



Community & Economic Development
1420 Miner Street, Des Plaines, IL 60016
P: 847.391.5392 | W: desplaines.org

Planning and Zoning Board Agenda September 28, 2021 Room 102 – 7:00 P.M.

Call to Order:

Roll Call:

Approval of Minutes: September 14, 2021

Public Comment: For matters that are not on the Agenda

Old Business: None

New Business:

1. Address: 110 S. River Road

Case Number: 21-037-CU
Public Hearing

The petitioner is requesting a Conditional Use as required by Section 12-7-3(K) of the Zoning Ordinance for a trade contractor use at 110 S. River Road, and the approval of any other variations, waivers, and zoning relief as may be necessary.

PIN: 09-17-200-089-0000

Petitioner: Neil Hansen, 110 S. River Road, Suite 5, Des Plaines, IL 60016

Owner: Amarex Real Properties Co., 700 Busse Hwy, Suite #L2,
Park Ridge, IL 60068

2. Address: 2071 Pine Street

Case Number: 21-039-V
Public Hearing

The petitioner is requesting variations as required by Sections 12-7-1 and 12-9-6 of the Zoning Ordinance to allow the construction of a driveway and parking pad at 2071 Pine Street, and the approval of any other variations, waivers, and zoning relief as may be necessary.

PIN: 09-29-409-073-0000

Petitioner: Jayantkumar Sheth, 2071 Pine Street, Des Plaines, IL 60018

Owner: Jayantkumar Sheth, 2071 Pine Street, Des Plaines, IL 60018

3. Address: 2980-3000 S. River Road

Case Number: 21-040-CU-LASR
Public Hearing

The petitioner is requesting to amend a Conditional Use for a Localized Alternative Sign Regulation (LASR) as required by Section 12-11-8 of the Zoning Ordinance at 2980-3000 S. River Road, commonly known as Rivers Casino, and the approval of any other variations, waivers, and zoning relief as may be necessary.

PINs: 09-34-300-032-0000; 09-34-300-045-0000; 09-34-300-046-0000;
and 09-34-300-047-0000

Petitioner: Midwest Gaming & Entertainment LLC, 900 M. Michigan Ave, Suite 1600, Chicago, IL 60611

Owner: Midwest Gaming & Entertainment LLC, 900 M. Michigan Ave, Suite 1600, Chicago, IL 60611

4. Address: 2805-2845 Mannheim Road

Case Number: 21-041-MAP-TSUB-V
Public Hearing

The petitioner is requesting the following from the Zoning Ordinance: (i) a Map Amendment from C-2 Limited Office Commercial to C-3 General Commercial to allow a mix of Class A and B restaurants and retail, as required by Section 12-7-3; (ii) a Major Variation to allow more than one principal building on a zoning lot as required by Section 12-7-1; and (iii) the approval of any other variations, waivers, and zoning relief as may be necessary. In addition, the petitioner is requesting approval of a Tentative Plat of Subdivision per Section 13-2-2 of the Subdivision Regulations.

PINs: 09-33-300-001-0000; 09-33-300-002-0000; 09-33-300-003-0000;
09-33-300-004-0000; 09-33-300-005-0000; 09-33-300-006-0000;
09-33-300-007-0000; 09-33-300-008-0000; 09-33-300-009-0000;
09-33-301-008-0000; 09-33-301-014-0000

Petitioner: Image Des Plaines, LLC, 5101 Darmstadt Road, Suite A, Hillside IL 60142, in partnership with GW Properties, 2211 N. Elston Ave, Suite 400, Chicago, IL 60614

Owner: Prominence Des Plaines LLC, 1375 Remington Road, Suite E, Schaumburg IL, 60173

5. Address: 2805-2845 Mannheim Road

Case Number: 21-042-TA-V
Public Hearing

The petitioner is requesting text amendments to Section 12-11-5 of the Zoning Ordinance to allow the initial installation of an electronic message board billboard and Section 12-11-6 to increase the total number of allowable billboards across the City from 12 to 13. The petitioner is also requesting a major variation, as required by Section 12-11-6, for a portion of a proposed billboard to be less than the minimum 300 feet away from a residential property line, as well as any other variations, waivers, and zoning relief as may be necessary.

PINs: 09-33-300-001-0000; 09-33-300-002-0000; 09-33-300-003-0000;
09-33-300-004-0000; 09-33-300-005-0000; 09-33-300-006-0000;
09-33-300-007-0000; 09-33-300-008-0000; 09-33-300-009-0000;
09-33-301-008-0000; 09-33-301-014-0000

Petitioner: Image Des Plaines, LLC, 5101 Darmstadt Road, Suite A, Hillside IL
60142

Owner: Prominence Des Plaines LLC, 1375 Remington Road, Suite E,
Schaumburg IL, 60173

Next Agenda – October 26, 2021

City of Des Plaines, in compliance with the Americans With Disabilities Act, requests that persons with disabilities, who require certain accommodations to allow them to observe and/or participate in the meeting(s) or have questions about the meeting(s) or facilities, contact the ADA Coordinator at 847-391-5486 to allow the City to make reasonable accommodations for these persons. The public hearing may be continued to a further date, time and place without publication of a further published notice such as this notice.

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DES PLAINES PLANNING AND ZONING BOARD MEETING

September 14, 2021

MINUTES

The Des Plaines Planning and Zoning Board held its regularly scheduled meeting on Tuesday, September 14, 2021, at 7:00 p.m. in Room 101 of the Des Plaines Civic Center.

Chairman Szabo called the meeting to order at 7:00 p.m. and read this evening's cases. Roll call was established.

PRESENT: Catalano, Fowler, Hofherr, Saletnik, Szabo, Veremis

ABSENT: Bader

ALSO PRESENT: John T. Carlisle, AICP, Economic Development Manager/Community & Economic Development
Jonathan Stytz, Planner/Community & Economic Development
Wendy Bednarz/Recording Secretary

A quorum was present.

PUBLIC COMMENT

There was no public comment.

APPROVAL OF MINUTES

A motion was made by Board Member Catalano, seconded by Board Member Veremis, to approve the minutes of August 24 2021, as presented.

AYES: Catalano, Veremis, Saletnik, Szabo

NAYES: None

ABSTAIN: Fowler, Hofherr

*****MOTION CARRIED *****

Case 21-016-V
Case 21-036-CU-V
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OLD BUSINESS

None

NEW BUSINESS

1. Address: 1316 Webford Avenue

Case Number: 21-016-V
Public Hearing

The petitioner is requesting a Major Variation under Section 12-8-1(C) of the Des Plaines Zoning Ordinance, as amended, to allow for the installation of a detached garage that exceeds the maximum area of 720-square feet in the R-1 zoning district, and the approval of any other such variations, waivers, and zoning relief as may be necessary.

PIN: 09-17-306-028-0000
Petitioner: Chris Colldock, 1316 Webford Avenue, Des Plaines, IL 60016
Owner: Chris Colldock, 1316 Webford Avenue, Des Plaines, IL 60016

Chairman Szabo swore in Chris Colldock and Michelle Daniel, property owners and Petitioners for the property located at 1316 Webford, Des Plaines. The Petitioners explained the revisit to the Planning & Zoning Board as based on a clarification regarding square footage of the proposed garage, the square footage of the garage will be 917 square feet. Plans have been updated and included in the packet for review.

Chairman Szabo asked if the Board had any questions. There were no questions from the Board.

Chairman Szabo inquired if the applicant was charged again to reappear in front of the Board, staff responded that the applicant was not charged an additional fee.

Chairman Szabo asked that the Staff Report be entered into record. Planner Stytz provided a summary of the following report:

Issue: The petitioner is requesting a Major Variation under Section 12-8-1(C) of the 1998 Des Plaines Zoning Ordinance, as amended, to allow the construction of an over-sized detached garage that exceeds the maximum area permitted for a detached garage in a residential zoning district.

UPDATE: New plans have been submitted for this request detailing a 916-square-foot detached garage on the subject property. Previously, the Planning and Zoning Board deliberated over an 897-square-foot detached garage at this location. The new plans require a new public hearing for the Planning and Zoning Board. All references in this report to 897 square feet have been changed to 916 square feet. Any attached plans have been updated to illustrate the proposed 916-square-foot detached garage. The rest of this report is substantially the same from the June 8, 2021, public hearing.

Case 21-016-V	1316 Webford Ave	Major Variation
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Address: 1316 Webford Avenue

Owner: Chris Colldock, 1316 Webford Avenue, Des Plaines, IL 60016
Petitioner: Chris Colldock, 1316 Webford Avenue, Des Plaines, IL 60016

Case Number: 21-016-V
PIN: 09-17-306-028-0000
Ward: #3, Alderman Sean Oskerka

Existing Zoning: R-1, Single Family Residential District
Existing Land Use: Single Family Residence

Surrounding Zoning: North: C-3, General Commercial District
South: R-1, Single Family Residential District
East: R-1, Single Family Residential District
West: R-1, Single Family Residential District

Surrounding Land Use: North: Railroad; Pharmacy (Commercial)
South: Single Family Residences
East: Single Family Residences
West: Single Family Residences

Street Classification: Webford Avenue is classified as a local street.

Comprehensive Plan: The Comprehensive Plan designates the site as residential.

Project Description: The petitioner, Chris Colldock, is requesting a major variation to allow for a 916-square-foot detached garage in the R-1, Single Family Residential District at 1316 Webford Avenue where a maximum area for a detached garage in a residential zoning district is 720 square feet. The subject property is located along Webford Avenue near Downtown Des Plaines and backs up to the Metra railroad. The property is 13,650 square feet (0.31 acres) in size and currently consists of a one-story residence, patio area, detached garage, and driveway area as shown on the Plat of Survey. The existing one-car detached garage is approximately 337 square feet in size, is located 3.67 feet from the east property line, and is setback approximately 33.37 feet from the north property line. Pursuant to Section 12-8-1(C), the maximum area for a detached garage in a residential zoning district is 720 square foot.

The petitioner is proposing to construct a one-story, 916-square foot detached garage with an 18 foot wide garage door. The proposed garage will be setback 5'-6" off the east property line and 19'-2" off the north property line to meet the minimum five-foot setback requirement for detached garages as shown on the Site Plan. The petitioner is requesting the over-sized detached garage to accommodate additional vehicles, yard equipment, seasonal furniture, and personal workbench for residence maintenance on the property in an enclosed structure, which is not possible in the existing one-car garage. The proposal would replace the existing detached garage with the new 916-square-foot detached garage setback further from the property lines but without any changes to access. The petitioner has provided architectural plans to illustrate the overall design, layout, and elevations of the proposed garage as shown in the Garage Plans.

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The existing gravel driveway leading from the front property line to the existing detached garage does not comply with current code. If approval is recommended for this request, staff is adding a condition that the gravel driveway is improved with a dust-free hard surface in compliance with all applicable City of Des Plaines codes.

Pursuant to Section 12-8-1(C)(5) of the Des Plaines Zoning Ordinance, the maximum area of a detached garage in a residential district shall be seven hundred twenty (720) square feet or less. The petitioner's request to allow for a detached garage that exceeds the 720 square foot maximum for a detached garage in a residential area constitutes the need for a major variation to Section 12-8-1(C) of the 1998 Des Plaines Zoning Ordinance.

Variation Findings: Variation requests are subject to the standards set forth in Section 12-3-6(H) of the 1998 City of Des Plaines Zoning Ordinance, as amended.

1. **Hardship: No variation shall be granted pursuant to this subsection H unless the applicant shall establish that carrying out the strict letter of the provisions of this title would create a particular hardship or a practical difficulty:**

Comment: Staff finds that there is no hardship or practical difficulty preventing the petitioner from complying with the 720-square foot maximum area allowance for detached garages in residential districts as a 720-square foot space does allow for the storage of multiple vehicles, equipment, and workbench area depending on design. Additionally, the zoning code allows for two accessory structures for each property so a shed could be added to accommodate additional storage as needed. Please see the Petitioner's responses to Standards for Variations.

2. **Unique Physical Condition: The subject lot is exceptional as compared to other lots subject to the same provision by reason of a unique physical condition, including presence of an existing use, structure, or sign, whether conforming or nonconforming; irregular or substandard shape or size; exceptional topographical features; or other extraordinary physical conditions peculiar to and inherent in the subject lot that amount to more than a mere inconvenience to the owner and that relate to or arise out of the lot rather than the personal situation of the current owner of the lot:**

Comment: Staff finds that there is no unique physical condition on the subject property than differs from any other property along this street as there are several other properties backing up to the Metra train tracks that share the same conditions. While detached garages and other accessory structures inevitably may provide some semblance of privacy and noise reduction, this is not their intended purpose. Additionally, there is ample room to install landscaping as a natural barrier to address the noise and privacy concerns posed by the petitioner. Please see the Petitioner's responses to Standards for Variations.

3. **Not Self-Created: The aforesaid unique physical condition is not the result of any action or inaction of the owner or its predecessors in title and existed at the time of the enactment of the provisions from which a variance is sought or was created by natural forces or was the result of governmental action, other than the adoption of this title:**

Comment: While the subject property's location, size, and close proximity to the Metra train tracks may not be a result of any action or inaction of the property owner, the subject property

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was purchased with the understanding of these attributes and conditions. As such, staff does not find these physical conditions of the subject property warrant the approval of a variation for an over-sized garage, whether for privacy, noise dampening, or additional storage, since other properties along this street deal with similar circumstances. Please see the Petitioner's responses to Standards for Variations.

4. Denied Substantial Rights: The carrying out of the strict letter of the provision from which a variance is sought would deprive the owner of the subject lot of substantial rights commonly enjoyed by owners of other lots subject to the same provision:

Comment: Staff finds that carrying out the strict letter of this code to permit a 720-square foot detached garage would not deprive the existing property owner of substantial rights enjoyed by other owners of similarly zoned lots since this regulation is enforced for all residentially-zoned properties regardless of size, location, and composition of the property. All new detached garages are held to the same standards under Section 12-8-1(C) of the Zoning Ordinance so enforcing the maximum detached garage area would not prevent the property owner from any substantial rights enjoyed by other single family residential properties. Please see the Petitioner's responses to Standards for Variations.

5. Not Merely Special Privilege: The alleged hardship or difficulty is neither merely the inability of the owner or occupant to enjoy some special privilege or additional right not available to owners or occupants of other lots subject to the same provision, nor merely the inability of the owner to make more money from the use of the subject lot:

Comment: Staff finds that the granting of this variation for density would, in fact, provide a special privilege for the property owner not available to other single family residential properties as it would give the petitioner preferential treatment over owners of other single family residences. Additionally, it could create a precedence for additional over-sized garage requests for single family residential properties that do not meet the standards for variations and may not have the available space or justifiable need for an over-sized detached garage. Please see the Petitioner's responses to Standards for Variations.

6. Title And Plan Purposes: The variation would not result in a use or development of the subject lot that would be not in harmony with the general and specific purposes for which this title and the provision from which a variation is sought were enacted or the general purpose and intent of the comprehensive plan:

Comment: Staff finds that the proposed over-sized detached garage would not be harmonious with the surrounding single family residential development in this area or for other single family zoned properties in Des Plaines and does not meet the standards for variation in Section 12-3-6 of the Zoning Ordinance. Additionally, the zoning code requires a minimum of two off-street parking spaces, which a 720-square foot garage can meet and exceed depending on design. The request for the oversized detached garage would not support the goals and objectives of the Comprehensive Plan as this does not benefit other residents or the City of Des Plaines as a whole. Please see the Petitioner's responses to Standards for Variations.

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- 7. No Other Remedy: There is no means other than the requested variation by which the alleged hardship or difficulty can be avoided or remedied to a degree sufficient to permit a reasonable use of the subject lot.**

Comment: Staff finds that there are ways to avoid the requested variation for an oversized garage. Aside from the fact that the allowable 720-square foot size for a detached garage can accommodate multiple vehicles, equipment storage, and work area depending on its design, the zoning code allows up to two accessory structures for each property up to 150-square feet in size. Thus, a shed could be added on the property as a second accessory structure to accommodate additional storage as needed totaling 870-square feet, which is near the area that the petitioner is requesting for the detached garage. An additional alternative if more space is needed is constructing an addition on the existing residence, in conformance with all applicable codes, since there is ample room in the rear yard. In essence, there are other available options aside from the variation to remedy the petitioner's posed concerns. Please see the Petitioner's responses to Standards for Variations.

- 8. Minimum Required: The requested variation is the minimum measure of relief necessary to alleviate the alleged hardship or difficulty presented by the strict application of this title.**

Comment: Staff finds that the approval of this variation request for an oversized garage is not the minimum measure of relief to address the petitioner's concerns, but rather the installation of mature landscaping at the rear of the property to reduce noise, add privacy, and allow for outdoor space. In addition to that, the zoning ordinance allows properties that abut a railroad right-of-way to install an eight-foot tall fence along the side that abuts the alley, which could assist in the privacy and noise reduction measures. Please see the Petitioner's responses to Standards for Variations.

PZB Procedure and Recommended Conditions: Under Section 12-3-6(G)(2) (Procedure for Review and Decision for Major Variations) of the Zoning Ordinance, the PZB has the authority to recommend that the City Council approve, approve subject to conditions, or deny the above-mentioned major variation for an over-sized detached garage at 1316 Webford Avenue. The City Council has final authority on the proposal.

Consideration of the request should be based on a review of the information presented by the applicant and the findings made above, as specified in Section 12-3-6(H) (Standards for Variations) of the Zoning Ordinance. If the PZB recommends and City Council ultimately approves the request, staff recommends the following condition:

1. The existing gravel driveway shall be improved with a dust-free hard surface in conformance with all applicable City of Des Plaines codes.

Chairman Szabo asked if there were any questions or comments from the audience. There were no comments.

A motion was made by Board Catalano, seconded by Board Member Fowler, to recommend approval of a Major Variation under Section 12-8-1(C) of the Des Plaines Zoning Ordinance, as amended, to allow for the installation of a detached garage that exceeds the maximum area of 720-square feet in the R-1 zoning district, and the approval of any other such variations, waivers, and zoning relief as may be

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necessary, with the condition that the existing gravel driveway shall be improved with a dust-free hard surface in conformance with all applicable City of Des Plaines codes.

AYES: Catalano, Fowler, Hofherr, Saletnik, Veremis, Szabo

NAYES: None

ABSTAIN: None

*****MOTION CARRIED UNANIMOUSLY*****

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2. Address: 2000 Mannheim Road

Case Number: 21-036-CU-V
Public Hearing

The petitioner is requesting a Conditional Use as required by Section 12-7-3(K) and a Major Variation from the Building Design rules of Section 12-3-11 of the Des Plaines Zoning Ordinance, as amended, for a convenience mart fueling station at 2000 Mannheim Road, and the approval of any other such variations, waivers, and zoning relief as may be necessary.

PINs: 09-29-402-038-0000 and 09-29-402-043-0000
Petitioner: Henry Patel, 2000 Mannheim Road, Des Plaines, IL 60018
Owner: Henry Patel, 2000 Mannheim Road, Des Plaines, IL 60018

Chairman Szabo swore in Henry Patel and Ron Ambrose. Mr. Ambrose provided an overview of the request, stating that Mr. Patel wishes to expand his convenience mart for the sale of wine and beer. To comply with the City's space requirements, Mr. Patel plans to remove the current car wash and enlarge the store area, by building out the convenience mart, installing a beer cave and walk-in cooler, and creating storage and office spaces.

Mr. Ambrose continued that the building would be infilled with brick and glass, with no additional major modification to the area. Mr. Ambrose highlighted staffs request for additional landscaping and commented that a trash enclosure would be added to the property, toward the rear of the building, which will be hidden but easily accessible.

Chairman Szabo asked if the Board had any questions.

Member Fowler asked if the entire building façade would be updated, Mr. Ambrose stated that the current building is attractive and in good shape, but the car wash overhead doors would be removed and infilled with brick to match the look of the existing building.

Member Catalano questioned staff about a Traffic Study. Mr. Stytz stated that a traffic study was not required since the current building is being utilized; staff has no traffic concerns.

Member Catalano inquired about traffic to the area. Mr. Patel stated that he anticipates that traffic will decrease, since the car wash will be removed.

Member Saletnik asked the Petitioner to discuss revenue based on having a car wash versus a convenience mart that sells alcohol products. Mr. Patel provided an overview of his business perspective stating that improvements to the gas station/car wash have not been made for over 15 years and over that time newer car washes have been built. Mr. Patel believes that an updated convenience mart/food mart is most beneficial for him at this time.

Member Saletnik continued stating that the car was equipment most likely needs to be updated, and can be quite costly, especially with competition down the street. Member Saletnik suggested that the owner spend money where there is an opportunity to grow revenues.

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Chairman Szabo inquire about limousines utilizing the car wash, he mentioned that within the past four years, additional larger gas stations and car washes have been built, closer to O'Hare airport. Mr. Patel continued that opening a larger convenience store should generate larger revenues, Mr. Patel stated that he wants to continue to update and beautify the current location.

Chairman Szabo asked what the projected liquor sales, Mr. Patel did not have an estimated revenue amount, but stated that people have been asking for beer and wine at the store location.

Member Veremis stated that the space will be less congested with the removal of the carwash, since in the past people stopped to dry their vehicles, etc. Member Veremis also commented on the space to the west; Mr. Patel stated that there are no plans to utilize that space at this time, the main goal is to update the convenience store.

Chairman Szabo asked if there were any questions or comments from the audience. There were no comments.

Chairman Szabo asked that the Staff Report be entered into record. Planner Stytz provided a summary of the following report:

Issue: The petitioner is requesting a Conditional Use under Section 12-7-3(K) of the Zoning Ordinance to allow a Convenience Mart Fueling Center in the C-3 zoning district. The petitioner is also requesting variations from the blank wall limitations of Section 12-3-11.

Address: 2000 Mannheim Road

Petitioner: Henry Patel, 6N232 Dinah Road, Medinah, IL 60157
Owner: Henry Patel, 6N232 Dinah Road, Medinah, IL 60157

Case Number: 21-036-CU-V
Real Estate Index #: 09-29-402-038-0000; -043

Ward: #5, Alderman Carla Brookman

Existing Zoning: C-3, General Commercial District

Existing Land Use: Fueling Station and Car Wash

Surrounding Zoning: North: C-3, General Commercial District
South: M-2, General Manufacturing District
East: R-1, Single Family Residential District
West: R-3, Townhouse Residential District

Surrounding Land Use: North: Gas Station/Water Tower
South: Self-Storage Business (Commercial)
East: Railroad; Power Station (Utilities)

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West: Townhouse Residences (Residential)

Street Classification: Mannheim Road is classified as an other principal arterial and Howard Avenue is classified as a minor collector.

Comprehensive Plan: The Comprehensive Plan illustrates this site as commercial.

Project Description: The petitioner, Henry Patel, with the assistance of architect Ronald J. Ambrose, has requested a Conditional Use Permit for a Convenience Mart Fueling Station Use at 2000 Mannheim Road. The subject property is a double frontage lot on the southwest corner of the Mannheim Road/Howard Avenue intersection, which fronts Mannheim Road to the east, Howard Avenue to the north, and Chestnut Street to the west. The property is within the C-3 General Commercial district, where a Convenience Mart Fueling Station is a conditional use. The Plat of Survey shows a single-tenant building with seven fuel pumps and one canopy, a car wash, and an off-street surface parking areas on the west side of the property. Access to the subject property is available off Mannheim Road and Howard Avenue, each with two curb cuts. There is no available property access off Chestnut Street.

The existing one-story, 2,610-square-foot building consists of a small lobby area with counter, a restroom, utility room, cooler, and car wash tunnel. The petitioner wishes to renovate the existing floor plan by removing the car wash tunnel to make room for the convenience mart, adding an office, and adding a storage room, based on the Floor Plan. The petitioner does not propose to make façade and finishing changes to the building's exterior with the exception of the masonry in-fill areas on the east (front) and west (rear) elevations of the building where the existing car wash is located and retain the existing building material and façade finishes on the remainder of the building, based on the Elevations (Attachment 7). The petitioner's proposal also includes site improvements such as the addition of landscaping along the perimeter of the west and north parking lot area, the addition of five new parking spaces on the east side of the property, and new dumpster enclosure, based on the Site Plan (Attachment 5). Staff has added a condition that the proposed dumpster enclosure meets the requirements of Section 12-10-11 of the Zoning Ordinance.

The proposed floor plan includes a 1,929-square-foot retail area, 100-square-foot office, freezer, and storage area. The following parking regulations apply to automotive fuel stations pursuant to Section 12-9-7 of the Zoning Ordinance:

- One parking space for every 200 square feet of accessory retail area; and
- Two parking spaces provided at each fuel pump.

A total of 24 off-street parking spaces are required, including two handicap accessible parking spaces. The Site Plan provides 25 spaces including two spaces per fuel pump, and 11 spaces next to the building to serve the retail. The Site Plan does not designate the two required accessible parking spaces. Staff has added a condition that the petitioner's site plan submitted at the time of building permitting contain accessible parking, with the required striping and dimensions.

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The convenience mart fueling station will be open 24 hours a day Monday through Sunday. The proposed convenience mart is intended to sell beer, liquor, and similar items, per the hours and other limitations on liquor licenses. The petitioner will have to obtain or update all necessary local and state licenses necessary to sell alcohol and tobacco. A maximum of two employees will be on site at a given time. Please see the Project Narrative for more details.

The façade alterations make the project subject to the Building Design Review requirements of Section 12-3-11. The closure of the car wash tunnel naturally leads to larger walls, which the petitioner is proposing to enclose with a mixture of windows (i.e. transparency) and brick. However, Section 12-3-11.D.1.a-b, street-facing facades have maximum requirements for what can be windowless. This project will exceed 30 percent of rectangular area of blank wall on the west façade (facing Chestnut), as well as having a windowless area with a horizontal distance greater than 15 feet. The petitioner contends that complying with the strict adherence is not practical, given that the building is existing and the project moves it closer toward – but not fully – compliant. Discussion of the variation standards begin on Page 5 of this report and are addressed by the petitioner in Attachment 2.

Alignment with the Comprehensive Plan

The proposed project, including the proposed site improvements, addresses various goals and objectives of the 2019 Comprehensive Plan including the following aspects:

- **Future Land Use Plan:**

- This property is illustrated designated as Commercial on the Future Land Use Plan. The Future Land Use Plan strives to create a well-balanced development area with a healthy mixture of commercial uses. While the current use is a commercial fuel station, the petitioner will work to enhance the subject property by renovating the interior and portions of the exterior of the existing building and making various site improvements including the addition of landscaping, new dumpster enclosure, and fence repairs at the west and north property lines of the property.
- The subject property is located along the defined Mannheim Road corridor with a park to the east, townhouse residential to the west, commercial to the north, manufacturing development to the south. It contains a single-tenant building located in between established commercial developments along Mannheim Road. The request would assist in the retention and expansion of an existing commercial business at this location and provide additional retail goods and services for the residents of Des Plaines.

- **Landscaping and Screening:**

- The Comprehensive Plan seeks to encourage and actively pursue beautification opportunities and efforts, including the installation of landscaping, street furniture, lighting, and other amenities, to establish a more attractive shopping environment and achieve stronger corridor identity in Des Plaines.
- The proposal seeks to add a landscape buffer along the west and north property lines to provide a more pronounced buffer between the building and the townhouse residences and commercial development directly to the west and north, respectively. The addition of landscaping in this area is intended to capitalize on available space for screening of the property.

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- The proposal also includes repairing portions of the existing fence section along the west and north property lines. While the aforementioned aspects represent a small portion of the goals and strategies of the Comprehensive Plan, there is an emphasis on improving existing commercial developments and enhancing commercial corridors throughout Des Plaines.

Conditional Use Findings: Conditional Use requests are subject to the standards set forth in Section 12-3-4(E) of the Zoning Ordinance. In reviewing these standards, staff has the following comments:

1. The proposed Conditional Use is in fact a Conditional Use established within the specific Zoning district involved:

Comment: The proposed Convenience Mart Fueling Station Use is a conditional use in the C-3 zoning district where the subject property is located. Please see the petitioner's responses to Standards for Conditional Uses.

2. The proposed Conditional Use is in accordance with the objectives of the City's Comprehensive Plan:

Comment: The proposed Convenience Mart Fueling Station Use is a retail-oriented use that primarily serves day-to-day needs of local residents. Additionally, the subject property is along a major corridor in Des Plaines and in close proximity to residential neighborhoods. The proposed convenience mart will enhance the existing building and property as a whole as well as provide additional retail opportunities for residents nearby aside from fuel. Please see the petitioner's responses to Standards for Conditional Uses.

3. The proposed Conditional Use is designed, constructed, operated and maintained to be harmonious and appropriate in appearance with the existing or intended character of the general vicinity:

Comment: The Convenience Mart Fueling Station Use will transform the existing fuel station into a more pronounced commercial use similar to nearby businesses. The proposal includes enhancements to the interior and exterior of the building and site as a whole, which will be harmonious and appropriate with neighboring business. Please see the petitioner's responses to Standards for Conditional Uses.

4. The proposed Conditional Use is not hazardous or disturbing to existing neighboring uses:

Comment: The existing fueling station does not create adverse effects to the surrounding properties and the Convenience Mart Fueling Station Use will not have negative effect on the surrounding area. The proposal strives to enhance the property as a whole and expand an existing business to provide additional retail opportunities for residents. Please see the petitioner's responses to Standards for Conditional Uses.

5. The proposed Conditional Use is to be served adequately by essential public facilities and services, such as highways, streets, police and fire protection, drainage structures, refuse disposal, water and sewer, and schools; or, agencies responsible for establishing the Conditional Use shall provide adequately any such services:

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Comment: The subject property is served adequately by essential public facilities and services since it is currently accessible by both Mannheim Road and Howard Avenue. The proposed Convenience Mart Fueling Station Use will not affect the existing public facilities and services for this property. Please see the petitioner's responses to Standards for Conditional Uses.

- 6. The proposed Conditional Use does not create excessive additional requirements at public expense for public facilities and services and will not be detrimental to the economic well-being of the entire community:**

Comment: The proposed use will operate within existing infrastructure and is not expected to have a larger service demand than the existing use. Further, it will enhance an existing building and use for Des Plaines and can help improve the local economy. Please see the petitioner's responses to Standards for Conditional Uses.

- 7. The proposed Conditional Use does not involve uses, activities, processes, materials, equipment and conditions of operation that will be detrimental to any persons, property, or the general welfare by reason of excessive production of traffic, noise, smoke fumes, glare or odors:**

Comment: The proposed Convenience Mart Fueling Station Use will include an enlarged retail area within the existing building footprint and site improvements within the existing property boundaries, neither of which will produce excessive production of noise, smoke fumes, glare, or odors. Additionally, the building and site enhancements will improve the property as a whole from both a functional and aesthetic standpoint. Please see the petitioner's responses to Standards for Conditional Uses.

- 8. The proposed Conditional Use provides vehicular access to the property designed so that it does not create an interference with traffic on surrounding public thoroughfares:**

Comment: The subject property does not create traffic concerns in the area with the existing access points and configuration. The proposed Convenience Mart Fueling Station Use does not intend to alter these access points or the overall configuration of the site. Please see the petitioner's responses to Standards for Conditional Uses.

- 9. The proposed Conditional Use does not result in the destruction, loss, or damage of natural, scenic, or historic features of major importance:**

Comment: The subject property is currently developed and improved with a building and surface parking area. The proposed Convenience Mart Fueling Station Use will not lead to the loss or damage of natural, scenic, or historic features of major importance on this property. Please see the petitioner's responses to Standards for Conditional Uses.

- 10. The proposed Conditional Use complies with all additional regulations in the Zoning Ordinance specific to the Conditional Use requested:**

Comment: Provided conditions are met, the proposed Convenience Mart Fueling Station Use will comply with all additional regulations of the Zoning Ordinance. Please see the petitioner's responses to Standards for Conditional Uses.

Variation Findings: Variation requests are subject to the standards set forth in Section 12-3-6(H) of the Zoning Ordinance. Staff has the following comments based on the standards.

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- 1. Hardship: No variation shall be granted pursuant to this subsection H unless the applicant shall establish that carrying out the strict letter of the provisions of this title would create a particular hardship or a practical difficulty.**

Comment: Requiring the petitioner to comply with the Building Design Standards in Section 12-3-11 would prevent the petitioner from making substantial improvements to the existing fueling station and car wash on the subject property. The existing building faces three streets and would require substantial appearance altering renovations to the principal structure, which would be impractical for the petitioner to meet for the request. Please see the responses to standards from the Petitioner.

- 2. Unique Physical Condition: The subject lot is exceptional as compared to other lots subject to the same provision by reason of a unique physical condition, including presence of an existing use, structure, or sign, whether conforming or nonconforming; irregular or substandard shape or size; exceptional topographical features; or other extraordinary physical conditions peculiar to and inherent in the subject lot that amount to more than a mere inconvenience to the owner and that relate to or arise out of the lot rather than the personal situation of the current owner of the lot.**

Comment: The subject property is located a double frontage lot and fronts three separate streets making it difficult for the petitioner to comply with the transparency and blank wall limitation regulations pursuant to Section 12-3-11 of the Zoning Ordinance on all elevations. The petitioner plans to fill in the car wash tunnel entrance and exit to make room for the convenience mart fueling center. The proposal includes the addition of windows on the west elevation where there is currently a rectangular area greater than 30% of a story's facade and portions of the building facade that are windowless for a horizontal distance greater than 15 feet. However, the proposed building improvements do not fully meet the requirements of the code, requiring a variation. Please see the responses to standards from the Petitioner.

- 3. Not Self-Created: The aforesaid unique physical condition is not the result of any action or inaction of the owner or its predecessors in title and existed at the time of the enactment of the provisions from which a variance is sought or was created by natural forces or was the result of governmental action, other than the adoption of this title.**

Comment: The size and shape of the property have not changed due to any action of the petitioner. The unique physical aspects of the property are unavoidable due to the fact that the property is land-locked and fronts three streets. Please see the responses to standards from the Petitioner.

- 4. Denied Substantial Rights: The carrying out of the strict letter of the provision from which a variance is sought would deprive the owner of the subject lot of substantial rights commonly enjoyed by owners of other lots subject to the same provision.**

Comment: Carrying out of the strict letter of the Zoning Ordinance would not allow the petitioner to adequately and intuitively make improvements to the existing building and property as a whole. Please see the responses to standards from the Petitioner.

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- 5. Not Merely Special Privilege: The alleged hardship or difficulty is neither merely the inability of the owner or occupant to enjoy some special privilege or additional right not available to owners or occupants of other lots subject to the same provision, nor merely the inability of the owner to make more money from the use of the subject lot.**

Comment: The approval of this variation would not provide the petitioner with any special privilege or additional right, as these exact circumstances occurring on a different property would warrant similar consideration. The proposal would allow the petitioner to make improvements to an existing property by reinvesting in the existing fueling center. Please see the responses to standards from the Petitioner.

- 6. Title And Plan Purposes: The variation would not result in a use or development of the subject lot that would be not in harmony with the general and specific purposes for which this title and the provision from which a variation is sought were enacted or the general purpose and intent of the comprehensive plan.**

Comment: The approval of this variation would contribute to a harmonious neighborhood by accommodating a proposed reinvestment in a commercial property that is in context with the surrounding area. Please see the responses to standards from the Petitioner.

- 7. No Other Remedy: There is no means other than the requested variation by which the alleged hardship or difficulty can be avoided or remedied to a degree sufficient to permit a reasonable use of the subject lot.**

Comment: It would be impractical for the applicant to design the existing building in a way that meets the required transparency and blank wall limitation regulations. The transparency and design of the existing commercial building is nonconforming with the current blank wall limitation requirements, so reducing the required transparency requirements to allow for the proposed project is the most reasonable way to encourage and support the planned reinvestment in the property. Please see the responses to standards from the Petitioner.

- 8. Minimum Required: The requested variation is the minimum measure of relief necessary to alleviate the alleged hardship or difficulty presented by the strict application of this title.**

Comment: The approval of this variation would be the minimum measure of relief for the petitioner to overcome the existing physical hardship on the property and make improvements to the existing commercial building. Please see the responses to standards from the Petitioner.

PZB Procedure and Recommended Conditions: Under Section 12-3-4(D) (Procedure for Review and Decision for Conditional Uses) of the Zoning Ordinance, the PZB has the authority to recommend that the City Council approve, approve subject to conditions, or deny the above-mentioned conditional use for a Convenience Mart Fueling Station at 2000 Mannheim Road. City Council has final authority on the proposal.

Consideration of the request should be based on a review of the information presented by the applicant and the findings made above, as specified in Section 12-3-4(E) (Standards for Conditional Uses) of the Zoning Ordinance. If the PZB recommends and City Council ultimately approves the request, staff recommends the following conditions:

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1. The petitioner shall revise the site plan to be submitted at the time of building permitting to add the necessary accessible parking spaces.
2. Plans for the dumpster enclosure in compliance with Section 12-10-11 of the Zoning Ordinance shall be submitted to staff at time of building permit.
3. A Photometric Plan in compliance with Section 12-12-10 of the Zoning Ordinance shall be submitted to staff at time of building permit.
4. No vehicles or materials shall be stored on site at any time.

Chairman Szabo asked if there were any questions or comments from the audience. There were no comments.

A motion was made by Board Member Catalano, seconded by Board Member Hofherr, for approval of the request for a Conditional Use as required by Section 12-7-3(K) and a Major Variation from the Building Design rules of Section 12-3-11 of the Des Plaines Zoning Ordinance, as amended, for a convenience mart fueling station at 2000 Mannheim Road, and the approval of any other such variations, waivers, and zoning relief as may be necessary, with the four recommended conditions: 1. The petitioner shall revise the site plan to be submitted at the time of building permitting to add the necessary accessible parking spaces; 2. Plans for the dumpster enclosure in compliance with Section 12-10-11 of the Zoning Ordinance shall be submitted to staff at time of building permit; 3. A Photometric Plan in compliance with Section 12-12-10 of the Zoning Ordinance shall be submitted to staff at time of building permit; and 4. No vehicles or materials shall be stored on site at any time.

AYES: Catalano, Hofherr, Fowler, Saletnik, Veremis, Szabo

NAYES: None

ABSTAIN: None

*****MOTION CARRIED UNANIMOUSLY*****

Case 21-016-V
Case 21-036-CU-V
Case 21-038-TA

1316 Webford Ave
2000 Mannheim Rd
Citywide

Major Variation
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3. Address: Citywide Text Amendment

Case Number: 21-038-TA
Public Hearing

The City of Des Plaines is filing a request for consideration of the following text amendments to the Des Plaines Zoning Ordinance, as amended: (i) add limitations to the eligibility for collective parking under Section 12-9-3; (ii) establish definitions and regulations for electric vehicle charging in parking areas; and (iii) any other amendments as may be necessary.

PIN: Citywide
Petitioner: City of Des Plaines, 1420 Miner Street, Des Plaines, IL 60016
Owner: City of Des Plaines, 1420 Miner Street, Des Plaines, IL 60016

The City is the applicant for this case; Economic Development Manager Carlisle will present this case. For ease of presentation, the text amendment will be broken up into two smaller presentations, one addressing the collection parking agreements and the second related to electric vehicle charging in parking areas.

Collective/Shared Parking Agreements

Mr. Carlisle presented an overview of the rationale to update the collective/shared parking agreement, including looking at a maximum distance limitation, considerations of barriers such as busy roads may impact parking agreement, or proposing amendments to prevent unworkable or unrealistic shared parking agreements.

Mr. Carlisle presented research from neighboring communities; of the communities that responded to the survey the majority sets a 300 feet maximum distance, Mount Prospect differs in that the maximum distance is 1,000 feet.

Mr. Carlisle also provided an overview of draft amendment language which aims to clarify zoning administrator and City Council authority to approve shared or off-site parking, rewords “reduction” to “be fulfilled” and reorganized and limits when possible, off-site parking on privately-owned zoning lots if possible.

Member Catalano asked for clarification about the 300 foot requirement; in the sense that the closest space/furthest space meets the requirement. Mr. Carlisle stated that the requirement is all-inclusive meaning that all spaces must be within the 300 feet.

Mr. Carlisle further stated that in some cases, an applicant might only be deficient by two parking spaces and enter into collective parking agreement, for those two spaces and additional overflow parking. Based on these amendments, the two spaces must be within the 300 feet, while the overflow parking may be beyond that.

Member Catalano stated that the 300-foot requirement is very restrictive, Chairman Szabo agreed.

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Member Catalano further stated that the first space should be within the 300-foot requirement, but the subsequent spaces can exceed that requirement.

Member Saletnik stated based on the restrictive nature of 300 feet, the City is not interested in collective parking arrangements. Member Saletnik stated that the use of the property should also be analyzed regarding parking requirements.

Member Saletnik further stated that he agrees with the safe passage verbiage but finds the 300-foot limitation very restrictive.

Mr. Carlisle stated that the 300-foot number was based on responses from local municipalities; he did not want to choose an arbitrary number. Mr. Carlisle also reminded the Board that there is still a possibility for variation based on practical hardships.

Member Saletnik stated that often while people are looking at property acquisition, they will review the code prior to purchases. This amendment maybe seen as too restrictive and the property may go elsewhere.

Member Fowler asked why the Mount Prospect requirement is vastly different at 1,000 feet. Mr. Carlisle does not know the exact reason but can hypothesize that it may be due to the fact that they are further out from Chicagoland where the setbacks are further and in general there is more space.

Member Saletnik would like additional information and detail from other local municipalities, such as Arlington Heights and Palatine.

Member Catalano also stated that he would prefer straight line to properties to make the requirement less restrictive, Member Saletnik agreed. Member Saletnik further stated the goal of the collective parking agreement is to have that use in your community.

Member Veremis inquired about the distance between the Des Plaines Theatre and municipal parking garage. Mr. Carlisle stated that he believed the distance would be between 200-300 feet from the theater to the top of the parking deck. Member Veremis stated that patrons of the theater are expected to cross at the light at the crosswalk.

Member Catalano also brought up the question of vertical distance, for example the stairs up to the top floor of the parking deck.

Mr. Carlisle went over what is perceived as general walking distances; in general an able bodied person is can walk a quarter mile, approximately 1,300 feet, which is reasonable; 500 feet would equate to approximately 1/10th of a mile. The draft amendments are written in a way to mirror the bulk of respondents from neighboring communities.

Member Fowler asked about making recommendations; Mr. Carlisle stated that the Board is able to make recommendations or ask for additional information.

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Member Saletnik reiterated the language regarding safe passage versus a set number of feet.

Chairman Szabo asked Staff to touch on other circumstances; Mr. Carlisle stated that is a synopsis of other code information.

Member Saletnik recommended that Staff look into the active collective parking agreements to see what the current language. Mr. Carlisle stated that the data collection/research regarding the documents may not be possible. Member Saletnik still would like staff to complete the due diligence on the current agreements.

Member Veremis inquired about the previous case on Broadway, which brought the parking agreement discussion to light. Mr. Carlisle provided an overview of their parking arrangement. Member Saletnik chimed in regarding that case, residents were concerned that people would be parking on their residential streets, since parking was inconvenient.

Member Saletnik reiterated that additional information is provided compared to other communities. Member Catalano provided some information based on Arlington Heights' code, the distances vary based on type of use.

Chairman Szabo asked if there were any questions or comments from the audience. There were no comments.

Electric Vehicles

Mr. Carlisle stated that the goals of electric vehicle charging in parking areas, is to support and prepare for the further proliferation of electric vehicles, emulate best regulatory practices as the appropriate level, clarify how open, unreserved parking spaces and electric vehicles spaces work to fulfill a parking requirement.

Mr. Carlisle stressed that this amendment is not intended to affect private home users.

The goals of the proposed amendment will:

- Establish term definitions for "Electric Vehicle Charging Space" and "Electric Vehicle Supply Equipment," with the latter covering charging ports
- Allow EV charging spaces to count for up to 5 percent of an off-street parking minimum. For government- and institutionally owned parking, a maximum of 5 percent of the total number of spaces in the facility can be allocated for EV charging
- Set up where and how charging spaces may be marked, limit the height of charging ports (8 feet), area of identification signage (1.5 square feet), and reinforce landscaping requirements
- Limited allowance for electronic signs embedded within charging port: 6 square feet max & copy limited to businesses for which the sign is intended
- Carve out a "minor change" circumstance for PUDs when retrofitting parking with EV charging or additional mobility impaired accessible spaces

The City has received an application for an electric vehicle charging ports, which has prompted the amendments to the ordinance.

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Member Fowler inquired about the future of possible ADA accessible electric vehicle charging spaces, Mr. Carlisle stated that it can be a possibility in the future.

Member Veremis inquired about how long an electric vehicle takes to charge. Mr. Carlisle stated that charging ports are available in low, medium, high and can take 30 minutes to 2 hours to charge. Most newer models have shorter charging times.

Member Veremis asked how many residents have electric vehicles in Des Plaines; Mr. Carlisle does not have that information but it may be accessible through Secretary of State data.

There was some discussion about ticketing individuals that park in EV parking spaces; Mr. Carlisle responded the City does not do parking enforcement on private property, private security may ticket the individual if needed.

Member Veremis asked about ticketing those without a placard who park in ADA spaces, Mr. Carlisle stated the City would ticket in those instances because it is a State law.

Mr. Carlisle also reviewed the portion of the amendment regarding location of electric vehicle parking, as well as the precedence the ADA parking has in any given parking lot, EV can be as close as to a building entrance as wanted.

Chairman Szabo asked if there were any questions or comments from the audience. There were no comments.

The staff report has been entered below.

Issue: Consider Zoning Ordinance amendments related to multiple off-street parking regulations. The following areas of the Ordinance are addressed: (1) Section 12-9-3 to establish distance and context limitations to using a separate, privately owned zoning lot to fulfill a portion of an off-street parking requirement; (2) Sections 12-13-3, 12-9-5, 12-9-6, 12-11-5, and 12-11-6 to establish definitions for electric vehicle charging spaces and supply equipment, and to create allowances and limitations on quantity, location, dimensions, design, and signage; and (3) Section 12-3-5 to allow existing PUDs to retrofit parking with accessible or electric vehicle charging without requiring a “Major Change” procedure (i.e. a public hearing and City Council approval).

PIN: Citywide
Petitioner: City of Des Plaines, 1420 Miner Street, Des Plaines, IL 60016
Case Number: #21-038-TA

Project Summary: The City of Des Plaines is applying for various zoning text amendments to address off-street parking issues that have arisen during 2021.

Collective and Shared Parking

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In general the City wants to foster the efficient use of land and to give businesses, organizations, and developments some flexibility in how they meet their off-street parking requirements. The Zoning Ordinance, which establishes the City's off-street parking rules, currently attempts to make allowances for when a particular property does not have enough on-site parking to accommodate a proposed use. While the most typical arrangement is for each property to have enough parking on its own site for all uses and units served (i.e. residential, commercial, institutional), occasionally this is not feasible. Related, it is somewhat common that a.) uses within a given area do not operate at the same time and b.) some parking facilities have excess spaces beyond the requirements of the uses they serve, and most often the spaces go unused. For these reasons the City tries not to turn away potential users simply because the property they desire to use is deficient in on-site parking. A reasonable option for nearby shared parking, on a different property or properties, may exist.

Therefore, in Section 12-9-3, the Ordinance provides for how uses can capitalize on shared or off-site parking. The existing rules first introduce general circumstances for when one parking facility can serve multiple uses (12-9-3.A) and then introduces 12-9-3.B., C., and D., which establish parameters for required parking spaces on a separate property from the particular use they serve. Sub-section B refers to privately owned parking and properties, sub-section C addresses publicly owned parking (e.g. a City-owned parking lot or garage), and sub-section D refers to instances of vacancy when parking is temporarily or for the foreseeable future going unused.

Earlier in 2021, a conditional use petitioner sought to utilize allowances of sub-section B. The subject property was deficient per the baseline requirement of Section 12-9-7. Beyond day-to-day activities addressed by Section 12-9-7, the use was expected to have well-attended meetings when demand for parking would far exceed the baseline requirement. The petitioner submitted multiple draft shared parking agreements to demonstrate that parking spaces would be available to them at other properties in the same neighborhood. However, these properties lay on the other side of busy roads and intersections, and the walking path to the entrance of the proposed use would not have been linear or convenient from the majority of the proposed off-site parking. The City Council chose to deny the conditional use and then instructed staff and the PZB to take up amendments that would prevent future protracted considerations of generally unworkable shared parking arrangements. The Council's intent is not to eliminate fully the potential for requirements to be met through off-site or shared parking agreements. However, the Council suggests that a minimum distance, as exists in some other communities, be put into place, as well as any other common-sense limitations. Staff has prepared proposed amendments beginning on Page 4 of this report.

As part of research for the draft amendments, staff sought assistance from the Northwest Municipal Conference (NWMC), which distributed survey questions to other communities. The following table is a sample of results.

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MUNICIPALITY	MAXIMUM DISTANCE FOR SHARED PARKING	METHOD FOR MEASURING DISTANCE	OTHER CONSIDERATIONS
Lincolnwood	300 feet	Walking distance	Must be located on a lot owned or leased by the owner or lessee of the lot for which the parking spaces are required.
Morton Grove	300 feet	Straight line between property boundaries	Can account for 15 to 35 percent of the parking minimum for a use, depending on circumstances.
Mount Prospect	1,000 feet	Straight line between property boundaries	None.
Niles	300 feet	Straight line between property boundaries	Can account for up to 20 percent of the parking minimum for a use, depending on circumstances.
Park Ridge	300 feet	Not specified	The off-site parking spaces must be under the same ownership of the subject property of the use utilizing the off-site parking.

In summary, the proposed amendments related to shared parking accomplish the following:

- Clarifies zoning administrator and City Council authority to approve shared or off-site parking;
- Rewords “reduction” in off-street parking requirement instead as a “fulfillment;” and
- Reorganizes and adds to the limitations for when shared, off-site parking on privately-owned zoning lots is possible. These are the added limitations:
 - Required spaces must be within 300 feet of the main entrance of the use served; and
 - Walking between any required off-site space cannot require at-grade crossing of roadways classified by the Illinois Department of Transportation as arterials, except for arterials in downtown Des Plaines and other select corridors where there are ample signalized intersections and cross-sections of road that are feasible to cross safely.

Electric Vehicle Charging Spaces

As electric vehicles (EV) become more common, the need for charging is increasing. While some EV owners have a charging port at their homes, many do not, or they drive frequently enough or for long enough durations and distances that they must charge away from home. Commercial vehicles such as those used in freight and delivery are also becoming part of the EV market. Charging spaces and their attendant equipment are now present throughout the Chicago region in public and private parking lots and garages. In fact, Des Plaines already has two charging spaces in a public lot at the northeast corner of Ellinwood and Lee Street, adjacent to the library. Charging spaces that are generally open to the public – whether on public or private property – usually operate on three models: 1.) Users pay to charge, either per unit of energy or based on a subscription; 2.) property owners pay for the vendor for the charging equipment to attract or serve a market of customers or employees who need EV charging; and/or 3.) charging is free or very low-cost because the ports display advertisements. See Attachment 3 for photos.

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However, earlier this year staff received a building permit application to install four charging spaces and equipment at Metropolitan Square, specifically adjacent to Shop and Save and Fifth Third Bank. Staff has denied this permit for now because the proposed change a.) requires currently open, unreserved parking to be repurposed as parking reserved for charging EVs only and b.) the proposed change would reduce the number of parking spaces in a Planned Unit Development, which per 12-3-5 qualifies as a “Major Change,” necessitating a public hearing, City Council approval, and the formal altering of the Final Plat of PUD.

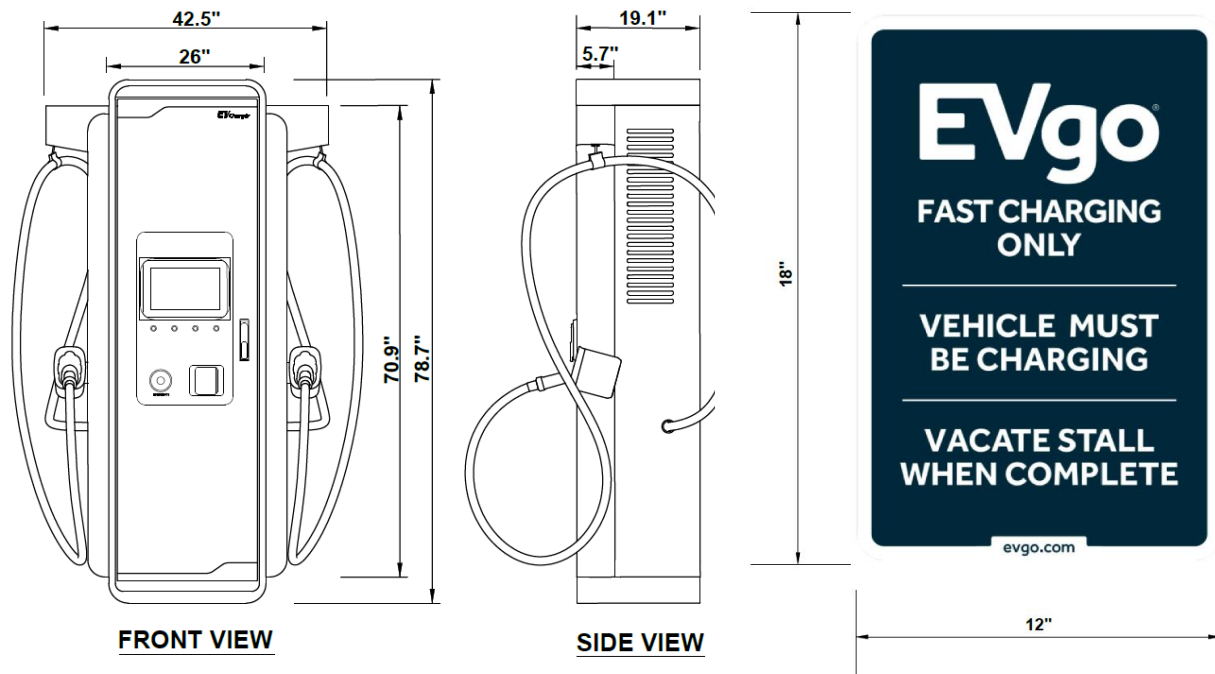
Staff sought assistance from NWMC, which provided prior survey results for zoning rules in nearby communities. The Village of Schaumburg had the most thorough set of regulations, and their definitions served as the basis for these amendments. Further, The Great Plains Institute, a reputable nonprofit organization working to further renewable energy, published *Summary of Best Practices in Electric Vehicle Ordinances*¹, which provided an array of options. Attempting to address the reasonably foreseeable circumstances without over-regulating, staff proposes amendments that would do the following:

- Establish term definitions in Section 12-13-13 for “Electric Vehicle Charging Space” and “Electric Vehicle Supply Equipment,” with the latter covering charging ports;
- Add to Section 12-9-5 to allow EV charging spaces to count for up to 5 percent of an off-street parking minimum (i.e. one space within a 20-space requirement; 5 spaces within a 100-space requirement; 10 spaces within a 500-space requirement), with no limitation if the EV spaces are allocated from the supply beyond the requirement—except for government- and institutionally owned parking, where a maximum of 5 percent of the total number of spaces in the facility can be allocated for EV charging;
- Address in Section 12-9-6 where and how EV charging spaces may be marked within parking facilities and limit the height of charging ports (maximum 8 feet), area of identification signage (1.5 square feet), and reinforce landscaping requirements;
- Amend Sections 12-11-5 and 12-11-6 to create a limited allowance for electronic message board signs embedded within charging ports, with a maximum area of 6 square feet and copy limited to businesses for which the sign is intended; and
- Carve out a “minor change” circumstance in 12-3-5 for PUDs when repurposing/restriping parking spaces for EV charging or additional mobility impaired accessible parking.
 - The Illinois Accessibility Code changes from time to time, imposing greater requirements that may be triggered by a restriping project. Further, these amendments are designed to avoid an unduly onerous approval process for property owners/managers who chose to allocate more accessible parking than is required.
 - Minor changes may be approved administratively, without a public hearing and months-long public process.

The following images illustrate a permit application received by staff.

¹ BetterEnergy.org (June 2019). Available at: https://www.betterenergy.org/wp-content/uploads/2019/06/GPI_EV_Ordinance_Summary_web.pdf

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Proposed charging ports at Metropolitan Square. Not to scale.

Proposed reserved sign at Metropolitan Square. Not to scale.

Proposed Amended Sections

All proposed amendments related to shared parking are contained in Attachment 1, and all proposed amendments related to electric vehicle charging are contained in Attachment 2. Additions are **bold, double-underline**. Deletions are struck through. Amended sections are provided with some surrounding, unamended text for context.

Standards for Zoning Ordinance Text Amendment:

The following is a discussion of standards for zoning amendments from Section 12-3-7.E of the Zoning Ordinance. Rationale for how the proposed amendments would satisfy the standards is provided.

1. **Whether the proposed amendment is consistent with the goals, objectives, and policies of the comprehensive plan, as adopted and amended from time to time by the City Council;**

The Comprehensive Plan calls for improving traffic flow, circulation, and parking (Goal 3.3). The amendments to add parameters for shared parking would improve the existing situation and consider circulation and flow not only for vehicles but also for pedestrians.

The Plan does not mention electric vehicles specifically but does call for a “modern” network, which would include electric vehicle charging infrastructure.

2. **Whether the proposed amendment is compatible with current conditions and the overall character of existing development;**

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The amendments make future parking proposals more compatible with the character and nature of Des Plaines than the current rules provide. The proliferation of electric vehicles is already observable within Des Plaines and the Chicago region, and is expected to grow. The amendments contemplate providing supportive infrastructure for this expansion.

3. **Whether the proposed amendment is appropriate considering the adequacy of public facilities and services available;**

The amendments related to shared parking consider the classification and design of roadways as to the degree they serve as a barrier between uses and required parking spaces. Related to electric vehicles, the amendments protect against publicly-owned facilities becoming overrun with EV charging by capping their number at five percent of the total number of spaces in the facility.

4. **Whether the proposed amendment will have an adverse effect on the value of properties throughout the jurisdiction; and**

The proposed amendments, if they have any impact, are likely to improve property values by fostering a reasonable way to meet off-street parking requirements, as well as offering additional flexibility among property owners in how to allocate parking.

5. **Whether the proposed amendment reflects responsible standards for development and growth.**

The amendments are based in thoughtful, well-researched considerations of trends in development in other communities and the region overall. The amendments also respond to issues encountered by the City Council and City staff.

PZB Procedure and Recommended Conditions: Under Section 12-3-7 of the Zoning Ordinance, the PZB has the authority to recommend that the City Council approve, approve with modifications, or deny the above-mentioned amendments. City Council has final authority on the proposal.

If the PZB wishes, it may consider two motions to separate the issues addressed by these amendments, with the first motion covering shared parking rules and the second for EV charging rules and process.

Recommendation: Staff recommends that the PZB recommend approval of all the parking- and process-related amendments in this report.

The Planning & Zoning Board chose to break this text amendment into two motions.

Case 21-016-V
Case 21-036-CU-V
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A motion was made by Board Member Saletnik, seconded by Board Member Catalano, to continue the discussion Collective Parking Agreements, Case Number 21-038-TA, consideration of the following text amendments to the Des Plaines Zoning Ordinance, as amended: (i) add limitations to the eligibility for collective parking under Section 12-9-3 until October 26, 2021.

AYES: Saletnik, Catalano, Fowler, Hofherr, Veremis, Szabo

NAYES: None

ABSTAIN: None

*****MOTION CARRIED UNANIMOUSLY*****

A motion was made by Board Member Saletnik, seconded by Board Member Fowler, to approve to establish definitions and regulations for electric vehicle charging in parking areas; and any other amendments as may be necessary

AYES: Saletnik, Catalano, Fowler, Hofherr, Veremis, Szabo

NAYES: None

ABSTAIN: None

*****MOTION CARRIED UNANIMOUSLY*****

Case 21-016-V
Case 21-036-CU-V
Case 21-038-TA

1316 Webford Ave
2000 Mannheim Rd
Citywide

Major Variation
Conditional Use/Major Var
Text Amendment – Parking/EV

September 14, 2021
Page 27

ADJOURNMENT

The next scheduled Planning & Zoning Board meeting is Tuesday, September 28, 2021.

Chairman Szabo adjourned the meeting by voice vote at 8:28 p.m.

Sincerely,

Wendy Bednarz, Recording Secretary

cc: City Officials, Aldermen, Zoning Board of Appeals, Petitioners

MEMORANDUM

Date: September 16, 2021

To: Planning and Zoning Board (PZB)

From: Jonathan Stytz, Planner JS

Cc: John Carlisle, AICP, Economic Development Manager JC

Subject: Consideration of Conditional Use for Trade Contractor Use at 110 S. River Road, Case 21-037-CU (1st Ward)

Issue: The petitioner is requesting a Conditional Use under Section 12-7-3(F)(3) of the Des Plaines Zoning Ordinance to allow for a trade contractor use in the C-3 zoning district.

Address: 110 S. River Road

Petitioner: Neil Hansen, 110 S. River Road, Suite 5, Des Plaines, IL 60016

Owner: Ararex Real Properties, 110 S. River Road, Suite 5, Des Plaines, IL 60016

Case Number: 21-037-CU

PIN: 09-17-200-089-0000

Ward: #1, Alderman Mark A. Lysakowski

Existing Zoning: C-3, General Commercial

Existing Land Use: Multi-Tenant Commercial Building

Surrounding Zoning: North: C-3, General Commercial District
South: C-3, General Commercial District
East: R-1, Single Family Residential District
West: C-3, General Commercial District

Surrounding Land Use:	North: Rand Road Community (Residential) South: Rand Road Community (Residential) / Pesche's (Commercial) East: Lions Woods Park (Recreational) West: Rand Road Mobile Home Park (Residential)
Street Classification:	River Road is classified as a principal arterial road.
Comprehensive Plan:	The Comprehensive Plan illustrates this site as Commercial Industrial Urban Mix.
Project Description:	<p>The petitioner, Neil Hansen, has requested a Conditional Use Permit to operate a carpet, upholstery, and air duct cleaning business, The Bright Side, INC., at 110 S. River Road, Suite 5. The subject property contains a multi-tenant building with a surface parking area as shown in the Plat of Survey (Attachment 4). The subject property is located along River Road east of the Rand Road Community Mobile Home Park and north of Pesche's Flowers. The subject property is currently accessed by two curb cuts off River Road. The petitioner began operating The Bright Side, INC. out of this location in May 2021 without a business license. Thus, the petitioner is requesting a conditional use permit to bring his trade contractor use into compliance with the Des Plaines Zoning Ordinance.</p>

The existing one-story, 26,320-square-foot building is made up of five suites with a front customer entrance and service entrance with garage door at the rear of the unit. Suite 5 has its main entrance on the south side of the building and consists of approximately 2,573 square feet. The existing suite is mostly open with one frame partition separating the main entrance, offices, and restrooms from the open shop floor. Based on the Floor Plan (Attachment 6), the petitioner proposes to utilize the existing frame partition area as an office and waiting area with the restrooms, totaling approximately 1,294 square feet. The remaining area, totaling approximately 1,279 square feet, will be utilized for storage and open shop area. The petitioner's proposal does not include any changes to the building. The dumpster for this suite will be stored inside the building at all times with the exception of trash pickup days in compliance with Section 12-10-11 of the Zoning Ordinance.

Pursuant to Section 12-9-7 of the Zoning Ordinance, the following off-street parking requirements apply:

- 1 parking space for every 200 square feet of gross floor area for office spaces; and
- 1 parking space for every 1,500 square feet of gross floor area for warehouse space (i.e., accessory storage).

Thus, a total of six parking spaces, including one handicap accessible parking space, are required. The Site Plan (Attachment 5), in coordination with the property owner, indicates all of the available parking on for the entire site totaling 78 parking spaces and four handicap accessible spaces with unloading areas. The available parking on the property meets the parking requirement for the proposed trade contractor use. The Bright Side, INC. will be open on Monday through Friday from 7 am to 7 pm, Saturday

from 9 am to 12 pm, and closed on Sundays. Their services will include the cleaning of carpets, upholstery, and air ducts off-site at customer's houses. There are total of six employees including the owner. However, a maximum of two employees will be present on site at a given time. Please see the Project Narrative (Attachment 1) for more details.

Compliance with the Comprehensive Plan

The proposed project, including the proposed the site improvements, address various goals and objectives of the 2019 Comprehensive Plan including the following aspects:

- **Future Land Use Plan:**

- This property is illustrated as Commercial Industrial Urban Mix on the Future Land Use Plan. The Future Land Use Plan strives to create a well-balanced development area with a healthy mixture of commercial and industrial uses. While the current use is commercial and the existing building contains multiple tenant spaces, the petitioner will work to enhance the subject tenant space with general maintenance. All activities and items stored will be inside to reduce any negative impacts.
- The subject property is located along the defined River Road commercial corridor with a mobile home community to the north and west, commercial development to the south, and park to the east. The subject property contains a multi-tenant building with a variety of different commercial uses and is located in between large, established commercial developments along River Road. The request would assist in the retention of a new commercial business at this location and provide additional cleaning services for the residents of Des Plaines.

While the aforementioned aspects represent a small portion of the goals and strategies of the Comprehensive Plan, there is a large emphasis on improving existing commercial developments and enhancing commercial corridors throughout Des Plaines.

Conditional Use Findings: Conditional Use requests are subject to the standards set forth in Section 12-3- 4(E) of the Zoning Ordinance. In reviewing these standards, staff has the following comments:

A. The proposed Conditional Use is in fact a Conditional Use established within the specific Zoning district involved:

Comment: Please see the petitioner's responses to Standards for Conditional Uses.

B. The proposed Conditional Use is in accordance with the objectives of the City's Comprehensive Plan:

Comment: Please see the petitioner's responses to Standards for Conditional Uses.

C. The proposed Conditional Use is designed, constructed, operated and maintained to be harmonious and appropriate in appearance with the existing or intended character of the general vicinity:

Comment: Please see the petitioner's responses to Standards for Conditional Uses.

D. The proposed Conditional Use is not hazardous or disturbing to existing neighboring uses:

Comment: Please see the petitioner's responses to Standards for Conditional Uses.

E. The proposed Conditional Use is to be served adequately by essential public facilities and services, such as highways, streets, police and fire protection, drainage structures, refuse disposal, water and sewer, and schools; or, agencies responsible for establishing the Conditional Use shall provide adequately any such services:

Comment: Please see the petitioner's responses to Standards for Conditional Uses.

F. The proposed Conditional Use does not create excessive additional requirements at public expense for public facilities and services and will not be detrimental to the economic well-being of the entire community:

Comment: Please see the petitioner's responses to Standards for Conditional Uses.

G. The proposed Conditional Use does not involve uses, activities, processes, materials, equipment and conditions of operation that will be detrimental to any persons, property, or the general welfare by reason of excessive production of traffic, noise, smoke fumes, glare or odors:

Comment: Please see the petitioner's responses to Standards for Conditional Uses.

H. The proposed Conditional Use provides vehicular access to the property designed so that it does not create an interference with traffic on surrounding public thoroughfares:

Comment: Please see the petitioner's responses to Standards for Conditional Uses.

I. The proposed Conditional Use does not result in the destruction, loss, or damage of natural, scenic, or historic features of major importance:

Comment: Please see the petitioner's responses to Standards for Conditional Uses.

J. The proposed Conditional Use complies with all additional regulations in the Zoning Ordinance specific to the Conditional Use requested:

Comment: Please see the petitioner's responses to Standards for Conditional Uses.

PZB Procedure and Recommended Conditions: Under Section 12-3-4(D) (Procedure for Review and Decision for Conditional Uses) of the Zoning Ordinance, the PZB has the authority to recommend that the City Council approve, approve subject to conditions, or deny the above-mentioned conditional use for a Trade Contactor use at 110 S. River Road. City Council has final authority on the proposal.

Consideration of the request should be based on a review of the information presented by the applicant and the findings made above, as specified in Section 12-3-4(E) (Standards for Conditional Uses) of the Zoning Ordinance. If the PZB recommends and City Council ultimately approves the request, staff recommends the condition that the parking area shall be repaved with a dust-free hard surface and the parking spaces shall be painted on the property to match the approved Site Plan.

Attachments:

- Attachment 1: Project Narrative
- Attachment 2: Petitioner's Responses to Standards
- Attachment 3: Location Map
- Attachment 4: Plat of Survey
- Attachment 5: Site Plan
- Attachment 6: Floor Plan
- Attachment 7: Existing Conditions Photos
- Attachment 8: Site and Context Photos

The Bright Side Inc.
690 Sanders Road
Northbrook, Illinois 60062-1709
(847) 251-6860
brightsidecarpet@yahoo.com



August 16, 2021

RE; Project Description for Conditional Use application for 110 S River Rd #5

The intention is to provide a new home base for my 28 year old service business. We will travel from there to clean carpets, upholstery, and air ducts off-site away from the home base at our customers' locations.

No construction or any changes whatsoever to the existing building is planned or necessary.

We will not be storing any unusual or hazardous materials. Just safe and biodegradable water-based cleaning products and cleaning tools, file cabinets, and storage of rugs, etc.

We do not invite the general public to visit our location. We do not sell any products or maintain a store front or a sign. We have a total of six employees including the owner.

The hours of business are 7 AM to 7 PM. The employees will report to the location in the morning, and then go to work at job sites throughout the area using our two vans that we park here. We have two office workers who answer telephones and sit in front of a computer to run the office. There is ample parking on site for all of our personal vehicles to be here during the day.

Otherwise, very little happens at our location since we mostly travel to other locations to do our work.

If there are any questions or if additional info is required, please contact me directly.

Thank You,

Neil Hansen



STANDARDS FOR CONDITIONAL USES

The Planning and Zoning Board and City Council review the particular facts and circumstances of each proposed Conditional Use in terms of the following standards. Keep in mind that in responding to the items below, you are demonstrating that the proposed use is appropriate for the site and will not have a negative impact on surrounding properties and the community. Please answer each item completely and thoroughly (two to three sentences each).

1. The proposed conditional use is in fact a conditional use established within the specific zoning district involved;

Subject property is zoned C-3. A trade contractor is listed as a Conditional Use. We are applying for a Conditional Use permit.

2. The proposed conditional use is in accordance with the objectives of the city's comprehensive plan and this title;

A stated goal in the city's Comprehensive Plan is to promote industrial areas and strengthen their connection to a local workforce. We seek to employ locals. The building in question meets all the standards listed as those that could be adopted as Industrial Design Guidelines.

3. The proposed conditional use is designed, constructed, operated, and maintained so as to be harmonious and appropriate in appearance with the existing or intended character of the general vicinity;

The building in question already these standards. Our intended usage would have zero effect in terms of causing any changes to the current appearance or character of the general vicinity.

4. The proposed conditional use is not hazardous or disturbing to existing neighboring uses;

The proposed conditional use is not hazardous or disturbing to anyone in any setting. It involves maintenance and improvement of healthful living conditions for its clients without producing negative impacts.

5. The proposed conditional use is to be served adequately by essential public facilities and services such as highways, streets, police and fire protection, drainage structures, refuse disposal, water and sewer, and schools; or the persons or agencies responsible for the establishment of the proposed conditional use shall provide adequately any such services;

The building in question already exists and presumably meets all these standards. No aspect of our intended usage would have any impact or cause any changes

6. The proposed conditional use does not create excessive additional requirements at public expense for public facilities and services and not be detrimental to the economic welfare of the community;

There are no conceivable expenses that would be incurred by the public by our intended usage. The quality services we offer to the public and our employment of local citizens will be good for the economic welfare of the community.

7. The proposed conditional use does not involve uses, activities, processes, materials, equipment and conditions of operation that will be detrimental to any persons, property, or the general welfare by reason of excessive production of traffic, noise, smoke, fumes, glare or odors;

We do not use any toxic or harmful agents in our operations. We do not produce any nuisances such as smoke, fumes, glare or odors.

8. The proposed conditional use provides vehicular access to the property designed that does not create an interference with traffic on surrounding public thoroughfares;

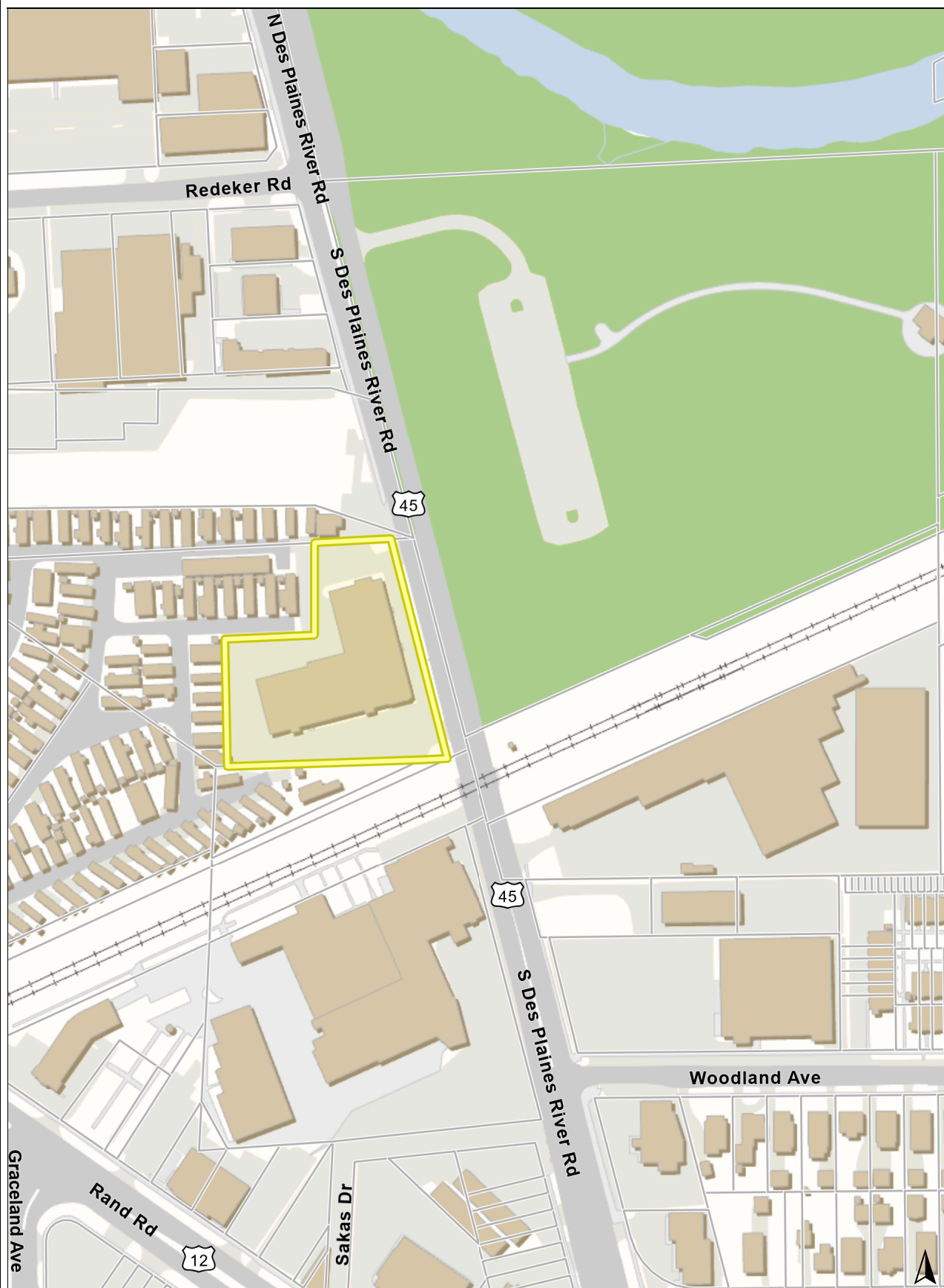
The building in question already exists and presumably meets all these standards. No aspect of our intended usage would have any impact or cause any changes relative to this.

9. The proposed conditional use does not result in the destruction, loss, or damage of a natural, scenic, or historic feature of major importance; and

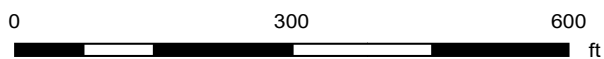
The building in question already exists and presumably meets all these standards. No aspect of our intended usage would have any impact or cause any changes relative to this.

10. The proposed conditional use complies with all additional regulations in this title specific to the conditional use requested

The proposed conditional use is in fact a conditional use established within the specific zoning district involved. The proposed conditional use is in accordance with the objectives of the city's comprehensive plan and this title. The proposed conditional use is designed, constructed, operated, and maintained so as to be harmonious and appropriate in appearance with the existing or intended character of the general vicinity. The proposed conditional use is not hazardous or disturbing to existing neighboring uses. The proposed conditional use is to be served adequately by essential public facilities and services such as highways, streets, police and fire protection, drainage structures, refuse disposal, water and sewer, and schools; or the persons or agencies responsible for the establishment of the proposed conditional use shall provide adequately any such services. The proposed conditional use does not create excessive additional requirements at public expense for public facilities and services and not be detrimental to the economic welfare of the community. The proposed conditional use does not involve uses, activities, processes, materials, equipment and conditions of operation that will be detrimental to any persons, property, or the general welfare by reason of excessive production of traffic, noise, smoke, fumes, glare or odors. The proposed conditional use provides vehicular access to the property designed that does not create an interference with traffic on surrounding public thoroughfares. The proposed conditional use does not result in the destruction, loss, or damage of a natural, scenic, or historic feature of major importance; and the proposed conditional use complies with all additional regulations in this title specific to the conditional use requested.



Legend



Print Date: 3/16/2021

Notes

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.

MM SURVEYING CO., INC.
PLAT OF SURVEY

[illegible]

P.I.N. = 09-17-200-089-0000

In Feet And Decimals Parts Thereof.
 All Dimensions Are
 ORDER NO: **58290**
 SCALE: 1 inch = 15 ft.
 DATE: 27 SEPT 2002
 ORDER by: RONALD N PRIMACK

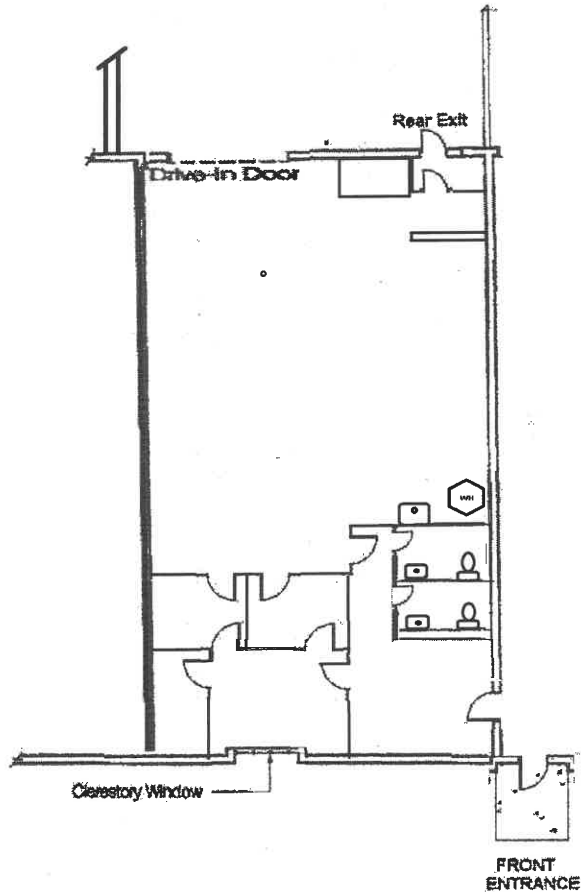
State Of Illinois)
County of Cook)

We, M M Surveying Co., Inc., do hereby certify that we have surveyed the above described property and that the plat hereon drawn is a correct representation of said survey.

M. M. Surveying Co.
PROFESSIONAL LAND SURVEYOR



REAR
PARKING



83 feet +/- by 31 feet +/-

PARKING

Floor Plan
NTS

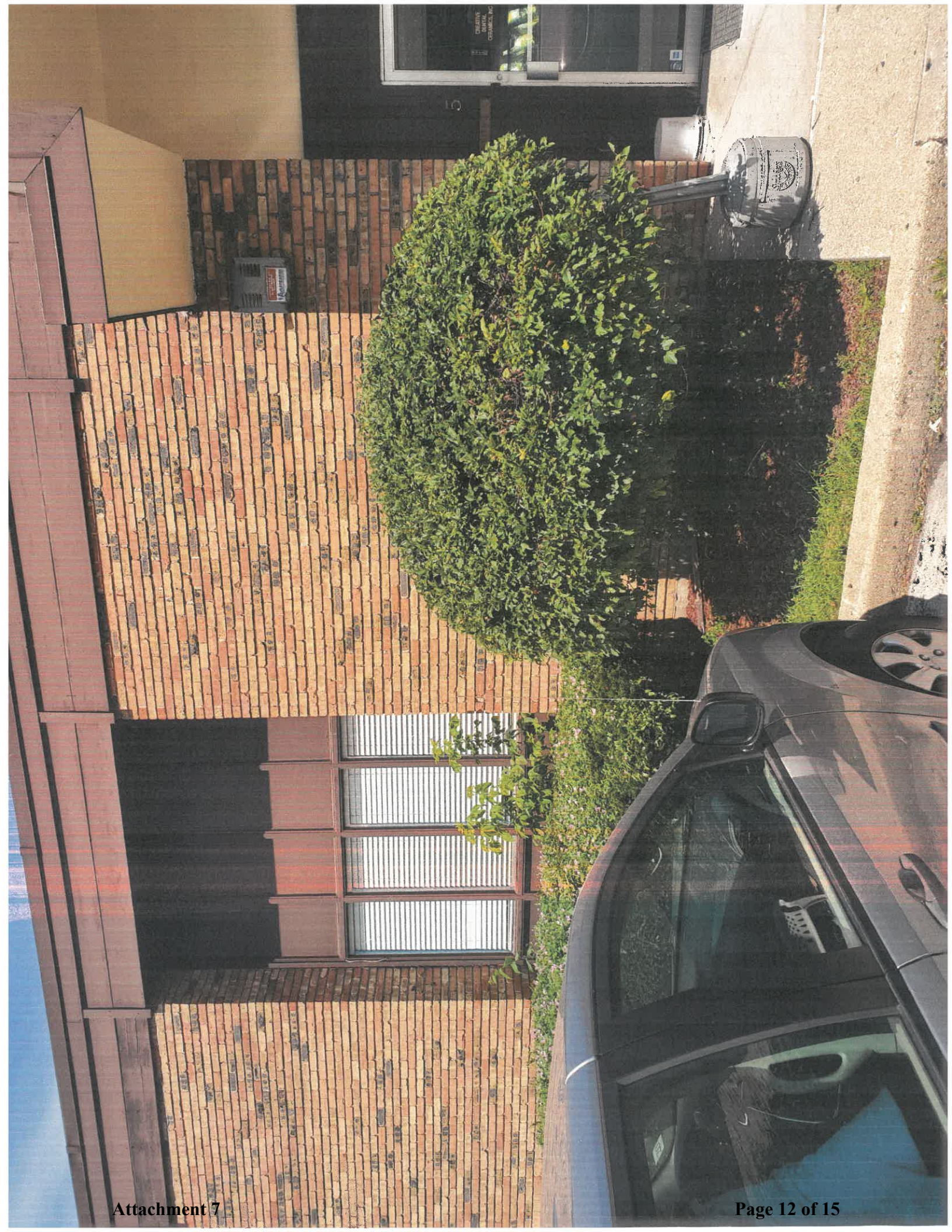


This drawing indicates the general
scope of the space in terms of its
layout and is not intended to be
used as a construction document.

110 S. River Rd.
Des Plaines, Illinois

SUITE 5

Amarex Real Properties Co.
P.O. Box 1291
Des Plaines, IL 60017-1291
773-443-7880









110 S. River Rd – Public Notice



110 S. River Rd – Looking South at Front of Site



110 S. River Rd – Looking West at Front Entrance & Parking



110 S. River Rd – Looking Southeast at Rear Entrance & Parking

MEMORANDUM

Date: September 16, 2021

To: Planning and Zoning Board (PZB)

From: John T. Carlisle, AICP, Economic Development Manager *JTC*

Cc: Jonathan Stytz, Planner

Subject: Consideration of Request for Variations to Allow a Parking Pad and Driveway Connection in Front of a Townhouse at 2071 Pine Street

Issue: The petitioner is requesting variations from the Zoning Ordinance to allow a parking pad and to reduce the minimum side yard at 2071 Pine Street.

Address: 2071 Pine Street

Owner: Jayantkumar (Jay) Sheth, 2071 Pine Street, Des Plaines, IL 60018

Petitioner: Jayantkumar (Jay) Sheth, 2071 Pine Street, Des Plaines, IL 60018

Case Number: 21-039-V

PIN: 09-29-409-073-0000

Ward: #5, Alderman Carla Brookman

Existing Zoning/Land Use: R-3, Townhouse Residential District (Townhouse)

Surrounding Zoning: North: R-3, Townhouse Residential District
South: R-3, Townhouse Residential District
East: R-3 Townhouse Residential District
West: R-3 Townhouse Residential District

Surrounding Land Use: North: Single Family Attached (Townhouse) Residences
South: Single Family Attached (Townhouse) Residence
East: Single Family Attached (Townhouse) Residences and Accessory Parking Lot
West: Multifamily Residences

Street Classification: Pine Street is a local road.

Comprehensive Plan:

The Comprehensive Plan illustrates the site as single-family residential (attached or detached).

Project Description:

The petitioner, Jay Sheth, is requesting variations to install one off-street parking space, defined by the Zoning Ordinance as a “parking pad,” of approximately 200 square feet in the front of his townhouse unit at 2071 Pine Street. For access, the parking pad will require a short “residential driveway,” also defined by the Ordinance, as well as a driveway apron in the public right-of-way to connect the parking pad with the street. The subject property is 1,314 square feet in area and 18 feet wide. It is improved with the petitioner’s townhouse unit, which is adjoined under one roof with three other townhouse units, all of which are separated by vertical walls and individually owned. The existing residence is set back 25 from the west (front) property line and built to the north and south (side) lot lines, where it adjoins other townhouse units. Therefore, it is nonconforming with the minimum side yard setback (5 feet), as well as the minimum lot area per unit of 2,800 square feet. Per the Ordinance, each of townhouse units, including the subject property, is its own zoning lot. See the Plat of Survey (Attachment 3). The subject property includes one deeded parking space in the parking lot to the east, accessible from Chestnut Street. With only one space, the property is nonconforming, as two off-street spaces are required per townhouse unit per Section 12-9-7. The front yard is currently landscaped with grass and plantings, and is delineated by a chain-link fence, evident in the site photos (Attachment 4).

In Section 12-9-6.C., the Ordinance states that off-street parking spaces may be located “on *surface lots*, underground, under a building, or in parking structures.” “Parking pad” is defined in the Ordinance as exactly the kind of facility the petitioner is proposing: adjacent to a driveway, providing access to a *single* motor vehicle (Section 12-13-3). But a parking pad is distinct from a surface lot, which refers to a parking facility with more than one space. In 2019 the City adopted text amendments aimed at mostly eliminating parking pads for single-family detached properties. However, “parking pad” was not stricken entirely from the Ordinance, signaling that it may be appropriate for some districts or uses. Nonetheless, the lack of mention of parking pad in 12-9-6 necessitates a major variation in this case.

Furthermore, Section 12-7-1.C. contains a table of permitted obstructions in required yards. The table refers to driveways multiple times but does not identify them as a permitted obstruction. Therefore, strict adherence to the Ordinance requires a maximum eight-foot-wide driveway – to allow five feet on each side – which would be substandard. Instead, as shown on the site plan (Attachment 1), the petitioner is proposing a 11-foot-wide by 18-foot-long parking pad, which would reasonably accommodate the bumper-to-bumper length and door swing of a sedan vehicle. The parking pad would be accessed by a short residential driveway that is part of the same surface. See the following diagram of the site plan.



Not to scale

To accommodate the project, the petitioner also seeks a reduction of the required side yard to 3.5 feet from the minimum five. This is a 30 percent reduction and falls under a minor variation that may be granted by the Zoning Administrator per Section 12.3.6. While the yard reductions are required for the driveway, they are not required for the parking pad because Section 12-9-6.C allows off-street parking in any required yard in the R-3 district.

Alignment with the Comprehensive Plan

The proposed project is not well aligned with the Comprehensive Plan. While the Plan makes no reference to the need to provide ample off-street parking to residents, it does in Chapter 7: Water Resource Management call for “educating homeowners” on stormwater best management practices. These include minimizing the amount of impervious surface on properties instead of adding to it. In addition, the Plan calls for protecting the existing tree canopy, and this project would almost certainly require the removal of one parkway tree.

Variation Findings: Variation requests are subject to the standards set forth in Section 12-3-6(H) of the Zoning Ordinance, as amended. Staff comments on the proposal are included below. In summary, there appears to be a practical difficulty experienced by the petitioner without easily achieved alternatives to rectify. However, allowing the project to assuage the practical difficulty may work against community goals to preserve or expand pervious, natural surfaces for the purposes of absorbing stormwater runoff, not to mention preserving the urban tree canopy. The issue presents a trade-off between preserving front yard green space/planting areas, for their aesthetic and functional value, and allowing an option to get an additional car off the street. The PZB and City Council should review the petitioner’s responses to the variation standards (Attachment 3) to determine each of the following standards is met.

- 1. Hardship: No variation shall be granted pursuant to this subsection H unless the applicant shall establish that carrying out the strict letter of the provisions of this title would create a particular hardship or a practical difficulty.**

Comment: The petitioner submits that it is impractical to enforce the use of the one surface parking space to which his property is entitled: in the parking lot accessible from Chestnut Street. The parking lot, which is not managed by any association, is in poor condition. Striping is very inconsistent. As a single entity, he does not believe he can carry out the necessary project on that parking space to improve it and clearly reserve it, as it is commingled with other parking spaces. The petitioner also cites personal challenges with age and mobility, as the single parking space that he owns is somewhat

far from his unit. Mr. Sheth provided with his application documentation for Illinois mobility impaired accessible parking placard. Additionally, walking between the parking space and the back door to his unit requires walking through a narrow gangway.

- 2. Unique Physical Condition: The subject lot is exceptional as compared to other lots subject to the same provision by reason of a unique physical condition, including presence of an existing use, structure, or sign, whether conforming or nonconforming; irregular or substandard shape or size; exceptional topographical features; or other extraordinary physical conditions peculiar to and inherent in the subject lot that amount to more than a mere inconvenience to the owner and that relate to or arise out of the lot rather than the personal situation of the current owner of the lot.**

Comment: The lot's nonconformities are somewhat unique, although in the neighborhood there are other properties experiencing the same or similar nonconformities. The single assigned parking space is about 100 feet from an entrance to the unit, which is longer than one would normally find in a townhouse development. Further, the lack of a homeowners' association to manage a shared parking lot is also somewhat unique.

- 3. Not Self-Created: The aforesaid unique physical condition is not the result of any action or inaction of the owner or its predecessors in title and existed at the time of the enactment of the provisions from which a variance is sought or was created by natural forces or was the result of governmental action, other than the adoption of this title.**

Comment: The development was obviously created by a "predecessor in title," but its design and functionality may not have been contemplated by the current owners before the petitioner purchased the unit. The PZB and/or City Council may wish to ask the petitioner about how a lack of parking did or did not factor in to the decision at that time. Has the owner attempted to work with other owners to form an association or pose another collective solution to the parking management problem? The PZB and City Council finding may be reached that the practical hardship is not self-created.

- 4. Denied Substantial Rights: The carrying out of the strict letter of the provision from which a variance is sought would deprive the owner of the subject lot of substantial rights commonly enjoyed by owners of other lots subject to the same provision.**

Comment: Carrying out the strict letter of the Zoning Ordinance would negate the ability to correct a nonconformity—to have two parking spaces instead of one. The residents at 2063 Pine and 2075 Pine – the end units in the four-unit townhouse building that houses the subject property – have side driveways and enough space to park two vehicles. On the other hand, generally speaking some properties are simply not built to accommodate front or side driveways while others are.

- 5. Not Merely Special Privilege: The alleged hardship or difficulty is neither merely the inability of the owner or occupant to enjoy some special privilege or additional right not available to owners or occupants of other lots subject to the same provision, nor merely the inability of the owner to make more money from the use of the subject lot.**

Comment: For the entire block on the east side of Pine Street between Howard and Apache Park, there are eight "interior" units, including the petitioner's. These units all have the predicament that they each rely on only one assigned parking space in the parking lot next to Chestnut Street. Allowing the petitioner to construct the proposed parking pad would set a precedent and signal a policy direction – to allow parking pads in townhouse front yards – that the decision makers are comfortable with. If that is, indeed, the desired direction, the variation would not be special privilege but instead address an Ordinance shortcoming that is problematic for this homeowner and perhaps should be amended.

- 6. Title And Plan Purposes: The variation would not result in a use or development of the subject lot that would be not in harmony with the general and specific purposes for which this title and the provision from which a variation is sought were enacted or the general purpose and intent of the comprehensive plan.**

Comment: On the face, there is a practical difficulty, so the request falls under the purpose for variations in the Zoning Ordinance. The Ordinance as currently amended does not do away with parking pads entirely, despite amendments in 2019 that were designed to cut back on their frequency and use. On the other hand, the proposed project would trade off more than 200 square feet of green space – the vast majority of the front lawn – for a hard surface. This is not engineering or stormwater best management practice, nor is it in harmony with the Comprehensive Plan.

- 7. No Other Remedy: There is no means other than the requested variation by which the alleged hardship or difficulty can be avoided or remedied to a degree sufficient to permit a reasonable use of the subject lot.**

Comment: Better collective management of the Chestnut parking lot could serve the petitioner, so the PZB and/or City Council may wish to ask the petitioner what challenges with the neighbors preclude this collective action. However, even if the parking lot were in better shape and one space was reliably available, that would not resolve that only one space, not the required two spaces, are available for this development.

The only possible location for a second off-street parking space for the property is where the petitioner is proposing it. There is no on-street parking on the east side of the street (i.e. in front of the unit).

- 8. Minimum Required: The requested variation is the minimum measure of relief necessary to alleviate the alleged hardship or difficulty presented by the strict application of this title.**

Comment: If the concept of having a parking pad in the front yard for this townhouse is deemed to be appropriate, this design is not excessive in its dimensions to provide the parking pad.

PZB Procedure and Recommended Conditions: Under Section 12-3-6(G)(2) (Procedure for Review and Decision for Major Variations) of the Zoning Ordinance, the PZB should recommend that the City Council approve, approve subject to conditions, or deny the above-mentioned major variation for a parking pad at 2071 Pine Street. The City Council has final authority on the proposal. Consideration of the request should be based on a review of the information presented by the applicant and the findings analyzed above, as specified in Section 12-3-6(H) (Standards for Variations) of the Zoning Ordinance. If the PZB recommends and City Council ultimately approves the request, staff recommends the following conditions:

1. The front segment of chain-link fence is removed to accommodate the project;
2. The parking pad, driveway, and driveway apron cannot obstruct access to any utilities, with modifications to the final project design as necessary to comply, while still complying with all other City regulations; and
3. On-site landscaping shall be installed at the north and eastern edges of the parking pad.

Attachments

Attachment 1: Project Narrative

Attachment 2: Site Plan

Attachment 3: Responses to Standards

Attachment 4: Plat of Survey

Attachment 5: Site Photos

Title - 99.
gutter

Email - Who - 99

PROJECT NARRATIVE

My name is Jayantkumar Sheth and I'm 73 years old.

I have hard time walking due to my physical conditions. - 99

I live in a townhouse located at 2071 Pine street.

Our assigned one parking spot is located on Chestnut Street which is very far away from my house. This parking area is not Managed by Association and it's uncontrolled so it not usable parking for me so I badly need this driveway and parking close to my home.

It is very unsafe to park a car there due to its conditions. and neighborhood -
Also, street parking on pine street allowed only on one side and it's always full.
There are times that I had to park my car 1000+ foot away from my home in winters conditions. Walking is little hard for me due to my physical conditions and my age.

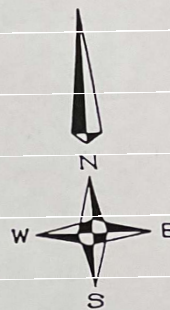
As per current city of Des Plaines parking rules, I believe each townhouse should have two parking spaces. Which I don't have by constructing this drive way in front of my yard I'm getting my second safe parking near my home and my present parking is not usable.

RESPONSES TO STANDARDS: VARIATION(S)

1. **Hardship/Practical Difficulty:** The assigned parking is not usable and available, and I am a senior with a hard time walking and physical conditions. There is no association so there is no control or management of the parking. It is also not safe and is far from my home. You cannot see the parking from my home.
2. **Unique Physical Condition:** The lot is much smaller than required for the R-3 district: 1,314 square feet instead of the minimum 2,800 square feet. Also the lot was developed without any adjacent off-street parking.
3. **Not Self-Created:** The development was done long before my purchase or awareness of the rules and function of the parking in the area.
4. **Denied Substantial Rights:** Housing, townhouses or single family houses, usually have at least one parking space off the street that is somewhat easy to use. I do not have any that I can rely on.
5. **Not Merely Special Privilege:** My problem is unique when considering all of Des Plaines. I am not seeking this for economic gain but just to use my home better.
6. **Title and Plan Purposes:** The rules of Des Plaines try to provide enough parking for development, and my proposal would do that for my home. The current rules require at least two off street parking spaces for a townhouse, and I have only one, which is not practically usable.
7. **No other remedy:** There is no other place on my property for a parking area to be built.
8. **Minimum required:** The depth and width of the proposed parking area are not excessive. They are designed to serve one mid-size sedan car, a Nissan Sentra.

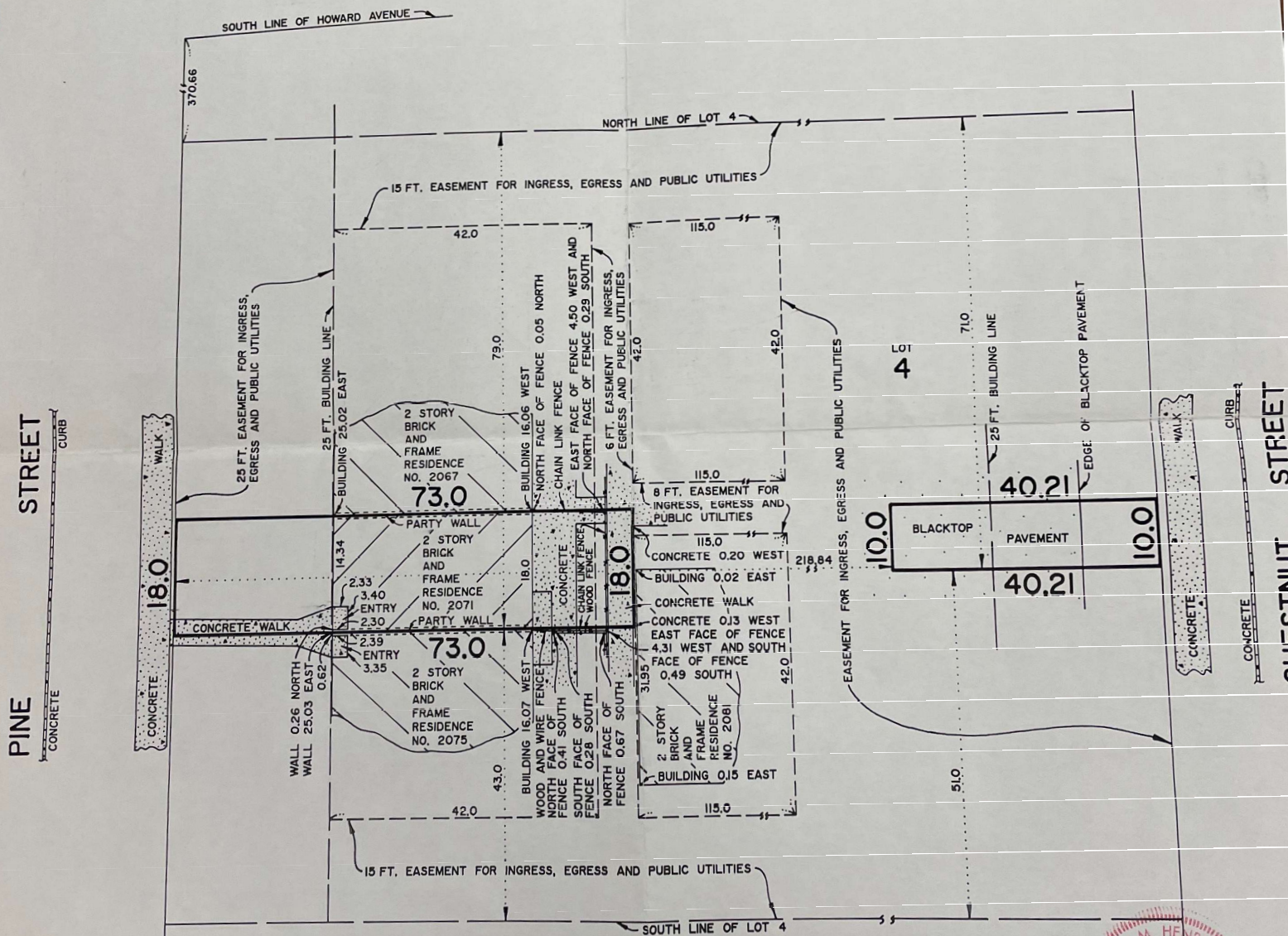
PLAT OF SURVEY

By
JOHN M. HENRIKSEN
OF



PARCEL 1: THE SOUTH 18 FEET OF THE NORTH 79 FEET OF THE WEST 73 FEET OF LOT 4, ALSO THE SOUTH 10 FEET OF THE NORTH 71 FEET (EXCEPT THE WEST 218.84 FEET THEREOF) OF LOT 4 ALL IN TERRSAL PARK SUBDIVISION OF PART OF THE EAST 1/2 OF THE NORTHWEST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 29, TOWNSHIP 41 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

PARCEL 2: EASEMENTS AS SET FORTH IN THE DECLARATION OF EASEMENTS AND EXHIBIT 1 THERETO ATTACHED, MADE BY EXCHANGE NATIONAL BANK OF CHICAGO, NATIONAL BANKING ASSOCIATION, TRUSTEE UNDER TRUST AGREEMENT DATED DECEMBER 8, 1958 AND KNOWN AS TRUST NUMBER 9229, DATED AND RECORDED APRIL 29, 1959 AS DOCUMENT NUMBER 17523383, IN COOK COUNTY, ILLINOIS.



ORDER NUMBER **931829**
DATE **DECEMBER 14, 1993**
SCALE **1 INCH = 15 FEET**
ORDERED BY **BONIS AND KAISER, LTD.**

FRACTIONAL INCH EQUIVALENTS
OF HUNDREDTHS OF A FOOT

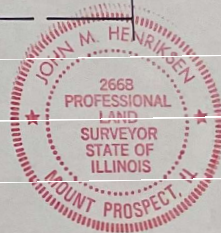
01	1/16"	36	3/16"	51	5/16"	76	3/4"
02	1/8"	37	3/16"	52	5/16"	77	3/4"
03	3/16"	38	3/16"	53	5/16"	78	3/4"
04	1/4"	39	3/16"	54	5/16"	79	3/4"
05	5/16"	40	3/16"	55	5/16"	80	3/4"
06	3/8"	41	3/16"	56	5/16"	81	3/4"
07	7/16"	42	3/16"	57	5/16"	82	3/4"
08	1/2"	43	3/16"	58	5/16"	83	3/4"
09	9/16"	44	3/16"	59	5/16"	84	3/4"
10	5/8"	45	3/16"	60	5/16"	85	3/4"
11	11/16"	46	3/16"	61	5/16"	86	3/4"
12	3/4"	47	3/16"	62	5/16"	87	3/4"
13	7/8"	48	3/16"	63	5/16"	88	3/4"
14	1"	49	3/16"	64	5/16"	89	3/4"
15	1 1/16"	50	3/16"	65	5/16"	90	3/4"
16	1 1/8"	51	3/16"	66	5/16"	91	3/4"
17	1 3/16"	52	3/16"	67	5/16"	92	3/4"
18	1 1/4"	53	3/16"	68	5/16"	93	3/4"
19	1 5/16"	54	3/16"	69	5/16"	94	3/4"
20	1 3/8"	55	3/16"	70	5/16"	95	3/4"
21	1 7/16"	56	3/16"	71	5/16"	96	3/4"
22	1 1/2"	57	3/16"	72	5/16"	97	3/4"
23	1 5/8"	58	3/16"	73	5/16"	98	3/4"
24	1 3/4"	59	3/16"	74	5/16"	99	3/4"
25	1 7/8"	60	3/16"	75	5/16"	100	1"

STATE OF ILLINOIS
COUNTY OF COOK

I, JOHN MICHAEL HENRIKSEN, an Illinois Professional Land Surveyor, do hereby certify that I have surveyed the above described property and that the plat hereon drawn is a correct representation of said survey.

Dimensions are shown in feet and hundredths and are correct at a temperature of 68° Fahrenheit.

John M. Henriksen
ILLINOIS PROFESSIONAL LAND SURVEYOR #2668



- * BUILDING LINES, IF ANY, SHOWN HEREON ARE BUILDING LINES SHOWN ON THE RECORDED SUBDIVISION PLAT. CONSULT LOCAL AUTHORITIES FOR BUILDING LINES ESTABLISHED BY LOCAL ORDINANCES.
- * PLEASE CHECK LEGAL DESCRIPTION WITH DEED.
- * COMPARE ALL POINTS BEFORE BUILDING AND REPORT ANY DISCREPANCY IMMEDIATELY.
- * DIMENSIONS ARE NOT TO BE ASSUMED FROM SCALING.

Site Photos by Staff



Looking at approximate area of existing parking space and parking lot (Chestnut Street)



Walking path/gangway between parking space and unit



Existing front yard and area of proposed driveway



Parkway tree that would likely require removal



COMMUNITY AND ECONOMIC
DEVELOPMENT DEPARTMENT

1420 Miner Street
Des Plaines, IL 60016
P: 847.391.5380
desplaines.org

MEMORANDUM

Date: September 21, 2021

To: Planning and Zoning Board

From: Jonathan Stytz, Planner JS

Cc: John Carlisle, AICP, Economic Development Manager JC

Subject: Consideration of Conditional Use Amendment for a Localized Alternative Sign Regulation for River's Casino at 2980-3000 S. River Road, Case #21-040-LASR CU (6th Ward)

Issue: The petitioner is requesting a Conditional Use Amendment for an existing Localized Alternative Sign Regulation (LASR) under Sections 12-3-4 and 12-11-8 of the Zoning Ordinance to allow for an increase in signage on the property located at 2980-3000 S. River Road.

Address: 2980-3000 S. River Road

Owner: Gregory A. Carlin, Midwest Gaming & Entertainment, LLC, 900 N. Michigan Avenue, Suite 1600, Chicago, IL 60611

Petitioner: Michael Tobin, Midwest Gaming & Entertainment, LLC, 900 N. Michigan Avenue, Suite 1600, Chicago, IL 60611

Case Number: 21-040-LASR CU

PINs: 09-34-300-032; -045; -046; & -047

Ward: #6, Alderman Malcolm Chester

Existing Zoning: C-6, Casino District

Existing Land Use: Casino, Parking Garage, Office Building, and Surface Parking

Surrounding Zoning:
North: C-2, Limited Office Commercial District
South: D, Commercial (Village of Rosemont)
East: P-1, Public Land District (Cook County)
West: C-7, High Density Campus District

Surrounding Land Use: North: Multi-Unit Office Building (Commercial)
South: Hotel / Restaurants (Commercial)
East: Recreation
West: Multi-Unit Office Building (Commercial)

Street Classification: River Road and Devon Avenue are classified as minor arterials.

Comprehensive Plan: The Comprehensive Plan illustrates the site as commercial.

Project Description: The applicant, Michael Tobin on behalf of Midwest Gaming & Entertainment, has requested a Conditional Use Amendment for an existing LASR to allow for increased signage on the property located at 2980-3000 S. River Road. The existing property contains a 140,363-square-foot casino building, a four-story parking garage with a pedestrian bridge connecting from the second level of the garage to the casino building, and a two-story office building with a surface parking lot. A casino expansion is underway that will result in an approximately 225,000-square-foot building with an expanded number of gaming positions (from 1,200 to 2,000), as well as an enlarged parking structure (now 3,063 total parking spaces). The two-story expansion of the casino building has led to new gaming space, a small food and beverage outlet, and a more than 10,000-square-foot multipurpose event area, with associated back-of-house areas.

With all lots combined, the property encompasses 20.017 acres in land area. This request comes after the previous two Planned Unit Development Major Amendment requests to expand the existing parking garage (approved December 2, 2019 through Ordinance Z-33-19) and expand the existing casino building (approved March 15, 2021 through Ordinance Z-31-21) to accommodate necessary floor area and parking for the expansion. The most currently approved LASR was embedded into the approval of Ordinance Z-33-19. Pursuant to Section 12-11-8 of the Zoning Ordinance, Planned Unit Developments may establish a LASR plan via a conditional use for their property subject to review and approval from the Planning and Zoning Board pursuant to the procedures for conditional uses.

The existing building and site as a whole currently contain a variety of different building and freestanding signage ranging from directional to video signs with a total count of 95 signs, as shown in the Sign Plan Amendment (Attachment 6). However, the petitioner is requesting to add 20 new static signs, replace 15 existing static signs, add eight new LED signs, and replace one existing LED sign totaling 28 new signs altogether:

- **Static Signs:** The new static signs consist of identity, directional, and clearance bar signs proposed at and around vehicle/pedestrian entrances/access drives and bus stop/rideshare pickup/drop-off areas. The existing static signs to be replaced are directional signs to assist motorists and pedestrians in navigating the property.
- **LED Signs:** The new LED signs consist of identification signs positioned in high visible areas to attract motorists and pedestrians to the property. There is one new LED sign proposed for the east elevation facing the main entrance. However, the remainder of the new LED signs are located on the west elevation facing I-294. The existing LED

sign at the northwest corner of the River Road/Devon Avenue intersection is the only LED sign being replaced as part of this request.

All proposed signage is shown below. The Project Narrative (Attachment 1) and Sign Plan Amendment (Attachment 6) provide additional information.

Static Signs*		
Sign Type	Location	Area of Signage
Window Vinyl	South Office Building Façade at 2980 River Rd	168 SF
Wall - Identity	Northeast Property Entrance	6 SF
Clearance Bars x 3	Northwest Property Entrance	5 SF each
Directional x 2 (Valet/Self-Park)	Near East Property Entrance (Overhead)	11 SF each
Wall - Identity	Near East Property Entrance	419 SF
Directional – Vehicle x 2	Near East Property Entrance (Wall Mounted)	97 SF
Wall – Parking Entrance	Parking Garage – North Entrance	53 SF
Wall – Valet Drop-off	East Casino Entrance (covered drop-off area)	11 SF (one-sided)
Wall – Bus/Valet Drop-off x 2	East Casino Entrance (covered drop-off area)	24 SF (two-sided)
Directional – Vehicle x 2	Southeast & Northeast Property Entrances	75 SF each
Directional – Pedestrian x 2	Northeast Property Entrance	29 SF each
Wall – Bus Drop-off x 2	East Casino Entrance (covered drop-off area)	10 SF each
Directional – Pedestrian x 2	Northwest Property / North Garage Entrances	29 SF each
Directional – Pedestrian	Far Northeast Access Drive Entrance	29 SF
	TOTAL	1,125 SF
LED Signs*		
Sign Type	Location	Area of Signage
LED Video Wall	West Building Façade (#6)	426 SF
LED Video Wall	West Building Façade (#8)	426 SF
LED Video Wall	West Building Façade (#73)	884 SF
LED Video Wall	East Building Façade (#74)	1,535 SF
LED Video Wall	West Building Façade (#75)	455 SF
LED Video Wall	West Building Façade (#17)	319 SF
LED Video Wall	West Building Façade (#15)	310 SF
LED Video Wall	West Building Façade (#16)	588 SF
	TOTAL	4,943 SF
GRAND TOTAL		6,068 SF

**Sign requests are proposed for the property at 3000 S. River Road unless otherwise noted. See Sign Plan Amendment for more information.*

Compliance with the Comprehensive Plan

There are several parts of the City of Des Plaines' 2019 Comprehensive Plan that align with the proposed project. Those portions are as follows:

- Under Future Land Use Map:
 - The property is identified for commercial use. The casino complex will be able to increase visibility and take advantage of existing, well-traveled public roadways, such as I-294, with the approval of the amended LASR request.
- Under Economic Development:
 - The Comprehensive Plan recognizes the economic vitality of the subject property and its benefit to the surrounding area. The existing development of this site provides additional revenue, job opportunities, and services for the region as a whole and continues development trends already established in this area.

While the aforementioned bullet points are only a small portion of the Comprehensive Plan, there is a large emphasis on developing and enhancing our commercial corridors. This casino complex is adding additional services for the community and further enhancing the River Road corridor. The proposed signage will assist in the continued promotion of the existing development for residents and visitors while also potentially attracting new development proposals in the future.

Conditional Use Findings: Conditional Use requests are subject to the standards set forth in Section 12-3-4(E) of the Des Plaines Zoning Ordinance. In reviewing these standards, staff has the following comments:

1. **The proposed Conditional Use is in fact a Conditional Use established within the specific Zoning district involved:**

Comment: A Localized Alternative Sign Regulation is a Conditional Use, as specified in Section 12-11-8 of the 1998 City of Des Plaines Zoning Ordinance, as amended. Please see the Petitioner's responses for Conditional Uses.

2. **The proposed Conditional Use is in accordance with the objectives of the City's Comprehensive Plan:**

Comment: The use of the site is a casino, which consists of large casino building, surface and covered parking areas, and office building. The development of the subject property and its location in close proximity to I-294 allows for expanded commercial development opportunities. The proposed signage for the site is intended to help further identify the casino complex and assist both residents and visitors alike in navigating the site. Please see the Petitioner's responses for Conditional Uses.

3. **The proposed Conditional Use is designed, constructed, operated and maintained to be harmonious and appropriate in appearance with the existing or intended character of the general vicinity:**

Comment: The proposed Conditional Use for a Localized Alternative Sign Regulation requests additional signage to assist in the identification of the casino complex and help both residents and visitors navigate the property. The petitioner has designed the sign plan to match the character of the apartment complex building and blend with the existing character of the development within the surrounding area. Please see the Petitioner's responses for Conditional Uses.

4. **The proposed Conditional Use is not hazardous or disturbing to existing neighboring uses:**

Comment: The proposed signs are not hazardous or disturbing to the existing neighboring uses. All signs will meet all required performance standards as outlined in Section 12-11-6(B) of the Zoning

Ordinance. Please see the Petitioner's responses for Conditional Uses.

5. **The proposed Conditional Use is to be served adequately by essential public facilities and services, such as highways, streets, police and fire protection, drainage structures, refuse disposal, water and sewer, and schools; or, agencies responsible for establishing the Conditional Use shall provide adequately any such services:**

Comment: The proposed signs have no effect on essential public facilities and services. Please see the Petitioner's responses for Conditional Uses.

6. **The proposed Conditional Use does not create excessive additional requirements at public expense for public facilities and services and will not be detrimental to the economic well-being of the entire community:**

Comment: The proposed signs would not create a burden on public facilities, nor would they be a detriment to the economic well-being of the community. The signs are intended to share information and help customers safely and easily access the site. Please see the Petitioner's responses for Conditional Uses.

7. **The proposed Conditional Use does not involve uses, activities, processes, materials, equipment and conditions of operation that will be detrimental to any persons, property, or the general welfare by reason of excessive production of traffic, noise, smoke fumes, glare or odors:**

Comment: The proposed signs will not create additional traffic or noise that could be detrimental to surrounding land uses. Please see the Petitioner's responses for Conditional Uses.

8. **The proposed Conditional Use provides vehicular access to the property designed so that it does not create an interference with traffic on surrounding public thoroughfares:**

Comment: The proposed signs will not create an interference with traffic on surrounding public thoroughfares but rather establish building identification for both motorists and pedestrians. Please see the Petitioner's responses for Conditional Uses.

9. **The proposed Conditional Use does not result in the destruction, loss, or damage of natural, scenic, or historic features of major importance:**

Comment: The proposed new signs would not cause the destruction, loss, or damage of any natural, scenic or historic features of major importance. The signs will be used to enhance a site that has already been developed. Please see the Petitioner's responses for Conditional Uses.

10. **The proposed Conditional Use complies with all additional regulations in the Zoning Ordinance specific to the Conditional Use requested:**

Comment: All signs do comply with setback requirements as stated in the Zoning Ordinance. Please see the Petitioner's responses for Conditional Uses.

PZB Procedure and Recommended Conditions: Under Section 12-3-4(D) (Procedure for Review and Decision for Conditional Uses) of the Zoning Ordinance, the PZB has the authority to recommend that the City Council approve, approve subject to conditions, or deny the above-mentioned conditional use amendment for a LASR at 2980-3000 S. River Road. City Council has final authority on the proposal.

Consideration of the request should be based on a review of the information presented by the applicant and the findings made above, as specified in Section 12-3-4(E) (Standards for Conditional Uses) of the Zoning Ordinance. If the PZB recommends and City Council ultimately approves the request, staff recommends the following conditions:

1. A three-foot landscape bed in all directions be provided at the base of all freestanding signs, per the standards set forth in Section 12-11-4(G). This landscaping shall be comprised of low-lying evergreen shrubs, perennials, and annuals.
2. That structural design plans shall be provided for all signage at time of permit.
3. The applicant shall provide sight line analysis for vehicle-to-vehicle sightlines and vehicle-to-pedestrian/bicycle sightlines showing that the sign position does not intrude upon the AASHTO Green Book sight triangles for the freestanding signs proposed along the roadway driveways and site access drives. The location of the freestanding signs may have to be slightly adjusted at the time of building permit review to comply with AASHTO site triangle clearance.

Attachments:

Attachment 1: Petitioner's Project Narrative
Attachment 2: Petitioner's Standards for a Conditional Use
Attachment 3: Location Map
Attachment 4: Plat of Survey
Attachment 5: Overall Site Plan
Attachment 6: Sign Plan Amendment
Attachment 7: Site and Context Photos

**Rivers Casino
Amendment to Localized Alternative Sign Regulation (LASR)
Project Narrative**

The applicant is proposing several amendments to the existing Localized Alternative Sign Regulation (LASR) as first approved under Ordinance Z-6-10 and then approved under Ordinance Z-11-11, Ordinance Z-14-11, Ordinance Z-33-119 for modifications to the original LASR. The proposed amendments to the LASR as summarized below.

The effort to improve signage at the project property affect the following signage types:

- a. Static wayfinding / Identity signs
- b. LED signs (digital board)

These signs are located as freestanding units or mounted to the façade of buildings. In terms of general design approach, it does not deviate from previously approved amendments. The sought-after improvements for necessary signage elements are related to overall aesthetic improvements and brand congruence.

As such the statuses of all signage elements observed on property fall into 6 general categories:

1. Static - Existing Signs
2. Static - New Signs
3. Static - Existing Signs to be replaced
4. LED (digital board) - Existing
5. LED (digital board) - New Sign
6. LED (digital board) - Existing Signs to be replaced

1. Static - Existing Signs

These signs are currently existing on property and do not anticipate change, adjustment or replacement. These static signage elements feature traditional manufacturing methods as follows:

- Painted aluminum sign frame, cabinet or channel letterforms
- Internally illuminated via LED light strips
- Illuminated acrylic letterforms, vinyl film
- Mechanical attachment to footer/foundation and building façade
- Vinyl film applied to vertical building façade or surfaces
- Painted graphic on ground surface (parking deck)

2. Static - New Signs

These signs currently do not exist on property and are proposed for implementation to aid wayfinding as a result of the expansion effort at the property and overall aesthetic improvement effort for brand congruence. The new signs will be completely engineered by the sign fabricator and will feature new foundation/footer. All new proposed signs feature sign face square footage that are equal to or smaller than previous sign program's sign type equivalent.

**Rivers Casino
Amendment to Localized Alternative Sign Regulation (LASR)
Project Narrative**

These static signage elements feature traditional manufacturing methods as follows:

- Painted aluminum sign frame, cabinet or channel letterforms
- Internally illuminated via LED light strips
- Illuminated acrylic letterforms, vinyl film
- Cabinet edge glow for select sign types
- Mechanical attachment to footer/foundation and building façade

3. Static – Existing Signs to be Replaced

These signs are currently existing on property and are proposed for replacement/improvement to aid wayfinding as a result of the expansion effort at the property and overall aesthetic improvement effort for brand congruence. Whenever possible, the intention is to engineer the entire sign completely and re-utilize any existing foundation/footer to integrate new signs. All new proposed sign replacement/improvement feature sign face square footage that are equal to or smaller than previous sign program's sign type equivalent.

These static signage elements feature traditional manufacturing methods as follows:

- Painted aluminum sign frame, cabinet or channel letterforms
- Internally illuminated via LED light strips
- Illuminated acrylic letterforms, vinyl film
- Cabinet edge glow for select sign types
- Mechanical attachment to footer/foundation and building façade

4. LED (digital board) - Existing Signs

These signs are currently existing on property and do not anticipate change, adjustment or replacement. These LED signage elements feature typical industry implementation methods as follows:

- LUMENS/NIT Levels output, media cycles conform to standards set forth by IDOT and City of Des Plaines, IL
- Mechanical attachment to footer/foundation and building façade

5. LED (digital board) - New Signs

These signs currently do not exist on property and are proposed for implementation to aid wayfinding as a result of the expansion effort at the property and overall aesthetic improvement effort for brand congruence.

These LED signage elements feature typical industry implementation methods as follows:

- LUMENS/NIT Levels output, media cycles conform to standards set forth by IDOT and City of Des Plaines, IL
- Mechanical attachment to footer/foundation and building façade

**Rivers Casino
Amendment to Localized Alternative Sign Regulation (LASR)
Project Narrative**

6. LED (digital board) - Existing Signs to be Replaced

These signs are currently existing on property and are proposed for replacement/improvement to aid wayfinding as a result of the expansion effort at the property and overall aesthetic improvement effort for brand congruence. All new proposed sign replacement/improvement feature sign face square footage that are equal to or smaller than previous sign program's sign type equivalent.

These LED signage elements feature typical industry implementation methods as follows:

- LUMENS/NIT Levels output, media cycles conform to standards set forth by IDOT and City of Des Plaines, IL
- Mechanical attachment to footer/foundation and building façade

The Planning and Zoning Board and City Council review the particular facts and circumstances of each proposed Conditional Use in terms of the following standards. Keep in mind that in responding to the items below, you are demonstrating that the proposed use is appropriate for the site and will not have a negative impact on surrounding properties and the community. Please answer each item completely and thoroughly (two to three sentences each).

- A. The proposed conditional use is in fact a conditional use established within the specific zoning district involved;

A Localized Alternative Sign Regulation (LASR) is a Conditional Use, as specified in Section 12-11-8 of the City of Des Plaines Zoning Ordinance in the C-6, Casino District.

- B. The proposed conditional use is in accordance with the objectives of the city's comprehensive plan and this title;

The use of the site is commercial and located in the C-6, Casino District. The proposed amendment to the previously approved Localized Alternative Sign Regulations (LASR) will continue to help keep the site commercial and assist potential patrons to find this regional attraction.

- C. The proposed conditional use is designed, constructed, operated, and maintained so as to be harmonious and appropriate in appearance with the existing or intended character of the general vicinity;

The existing Conditional Use for a Localized Alternative Sign Regulation (LASR) allows for multiple signs on the property. The proposed amendment to the previously approved LASR request includes:

1. Static – Existing Signs to remain
2. Static – New Signs
3. Static – Existing Signs to be replaced
4. LED (digital board) – Existing Signs to remain
5. LED (digital board) – New Signs
6. LED (digital board) – Existing Signs to be replaced

All new signage will be of the same quality as the existing signage.

- D. The proposed conditional use is not hazardous or disturbing to existing neighboring uses;

Based on the relatively isolated location of the signage in relation to residential areas, the proposed amendment to the previously approved Localized Alternative Sign Regulations (LASR) is not anticipated to be hazardous or disturbing to the existing neighboring uses.

- E. The proposed conditional use is to be served adequately by essential public facilities and services such as highways, streets, police and fire protection, drainage structures, refuse disposal, water and sewer, and schools; or the persons or agencies responsible for the establishment of the proposed conditional use shall provide adequately any such services;

The proposed amendment to the previously approved Localized Alternative Sign Regulations (LASR) will have no effect on essential public facilities and services.

- F. The proposed conditional use does not create excessive additional requirements at public expense for public facilities and services and not be detrimental to the economic welfare of the community;

The proposed amendment to the previously approved Localized Alternative Sign Regulations (LASR) will not create a burden on public facilities, nor would they be a detriment to the economic well-being of the community.

- G. The proposed conditional use does not involve uses, activities, processes, materials, equipment and conditions of operation that will be detrimental to any persons, property, or the general welfare by reason of excessive production of traffic, noise, smoke, fumes, glare or odors;

The proposed amendment to the previously approved Localized Alternative Sign Regulations (LASR) will not create additional traffic or noise that could be detrimental to surrounding land uses.

- H. The proposed conditional use provides vehicular access to the property designed that does not create an interference with traffic on surrounding public thoroughfares;

The proposed amendment to the previously approved Localized Alternative Sign Regulations (LASR) will not create an interference with traffic on surrounding public thoroughfares.

- I. The proposed conditional use does not result in the destruction, loss, or damage of a natural, scenic, or historic feature of major importance; and

The proposed The proposed amendment to the previously approved Localized Alternative Sign Regulations (LASR) would not cause the destruction, loss, or damage of any natural, scenic, or historic features of major importance. The signs will be used to enhance an existing development.

- J. The proposed conditional use complies with all additional regulations in this title specific to the conditional use requested

The proposed amendment to the previously approved Localized Alternative Sign Regulations (LASR) will comply with all regulations.



0 1000 2000
ft

Print Date: 9/21/2021

Notes

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.

LASER AMENDMENT PARCELS:
P.L.N. No. 09-34-300-032-0000 (PARCEL 1) - PART OF LOT 1 OF DES PLAINES CASINO FIRST AMENDED RESUBDIVISION
P.L.N. No. 09-34-300-045-0000 (PARCEL 1) - PART OF LOT 1 OF DES PLAINES CASINO FIRST AMENDED RESUBDIVISION
P.L.N. No. 09-34-300-047-0000 (PARCEL 2) - LOT 3 OF DES PLAINES CASINO RESUBDIVISION
P.L.N. No. 09-34-300-047-0000 (PARCEL 2) - LOT 3 OF DES PLAINES CASINO RESUBDIVISION

PLAT OF SURVEY

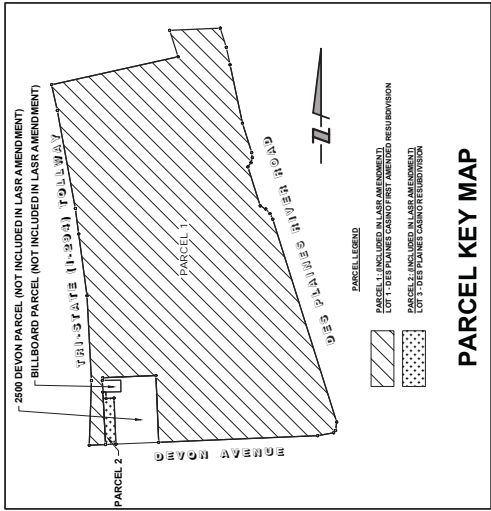
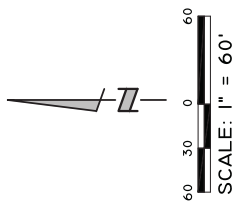
OF

PARCEL 1 OWNERSHIP ENTITY #1 - MIDWEST GAMING & ENTERTAINMENT, LLC;
[THIS PARCEL IS INCLUDED IN THE DES PLAINES CASINO LASR AMENDMENT]

LOT 1 IN DES PLAINES CASINO FIRST AMENDED RESUBDIVISION, IN THE SOUTH-EAST 1/4 OF SECTION 34 AND THE SOUTH-EAST 1/4 OF SECTION 35, TOWNSHIP 41 NORTH, RANGE 12 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED THEREOF RECORDED MAP CH 4, 2020 AS DOCUMENT 2006445310, N COOK COUNTY, ILLINOIS

PARCEL 2 OWNERSHIP ENTITY #2 - DEVON PARCEL LLC;
[THIS PARCEL IS INCLUDED IN THE DES PLAINES CASINO LASR AMENDMENT]

LOT 3 IN DES PLAINES CASINO RESUBDIVISION IN THE SOUTH-EAST 1/4 OF SECTION 33 AND THE SOUTH-WEST 1/4 OF SECTION 34, TOWNSHIP 41 NORTH, RANGE 12 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED NOVEMBER 3, 2010 AS DOCUMENT 1030731045, N COOK COUNTY, ILLINOIS



PARCEL KEY MAP

AREA SUMMARY TABLE FOR LASR AMENDMENT PARCELS:

PARCELS INCLUDED IN DES PLAINES CASINO LASR AMENDMENT

PARCEL 1	985,559 SF	19,874 AC
PARCEL 2	5,901 SF	0.135 AC
TOTAL	871,700 SF	20,012 AC

Surveyor's Notes:

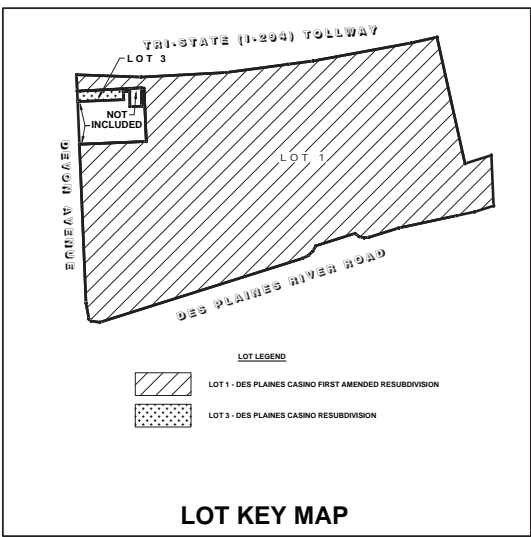
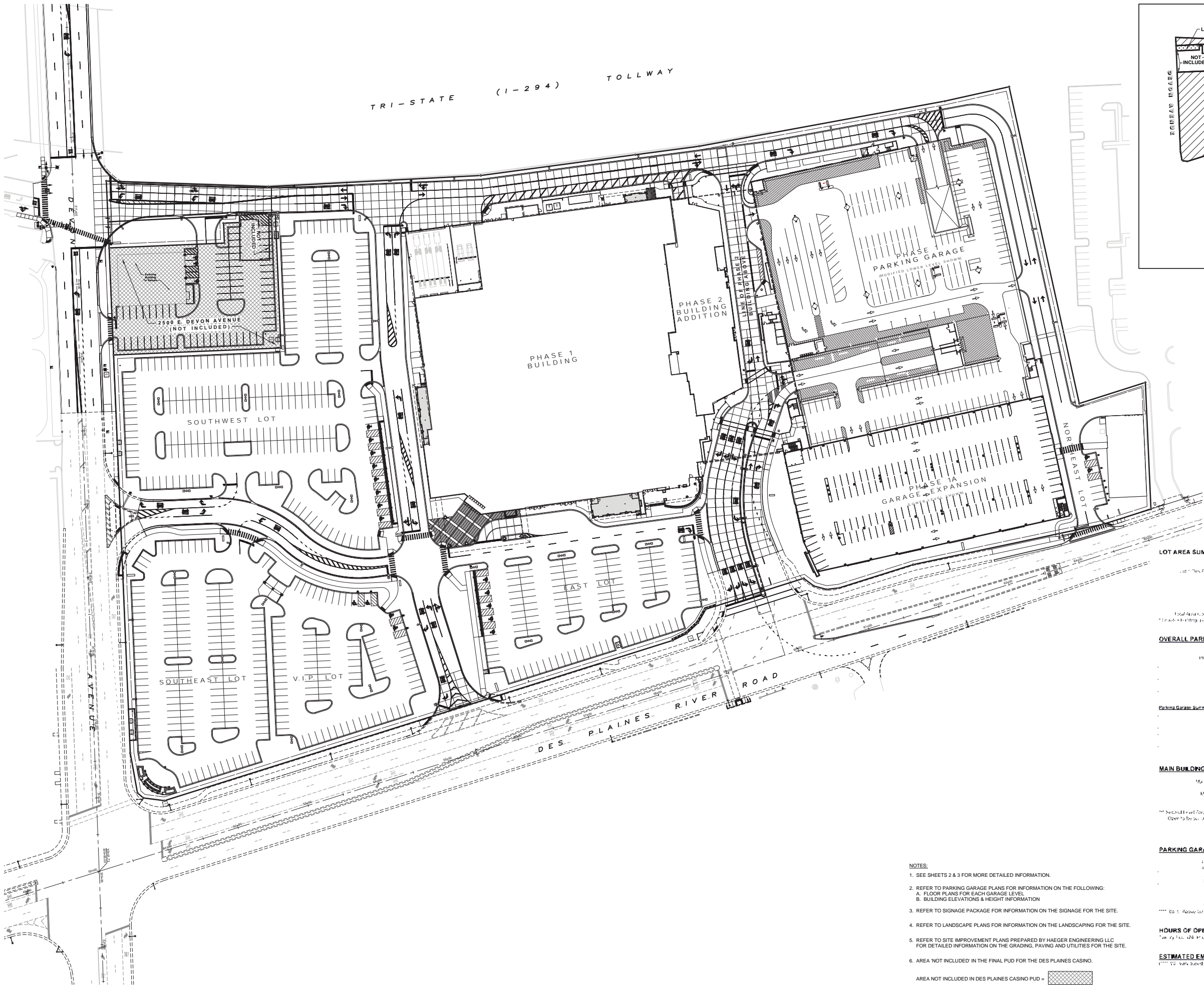
1. Field work was completed on March 26, 2021.
2. The basis of bearing shown hereon is based on the Des Plaines Casino Resubdivision, Resubdivision Recorder November 3, 2010 as Doc No. 1030731045, Des Plaines Casino First Amended Resubdivision Recorder March 4, 2020 as Doc No. 2006445020 and the 2560 Devon Avenue Resubdivision as Recorded November 3, 2010 as Doc No. 1033131045.
3. Surveying control points are not shown hereon.
4. No easements are shown on this plat.

State of Illinois)
County of Cook)
This professional service conforms to the current laws minimum standards for a boundary survey.
Schaumburg, Illinois. August 12, 2021.

By: *[Signature]*
Illinois Professional Land Surveyor No. 3695
MAEGER ENGINEERING LLC
Professional Design Firm No. 154-00152
Consulting Engineers and Land Surveyors
100 E. 50th Parkway
Schaumburg, IL 60193
Tel: 847-394-5800 Fax: 847-394-6602



EXPIRES 11-30-22



LOT AREA SUMMARY:

Lot	Area (Acres)	Area (Sq. Ft.)
Lot 1 - Des Plaines Casino First Amended Resubdivision	14.874	640,869
Lot 3 - Des Plaines Casino Resubdivision	2.125	92,175
Total Area	16.999	733,044

OVERALL PARKING SUMMARY:

Category	Number of Spaces	Area (Sq. Ft.)
Phase 1 Garage (New Garage Plans & Existing)	2,400	48,000
Phase 1A Garage Expansion	1,150	23,000
Phase 1 Parking Garage	1,150	23,000
Southwest Lot	240	4,800
Southeast Lot	240	4,800
V.I.P. Lot	40	800
East Lot	40	800
Total	5,420	108,400

Parking Garage Summary (Refer to Parking Structure Floor Plans for Additional Information):

Category	Number of Spaces	Area (Sq. Ft.)
Phase 1 Garage	2,400	48,000
Phase 1A Garage Expansion	1,150	23,000
Phase 1 Parking Garage	1,150	23,000
Total	4,700	94,000

MAIN BUILDING AREA & HEIGHT SUMMARY:

Category	Area (Sq. Ft.)
Main Building Ground Level Total Area	153,000
Main Building Second Level Total Area	153,000
Main Building Third Level Total Area	153,000
Main Building Fourth Level Total Area	153,000
Main Building Fifth Level Total Area	153,000
Total	765,000

PARKING GARAGE AREA & HEIGHT SUMMARY:

Category	Area (Sq. Ft.)
Parking Garage Ground Level Total Area	153,000
Parking Garage Second Level Total Area	153,000
Parking Garage Third Level Total Area	153,000
Parking Garage Fourth Level Total Area	153,000
Parking Garage Fifth Level Total Area	153,000
Total	765,000

HOURS OF OPERATION:

See site plan for hours of operation.

ESTIMATED EMPLOYEE SUMMARY:

See site plan for estimated employee count.

NOTES:

- SEE SHEETS 2 & 3 FOR MORE DETAILED INFORMATION.
- REFER TO PARKING GARAGE PLANS FOR INFORMATION ON THE FOLLOWING:
A. FLOOR PLANS FOR EACH GARAGE LEVEL
B. BUILDING ELEVATIONS & HEIGHT INFORMATION
- REFER TO SIGNAGE PACKAGE FOR INFORMATION ON THE SIGNAGE FOR THE SITE.
- REFER TO LANDSCAPE PLANS FOR INFORMATION ON THE LANDSCAPING FOR THE SITE.
- REFER TO SITE IMPROVEMENT PLANS PREPARED BY HAEGER ENGINEERING LLC FOR DETAILED INFORMATION ON THE GRADING, PAVING AND UTILITIES FOR THE SITE.
- AREA NOT INCLUDED IN THE FINAL PUD FOR THE DES PLAINES CASINO.

AREA NOT INCLUDED IN DES PLAINES CASINO PUD =

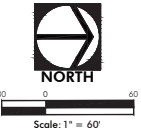
HAEGER ENGINEERING
consulting engineers • land surveyors

100 East State Parkway, Schaumburg, IL 60173 • Tel: 847.394.6600 Fax: 847.394.6608
Illinois Professional Design Firm License No. 184-000352
www.haegerengineering.com

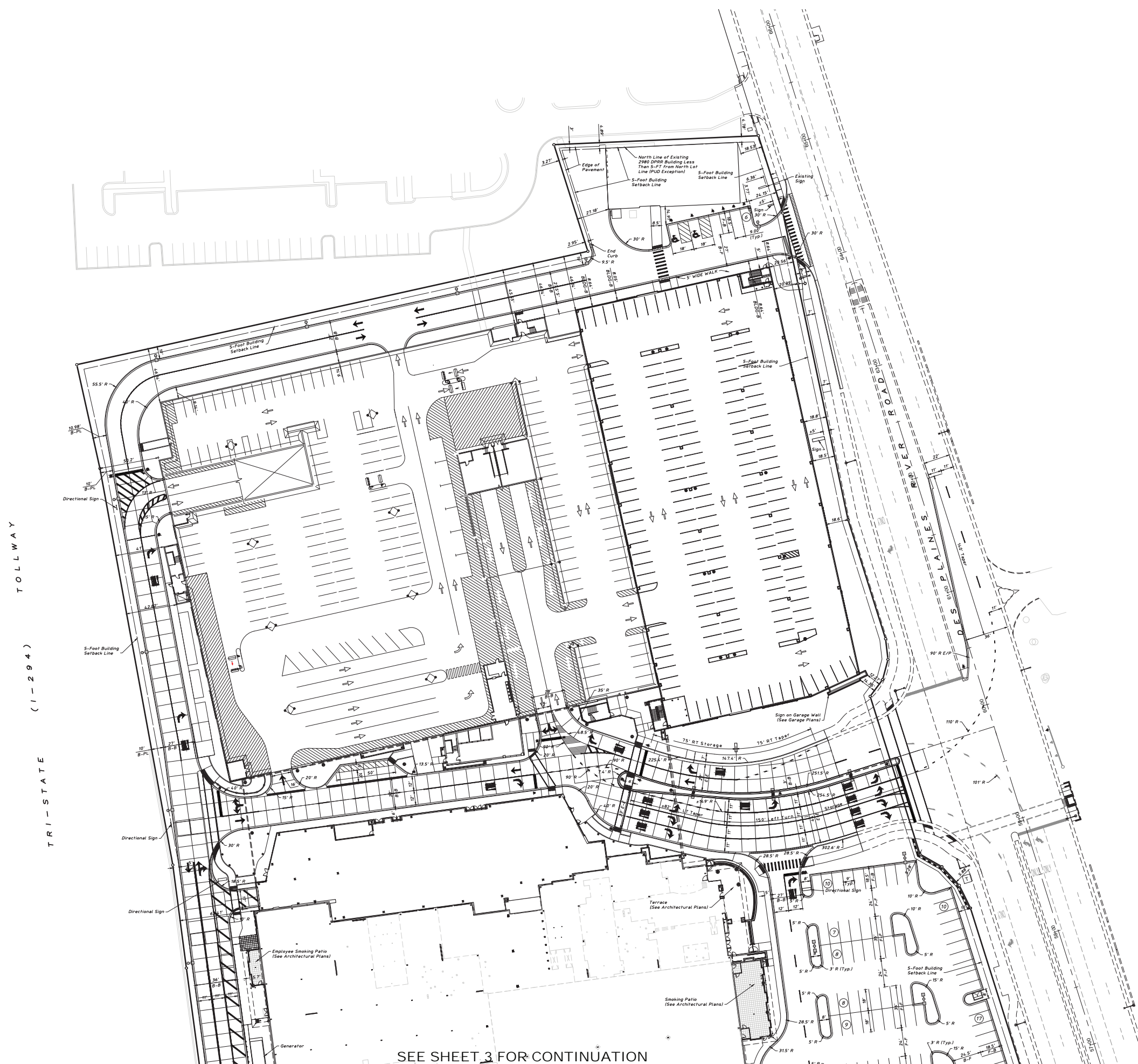
OVERALL SITE PLAN
(60 SCALE)

DES PLAINES CASINO
FINAL PUD AMENDMENT
2980 & 3000 S. DES PLAINES RIVER ROAD, DES PLAINES, ILLINOIS

Project Manager: T A S
Engineer: P A C
Date: 01/22/2021
Project No: 12127-PUD
Sheet: 1/3



Site Plan & Lower Level Garage Modifications for Hotel/Drive-Off in Lower Level of Garage
03/03/2021
1
No.
Date
Revision



NOTES:

1. SEE SHEET 1 FOR THE OVERALL PLAN.
2. REFER TO PARKING GARAGE PLANS FOR INFORMATION ON THE FOLLOWING:
 - A. FLOOR PLANS FOR EACH GARAGE LEVEL
 - B. BUILDING ELEVATIONS & HEIGHT INFORMATION
3. REFER TO SIGNAGE PACKAGE FOR INFORMATION ON THE SIGNAGE FOR THE SITE.
4. REFER TO LANDSCAPE PLANS FOR INFORMATION ON THE LANDSCAPING FOR THE SITE.
5. REFER TO SITE IMPROVEMENT PLANS PREPARED BY HAEGER ENGINEERING LLC FOR DETAILED INFORMATION ON THE GRADING, PAVING AND UTILITIES FOR THE SITE.

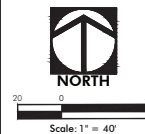


Figure 8 Positive Integral Common Modulus'ness for Modulus'ness Ω in Positive Integral Common

80

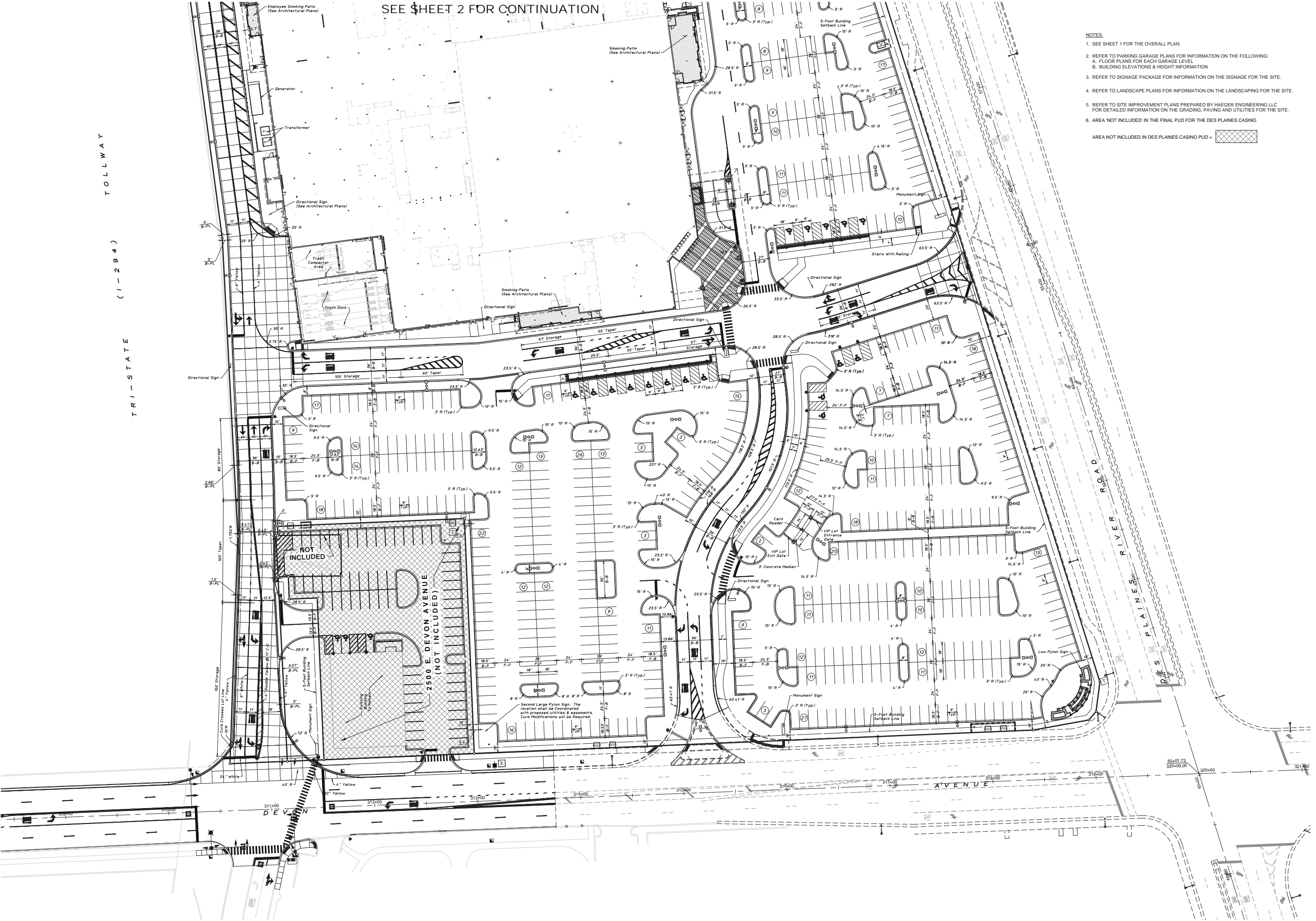
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HE **HAEGER ENGINEERING**
consulting engineers • land surveyors
100 East State Parkway, Schaumburg, IL 60173 ☎(616) 847.394.6600 Fax: 847.394.6608

**SITE PLAN - NORTH
(40 SCALE)**

DES PLAINES CASINO
FINAL PUD AMENDMENT

Project Manager: T A S
Engineer: P A C
Date: 01/22/2021
Project No. 12127-PUD
Sheet 2



SEE SHEET 2 FOR CONTINUATION

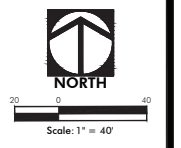
- NOTES:
- SEE SHEET 1 FOR THE OVERALL PLAN.
 - REFER TO PARKING GARAGE PLANS FOR INFORMATION ON THE FOLLOWING:
A. FLOOR PLANS FOR EACH GARAGE LEVEL
B. BUILDING ELEVATIONS & HEIGHT INFORMATION
 - REFER TO SIGNAGE PACKAGE FOR INFORMATION ON THE SIGNAGE FOR THE SITE.
 - REFER TO LANDSCAPE PLANS FOR INFORMATION ON THE LANDSCAPING FOR THE SITE.
 - REFER TO SITE IMPROVEMENT PLANS PREPARED BY HAEGER ENGINEERING LLC FOR DETAILED INFORMATION ON THE GRADING, PAVING AND UTILITIES FOR THE SITE.
 - AREA NOT INCLUDED IN THE FINAL PUD FOR THE DES PLAINES CASINO.

AREA NOT INCLUDED IN DES PLAINES CASINO PUD = [Cross-hatch pattern]

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Illinois Professional Design Firm License No. 184-003152
www.haegerengineering.com

**SITE PLAN - SOUTH
(40 SCALE)**
**DES PLAINES CASINO
FINAL PUD AMENDMENT**
2980 & 3000 S. DES PLAINES RIVER ROAD, DES PLAINES, ILLINOIS

Project Manager: T A S
Engineer: P A C
Date: 01/22/2021
Project No: 12127-PUD
Sheet: 3 / 3



Site Plan & Lower Level Grange Modifications for Hotel/Drive-Off in Lower Level of Garage
03/03/2021
Date
1
No.



RIVERS CASINO DES PLAINES

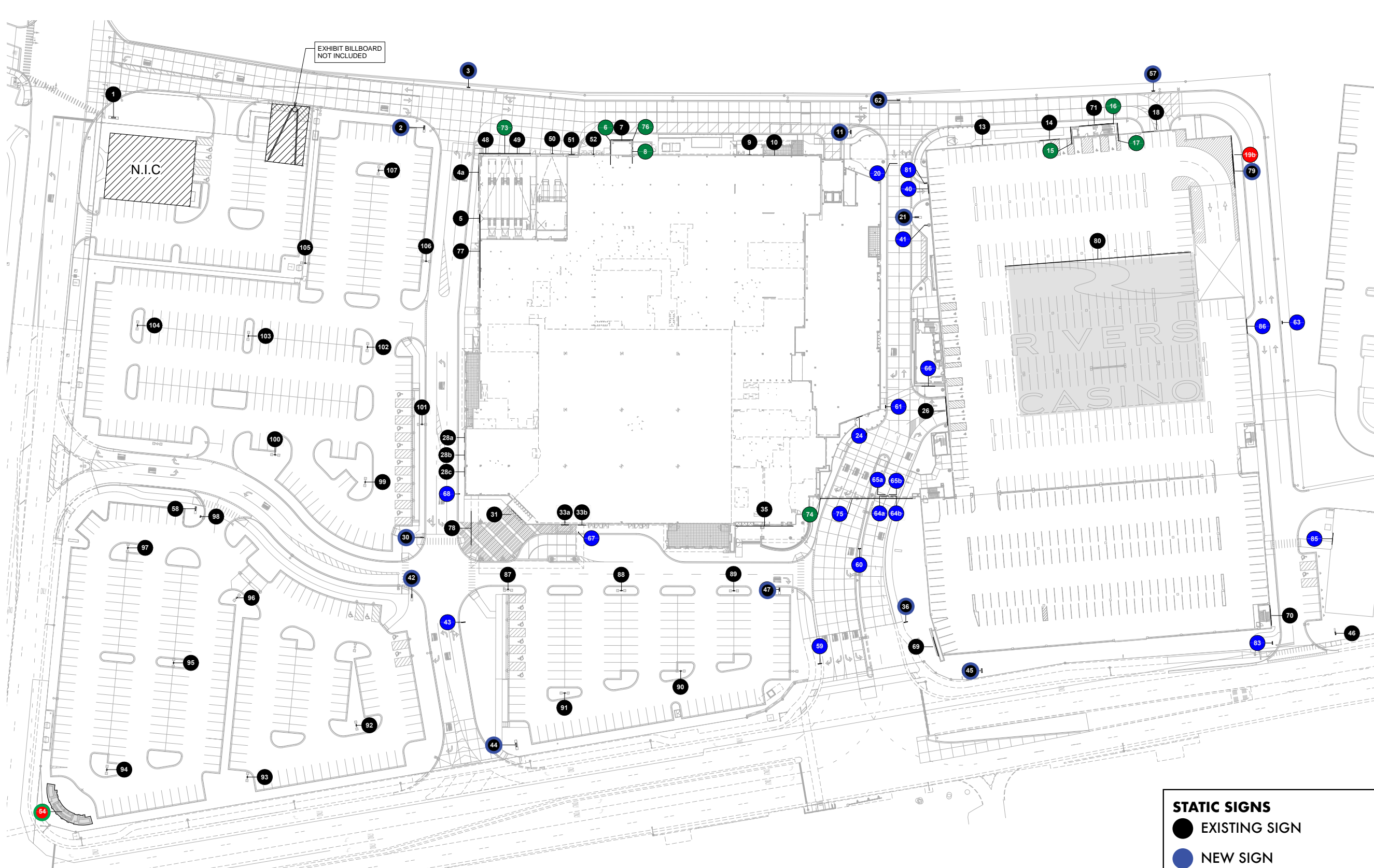
SIGN PLAN AMENDMENT

7 SEPTEMBER, 2021

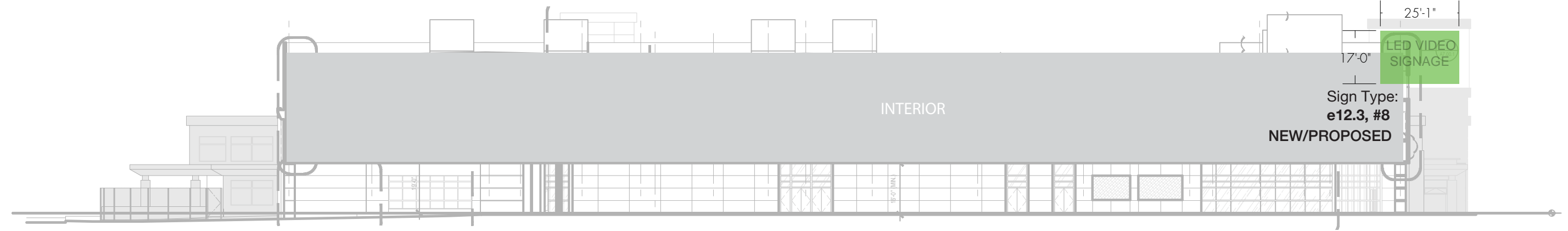
prepared by:



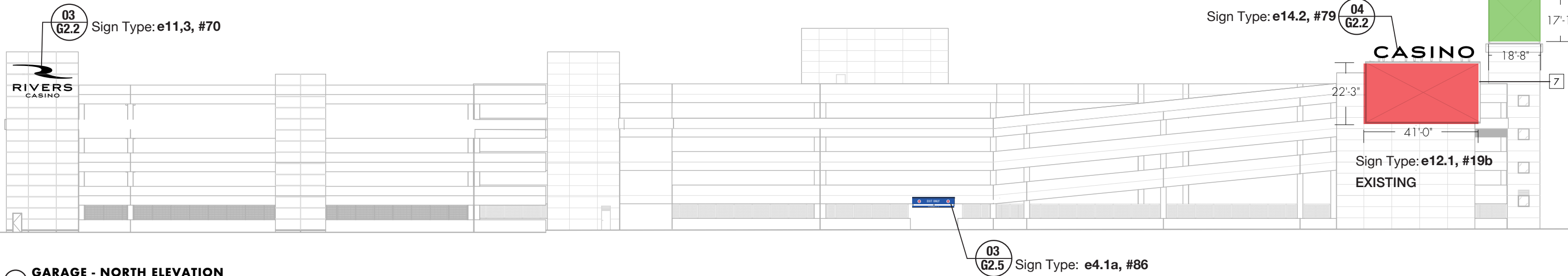
selbert perkins design collaborative
2 North Riverside Plaza, Suite 1475
Chicago, IL 60606
(312) 876 1839



MARK	TYPE	DESCRIPTION	Status
1	B1	VEHICLE DIRECTION - PRIMARY	EXISTING TO BE REPLACED
2	B2	VEHICLE DIRECTION - SECONDARY	EXISTING TO BE REPLACED
3	B3	PEDESTRIAN DIRECTION- TERTIARY	EXISTING TO BE REPLACED
4a	#12.1	DIGITAL PRINTED MURAL	EXISTING SIGN
5	#8.1	DURATRANS LIGHTBOX	EXISTING SIGN
6	#12.3	LED VIDEO SIGNAGE	NEW- LED SIGN
7	#12.2	DIGITAL PRINTED MURAL	EXISTING SIGN
8	#12.3	LED VIDEO SIGNAGE	NEW- LED SIGN
9	#11.2	FLAT CUTOUT TYPE (EMPLOYEE ENTRY)	EXISTING SIGN
10	#14.2	INTERNALLY ILLUMINATED TYPE (CASINO NAME)	EXISTING SIGN
11	B2	VEHICLE DIRECTION - SECONDARY	EXISTING TO BE REPLACED
13	#12.2	DIGITAL PRINTED MURAL	EXISTING SIGN
14	#12.2	DIGITAL PRINTED MURAL	EXISTING SIGN
15	#12.3	LED VIDEO SIGNAGE	NEW- LED SIGN
16	#12.3	LED VIDEO SIGNAGE	NEW- LED SIGN
17	#12.3	LED VIDEO SIGNAGE	NEW- LED SIGN
18	#4.1	ILLUMINATED PARKING SIGN	EXISTING SIGN
19b	#12.1	LED MONITOR	EXISTING- LED SIGN
20	D81	CLEARANCE BAR	NEW SIGN
21	B2	VEHICLE DIRECTION - SECONDARY	EXISTING TO BE REPLACED
24	A10	BUILDING IDENTITY - PRIMARY	NEW SIGN
26	#4.1	ILLUMINATED PARKING SIGN	EXISTING SIGN
28a	#8.1	DURATRANS LIGHTBOX	EXISTING SIGN
28b	#8.1	DURATRANS LIGHTBOX	EXISTING SIGN
28c	#8.1	DURATRANS LIGHTBOX	EXISTING SIGN
30	B2	VEHICLE DIRECTION - SECONDARY	EXISTING TO BE REPLACED
31	#6.1	FLAT CUTOUT TYPE (CASINO NAME)	EXISTING SIGN
33a	#8.1	DURATRANS LIGHTBOX	EXISTING SIGN
33b	#8.1	DURATRANS LIGHTBOX	EXISTING SIGN
35	#14.2	INTERNALLY ILLUMINATED TYPE (CASINO NAME)	EXISTING SIGN
36	B2	VEHICLE DIRECTION - SECONDARY	EXISTING TO BE REPLACED
40	A30	VALET IDENTITY	NEW SIGN
41	A32	BUS DROP IDENTITY	NEW SIGN
42	B2	VEHICLE DIRECTION - SECONDARY	EXISTING TO BE REPLACED
43	B2	VEHICLE DIRECTION - SECONDARY	NEW SIGN
44	B1	VEHICLE DIRECTION - PRIMARY	EXISTING TO BE REPLACED
45	B1	VEHICLE DIRECTION - PRIMARY	EXISTING TO BE REPLACED
46	B3	PEDESTRIAN DIRECTION- TERTIARY	EXISTING TO BE REPLACED
47	B2	VEHICLE DIRECTION - SECONDARY	EXISTING TO BE REPLACED
48	#6.1	FLAT CUTOUT TYPE	EXISTING SIGN
49	#6.1	FLAT CUTOUT TYPE	EXISTING SIGN
50	#6.1	FLAT CUTOUT TYPE	EXISTING SIGN
51	#6.1	FLAT CUTOUT TYPE	EXISTING SIGN
52	#7.1	F.E.C SIGN	EXISTING SIGN
54	A5	MONUMENT SIGN - PRIMARY	EXISTING- LED SIGN TO BE REPLACED
57	B3	PEDESTRIAN DIRECTION- TERTIARY	EXISTING TO BE REPLACED
58	B2	VEHICLE DIRECTION - SECONDARY	EXISTING TO BE REPLACED
59	B2	VEHICLE DIRECTION - SECONDARY	NEW SIGN
60	B3	PEDESTRIAN DIRECTION- TERTIARY	NEW SIGN
61	B3	PEDESTRIAN DIRECTION- TERTIARY	NEW SIGN
62	B3	PEDESTRIAN DIRECTION- TERTIARY	EXISTING TO BE REPLACED
63	B3	PEDESTRIAN DIRECTION- TERTIARY	NEW SIGN
64a	B80	VEHICLE DIRECTIONAL - OVERHEAD	NEW SIGN
64b	B80	VEHICLE DIRECTIONAL - OVERHEAD	NEW SIGN
65a	D81	CLEARANCE BAR	NEW SIGN
65b	D81	CLEARANCE BAR	NEW SIGN
66	B10	DIRECTION WALL MOUNTED	NEW SIGN
67	A34	RISE SHARE IDENTITY	NEW SIGN
68	A35	BUS DROP OFF IDENTITY	NEW SIGN
69	#11.3	IDENTITY LETTERS	EXISTING SIGN
70	#11.3	IDENTITY LETTERS	EXISTING SIGN
71	#11.3	IDENTITY LETTERS	EXISTING SIGN
73	#12.3	LED VIDEO SIGNAGE	NEW- LED SIGN
74	#12.3	LED VIDEO SIGNAGE	NEW- LED SIGN
75	A01	BUILDING IDENTITY	NEW SIGN
76	#12.3	LED VIDEO SIGNAGE	NEW- LED SIGN
77	#14.2	INTERNALLY ILLUMINATED TYPE (CASINO NAME)	EXISTING SIGN
78	#14.2	INTERNALLY ILLUMINATED TYPE (CASINO NAME)	EXISTING SIGN
79	#14.2	INTERNALLY ILLUMINATED TYPE (CASINO NAME)	EXISTING SIGN
80	E1	ROOF PAINTED SIGN	EXISTING SIGN
81	A14	VALET BLADE IDENTITY	NEW SIGN
83	B3	PEDESTRIAN DIRECTION- TERTIARY	NEW SIGN
84	B3	PEDESTRIAN DIRECTION- TERTIARY	DELETED
85	E2	VINYL IDENTITY	NEW SIGN
86	#4.1a	ILLUMINATED PARKING SIGN	NEW SIGN
87	A80	LIGHT POLE SIGN	EXISTING SIGN
88	A80	LIGHT POLE SIGN	EXISTING SIGN
89	A80	LIGHT POLE SIGN	EXISTING SIGN
90	A80	LIGHT POLE SIGN	EXISTING SIGN
91	A80	LIGHT POLE SIGN	EXISTING SIGN
92	A80	LIGHT POLE SIGN	EXISTING SIGN
93	A80	LIGHT POLE SIGN	EXISTING SIGN
94	A80	LIGHT POLE SIGN	EXISTING SIGN
95	A80	LIGHT POLE SIGN	EXISTING SIGN
96	A80	LIGHT POLE SIGN	EXISTING SIGN
97	A80	LIGHT POLE SIGN	EXISTING SIGN
98	A80	LIGHT POLE SIGN	EXISTING SIGN
99	A80	LIGHT POLE SIGN	EXISTING SIGN
100	A80	LIGHT POLE SIGN	EXISTING SIGN
101	A80	LIGHT POLE SIGN	EXISTING SIGN
102	A80	LIGHT POLE SIGN	EXISTING SIGN
103	A80	LIGHT POLE SIGN	EXISTING SIGN
104	A80	LIGHT POLE SIGN	EXISTING SIGN
105	A80	LIGHT POLE SIGN	EXISTING SIGN
106	A80	LIGHT POLE SIGN	EXISTING SIGN
107	A80	LIGHT POLE SIGN	EXISTING SIGN



1 CASINO BUILDING - NORTH ELEVATION
SCALE: 1/32"=1'-0"



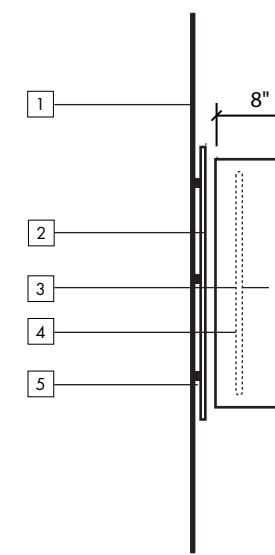
2 GARAGE - NORTH ELEVATION
SCALE: 1/32"=1'-0"

NOTES:

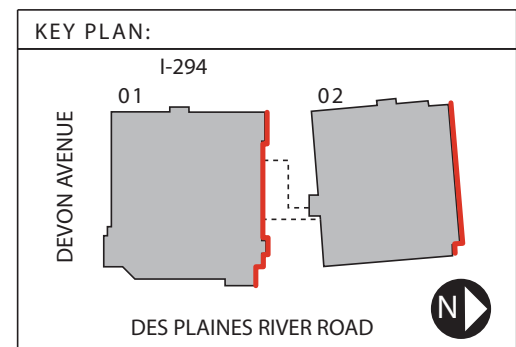
- 1 WALL
- 2 1/2" THK. ALUM. BACKER PAINTED TO PROVIDE CONTRAST WITH BACKGROUND.
- 3 SEAMLESS, STAINLESS STEEL FABRICATED TYPE W/ SATIN GRAIN FINISH.
- 4 WHITE LED'S
- 5 POST MOUNTED OFF BUILDING FACE
- 6 DIGITAL PRINTED MURAL ON EXTERIOR GRADE MATERIAL MOUNTED TO RIGID ALUM EXTRUDED FRAME.
- 7 LARGE FORMAT LED VIDEO SCREEN CHANGABLE PERIDOT GUIDELINES

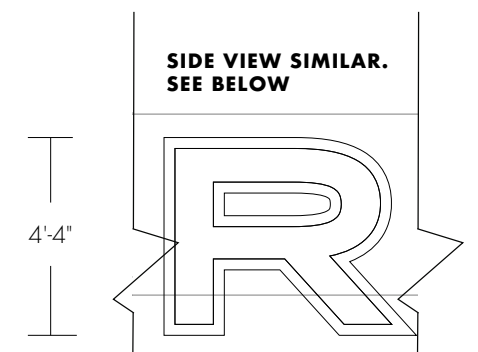
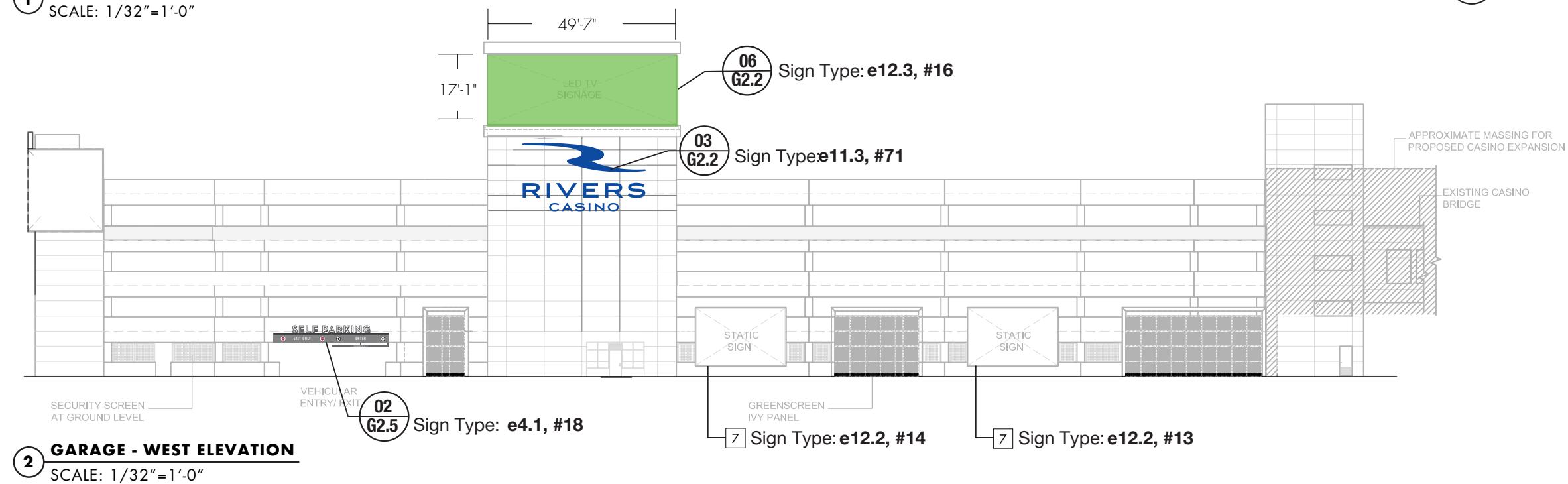
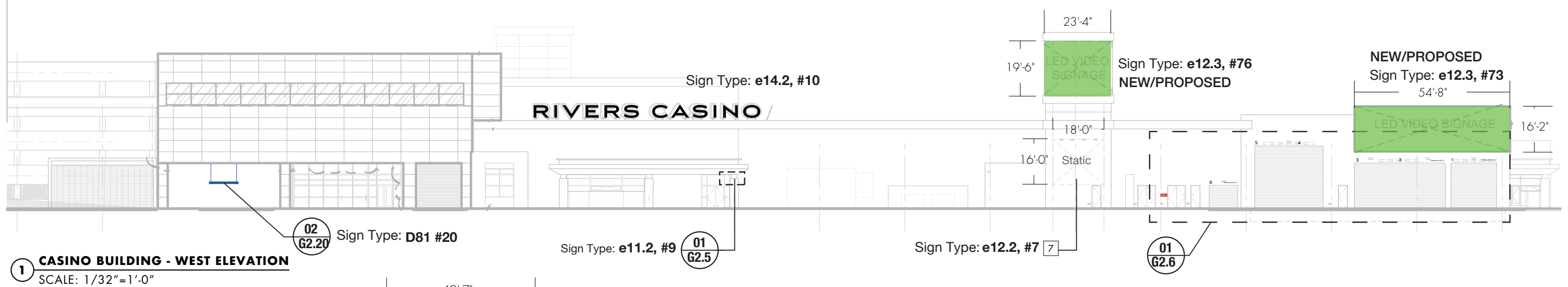


3 ENLARGED ELEVATION WALL MOUNTED TYPE
SCALE: 1/2"=1'-0"



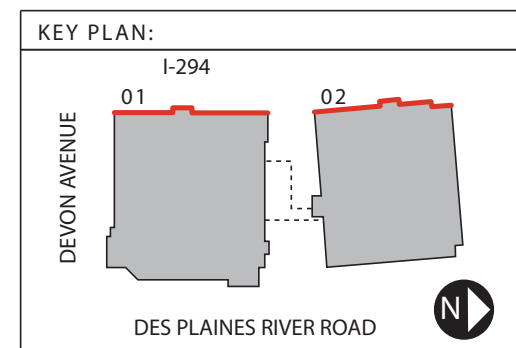
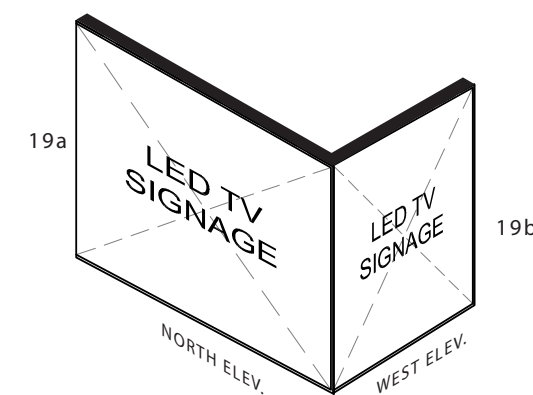
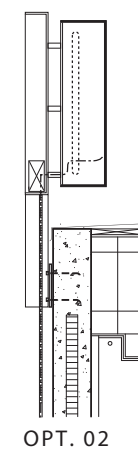
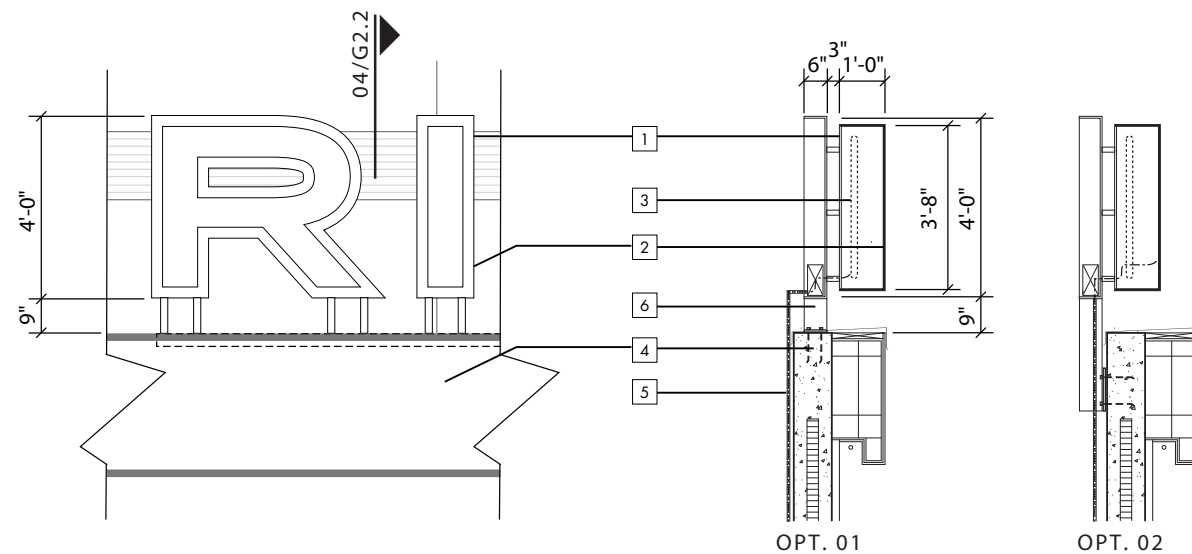
4 ENLARGED ELEVATION WALL MOUNTED TYPE
SCALE: 1/2"=1'-0"

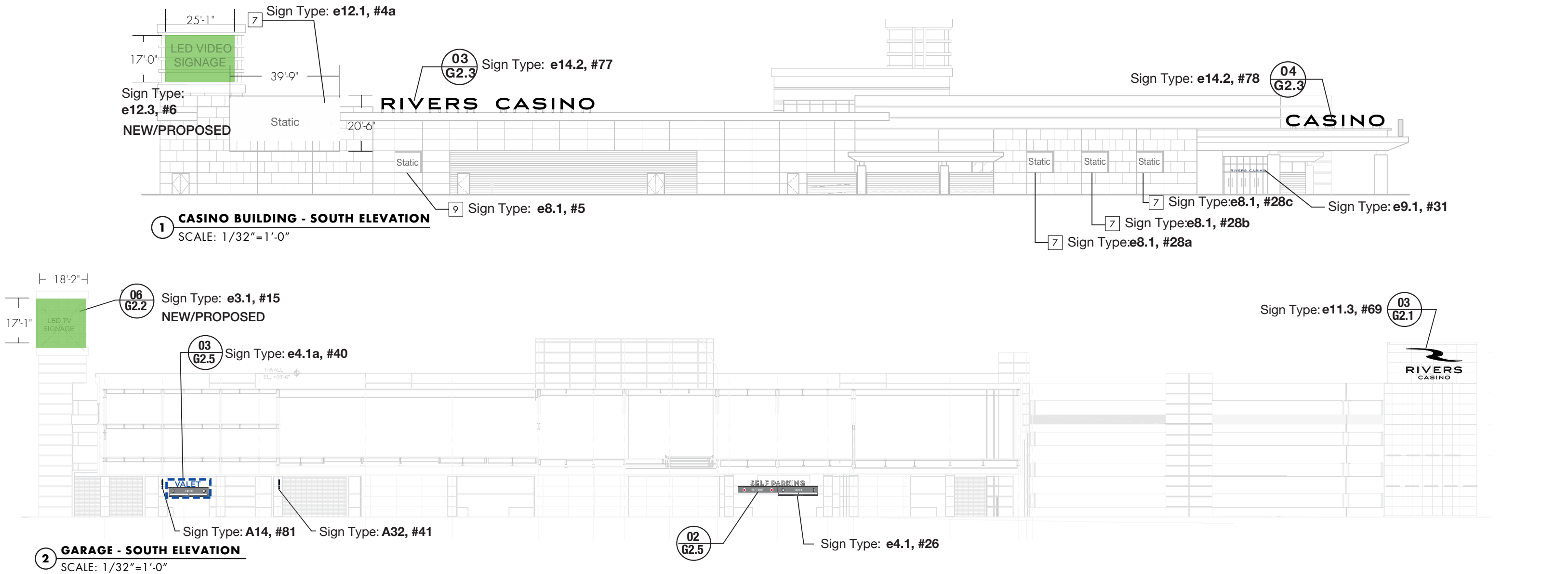




NOTES:

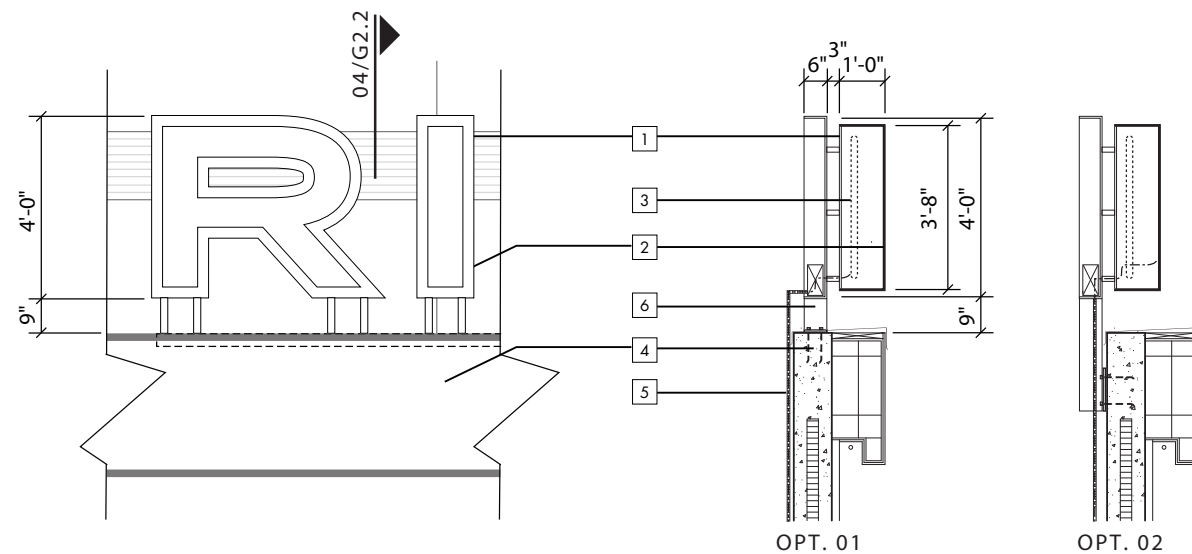
- 1 1/2" THK. ALUM. BACKER PAINTED TO PROVIDE CONTRAST WITH BACKGROUND.
- 2 INTERNALLY ILLUMINATED AND BACK LIT W/ LED, SEAMLESS S.S. FABRICATED TYPE W/ SATIN GRAIN FINISH.
- 3 WHITE LED'S
- 4 BUILDING PARAPET
- 5 CONCEALED POWER
- 6 FABRICATED MTL. ARMATURE W/ POWDER COAT PAINT FINISH
- 7 DIGITAL PRINTED MURAL ON EXTERIOR GRADE MATERIAL MOUNTED TO RIGID ALUM EXTRUDED FRAME. FACE LIT





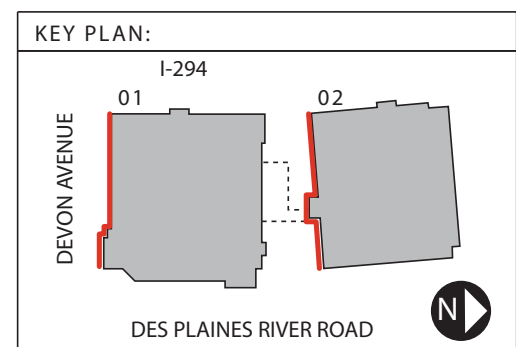
NOTES:

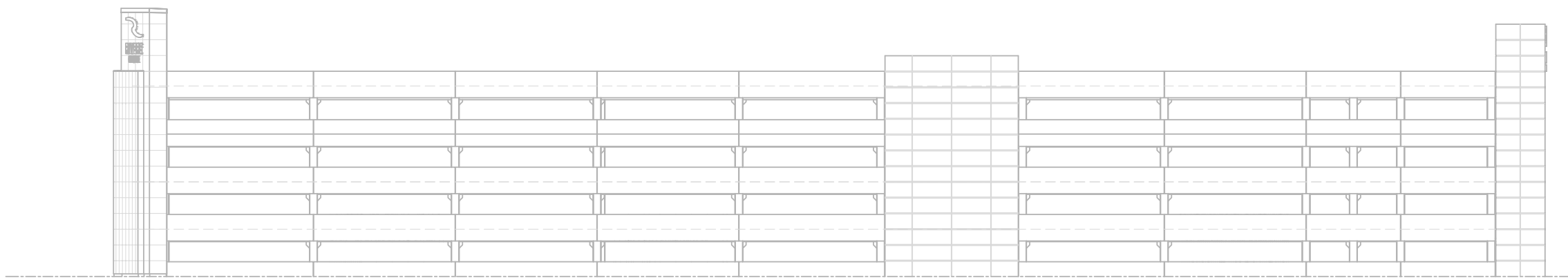
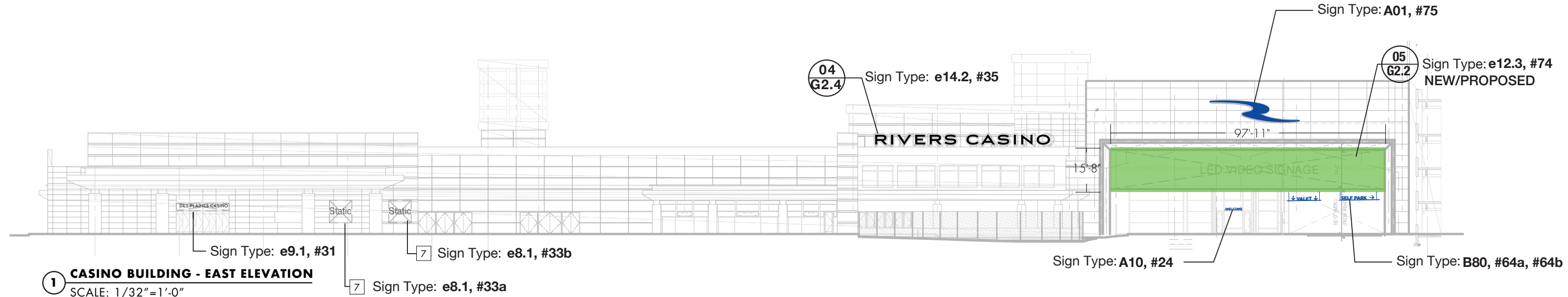
- 1 1/2" THK. ALUM. BACKER PAINTED TO PROVIDE CONTRAST WITH BACKGROUND.
- 2 INTERNALLY ILLUMINATED AND BACK LIT W/ LED, SEAMLESS S.S. FABRICATED TYPE W/ SATIN GRAIN FINISH.
- 3 WHITE LED'S
- 4 BUILDING PARAPET
- 5 CONCEALED POWER
- 6 FABRICATED MTL. ARMATURE W/ POWDER COAT PAINT FINISH
- 7 DIGITAL PRINTED MURAL ON EXTERIOR GRADE MATERIAL MOUNTED TO RIGID ALUM EXTRUDED FRAME. FACE LIT



4 ENLARGED ELEVATION WALL MOUNTED TYPE
SCALE: 1/4"=1'-0"

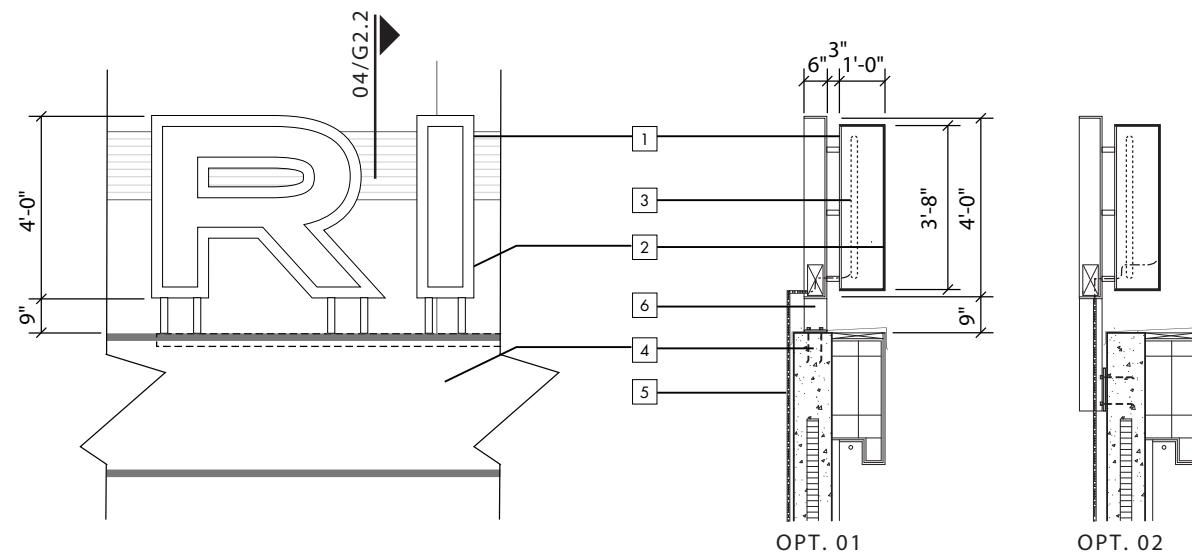
5 ENLARGED ELEVATION WALL MOUNTED TYPE
SCALE: 1/4"=1'-0"





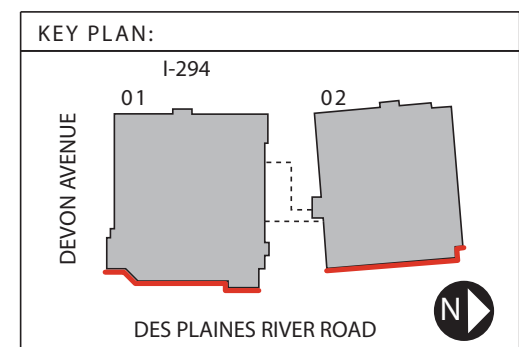
NOTES:

- 1 1/2" THK. ALUM. BACKER PAINTED TO PROVIDE CONTRAST WITH BACKGROUND.
- 2 INTERNALLY ILLUMINATED AND BACK LIT W/ LED, SEAMLESS S.S. FABRICATED TYPE W/ SATIN GRAIN FINISH.
- 3 WHITE LED'S
- 4 BUILDING PARAPET
- 5 CONCEALED POWER
- 6 FABRICATED MTL. ARMATURE W/ POWDER COAT PAINT FINISH
- 7 DIGITAL PRINTED MURAL ON EXTERIOR GRADE MATERIAL MOUNTED TO RIGID ALUM EXTRUDED FRAME. FACE LIT



4 ENLARGED ELEVATION WALL MOUNTED TYPE
SCALE: 1/4"=1'-0"

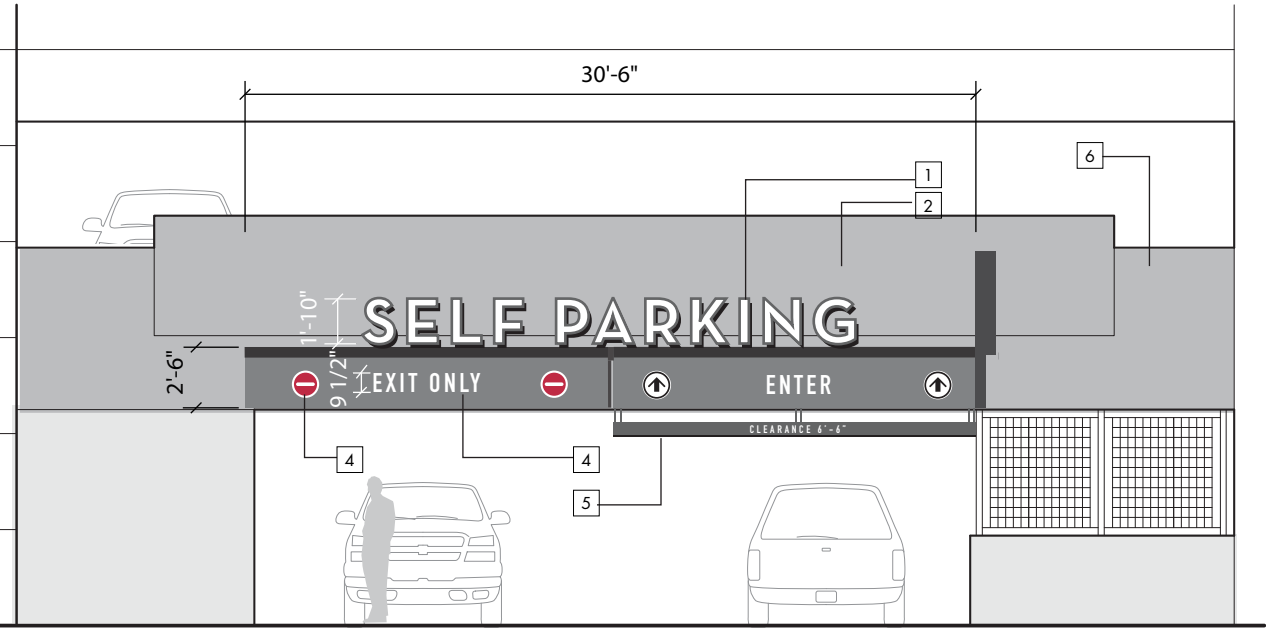
5 ENLARGED ELEVATION WALL MOUNTED TYPE
SCALE: 1/4"=1'-0"



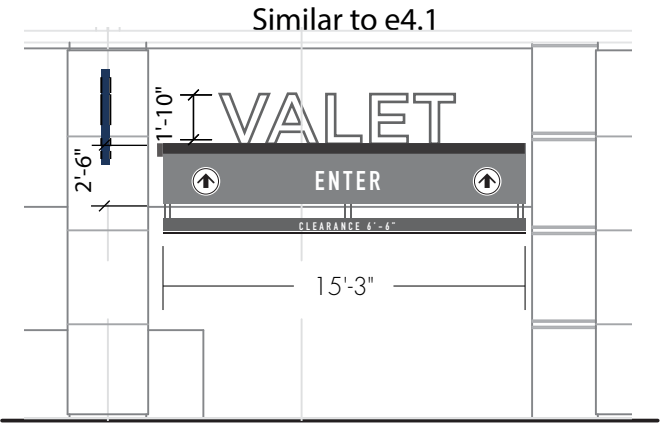
- NOTES:
- 1 CHANNEL LETTERS FRONT & REVERSE ILLUMINATED, HIGHER LIGHT LEVEL ON FRONT FACE W/ REDUCED LIGHT LEVEL ON REVERSE SURFACE.
 - 2 PAINTED ALUM. SIGN CABINET W/ REVEAL FRAME.
 - 3 MOUNT TO HORZ. METAL SUPPORTS PROVIDED BY G.C.
 - 4 USE LED WHITE LIGHTS FOR LETTERS.
 - 5 3/8" THK. FCO TYPE 13" CAP. HGT. W/ PAINT FIN., COLOR **NO.2**, PIN MOUNTED TO HORZ. TUBE SUPPORT.
CUSTOM **2 COLOR** GLOSS FIN, ARROW, PIN MOUNTED TO TUBE.
 - 6 1.5" X 3" SQ. ALUM. TUBE W/ 90 DEGREE RETURN WELDED & GROUND SMOOTH, PROVIDE END CAPS. PAINT COLOR NO.2 SEMI GLOSS.



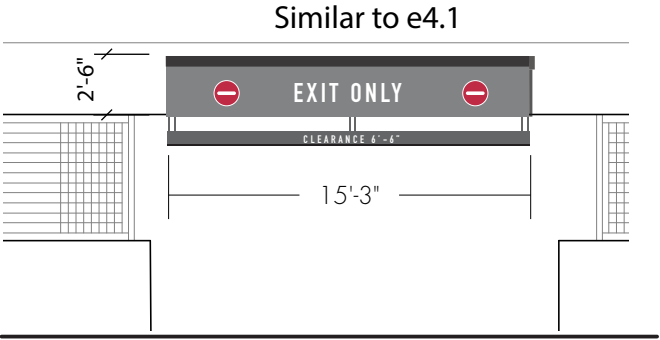
1 ISOMETRIC VIEW / SIGN TYPE e11.2
SCALE: NTS



2 ENLARGED GARAGE SOUTH ELEVATIONS SIGN GYPE e4.1
SCALE: 1/8"=1'-0"

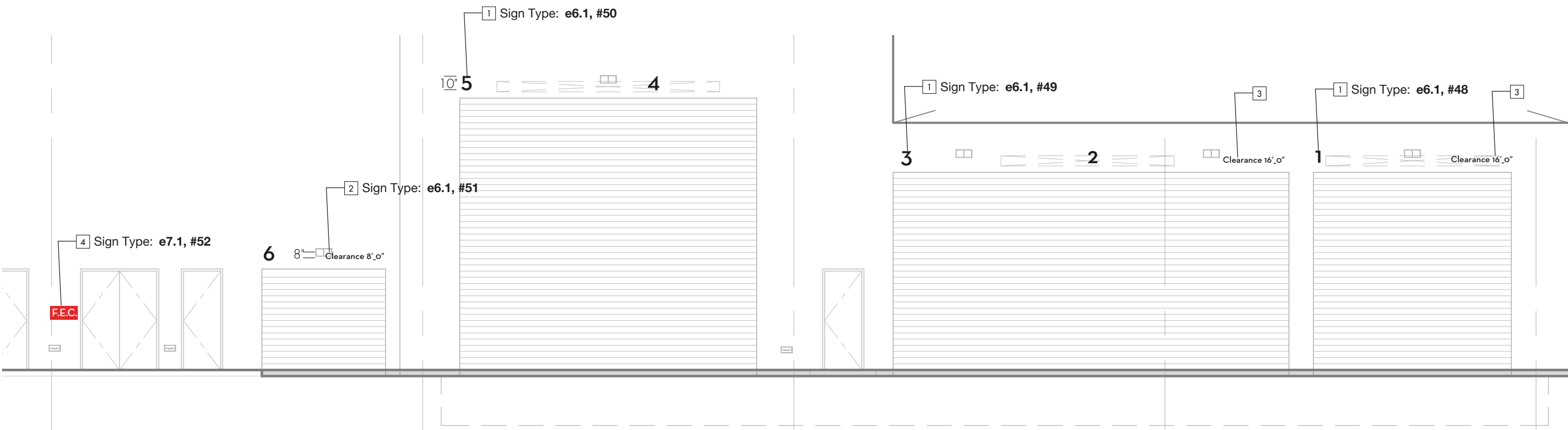


3 ENLARGED GARAGE SOUTH ELEVATIONS SIGN GYPE e4.1a
SCALE: 1/8"=1'-0"



QUANTITY: (01) #86

- NOTES:
- 1 REVERSE CHANNEL LETTERS
 - 2 METAL SIGN CARRIER
 - 3 TUBE STEEL ARMITURE
 - 4 FLAT CUT-OUT TYPE / SYMBOLS 1/4" THK. PAINTED
 - 5 CUSTOM CLEARENCE BAR WITH SOILD BUBBER BUMPER
 - 6 PAINTED CONCRETE
 - 7 LED SIGN IN CUSTOM CABINETS
 - 8 METAL SIGN CARRIER TUBE AND WATER JET CUT FLAT STOCK FRAME W PAINT FINISH.



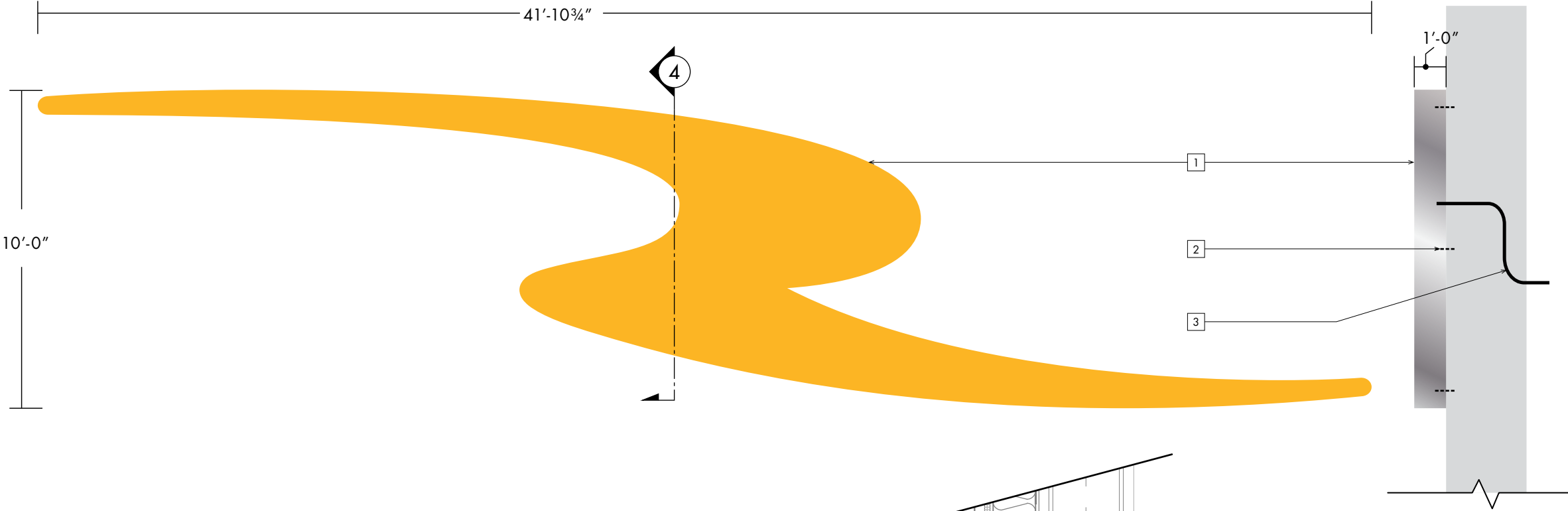
1 PARTIAL WEST BUILDING/ LOADING DOCKS / SIGN TYPE e6.1 & e7.1
 SCALE: 1/8"=1'-0"

- NOTES:
- 1 FABRICATED STAINLESS STEEL LETTERS FLUSH MOUNTED TO BUILDING 10" X 1.5" NO. 4 VERTICAL GRAIN FIN.
 - 2 FABRICATED STAINLESS STEEL LETTERS FLUSH MOUNTED TO BUILDING 8" X 1.0" NO. 4 VERTICAL GRAIN FIN.
 - 3 FLAT CUT-OUT STAINLESS STEEL TYPE, GLASS BEAD BLASTED. 7" X 1/4" THK. MOUNTED FLUSH TO BUILDING.
 - 4 PAINTED ALUM. PLAQUE (RED) W/ WHITE 3M REFLECTIVE VDC FOR GRAPHIC INFORMATION. 12" X 18" X 1/8"

A01 BUILDING IDENTITY - PRIMARY

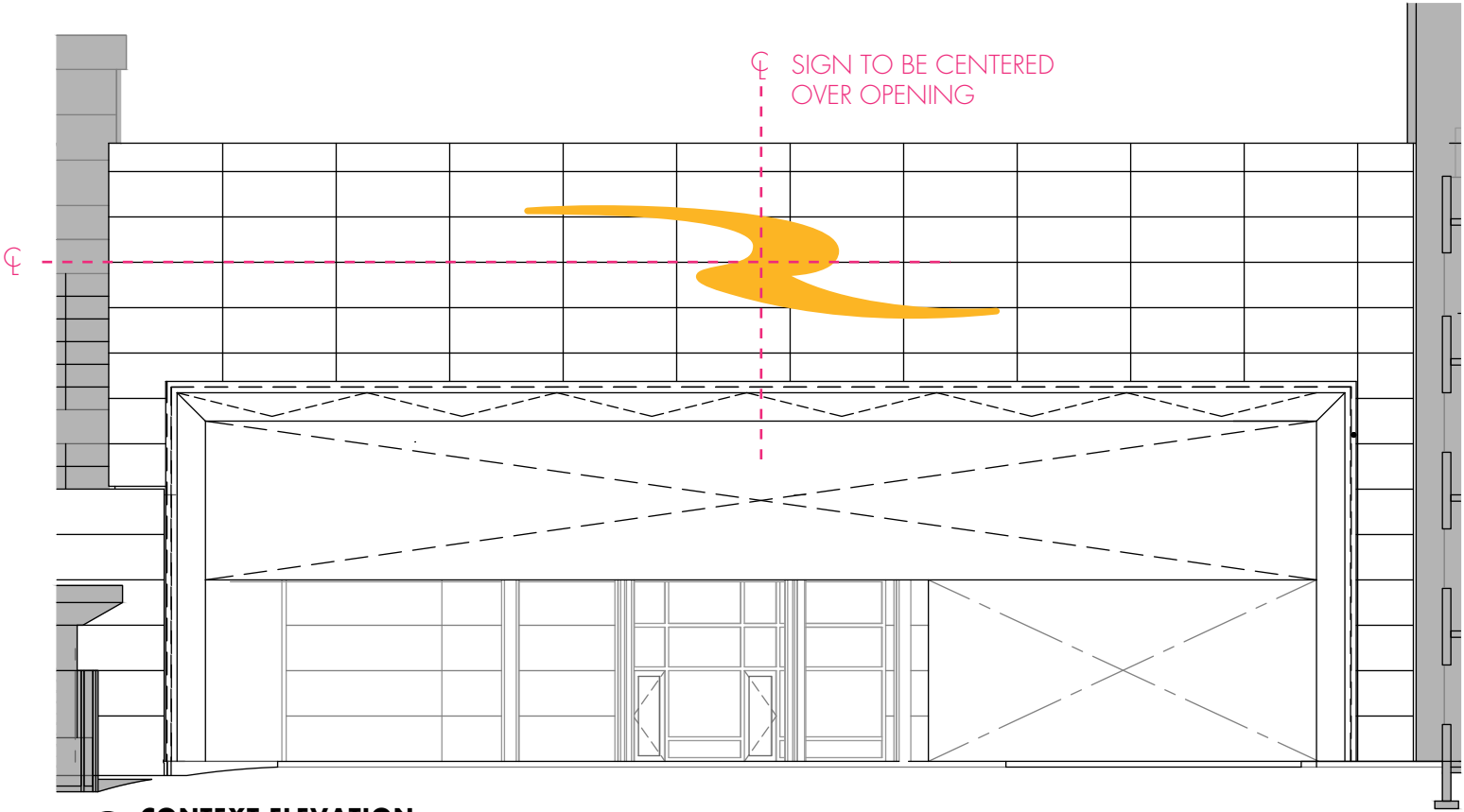
- 1. **Logo:** Custom fabricated flex face letters & symbol w/ brushed aluminum returns. Include internal structure to provide rigidity.
- 2. **Mounting:** Entire sign assembly mechanically anchored into architecture. Coordinate w/ general contractor on attachments. Coordinate w/ structural engineer for support structure. Conceal all electrical conduits, fasteners, hardware (unless where noted) etc. Fabricator to provide all attachments.
- 3. **Electrical:** Coordinate power supplies, locations & requirements/limitations.

Additional Notes:
Sign is single sided and illuminated.

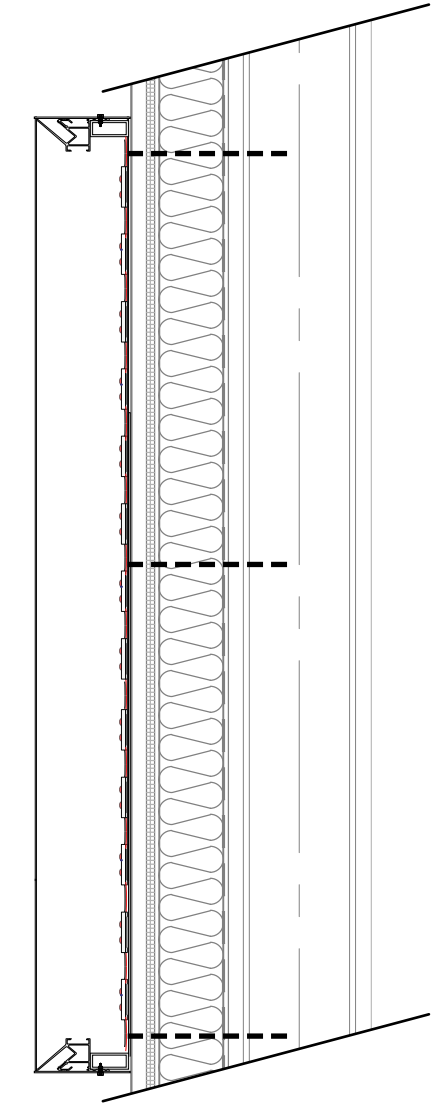


2 **DETAIL ELEVATION**
SCALE: 1/4"=1'-0"

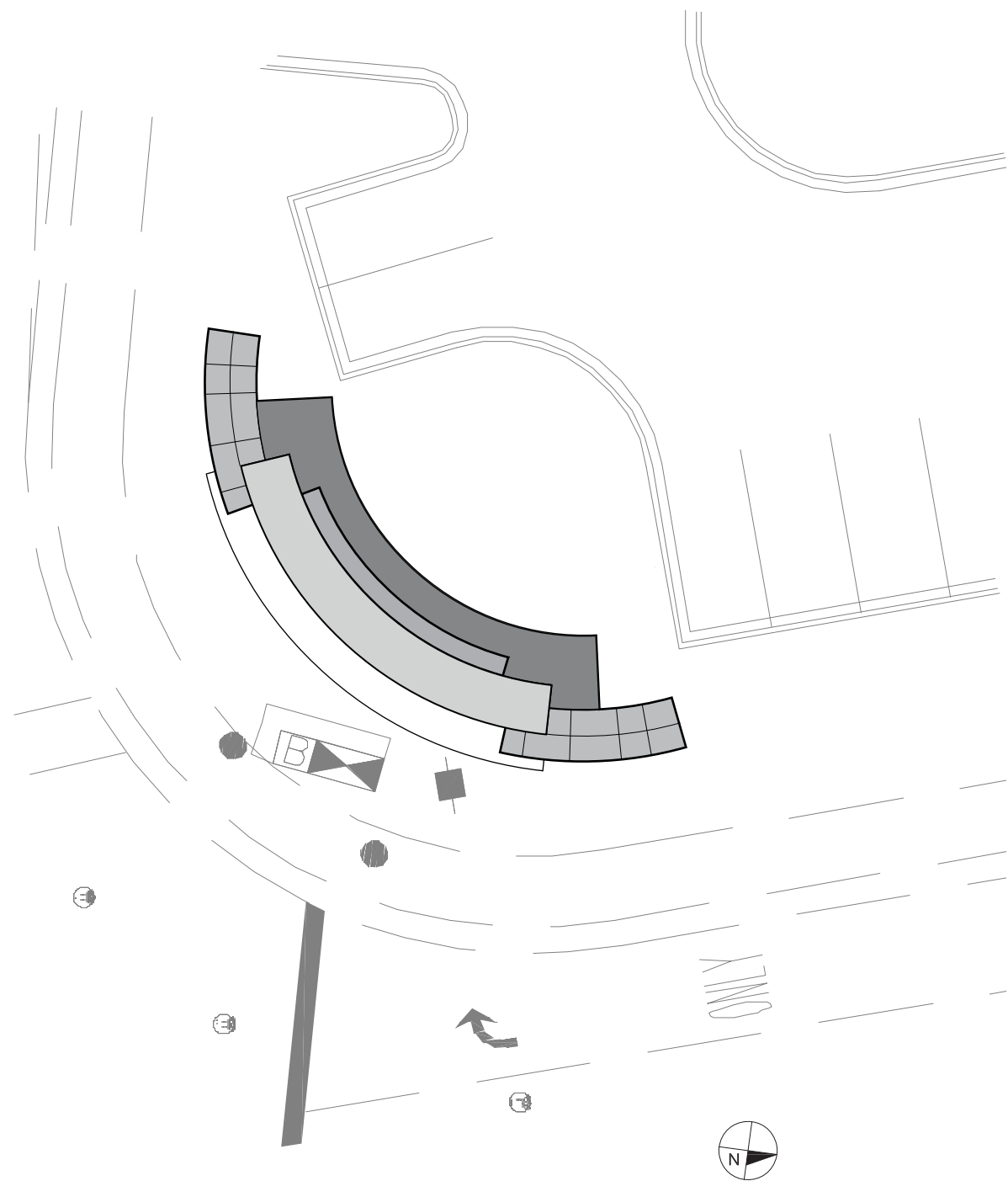
3 **SIDE VIEW**
SCALE: 1/4"=1'-0"



1 **CONTEXT ELEVATION**
SCALE: 1/16"=1'-0"



4 **SECTION VIEW**
SCALE: 1/2"=1'-0"



02 | **PLAN / CORNER MONUMENT SIGN**
SCALE: 1/8" = 1'-0"

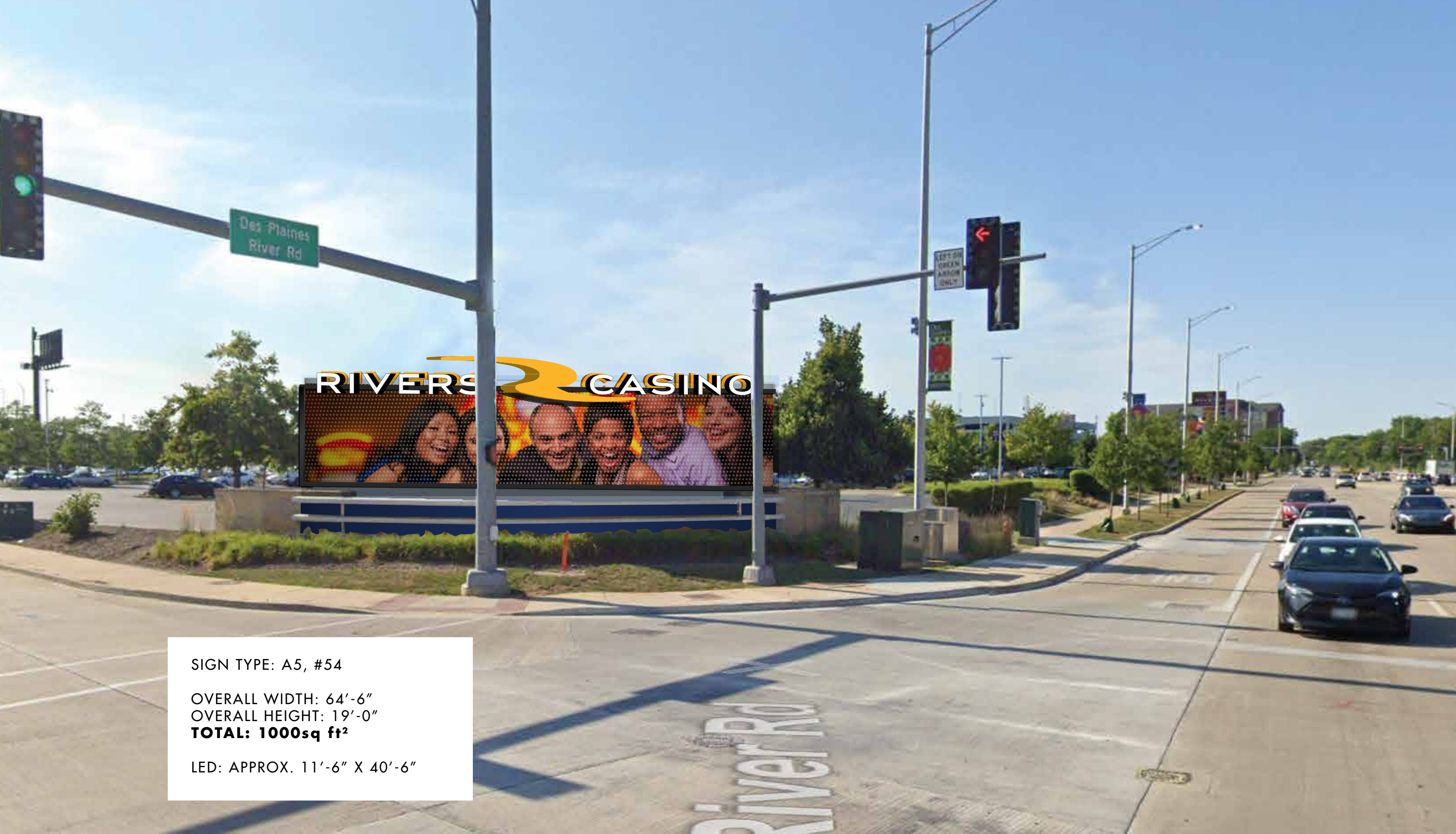


SIGN TYPE: e1.2, #54

OVERALL WIDTH: 64'-6"

OVERALL HEIGHT: 19'-0"

TOTAL: 1000sq ft²



SIGN TYPE: A5, #54

OVERALL WIDTH: 64'-6"
OVERALL HEIGHT: 19'-0"

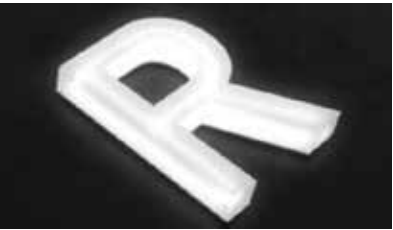
TOTAL: 1000sq ft²

LED: APPROX. 11'-6" X 40'-6"

A10 ENTRANCE IDENTITY

- 1. **Letters:** Custom fabricated acrylic letters w/ 1/2" formed backplate (Refer Bitro Resno Letter Face & Side Illumination series - RS-AC-FS2). Backer of letters to extend beyond white letters by 1/2" and painted to match PMS 534C. Integrate dimmer for on-site lighting adjustments.
- 2. **Support Bar:** 3" thk custom-fabricated metal support bar painted to match PMS 534C. Coordinate depth of bar with door hardware an/or mullions.
- 3. **Mounting:** Individual sign letters mechanically anchored into architecture. Provide additional blocking or expansion anchors to ensure secure mounting. Coordinate w/ general contractor on attachments. Conceal all electrical conduits, fasteners, hardware (unless where noted) etc.
- 4. **Electrical:** Coordinate power supplies, locations & requirements/limitations.

Additional Notes:
Sign is single sided and illuminated.



REFERENCE IMAGE



A14 VALET IDENTITY - BLADE

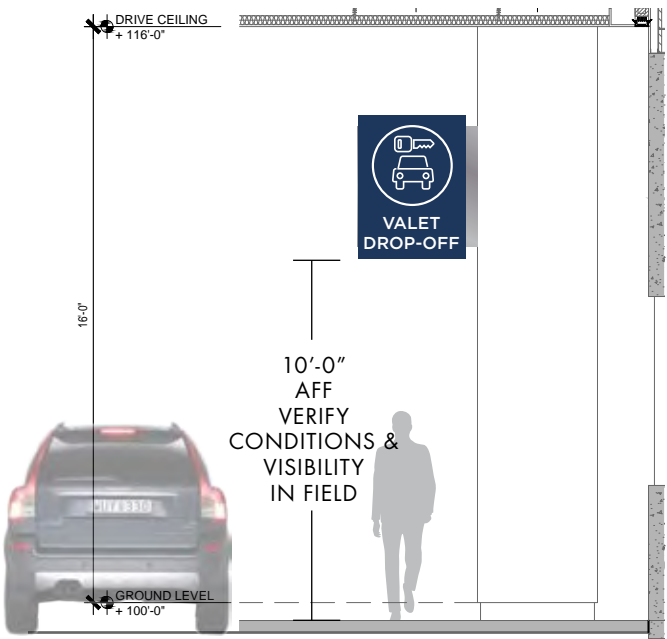
- 1. **Primary Sign Cabinet:** Custom fabricated aluminum sign cabinet painted to match PMS 534C.
- 2. **Inset:** Inset painted to match MPC Ultra Low VOC Pale Silver Metallic MP18073.
- 3. **Dimensional Symbol:** Cut-out pushed through white acrylic arrows and letters; internally illuminated via LEDs.
- 4. **Structure:** Provide interior engineered tube steel/aluminum structure.
- 5. **Electrical:** Coordinate power supplies, locations & requirements/limitations.
- 6. **Mounting:** Entire sign assembly mechanically anchored through architectural column covers and into existing steel column. Coordinate with site/built conditions.

Additional Notes: Sign fabricator to engineer all components & coordinate w/ all related trades, disciplines.

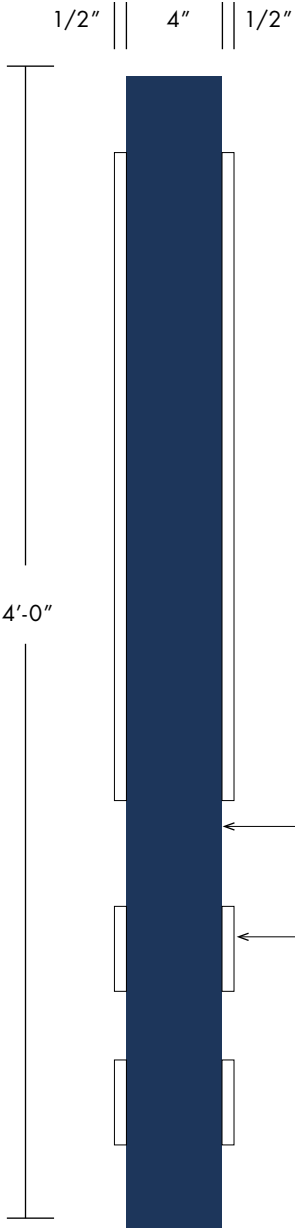
Coordinate all dimensions & field verify all existing conditions per each sign location prior to fabrication/ installation to confirm that all locations can accept signage as designed.

Confirm all messaging w/ owner & provide all layouts before fabrication.

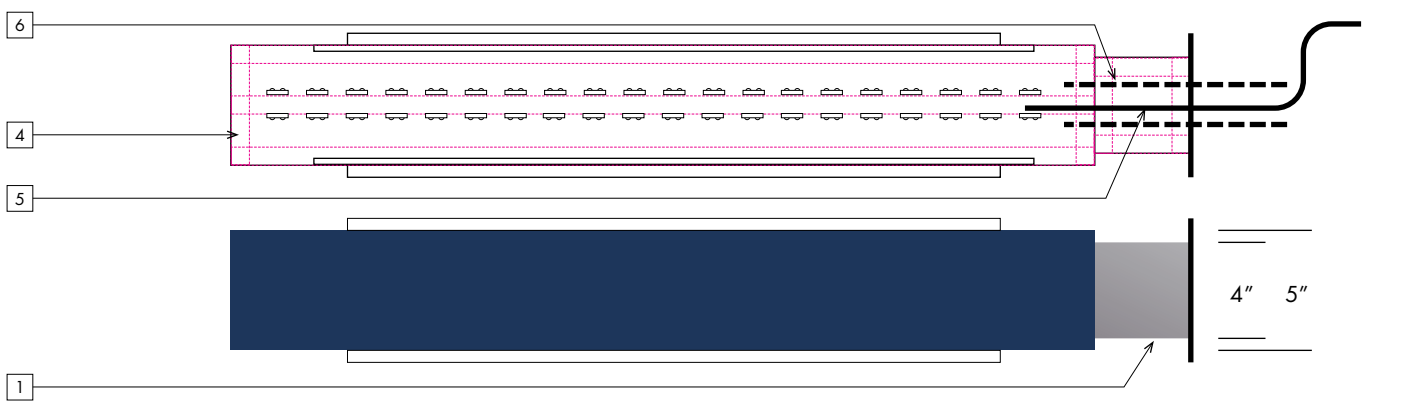
Sign is double sided, and illuminated.



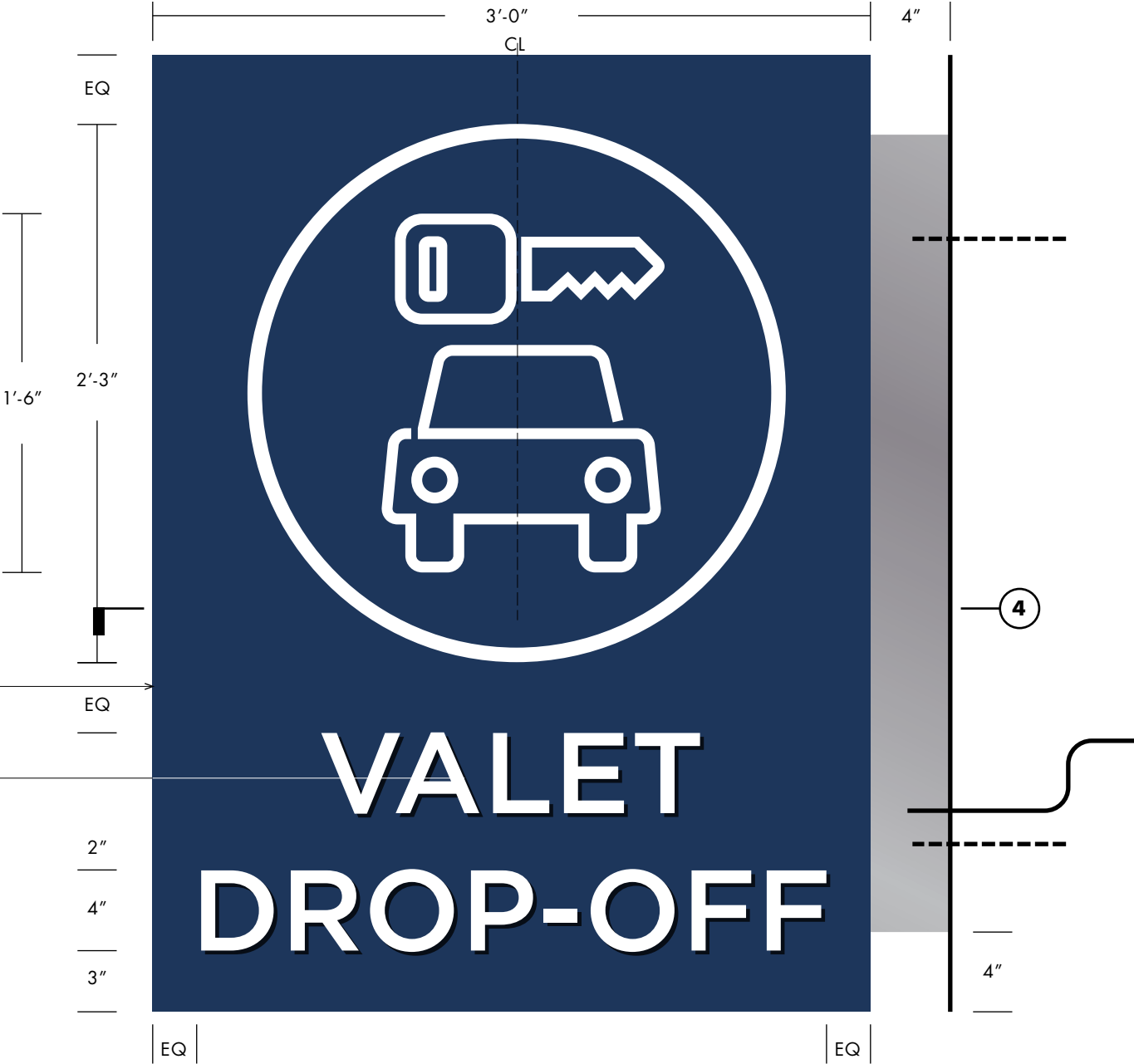
1 **CONTEXT ELEVATION**
SCALE: 3/16"=1'-0"



2 **SIDE (LHS)**
SCALE: 1 1/2"=1'-0"



4 **PLAN & SECTION**
SCALE: 1 1/2"=1'-0"



3 **ELEVATION**
SCALE: 1 1/2"=1'-0"

A30 VALET IDENTITY

- 1. **Letters & Symbol:** 2" thk fabricated aluminum sign letters and symbol w/ acrylic face featuring perforated blue vinyl. Sign letters to appear blue by day, lit white at night. Blue vinyl to match PMS 534C
- 2. **Support Bar:** Metal support bar painted to match PMS 534C.
- 3. **Mounting:** Mechanically anchored into scheduled architectural ceilings with w/ VHB tape, silicone, and threaded studs; no exposed fasteners or seams - coordinate fastener type w/ sign location ceiling construction.
- 4. **Electrical:** Coordinate power supplies, locations & requirements/limitations.

Additional Notes:
Sign is single sided and illuminated.

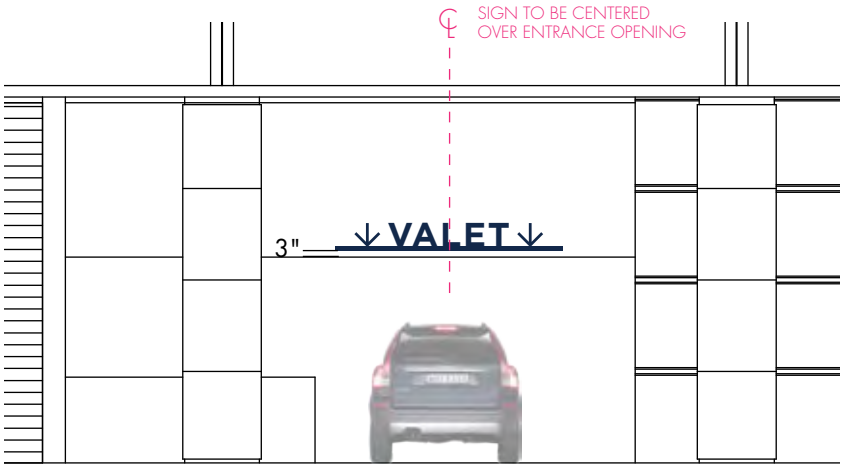


REFERENCE IMAGE



1 **DETAIL ELEVATION**
SCALE: 1"=1'-0"

2 **SIDE VIEW**
SCALE: 1"=1'-0"



1 **DETAIL ELEVATION**
SCALE: 1/8"=1'-0"



A32 BUS DROP-OFF IDENTITY (OVERSIZE)

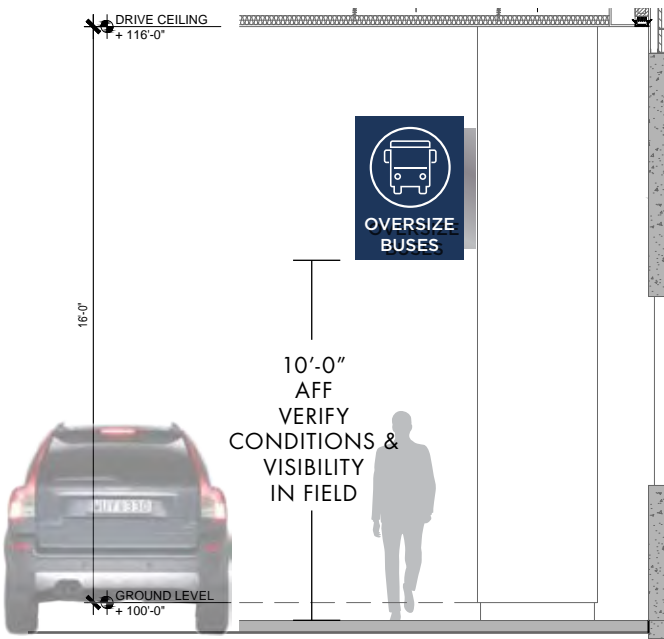
- 1. **Primary Sign Cabinet:** Custom fabricated aluminum sign cabinet painted to match PMS 534C.
- 2. **Inset:** Inset painted to match MPC Ultra Low VOC Pale Silver Metallic MP18073.
- 3. **Dimensional Symbol:** Cut-out pushed through white acrylic arrows and letters; internally illuminated via LEDs.
- 4. **Structure:** Provide interior engineered tube steel/aluminum structure.
- 5. **Electrical:** Coordinate power supplies, locations & requirements/limitations.
- 6. **Mounting:** Entire sign assembly mechanically anchored through architectural column covers and into existing steel column. Coordinate with site/built conditions.

Additional Notes: Sign fabricator to engineer all components & coordinate w/ all related trades, disciplines.

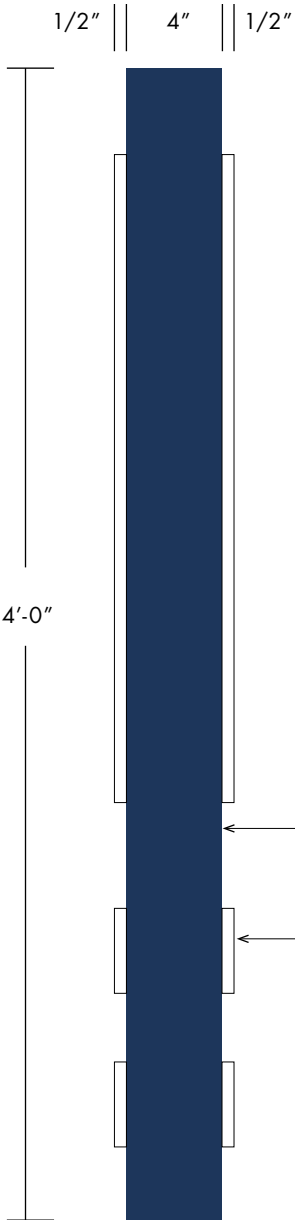
Coordinate all dimensions & field verify all existing conditions per each sign location prior to fabrication/ installation to confirm that all locations can accept signage as designed.

Confirm all messaging w/ owner & provide all layouts before fabrication.

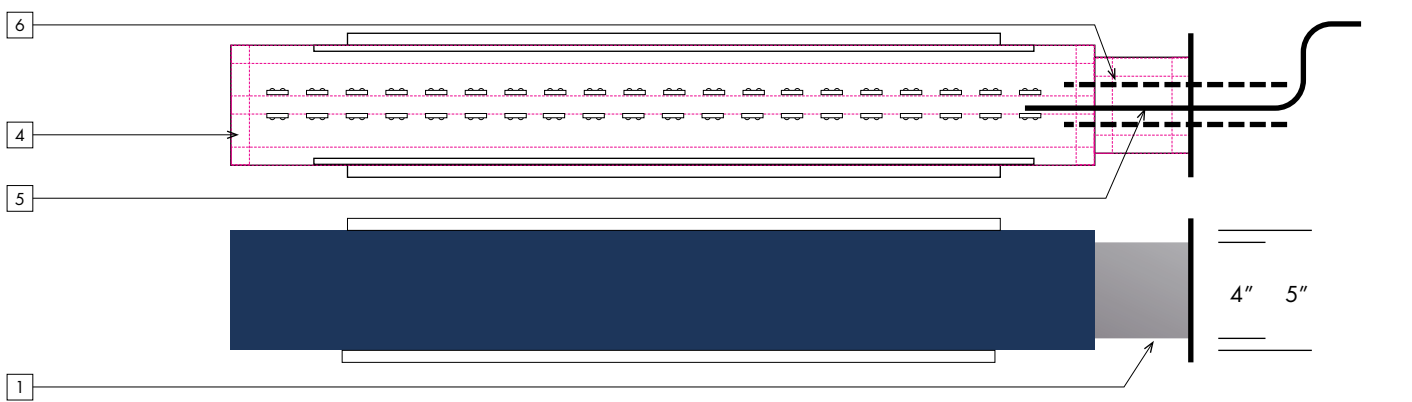
Sign is double sided, and illuminated.



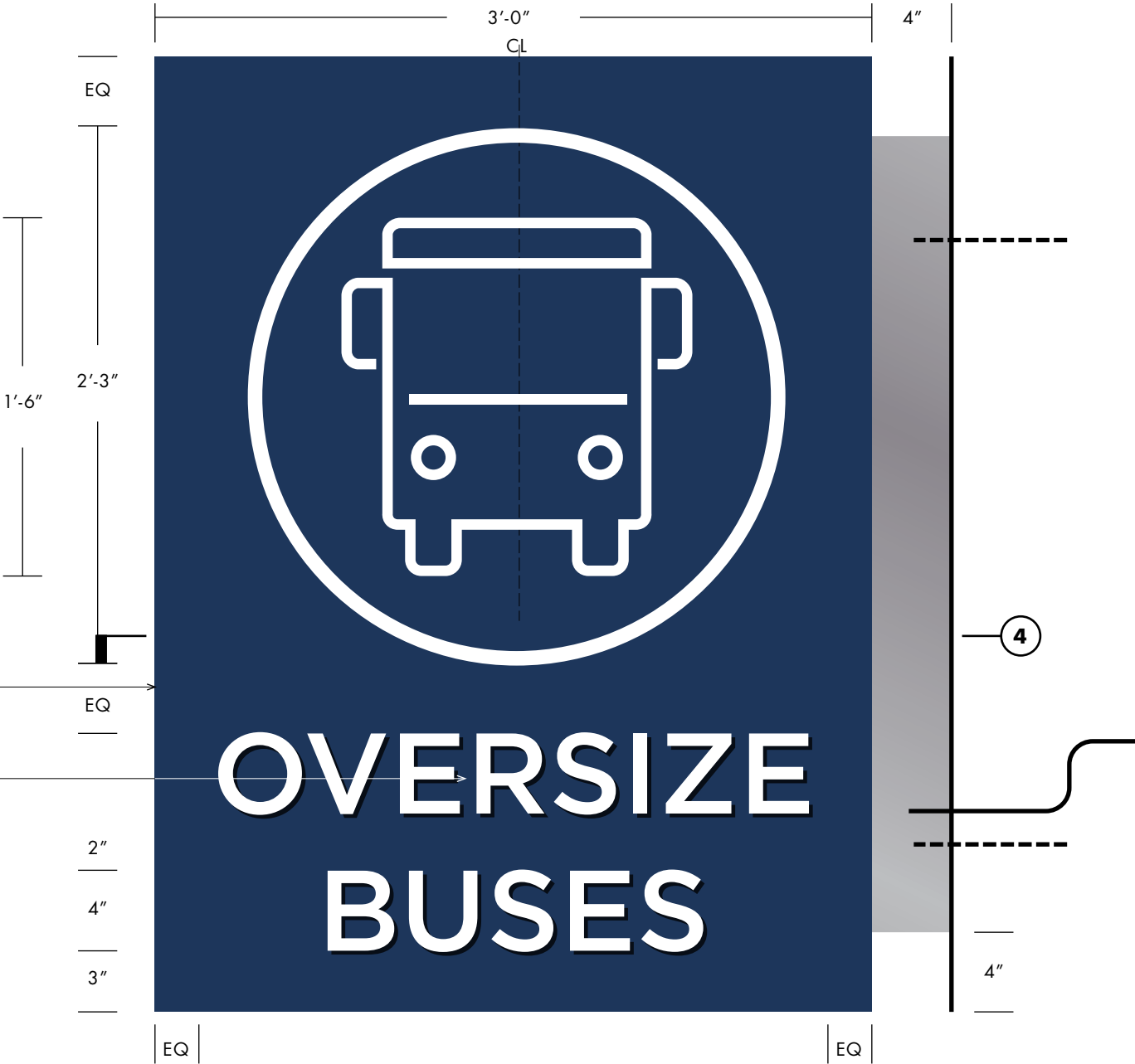
1 **CONTEXT ELEVATION**
SCALE: 3/16"=1'-0"



2 **SIDE (LHS)**
SCALE: 1 1/2"=1'-0"



4 **PLAN & SECTION**
SCALE: 1 1/2"=1'-0"



3 **ELEVATION**
SCALE: 1 1/2"=1'-0"

A34 RIDE SHARE IDENTITY

- 1. **Toe Kick:** Inset stainless steel clad toe kick painted to match PMS 7527C.
- 2. **Primary Sign Cabinet:** Custom fabricated aluminum sign cabinet painted to match PMS 534C. Cabinet internally illuminated via LEDs.
- 3. **Dimensional Symbol:** 1/2" thk cut-out pushed through white acrylic arrows and letters; internally illuminated via LEDs.
- 4. **Structure:** Provide interior engineered tube steel/aluminum structure.
- 5. **Mounting:** Entire sign assembly mechanically anchored into foundation.
- 6. **Electrical:** Coordinate power supplies, locations & requirements/limitations.
- 7. **Foundation:** Provide engineered foundation.

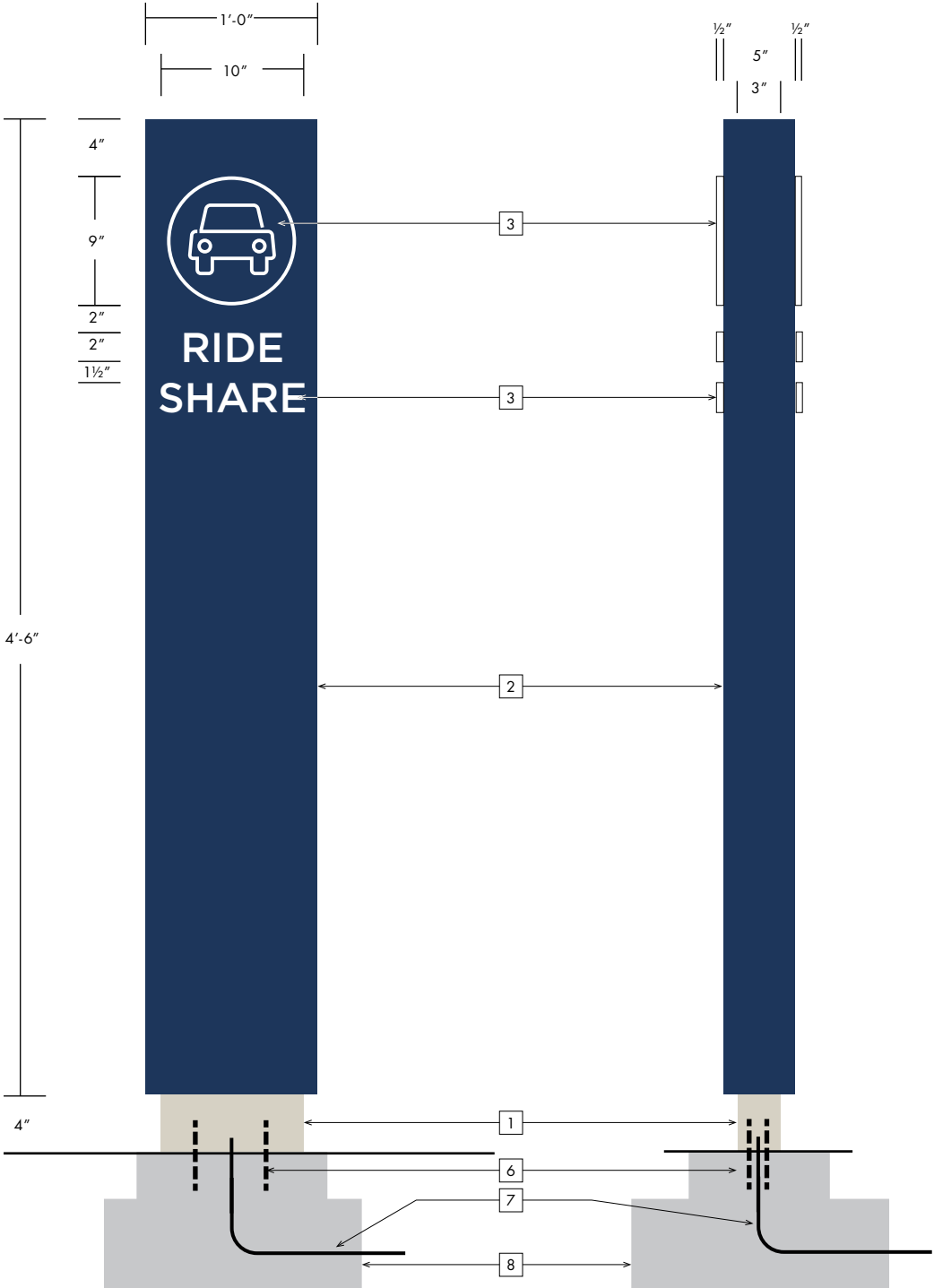
Additional Notes:
Sign is double sided and illuminated.



1 **CONTEXT ELEVATION**
SCALE: 1/4"=1'-0"



4 **PLAN VIEW**
SCALE: 1"=1'-0"



2 **FRONT VIEW**
SCALE: 1"=1'-0"

3 **RIGHT SIDE VIEW**
SCALE: 1"=1'-0"

A35 BUS DROP OFF IDENTITY

- 1. **Toe Kick:** Inset stainless steel clad toe kick painted to match MPC Ultra Low VOC Pale Silver Metallic MP18073.
- 2. **Primary Sign Cabinet:** Custom fabricated aluminum sign cabinet painted to match PMS 534C. Cabinet internally illuminated via LEDs.
- 3. **Dimensional Symbol:** 1/2" thk cut-out pushed through white acrylic arrows and letters; internally illuminated via LEDs.
- 4. **Structure:** Provide interior engineered tube steel/aluminum structure.
- 5. **Mounting:** Entire sign assembly mechanically anchored into foundation.
- 6. **Electrical:** Coordinate power supplies, locations & requirements/limitations.
- 7. **Foundation:** Provide engineered foundation.

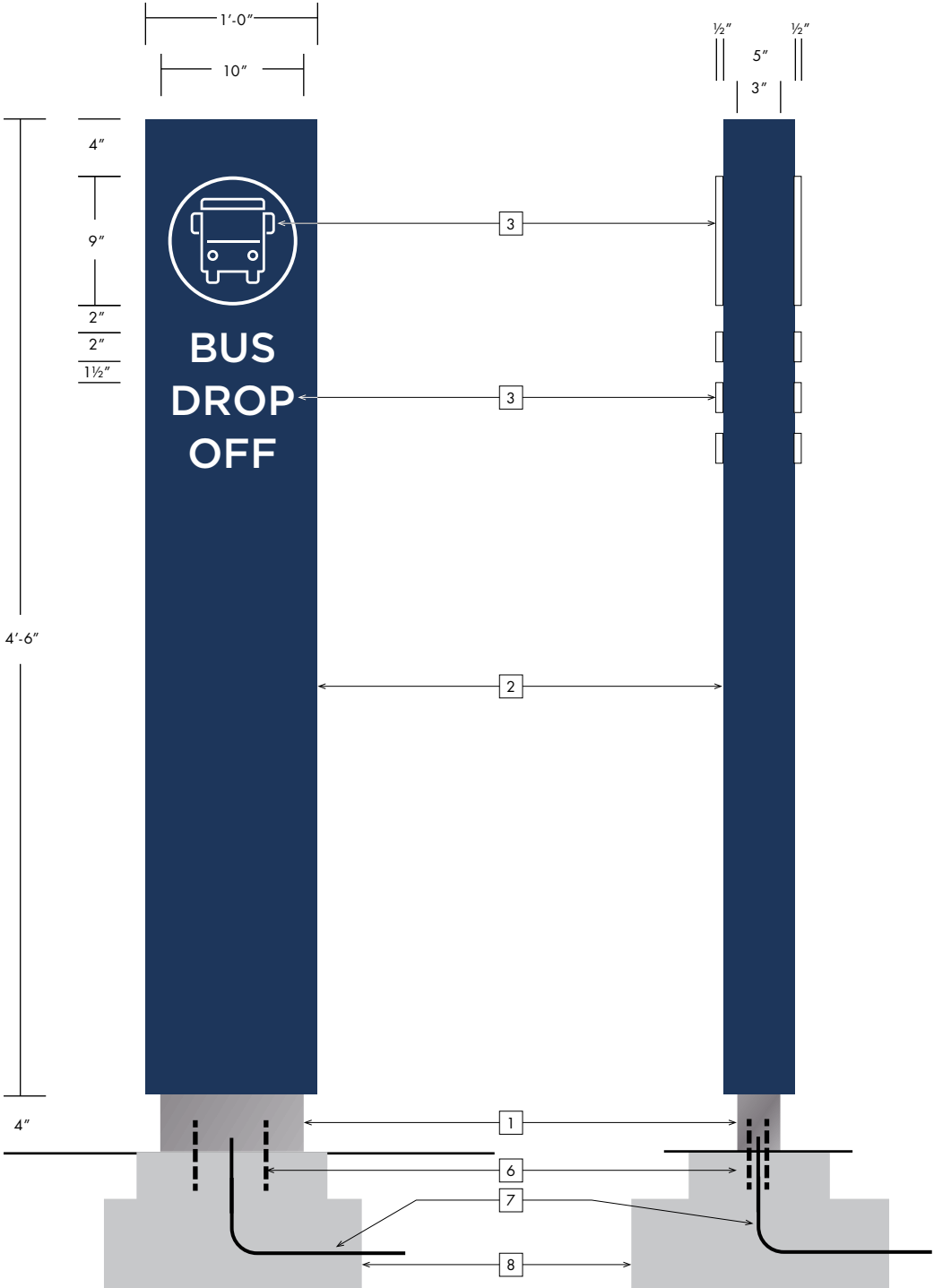
Additional Notes:
Sign is double sided and illuminated.



1 **CONTEXT ELEVATION**
SCALE: 1/4"=1'-0"



4 **PLAN VIEW**
SCALE: 1"=1'-0"



2 **FRONT VIEW**
SCALE: 1"=1'-0"

3 **RIGHT SIDE VIEW**
SCALE: 1"=1'-0"



SIGN TYPE: A80
OVERALL DIMENSIONS:
APPROX. 2'-0" X 3'-0" (ONE PANEL - EACH LOCATION IS A
PAIR)

TOTAL: APPROX. 24 ft² (TOTAL PER PAIR BOTH SIDES)

Note: 1/8" thk aluminum panel with direct digital print.

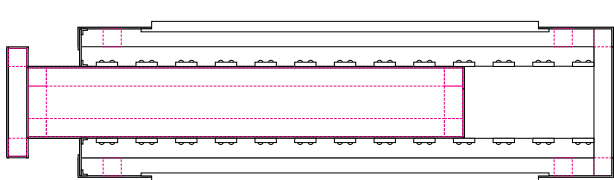
B01 VEHICLE DIRECTION - PRIMARY

- 1. **Secondary Sign Cabinet:** Custom fabricated aluminum sign base w/ "L" shaped cabinet wrapping the top & left side of base. Sign base to be inset 1 1/2" from "L" shaped cabinet. Base painted to match MPC Ultra Low VOC Pale Silver Metallic MP18073. "L" shaped sign cabinet painted to match PMS 534C.
- 2. **Primary Sign Cabinet:** Custom fabricated aluminum sign cabinet painted to match PMS 534C. Cabinet to wrap front, back and right side of sign base. Frosted acrylic reveal on top, bottom and interior sides of cabinet to allow for halo effect/glow on sign base; internally illuminated via LEDs.
- 3. **Modular Slats:** Tamper-proof modular slats (2 sizes 12" & 8") to be slid onto sign cabinet w/ a seamless butt joint. Slats to be removable for message change-out.
- 4. **Logo:** 1/2" thk cut-out pushed through white acrylic logo w/ surface applied translucent vinyl in yellow to match brand standards; internally illuminated via LEDs.
- 5. **Dimensional Letters & Symbol:** 1/2" thk cut-out pushed through white acrylic arrows, symbol and letters w/ surface applied translucent vinyl in blue for parking symbol; internally illuminated via LEDs.
- 6. **Structure:** Provide interior engineered tube steel/aluminum structure.
- 7. **Mounting:** Entire sign assembly mechanically anchored into foundation.
- 8. **Electrical:** Coordinate power supplies, locations & requirements/limitations.
- 9. **Foundation:** Provide engineered foundation.

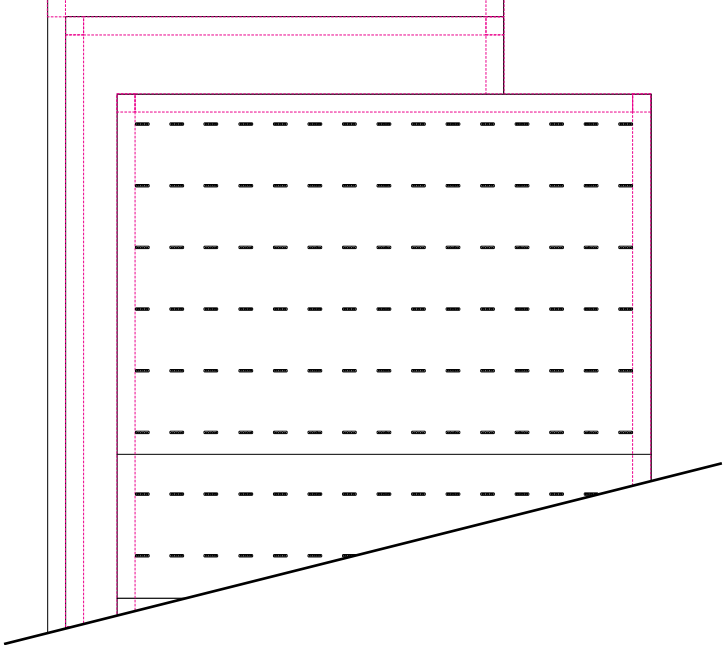
Additional Notes:
Sign is double sided and illuminated.

FOR B01-R SIGN TYPE, SIGN FABRICATOR TO SURVEY AND REUSE EXISTING SIGN COMPONENTS, STRUCTURE & FOUNDATION, AS APPROPRIATE.

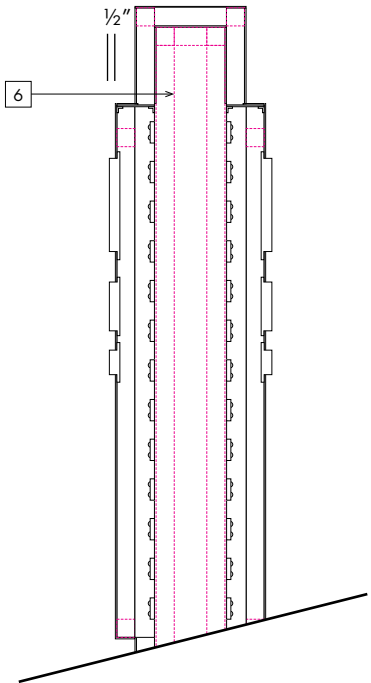
ENTIRE SIGN ASSEMBLY AND COMPONENTS (OLD & NEW) TO BE ENGINEERED.



5 **PLAN SECTION**
SCALE: 3/4"=1'-0"



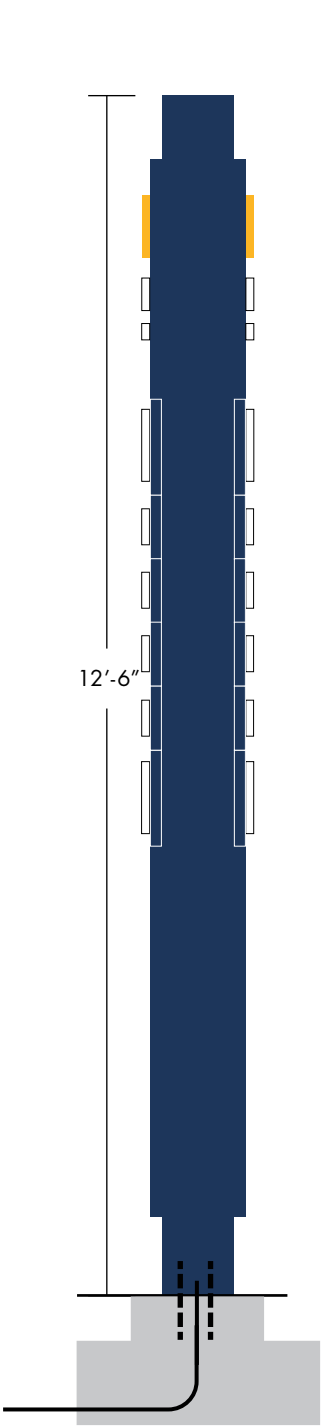
6 **FRONT SECTION**
SCALE: 3/4"=1'-0"



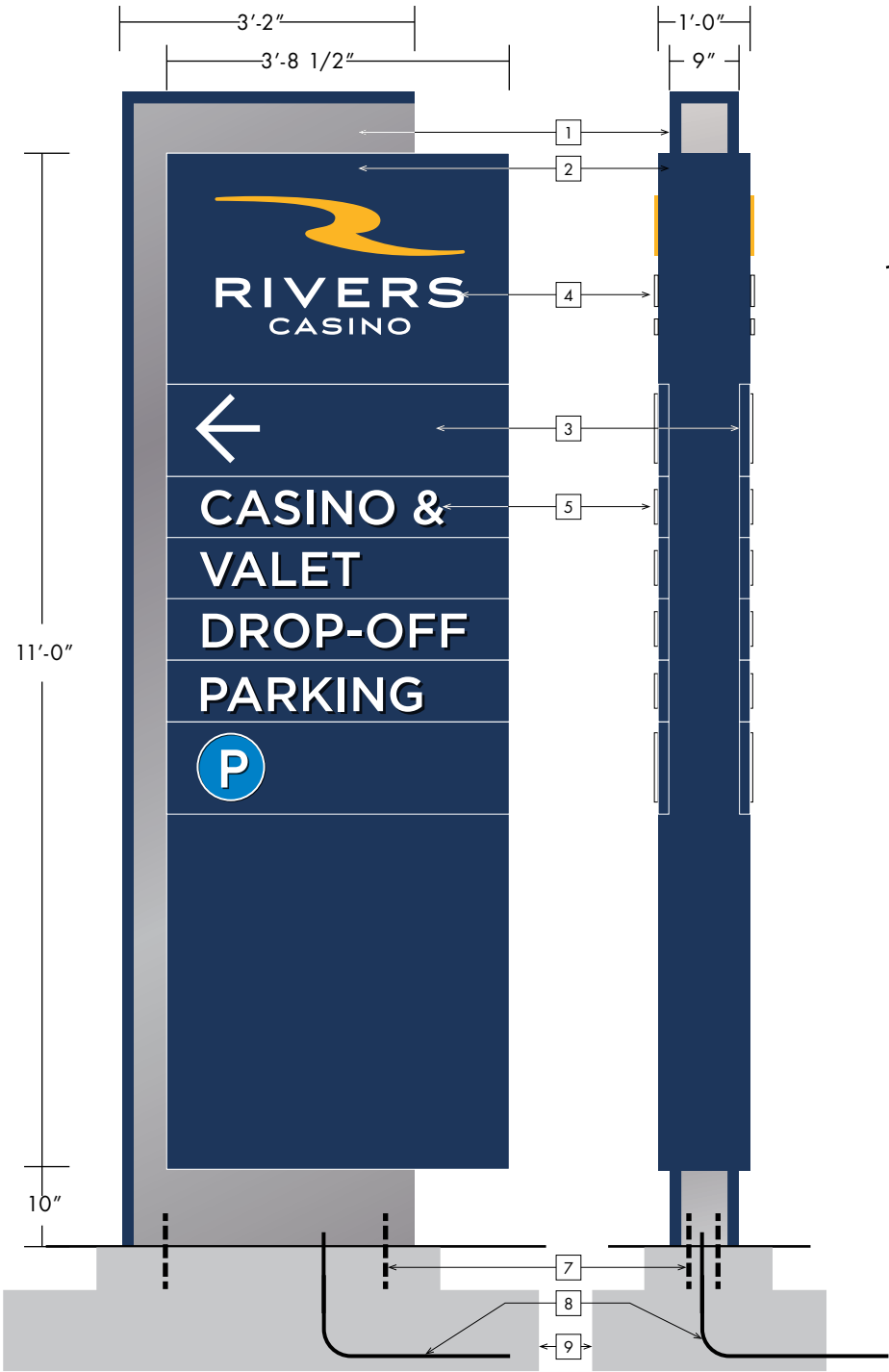
7 **SIDE SECTION**
SCALE: 3/4"=1'-0"



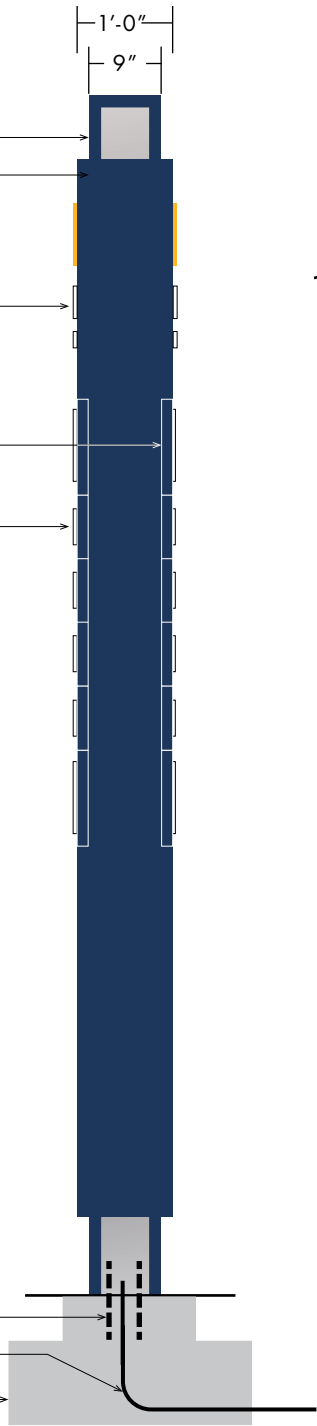
1 **CONTEXT ELEVATION**
SCALE: 1/4"=1'-0"



2 **LEFT SIDE VIEW**
SCALE: 1/2"=1'-0"



3 **FRONT VIEW**
SCALE: 1/2"=1'-0"



4 **RIGHT SIDE VIEW**
SCALE: 1/2"=1'-0"

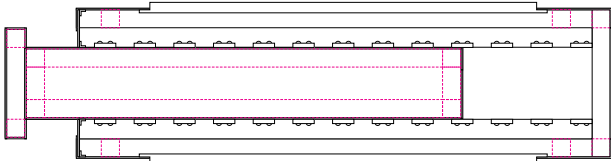
B02 VEHICLE DIRECTION - SECONDARY

- 1. **Secondary Sign Cabinet:** Custom fabricated aluminum sign base w/ "L" shaped cabinet wrapping the top & left side of base. Sign base to be inset 1 1/2" from "L" shaped cabinet. Base painted to match MPC Ultra Low VOC Pale Silver Metallic MP18073. "L" shaped sign cabinet painted to match PMS 534C.
- 2. **Primary Sign Cabinet:** Custom fabricated aluminum sign cabinet painted to match PMS 534C. Cabinet to wrap front, back and right side of sign base. Frosted acrylic reveal on top, bottom and interior sides of cabinet to allow for halo effect/glow on sign base; internally illuminated via LEDs.
- 3. **Modular Slats:** Tamper-proof modular slats (2 sizes 12" & 8") to be slid onto sign cabinet w/ a seamless butt joint. Slats to be removable for message change-out.
- 4. **Dimensional Letters & Symbol:** 1/2" thk cut-out pushed through white acrylic arrows, symbol and letters w/ surface applied translucent vinyl in blue for parking symbol; internally illuminated via LEDs.
- 5. **Structure:** Provide interior engineered tube steel/aluminum structure.
- 6. **Mounting:** Entire sign assembly mechanically anchored into foundation.
- 7. **Electrical:** Coordinate power supplies, locations & requirements/limitations.
- 8. **Foundation:** Provide engineered foundation.

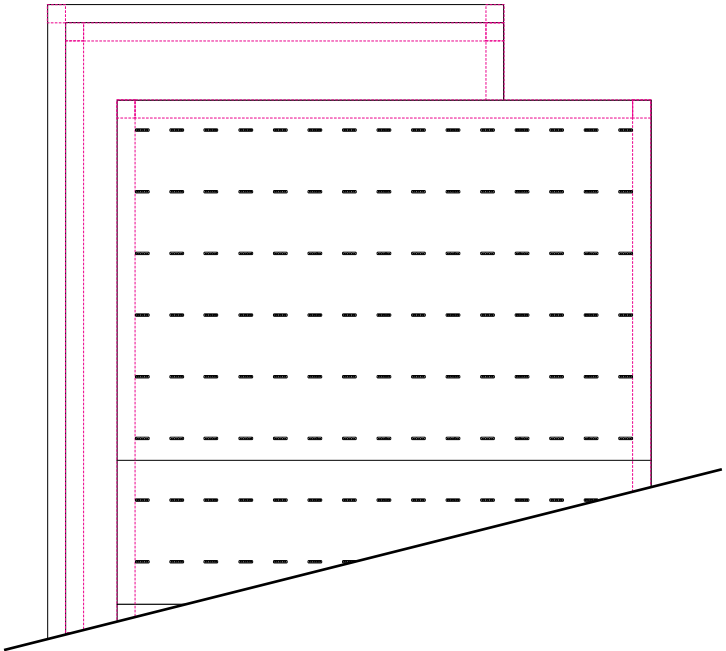
Additional Notes:
Sign is double sided and illuminated.

FOR B02-R SIGN TYPE, SIGN FABRICATOR TO SURVEY AND REUSE EXISTING SIGN COMPONENTS, STRUCTURE & FOUNDATION, AS APPROPRIATE.

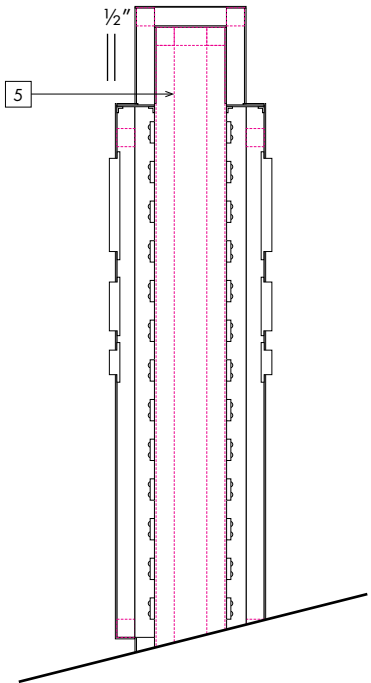
ENTIRE SIGN ASSEMBLY AND COMPONENTS (OLD & NEW) TO BE ENGINEERED.



5 **PLAN SECTION**
SCALE: 3/4"=1'-0"



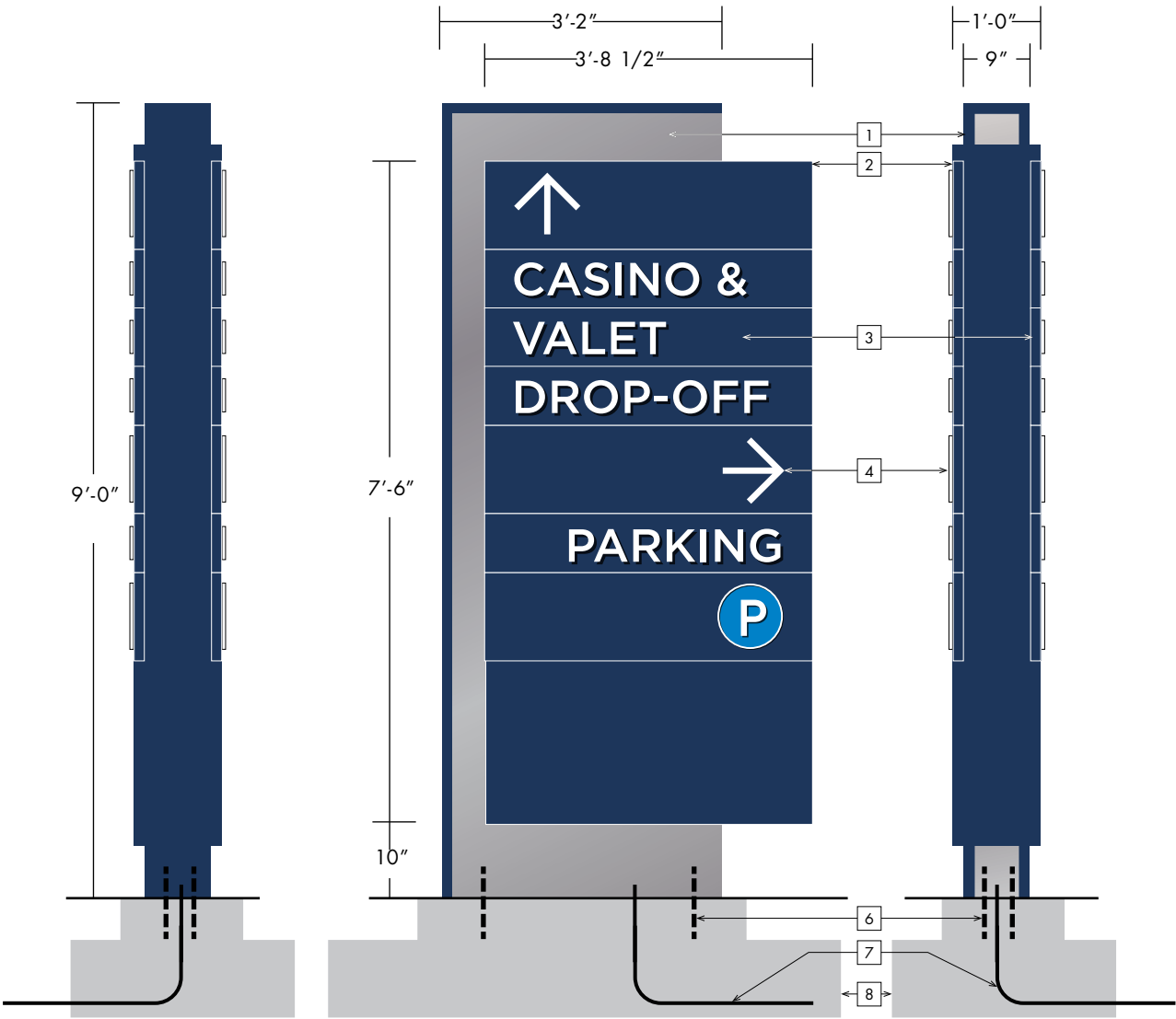
6 **FRONT SECTION**
SCALE: 3/4"=1'-0"



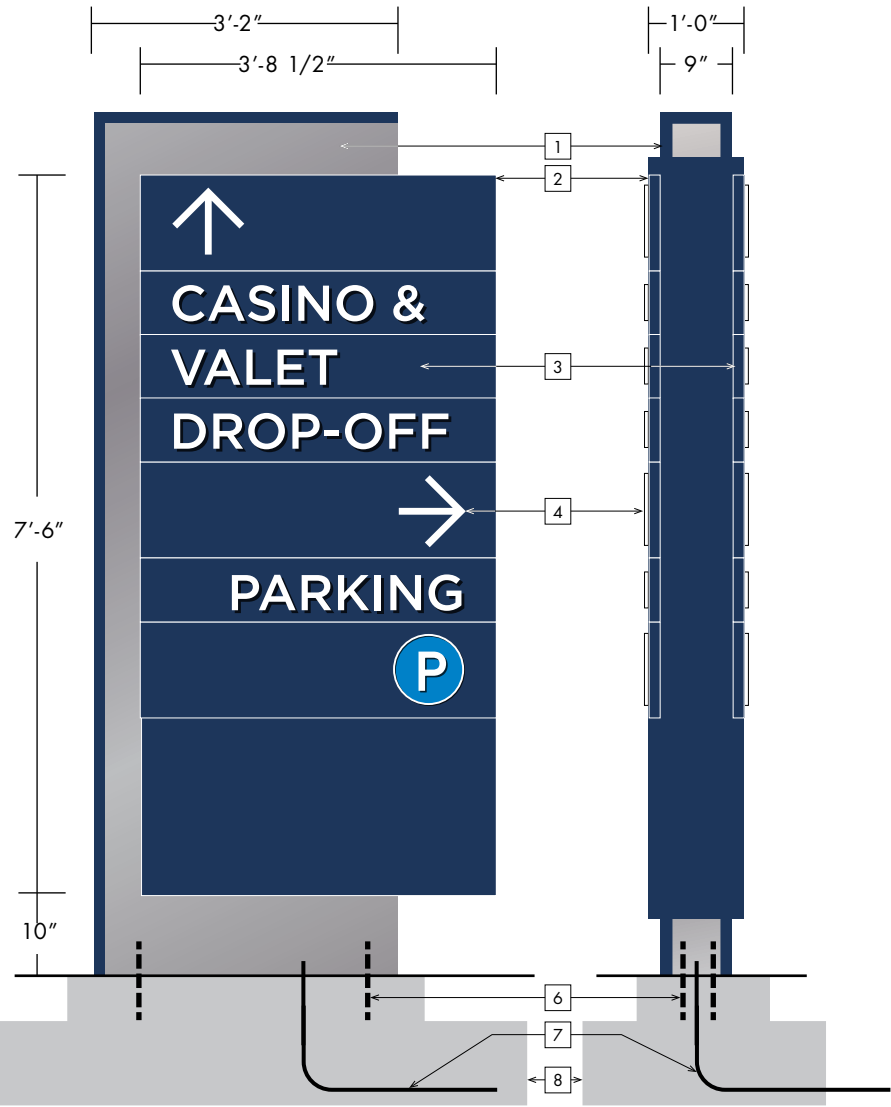
7 **SIDE SECTION**
SCALE: 3/4"=1'-0"



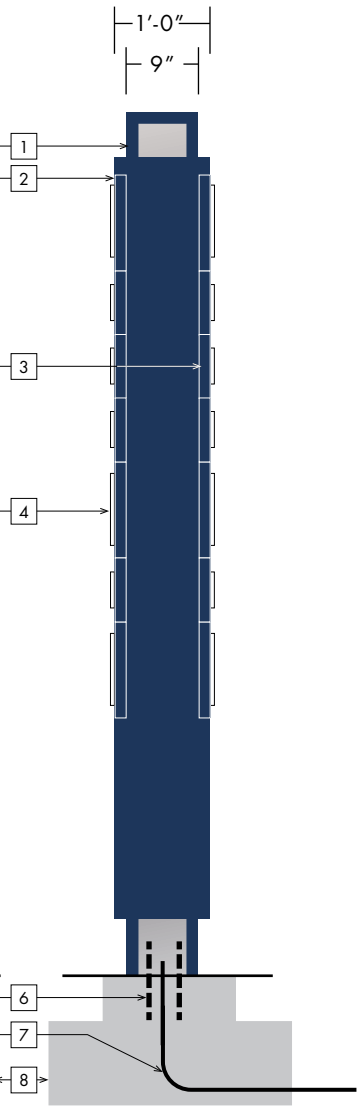
1 **CONTEXT ELEVATION**
SCALE: 1/4"=1'-0"



2 **LEFT SIDE VIEW**
SCALE: 1/2"=1'-0"



3 **FRONT VIEW**
SCALE: 1/2"=1'-0"



4 **RIGHT SIDE VIEW**
SCALE: 1/2"=1'-0"



B03 VEHICLE DIRECTION - TERTIARY

- 1. **Toe Kick:** Inset stainless steel clad toe kick painted to match MPC Ultra Low VOC Pale Silver Metallic MP18073.
- 2. **Primary Sign Cabinet:** Custom fabricated aluminum sign cabinet painted to match PMS 534C. Cabinet internally illuminated via LEDs.
- 3. **Modular Slats:** Tamper-proof modular slats (2 sizes 12" & 8") to be slid onto sign cabinet w/ a seamless butt joint. Slats to be removable for message change-out
- 4. **Dimensional Letters & Symbol:** 1/2" thk cut-out pushed through white acrylic arrows and letters; internally illuminated via LEDs.
- 5. **Structure:** Provide interior engineered tube steel/aluminum structure.
- 6. **Mounting:** Entire sign assembly mechanically anchored into foundation.
- 7. **Electrical:** Coordinate power supplies, locations & requirements/limitations.
- 8. **Foundation:** Provide engineered foundation.

Additional Notes:
Sign is double sided and illuminated.

FOR B03-R SIGN TYPE, SIGN FABRICATOR TO SURVEY AND REUSE EXISTING SIGN COMPONENTS, STRUCTURE & FOUNDATION, AS APPROPRIATE.

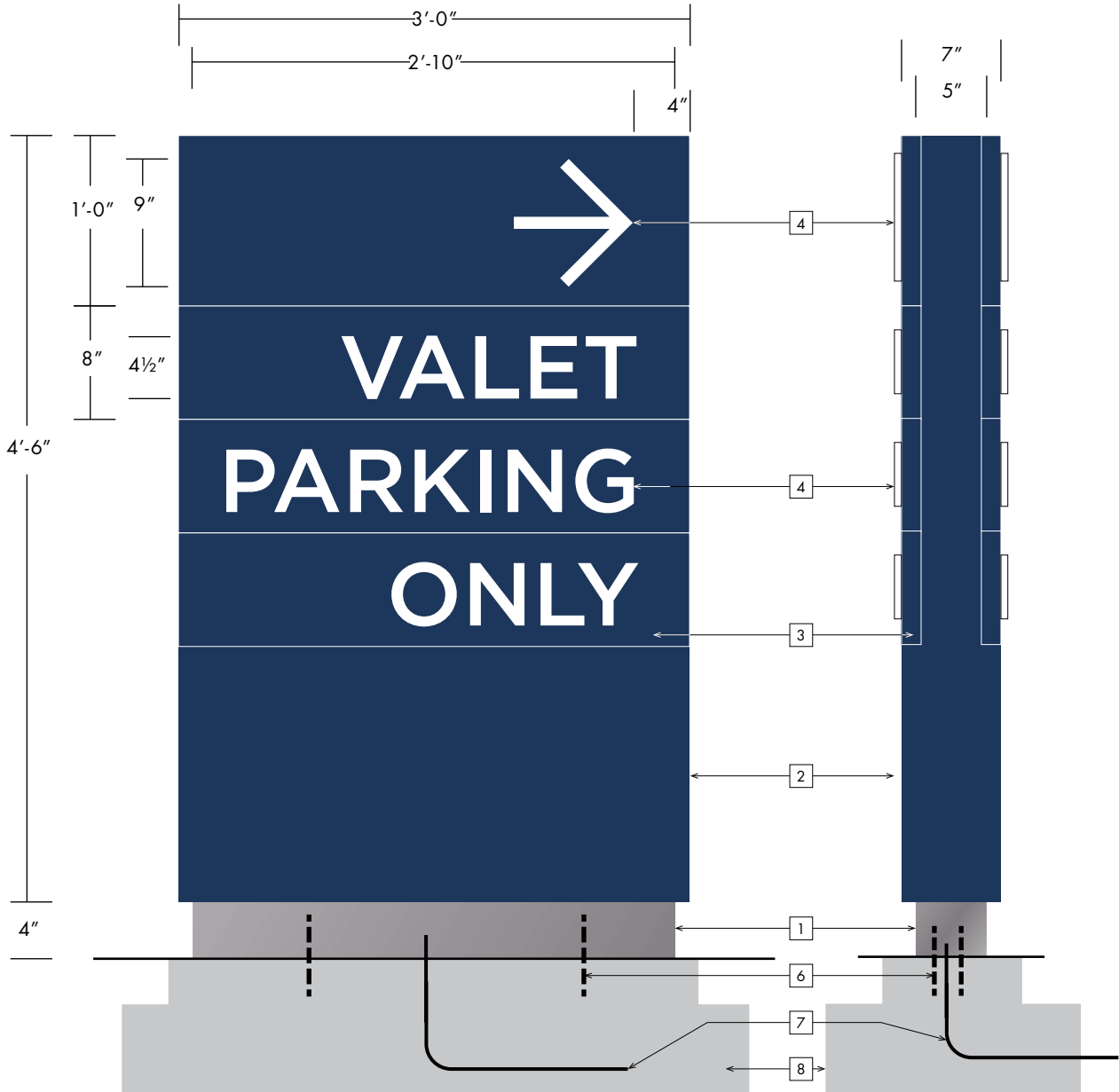
ENTIRE SIGN ASSEMBLY AND COMPONENTS (OLD & NEW) TO BE ENGINEERED.



1 **CONTEXT ELEVATION**
SCALE: 1/4"=1'-0"



4 **PLAN VIEW**
SCALE: 1"=1'-0"



2 **FRONT VIEW**
SCALE: 1"=1'-0"

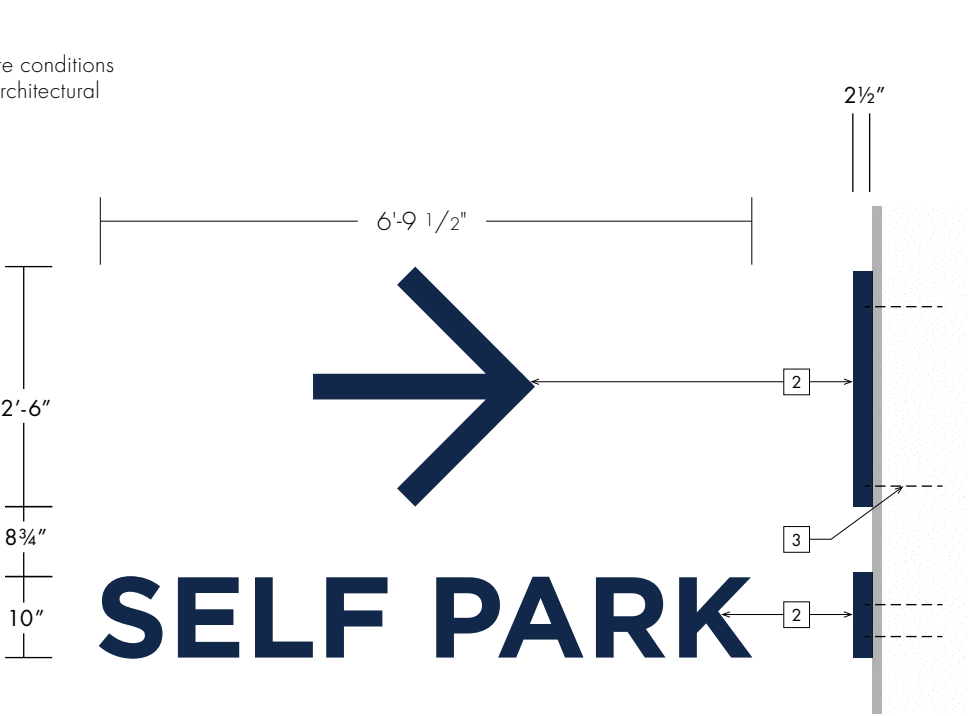
3 **RIGHT SIDE VIEW**
SCALE: 1"=1'-0"

**B10 PARKING DIRECTIONAL -
WALL MOUNTED**

- 1. **Parking Symbol:** Custom fabricated aluminum channel letters painted to match PMS 534C.
- 2. **Dimensional Letters & Symbol:** Custom fabricated aluminum channel letters painted to match PMS 534C.
- 3. **Mounting:** Mechanically anchored into scheduled architectural conditions with w/ VHB tape, silicone, and threaded studs; no exposed fasteners or seams - coordinate fastener type w/ sign location wall construction.

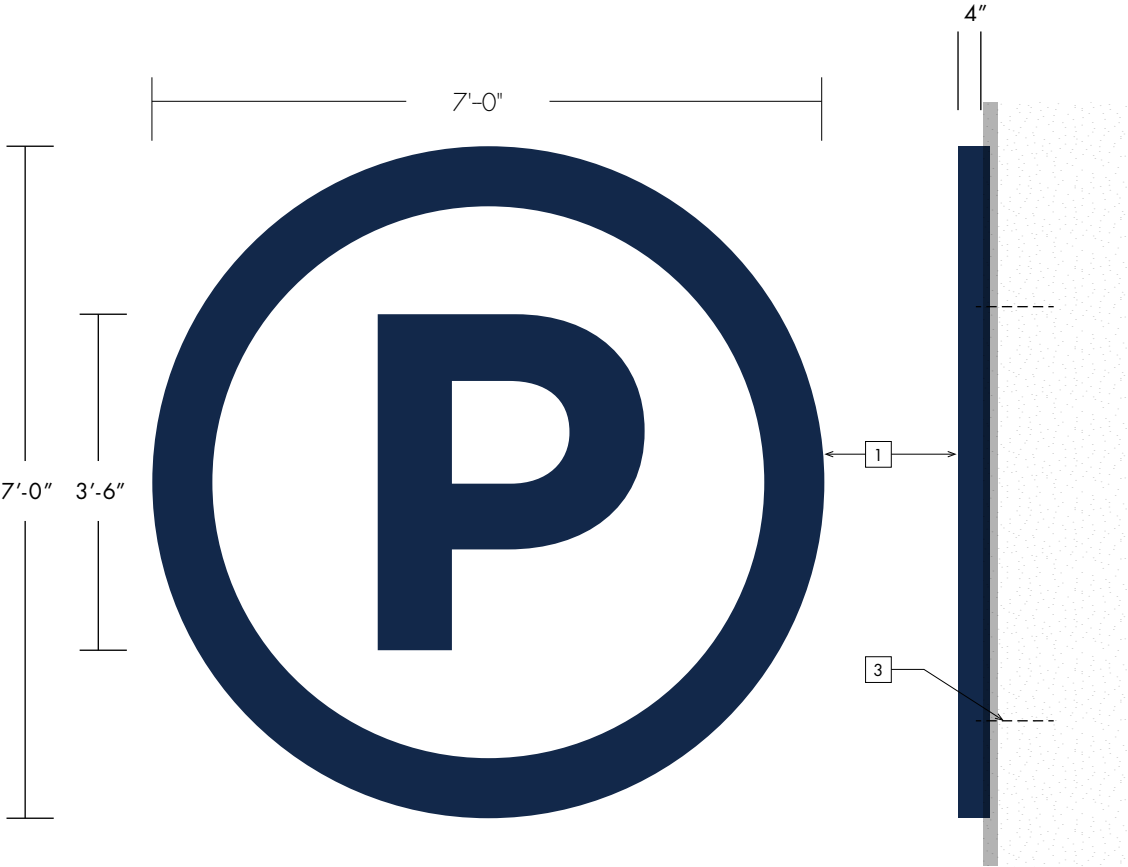
Final location must be coordinated with site conditions for visibility from circulation and exterior architectural features.

Additional Notes:
Sign is single sided and non-illuminated.



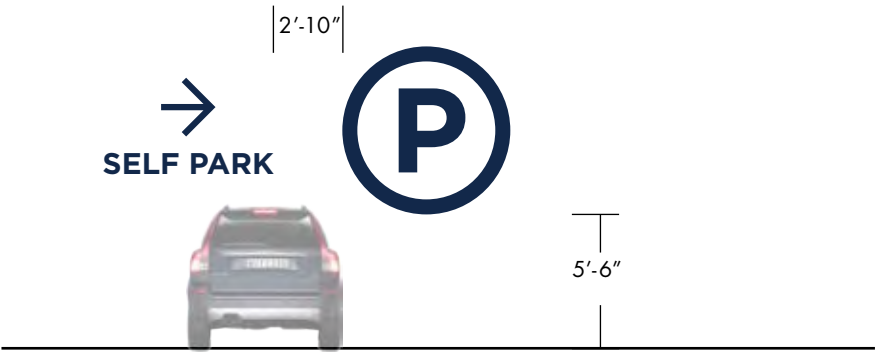
2 DETAIL ELEVATION
SCALE: 1/2"=1'-0"

3 SIDE VIEW
SCALE: 1/2"=1'-0"



4 DETAIL ELEVATION
SCALE: 1/2"=1'-0"

5 SIDE VIEW
SCALE: 3/8"=1'-0"



1 CONTEXT ELEVATION
SCALE: 1/4"=1'-0"



6 ALT LAYOUTS
SCALE: 1/2"=1'-0"

B80 OVERHEAD VEHICLE DIRECTION

- 1. **Letters & Symbol:** 2" thk fabricated aluminum sign letters and symbol w/ acrylic face featuring perforated blue vinyl. Sign letters to appear blue by day, lit white at night. Blue vinyl to match PMS 534C
- 2. **Support Bar:** Metal support bar painted to match PMS 534C.
- 3. **Tube:** 1 1/2" width metal square tube painted to match PMS 534C; conceal conduit.
- 4. **Mounting:** Mechanically anchored into scheduled architectural ceilings with w/ VHB tape, silicone, and threaded studs; no exposed fasteners or seams - coordinate fastener type w/ sign location ceiling construction.
- 5. **Electrical:** Coordinate power supplies, locations & requirements/limitations.

Additional Notes:
Sign is single sided and illuminated.

**14'-0" MINIMUM CLEARANCE REQUIRED
(FIELD VERIFY)**



REFERENCE IMAGE



3 ALT LAYOUTS
SCALE: 1/2"=1'-0"



4 CONTEXT RENDERING
SCALE: NTS



1 DETAIL ELEVATION
SCALE: 1"=1'-0"

2 DETAIL/SECTION
SCALE: 1"=1'-0"

D81 CLEARANCE BAR

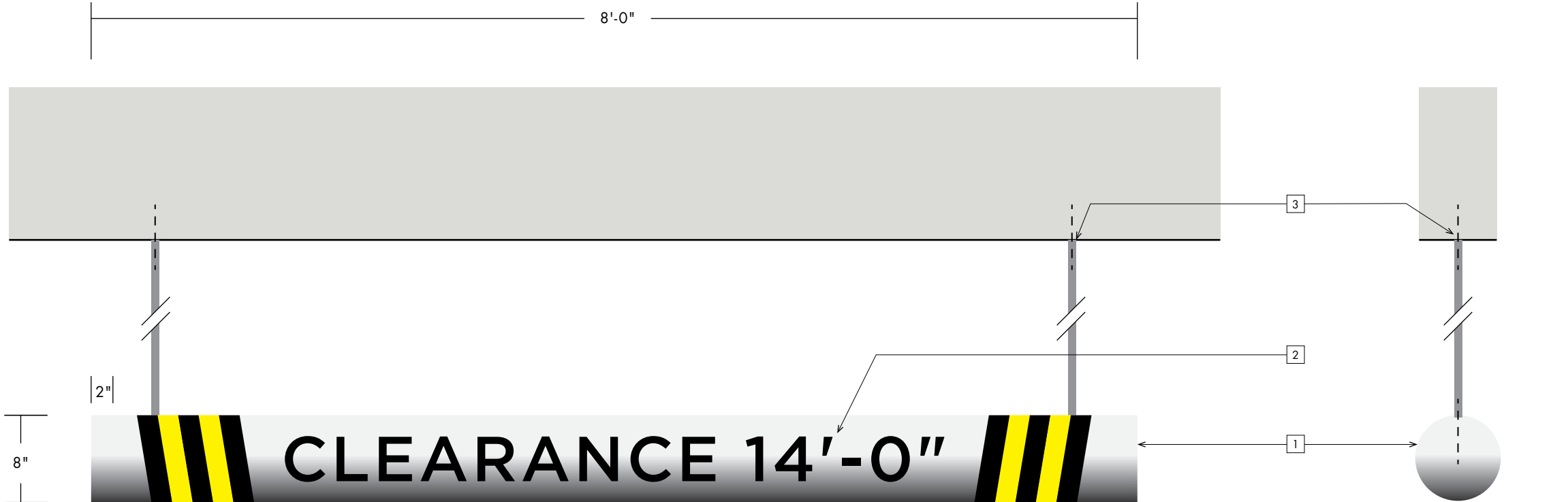
- 1. **Bar:** 8" diameter PVC tube painted w/ reflective vinyl text, with ends closed and finished.
- 2. **Primary Copy:** Surface screened text and graphics.
- 3. **Mounting:** Mechanically anchored into B80 valet overhead signs w/ 1/4" thk aircraft cable w/ concealed attachments to PVC tube; no exposed fasteners or seams, coordinate fastener type w/ sign location wall construction. Ensure mounting allows sign to sway when hit by vehicles.

Additional Notes:
Sign is single sided, and non-illuminated.

**14'-0" MINIMUM CLEARANCE REQUIRED
(FIELD VERIFY)**

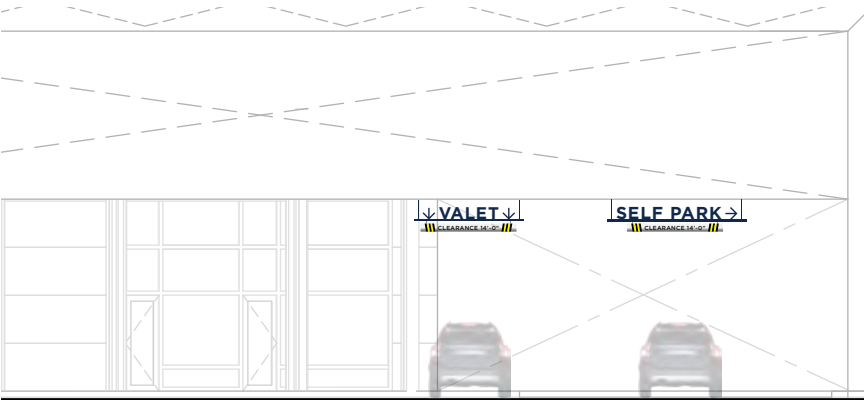


4 ALTERNATE MESSAGE
SCALE: NTS



2 DETAIL ELEVATION
SCALE: 1"=1'-0"

3 SIDE VIEW
SCALE: 1"=1'-0"



1 CONTEXT ELEVATION
SCALE: 1/16"=1'-0"



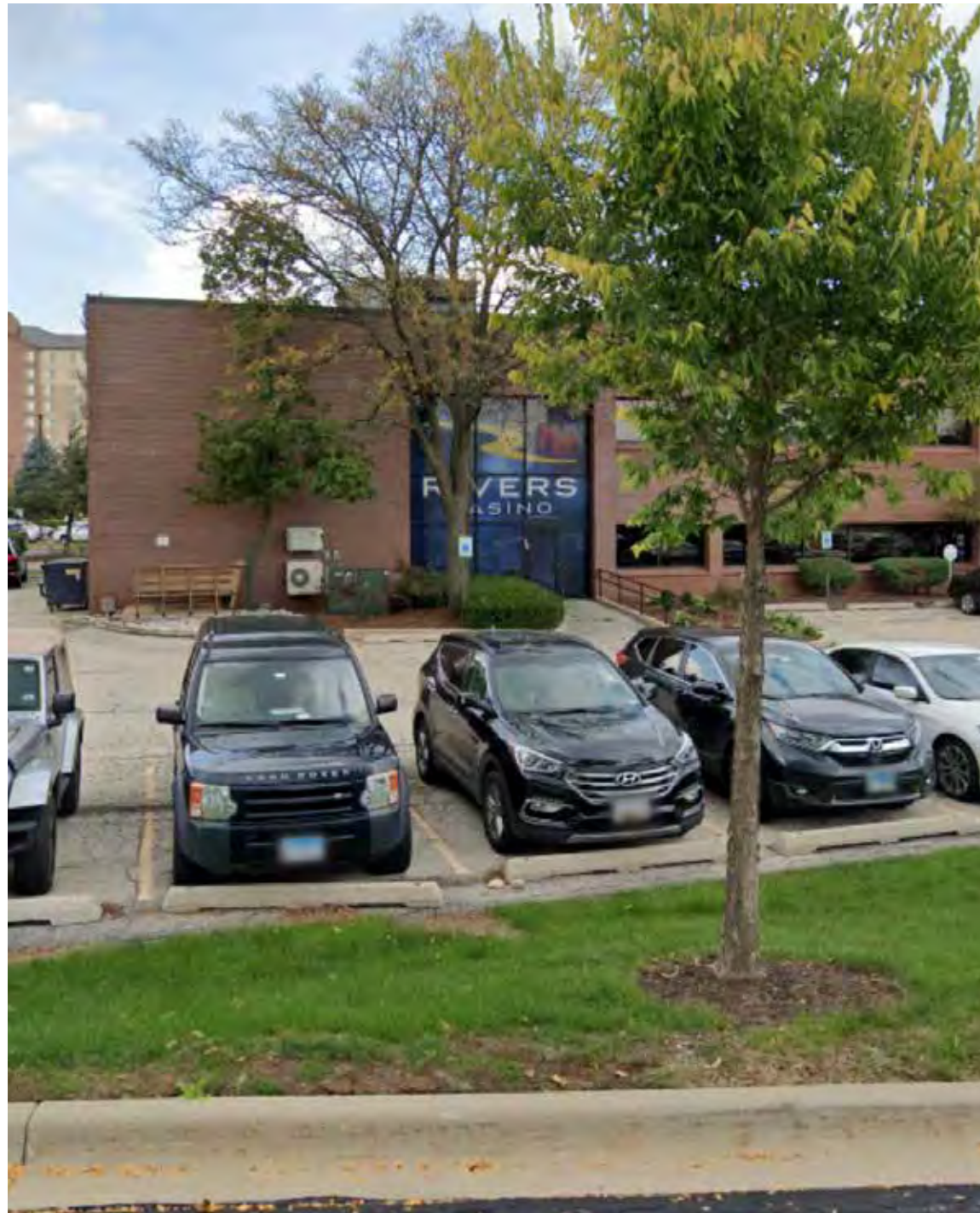


SIGN TYPE: E1, #80

OVERALL DIMENSIONS
WIDTH: 198'-0" & HEIGHT: 158'-7"

TOTAL: 31399 ft²

Note: Rivers Casino logo is painted to match PMS 1235C (Sunglow Yellow) and PMS 534C(Midnight blue).



SIGN TYPE: E2, #85
WINDOW VINYL
WIDTH: APPROX. 12'-0"
HEIGHT: APPROX. 14'-0"
TOTAL: 168 ft²

Note: Digitally printed vinyl.

CITY AMENDMENT SUMMARY TABLE							
MARK	TYPE	DESCRIPTION	SignWidth	SignHeight	Sqft	Status	COMMENTS
EXTERIOR- 2980 DES PLAINES RIVER ROAD PARCEL							
85	E2	VINYL IDENTITY	12' - 0"	14' - 0"	168	NEW SIGN	
				Total	168		
EXTERIOR- CASINO EAST							
24	A10	BUILDING IDENTITY - PRIMARY	7' - 0"	0' - 11"	6	NEW SIGN	
31	e9.1	FLAT CUTOUT TYPE (CASINO NAME)	16' - 5"	1' - 0"	16	EXISTING SIGN	
				Total	22		
EXTERIOR- CASINO SOUTH							
4a	e12.1	DIGITAL PRINTED MURAL	40' - 0"	16' - 0"	640	EXISTING SIGN	
5	e8.1	DURATRANS LIGHTBOX	10' - 0"	8' - 0"	80	EXISTING SIGN	
28a	e8.1	DURATRANS LIGHTBOX	10' - 0"	8' - 0"	80	EXISTING SIGN	
28b	e8.1	DURATRANS LIGHTBOX	10' - 0"	8' - 0"	80	EXISTING SIGN	
28c	e8.1	DURATRANS LIGHTBOX	10' - 0"	8' - 0"	80	EXISTING SIGN	
77	e14.2	INTERNALLY ILLUMINATED TYPE (CASINO NAME)	77' - 7"	5' - 3"	407	EXISTING SIGN	
78	e14.2	INTERNALLY ILLUMINATED TYPE (CASINO NAME)	36' - 0"	5' - 3"	189	EXISTING SIGN	
				Total	1556		
EXTERIOR- CASINO WEST							
6	e12.3	LED VIDEO SIGNAGE	25' - 1"	17' - 0"	426	NEW- LED SIGN	
7	e12.2	DIGITAL PRINTED MURAL	18' - 0"	16' - 0"	288	EXISTING SIGN	
8	e12.3	LED VIDEO SIGNAGE	25' - 1"	17' - 0"	426	NEW- LED SIGN	
9	e11.2	FLAT CUTOUT TYPE (EMPLOYEE ENTRY)	4' - 5"	1' - 5"	6	EXISTING SIGN	
10	e14.2	INTERNALLY ILLUMINATED TYPE (CASINO NAME)	61' - 0"	5' - 0"	305	EXISTING SIGN	
20	D81	CLEARANCE BAR	8' - 0"	0' - 8"	5	NEW SIGN	
33a	e8.1	DURATRANS LIGHTBOX	8' - 0"	8' - 0"	64	EXISTING SIGN	
33b	e8.1	DURATRANS LIGHTBOX	8' - 0"	8' - 0"	64	EXISTING SIGN	
35	e14.2	INTERNALLY ILLUMINATED TYPE (CASINO NAME)	61' - 0"	5' - 0"	305	EXISTING SIGN	
48	e6.1	FLAT CUTOUT TYPE	13' - 0"	1' - 0"	13	EXISTING SIGN	
49	e6.1	FLAT CUTOUT TYPE	13' - 0"	1' - 0"	13	EXISTING SIGN	
50	e6.1	FLAT CUTOUT TYPE	3' - 0"	3' - 0"	9	EXISTING SIGN	
51	e6.1	FLAT CUTOUT TYPE	7' - 0"	1' - 0"	7	EXISTING SIGN	
52	e7.1	F.E.C SIGN	2' - 0"	1' - 0"	2	EXISTING SIGN	
64a	B80	VEHICLE DIRECTIONAL - OVERHEAD	9' - 5"	1' - 2"	11	NEW SIGN	

EXTERIOR- CASINO WEST (CONT'D)							
64b	B80	VEHICLE DIRECTIONAL - OVERHEAD	6' - 0"	1' - 0"	6	NEW SIGN	
65a	D81	CLEARANCE BAR	8' - 0"	0' - 8"	5	NEW SIGN	
65b	D81	CLEARANCE BAR	8' - 0"	0' - 8"	5	NEW SIGN	
73	e12.3	LED VIDEO SIGNAGE	54' - 8"	16' - 2"	884	NEW- LED SIGN	
74	e12.3	LED VIDEO SIGNAGE	98' - 0"	15' - 8"	1535	NEW- LED SIGN	
75	A01	BUILDING IDENTITY	41' - 11"	10' - 0"	419	NEW SIGN	
76	e12.3	LED VIDEO SIGNAGE	23' - 4"	19' - 6"	455	NEW- LED SIGN	
				Total	5253		
EXTERIOR- GARAGE EAST							
66	B10	DIRECTION WALL MOUNTED	13' - 9 1/2"	7' - 0"	97	NEW SIGN	
69	e11.3	IDENTITY LETTERS	21' - 3"	11' - 8"	248	EXISTING SIGN	
				Total	345		
EXTERIOR- GARAGE NORTH							
17	e12.3	LED VIDEO SIGNAGE	18' - 8"	17' - 1"	319	NEW- LED SIGN	
19b	e12.1	LED MONITOR	41' - 0"	22' - 3"	912	EXISTING- LED	
70	e11.3	IDENTITY LETTERS	21' - 3"	11' - 8"	248	EXISTING SIGN	
79	e14.2	INTERNALLY ILLUMINATED TYPE (CASINO NAME)	35' - 8"	5' - 7"	199	EXISTING SIGN	
86	e4.1a	ILUMINATED PARKING SIGN	15' - 3"	3' - 6"	53	NEW SIGN	
				Total	1731		
EXTERIOR- GARAGE ROOF							
80	E1	ROOF PAINTED SIGN	198' - 0"	158' - 7"	31400	EXISTING SIGN	
				Total	31400		
EXTERIOR- GARAGE SOUTH							
15	e12.3	LED VIDEO SIGNAGE	18' - 2"	17' - 1"	310	NEW- LED SIGN	
26	e4.1	ILUMINATED PARKING SIGN	30' - 6"	7' - 0"	214	EXISTING SIGN	
40	A30	VALET IDENTITY	9' - 6"	1' - 2"	11	NEW SIGN	
41	A32	BUS DROP IDENTITY	3' - 0"	4' - 0"	24	NEW SIGN	BOTH SIDE
81	A14	VALET BLADE IDENTITY	3' - 0"	4' - 0"	24	NEW SIGN	BOTH SIDE
				Total	583		
EXTERIOR- GARAGE WEST							
13	e12.2	DIGITAL PRINTED MURAL	22' - 0"	13' - 6"	297	EXISTING SIGN	
14	e12.2	DIGITAL PRINTED MURAL	22' - 0"	13' - 6"	297	EXISTING SIGN	
16	e12.3	LED VIDEO SIGNAGE	24' - 6"	24' - 0"	588	NEW- LED SIGN	
18	e4.1	ILUMINATED PARKING SIGN	30' - 6"	7' - 0"	214	EXISTING SIGN	
71	e11.3	IDENTITY LETTERS	32' - 3"	17' - 8"	570	EXISTING SIGN	
				Total	1966		

EXTERIOR- SITE							
1	B1	VEHICLE DIRECTION - PRIMARY	4' - 2"	12' - 6"	104	EXISTING TO BE REPLACED	BOTH SIDE
2	B2	VEHICLE DIRECTION - SECONDARY	4' - 2"	9' - 0"	75	EXISTING TO BE REPLACED	BOTH SIDE
3	B3	PEDESTRIAN DIRECTION- TERTIARY	3' - 0"	4' - 10"	29	EXISTING TO BE REPLACED	BOTH SIDE
11	B2	VEHICLE DIRECTION - SECONDARY	4' - 2"	9' - 0"	75	EXISTING TO BE REPLACED	BOTH SIDE
21	B2	VEHICLE DIRECTION - SECONDARY	4' - 2"	9' - 0"	75	EXISTING TO BE REPLACED	BOTH SIDE
30	B2	VEHICLE DIRECTION - SECONDARY	4' - 2"	9' - 0"	75	EXISTING TO BE REPLACED	BOTH SIDE
36	B2	VEHICLE DIRECTION - SECONDARY	4' - 2"	9' - 0"	75	EXISTING TO BE REPLACED	BOTH SIDE
42	B2	VEHICLE DIRECTION - SECONDARY	4' - 2"	9' - 0"	75	EXISTING TO BE REPLACED	BOTH SIDE
43	B2	VEHICLE DIRECTION - SECONDARY	4' - 2"	9' - 0"	75	NEW SIGN	BOTH SIDE
44	B1	VEHICLE DIRECTION - PRIMARY	4' - 2"	12' - 6"	104	EXISTING TO BE REPLACED	BOTH SIDE
45	B1	VEHICLE DIRECTION - PRIMARY	4' - 2"	12' - 6"	104	EXISTING TO BE REPLACED	BOTH SIDE
46	B3	PEDESTRIAN DIRECTION- TERTIARY	3' - 0"	4' - 10"	29	EXISTING TO BE REPLACED	BOTH SIDE
47	B2	VEHICLE DIRECTION - SECONDARY	4' - 2"	9' - 0"	75	EXISTING TO BE REPLACED	BOTH SIDE
54	A5	MONUMENT SIGN - PRIMARY	64' - 2 1/2"	15' - 7"	1001	EXISTING- LED SIGN TO BE	
57	B3	PEDESTRIAN DIRECTION- TERTIARY	3' - 0"	4' - 10"	29	EXISTING TO BE REPLACED	BOTH SIDE
58	B2	VEHICLE DIRECTION - SECONDARY	4' - 2"	9' - 0"	75	EXISTING TO BE REPLACED	BOTH SIDE
59	B2	VEHICLE DIRECTION - SECONDARY	4' - 2"	9' - 0"	75	NEW SIGN	BOTH SIDE
60	B3	PEDESTRIAN DIRECTION- TERTIARY	3' - 0"	4' - 10"	29	NEW SIGN	BOTH SIDE

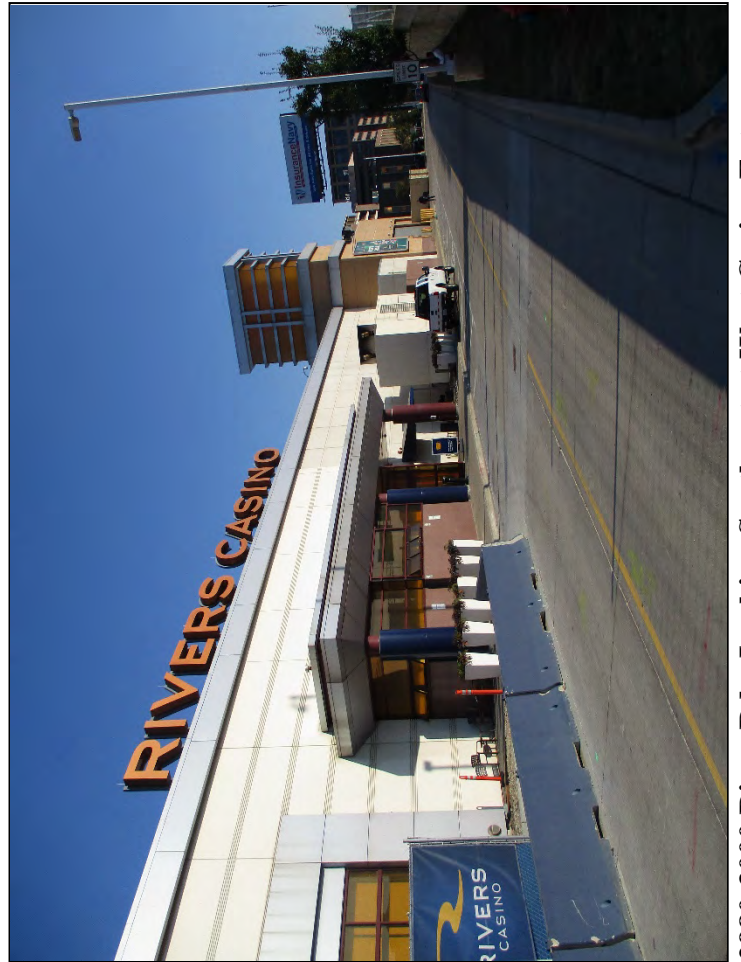
EXTERIOR- SITE (CONT'D)							
61	B3	PEDESTRIAN DIRECTION- TERTIARY	3' - 0"	4' - 10"	29	NEW SIGN	BOTH SIDE
62	B3	PEDESTRIAN DIRECTION- TERTIARY	3' - 0"	4' - 10"	29	EXISTING TO BE REPLACED	BOTH SIDE
63	B3	PEDESTRIAN DIRECTION- TERTIARY	3' - 0"	4' - 10"	29	NEW SIGN	BOTH SIDE
67	A34	RIDE SHARE IDENTITY	1' - 0"	4' - 10"	10	NEW SIGN	BOTH SIDE
68	A35	BUS DROP OFF IDENTITY	1' - 0"	4' - 10"	10	NEW SIGN	BOTH SIDE
83	B3	PEDESTRIAN DIRECTION- TERTIARY	3' - 0"	4' - 10"	29	NEW SIGN	BOTH SIDE
87	A80	LIGHT POLE SIGN	2' - 0"	3' - 0"	24	EXISTING SIGN	PER PAIR BOTH SIDES
88	A80	LIGHT POLE SIGN	2' - 0"	3' - 0"	24	EXISTING SIGN	PER PAIR BOTH SIDES
89	A80	LIGHT POLE SIGN	2' - 0"	3' - 0"	24	EXISTING SIGN	PER PAIR BOTH SIDES
90	A80	LIGHT POLE SIGN	2' - 0"	3' - 0"	24	EXISTING SIGN	PER PAIR BOTH SIDES
91	A80	LIGHT POLE SIGN	2' - 0"	3' - 0"	24	EXISTING SIGN	PER PAIR BOTH SIDES
92	A80	LIGHT POLE SIGN	2' - 0"	3' - 0"	24	EXISTING SIGN	PER PAIR BOTH SIDES
93	A80	LIGHT POLE SIGN	2' - 0"	3' - 0"	24	EXISTING SIGN	PER PAIR BOTH SIDES
94	A80	LIGHT POLE SIGN	2' - 0"	3' - 0"	24	EXISTING SIGN	PER PAIR BOTH SIDES
95	A80	LIGHT POLE SIGN	2' - 0"	3' - 0"	24	EXISTING SIGN	PER PAIR BOTH SIDES
96	A80	LIGHT POLE SIGN	2' - 0"	3' - 0"	24	EXISTING SIGN	PER PAIR BOTH SIDES
97	A80	LIGHT POLE SIGN	2' - 0"	3' - 0"	24	EXISTING SIGN	PER PAIR BOTH SIDES
98	A80	LIGHT POLE SIGN	2' - 0"	3' - 0"	24	EXISTING SIGN	PER PAIR BOTH SIDES
99	A80	LIGHT POLE SIGN	2' - 0"	3' - 0"	24	EXISTING SIGN	PER PAIR BOTH SIDES
100	A80	LIGHT POLE SIGN	2' - 0"	3' - 0"	24	EXISTING SIGN	PER PAIR BOTH SIDES
101	A80	LIGHT POLE SIGN	2' - 0"	3' - 0"	24	EXISTING SIGN	PER PAIR BOTH SIDES
102	A80	LIGHT POLE SIGN	2' - 0"	3' - 0"	24	EXISTING SIGN	PER PAIR BOTH SIDES
103	A80	LIGHT POLE SIGN	2' - 0"	3' - 0"	24	EXISTING SIGN	PER PAIR BOTH SIDES
104	A80	LIGHT POLE SIGN	2' - 0"	3' - 0"	24	EXISTING SIGN	PER PAIR BOTH SIDES
105	A80	LIGHT POLE SIGN	2' - 0"	3' - 0"	24	EXISTING SIGN	PER PAIR BOTH SIDES
106	A80	LIGHT POLE SIGN	2' - 0"	3' - 0"	24	EXISTING SIGN	PER PAIR BOTH SIDES
107	A80	LIGHT POLE SIGN	2' - 0"	3' - 0"	24	EXISTING SIGN	PER PAIR BOTH SIDES
				Total	2819		
Grand total: 95				Total	45843		



2980-3000 River Rd – Public Notice at East Casino Entrance



2980-3000 River Rd – Public Notice at North Office Building



2980-3000 River Rd – Looking Southeast at West Casino Entrance



2980-3000 River Rd – Looking Southeast at West Garage Entrance

MEMORANDUM

Date: September 21, 2021

To: Planning and Zoning Board (PZB)

From: John T. Carlisle, AICP, Economic Development Manager *JTC*

Cc: Jonathan Stytz, Planner

Subject: **Mannheim and Pratt Redevelopment – Case #21-041-MAP-TSUB-V**
Proposal for a Restaurant and Retail Development at 2805-2845 Mannheim Road

Issue: The petitioner, contract purchaser Image Des Plaines LLC, in partnership with developer GW Properties, is requesting the following from the Zoning Ordinance to allow a restaurant and retail development: (i) a Map Amendment from C-2 Limited Office Commercial to C-3 General Commercial as required by Section 12-7-3 and (ii) a Major Variation to allow more than one principal building on a zoning lot as required by Section 12-7-1. In addition, the petitioner is requesting approval of a Tentative Plat of Subdivision per Section 13-2-2 of the Subdivision Regulations.

PINs: 09-33-300-001-0000; 09-33-300-002-0000; 09-33-300-003-0000; 09-33-300-004-0000; 09-33-300-005-0000; 09-33-300-006-0000; 09-33-300-007-0000; 09-33-301-008-0000; 09-33-300-009-0000; 09-33-301-014-0000; 09-33-301-015-0000

Petitioner: Image Des Plaines LLC (Contact: Mike Scheid, Image Media, 5101 Darmstadt Rd. Suite A Hillside, IL), in partnership with GW Properties, 2211 N. Elston Ave, Suite 400, Chicago, IL 60614

Owner: Prominence Des Plaines LLC, 1375 Remington Rd, Suite E, Schaumburg, IL 60173

Existing Zoning: C-2 Limited Office District (proposed as C-3 General Commercial District)

Surrounding Zoning: North: C-3, General Commercial District
South: C-3, General Commercial District
East: C-3, General Commercial District
West: Commercial (Village of Rosemont)

Surrounding Land Use North: Commercial (banquet hall)
South: Tollway; Orchards at O'Hare commercial development

East: Railroad; ComEd facility
West: Commercial (hotel)

Street Classification Mannheim Road is an arterial road, and Pratt Avenue is a local road.

Comprehensive Plan Commercial is the recommended use of the property.

Project Summary: Image Des Plaines LLC is contract purchaser of the approximately 3.8-acre site at the southeast corner of Mannheim Road and Pratt Avenue, roughly bordered by the Canadian National rail line on the east and I-90/Tollway on the south. Aside from an existing electronic message board billboard in the southwest corner, the site is currently vacant, despite having received redevelopment interest in the past (most notably for a La Quinta Inn motel that did not materialize). Image Des Plaines is partnering with Chicago-based GW properties to propose a full redevelopment of the largely vacant site with the following concepts:

- A 5,000-square-foot building, currently envisioned as a Class A restaurant
- A 10,500-square-foot multi-tenant commercial building containing a mix of restaurants and retail
- 212 surface parking spaces, including eight mobility impaired accessible spaces
- A 19,000-square-foot above-ground basin for stormwater
- A new electronic message board billboard in the southeast corner of the site (a separate application has been filed regarding the billboard: Case 21-042-TA-V)

The existing zoning designation, C-2, allows restaurants and retail only when they are accessory to an office or hotel. A map amendment to C-3 would entitle both restaurants and retail as permitted uses. Developer GW Properties has begun negotiations with multiple national-brand chain restaurant tenants, as well as a retailer.

The Tentative Plat of Subdivision shows the land being delineated into four lots of record: Lot 1 (northernmost) is the standalone restaurant with parking, Lot 2 is the multi-tenant restaurant-retail development with parking and stormwater basin, and Lots 3 and 4 are for billboards. Lots 3 and 4 will not meet minimum lot dimensions, and Lot 4 will not front on a public street, requiring variation at the time of approval of the Final Plat of Subdivision. Otherwise, the Tentative Plat meets the requirements as expressed in Section 13-2-2. Of note, the Plat labels a 12-inch sanitary sewer running north-south and bisecting the property, which the City's Public Works and Engineering Department will require to be maintained via an easement indicated on the Final Plat. Other underground infrastructure on site may be abandoned, as the previous Alger Street and Railroad Avenue were vacated many years ago. The Site Plan indicates an easement and access drive from the parking lot area in Lot 2 to the billboard area, which will be necessary for maintenance and repair to the billboard.

Although the full 3.8-acre development after subdivision is likely to exist eventually under separate ownership, it will be built upon as a unit under common ownership, which makes it one zoning lot at this time of initial review. Section 12-7-1 limits zoning lots to one principal building except in instances

of planned unit development (PUD), C-4-zoned regional shopping centers, and other large-lot institutional and industrial development. The petitioner is not applying for a PUD nor do they propose joining all of the potential commercial tenants under one roof, in large part because of the site-selection demands of the potential tenants they are forming agreements with. Therefore, the petitioner is seeking a variation from this provision.

The following is an estimated application of the parking requirements (Section 12-9-7) to the various uses, with some assumptions based on the potential use mix. All assumed uses would be permitted under C-3 zoning:

- **Restaurant (Class A) / North Building:** 1 space for every 100 square feet of net floor area, or 1 space for every 4 seats, whichever is greater, plus 1 space for every 3 employees.
 - *Comment:* Employee counts and detailed floor plans are not yet available, but Lot 1 of the subdivision is shown with 97 parking spaces. Assuming 4,000 square feet of net floor area and 30 employees (restaurant staff working at one time), the requirement would be around 50 spaces. The parking appears to be ample and, in fact, much could be utilized by the uses in the other building if necessary.
- **Restaurants (Class B) / South Building:** 1 space for every 50 square feet of net floor area, or 1 space for every 4 seats, whichever is greater, plus 1 space for every 3 employees.
 - *Comment:* Employee counts are not yet available, but Lot 2 of the subdivision is shown with 115 parking spaces. Assuming 5,000 square feet of net area plus 15 employees, the requirement is 105 spaces.
- **Retail establishment / South Building:** 1 space for every 250 square feet of gross floor area.
 - *Comment:* The estimated requirement would be 16 spaces, although there are specific types of retail establishments that have separate ratios than the general one used here.

In summary, the total parking requirement is estimated around 170-175 spaces, so the parking would likely be more than sufficient. Regarding traffic, the petitioner submitted a study conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.). The study concludes that while the development and uses can be expected to generate additional traffic, the existing roadway system can accommodate the traffic without the need for additional signals, lanes (e.g. turn or deceleration lanes), or other substantial changes to either Mannheim or Pratt. The study also concludes the site layout allows for efficient internal circulation and access. See Attachment 10 for the report. While the conclusions generally seem reasonable, the Illinois Department of Transportation will need to permit the proposed driveway to Mannheim. IDOT may require this to be altered to a "right-in, right-out" configuration.

Standards for Map Amendment:

The standards for amendments are contained in Section 12-3-7.E of the Zoning Ordinance. The following is a discussion of those standards. See also the applicant's responses to standards in Attachment 4.

- 1. Whether the proposed amendment is consistent with the goals, objectives, and policies of the comprehensive plan, as adopted and amended from time to time by the city council;**

Comment: The Comprehensive Plan calls for commercial development on the site; however, the current zoning (C-2) is quite restrictive in its allowance of uses, as it has a specific vision for primarily hotel and office development. Changing to C-3 will open up a much wider range of uses, including the desirable ones proposed through the concept of this application.

- 2. Whether the proposed amendment is compatible with current conditions and the overall character of existing development;**

Comment: C-3 zoning is proximate to the subject property. In fact, its current designation of C-2 makes the property stick out. Changing to C-3 actually brings it more in line with the property to the north (Café La Cave, 2777 Mannheim Road) and the south (Orchards at O'Hare). Both of these are zoned C-3.

- 3. Whether the proposed amendment is appropriate considering the adequacy of public facilities and services available to this subject property;**

Comment: The roadway and other infrastructure access is adequate to serve the range of uses possible under C-3 zoning. See the conclusions of the traffic report (Attachment 10).

- 4. Whether the proposed amendment will have an adverse effect on the value of properties throughout the jurisdiction;**

Comment: Amending the zoning to C-3 would enable and attract greater commercial development, making Des Plaines and the neighborhood more desirable and likely having a positive effect on property values.

- 5. Whether the proposed amendment reflects responsible standards for development and growth.**

Comment: C-3 is the most common commercial zoning designation, so adding it to the map at the subject property would be in line with the City's current process for managing growth.

Standards for Variation:

The standards for variations contained in Section 12-3-6.H of the Zoning Ordinance are discussed below. See also the petitioner's responses in Attachment 5.

- 1. Hardship: Carrying out the strict letter of the provisions of this title would create a particular hardship or a practical difficulty;**

Comment: The petitioner could have applied for a PUD to avoid the limitation to only one principal building on the zoning lot. However, because no bulk exceptions are expected for the development (e.g. setback, height, parking), and while important an important commercial investment, the project is not especially unique or innovative, which is the underlying purpose of PUDs. A PUD process may be unnecessarily onerous. Alternatively, the petitioner could lump all of the uses together in one building, but the interest from various users necessitates that one of them be in a freestanding building.

- 2. Unique Physical Condition:** The subject lot is exceptional as compared to other lots subject to the same provision by reason of a unique physical condition, including presence of an existing use, structure, or sign, whether conforming or nonconforming; irregular or substandard shape or size; exceptional topographical features; or other extraordinary physical conditions peculiar to and inherent in the subject lot that amount to more than a mere inconvenience to the owner and that relate to or arise out of the lot rather than the personal situation of the current owner of the lot.

Comment: The site's boundary with the Tollway is a diagonal line, as is its boundary with the railroad, creating an irregular shape. Further, the site has an existing billboard. These are design constraints the petitioner must work around.

- 3. Not Self-Created:** The aforesaid unique physical condition is not the result of any action or inaction of the owner or its predecessors in title and existed at the time of the enactment of the provisions from which a variance is sought or was created by natural forces or was the result of governmental action, other than the adoption of this title.

Comment: The shape of the site was dictated by the infrastructure-related actions of public and private entities (e.g. City, Department of Transportation, railroads).

- 4. Denied Substantial Rights:** The carrying out of the strict letter of the provision from which a variance is sought would deprive the owner of the subject lot of substantial rights commonly enjoyed by owners of other lots subject to the same provision.

Comment: Forcing the project into a PUD process or to be redesigned to be under one roof would hamper the development potential, when similar styles of development are quite common and the deals with potential tenants are time-sensitive. The PZB and City Council are welcome to ask the petitioner about the negotiations with users, their space and design needs, and their target timelines.

- 5. Not Merely Special Privilege:** The alleged hardship or difficulty is neither merely the inability of the owner or occupant to enjoy some special privilege or additional right not available to owners or occupants of other lots subject to the same provision, nor merely the inability of the owner to make more money from the use of the subject lot.

Comment: Allowing a two-building restaurant-and-retail development outside of the PUD process would be a reasonable request by any potential developer of a similar site.

- 6. Title and Plan Purposes:** The variation would not result in a use or development of the subject lot that would be not in harmony with the general and specific purposes for which this title and the provision from which a variation is sought were enacted or the general purpose and intent of the comprehensive plan.

Comment: The variation would make feasible the proposed commercial development, which is the vision of the Comprehensive Plan for the site.

- 7. No Other Remedy:** There is no means other than the requested variation by which the alleged hardship or difficulty can be avoided or remedied to a degree sufficient to permit a reasonable use of the subject lot.

Comment: Forcing the process into a PUD or a redesign would risk losing tenants, in particular the tenant who demands a freestanding building.

8. Minimum Required: The requested variation is the minimum measure of relief necessary to alleviate the alleged hardship or difficulty presented by the strict application of this title.

Comment: The total number of principal buildings is only two instead of a greater number.

PZB Procedure and Recommended Conditions: Pursuant to Sections 12-3-7.D.3 of the Zoning Ordinance, the PZB may vote to *recommend* approval, approval with modifications, or disapproval. The City Council has final authority over the map amendment and variation regarding the number of principal buildings. The map amendment may be suitable to approve without conditions, However, should the PZB recommend and/or the City Council approve the variation, staff suggests the following conditions:

1. A landscape plan showing perimeter, interior, and foundation plantings to fulfill all requirements of Section 12-10 must be approved before issuance of a building permit.
2. All proposed ground and building-mounted signs must comply with all provisions of Section 12-11, or the petitioner must obtain variation or approval of a conditional use for localized alternative sign regulations (LASR).
3. A lighting plan labeling all building-mounted and freestanding light fixtures and providing photometric details must be submitted and approved with the building permit.
4. Grading/drainage and other on-site infrastructure details are provided to the satisfaction of the Public Works and Engineering Department with the submission of the Final Plat of Subdivision.

Attachments:

Attachment 1: Location/Zoning Map

Attachment 2: Site Photos

Attachment 3: Project Narrative

Attachment 4: Responses to Map Amendment Standards

Attachment 5: Responses to Variation Standards

Attachment 6: Plat of Survey

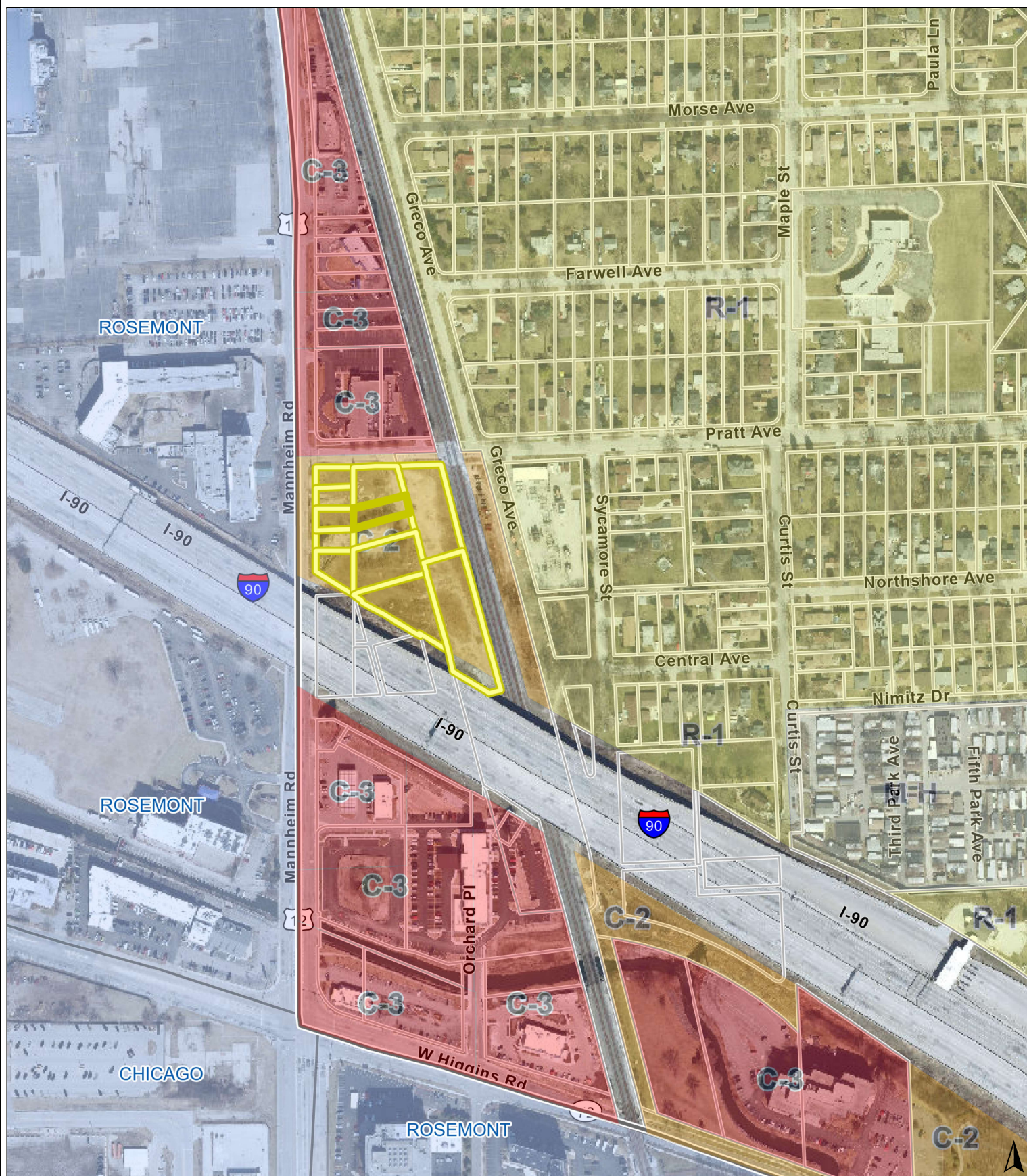
Attachment 7: Site Plan

Attachment 8: Tentative Plat of Subdivision

Attachment 9: Concept Renderings of Buildings

Attachment 10: Traffic Study¹

¹ Without appendices. Full report is available upon request to City staff.



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ft

Print Date: 9/21/2021

Notes

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.

Site Photos by Staff



Looking south from northwest corner of site



Looking southeast from Mannheim



Looking toward southeast corner of site



Looking west toward Rosemont Hyatt Place hotel from center of the site



Looking north toward existing Pratt curb cut



Looking west toward existing billboard, Tollway



September 9, 2021

City of Des Plaines
1420 Miner Street
Des Plaines, IL 60016

RE: 2805-2845 Mannheim Road, Des Plaines – Project Narrative

Dear Village of Des Plaines,

GW Properties is proposing a new development on the Southeast corner of Mannheim Road and Pratt Street in Des Plaines, Illinois. The site would include a 5,000sf free standing restaurant, as well as a 10,000sf building that can fit up to an additional three restaurants and/or retail tenants, tenants to be determined. Our complete development application provides the finding of facts with regard to our site plan, variance, and map amendment request.

The proposed project if approved would be designed and constructed per the development site plan as submitted. Upon completion, the project would be subdivided into four lots to allow the proposed buildings and billboards to be on its own legal lots. The contribution to the project by Image Media Des Plaines, LLC, for the billboard is essential to the feasibility and successful development of the property and the development will not proceed without approval of the billboard, which is subject to a tandem zoning application filed in conjunction with this matter.

Furthermore, we have spoken with our traffic consultant, KLOA, although not directly with IDOT, in order to determine where to locate the curb cuts for our development. After various discussions with KLOA, we believe that the access drives as shown would be acceptable to IDOT, but still needs further review. Ultimately, all development activities would be completed in accordance with the City of Des Plaines, IDOT and all other governmental/municipal requirements.

This property would ultimately be transformed from its current state of vacant land into a vibrant development with many new businesses and offerings that will be complementary to the surrounding area. This project would create well over a dozen of new full-time jobs in Des Plaines and generate hundreds of thousands of dollars in property and sales tax for the City on an annual basis that do not exist today. This project entails the highest and best use for the property and is a rare opportunity to create one cohesive development that has been thoughtfully designed and considered.

We look forward to working with the City of Des Plaines on all aspects of the proposed development and welcome the opportunity to discuss it soon. If you have any questions, please feel free to contact me.

Regards,

A handwritten signature in black ink that reads 'Mitch Goltz'.

Mitch Goltz
Principal
GW Properties

STANDARDS FOR MAP AND TEXT AMENDMENTS

Responses to Standards for Map and Text Amendments

- Whether the proposed amendment is consistent with the goals, objectives, and policies of the comprehensive plan, as adopted and amended from time to time by the city council
 - The Des Plaines Comprehensive Plan provides, in pertinent part, that according to Chapter 4, Section 4.2, *“The City should revisit its current zone classifications and add a new zone exclusively for mixed-use development or amend existing regulations to allow for mixed uses. Focus should be placed on commercial areas zoned C-1, C-2, and C-3, for potential sites for mixed-use development.”*. We are requesting that the subject property be amended and rezoned in accordance with the intent of the Plan from C-2 to C-3.
- Whether the proposed amendment is compatible with current conditions and the overall character of existing development in the immediate vicinity of the subject property
 - The proposed amendment to change the zoning from C-2 to C-3 is compatible with the current conditions and the overall character of existing development in the immediate vicinity of the subject property. As the site currently sits it is vacant land surrounded by commercial buildings such as retail, restaurants, and hotels.
- Whether the proposed amendment is appropriate considering the adequacy of public facilities and services available to this subject property
 - Public facilities such as, sanitary sewers, storm sewers, water lines are all available and adequate for the proposed amendment and project and will be tapped and connected, per permit, in accordance with City code. In order to determine the exact locations for our anticipated connections to public facilities, forthcoming will be our civil engineering plans which describe accessibility and adequacy.
- Whether the proposed amendment will have an adverse effect on the value of properties throughout the jurisdiction
 - The proposed zoning amendment will not have adverse effects on the value of properties throughout the jurisdiction. To the contrary, we have determined that with the addition of our project, values of the surrounding parcels will increase as they are no longer located next to or near vacant undeveloped land.
- Whether the proposed amendment reflects responsible standards for development and growth.
 - With the proposed zoning amendment from C-2 to C-3, this ultimately allows for vacant, undeveloped land to be constructed into a project that not only provides a place of convenience and gathering for the residents of Des Plaines, but more importantly lays a foundation for future developments within the vicinity.

STANDARDS FOR VARIATIONS

Responses to Standards for Variations

- **Hardship:** No variation shall be granted pursuant to this subsection H unless the applicant shall establish that carrying out the strict letter of the provisions of this title would create a particular hardship or a practical difficulty.
 - **In the event the Applicant is required to comply with the strict letter of the provisions of the Zoning Code, the proposed subdivision would be impossible to construct and legally record with the county. The dimensions of the site, the subdivision requirements in conjunction with the inability to meet the requirements of a P.U.D would prohibit this property from being redeveloped in an efficient manner. In order (i) to meet the requirements of the existing Zoning Code and (ii) to allow for more than one principal structure on a single lot of record, it is essential to the operation of the tenants that a variance be granted for the subdivision standards.**
- **Unique Physical Condition:** The subject lot is exceptional as compared to other lots subject to the same provision by reason of a unique physical condition, including presence of an existing use, structure, or sign, whether conforming or nonconforming; irregular or substandard shape or size; exceptional topographical features; or other extraordinary physical conditions peculiar to and inherent in the subject lot that amount to more than a mere inconvenience to the owner and that relate to or arise out of the lot rather than the personal situation of the current owner of the lot.
 - **The property has the unique physical condition of being situated on the southeast corner of a significantly busy street. This traffic flow is necessary to generate the required demand from a restaurant standpoint and provide the tenants with sufficient customer demand to be viable. The irregular shape of the east side yard along the train tracks would impede the ability for the tenants to spread out amongst the site and build their respective spaces.**
- **Not Self-Created:** The aforesaid unique physical condition is not the result of any action or inaction of the owner or its predecessors in title and existed at the time of the enactment of the provisions from which a variance is sought or was created by natural forces or was the result of governmental action, other than the adoption of this title.
 - **The location and shape of the property is the result of (i) roadways created prior to the Applicant's acquisition and (ii) not as a result of any of the property's prior owners.**
- **Denied Substantial Rights:** The carrying out of the strict letter of the provision from which a variance is sought would deprive the owner of the subject lot of substantial rights commonly enjoyed by owners of other lots subject to the same provision.
 - **The requirement to not allow more than one principal structure on a single lot of record will deprive the Applicant of substantial rights commonly enjoyed by other lots subject to the same provision. The property in its current condition sits on a parcel of land that dimensionally restricts the possibility to develop the lot and fulfill the subdivision requirement and market demands in a suitable and useful manner. The Applicant is requesting a variance that should be subjected to allow for two principal structures to be subdivided onto a single lot. Ultimately, in the event the**

Applicant is not granted the requested variance, then the Applicant will not be able to develop the property in accordance with its plans and specifications, which will ultimately prevent the ability of the Applicant to enjoy the commercial use of the property.

- Not Merely Special Privilege: The alleged hardship or difficulty is neither merely the inability of the owner or occupant to enjoy some special privilege or additional right not available to owners or occupants of other lots subject to the same provision, nor merely the inability of the owner to make more money from the use of the subject lot.
 - **The Applicant is not requesting a special privilege, but rather consideration with regard to the number of principal structures allowed on a single subdivided lot. The proposed development is driven by not only specific tenant standards, but by market standards and governmental standards which request separate taxing parcels for each specified tenant on within the development.**
- Title And Plan Purposes: The variation would not result in a use or development of the subject lot that would be not in harmony with the general and specific purposes for which this title and the provision from which a variation is sought were enacted or the general purpose and intent of the comprehensive plan.
 - **The geometry of the property does not allow the project to be viable without the variation of allowing more than one principal structures on a single lot of record. The variation will result in a use and development of the property in harmony with the general and specific purposes of the Zoning Code and comprehensive plan.**
- No Other Remedy: There is no means other than the requested variation by which the alleged hardship or difficulty can be avoided or remedied to a degree sufficient to permit a reasonable use of the subject lot.
 - **Given the dimensions of the parcel and the constraints of surrounding area, there is no means other than the requested variation to allow for more than one principal structures on a single lot of record that will allow for this project to be viable both from a development and more importantly a tenant perspective.**
- Minimum Required: The requested variation is the minimum measure of relief necessary to alleviate the alleged hardship or difficulty presented by the strict application of this title.
 - **The variation to allow more than one principal structures on a single lot of record is the minimum measure of relief necessary to alleviate the alleged hardship and constraints of the parcel in conjunction with the various tenants needs and requirements.**

PROPERTY DESCRIPTION

Panel 1:

That part of the West 1/2 of the Southwest 1/4 of Section 88, Township 41 North, Range 12, East of the Third Principal Meridian, described as follows: commencing at the intersection of the Westerly line of the right of way of the Mississippi, St. Paul and South Street Name Railroad, now the Wisconsin Central Railroad, said Westerly right of way line is; being the Easterly line of a street known as Orchard Place and the South Line of Pratt Avenue, said South Line being 88.0 feet South of and parallel with the North Line of said Southwest 1/4 of said Section 88; thence Southerly along the Westerly right of way line of said Railroad Company, a distance of 268.68 feet; thence Easterly at right angles to the last described line, a distance of 114.0 feet to a point 26.50 feet Westerly of the centerline of said Railroad Company main track; thence Northerly at right angles to the last described line, a distance of 268.68 feet to the South Line of said Pratt Avenue; thence West along the South Line of said Pratt Avenue, a distance of 115.77 feet to the point of beginning, in Cook County, Illinois.

Panel 2:

That part of the West 1/2 of the Southwest 1/4 of Section 88, Township 41 North, Range 12, East of the Third Principal Meridian, described as follows: beginning at the intersection of the Westerly line of the right of way of the Mississippi, St. Paul and South Street Name Railroad, now the Wisconsin Central Railroad, said Westerly right of way line being the Easterly line of a street known as Orchard Place and the South Line of Pratt Avenue, said South Line being 88.0 feet South of and parallel with the North Line of said Southwest 1/4 of said Section 88; thence Southerly along the Westerly right of way line of said Railroad Company, a distance of 268.68 feet; thence Easterly at right angles to the last described line, a distance of 114.0 feet to a point 26.50 feet Westerly of the centerline of said Railroad Company main track; thence Northerly at right angles to the last described line, a distance of 268.68 feet to the South Line of said Pratt Avenue; thence West along the South Line of said Pratt Avenue, a distance of 115.77 feet to the point of beginning, in Cook County, Illinois.

Panel 3:

Lots 1, 2, 3, 4, 5, 6, 7, 8 and 9 in Rehabilitation of Block 1 and tracted alley and Lot 15 to 26, both inclusive and tracted alley in Block 2 of Joseph's Addition to Orchard Place, a Subdivision of the North 702.6 feet of this portion of the Southwest 1/4 of Section 88, Township 41 North, Range 12, East of the Third Principal Meridian, lying West of the right of way and ground of the Wisconsin Central Railroad, according to the Plat of said Rehabilitation recorded October 21, 1925, as document number 907842, in Cook County, Illinois.

Panel 4:

Lots 1 and 2 of Lot 2 to 6, inclusive in Block 2 in Joseph's Addition to Orchard Place in the Southwest 1/4 of Section 88, Township 41 North, Range 12, East of the Third Principal Meridian, lying Northerly of the following described line beginning at the Northwest Corner of Lot 2 aforesaid; thence Southerly to the Southeast Corner of Lot 6 aforesaid, in Cook County, Illinois.

Panel 5:

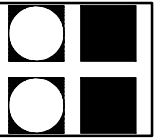
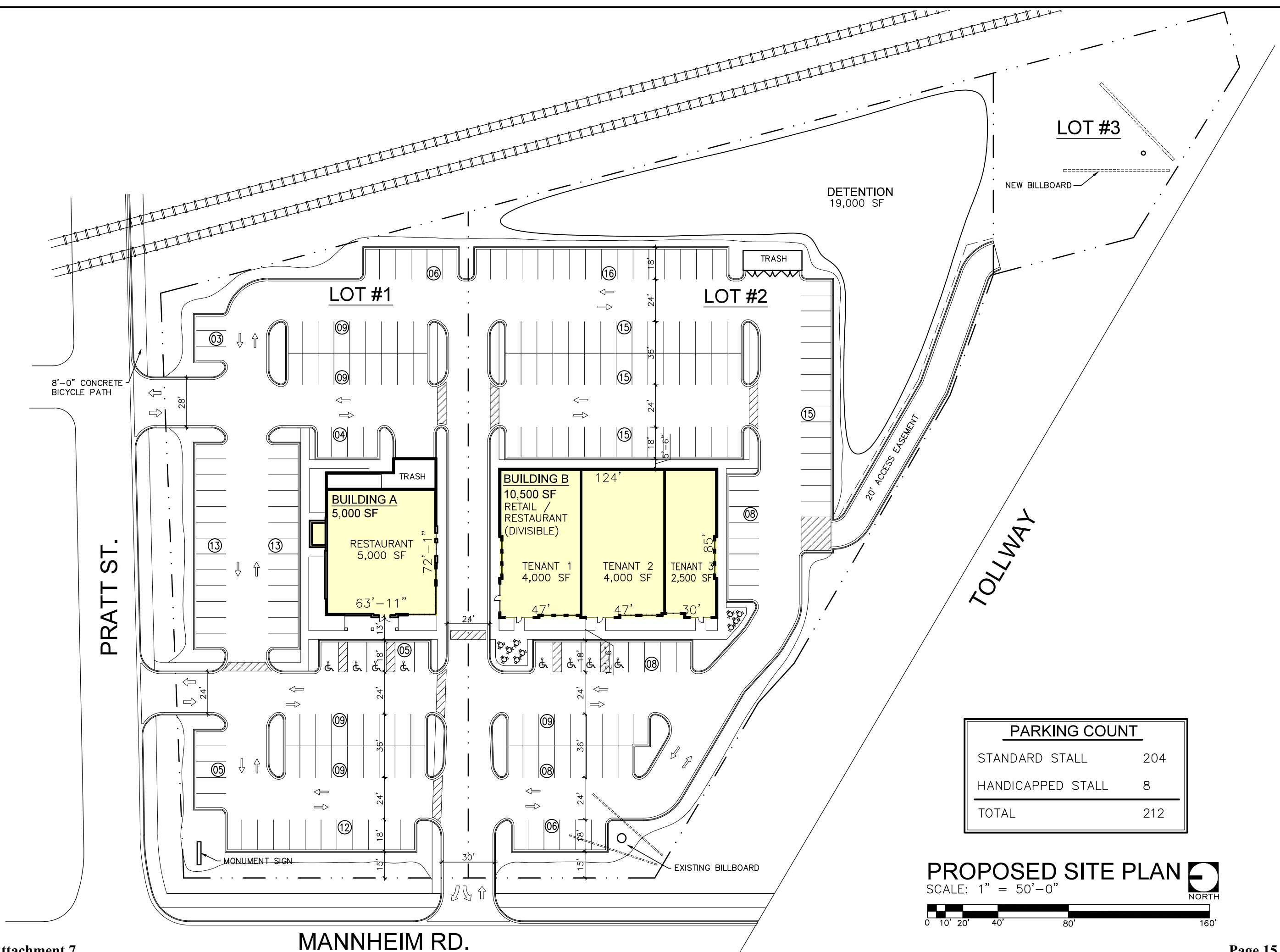
That part of West Railroad Avenue, together with part of Alger Street, together with part of a northerly/southerly alley in the Southwest 1/4 of Section 88, Township 41 North, Range 12, East of the Third Principal Meridian, described as follows: beginning at the intersection of the South Line of Pratt Avenue, with the West Line of West Railroad Avenue thence South 54 degrees, 56 minutes, 44 seconds East along the Westerly line of Railroad Avenue, a distance of 143.56 feet to the Northerly line of Alger Street; thence South 75 degrees, 05 minutes, 35 seconds West along said Northerly line, a distance of 140.52 feet to a bend therein; thence South 87 degrees, 45 minutes, 00 seconds West along said Northerly line, a distance of 84.91 feet to the Easterly terminus of that part of Alger Street previously tracted per document 9442586; thence South 59 degrees, 37 minutes, 56 seconds East along said Easterly terminus, a distance of 716.84 feet; thence South 47 degrees, 40 minutes, 55 seconds East, a distance of 29.50 feet to the Easterly line of a northerly/southerly alley; thence North 54 degrees, 50 minutes, 44 seconds West along said Easterly line, a distance of 52.0 feet to its intersection with the Southerly line of Alger Street; thence North 75 degrees, 05 minutes, 35 seconds East along said Southerly line, a distance of 115.0 feet to the West Line of West Railroad Avenue thence South 54 degrees, 50 minutes, 44 seconds East along said Westerly line, a distance of 149.89 feet to the Northerly terminus of that part of West Railroad Avenue previously tracted by Document 1644956; thence South 70 degrees, 25 minutes, 28 seconds East along said Northerly terminus, a distance of 72.85 feet to the Easterly line of West Railroad Avenue; thence North 54 degrees, 50 minutes, 44 seconds West along said Easterly line, a distance of 484.66 feet to the South Line of Pratt Avenue; thence South 87 degrees, 45 minutes, 00 seconds West, a distance of 65.50 feet to the point of beginning, in Cook County, Illinois.

EXCLUDING THEREFROM

Parts of Lots 6 and 8 and a part of tracted Alger Street in Rehabilitation of Block 1 and tracted alley and Lot 15 to 26, both inclusive, and tracted alley in Block 2 of Joseph's Addition to Orchard Place, a Subdivision of the North 702.6 feet of this portion of the Southwest quarter of Section 88, Township 41 North, Range 12, East of the Third Principal Meridian, lying West of the right of way and ground of the Wisconsin Central Railroad, in Cook County, Illinois, according to the Plat of said Rehabilitation recorded October 21, 1925, as document number 907842, more particularly detailed as follows: beginning at the Southwest Corner of Lot 9, said corner also being the intersection of the Northerly line of tracted Alger Street with the East Line of Mannheim Road, thence North, along the West Line of said Lot 9 and 6 (also the East Line of said Mannheim Road) a distance of 60.00 feet; thence East, parallel with the North Line of the Southwest Quarter of said Section 88, a distance of 58.65 feet; thence South, parallel with the West Line of said Lot 9 and 6, a distance of 86.69 feet to a point on the Northerly line of the Illinois Toll Highway Commission easement right-of-way; thence Northerly along said right-of-way line a distance of 68.00 feet to the point of beginning.



SHEET 1 OF 1	Image Media 5101 Darmstadt Road, Suite A Hillside, Illinois	PLAT OF SURVEY 2811 Mannheim Road DES PLAINES, ILLINOIS	ZARKO SEKEREZ & ASSOCIATES, Inc. SURVEYING & LAND PLANNING 116 WEST CLARK STREET CROWN POINT, INDIANA 46307 Phone: 312-726-1313 Fax: 312-236-9508 Web: www.zsekrez.com	DRAWN BY: PS CHECKED BY: RL DATE: Aug. 26, 2021 JOB No.: 10770
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PROPOSED SITE PLAN

DESIGN STUDIO 24, LLC.
ARCHITECTS - DESIGNERS - PLANNERS
2211 N. ELSTON AVE., CHICAGO, ILLINOIS 60614
Tel.: 847.885.7751 Fax: 847.885.8300

GW PROPERTIES
SITE STUDY
MANNHEIM RD. AND PRATT ST
DES PLAINES, IL 60018

DATE 09.20.2021

MARK T. DIGANCI
REG. ARCHITECT

ST1

TENTATIVE PLAT OF SUBDIVISION

PROPERTY DESCRIPTION

LOTS 1, 2 AND 3 IN THE RESUBDIVISION OF BLOCK 1 AND VACATED ALLEYS AND LOTS 15 TO 26, INCLUSIVE, AND VACATED ALLEY IN BLOCK 2 IN BOESCH'S ADDITION TO ORCHARD PLACE, A SUBDIVISION OF THE NORTH 703.6 FEET OF THAT PART OF THE SOUTHWEST QUARTER OF SECTION 33, TOWNSHIP 41 NORTH, RANGE 12 EAST OF THE THIRD PRINCIPAL MERIDIAN, LYING WEST OF THE RIGHT-OF-WAY AND GROUNDS OF THE WISCONSIN CENTRAL RAILROAD, IN COOK COUNTY, ILLINOIS; ALSO

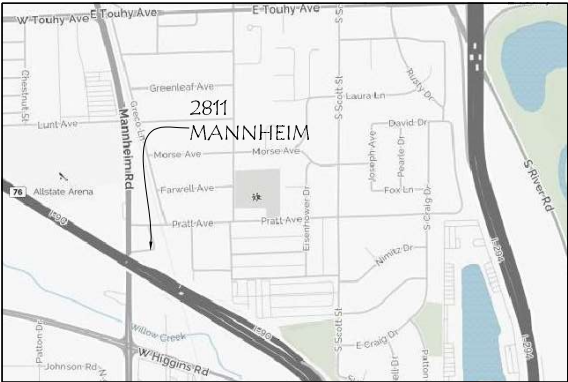
THAT PART OF THE WEST HALF OF THE SOUTHWEST QUARTER OF SECTION 33, TOWNSHIP 41 NORTH, RANGE 12 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE INTERSECTION OF THE WESTERLY LINE OF THE RIGHT-OF-WAY OF THE MINNEAPOLIS, ST. PAUL AND SAULT STE. MARIE RAILROAD, NOW THE WISCONSIN CENTRAL LTD. RAILROAD, (SAID WESTERLY RIGHT-OF-WAY LINE ALSO BEING THE EASTERLY LINE OF A STREET KNOWN AS ORCHARD PLACE) AND THE SOUTH LINE OF PRATT AVENUE, SAID SOUTH LINE BEING 33.0 FEET SOUTH OF AND PARALLEL WITH THE NORTH LINE OF SAID SOUTHWEST QUARTER OF SAID SECTION 33; THENCE SOUTHERLY, ALONG THE WESTERLY RIGHT-OF-WAY LINE OF SAID RAILROAD 263.65 FEET TO THE PLACE OF BEGINNING OF THE TRACT OF LAND TO BE DESCRIBED HEREIN; THENCE CONTINUING SOUTHERLY, ALONG SAID WESTERLY RIGHT-OF-WAY LINE, 303.40 FEET TO A POINT ON THE NORTHEASTERLY LINE ON THE ILLINOIS TOLL HIGHWAY COMMISSION EASEMENT RIGHT-OF-WAY GRANTED BY DOCUMENT 17087956; THENCE SOUTHEASTERLY, ALONG SAID NORTHEASTERLY LINE 114.0 FEET; THENCE EASTERLY, ALONG A LINE DRAWN AT RIGHT ANGLES TO THE CENTER LINE OF SAID RAILROAD COMPANY'S MAIN TRACK, FOR A DISTANCE OF 32.52 FEET TO A POINT ON A LINE WHICH IS 26.50 FEET WESTERLY OF AND PARALLEL WITH THE CENTER LINE OF SAID MAIN TRACK; THENCE NORTHERLY, ALONG SAID PARALLEL LINE, 386.14 FEET; THENCE SOUTHWESTERLY AT RIGHT ANGLES TO THE LAST DESCRIBED PARALLEL LINE, 110.95 FEET TO THE PLACE OF BEGINNING, ALL IN COOK COUNTY, ILLINOIS; ALSO

THAT PART OF THE WEST HALF OF THE SOUTHWEST QUARTER OF SECTION 33, TOWNSHIP 41 NORTH, RANGE 12 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: BEGINNING AT THE INTERSECTION OF THE WESTERLY LINE OF THE RIGHT-OF-WAY OF THE MINNEAPOLIS, ST. PAUL AND SAULT STE. MARIE RAILROAD, NOW THE WISCONSIN CENTER LTD. RAILROAD, (SAID WESTERLY RIGHT-OF-WAY LINE ALSO BEING THE EASTERLY LINE OF A STREET KNOWN AS ORCHARD PLACE) AND THE SOUTH LINE OF PRATT AVENUE, SAID SOUTH LINE BEING 33.0 FEET SOUTH OF AND PARALLEL WITH THE NORTH LINE OF SAID SOUTHWEST QUARTER OF SAID SECTION 33; THENCE SOUTHERLY, ALONG THE WESTERLY RIGHT-OF-WAY LINE OF SAID RAILROAD 263.65 FEET; THENCE EASTERLY, ALONG A LINE DRAWN AT RIGHT ANGLES TO THE CENTER LINE OF SAID RAILROAD COMPANIES MAIN TRACK, FOR A DISTANCE OF 110.95 FEET TO A POINT ON A LINE WHICH IS 26.50 FEET WESTERLY OF AND PARALLEL WITH THE CENTER LINE OF SAID MAIN TRACK; THENCE NORTHERLY, ALONG SAID PARALLEL LINE, 288.52 FEET TO THE SOUTH LINE OF PRATT AVENUE, AFORESAID; THENCE WESTERLY, ALONG SAID SOUTH LINE 113.77 FEET TO THE POINT OF BEGINNING; IN COOK COUNTY, ILLINOIS; ALSO

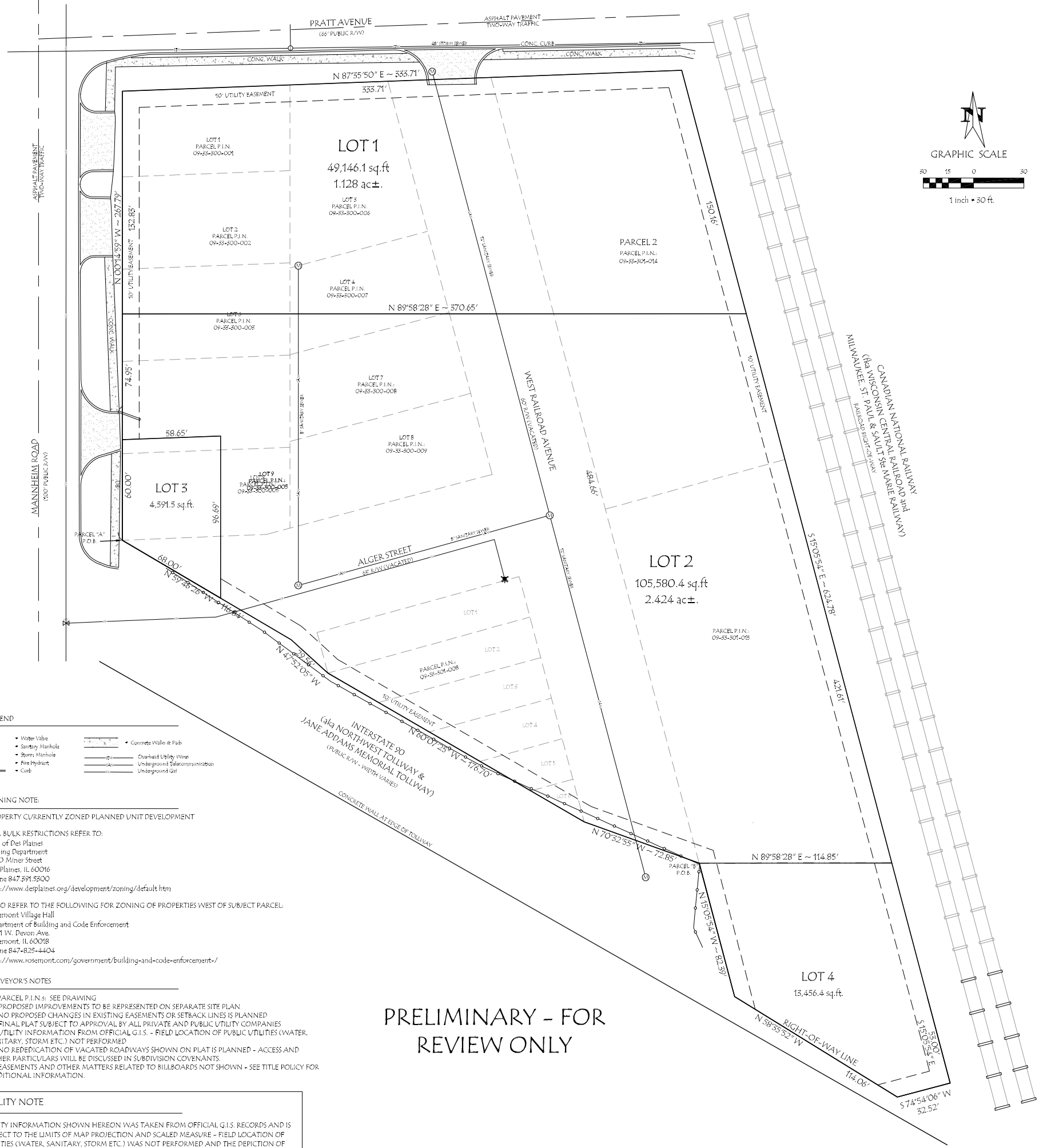
LOTS 4, 5, 6, 7, 8 AND 9 IN RESUBDIVISION OF BLOCK 1 AND VACATED ALLEYS AND LOTS 15 TO 26, BOTH INCLUSIVE, AND VACATED ALLEYS IN BLOCK 2 OF BOESCH'S ADDITION TO ORCHARD PLACE, A SUBDIVISION OF THE NORTH 703.6 FEET OF THAT PORTION OF THE SOUTHWEST QUARTER OF SECTION 33, TOWNSHIP 41 NORTH, RANGE 12 EAST OF THE THIRD PRINCIPAL MERIDIAN, LYING WEST OF THE RIGHT-OF-WAY AND GROUNDS OF THE WISCONSIN CENTRAL RAILROAD, IN COOK COUNTY, ILLINOIS, ACCORDING TO THE PLAT OF SAID RESUBDIVISION RECORDED OCTOBER 21, 1925, AS DOCUMENT NUMBER 3073142; ALSO

LOT 1 AND THAT PART OF LOTS 2 TO 6, INCLUSIVE, IN BLOCK 2 IN BOESCH'S ADDITION TO ORCHARD PLACE IN THE SOUTHWEST QUARTER OF SECTION 33, TOWNSHIP 41 NORTH, RANGE 12 EAST OF THE THIRD PRINCIPAL MERIDIAN, LYING NORTHEASTERLY OF THE FOLLOWING DESCRIBED LINE: BEGINNING AT THE NORTHWEST CORNER OF LOT 2, AFORESAID; THENCE SOUTHEASTERLY TO THE SOUTHEAST CORNER OF LOT 6, AFORESAID, ALL IN COOK COUNTY, ILLINOIS; ALSO

THAT PART OF VACATED WEST RAILROAD AVENUE, PART OF VACATED ALGER STREET AND PART OF A VACATED NORTHWESTERLY AND SOUTHEASTERLY ALLEY IN THE SOUTHWEST QUARTER OF SECTION 33, TOWNSHIP 41 NORTH, RANGE 12 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: BEGINNING AT THE INTERSECTION OF THE SOUTH LINE OF PRATT AVENUE WITH THE WEST LINE OF WEST RAILROAD AVENUE; THENCE SOUTH 14° 56' 44" EAST, ALONG THE WESTERLY LINE OF RAILROAD AVENUE, 242.54 FEET TO THE NORTHERLY LINE OF ALGER STREET; THENCE SOUTH 74° 59' 28" WEST, ALONG SAID NORTHERLY LINE, 140.52 FEET TO A BEND THEREIN; THENCE SOUTH 87° 45' 00" WEST, ALONG SAID NORTHERLY LINE, 84.91 FEET TO THE EASTERLY TERMINUS OF THAT PART OF ALGER STREET PREVIOUSLY VACATED PER DOCUMENT 16941956; THENCE SOUTH 59° 37' 16" EAST, ALONG SAID EASTERLY TERMINUS, 116.84 FEET; THENCE SOUTH 47° 42' 55" EAST 29.56 FEET TO THE EASTERLY LINE OF A NORTHWESTERLY AND SOUTHEASTERLY ALLEY; THENCE NORTH 14° 56' 44" WEST, ALONG SAID EASTERLY LINE, 25.0 FEET TO ITS INTERSECTION WITH THE SOUTHERLY LINE OF ALGER STREET; THENCE NORTH 73° 08' 16" EAST, ALONG SAID SOUTHERLY LINE, 125.0 FEET TO THE WEST LINE OF WEST RAILROAD AVENUE; THENCE SOUTH 14° 56' 44" EAST, ALONG SAID WESTERLY LINE, 149.89 FEET TO THE NORTHERLY TERMINUS OF THAT PART OF WEST RAILROAD AVENUE PREVIOUSLY VACATED BY DOCUMENT 16941956; THENCE SOUTH 70° 23' 45" EAST, ALONG SAID NORTHERLY TERMINUS, 72.85 FEET TO THE EASTERLY LINE OF WEST RAILROAD AVENUE; THENCE NORTH 14° 56' 44" WEST, ALONG SAID EASTERLY LINE, 484.66 FEET TO THE SOUTH LINE OF PRATT AVENUE; THENCE SOUTH 87° 45' 00" WEST 61.50 FEET TO THE POINT OF BEGINNING, IN COOK COUNTY, ILLINOIS.



VICINITY MAP
no scale



PRELIMINARY - FOR
REVIEW ONLY

LEGEND

- Water Valve
- Sanitary Manhole
- Storm Manhole
- Fire Hydrant
- Curb
- Concrete Wall & Pads
- Overhead Utility (Water)
- Underground Telecommunication
- Underground Gas

ZONING NOTE:

PROPERTY CURRENTLY ZONED PLANNED UNIT DEVELOPMENT

FOR BULK RESTRICTIONS REFER TO:

City of Des Plaines
Zoning Department
1420 Minor Street
Des Plaines, IL 60016
Phone 847.391.5900
<http://www.desplaines.org/development/zoning/default.htm>

ALSO REFER TO THE FOLLOWING FOR ZONING OF PROPERTIES WEST OF SUBJECT PARCEL:

Rosemont Village Hall
Department of Building and Code Enforcement
9501 W. Devon Ave.
Rosemont, IL 60018
Phone 847-825-4404
<http://www.rosemont.com/government/building-and-code-enforcement/>

SURVEYOR'S NOTES

- 1) PARCEL P.I.N.s: SEE DRAWING
- 2) PROPOSED IMPROVEMENTS TO BE REPRESENTED ON SEPARATE SITE PLAN
- 3) NO PROPOSED CHANGES IN EXISTING EASEMENTS OR SETBACK LINES IS PLANNED
- 4) FINAL PLAT SUBJECT TO APPROVAL BY ALL PRIVATE AND PUBLIC UTILITY COMPANIES
- 5) UTILITY INFORMATION FROM OFFICIAL G.I.S. - FIELD LOCATION OF PUBLIC UTILITIES (WATER, SANITARY, STORM ETC.) NOT PERFORMED
- 6) NO REDEDICATION OF VACATED ROADWAYS SHOWN ON PLAT IS PLANNED - ACCESS AND OTHER PARTICULARS WILL BE DISCUSSED IN SUBDIVISION COVENANTS
- 7) EASEMENTS AND OTHER MATTERS RELATED TO BILLBOARDS NOT SHOWN - SEE TITLE POLICY FOR ADDITIONAL INFORMATION.

UTILITY NOTE

UTILITY INFORMATION SHOWN HEREON WAS TAKEN FROM OFFICIAL G.I.S. RECORDS AND IS SUBJECT TO THE LIMITS OF MAP PROJECTION AND SCALED MEASURE - FIELD LOCATION OF UTILITIES (WATER, SANITARY, STORM ETC.) WAS NOT PERFORMED AND THE DEPICTION OF SAID UTILITIES DOES NOT CONSTITUTE AN OPINION OF THE SURVEYOR AS TO THEIR LOCATION OR EXISTENCE.

SHEET
1
OF
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Image Media
5101 Darmstadt Road, Suite A
Hillside, Illinois

PRELIMINARY PLAT

2811 Mannheim Road
DES PLAINES, ILLINOIS

ZARKO SEKEREZ & ASSOCIATES, Inc.

SURVEYING & LAND PLANNING

116 WEST CLARK STREET
CROWN POINT, INDIANA 46307

Phone: 312-726-1313
Fax: 312-236-9506
Web: www.sekerez.com

DRAWN BY: PS
CHECKED BY: RI

DATE: Aug. 25, 2021

JOB No.: 10770



designstudio24 LLC
ARCHITECTS - DESIGNERS - PLANNERS



MANNHIM RD & PRATT ST
DES PLAINES, ILLINOIS





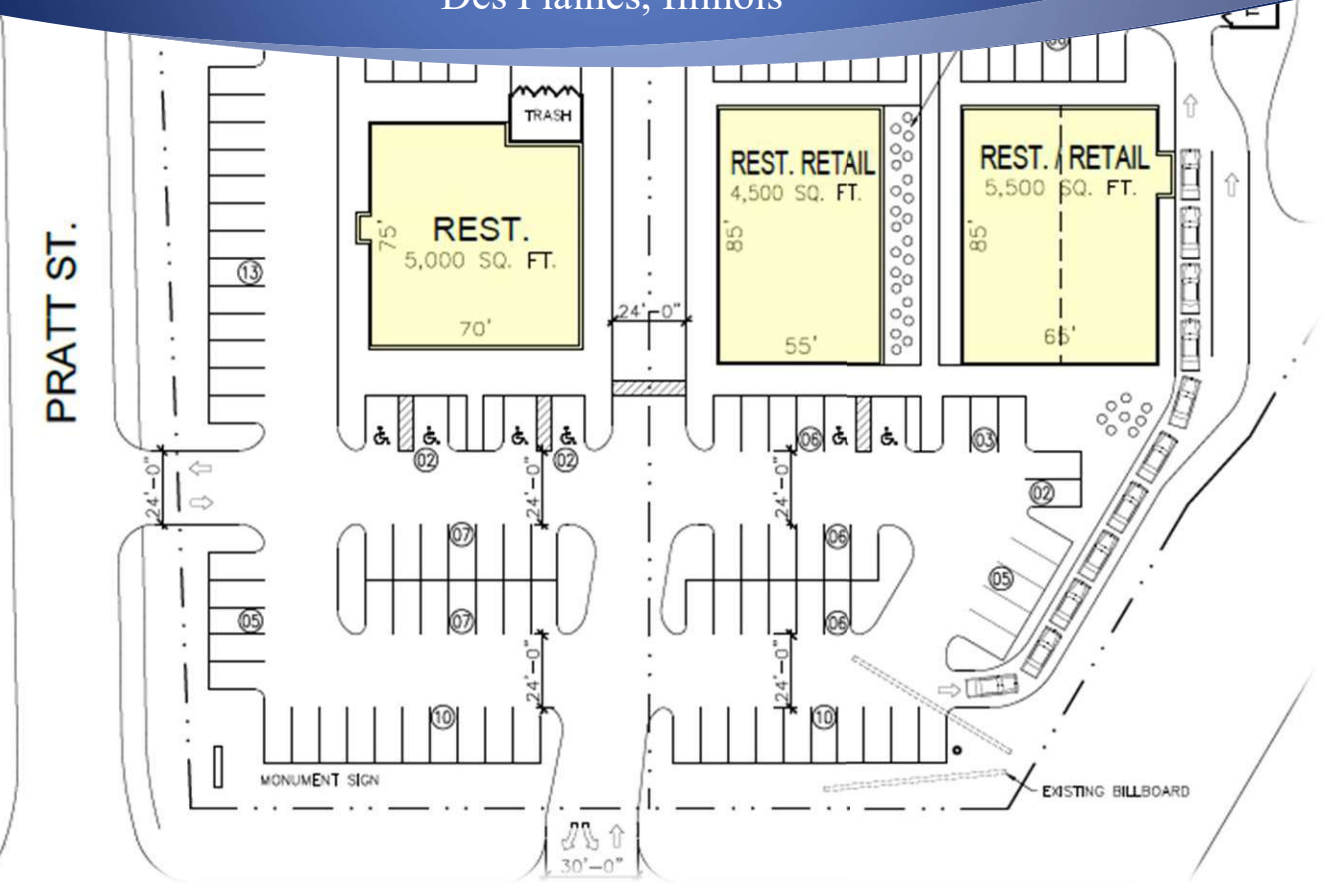
designstudio24 LLC
ARCHITECTS - DESIGNERS - PLANNERS



MANNHIM RD & PRATT ST
DES PLAINES, ILLINOIS

Traffic Impact Study Proposed Mannheim/Pratt Retail Development

Des Plaines, Illinois



Prepared For:



August 26, 2021

Executive Summary

Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) conducted a traffic impact study for the proposed Mannheim/Pratt retail development to be located in the southeast quadrant of the unsignalized intersection of Mannheim Road with Pratt Street in Des Plaines, Illinois.

The plans call for three retail buildings that all contain multiple dining establishments, totaling approximately 15,400 square feet of restaurant space. The plans call for two sit-down restaurants, a fast casual restaurant, and a quick-service restaurant (QSR) with a pick-up lane. The site is proposed to be served by two full-movement access drives off Pratt Street and a restricted access drive off Mannheim Road.

Traffic capacity analyses were conducted for the weekday morning and weekday evening peak hours for the following two conditions:

1. Existing Conditions - Analyzes the capacity of the existing roadway system using existing peak hour traffic volumes in the surrounding area.
2. Year 2027 Total Projected Conditions - The total projected traffic volumes includes the existing traffic volumes increased by a regional growth factor of three percent, traffic estimated to be generated by planned developments in the area, and the traffic estimated to be generated by the proposed development.

The following summarizes the results and recommendations of the study:

- The proposed development-generated traffic will be consistent and compatible with traffic patterns and volumes in the area.
- The proposed restaurant land uses typically attract a significant amount of its traffic from the existing traffic on the adjacent roadway network en route to another destination. As such, the net new traffic the subject development is proposed to generate is reduced.
- The proposed access system to serve the development will help disperse the development-generated traffic onto the surrounding roadway network and provide alternatives for the site traffic to enter and exit the development.
- A southbound left-turn lane on Mannheim Road is not recommended given the existing offset alignment of Pratt Street with the hotel access drive to the north. Providing a southbound left-turn lane at Pratt Street will impact northbound left-turn movements at the Hyatt access drive, which has an offset T-intersection approximately 80 feet to the north of Pratt Street.

- No traffic control or roadway improvements are recommended at the signalized intersection of Mannheim Road with Lunt Avenue or at the offset, all-way stop sign controlled intersection of Maple Street/Curtis Street with Pratt Street.
- The two proposed full access drives off Pratt Street will each provide one inbound lane and one outbound lane under stop sign control. No improvements on Pratt Street are needed or recommended.
- The proposed restricted access off Mannheim Road will provide one inbound lane and one outbound lane under stop sign control. The access drive will be designed to physically restrict and channelize vehicles to right-in/right-out only turning movements.
- The site layout allows for efficient internal circulation and access to the three proposed access drives serving the development.
- The proposed pick-up lane serving the QSR will have a counterclockwise rotation and a bypass lane for vehicles to exit from the queue. The proposed stacking for the pick-up lane will be adequate.

1. Introduction

A traffic impact study was conducted for the proposed Mannheim/Pratt retail development to be located in the southeast quadrant of the intersection of Mannheim Road with Pratt Street in Des Plaines, Illinois. The intersection of Mannheim Road with Pratt Street is unsignalized.

The plans call for three buildings housing multiple dining establishments, totaling approximately 15,400 square feet of restaurant space. The plans call for two sit-down restaurants, a fast casual restaurant, and a 2,400 square-foot quick-service restaurant (QSR) with a pick-up lane. The site is proposed to be served by two full-movement access drives off Pratt Street and a restricted access drive off Mannheim Road.

The sections of this report present the following:

- Existing roadway conditions including vehicle, pedestrian, and bicycle traffic volumes for the weekday morning and weekday evening peak hours
- A detailed description of the proposed development
- Vehicle trip generation for the proposed development
- Directional distribution of development-generated traffic
- Regional growth in traffic and background development traffic for Year 2027 no-build conditions
- Future transportation conditions including access to and from the development

Traffic capacity analyses were conducted for the weekday morning and weekday evening peak hours for the following two conditions:

1. Existing Conditions - Analyzes the capacity of the existing roadway system using existing peak hour traffic volumes in the surrounding area.
2. Year 2027 Total Projected Conditions - The total projected traffic volumes includes the existing traffic volumes increased by a regional growth factor of three percent, traffic from planned background developments in the immediate area, and the traffic estimated to be generated by the proposed subject development.

The purpose of this study was to examine existing traffic conditions to establish a base condition, assess the impact that the proposed development would have on traffic conditions in the area, and determine the roadway and traffic control improvements needed to mitigate this development's impact based on Year 2027 projected traffic conditions.

2. Existing Conditions

Existing traffic and roadway conditions were documented based on field visits and traffic counts conducted by KLOA, Inc. The following provides a detailed description of the physical characteristics of the roadways including geometry and traffic control, adjacent land uses, and peak hour traffic flows along area roadways.

Site Location

The development site is located in the southeast quadrant of the unsignalized intersection of Mannheim Road with Pratt Street in Des Plaines, Illinois and is generally bordered by Pratt Street to the north, Interstate 90 to the south, Canadian National Railway (CN) railroad tracks to the east, and Mannheim Road to the west. There are four curb cuts along Mannheim Road and one on Pratt Street. These provide maintenance access to billboards and Illinois Department of Transportation (IDOT) devices located along Interstate 90. **Figure 1** shows the location of the site in relation to the area roadway system. **Figure 2** shows an aerial view of the site.

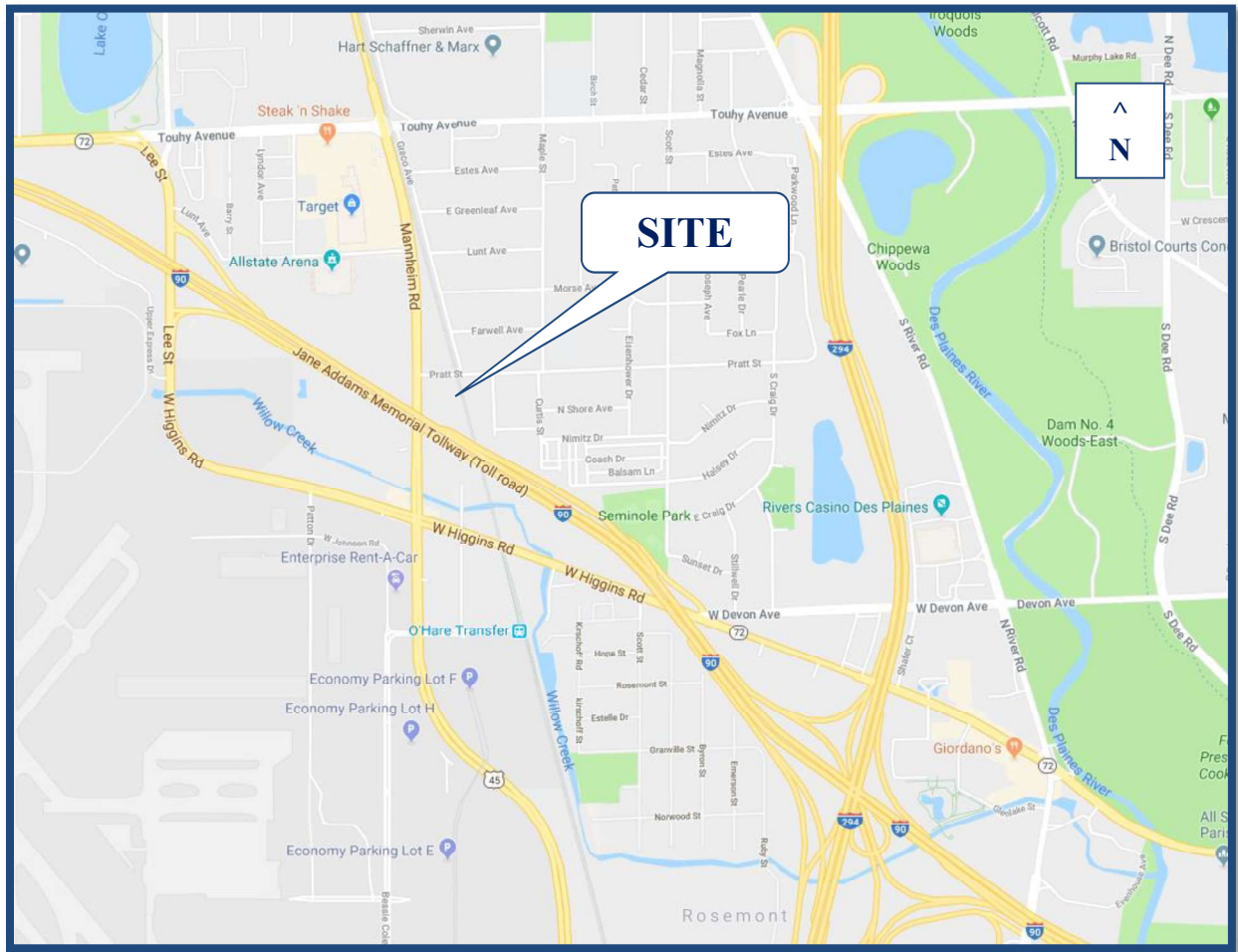
Surrounding Land Uses

Land uses surrounding the site include Café La Cave restaurant and Royal Touch car wash to the north, residential to the east, and Hyatt Place hotel and Allstate Arena to the west of Mannheim Road. The Rosemont Marketplace shopping center is located in the northwest quadrant of the signalized intersection of Mannheim Road with Lunt Avenue and the Potbelly/Starbucks restaurant development is located north of Royal Touch car wash.

Existing Roadway System Characteristics

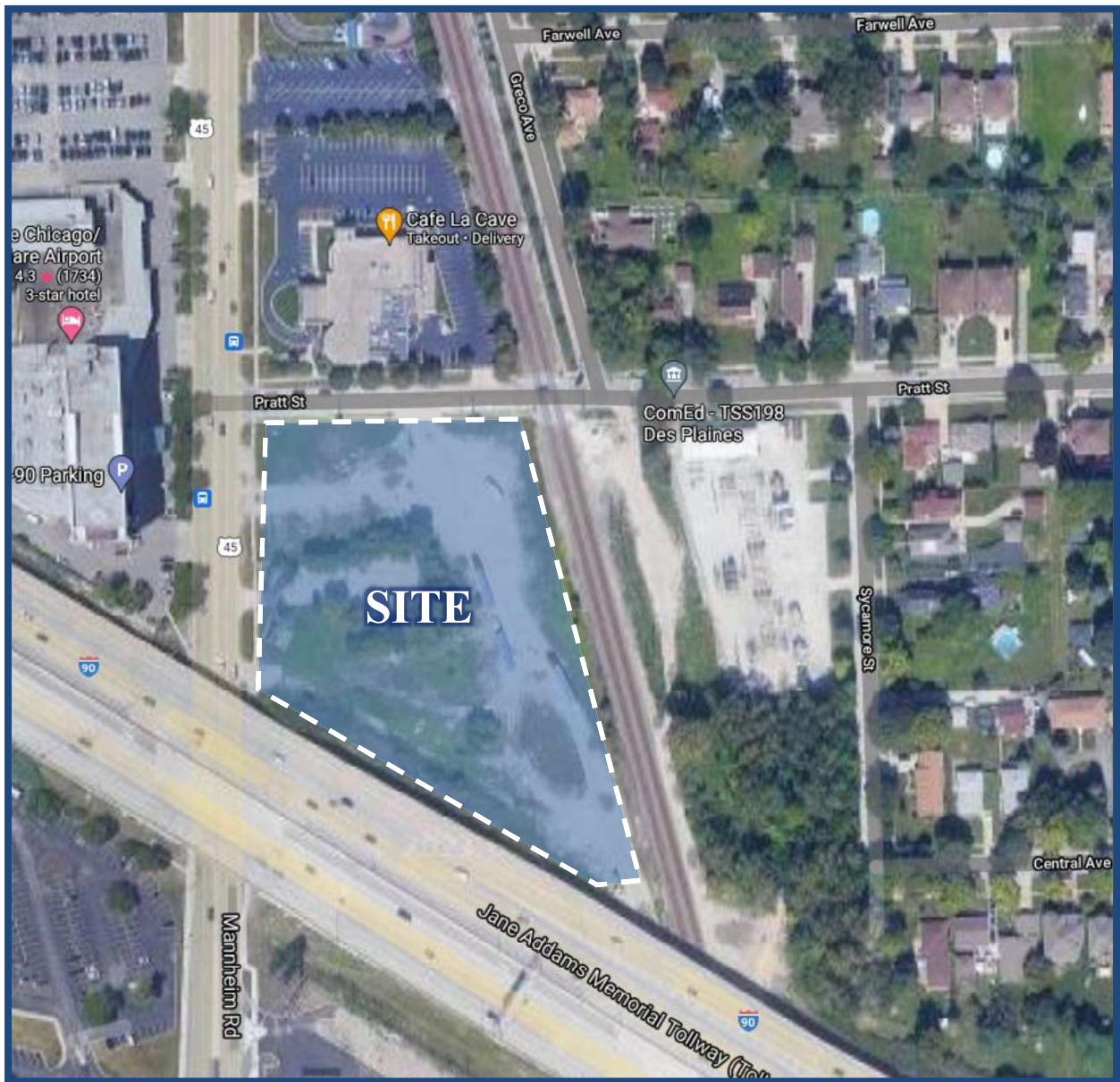
The characteristics of the existing roadways that surround the proposed development are illustrated in **Figure 3** and described below.

Mannheim Road (US Route 12 and 45) is a north-south other principal arterial roadway that is under the jurisdiction of IDOT. The roadway is designated as a Strategic Regional Arterial (SRA). At its signalized intersection with Lunt Avenue, an exclusive left-turn lane and two through lanes are provided on the northbound approach and a through lane and a combined through/right-turn lane are provided on the southbound approach along with a high-visibility crosswalk. No exclusive turn lanes are provided on Mannheim Road at its unsignalized intersection with Pratt Street. Mannheim Road has a posted speed limit of 40 mph and carries an Annual Average Daily Traffic (AADT) volume of 24,700 vehicles (IDOT 2019).



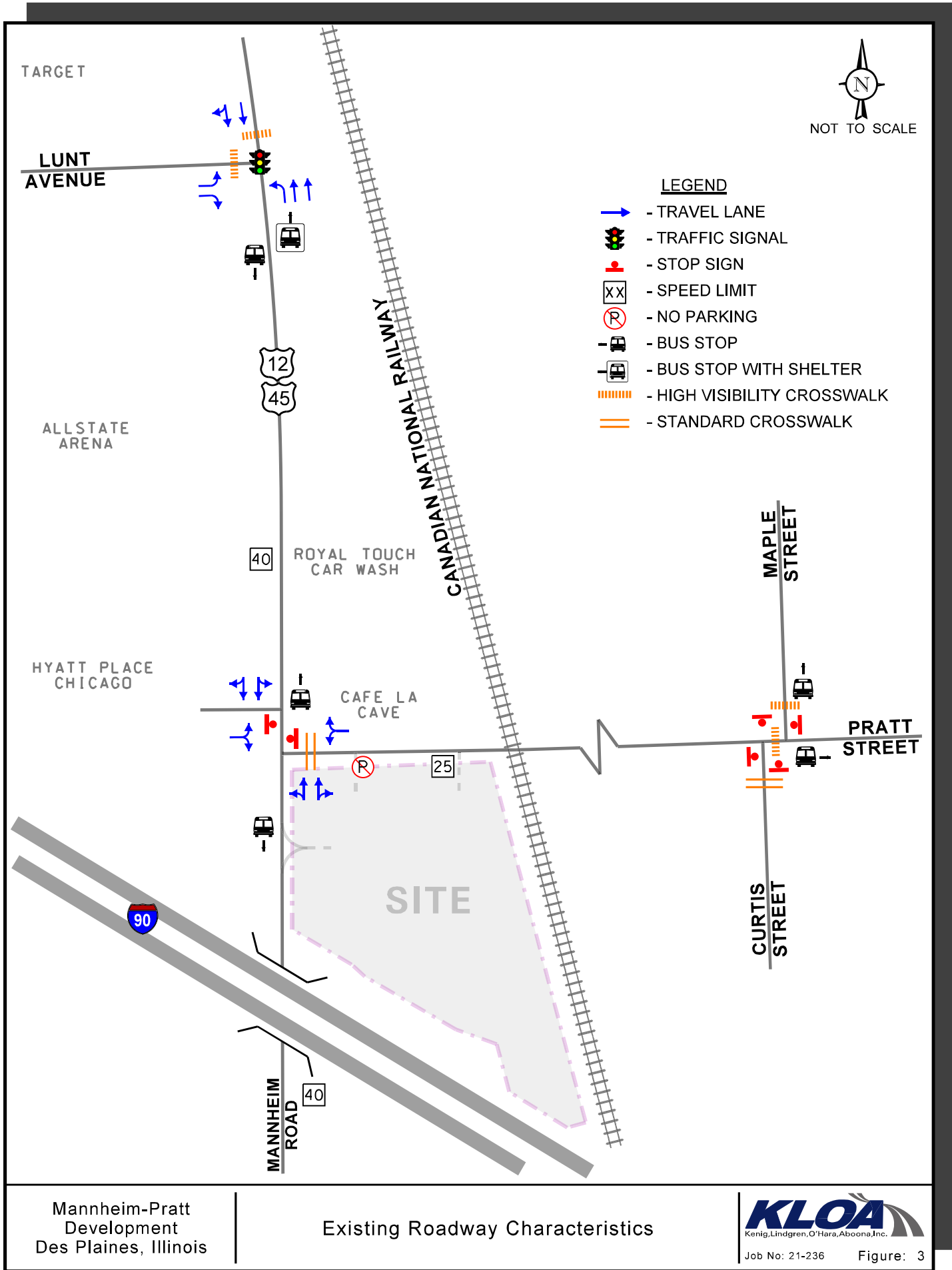
Site Location

Figure 1



Aerial View of Site

Figure 2



Mannheim-Pratt
Development
Des Plaines, Illinois

Existing Roadway Characteristics



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Figure: 3

Pratt Street is an east-west local roadway that is under stop sign control at its three-way intersection with Mannheim Road (US Route 12 and 45) providing one inbound lane and one outbound lane allowing both left- and right-turn exiting movements. The westbound approach provides a standard-style crosswalk. One of the access drives to the Hyatt Place hotel is located on the west side of Mannheim Road approximately 80 feet north of Pratt Street. Pratt Street is under all-way stop sign control at its intersection with Maple Street/Curtis Street to the east of Mannheim Road and provides a high-visibility crosswalk in the middle of the offset intersection. There is an at-grade railroad crossing between Mannheim Road and Maple Street/Curtis Street. Pratt Street carries an AADT volume of 1,950 vehicles (IDOT 2018). The posted speed limit is 25 mph and parking is restricted on both sides of the roadway. Pratt Street is under the jurisdiction of the City of Des Plaines.

Maple Street/Curtis Street are north-south local roadways that provide one lane in each direction and T-intersect Pratt Street as an offset intersection. Maple Street is north of Pratt Street and Curtis Street is south of Pratt Street. The southbound approach provides a high-visibility crosswalk and the northbound approach provides a standard-style crosswalk. On-street parking is permitted on both sides of the roadways and the posted speed limit is 25 mph. Maple Street and Curtis Street are under the jurisdiction of the City of Des Plaines.

Lunt Avenue is an east-west roadway that provides one lane in each direction and is under the jurisdiction of the Village of Rosemont. At its signalized intersection with Mannheim Road, Lunt Avenue provides an exclusive left-turn lane and an exclusive right-turn lane. Lunt Avenue provides a high-visibility crosswalk on the eastbound approach. Parking is restricted on both sides of the roadway and the posted speed limit is 25 mph.

Existing Traffic Volumes

Vehicle, pedestrian, and bicycle traffic counts were conducted on Wednesday, August 18, 2021 and Thursday, August 19, 2021 during the morning (7:00 to 9:00 A.M.) and the evening (4:00 to 6:00 P.M.) peak periods at the following two intersections:

- Mannheim Road with Pratt Street (stop sign)
- Mannheim Road with Hyatt access drive (stop sign)

From the manual turning movement count data, it was determined that the weekday morning peak hour generally occurs between 7:30 and 8:30 A.M. and the weekday evening peak hour generally occurs between 4:30 and 5:30 P.M. These two respective peak hours will be used for the traffic capacity analyses and are presented later in this report. Pedestrian and bicycle activity was reported to be very low at the study intersections. A copy of the existing traffic counts is included in the Appendix.

Furthermore, traffic counts previously conducted in 2018 were utilized for the following two intersections:

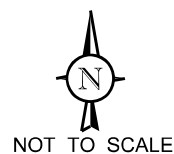
- Mannheim Road with Lunt Avenue (signalized)
- Maple Street/Curtis Street with Pratt Street (all-way stop sign)

The traffic counts conducted in 2021 were compared with the 2018 counts and it was determined that no adjustments were needed to reflect normal traffic conditions.

The existing peak hour vehicle traffic volumes are shown in **Figure 4**.

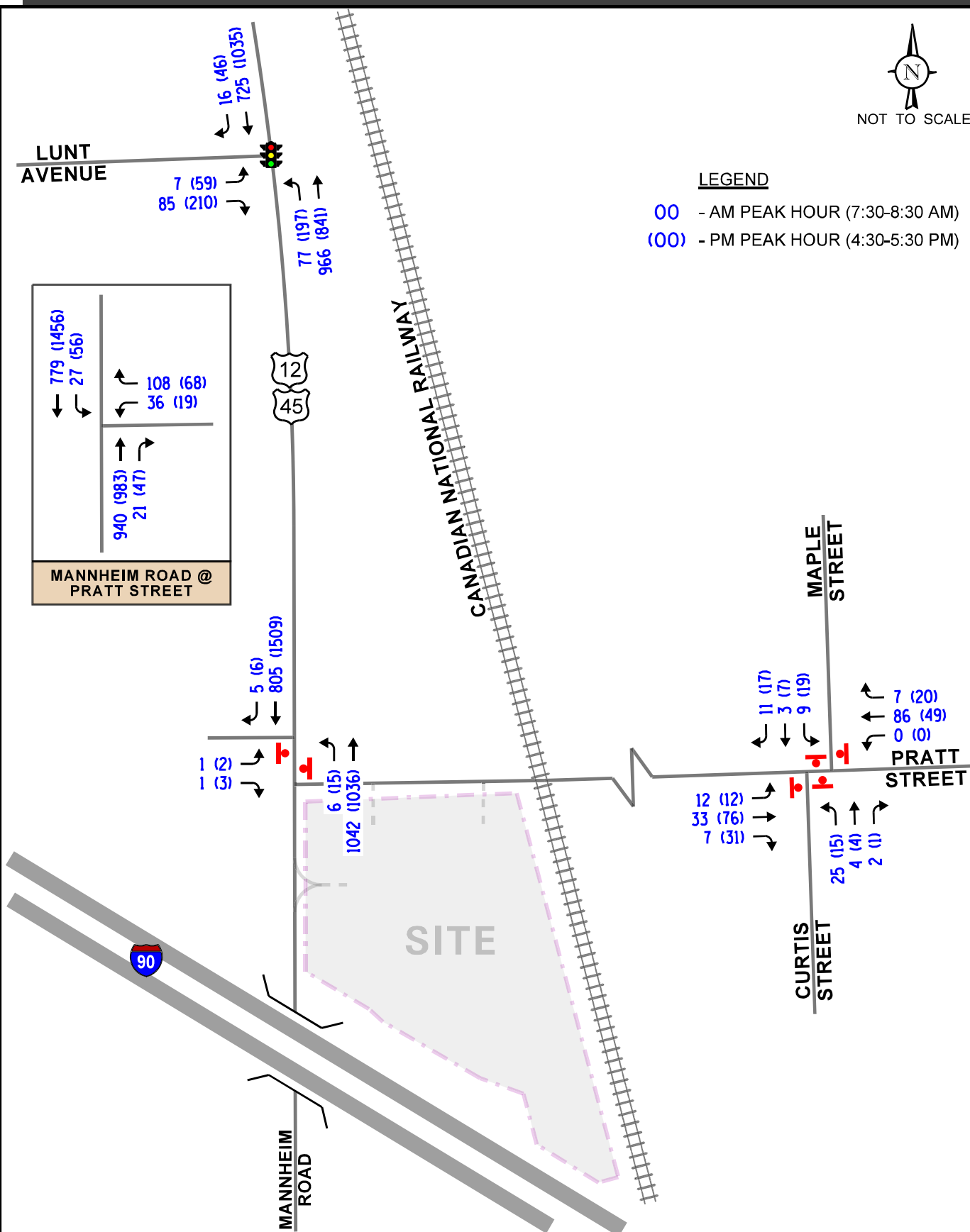
Railroad Crossing

As noted, there is an at-grade, gated railroad crossing on Pratt Street approximately 350 feet east of Mannheim Road. Based on information provided by the Illinois Commerce Commission (ICC) which is included in the Appendix of this report, this railroad line carries both passenger trains and freight trains with 38 average daily trains, a daily average of 22 of which are passenger trains. Based on observations, the gates were lowered for passing trains during the morning peak hour three times for an average of 55 seconds with an average eastbound queue of one vehicle. The gates were lowered for passing trains during the evening peak hour three times for an average of 60 seconds with an average eastbound queue of one vehicle. It is important to note that anecdotal observations have noted that freight trains sometimes stop in the vicinity of Pratt Street, resulting in the gates being lowered for an extended period of time. Vehicles east of the tracks can use the various roadways in the area, including Maple Street and Curtis Street, as a detour. Vehicles west of the tracks must make a U-turn on Pratt Street and return to Mannheim Road.



LEGEND

- 00 - AM PEAK HOUR (7:30-8:30 AM)
- (00) - PM PEAK HOUR (4:30-5:30 PM)



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Year 2021 Base Traffic Volumes



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Figure: 4

Crash Data Analysis

KLOA, Inc. obtained crash data from IDOT for the most recent past five years available (2016 to 2020) for the intersections of Mannheim Road (US Route 12 and 45) with Pratt Street, Mannheim Road with Lunt Avenue, and Pratt Street with Curtis Street/Maple Street. A review of the crash data indicated that no fatalities were reported at any of the intersections¹. **Tables 1** through **3** summarize the crash data.

Table 1

MANNHEIM ROAD WITH PRATT STREET – CRASH SUMMARY

Year	Type of Crash Frequency						Total
	Angle	Object	Rear End	Sideswipe	Turning	Other	
2016	0	0	4	0	1	0	5
2017	0	0	2	1	2	0	5
2018	0	0	6	0	2	0	8
2019	0	1	3	0	2	1	7
2020	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>4</u>	<u>0</u>	<u>5</u>
Total	1	1	15	1	11	1	30
Average/Year	<1.0	<1.0	3.0	<1.0	2.2	<1.0	6.0

Table 2

MANNHEIM ROAD WITH LUNT AVENUE – CRASH SUMMARY

Year	Type of Crash Frequency						Total
	Angle	Object	Rear End	Sideswipe	Turning	Other	
2016	0	0	2	1	5	1	9
2017	0	0	0	0	1	1	2
2018	0	0	3	1	3	0	7
2019	1	1	2	0	0	2	6
2020	<u>1</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>
Total	2	1	8	2	9	4	26
Average/Year	<1.0	<1.0	1.6	<1.0	1.8	<1.0	5.2

¹ IDOT DISCLAIMER: The motor vehicle crash data referenced herein was provided by the Illinois Department of Transportation. Any conclusions drawn from analysis of the aforementioned data are the sole responsibility of the data recipient(s). Additionally, for coding years 2015 to present, the Bureau of Data Collection uses the exact latitude/longitude supplied by the investigating law enforcement agency to locate crashes. Therefore, location data may vary in previous years since data prior to 2015 was physically located by bureau personnel. The author is responsible for any data analyses and conclusions drawn.

Table 3

PRATT STREET WITH CURTIS STREET/MAPLE STREET – CRASH SUMMARY

Year	Type of Crash Frequency						Total
	Angle	Object	Rear End	Sideswipe	Turning	Other	
2016	0	0	0	0	0	0	0
2017	0	0	0	0	1	0	1
2018	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0
2020	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>1</u>
Total	0	0	0	0	1	0	1
Average/Year	<1.0	<1.0	<1.0	<1.0	<1.0	<1.0	<1.0

3. Traffic Characteristics of the Proposed Development

To evaluate the impact of the subject development on the area roadway system, it was necessary to quantify the number of vehicle trips the overall site will generate during the weekday morning and weekday evening peak hours and then determine the directions from which the proposed traffic will approach and depart the site, given the proposed access points that will serve the overall development.

Proposed Site and Development Plan

The site is located in the southeast quadrant of the unsignalized intersection of Mannheim Road with Pratt Street in Des Plaines, Illinois. The plans call for three buildings containing multiple dining establishments totaling approximately 15,400 square feet of restaurant space. The plans call for two sit-down restaurants, a quick-service restaurant (QSR), and a 2,400 square-foot QSR with a pick-up lane. The site is proposed to be served by two full access drives off Pratt Street and a restricted access drive off Mannheim Road.

A copy of the site plan is included in the Appendix.

Vehicle Access

The three access points proposed to serve the development are described below:

East Access Drive with Pratt Street. This full access drive is proposed to be located off Pratt Street approximately 330 feet east of Mannheim Road and will be aligned with the Café La Cave restaurant access drive. The access drive is proposed to provide one inbound lane and one outbound lane under stop sign control. The access drive will extend south along the rear sides of the buildings where it will intersect with the exit of the pick-up lane that will have an east-west orientation, allowing vehicles to turn left to access the parking for the restaurants.

West Access Drive with Pratt Street. This full access drive is proposed to be located off Pratt Street approximately 155 feet east of Mannheim Road. The access drive is proposed to provide one inbound lane and one outbound lane under stop sign control. The access drive will extend south along the west edge of the buildings.

Restricted Access Drive with Mannheim Road. Located approximately 250 feet south of Pratt Street, this access drive is proposed to be restricted to right-in/right-out only turning movements. The access drive will provide one inbound lane and one outbound lane channelized and signed to prohibit left-turn movements. The outbound lane will be under stop sign control. Vehicles entering the site will continue eastbound and turn right to access the quick-service restaurant pick-up lane, turn left to access parking, or continue east to the rear of the development to access additional parking.

Pick-Up Lane Circulation and Stacking

The pick-up lane for the proposed quick-service restaurant (QSR) will have a single lane, operating in a counter-clockwise direction with vehicles entering the pick-up lane on the southwest corner of the site and the pick-up window located on the south side of the building. To reinforce the one-way counterclockwise circulation, “Do Not Enter” signs should be posted at the exit of the pick-up lane and way-finding signage should be provided directing vehicles to the pick-up lane entrance. A pass-by lane will also be provided. Furthermore, a posted stop sign and striped stop bar should be provided for traffic exiting the pick-up lane into the parking lot drive aisle. According to the site plan, the pick-up lane has been designed to allow a total of approximately eleven total vehicles to be stored within the pick-up lane without interfering with traffic circulation patterns on-site.

The pick-up window operates differently than a traditional drive-through. Patrons utilizing the lane must order their food and pay in advance utilizing a smartphone application or website and the pick-up window is only utilized for picking up orders placed in this manner. There will be no ordering board and payment will not be accepted at the pick-up window.

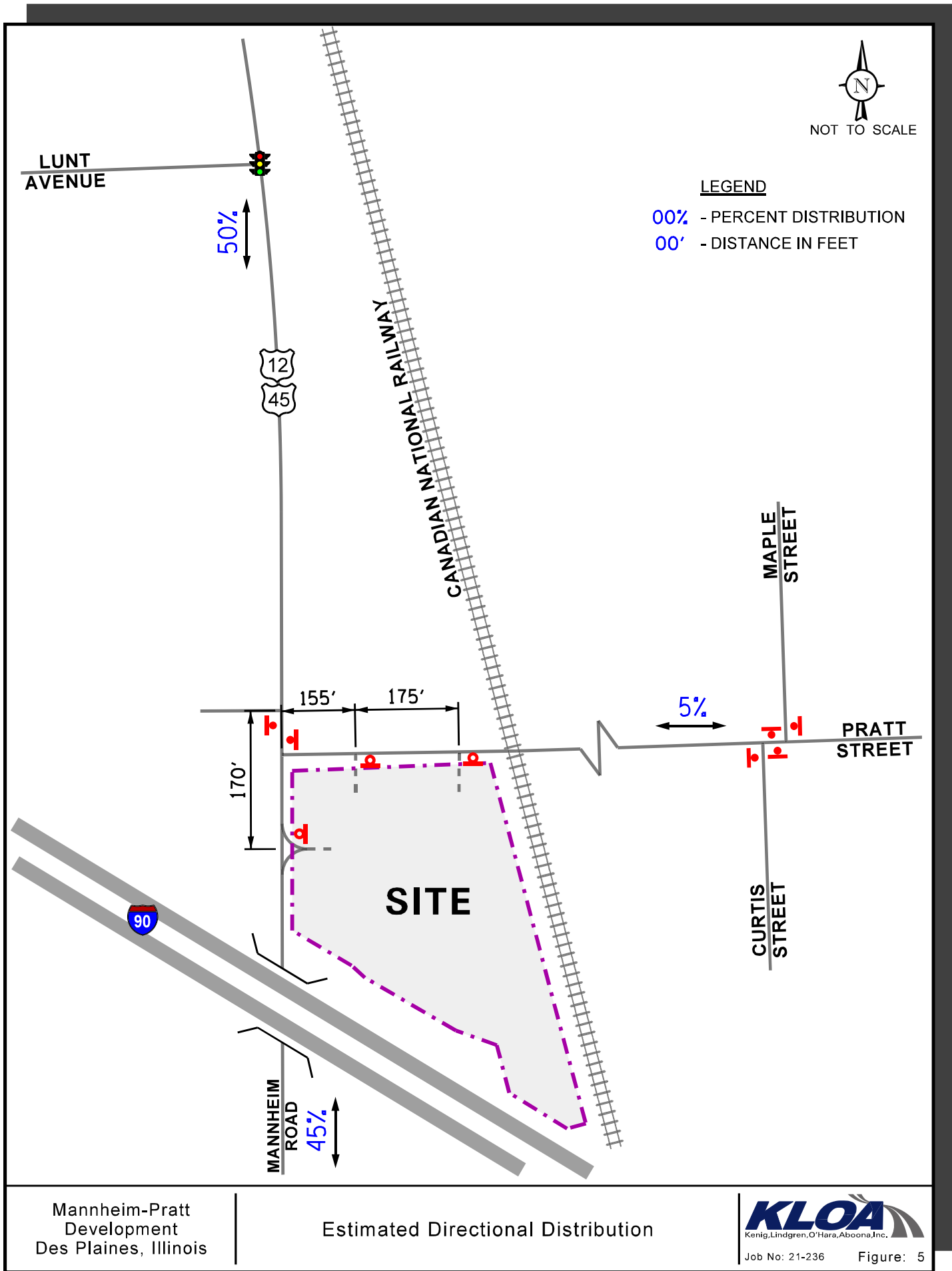
Based on an operations study conducted at two existing QSRs with pick-up lanes which included the number of vehicles utilizing the pick-up lane, the service time, the arrival rate, and the average and maximum queues observed at the ordering board and the pick-up window, the following was determined:

- The average maximum queue length at the pick-up window was four to five vehicles.
- The queue length at the pick-up window did not exceed seven vehicles and the queue of seven vehicles occurred just one time.
- Vehicles spend an average of 45 to 60 seconds at the pick-up window and an average of approximately 24 to 71 seconds in queue.

Therefore, based on these observations and given the operations of the pick-up lane, the proposed stacking of eleven vehicles within the pick-up lane will be adequate in accommodating the pick-up lane demand without spilling outside of the designated pick-up lane or affecting the circulation through the parking lot.

Directional Distribution of Development Traffic

The directional distribution of how traffic will approach and depart the site was estimated based on the general travel patterns through the study area derived from the peak hour traffic volumes and previous studies conducted in the area. **Figure 5** shows the directional distribution established for this development. Further, Figure 5 shows the distance, in feet, between the existing and proposed intersections analyzed in this study.



Mannheim-Pratt
Development
Des Plaines, Illinois

Estimated Directional Distribution

KLOA
Kenig, Lindgren, O'Hara, Aboona, Inc.
Job No: 21-236 Figure: 5

Development Traffic Generation

The estimates of vehicle traffic to be generated by the proposed development is based upon the proposed land use types and sizes. The volume of traffic generated for the proposed development was estimated using data published in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 10th Edition. Further, a pass-by vehicle trip reduction of 45 percent was applied to the land uses. Pass-by vehicle trips are those vehicles already on the adjacent roadway (i.e. Mannheim Road) en route to another destination (i.e. work to home or vice versa) and are not considered new vehicle trips to the roadway system.

Table 4 tabulates the vehicle trips anticipated for this development for the weekday morning and weekday evening peak hours as well as the daily (two-way) traffic volumes.

Table 4
ESTIMATED DEVELOPMENT-GENERATED PEAK HOUR TRAFFIC VOLUMES

ITE Land-Use Code	Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Daily Two-Way Traffic		
		In	Out	Total	In	Out	Total	In	Out	Total
932	High-Turnover (Sit-Down) Restaurant (5,000 s.f.) ⁽¹⁾	--	--	--	30	19	49	281	281	562
932	High-Turnover (Sit-Down) ⁽²⁾ Restaurant (4,000 s.f.)	22	18	40	--	--	--	225	225	450
930	Fast Casual Restaurant (4,000 s.f.) ⁽¹⁾	--	--	--	31	26	57	630	630	1,260
930	Quick-Service Restaurant (QSR) (Pick-Up Window) (2,400 s.f.) ⁽¹⁾	--	--	--	<u>19</u>	<u>15</u>	<u>34</u>	<u>378</u>	<u>378</u>	<u>756</u>
Total Vehicle Trips:		22	18	40	80	60	140	1,514	1,514	3,028
<i>Less Pass-By Trips (45%):</i>		<u>-9</u>	<u>-9</u>	<u>-18</u>	<u>-32</u>	<u>-32</u>	<u>-64</u>	<u>-682</u>	<u>-682</u>	<u>-1,364</u>
Total New Vehicle Trips:		13	9	22	48	28	76	832	832	1,664
(1): Not open for breakfast (2): Not open for dinner										

Development Traffic Assignment

The peak hour traffic volumes projected to be generated by the proposed development (Table 4) were assigned to the area roadways based on the directional distribution analysis (Figure 5).

Figure 6 shows the assignment of the net new vehicle trip volumes.

Figure 7 shows the assignment of the pass-by vehicle trip volumes.

Year 2024 Base (No-Build) Traffic Conditions

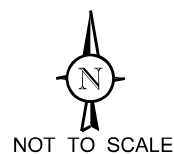
To account for the increase in existing traffic related to regional growth in the area (i.e. not attributable to any particular planned development) for Year 2027 conditions, the existing traffic volumes were increased by a total of three percent. This percentage increase is based on AADT projections provided by the Chicago Metropolitan Agency for Planning (CMAP) in a letter dated August 23, 2021. A copy of the CMAP letter is included in the Appendix.

Figure 8 shows the Year 2027 base (no-build) traffic volumes, which do not include the traffic estimated to be generated by the subject development.

Year 2027 Total Projected Traffic Conditions

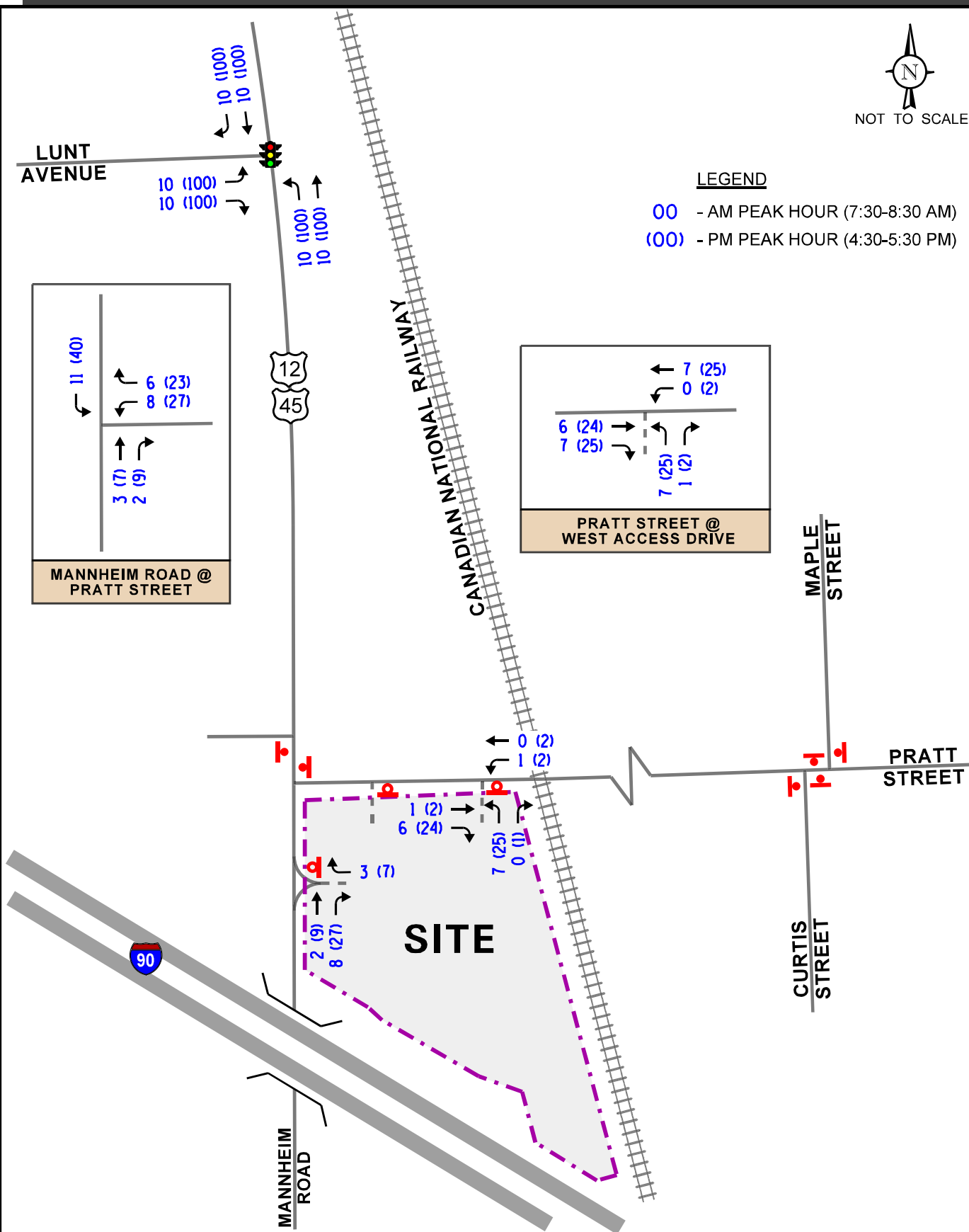
The Year 2027 total projected traffic volumes include the Year 2027 base (no-build) traffic volumes (Figure 8) plus the traffic estimated to be generated by the proposed subject development (Figures 6 and 7).

Figure 9 shows the Year 2027 total projected traffic volumes.



LEGEND

- 00 - AM PEAK HOUR (7:30-8:30 AM)
- (00) - PM PEAK HOUR (4:30-5:30 PM)



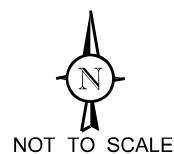
Mannheim-Pratt
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New Site Traffic Assignment



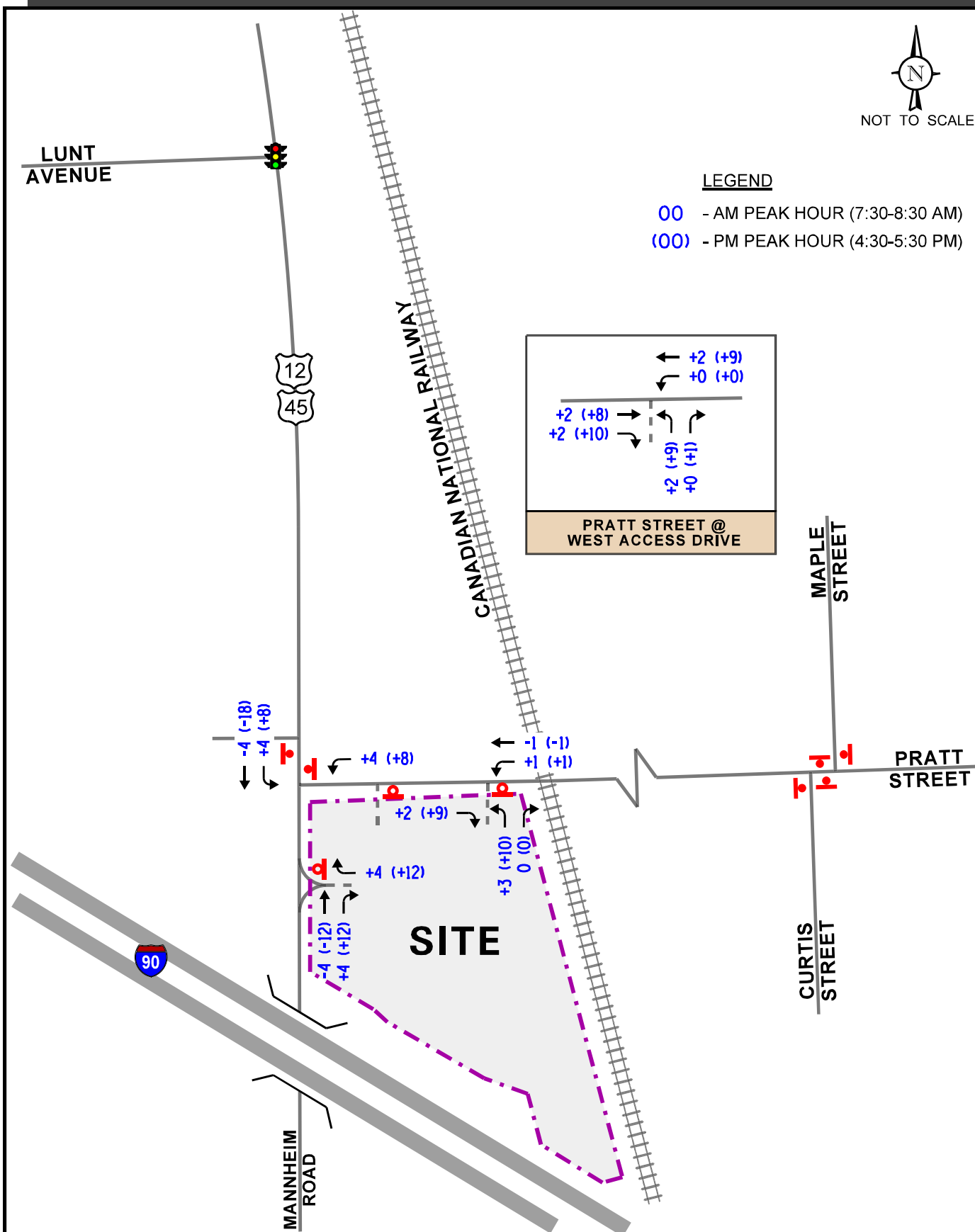
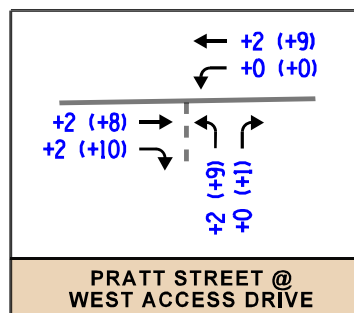
Job No: 21-236

Figure: 6



LEGEND

- 00 - AM PEAK HOUR (7:30-8:30 AM)
- (00) - PM PEAK HOUR (4:30-5:30 PM)



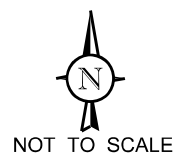
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Pass-By Site Traffic Assignment



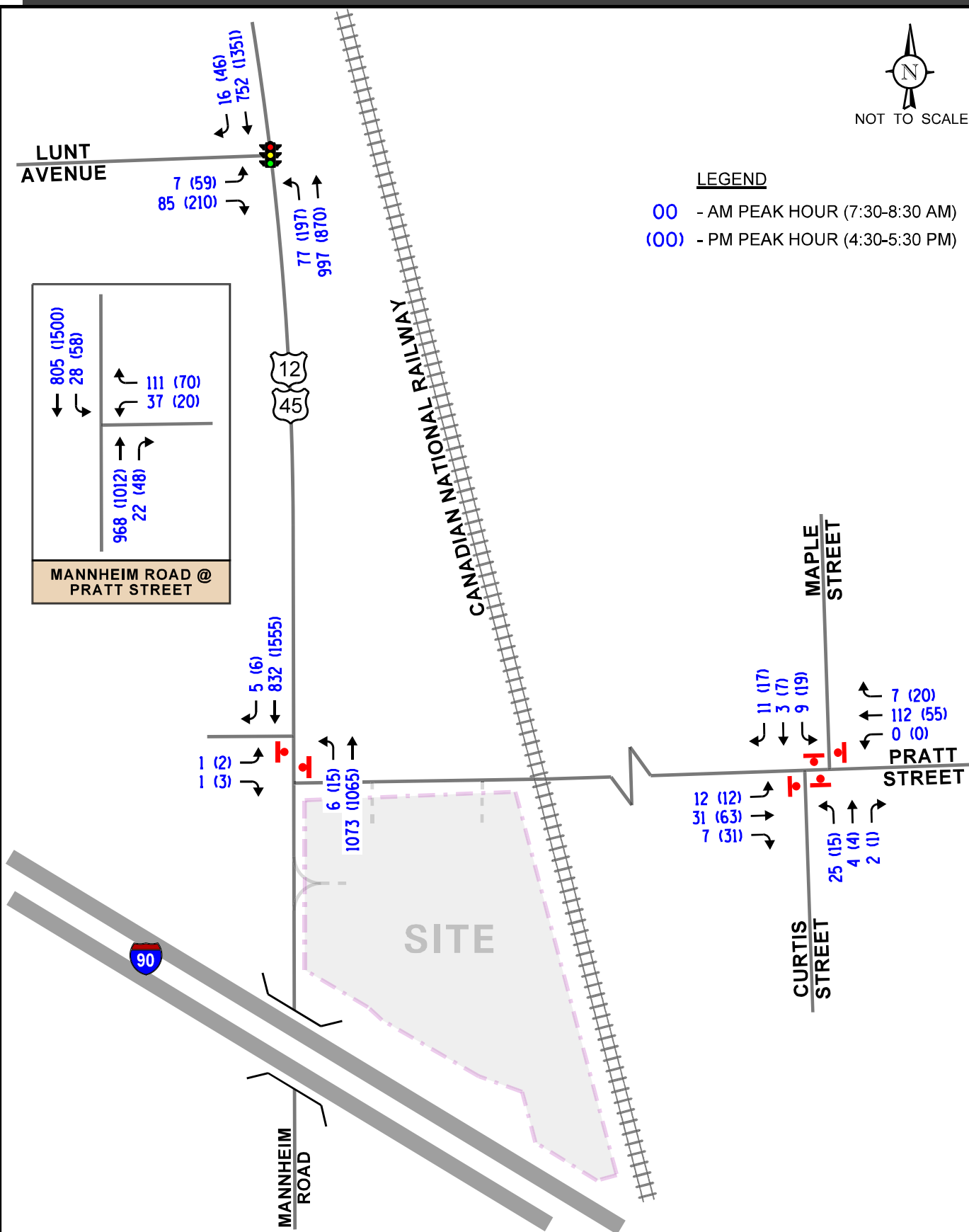
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Figure: 7



LEGEND

- 00 - AM PEAK HOUR (7:30-8:30 AM)
- (00) - PM PEAK HOUR (4:30-5:30 PM)



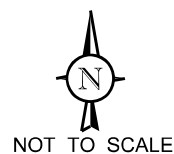
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Des Plaines, Illinois

Year 2027 No-Build Traffic Volumes



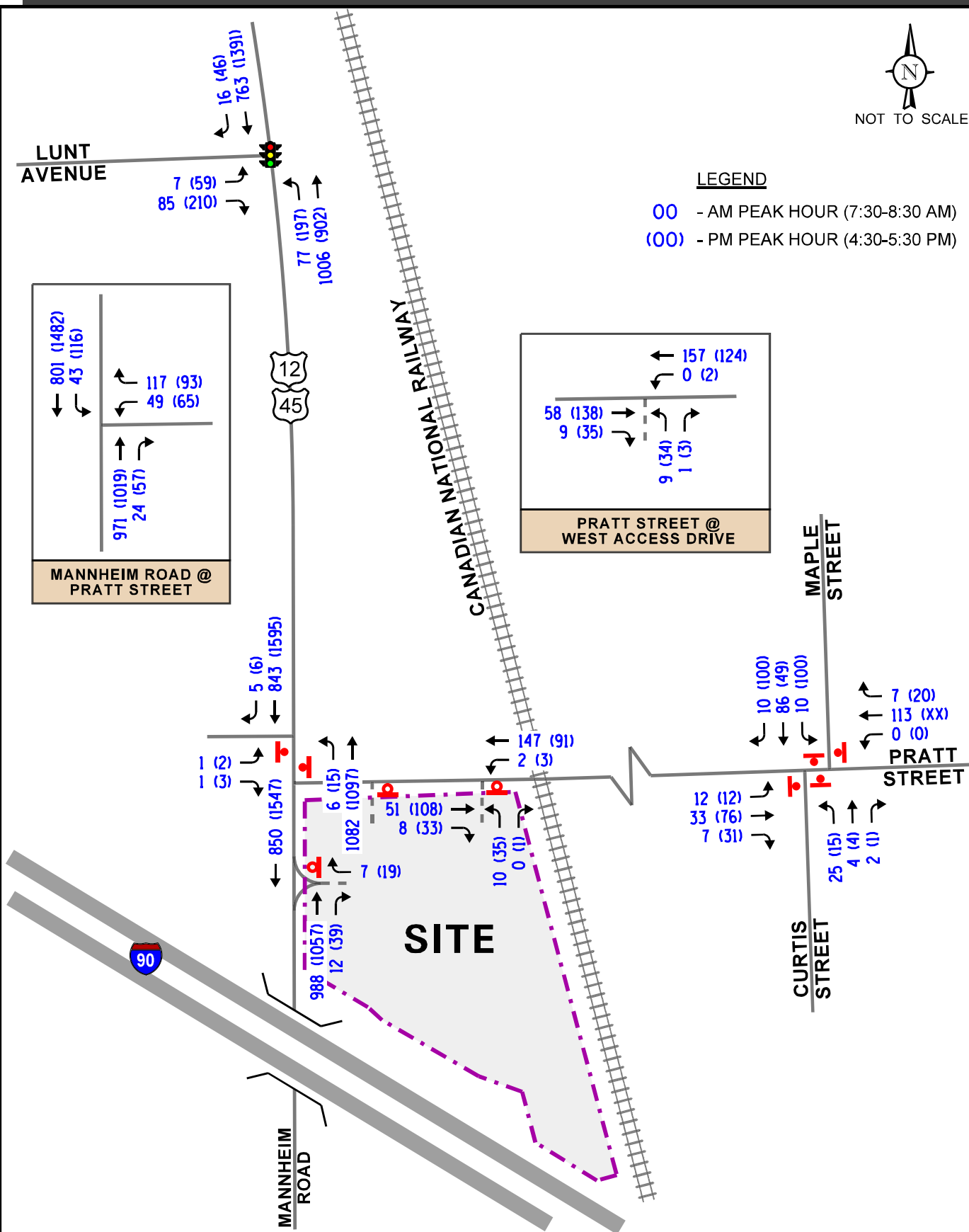
Job No: 21-236

Figure: 8



LEGEND

- 00 - AM PEAK HOUR (7:30-8:30 AM)
- (00) - PM PEAK HOUR (4:30-5:30 PM)



Mannheim-Pratt
Development
Des Plaines, Illinois

Year 2027 Total Projected Traffic Volumes



Job No: 21-236

Figure: 9

4. Traffic Analysis and Recommendations

Capacity analyses were performed for the key intersections included in the study area to determine the ability of the existing roadway system to accommodate existing and future traffic demands. Analyses were performed for the weekday morning and weekday evening peak hours for both existing (Year 2021) and total projected future (Year 2027) conditions.

The traffic analyses were performed using the methodologies outlined in the Transportation Research Board's *Highway Capacity Manual (HCM)*, 2010 and using Synchro/SimTraffic analysis software.

The signalized intersection of Mannheim Road with Lunt Avenue was analyzed using existing signal cycle lengths (110 seconds weekday morning and evening) offsets, and phasings to determine the average overall vehicle delay, volume-to-capacity ratios, and levels of service.

The analyses for the unsignalized intersections determine the average control delay to vehicles at an intersection. Control delay is the elapsed time from a vehicle joining the queue at a stop sign (includes the time required to decelerate to a stop) until its departure from the stop sign and resumption of free flow speed. The methodology analyzes each intersection approach controlled by a stop sign and considers traffic volumes on all approaches and lane characteristics.

The ability of an intersection to accommodate traffic flow is expressed in terms of level of service, which is assigned a letter from A to F based on the average control delay experienced by vehicles passing through the intersection. The *Highway Capacity Manual* definitions for levels of service and the corresponding control delay for signalized intersections and unsignalized intersections are included in the Appendix of this report.

A summary of the traffic analysis results showing the LOS and delay (measured in seconds) for the signalized intersection for the existing (Year 2021) and future (Year 2027) conditions is shown in **Table 5**. The unsignalized intersections are presented in **Table 6** and **Table 7**. A copy of the capacity analysis reports is included in the Appendix. A discussion of each of the intersections follows.

Table 5

CAPACITY ANALYSIS RESULTS – MANNHEIM ROAD WITH LUNT AVENUE – SIGNALIZED

Condition	Peak Hour	Eastbound		Northbound		Southbound		Overall
		L	R	L	T	T	R	
Year 2021 Base Conditions	Weekday Morning	D 48.0	B 19.7	A 0.9	A 1.7	A – 4.9		A – 3.9
		C – 21.7		A – 1.7				
	Weekday Evening	E 59.4	D 35.1	B 12.2	A 6.0	B – 11.2		B – 12.6
		D – 40.4		A – 7.2				
Year 2027 No-Build Conditions	Weekday Morning	D 48.0	B 19.7	A 1.0	A 1.8	A – 4.9		A – 3.9
		C – 21.7		A – 1.7				
	Weekday Evening	E 58.7	D 36.5	B 13.6	A 6.4	B – 12.1		B – 13.3
		D – 41.4		A – 7.7				
Year 2027 Projected Conditions	Weekday Morning	D 48.0	B 19.4	A 1.1	A 1.4	A – 4.9		A – 3.7
		C – 21.4		A – 1.4				
	Weekday Evening	E 58.1	D 37.8	B 15.0	A 6.5	B – 13.0		B – 13.8
		D – 42.2		A – 8.0				

Table 6
CAPACITY ANALYSIS RESULTS – UNSIGNALIZED INTERSECTIONS
EXISTING CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Mannheim Road with Pratt Street				
• Westbound Approach	E	36.9	F	99+
• Southbound Left Turn	B	10.5	B	10.9
Maple Street/Curtis Street with Pratt Street				
• Overall	A	8.3	A	7.8
• Eastbound Approach	A	7.7	A	8.0
• Westbound Approach	A	8.7	A	7.4
• Northbound Approach	A	7.9	A	7.7
• Southbound Approach	A	8.0	A	7.8
LOS = Level of Service Delay is measured in seconds.				

Table 7

CAPACITY ANALYSIS RESULTS – UNSIGNALIZED INTERSECTIONS
YEAR 2027 FUTURE CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Mannheim Road with Pratt Street				
• Westbound Approach	C	15.1	F	99+
• Southbound Left Turn	A	8.6	A	9.0
Maple Street/Curtis Street with Pratt Street				
• Overall	A	7.8	A	7.8
• Eastbound Approach	A	7.8	A	8.0
• Westbound Approach	A	7.8	A	7.5
• Northbound Approach	A	7.7	A	7.7
• Southbound Approach	A	7.6	A	7.8
West Access Drive with Pratt Street				
• Northbound Approach	A	9.7	B	10.4
East Access Drive with Pratt Street				
• Northbound Approach	A	9.8	B	10.1
Restricted Access with Mannheim Road				
• Westbound Approach	B	12.4	B	13.2
LOS = Level of Service Delay is measured in seconds.				

Discussion and Recommendations

The following is an evaluation of the analyzed intersections based on the projected traffic volumes and the capacity analyses performed.

Mannheim Road with Lunt Avenue

This signalized intersection currently operates overall at Level of Service (LOS) A during the weekday morning peak hour and at LOS B during the weekday evening peak hour. The eastbound approach operates at LOS C during the weekday morning peak hour and at LOS D during the weekday evening peak hour. Under projected Year 2027 conditions, the intersection is expected to continue operating at LOS A during the weekday morning peak hour and at LOS B during the weekday evening peak hour. The eastbound approach is projected to continue operating at LOS C and at LOS D during the weekday morning and evening peak hours, respectively, under projected Year 2027 conditions. The LOS D on the eastbound approach of Lunt Avenue is acceptable due to the limited green time given to the eastbound approach. This is common for a minor roadway intersecting a major arterial to receive limited green time so that the northbound and southbound through traffic flow on Mannheim Road will continue to operate at good levels of service. High-visibility crosswalks are already provided on the north and west legs of the intersection and the traffic signal is equipped with pedestrian countdown signals. As such, no roadway widening improvements or traffic control improvements are recommended at this signalized intersection in conjunction with the proposed development.

Mannheim Road with Pratt Street

Under existing conditions, Pratt Street T-intersects Mannheim Road from the east under stop sign control and provides one inbound lane and one outbound lane allowing left- and right-turn movements. Southbound vehicles on Mannheim Road desiring to turn left and travel eastbound on Pratt Street must do so from the inside through lane of traffic since there is no center lane to allow for left-turn storage. There is approximately a six-foot wide painted median that separates the opposing through traffic flow that a vehicle can partially queue on; however, it is not wide enough to effectively remove the southbound left-turn vehicle from the southbound through traffic stream. The Hyatt Place access drive T-intersects Mannheim Road from the west under stop sign control and is located approximately 80 feet north of Pratt Street. This full access drive allows northbound Mannheim Road to westbound left-turn movements.

The traffic capacity analyses indicate that under both existing and projected conditions, exiting traffic from Pratt Street will operate at LOS E and F during the weekday morning and evening peak hours, respectively. However, it should be noted that this is normal and expected for minor roadways intersecting major roads such as Mannheim Road.

Further, field observations during both the weekday morning and weekday evening peak hours show the following:

- Vehicle gaps in through traffic on Mannheim Road were observed throughout each peak hour. This is primarily due to the traffic signals at Lunt Avenue to the north and Higgins Road (IL Route 72) to the south, which effectively platoon the through traffic along Mannheim Road, thereby creating additional gaps in traffic for vehicles to both exit from Pratt Street onto Mannheim Road and for southbound vehicles desiring to turn left onto Pratt Street or northbound vehicles desiring to turn left onto the Hyatt Place access drive.

A southbound left-turn lane on Mannheim Road is not recommended given the existing offset alignment of Pratt Street with the hotel access drive to the north. Providing a southbound left-turn lane at Pratt Street will impact northbound left-turn movements at the Hyatt access drive, which has an offset T-intersection approximately 80 feet to the north of Pratt Street.

Maple Street/Curtis Street with Pratt Street

As noted, Maple Street T-intersects Pratt Street from the north, slightly offset to the east of Curtis Street, which T-intersects Pratt Street from the south. All four approaches are under stop sign control. Further, the intersection provides high-visibility crosswalks on both the north and west legs of the Maple Street/Pratt Street intersection. The capacity analyses show that this offset intersection will continue to operate at LOS A under projected conditions. Further, the development is projected to generate a low volume of traffic through this intersection and within the neighborhood. As such, this intersection has sufficient reserve capacity to accommodate the projected volumes and no traffic control or roadway improvements are needed or recommended at this intersection.

Proposed East Access Drive with Pratt Street

The proposed east full-access drive serving the site will be located approximately 330 feet east of Mannheim Road and will provide one inbound lane and one outbound lane under stop sign control. The capacity analyses show that the northbound approach will operate at LOS A during the weekday morning peak hour and at LOS B during the weekday evening peak hour. No improvements to Pratt Street to provide a westbound left-turn lane or an eastbound right-turn lane are needed or recommended.

Proposed West Access Drive with Pratt Street

The proposed west full-access drive serving the site will be located approximately 155 feet east of Mannheim Road and will provide one inbound lane and one outbound lane under stop sign control. The capacity analyses show that the northbound approach will operate at LOS A during the weekday morning peak hour and at LOS B during the weekday evening peak hour. No improvements to Pratt Street to provide a westbound left-turn lane or an eastbound right-turn lane are needed or recommended.

The queue analysis at the Mannheim Road/Pratt Street intersection shows that the westbound queue on Pratt Street may extend east of the proposed access drive. However, it is important to note the following:

- As indicated previously, the Pratt Street approach will likely operate better than the capacity analysis indicates due to the additional gaps provided by the traffic signals at Higgins Road (IL 72) and Lunt Avenue.
- The access drive has adequate stacking that can accommodate internal queuing on the access drive without impeding internal circulation in and around the proposed development.

Proposed Restricted Access Drive with Mannheim Road

The proposed restricted access drive serving the site will be located approximately 170 feet south of Pratt Street and will provide one inbound lane and one outbound lane under stop sign control. The access will be designed to physically restrict and channelize vehicles to make right-in/right-out only turning movements. The capacity analyses show that this intersection will operate at LOS B during the morning and evening peak hours.

5. Conclusion

Based on the preceding analyses and recommendations, the following conclusions have been made:

- The proposed development-generated traffic will be consistent and compatible with traffic patterns and volumes in the area.
- The proposed restaurant land uses typically attract a significant amount of its traffic from the existing traffic on the adjacent roadway network en route to another destination. As such, the net new traffic the subject development is proposed to generate is reduced.
- The proposed access system to serve the development will help disperse the development-generated traffic onto the surrounding roadway network and provide alternatives for the site traffic to enter and exit the development.
- A southbound left-turn lane on Mannheim Road is not recommended given the existing offset alignment of Pratt Street with the hotel access drive to the north. Providing a southbound left-turn lane at Pratt Street will impact northbound left-turn movements at the Hyatt access drive, which has an offset T-intersection approximately 80 feet to the north of Pratt Street.
- No traffic control or roadway improvements are recommended at the signalized intersection of Mannheim Road with Lunt Avenue or at the offset, all-way stop sign controlled intersection of Maple Street/Curtis Street with Pratt Street.
- The two proposed full access drives off Pratt Street will each provide one inbound lane and one outbound lane under stop sign control. No improvements on Pratt Street are needed or recommended.
- The proposed restricted access off Mannheim Road will provide one inbound lane and one outbound lane under stop sign control. The access drive will be designed to physically restrict and channelize vehicles to right-in/right-out only turning movements.
- The site layout allows for efficient internal circulation and access to the three proposed access drives serving the development.
- The proposed pick-up lane serving the quick-service restaurant will have a counterclockwise rotation and a bypass lane for vehicles to exit from the queue. The proposed stacking for the pick-up lane will be adequate.

MEMORANDUM

Date: September 21, 2021

To: Planning and Zoning Board (PZB)

From: John T. Carlisle, AICP, Economic Development Manager *JTC*

Cc: Jonathan Stytz, Planner

Subject: **Case 21-042-TA-V:** Zoning Text Amendments and Variation to Allow a New Electronic Message Board Billboard in the Southeast Portion of the Proposed Development at Mannheim Road and Pratt Avenue (2805-2845 Mannheim)

Issue: The petitioner and contract purchaser of 3.8 acres at the southeast corner of Mannheim Road and Pratt Avenue (2805-2845 Mannheim Road) proposes erecting a new electronic message board billboard in concert with a proposal for a restaurant-retail development (Case 21-041-MAP-TSUB-V). The petitioner is requesting approval of text amendments to two Sections of the Zoning Ordinance to allow the project: 1.) To Section 12-11-5.H, which currently allows electronic message board billboards only through the conversion of existing static billboards, and 2.) to 12-11-6.B to increase the maximum number of billboard permits that can be issued citywide from 12 to 13, as well as an exemption from the 600-square-foot limitation for all signage on lots of 5 acres or less. Finally, the petitioner is seeking a variation to allow a portion of a billboard to be within 300 feet of a residential property line (approximately 127 feet).

PINs: 09-33-300-001-0000; 09-33-300-002-0000; 09-33-300-003-0000; 09-33-300-004-0000; 09-33-300-005-0000; 09-33-300-006-0000; 09-33-300-007-0000; 09-33-300-008-0000; 09-33-300-009-0000; 09-33-301-014-0000; 09-33-301-015-0000

Petitioner: Image Des Plaines LLC (Contact: Mike Scheid, Image Media, 5101 Darmstadt Rd. Suite A Hillside, IL)

Owner: Prominence Des Plaines LLC, 1375 Remington Rd, Suite E, Schaumburg, IL 60173

Existing Zoning: C-2 Limited Office District (proposed as C-3 General Commercial District)

Surrounding Zoning: North: C-3, General Commercial District
South: C-3, General Commercial District
East: C-3, General Commercial District
West: Commercial (Village of Rosemont)

Surrounding Land Use North: Commercial (banquet hall)

South: Tollway; Orchards at O'Hare commercial development
East: Railroad; ComEd facility
West: Commercial (hotel)

Street Classification Mannheim Road is an arterial road, and Pratt Avenue is a local road.

Comprehensive Plan Commercial is the recommended use of the property

Project Description: Image Des Plaines LLC is contract purchaser of the approximately 3.8-acre site at the southeast corner of Mannheim Road and Pratt Avenue, roughly bordered by the Canadian National rail line on the east and I-90/Tollway on the south. Aside from an existing electronic message board billboard in the southwest corner of the site, it is currently vacant, despite having received redevelopment interest in the past (most notably for a La Quinta Inn motel that did not materialize). As depicted in Attachment 6, in the southeast corner of the site the petitioner intends to erect a new electronic message board billboard, not to exceed 99 feet in height, with two 1,200-square-foot sign faces aimed at both directions of I-90 traffic. The last new, additional billboard permitted by the City was in 2005 by Ordinance Z-24-05. The new billboard would be wholly part of Lot 4 in the subdivision proposed in the Tentative Plat that is part of the application for Case 21-041-MA-TSUB-V. Permitting and erecting the billboard is integral to the financing for the restaurant-and-retail proposal inherent to that application.

However, permitting the billboard requires 1.) a text amendment to Section 12-11-5 to allow an electronic message board as an *initial* installation, as currently they may only occur through conversions of existing static, non-electronic billboards; 2.) a text amendment to Section 12-11-6 to increase the maximum number of total billboard permits (both static and electronic message board) within the City from 12 to 13; 3.) another text amendment to 12-11-6 to exempt all billboards from the signage limitation of 600 square feet on lots of less than 5 acres; and 4.) a variation from the provision that requires at least 300 feet between any portion of a billboard and a residential property line. The closest portion of the proposed billboard "V" (i.e. two sign faces) is the northeast corner. Per the measurement method of the Ordinance, the billboard is 127 feet from residentially zoned property, which is PIN 09-33-302-002, an unimproved, wooded property owned by ComEd. However, the closest lot line of a property improved with a residence is 316 feet away. Based on staff review, the proposed billboard would meet the other zoning and location requirements, which generally include:

- The proposed location must be on a lot zoned C-1, C-2, C-3, M-1 M-2 or M-3 (the subject site is currently zoned C-2 and proposed as C-3);
- The billboard must be within 660 feet of I-90 or I-294
- The proposed billboard must satisfy the spacing requirements of the Illinois Advertising Control Act
- All third-party government approvals must be obtained

The applicant has already sought approval from the Illinois Department of Transportation and the Federal Aviation Administration. However, no billboard can be constructed on this property without first obtaining approval from the City of Des Plaines. The proposed text amendments are in Attachment 2.

Standards for Text Amendments:

The standards for amendments are contained in Section 12-3-7.E of the Zoning Ordinance. The following is a discussion of those standards. See also the applicant's responses to standards in Attachment 3.

1. Whether the proposed amendment is consistent with the goals, objectives, and policies of the comprehensive plan, as adopted and amended from time to time by the city council;

Comment: The Comprehensive Plan does not specifically mention billboards but does call out an economic development vision for “a variety of retail, dining, and entertainment options, with special focus on major commercial corridors....” These amendments, which are narrowly aimed at a specific sign on a specific site

2. Whether the proposed amendment is compatible with current conditions and the overall character of existing development;

Comment: Allowing only one additional billboard, in the proposed location, would be compatible with the general character of commercial properties directly next to the Tollway, where billboards are common.

3. Whether the proposed amendment is appropriate considering the adequacy of public facilities and services available to this subject property;

Comment: The petitioner's site plan shows an access easement to get to the proposed billboard for maintenance or emergency purposes. Further, the property overall is easy for public safety or Public Works crews to access because it is at the visible corner of Mannheim and Pratt. The billboard structure will not be permitted to interfere with any infrastructure, above- or underground.

4. Whether the proposed amendment will have an adverse effect on the value of properties throughout the jurisdiction;

Comment: The proposed amendments enable the installation of only one new billboard in a specific location, so the only properties across the city that would be affected are those with residents who may be able to see it. However, the many trees and railroad area that separate the proposed billboard from the single-family residential development along Central Avenue and Sycamore Street are likely to provide adequate screening. Further, the rules in the existing ordinance limit the luminescence level detectable outside of the property line, and these are not proposed to change. The petitioner has submitted a lighting study, which indicates compliance with the luminescence limitations.

It appears more likely that the reactivation of a long-vacant site – which is generally a drag on property values – may be more beneficial to the property values of the area than any concerns generated by the billboard.

5. Whether the proposed amendment reflects responsible standards for development and growth.

Comment: The amendments are deliberate and narrow, particularly by extending the allowance for new billboards by only one. They would not lead to an over-proliferation of billboards.

Standards for Variation:

The standards for variations contained in Section 12-3-6.H of the Zoning Ordinance are discussed below. See also the petitioner's responses in Attachment 4.

1. Hardship: Carrying out the strict letter of the provisions of this title would create a particular hardship or a practical difficulty;

Comment: For the new proposed billboard to be the minimum distance according to state spacing requirements from the existing on-site billboard, it must be located in the far southeast corner of the subject property. Further, the southeast portion of the site least intrusive with the affiliated proposed restaurant-and-retail development. Those factors necessitate locating the sign within 300 feet of a residential property line.

2. Unique Physical Condition: The subject lot is exceptional as compared to other lots subject to the same provision by reason of a unique physical condition, including presence of an existing use, structure, or sign, whether conforming or nonconforming; irregular or substandard shape or size; exceptional topographical features; or other extraordinary physical conditions peculiar to and inherent in the subject lot that amount to more than a mere inconvenience to the owner and that relate to or arise out of the lot rather than the personal situation of the current owner of the lot.

Comment: The site's boundary with the Tollway is a diagonal line, as is its boundary with the railroad. With respect to billboards, they are only logical and permissible when directly next to an expressway. Further, as addressed under the "hardship/practical difficulty" standard, because of the location of the existing billboard on the site, a second billboard would have to be sited in the southeast corner, where it would run afoul of the 300-foot-minimum distance. There is also underground public sanitary sewer, access to which must be maintained.

3. Not Self-Created: The aforesaid unique physical condition is not the result of any action or inaction of the owner or its predecessors in title and existed at the time of the enactment of the provisions from which a variance is sought or was created by natural forces or was the result of governmental action, other than the adoption of this title.

Comment: The location of all infrastructure was established by other public and private entities, and necessitates the location of the billboard in its proposed location.

4. Denied Substantial Rights: The carrying out of the strict letter of the provision from which a variance is sought would deprive the owner of the subject lot of substantial rights commonly enjoyed by owners of other lots subject to the same provision.

Comment: The strict letter of the provision does not take into consideration a residentially zoned piece of land that is unlikely to actually be developed and inhabited by residents. The location of the billboard at 316 feet from the lot line of the nearest actual house meets the intent of the Ordinance. Other billboard permittees in the past likely did not have a scenario similar to the one necessitating a variation in this case.

5. Not Merely Special Privilege: The alleged hardship or difficulty is neither merely the inability of the owner or occupant to enjoy some special privilege or additional right not available to owners or occupants of other lots subject to the same provision, nor merely the inability of the owner to make more money from the use of the subject lot.

Comment: While the strict application encompasses all residentially zoned property, the intent of the 300-foot-rule is to provide ample space between a residence and a billboard. Granting this variation would not compromise that intent and therefore not grant a special privilege compared to other billboard owners.

6. Title And Plan Purposes: The variation would not result in a use or development of the subject lot that would be not in harmony with the general and specific purposes for which this title and the provision from which a variation is sought were enacted or the general purpose and intent of the comprehensive plan.

Comment: The variation would enable the billboard, which would enable a restaurant-and-retail development on the site, which is supported by the Comprehensive Plan.

7. No Other Remedy: There is no means other than the requested variation by which the alleged hardship or difficulty can be avoided or remedied to a degree sufficient to permit a reasonable use of the subject lot.

Comment: Because of regulatory and practical factors, this proposed location of the billboard is the only reasonable location.

8. Minimum Required: The requested variation is the minimum measure of relief necessary to alleviate the alleged hardship or difficulty presented by the strict application of this title.

Comment: Only the moving of the billboard to the west and north would lessen the need for relief, and for reasons stated under other standards, this move would not be practical.

PZB Procedure and Recommended Conditions: Pursuant to Sections 12-3-7(D)3 of the Zoning Ordinance, the PZB may vote to *recommend* approval, approval with modifications, or disapproval. The City Council has final authority over the text amendments and variation.

Should the PZB recommend and/or the City Council approve the request, staff suggests the following conditions for the variation:

1. The billboard permit shall not be issued until and unless construction has commenced for the proposed restaurant and retail development at 2805-2845 Mannheim, proposed through Case 21-041-MAP-TSUB-V.
2. The elevation drawing is revised so the billboard will not exceed 99 feet in height.
3. All required IDOT and FAA approvals are completed and obtained for the current, up-to-date proposal. Approvals from previous proposals will not be accepted by the City if no longer valid.

Attachments

Attachment 1: Location/Zoning Map

Attachment 2: Proposed Text Amendments

Attachment 3: Responses to Text Amendment Standards

Attachment 4: Responses to Variation Standards

Attachment 5: Project Narrative

Attachment 6: Plat of Survey including Site Plan for Billboard

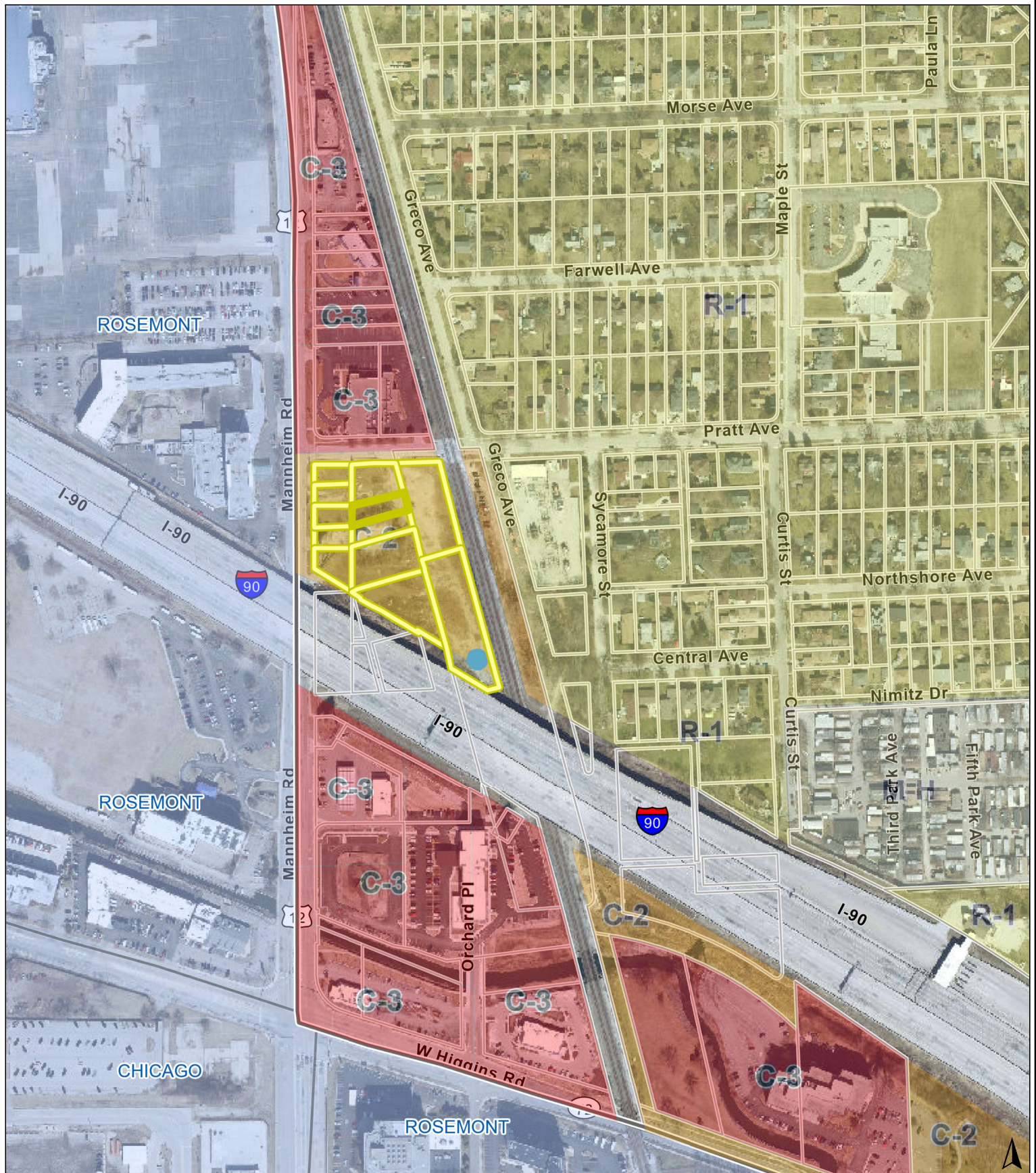
Attachment 7: Distance to Residential Property

Attachment 8: Staff Photos

Attachment 9: Elevation Drawing of Proposed Billboard

Attachment 10: Lighting Study

Attachment 11: Illinois Department of Transportation and
Federal Aviation Administration Documents



0 500 1000
ft

Print Date: 9/21/2021

Notes

Blue dot = approximate location of billboard

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.

Proposed additions are **bold and double-underlined**. Proposed deletions are ~~struck through~~. Some surrounding unamended text is included for context.

##

12-11-5: SIGN STANDARDS BY SIGN TYPE

H. Electronic Message Board Billboard: **A new electronic message board billboard may be permitted subject to the standards and regulations for billboards and electronic message board billboards set forth in section 12-11-6 of this chapter.** The static billboard panels of a qualified **non-electronic** billboard may be converted to electronic message board panels only pursuant to an electronic message board billboard permit issued by the City, and subject to the standards and regulations for electronic message board billboards set forth in section 12-11-6 of this chapter. For the purposes of this subsection, a qualified billboard must meet the following criteria:

1. The billboard was erected prior to the effective date of this subsection. If the billboard is relocated in accordance with subsection 12-11-10C of this chapter, the date the billboard was originally erected, prior to relocation, will be determinative.
2. The billboard must be a legally conforming billboard. For the purposes of this subsection only, an applicant for an electronic message board billboard permit may establish that the existing billboard is legally conforming by either:
 - a. Providing proof that the existing billboard was erected pursuant to a valid permit issued by the City; or
 - b. Providing documentation to show that the existing billboard conforms with all of the standards and regulations as set forth for billboards in section 12-11-6 of this chapter except for the permit requirement.
 - c. Notwithstanding section 12-11-10 of this chapter, if a billboard is not legally conforming in accordance with subsection H2a or H2b of this section, the removal and replacement of the sign in the same location for the sole purpose of converting the static panels to electronic message board panels is permitted only as a conditional use pursuant to section 12-3-4 of this title, and subject to the standards and regulations for electronic message board billboards as set forth in section 12-11-6 of this chapter.
3. The billboard must have a valid IDOT sign permit.
4. The billboard must be located within six hundred sixty feet (660') of I-90 or I-294.

##

12-11-6: REGULATION BY DISTRICT CLASSIFICATION:

B. Commercial, Manufacturing And Institutional Districts:

Sign Type	Number, Height, And Other Limitations ²
Billboards	Billboards shall be permitted only within the C-1, C-2, C-3, M-1, M-2 and I-1 districts and located within 660 feet of I-90 and I-294 toll roads.

	Structure must be in compliance with the Illinois department of transportation regulations and a valid current IDOT permit must be presented with the application for city permits.
	The city shall cause to be permitted no more than 12 <u>13</u> permits for outdoor advertising structures (billboards) under subsection 12-11-3C3, "Billboard Permits", of this chapter. <u>The thirteenth billboard shall be permitted only in substantial conformance with exhibits to amendatory Ordinance Z-XX-21, as of which all 13</u> As of amendatory ordinance Z-24-05, all 12 permits have been allocated to permittees. (This Ordinance number will be updated if the text amendment is successful and there are 13 permits allocated.)
	Total surface area of the signs shall not exceed 1,200 square feet per face and 2,400 total square feet for a double faced sign.
	Height of the sign shall not exceed 99 feet from the base of the pole to the top of the structure or 65 feet from the surface of the pavement of the lane closest to the structure, except as otherwise provided by a limited variation ordinance adopted by council.
	All billboards must meet the spacing requirements as required by the Illinois advertising control act.
	No portion of a billboard shall be allowed within 300 feet of a residential property line. This distance shall be measured at ground level from a line perpendicular to the closest part of the billboard to the residential property line.
. . .	
Electronic message board billboards	The electronic message board panel must not exceed the square footage of the static panel replaced by the electronic message board panel or 1,200 sq. ft., whichever is less.
	The electronic message board panel must not exceed the square footage of the static panel replaced by the electronic message board panel or 1,200 sq. ft., whichever is less.
	The electronic message board must be adequately screened from any residential zoning district.

	The electronic message board panel may only face the I-90 or I-294 rights-of-way.	
	The applicant must submit an affidavit stating that all required permits or approvals from IDOT, the FAA, or any other government or regulatory agency or body with proper jurisdiction, have been obtained for the proposed electronic message board billboard.	
	The images and text displayed on the electronic message board may be changed no more frequently than once every 10 seconds or as established by Federal or State guidelines for digital signage along an interstate, whichever is greater. Each change must be completed in 1 second or less.	
	Sounds, animation, moving video, flashing, blinking, spinning, or any other appearance of movement are prohibited.	
	The sign must possess an ambient light sensor and utilize automatic dimming capabilities so that the maximum luminescence level is not more than 0.3 foot candle over ambient light levels measured as close to perpendicular to the sign face as possible and measured from the appropriate distance as set forth in the table below:	
	Sign Face Size	Distance From Which To Measure
	Under 300 sq. ft. 300 - 385 sq. ft. 386 - 680 sq. ft. 681 - 1,200 sq. ft.	150' 200' 250' 350'
	The applicant, with written permission from the landowner, must apply for and obtain the following permits from the City prior to performing any alterations to the existing billboard: 1) a building permit for the electronic message board panels and support structure; and 2) an electronic message board billboard sign permit. Plans prepared by a licensed structural engineer must be submitted with the permit application.	
	City sponsored messages must be made available for display on the electronic message board on a regular rotation, as determined by agreement between the City and the applicant. City sponsored messages include without limitation Amber Alerts, FBI wanted messages, weather alerts, and messages promoting City sponsored	

	events. The City sponsored messages will be displayed at no cost to the City.
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Notes:

1. In the case where there are multiple uses in a single structure (i.e., commercial strip shopping center) 1 wall sign is permitted for each business, however the aggregate total square footage of all signs shall not exceed the limits set forth in this section.
2. On parcels less than 5 acres, the total square footage area of all signs shall not exceed 600 square feet, **not including area for static or electronic message board billboards.**

STANDARDS FOR TEXT AMENDMENTS

The Planning and Zoning Board and City Council review the particular facts and circumstances of each proposed Text Amendment in terms of the following standards. Keep in mind that in responding to the questions below, you are demonstrating that the proposed text change is appropriate for the entire jurisdiction, not just a particular site. Please answer each question completely and thoroughly.

1. Is the proposed amendment consistent with the goals, objectives, and policies of the Comprehensive Plan?

Yes the amendment and redevelopment is consistent with the comprehensive plan. The current contaminated, vacant, 3.81-acre parcel will be purchased by Image Des Plaines, LLC and GW Properties and developed in accordance with Village staff requirements. Subject to amendment approval, Image Des Plaines, LLC is contributing over 1-million dollars to the development partner, to offset the cost of purchase and remediation.

2. Is the proposed amendment compatible with current conditions and the overall character of existing development in the immediate vicinity of the subject property?

Yes, the proposed amendment is consistent with similar developments in the immediate vicinity. There are numerous billboards through out the general area, including a sign immediately to the west. On the south side of I-90 there are (4) four signs, spaced 500' ft apart, beginning at Mannheim road and moving East. To the East of subject site, a railroad and forested area exists to buffer residential properties. The proposed sign will be positioned so as to have no impact on the residential area.

3. Is the proposed amendment appropriate considering the adequacy of public facilities and services available to the subject property?

Yes. No public facilities or services have been utilized to the vacant property over the past 20-years. The redevelopment of this parcel will provide for enhanced services and facilities contributed by the developer, ie: rebuild water lines, utilities etc.

4. Will the proposed amendment have an adverse effect on the value of properties throughout Des Plaines?

No, the proposed amendment will have a positive effect. With the passage of the amendment, Image Des Plaines, LLC and GW Properties will close on the property and begin the redevelopment process of the 3.8-acre parcel. It is anticipated that three to four buildings consisting of restaurant and retail space, will take place on this property, resulting in a net benefit to the surrounding properties and City of Des Plaines.

5. Does the proposed amendment reflect responsible standards for development and growth?

Yes. Billboards have been removed with no additional sites replacing them over the past few years. This site was approved for a second billboard in 2004-2005. The redevelopment of the property will provide for additional services to the community, clean-up an adverse health concern, and increase the tax base.

STANDARDS OF VARIATIONS

1. What would you describe as the hardship(s) that prevent you from being able to carry out the strict letter of the provisions of the Zoning Ordinance?

The Zoning Ordinance requires a 300' foot distance from the edge of an advertising sign structure to a residential zoned lot. Our proposed sign is approximately 340' feet to the closest edge of a residential lot containing a residential dwelling. We are seeking relief from arbitrary residential zoning which happens to be a ComEd substation as well as a non-buildable lot which is also zoned residential. The distance from our sign to the middle of Greco Ave, to the East is approximately 160' feet. Our proposal does meet the "spirit" of the ordinance by virtue of the approximate 340' foot measurement to a utilized residential lot. However, the strictest interpretation results in an approximate 140' foot shortfall when measured to the West of the ComEd distribution facility, and the center of Greco Ave.

2. How do site conditions prevent the reasonable use of your land under the terms of the Zoning Ordinance?

There are no apparent site conditions which prevent our proposed use of the land for our billboard development. There are no utilities or topographic issues, etc. However the overall 3.8 acre subject property does contain significant contamination. It is anticipated the developer/co-buyer of the property will use our significant easement purchase revenue to offset required remediation costs. Without our substantial financial contribution, the property may remain undeveloped for the foreseeable future.

3. To the best of your knowledge, can you affirm that the physical condition of your property was not created by an action of anyone having property interests in the land after the Zoning Ordinance of 1998 was adopted, or as the result of other governmental action, or was created by natural forces:

Yes. It is our understanding prior to the property consolidation in the early 2000's there was significant contamination activity by a number of the individual parcel owners. The current ownership including Image Des Plaines, LLC did not contribute to the contamination but will ultimately have to pay for its removal.

4. How would the denial of the variation deprive you from rights enjoyed by other persons subject to the same provisions?

The utilized residential properties approximately 340' feet to the East are effected to some degree by the three (3) billboard sites on the south side of the expressway which

face towards their properties. The closest of these signs is approximately 330' feet from residential. Although our sign is a similar distance to the occupied residential dwellings there are additional physical barriers between our proposed sign and the residents. The railroad crossing barrier as well as a heavily wooded area of approximately 275' feet lies between our sign site and the residential to the East. The existing trees are taller than the height of our sign and provide a natural screening. Finally and most significantly, our Eastern facing sign display will be positioned in a Southeasterly direction which will minimize its visibility to the residential property to the East. Due to these factors, we believe our proposed sign will be less impactful than the three (3) existing signs on the South side of the highway.

5. Is the requested variation the minimum measure of relief necessary to alleviate the alleged hardship or difficulty presented by the strict application of the Zoning Ordinance?

Yes. We are seeking the recognition that the 300' foot spacing measurement was intended to be measured from a sign to an occupied residential zone. In the above circumstance we are approximately 340' feet away. In the alternative, we are seeking an acknowledgement that the 160' foot spacing from our sign to the nearest residential zoning (which is the middle of Greco Ave.) is extremely misleading due to the fact that the ComEd distribution facility lies between Greco Ave. and occupied residential zoning East of Sycamore St. The ComEd distribution facility is not an appropriate use for a residential district.

6. Will the granting of the variation be in harmony with the neighborhood and the provisions of the Zoning Ordinance from which it is being sought?

We believe the variance will enhance the property by virtue of the financial contribution Image Des Plaines, LLC is contributing to the property's redevelopment. In addition to the natural forested barrier between our sign site and the residential district the economic influx that Image Des Plaines, LLC is contributing to the project will result in a grouping of two (2) or three (3) restaurants and retail space, which will not only benefit the surrounding neighbors but will add needed tax revenues to the City of Des Plaines as well.



City of Des Plaines
ATTN: City Council
ATTN: Planning & Zoning Board
1420 Miner Street
Des Plaines, IL 60016

August 27, 2021

Project Narrative

Please allow this note to serve as our project narrative of the Image Media billboard matter. These specific questions were asked of our company when we attempted to purchase the property in 2018. We now have a fantastic development partner in GW Properties and look forward to your favorable review.

Why are you purchasing the property? Image Media Advertising, Inc. is in the process of purchasing the 3.8-acre lot at the corner of Mannheim and Pratt Ave. for the purpose of constructing a digital message billboard visible to the Jane Addams Tollway for advertising. Image Media has a development partner, GW Partners, to redevelop the balance of the property. GW Properties will work with the City to approve their mixed-use development of restaurant and retail space to meet with City's approval. Challenges with the property including contamination and cost have hampered this sites redevelopment over the past twenty years. Image Media's financial contribution will allow for a reasonable acquisition price for its partner GW Properties to complete this project.

Why are you requesting this Text Amendment? While we believe the number of sign sites has decreased from the permitted 12 with no replacements added, Image Media Advertising, Inc. is seeking this Text Amendment to legally increase the number of billboards in the City of Des Plaines from 12 to 13. It is anticipated the new digital sign can also be used to help market the property to the developers' potential tenants.

What is the size of and type of Billboard? The proposed billboard will be multiple message two faced sign measuring 20'x60' in sign face area and approximately 90-95' overall height.

What is your intent for the rest of the land? Restaurants or mixed-use buildings.

We look forward to working with the city of Des Plaines, IL on this development project.

Sincerely,

Michael E. Scheid
m: (312) 972-4600
o: (312) 988-4600
e: mscheid@imageoutdoor.com

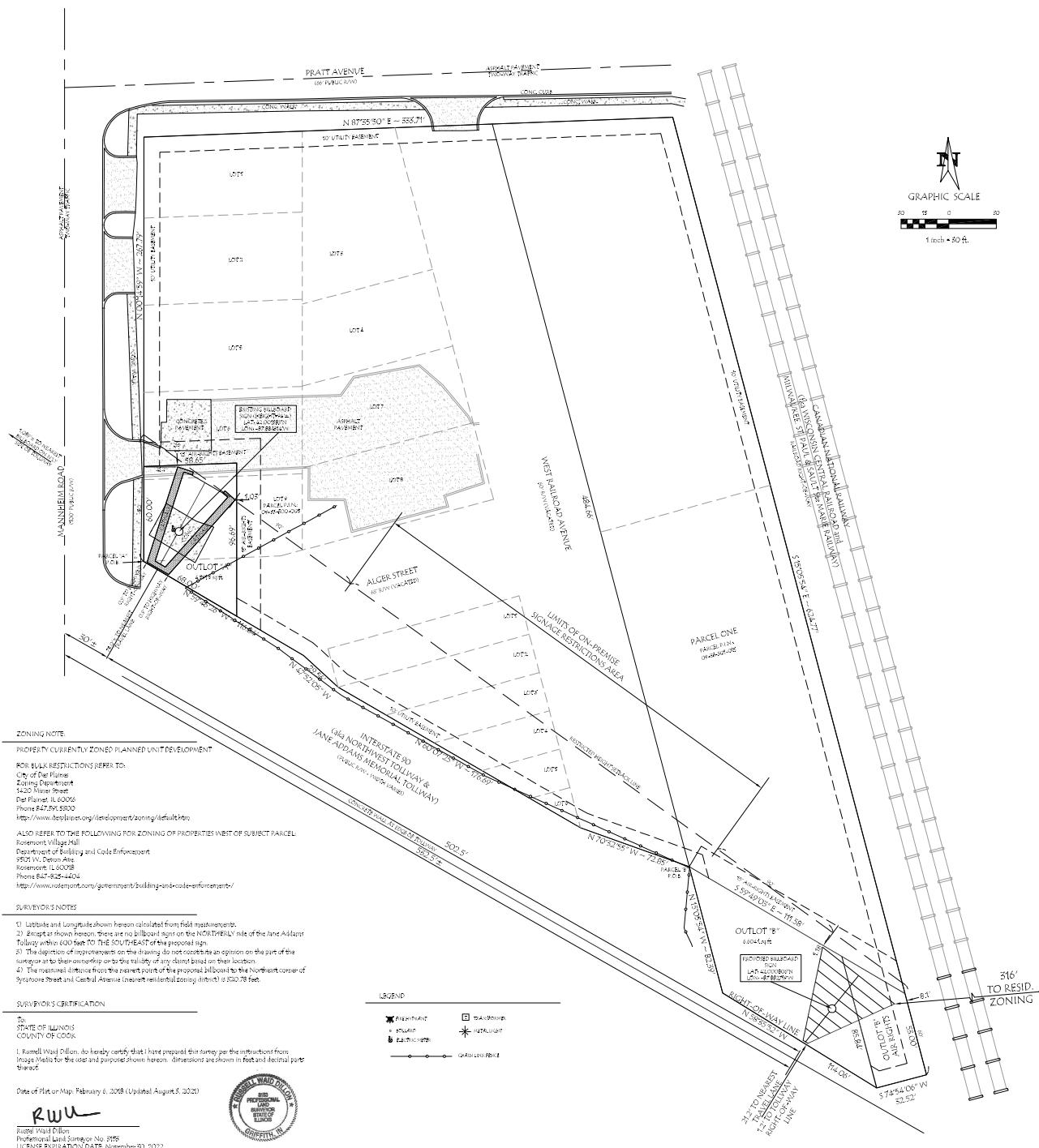
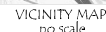
LOTS 1, 2 AND 5 IN THE RESUBDIVISION OF BLOCK 1 AND VACATED ALLEYS AND LOTS 19 TO 26, INCLUSIVE, AND VACATED ALLEY IN BLOCK 2 IN BOESCH'S ADDITION TO ORCHARD PLACE, A SUBDIVISION OF THE NORTH 70.86 FEET OF THAT PART OF THE SOUTHWEST QUARTER OF SECTION 35, TOWNSHIP 41 NORTH, RANGE 12 EAST OF THE THIRD PRINCIPAL MERIDIAN, LYING WEST OF THE RIGHT-OF-WAY AND GROUNDS OF THE

THAT PART OF THE WEST HALF OF THE SOUTHWEST QUARTER OF SECTION 28, TOWNSHIP 4 NORTH, RANGE 12 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: BEGINNING AT THE INTERSECTION OF THE WESTERN LINE OF THE EIGHT-FOUR-FOOT-AND-ONE-HALF INCH WIDE STATE HIGHWAY 101 (SOUTH OF THE INTERSECTION OF THE WESTERN LINE OF SAID HIGHWAY 101 WITH THE EASTERN LINE OF SAID HIGHWAY 101) AND THE EASTERN LINE OF SAID HIGHWAY 101, THE WESTERN LINE OF SAID HIGHWAY 101 (NORTH OF THE INTERSECTION OF THE WESTERN LINE OF SAID HIGHWAY 101 WITH THE EASTERN LINE OF SAID HIGHWAY 101) AND THE EASTERN LINE OF A STREET KNOWN AS (OR HEREINAFTER KNOWN AS) CROOKED PLACE; AND THE SOUTH LINE OF CROOKED PLACE; AND THE SOUTH LINE OF SAID HIGHWAY 101 BEING 26.0 FEET SOUTH OF AND PARALLEL WITH THE NORTH LINE OF SAID SOUTHWEST QUARTER OF SAID SECTION 28; THENCE SOUTHERLY ALONG THE WESTERLY RIGHT-OF-WAY LINE OF SAID SAILROAD 208.65 FEET TO A POINT; THENCE NORTHEASTY ALONG A LINE DRAWN AT RIGHT ANGLES TO THE CENTER LINE OF SAID SAILROAD COMPANY'S MAIN TRAIL, FOR A DISTANCE OF 50.95 FEET TO A POINT ON A LINE WHICH IS 25.50 FEET WESTERLY OF AND PARALLEL WITH THE CENTER LINE OF SAID MAIN TRAIL, THENCE NORTHEASTY ALONG SAID MAIN TRAIL, 208.35 FEET TO THE POINT OF BEGINNING OF SAID LINE; THENCE SOUTHERLY ALONG SAID MAIN TRAIL 151.77 FEET TO THE POINT OF BEGINNING, IN CLOCK COUNTER

LOT 1 & 2, 7 & 8 AND 9 IN RESUBDIVISION OF BLOCKS AND VACATED ALLEYS AND LOTS 28, 30TH INCLUSIVE, AND VACATED ALLEYS IN BLOCK 3 OF BOESCH'S ADDITION TO ORCHARD PLACE, A REVISION OF THE NORTHWEST QUARTER OF THAT PORTION OF THE SOUTHWEST QUARTER OF SECTION 35, TOWNSHIP 4 NORTH, RANGE 12 EAST OF THE THIRD PRINCIPAL MERIDIAN, LYING WEST OF THE RIGHT-OF-WAY AND GROUNDS OF THE WISCONSIN CENTRAL RAILROAD, IN COOK COUNTY, ILLINOIS, ACCORDING TO THE PLAT OF SAID RESUBDIVISION RECORDED OCTOBER 23, 1925, AS DOCUMENT NUMBER 307542, ALSO

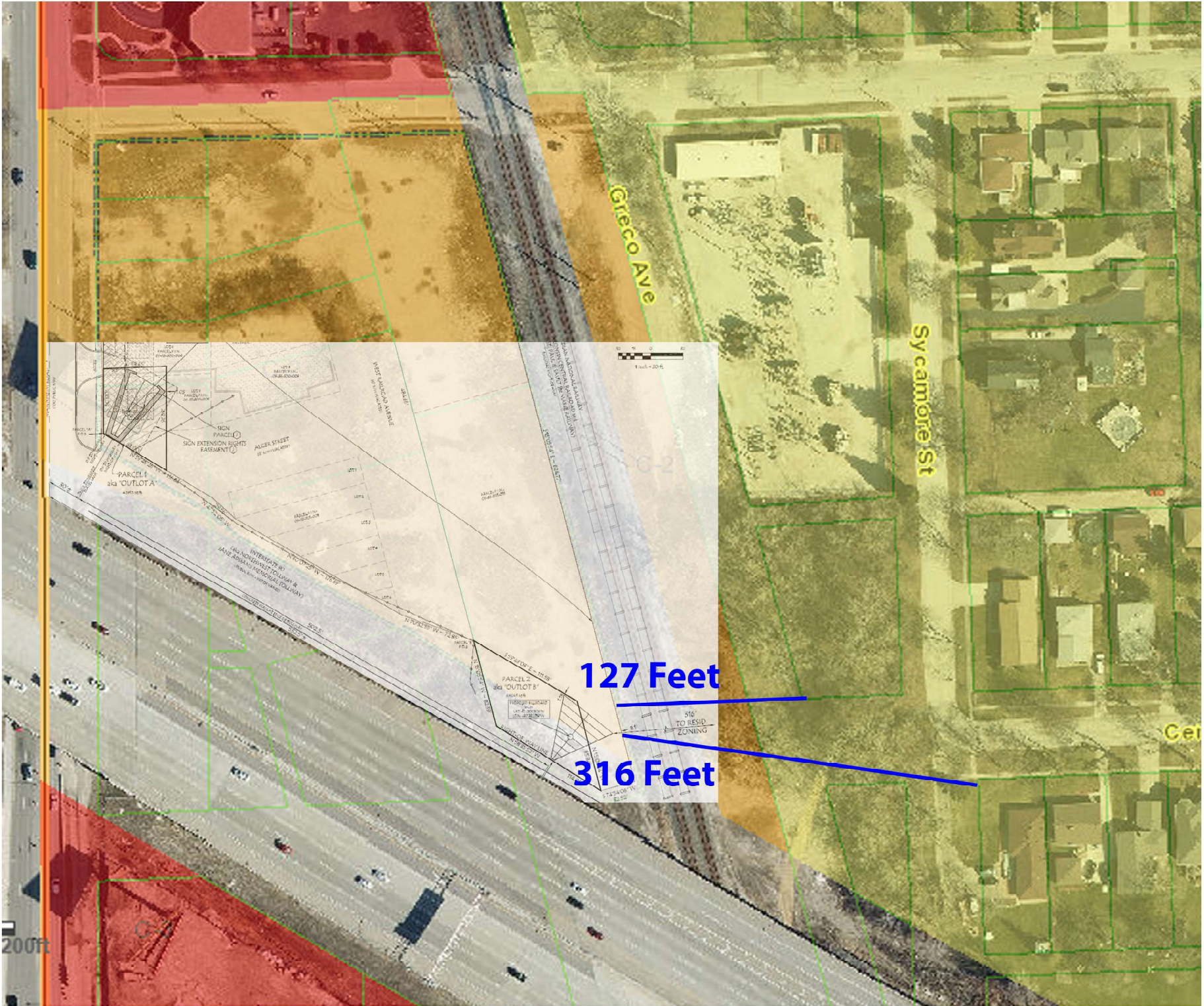
LOT 1 AND THAT PART OF LOT 2, INCLUSIVE, IN BLOCK 3, IN BOESCH'S ADDITION TO ORCHARD PLACE, IN THE SOUTHWEST QUARTER OF SECTION 35, TOWNSHIP 4 NORTH, RANGE 12 EAST OF THE THIRD PRINCIPAL MERIDIAN, LYING NORTHEASTLY OF THE FOLLOWING DESCRIBED LINE, BEGINNING AT THE NORTHWEST CORNER OF LOT 2, AFORESAID; THENCE SOUTHEASTLY TO THE SOUTHWEST CORNER OF LOT 2, AFORESAID; ALL IN COOK COUNTY, ILLINOIS, ALSO

THAT PART OF VACATED WEST RAILROAD AVENUE, PART OF VACATED ALBANY STREET AND PART OF A VACATED NORTHWESTERNLY AND SOUTH-EASTERLY ALLEY IN THE SOUTHWEST QUARTER OF SECTION 38, TOWNSHIP 4 NORTH, RANGE 1 EAST OF THE THIRD PRINCIPAL MERIDIAN, PERPETUALLY BEGINNING AT THE INTERSECTION OF THE SOUTH LINE OF PRATT AVENUE WITH THE WEST LINE OF WEST MAIN AVENUE; THENCE SOUTH 79° 04' 00" WEST, ALONG SAID WEST MAIN AVENUE 61.99 FEET TO THE NORTHERLY CORNER THEREOF; THENCE NORTH 14° 00' 00" WEST, ALONG SAID WEST MAIN AVENUE 140.32 FEET TO A BEND THEREIN; THENCE SOUTH 87° 40' 00" WEST, ALONG SAID NORTHERLY LINE 58.84 FEET TO THE EASTERLY TERMINUS OF THAT PART OF ALBANY STREET PREVIOUSLY VACATED PER DOCUMENT #64895; THENCE SOUTH 10° 00' 00" EAST, ALONG SAID EASTERLY TERMINUS 10.68 FEET, THENCE SOUTH 74° 45' 00" EAST 39.56 FEET TO THE EASTERLY LINE OF A NORTHWESTERNLY AND SOUTHEASTERLY ALLEY, THENCE NORTH 49° 50' 00" WEST, ALONG SAID EASTERLY LINE 25.0 FEET TO ITS INTERSECTION WITH THE SOUTHWEST LINE OF ALBANY STREET, THENCE NORTH 79° 08' 00" EAST, ALONG SAID SOUTHWEST LINE 15.0 FEET TO THE WEST LINE OF WEST RAILROAD AVENUE, THENCE SOUTH 88° 44' EAST, ALONG SAID WESTERN LINE 69.89 FEET TO THE NORTHERLY TERMINUS OF THAT PART OF WEST MAIN AVENUE PREVIOUSLY VACATED BY DOCUMENT #64895; THENCE SOUTH 14° 00' 00" WEST, ALONG SAID NORTHERLY LINE 7.92 FEET TO THE EASTERLY LINE OF ALBANY AVENUE, THENCE NORTH 14° 00' 00" WEST, ALONG SAID EASTERLY LINE 48.64 FEET TO THE SOUTH LINE OF PRATT AVENUE, THENCE SOUTH 87° 40' 00" WEST 50.52 FEET TO THE POINT OF BEGINNING, IN COOK COUNTY, ILLINOIS.



SHEET 1 OF 1	Image Media 5101 Darmstadt Road, Suite A Hillside, Illinois	PLAT OF SURVEY 2811 Mannheim Road DES PLAINES, ILLINOIS	ZARKO SEKEREZ & ASSOCIATES, Inc. SURVEYING & LAND PLANNING 116 WEST CLAY STREET CROWN POINT, INDIANA 46307 Phone: 312-794-1313 Fax: 312-234-9506 Web: www.zsland.com	DRAWN BY: PS CHECKED BY: RL
				DATE: February 6, 2008 UPDATE: August 5, 2021 JOB No.: 10770

Setback Exhibit - 2811 Mannheim Road



Staff Photos



Looking west at proposed billboard area from Central and Sycamore, in front of nearest residential homes to proposed billboard



Looking west from Central, mid-block



Approximate location of the proposed billboard

August 24, 2021

Background on Optical Measurements and Calculations

Watchfire Signs has manufactured outdoor electric signs since 1932 and led signs since 1996. We have more than 60,000 led signs in operation worldwide.

Incandescent signs were commonly measured using illuminance measurements, partly because the light bulb is ideally a point source of light, illuminating equally in all directions, and illuminance meters are commonly available and inexpensive. Foot-candle measurements are made at a defined distance from the sign and the magnitude depends on the physical size of the sign.

LED signs are highly directional however, which is an advantage in an urban setting since the light can be directed more precisely to the intended audience. Luminance measurements have been used to specify LED signs by the industry. The candela per square meter (NITs) unit allows a specification that does not depend on size or viewing distance.

The study done on the sign adjacent to a residential area used actual lab measurements made on modules using an illuminance meter. These measurements and extrapolations are then scaled up to the size of the sign and the distance corrections are made using the inverse square law.

Watchfire adopted brightness standards set forth by both the ISA (International sign Association) and OAAA (Outdoor Advertising Association of America). The standards used are based on the studies of Dr. Lewin and the IESNA (Illuminating Engineering Society of North America).

Below is a list of some of the measurement equipment used by Watchfire engineers.

Equipment used by Watchfire engineers to make lighting measurements:

Foot-candles/Lux - Minolta Illuminance Meter T-10

NITs/candela/sq. m – Minolta Luminance Meter LS-100

Sign Calibration – Minolta CS-1000 Spectra radiometer

SIGN LIGHTING STUDY

Sign Details

Size: 20'x60' Digital Billboard

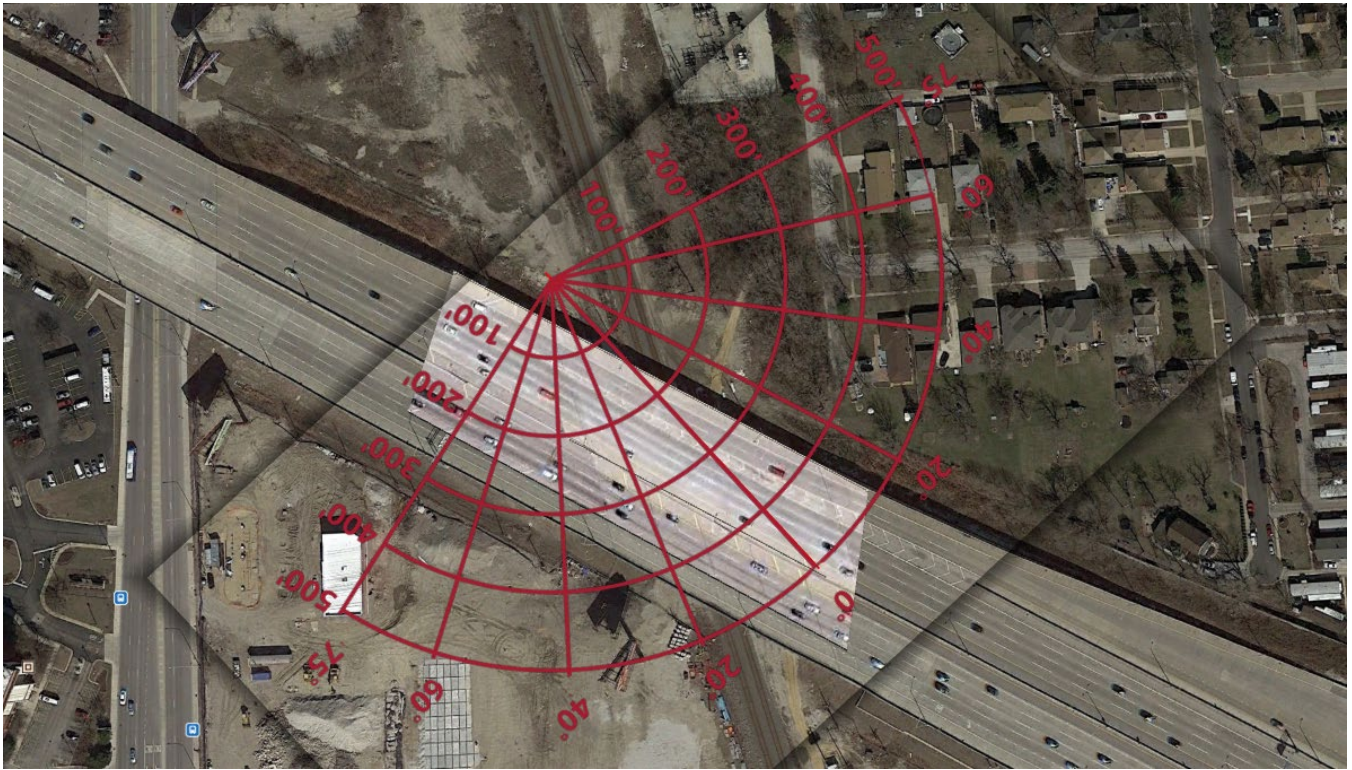
Location: *City of Des Plaines*

Light measurements are completed in foot-candles. A foot-candle is the amount of light produced by a single candle when measured from 1 foot away. For reference two 400-watt metal halide lights produce 15 foot-candles each at an average mounting height of 50 feet. Compare to the table below for light output of proposed digital billboard.

The table represents the total increase in ambient light produced by the sign under normal or typical operation at night. The ambient light increases will be less than shown in the chart since they fail to consider any objects blocking the line of site to the sign. Obstructions such as trees would further reduce real world overall ambient light increases. In addition to obstructions any existing light within the viewing cone will further diminish any light increase.

	<i>0 degrees</i>	<i>20 degrees</i>	<i>40 degrees</i>	<i>60 degrees</i>	<i>75 degrees</i>
<i>100'</i>	0.8883	0.7328	0.4948	0.2238	0.0444
<i>200'</i>	0.2221	0.1832	0.1237	0.0560	0.0111
<i>300'</i>	0.0987	0.0814	0.0550	0.0249	0.0049
<i>400'</i>	0.0555	0.0458	0.0309	0.0140	0.0028
<i>500'</i>	0.0375	0.0309	0.0209	0.0095	0.0019

Light values in foot-candles at night under typical operation





Conclusion

Given the above comparisons and measurements, the area will see an almost undetectable difference in ambient light after installation of the digital led displays. Light levels at the nearest residential structure will be a fraction of the recommended 0.3 foot-candles. Ambient light levels are more heavily impacted by street, building, and landscape lights than the increases produced by a LED display.

Ray Digby

Office 800-637-2645, ext. 3006

email ray.digby@watchfiresigns.com



Application for Outdoor Advertising Permit
Business Area Sign - Interstate Highway



IDOT USE ONLY

1) Permit No. _____

Note: All fields marked with an asterisk (*), or outlined in red, are required fields.

2) Owner of Proposed Sign

Name

Image Media Advertising, Inc.

Address

5101 Darmstadt Rd Suite A

City

Hillside

State

IL

Zip Code

60162

E-mail

mscheid@imageoutdoor.com

Phone

(312) 972-4600

3) Owner of Land

Name

Prominence Des Plaines LLC (Prominence)

Address

1375 Remington Rd Suite E

City

Schaumburg

State

IL

Zip Code

60173

E-mail

rzaid@prohosp.com

Phone

(224) 484-8242

4) Proposed Sign Location

County

Cook

Marked Route Number

I-90 Jane Addams Tollway

Sign will be located 540

☒ feet
☐ mile(s)

East

N/S/E/W

of Mannheim Rd

Landmark

1.2

☒ feet
☐ mile(s)

North

N/S/E/W

of the highway right-of-way.

GPS Coordinates in decimal format

42.000806

latitude (eg. 37.2960370)

-87.882719

longitude (eg. -89.4820425)

*Is the proposed sign located WITHIN or OUTSIDE of incorporated limits? ☒ Within ☐ Outside

If the sign is located WITHIN incorporated limits complete item #5. If sign is located OUTSIDE incorporated limits complete #6.

5) Sign will be located: (Select one)

☒ 300-499 ft. ☐ 600-1,000 ft. ☐ More than 1,000 ft. from the nearest existing or other proposed signs (other than signs advertising activities conducted on the property or the sale or lease of the property on which they are located).

6) For signs located within incorporated limits, provide the following:

Name of Municipality

Des Plaines

Present Zoning Classification

C-2 Limited Office Commercial

Was site within incorporated limits on September 21, 1959?

☒ Yes ☐ No

If no, what was the zoning classification on September 21, 1959?

7) For signs located outside of incorporated limits, provide the following:

Name of zoning authority

Present Zoning Classification

Zoning Classification on September 21, 1959

The sign will be:

☐ 500-599 ft. ☐ 600-1,000 ft. ☐ More than 1,000 ft. from the beginning or ending of pavement widening at the exit from or entrance to an interchange, rest area, or weigh station.

8) Description of Proposed Sign:

8A) Sign Type: ☐ Static ☒ Multiple Message

8B) Structure Features: Type: ☒ Free Standing ☐ Wall Mount ☐ Roof Mount

Configuration No. (see diagram provided in Form Instructions): 5

8C) Vertical Supports ☐ Wood ☒ Metal ☐ Vinyl ☐ Other Number 1

8D) Will sign have lighting? ☒ Yes ☐ No If yes, list type Other Digital

8E) Fill in dimensions on appropriate configuration sketch (Pages 6-10).

9) Airport Restrictions:

9A) Is the proposed sign to be located within a two mile radius of any publicly-owned airport? ☒ Yes ☐ No

9B) Name of airport O'Hare Airport

10) Certification:

The tag issued as a result of this application must remain securely affixed to the front face of the sign or sign structure in a conspicuous position upon completion of sign erection. The sign owner must notify the Illinois Department of Transportation within 10 days after erection of this sign. If sign is not erected within 3 years after date of approval, this permit becomes invalid. If after erection, this sign is found to be in violation of the law, regulations or permit, this permit becomes invalid.

The applicant certifies that all of the information provided is true and accurate and that the applicant is not the owner of, or affiliated with an owner of, an abandoned or illegal sign as defined by Part 522 of the Illinois Administrative Code.

Applicant Signature

Date

Print Name

Title

Michael E. Scheid

President

This certificate is provided to the Illinois Department of Transportation in compliance with the requirements of the Rules for the Control of Outdoor Advertising Adjacent to Primary and Interstate Highways, 92 Illinois Administrative Code Part 522.50(c) (the "Rules").

State of ILLINOIS

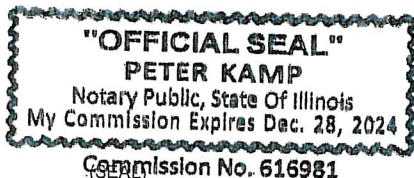
County of DUPAGE

Signed (or subscribed or attested) before me on 9/7/2021 by

(date)

MICHAEL E SCHEID

(name/s of person/s)



Signature of Notary Public

Peter Kamp

My commission expires

Return completed permit forms with supporting documentation and fee to:

Illinois Department of Transportation
Bureau of Land Acquisition
Outdoor Advertising
2300 South Dirksen Parkway, Room 210
Springfield, IL 62764

FOR IDOT USE ONLY
Do Not Write in this area

Permit No.

Verified By

Permit is: ☐ Approved ☐ Not Approved

Signature

Date

Disclosure of this information is necessary to accomplish the statutory purpose as outlined under 225 ILCS 440/1 et seq. and 620 ILCS 25/1 et seq. Disclosure of this information is REQUIRED. Failure to provide this information will result in the denial of the permit. This form has been approved by the State Forms Management Center.

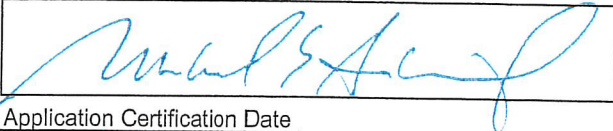
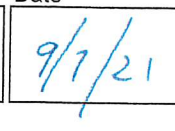
DOCUMENT CHECKLIST (Include with application)
BUSINESS AREA SIGN - PRIMARY HIGHWAY APPLICATION

Sign Size: ☒ ≤ 150 Sq. Ft. ☐ > 150 Sq. Ft.

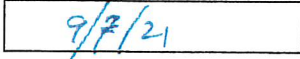
Provided	Related Permit Application Item Number	Document Description
<input checked="" type="checkbox"/>	2	If applicant does not own the site, a Secretary of State certificate of corporate good standing (not more than one year old)
<input type="checkbox"/>	2	Proof of authority to submit the application if the applicant is not the sign owner
<input checked="" type="checkbox"/>	3	Title commitment or other proof of land ownership, such as deeds, court orders, or probate estate proceedings
<input type="checkbox"/>	3	Proof of authority from land owner for someone else to sign property documents
<input checked="" type="checkbox"/>	3	Copy of lease or proof of consent from land owner
<input type="checkbox"/>	4	Site drawings for signs less than or equal to 150 sq. ft.
<input checked="" type="checkbox"/>	4	Site drawing for signs greater than 150 sq. ft. (prepared or approved by licensed surveyor).
<input checked="" type="checkbox"/>	6 & 7	Zoning certification letter
<input type="checkbox"/>	6 & 7	Zoning ordinance defining the zoning of the site (not a sign ordinance)
<input type="checkbox"/>	6 & 7	Additional zoning documentation
<input type="checkbox"/>	6 & 7	Approved site plan for pending commercial or industrial use (approval must be from zoning/building permit official)
<input checked="" type="checkbox"/>	6 & 7	Copy of notification letter to municipality or county, including a copy of the application
<input type="checkbox"/>	7	Letter from local authority certifying that area is unzoned
<input type="checkbox"/>	8	Statement of intent for sign modification including assurances
<input type="checkbox"/>	8	Statement that an existing permitted sign will be removed prior to the erection of a sign as a result of this permit application
<input type="checkbox"/>	8	Copy of original permit application for sign modification
<input type="checkbox"/>	8	Sketch of non-rectangular sign
<input checked="" type="checkbox"/>		Processing Fee
<input type="checkbox"/>		
<input type="checkbox"/>		

Sign Owner Signature

Date

Application Certification Date





Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2021-AGL-22331-OE
Prior Study No.
2018-AGL-2995-OE

Issued Date: 09/13/2021

Michael Scheid
Image Media Advertising Inc.
5101 Darmstadt
Hillside, IL 60162

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: Billboard I-90 540' e/o Mannheim Road
Location: Des Plaines, IL
Latitude: 42-00-02.90N NAD 83
Longitude: 87-52-57.79W
Heights: 640 feet site elevation (SE)
100 feet above ground level (AGL)
740 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

____ At least 10 days prior to start of construction (7460-2, Part 1)
 X Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 .

This determination expires on 03/13/2023 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact Marla Brown, at (817) 222-5323, or Marla.brown@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2021-AGL-22331-OE.

Signature Control No: 492101725-494444236

(DNE)

Steve Phillips

Manager, Obstruction Evaluation Group

Attachment(s)

Map(s)

