sections no greater than 40 feet wide	No Proportion	Building proportion
7	<b>Front Façade Display Windows</b>	Add retail display windows on first floor	No Display Windows	Display Windows
8	<b>Parking Lot—Internal Pedestrian Circulation</b>	Add delineated walkways from parking areas to the public sidewalk	No delineated walkways	Walkways to public way
9	<b>Parking Lot Landscaping—General;</b>	Landscape per Article 11: Landscape and Screening	A reduction in parking lot landscaping—see 12&13	
10	<b>Bicycle Parking Coverage</b>	Cover long-term bicycle storage areas	No coverage for long-term bicycle storage area	Lack of long-term bike parking coverage
11	<b>Bicycle Parking Location</b>	Locate short-term bike parking areas within 50 feet of building's entrance	8 of the 11 spaces are not within 50 feet of an entrance	3 bike parking spaces not within 50 of building entrance
12	<b>Parking Lot Landscaping (in between rows)</b>	A landscaped island is required between every 10 parking spaces	Reduction from 4 required islands to 1 as required + 2 small islands with surrounding permeable pavers	3 to code islands
13	<b>Parking Lot Landscaping (at ends of rows)</b>	A landscape island is required at the ends of all parking rows.	Reduction from 14 required end islands to 8	6 to code end of row islands
14	<b>Building Entrance Orientation</b>	Face Roosevelt Road	Faces West toward Parking Lot	Direction of Building Entrance

The Table above details the requested allowances for the proposed development. The proposed development is meeting all other regulations of the Zoning Ordinance. *TABLE 1* and the following text details the requested allowances from Article 5: Commercial Districts (RR District); Article 7: Design Standards; Article 10: Off Street Parking and Loading; and Article 11: Landscape and Screening.

1. **PARKING SETBACK (FRONT):** Article 5.4 (RR District Dimensional and Design Standards) Section G.1 (Parking Placement): Relief is requested from the seven (7) foot front yard setback requirement to five (5) feet for parking spaces along the east property line. The proposed parking spaces is only two (2) feet into the required setback area. The parking will still be set back beyond the face of the building and several feet from the public sidewalk.

2. **PARKING SETBACK (REAR):** Article 5.4 (RR District Dimensional and Design Standards) Section G.2 (Parking Placement): Relief is requested from the five (5) foot rear yard setback requirement for 26 park-

ing stalls along the north property line to one (1) foot. The parking in this area will be screened by a fence and separated by the existing alley to the north. It has been suggested that the north lot line fence be a solid screen verse a wrought-iron type fence.

3. **STREET FRONTAGE OF BUILDING:** Article 5.4 (RR District Dimensional and Design Standards) Section H.1 (Street Frontage Standards): Relief is requested from the requirement for sixty percent (60%) of the street frontage occupied by building. The proposed building street frontage will be approximately thirty-four percent (34%). This provision is Roosevelt Road specific. The regulation is to ensure a street maintains as much of a continuous building façade as possible in order to keep or create a pedestrian friendly environment. Currently there is no building on the block between vacated Gunderson and Scoville Avenues. The lot west of Scoville Avenue is half building and half parking. An office building at this location will better the pedestrian experience.

4. **FENCE HEIGHT:** Article 5.4 (RR District Dimensional

and Design Standards) Section J.7.a (Building Features and Accessory Structures) (Fences and Walls): Relief is requested from the five (5) foot height limit for the security fence surrounding the parking lot to allow an eight (8) foot high fence. The applicant is requesting the height for security and aesthetics. The fence will be an aluminum black wrought-iron style fence with landscaping directly behind to help soften the harshness of the material and obscure the parking area behind.

5. FAÇADE MATERIAL CHANGE: Article 7.4 (Building Design Standards) Section A.1.b (Building Façade Standards): Relief is requested from the requirement for the façade to change in texture or masonry pattern in a wall that exceeds 30 feet. The proposed Roosevelt Road façade will contain a forty (40) foot long glass entry area and a one-hundred and ten (110) foot long office wall panel with windows. This development is an office building. The material change requirement is more associated with retail uses on the first floor.

6. FAÇADE PROPORTION: Article 7.4 (Building Design Standards) Section A.4.a (Building Façade Standards): Relief is requested from the requirement for the building front to be similar in proportion to traditional commercial storefronts, typically between 25 and 40 feet wide. The proposed building is a single office use maintaining a cohesive look for the building on all four sides. The façade proportion requirement is more associated with retail uses on the first floor.

7. DISPLAY WINDOWS: Article 7.4 (Building Design Standards) Section A.4.b (Building Façade Standards): Relief is requested from the requirement for display windows at ground level. The proposed building does not contain retail uses for the public. This development is an office building. The display windows requirement is more associated with retail uses on the first floor.

8. INTERNAL PEDESTRIAN CIRCULATION: Article 10.3 (Off-Street Parking Design Standards) Section B.2 (Access): Relief is requested from the requirement to provide internal pedestrian circulation in the parking lot. There is no dedicated pedestrian circulation in the parking lot. The parking lot is private. Access to the public right of way is not necessary. However, there are visitor parking spaces to the east of the building that has pedestrian access to the public sidewalk.

9. PARKING LOT LANDSCAPING: Article 10.3 (Off-Street Parking Design Standards) Section G (Landscape and Screening): Relief is requested from the requirement that all parking lots and structures must be landscaped in accordance with Article 11. There is some proposed landscaping in the parking lot.

10. BICYCLE PARKING (COVERAGE): Article 10.4

(Required Off- Street Vehicle and Bicycle Parking Spaces) Section D.1 (Same as Section B.3, C.2 & C.4): Relief is required to eliminate the requirement for covered long-term bicycle parking spaces for 30% of the required bicycle spaces.

11. BICYCLE PARKING (LOCATION): Article 10.6 (Bicycle Parking Standards) Section C.3 (Location): Relief is requested from the requirement to locate all of the required short-term bicycle parking spaces within fifty (50) feet of the building entrance. A portion of the short-term bicycle parking spaces are proposed to be located within less than seventy-five (75) feet of the building entrance.

12. PARKING LOT LANDSCAPING (BETWEEN): Article 11.7 (Required Parking Lot Interior Landscaping) Section A: Relief is requested from the requirement to provide landscape islands between every ten (10) parking spaces. Two (2) six (6) foot square diamond shaped tree planters are proposed to be installed.

13. PARKING LOT LANDSCAPING (ENDS): Article 11.7 (Required Parking Lot Interior Landscaping) Section C: Relief is requested to eliminate the requirement to terminate rows of parking stalls with a landscape island. Most parking rows end with a landscape area. The center rows do not, in part, due to truck maneuverability needs.

14. BUILDING ENTRANCE ORIENTATION: Article 5.4 (RR District Dimensional and Design Standards) Section I.1. (Building Façade Elements) Table 5-11 (RR District Required Façade Elements): Relief is requested from the requirement for the building entrance to face Roosevelt Road. The building entrance is proposed to face west toward the parking lot. The entrance to this office building is mainly for the employees who park on the west side of the building. Guest can enter the building at the southwest corner from the public sidewalk. The proposed corner glass curtain wall suggests an entrance location to the building.

One of the rationale for establishing planned development regulations is the ability to allow flexibility in developments that could foster creativity and provide enhancements of the built environment as well as provide compensating benefits to the community. Any relief sought in this regard must meet the standards set forth in the Zoning Ordinance and must be justified by those standards before consideration of the request can be determined. Each of the above-mentioned allowances work toward a creative solution to what could be considered a standard or conventional development, but must be weighed against the standards for special use-planned developments.

## Compatibility with Surrounding Land Uses

The development site within the RR Roosevelt Road Zoning District is surrounded by commercial to the west and south across Roosevelt Road, residential to the east and north. The proposed office use and building massing are compatible and consistent with the surrounding land uses. The massing of the proposed two-story office building along Roosevelt Road fits well with those existing buildings along the street and residential neighborhood to the north and east. The height of the proposed building is approximately 31 feet at the front parapet which is below the allowed 40 foot height for commercial buildings in this district.

The building is pulled away from the residential uses to the north and east and is positioned at the front lot line, in line with existing commercial buildings along the corridor.

This land use is an appropriate transitional use and massing between residential and commercial uses along the corridor. The proposed parking lot which is mainly located to the west of the proposed office building is expansive, but the decorative fencing and landscaping support an improved pedestrian and visual experience.

## Compliance with the Envision Oak Park Comprehensive Plan

The proposed development mainly affects three recommendation chapters (touches on others) within the Comprehensive Plan. They are chapters 4.) *Land Use & Built Environment*, 12.) *Economic Health & Vitality*, and 13.) *Environmental Sustainability*.

The Comprehensive Plan establishes goals and objectives which set the standards for development. The Plan discusses the idea of strengthening commercial districts as well as the symbiotic relationship between economic development and the overall quality of the community. The proposed development fits these goals and objectives of the Comprehensive Plan.

The Comprehensive Plan suggests that economic vitality should be spread throughout the village. Roosevelt Road has not experienced much commercial development, especially not office development in some time. This single-use office development will be the

home to the corporate office of a well established baking company which will house approximately 60 employees.

Since sustainability is increasingly important in our society, the proposed development will be utilizing the Green Globes rating system for the Office Building. This is an acceptable rating system. The Applicant has identified 886 points out of 1000 possible points that can be earned from this rating system. They will guarantee 1-Globe. This 1-Globe rating is the equivalent of a "Certified" rating under the LEED rating system. The Applicant will have to provide proof via third party verification that they have achieved those points. The proposed development touches on each of Plan's key principles which help in the advancement of Oak Park's vision as defined.

## Compliance with the Roosevelt Road Corridor Plan

In March 2005, the Village Board of Trustees adopted the *A Plan for the Redevelopment of Roosevelt Road*. This plan is a joint-municipal study of Roosevelt Road between the City of Berwyn and Village of Oak Park. The Study was initiated to analyze conditions along the Roosevelt Road corridor in Berwyn and Oak Park; to identify goals in keeping with the community's desires, and to develop a series of recommended actions designed to meet specified objectives.

While the Plan recommends mixed use throughout, it breaks the corridor down into Subareas; Automobile-Oriented, Pedestrian-Oriented and Industrial-

Oriented. The subject site falls within the Industrial-Oriented Subarea. This Subarea has objectives relative to Transportation, Urban Design and Land Use. A Transportation objective is to ensure a continuous pedestrian-friendly experience is maintained. With the streetscape improvement in 2012 and the proposed fencing and landscaping, this objective will be achieved. The other objectives are relative to parking locations, alley access, and traffic calming. All of which currently exist. An Urban Design objective also focuses on the pedestrian experience. Again, with the streetscape improvement in 2012 and the proposed

fencing and landscaping, this objective will be achieved. The other Urban Design objectives are relative to building façade improvements and placement of structures at the front property line. The proposed development advances these objectives. The last objective category is Land Use. These objectives pertain to appropriate infill development, appropriate use selection (industrial-related), and the encouragement of mixed used developments, with retail on the first floor. This light industrial section also encourages the expansion of Turano Bakery.

## Plat of Vacation

The applicant has included an application for the vacation of a portion of Scoville Avenue between Roosevelt Road to the south and the abutting alley to the north for an extended parking lot. The Applicant will need to provide a utility easement over the vacated right-of-way. Police, Fire, and Public Works has no objection to the proposed vacation. The Applicant will be providing, at their cost, a new cul-de-sac at the end of Scoville Avenue north of the alley, closure of the street at Roosevelt Road with a reconstruction of the parkway. Scoville Avenue closure will be the third residential street closure between Ridgeland Avenue

(Minor Arterial) and East Avenue (Collector). This closure will force traffic in this vicinity to either Ridgeland or East which has additional capacity.

Plan Commission approval can take the form of a motion authorizing the Plan Commission Chair to sign the Plat. Upon Plan Commission approval, the plat will be forwarded to the President and Board of Trustees for final approval. Two land appraisals will accompany the plat of vacation for Board consideration on compensation.

## End of Report

Staff is in support of the proposed development and all of the allowances requested for the reasons mentioned and discussed throughout this report.

### Copies:

Greg Smith (KT&J), Plan Commission Attorney  
Robert Tucker, Village Trustee—Plan Commission Liaison  
Tammie Grossman, Development Customer Services Director