

MINUTES
MEETING OF THE OAK PARK PLAN COMMISSION
VILLAGE HALL- COUNCIL CHAMBER
Sept. 7, 2017
7:00 p.m.

PRESENT: Chair David Mann; Commissioners Glenn Brewer, Lawrence Brozek, Jeremy Burton, Doug Gilbert, JoBeth Halpin, Greg Marsey (arrived at 7:08 pm), Paul May and Kristin Nordman

EXCUSED: None.

ALSO PRESENT: Craig Failor, Village Planner; Jacob Karaca, Plan Commission Attorney; Bill McKenna, Village Engineer; John Youkhana, Parking & Mobility Services Manager; Floyd Anderson, village architectural consultant
For Applicant: Robert Spadoni, Rush Oak Park Hospital; Lenny Asaro, Attorney; Thomas Caplis, Walsh Construction; Luay Aboona, KLOA; David Mikos, Anderson Mikos Architects, Ltd

Roll Call

Chair Mann called the meeting to order at 7:06 p.m. Roll was called. A quorum was present.

Non-Agenda Public Comment

None.

Approval of Minutes

None.

Public Hearing

PC 17-02: 520 South Maple Avenue; Rush Oak Park Hospital; The Applicant seeks approval of a Planned Development for an approximately 55,000 square foot Emergency Room facility addition within the H – Hospital Zoning District with the following allowances: 1.) the development of land located in the H – Hospital Zoning District of more than 30,000 square feet of land area; 2.) reduce front yard setback along Madison Street and Maple Avenue from the required 20 foot building setback to zero feet including relief of any required landscaping; and 3.) an increase in lot coverage above the allowed 80% with a reduction in required open space. NOTE: The Applicant also participated in the Transportation Commission meeting on July 31, 2017.

Mr. Lenny Asaro, attorney for the applicant, reviewed the items of the public hearing: the planned development application, the map amendment, the amendment to the special use ordinance and the alley vacation requests.

Attorney Karaca reviewed the procedure for the hearing and asked for those who signed up to cross examine the applicant. No one was present.

Mr. Robert Spadoni, Vice President of Rush Oak Park Hospital, gave an overview regarding the history of the emergency department (ED). He said they'd be going from 17 bays to 21 rooms to allow for more

privacy and increase capacity. He noted two entrances to the emergency department, one for pedestrians and one for ambulances.

Mr. David Mikos, architect for the applicant, gave a presentation on the building. He reviewed the allowances requested. He noted there was a certificate of need approved through the state of Illinois for a new emergency room department which had to meet state standards. He reviewed the ambulance entrance off of Madison Street. He showed renderings of the first floor of the emergency department, the green roof and the connection to the existing hospital building. He said the ambulance entrance could also be the entrance for a mass casualty event. He reviewed the building material samples: roman brick, fritted glass and limestone. He reviewed the building signage requests.

Mr. Mikos noted the ambulance entrance on Madison dictated the design of the building and would require the removal of four parking spaces on Madison. He said the building would be following LEED standards and have a green roof. Commissioner Brozek asked about the existing ED space. Mr. Mikos said it would likely be repurposed to their physical therapy/rehab unit but that was still under review.

Mr. Luay Aboona, KLOA traffic consultant for applicant, reviewed the traffic study that looked at the intersections of Madison and Harlem, Madison and Maple, and Wisconsin and Madison. They also looked at Harlem and Monroe, and Maple and Monroe. He said the current Maple Avenue bump out was not doing its job- on average, 140 cars a day were violating the restriction. He said the preferred potential solution would be to create a cul-de-sac, which the Transportation Commission and village staff were in favor of as well. He reviewed the level of service delays on the intersections studied. He said Harlem and Madison has some challenges with consistent back-ups. One of recommendations would be implementing right-turn-only from Maple to Madison during peak hours. They also proposed a left-turn improvement from Madison onto Maple. Village staff has proposed a different design that extended the left turn lane from Wisconsin and he said they were not opposed to the Village's proposal as this would ease some of the congestion.

A short discussion ensued about parking. Staff noted they were meeting the parking requirement in the zoning code. Mr. Aboona noted 16 parking spaces on the west side of Maple that would be sufficient to accommodate the needs of the ED. Mr. Spadoni said there was typically room on the upper floors of the parking garage as well.

Mr. Tom Caplis, Walsh Construction, was asked about the construction traffic route. Mr. Caplis said they could get the full route to the village.

Chair Mann moved staff reports. Mr. Failor reviewed the staff report and said staff was in support of the application. He said the zoning administrator has reviewed the signage and it met the standards of the code so applicant was not asking for relief on signage.

Mr. Floyd Anderson, Wight and Company, the village's architectural consultant, gave an overview of his memo regarding the design of the building. Overall, he said the architectural style was good and an improvement, compatible to the neighborhood and existing buildings, and the use of materials was good. He said he had one objection to the strong red band on the west side entrance; he would like to see a more welcoming entrance with a quieter sign.

Mr. Bill McKenna, Village Engineer, reviewed the transportation impacts of the project. He said the Transportation Commission did meet on the project and also got resident feedback. He noted some of the conflicts and changes from the existing ED. He said the Maple and Madison intersection had the most concerns because of back-ups on Madison extending almost to Wisconsin during peak times. Due to these concerns they suggested extending the left turn lane; doing this would lose parking spots and they

suggested changing taxi-only parking to regular parking. He said 12 parking spaces would be lost along Madison and this was a significant impact. They had heard from one adjacent business owner who was opposed. He noted there would be a loss of 12 overnight permit spaces in order to modify the Maple U-turn route. The applicant would designate 10 spots on the north side of the parking garage to help offset this. He said residents north of the proposed cul-de-sac did not speak in opposition to it; however, designating Maple one-way would impact access for those residents. Because of this, staff recommended keeping two-way traffic on Maple and installing a cul-de-sac. Staff also recommended a follow up traffic study after the ED was up and running, as well as an escrow account from the developer to pay for any necessary implements to improve traffic should problems be identified.

Commissioners discussed traffic concerns. Commissioner Marsey said the U-turn flow to the ED entrance was a big concern that seemed to be asking for conflicts. Commissioner Brozek suggested a stop sign or traffic circle to improve the safety of the U-turn. Commissioner Gilbert was opposed to the cul-de-sac and inquired about other traffic calming measures instead. Commissioners discussed possible solutions to traffic cutting through Maple Avenue to avoid Madison and Harlem. Commissioners discussed problems with Monroe Street and possible scenarios. Mr. McKenna said staff believed a follow-up traffic study was the best way to identify problems and determine future traffic calming improvements.

Commissioner May asked about parkway improvements and the possible Madison Street streetscape project. Mr. McKenna said the Madison Street road diet was not proposed to go this far west.

Mr. John Youkhana, Parking Services and Mobility Manager, said historically, the overnight parking spots on Maple were used as overflow parking for the area north of Madison and dedicated off-street parking has more value to residents. The dedicated 12 spaces north of the parking garage would be an improvement, in the village's perspective. He said residents at the Transportation Commission meeting agreed.

Mr. McKenna read through the list of recommendations from the Transportation Commission:

- Install cul-de-sac on Maple south of Monroe
- Remove parking on north side of Monroe for ease of movement near cul-de-sac
- Establish right-turn-only onto Madison during peak hours
- Perform a follow-up traffic and parking study
- Modify the existing driveway of the medical building on Maple to enhance ingress and egress to and from the parking lot

Staff recommendations:

- Remove parking on Madison for re-striping; follow the village's recommendation on the longer left turn lane
- Resurface Madison from Harlem to Wisconsin to accommodate restriping
- Follow up traffic study and holding \$50,000 in escrow to make any necessary improvements
- Replacing taxi loading area with regular on-street parking
- Replacing overnight permit parking spaces on Maple with parking spaces in the hospital's off-street parking lots
- Improved signage at Jackson and Maple indicating no-thru access
- Fire Department has requested a beacon or audio alert at ambulance entrance so pedestrians can be informed of ambulance movement

Chair Mann called for break at 9:32 p.m. The meeting resumed at 9:46 p.m.

Mr. Jack Chalabian, chair of the Transportation Commission, gave an overview of their meeting. He said the commission heard testimony from residents in the area regarding traffic concerns. The commission considered possible scenarios for one-way traffic and how to limit thru-traffic onto the residential streets.

A short discussion ensued regarding traffic routes for people attempting to head south on Harlem or West on Madison. Mr. Spadoni said one route was for people to head south on Maple, east into the medical office parking lot and north on Wisconsin to a traffic signal. This would allow cars to turn left onto Madison and head to the Harlem traffic signal.

Chair Mann asked again for any cross examiners. None were present.

Chair Mann moved to public testimony.

Mr. Ralph Wiser, said he believed the ED would be a good addition to the community and recommended approval to village board to proceed.

Mr. Michael Weik, 626 S Maple, presented a petition signed by residents living on Maple, including where the cul-de-sac was proposed, indicating conditional support of the planned development if the cul-de-sac was installed. He gave a history of resident input during prior expansion projects. He noted safety concerns stemming from drivers ignoring the diverter. He said the diverter was part of the original special use ordinance. He said residents, staff and the developer were in agreement on installing a cul-de-sac on Maple.

Chair Mann closed public testimony.

Chair Mann reviewed the standard conditions for a planned development application. Chair Mann asked about public art. Mr. Failor noted the applicant would have to have a discussion with the Oak Park Area Arts Council regarding public art but that could be a condition of approval. The applicant indicated they would do so.

Commissioner Halpin moved to approve the application for planned development with conditions. Commissioners and Attorney Karaca discussed conditions.

Commissioner Halpin amended the motion to include the following conditions and said the applicant has met the standards and conditions of the planned development. Commissioner Brewer seconded the motion as amended. The following were conditions of the standards:

- #1 modified to be in conformance with plans
- #2 LEED certification with third party verifier
- #4 upon review and advice of Arts Council applicant will install public art
- #5 Nine months after completion of planned development applicant will conduct a post-construction traffic and parking study at a firm selected by the village; implement on site recommendations within six months after study has been completed.
- #6 Three years after completion village will monitor traffic on neighborhood
- #7 Bond or letter of credit for cost of landscaping material; including green roof; construction traffic route should be submitted to village engineer for approval; applicant will implement construction related communication plan; debris will stay on property, applicant will mitigate off site dust and debris
- #17 applicant will provide list of building, landscape and design materials as detailed in application for board; construct using material approved by village board
- #18 during construction village will designate staff liaison and owner's rep that developer will communicate with
- #19 if fail to comply village can revoke planned development per notice requirements

Plus the recommendations of the Transportation Commission and staff discussed above with a change in the condition on repaving Madison Street: Commissioners recommended if the village decides on repaving Madison Street, the applicant will pay the lesser of \$50,000 or 50% of the cost.

A roll call vote was taken:

Halpin – yes
Brewer – yes
Gilbert – yes
Nordman – yes
Brozek – yes
Burton – yes
May – yes
Marsey – yes
Mann – yes

The motion passed 9-0.

PC 17-03: 535 Wenonah Avenue; Rush Oak Park Hospital; The Applicant also seeks the following:

1.) an amendment to Special Use Ordinance 1999-O-52 to allow for an expansion of the private surface parking lot at the northwest corner of Monroe Street and Wenonah Avenue; 2.) the rezoning of 535 Wenonah Avenue from R-3 Single Family Zoning District to the H – Hospital Zoning District; and 3.) the vacation of the public alley abutting 535 Wenonah Avenue.

Mr. Asaro gave a short presentation on the amendment, rezoning request and vacation of the public alley. He said the changes would be consistent with the neighborhood, would not have a bad effect on adjacent properties, would comply with standards and criteria and completed in a timely manner.

Attorney Karaca asked if proper notice was given. Mr. Failor agreed. Attorney Karaca asked if the changes would affect the public utilities in the right of way. Mr. McKenna said there were existing aerial facilities like power poles but no village-owned utilities in the alley. Chair Mann asked for public comment. There was none. Attorney Karaca clarified the hospital owns both sides of alley the entire way. Mr. Failor agreed.

Chair Mann noted some problems with the layout of the parking lot. A short discussion ensued regarding the flow of traffic in the parking lot and how to improve it. Mr. Failor suggested noting in the findings of fact that the applicant attempt to make the parking lot more efficient. The applicant agreed.

Commissioner Burton moved to approve the vacation of the alley based on evidence that it won't affect public utilities as noted. Commissioner Marsey seconded. A roll call vote was taken:

Burton- yes
Marsey -yes
May -yes
Brewer- yes
Broszek- yes
Nordman- yes
Gilbert -yes
Halpin- yes
Mann- yes

The motion passed 9-0.

Commissioner Gilbert moved to approve the special use amendment. Commissioner Brewer seconded. A roll call vote was taken:

Gilbert -yes
Brewer -yes
Halpin -yes
Nordman- yes
Brozek -yes
Burton -yes
May -yes
Marsey- yes
Mann -yes

The motion passed 9-0.

Commissioner Halpin moved to approve the rezoning request. Commissioner Burton seconded. A roll call vote was taken:

Halpin – yes
Burton- yes
Gilbert- yes
Nordman- yes
Brozek- yes
Brewer -yes
Marsey -yes
Mann –yes

The motion passed 9-0.

PC 17-01: 1000 Lake Street; Albion Residential LLC – Findings of Fact

Mr. Failor said the findings of fact were not ready for review yet and would be returned at the next meeting with the findings of fact for the Rush Oak Park Hospital application.

Adjournment

Commissioner Burton moved to adjourn. Commissioner Nordman seconded. The next meeting will be September 21, 2017. The meeting adjourned at 12:03a.m.

Angela Schell,
Recording Secretary