



# Application for Public Hearing

## SPECIAL USE PERMITS

YOU MUST PROVIDE THE FOLLOWING INFORMATION: IF ADDITIONAL SPACE IS NEEDED, ATTACH EXTRA PAGES TO THE PETITION.

**Name of Business (If applicable):** Rush Oak Park Hospital

**Address/Location of Property in Question:** Northwest Corner of Monroe and Wenonah intersection

**Property Identification Number(s)(PIN):**

16-18-102-009; 16-18-102-010; 16-18-102-011; 16-18-102-012; 16-18-102-013; 16-18-102-014; 16-18-102-015; 16-18-102-016;  
16-18-102-017; 16-18-102-018; 16-18-102-019; 16-18-102-020; 16-18-102-021; 16-18-102-022; 16-18-102-023

**Name of Property Owner(s):** Rush Oak Park Hospital

**Address of Property Owner(s):** 520 S Maple Ave, Oak Park, IL. 60304

**E-Mail of Property Owner(s):** Robert\_Spadoni@rush.edu **Phone:** 708.660.6660

**If Land Trust, name(s) of all beneficial owners:** (A Certificate of Trust must be filed.) \_\_\_\_\_

**Name of Applicant(s):** Rush Oak Park Hospital

Applicant's Address: 520 S Maple Ave, Oak Park, IL. 60304

Applicant's Phone Number: Office 708.660.6660 E-Mail:

Other: \_\_\_\_\_

**Project Contact:** (if Different than Applicant) **Robert S. Spadoni, JD, FACHE**

Contact's Address: 520 S Maple Ave, Oak Park, IL. 60304 Contact's Phone Number: 708.660.6660 E-Mail Robert\_Spadoni@rush.edu

Other: \_\_\_\_\_

**Property Interest of Applicant:** ☒ Owner ☐ Legal Representative ☐ Contract Purchaser ☐ Other

(If Other - Describe): \_\_\_\_\_

**Existing Zoning:** H District; Rush Oak Park Hospital ORD 17-263 **Describe Proposal:**

Applicant proposes construction of a 6 level parking structure with a parked roof. Proposed project will provide 700 new parking spaces for a net gain of 600 parking spaces.

**Size of Parcel** (from Plat of Survey): 102,589 Square Feet

**Adjacent:            Zoning Districts            Land Uses**

North: MS Madison Street Zoning District and Belmont Village 2003-0-42 ordinance

East: R-3-35 Single Family

South: R-3-50 Single Family abutting at the south end 3 lots north of Adam St. and R-3-35 Single family

West: R-7 Multi-family Harlem Avenue and the Village of Oak Park boundary

**How the property in question is currently improved?**

☐ Residential    ☒ Non-Residential    ☐ Mixed Use    ☐ OTHER: \_\_\_\_\_

Describe Improvement: Property is currently a surface parking lot.

**Is the property in question currently in violation of the Zoning Ordinance?**    \_\_\_\_ Yes      X   No

If Yes, how? \_\_\_\_\_

**Is the property in question presently subject to a Special Use Permit?**      X   Yes    \_\_\_\_ No

If Yes, how? \_\_\_\_\_

If Yes, please provide relevant Ordinance No.'s \_\_\_\_\_

**Is the subject property located within any Historic District?**    \_\_\_\_ Yes      X   No

If Yes:    ☐ Frank Lloyd Wright    ☐ Ridgeland/Oak Park    ☐ Gunderson

**From what Section(s) of the Zoning Ordinance are you requesting approval / relief?**

Article: \_\_\_\_\_ Section: \_\_\_\_\_

Article: \_\_\_\_\_ Section: \_\_\_\_\_

Article: \_\_\_\_\_ Section: \_\_\_\_\_

**Explain why, in your opinion, the grant of this request will be in harmony with the neighborhood and not contrary to the intent and purpose of the Zoning Ordinance or Comprehensive Plan;**

Applicant proposes construction of a multi-level parking structure in place of an existing surface parking lot. It is the intent of the 'H' district to accommodate the necessary service uses of the hospital. By consolidating the parking on the hospital site, it will allow relief to surrounding street parking and for both staff, patients, and visitors to the existing 'H' Hospital zoning district. The proposed project in the 'H' Hospital zoning district meets all applicable requirements, administrative procedures, and does not request deviation from standards of the Zoning Ordinance and Comprehensive Plan. A full explanation addressing compliance and to address the Special Use Standards has been appended to this application.

I (we) certify that all the above statements and the statements contained in any papers or plans submitted herewith are true to the best of my (our) knowledge and belief.

I (we) consent to the entry in or upon the premises described in this application by any authorized official of the Village of Oak Park for the purpose of securing information, posting, maintaining and removing such notices as may be required by law.

Robert S. Spadoni  
(Printed Name) Applicant

Robert S. Spadoni  
(Signature) Applicant

9/26/19  
Date

Robert S. Spadoni  
(Printed Name) Owner

Robert S. Spadoni  
(Signature) Owner

9/26/19  
Date

**Owner's Signature must be notarized**

SUBSCRIBED AND SWORN TO BEFORE ME THIS

26<sup>th</sup> DAY OF September 2019

[Signature]  
(Notary Public)



**Special Use Standards - Zoning Ordinance - Article 14.2 (E)**

*Please respond to each as the recommendation of the Zoning Board of Appeals or Plan Commission and the decision of the Village Board must make findings to support each of the following conclusions:*

*1. The establishment, maintenance, and operation of the proposed special use will not have a substantial or unduly adverse impact on the neighborhood or endanger the public health, safety, or welfare.*

**Proposed Project:** It is our expectation that the proposed project, a new multi-level 700 space parking garage, will have a positive impact on the neighborhood and will not endanger the public health, safety, or welfare. This project will improve the parking of vehicles coming to the hospital in an orderly and efficient garage on the hospital campus. Rush Oak Park Hospital (ROPH) has been operating at a parking deficit for years. The parking shortage has caused overflow parking needs to extend into the residential neighborhoods adjacent to the hospital. Patients, visitors, and staff were parking within the neighborhood, and traffic is similarly filtering through the neighborhood. The proposed project will fix the parking deficit and limit traffic flow and open parking throughout the surrounding neighborhood.

According to a parking study completed in June 2019, the utilization of on-site parking was 98% and has no room for further capacity. Rush Oak Park Hospital intends to continue to serve the health and well-being of the Oak Park community and plans to grow, develop new facilities, and expand physician practices. In order to accommodate the current demand and growth 500 additional parking spaces are needed. The proposed project provides a net increase of over 600 spaces. This expansion will functionally eliminate the hospital's reliance on neighborhood parking to meet its needs.

The proposed parking structure will also improve traffic flow and reduce the impact on the surrounding neighborhood. ROPH proposes to direct all traffic for the parking structure through the ROPH campus. The proposed structure, located at the corner of Monroe St and Wenonah Ave, would have its entry be located on Monroe St. Monroe Street from Wenonah to Wisconsin is proposed to become part of the ROPH campus, be separated from the neighborhood through addition of cul-de-sacs and traffic divertors, and funnel traffic toward the Wisconsin and Madison intersection and traffic signal. By providing all required parking on the campus and controlling the flow of traffic through appropriate intersections, the proposed parking structure will provide a positive impact on the health and safety of the neighborhood.

*2. The proposed special use is compatible with the general land use of adjacent properties and other properties within the immediate vicinity.*

**Proposed Project:** It is the intent of the Special Purpose District 'H' zoning district to accommodate the necessary service uses of the hospital. Therefore, the proposed project and land use is consistent with the underlying zoning. By consolidating the parking on the hospital site, it will allow relief to surrounding street parking and for both staff, patients, and visitors to the existing 'H' Hospital zoning district.

The proposed site does not abut, nor is it adjacent to residential zones because of public streets and an alley boarding the site. The proposed structure will directly next to an existing, and aging, hospital parking structure. The structure will be a similar scale as the Belmont Village building north of the proposed structure. The new structure will site on the west edge of the buildable area of the site, allowing a greater setback from Wenonah Ave. The site of the garage will meet the required space for landscaping that will

partially screen the building from neighboring properties across streets or alleys. The project meets the required building design standards with texture, materials, architectural elements and contextual relationship with other buildings throughout the Village.

*3. The special use in the specific location proposed is consistent with the spirit and intent of this Ordinance, adopted land use policies and the Comprehensive Plan.*

**Proposed Project:** The proposed use on the site is consistent with the spirit and intent of the ordinance, adopted land use policies and the Comprehensive Plan. It is the intent of the 'H' district to accommodate the necessary service uses of the hospital which the parking. The proposed site has additional limitations placed on it that do not apply to the rest of the H district – a height limitation of 80'. The proposed project will comply with this additional requirement. The project will position the structure to allow for landscape to partially screen the structure from nearby properties. Additional information on the project's compliance with the ordinance is included below.

The comprehensive plan, Envision Oak Park, has a stated goal to "strengthen and protect the character, integrity, and cohesion of the village and its neighborhoods." The proposed project will strengthen the surrounding neighborhood. By providing all required parking on the Rush Oak Park Campus and directing the flow of traffic through appropriate intersections the project will relieve congestion from the neighborhood and protect the character of the neighborhood.

*4. The special use meets the requirements for such classification in this Ordinance.*

**Proposed Project:** The project team views the proposed land use for the Special Purpose District 'H' Zoning district as being an 'as of right' development as it substantially complies with the zoning ordinance. However, this site has previously utilized the Special Use process to allow for the existing surface parking lot. The replacement of that special use is, therefore, understood to require its own Special Use process.

### Zoning Information

The current site is positioned in the following zoning district:

- H: Special Purpose Districts, Hospital Zoning District  
*(3.1, C.) The 'H' district, as shown on the Oak Park zoning map, dated, "adopted September 18, 2017, amended through December 31, 2018". The 'H' Hospital District Zoning district is intended to accommodate major health care facilities, and their expansion, located within the Village. This zone is generally bounded on the north, by Madison St; east, by Wenonah Ave.; south by 3 lots, north of Adams St.; west by the Harlem Ave. also, the Village boundary line. This District is next to single family district on the east and south and partially next to multi-family on the west and north. This special purpose 'H' district is separated by public streets and alleys on all sides except for the southern-most boundary near Adams St. The proposed site does not abut, nor is it adjacent to other residential zones because of public streets and an alley boarding the site. It is the intent of the 'H' district to accommodate the necessary service use of the hospital. By consolidating the parking on the hospital site, it will allow relief to surrounding street parking and for both staff, patients, and visitors to the existing 'H' Hospital zoning district. The proposed project in the 'H' Hospital zoning district meets all applicable requirements and administrative procedures here in:*

#### Surrounding Zoning Districts

**North: MS Madison Street Zoning District and Belmont Village 2003-0-42 ordinance**

**East: R-3-35 Single Family**

**South: R-3-50 Single Family abutting at the south end 3 lots north of Adam St. and R-3-35 Single family**

**West: R-7 Multi-family, Harlem Ave. and the Village of Oak Park boundary**

### **Article 6. Special Purpose Districts' H' Hospital Zoning District (6.3)**

#### 'H' Hospital Zoning District (6.3)

Hospital, Major Health Care Facilities, and their expansion, located within the Village

#### Minimum Yard and Lot Requirements **Exhibit 6: Site plan**

- Front Yard: 20'  
**Proposed Project: 20' South, Monroe St**
- Side Yard: 20' East, Wenonah Ave and None west side required abutting existing 'H' zoning and private alley  
**Proposed Project: 20' East, 15' West**
- Rear Yard: North: 30' Alley behind Belmont Village.  
**Proposed Project: 30' from the adjacent property line on the alley behind Belmont Village that runs east and west**

Maximum Height (6.3 Table 6-3 H. District Dimensional Standards) **Exhibit 11: Building elevations**

- (6.3, C. 2. b.) From the centerline of Wisconsin Avenue (extending) to the east 'H' District property line, Buildings may not exceed 80' in height.

**Proposed Project: Top of building elevator parapet 77'-6" from average existing grade. 100% of the floor area at grade is used for parking and screen allows the project height to be 85'.**

**Complies with 80' maximum height.**

- Maximum lot coverage 80% lot size with alley 49,764 s.f. x 80% = 39,812 s.f. maximum lot coverage.

**Proposed project: Complies with lot coverage, proposed square footage 35,280 s.f.**

Article 7. Design Standards

- (7.2 Applicability A. 1.) The design standard of this article applies to the following instances: New construction of non-residential, mixed use developments, and multi-family dwellings of three or more units.
- (7.3 Design Review B. 1., Pre- Application Conference) Applicants prior to submitting a formal application permit may request at their option a pre-application conference with the Zoning Administration before submitting to the Department of Development customer service.

**Proposed Project: Pre-application conference occurred on 9/10/19.**

- (7.3, C. 3., Circulation and Off-Street Parking Design) a. Provide adequate and safe access to the site for motor vehicles as well as alternative modes of transport, including pedestrians, bicyclists, and public transit users. b. Minimize potentially dangerous traffic movement. c. Minimize curb cuts by using cross access easements and shared parking (Definition per the Oak Park Ordinance states "Alley"; A private or dedicated public right of way that affords only a secondary means of access to the contiguous property and is less than 33' in width.) d. Clearly define a network of pedestrian connections in and between parking lots, street sidewalks, open spaces, and structures that is visible and identifiable.

**Proposed Project: See Exhibit #6 Site Plan and Exhibit #4 Traffic Study (omitted for draft submission)**

- (7.4 Building Design Standard-Non-residential, mixed use, and multi-family) A.1., Building walls that face a street or connecting pedestrian walkway must not have a blank uninterrupted length exceeding 30' for non-residential without including at least two of the following categories: Change in plane; Change in texture or masonry pattern; Windows; An equivalent element that subdivides the wall into smaller sections.

**Proposed Project: Change in texture or masonry pattern and equivalent elements that subdivide the wall into smaller sections.**

- (7.4,B.) Each building must have a clearly defined prominent customer/residential entrance.

**Proposed Project: Recess or projection, glass, brick, and architectural concrete.**

- (7.4,E. Site Design) All development proposals must show evidence of coordination with the site plan, the arrangement of buildings, and planning elements of neighborhood property.

**Proposed Project: Minimize cross-traffic conflicts within parking areas. Locate vehicle access points on the site as far away from the street intersections. All public-facing sides of the building express consistent architectural detail and character. Provide an emergency exit of vehicles only onto the east-west alley. Consider emergency vehicles at the Belmont Village in the east-west alley.**

- (7.6 Energy Efficient Construction) All development is required to follow all standards and codes adopted by the Village for energy efficient buildings and site design. Further, the Village encourages following the standards promulgated by organizations such as LEED, U.S. Green Building Council, SITES, and the GBCI rating system accepted by the Village.

**Proposed Project: Energy efficient lighting, and suggested EVCS, electrical vehicle charging station needs to be considered due to the electrical service on the site is being impacted by the project and possible long-term parking. LEED does not maintain a standard for parking structures.**

- (9.2 Exterior Lighting) A. 1., A lighting plan is required for all non-residential uses. C.1., To be considered a cut off luminaire, the cut off angle must be 75 degrees or less. C.2., The maximum total height of the cut off luminaire, either free standing or attached to a structure, is 20'.

**Proposed Project: Light plan will be developed to meet the requirements, and footcandle at the property lines See Exhibit #8: Lighting plan (Omitted for Draft Submission)**

Article 10 Off Street Parking and loading **Exhibit #10: Floor Plans**

- (Table 10-1: Off Street Parking Space Dimensions) 90degree head in minimum size: Required off street standard parking space shall be at least 8' -3" in width and at least 18' in-depth, aisle width 22', a module of 58' and vertical clearance 7' -6" for spaces and drive aisles. Compact 7' -3" in width, 15' -6" in-depth, aisle width 19' and module of 50'

**Proposed Project: 8' -6" in width and at least 18' in-depth and 25' in the aisle and a module of 61' is provided.**

- (10.3, B. Access, 3) All parking facilities must be designed with the vehicle egress and ingress points that least interfere with the traffic movement.

**Proposed project: Coordination with Village officials to have traffic go through Rush Oak Park Hospital campus and not through the neighborhood. See Exhibit #6 Site Plan**

- (10.3 B. 5) Dead end parking lots without a turnaround space are prohibited. All turnaround space must have a minimum depth and width of 9' and must be designated with signs, "No Parking", and painted to indicate parking is prohibited.

**Proposed Project: Turn around space is provided.**

- (10.3, H, 2) Parking structures must be designed to minimize blank facades through architectural details and landscaping.

**Proposed project: Architectural detailing of brick on the first two levels and full height at all corners. Architectural recessed patterns and details on the precast concrete panels with require landscape screening on the first floor. See Exhibit # 11 Elevations**

- (10.3, H,3) On portions of the ground floor façade where parking spaces are visible, a decorative fence and landscaping or knee wall are required to screen parking spaces. Such fence or knee wall must be a minimum of 4' in height.



**Proposed Project: 48" in height, brick and architectural precast panel walls are provided with decorative metal screening above. Landscaping per ordinance in front of the wall. Exhibit #11 Elevation**

- (10.3, H, 4) For parking structures with rooftop open-air parking, a 5' parapet wall is required for screening.

**Proposed project: 5' parapet wall on the top tier**

- (10.3, H, 5 a, b, c,) A vehicular clear sight zone must be included at vehicular exits. The Façade of vehicular exit area must be set back from the pedestrian walkway along the façade at a minimum of 8' from the portion of the façade that includes the vehicle exit area and 8' on each side of the exit opening.

**Proposed project: The exits are set back from the pedestrian walk-ways or are on the east-west alley with no walkways. See Exhibit #6 Site Plan**

#### 10.4 Required off-street vehicle and bicycle parking space

(Table 10-2: Off-street Vehicle and Bicycle parking requirements) Hospital, minimum required vehicle spaces:

1 per 2.5 beds. Bicycles spaces: 1 per 10 beds and 30% of required spaces for bicycle long term. (Spaces are based on the hospital, not the garage).

**Proposed Design: Verify the number of bicycle stalls on the entire site and number of licensed beds to meet requirements**

(10.6, A. Required Bicycle Spaces) Where off-street parking facilities are provided, bicycle parking spaces must be provided as indicated in table 10-2.

(10.6, B, 1. Bicycle Parking Standards Design) The required bike stall is to be 2' in width by 6' in length, with a minimum vertical clearance of 7'. There must be a row at least 5' wide aisle between each set of bicycle parking to allow maneuvering.

(10.6, B, 2, 3, 4, 5) All long-term parking is to be located indoors or fully covered by an overhang, covered walkway or weatherproof outdoor bicycle locker Bicycles racks must permit the frame and one wheel to be locked to the rack with a U-shaped lock. All lockers and racks must be anchored to the ground, and if bicycle parking is not visible from the principal entrance, signs must be provided, Bicycle stalls must have a surface as a vehicle stall.

**Proposed Design: Bicycle stall and double loaded aisle = 17 s.f. per stall on a hard surface and 30 % of stall must be indoors or fully covered for the long term. Total licensed beds 201 stated in the latest found IDPH Illinois Hospital Report Card:  $201 / 10 = 20$  stalls x 30% = 6 long term stalls, Total bike stalls 20 Approx. 136 s.f. 8'x 17' double loaded or single loaded 6'x 16' plus aisle on the first floor**

(10.6, C. Location, 1, 2, 3,) The bicycle parking must be convenient to the building entrance and street access but may not interfere with normal pedestrian and vehicle traffic. Bicycles must not travel over stairs to access parking; short term bicycle parking must have a high degree of convenience, Short term bicycle parking spaces are to be located no more than 50 feet from the principal entrance and on the same grade as the sidewalk or accessible route.

**Proposed project: Campus review to determine existing stalls and required number of stalls based on bed count and table 10-2. Remaining bicycle parking is to be located on the first tier near the entrance located off Monroe St. for long term and short-term bicycle parking.**

Article 11 Landscaping

(11.1, A, Landscape Plan Requirements) A landscape plan is required for any development of non-residential or parking lots of 15 more spaces.

**Proposed Design: Landscape plan will be submitted to meet the design requirement for Wenonah Ave. and Monroe St.**

Quantitative Summary (10-10-15-B-1-g)

- Gross site area = sq. ft. 49,764
- Total gross floor area of parking structure = 237,920 sq. ft.
- Parking: 700 parking stalls in the proposed parking structure, with 15 ft paved area between existing and new parking structures.
  - Approx.: 84 surface parking stalls existing on the parcel being removed. Net gain of 616 stalls on the parcel.