



Memorandum

TO: Kevin J. Jackson, Village Manager
FROM: Craig Failor, Village Planner, DCS
FOR: Village President and Board of Trustees
DATE: September 18, 2023
SUBJECT: Adaptive Reuse – Parking Review

At their July 31, 2023 meeting, the Village Board directed staff to research and prepare a report relative to impacts on and demands for parking associated with those uses proposed for abandoned religious institutions and nonresidential standalone buildings. These buildings are located within various residentially zoned districts as well as the I-Institutional zoning district. Abandoned religious institutions and nonresidential standalone buildings, located in commercial districts, are not subject to the proposed adaptive reuse regulations due to current use opportunities already afforded them within commercial zoning districts. The following is an overview of the associated resources produced, staff findings, and staff recommendations relative to parking solutions and constraints for adaptive reuse opportunities.

Map: In an attempt to better understand the locations of religious institutions and nonresidential standalone buildings (such as those associated with larger churches, such as St. Giles and St. Catherine/St. Lucy), staff prepared a map illustrating locations of religious institutions including any nonresidential buildings all of which are specifically located within residential and institutional zoning districts. The religious institution sites are identified on the map in red. The blue numbers correspond with the accompanying spreadsheet populated with parking data for each site (more below). Research furnished by the Parking Division was key in developing this spreadsheet.

Spreadsheet: The spreadsheet provides further analysis of the current religious institutions to understand them as potential candidates for adaptive reuse. From the spreadsheet you will learn the following: 1.) how many parking spaces are located on the subject property, 2.) how many on-street parking spaces are available abutting the subject property, 3.) all, or if any, on-street parking restrictions that impact the subject property, 4.) additional parking restrictions, and 5.) if any public parking lots are in close proximity to the subject properties.

Parking Requirements: Staff researched parking demand and ultimately determined that the Village should rely on the existing Zoning Ordinance for parking space requirements vs. demand. In cases where on-site parking spaces are full, on-street parking can be utilized. In

researching demand, staff found that determining parking demands for each specific use type was not easily established. Staff reviewed the *Institute of Transportation Engineers – Parking Generation Manual* that traffic engineers rely on for understanding parking demands relative to general land uses. The categories provided in the manual are very broad and do not provide for land use demand analyses for any specific land uses. Staff spoke with a local traffic engineer who works regularly with the Village, Michael Worthmann of KLOA, who explained that further in-depth evaluation of each individual land use would be required as the categories are too broad. Specific land use research would be based on things like the maximum occupancy load of the subject property, number of employees, services offered, and times and days of business operations. However, based on staff’s perception of the proposed land uses, we offer the following examples of how use types might affect parking: Art & Fitness and Teaching & Learning Centers are most active in the mornings and late afternoons and early evenings, while Social Lodge/Meeting Halls would be utilized mainly during the daytime hours. Live Performance venues would generally be active in late afternoons and evening.

A. Conclusion and Recommendation for Proposed Nonresidential (COMMERCIAL) Land Uses

Staff’s initial recommendation was to require a developer to provide all of the required parking spaces on-site for any proposed commercial land use, helping to minimize vehicular parking impacts to surrounding residential land uses. However, based on research findings, relative to the lack of available on-site parking, an alternative would be to apply one of the current parking relief provisions for commercial areas. These would apply to all commercial land uses proposed for the Adaptive Reuse Permit regulations, specifically mentioned below are the *Grandfathering* provision and the *On-Street Exception* provision.

Grandfathering: The Village of Oak Park’s Zoning Ordinance in Article 10: Off-Street Parking & Loading, Section 10.1; includes a provision by which existing properties are grandfathered with their existing parking spaces; meaning no additional on-site parking spaces would be required beyond what is currently provided. The code read as follows:

“Existing structures as of the effective date of this Ordinance that currently do not provide the required amount of parking due to lack of sufficient space on the lot are exempt from off-street vehicle parking requirements regardless of any change in use or a change in intensity of use, subject to review and approval by Zoning Administrator. The Zoning Administrator may require the property owner to provide evidence that the structure has not historically provided sufficient parking. Once the principal building is demolished, this exemption is no longer valid. In addition, if the lot area is expanded (e.g., the adjoining lot is purchased), this exemption is no longer valid.”

On-Street Exception: The Village of Oak Park’s Zoning Ordinance, Article 10: Off-Street Parking & Loading – Section 10.5; presently contains a provision that allows on-street parking spaces abutting a commercial property in a commercial zoning district to be counted toward parking requirements for the proposed land use. The code reads as follows:

“In the commercial districts, on-street parking spaces located along the front or side lot line may be counted toward required off-street parking spaces for commercial uses. New on-street parking spaces may also be created to count toward required off-street parking but must be located along the corner side or front lot line, and must be accessible 24 hours a day to the public.”

In consideration of incorporating these provisions, multiple options exist:

Option 1: Keep as Proposed. Do not remove the parking requirements, identified in the Adaptive Reuse Permit draft, as proposed. All required parking must be provided on-site. If they can't meet this requirement, a variance process requiring a public hearing would be necessary. If a variance is granted, parking on the street, where permissible, would occur. If denied, the property could not be reused as proposed. *This was staff's initial consideration.*

Option 2: Grandfather. Remove the proposed parking requirements identified in the Adaptive Reuse Permit draft. This would allow the existing *Grandfathering* provision mentioned above in the Zoning Ordinance to become a default. No public hearing process will be necessary to request a reduction of required parking spaces. Note: This can be used toward either commercial or residential land uses. *This is staff's preferred option after research findings.*

Option 3: On-Site + On-Street Parking. Do not remove the parking requirements, identified in the Adaptive Reuse Permit draft, as proposed, but allow the counting of on-street parking spaces abutting a converted religious institution or nonresidential building toward the required number of on-site parking spaces. This would follow the *On-Street Exception* provision mentioned above which will become a default. If they can't meet the parking requirement with the *On-Street Exception*, a variance process requiring a public hearing would be necessary. If a variance is granted, parking on the street, where permissible, would occur. If denied, the property could not be reused as proposed.

B. Conclusion and Recommendation for Proposed RESIDENTIAL Land Uses

Staff's initial recommendation was that a developer converting a religious institution or nonresidential building to a residential use must provide required parking spaces on-site to ensure 24-hour parking is available for its residents. Residents who would occupy such buildings would likely desire 24-hour parking.

However, based on research findings, relative to the lack of available on-site parking, an alternative would be to apply one of the current parking relief provisions for residential areas. An alternative would be an overnight on-street parking permit process similar to that which is currently afforded multiple-family residential building occupants. In this instance, overnight-only parking permit locations for residents of multiple-family buildings are to be established on a street abutting the R-7 Multiple-Family Zoning District and/or within 750 feet of said zoning district. Based on staff's research, several of the potential properties do not offer any or have limited parking on-site. The attached spreadsheet indicates 15 of the 28 sites have no available on-site parking. In these cases, a developer would be required to request a variance from on-site parking requirements, prompting a public notice. If such variance is granted, the developer would not be required to provide parking on-site, but chances are that parking spaces would still be necessary. Therefore, an on-street parking program similar to that offered residents within an R-7 Multiple-Family Zoning District would be necessary and appropriate.

In consideration of incorporating these provisions, multiple options exist:

Option 1: Keep as Proposed. Do not remove the parking requirements, identified in the Adaptive Reuse Permit draft, as proposed. All required parking must be provided on-site. If they can't meet this requirement, a variance process requiring a public hearing would be necessary. If a variance is granted, parking on the street, where permissible, would occur. If denied, the property could not be reused as proposed. *This was staff's initial consideration.*

Option 2: Grandfather + Overnight Permit. Remove the proposed parking requirements identified in the Adaptive Reuse Permit draft. *Grandfather* the sites from parking requirements. Develop an on-street parking permit process for converted religious institutions or for nonresidential buildings similar to that which currently exists for R-7 Multiple-Family Zoning District residents. No public hearing process regarding a reduction of on-site parking would be required, but this would require amending the Village Code to include additional sites. *This is staff's preferred option after research findings.*

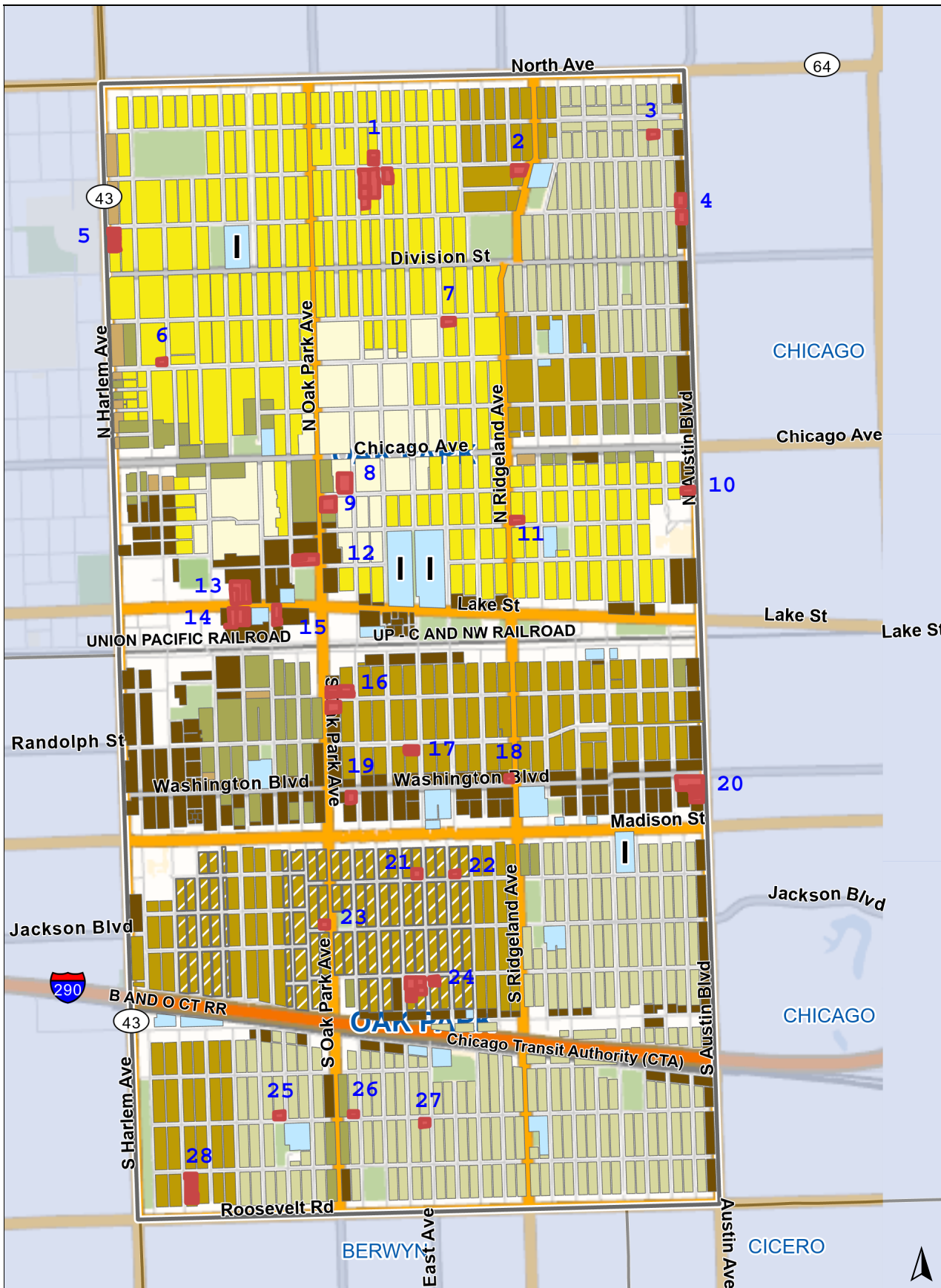
While this should not be a deterrent for conversion, an awareness of the distinctive on-street parking restrictions will need to be recognized during any application process for reuse consideration. These restrictions identified on the spreadsheet should not impact overnight parking, but will impact the ability to allow daytime use of abutting on-street parking areas. For example, Pay-by-Plate areas or No Parking from 8a.m.-10a.m. These restrictions will impede the possibility of 24-hour parking availability for either residential and/or daytime usage for commercial uses.

Any changes to on-street parking regulations would involve a review and recommendation by the Transportation Commission.

Please contact me with any questions at cfailor@oak-park.us or 708/358-5418.

-Att: Adaptive Reuse Locations Map
Spreadsheet for Possible Adaptive Reuse sites
Night Parking Permit Map (Titled "Parking Map"); prepared by DCS Parking Division
Daytime Parking Restriction Map; Prepared by DCS Parking Division

ec: Lisa Shelley, Deputy Village Manager
Ahmad Zayyad, Deputy Village Manager
Cameron Davis, Assistant Director – Development Customer Services

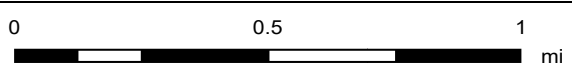


Legend

Zoning and Development

Zoning

- I: Institutional Zoning District
- R-1: Single-Family Residential District
- R-2: Single-Family Residential District
- R-3-35: Single-Family Residential District
- R-3-50: Single-Family Residential District
- R-4: Single-Family Residential District
- R-5: Two-Family Residential District
- R-6: Multi-Family Residential District
- R-7: Multi-Family Residential District

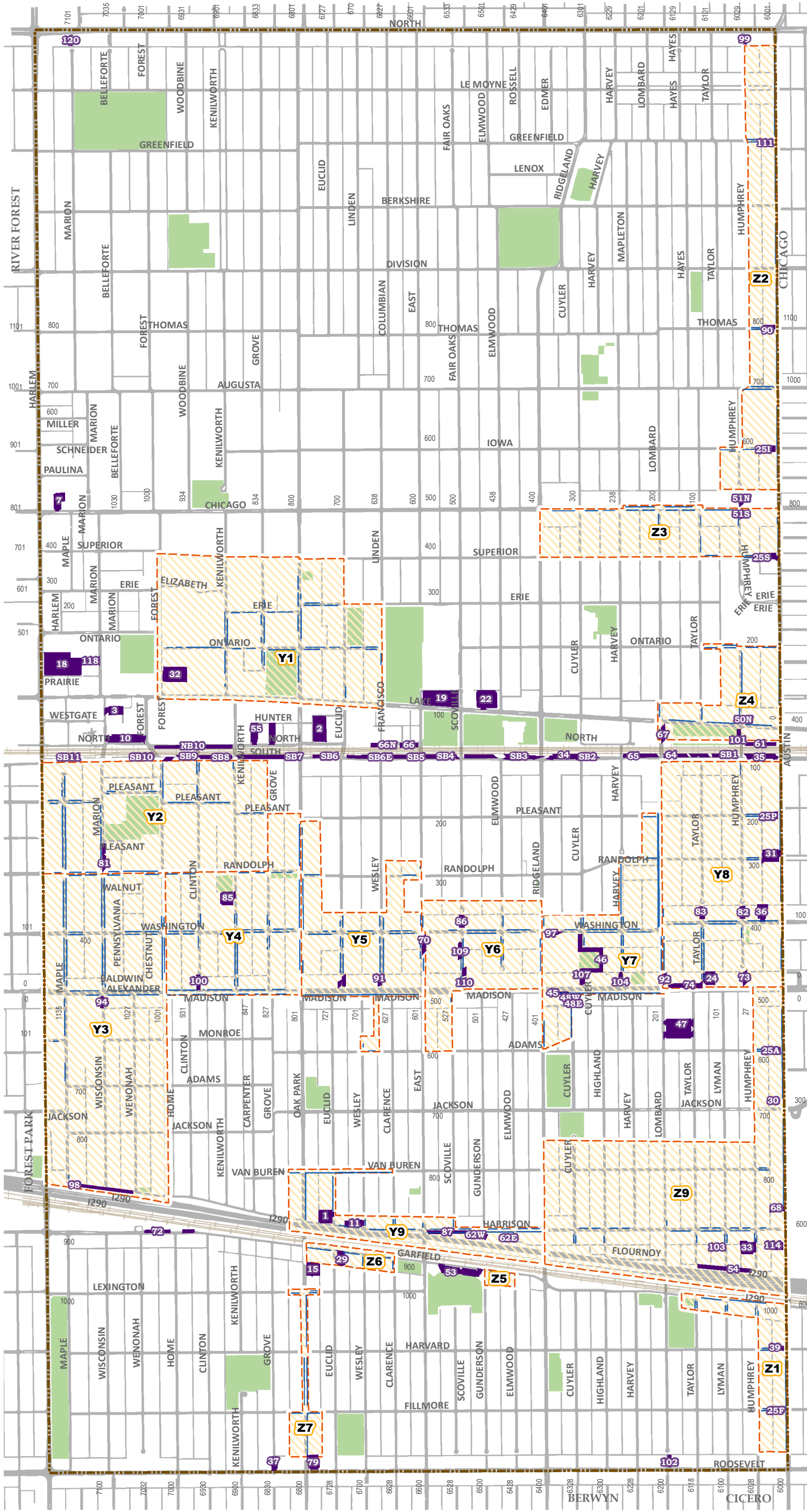


Print Date: 8/24/2023








Notes
 RED LOTS=Religious and Non-Religious Properties

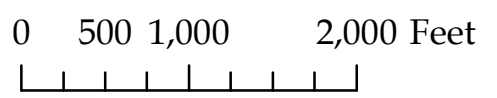
Disclaimer: The GIS Consortium and MGP Inc. are not liable for any use, misuse, modification or disclosure of any map provided under applicable law. This map is for general information purposes only. Although the information is believed to be generally accurate, errors may exist and the user should independently confirm for accuracy. The map does not constitute a regulatory determination and is not a base for engineering design. A Registered Land Surveyor should be consulted to determine precise location boundaries on the ground.

Map	Property Address	Zoning Class.	Parking Count		On Street Restrictions		Additional Restrictions
			On Site	Abutting Property	Front side	Cornerside	
1	1034 Linden Ave.	I-Institutional	56	21	Loading/Drop off Zone 8AM-4PM School Days	None	Reserved HC Parking on Greenfield
2	409 Greenfield Ave.	R3-50-Single Family	0	9	None	No Parking Anytime on Ridgeland	Reserved HC Parking on Greenfield
3	1125 N. Humphrey Ave.	R-4 Single-Family	6	4	None	None	
4	1252-1300 N. Austin Blvd.	R-7 Multi-Family	0	1	No Parking Anytime	No Parking Anytime	Reserved HC Parking on Berkshire
5	1225-1237 N. Harlem Ave.	R-2 Single-Family	28	5	No Parking Anytime	No Parking 8AM-1PM SUN; No Parking 6PM-10PM MON; No Parking 4PM-6PM WED	Reserved HC Parking on Berkshire
6	701 Belleforte Ave.	R-2 Single-Family	0	6	None	None	
7	744 Fair Oaks Ave.	R-2 Single-Family	0	13	None	None	Reserved HC Parking on Thomas
8	405 N. Euclid Ave.	R-1 Single-Family	45	17	2 HR 9AM-5PM Mon-Fri	No Parking 6AM-4PM 8.15 TO 6.15	
9	324 N. Oak Park Ave.	R-5 Two-Family	0	17	No Parking 8AM-4PM-Loading Zone	No Parking 8AM-4PM School Days	Reserved HC Parking on Oak Park plus Superior
10	634 N. Austin Blvd.	R-7 Multi-Family	9	0	No Parking Anytime	No Parking Anytime	Public Parking Lot 25S nearby
11	300 N. Ridgeland Ave.	R-2 Single-Family	0	11	None	None	
12	820 Ontario St.	R-7 Multi-Family	0	5	No Parking 10AM-12 PM ON WED; Y1 Parking Permit 11PM-6AM	4HR 9AM-5PM Mon-Sun	
13	924 Lake St.	R-7 Multi-Family	60	11	Pay by Plate M-Sat 8AM-8PM	No Parking 8AM-10AM Wed; Y1 PP 11PM-6AM	Public Parking Lot 32 nearby
14	931 Lake St.	R-7 Multi-Family	65	14	Pay by Plate M-Sat 8AM-8PM	N/A	Public Parking Lot 32 nearby
15	875 Lake St.	R-7 Multi-Family	0	11	Pay by Plate M-Sat 8AM-8PM	1HR 9AM-5PM Mon-Sat	Public Parking Lot 32 nearby; Reserved HC Parking on Kenilworth
16	188 S. Oak Park Ave.	R-7 Multi-Family	70	4	Pay by Plate M-Sat 8AM-8PM	No Parking Anytime	Public Parking Lot 2 nearby
17	611 Randolph St.	R3-50-Single Family	0	13	2 HR 9AM-5PM Mon-Fri	2 HR 9AM-5PM Mon-Fri	Reserved HC Parking on Randolph
18	400 Washington Blvd.	R-7 Multi-Family	0	7	E6 daytime Permit Parking 8AM-4PM M-F	No Parking 7AM-9AM, 4PM-6PM M-F	Reserved HC Parking on Washington
19	405 S. Euclid Ave.	R-7 Multi-Family	0	10	Y5 Parking Permit 10PM-6AM; No Parking 8AM-10AM Wed	Y5 Parking Permit 10PM-6AM; No Parking 3PM-5PM Wed	Reserved HC Parking on Euclid plus Washington
20	25 Washington Blvd.	I-Institutional	40	0	No Parking Anytime	No Parking Anytime	
21	545 S. East Ave.	R3-35-Single Family	0	5	None	2 HR 9AM-5PM Mon-Fri	HC Parking on East plus Adams
22	542 S. Scoville /514 Adams St.	R3-35-Single Family	0	7	No Parking 8AM-10AM MON-FRI No Parking Loading Zone;	2 HR 9AM-5PM Mon-Fri	
23	641 S. Oak Park Ave.	R3-35-Single Family	2	1	No Parking Anytime-Except on Sundays 9AM-2PM	No Parking Anytime	
24	801 S. East Ave.	I-Institutional	24	11	None	None	
25	1045 S. Kenilworth Ave.	R-4 Single-Family	2	9	2HR Parking 8AM-12PM Mon-Fri	2HR Parking 8AM-12PM Mon-Fri	
26	1049 S. Euclid Ave.	R-4 Single-Family	0	9	No Parking on Sundays; No Parking 8AM-10AM M-F	No Parking 8AM-10AM M-F	
27	607 Harvard St.	R-4 Single-Family	0	10	None	None	
28	1154 Wisconsin Ave.	R3-50-Single Family	85	22	None	None	



Map Legend

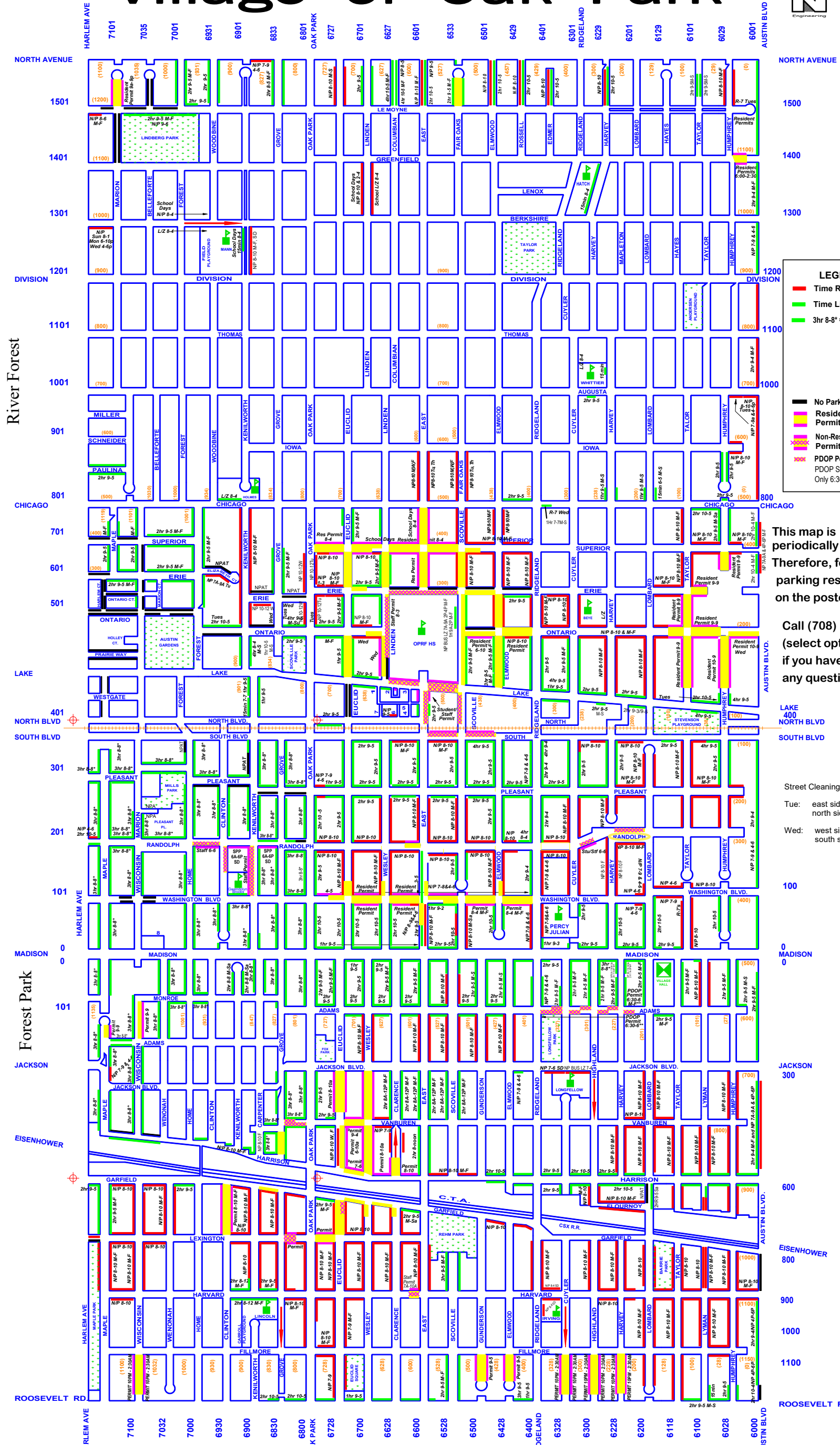
-  On-Street Permit Parking
-  Off-Street Lot
-  Multi-Family dwellings eligible for overnight zone permit
-  Park
-  Railroad
-  Road
-  Village of Oak Park Boundary



1:13,750

DISCLAIMER: This drawing is neither a legally recorded map nor a survey, and is not intended to be used as such. This drawing is a compilation of records, information and data located in various village, county and state offices, and other sources, affecting the land area displayed and is to be used for reference purposes only. The Village of Oak Park shall not be responsible for any inaccuracies herein contained. If discrepancies are found, please contact Public Works.

Village of Oak Park



LEGEND

- █ Time Restrictions
- █ Time Limits
- █ 3hr 8-8* = 3 Hr Parking 8AM - 8PM MON - FRI in the area bounded by South Blvd. & Oak Park Ave. & Harrison St. & Harlem Ave.
- No Parking Anytime
- Resident Daytime Permit Parking
- Non-Resident Daytime Permit Parking
- PDOP Permit 6:30-6** = PDOP Staff Permit Parking Only 6:30AM - 6PM MON-FRI

This map is periodically updated. Therefore, follow the parking restrictions on the posted signs.

Call (708) 358-7275 (select option 4) if you have any questions

Street Cleaning

Tue: east side (even) north side (even)

Wed: west side (odd) south side (odd)

Berwyn Daytime Parking Restrictions Cicero

This map is periodically updated. Therefore, follow the parking restrictions on the posted signs.

Revised on 07/31/2023