



Planning and Zoning Board Agenda
June 14, 2022
Room 102 – 7:00 P.M.

Call to Order

Roll Call

Approval of Minutes: May 24, 2022

Public Comment: For matters that are not on the agenda

Pending Applications:

1. Address: 1285 E. Golf Road

Case Number: 22-014-V

The petitioner is requesting a major variation to allow a pole sign on a property with a lot width that does not meet the minimum lot width requirements for a pole sign, and any other variations, waivers, and zoning relief as may be necessary.

PINs: 09-17-200-047-0000

Petitioner: Lou Masco, Liberty Flag & Banner, 2747 York Street, Blue Island, IL 60406

Owner: Jack F. Merchant, 1285 E. Golf Road, Des Plaines, IL 60016

2. Address: 676 N. Wolf Road

Case Number: 22-018-CU

The petitioner is requesting a conditional use amendment to allow an expansion of the existing domestic pet service use on the subject property in the C-3 General Commercial district, and any other variations, waivers, and zoning relief as may be necessary.

PIN: 09-07-210-046-0000

Petitioner: Michelle Janczak, 1008 E. Ironwood Drive, Mount Prospect, IL 60056 / Catherine Schilling, 1636 E. Clayton Court, Arlington Heights, IL 6004

Owner: Michael Galante, 945 Forestview Avenue, Park Ridge, IL 60068

3. Address: 622 Graceland Avenue, 1332 and 1368 Webford Avenue
Case Number: 21-052-MAP-TSUB-V

The petitioner is requesting the following items: (i) zoning map amendment to rezone the subject property from C-3 General Commercial District to C-5 Central Business District; (ii) Tentative Plat of Subdivision to consolidate three existing lots lot of record into one; and (iii) any other variations, waivers, and zoning relief as may be necessary.

PIN: 09-17-306-036-0000; 09-17-306-038-0000; 09-17-306-040-0000

Petitioner: Joe Taylor, 622 Graceland Apartments, LLC, 202 S. Cook Street, Suite 210, Barrington, IL 60010

Owner: Wessell Holdings, LLC, 622 Graceland Avenue, Des Plaines, IL 60016; City of Des Plaines, 1420 Miner Street, Des Plaines, IL 60016

4. Address: 550 Northwest Highway **Case Number:** 22-020-CU

The petitioner is requesting a conditional use to allow a motor vehicle sales use on the subject property in the C-3 General Commercial district, and any other variations, waivers, and zoning relief as may be necessary.

PIN: 09-18-201-032-0000

Petitioner: Sam Jidd and Radek Malinowski, 1505 S. Mount Prospect Road, Des Plaines, IL 60016

Owner: Sam Jidd, 1505 S. Mount Prospect Road, Des Plaines, IL 60016

5. Address: Citywide Text Amendment **Case Number:** 22-022-TA

The City of Des Plaines is requesting text amendments to the Zoning Ordinance related to vehicle terms, including but not limited to recreational vehicles and moving vehicles, as well as regulations for permissible parking locations, permissible districts and uses for various activities, and any other zoning relief 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

Next Agenda – June 28, 2022

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.

Case 22-014-V
Case 22-017-CU
Case 22-018-CU
Case 21-052-MAP-TSUB-V
Map Amendment / Tentative Plat / Variation

1285 E Golf Rd
622 Northwest Highway
676 N Wolf Rd
622 Graceland Ave, 1332 and 1368 Webford Ave

Major Variation
Conditional Use
Conditional Use



**DES PLAINES PLANNING AND ZONING BOARD MEETING
May 24, 2022
DRAFT MINUTES**

The Des Plaines Planning and Zoning Board held its regularly scheduled meeting on Tuesday, May 24, 2022, at 7:00 p.m. in Room 102 of the Des Plaines Civic Center.

Chairman Szabo called the meeting to order at 7:03 p.m. and read the evening's cases. Roll call was established.

PRESENT: Szabo, Veremis, Saletnik (arrived 7:10 p.m.), Hofherr, Fowler, Catalano, Weaver

ABSENT:

ALSO PRESENT: John Carlisle, AICP, Director of Community & Economic Development
Jonathan Stytz, AICP, Senior Planner
Vanessa Wells/Recording Secretary

A quorum was present. For reasons of illness (COVID-19), Member Catalano was present remotely.

APPROVAL OF MINUTES

A motion was made by Board Member Hofherr, seconded by Board Member Veremis, to approve the minutes of May 10, 2022, as presented.

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

NAYES: None

ABSTAIN: Weaver

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

PUBLIC COMMENT ON NON-AGENDA ITEM.

There was no public comment.

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Pending Applications

1. Address: 1285 E. Golf Road

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The petitioner is requesting a major variation to allow a pole sign on a property with a lot width that does not meet the minimum lot width requirements for a pole sign, and any other variations, waivers, and zoning relief as may be necessary.

PINs: 09-17-200-047-0000

Petitioner: Lou Masco, Liberty Flag & Banner, 2747 York Street, Blue Island, IL 60406

Owner: Jack F. Merchant, 1285 E. Golf Road, Des Plaines, IL 60016

Chairman Szabo stated the petitioner is not present.

A motion was made by Board Member Veremis, seconded by Board Member Weaver, to recommend continuing this case to June 14, 2022 due to the petitioner not appearing.

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

NAYES: None

ABSTAIN: None

*****MOTION CARRIES UNANIMOUSLY ****

Case 22-014-V
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2. Address: 676 N. Wolf Road

Case Number: 22-018-CU

The petitioner is requesting a conditional use amendment to allow an expansion of the existing domestic pet service use on the subject property in the C-3 General Commercial district, and any other variations, waivers, and zoning relief as may be necessary

PINs: 09-07-210-046-0000

Petitioner: Michelle Janczak, 1008 E. Ironwood Drive, Mount Prospect, IL 60056 / Catherine Schilling, 1636 E. Clayton Court, Arlington Heights, IL 6004

Owner: Michael Galante, 945 Forestview Avenue, Park Ridge, IL 60068

Chairman Szabo stated the petitioner is not present.

A motion was made by Board Member Weaver, seconded by Board Member Saletnik to recommend continuing this case to June 14, 2022 due to the petitioner not appearing.

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

NAYES: None

ABSTAIN: None

*****MOTION CARRIES UNANIMOUSLY ****

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3. Addresses: 622 Northwest Highway

Case Number: 22-017-CU

The petitioner is requesting a conditional use to allow a motor vehicle sales use on the subject property in the C-3 General Commercial district, and any other variations, waivers, and zoning relief as may be necessary.

PINs: 09-18-215-002-0000

Petitioner: Bryan Fleischer, Premier Auto, 1124 Cayuga Drive, Northbrook, IL 60062

Owner: Rob Zimmerman, 1216 Rand Road, Des Plaines, IL 60016

Chairman Szabo swore in the petitioner Bryan Fleischer and Daniel Schlosberg.

Mr. Fleischer stated Premier Auto is applying for a conditional use permit for the property located at 622 E Northwest Hwy, Des Plaines, IL. Premier Auto currently operate as a car dealership in Palatine, IL and the landlord has since sold the building. Premier Auto is currently looking to move its business to Des Plaines, IL and serve the community. They do not plan any alterations or additions. The space was originally constructed as a car dealership and will suit their needs as is. Premier Auto will take possession of the west and north parking lots for inventory and use the west showroom and forward offices. They will also use the north overhead door and half of the service drive to maintain our vehicles inside.

Member Fowler asked if they are moving out of Palatine and how long they have been there?

Mr. Fleischer confirmed they are moving from Palatine and have been for the past 5 and a half years.

Member Fowler asked if this location is the same size as the Palatine location.

Mr. Fleischer stated the Des Plaines location actually is a bit larger and suits their needs better.

Member Weaver asked if they will perform general maintenance on vehicles on a regular basis or is the maintenance only for customers that have purchased their vehicle directly from you.

Mr. Fleischer stated that is correct, we only perform routine maintenance on their customer's vehicles.

Member Weaver asked if they have hoists, oil collection systems, and similar equipment for automotive service repair uses and if they will meet environmental standards.

Mr. Fleischer stated they have all appropriate equipment and have a company to come to remove used oil from the site to avoid contamination of the subject property and meet environmental standards.

Member Szabo asked how many employees will there be.

Mr. Fleischer stated currently they have five, but are hoping to add another mechanic to the team.

Member Hofherr asked if the petitioner agrees with the conditions that are being presented.

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Mr. Fleischer stated he is aware of some conditions but the owner of the property is handling it with the City directly.

Senior Planner Stytz stated that the owner is aware of the conditions and we are in communication.

Member Saletnik asked if Mr. Fleischer if he plans on buying this property or just wants to continue to lease at this time.

Mr. Fleischer stated at this time we only want to lease.

Member Veremis asked when this location is supposed to be open and operating.

Mr. Fleischer stated he is hoping to be completely moved in by July 1, 2022. However, our existing lease in Palatine is not up until July 31, 2022 so we will have additional time if needed.

Member Veremis asked when this location was a Chrysler dealership.

Mr. Fleischer responded that he did not know.

Chairman Szabo asked staff if the vehicles parked in the lot along Seegers Road were located on the subject property.

Senior Planner Stytz stated that there are two separate properties in this area: 622 Northwest Highway and 655 Seegers Road. He added that both properties have trucks parked on them.

Senior Planner Stytz gave his staff report.

Issue: The petitioner is requesting a conditional use to allow a motor vehicle sales use in the C-3 General Commercial district at 622 Northwest Highway.

Address: 622 Northwest Highway

Case Number: 22-017-CU

Ward: #7, Alderman Patsy Smith

Existing Zoning: C-3, General Commercial District

Existing Land Use: Multi-Tenant Commercial Building

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

Surrounding Land Use: North: Health Clinic (Commercial) / Single Family Residences

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South: Townhouses (Residential) / Cultural Center (Institutional)
 East: Townhouses (Residential) / Enclosed Parking Area (Commercial)
 West: Townhouses (Residential) / Single Family Residences

Street Classification: Northwest Highway is classified as a minor arterial, and Seegers Road is classified as a local street.

Comprehensive Plan: The Comprehensive Plan illustrates the site as Industrial

Zoning/Property History: Based on City records, the property was annexed into Des Plaines in 1965. The subject address was developed with a building and parking area in as early as 1998. Since then, a building addition occurred on the south side of the building around 2005. The subject tenant space was previously utilized by a moving business, Two Men and a Truck, which left around January 2022.

Project Description: The petitioner, Bryan Fleischer of Premier Auto, is requesting a conditional use to allow a motor vehicle sales use in the C-3 General Commercial district at 622 Northwest Highway. The subject property at 622 Northwest Highway consists of one parcel totaling 153,529 square feet (3.52 acres) and currently contains a 31,180-square-foot, one-story multi-tenant commercial building with multiple paved surface parking lots as illustrated on the attached Plat of Survey. It is important to note that the Plat of Survey includes the property at 655 Seegers Road, which is located directly east of the subject property. However, the conditional use request is focused solely on the property at 622 Northwest Highway. The subject property is currently accessed by one curb-cut off Northwest Highway and three curb-cuts off Seegers Road. The existing building is set back approximately 14 feet off the west property line (front) along Northwest Highway, 153 feet from the west property line (rear), 62 feet off the north property line (corner-side), and 150 feet off the south property line (interior side).

Premier Auto is a car dealership focused on Asian and German brands that is currently operating in Palatine but is planning to relocate to Des Plaines at the subject property. Premier Auto plans to operate out of the westernmost tenant space facing Northwest Highway, which consists of a 2,983-square-foot open office/showroom area, a 260-square-foot interior office area, a 1,609-square-foot open area to be utilized as a car photo room, and a 742-square-foot open mechanical and storage area with an overhead door as illustrated in the attached Floor Plans. The petitioner does not plan to make any alterations or additions to tenant space at this time. The proposed hours of operation are 10 a.m. to 7:30 p.m. Monday through Friday, 10 a.m. to 6 p.m. on Saturday, and closed on Sunday. Up to five employees will be on site Monday through Friday and a reduced staff will be present on Saturday. See the attached Project Narrative for more information.

Premier Auto will have access to the north (facing Seegers Road) and west (facing Northwest Highway) paved surface parking areas for vehicle display as well as parking for customers and employees. Pursuant to Section 12-9-7 of the Zoning Ordinance, motor vehicle sales uses require a minimum of one parking space for every 500 square feet of showroom and office floor area, plus one space for every 20 vehicle display spaces (required off street parking spaces cannot be occupied by motor vehicles for sale or for lease). The 3,244-square-foot combined showroom/office areas and 25 proposed vehicle display spaces require a minimum of eight parking spaces, including one handicap accessible parking space.

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The attached Site Plan identifies the allocation of parking between vehicle display parking and employee parking in addition to a note that drive aisle widths will be 12 feet. Per 12-9-6 of the Zoning Ordinance, a 12-foot-wide drive aisle is only acceptable for one-way circulation. As customer parking is required for this use, staff has added a condition that the Site Plan is revised and resubmitted to staff prior to the City Council meeting to identify the one-way direction of travel throughout the portion of the site to be utilized by Premier Auto, with clear striped arrows and/prone-way/do-not-enter signs. The revised site plan should also clearly indicate that the property can accommodate eight open parking spaces for patrons, including one handicap accessible parking space in compliance with all applicable City of Des Plaines codes. The petitioner has also shown exterior lighting on the Site Plan. While the proposal intends to utilize existing exterior building lighting and there are no immediate plans to add exterior lighting, staff has added a condition that a Photometric Plan will be required at time of building permit if new exterior lighting is proposed for the subject property.

The vehicle display and showroom activities proposed on site fall within the Motor Vehicle Sales use, defined in Section 12-13-3 of the Zoning Ordinance as an establishment, the principal use or purpose of which is the sale of motorized vehicles, including, but not limited to, the sale of automobiles, personal trucks, recreation vehicles, snowmobiles, boats, and motorcycles. The subject property is located within the C-3 district and a Motor Vehicle Sales use requires a conditional use in this district. Since no conditional use currently exists for this address, a conditional use is required for Premier Auto to operate on this property.

Conditional Use Findings: Conditional Use requests are subject to the standards set forth in Section 12-3-4(E) of the Zoning Ordinance. The PZB may use the staff comments below or the attached petitioner responses as its findings, or the Board may adopt its own:

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

Comment: The proposed principal use is classified as a motor vehicle sales use. A motor vehicle sales use is a conditional use as specified in Section 12-7-3 of the Zoning Ordinance.

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

Comment: The subject property is a multi-tenant building with available commercial space. The proposal would repurpose available space to provide a new business and services for residents.

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 motor vehicle sales use would utilize the existing building and site, which adjoins smaller commercial developments. However, it is not necessarily harmonious with the surrounding commercial development to the north, or the residential development situated at its east, south, and west sides.

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

Comment: The use would not be hazardous or disturbing to the existing neighboring uses. Instead, the proposal will improve an underutilized portion of the existing commercial building.

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- 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 subject property is a corner lot with direct access to essential public facilities and services. Staff has no concerns that the motor vehicle sales use will be adequately served with essential public facilities and services.

- 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 motor vehicle sales use would neither create a burden on public facilities, nor would it be a detriment to the economic well-being of the community. The addition of a new use could help the existing business grow and promotes business retention of surrounding commercial areas.

- 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: Aside from the parking of vehicles for sale, activities for the motor vehicle sales use will take place inside, reducing any noise, smoke fumes, light, glare, odors, or other concerns. The existing development and site improvements currently do not create adverse effects on surrounding properties.

- 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 use will not create an interference with traffic on surrounding public thoroughfares as there are multiple access points from existing streets. The proposed 12-foot-wide drive aisles will restrict vehicular access to one-way circulation throughout this portion of the site. The proposal will not alter the existing access point or add any curb cuts to the existing property.

- 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 already developed so the motor vehicle sales use would not result in the loss or damage of natural, scenic, or historic features. Instead, the petitioner is repurposing available space in an existing multi-tenant commercial building to provide new services to the city.

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

Comment: The motor vehicle sales use will comply with all applicable requirements as stated in the Zoning Ordinance.

PZB Procedure and Recommended Conditions: Under Section 12-3-4(D)(3) (Procedure for Review and Decision of Conditional Uses), the PZB has the authority to recommend that the City Council approve, approve subject to conditions, or deny the above-mentioned conditional use request for 622 Northwest Highway. The City Council has final authority on the proposal.

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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 PZB recommends approval and City Council ultimately approves the request, staff recommends the following conditions.

Conditions of Approval:

1. The Site Plan is revised and resubmitted to staff prior to the City Council meeting to identify the one-way direction of travel throughout the portion of the site to be utilized by Premier Auto with proposed one-way/do not enter signs and accommodate eight open parking spaces for patrons, including one handicap accessible parking space in compliance with all applicable City of Des Plaines codes.
2. A Photometric Plan will be required at time of building permit if new exterior lighting is proposed for the subject property.
3. All businesses on the property shall have current and accurate business registrations and be in full compliance with all applicable City of Des Plaines codes.
4. No contractor storage shall occur at 622 Northwest Highway property without appropriate approvals from the City and a valid business registration for a trade contractor. Any existing contractor storage/trade contractor activities occurring on site shall cease immediately until appropriate approvals are obtained.
5. No commercial truck parking shall occur at 622 Northwest Highway.
6. The property shall be brought into and remain in conformance with all property maintenance code requirements.
7. All vehicles parked on the subject property shall contain valid plates and vehicle registration at all times.

Member Veremis asked if an internet sales use bring in the same sales tax as a regular dealership.

Mr. Fleischer stated that they tax based on where the customer lives based on the Illinois Security of State guidelines.

Member Fowler asked if the petitioner was aware of the one condition prohibiting commercial trucks.

Mr. Fleischer stated that they do not have any commercial trucks.

Chairman Szabo asked if anyone from the audience had any questions or comments.

Resident Edna Graef from 635 Yale Ct stated she has some concerns regarding parking of commercial vehicles down her street and in the neighborhood. She asked the petitioner where the customers will park, will they have commercial vehicles on the property or parked on the side streets, will there be loud speakers or spot lights.

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Mr. Fleischer stated we deal with online sales, so we do not have an overflow or customer parking at one time. We also do not have any large commercial vehicles that will be parked on the property or used by us. Lastly, we will not have a loud speaker but we will have lights for security on the property but they are not spotlights.

A motion was made by Board Member Weaver, seconded by Board Member Fowler to recommend the conditional use to allow a motor vehicle sales use in the C-3 General Commercial district at 622 Northwest Highway, with the conditions as listed in the staff report.

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

NAYES: None

ABSTAIN: None

*****MOTION CARRIES UNANIMOUSLY ****

DRAFT

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4. Addresses: 622 Graceland Avenue, 1332 and 1368 Webford Avenue
Case Number: 21-052-MAP-TSUB-V

The petitioner is requesting the following items: (i) zoning map amendment to rezone the subject property from C-3 General Commercial District to C-5 Central Business District; (ii) Tentative Plat of Subdivision to consolidate three existing lots lot of record into one; and (iii) any other variations, waivers, and zoning relief as may be necessary.

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Petitioner: Joe Taylor, 622 Graceland Apartments, LLC, 202 S. Cook Street, Suite 210, Barrington, IL 60010

Owner: Wessell Holdings, LLC, 622 Graceland Avenue, Des Plaines, IL 60016; City of Des Plaines, 1420 Miner Street, Des Plaines, IL 60016

Chairman Szabo stated this is a continued case, Case number 21-052-MAP-TSUB-V, and he reminded the petitioner, Joe Taylor, that he was sworn in from the previous meetings so he will not need to be sworn in today.

Mr. Taylor stated we will not discuss everything from the last meeting but we will go through the changes that we made based on comments from staff, the board, and residents. As a recap the apartments proposed at 622 Graceland Avenue will be a transit-oriented, mixed-use building located in the Downtown Business and Mixed-Use District of Des Plaines.

Mr. Taylor stated the revised plans illustrate a green space area directly south of the proposed parking garage. This park area will not just be for the tenants of the building but for the entire community to use. The previously proposed 16 surface off-street parking spaces and one off-street loading space have been removed and we now will have five parallel on-street parking along the north curb and an on-street loading area. By doing this we also created a larger outdoor dining space. The parking garage spaces will remain the same, but we did add a knee wall about four feet high along the south elevation to block potential headlights from parked vehicles in the garage. We will also include scrim at the northwest corner and wrapped around the north elevation.

Mr. Taylor continued and stated his team also considered the west elevation of the parking structure and created additional building openings and fenestrations have been added along the west elevation. We also added an opening for pedestrians at the southwest corner designed to provide a pathway between, the building at 1330 Webford and public parking spaces in the garage.

Mr. Taylor asked his traffic consultant to come forward and talk about the traffic as it was a point of concern the last meeting. The consultant stated that they did a focus study of the traffic generated on Webford Avenue going both east and west: turning on and off of Laurel and turning on and off of Graceland.

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Stephen Corcocan, director of traffic engineer with Eriksson Engineering, stated as Mr. Taylor mentioned we did do additional work. We looked at the Staff's report and our traffic report and we showed 5% of the traffic coming in and out of the development going west on Webford and going to and from Laurel. Staff's report states it is a little more at 10%. I am fine with that as it is only two or three vehicles during the peak hours.

Mr. Corcocan noted we also looked at the concerns about the Metra commuters being picked up on Webford. A few things are going to happen here and should be brought to light. Ellinwood Street has been closed, and the parking for this development is under construction. This prevents vehicles from using the street and parking spaces for Metra pick up. Once Ellinwood reopens there will be an additional 50 street spaces that will all be closer to the Metra station. This proposed project at 622 Graceland will help mitigate any usage for pickups with the widening of the road to 28ft, allowing two-way traffic to occur even if a vehicle is stopped.

Mr. Taylor asked what the peak hours they used and how does the data get collected.

Mr. Corcocan said the traffic that occurs from 7:00 am to 9:00 am and from 4:00 pm to 6:00 pm Monday through Friday. Cameras are placed at all of the intersections that we want to receive data from. The cameras only video record during the peak hours as I stated but they are in place all week.

Member Fowler asked how the traffic report will be accurate once Ellinwood opens up across the street: Won't the added vehicles from those tenants increase the amount of traffic?

Mr. Corcocan stated we took the traffic study from Ellinwood, because we cannot take an actual count of vehicles since the building is under construction. With that report we took that data and added the existing traffic count we recorded along with a regional background number for growth as a standard operation.

Member Weaver asked if a speed bump or speed hump was ever considered to help slow traffic down and or detour some driver from taking that road.

Mr. Corcocan stated we have tried to think of other alternatives, but speed humps are not liked by most public works departments as it impacts plowing, equipment, and road life.

Member Catalano asked if a cul-de-sac could be added down Webford.

Director Carlisle stated a cul-de-sac was not spoken about or suggested by Engineering, but this development is required by code to make public improvements. So, this could be potentially discussed. Once the final plat is secured then that could be a design feature or another solution may be brought forward.

Mr. Taylor asked Maureen Mulligan, Civil Engineer, to come up to speak upon the improvements.

Member Szabo swore in Ms. Mulligan.

Ms. Mulligan stated she does the site development, final engineering, and the preliminary design.

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Attorney Citron asked Ms. Mulligan asked if at this point the preliminary engineering plans as required by the city.

Ms. Mulligan stated that is correct.

Attorney Citron asked for Ms. Mulligan to briefly go through the improvements that are proposed for this site.

Ms. Mulligan stated from stormwater management point of view there will be two major improvements with this development. The first on being the separation from the combined sanitary sewer. Right now all of the existing site and all of Webford is combined in a pipe with the combined sanitary sewer, but for the proposed development our site and also Webford will be separated into a new storm sewer and be brought all the way to Laurel. That is a very large improvement. The second improvement is there will be stormwater management which is stormwater storage that will be stored on the site and that is not there previously. It is required by MWRD, but its purpose is to store stormwater on the site to reduce the volume going into the new storm sewer and reduce the rate of the stormwater going into the sewer.

Attorney Citron stated at this time the site is entirely impervious surface with no grassy areas, so the water rolls off the pavement and into the combined sewers. He asked Ms. Mulligan that while we might not be aware of any individual flooding activates in people's homes would it be expectation that some of that could be due to the combined sewer system not handling all of the water.

Ms. Mulligan stated that is correct.

Attorney Citron stated so in a fact our development—unlike what is being said claimed by people without engineering knowledge—will not exacerbate the problem but what was testified to would indicate it would actually improve the situation. This is because we will split the stormwater from the combined sewer we are building a brand-new storm sewer.

Ms. Mulligan stated we will also widen Webford and repave portions of it as well. A new water service will also be added.

Attorney Citron stated he has no other questions for Ms. Mulligan and noted that Ms. Lambert our architect is present this evening if anyone had any questions. Attorney Bernie then said he has a question he wanted to ask Ms. Lambert.

Attorney Citron stated this has not come up yet, but our garage is what you would consider an open garage.

Katie Lambert with OKW Architects responded yes, that is correct. The current ordinance dictating aesthetics states you have to have an opening every fifteen feet or so. In conversations with staff they said if we wanted to have fully enclosed garage then we would have to install windows essentially all along the facade.

Attorney Citron asked what that would require in terms of ventilation.

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Ms. Lambert stated it would change the way the mechanical system would need operate in the garage. You would need to have a full mechanical system.

Attorney Citron stated that you would have to vent somewhere and this could potentially be noisier than the garage.

Ms. Lambert responded stated it is unsightly, noisy, and all in all an undesirable solution. It is also not common when you look around Des Plaines.

Attorney Citron stated that other than the public spaces the majority of this garage consists of residential spaces that may be accessed once a day or twice a day. This is not a high-traffic garage.

Ms. Lambert stated that the majority of this garage is for residential use and there should be no noise problems.

Attorney Citron stated a question did arise at a previous meeting about fire service to this development and how it is being accessed. He asked Ms. Lambert if she was involved with staff conversations and the fire department in terms as how the building would be served.

Ms. Lambert stated that is correct; our team has been working with staff since the inception of this project and we actually went through a small reconfiguration to the plan in order to accommodate comments that we received. If you look at the average floor plan on the upper level we have a little bit of a dog leg on the west side of the building and that will allow firefighters to hop onto the roof of that building so they can fight the fire from the roof.

Attorney Citron stated to your knowledge while review will still continue up through actual building permits by the fire department and other city agencies, at this point in time the fire department has not indicated any issues with how the building is designed or going to be constructed.

Ms. Lambert stated after we made the change to the plan the fire department gave their preliminary approval. This is why he have these conversations and meetings at the very beginning of the project so we can make sure everyone is on the same page with safety.

Attorney Citron stated when this project comes forward for final approvals there will be more information in terms of landscaping; right now it is a generalized landscape plan along Webford.

Ms. Lambert stated along Graceland and Webford it is pretty prescriptive, but in terms of the public park design we want it to be more collaborative with other stake holders and the City.

Attorney Citron noted its being called a public park but to your understanding the owner of the building is going to maintain ownership of that park. So the people in the community can utilize this space and it is not being turned over to the park district.

Ms. Lambert stated that is correct the intent is provide an amenity not only those who live in the building but those who are in the community.

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Attorney Citron stated he had no other questions at this time.

Member Fowler asked if changes were made regarding the distance from the proposed building and the dance building.

Ms. Lambert stated there is a three-foot separation dictated by the building code that is the minimum requirement in order to get windows up against the façade. There was a lot of conversation as people wanted some nuances and life on that façade so that is what was driving that.

Member Fowler asked where the garbage pickup and deliveries would take place.

Ms. Lambert stated it is on the site plan and we had heard the criticism at the last meeting and this location feeling like an ally which I think was the objection of that loading space. We instead moved it so there is now more outdoor seating and in the area where we show the parallel parking spaces there is a long space and that is what is dedicated as the loading space. The majority of the time it would just be a striped space.

Member Fowler said her concern is not just the traffic but the sheer size of this building. It is too big for the land. She appreciates the changes that were made and the fact that everyone listened to the feedback provided is wonderful. She asked staff that if this does get approved and changed to a C5, how can we protect the rest of the neighborhood?

Director Carlisle stated any map amendment is a required application and review just like this one. So it is purely a policy decision, your recommendation, and then City Council's as to how far they would want to move, let's say, C-5 zoning.

Member Fowler stated he has a few questions for Mr. Taylor. On Ellinwood have you filled any of the stores or do you have any tenants in the retail stores?

Mr. Taylor stated we have an active ongoing brokerage doing active marketing for those spaces at the property. We have not signed any lease as of yet and we do have several letters of intent. The property is not even complete yet so typically what happens is we complete the construction along Ellinwood and then the picture becomes clearer; we can then come up with the terms and the use for each store front. We have a very specific target as to what we want in those spaces.

Member Fowler stated there are rumors about a mini Target coming into the space.

Mr. Taylor stated it was one of the potential tenants and it would be a Target Express—a small urban format that would be more grocery. However, this would need the entire space and I want to bring in more restaurants.

Member Fowler stated she drove past the Ellison and noticed a store front that is open.

Mr. Taylor stated that is a completely different animal. There is very little space at the Ellison that is available and the last thing I heard it was going to be leased by a smaller real-estate brokerage company.

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Member Veremis asked if Mr. Taylor has ever considered building townhomes in this area as it seems it could be a good compromise and give up a lot of the density. The ones on Lee Street are reselling for \$400,000 to \$450,000.

Mr. Taylor stated the Lee Street site was a three-and-a-half-acre site, whereas the subject property is a one-acre site. What's called for in the comprehensive plan that the city council passed and approved in 2018, has part of the urban center that they want high density, not town homes. The challenge of being an investor and a developer is how I financially satisfy so many different requirements. The most town homes on that site would be roughly seven, but then there is no space to do anything of meaning or amenities.

Member Fowler stated the comprehensive map was not prepared by the City Council it was done by CMAP. Also this was a while ago and I think things have changed, and we will lose green space.

Member Veremis asked where the proposed ivy would be located.

Mr. Taylor stated that the ivy would be located on the metal screen along the south side of the parking garage, in addition to the proposed landscaping on the ground, to provide additional screening.

Mr. Carlisle gave his staff report.

Update: At its April 12, 2022 meeting, the PZB began a public hearing to consider the following requests: (i) a Map Amendment (rezoning) under Section 12-3-7 of the Zoning Ordinance, from the existing C-3 General Commercial District to the C-5 Central Business District; (ii) variations under 12-3-6 of the Zoning Ordinance related to location and design of off-street parking and loading; and (iii) a Tentative Plat of Subdivision to consolidate three lots of record into one (Subdivision Regulations, Title 13 of City Code). The Board heard presentation and testimony from the petitioner and members of the public. Because of substantial input received, the Board voted unanimously to continue the hearing until May 10, 2022.

Between April 12 and May 10, the petitioner submitted a written request to continue the hearing to May 24 to provide additional time to undertake a number of design changes in the submittal and to accommodate staff review and preparation of materials for the continued hearing. On May 10, the hearing was opened, members of the public were afforded the opportunity to comment, and the Board ultimately voted 5-1 to continue the hearing to May 24, 2022. The petitioner has since revised various components of the submittal:

- The previously proposed 16 surface *off-street* parking spaces and one *off-street* loading space have been removed; as a result, per the revised Project Narrative the petitioner is withdrawing the request for variation. The matters for the Board's consideration are now (i) Map Amendment and (ii) Tentative Plat of Subdivision.
- Revised plans illustrate an approximately 3,400-square-foot park/green space area directly south of the proposed parking garage. This park area, while proposed on private property, is designated on the Tentative Plat of Subdivision to be reserved for public use, to be maintained by the property owner.

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- As part of the petitioner's required public improvements, five parallel *on-street* parking would be provided at the north curb of a newly widened segment of Webford Avenue. An on-street loading area is also shown. These are designed to augment the 179 indoor garage spaces, which are unchanged from the submittal for the initial hearing.
- The traffic study by Eriksson Engineering Associates has been updated to reflect the new circulation pattern and to provide additional data, including direct traffic counts between April 20-27, 2022.
- A knee wall was added along the south elevation intended to block potential headlights from parked vehicles in the garage from being visible from properties on the south side of Webford.
- Additional building openings and fenestration have been created along the west elevation: glazing (residential unit windows facing west) on Levels 5, 6, and 7; scrim (metal screen) at the northwest corner, wrapped around from the north elevation; and an opening for pedestrians at the southwest corner designed to provide a pathway between, for example, the building at 1330 Webford and public parking spaces in the proposed garage.
- A sun study is provided to show the shadow cast by the proposed building at different times of year.

The following report and several attachments have been updated to reflect the revised requests. For administrative consistency, the "V" remains in the case number, but variation is no longer being pursued.

Issue: To allow a proposed mixed-use residential, commercial, and parking development, the petitioner is requesting a Zoning Map Amendment and a Tentative Plat of Subdivision.

Case Number: 21-052-MAP-TSUB-V

Ward: #3, Alderman Sean Oskerka

Existing Zoning: C-3 General Commercial (proposed C-5 Central Business)

Existing Land Use and History: The principal building at 622 Graceland is currently the headquarters of the Journal & Topics newspaper. According to the Des Plaines History Center, the building was constructed as a Post Office in 1940-1941, most likely under the Works Progress Administration (WPA).

A smaller accessory building is also part of the Journal & Topics property. At 1332 Webford is a 38-space surface parking lot owned by the City of Des Plaines and used for public parking, both time-limited (14 spaces) and permit-restricted (24 spaces).

Surrounding Land Use: North: Union Pacific Railroad (Metra UP-Northwest Line); then a pharmacy
 South: Commercial building (850 Graceland), United Methodist Church parking lot, single-family detached home in commercial district (1347 Webford), single-family detached homes in residential district (1333 and 1339 Webford)

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East: Mixed-use residential and commercial (Bayview-Compasspoint project under construction at 1425 Ellinwood)
 West: Commercial building (1330 Webford), followed by multiple-family dwelling (1328 Webford)

Street Classification: Graceland Avenue is an arterial, and Webford Avenue is a local roadway.

Project Summary: Petitioner 622 Graceland Apartments LLC (Joe Taylor, Compasspoint Development) proposes a full redevelopment of a just-less-than-one-acre zoning lot (43,500 square feet) at the northwest corner of Graceland Avenue and Webford Avenue. The proposed project would be a mix of residential and commercial space with indoor and outdoor parking. A proposed 82-foot-tall building would contain 131 multiple-family dwelling units – 17 studios, 103 one-bedrooms, and 11 two-bedrooms – on the third through seventh floors. Approximately 2,800 net square feet of an open-to-the-public restaurant and lounge would occupy portions of the first (ground) and second floors. Proposed resident amenities are a coworking office space, a fitness area, lounges and meeting rooms, a club room with bar, a multimedia/game lounge, a dog run and dog wash, indoor bike parking, and an outdoor swimming pool and recreation deck. The proposed building in all is approximately 187,000 square feet.

The project includes a 179-space indoor parking garage. These 179 spaces are intended to fulfill the *off-street* parking minimum requirements for the residential units and the restaurant-lounge (154 spaces), as well as create a supply of public parking to partially replace the current 1332 Webford public lot. The segment of Webford alongside the subject property is proposed to widen to a general distance of 28 feet from curb to curb within existing public right-of-way, except for an area where on-street parallel parking is proposed, in which case the curb-to-curb area is 35 feet: 28 feet for the two-way traffic lanes and 7 feet for parking spaces. The total of off-street and on-street parking proposed is 184 spaces, with an on-street loading area. With the consent of the property owners, the petitioner is seeking zoning and subdivision approvals.

Request Summary: To accommodate the multiple-family dwelling use above the first floor, as well the proposed building’s desired bulk and scale, the petitioner is seeking a Map Amendment (rezoning) from the C-3 General Commercial District to the C-5 Central Business District. C-5 zoning exists on the east side of Graceland but currently is not present west of Graceland. The zoning change is essential for project feasibility, so the staff review of the project is based on C-5 allowances and requirements.

Table 1 compares selected use requirements, and Table 2 compares bulk requirements, each focusing on what the petitioner is proposing as well as how the districts differ in what is allowed at the subject property. The C-3 district is generally more permissive from a *use* standpoint, and the C-5 district is more permissive from a *bulk* standpoint.

Table 1. Use Regulations Comparison, Excerpt from Section 12-7-3.K

Use	C-3	C-5
Car wash	C	--

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Center, Childcare	C	C ¹⁰
Center, Adult Day Service	C	C ¹⁰
Commercial Outdoor Recreation	C	--
Commercial Shopping Center	P	--
Consumer Lender	C	--
Convenience Mart Fueling Station	C ⁴	--
Domestic Pet Service	C ^{11,12}	--
Dwellings, Multiple-Family	--	P³
Leasing/Rental Agents, Equipment	C	--
Motor Vehicle Sales	C ⁵	--
Government Facility	--	P
Radio Transmitting Towers, Public Broadcasting	C	--
Restaurants (Class A and Class B)	P	P
Taverns and Lounges	P	P
Offices	P	P
Hotels	P	P

P = Permitted Use; C = Conditional Use required; -- = Not possible in the district at subject property

Notes:

3. When above the first floor only.

4. On sites of 20,000 square feet or more.

5. On sites of 25,000 square feet or more. For proposed sites of less than 25,000 square feet but more than 22,000 square feet, the City Council may consider additional factors, including, but not limited to, traffic, economic and other conditions of the area, or proposed business and site plan issues in considering whether to grant a conditional use for a used car business of less than 25,000 square feet but more than 22,000 square feet.

10. Except on Miner Street, Ellinwood Street or Lee Street.

11. Outdoor kennels are not allowed.

12. Outdoor runs are allowed.

Table 2. Bulk Regulations Comparison, Excerpt from Section 12-7-3.L

Bulk Control	C-3	C-5
Maximum Height	45 feet	100 feet
Minimum Front Yard¹		
-Adjacent Residential:	-Setback of Adjacent Residential district	-Setback of Adjacent Residential district
-Adjacent Other:	-5 feet	-Not applicable
Minimum Side Yard		
-Adjacent Residential:	-Setback of Adjacent Residential district	-Setback of Adjacent Residential district
-Adjacent Other:	-5 feet if abutting street	-5 feet if abutting street
Minimum Rear Yard		
-Adjacent Residential:	-25 feet or 20% of lot depth, whichever is less	-25 feet or 20% of lot depth, whichever is less

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-Adjacent Other:	-5 feet if abutting street	-Not applicable
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Notes:

1. With respect to front yard setbacks, "adjacent residential" shall mean when at least 80 percent of the opposing block frontage is residential.

Height Implications: Amending the zoning to C-5 allows for a building up to 100 feet in height. In the public hearing and other proceedings, some public comment has questioned whether the City of Des Plaines Fire Department is capable of adequately serving a proposed 82-foot-tall building at this property. Attached to this report is a memo from the Fire Chief. The memo outlines how Fire staff have consulted with the petitioner as the concept was being designed, how this project would compare to others already built in Des Plaines, and that a 100-foot aerial tower ladder truck is available. From the final paragraph of the memo: "The Fire Department does not have any specific concerns related to the project other than to maintain the standards of construction as well as required fire alarm and sprinkler/standpipe systems." The proposed construction would be reviewed according to all adopted international building and life safety (i.e. fire) codes before a building permit would be issued, and ongoing inspections of the Building Division would be required during construction before occupancy.

The petitioner's proposed building footprint is based on the C-5 minimum yard requirements. The Graceland lot line is the front lot line, and the Webford lot line is a side lot line. For the 290 feet of the site's Webford frontage, much of the opposing block is a commercial district, so for this portion, the minimum required yard under C-5 is five feet. For the westernmost portion of the frontage, where the opposing block is zoned residential, the minimum required yard would be 25 feet. The definition of "yard" in Section 12-13-3 establishes that a yard "...extends *along* a lot line and *at right angles* to such lot line..." Under C-5 zoning, there would not be a required yard along the Graceland/front lot line, nor along the rear lot line – which borders 1330 Webford ("The Dance Building") – nor along the north/side lot line, which borders the railroad tracks. The required yards exist only from the Webford (south) lot line and are shown in an attached map.

Minimum Floor Area Per Dwelling: The C-5 district regulates density by minimum floor area per unit. The floor plans as part of the submittal show the smallest of the studio/efficiency units at 535 square feet, which would comply with the minimum requirement of Section 12-7-3.H. The smallest one-bedroom would be 694 square feet, which exceeds the minimum 620. With 103 units, the one-bedroom type is by far the most common in the building program, with square footages in the 700s; some are as large as 891. Ranging from 1,079 to 1,128 square feet, the two-bedroom units are well in excess of the minimum 780.

Table 3. Multiple-Family Dwelling Units in the C-5 District

Number of Bedrooms	Minimum Floor Area (Square Feet)
Efficiency dwelling unit (studio)	535
One-bedroom unit	620
Two-bedroom unit	780

Commercial Use: Restaurant-Lounge: At the southeast corner of the building, the petitioner is proposing a bi-level restaurant-lounge, which has access to the public street on the first/ground floor and a second floor that opens to the first. Both restaurants and lounges are permitted in C-5, but the petitioner has described this use as one combined business. Therefore, staff has reviewed based on requirements for a

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Class A (primarily sit-down) Restaurant. However, note that a walk-up service window is illustrated, as is outdoor seating in the right-of-way. Both of these elements are logical considering the effect of the COVID-19 pandemic on the restaurant business, as they allow for diversified service and revenue. The outdoor seating area has been enlarged in the revised submittal.

The floor plan indicates a kitchen and multiple bar seating areas, as well as different styles of tables and chairs, with the second-floor labeled as a “speakeasy,” giving a glimpse of the envisioned concept. The first floor is demarcated to separate the proposed restaurant area from the first-floor lobby for the residential portion of the development.

Required Off-Street Parking, Public Parking: To fulfill required off-street parking, the petitioner’s submittal is designed with C-5 off-street parking requirements in mind. Generally speaking, C-5 has more permissive ratios than other districts. These reduced requirements are laid out in Section 12-7-3.H.6. (Supplemental Parking Requirements) and reflect that downtown Des Plaines is the densest portion of the City, being well served by sidewalks, bike infrastructure, and public transportation (buses and rail). This leads to a reduced need for parking than in other portions of Des Plaines. The following table lists the uses subject to off-street parking requirement shows the pertinent ratios under C-5 zoning.

Table 4. Parking Requirements for the Uses Proposed Under C-5 Rules

Use	General Ratio	Required
Efficiency and one-bedroom	One space per unit	120 spaces
Two-bedroom	1.5 spaces per unit	(16.5, rounded to 17 spaces)
Restaurant (Class A)	One space for every 100 sq. ft. of net floor area or one space for every four seats, whichever is greater, plus one space for every three employees	17 spaces
Total	-	154 spaces

Exclusive of meeting the minimum off-street parking, the project is also designed to partially replace the existing supply of 38 public spaces at 1332 Webford. Of the 179 proposed off-street garage spaces, there is a surplus of 25 over the minimum zoning requirement. There are also five newly proposed on-street spaces, with one on-street loading space (a designated loading space or area is not required for the development under the Zoning Ordinance, but the petitioner proposes to have a designated area adjacent to the on-street parking.)

Although including public parking spaces in the project would not be specifically required by the Zoning Ordinance under C-5, the petitioner nonetheless must acquire 1332 Webford from the City to accommodate the project. As part of the terms of a sale, the petitioner would accept a requirement to provide public parking on their property. The ongoing development would then be responsible for maintaining the public parking spaces. A requirement that the spaces be reserved for public use would be recorded against the property. The decision to sell 1332 Webford to the petitioner rests solely with the City Council.

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Circulation, Mobility, and Traffic: The petitioner has submitted a revised traffic study and report, dated May 11, 2022 and prepared by Eriksson Engineering Associates, Ltd. The report is updated from the initial version of February 22, 2022, and factors in the petitioner’s new proposal for on-street parked vehicles along the Webford frontage. In addition, the revised report is based not only on modeling, projections, and secondary data collection but also on direct counts that occurred between Wednesday, April 20, 2022, and Wednesday, April 27, 2022 at multiple different locations in the vicinity. Tables showing the traffic volumes at peak hour is on Pages 17-19 of the report.

As with the original report, the study considers the volume/trips and circulation of individual automobiles, public transportation, and non-motorized (i.e. bike and pedestrian) transportation. The report contains data on the existing conditions and the proposed development, and assesses the capacity of the streets in the adjacent vicinity, using Year 2028 as a benchmark. (Traffic reports typically project to a couple of years after anticipated full occupancy.) Further, the study references and considers the anticipated traffic to be generated by the under-construction development at 1425 Ellinwood Avenue.

The report draws from the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition. ITE data are viewed nationally as the urban planning and traffic engineering standard for evaluating how much automobile traffic certain types of uses will generate. The study identifies the uses intended by the petitioner: apartments, restaurant, and lounge. Based on a morning peak hour of 7:15-8:15 a.m. and an afternoon peak hour of 4:30-5:30 p.m. (corrected from the initial report), the study projects 45 total in-and-out automobile movements during a.m. peak and 63 during p.m. peak hour (see Page 8 of the report).

Based on the revised proposed site plan, which includes two driveways perpendicular to Webford that would allow two-way in-and-out traffic from the garage, the study estimates that only 5 percent of inbound and 5 percent of outbound traffic would use the portion of Webford west of the proposed development (i.e. into the residential neighborhood to the west). Unlike the previous submittal, which showed 90-degree perpendicular off-street spaces, on-street parallel (“zero-degree”) spaces are proposed. This alignment will inherently orient parked vehicles to travel west after leaving the development; however, in the attached memo City Engineering takes no issue with the revised traffic report. The City’s engineers believe that 10 percent of inbound and outbound traffic may be more realistic than 5 percent, but the bottom-line difference to the number of automobile movements is quite small in their opinion: “a vehicle or two to the westbound peak hours,” according to the memo.

Webford is still proposed to be widened to 28 feet from curb to curb for the frontage of the development, with approximately 140 linear feet having a curb-to-curb width of 35 feet to accommodate the proposed on-street parking and loading. The existing, narrower width would be retained for Webford west of the property, which should provide a visual cue that Webford west of the development is a local, residential street. An excerpt of the revised report, excluding appendices, is an attachment to this packet. The following conclusions appear on Page 20 of the report: 1. The street network can accommodate the additional traffic from the proposed project and future traffic growth; 2.) The location of the site and the availability of public transportation, walking, and biking will minimize the volume of vehicular traffic generated by the site; and 3.) Access from Webford will have two driveways with one inbound and one outbound lane under stop sign control, and can handle the projected volumes

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More discussion of the proposed Webford-segment widening is contained under review of the Tentative Plat of Subdivision.

Building Design Review: Since the initial submittal, the petitioner has adjusted various elevations to address input from the initial public hearing, and has added a sun study that illustrates the shadow to be cast on both December 21 and June 21. These adjustments and additions are summarized under “Update” on Pages 1 and 2 of this report. Nonetheless, the Building Design Review requirements under Section 12-3-11 of the Zoning Ordinance will apply. Although Table 1 of the Section lists approved material types for residential buildings and commercial buildings, it does not directly address a mixed-use building or a parking garage. Therefore, staff would consider the first two floors of the building to be subject to the commercial requirements, with Floors 3 through 7 subject to the multifamily residential requirements.

Regarding the first two floors, the submitted plans show a principal entrance on the front of the building, facing Graceland (east elevation). The proposed materials palette consists of a large amount of glazing (glass) on the Graceland elevation, framed by gray brick and accented by other permissible materials such as metal panels. The non-garage portion of the Webford (south) elevation – where the restaurant and lounge would be located – consists of these same elements and ample glazing. The garage portion of the Webford (south) façade is framed by concrete with scrim (screening). Both glass and screen can be considered as windows/opening to satisfy the blank wall limitations on street-facing facades, provided the openings are transparent. Renderings show decorative ivy grown onto the garage scrim. Ivy is not a prohibited wall material, but the ivy areas would inherently reduce the amount of transparency. The blank wall requirements specify that no greater than 30 percent of a total street-facing façade, and no more than a 15-foot horizontal distance, may be non-transparent.

The petitioner is not requesting relief from the Building Design Review requirements at this time. Complete Building Design Review approval, which may be granted by the Zoning Administrator per the process outlined in Section 12-3-11, must occur before issuance of a building permit.

Request Summary: To allow for the sale of multiple zoning lots, formally consolidating them into one lot via the subdivision process (Title 13) is required. The Tentative Plat, titled Tentative Plat of Graceland-Webford Subdivision, shows the following easements and building lines: (i) a recorded 20-foot building line near the southern property line; (ii) a five-foot public sidewalk easement near the southern property line—relocated from the initial submittal to accommodate the new design; (iii) a 25-foot building setback line along Webford Avenue for the portion of the property adjacent to a residential district; (iv) a five-foot building setback line along Webford Avenue for the portion of property adjacent to a commercial district; (v) a five-foot easement for underground utilities along the north lot line; and (vi) an approximately 3,400-square-foot (not including the sidewalk easement) shaded area that is reserved for passive open space, open to the public but maintained by owner subject to restrictive covenant/easement.

Green Space for Public Use: The revised landscape plan and renderings, both attached, show a green space area with light or passive recreation such as seating amid ample plantings and trees. Plantings abutting the base of the building could serve as the required foundation landscaping. The Board may wish to ask the petitioner to explain why they chose to amend their submittal and replace the 16 off-street parking spaces with a “public park” instead. If the City Council ultimately approves the required entitlements, the City’s General Counsel would advise on the best legal instrument(s) to ensure area is permanently reserved for public use while maintained by the property owner.

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Subdivision Process, Required Public Improvements: Although the petitioner's request is for a Tentative Plat only at this time, the Board and public may benefit from understanding the requirements of a Final Plat, which is the second step in the Subdivision approval process. Prior to any permitting, a Final Plat of Subdivision would be required. The steps for Final Plat are articulated in Sections 13-2-4 through 13-2-8 of the Subdivision Regulations. In summary, the Final Plat submittal requires engineering plans that must be approved by the City Engineer, in particular a grading and stormwater management plan. Ultimately a permit from the Metropolitan Water Reclamation District (MWRD) will be required for construction. Tentative Plat approval does not require submittal of engineering plans. Regardless, the Department of Public Works and Engineering has provided a revised memo (attached) based on the latest submittal and some public inquiries and comments to this point.

Under 13-3 of the Subdivision Regulations, City Engineering will require the aforementioned widening of the segment of Webford. Resurfacing/reconstruction would be required based on the determination of Engineering. The sidewalk streetscaping (e.g. paver style) would be required to match the downtown aesthetic, which is already present along the Graceland side of the site; under the proposal, this style would be extended around the corner and onto the Webford sidewalk. The developer would be responsible for installing new or replacing existing streetscaping. Certain underground infrastructure, such as water mains and sewers, would be required to be replaced and installed to the standards required by the Public Works and Engineering Department. Of note, the property is currently served by a combined storm and wastewater system, and the developer would be required to separate them into two different systems, which should improve storm drainage capacity for the 1300 block of Webford. Any the above-mentioned public improvements would be required to be secured by a performance guaranty, which allows the City to complete the required improvements if necessary.

Water Pressure: In prior public comment, the issue of this specific development and multifamily/mixed-use development in general affecting water pressure in the area was raised. From the attached Engineering memo: "In connection with a public comment on April 4, we obtained an evening-peak static water pressure in the 600 block of Parsons Street. The reading of 44 psi is consistent with our historical pressure reads in the area of Graceland / Prairie. This pressure is sufficient for the development; the building will have its own booster pump for domestic and fire supplies. The fire line should be connected to the existing 12-inch water main along the east side of Graceland Avenue."

Since the initial hearing on April 12, Pace Suburban Bus commented to the City that the widening of Webford affects the intersection curb radii and shortens the current bus stop in front of the Journal and Topics building for Routes 226, 230, and 250. For this reason, they recommend the bus stop be relocated to the southwest corner of Prairie and Graceland. Staff agrees with this recommendation and would envision creating a concrete pad for the new stop in the new location large enough to accommodate a shelter, which would be an enhancement over the existing flag stop.

Alignment with the 2019 Comprehensive Plan: The PZB may find the following excerpts and analysis useful in determining the extent to which the proposed project and requests align with the Comprehensive Plan.

- *Under Overarching Principles:*

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- “Expand Mixed-Use Development” is the first listed principle. It is a central theme of the plan.
- “Preserve Historic Buildings” is also a principle. The First Congregational United Church of Christ (766 Graceland), Willows Academy (1015 Rose Avenue), and the former Des Plaines National Bank / Huntington Bank (678 Lee Street) are specifically listed. However, 622 Graceland is not listed.

The Executive Director of the History Center has expressed interest in two components of the existing building: (i) the exterior ironwork on the front façade and (ii) the cornerstone. Incorporating these elements into the new structure would be encouraged, but the History Center could also potentially acquire these elements and install them at their properties on Pearson Street. The Center is not interested in collecting or preservation of the existing interior murals.

- *Under Land Use & Development:*
 - The Future Land Use Plan illustrates the property as commercial. While the proposal is not strictly commercial, the proposed zoning is a commercial district (C-5). The proposed project is certainly more pronounced in its residential footprint than its commercial. However, the decision makers may consider that supporting a desirable commercial use, like a restaurant-lounge, requires an inherent market of potential customers (i.e. residential households).
 - Further in this chapter: “The Land Use Plan supports the development of high-quality multifamily housing located in denser areas near multi-modal facilities such as the Downtown. New multifamily housing should be encouraged as a complement to desired future commercial development in the area and incorporated as mixed-use buildings when possible” (p. 12).
- *Under Housing:*
 - Recommendation 4.2 calls for housing that would appeal to “young families,” which could include households that have, for example, a small child: “...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” (p. 32).
- *Under Downtown:*
 - The Vision Statement is “Downtown Des Plaines will be a vibrant destination with a variety of restaurant, entertainment, retail, and housing options...” (p. 69). Directly below that statement is the following: “The community desires expanded retail and dining options in Downtown Des Plaines, which can be supported by higher housing density for greater purchasing power.”
 - Recommendation 8.2 is to enhance the streetscape, which would be required for the proposed project along Webford Avenue, where the downtown streetscape is not currently present (p. 70).
 - Recommendation 8.11 states: “Des Plaines should continue to promote higher density development in the Downtown ... complemented by design standards and streetscaping elements that contribute to a vibrant, pedestrian-friendly environment” (p. 74).

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- Recommendation 8.12 calls for pursuing the development of new multifamily buildings, specifically apartments and townhomes: “Market analysis suggests that there is support for an increase in multifamily rental housing and owner-occupied townhomes. Access to transit, freeway connectivity, walkability, and commercial and recreational amenities are all driving market demands for additional housing in the Downtown... Within Downtown Des Plaines there is an estimated 15.8 acres of land that is either vacant or underutilized (typically having small building footprints and large surface parking lots) that could be developed over the next 10 years.... It is estimated that these sites could accommodate between 475 and 625 new residential units if developed at densities similar to recent developments in the Downtown” (p. 74-75).
- The same recommendation also states, however: “While the market is prime for new development, the City of Des Plaines should approach new dense housing responsibly to ensure that new developments do not lose their resale value, are not contributing to further traffic congestion, that the City’s emergency services (particularly fire, ambulance, and police) have the capacity to serve them.”
- *Under Appendix A4: Market Assessment:*
 - The study area included the subject property and specifically marked it as one of five properties identified as a “likely development site over the next 10 years” (p. 20).

The projected demand of 475-625 units was in addition to any units “proposed or under construction” at the time of publication. Both “The Ellison”/Opus at 1555 Ellinwood (113 units) and Bayview-Compasspoint at 1425 Ellinwood (212 units) were under construction at this time.

Implications on Property Tax Revenue, Schools (Estimates): The existing parcels had a combined tax bill of \$67,215.76 in Tax Year 2020 (Calendar Year 2021). To estimate the potential taxes generated by the petitioner’s proposed development, consider the mixed-use project by Opus (“The Ellison”), which was completed in 2019 and has now been occupied and is fully assessed. It has a comparable number of units to what is proposed at the subject property. The 1555 Ellinwood property (PIN: 09-17-421-041-0000) generated \$580,739.91 in Tax Year 2020. The difference is more than \$500,000. Although the City receives only a small share (approximately 11 to 12 percent) of the tax bill, partners such as school districts stand to receive a greater amount of tax revenue if the development is approved and built. Further, based on the housing unit mix proposed – studios, one-bedroom, and two-bedroom apartments – an estimated total number of school children generated from all 131 units would be 13. An estimated 10 of these would be preschool-to-elementary-aged students.

Findings of Fact: Map Amendment: The request is reviewed below in terms of the Findings of Fact contained in Section 12-3-7 of the Zoning Ordinance. The Board may use comments below as its rationale for recommending Findings of Fact, or the Members may adopt their own. In addition, the Board should review petitioner’s responses (attached).

A. 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 current Comprehensive Plan, adopted in 2019, appears to be supportive of rezoning the site from C-3 to C-5. C-5 on this site is permissive of mixed-use residential-commercial development, while C-3 is not. In particular, the economic benefit of bringing additional household spending power to

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downtown creates additional market demand for the desired retail and restaurants—and notably a restaurant/lounge is proposed by the petitioner.

B. The proposed amendment is compatible with current conditions and the overall character of existing development in the immediate vicinity of the subject property:

Comment: C-5 zoning is present directly across the street, where a building of similar scale to what is proposed is being constructed. The downtown train/bus station is a short walk away.

While R-1 zoning is also close to the proposed site, and the desirable “Silk Stocking” residential neighborhood lies to the west, note that a C-3 property would still exist at 1330 Webford, and there is an R-4 residential property at 1328 Webford. On the north side of the street, these could still serve as a transition into the primarily single-family neighborhood.

C. The proposed amendment is appropriate considering the adequacy of public facilities and services available to this subject property:

Comment: Public transportation is either directly adjacent or within a short walk. In addition to Metra station access, the site has excellent access to the future Pace PULSE Arterial Rapid Transit route, which will stop at the Des Plaines Metra station and provide service to O’Hare Airport that is faster and more desirable than the current Route 250. For that reason, housing units at this property might be desirable not only to the frequent commuter but also to the frequent flier.

The Fire Prevention Bureau has reviewed the project and signaled that the required fire code access (i.e. reach of a fire engine) would comply, in particular because a new construction C-5 building will almost certainly need to be fully sprinklered. Neither Police nor Public Works have expressed concerns about an inability to serve the site, even with denser development. Its central location is beneficial for service response.

D. The proposed amendment will have an adverse effect on the value of properties throughout the jurisdiction:

Comment: “Throughout the jurisdiction” is the key measurement. Adding this investment to downtown Des Plaines is likely to raise the profile of Des Plaines overall, making it a more desirable place to live and invest. The impact on immediately adjacent properties, particularly single-family, is unknown but it is important to note that even single-family homebuyers may place a premium on being able to walk to an additional amenity – specifically a restaurant-lounge – at the end of their street, which the C-5 zoning change would support.

E. The proposed amendment reflects responsible standards for development and growth:

Comment: While certainly the scale of C-5/downtown Des Plaines would not be expanded all through the City, for this particular site – given its identification in the market assessment appendix of the Comprehensive Plan – it would be responsible in staff’s view to enable it to its highest and best use.

PZB Recommendation and Conditions: Pursuant to Section 12-3-7 of the Zoning Ordinance, the PZB should vote on a *recommendation* to City Council regarding the request for Map Amendment. Because there is no longer a variation request, staff does not recommend conditions.

Director Carlisle noted the timing of Site Plan Review as stated in the staff report was incorrect; it occurs at the time of Map Amendment, intrinsic to Map Amendment. Nonetheless, the report stated: “However,

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Site Plan Review pursuant to Section 12-3-2 of the Zoning Ordinance would be conducted at the time of building permit review, and the Zoning Administrator would evaluate the project according to the standards listed in this Section and in Section 12-7-3.H.5, which is specific to the C-5 district. In conducting Site Plan Review, the Zoning Administrator would consult with other departments as necessary and consider issues including but not limited to the following: circulation and on-site traffic control; directional and identification signage for parking spaces and general wayfinding; landscaping; and safety—notably for pedestrians, through considerations such as clear sight lines and marked pathways and crosswalks.”

PZB Action: Through a separate motion, the Board may approve the Tentative Plat of Subdivision based on Sections 13-2-2 and 13-2-3 of the Subdivision Regulations. A Final Plat of Subdivision, to involve the review of more detailed engineering and public improvements, would be required at a later time. Staff recommends one condition: Prior to the Board’s review of a Final Plat, written approval of utility easements by all privately owned companies should be provided to the City.

Chairman Szabo asked if there was anyone who wants to give public comment and those who wanted to speak to please stand to be sworn in if they previously were not.

Tammy Couture from 553 Webford stated in the drawing you added a four-foot knee plate so lights will not shine out from the headlights, but you do not show the lumens that will be coming from the entire garage. The headlights of vehicles exiting the garage will be pointing directly to the home across the street.

Lynn Maxson from 715 Laurel is a resident of over 50 years. She said in recent years we see more and more traffic passing through on Laurel Avenue, especially with construction. There are many children, pets, schools busses, and residents so I am very concerned about safety for our residents.

Joan Hozian from 849 Jeannette stated my concerns are the sheer size of this development and the amount of traffic that will be brought to the area. There are not enough parking spaces for the residents and their visitors and delivers. We need more green space to gather or a dog park.

David W Gates Jr. from Crystal Lake presented a video from his YouTube Channel that shows the depression-era murals that are in the Journal & Topic building, previously the Post Office. He wanted to know what the plans are to protect the murals that are in the building. He mentioned repurposing the existing building as a restaurant or a museum.

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Member Catalano asked if it is possible to preserve these by moving them to another location.

Mr. Gates stated these paintings are painted directly on the walls, and that causes a challenge to remove them without damaging the murals. He mentioned that it is also costly.

Chris Walsh from 564 Webford stated he is opposed to the development. He mentioned that this area is not downtown, and how additional density would impact our area. He added that the existing buffer between the downtown area and the residential neighborhood would be diminished with this development.

Tom Lovestrund from 570 Webford stated he has a presentation to share. He asked if the traffic study has considered service vehicles like Uber or delivery vehicles. Residents are concerned about this development's impact on their neighborhoods and the lack of greenspace. We need more greenspace, and I encourage you all to look at Jackman Park in Glenview and preserve the post office building so it could be turned into another use like a restaurant, cultural center, brewery, office space, or a museum.

Marian Cosmides from 570 Webford stated the building being proposed will make our houses look like Monopoly pieces. The new green space being proposed is not a park and is just simply a strip of grass. We do not want more density or high-rises. She mentioned that the future land use map in the 2019 Comprehensive Plan illustrates the subject property as either commercial or as townhomes. She also mentioned the Site Plan review portion of the zoning ordinance mentioning that the proposed development does not meet these items.

Wayne Boyajian from 1247 Prairie stated Des Plaines was a nice residential area with shopping, restaurants, and stores. Everything is going out the window with over population and we need more sewers not more people.

Evan Vogel from 810 Woodlawn stated he would be in support of this. However, he sympathizes with all of the residents regarding all of the traffic this will bring. He also wishes the development could contain additional stores or restaurants.

Sandra Anderson from 1320 Webford expressed concerns with the accuracy of the traffic study findings. She asked what is going to happen when the Ellinwood is complete and those units are full and then the construction on this development starts. She stated that the amount of traffic is going to be impossible and cause backups all the way across the tracks.

Chairman Szabo asked the petitioner and his team to address the public comments and questions.

Mr. Taylor stated in regards to traffic and safety we do not have any new information to present we have impartible data that has been carefully studied and tabulated. We have traffic studies from pre-pandemic and current pandemic. I don't believe we are going to go back to pre-pandemic, but that is my opinion.

Mr. Cocoran stated one of the questions was asked if our traffic projections for the apartment buildings and restaurant included service vehicles, Ubers, Amazon, etc. The answer is yes. When our traffic engineers do these surveys we count all vehicles. Again, the traffic reports include data from both pre-pandemic and current pandemic traffic conditions.

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Mr. Taylor said addressed the question regarding the murals that are in the Journal and Topics building, stating that as far as we are concerned it is a privately-owned building that is not on any historic registry that we know of. We would be certainly happy to look at what the gentleman proposed as in terms of what he has as of data. But as far as the murals go if someone wants to come in at their expense and remove them I think we would need to ask the owner Todd Wessel if they would be okay with that.

Chairman Szabo stated he looked into the removal of the murals and there are two ways to do it: make a transfer or cut the whole thing out and lift it with a crane, and that would be very expensive to do so.

Mr. Taylor responded to the greenspace questions he received. Currently, there is no greenspace on the property now. In regards to the City turning the area into a public park that would be a question for city staff and the city manager and ask if there are funds available to create this public park. He mentioned that he has provided funds for park impact fees for his developments. In regards to 622 Graceland we will have roof top amenities like we have at 1425 Ellinwood, but we also wanted to put in greenery for everyone to enjoy. He also mentioned that the proposed park is not insignificant, but will be an additional space for landscaping/screening, seating area, and green space between the development and the neighborhood. He added that the park area is not required in the C-5 district pursuant to the zoning ordinance.

Mr. Taylor addressed the curb appeal comment mentioning that they have proposed a thoughtful development that is an improvement to the existing site, which currently contains older buildings and is not aesthetically pleasing.

Mr. Taylor reminded everyone the concerns about the stormwater sewer system, we will be upgrading the waste water system and the stormwater system adding a line to Laurel. By doing this it will alleviate any current issues there may be.

Mr. Taylor stated he heard a gentleman say he would like more than one restaurant on the property. It will be an addition to the neighborhood. This restaurant is built into the development budget, so there it will be ready and I don't need to go shop it around.

Mr. Taylor said he heard someone says they have noise concerns, we will be abiding by all of the city codes and regulations, federal and state. I will let you know that the standards that I do in these developments: between floors we have sound insulation that is twelve inches thick, two layers of drywall on the ceiling, and a concrete layer of jipcrete that is poured on the floor above so there is no sound transmission between the floors and then the finished floors on top of that—either hardwood or carpet. Between the units we have the two-hour fire walls, which includes the sound insulation. For the exterior windows facing the train tracks, we hire acoustical consultants that spent three days at the site and what was determined was we needed to upgrade the windows from a basic 30stc rating to a 35stc so you won't hear the train on the tracks or the bell from the train. The upgraded windows also go on the east and west side of the building as well.

Mr. Taylor stated in regards to open retail spaces and restaurants there are not enough people utilizing those shops, which results in more empty commercial spaces. The addition of high-density developments adds people that will shop local and bring those local business more prosperity by having more residents in a walkable downtown community.

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Mr. Taylor addressed the traffic mitigation standards they considered regarding vehicular traffic from driving through the neighborhood on Webford mentioning that they have proposed some options, such as having the portion of Webford Avenue west of the development a one-way street going east. However, when presented to the City, it was determined that there is no guarantee that this would not necessarily prevent people from traveling through the neighborhood. He also mentioned another option to add directional signs requiring all vehicular traffic to turn left onto Webford Avenue towards Graceland Avenue, which they can enforce on their property. However, he stated that they would not be able to address vehicular movements on the public street for motorists passing by their property. He stated we have visited all of these opportunities to address people's concerns and I don't think we have left any stone unturned. I think people are in turn just dissatisfied and don't want this development to happen for various reasons either it is personal or otherwise. I truly understand that. But having said that we do meet the standards for a map amendment.

Mr. Taylor clarified that there will be no Section 8 housing in this development. It is a private development and there is no requirement to include Section 8 housing.

Chairman Szabo thanks Mr. Taylor, and asked the Attorney for the objectors to come forward and make their presentation and the cross examination.

Mark Daniel with Daniel Law Office at 17W733 Butterfield Road Oakbrook Terrace, and Larry Thompson with The Thompson Law Office PO BOX 743 Lemont, represents Phil and Ginnie Rominski at 1333 Webford Ave. as well as Jim and Denise Hansen at 1339 Webford Ave.

Mr. Daniel's client, Mr. Hansen, presented a scaled down sized model for all board members to see as Mr. Daniel presented a slide show.

Mr. Daniel began his presentation. He stated this development from a height perspective is not possible in the C3 and the R4. The C3 and the R4 are the most common in a transitional buffer zoning districts around the downtown. Mr. Daniel commented that the proposed green space in front of the parking garage along Webford Avenue cannot be classified as a park and compared the proposed development as something that could be found in Elmhurst. He also discussed the parking garage entrances mentioning that two entrances are not necessary for the size of the parking garage. The reality is there are three things that have to be accomplished at the conclusion of this hearing: a Map amendment from a C3 to a C5, a recommendation of a site plan, and the tentative plat of a subdivision.

Mr. Daniel noted that the Site Plan Review standards have not been met given the fact that the City has not been given all of the necessary information to complete one. There is a portion of the Site Plan Review completed, as noted in the staff report, but the preliminary drawings provided by the petitioner are not sufficient to meet this requirement.

Mr. Daniel stated that there is not a basis for rezoning and references the LaSalle/Sinclair Pipeline factors relating to the validity of rezoning decisions. He stated that the petitioner talks about how the proposal is the highest and best use, but has only stated part of the definition—he has left out the portion of the definition pertaining to the laws and regulations associated with this definition. He references specific points on the slide show, which is feels is not met by the proposal, pertaining to: how the rezoning impact

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existing uses and zoning of nearby property; the extent to which property values are diminished by the zoning; the extent to which the destruction of property values benefits the health, safety, or general welfare of the public; the suitability of the property for the zoning proposed; the length of time the property has been vacant compared to development in the immediate vicinity of the property; and the public need for the proposed use.

Mr. Daniel noted the property is perfectly capable of use under C-3. You can go up to forty-five feet but not one hundred, not eighty-two or eighty-four. It is also important to note that on land that is less than an acre, which this is, you can have 24 dwelling units above retail and that is all under a C-3 zoning district. It would be a conditional use, but that is all under the city's code. He talked about the option for a mixed-use development at this site. He added that residents have stressed the value of the C-3 zoning and historical preservation of this property.

Mr. Daniel continued to speak about buffering and feathering. If you rezone this property to a C-5 it would be the very first transition from a C-5 to an R-1. It is not anywhere else in town and is not a natural boundary for this neighborhood. This would be the first interruption of the existing buffering between higher-scale commercial development and lower density residential. The transitions between the commercial and residential are usually rear yard to rear yard, with some corner-side yard to rear transitions across a street (logical zoning boundary), whereas Webford Avenue has a 50-foot right-of-way with 20 feet of pavement is not a natural zoning boundary.

Mr. Daniel discussed setback requirements between the proposed development and the residences. Downtown has always been viewed as the other side of Graceland and keep in mind scale is everything especially for my client's right across the street from this proposed development. He turned the audience's attention to the slide show illustrate 36 street-view shots of development along the transitional zone between the C-5 downtown development and the mostly R-4 residential development. He stated that the height of structures in relation to their surroundings, explaining that if you are closer to taller surroundings, then the buildings get taller, but if you are not closer to taller surroundings and have a taller building, then there is a ton of open space provided. He talked about how the scale of R-4 development is more reasonable when single family residential is nearby.

Mr. Daniel stated that the one-way street and cul-de-sac options considered would effectively cut off residents from the City and an entrance into the neighborhood would be lost. He added that the concerns regarding cut-through traffic have not been addressed. The construction in the area has impacted traffic to the point that motorists are utilizing Webford Avenue to get away from the construction on Graceland Avenue. It is important to keep in mind that just because you come in with impartial data your residents are coming in with their lives and observations. He mentioned that while the proposal includes the improvement of the street in front of the development, he has not been involved with a subdivision project where the public improvements are not required for the entire street.

Mr. Daniel expressed the concerns regarding the proposed loading zone within the public right-of-way, noting that between the rotation of residents moving in/moving out the proposed development, service vehicles, and other public users, there is not enough space in the proposed loading area.

There is a debate about what is downtown Des Plaines. He stated first it is not defined in the Zoning Ordinance or mapped in the 2019 plan. There is no mention of Webford as a future extension of

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downtown Des Plaines, no mention of C-5 expanding, and C-3 offers no reference at all to downtown. However, R-4 is mentioned as intended for in or near downtown. He added that for marketing purposes and sale tax, the downtown area would be defined as anything 10 minutes or less from the intersection of Lee and Miner. However, this is not the downtown area for planning purposes. For parking purposes, downtown would include the existing city-owned lot that is located on the subject property. There are multiple opinions on what is part of the downtown area. However, the downtown area has never crossed Graceland Avenue and been directly abutting single family residential.

Mr. Daniel continued and stated the 2019 comprehensive plan says the mixed-use goal is specifically limited in the plan as follows, "The city should focus its efforts on expanding mixed use developments in the downtown, near Cumberland Metra Station, and along Oakton Street Corridor." This project is neither downtown, near Cumberland Station, or along Oakton Street Corridor.

Mr. Daniel expounded on an earlier point regarding residential dwellings above commercial development and the overall density involved in this proposal. He mentioned that the 24 dwelling unit regulation for C-3 mixed-use developments in the Zoning Ordinance is reasonable and much better in regard to scale of development. The lot area required for the C-3 project would still have be more than double the size of the subject property based on the unit mix proposed and the lot area per dwelling unit regulation. He argued that this development cannot be done under C-3 or R-4. He also discussed parking allocation and how the revised proposal has less parking spaces, including handicap accessible spaces, for the residents.

Mr. Daniel talked about the Business District Design Guidelines that were developed in 2005 and incorporated in the Zoning Ordinance and additional design guidelines were implemented later both apply to this development. He added that the Business District Design Guidelines cover building design but also discuss Site Plan review and that the later ordinance did not repeal the earlier ordinance.

Mr. Daniel provided a review of the project based on the Site Plan Review section of the Zoning Ordinance questioning the arrangement of structures to allow for effective use of the development, the compatibility of the development in relation to adjacent property, location of utilities/surfaces, parkway landscaping installation, arrangement of open space/landscaping, efficient use of land, site circulation, light pollution solutions, site illumination, building design in relation to regulations, and green design infrastructure including improvements such as charging spaces. Mr. Daniel continued that the public park or pocket park that Mr. Taylor has added is in an unsafe location and due to its sizes seems like it would be impossible to play ball or throw a Frisbee. The park is in between two busy parking garage driveways that lead onto Webford and is also alongside the loading zone. The landscape design only shows plantings along the entry façade and nothing is along the west foundation and is entirely concrete. We do not see a plant list, or any photometrics, or evening renderings other than street lights.

Mr. Daniel discusses the Tentative Plat of Subdivision mentioning that the current 50-foot right-of-way is insufficient for the proposed development since it does not allow for appropriate parkway space for streetscaping, such as landscaping, lighting, utilities, and pedestrian areas.

Mr. Daniel discusses the future land use map in the 2019 Comprehensive Plan stating that nothing on the map recognizes that this area should be C-5. He added that the Comprehensive Plan does not say expand mixed use development but rather specifies areas in the city for this type of development, which the subject property does is not included.

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Major Variation
Conditional Use
Conditional Use

DRAFT

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Mr. Daniel discussed another argument regarding how the project fulfills the plan's call for housing and appeal to young families, and the assertion that this C-3 property should be rezoned to allow mixed uses. I want to point out this is not a family friendly development; it has amenities like grills, a rooftop pool, outdoor lounge, outdoor and window bar, bar and restaurant, and other drinking areas inside and mainly has one bedrooms and only eleven two bedrooms.

Mr. Daniel continued that the public park or pocket park that Mr. Taylor has added is in an unsafe location and due to its sizes seems like it would be impossible to play ball or throw a Frisbee. The park is in between two busy parking garage driveways that lead onto Webford and is also alongside the loading zone. The landscape design only shows plantings along the entry façade and nothing is along the west foundation and is entirely concrete. We do not see a plant list, or any photometrics, or evening renderings other than street lights.

Mr. Daniel asked to cross-examine Maureen Mulligan.

Mr. Daniel asked if Ms. Mulligan would agree that a wider right of way would accommodate the parkway and the street trees and allow for better orientation of public utilities.

Ms. Mulligan stated she goes with the site plan that has been created and then I design the utilities around it and in my opinion I think that the way the storm sewer was specifically designed especially along Webford because it is not just our site that we are taking off the line of the combined sewer it is going to be the entire Webford right of way and road way. Mr. LaBerg and I spoke about this and that is what the City had wanted.

Mr. Daniel asked if Ms. Mulligan agrees that the location of the utilities affects the planting of street trees and the location of the side walk.

Ms. Mulligan responded that to be honest she doesn't have anything to do with the placement of that.

Mr. Daniel asked to cross-examine Mr. Taylor.

Mr. Daniel asked Mr. Taylor to show him the paperwork he used to show the designation of the property as being in the downtown.

Mr. Taylor stated it was prepared by SB Freidman on behalf of downtown Des Plaines.

Mr. Daniel asked if Mr. Freidman is a TIF consultant who handles market studies, economic development, analyst of financial and tax benefits, is that correct.

Mr. Taylor agreed.

Mr. Daniel asked if he agrees this is part of a market assessment.

Mr. Taylor agreed.

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Mr. Daniel asked if Mr. Taylor has been a zoning map, a comprehensive plan exhibit, or any planning document that shows this property is in downtown.

Mr. Taylor stated he doesn't believe there is a map that says it is not in downtown.

Mr. Daniel asked if Community Economic Director Carlisle pulled the map from the market study.

Mr. Carlisle stated yes.

Mr. Daniel asked if that map was adopted into the comprehensive plan.

Mr. Taylor responded saying it is directly off of the city website titled roadmap to the future.

Mr. Daniel asked Mr. Taylor yes or no. Is there a map in there?

Mr. Taylor responded, no.

Mr. Daniel asked how much your LLC is going to pay the city for the parking lot.

Mr. Taylor stated he is not at liberty to say that.

Mr. Daniel stated the amount you are paying is part of the consideration that these volunteers should consider. So what are you paying?

Mr. Taylor stated it is a private transaction.

Mr. Daniel stated fine on the public side, what is the amount being discussed for the parking lot.

Mr. Taylor stated \$300,000 dollars.

Mr. Daniel stated so the location at Prairie and Graceland that is already zoned C5, you could build this development on that property.

Mr. Taylor stated that is two and a half acres and is at Prairie, Graceland, and Lee.

Mr. Daniel stated so that site is too much money but you would have the C5 and no one to complain about it.

Mr. Taylor stated this is absolute value, the cost of the build that you could build there is more than my capacity as an investor.

Mr. Daniel asked how much would the cost to build be.

Mr. Taylor stated over \$150,000,000 dollars.

Mr. Daniel said and you have \$170,000,000 in the pipeline?

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Mr. Taylor responded I have various other developments that add up to \$170 million, but what is the point.

Mr. Daniel said he is questioning if you can afford building in the C5 area and whether or not it is a true justification for you.

Mr. Daniel stated his developments are spread out into three municipalities across the city of Chicagoland area, but I don't get how it is relevant to this development.

Mr. Daniel asked when you started to discuss the parking lot with the city, when was the first time the C5 zoning came up.

Mr. Taylor stated he has been doing this a while and directly across the street from this proposed development is another development the Ellinwood that he is the developer of, and it is zoned C5. It was pre-planning prior to the first technical review meeting where I approached city staff about purchasing the lot in addition to negotiating with the Wessel family; it has been about seven or eight months.

Mr. Daniel asked if Mr. Taylor talked to any public officials before staff.

Mr. Taylor responded, no.

Mr. Daniel when was it you first determined you could not build within the C3 zoning classification.

Mr. Taylor stated in his position it is pretty clear diligence and you look at what you need it to be in order to change it.

Mr. Daniel asked if he agrees this project could not be built in the R4.

Mr. Taylor resounded, there was some discussion and it was staffs interpretation that C5 was the best route.

Mr. Daniel asked how many employees the restaurant will have.

Mr. Taylor stated it is hard to say at this point; it is a projection.

Mr. Daniel asked what is the max per shift.

Mr. Taylor responded he is not sure.

Mr. Daniel asked if Mr. Taylor is going to run the restaurant.

Mr. Taylor stated no, a third party will.

Mr. Daniel asked what Mr. Taylor told Steve the traffic engineer regarding the number of restaurant employees.

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Mr. Taylor stated they went off the guidelines of the zoning code and with staffs help we came to a determination of how many patrons based on the square footage of the restaurant space. But we took the strictest requirement guideline from the code. I also want to make a point that we are over parked for that use.

Mr. Daniel asked what the carry out window is about.

Mr. Taylor stated this is pre planning. This has not gone through the full planning of and I can tell you that it was an idea that it would make it easier and more convenient for people to pick up their food.

Mr. Daniel asked how many employees the apartments will have.

Mr. Taylor stated probably three or four that includes maintenance.

Mr. Daniel if I rent there is there designated guest parking.

Mr. Taylor stated that is not a requirement under C5, so I am not sure how it is relevant.

Mr. Daniel asked if the residents will have assigned spaces by unit number so I always have the same space.

Mr. Taylor stated, yes.

Mr. Daniel asked if there will be additional rent for a parking space.

Mr. Taylor responded, yes and I am not sure how much.

Mr. Daniel asked if he knows what his rental rates will be.

Mr. Taylor said yes, but off the top of my head I am not sure.

Member Catalano asked what the point of all this questioning is.

Member Szabo said at this point I still think there is relevant questions being asked but if it starts to get repetitive then I will ask Mr. Daniel to wrap up.

Mr. Daniel stated Mr. Taylor mentioned he has several LOIs (letter of intent) and mentioned a Target Express.

Mr. Taylor stated for what, Ellinwood is a completely separate development and I don't see how it is relevant to 622 Graceland.

Mr. Daniel asked when Mr. Taylor stated the loading zone is going to be dedicated do you mean dedicated to general loading or for anybody.

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Mr. Taylor stated so in C5 we are not required to have a loading zone, the idea is this is for move in and move outs for residential, needs to have a way to effectively manage those moves. It also can be an area where delivery trucks for Amazon, FedEx, USPS, and food drivers can use that space to load in and load out. I will also provide a professional management company that will handle all of that.

Mr. Daniel asked what if I bring my big truck in the loading zone and I decide to park there and go to the pawn shop across the street.

Mr. Taylor said he is not aware of the space will be policed at this time either we will police it or the city will police it.

Chairman Szabo said he feels these questions are getting to be too hypothetical.

Mr. Daniel asked Mr. Corcoran to come back to the podium for a few quick questions. In the description of Graceland do you see a description of it being a narrow width at all?

Mr. Corcoran stated he is not sure where there is a narrow width that you are referring to.

Mr. Daniel asked if he understands that Webford has a twenty foot paved width right now.

Mr. Corcoran stated it is twenty feet and for an older neighborhood it is not uncommon.

Mr. Daniel asked if he gauge it was too narrow for this development at twenty feet.

Mr. Corcoran responded no, because it is going to be widen for the development.

Mr. Daniel stated you have had projects before that within the public right of way because of a new development, the developer has to extend or widen the paved area of a right of way even though it is not within his lot lines or frontage. Is that correct.

Mr. Corcoran responded, not necessarily.

Mr. Daniel asked again, have you had these project before?

Mr. Corcoran stated yes.

Mr. Daniel stated tell me how you took the 2018 data for traffic in the area and extrapolated it to 2022.

Mr. Corcoran said first we went out and did our own traffic counts and knowing it was in the middle of a pandemic compared them to the 2018 counts and found those higher. So the higher counts we used as the baseline for the traffic study. To then convert them to the year 2022 as well as the future year we relied on the information we received from the Chicago Metropolitan Agency for Planning, who provides growth rates for various roads within the region and as part of their mandate both on a planning level and IDOT. Since Graceland is an IDOT road we have to use that methodology. They provided the information and came up with an annual growth rate. To be conservative I used 1% a year to get to the existing conditions and used the CMAP for the future. CMAP said ½% a year and I did 1% a year from 2018 to 2022.

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Mr. Daniel stated so a 1% growth rate each year. So do you agree the growth rate in this area is a bit different than the 1%.

Mr. Corcoran stated no, based on CMAP it is less.

Mr. Daniel said so you do not see a reason to adjust that percentage based on the ongoing construction and projects in the downtown area.

Mr. Corcoran said he adjusted for the projects downtown based on separate information so this was a background growth rate.

Mr. Daniel said so you applied additional growth rate above the 1% per year.

Mr. Corcoran said it's the 1% a year and that get us to the existing conditions or the baseline conditions and then for the future projections I added the ½% a year to the background and added the traffic from the Ellinwood development.

Mr. Daniel stated on the issue with the loading zone that is on the right side of the street and a truck wants to pull in but there is someone there already. Would they have to back into the space?

Mr. Corcoran stated they would have to pull right, pull in, and then correct to the left. If the truck needs to back up a little, then they back up.

Mr. Daniel said let's say I park my big truck in the loading zone and walk across the street to the pawn shop what happens to the trucks that need it for the moving. Where do they go?

Mr. Corcoran stated they will wither have to wait, use the other parallel spaces if those are available, or if they wanted to they could park and block you into that space.

Mr. Daniel said or they can just go down into the neighbored and park there.

Mr. Corcoran stated they wouldn't be able to turn around if they did that.

Mr. Daniel said this brings up a couple issues here. Why does it matter if you have gridlock at that loading zone?

Chairman Szabo said there used to be a small store that burned down, but they had parking for the pawn shop, so some of your hypotheticals don't exactly fit because there is parking for the pawn shop. It is an interesting place, but there is never more than one customer at a time. So, if we can move along please.

Mr. Daniel said you just never know who is going to park there. It can't be reserved for the particular user.

Mr. Daniel's thanked Mr. Corcoran for his time and said that is all he has for his questions.

Attorney Citron gave a closing statement. He stated I will try for everyone's sake to make this as brief as possible. What we all just heard from Mr. Daniel is opinion but is not an expert witness. Some of it might

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be correct and some incorrect, but it is inappropriate to testify on those types of things because he is not an expert witness; he is also not a planner, he has been doing this for a very long time as have I.

Mr. Citron said one of the things we have is we have met the standards for rezoning as set forth within the city's ordinance. The standards that are being pointed out are from those who are challenging if they are zoned properly. But again per the city ordinance we have met all of the standards. We do not need to spell it out and say number one this is this standard and how we have met it. All of the testimony you have heard now for two very long evenings and including staff's comments and reports it's all part of that testimony and should be and I assume will be considered both positively and negatively by this commission in terms of meeting those standards.

Mr. Citron continued: Can this property be used under its existing zoning? Well, it is being used today. But is it being used to its highest use for any circumstances? That answer is no. We have a vacant building and with all due respect the Wessels' building that has about four or five people working there. Could you develop under that C3 zoning that it is today? I guess arguably you can, like all of the hypotheticals that have been put out here today, but the fact of the matter is- is the answer to that question can you develop in the C3. Yes you can, twenty-four units and that was given to use by Mr. Daniel. That's it, just twenty four units but guess what. You can't pay for the public improvements with just twenty four units. We have testimony to that. How do you develop a site that you have to widen the streets, sewer work, and storm sewer work to address issues not with our sewers but with existing sewers? We are not getting any money to do that. You also can't pay for that work with seven townhomes. So it can't be developed financially. But again physically could you design a development that would fit there with twenty four units. Absolutely you can. But financially you couldn't do it.

Mr. Citron continued does it meet the comprehensive plan. Well, I guess that is going to be up to this commission and the city council as to if we ultimately meet the plan. We believe with everything that has been put in front of you that it does meet the comprehensive plan. I am missing something on this definition of downtown. What I heard was, "all of the people I talked to" without ever telling us who they have spoken to. Now the people who we have talked to, meaning those who put the staff reports together, believes this is the downtown. Now I don't understand how Ellinwood across the street is downtown but 622 Graceland is not. So we are in the downtown.

Now is there a valid concern of this creeping incrementalism. I think that is how the Vietnam War started, and I am going back and aging myself. That this zoning would keep on going, but the answer was given by staff that every zoning case is looked at under its own set of circumstances. So a block down, would C5 be reasonable? No, I wouldn't bring a case like that in front of you. But at this location that is already zoned commercial that is across the street from a C5 district and it is large enough to support this development. It is large enough because we meet the standards. If we didn't meet the C5 standards, then you could tell me we don't meet the standards. We meet heights, setbacks, and we meet or exceed parking.

We have heard from a few people who talked about flooding that's probably caused by the combined sewers and the existing systems and plumbing that was put in many-many years ago. But on our dollar, we are fixing that. We are improving that aspect. So if the utilities are not there in accordance to the standards to serve this development we are paying to increase them. Again, a lot of money to add new sewer lines and stormwater storage. This will help not just us, but the community. So there are benefits even if people want to hear this or not.

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Mr. Citron stated we have sufficient parking. It was touched on very briefly is that the current lot has thirty-eight spaces and in the plan you see in front of you as part of the site plan review in terms of that plan we are not replacing those thirty-eight spaces one to one. There is a reason why because when we got into this and looking at historical data it never was used. Not all the spaces but it was mainly used for reverse commuters. The point of this is the thirty public parking spaces will be used by the public. When staff was reviewing if we had sufficient parking we actually counted sheers to make sure we have enough. We have more parking spaces then we have apartments. There is a reason for that. One is for guests, and two is under some assumption some people in a two bedroom apartment will have more than one car. We again meet those parking standards per the code.

My argument is we have met the standards for rezoning. The property could not be developed under the existing zoning. Is the public health safety and welfare protected, yes, we meet all of the standards under the new C5 that we are seeking and that is with protecting the public's health and safety. We have enough utilities, we are not asking for more than what is allowed in the C5, and we have sufficient parking. What other externalities can there be from a development.

Mr. Citron mentioned when you talk about density, someone stated it is too dense. Why, are too many people walking on the street? Well, that is the general idea, to have those people walking to downtown; that is what this is all about. It is about generating people to go to the new theater and to go to the restaurants. So when you talk about the people, with all due respect to that neighborhood it is truly a fine neighborhood, you are not just looking at that neighborhood. You are looking at the people meaning Des Plaines.

We keep on hearing about condominiums and townhouses, but I would love to know if anyone in this room has lived in rental housing. Now I can tell you I never lived in rental housing that cost \$3,000 a month, but I have lived in rental housing. More and more people are renting, even older people, because they don't want to tie themselves down. I believe people will live here and not have a car. There is a train and grocery store and shopping. They can get what they need for the activities of daily living.

Mr. Citron station this is rezoning and is not a variation. We eliminated the variations so this is only a rezoning. It is only for the site plan and again there is going to be another level of design that is going to be looked at for the final plat. We genuinely do not do all of the engineering for final plan unless we know the project is going to be approved because of the cost that is involved in doing so. We have submitted plans, met with staff, engineering has said what he wants and where, and that is what is in the plans. The testimony is clear that we are going to improve certain of those situations.

The plat that you saw is again a preliminary plat. There will be comments made on that and changes made before it goes for final plat approval. We have done what we need to do based on the impacts of our project. We are taking care of our development in an appropriate manor. We thank you for your time and consideration. We thank staff for working with us as closely as they have to bring you this project to this level. We have attempted to make changes to the project as best as possible to provide for both our residents and ultimately to the City of Des Plaines. With that we are asking for your support for your vote approving all three of these matters. Thank you.

Chairman Szabo asked if the attorney from the objectors would like to speak.

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Mr. Daniel said this whole thing hinges on inappropriate zoning. We ask that this property does not get rezoned to C5. Thank you all for your time.

Member Fowler stated there is a reason we have for zoning boundaries and we need to realize that you can't fit a square peg in a round hole.

A motion was made by Board Member Hofherr, seconded by Board Member Saletnik to close the public hearing for 622 Graceland Ave. Case number 21-052-MAP-TSUB-V.

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

NAYES: None

ABSTAIN: None

*****MOTION CARRIES UNANIMOUSLY ****

Chairman Szabo stated another matter was brought up by the city attorney in regards to the site plan. Here is a short statement. We have been presented with a great deal of information from both the applicant and the objectors tonight and we have seen much more detailed presentation for this development than we would normally expect at a tentative plat stage. Under recommendation of the city attorney, I am going to ask that tonight rather than our normal procedure of voting and having our findings reduced to writing after the fact that we take a vote and direct staff and the city attorney to prepare draft written findings and recommendations for us to vote on at the board's next meeting on Tuesday June 14, 2022. This will give each of us a chance to review the findings in advance and if appropriate amend the findings and recommendation before they are formally adopted by vote. This will reduce confusion and provide clarity as to what the PZB is recommending. The board's findings and recommendation can be to deny the requested relief, to approve the requested relief, or to approve the requested relief with conditions.

Chairman Szabo asked if he can have a motion to direct staff and the city attorney to prepare draft findings of fact and recommendation for our consideration at the June 14, 2022 meeting. A first motion was offered by Board Member Weaver.

City Attorney Stew Weiss stated can you specify if it is going to be a motion to recommend approval, to recommend denial, or recommended approval with conditions. The difference here is rather than just voting and then having staff reduce down what the discussion was, we would present you with draft findings to review in advance in your packets. The formal vote would be at your next meeting.

Member Fowler asked why we are doing it this way.

City Attorney Weiss said this is a process that is done in many other communities and especially given the complexity and the contentious nature, making it clear as to what you are recommending up to Council and the site plan issue as well we want to make sure we are not putting words in your mouth basically.

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Member Weaver withdrew his motion.

Mr. Saletnik stated before we go any further I want to say a few things. The only other guy who has been on this board longer than I is Mr. Szabo. We used to be in the position when we begged developers to come into Des Plaines. Do I think a high-density project is warranted on this site? Yes. Do I think this site is appropriately responding to all of the local issues with the neighbors? They did a fantastic job massing the facility, providing a front to the residents across the street. To have this building on top of the dance building is a gross error. Why the dance studio was never included in the project to begin with I think is a mistake on your part. You should have offered him more money and you would have had a little more room to work with. Having a cul-de-sac of some sorts that creates a physical barrier that prevents the traffic going through Webford is the way to solve this problem. These problems need to be resolved to the point to this memo that Mr. Szabo just read, we have gone into a lot of details on a tentative plat and that level of detail normally doesn't get worked out in a tentative plat. Those details get worked out when you get into design development. This project warrants detailed design development. We are not the final say in this. We need to provide our feedback to the City Council and let the process work. I say why don't we just vote on this now and see where it goes.

Chairman Szabo said he owns three properties in shooting distance of this place so keep that into consideration when we vote. Not everyone in Des Plaines is dead set against redevelopment.

Member Fowler said no one is against redevelopment. We can keep the location C3, and develop it properly.

Member Saletnik stated there are issues with this plan but if the process works I believe those issues can be worked out. For that reason I will make a motion that we recommend the tentative plat of subdivision and the C3 to C5 rezoning. Seconded by Member Weaver.

City Attorney Stew Weiss stated we should also consider the question of the site plan review because that has been raised by the objector's attorney.

Chairman Szabo stated if this goes forward it would come back to us one more time for final.

City Attorney Weiss responded for final plat of subdivision, but not for the zoning change to C5, and so the C5 would not be conditional on final approval. Once zoning is approved, the zoning is approved. The question of site plan review is one to ensure that such development or redevelopment is done in a manner harmonious with the surrounding properties and consistent with the general welfare of the policy of the comprehensive plan. So this was why we made the initial recommendation that rather than doing on final vote on this now that is if there is a consensus either to support or deny this that you can direct us to provide draft findings for you all to review and then vote on at the next meeting.

Chairman Szabo stated so we would vote yay or nay but at our next meeting we can finalize the vote.

City Attorney Weiss stated, yes you would approve the final finding of facts and recommendation. That would incorporate consideration of the site plan, the rezoning, and the subdivision, as well.

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The Board and City Attorney discussed procedural steps.

Attorney Weiss recommended unless you would like me to talk through the factors for site plan and you can recommend based on that and vote tonight if you want me to talk through those recommendations of what site plan review are.

Member Saletnik said are there things we need to be aware of.

Community Economic Development Director Carlisle stated he is the zoning administrator for the record. Site Plan review under 12-3-2 provides general purpose statements that you saw tonight in the materials; Compatibility of land uses, buildings, and structures; Protection and enhancement of community property values; Efficient use of land; Minimization of traffic, safety, and overcrowding problems; and Minimization of environmental problems. Under paragraph C. Contents of the Site Plan and then D. Standards for Site Plan Review. I would say and general counsel if you agree, it is an evaluation of this body in a general sense you believe this development could meet this criteria. Now being able to prepare a draft is there is a litany of things that need to be addressed.

Community Economic Development Director Carlisle noted my written draft finding would be that because of the scale of the development across the street, because of the mapping of the property in the downtown market assessment which is an appendix in the comprehensive plan and for those reasons the development could be considered compatible. I give that as an example because these are the things you might feel more comfortable seeing in writing considering it is so late this evening. He reviewed and explained the direction of paragraph D and stated the Board's review of the site plan standards is different from review of standards for conditional uses and variations.

Member Catalano stated he doesn't think we should prolong the meeting, force John into a corner, and we should allow this to go to the June 14, 2022 meeting. Personally, I would like to see it in writing.

Member Saletnik said if we legally need to dot the i's and cross the t's than I will withdraw my motion allowing staff to prepare all documents and dot the i's and cross the t's.

Member Fowler asked for clarity on where site plan review fits in to what the Board is voting on. Director Carlisle provided further clarification.

Chairman Szabo stated so all we will be doing prior to the June 14 meeting reading the final report and there will be no further public comment or discussion. We have heard it all. So we would just read the document and vote yay or nay.

City Attorney Weiss stated that is correct. The reason we are looking at this is in other cases a project like this may require a conditional use for a PUD or for some other type of relief and normal we are not looking at a pure rezoning at detail elevation or at detailed engineering. This rezoning though is specific to a particular type of development that if the rezoning is approved can be done by right. So we are in an interesting position of recommending to approve or deny a rezoning that would allow a very specific type of development without having to go through the conditional use or planned development. That is how it has been designed, and there is nothing wrong with that. The site plan approval process is forcing us to look at a specific development, things we normally would not if we are just rezoning a piece of land.

Case 22-014-V
Case 22-017-CU
Case 22-018-CU
Case 21-052-MAP-TSUB-V
Map Amendment / Tentative Plat / Variation

1285 E Golf Rd
622 Northwest Highway
676 N Wolf Rd
622 Graceland Ave, 1332 and 1368 Webford Ave

Major Variation
Conditional Use
Conditional Use

Member Fowler and Attorney Weiss discussed why site plan review is not in public notice.

A motion was made by Board Member Saletnik, seconded by Board Member Catalano, that Case Number 21-052-MAP-TSUB-V continue to June 14, 2022 after staff does their due diligence on the site plan review.

AYES: Szabo, Veremis, Saletnik, Hofherr, Catalano

NAYES: Fowler

ABSTAIN: None

*****MOTION CARRIES UNANIMOUSLY****

ADJOURNMENT

The next scheduled Planning & Zoning Board meeting is Tuesday, June 14, 2022.

Chairman Szabo adjourned the meeting by voice vote at 11:56 p.m.

Sincerely,

Vanessa Wells

Vanessa Wells, Recording Secretary

cc: City Officials, Aldermen, Planning & Zoning Board, Petitioners



COMMUNITY AND ECONOMIC DEVELOPMENT DEPARTMENT

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

MEMORANDUM

Date: May 19, 2022
To: Planning and Zoning Board (PZB)
From: Jonathan Stytz, AICP, Senior Planner
Cc: John T. Carlisle, AICP, Director of Community & Economic Development
Subject: Consideration of a Major Variation to allow a pole sign on a property with a street frontage of 50 feet where a minimum street frontage of 75 feet is required at 1285 E. Golf Road

Issue: The petitioner is requesting a Major Variation from Section 12-8-1(C) of the Zoning Ordinance, to allow a pole sign on a property with a street frontage of 50 feet where a minimum street frontage of 75 feet is required.

Address: 1285 E. Golf Road
Petitioner: Lou Masco, Liberty Flag and Banner, 2747 York Street, Blue Island, IL 60406
Owner: Jack F. Merchant, 1285 Golf Road, Des Plaines, IL 60016
Case Number: 22-014-V
PIN: 09-17-423-019-0000
Ward: #1, Alderman Mark Lysakowski
Existing Zoning: C-2, Limited Commercial District
Existing Land Use: Auto Service Repair Shop
Surrounding Zoning: North: I-1, Institutional District
South: M-1, Limited Manufacturing District
East: M-2, General Manufacturing District
West: M-2, General Manufacturing District
Surrounding Land Use: North: Hospital (Commercial)
South: Construction Company (Commercial)
East: Vacant Building
West: Landscape Supply Store (Commercial)
Street Classification: Golf Road is classified as an Other Principal Arterial road.

Comprehensive Plan: The Comprehensive Plan illustrates the property as Commercial Industrial Urban Mix.

Zoning/Property History: Based on City records, the subject property was annexed into the City in 1965 and has been utilized by Auto Krafters as an automotive service center since 2015.

Project Description: The petitioner, Lou Masco of Liberty Flag and Banner on behalf of Auto Krafters, is requesting a major variation to allow for a pole sign at 1285 E. Golf Road on a lot with a lot frontage of 50 feet where a minimum lot frontage of 75 feet is required. This property contains a one-story, 5,332-square-foot building setback roughly 100 feet from Golf Road with a surface parking lot and two accessory structures in the rear yard measuring 2,919 square feet and 539square feet as shown in the attached Plat of Survey. The L-shaped subject property is located along Golf Road and is positioned behind an existing Nicor Gas service location also located at 1285 E. Golf Road under PIN 09-17-200-046-0000. The property is accessed from Golf road next to the Nicor Gas service station where the property width measures 50 feet. There is an existing wood pole sign that appears to be installed within the public right-of-way along Golf Road as shown in the attached Existing Conditions. Given the existing building's large setback from Golf Road and the existing development on the adjoining parcel at PIN 09-17-200-046-0000, the existing pole sign serves as the only source of identification along Golf Road for the building and its tenants.

The petitioner is requesting the replacement of the existing pole sign, as the pole sign is in disrepair and does not sufficiently identify the businesses in the building for motorists traveling along Golf Road. Please see the Project Narrative for additional information. The petitioner proposes to replace the existing pole sign with a 7.25-foot-tall by 8-foot-wide enclosed pole sign structure with an overall height of 16.25 feet, including a 3-foot-tall by 8-foot-wide electronic message board (EMB) component as shown in the attached Sign Plan. The Zoning Ordinance allows for pole and monument signs to include one EMB sign component so long as this component does not exceed 50 percent of the total sign. As the EMB component yields 24 square feet and the total proposed sign area is 58 square feet, this code requirement is met. The petitioner is also proposing to install a 3-foot-wide landscape bed around the base of the new pole sign as required by the zoning ordinance as illustrated in the attached Landscape Plan.

However, pursuant to Section 12-11-6(B) of the Zoning Ordinance, a maximum of one pole sign is permitted for lots having more than 75 feet of street frontage on a single street or highway. The petitioner's request to construct a pole sign located along a street frontage of less than 75 feet constitute the need for a major variation.

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. The PZB may use staff comments, the petitioner's response, or state their own comments as rationale for its decision, but if recommending approval, the Board should make statements in the affirmative for how the request would meet the standards.

- 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: Carrying out the strict letter of this title would create a particular hardship for the petitioner given that there is limited visibility of the subject property from Golf Road. The removal of the existing pole sign without a new sign could further limit the identification of the building along Golf Road. The subject building is considerably set back from Golf Road and the petitioner is requesting a new pole sign to increase visibility of the business within the building and the property as a whole.

- 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's location behind one other lawfully established lot with a narrow driveway entrance creates a unique physical condition when viewing the property from Golf Road. The property located directly between the subject property and Golf Road is developed with a structure and enclosure, which restricts the view of the subject property from Golf Road. The subject lot is also uniquely shaped with the narrow driveway entrance, which not only limits motorist and pedestrian views of the property but also limits space for signage. Thus, the allowance of the variation would assist in reducing the physical constraints of the subject property and provide much needed visibility, especially for the deliveries associated with this property.

- 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 hardship was not created by the petitioner or building owner and cannot be corrected without the approval of the requested variation.

- 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 property owner may be denied the right to replace or improve an existing pole sign without the approval of the requested variation. Given the abnormal shape of the property, the limited space for signage in accordance with all regulations, and limited visibility of the property, the petitioner would be unable to effectively advertise businesses operating out the building. The lack of a sign in this location could make it difficult to locate the property in a safe and reasonable manner.

- 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 granting of this variation would not provide the property owner with any special privilege or right and is not sought to provide the property owner with economic gain as many of the surrounding commercial buildings do not have visual obstructions or unique physical conditions comparable to the subject building.

- 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 proposed wall signage would be in harmony with the general purposes of this title and would be compatible with the general purpose and intent of the comprehensive plan. The replacement of the existing pole sign would improve to the entrance of the property from aesthetic and functional standpoint.

- 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: The granting of the variation is the only remedy to the existing street frontage length of the existing pole sign without creating additional hardship for 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 granting of these variation is the minimum relief necessary to alleviate the hardship for the petitioner. The petitioner wishes to remove the existing pole sign and replace it with a new pole sign in conformance with all other zoning regulations.

PZB Procedure and Recommended Conditions: Under Section 12-3-6(G)(2) (Procedure for Review and Decision for Major Variation) 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 at 1285 E. Golf Road. 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 findings of fact, as specified in Section 12-3-6(H) (Standards for Variation) of the Zoning Ordinance. If the PZB recommends and City Council ultimately approves the request, staff recommends the following conditions:

1. That all appropriate building permit documents and details are submitted as necessary for the proposed pole sign. All permit documents shall be sealed and signed by a design professional licensed in the State of Illinois and must comply with all City of Des Plaines building codes.
2. The pole sign is designed, positioned, and utilized to meet all applicable City of Des Plaines codes.

Attachments:

- Attachment 1: Project Narrative
- Attachment 2: Petitioner's Responses to Standards for Variation
- Attachment 3: Location/Zoning Map
- Attachment 4: Plat of Survey
- Attachment 5: Site Plan
- Attachment 6: Sign Plan
- Attachment 7: Landscape Plan
- Attachment 8: Site and Context Photos



AUTOKRAFTERS OF DES PLAINES

1285 Golf Road
Des Plaines, IL 60016
(847) 298-1922 • FAX (847) 824-1819

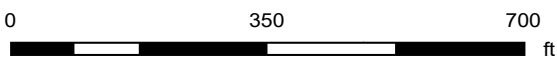
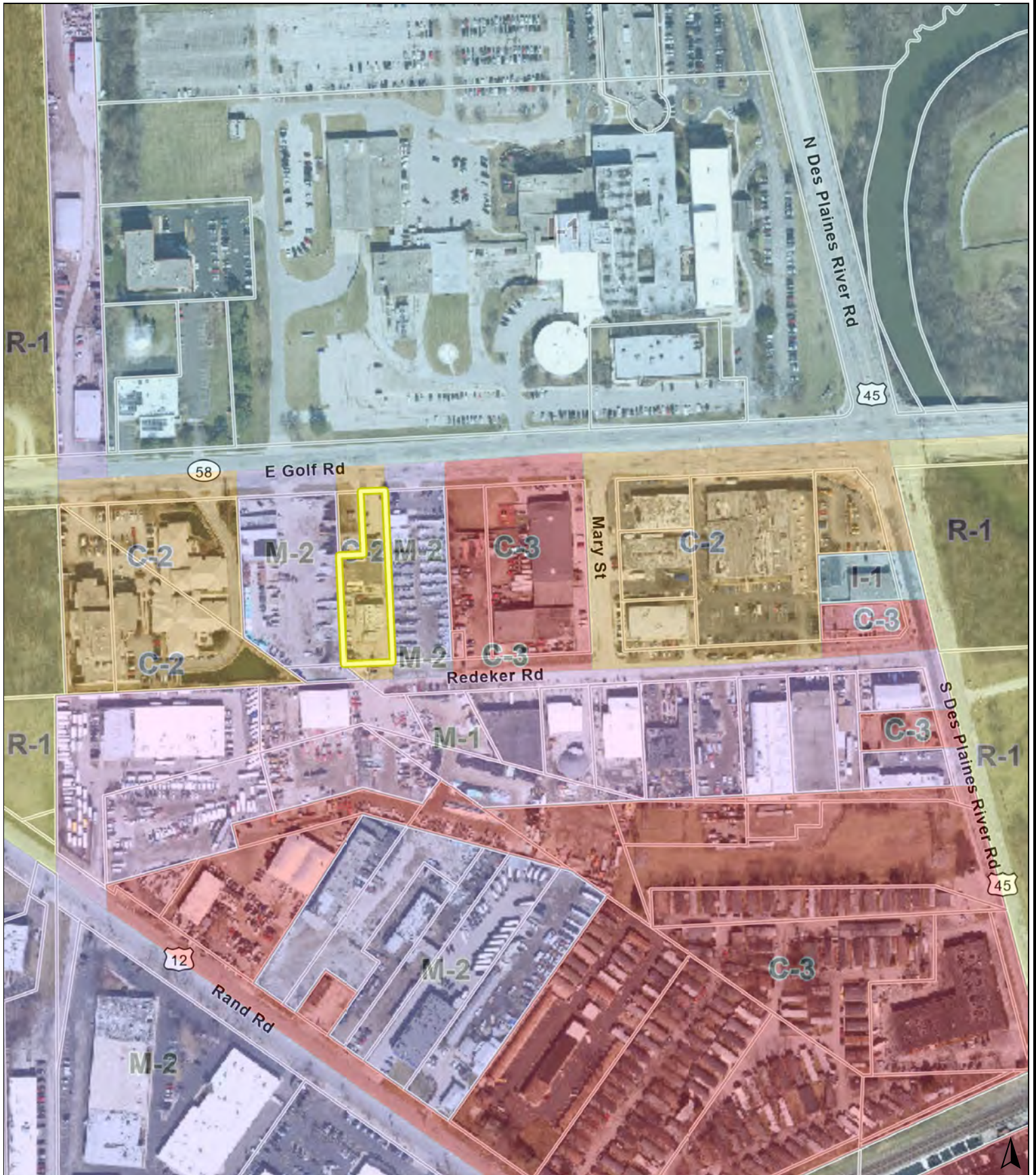
Project Narrative 4/27/2022

We would like to have a new street side sign installed on Golf Road. Removal of our old sign would also need to take place. Our old sign is not up to date and dilapidated. As a body shop it is essential that we have a nice sign to bring in more attention and potential customers to our business.

Ernie Woelner

STANDARDS OF VARIATION

1. For AutoKrafters of Des Plaines to adhere to the strict letter of the City of Des Plaines Code would be a hardship due to the said property at 1285 E Golf Rd. only having 50 feet of frontage along Golf Rd.
2. The unique Physical Condition at 1285 E Golf Road is due to an area of frontage taken by Nicor Gas for a metering station setback off Golf Rd many years before property was purchased.
3. The current physical condition is not the result of any action, inaction or self creation by Autokrafterers of Des Plaines. The structures and current layout and footprint have been in existence for a significant amount of time prior to the current ownership of the property.
4. Without the approval of the requested variance, Autokrafterers of Des Plaines would be unable to put up a sign in front of property, which will deprive Autokrafterers of substantial rights to advertise and market the business to all traffic East and Westbound on Golf Rd.
5. Autokrafterers hardship is more than special privilege or loss of an additional right, Autokrafterers will be deprived of acquiring new customers and marketing the potential customers driving East and West on Golf Rd. The sign also acts as a visible landmark for customers already coming into. Autokrafterers.
6. Autokrafterers title, plan purpose and variation request for an entrance way pole sign will be in harmony with the current use and purpose Autokrafterers has made of 1285 E Golf RD and the business operations currently located there.
7. Autokrafterers has no other means available to it other than the requested variation, so Autokrafterers can put up a new sign.
8. Autokrafterers variance request constitute the bare minimum relief needed for the installation of a new sign at 1285 E Golf RD.



Print Date: 5/19/2022

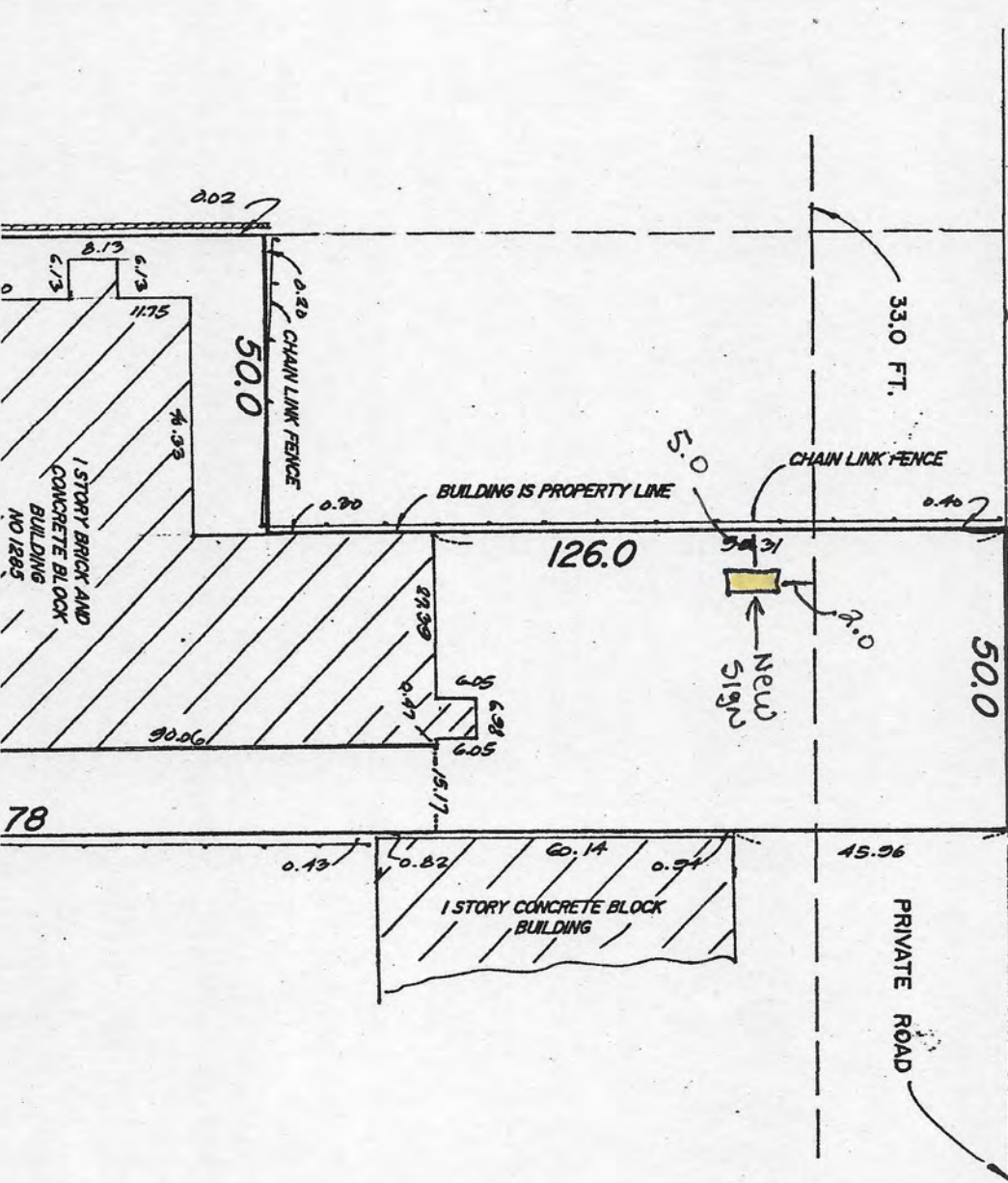
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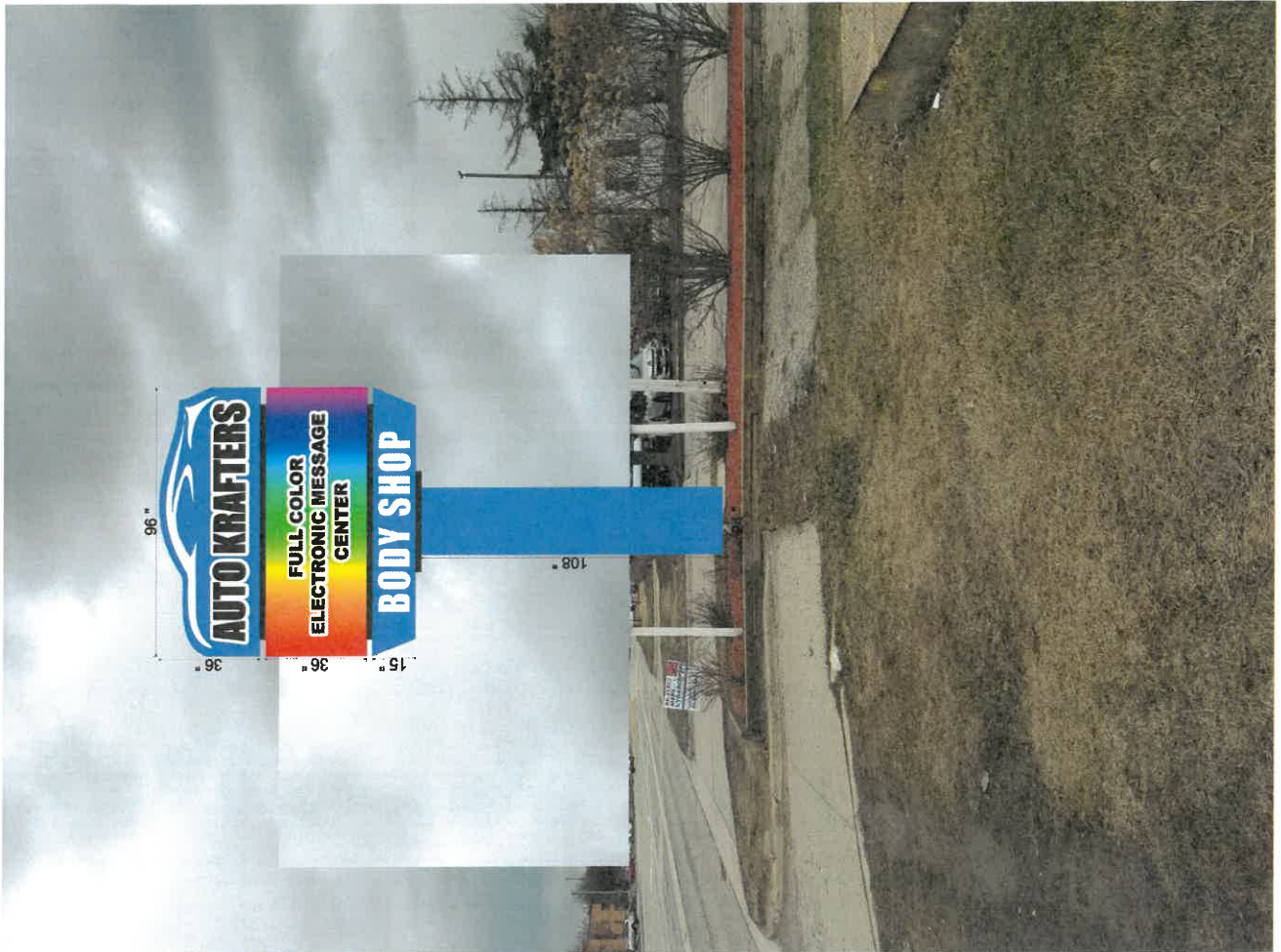
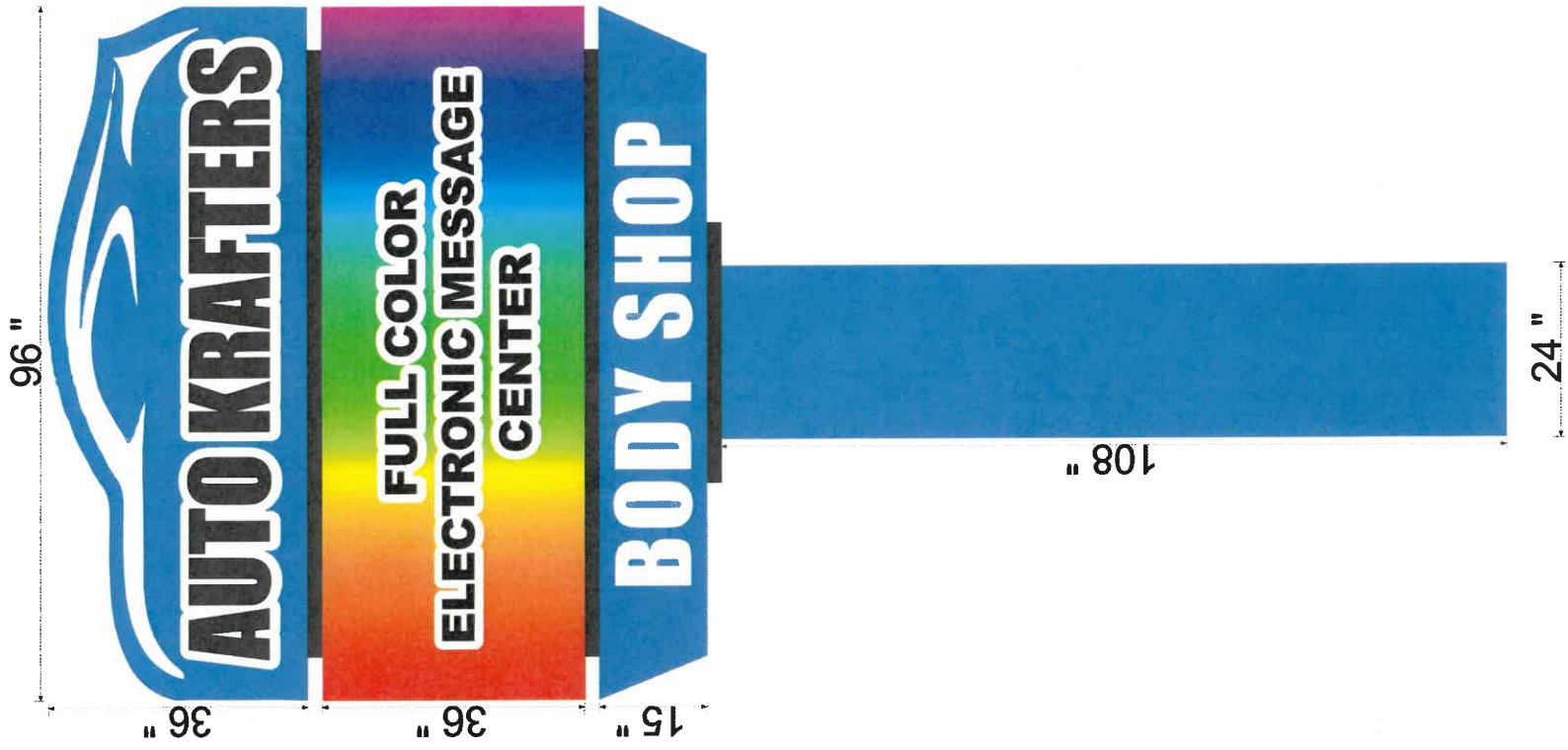
Disclaimer: The GIS Consortium and MGP Inc. are not liable for any use, misuse, modification or disclosure of any map provided under applicable law. This map is for general information purposes only. Although the information is believed to be generally accurate, errors may exist and the user should independently 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.

Subdivision of Lot Six (6) and Lot Seven (7); except the South 4 acres thereof; In Redecker Estate Subdivision of parts of Sections 8, 9, 16 and 17, Township 41 North, Range 12, East of the Third Principal Meridian.

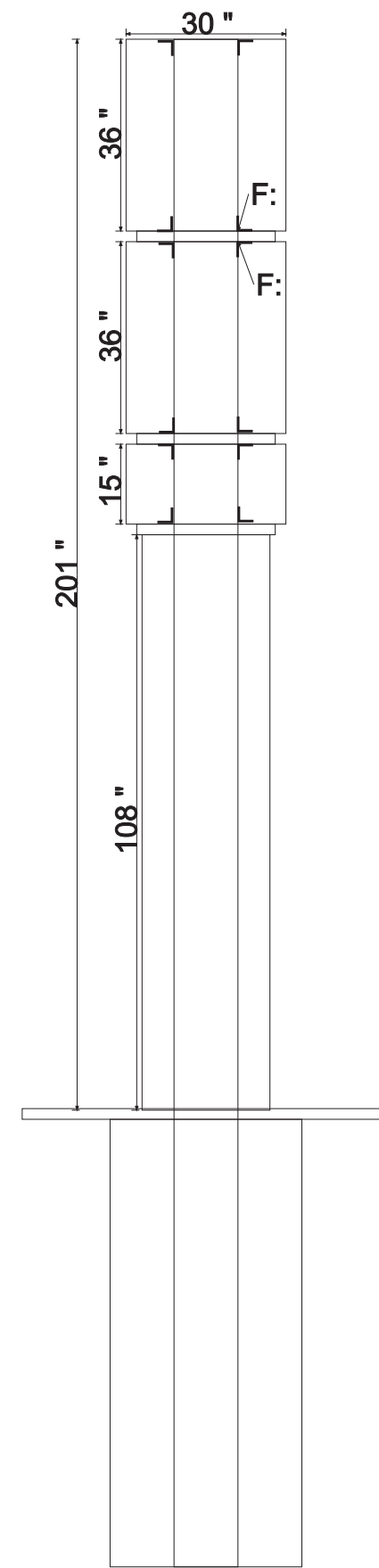
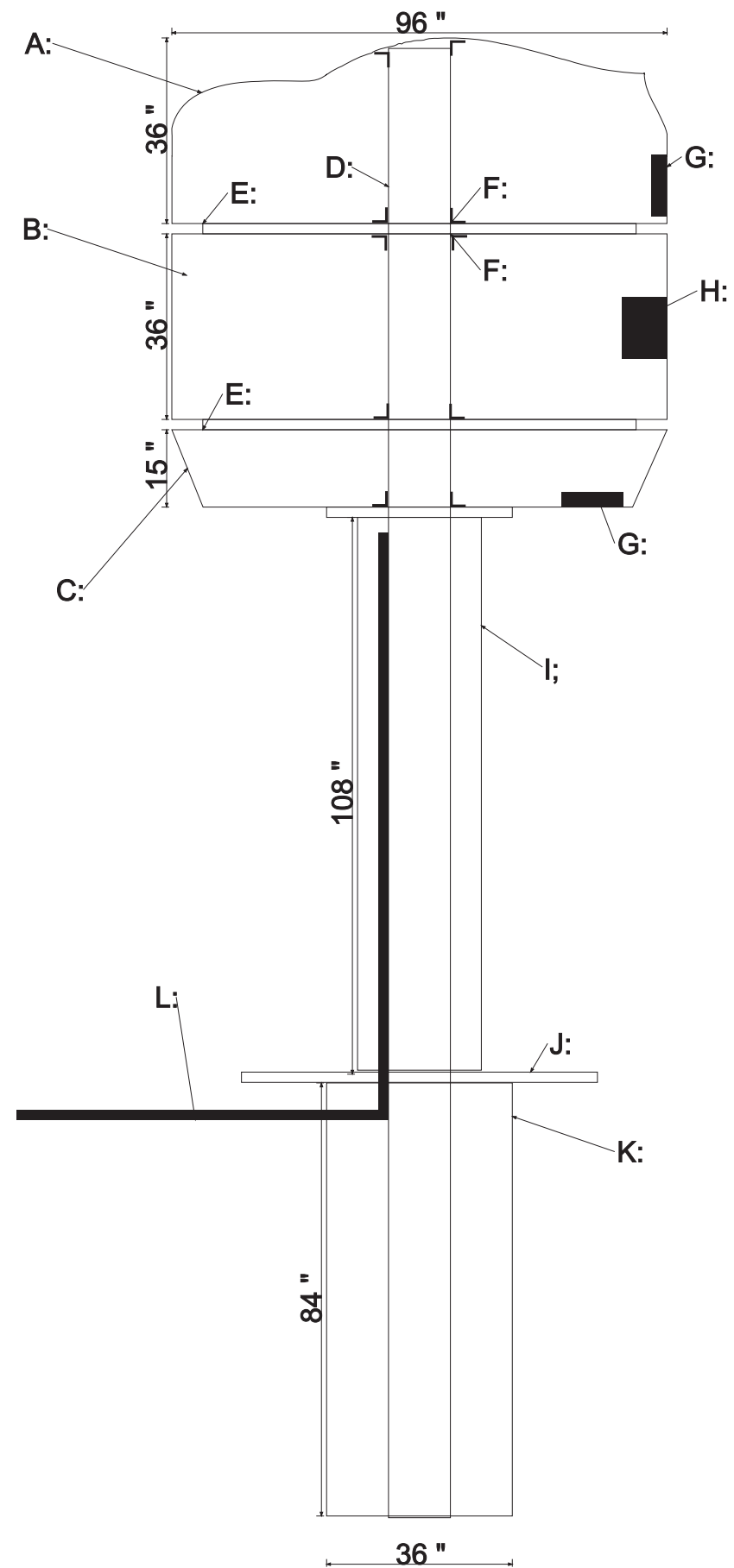
GOLF

ROAD





- A: 96" X 36" X 30" DOUBLE FACE SIGN CABINET
FRAMED WITH 2" X 2" X 3/16" ALUMINUM ANGLE
IRON. CABINET AS PER LOGO SHAPE WRAPPED
WITH .080 ALUMINUM.**
- B: 96" X 36" X 30" DOUBLE FACED ELECTRONIC
MESSAGE CENTER 10 MM FULL COLOR. FRAMED
WITH 2" X 2" X 3/16" ALUMINUM ANGLE IRON.
CABINET WRAPPED WITH 0.80 ALUMINUM.**
- C: 96" X 15" X 30" DOUBLE FACED SIGN CABINET
FRAMED WITH 2" X 2" X 3/16"**
- D: 12" ROUND STEEL POLE 3/8" WALL
DIRECT BURIED WITH CONCRETE FOUNDATION
5 BAG MIX 3500 P.S.I.**
- E: ALUMINUM REVEAL / SEPARATION PANEL
0.63 ALUMINUM FRAME WORK CONSTRUCTED
WITH 2" X 2" X 1/4" ALUMINUM SQUARE TUBE**
- F: 2" X 2" X 3/16" STEEL SADDLE SUPPORTS
BOLTED THRU CABINET AND WELDED TO
MAIN SUPPORT POLE.**
- G: 60-WATT POWER SUPPLY FOR LED ILLUMINATION**
- H: 240 V- TWO 20AMP DOUBLE POLE POWER AND
CONTROLLER PANEL TO OPERATE ELECTRONIC
MESSAGE CENTER.**
- I: 2' X 2' X 8' ALUMINUM POLE COVER WITH 2" X 2" X 3/16"
ALUMINUM ANGLE, BOLTED TO 0.63 ALUMINUM
SECURED TO SUPPORT POLE AND CABINET**
- J: GRADE**
- K: 3500 P.S.I CONCRETE FOUNDATION WITH REBARB
SUPPORT.**
- L: POWER FROM BUILDING.**





1285 Golf Rd – Public Notice & Front of Existing Building



1285 Golf Rd – Looking West at Existing Pole Sign



1285 Golf Rd – Looking South at Front of Existing Building



1285 Golf Rd – Looking South at Existing Parking Lot



MEMORANDUM

Date: May 19, 2022
To: Planning and Zoning Board (PZB)
From: Jonathan Stytz, AICP, Senior Planner JS
Cc: John T. Carlisle, AICP, Director of Community & Economic Development JC
Subject: Consideration of a Conditional Use Amendment to Expand an Existing Domestic Pet Service Use in the C-3 General Commercial District at 676 N. Wolf Road

Issue: The petitioner is requesting a conditional use amendment to expand an existing domestic pet service use in the C-3 General Commercial District at 676 N. Wolf Road.

Address: 676 N. Wolf Road
Owner: Michael Galante, 945 Forestview Avenue, Park Ridge, IL 60068
Petitioners: Michelle Janczak, 1008 E. Ironwood Drive, Mount Prospect, IL 60056;
Catherine Schilling, 1636 E. Clayton Court, Arlington Heights, IL 60004
Case Number: 22-018-CU
PINs: 09-07-210-046-0000; -047
Ward: #7, Alderman Patsy Smith
Existing Zoning: C-3, General Commercial District
Existing Land Use: Commercial Shopping Center
Surrounding Zoning: North: C-3, General Commercial District
South: C-3, General Commercial District
East: C-3, General Commercial District
West: R-3, Townhouse Residential District
Surrounding Land Use: North: Gas Station (Commercial)
South: Shopping Center/Restaurant (Commercial)
East: Shopping Center (Commercial)
West: Townhouses (Residential)

Street Classification: Wolf Road is classified as a minor arterial.

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

Zoning/Property History: Based on City records, the property was annexed into Des Plaines in 1927. The subject address has been utilized as a Domestic Pet Service since 2017 through a conditional use permit. This conditional use was amended in 2019 to allow for expanded hours of operation including overnight hours for dog boarding and an allowance of up to 30 dogs during the day and up to 10 dogs boarded overnight.

Project Description: The petitioners, Michelle Janczak and Catherine Schilling of Playtime Pup Ranch, are requesting a conditional use amendment to expand an existing domestic pet service use in the C-3 General Commercial District at 676 N. Wolf Road. The business is housed within a tenant space in the Wolf Shopping Plaza, which is generally at the southwest corner of Wolf and Central Roads. The property consists of two parcels totaling 30,930 square feet (0.71 acres) and currently contains an 8,857-square-foot, one-story commercial building with a 182-square-foot outdoor cooler at the rear, 39-space paved parking area to serve the whole center, and a pole sign as shown on the attached Plat of Survey. The subject property is accessed by one curb cut off Wolf. The existing one-story commercial building is set back approximately 92 feet off the east property line (front) along Wolf Road, 25 feet from the west property line (rear), 3 feet off the north property line (side), and 14 feet off the south property line (side).

Playtime Pup Ranch is a dog daycare, pet retail, boarding, and grooming facility that is located in the northern tenant spaces of the shopping center building. The petitioners desire to expand their existing use into the adjoining 1,000-square-foot tenant space to the south of their current location to expand the pet grooming service area, provide a lunch area for employees, and provide an office area for the business owner. The current hours of operation are 6:30 a.m. to 6:30 p.m. Monday through Friday, 8 a.m. to 5 p.m. on Saturday, and closed on Sunday. See the attached Project Narrative for more information. The petitioner is not proposing any enlargements or changes to the exterior of the existing building. However, the proposal does include interior remodeling of the existing and new tenant spaces as shown in the attached Floor Plan of Existing Space and Floor Plan of New Space, which include details of the layout and use of the existing business and proposed floor plan of the new tenant space. Given that the tenant spaces in question are located within a shopping center, Section 12-9-7 of the Zoning Ordinance requires a minimum of one parking space for every 1,000 square feet of gross floor area. Thus, a total of 27 parking spaces are required, which is satisfied by the existing parking spaces available.

The dog daycare, boarding, and grooming activities fall within the domestic pet service use, defined in Section 12-13-3 of the Zoning Ordinance as an establishment where the grooming of domestic animals, the accessory sale of miscellaneous domestic pet food and other items, and the temporary boarding of domestic animals is permitted. The subject property is located in the C-3 district and a domestic pet service use requires a conditional use in this district. The current conditional use for a domestic pet service will need to be amended to allow Playtime Pup Ranch to expand into the new tenant space.

Conditional Use Findings: Conditional use requests are subject to the standards set forth in Section 12-3-4(E) of the Zoning Ordinance. The PZB may use the staff comments below or the attached petitioner responses as its findings, or the Board may adopt its own:

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

Comment: The proposed principal use is classified as a domestic pet service use. A domestic pet service use is a conditional use as specified in Section 12-7-3 of the Zoning Ordinance.

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

Comment: The subject property is a multi-tenant building with available commercial space. The proposal would repurpose available space to provide additional capacity of pet boarding and grooming services for residents.

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 expanded domestic pet service use would utilize the existing building and site, which is harmonious with the surrounding commercial development to the east, north, and south of the property. As the domestic pet service use is already operational at this location, the expansion of this use would not change the character or impact of the site on the surrounding region.

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

Comment: The expanded domestic pet service use would not be hazardous or disturbing to the existing neighboring uses. Instead, the proposal will improve an underutilized portion of the existing commercial building that is self-contained inside a building and will not detract or disturb surrounding uses in the area. The expanded domestic pet service use is not anticipated to be hazardous or disturbing to existing neighborhood 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 subject property is an interior lot with direct access to essential public facilities and services. Staff has no concerns that the expansion of the existing domestic pet service use will be adequately served with essential public facilities and services.

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 expanded domestic pet service use would neither create a burden on public facilities, nor would it be a detriment to the economic well-being of the community. The expansion of the existing use could help the existing business grow and promotes business retention of surrounding commercial areas.

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: All activities for the expanded domestic pet service use will continue to take place inside, reducing any noise, smoke fumes, light, glare, odors, or other concerns. The existing development and site improvements currently do not project adverse effects on the surrounding properties.

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 use will not create an interference with traffic on surrounding public thoroughfares as access is from an existing street. The proposal will not alter the existing access point or add any curb cuts to the existing property.

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 already developed so the expanded domestic pet service use would not result in the loss or damage of natural, scenic, or historic features. Instead, the petitioner is repurposing available space in an existing shopping center in an effort to provide additional capacity of services to the city.

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

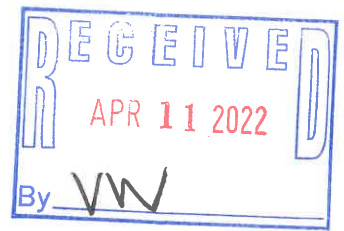
Comment: The expanded domestic pet service use will comply with all applicable requirements as stated in the Zoning Ordinance.

PZB Procedure and Recommended Conditions: Under Section 12-3-4(D)(3) (Procedure for Review and Decision of Conditional Uses), the PZB has the authority to recommend that the City Council approve, approve subject to conditions, or deny the above-mentioned conditional use request for 676 N. Wolf Road. 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 12-3-4(E) (Standards for Conditional Uses) of the Zoning Ordinance. Staff does not recommend any conditions with this request.

Attachments:

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



April 8, 2022

Playtime Pup Ranch, LLC, a Dog Daycare, Pet Retail, Boarding and Grooming facility that opened our doors in our hometown of Des Plaines November 10th, 2018.

We have survived a pandemic which hit immediately right when we were starting to build our business up about 2 years after we opened. Since then, we are growing rapidly and the need and request to expand our operation has become a necessity. We are asking for the 1000 sq ft space next door to us at 672 N Wolf Rd attached to our current location to move our current grooming room over, provide a lunch area for the employees, and a work desk for the owner. This will allow us to use our current grooming area and take more dogs at our current location and accommodate our clientele, grow our business and revenue.

If we are granted the space next door for our expansion, we will be able to continue our passion and love for our furry family members, amazing clients and share our clientele to our neighboring business's that we have brought so much revenue to over the past several years.

Cathy Schilling and I are excited for our continued growth in our venture.

Sincerely,

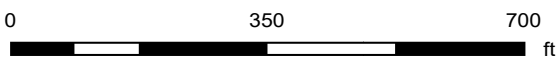
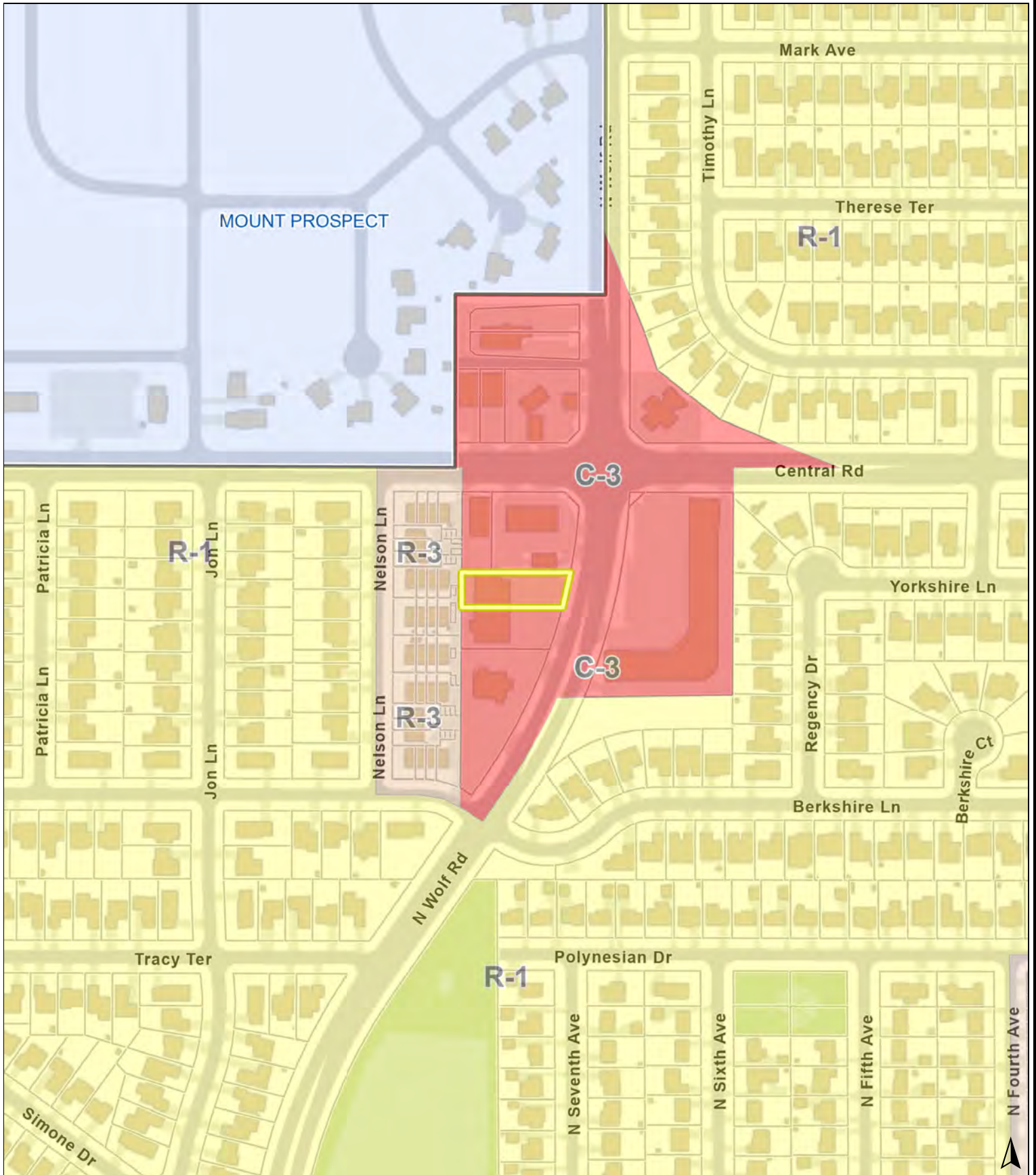
Micky Janczak

Owner

Answer's to Standards for Conditional Uses

1. Yes, this business is already established within the specific zoning district and complies with all city zoning.
2. We are already an established business since November 10th of 2018. We are looking to expand next door. This will remain in accordance with the city's objectives and comprehensive plan and title.
3. We are an established business in this location at 676 N Wolf Rd since we opened our doors November 10th, 2018. We are looking to expand to the attached space next door at 672 N Wolf Rd. It is 1000 sq ft and we are moving our grooming over there and a desk for an office. Appearance will remain the same.
4. We are an established business since November 10th, 2018, when we opened our doors. We are only moving our grooming room over to the space next door in which we already have established in our current location. We are very respectful to our neighbors and use no hazardous materials nor disturbing any neighbors. We have been a respectful business with no complaints, and we are in good standing with our neighbors.
5. As being already established there will be no changes in any public services or facilities.
6. This is an established business in a strip mall, and we are only looking to expand in the attached 1000sq ft space next door and it will not change any requirements needed from public services and facilities.
7. No, this is an established business, and we are only moving our grooming room over to the space in question. This will not affect the general welfare of the area.

8. This expansion will not change or interfere with traffic on the surrounding thoroughfares.
9. The proposed conditional use does not result in the destruction, loss, or damage of a natural, scenic, or historic feature of major importance. Again, we are only moving our current grooming room over to the new space.
10. All regulations will remain in the current compliance with this simple expansion.



Print Date: 5/19/2022

Notes

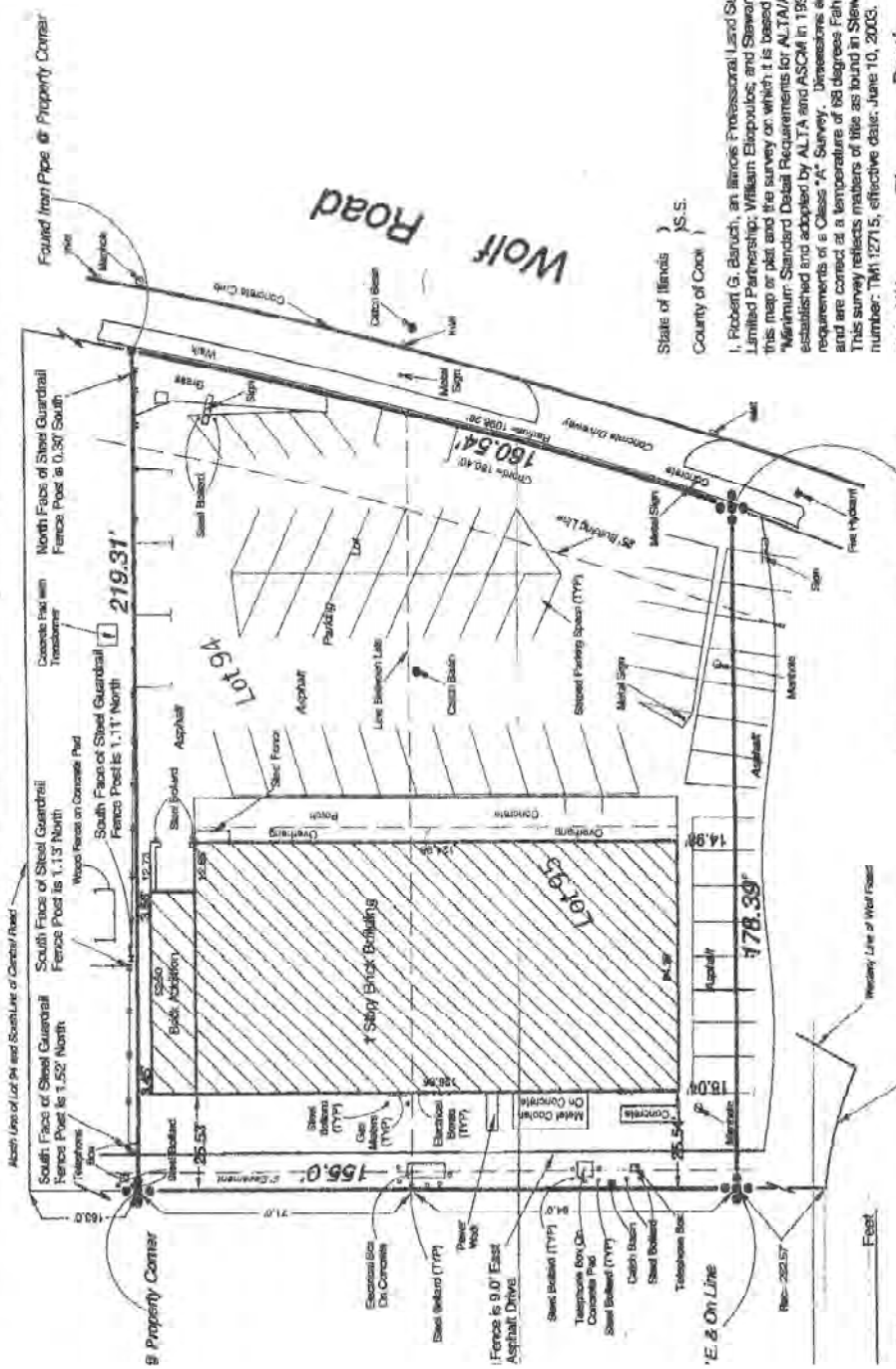
Disclaimer: The GIS Consortium and MGP Inc. are not liable for any use, misuse, modification or disclosure of any map provided under applicable law. This map is for general information purposes only. Although the information is believed to be generally accurate, errors may exist and the user should independently 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.

Phone (773) 631-5285
 Fax (773) 792-0679
 Central@aol.com

ALTA/ASCM Land Title Survey

Central Survey Company, Inc.
 Legal Description

Lot 94 (except the North 163 feet thereof as measured on the West line of said Lot 94) and the North 84.0 feet of Lot 95, as measured on the West line of said Lot 95, in Gleich's Prospect Ridge, being a Subdivision in the Northeast 1/4 of fractional Section 7, Township 41 North, Range 12 East of the Third Principal Meridian, according to the plat thereof registered in the Office of the Registrar of Titles of Cook County, Illinois, recorded June 10, 1958 as Document Number LR1800310, in Cook County, Illinois Commonly known as: 666-678 Wolf Road, DesPlaines, Illinois Area of Land Described: 31,164.67 Sq. Ft.

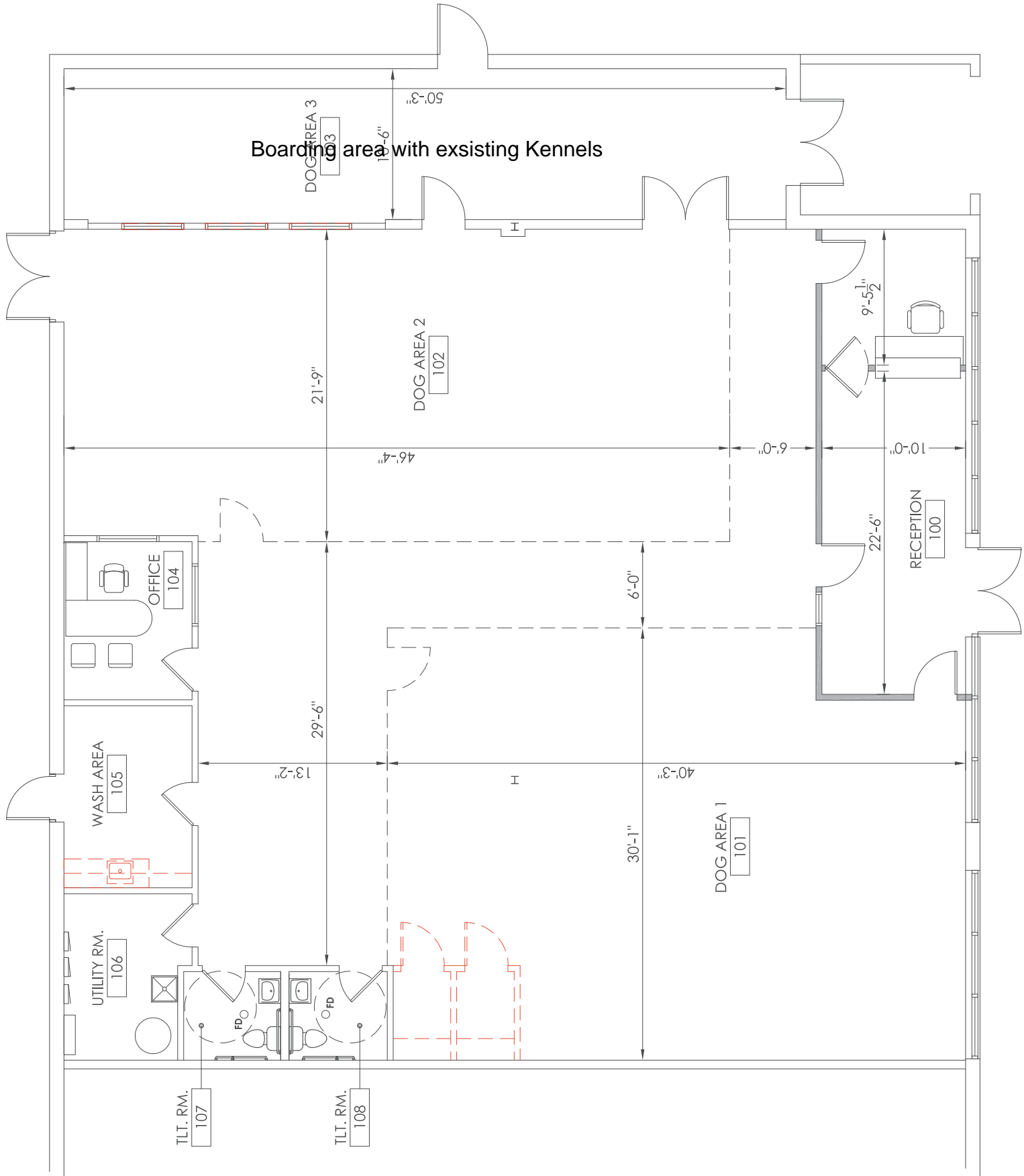


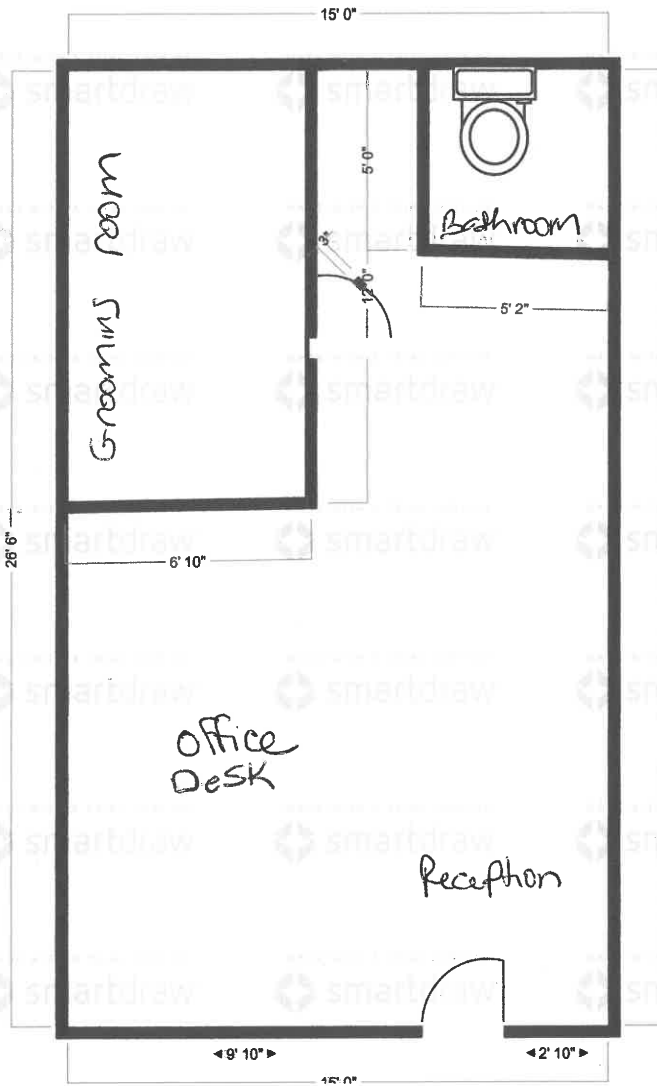
State of Illinois } S.S.
 County of Cook }
 I, Robert G. Baruch, an Illinois Professional Land Surveyor, do hereby certify to JMG Limited Partnership, William Elapoulos, and Stewart Title Insurance Company that this map or plat and the survey on which it is based were made in accordance with the Minimum Standard Detail Requirements for ALTA/ASCM Land Title Surveys, jointly established and adopted by ALTA and ASCM in 1998 and meets the accuracy requirements of a Class "A" Survey. Measurements are shown in feet and hundredths and are correct to a tolerance of 1/1000 of the measured distance.
 This survey reflects matters of title as found in Stewart Title Insurance Company, file number: TM 12715, effective date: June 10, 2003.
 Dated this 7th Day of July 2003

Robert G. Baruch
 Robert G. Baruch, Illinois Professional Land Surveyor

Set Center of S.P.K. Nails @ Property Corner

Scale
 is plat. Compare all points
 & once. For building
 tract and local landmarks.























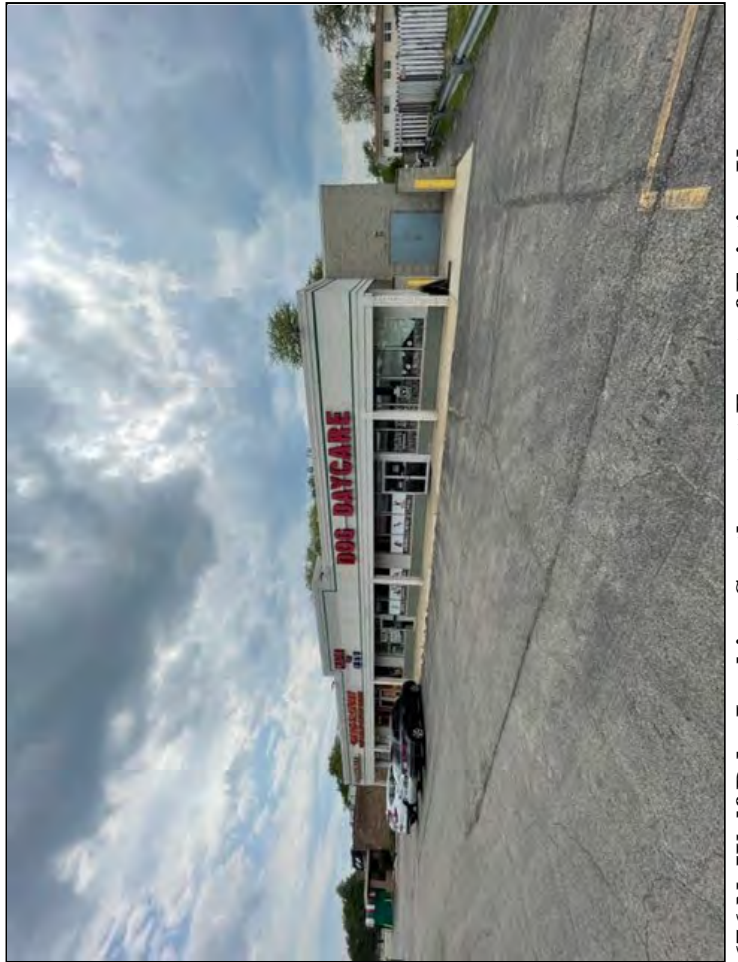




676 N. Wolf Rd – Public Notice & Front of Subject Property



676 N. Wolf Rd – Looking Northwest at Parking Lot & Building



676 N. Wolf Rd – Looking Southwest at Front of Existing Use



676 N. Wolf Rd – Looking Northwest at Front of Existing Building

MEMORANDUM

Date: June 9, 2022

To: Planning and Zoning Board (PZB)

From: John T. Carlisle, AICP, Director of Community and Economic Development *JTC*

Cc: Peter Friedman, Elrod Friedman, General Counsel
Stewart Weiss, Elrod Friedman, General Counsel

Subject: **Proposed Mixed-Use Residential, Commercial, and Parking Development at Graceland and Webford Avenues (622 Graceland, 1332-1368 Webford):**
Zoning Map Amendment and Tentative Plat of Subdivision

Update: At its May 24, 2022 meeting, the PZB closed a public hearing, which began on April 12 and was continued to May 10 and May 24, regarding Petitioner 622 Graceland Apartments LLC's Map Amendment request for the subject property. The Board is also considering a Tentative Plat of Subdivision under Title 13 of the City Code. The Petitioner withdrew their request for variations before the May 24 continuation. On May 24 the Board voted 6-1 to continue its deliberation and defer its final votes to June 14 so that staff could specifically address the various standards for Site Plan Review for the Board's consideration. While discussion of various standards occurs throughout the staff memo and attachments, beginning on Page 15 the Board will find a "Standards for Site Plan Review" section inserted. Similar to its consideration of the findings for Map Amendments, the Board may use and adopt the Site Plan Review comments as written as its evaluation and findings, adopt with modification, or create its own.

In addition, the May 20, 2022 memo incorrectly identified the timing of Site Plan Review, which is intrinsic to Map Amendments and therefore is conducted at this time instead of at the time of building permitting. The "PZB Recommendation and Conditions" section at the end of this memo has been edited accordingly and also clarifies guidance to the Board. Regarding attachments, Attachment 16 contains a site lighting diagram, which is part of the record from the April 12 proceeding. Attachment 17 is a submission of proposed Findings of Fact regarding Map Amendments and Site Plan Review by the opposition (Hansen and Rominski, 1339 and 1333 Webford Avenue, represented by Mark W. Daniel and Lawrence E. Thompson).

Background: At its April 12, 2022 meeting, the PZB began a public hearing to consider the following requests: (i) a Map Amendment (rezoning) under Section 12-3-7 of the Zoning Ordinance, from the existing C-3 General Commercial District to the C-5 Central Business District; (ii) variations under 12-3-6 of the Zoning Ordinance related to location and design of off-street parking and loading; and (iii) a Tentative Plat of Subdivision to consolidate three lots of record into one (Subdivision Regulations, Title 13 of City Code). The Board heard presentation and testimony from the petitioner and members of the public. Because of substantial input received, the Board voted unanimously to continue the hearing until May 10, 2022. Between April 12 and May 10, the petitioner submitted a written request to continue the hearing to May 24

to provide additional time to undertake a number of design changes in the submittal and to accommodate staff review and preparation of materials for the continued hearing. On May 10, the hearing was opened, members of the public were afforded the opportunity to comment, and the Board ultimately voted 5-1 to continue the hearing to May 24, 2022. The petitioner has since revised various components of the submittal:

- The previously proposed 16 surface *off-street* parking spaces and one *off-street* loading space have been removed; as a result, per the revised Project Narrative the petitioner is withdrawing the request for variation. The matters for the Board’s consideration are now (i) Map Amendment and (ii) Tentative Plat of Subdivision.
- Revised plans illustrate an approximately 3,400-square-foot park/green space area directly south of the proposed parking garage. This park area, while proposed on private property, is designated on the Tentative Plat of Subdivision to be reserved for public use, to be maintained by the property owner.
- As part of the petitioner’s required public improvements, five parallel *on-street* parking would be provided at the north curb of a newly widened segment of Webford Avenue. An on-street loading area is also shown. These are designed to augment the 179 indoor garage spaces, which are unchanged from the submittal for the initial hearing.
- The traffic study by Eriksson Engineering Associates has been updated to reflect the new circulation pattern and to provide additional data, including direct traffic counts between April 20-27, 2022.
- A knee wall was added along the south elevation intended to block potential headlights from parked vehicles in the garage from being visible from properties on the south side of Webford.
- Additional building openings and fenestration have been created along the west elevation: glazing (residential unit windows facing west) on Levels 5, 6, and 7; scrim (metal screen) at the northwest corner, wrapped around from the north elevation; and an opening for pedestrians at the southwest corner designed to provide a pathway between, for example, the building at 1330 Webford and public parking spaces in the proposed garage.
- A sun study is provided to show the shadow cast by the proposed building at different times of year.

The following report and several attachments have been updated to reflect the revised requests. For administrative consistency, the “V” remains in the case number, but variation is no longer being pursued.

Issue: To allow a proposed mixed-use residential, commercial, and parking development, the petitioner is requesting a Zoning Map Amendment and a Tentative Plat of Subdivision.

Owners: Wessell Holdings, LLC (622 Graceland, 1368 Webford) and City of Des Plaines (1332 Webford)

Petitioner: 622 Graceland Apartments, LLC (Compasspoint Development; Principal: Joe Taylor)

Case Number: 21-052-MAP-TSUB-V

PINs: 09-17-306-036-0000; 09-17-306-038-0000; 09-17-306-040-0000

Ward: #3, Alderman Sean Oskerka

Existing Zoning: C-3 General Commercial (proposed C-5 Central Business)

Existing Land Use and History: The principal building at 622 Graceland is currently the headquarters of the Journal & Topics newspaper. According to the Des Plaines History Center, the building was constructed as a Post Office in 1940-1941, most likely under the Works Progress Administration (WPA).

A smaller accessory building is also part of the Journal & Topics property. At 1332 Webford is a 38-space surface parking lot owned by the City of Des Plaines and used for public parking, both time-limited (14 spaces) and permit-restricted (24 spaces).

Surrounding Zoning: North: Railroad tracks; then C-3 General Commercial District
South: C-3, General Commercial / R-1 Single-Family Residential Districts
East: C-5, Central Business District
West: C-3, General Commercial District

Surrounding Land Use: North: Union Pacific Railroad (Metra UP-Northwest Line); then a pharmacy
South: Commercial building (850 Graceland), United Methodist Church parking lot, single-family detached home in commercial district (1347 Webford), single-family detached homes in residential district (1333 and 1339 Webford)
East: Mixed-use residential and commercial (Bayview-Compasspoint project under construction at 1425 Ellinwood)
West: Commercial building (1330 Webford), followed by multiple-family dwelling (1328 Webford)

Street Classification: Graceland Avenue is an arterial, and Webford Avenue is a local roadway.

Project Summary:

Overall

Petitioner 622 Graceland Apartments LLC (Joe Taylor, Compasspoint Development) proposes a full redevelopment of a just-less-than-one-acre zoning lot (43,500 square feet) at the northwest corner of Graceland Avenue and Webford Avenue. The proposed project would be a mix of residential and commercial space with indoor and outdoor parking. A proposed 82-foot-tall building would contain 131 multiple-family dwelling units – 17 studios, 103 one-bedrooms, and 11 two-bedrooms – on the third through seventh floors. Approximately 2,800 net square feet of an open-to-the-public restaurant and lounge would occupy portions of the first (ground) and second floors. Proposed resident amenities are a coworking office space, a fitness area, lounges and meeting rooms, a club room with bar, a multimedia/game lounge, a dog run and dog wash, indoor bike parking, and an outdoor swimming pool and recreation deck. The proposed building in all is approximately 187,000 square feet.

The project includes a 179-space indoor parking garage. These 179 spaces are intended to fulfill the *off-street* parking minimum requirements for the residential units and the restaurant-lounge (154 spaces), as well as create a supply of public parking to partially replace the current 1332 Webford public

lot. The segment of Webford alongside the subject property is proposed to widen to a general distance of 28 feet from curb to curb within existing public right-of-way, except for an area where on-street parallel parking is proposed, in which case the curb-to-curb area is 35 feet: 28 feet for the two-way traffic lanes and 7 feet for parking spaces. The total of off-street and on-street parking proposed is 184 spaces, with an on-street loading area. With the consent of the property owners, the petitioner is seeking zoning and subdivision approvals.

Request Summary:

Map Amendment

To accommodate the multiple-family dwelling use above the first floor, as well the proposed building’s desired bulk and scale, the petitioner is seeking a Map Amendment (rezoning) from the C-3 General Commercial District to the C-5 Central Business District. C-5 zoning exists on the east side of Graceland but currently is not present west of Graceland. The zoning change is essential for project feasibility, so the staff review of the project is based on C-5 allowances and requirements. Table 1 compares selected use requirements, and Table 2 compares bulk requirements, each focusing on what the petitioner is proposing as well as how the districts differ in what is allowed at the subject property. The C-3 district is generally more permissive from a *use* standpoint, and the C-5 district is more permissive from a *bulk* standpoint.

Table 1. Use Regulations Comparison, Excerpt from Section 12-7-3.K

Use	C-3	C-5
Car wash	C	--
Center, Childcare	C	C ¹⁰
Center, Adult Day Service	C	C ¹⁰
Commercial Outdoor Recreation	C	--
Commercial Shopping Center	P	--
Consumer Lender	C	--
Convenience Mart Fueling Station	C ⁴	--
Domestic Pet Service	C ^{11,12}	--
Dwellings, Multiple-Family	--	P³
Leasing/Rental Agents, Equipment	C	--
Motor Vehicle Sales	C ⁵	--
Government Facility	--	P
Radio Transmitting Towers, Public Broadcasting	C	--
Restaurants (Class A and Class B)	P	P
Taverns and Lounges	P	P
Offices	P	P
Hotels	P	P

P = Permitted Use; C = Conditional Use required; -- = Not possible in the district at subject property

Notes:

3. When above the first floor only.

4. On sites of 20,000 square feet or more.

5. On sites of 25,000 square feet or more. For proposed sites of less than 25,000 square feet but more than 22,000 square feet, the City Council may consider additional factors, including, but not limited to, traffic, economic and other conditions of the area, or proposed business and

site plan issues in considering whether to grant a conditional use for a used car business of less than 25,000 square feet but more than 22,000 square feet.

10. Except on Miner Street, Ellinwood Street or Lee Street.
11. Outdoor kennels are not allowed.
12. Outdoor runs are allowed.

Table 2. Bulk Regulations Comparison, Excerpt from Section 12-7-3.L

Bulk Control	C-3	C-5
<i>Maximum Height</i>	45 feet	100 feet
<i>Minimum Front Yard¹</i> -Adjacent Residential: -Adjacent Other:	-Setback of Adjacent Residential district -5 feet	-Setback of Adjacent Residential district -Not applicable
<i>Minimum Side Yard</i> -Adjacent Residential: -Adjacent Other:	-Setback of Adjacent Residential district -5 feet if abutting street	-Setback of Adjacent Residential district -5 feet if abutting street
<i>Minimum Rear Yard</i> -Adjacent Residential: -Adjacent Other:	-25 feet or 20% of lot depth, whichever is less -5 feet if abutting street	-25 feet or 20% of lot depth, whichever is less -Not applicable

Notes:

1. With respect to front yard setbacks, "adjacent residential" shall mean when at least 80 percent of the opposing block frontage is residential.

Height Implications

Amending the zoning to C-5 allows for a building up to 100 feet in height. In the public hearing and other proceedings, some public comment has questioned whether the City of Des Plaines Fire Department is capable of adequately serving a proposed 82-foot-tall building at this property. Attached to this report is a memo from the Fire Chief. The memo outlines how Fire staff have consulted with the petitioner as the concept was being designed, how this project would compare to others already built in Des Plaines, and that a 100-foot aerial tower ladder truck is available. From the final paragraph of the memo: "The Fire Department does not have any specific concerns related to the project other than to maintain the standards of construction as well as required fire alarm and sprinkler/standpipe systems." The proposed construction would be reviewed according to all adopted international building and life safety (i.e. fire) codes before a building permit would be issued, and ongoing inspections of the Building Division would be required during construction before occupancy.

The petitioner’s proposed building footprint is based on the C-5 minimum yard requirements. The Graceland lot line is the front lot line, and the Webford lot line is a side lot line. For the 290 feet of the site’s Webford frontage, much of the opposing block is a commercial district, so for this portion, the minimum required yard under C-5 is five feet. For the westernmost portion of the frontage, where the opposing block is zoned residential, the minimum required yard would be 25 feet. The definition of “yard” in Section 12-13-3 establishes that a yard “...extends *along* a lot line and *at right angles* to such lot line...” Under C-5 zoning, there would not be a required yard along the Graceland/front lot

line, nor along the rear lot line – which borders 1330 Webford (“The Dance Building”) – nor along the north/side lot line, which borders the railroad tracks. The required yards exist only from the Webford (south) lot line and are shown in an attached map.

Minimum Floor Area Per Dwelling

The C-5 district regulates density by minimum floor area per unit. The floor plans as part of the submittal show the smallest of the studio/efficiency units at 535 square feet, which would comply with the minimum requirement of Section 12-7-3.H. The smallest one-bedroom would be 694 square feet, which exceeds the minimum 620. With 103 units, the one-bedroom type is by far the most common in the building program, with square footages in the 700s; some are as large as 891. Ranging from 1,079 to 1,128 square feet, the two-bedroom units are well in excess of the minimum 780.

Table 3. Multiple-Family Dwelling Units in the C-5 District

Number of Bedrooms	Minimum Floor Area (Square Feet)
Efficiency dwelling unit (studio)	535
One-bedroom unit	620
Two-bedroom unit	780

Commercial Use: Restaurant-Lounge

At the southeast corner of the building, the petitioner is proposing a bi-level restaurant-lounge, which has access to the public street on the first/ground floor and a second floor that opens to the first. Both restaurants and lounges are permitted in C-5, but the petitioner has described this use as one combined business. Therefore, staff has reviewed based on requirements for a Class A (primarily sit-down) Restaurant. However, note that a walk-up service window is illustrated, as is outdoor seating in the right-of-way. Both of these elements are logical considering the effect of the COVID-19 pandemic on the restaurant business, as they allow for diversified service and revenue. The outdoor seating area has been enlarged in the revised submittal.

The floor plan indicates a kitchen and multiple bar seating areas, as well as different styles of tables and chairs, with the second-floor labeled as a “speakeasy,” giving a glimpse of the envisioned concept. The first floor is demarcated to separate the proposed restaurant area from the first-floor lobby for the residential portion of the development.

Required Off-Street Parking, Public Parking

To fulfill required off-street parking, the petitioner’s submittal is designed with C-5 off-street parking requirements in mind. Generally speaking, C-5 has more permissive ratios than other districts. These reduced requirements are laid out in Section 12-7-3.H.6. (Supplemental Parking Requirements) and reflect that downtown Des Plaines is the densest portion of the City, being well served by sidewalks, bike infrastructure, and public transportation (buses and rail). This leads to a reduced need for parking than in other portions of Des Plaines. The following table lists the uses subject to off-street parking

requirement shows the pertinent ratios under C-5 zoning.

Table 4. Parking Requirements for the Uses Proposed Under C-5 Rules

Use	General Ratio	Required
Efficiency and one-bedroom	One space per unit	120 spaces
Two-bedroom	1.5 spaces per unit	(16.5, rounded to 17 spaces)
Restaurant (Class A)	One space for every 100 sq. ft. of net floor area ¹ or one space for every four seats ² , whichever is greater, plus one space for every three employees ³	17 spaces
Total	-	154 spaces

Exclusive of meeting the minimum off-street parking, the project is also designed to partially replace the existing supply of 38 public spaces at 1332 Webford. Of the 179 proposed off-street garage spaces, there is a surplus of 25 over the minimum zoning requirement. There are also five newly proposed on-street spaces, with one on-street loading space (a designated loading space or area is not required for the development under the Zoning Ordinance, but the petitioner proposes to have a designated area adjacent to the on-street parking.)

Although including public parking spaces in the project would not be specifically required by the Zoning Ordinance under C-5, the petitioner nonetheless must acquire 1332 Webford from the City to accommodate the project. As part of the terms of a sale, the petitioner would accept a requirement to provide public parking on their property. The ongoing development would then be responsible for maintaining the public parking spaces. A requirement that the spaces be reserved for public use would be recorded against the property. The decision to sell 1332 Webford to the petitioner rests solely with the City Council.

Circulation, Mobility, and Traffic

The petitioner has submitted a revised traffic study and report, dated May 11, 2022 and prepared by Eriksson Engineering Associates, Ltd. The report is updated from the initial version of February 22, 2022, and factors in the petitioner’s new proposal for on-street parked vehicles along the Webford frontage. In addition, the revised report is based not only on modeling, projections, and secondary⁴ data collection but also on direct counts that occurred between Wednesday, April 20, 2022, and Wednesday, April 27, 2022

¹ The first 2,500 square feet may be deducted in the C-5 district.

² Fifty-six seats are shown in the floor plan.

³ Nine employees working at a given time in the restaurant/lounge are used as an estimate.

⁴ The engineer referenced Average Annual Daily Traffic (AADT) data, which is made available by the Illinois Department of Transportation. Accessible at: <https://www.gettingaroundillinois.com/Traffic%20Counts/index.html>.

at multiple different locations in the vicinity. Tables showing the traffic volumes at peak hour is on Pages 17-19 of the report.

As with the original report, the study considers the volume/trips and circulation of individual automobiles, public transportation, and non-motorized (i.e. bike and pedestrian) transportation. The report contains data on the existing conditions and the proposed development, and assesses the capacity of the streets in the adjacent vicinity, using Year 2028 as a benchmark. (Traffic reports typically project to a couple of years after anticipated full occupancy.) Further, the study references and considers the anticipated traffic to be generated by the under-construction development at 1425 Ellinwood Avenue.

The report draws from the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition. ITE data are viewed nationally as the urban planning and traffic engineering standard for evaluating how much automobile traffic certain types of uses will generate. The study identifies the uses intended by the petitioner: apartments, restaurant, and lounge. Based on a morning peak hour of 7:15-8:15 a.m. and an afternoon peak hour of 4:30-5:30 p.m. (corrected from the initial report), the study projects 45 total in-and-out automobile movements during a.m. peak and 63 during p.m. peak hour (see Page 8 of the report).

Based on the revised proposed site plan, which includes two driveways perpendicular to Webford that would allow two-way in-and-out traffic from the garage, the study estimates that only 5 percent of inbound and 5 percent of outbound traffic would use the portion of Webford west of the proposed development (i.e. into the residential neighborhood to the west). Unlike the previous submittal, which showed 90-degree perpendicular off-street spaces, on-street parallel (“zero-degree”) spaces are proposed. This alignment will inherently orient parked vehicles to travel west after leaving the development; however, in the attached memo City Engineering takes no issue with the revised traffic report. The City’s engineers believe that 10 percent of inbound and outbound traffic may be more realistic than 5 percent, but the bottom-line difference to the number of automobile movements is quite small in their opinion: “a vehicle or two to the westbound peak hours,” according to the memo.

Webford is still proposed to be widened to 28 feet from curb to curb for the frontage of the development, with approximately 140 linear feet having a curb-to-curb width of 35 feet to accommodate the proposed on-street parking and loading. The existing, narrower width would be retained for Webford west of the property, which should provide a visual cue that Webford west of the development is a local, residential street. An excerpt of the revised report, excluding appendices, is an attachment to this packet⁵. The following conclusions appear on Page 20 of the report: 1. The street network can accommodate the additional traffic from the proposed project and future traffic growth; 2.) The location of the site and the availability of public transportation, walking, and biking will minimize the volume of vehicular traffic generated by the site; and 3.) Access from Webford will have two driveways with one

⁵ The full study is available at desplains.org/gracelandwebford.

inbound and one outbound lane under stop sign control, and can handle the projected volumes. More discussion of the proposed Webford-segment widening is contained under review of the Tentative Plat of Subdivision.

Building Design Review

Since the initial submittal, the petitioner has adjusted various elevations to address input from the initial public hearing, and has added a sun study that illustrates the shadow to be cast on both December 21 and June 21. These adjustments and additions are summarized under “Update” on Pages 1 and 2 of this report. Nonetheless, the Building Design Review requirements under Section 12-3-11 of the Zoning Ordinance will apply. Although Table 1 of the Section lists approved material types for residential buildings and commercial buildings, it does not directly address a mixed-use building or a parking garage. Therefore, staff would consider the first two floors of the building to be subject to the commercial requirements, with Floors 3 through 7 subject to the multifamily residential requirements.

Regarding the first two floors, the submitted plans show a principal entrance on the front of the building, facing Graceland (east elevation). The proposed materials palette consists of a large amount of glazing (glass) on the Graceland elevation, framed by gray brick and accented by other permissible materials such as metal panels. The non-garage portion of the Webford (south) elevation – where the restaurant and lounge would be located – consists of these same elements and ample glazing. The garage portion of the Webford (south) façade is framed by concrete with scrim (screening). Both glass and screen can be considered as windows/opening to satisfy the blank wall limitations on street-facing facades, provided the openings are transparent. Renderings show decorative ivy grown onto the garage scrim. Ivy is not a prohibited wall material, but the ivy areas would inherently reduce the amount of transparency. The blank wall requirements specify that no greater than 30 percent of a total street-facing façade, and no more than a 15-foot horizontal distance, may be non-transparent.

The petitioner is not requesting relief from the Building Design Review requirements at this time. Complete Building Design Review approval, which may be granted by the Zoning Administrator per the process outlined in Section 12-3-11, must occur before issuance of a building permit.

Tentative Plat of Subdivision

Request Summary:

To allow for the sale of multiple zoning lots, formally consolidating them into one lot via the subdivision process (Title 13) is required. The Tentative Plat, titled Tentative Plat of Graceland-Webford Subdivision, shows the following easements and building lines: (i) a recorded 20-foot building line near the southern property line; (ii) a five-foot public sidewalk easement near the southern property line—relocated from the initial submittal to accommodate the new design; (iii) a 25-foot building setback line along Webford Avenue for the portion of the property adjacent to a residential district; (iv) a five-foot building setback line along Webford Avenue for the portion of property adjacent to a commercial district; (v) a five-foot easement for underground utilities along the

north lot line; and (vi) an approximately 3,400-square-foot (not including the sidewalk easement) shaded area that is reserved for passive open space, open to the public but maintained by owner subject to restrictive covenant/easement.

Green Space for Public Use

The revised landscape plan and renderings, both attached, show a green space area with light or passive recreation such as seating amid ample plantings and trees. Plantings abutting the base of the building could serve as the required foundation landscaping. The Board may wish to ask the petitioner to explain why they chose to amend their submittal and replace the 16 off-street parking spaces with a “public park” instead. If the City Council ultimately approves the required entitlements, the City’s General Counsel would advise on the best legal instrument(s) to ensure area is permanently reserved for public use while maintained by the property owner.

Subdivision Process, Required Public Improvements

Although the petitioner’s request is for a Tentative Plat only at this time, the Board and public may benefit from understanding the requirements of a Final Plat, which is the second step in the Subdivision approval process. Prior to any permitting, a Final Plat of Subdivision would be required. The steps for Final Plat are articulated in Sections 13-2-4 through 13-2-8 of the Subdivision Regulations. In summary, the Final Plat submittal requires engineering plans that must be approved by the City Engineer, in particular a grading and stormwater management plan. Ultimately a permit from the Metropolitan Water Reclamation District (MWRD) will be required for construction. Tentative Plat approval does not require submittal of engineering plans. Regardless, the Department of Public Works and Engineering has provided a revised memo (attached) based on the latest submittal and some public inquiries and comments to this point.

Under 13-3 of the Subdivision Regulations, City Engineering will require the aforementioned widening of the segment of Webford. Resurfacing/reconstruction would be required based on the determination of Engineering. The sidewalk streetscaping (e.g. paver style) would be required to match the downtown aesthetic, which is already present along the Graceland side of the site; under the proposal, this style would be extended around the corner and onto the Webford sidewalk. The developer would be responsible for installing new or replacing existing streetscaping. Certain underground infrastructure, such as water mains and sewers, would be required to be replaced and installed to the standards required by the Public Works and Engineering Department. Of note, the property is currently served by a combined storm and wastewater system, and the developer would be required to separate them into two different systems, which should improve storm drainage capacity for the 1300 block of Webford. Any the above-mentioned public improvements would be required to be secured by a performance guaranty, which allows the City to complete the required improvements if necessary.

Water Pressure

In prior public comment, the issue of this specific development and multifamily/mixed-use development in general affecting water pressure in the area was raised. From the attached Engineering memo: “In connection with a

public comment on April 4, we obtained an evening-peak static water pressure in the 600 block of Parsons Street. The reading of 44 psi is consistent with our historical pressure reads in the area of Graceland / Prairie. This pressure is sufficient for the development; the building will have its own booster pump for domestic and fire supplies. The fire line should be connected to the existing 12-inch water main along the east side of Graceland Avenue.”

Since the initial hearing on April 12, Pace Suburban Bus commented to the City that the widening of Webford affects the intersection curb radii and shortens the current bus stop in front of the Journal and Topics building for Routes 226, 230, and 250. For this reason, they recommend the bus stop be relocated to the southwest corner of Prairie and Graceland. Staff agrees with this recommendation and would envision creating a concrete pad for the new stop in the new location large enough to accommodate a shelter, which would be an enhancement over the existing flag stop.

Alignment with the 2019 Comprehensive Plan

The PZB may find the following excerpts and analysis useful in determining the extent to which the proposed project and requests align with the Comprehensive Plan.

- *Under Overarching Principles:*

- “Expand Mixed-Use Development” is the first listed principle. It is a central theme of the plan.
- “Preserve Historic Buildings” is also a principle. The First Congregational United Church of Christ (766 Graceland), Willows Academy (1015 Rose Avenue), and the former Des Plaines National Bank / Huntington Bank (678 Lee Street) are specifically listed. However, 622 Graceland is not listed.

The Executive Director of the History Center has expressed interest in two components of the existing building: (i) the exterior ironwork on the front façade and (ii) the cornerstone. Incorporating these elements into the new structure would be encouraged, but the History Center could also potentially acquire these elements and install them at their properties on Pearson Street. The Center is not interested in collecting or preservation of the existing interior murals.

- *Under Land Use & Development:*

- The Future Land Use Plan illustrates the property as commercial. While the proposal is not strictly commercial, the proposed zoning is a commercial district (C-5). The proposed project is certainly more pronounced in its residential footprint than its commercial. However, the decision makers may consider that supporting a desirable commercial use, like a restaurant-lounge, requires an inherent market of potential customers (i.e. residential households).
- Further in this chapter: “The Land Use Plan supports the development of high-quality multifamily housing located in denser areas near multi-modal facilities such as the Downtown. New multifamily housing should be encouraged as a complement to desired future commercial development in the area and incorporated as mixed-use buildings when possible” (p. 12).

- *Under Housing:*

- Recommendation 4.2 calls for housing that would appeal to “young families,” which could include households that have, for example, a small child: “...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” (p. 32).

- *Under Downtown:*

- The Vision Statement is “Downtown Des Plaines will be a vibrant destination with a variety of restaurant, entertainment, retail, and housing options...” (p. 69). Directly below that statement is the following: “The community desires expanded retail and dining options in Downtown Des Plaines, which can be supported by higher housing density for greater purchasing power.”
- Recommendation 8.2 is to enhance the streetscape, which would be required for the proposed project along Webford Avenue, where the downtown streetscape is not currently present (p. 70).
- Recommendation 8.11 states: “Des Plaines should continue to promote higher density development in the Downtown ... complemented by design standards and streetscaping elements that contribute to a vibrant, pedestrian-friendly environment” (p. 74).
- Recommendation 8.12 calls for pursuing the development of new multifamily buildings, specifically apartments and townhomes: “Market analysis suggests that there is support for an increase in multifamily rental housing and owner-occupied townhomes. Access to transit, freeway connectivity, walkability, and commercial and recreational amenities are all driving market demands for additional housing in the Downtown.... Within Downtown Des Plaines there is an estimated 15.8 acres of land that is either vacant or underutilized (typically having small building footprints and large surface parking lots) that could be developed over the next 10 years.... It is estimated that these sites could accommodate between 475 and 625 new residential units if developed at densities similar to recent developments in the Downtown” (p. 74-75).
- The same recommendation also states, however: “While the market is prime for new development, the City of Des Plaines should approach new dense housing responsibly to ensure that new developments do not lose their resale value, are not contributing to further traffic congestion, that the City’s emergency services (particularly fire, ambulance, and police) have the capacity to serve them.”

- *Under Appendix A4: Market Assessment⁶:*

- The study area included the subject property and specifically marked it as one of five properties identified as a “likely development site over the next 10 years” (p. 20).
- The projected demand of 475-625 units was in addition to any units “proposed or under construction” at the time of publication. Both “The Ellison”/Opus at 1555 Ellinwood (113 units) and Bayview-Compasspoint at 1425 Ellinwood (212 units) were under construction at this time.

Implications on Property Tax Revenue, Schools (Estimates)

The existing parcels had a combined tax bill of \$67,215.76 in Tax Year 2020 (Calendar Year 2021). To estimate the potential taxes generated by the petitioner’s proposed development, consider the mixed-use project by Opus (“The Ellison”), which was completed in 2019 and has now been occupied and is fully assessed. It has a comparable number of units to what is proposed at the subject property. The 1555 Ellinwood property (PIN: 09-17-421-041-0000) generated \$580,739.91 in Tax Year 2020. The difference is more than \$500,000. Although the City receives only a small share (approximately 11 to 12 percent) of the tax bill, partners such as school districts stand to receive a greater amount of tax revenue if the development is

⁶ Downtown Des Plaines Market Assessment (2018, March 29). S.B. Friedman, Goodman Williams Group Real Estate Research. Accessible at https://www.cmap.illinois.gov/documents/10180/0/Downtown+Market+Assessment_May+2018.pdf/92420bd0-0f5e-d684-4a71-bd91456b7e44.

approved and built. Further, based on the housing unit mix proposed – studios, one-bedroom, and two-bedroom apartments – an estimated total number of school children generated from all 131 units would be 13⁷. An estimated 10 of these would be preschool-to-elementary-aged students.

Findings of Fact: Map Amendment

The request is reviewed below in terms of the Findings of Fact contained in Section 12-3-7 of the Zoning Ordinance. The Board may use comments below as its rationale for recommending Findings of Fact, or the Members may adopt their own, in which case space is provided for the Board’s convenience. See also the petitioner’s responses to standards (Attachment 3) and/or the opposition submission (Attachment 17).

A. 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 current Comprehensive Plan, adopted in 2019, appears to be supportive of rezoning the site from C-3 to C-5. C-5 on this site is permissive of mixed-use residential-commercial development, while C-3 is not. In particular, the economic benefit of bringing additional household spending power to downtown creates additional market demand for the desired retail and restaurants—and notably a restaurant/lounge is proposed by the petitioner.

PZB Additions or Modifications (if necessary): _____

_____.

B. The proposed amendment is compatible with current conditions and the overall character of existing development in the immediate vicinity of the subject property:

Comment: C-5 zoning is present directly across the street, where a building of similar scale to what is proposed is being constructed. The downtown train/bus station is a short walk away.

While R-1 zoning is also close to the proposed site, and the desirable “Silk Stocking” residential neighborhood lies to the west, note that a C-3 property would still exist at 1330 Webford, and there is an R-4 residential property at 1328 Webford. On the north side of the street, these could still serve as a transition into the primarily single-family neighborhood.

PZB Additions or Modifications (if necessary): _____

_____.

⁷ Source: Illinois School Consulting Service/Associated Municipal Consultants Inc. Accessed at <https://dekalbcounty.org/wp-content/uploads/2018/12/cd-zoning-table-population.pdf>.

C. The proposed amendment is appropriate considering the adequacy of public facilities and services available to this subject property:

Comment: Public transportation is either directly adjacent or within a short walk. In addition to Metra station access, the site has excellent access to the future Pace PULSE Arterial Rapid Transit route, which will stop at the Des Plaines Metra station and provide service to O’Hare Airport that is faster and more desirable than the current Route 250. For that reason, housing units at this property might be desirable not only to the frequent commuter but also to the frequent flier.

The Fire Prevention Bureau has reviewed the project and signaled that the required fire code access (i.e. reach of a fire engine) would comply, in particular because a new construction C-5 building will almost certainly need to be fully sprinklered. Neither Police nor Public Works have expressed concerns about an inability to serve the site, even with denser development. Its central location is beneficial for service response.

PZB Additions or Modifications (if necessary): _____

_____.

D. The proposed amendment will have an adverse effect on the value of properties throughout the jurisdiction:

Comment: “Throughout the jurisdiction” is the key measurement. Adding this investment to downtown Des Plaines is likely to raise the profile of Des Plaines overall, making it a more desirable place to live and invest. The impact on immediately adjacent properties, particularly single-family, is unknown but it is important to note that even single-family homebuyers may place a premium on being able to walk to an additional amenity – specifically a restaurant-lounge – at the end of their street, which the C-5 zoning change would support.

PZB Additions or Modifications (if necessary): _____

_____.

E. The proposed amendment reflects responsible standards for development and growth:

Comment: While certainly the scale of C-5/downtown Des Plaines would not be expanded all through the City, for this particular site – given its identification in the market assessment appendix of the Comprehensive Plan – it would be responsible in staff’s view to enable it to its highest and best use.

PZB Additions or Modifications (if necessary): _____

_____.

Standards for Site Plan Review:

Pursuant to Section 12-3-7.D.2. of the Zoning Ordinance, staff (zoning administrator) should conduct a Site Plan Review as set forth in Section 12-3-2 and forward a written report and recommendations to the Board. The purpose of the Site Plan review process is to examine and consider whether a proposed development furthers or satisfies the following general goals:

1. Compatibility of land uses, buildings, and structures;
2. Protection and enhancement of community property values;
3. Efficient use of land;
4. Minimization of traffic, safety, and overcrowding problems; and
5. Minimization of environmental problems.

Although the main narrative of this CED Memo, as well as Attachment 14 (Engineering Memo) and Attachment 15 (Fire Memo) review various site plan standards and issues, this section compiles and summarizes the issues germane to Site Plan Review to assist the Board in making specific written findings. The PZB may adopt staff's comments as presented or make any additions or changes, with space provided for the Board's convenience. The Board may also see Attachment 17.

Section 12-3-2.D. "Standards for Site Plan Review" states: "[i]n reviewing site plans, the zoning administrator or other city body or official *may* evaluate the following characteristics:"

1. **Arrangement of Structures on Site:** The arrangement of the structures on the site with respect to how well it:
 - a. Allows for the effective use of the proposed development;
 - b. Allows for the efficient use of the land;
 - c. Is compatible with development on adjacent property; and
 - d. Considers off site utilities and services and minimizes potential impacts on existing or planned municipal services, utilities, and infrastructure.

Comment: As stated on Pages 11-12, petitioner plans to construct a mixed-use development that provides a supply of multifamily residential units as well as a desirable commercial use. The site is centrally located and highly visible.

Regarding compatibility with adjacent properties, as discussed on Page 13 under the Findings of Fact for Map Amendments, the site is across Graceland from a building of similar height. A smaller mixed-use building (1330 Webford, "The Dance Building") and a multifamily building (1328 Webford) would serve as a transition to less dense uses on the north side of the street. On the south side of the street, there are smaller buildings and less intense uses, notably the R-1-zoned single-family detached homes across Webford from the western portion of the proposed development. However, the C-5 minimum yard area (i.e. setback) and the planned green space and plantings would to provide some physical distance and softening between the uses/structures. See also the sun study provided by the petitioner (Attachment 7) that illustrates the shadow to be cast by the building and its direction based on times of year.

Attachments 14 (Engineering Memo) and 15 (Fire Memo) express a staff opinion that utilities, services, and infrastructure would either be unaffected or improved by the proposed development, in particular because of required public improvements such as the construction of upgraded and separated storm and sanitary sewers that would not only serve the proposed development but also surrounding properties.

PZB Additions or Modifications (if necessary): _____

_____.

2. Open Space and Landscaping: The arrangement of open space and landscape improvements on the site with respect to how well it:

- a. Creates a desirable and functional environment for patrons, pedestrians, and occupants;
- b. Preserves unique natural resources where possible; and
- c. Respects desirable natural resources on adjacent sites.

Comment: As described in Page 10 of the CED staff memo, the proposed development includes an approximately 3,400-square-foot green space, as well as building foundation plantings. Attachment 11 shows the landscape plan including shade trees in the public-access green space area and a mix of deciduous and evergreen shrubbery on the southern side of the site. Six new parkway/right-of-way trees are depicted in the landscape plan, with a note that all plantings would comply with the City’s standards for parkway plantings. Staff Photos (Attachment 2) of the subject property show an existing site that is largely covered with impervious surface, including surface parking areas. Therefore, the development may be an improvement on the existing site in terms of intentionally planned open space and landscaping.

PZB Additions or Modifications (if necessary): _____

_____.

3. Site Circulation and Traffic Safety: Circulation systems with respect to how well they:

- a. Provide adequate and safe access to the site;
- b. Minimize potentially dangerous traffic movements;
- c. Separate pedestrian and auto circulation insofar as practical; and
- d. Minimize curb cuts.

Comment: Attachment 13 (Traffic Study) includes conclusions that “[t]he location of the site and the availability of public transportation, walking and biking will minimize the volume of vehicular traffic generated by the site,” and “[a]ccess to the site from Webford Avenue will have two driveways with one inbound and one outbound lane under stop sign control and can handle the projected traffic volumes.” In Attachment 14 (Engineering Memo), staff concurs with the traffic study’s conclusions, conditioned upon the addition of supplemental safety improvements such as a pedestrian warning system.

PZB Additions or Modifications (if necessary): _____

_____.

4. **Parking and Screening:** Parking lots or garages with respect to how well they:

- a. Are located, designed, and screened to minimize adverse visual impacts on adjacent properties; and
- b. Provide perimeter parking lot screening and internal landscaped islands as required by chapter 10, "Landscaping And Screening", of this title.

Comment: As described on Pages 2 and 9, the garage elevations contain an architectural element to block headlight glare emanating from the south elevation and while balancing architectural openings/transparency (metal scrim) with ivy to soften the wall. The north façade of the garage, facing the railroad tracks, is also rendered with ivy (Attachment 8). An opening into the first floor of the garage for pedestrians, with the 1330 Webford property in mind, is shown on the west elevation.

PZB Additions or Modifications (if necessary): _____

_____.

5. **Landscaping:** Landscaping design with respect to how well it:

- a. Creates a logical transition to adjoining lots and developments;
- b. Screens incompatible uses;
- c. Minimizes the visual impact of the development on adjacent sites and roadways; and
- d. Utilizes native plant materials selected to withstand the microclimate of the city and individual site microclimates.

Comment: Based on Attachment 11 and Page 10 of this memo, the petitioner’s plan includes an approximately 3,400-square-foot green space on the Webford/south side, including evenly-spaced shade trees, as well as building foundation plantings. Attachment 11 categorizes the plantings as shade trees, ornamental trees, deciduous shrubs, evergreen shrubs, perennials, and groundcover. Specific species are not listed, so nativity is unable to be evaluated. Nonetheless, overall the landscape design would allow the building to blend in to the downtown streetscape while using the green space to provide a gap between the parking garage façade, Webford Avenue, and the development on the south side of Webford Avenue.

PZB Additions or Modifications (if necessary): _____

_____.

6. **Site Illumination:** Site illumination with respect to how it has been designed, located and installed so to minimize adverse impacts to adjacent properties;

Comment: In the materials for the April 12 public hearing, there is a site lighting diagram in which wall-mounted sconces are shown, as well as two illuminated signs at building entry points and two wall-mounted garage signs. This page is Attachment 16 in this packet. Renderings in Attachment 8 show downward-pointed fixtures, both freestanding and building-mounted, which should aid in minimizing adverse impact and complying with the lighting Performance Standards of Section 12-12-10. However, the directional illumination of the sconces (i.e. upward or downward) is unclear. Nonetheless, Section 12-12-10 would apply.

PZB Additions or Modifications (if necessary): _____

7. Conformance with Adopted Land Use Policies and Plans: The relationship of the site plan to adopted land use policies and the goals and objectives of the comprehensive plan. (Ord. Z-8-98, 9-21-1998)

Comment: See the review on Pages 11-13 and the staff comments on the Map Amendment Standards (Findings of Fact) on Pages 13-14.

PZB Additions or Modifications (if necessary): _____

8. Business District Design Guidelines. In addition to the foregoing, development review procedures within those districts outlined in the city's "Business District Design Guidelines", dated March 2005, and approved by the city council May 16, 2005, shall constitute standards in performing site plan review. (Ord. Z-10-05, 6-6-2005)

Comment: Page 8 of this report comments on the project with regard to the Building Design Review standards of Section 12-3-11, adopted initially in 2014, instead of the Business District Design Guidelines from 2005. Nonetheless, per Section 12-3-2.D the Board *may* evaluate this Site Plan standard.

PZB Changes or Additions (if necessary): _____

PZB Recommendation and Conditions: Pursuant to Section 12-3-7 of the Zoning Ordinance, the PZB should vote on a *recommendation* to City Council regarding the request for Map Amendment. In making its recommendation, the Board should consider both Map Amendment and Site Plan Review standards. The Board may use comments as provided in this packet, make changes, or state its own. Because there is no longer a variation request, staff does not recommend conditions.

PZB Action: Through a separate motion, the Board may approve the Tentative Plat of Subdivision based on Sections 13-2-2 and 13-2-3 of the Subdivision Regulations. A Final Plat of Subdivision, to involve the review of more detailed engineering and public improvements, would be required at a later time. Staff recommends one condition: Prior to the Board's review of a Final Plat, written approval of utility easements by all privately owned companies should be provided to the City.

Attachments

Attachment 1: Location and Aerial Map

Attachment 2: Site Photos – *Revised as of May 20, 2022 report*

Attachment 3: Project Narrative and Responses to Standards – *Revised as of May 20, 2022 report*

Attachment 4: ALTA Survey

Attachment 5: Bulk Regulations – *Revised as of May 20, 2022 report*

Attachment 6: Building Elevations – *Revised as of May 20, 2022 report*

Attachment 7: Sun Study – *New as of May 20, 2022 report*

Attachment 8: Renderings – *Revised as of May 20, 2022 report*

Attachment 9: Site Plan – *Revised as of May 20, 2022 report*

Attachment 10: Floor Plans – *Ground Floor Revised as of May 20, 2022 report*

Attachment 11: Landscape Plan – *Revised as of May 20, 2022 report*

Attachment 12: Tentative Plat of Subdivision – *Revised as of May 20, 2022 report*

Attachment 13: Traffic Study without Appendices⁸ – *Revised as of May 20, 2022 report*

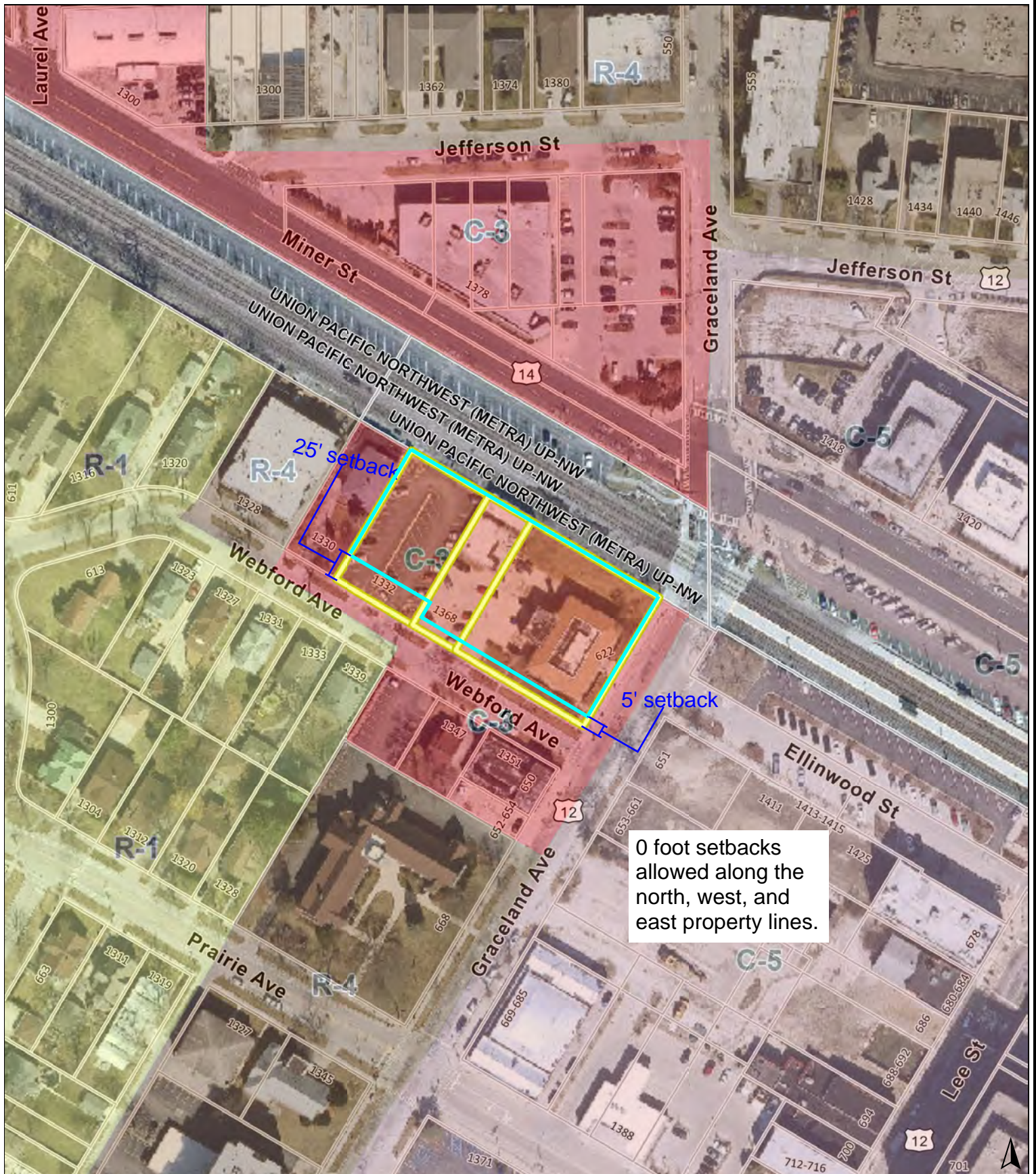
Attachment 14: Engineering Comment Memo – *Revised as of May 20, 2022 report*

Attachment 15: Fire Comment Memo – *New as of May 20, 2022 report*

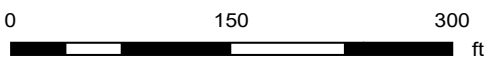
Attachment 16: Site Lighting Diagram – *Included with April 7, 2022 report, Page 36 of packet*

Attachment 17: Opposition Proposed Findings – *Submitted June 8, 2022.*

⁸ The full study is available at desplaines.org/gracelandwebford.



0 foot setbacks allowed along the north, west, and east property lines.



Print Date: 4/6/2022

Notes

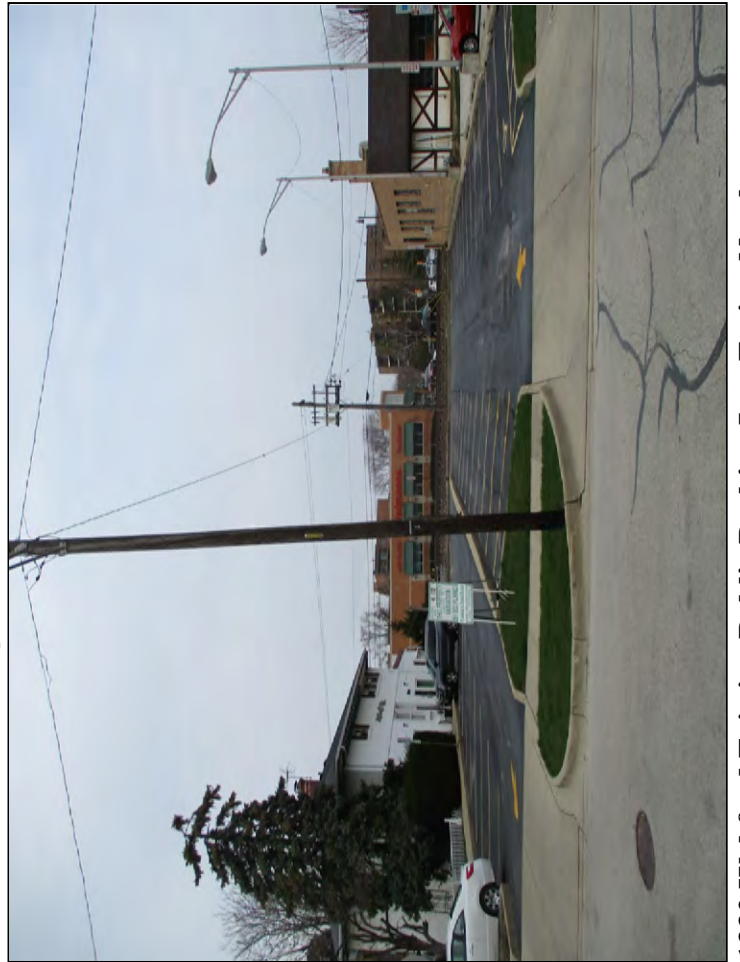
Disclaimer: The GIS Consortium and MGP Inc. are not liable for any use, misuse, modification or disclosure of any map provided under applicable law. This map is for general information purposes only. Although the information is believed to be generally accurate, errors may exist and the user should independently 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.



622 Graceland – Facing Southwest



622 Graceland – Southeast Corner of Building, Windows



1332 Webford Existing Public Parking Lot, Facing North



622 Graceland, 1332 & 1368 Webford, Facing Northeast

PROJECT NARRATIVE

622 Graceland Avenue
Des Plaines, IL

Application for:

131 Luxury Apartments
New Restaurant/Lounge
Public and Private Covered Parking

Project Narrative
03/07/2022 Submission to Planning and Zoning Board (PZB)
Updated 3/16/2022 for 4/12/2022 PZB Hearing
Updated 5/3/2022 for 5/24/2022 PZB Hearing

Project Overview

The new apartments proposed at 622 Graceland Avenue will be a transit-oriented (TOD), mixed-use building located in the Downtown Business and Mixed-Use District of Des Plaines. With its proximity to area businesses and local transit to Chicago, Des Plaines is an ideal location to create a contemporary, high-density residential community. The project addresses the changing aspirations of people who desire to live closer to services in an urban environment, which provides for a more convenient style of living while simultaneously decreasing one's environmental footprint.

The development team, Compasspoint Development, LLC, is an experienced developer, having developed over 2,000 residential apartments around the country, and over 300 apartments in downtown Des Plaines with projects The Ellison (113 units) while at Opus Development and 1425 Ellinwood Apartments (212 units) with Compasspoint Development. Compasspoint develops best-in-class residential apartment buildings that redefine the skyline of any town/city they develop in. Compasspoint believes deeply in the Des Plaines community and has committed over \$100,000,000 to develop projects in Des Plaines and is committing an additional \$35,000,000 investment in this dynamic community.

The applicant has modified the development plan to accommodate as many comments and concerns from area neighbors, and City officials. Therefore, the current plans show (i) zoning map amendment to rezone the subject property from C-3 General Commercial District to C-5 Central Business District; (ii) Tentative Plat of Subdivision to consolidate three existing lots lot of record into one; The applicant is withdrawing all variance requests previously submitted prior to the first 4/12/22 PZB hearing. The changes to the variation application is due to eliminating all the outdoor head-in parking spaces that was located on the applicants property. By eliminating these spaces, the application no longer is required to seek zoning relief for parking lot landscaping in a property side yard. All outdoor parking will be located on the City owned street (Webford).

The architectural plan changes are listed as follows:

1. Eliminate all 90-degree head in parking along Webford Avenue.
2. A total of 44 public/commercial parking spaces will be located inside the building and a few will be located on the street. This is a reduction of 11 total public spaces.
3. Provide a Public Park in lieu of parking adjacent to the building. This public park will be open to the public during normal City operating hours and will be permanently owned and maintained by the Developer. A beautiful landscape plan is forthcoming and will include grass areas, walking path, overhead lighting, and generous seating open for anyone to enjoy.
4. The plan calls for adding on the North drive aisle of Webford parallel parking and a permanent building loading zone along the south edge of the property line along Webford Avenue, within the proposed widening of Webford. The old loading zone will now become additional outdoor dining areas.
5. The design added 4-foot knee walls to all areas of the garage façade facing Webford to address concerns of vehicle lights shining on nearby neighbors.
6. To address the concerns of the residents immediately to the West, the design is set back 3 feet all the way up the building to allow windows on half of the West façade, eliminating a blank wall design. Additional setback of 5 feet on the West wall from the Webford property line back 30 feet North was created to allow additional setback relief from 1330 Webford Ave, and also to accommodate open air access for the West fire stairwell exit to the street.
7. An open cut out of 10 feet wide by 8 feet high on the West wall at grade was made to allow pedestrians from the local businesses (1330 Webford) to access the public parking areas of the garage. An access agreement will be drafted so the garage may be accessible.
8. The applicant is also granting a public easement for the sidewalk in perpetuity, despite it being located on private property.
9. The indoor structured parking garage and outdoor street parking will now include 47 public spaces and 137 privately reserved residential spaces. As part of the revised application, the City will allow all 47 spaces to be open to the general public.
10. A loading zone, although not required in C-5, is provided for residential move-ins as well as food and beverage delivery for the restaurant.

The development still consists of a 7-story mixed-use building containing 131 residential rental apartments, ground floor restaurant space and communal lounge. The applicant is providing 184 total parking spaces, 137 required residential spaces, 17 required commercial spaces and an additional 30 public spaces. The reallocation of the existing 38 public spaces will be partially replaced by 30 public spaces inside the parking garage in addition to the 17 required commercial spaces. The proposed development will meet and exceed the minimum parking requirements.

Building Description:

The building will be 131 units and will consist of (17) Studios, (103) One Bedrooms and (11) Two Bedroom units.

The ground floor and mezzanine levels will consist of approximately 2,841 net square feet of restaurant and lounge space designated for uses permitted in Section C-5 of the zoning code. The commercial space will have dedicated covered and outdoor parking for the public and ground floor commercial customers which meet or exceed the parking required for City code. Additionally, the restaurant will have outdoor seating along Webford Ave, creating a true indoor/outdoor dining experience. The applicant intends to own the restaurant and lounge space and has a third party restaurant management company that will manage the day to day operations of the commercial spaces. These spaces are designed to bring in people from the neighborhood to enjoy good food and beverages in an approachable and affordable dining experience. Currently, the food and beverage concept has not been established, but it is the intention of the applicant to bring to market a food and beverage concept that fits well with the downtown market and seeks to elevate the type of food that people who work and live in Des Plaines will experience.

622 Graceland Ave is located directly across the street from the Metra Northwest Train platform with express access to downtown Chicago creating an opportunity for residents to leave their car at home for travel outside of the neighborhood and to commute to work.

The building will feature indoor bicycle storage, service area for loading and trash pick-ups. First floor amenities will contain a residential lobby, leasing office, café, full-service restaurant and mezzanine lounge/bar area. The second floor will house a fitness center and coworking lounge for the residents. The third floor will consist of an outdoor pool and landscaped roof deck, indoor club room, business center, and a dedicated outdoor dog run with pet grooming lounge. On level seven there will be a resident Sky Lounge with an outdoor roof deck. The outdoor roofdeck on level 3 will have dedicated green roof space, designed to eliminate a significant amount of rainwater runoff.

The developer has hired OKW as the projects architect. OKW is a leading national architecture firm headquartered in Chicago with extensive residential apartment design experience not only across the United States but also the Chicago land area.

Project Goals

The redevelopment will dramatically improve the current site conditions, replacing a single story news printer and underutilized commercial buildings and surface parking with a vibrant mixed-use project. The project will have two main boundaries, with its main street edge being Graceland Avenue and secondary site boundaries of Webford Avenue. Beyond the multiple uses, the building will have a modern exterior and site design that will provide a warm and welcoming pedestrian and retail experience.

The project will have a substantial financial benefit to the City and its local business and residents in the form of a significant increase in property and retail tax revenue. The project will infuse hundreds of new residents of varying ages and income levels that will ultimately improve the urban fabric and the financial stability of the Downtown Des Plaines market.

Adding residential dwelling units at this location naturally creates a more inviting streetscape, as more people will be walking, biking and driving to and from the site, which creates an energetic, safe and people-friendly hub in place of the existing commercial and surface lot that exists today. Sidewalk conditions will be improved, thus supporting nearby sites and encouraging area residents to walk to the site for their shopping and entertainment needs.

The developer has spent a considerable amount of time of assembling this development site. As Developers, we truly believe that our success in this project will be secondary to the greater benefit to the City of Des Plaines and its residents and businesses.

Design guidelines

The building design consists of white, grey and a wood tone exterior that mixes fiber cement panels, full face norman brick, glass windows with first, second, third and seventh floor aluminum and floor to ceiling glass window panels and a concrete and wood frame structure. All units will feature punch windows and large sliding patio doors with inset balconies and juliet style metal railings. The developer plans on adding climbing green ivy landscaping to the south exterior parking wall facing Webford Avenue helping to partially screen the main parking structure. The parking structure will feature open segments filled with architectural metal screening to allow the natural ivy to climb and conceal the parking areas. Further, as part of the Developers agreement with the City's redevelopment agreement, we will add additional parking spaces to the exterior parking areas in front of the building on Webford Avenue, increasing the necessary public parking above what is required by zoning code. We will improve the streetscape along Graceland Ave to the corner of Webford and all of Webford Ave to the end of our building property line. Webford Avenue will also be widened by (8) eight feet, increasing the street area to a true two-way drive aisle at (28) twenty-eight feet. The developer will also create a new connection to the storm sewer system creating a separated storm connection all the way to Laurel Avenue at the City's request. Additionally, the developer will resurface Webford to the end of the new buildings property line at the City's request.



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DES PLAINES MULTI-FAMILY

622 GRACELAND AVE.

05/11/22 Project #: 21084

A.8a

PROJECT NARRATIVE (continued)

Utility Relocation

No utility relocation is necessary, other than placing overhead utilities underground. Full/Final civil engineering drawings will show any utility relocation necessary.

Property Assemblage

The developer has assembled a 1-acre infill development site consisting of 3 parcels. The property addresses are 622 Graceland Ave, 1362 Webford Ave, and 1332 Webford Ave. The properties are currently either under contract or have City/Owner consent to pursue entitlements with firm title commitments. Please reference the parcel PIN map located within this package. The 1332 Webford parcel is owned by the City of Des Plaines. 622 Graceland Ave is owned by The Wessel Holding Company, an affiliate of The Journal Topics Newspaper Group.

Parking Garage

Of the newly constructed 184 parking spaces 47 spaces are open to the general public or commercial users. The residential parking will have 137 spaces and will be located on a half sublevel below grade with 12 spaces, and 41 spaces on the first level and 84 spaces on level 2. There are 47 public/commercial parking spaces within the development, 42 public/commercial spaces on level 1 and sub-level 1, and 5 spaces located on Webford Avenue in front of the building. The building management will manage loading and unloading for both Retail Deliveries, Retail and Residential Trash and the Move-in and Move-out of the building residents. The residential elevator bank will have cargo/service elevators that can be used for moving and for emergency services. There is one loading zone located just outside the garage along Webford Avenue. Please see the architectural plan for this location.

The parking garage will include "panic button" devices that are directly connected to a POTS line allowing for an alert signal to be transferred to the City's 911 dispatch center. Other safety measures for the garage will include security cameras capable of monitoring the entirety of the public accessible areas. All private stairwells will be locked with access controls and panic bars and will include 24/7 video surveillance. These areas will only be accessible by residents and building and maintenance personnel. Audio visual vehicle alarm systems will be located at the garage entrances on Webford Ave to ensure the safety of all pedestrians. The developer will work with the City to create a parking signage plan to conform to the downtown public parking plan and will provide color coordinated stall and wall coverings to ensure clarity between the Public and Private parking areas. The developer will provide easy to read wayfinding signage for all access areas, public and private walkways and ingress and egress points. The parking structure will be well lit to meet or exceed building codes with Safety being paramount.

Construction Time Line

We anticipate closing on all parcels of the land development in February/March of 2023. Construction starting in March/April 2023 and concluding 16 months later as per the preliminary construction timeline.

Redevelopment Agreement

The City of Des Plaines and the development team have worked alongside each other to ensure the conformity of the recently adopted city's comprehensive and strategic plans.

The developer will construct streetscape improvements bordering the development property including without limitation the installation of new granite or brick pavers, conventional sidewalks, curbs, gutters, irrigation system, underdrains, parkway trees, bench seating, bike racks, as well as sidewalk lighting. The streetscape plan will include new streetscape improvements for Webford Ave and Graceland Ave. A new storm sewer from the development to Laurel Ave will create a new separate system for water runoff.



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622 GRACELAND AVE.

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A.8b

APPLICATION FOR ZONING AMENDMENT FOR 622 GRACELAND

The applicant is seeking a zoning map amendment for the property noted above to rezone the property from the C3 District to the C5 Zoning District in order to allow for the Property to be developed with 132 dwelling units, commercial space on the first and second floors and 195 parking spaces including 38 Public parking spaces.

The Standards for a Zoning Map Amendment are set forth in 12-3-7 and are as follows:

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.

a. The Comprehensive Plan contains two principles that the amendment addresses:

1. Provide a range of Housing Options: The Project will establish 131 multi-family dwelling units of various sizes. It specifically provides for dwelling units in a building with a great range of amenities. This type of dwelling will attract both younger residents and empty nesters to the downtown area of the City.

ii. Expand Mixed Use Development: The Project will provide for a restaurant and lounge use. The restaurant and lounge will provide an amenity to the residents and will draw patron from the surrounding neighborhood. They will also draw people into the near downtown area.

2. 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 Project is located near and serves as a viable expansion of the Central Downtown Area. The design of the Project and its access provisions will maintain the character of the residential neighborhood nearby.

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

There are sufficient utilities to serve the Project. The Developer will construct such additional utilities to address existing drainage needs. The traffic study shows that the road network can easily handle the traffic from the Project. In addition the Developer will widen Webford to enhance access, parking and streetscape.

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

The property is located near the C5 Downtown district so the rezoning to C5 will have no negative effect on surrounding property values. The proposed development will replace an underutilized and blighted property of downtown Des Plaines and will create more value for the property and the surrounding property values

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

The Amendment is in accordance with the City's Comprehensive Plan. Development of higher residential densities near the Metra Line is an important for the viability of the City's downtown area which was developed adjacent to the Metra Lines. The mixed use Project acts to expand the downtown area which is a goal of the City. Finally the Project complies with all parking requirements and includes Public Parking that will continue to address the needs of commuters to and from the City.



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DES PLAINES MULTI-FAMILY

622 GRACELAND AVE.

05/11/22 Project #: 21084

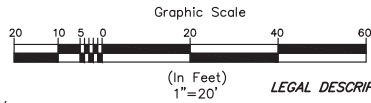
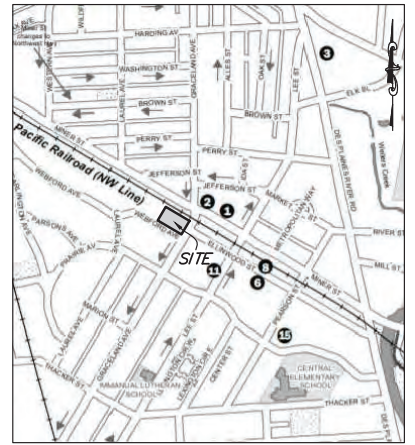
A.9

ALTA/NSPS LAND TITLE AND TOPOGRAPHIC SURVEY

BY **GENTILE AND ASSOCIATES, INC.**
PROFESSIONAL LAND SURVEYORS

550 E. ST. CHARLES PLACE
LOMBARD, ILLINOIS 60148
PHONE : (630) 916-2622

VICINITY MAP
NOT TO SCALE



LEGAL DESCRIPTION:

PARCEL 1:

LOTS 35, 36 AND 37 IN BLOCK 1 IN DES PLAINES MANOR, TRACT NO. 1, A SUBDIVISION OF PART OF SECTIONS 17 AND 20, TOWNSHIP 41 NORTH, RANGE 12 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JULY 14, 1911 AS DOCUMENT NO. 4793563, IN COOK COUNTY, ILLINOIS.
PROPERTY COMMONLY KNOWN AS: 622 GRACELAND AVE., DES PLAINES, IL. 60016 CONTAINING: 22,509.41 SQ. FT., 0.52 AC. (MORE OR LESS)

PARCEL 2:

LOT 34 IN BLOCK 1 IN DES PLAINES MANOR, TRACT NO. 1, A SUBDIVISION OF PART OF SECTIONS 17 AND 20, TOWNSHIP 41 NORTH, RANGE 12 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JULY 14, 1911 AS DOCUMENT NO. 4793563, IN COOK COUNTY, ILLINOIS.
PROPERTY COMMONLY KNOWN AS: 1368 WEBFORD AVE., DES PLAINES, IL. 60016 CONTAINING: 7,503.12 SQ. FT., 0.17 AC. (MORE OR LESS)

PARCEL 3:

THE SOUTHEASTERLY 40 FEET OF LOT 32 AND ALL OF LOT 33 IN BLOCK 1 IN DES PLAINES MANOR TRACT NO. 1, A SUBDIVISION OF PART OF SECTIONS 17 AND 20, TOWNSHIP 41 NORTH, RANGE 12 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JULY 14, 1911 AS DOCUMENT 4793563, IN COOK COUNTY, ILLINOIS.

PROPERTY COMMONLY KNOWN AS: 1332 WEBFORD AVE., DES PLAINES, IL. 60016 CONTAINING: 13,499.99 SQ. FT., 0.31 AC. (MORE OR LESS)

CONTAINING: TOTAL (ALL 3 PARCELS) 43,499.97 SQ. FT., 1.00 AC. (MORE OR LESS)

STORM SEWERS

- 1 CATCH BASIN
RIM 638.65
6" VCP S INV 634.23
- 2 CATCH BASIN
RIM 637.08
6" VCP N INV 632.46
6" VCP(+/-) S INV 632.46
10" RCP E INV 633.66
- 3 CATCH BASIN
RIM 637.21
10" RCP W INV 634.26
- 4 CATCH BASIN
RIM 637.28
4" CIP NE INV 635.98
6" CIP S INV 634.73
- 5 INLET
RIM 639.01
L" SW INV 635.51
- 6 STORM MANHOLE
RIM 640.10
TOP OF 8" (+/-) PIPE S 630.63
SW INV 631.20
SE INV 630.80
- 7 CATCH BASIN
RIM 638.58
12" RCP SE INV 636.53
- 8 CATCH BASIN
RIM 637.45
6" VCP NW INV 634.90
10" SE INV 633.00
6" PVC S INV 634.20
- 9 INLET
RIM 637.41
6" PVC N INV 635.01
- 10 CATCH BASIN
RIM 637.20
6" VCP NW INV 632.70
8" VCP S INV 632.80
- 11 INLET
RIM 637.04
FILLED WITH DEBRIS
- 12 CURB CATCH BASIN
RIM 636.40
TOP OF PIPE TO SOUTH 634.40
- 13 CURB CATCH BASIN
RIM 636.72
TOP OF PIPE TO NORTH 634.16
NW INV 632.86
- 14 CURB CATCH BASIN
RIM 636.72
TOP OF 12" PIPE TO EAST 634.37
12" RCP S INV 633.47
- 15 CURB CATCH BASIN
RIM 636.74
TOP OF PIPE TO NORTH 634.69
(PVC INSIDE RCP)
- 16 STORM MANHOLE
RIM 638.82
N INV 632.22
S INV 632.22
E INV 632.27
W INV 632.42
ALL PIPES ARE +/- 8"

SANITARY SEWERS

- 1 SANITARY MANHOLE
RIM 638.77
15" VCP E INV 632.47
10" VCP SE INV 633.12
15" VCP S INV 632.42
- 2 SANITARY MANHOLE
RIM 637.57
15" VCP N INV 632.37
SW INV 631.20
SE INV 632.07
- 3 COMBINATION MANHOLE
RIM 637.83
N INV 631.39
(RECORDS SHOW A MANHOLE IN THE STREET NEAR NORTH END OF PROPERTY. NONE WAS FOUND AND NO INDICATION OF ONE WAS FOUND)
- 4 COMBINATION MANHOLE
RIM 638.61
12" E INV 631.33
12" W INV 631.38
SE INV 631.60
- 5 COMBINATION MANHOLE
RIM 636.78
12" E INV 631.33
12" W INV 631.38
SE INV 631.60
- 6 COMBINATION MANHOLE
RIM 637.17
12" E INV 631.42
12" NW INV 632.87
12" W INV 631.57

WATER MAINS

- 1 WATER VALVE VAULT (NEW)
RIM 639.28
TOP OF PIPE 632.28
PER RECORDS THE NEW MAIN GOING EAST IS 10" D.I.P. AND THE SOUTH IS 8" RECORD SHOWS NO MAIN HEADING NORTH, BUT IS VISIBLE IN FIELD. RECORDS SHOW IT CONNECTING TO OLD MAIN COMING FROM VAULT NO. 2 BUT NOT VISIBLE IN FIELD
- 2 WATER VALVE VAULT
RIM 638.95
TOP OF PIPE 633.45
RECORD SAY IT IS 8"
- 3 WATER VALVE VAULT
RIM 638.55
TOP OF PIPE 633.75
THIS IS A NEW MAIN ALSO RECORDS SHOW NO VAULT HERE BUT FOUND IN FIELD
- 4 WATER VALVE VAULT
RIM 637.46
FULL OF SILT AT ELEV. 634.76
MOST LIKELY HAVING BEEN PART OF THE OLD MAIN CONNECTING TO VAULT NO. 2, RECORDS SHOW NO VAULT HERE WHERE FOUND IN FIELD
- 4 WATER VALVE VAULT
RIM 637.42
TOP OF PIPE 628.12
RECORDS SAY THIS IS 8" AND GENERALLY AGREE WITH FIELD MARKINGS AND CONNECTION TO NEW MAIN IN THE EASTERLY SIDE OF THE RIGHT OF WAY

FLOOD ZONE INFORMATION:

PER FEMA F.I.R.M. NO. 17031C02174, DATED 08/19/2008, PROPERTY IS IN ZONE "X", AREAS OF MINIMAL FLOOD HAZARD.

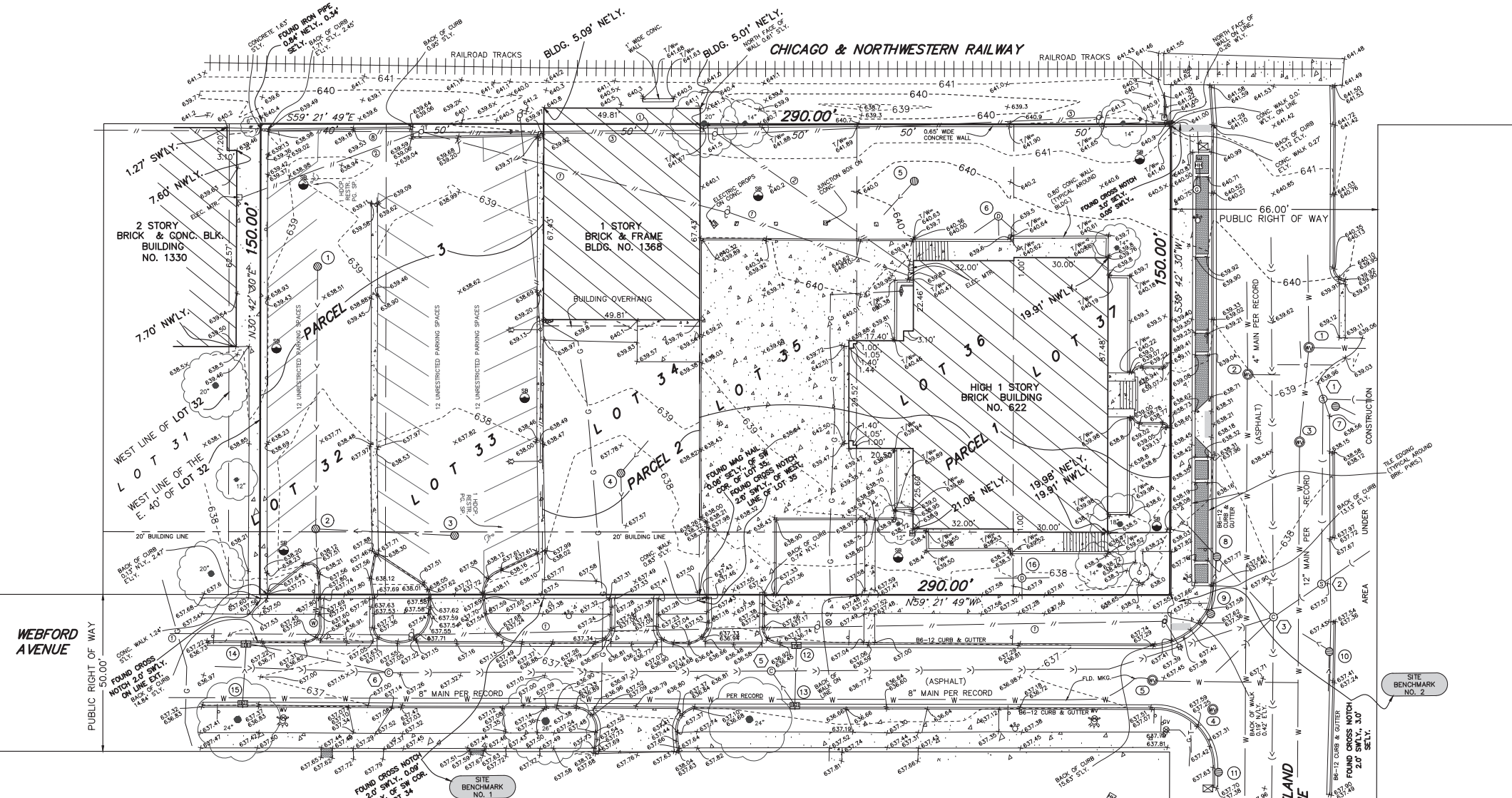
EACH OF THE ADDITIONAL TABLE "A" ITEMS LISTED IN SURVEYOR'S CERTIFICATE (AS REQUESTED BY CLIENT) HAVE BEEN ADDRESSED. THE FOLLOWING ITEMS NO'S. HAVE NO NOTATION ON THIS PLAT AS THE REFERENCED CONDITIONS DO NOT EXIST ON, OR APPLY TO SUBJECT PROPERTY:

16, 17
STATE OF ILLINOIS) S.S.
COUNTY OF DUPAGE)

TO: COMPASSPOINT DEVELOPMENT, LLC, AN ILLINOIS LIMITED LIABILITY COMPANY
CITY OF DES PLAINES, A MUNICIPAL CORPORATION OF THE STATE OF ILLINOIS
CHICAGO TITLE INSURANCE COMPANY
ATTORNEYS' TITLE GUARANTY FUND, INC.

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS

1, 2, 3, 4, 5, 7(a), 8, 9, 11, 14, 16, 17, 20 OF TABLE A THEREOF.
THE FIELD WORK WAS COMPLETED ON NOVEMBER 20, A.D. 2021
DATE OF PLAT: DECEMBER 10, A.D. 2021
BY: *[Signature]*
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 2925
MY LICENSE EXPIRES NOVEMBER 30, 2022
ILLINOIS PROFESSIONAL DESIGN FIRM LICENSE NO. 184.002870



LEGEND

<ul style="list-style-type: none"> ⊕ GAS METER ⊕ GAS VALVE ⊕ UTILITY POLE ⊕ UTILITY POLE WITH TRANSFORMER ⊕ "GUY" ANCHOR W/ WIRE ⊕ LIGHT POLE ⊕ SIGN POST ⊕ FIRE HYDRANT ⊕ WATER SHUTOFF VALVE WITH 8" CASING 	<ul style="list-style-type: none"> ⊕ WATER SERVICE SHUTOFF VALVE ⊕ WATER VALVE VAULT ⊕ TRAFFIC SIGNAL CONTROL VAULT ⊕ RAILROAD GATE ARM ⊕ FLAGPOLE ⊕ ELECTRIC HANDHOLE ⊕ WATER METER VAULT ⊕ SOIL BORING ⊕ CLOSED COVER DRAINAGE STRUCTURE ⊕ OPEN COVER DRAINAGE STRUCTURE 	<ul style="list-style-type: none"> ⊕ CURB INLET/CATCH BASIN ⊕ SANITARY SEWER MANHOLE ⊕ COMBINATION SEWER MANHOLE XXX.X GROUND ELEVATION XXX.XX PAVEMENT ELEVATION F/FLR = FINISHED FLOOR ELEVATION T/FDN = TOP OF FOUNDATION ELEVATION T/W = TOP OF WALL 	<ul style="list-style-type: none"> ⊕ OVERHEAD WIRES (# OF WIRES) — STORM SEWER — SANITARY SEWER — UNDERGROUND ELECTRIC — UNDERGROUND TELEPHONE — GAS MAIN — WATER MAIN — TRUNCATED DOME (HDCP. ACCESS)
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CONCRETE PAVEMENT BRICK PAVERS ASPHALT PAVEMENT

NOTES:

BASIS OF BEARINGS:
ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE

BENCHMARK:
CITY OF DES PLAINES BENCHMARK NO. 61. MONUMENT SET IN CONCRETE AT THE NORTHEAST CORNER OF PRAIRIE & FIRST AVENUE, 75' EAST OF THE RAILROAD TRACKS AND 12' NORTH OF THE EDGE OF PAVEMENT OF PRAIRIE. ELEVATION 640.05 (NAVD 88 DATUM), MEASURED ELEVATION 640.12

SITE BENCHMARKS:

NO. 1
ELEVATION NOTCH 2' SOUTH OF THE SOUTHWEST CORNER OF LOT 34
ELEVATION 637.45 (NAVD 88 DATUM)

NO. 2
CROSS NOTCH 2' SOUTH AND 3' EAST OF THE SOUTHEAST CORNER OF LOT 37
ELEVATION 637.57 (NAVD 88 DATUM)

TITLE POLICY PROVIDED FOR PARCEL 3 MAKES NOTE OF AN EXCEPTION TO COVERAGE THAT INCLUDES AN EASEMENT FOR SEVERAL UTILITIES PER DOC. NO. LR1429065. SURVEYOR WAS NOT PROVIDED DOCUMENT BY TITLE COMPANY AND WAS NOT ABLE TO OBTAIN DOCUMENT FROM COOK COUNTY RECORDER'S OFFICE. BEFORE EXCAVATION, BUILDING OR ANY DISTURBANCE WITHIN SUBJECT PROPERTY OBTAIN DOCUMENT FOR PARTICULARS AND LOCATION OF SAID EASEMENT.

622 GRACELAND AVENUE

MULTI-FAMILY DEVELOPMENT

ZONING SUMMARY		
PROPOSED ZONING DISTRICT:	C-5	
ZONING DESCRIPTION:	CENTRAL BUSINESS	
SITE AREA:	43,505 SF	
	ORDINANCE REQUIREMENT	PROPOSED
FAR	N/A	4.3
BUILDING AREA, GROSS (GFA)	N/A	186,893 SF
MAX UNITS	N/A	131
FRONT YARD (GRACELAND AVE)	0'	0'
SIDE YARD		
(SOUTH - ALONG WEBFORD AVE)	0'-0"	27'-6", 20'-0"
(NORTH - ALONG RAILROAD TRACKS)	0'-0"	0'-0"
REAR YARD (PROPERTY AT 1330 WEBFORD AVE)	0'-0"	VARIES 0'-0" - 5'-0"
HEIGHT (W/ GROUND FLOOR RETAIL)	100'-0"	84'-0"
PARKING		
STUDIO & 1 BEDROOM UNITS	1.0 x 120 = 120	120
2-BR UNIT	1.5 X 11 = 16.5	17
TOTAL RESIDENTIAL PARKING SPACES	137	137
COMMERCIAL	17	17
ADDITIONAL PUBLIC SPACES	--	30 (25 GARAGE, 5 ON-STREET)
TOTAL:	154 SPACES	184 SPACES

DEVELOPMENT SUMMARY				
GROSS BUILDING AREA: 187,529 SF				
BUILDING AREA				
	GROSS	NET	NET (RESIDENTIAL)	
TOTAL:	187,529 SF	120,548 SF	88,627 SF	
LEVEL 01:	35,115 SF	4,477 SF	0 SF	
LEVEL 02:	35,119 SF	4,623 SF	0 SF	
LEVEL 03:	23,558 SF	22,153 SF	15,295 SF	
LEVEL 04:	24,080 SF	22,164 SF	18,630 SF	
LEVEL 05:	23,653 SF	22,824 SF	19,143 SF	
LEVEL 06:	23,653 SF	22,824 SF	19,152 SF	
LEVEL 07:	22,351 SF	21,483 SF	16,408 SF	
PARKING SPACES				
	RESIDENTIAL	COMMERCIAL	ADDITIONAL PUBLIC	TOTAL
LOWER LEVEL	12	0	7	19
LEVEL 01	38	20	18 GARAGE, 5 ON-STREET	81
LEVEL 02	84	0	0	84
TOTAL	137	17	25 GARAGE, 5 ON-STREET	184
TOTAL REQUIRED PARKING SPACES:			154 SPACES	
TOTAL PARKING SPACES PROVIDED:			184 SPACES (8 ACCESSIBLE)	

UNIT MATRIX				
	STUDIO	1-BED	2-BED	TOTALS
LEVEL 3	6	17	1	24
LEVEL 4	3	22	2	27
LEVEL 5	3	22	3	28
LEVEL 6	3	22	3	28
LEVEL 7	2	20	2	24
TOTALS	17	103	11	131



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DES PLAINES MULTI-FAMILY

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A.0



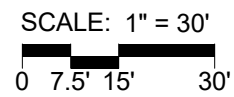
2 EAST ELEVATION
SCALE: 1" = 30'-0"



1 NORTH ELEVATION
SCALE: 1" = 30'-0"



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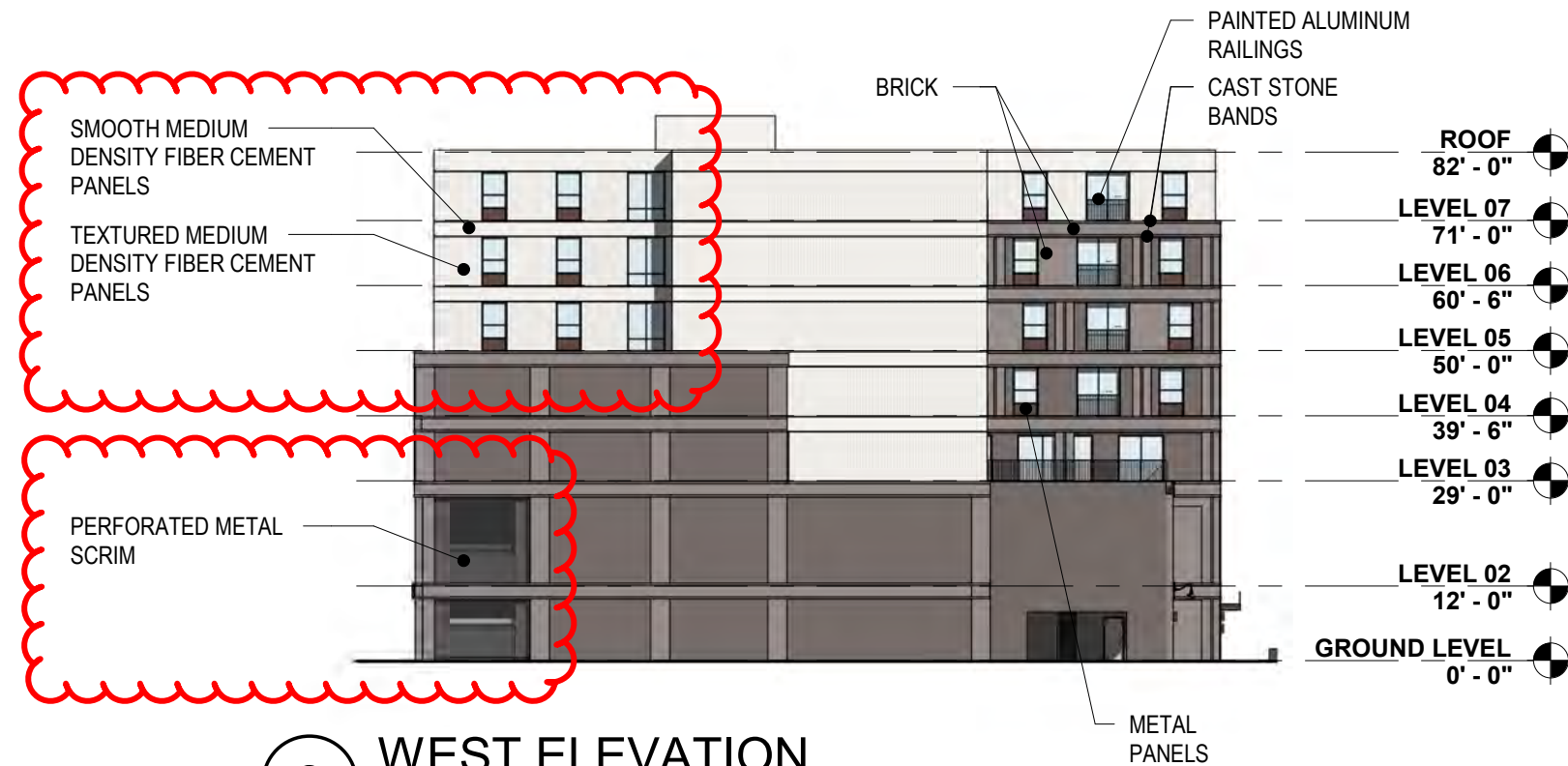


DES PLAINES MULTI-FAMILY

622 GRACELAND AVE.

05/11/22 Project #: 21084

A.5



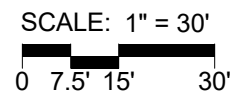
2 WEST ELEVATION
SCALE: 1" = 30'-0"



1 SOUTH ELEVATION
SCALE: 1" = 30'-0"



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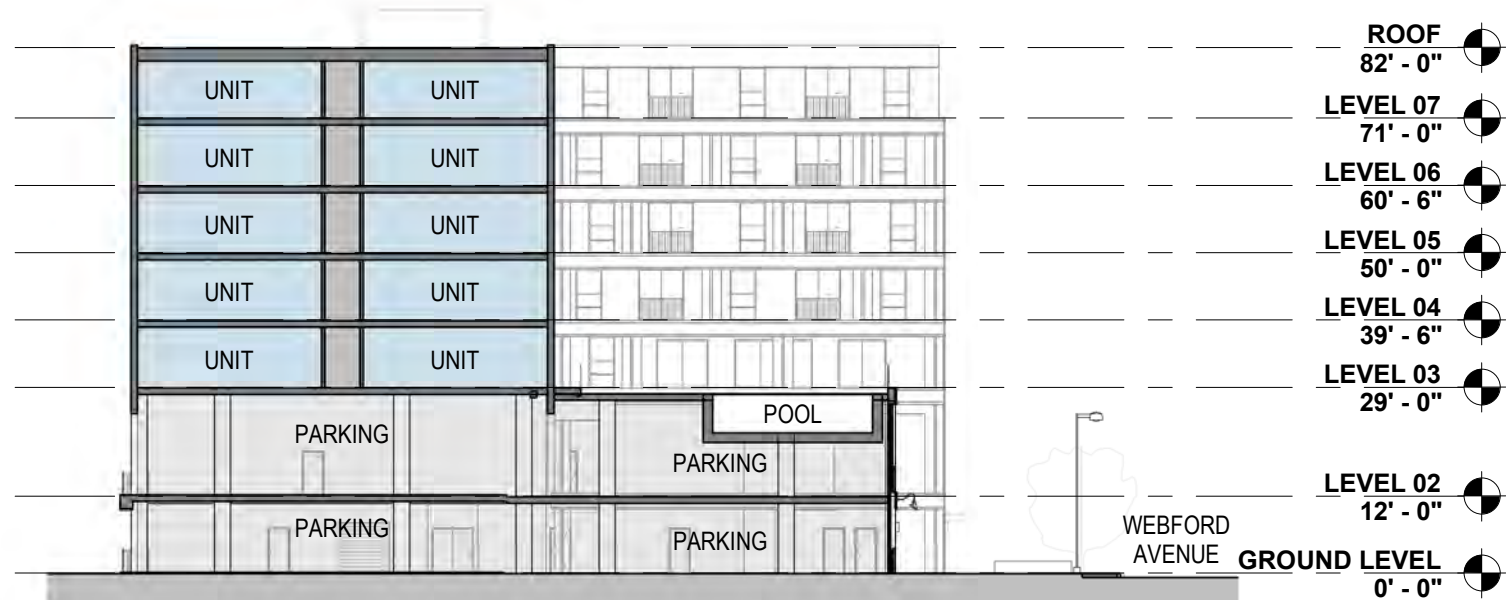


DES PLAINES MULTI-FAMILY

622 GRACELAND AVE.

05/11/22 Project #: 21084

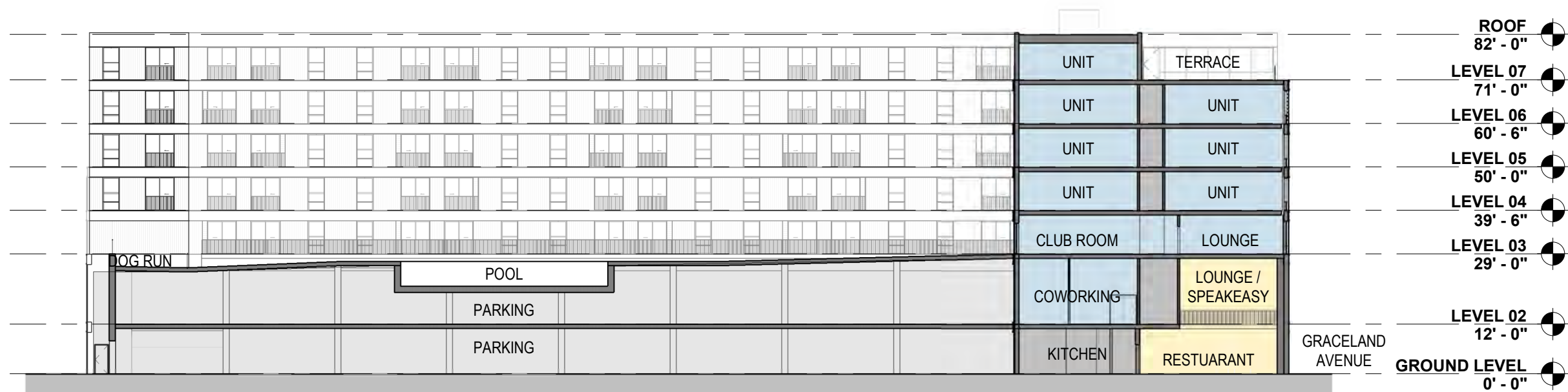
A.6



2 SECTION - NORTH/SOUTH
SCALE: 1" = 30'-0"



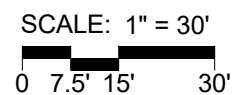
3 SECTION - NORTH/SOUTH
SCALE: 1" = 30'-0"



1 SECTION - EAST/WEST
SCALE: 1" = 30'-0"



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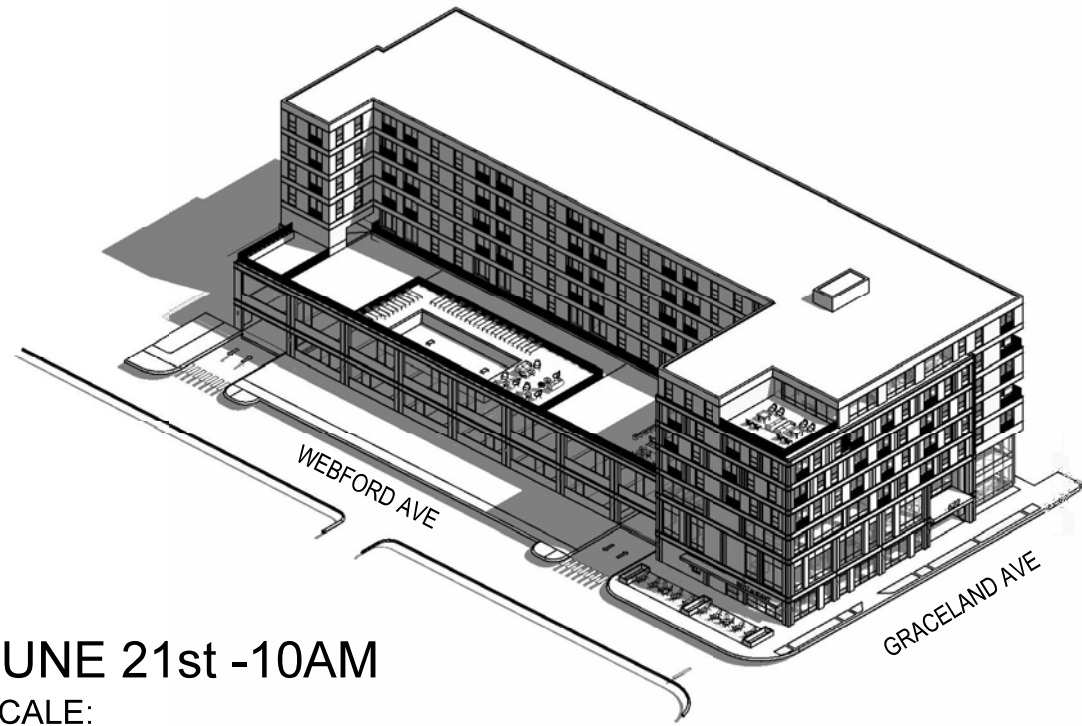


DES PLAINES MULTI-FAMILY

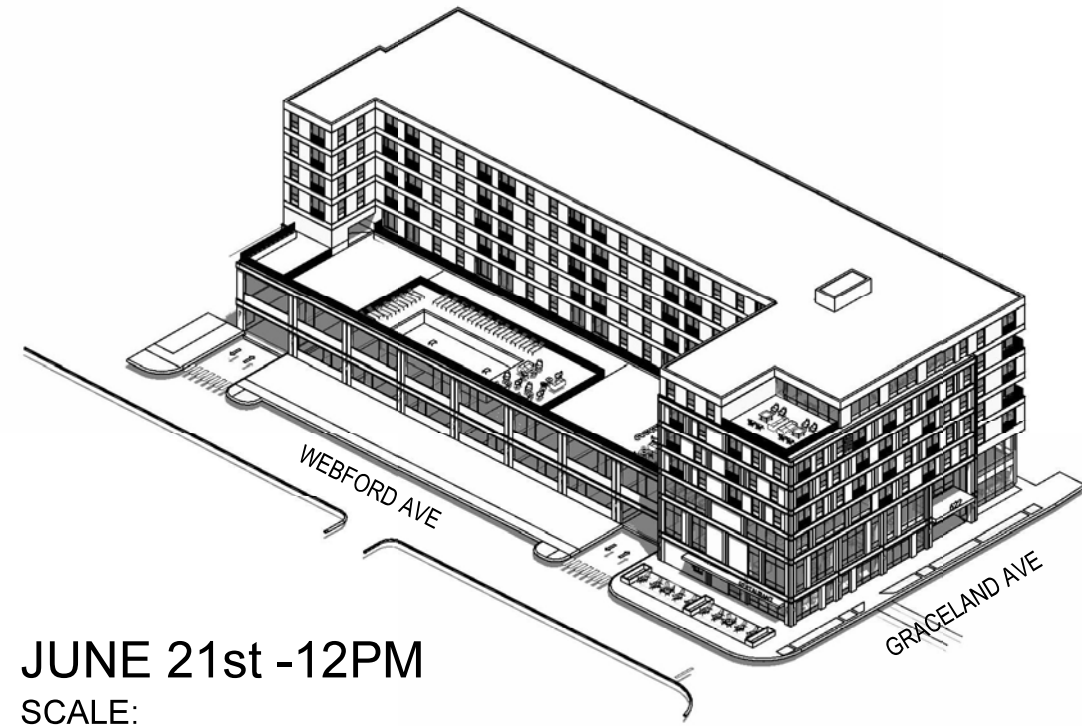
622 GRACELAND AVE.

05/11/22 Project #: 21084

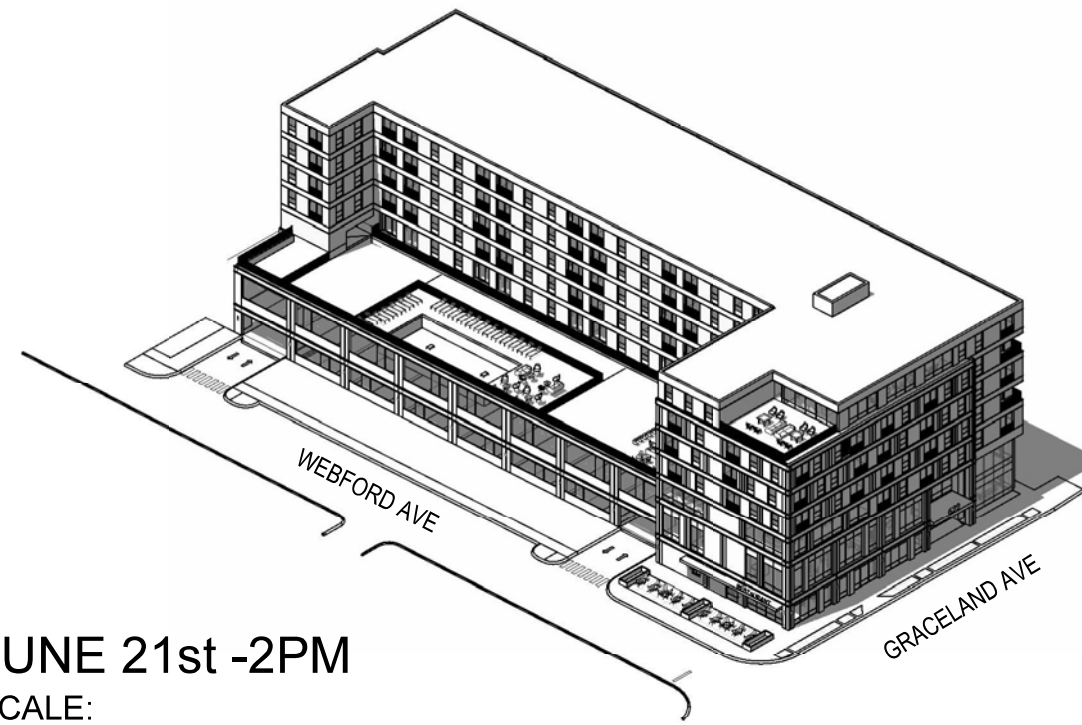
A.17



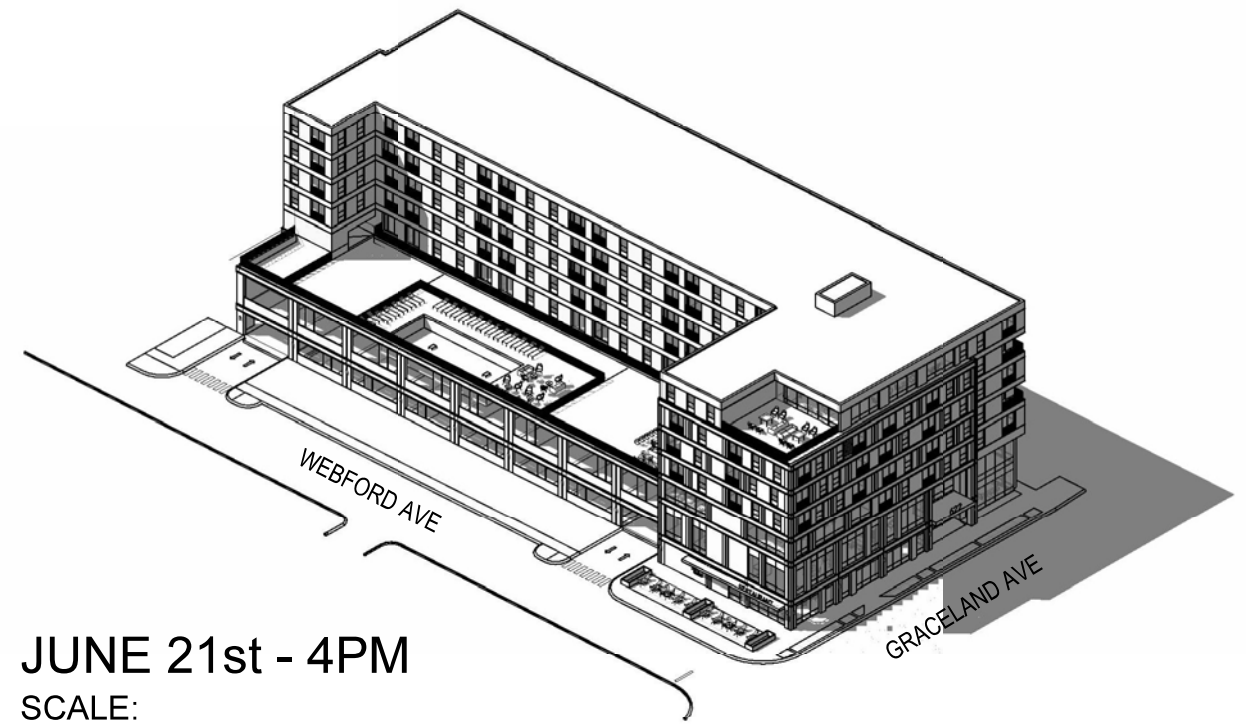
1 JUNE 21st -10AM
SCALE:



2 JUNE 21st -12PM
SCALE:



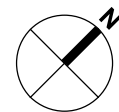
3 JUNE 21st -2PM
SCALE:



4 JUNE 21st - 4PM
SCALE:



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PROJECT



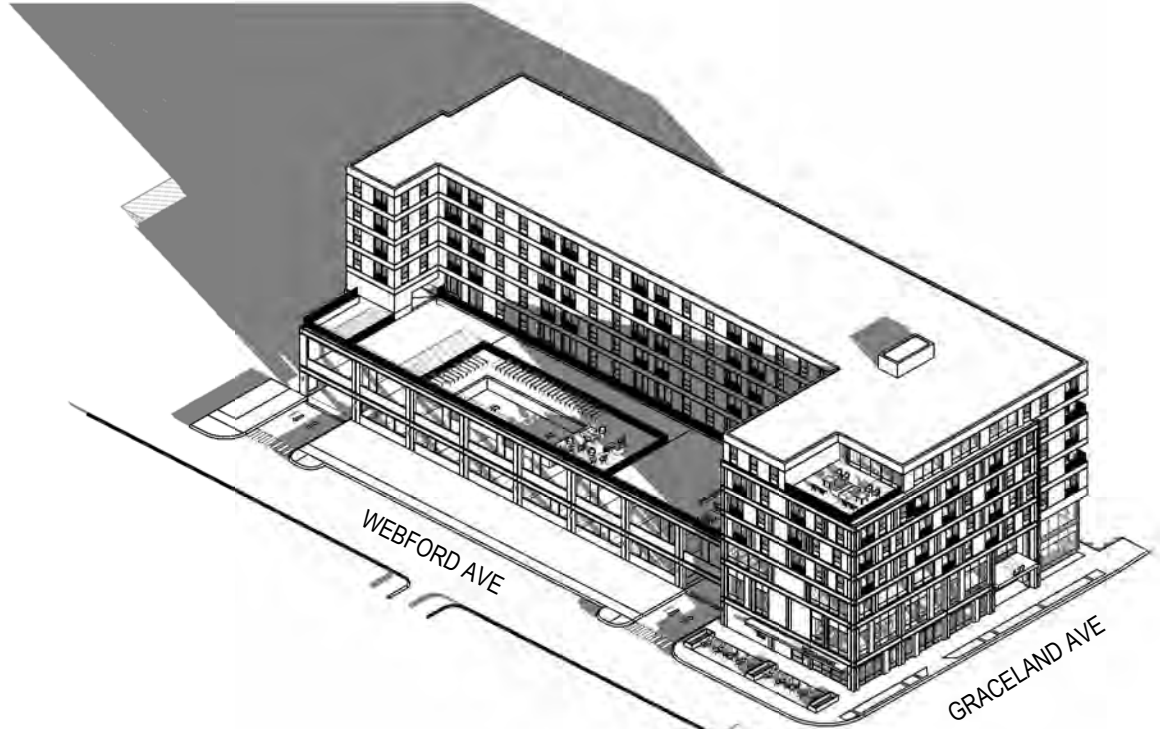
SUN STUDY

DES PLAINES MULTI-FAMILY

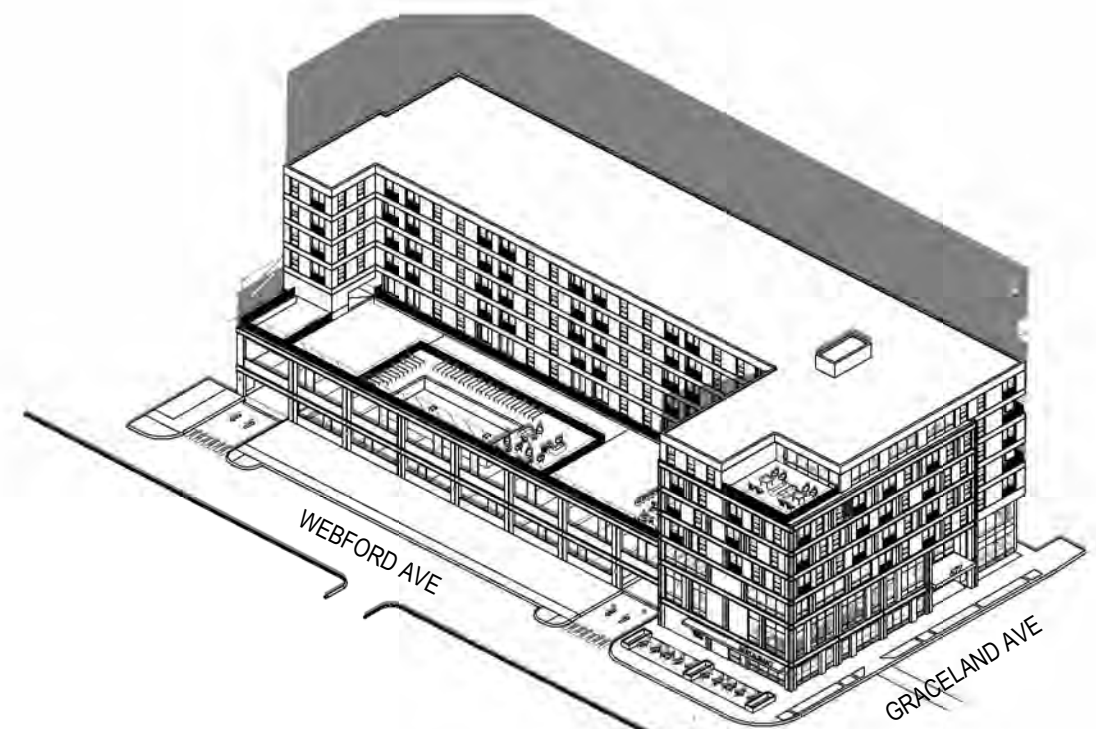
622 GRACELAND AVE.

05/11/22 Project #: 21084

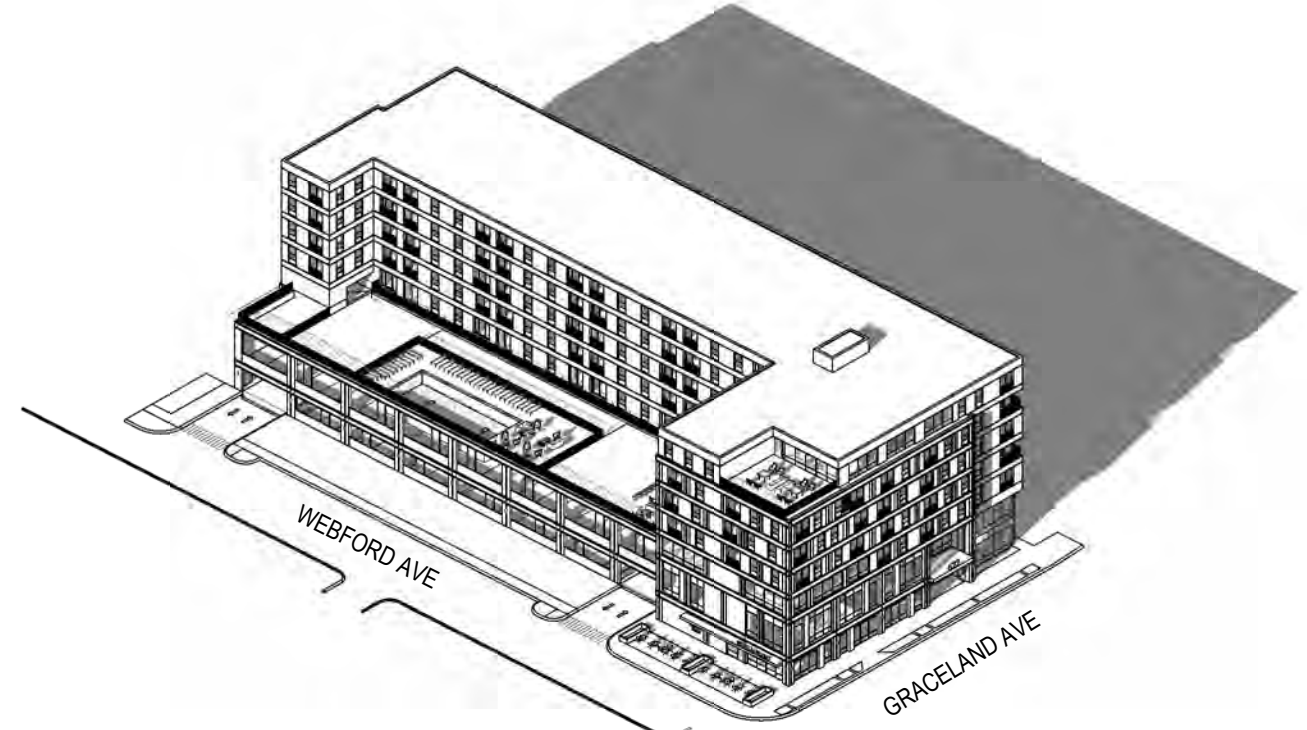
A.18



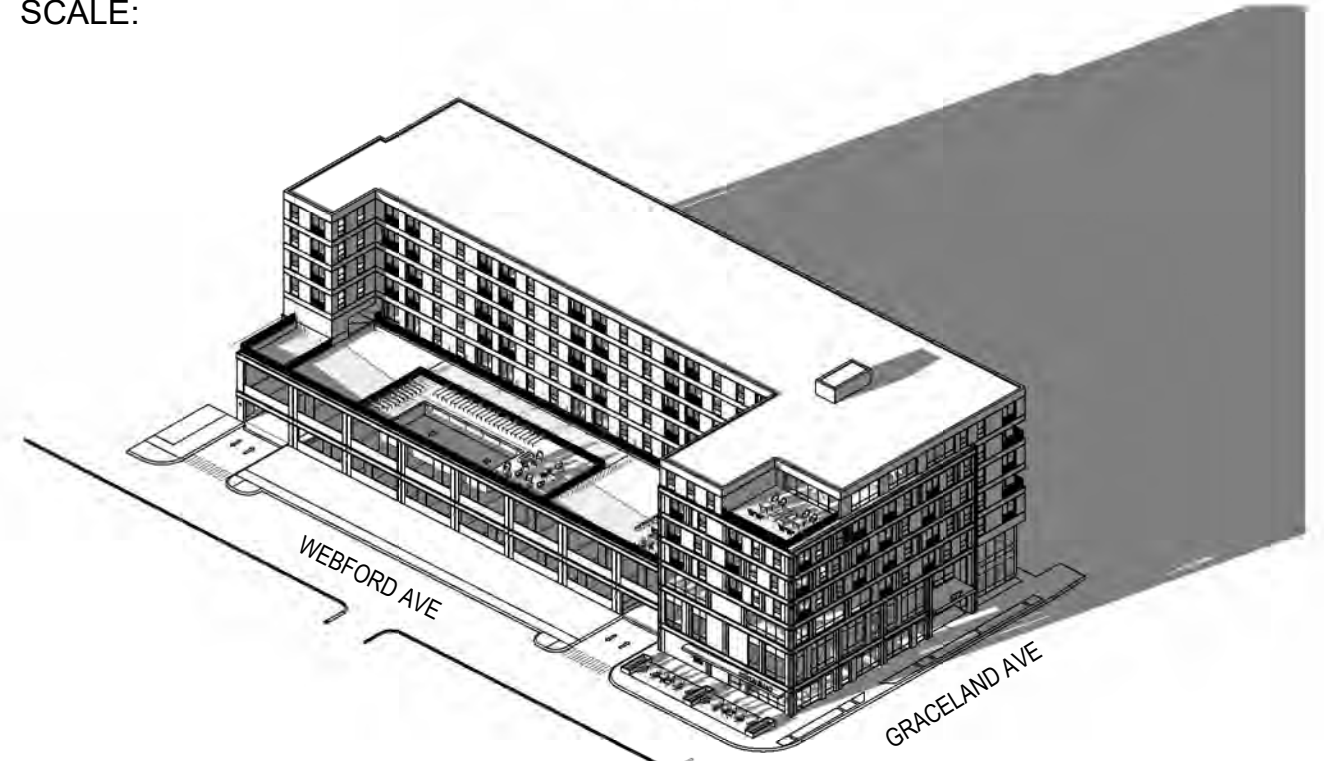
1 DECEMBER 21st -10AM
SCALE:



2 DECEMBER 21st -12PM
SCALE:



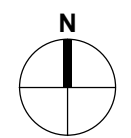
3 DECEMBER 21st -2PM
SCALE:



4 DECEMBER 21st - 4PM
SCALE:



OKW ARCHITECTS
600 W. Jackson, Suite 250
Chicago, IL 60661



PROJECT



SUN STUDY

DES PLAINES MULTI-FAMILY

622 GRACELAND AVE.

05/11/22 Project #: 21084

A.18

RENDERING - VIEW FROM NORTHEAST



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Chicago, IL 60661



DES PLAINES MULTI-FAMILY

622 GRACELAND AVE.

05/17/2022 Project #: 21084

A.1

RENDERING - VIEW FROM SE



OKW ARCHITECTS
600 W. Jackson, Suite 250
Chicago, IL 60661



DES PLAINES MULTI-FAMILY

622 GRACELAND AVE.

05/17/2022 Project #: 21084

A.2

RENDERING - VIEW FROM SW



OKW ARCHITECTS
600 W. Jackson, Suite 250
Chicago, IL 60661



DES PLAINES MULTI-FAMILY

622 GRACELAND AVE.

05/17/2022 Project #: 21084

A.3

RENDERING - VIEW FROM NW



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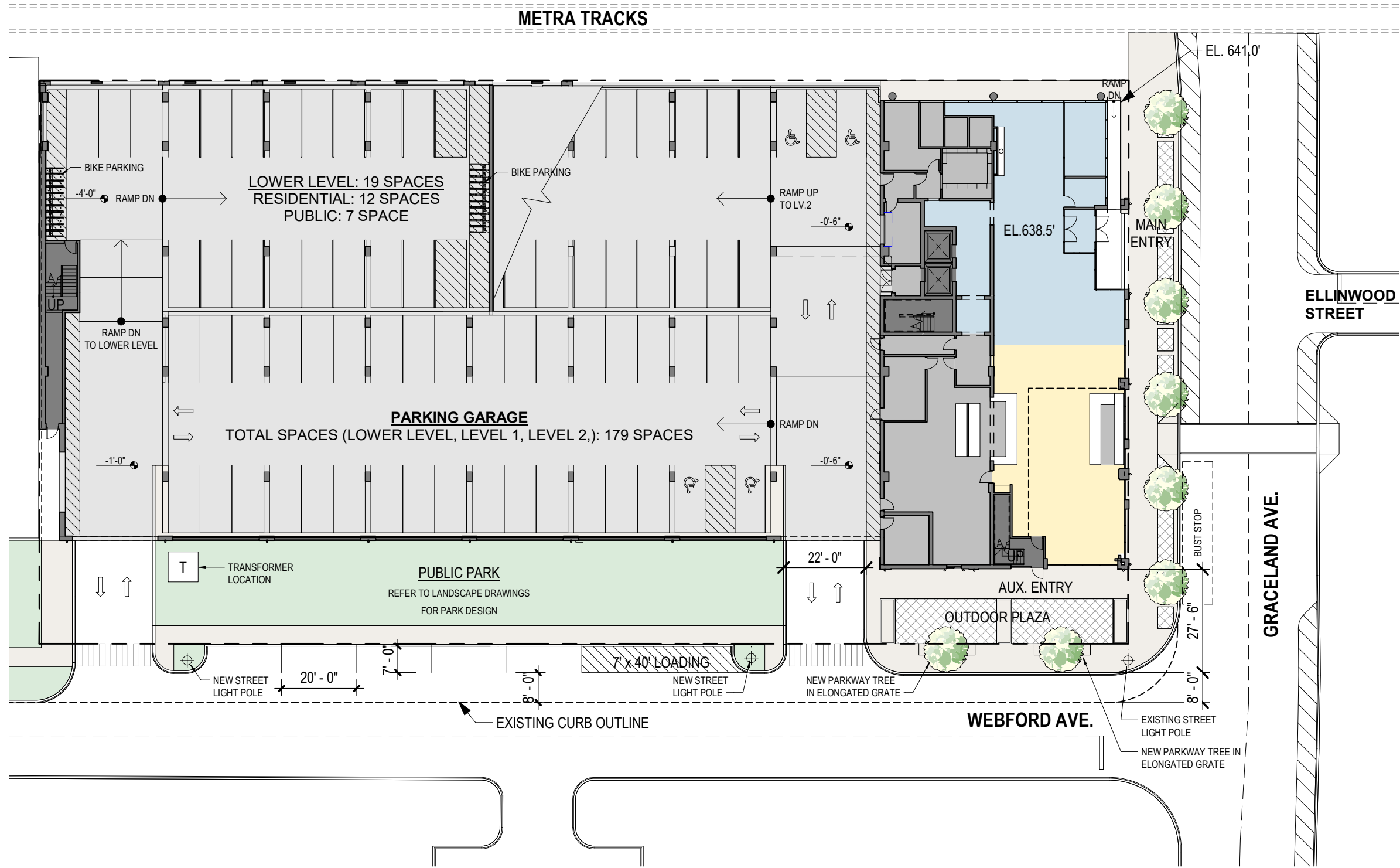


DES PLAINES MULTI-FAMILY

622 GRACELAND AVE.

05/17/2022 Project #: 21084

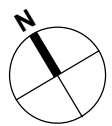
A.4



1 SITE PLAN
 SCALE: 1" = 30'-0"



OKW ARCHITECTS
 600 W. Jackson, Suite 250
 Chicago, IL 60661



SCALE: 1" = 30'
 0 7.5' 15' 30'

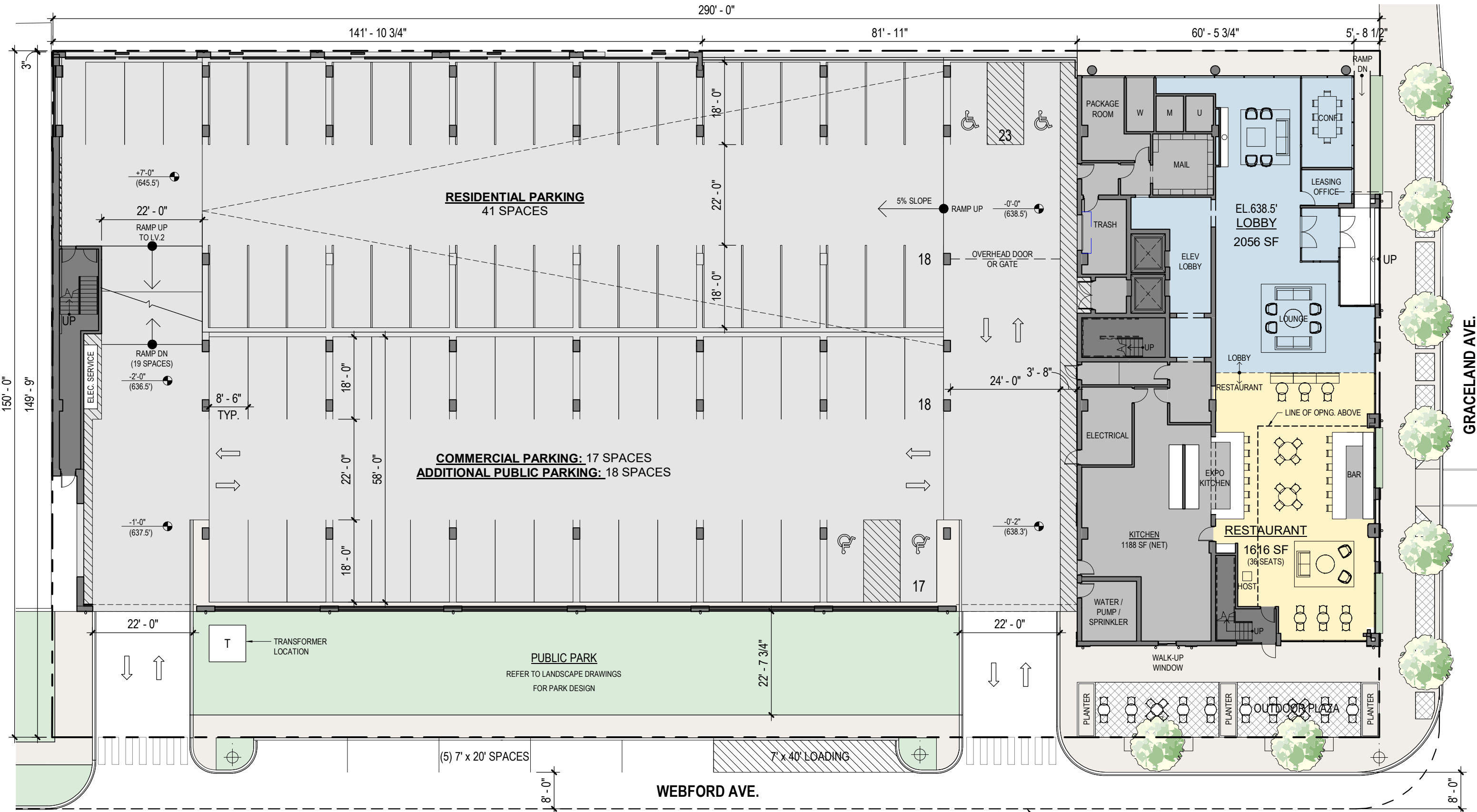


DES PLAINES MULTI-FAMILY

622 GRACELAND AVE.

05/11/22 Project #: 21084

A.10



1 GROUND LEVEL
 SCALE: 1" = 20'-0"

NOTE: ALL AREAS TO BE PRIVATE USE
 UNLESS OTHERWISE NOTED ON PLAN

OKW Architects
OKW ARCHITECTS
 600 W. Jackson, Suite 250
 Chicago, IL 60661

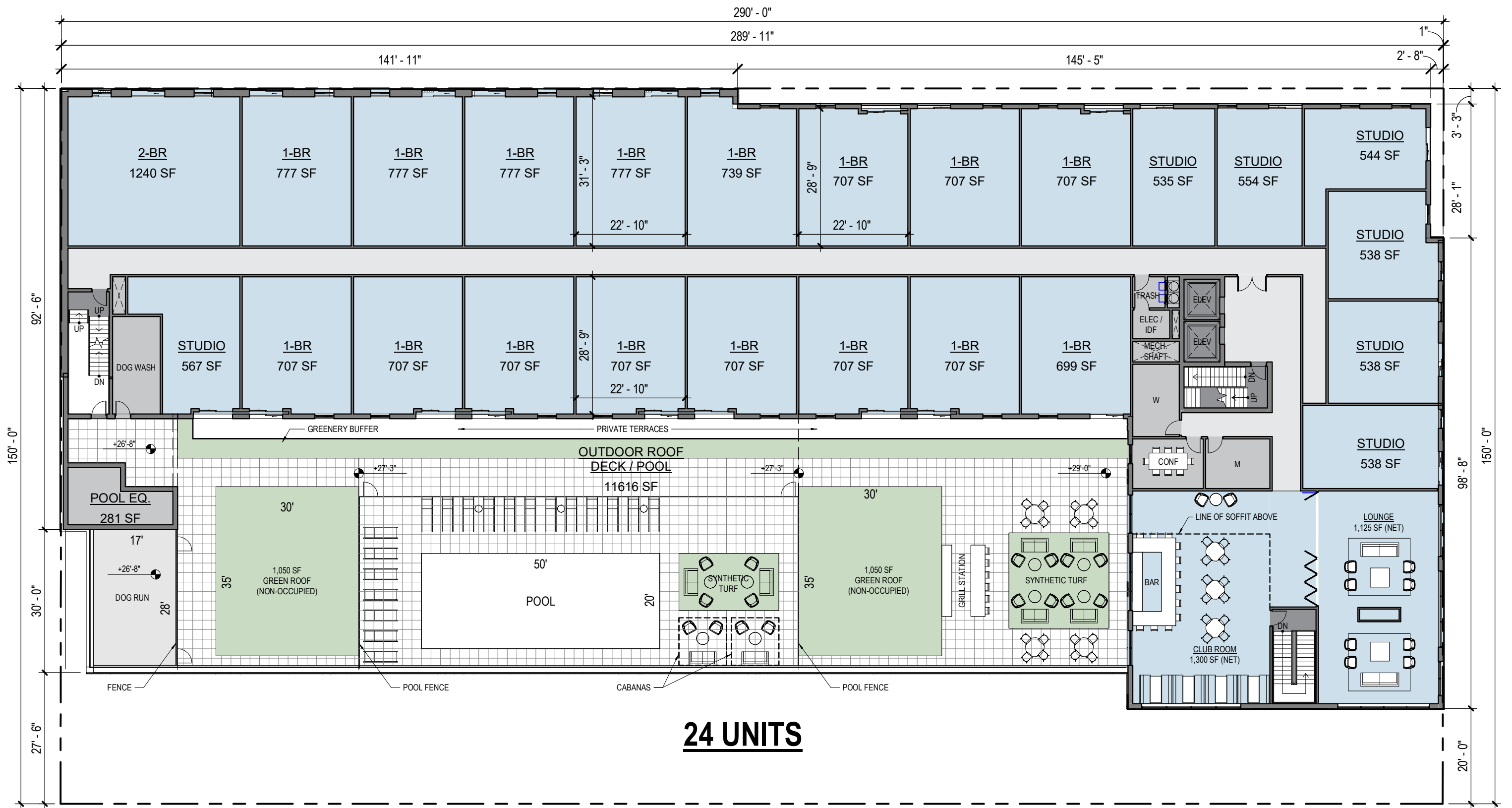
SCALE: 1" = 20'
 0 5' 10' 20'

TRUE

COMPASSPOINT
 DEVELOPMENT, LLC

DES PLAINES MULTI-FAMILY
 622 GRACELAND AVE.
 05/11/22 Project #: 21084

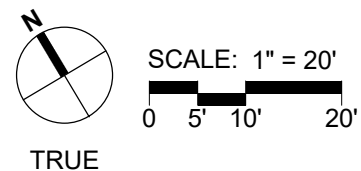
A.11



24 UNITS

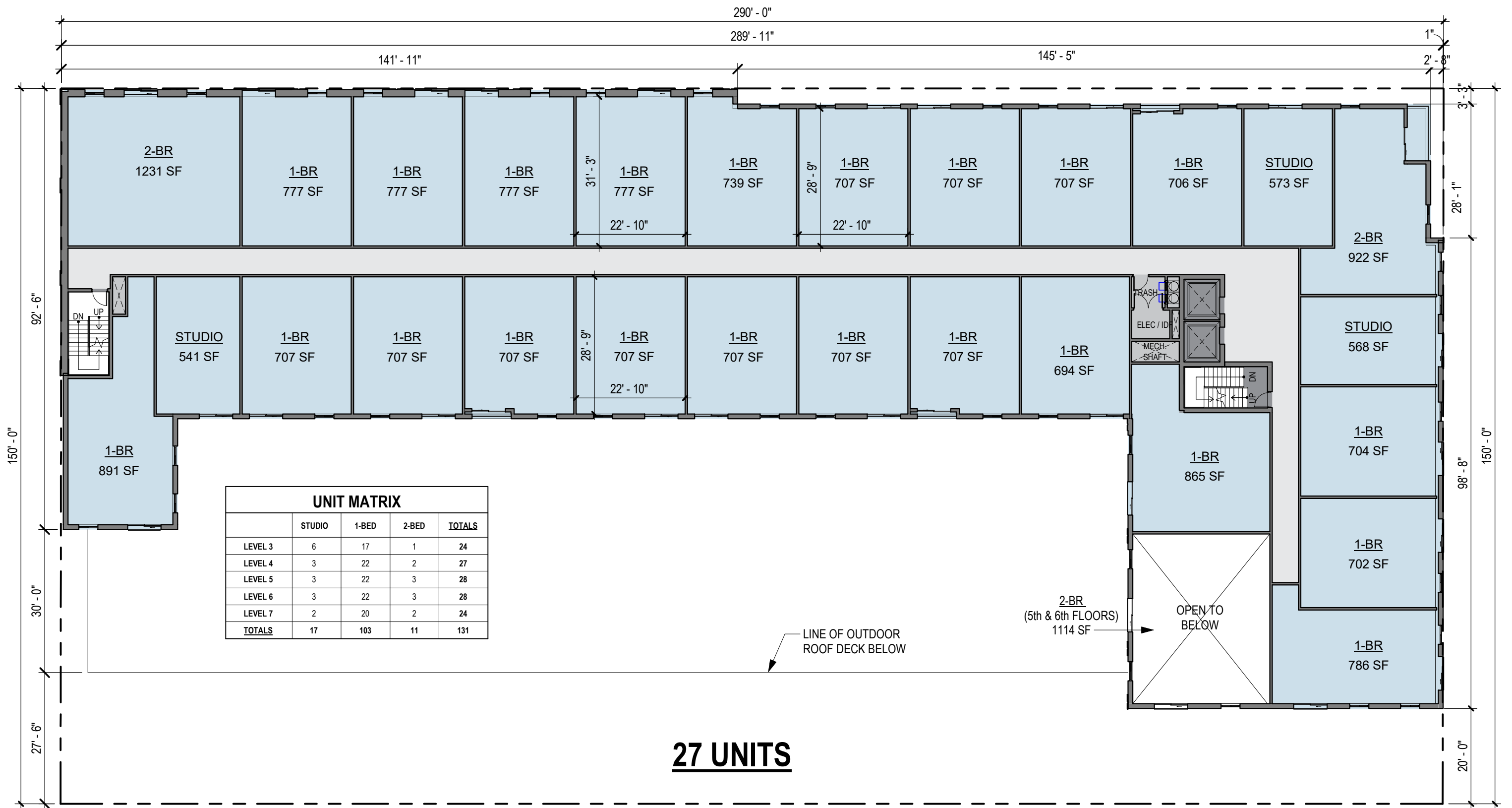
1 LEVEL 03 AMENITY AND POOL LEVEL
SCALE: 1" = 20'-0"

NOTE: ALL AREAS TO BE PRIVATE USE
UNLESS OTHERWISE NOTED ON PLAN



DES PLAINES MULTI-FAMILY
622 GRACELAND AVE.
05/11/22 Project #: 21084

A.13



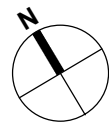
27 UNITS

NOTE: ALL AREAS TO BE PRIVATE USE
UNLESS OTHERWISE NOTED ON PLAN

1 LEVEL 04
SCALE: 1" = 20'-0"



OKW ARCHITECTS
600 W. Jackson, Suite 250
Chicago, IL 60661



TRUE

SCALE: 1" = 20'
0 5' 10' 20'



DES PLAINES MULTI-FAMILY

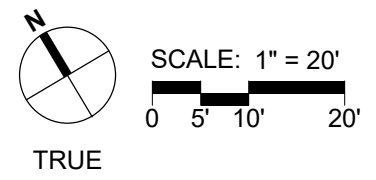
622 GRACELAND AVE.

05/11/22 Project #: 21084

A.14

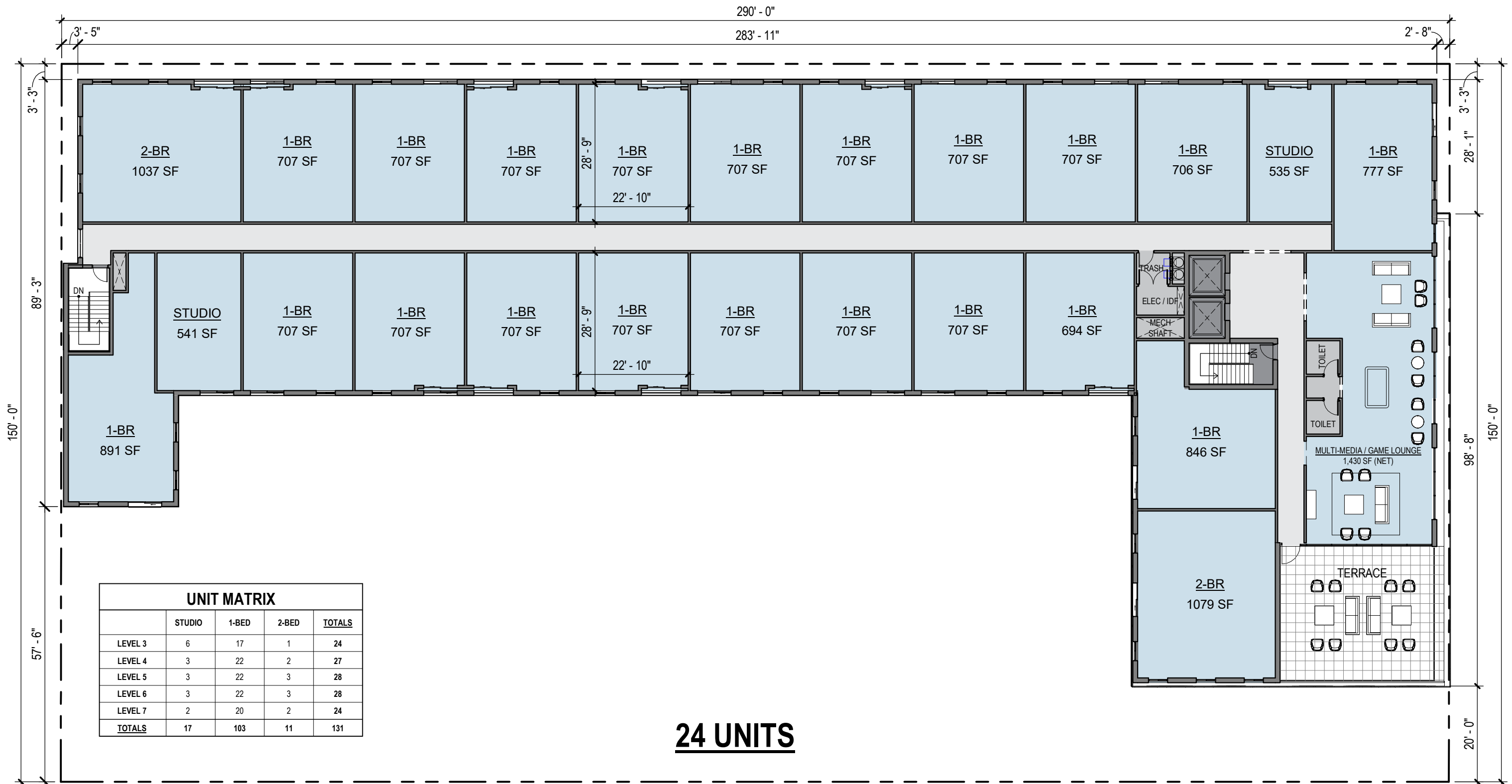


1 LEVELS 05-06 TYPICAL RESIDENTIAL
SCALE: 1" = 20'-0"



DES PLAINES MULTI-FAMILY
622 GRACELAND AVE.
05/11/22 Project #: 21084

A.15



UNIT MATRIX				
	STUDIO	1-BED	2-BED	TOTALS
LEVEL 3	6	17	1	24
LEVEL 4	3	22	2	27
LEVEL 5	3	22	3	28
LEVEL 6	3	22	3	28
LEVEL 7	2	20	2	24
TOTALS	17	103	11	131

24 UNITS

NOTE: ALL AREAS TO BE PRIVATE USE
UNLESS OTHERWISE NOTED ON PLAN

1 LEVEL 07
SCALE: 1" = 20'-0"

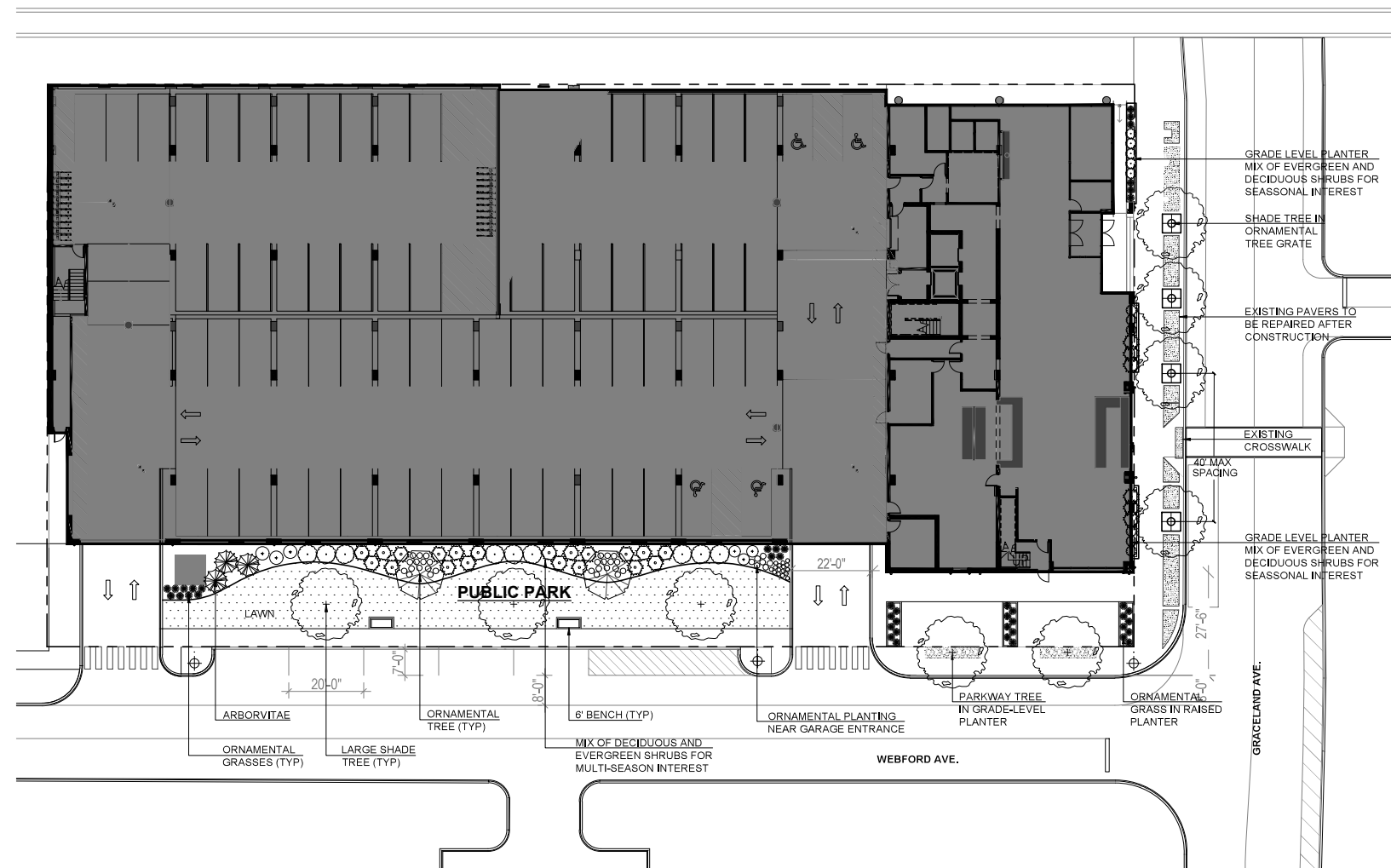
OKW Architects
OKW ARCHITECTS
 600 W. Jackson, Suite 250
 Chicago, IL 60661

SCALE: 1" = 20'
 0 5' 10' 20'
 TRUE

COMPASSPOINT
 DEVELOPMENT, LLC

DES PLAINES MULTI-FAMILY
 622 GRACELAND AVE.
 05/11/22 Project #: 21084

A.16



LANDSCAPE REQUIREMENTS TABLE

PARKING AREAS

REQUIREMENT: 5' LANDSCAPE BUFFER BETWEEN PARKING AREA AND PUBLIC SIDEWALK
 PROPOSED: PUBLIC WALK LOCATED AS A CARRIAGE WALK TO FRONT-LOADED PARKING SPACES ADJACENT TO THE ROW, 5' LANDSCAPE BUFFER TO BE LOCATED ALONG THE PUBLIC SIDEWALK OPPOSITE OF STALLS.
 NOTE: RELIEF REQUESTED FOR LOCATION OF BUFFER

REQUIREMENT: 1 TREE PER 40' OF PARKING AREA LENGTH
 PROPOSED: 1 TREE PER 40' OF PARKING AREA LENGTH

REQUIREMENT: 1 SHRUB PER 3' OF PARKING AREA LENGTH
 PROPOSED: 1 SHRUB PER 3' OF PARKING AREA LENGTH

REQUIREMENT: LANDSCAPE AREA AROUND 35% OF FOUNDATION
 PROPOSED: LANDSCAPE AREA AROUND APPROXIMATELY 50% OF FOUNDATION

STREETSCAPE (GRACELAND AVENUE)

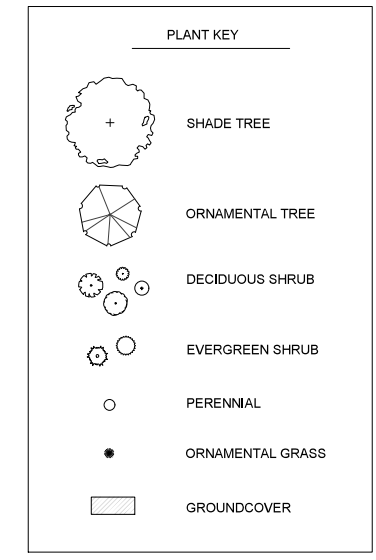
REQUIREMENT: 1 PARKWAY TREE PER 40-60'
 PROPOSED: 1 PARKWAY TREE PER 40' MINIMUM
 NOTE: CITY STREETSCAPE STANDARDS TO BE IMPLEMENTED

LOADING SCREENING:

REQUIREMENT: LOADING TO BE SCREENED WITH A SOLID WOOD OR MASONRY FENCE 6-8' TALL OR CONTINUOUS EVERGREEN HEDGE.
 PROPOSED: LOADING AREA TO BE DISCRETELY INTEGRATED INTO THE LANDSCAPE AND FINISHED WITH PAVERS A SHADE TREE TO MATCH OTHER OUTDOOR AREAS ADJACENT TO BUILDING.
 NOTE: RELIEF REQUESTED FOR SCREENING METHOD

MECHANICAL EQUIPMENT SCREENING:

REQUIREMENT: MECHANICAL EQUIPMENT TO BE SCREENED WITH MASONRY WALL ON ALL SIDES
 PROPOSED: LANDSCAPING TO BE INSTALLED IN AREA ADJACENT TO EQUIPMENT AND THE STREET
 NOTE: RELIEF REQUESTED



PRELIMINARY LANDSCAPE PLAN
 SCALE: 1" = 10'-0"

TENTATIVE PLAT OF GRACELAND-WEBFORD SUBDIVISION

UNDERLYING PROPERTY LEGAL DESCRIPTION:

PARCEL 1:

LOTS 35, 36 AND 37 IN BLOCK 1 IN DES PLAINES MANOR, TRACT NO. 1, A SUBDIVISION OF PART OF SECTIONS 17 AND 20, TOWNSHIP 41 NORTH, RANGE 12 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JULY 14, 1911 AS DOCUMENT NO. 4793563, IN COOK COUNTY, ILLINOIS.

PROPERTY COMMONLY KNOWN AS: 622 GRACELAND AVE., DES PLAINES, IL. 60016 CONTAINING: 22,509.41 SQ. FT., 0.52 AC. (MORE OR LESS)

PARCEL 2:

LOT 34 IN BLOCK 1 IN DES PLAINES MANOR, TRACT NO. 1, A SUBDIVISION OF PART OF SECTIONS 17 AND 20, TOWNSHIP 41 NORTH, RANGE 12 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JULY 14, 1911 AS DOCUMENT NO. 4793563, IN COOK COUNTY, ILLINOIS.

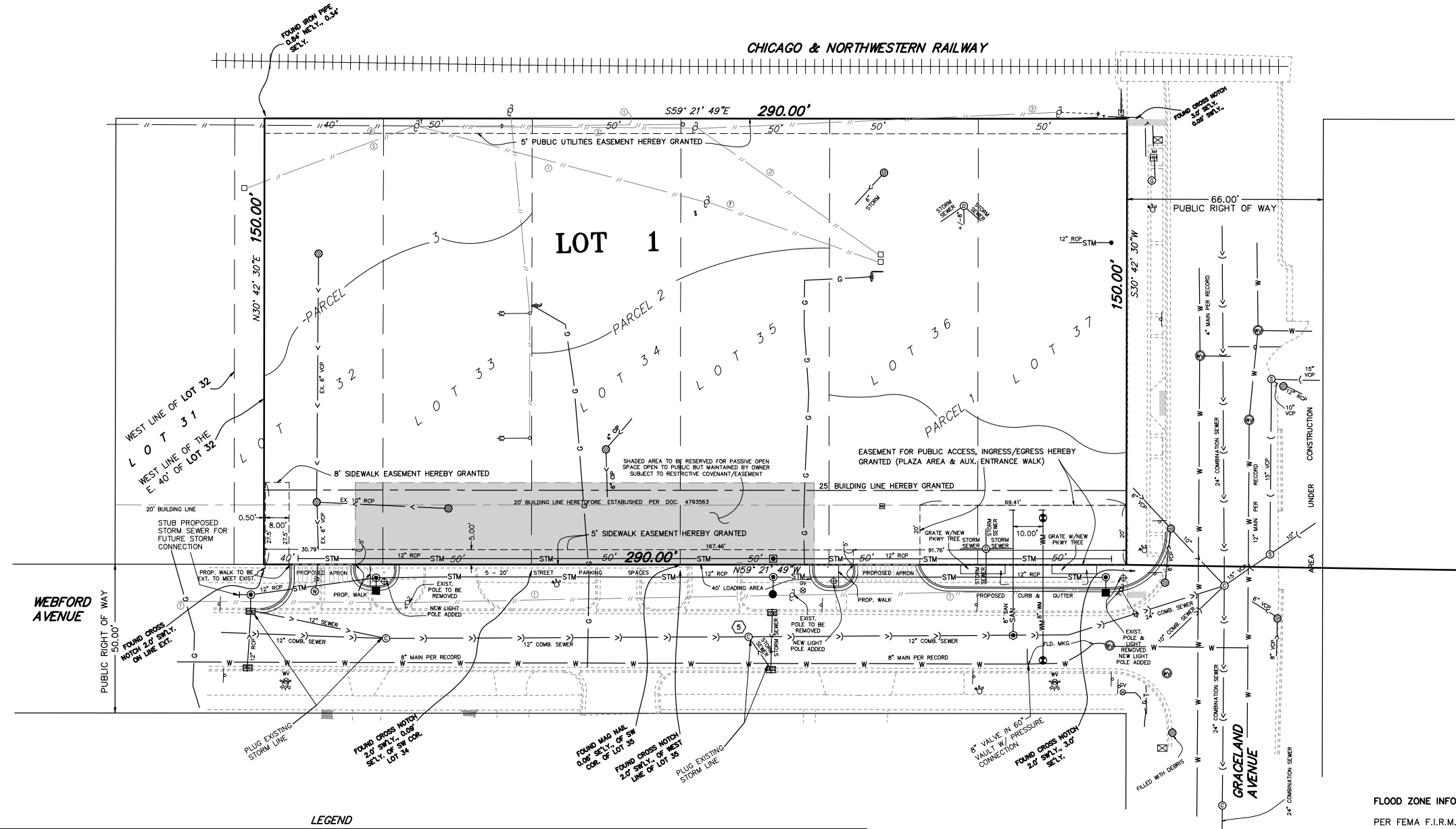
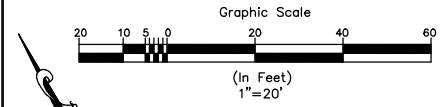
PROPERTY COMMONLY KNOWN AS: 1368 WEBFORD AVE., DES PLAINES, IL. 60016 CONTAINING: 7,503.12 SQ. FT., 0.17 AC. (MORE OR LESS)

PARCEL 3:

THE SOUTHEASTERLY 40 FEET OF LOT 32 AND ALL OF LOT 33 IN BLOCK 1 IN DES PLAINES MANOR TRACT NO. 1, A SUBDIVISION OF PART OF SECTIONS 17 AND 20, TOWNSHIP 41 NORTH, RANGE 12 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JULY 14, 1911 AS DOCUMENT 4793563, IN COOK COUNTY, ILLINOIS.

PROPERTY COMMONLY KNOWN AS: 1332 WEBFORD AVE., DES PLAINES, IL. 60016 CONTAINING: 13,499.99 SQ. FT., 0.31 AC. (MORE OR LESS)

CONTAINING: TOTAL (ALL 3 PARCELS) 43,499.97 SQ. FT., 1.00 AC. (MORE OR LESS)



NOTE:
 ALL OVERHEAD UTILITIES TO BE RELOCATED UNDERGROUND

LEGEND

	GAS METER		WATER SERVICE SHUT-OFF VALVE		CURB INLET/CATCH BASIN		UNDERGROUND ELECTRIC
	GAS VALVE		WATER VALVE VAULT		PROPOSED STORM INLETS		UNDERGROUND TELEPHONE
	UTILITY POLE		TRAFFIC SIGNAL CONTROL VAULT		EXISTING RIGHT OF WAY PAVED IMPROVEMENTS		GAS MAIN
	UTILITY POLE WITH TRANSFORMER		RAILROAD GATE ARM		PROPOSED CURB AND GUTTER		WATER MAIN
	"GUY" ANCHOR W/ WIRE		ELECTRIC HANDHOLE		OVERHEAD WIRES (# OF WIRES)		PROPOSED WATER MAIN
	LIGHT POLE		WATER METER VAULT		STORM SEWER		SANITARY SEWER
	SIGN POST		CLOSED COVER DRAINAGE STRUCTURE		PROPOSED STORM MANHOLE		PROPOSED SANITARY SEWER MANHOLE
	FIRE HYDRANT		OPEN COVER DRAINAGE STRUCTURE		PROPOSED SANITARY SEWER MANHOLE		PROPOSED LIGHT POLE
	WATER SHUT-OFF VALVE WITH 8" CASING		ELECTRIC DROPS (ON CONC)		PROPOSED STORM SEWER MANHOLE		
	ELECTRIC METER (ON BLDGS.)				PROPOSED STORM SEWER		
					SANITARY SEWER		
					PROPOSED SANITARY SEWER		

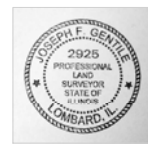
FLOOD ZONE INFORMATION:

PER FEMA F.I.R.M. NO. 17031C0217J, DATED 08/19/2008, PROPERTY IS IN ZONE "X", AREAS OF MINIMAL FLOOD HAZARD.

SURVEYOR CERTIFICATE

STATE OF ILLINOIS } S.S.
 COUNTY OF DuPAGE }
 THIS IS TO CERTIFY THAT I, JOSEPH GENTILE, ILLINOIS PROFESSIONAL LAND SURVEYOR NUMBER 2925, HAVE SURVEYED AND PLATTED THE FOLLOWING DESCRIBED PROPERTY FOR THE PURPOSE OF CONSOLIDATING PARCELS (AS SHOWN HEREON) AND THAT THIS PLAT IS A CORRECT REPRESENTATION OF SAID SURVEY AND SUBDIVISION. CORNER MONUMENTS HAVE BEEN FOUND AS SHOWN HEREON. I FURTHER CERTIFY THAT THE PROPERTY IS WITHIN THE CORPORATE LIMITS OF THE CITY OF DES PLAINES WHICH HAS ADOPTED AN OFFICIAL COMPREHENSIVE PLAN, THAT THE PROPERTY IS NOT WITHIN A SPECIAL FLOOD HAZARD AREA AS IDENTIFIED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY ON THE MOST RECENT FLOOD INSURANCE RATE MAP PANEL 217 OF 832, COMMUNITY PANEL NO. 17031C0217J, EFFECTIVE 8/19/2008.

BASIS OF BEARINGS: ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE
 ALL DISTANCES ARE SHOWN IN FEET AND DECIMAL PARTS THEREOF.
 GIVEN UNDER MY HAND AND SEAL THIS 6TH DAY OF APRIL, A.D. 2022



ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 2925
 MY LICENSE EXPIRES NOVEMBER 30, 2022

GENTILE & ASSOCIATES, INC.
 PROFESSIONAL LAND SURVEYORS
 550 E. ST. CHARLES PLACE
 LOMBARD, ILLINOIS 60148
 PHONE (630) 916-6262

PREPARED FOR: RWG ENGINEERING, LLC
 DRAWN BY: VAF
 ORDER NO.: 22439-22 SUBD.(TENT.)
 ILLINOIS PROFESSIONAL DESIGN FIRM LICENSE NO. 184.002870

NO.	DATE	REVISION DESCRIPTION	BY
2	5/18/22	REVISED PER CITY REVIEW DATED 5/17/22	VAF
1	5/11/22	REVISED PER NEW SITE PLAN RCVD. 5/10/22	VAF

OWNER:
 COMPASSPOINT DEVELOPMENT LLC
 202 S. COOK ST.
 SUITE 210
 BARRINGTON, IL 60010

CONTACT: JOE TAYLOR III
 773.706.4301

622 Graceland Avenue Traffic Impact Study Des Plaines, Illinois



Prepared For:

622 Graceland Apartments LLC

Prepared by:

Eriksson Engineering Associates, Ltd.



145 Commerce Drive, Grayslake, Illinois 60030

847.223.4804

www.eea-ltd.com

1 – INTRODUCTION AND EXISTING CONDITIONS

This report summarizes the results of a transportation analysis for the proposed mixed-use development in Downtown Des Plaines, Illinois. The building site is located at 622 Graceland Avenue and consists of three lots occupied by a public parking lot and two commercial buildings. **Figure 1** illustrates the site location and area roadways.

The purpose of this study was to identify the transportation system serving the proposed development, to determine its transportation characteristics, and to evaluate the need for improvements to support the proposed building program.

Report Revisions

This report is an update from the February 22, 2022 traffic study. The following changes were made:

1. The traffic figures were corrected to show the PM peak hour as occurring from 4:30 to 5:30 PM.
2. The on-street parking spaces were changed from perpendicular to parallel spaces on Webford Avenue.
3. Additional traffic counts were conducted on Webford Avenue at Graceland Avenue and at Laurel Avenue.
4. Reviewed the concern about Metra riders being picked up on Webford Avenue.
5. Expanded the trip generation and directional distribution discussion.

Site Location

The development site is located in the northwestern area of Downtown Des Plaines, Illinois. It is bordered by Union Pacific/Metra train tracks to the north, Graceland Avenue to the east, Webford Avenue to the south, and a commercial building to the west. It is occupied by a public parking lot and two commercial buildings.

Roadway Characteristics

A description of the area roadways providing access to the site is illustrated in **Figure 2** and provided below:

Graceland Avenue (U.S. Route 12-45 Southbound) is a one-way southbound other principal arterial that provides two through lanes and extends between Rand Road and Mannheim Road. At its signalized intersection with Miner Street, Graceland Avenue provides a combined through/left-turn lane, a through lane, and an exclusive right-turn lane. At its unsignalized intersection with Ellinwood Street, Graceland Avenue provides a combined through/left-turn lane and a through lane. At its signalized intersection with Prairie Avenue, Graceland Avenue provides a combined through/left-turn lane and a combined through/right-turn lane. The UP-NW Metra Rail Line has an at-grade crossing on Graceland Avenue approximately 60 feet north of Ellinwood Street and 75 feet south of Miner Street. On-street parking is permitted on the east side of Graceland Avenue south of Ellinwood Street. Graceland Avenue is under the jurisdiction of IDOT, has a posted speed limit of 30 mph, and carries an Annual Average Daily Traffic (ADT) volume of 18,800 (IDOT 2018) vehicles.

Miner Street (U.S. Route 14) is an east-west minor arterial that in the vicinity of the site provides two through lanes in each direction. At its signalized intersection with Graceland Avenue, Miner Street provides a through lane and a combined through/right-turn lane on the eastbound approach and a through lane and combined through/left-turn lane on the westbound approach. On-street parking is permitted on the north side of the street between Graceland Avenue and Pearson Street, while a Metra parking lot is provided on the south side of the street between Perry Street and Lee Street. Immediately east of Lee Street, Miner Street provides a pick-up/drop-off lane for the Des Plaines Metra Station separated by a concrete barrier. Miner Street is under the jurisdiction of IDOT, has a posted speed limit of 25 mph in the vicinity of the site, and carries an Annual Average Daily Traffic (AADT) volume of 16,200 (IDOT 2019) vehicles.

Ellinwood Street is an east-west local roadway that in the vicinity of the site provides one through lane in each direction and extends from Graceland Avenue east to River Road. At its unsignalized intersection with Graceland Avenue, Ellinwood Street provides a left-turn only lane under stop sign control. Ellinwood Street generally provides diagonal on-street parking spaces on both sides of the street that are limited to 90-minute parking between 6:00 A.M. and 6:00 P.M. every day. Ellinwood Street is under the jurisdiction of the City of Des Plaines.

Prairie Avenue is a generally an east-west local roadway that in the vicinity of the site provides one through lane in each direction. At its signalized intersection with Graceland Avenue, Prairie Avenue provides a shared through/right-turn lane on the eastbound approach and an exclusive left turn lane and a through lane on the westbound approach. Prairie Avenue provides on-street parking on the south side of the roadway that is generally restricted to 90 minutes. Prairie Avenue is under the jurisdiction of the City of Des Plaines, has a posted speed limit of 25 miles per hour, and carries an Annual Average Daily Traffic (AADT) volume of 1,850 (IDOT 2018) vehicles.

Webford Avenue is an east-west local roadway that in the vicinity of the site provides one through lane in each direction and extends from Graceland Avenue west to Arlington Avenue. At its unsignalized intersection with Graceland Avenue, Webford Avenue provides a right-turn only lane under stop sign control. At Laurel Avenue three-legged intersection, the Laurel Avenue approach has a yield sign. It is under the jurisdiction of the City of Des Plaines, has a posted speed limit of 25 miles per hour,

Laurel Avenue is a north-south local roadway with one through lane in each direction and no parking on the west side and 3-hour parking on the east side. It extends south from Webford Avenue to Prairie Avenue where it jogs 70 feet to the east and continues south to Thacker Street. It is under the jurisdiction of the City of Des Plaines, has a posted speed limit of 25 miles per hour,

Public Transportation

The site is located near of the Des Plaines Metra station for the UP-NW Metra Rail Line which offers daily service between Harvard/McHenry and Chicago. The site is near several PACE bus routes as described below:

- *Route 208 (Golf Road)* - Davis Street Metra/CTA stations to Northwest Transportation Center (Schaumburg) via Church Street.
- *Route 209 (Busse Highway)* – CTA Blue Line Harlem Station to Downtown Des Plaines
- *Route 226 (Oakton Street)* - Jefferson Park CTA Blue Line station and Oakton Street and Hamilton Street in southern Mt. Prospect (including Des Plaines Metra station) via Oakton Street and Niles Center Road.
- *Route 230 (South Des Plaines)* - Rosemont CTA Blue Line station to the Des Plaines Metra station via River Road.
- *Route 234 (Wheeling – Des Plaines)* - Weekday service from Des Plaines to Wheeling. Rush hour service operates between the Des Plaines Metra station and Pace Buffalo Grove Terminal. Mid-day trips end at Strong/Milwaukee (Wheeling). Serves the following major destinations: Holy Family Hospital, Metra UP Northwest Line stations (Des Plaines, Cumberland and Mt. Prospect), Randhurst Mall, Wheeling High School, Metra North Central Line station (Wheeling), Wheeling Municipal Complex, and Wheeling Tower.

Sidewalks are provided on the entire surrounding roadway network and crosswalks are provided at all intersections. In addition, high visibility crosswalks are provided on the north, east, and south legs of Graceland Avenue with Miner Street; the west and south legs of Graceland Avenue with Prairie Avenue; and all legs of Lee Street with Miner Street and Lee Street with Prairie Avenue. Pedestrian walk signals with countdown timers are provided at all signalized intersections within the study area.

Bicycle Routes

The City of Des Plaines identifies Miner Street, Prairie Avenue, and Graceland Avenue north of Miner Street as locations for future bike routes.

Existing Vehicular, Pedestrian, and Bicycle Volumes

Weekday morning (7:00 to 9:00 AM) and afternoon (4:00 to 6:00 PM) manual counts of pedestrians and vehicles were conducted in January 2022 on Graceland Avenue at Miner Street, Webford Avenue, and Prairie Avenue and at the existing site driveways (four).

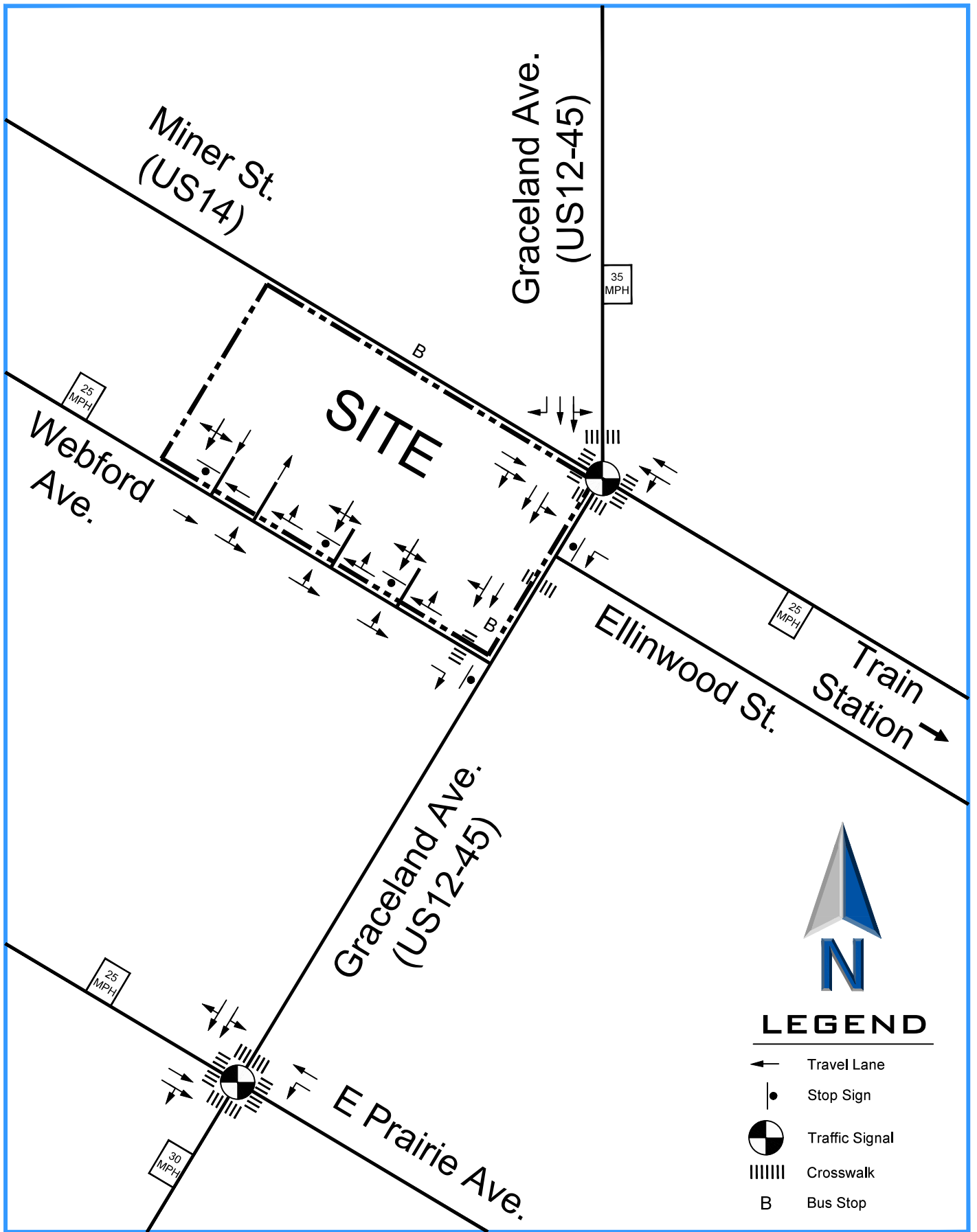
These counts showed the peak-hours of traffic occurring from 7:45 to 8:45 AM and 4:00 to 5:00 PM on a weekday. However, these counts were conducted during the current pandemic and do not represent pre-pandemic conditions. A comparison was made with the 2018 pre-pandemic traffic counts conducted for the Ellinwood Apartment traffic study which found the 2018 volumes to be higher than the 2022 traffic counts and slightly different peak-hour of traffic (7:15-8:15 PM and 4:30-5:30 PM). To be conservative, the 2018 traffic counts were used as the base existing traffic volumes for this study and increased by 4% to represent the Year 2022.

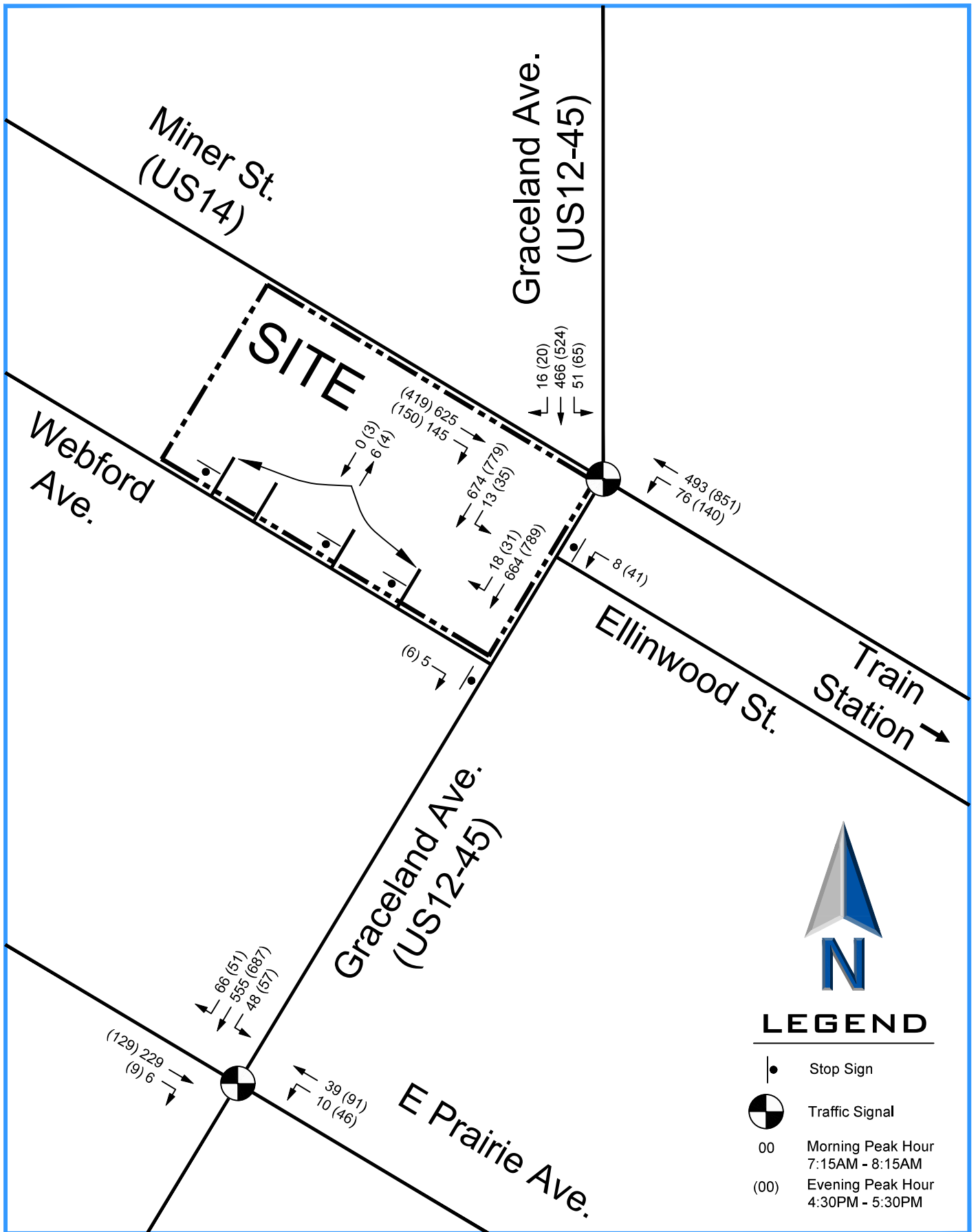
Figures 3 and 4 illustrates the existing vehicular and pedestrian volumes respectively. Copies of the counts can be found in the **Appendix**.

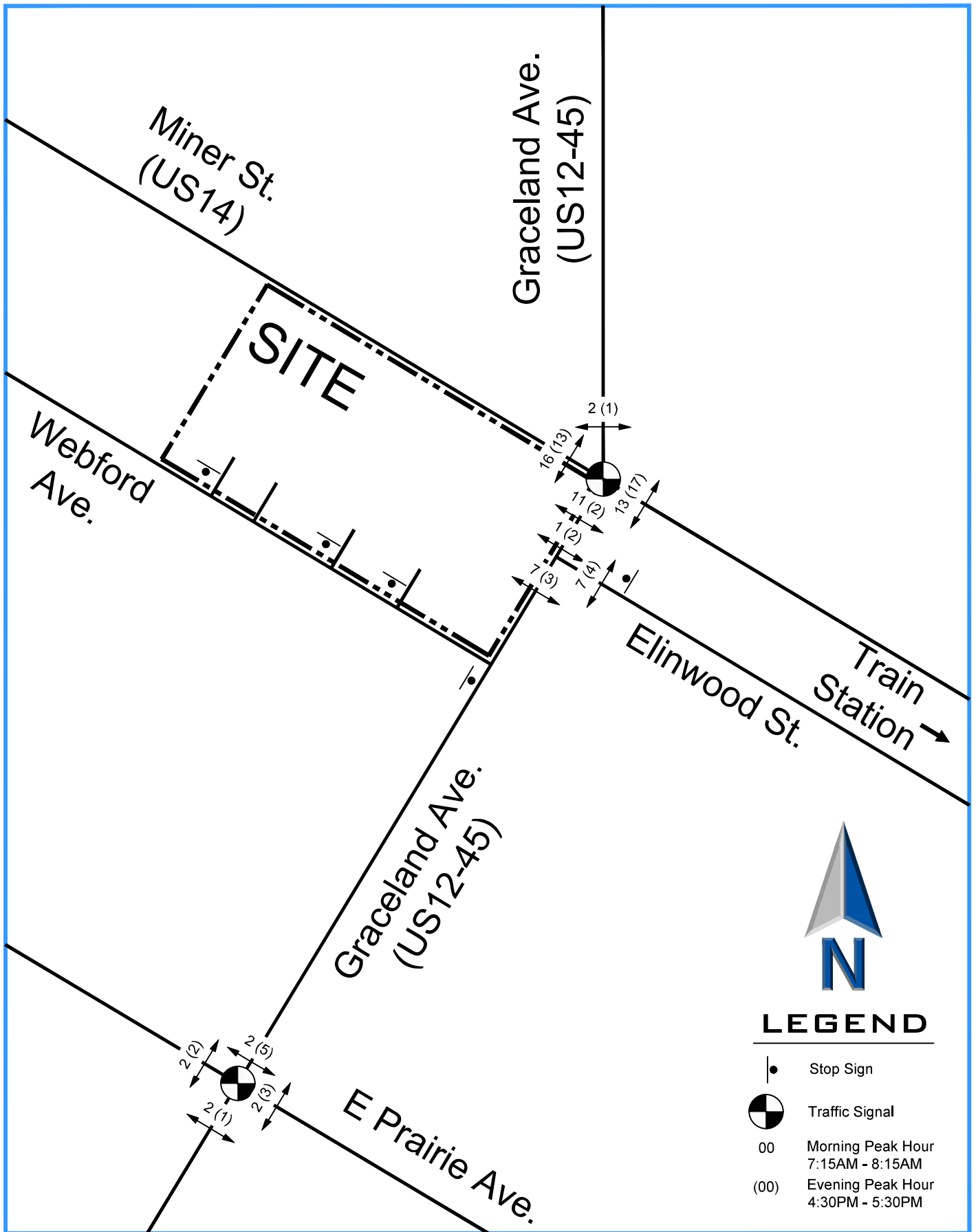


Site Location and Area Roadways

Figure 1







2 - DEVELOPMENT CHARACTERISTICS

Existing and Proposed Site Use

The project site is currently occupied by two-commercial buildings and a public parking lot. The parking lot has two driveways (inbound and outbound) and the two buildings each have a full access drive.

The development plan is for a multi-story apartment building with 132 units with a restaurant (1,477 sq. ft.) and a lounge (1,255 square feet). A parking garage will have two full access drives on either end.

Site Trip Generation

Vehicle traffic volumes generated by the residential and commercial uses were estimated from the Institute of Transportation Engineer's Trip Generation Manual, 11th Edition. **Table 1** summarizes the estimated traffic volumes for the development and compares it to the site's existing traffic volumes. To be conservative, the existing site traffic volumes were not removed from the existing traffic counts.

Table 1
Site Trip Generation Estimates

Use	ITE LUC	Size	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Apartments	221	132 units	24	18	42	16	22	38
Restaurant	931	1,477 sq. ft.	0	1	1	7	4	11
Lounge	975	1,255 sq. ft.	1	1	2	9	5	14
Development Total			25	20	45	32	31	63
City Lot and Newspaper Existing Volumes			-6	-0	-6	-4	-3	-7
Net Additional Traffic			+19	+20	+39	+28	+28	+56

Directional Distribution

The trip distribution for the development is based on a combination of the existing traffic volumes, the existing road system, traffic congestion, and the proposed site access. The trip distribution for the site is shown on **Table 2** and **Figure 5**.

For inbound traffic, 75% of the site traffic comes from the north on Graceland Avenue and Miner Street. The most direct route is to turn right onto Webford Avenue and then turn right into the parking garage. Measured from the southern railroad tracks to the western garage access, the distance is approximately 640 feet. The alternate route from the north is to continue down Graceland Avenue to Prairie Avenue to Laurel Avenue to Webford Avenue to the western garage access. Site users are not likely to use this route since it has an approximate distance of 1,700 feet or almost three times the distance.

From the south, the most direct route is from the south is Lee Street to Ellinwood Road to Webford Avenue to the parking garage for a distance of 1,330 feet versus the roundabout way of Lee Street to Prairie Avenue to Laurel Avenue to Webford Avenue to the parking garage for a distance of 1,630 feet.

**Table 2
Directional Distribution**

Direction	Inbound	Outbound
West Miner Street	20%	-
North Graceland Avenue	25%	-
East Miner Avenue	30%	-
East Ellinwood Street	20%	-
East Prairie Avenue	-	55%
South Graceland Avenue	-	40%
West Webford Avenue	5%	5%
Total	100%	100%

Site Traffic Assignment

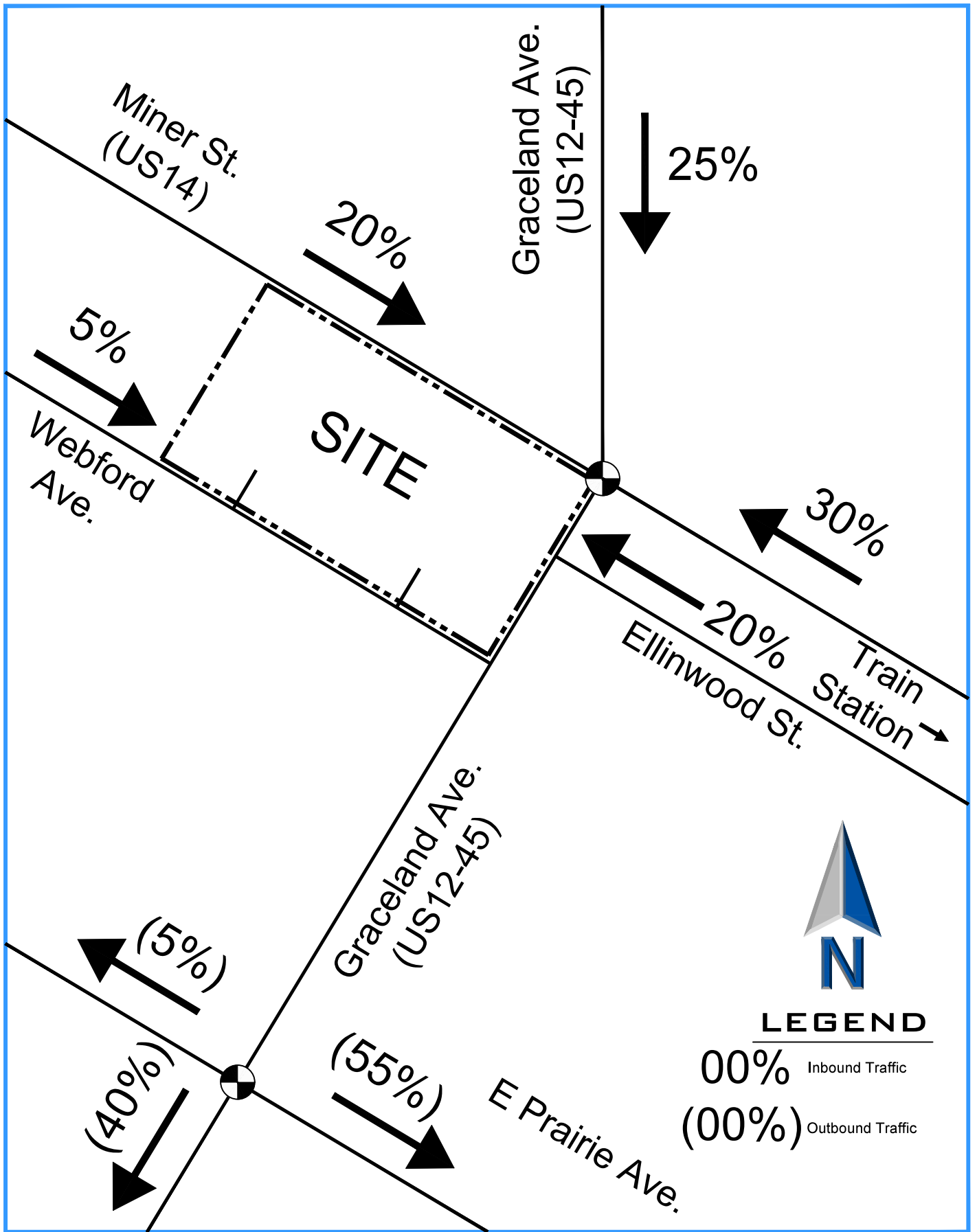
Based on trip generation and directional distribution estimates, the site generated traffic was assigned to the proposed access drive and area roadways for each phase. **Figure 6** shows the resulting traffic assignments.

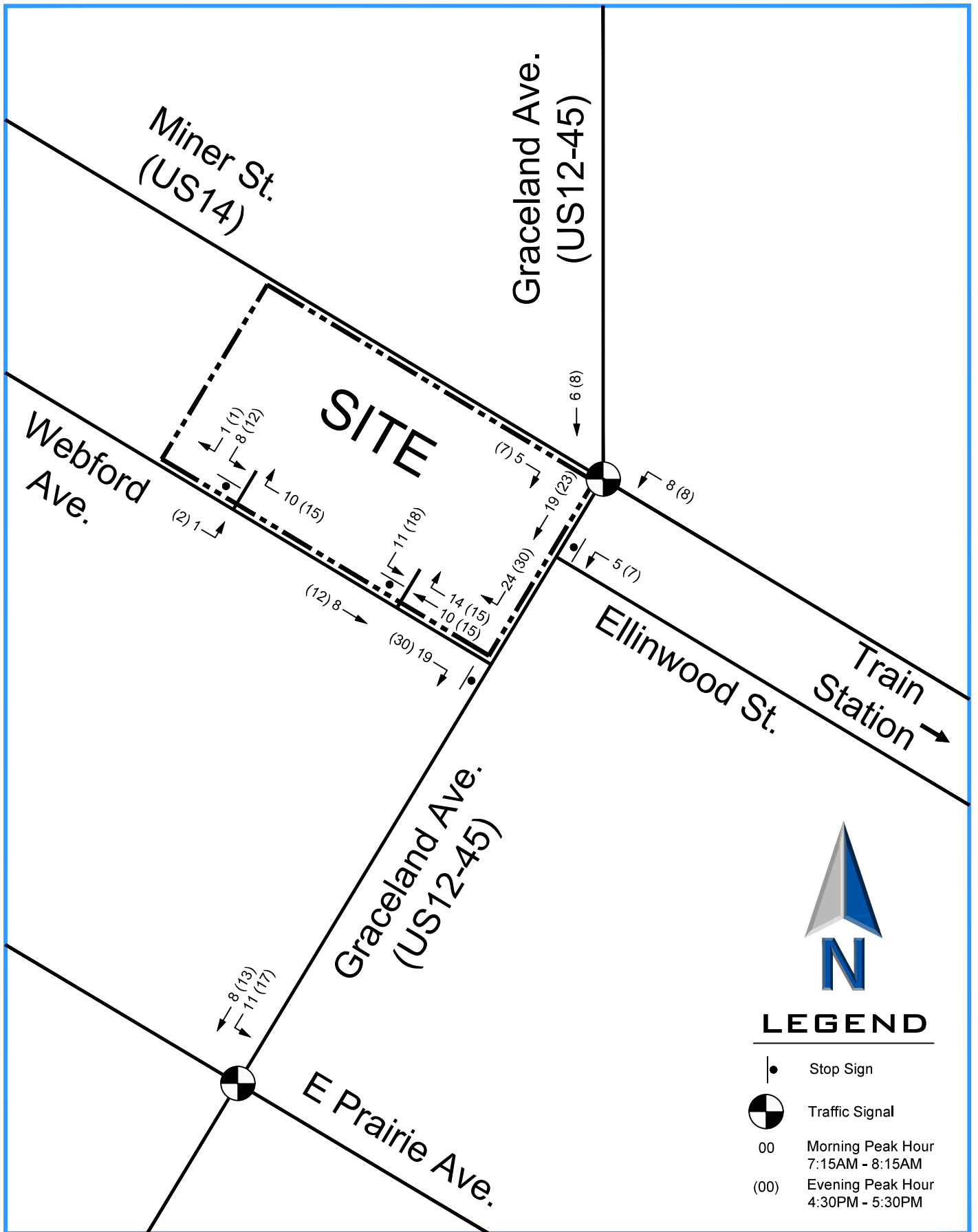
Total Traffic Volumes

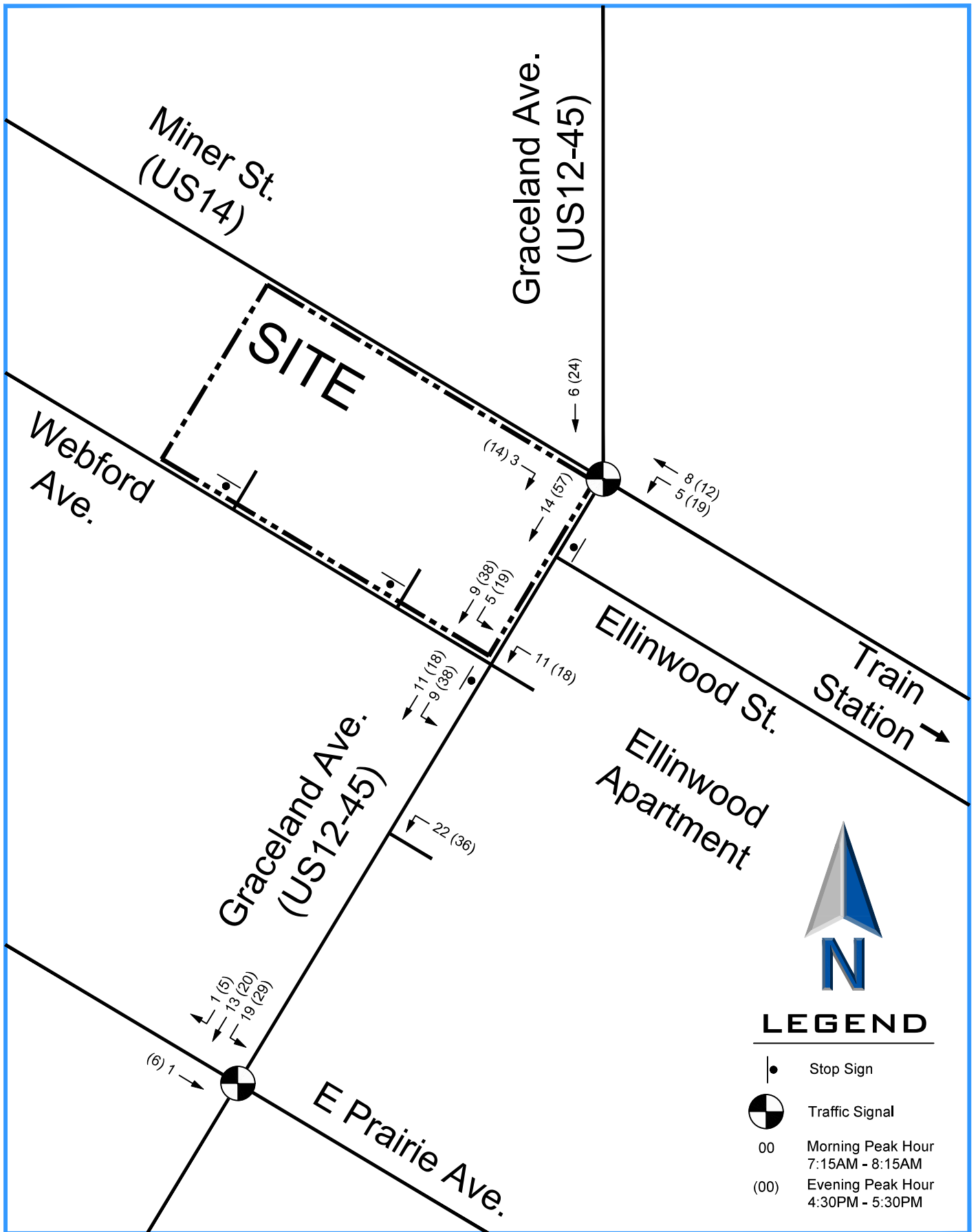
The Ellinwood Apartment project to the east of the site is under construction with two driveways on Graceland Avenue. The site traffic volumes to be generated by that project were taken from its traffic study and are shown on **Figure 7**.

The existing adjusted traffic volumes and annual growth in these volumes were combined to estimate the amount of traffic in the future without the development. The existing traffic volumes were increased by 0.5% a year to account for traffic growth in the area. A five-year time frame was used (Year 2028). **Figure 8** shows the projected traffic volumes in the study area without the development.



The total traffic volumes with the development were calculated by combining the volumes in Figures 6, 7, and 8. The projected traffic volumes are shown in **Figure 9**.





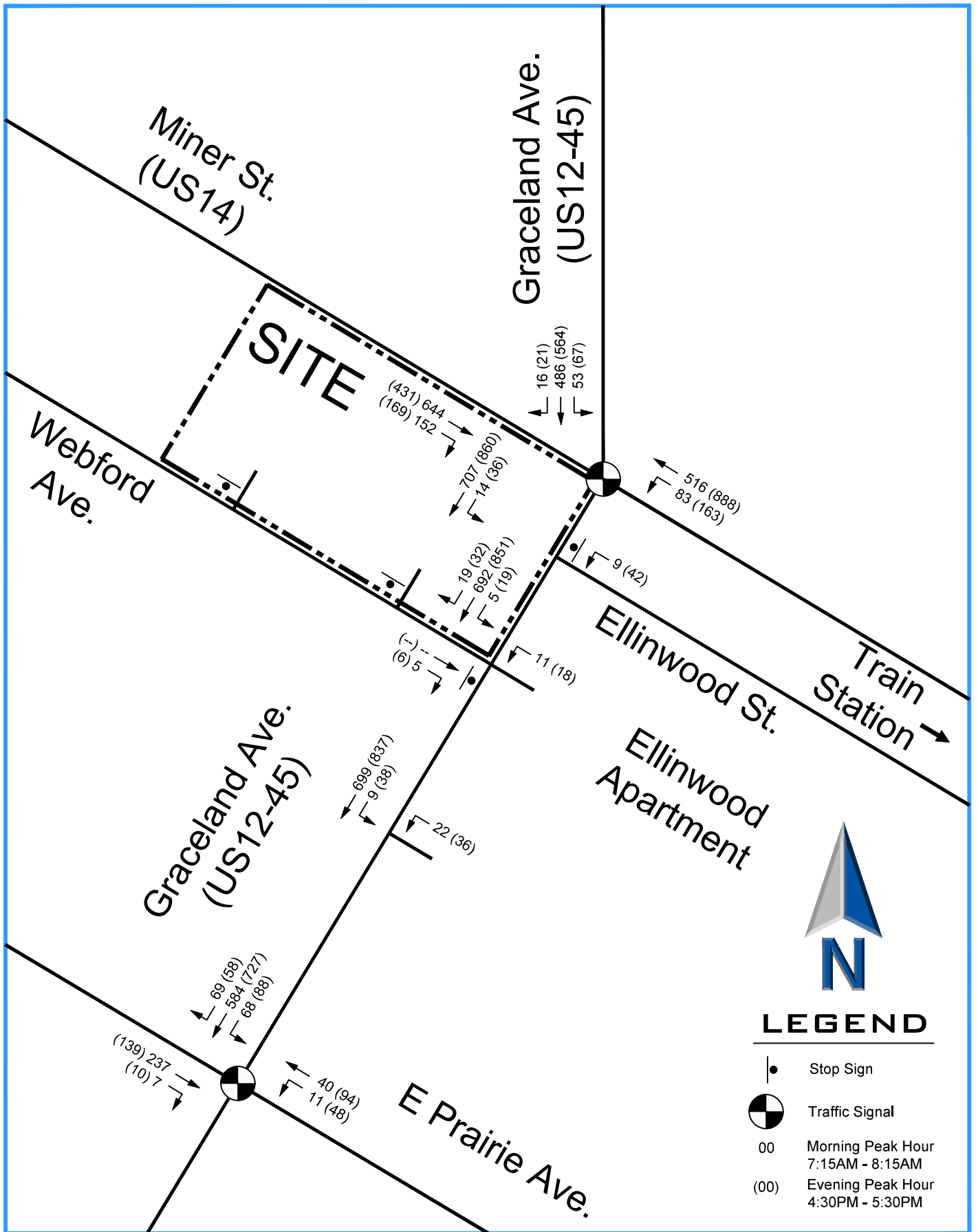


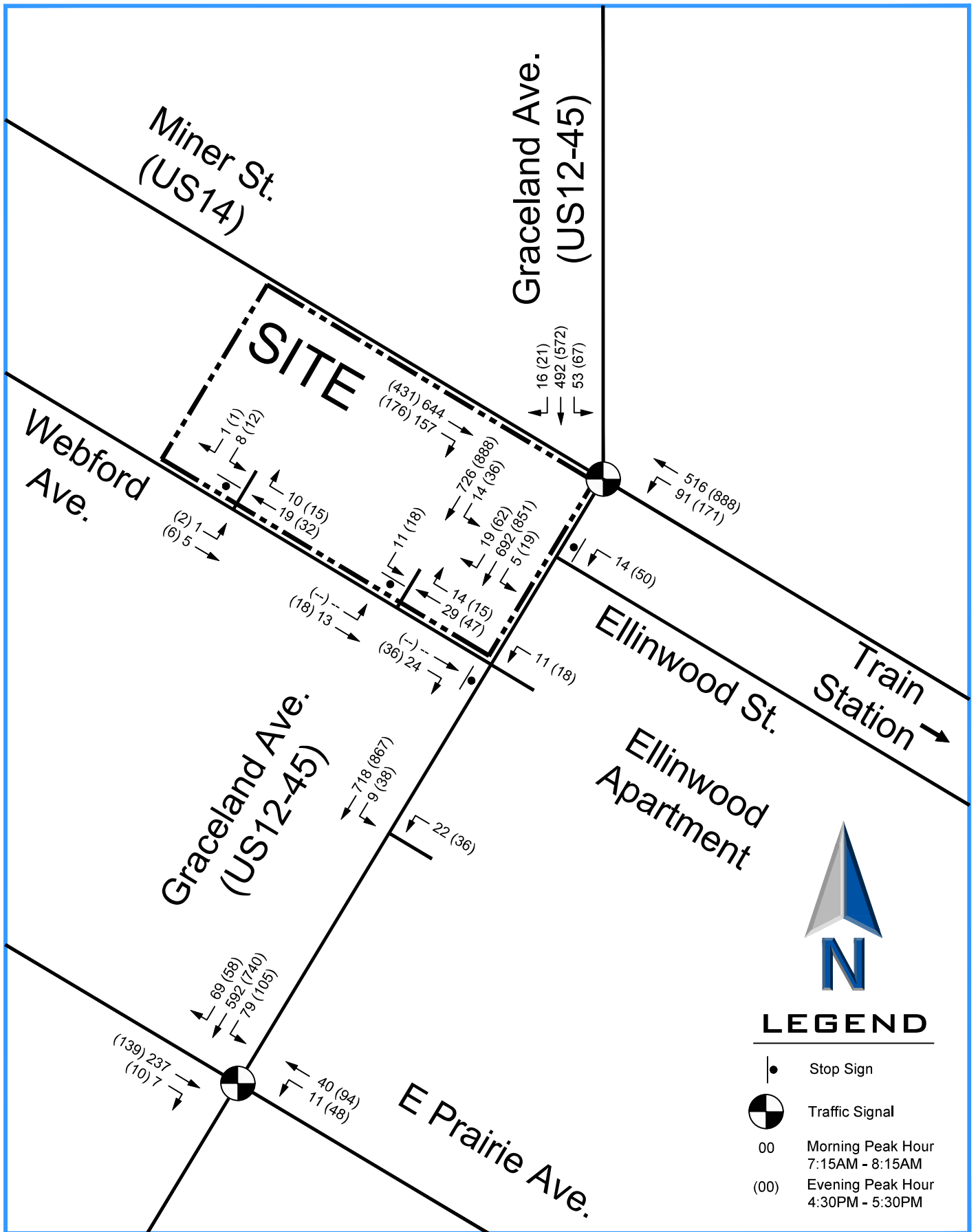
LEGEND

-  Stop Sign
-  Traffic Signal
- 00 Morning Peak Hour
7:15AM - 8:15AM
- (00) Evening Peak Hour
4:30PM - 5:30PM

Ellinwood Apartment Traffic Volumes

Figure 7





3 – ANALYSES

Intersection Capacity Analyses

In order to determine the operation of the study area intersections and access drives, intersection capacity analyses were conducted for the existing and projected traffic volumes. An intersection’s ability to accommodate traffic flow is based on the average control delay experienced by vehicles passing through the intersection. The intersection and individual traffic movements are assigned a level of service (LOS), ranging from A to F based on the control delay created by a traffic signal or stop sign. Control delay consists of the initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. LOS A has the best traffic flow and least delay. LOS E represents saturated or at capacity conditions. LOS F experiences oversaturated conditions and extensive delays. The Highway Capacity Manual definitions for levels of service and the corresponding control delay for both signalized and unsignalized intersections are shown in **Table 3**.

Table 3
Level of Service Criteria for Intersections

Level of Service	Description	Control Delay (seconds/vehicle)	
		Signals	Stop Signs
A	Minimal delay and few stops	<10	<10
B	Low delay with more stops	>10-20	>10-15
C	Light congestion	>20-35	>15-25
D	Congestion is more noticeable with longer delays	>35-55	>25-35
E	High delays and number of stops	>55-80	>35-50
F	Unacceptable delays and over capacity	>80	>50

Source: Highway Capacity Manual

Capacity analyses were conducted for each intersection area using the SYCHRO computer program to determine the existing and future operations of the access system. These analyses were performed for the weekday peak-hours. Copies of the capacity analysis summaries are included in the **Appendix**.

Table 4 shows the existing and future level of service and delay results for the signalized intersections in the study area. In general, all the signalized intersections work well now and in the future. **Table 5** shows the existing and future level of service and delay results for the signalized intersections in the study area.

Graceland Avenue and Miner Street

The signalized intersection of Graceland and Prairie Avenues is currently operating at a good level of service and will continue to operate that way in the future. No additional improvements are required due to the low volume of site generated traffic.

Graceland Avenue and Ellinwood Street

The stop controlled left-turn only onto Graceland Avenue will operate well with minimal delays.

Graceland Avenue and Webford Avenue/North Ellinwood Apartment Access

The stop controlled eastbound right-turn only and westbound right-turn only onto Graceland Avenue will operate well with minimal delays.

**Table 4
Signalized Intersection Level of Service and Total Delay**

Intersection	Morning Peak		Evening Peak	
	2022	2028	2022	2028
Graceland Avenue at Miner Street	C-20.1	C-20.6	C-25.9	C-24.6
Graceland Avenue at Prairie Avenue	B-19.3	B-17.6	B-18.0	B-15.8

**Table 5
Unsignalized Intersection Level of Service and Total Delay**

Intersection	Approach	Morning Peak		Evening Peak	
		2022	2028	2022	2028
Graceland Avenue At Ellinwood Street	Wb Left	B-11.8	B-12.2	B-13.6	B-14.9
	Sb Left	A-7.3	A-7.3	A-7.3	A-7.3
Graceland Avenue At Webford Avenue And N. Ellinwood Apt.	Eb Right	B-10.9	B-11.4	B-11.6	B-12.8
	Wb Left		B-12.1		B-14.3
Graceland Avenue At S. Ellinwood Apt.	Wb Left		B-11.6		B-13.5
Webford Avenue At East Site Drive	EB Left		A-0.0		A-0.0
	Sb Left/Right		A-8.8		A-9.0
Webford Avenue At West Site Drive	EB Left		A-7.4		A-8.8
	Sb Left/Right		A-8.7		A-7.3

Site Access Drives on Webford Avenue

Two access drives are proposed at each end of the parking garage. They are located 115 and 300 feet west of Graceland Avenue (center to center) and each will have one inbound and one outbound lane under stop sign control. Both driveways will work well in the future due to the low volume of traffic entering and exiting the site and on Webford Avenue.

Ellinwood Apartment Drives on Graceland Avenue

Two driveways for the Ellinwood Apartment project are to be located on the east side of Graceland Avenue near Webford Avenue and to the south. Both drives were included in the analyses and found to have no adverse impact from the proposed project.

Graceland Avenue and Prairie Avenue

The signalized intersection of Graceland and Prairie Avenues is currently operating at a good level of service and will continue to operate that way in the future. No additional improvements are required due to the low volume of site generated traffic.

Additional Traffic Counts

Supplemental traffic counts were conducted at the intersection of Graceland Road at Webford Avenue and at Laurel Avenue and Webford Avenue. They were conducted from 6:00 to 9 AM or 10 AM and from 3:00 to 7:00 PM from Wednesday afternoon April 20th thru Wednesday morning on April 27th. Please note that the data for the Friday morning count at Laurel Avenue and Webford Avenue was corrupted and not included in this study. Copies of the data is located in the **Appendix** and summarized in **Tables 6 and 7**.

**Table 6
Peak Hourly Traffic Volumes at Laurel Avenue at Webford Avenue**

Day And Date	Peak Time	Webford Avenue Southbound		Webford Avenue Westbound		Laurel Avenue Northbound		Intersection Totals
		Thru	Left	Right	Left	Right	Thru	
4/20/2022 Wednesday	No Count							
	5:00 PM	33	2	5	9	7	4	60
4/21/2022 Thursday	9:00 AM	15	0	9	4	16	15	59
	3:00 PM	33	3	5	20	12	12	85
4/22/2022 Friday	No Data							
	4:00 PM	23	2	9	9	9	3	55
4/23/2022 Saturday	9:00 AM	10	0	3	2	7	4	26
	5:00 PM	20	6	8	4	6	4	48
4/24/2022 Sunday	9:00 AM	8	2	9	4	7	3	33
	5:00 PM	15	4	4	6	3	3	35
4/25/2022 Monday	8:00 AM	8	4	6	7	5	3	33
	5:00 PM	20	2	13	7	7	5	54
4/26/2022 Tuesday	8:00 AM	14	4	9	9	10	0	46
	6:00 PM	16	3	6	8	14	6	53
4/27/2022 Wednesday	8:00 AM	8	2	10	7	4	1	32
	No Count							
Average Weekday	AM	11.3	2.5	8.5	6.8	8.8	4.8	42.5
	PM	25.0	2.4	7.6	10.6	9.8	6.0	61.4
Ave Weekend	AM	8.0	3.0	7.5	5.5	6.0	3.0	33.0
	PM	17.5	3.0	8.5	6.5	5.0	4.0	44.5

Table 7
Peak Hourly Traffic Volumes at Laurel Avenue at Graceland Avenue

Day And Date	Peak Time	Graceland Avenue Southbound		Webford Avenue Eastbound	Total Intersection
		Right	Thru	Right	
4/20/2022 Wednesday	No Count				
	4:00 PM	42	700	10	752
4/21/2022 Thursday	8:00 AM	18	607	7	632
	5:00 PM	38	686	10	734
4/22/2022 Friday	8:00 AM	17	533	10	560
	4:00 PM	31	825	9	865
4/23/2022 Saturday	9:00 AM	14	476	7	497
	3:00 PM	21	480	4	505
4/24/2022 Sunday	9:00 AM	14	304	2	320
	3:00 PM	16	397	2	415
4/25/2022 Monday	7:00 AM	19	400	7	426
	5:00 PM	37	634	13	684
4/26/2022 Tuesday	8:00 AM	19	609	5	633
	3:00 PM	22	654	9	685
4/27/2022 Wednesday	8:00 AM	15	579	4	598
	No Count				
Average Weekday	AM	17.6	545.6	6.6	569.8
	PM	34.0	699.8	10.2	744.0
Average Weekend	AM	14.0	390.0	4.5	408.5
	PM	18.5	438.5	3.0	460.0

Table 8 compares the original right-turning counts with the multi-day weekday peak and average volumes. The right-turn counts were 2 to 11 vph lower than the peak observed counts. The average day volumes were very similar to the count data. These small changes in right-turning vehicles have a nominal effect on traffic conditions along Webford Avenue.

**Table 8
Peak Hour Traffic Comparison at Laurel Avenue at Graceland Avenue**

Peak Period	Data	Graceland Avenue Southbound	Webford Avenue Eastbound
		Right	Right
AM Peak	Original ⁽¹⁾	18	5
	Peak ⁽²⁾	19	10
	Difference	+2	+5
	Average ⁽³⁾	18	7
PM Peak	Original ⁽¹⁾	31	6
	Peak ⁽²⁾	42	13
	Difference	+11	+7
	Average ⁽³⁾	34	10

- (1) Original Webford Turning Movement Counts
- (2) Peak-hour Volume from 7 Day Count
- (3) Average Weekday Volume from 7 Day Counts

Metra Patron Loading on Webford Avenue

Vehicles waiting to pick up Metra riders from the Des Plaines Station are using Webford Avenue as a pickup location even as Metra ridership is down due to the pandemic and changing work habits (i.e., working from home). As ridership increases, it is expected to get worse under typical conditions. Part of the issues is that Ellinwood Street has been closed and its parking under construction as part of the Ellinwood Apartment project which prevents vehicles from using that street and parking spaces for pickup of Metra riders and shifted them to other locations. With the reopening of the road and the approximately 50 street parking spaces, these vehicles can be closer to the station than at Webford Avenue and reduce its usage.

The proposed project will also help mitigate any usage for Metra pickups with the widening of the road to 28 feet which allows two-way traffic to occur if a vehicle is stopped along the curb. The on-street parallel spaces could be used for pick-ups that don't interfere with thru traffic.

Conclusions

With the additional traffic generated by the project along with other area traffic growth, the following conclusions and recommendations were developed:

1. The street network can accommodate the additional traffic from the proposed project and future traffic growth.
2. The location of the site and the availability of public transportation, walking and biking will minimize the volume of vehicular traffic generated by the site.
3. Access to the site from Webford Avenue will have two driveways with one inbound and one outbound lane under stop sign control and can handle the projected traffic volumes.

MEMORANDUM

Date: May 16, 2022

To: John Carlisle, Director of Community and Economic Development

From: John La Berg, P.E., Civil Engineer

Cc: Jon Duddles, P.E., Assistant Director of Public Works and Engineering

Subject: 622 Graceland Av. Proposed Apartments

As requested, Public Works and Engineering has reviewed the preliminary development submittals for the upcoming Planning and Zoning Board meeting on the subject project and have the following comments:

- For the demolition, all the existing driveway aprons, depressed curbs, water and sanitary services shall be removed. The depressed curb shall be replaced with B.6-12 curb and gutter, and the city water main pipe replaced where the water services were connected. All buildings and their foundations are to be removed and overhead utilities are to be relocated underground. Since there are utilities running along the north side of the property, they should be enclosed in an easement to be shown on both the tentative and final plats.
- For the new construction, engineering plans will be required. They should include the complete reconstruction of Webford Avenue across the project frontage, with a minimum width of 28' back-of-curb to back-of-curb, and include separate storm sewer drainage, public sidewalk, and street lighting.
- The storm sewer separation from this combined sewer area will require an off-site storm sewer to be constructed from the development site to the existing 27" diameter storm sewer at the intersection of Laurel Avenue and Webford Avenue. This separation will improve the capacity of the existing combined sewer along the 1300 block of Webford Avenue. Volume control for the developed site's storm water runoff will be required along with an MWRD permit.
- There shall be a pedestrian warning system installed at each of the parking structure approaches along Webford Avenue.
- We take no exception to the revised traffic study for this project. The directional distribution for West Webford Avenue for both inbound and outbound seems low at 5%. 10% may be more realistic; however, this is empirical and doubling the percentage will only add a vehicle or two to the westbound peak hours.
- The parallel parking stalls of 20' length with at least 20' of adjacent pavement for two-way traffic meets the zoning code requirement.
- In connection with a public comment on April 4th, we obtain an evening-peak static water pressure in the 600 block of Parsons Street. The reading of 44 psi is consistent with our historical pressure reads in the area of Graceland / Prairie. This pressure is sufficient for the development; the building will have its own booster pump for domestic and fire supplies. The fire line should be connected to the existing 12" water main along the east side of Graceland Avenue.
- This property is not located in a regulatory flood hazard zone or wetland.



FIRE DEPARTMENT

405 S. River St
Des Plaines, IL 60016
P: 847.391.5333
desplaines.org

MEMORANDUM

Date: May 16, 2022
To: John Carlisle, Director of Community and Economic Development
From: Daniel Anderson, Fire Chief
Subject: Compass Point Project

The Fire Department has been involved in the Compass Point Development since their initial interest. Staff reviewed the initial concept plans from a public safety perspective including access to upper levels via aerial ladder trucks. Staff commented on the lack of any access to any of the west side of the building. Staff provided some alternate building options to the developer that would create an acceptable access point to the west side of the building.

The developer came back with the first proposed plan which incorporated fire department staff access concerns. The proposed plan allows access points to the east, west and south sides of the building. Each of the access points would be consistent with the similarly situated properties within the City.

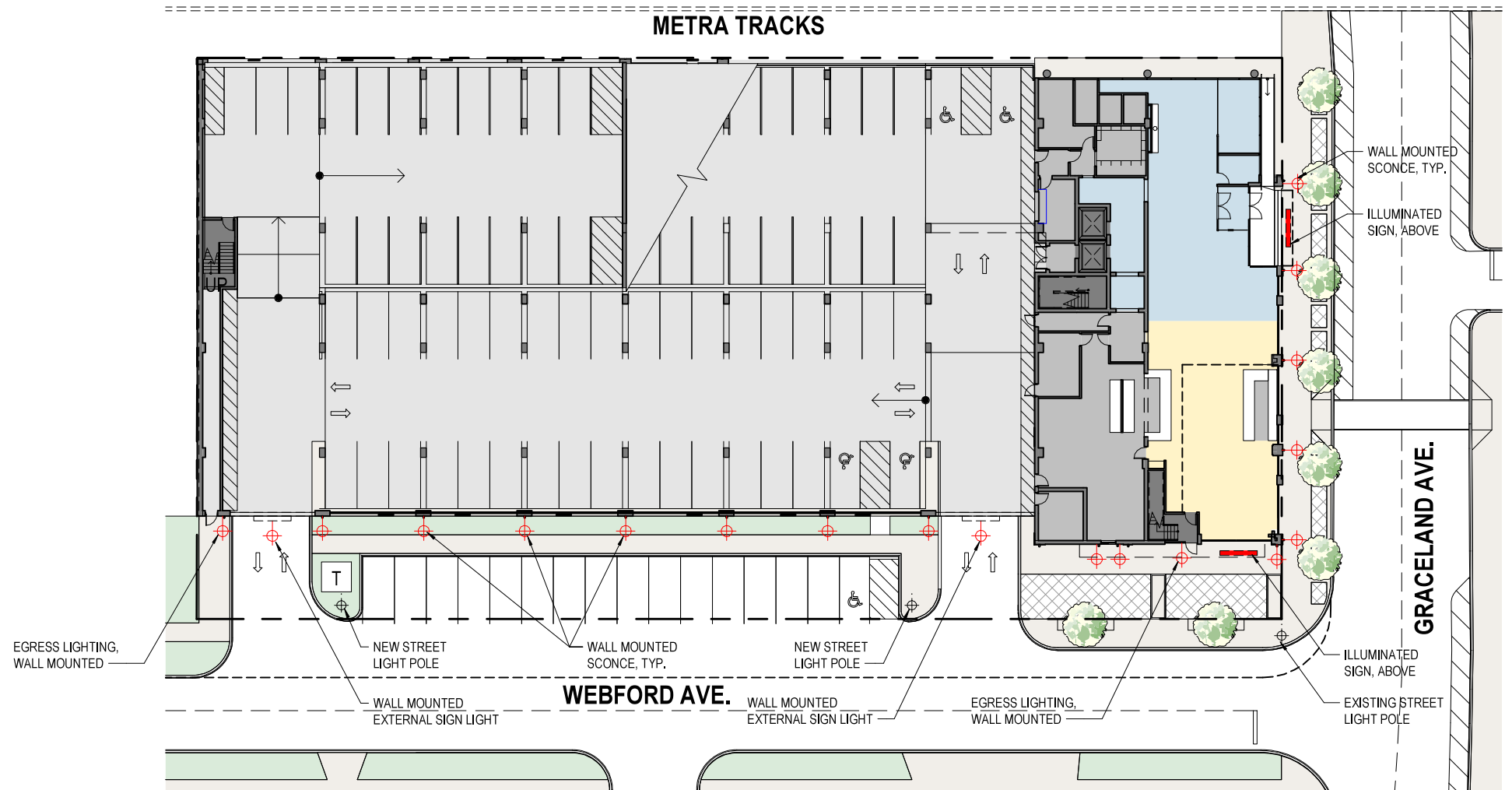
After receiving feedback during planning and zoning meetings the developer has provided modified plans which has maintained sufficient access points for the project as requested and required by building codes. The Compass Point Development project discussion has raised some concern regarding the fire department being able to access the building with its ladder truck. This development is not unlike many similar projects already built in the city and pose no more of a risk than those already completed.

The Fire Department has a 100-foot aerial tower ladder truck ("tower ladder") located at its headquarters station which is at 405 S. River Road. Each of our neighboring communities each have similar units with the next two closest units being in Park Ridge and Niles.

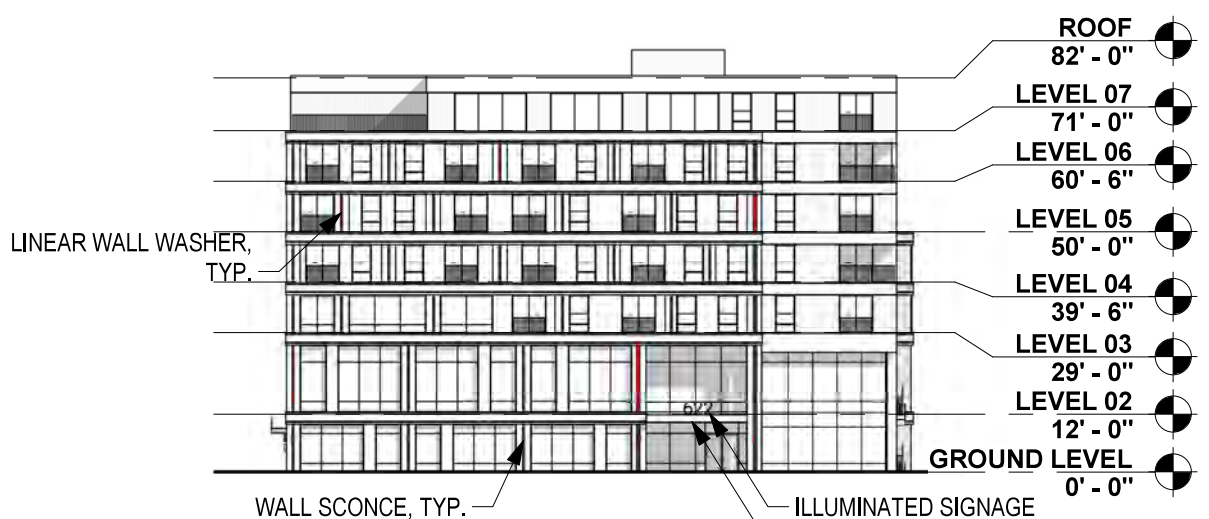
There was a question regarding how our tower ladder compares to those in service in the Chicago Fire Department. The Chicago Fire Department has approximately 60 aerial ladder trucks dispersed throughout their service area and are typically 95 to 105 feet in length. The Chicago Fire Department does have one aerial ladder truck that has a reach of approximately 135 feet.

The Fire Department does not have any specific concerns related to the project other than to maintain the standards of construction as well as required fire alarm and sprinkler/standpipe systems. The greatest concern for the fire department is during its construction up to the point where drywall has been completed. The wood frame construction is at its most vulnerable point during the framing when there is the greatest risk for fire spread should one begin.

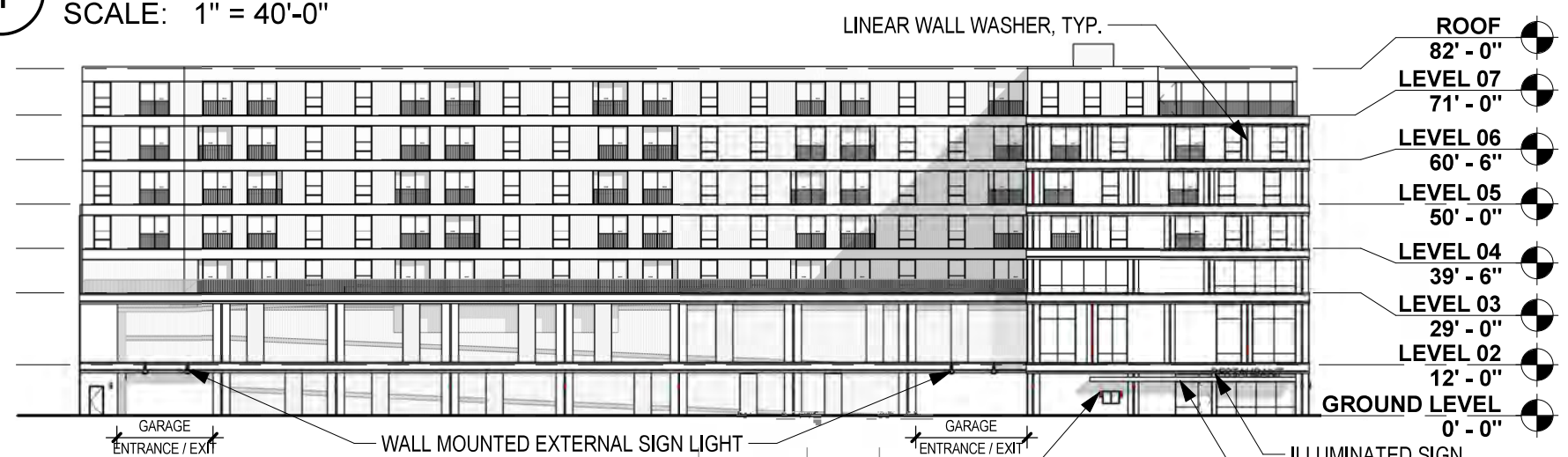
Fire Department staff will continue to review any and all submissions regarding this project and make the appropriate recommendations to address any concerns that may be raised.



1 SITE - LIGHTING DIAGRAM
SCALE: 1" = 40'-0"



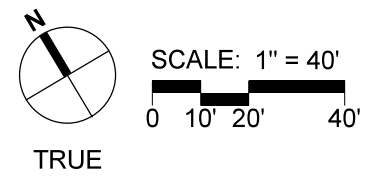
3 EAST ELEVATION
SCALE: 1" = 40'-0"



2 SOUTH ELEVATION
SCALE: 1" = 40'-0"



OKW ARCHITECTS
600 W. Jackson, Suite 250
Chicago, IL 60661



DES PLAINES MULTI-FAMILY
622 GRACELAND AVE.
March 17, 2022 Project #: 21084

LT.1



**COMMUNITY AND ECONOMIC
DEVELOPMENT DEPARTMENT**

1420 Miner Street
Des Plaines, IL 60016
P: 847.391.5306
desplaines.org

MEMORANDUM

Date: June 9, 2022

To: Planning and Zoning Board (PZB)

From: John T. Carlisle, AICP, Director of Community and Economic Development *JTC*

Cc: Peter Friedman, Elrod Friedman, General Counsel
Stewart Weiss, Elrod Friedman, General Counsel
Mark W. Daniel, Daniel Law Office, P.C., Counsel for Hansens (1339 Webford) and
Rominskis (1333 Webford)

Subject: Opposition (Hansen and Rominski) Proposed Findings

With guidance from the City's General Counsel, staff is including the following submission of proposed findings, received June 8, 2022 for the Board's review and consideration but without a requirement to act on them. These were submitted by counsel for the opposition and not prepared by the City or staff.

PROPOSED FINDINGS

1. THE PZB finds that Applicant has duly filed requests for map amendment (from C-3 to C-5), variations, and site plan approval. Additionally, Applicant filed for approval of a plat of subdivision. The PZB finds that due notice issued, and following the first meeting, all variation requests were withdrawn, leaving the map amendment, site plan approval and subdivision to review.

2. The PZB concluded the zoning hearing in this matter and has considered proposed findings from the Applicant, neighbors and staff.

3. Under Section 12-2-3, the PZB is vested with jurisdiction and authority under the Zoning Ordinance over the map amendment request inasmuch as it hears and makes recommendations to the City Council regarding amendments to the Zoning Ordinance and to the zoning map which is part of the Zoning Ordinance. The PZB's review of a map amendment follows Section 12-3-7 of the Zoning Ordinance.

4. Additionally, staff has reviewed the site plan and, under Section 13-2-2(B), the PZB conducts its own review of the site plan submitted with the request for map amendment.

5. The PZB reviews the site plan as an integral part of the map amendment and will make a recommendation thereon to the City Council.

6. The PZB also considers plats of subdivision.

THE MAP AMENDMENT

7. The PZB has not proposed the map amendment, and it finds that the Applicant is not the owner of the subject property or a resident of the City and that the City has not proposed the map amendment. The PZB has conducted hearings on the map amendment even though the Applicant is not an owner and even though neither the City nor the PZB has initiated the amendment. The PZB proceeds to evaluate the map amendment and the site plan even though Applicant does not have the capacity to make an application for map amendment under Section 12-3-7(C) of the Zoning Ordinance and it leaves the determination of the Applicant's capacity to the City Council in its ultimate disposition of the application.

8. Pursuant to Section 12-3-7, the PZB forward this document and the findings herein as its written recommendation of disapproval of the map amendment to the City Council.

9. Section 12-3-7 references the following five standards, among other factors, that should be considered:

- a. 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;
- b. Whether the proposed amendment is compatible with current conditions and the overall character of existing development in the immediate vicinity of the subject property;
- c. Whether the proposed amendment is appropriate considering the adequacy of public facilities and services available to this subject property;

- d. Whether the proposed amendment will have an adverse effect on the value of properties throughout the jurisdiction; and
- e. Whether the proposed amendment reflects responsible standards for development and growth.

10. Also, some of the additional factors to be considered include the *LaSalle-Sinclair Pipeline* factors recognized by the Illinois Supreme Court. the planning and zoning board's recommendation, consider, among other factors, the following:

- a. The compatibility with the existing use and zoning of nearby property;
- b. The extent to which property values of the subject property are diminished by the existing zoning restrictions;
- c. The extent to which the proposed amendment promotes the public health, safety, and welfare of the City;
- d. The relative gain to the public, as compared to the hardship imposed upon the applicant;
- e. The suitability of the subject property for the purposes for which it is presently zoned;
- f. The length of time that the subject property in question has been vacant, as presently zoned, considered in the context of development in the area where the property is located;
- g. The consistency of the proposed amendment with the Comprehensive Plan, and any adopted land use policies; and
- h. That the proposed amendment will or will not benefit the needs of the community.

11. The factors noted in Paragraphs 10 and 11 are not exclusive, but the PZB finds that the subject property is not in a tax increment finance district, that the subject property is not the subject of any economic incentive or other agreements other than the contract with the private owner of part of the subject property and that the City has not yet contracted with the Applicant to sell Applicant the northern portion of the subject property.

12. The PZB finds that the proposed map amendment is NOT consistent with the goals, objectives, and policies of the comprehensive plan, as adopted and amended from time to time by the City Council:

- a. The PZB finds that the market analysis map developed for the City (2019 Plan, at A4) when a consultant conducted a market study is not a map that indicates the boundaries of downtown Des Plaines and that the 2019 Plan did not adopt the map in Appendix A4 as a Downtown map;
- b. While neighbors have argued that Graceland is a boundary that has traditionally represented the line between downtown Des Plaines and the rest of the community, the PZB does not determine this point now;
- c. Whether or not Graceland is the boundary between downtown Des Plaines and other areas, the PZB determines that downtown Des Plaines does not extend as far north as the north end of the subject property;

- d. The PZB finds that the density and intensity of use allowed under C-5 regulations is inappropriate for the subject property;
- e. The PZB finds that the intensity of land use intended by the Applicant following redevelopment under C-5 regulations is not possible under either the C-3 General Commercial zoning classification or under the R-4 Central Core Residential zoning classification and these are the only two zoning districts used to transition from the high intensity of land use in the C-5 Central Business District and surrounding zoning classifications;
- f. The PZB makes the following findings concerning the terms of the 2019 Comprehensive Plan prepared by the Chicago Metropolitan Agency for Planning:
 - i. Although the 2019 Plan says the City should focus its efforts on expanding mixed-use developments in the Downtown, near the Cumberland Metra Station, and along the Oakton Street Corridor, the subject property is not in Downtown or near the Cumberland Metra or along Oakton Street (2019 Plan, at 8).
 - ii. The 2019 Plan promotes mixed use at the locations referenced above to allow for pedestrian friendly environments, but the site plan reflects that the development intended under C-5 zoning is not pedestrian friendly due to the creation of barriers to pedestrian access that arise from the irregular planning of the sidewalk without street trees, the imposition of a loading zone in Webford, the irregular and changing widths of the improved portion of Webford from south to north in an area that is popular for non-motorized use of the public right of way, the use of a carry-out window on the public sidewalk and the predomination of the outdoor dining area in proximity to single family homes (2019 Plan, at 8).
 - iii. The C-5 zoning at this location would interfere with the benefits accruing to those longstanding residents in the R-1 neighborhood who walk to Downtown, including the commuter station (2019 Plan, at 8, see also 41, 69).
 - iv. The former United States Post Office building has a historic character and includes historic design and artwork, and its demolition is contrary to the encouragement of re-use of historic building in an effort to retain historic character (2019 Plan, at 8).
 - v. The 2019 Plan, at 11, recognizes that Des Plaines is largely built out and acknowledges the several stakeholders in the City while recommending that the community generally stay within the existing land use framework and target specific redevelopment locations—none of which include the subject property and none of which include the subject property being developed under C-5 regulations.
 - vi. The Future Land Use Map notes higher density urban mix for only a sliver of land north of the subject property and none of the subject property is designated for such use. The 2019 Plan calls for commercial in the area of the former United

- States Post Office, industrial just north, and public or utility use further north where there is a municipal parking lot (2019 Plan, Fig. 2.1, at 14).
- vii. The PZB heard from several residents in the adjacent R-1 single family residential subdivision on the first night of hearing and they clearly prefer to remain and to age in place, which is a goal related to maintaining a sturdy base of housing (2019 Plan, at 32).
 - viii. The PZB finds that the project poses a risk to the bike route planned for the area of Graceland and extending into the residential area to the north (2019 Plan, Fig. 5.1, at 38).
 - ix. The PZB finds that C-5 use north of Graceland will require truck traffic, and the site plan discloses this, and further finds that the loading and intended truck traffic on Webford and, eventually, Laurel, conflicts with the 2019 Plan (at 45 “Recommendations include evaluating non-essential roads, especially those in residential areas, for added truck restrictions. Enacting restrictions on these roads would make it safer for pedestrians and bicyclists, while reducing noise and pollution”).
 - x. Despite containing recommendations to better identify Downtown or create wayfinding near and in Downtown, the 2019 Plan does not identify Downtown;
 - xi. The 2019 Plan calls for an assessment of uses in the C-5 district but it does not recommend an expansion of the C-5 district (2019 Plan, at 73).
 - xii. The PZB finds that expanding the C-5 with ample territory in downtown that can be developed for C-5 would, contrary to the 2019 Plan) allow new dense housing without ensuring that new developments don’t lose their resale value (such as those already constructed and those under construction), are not contributing to further traffic congestion (such as that which will occur at the corner of Webford and Graceland and when a drive makes a left turn across a lane of traffic to make an immediate right according to one of the common routes indicated in the traffic report and the second night of hearing (2019 Plan, at 75).

13. The PZB finds that the proposed map amendment is NOT compatible with current conditions and the overall character of existing development in the immediate vicinity of the subject property

- a. Exhibits at hearing provided ample examples of compatibility between C-5 and either the C-3 district or the R-4 zoning district and none reflected compatibility between C-5 and R-1. The many photographs of the perimeter of the C-5 district reflected structural and open space filters and buffers between the C-5 and any R-1 district.
- b. Exhibits at hearing, including a scale model of the development and the opposing single-family homes, provided evidence of incompatibility of projects possible under C-5 but not possible under either C-3 or R-4.
- c. C-5 zoning on a parcel that is physically separated by Graceland from any other C-5 causes C-5 traffic to extend across Graceland in a left-turn movement that is illegal

and hazardous prior to immediately slowing down to turn right onto Webford when such movement and immediate braking is a hazard for vehicles from the east side of Graceland that are headed south towards Prairie and beyond.

- d. Due to the narrow frontage on Graceland, all traffic for any C-5 development will use Webford which is a residential street that is narrow as a right of way and narrow as paved.
- e. Due to the narrow frontage on Graceland, all deliveries, including large truck loading, for any C-5 development will use Webford which is a residential street that is narrow as a right of way and narrow as paved.

14. The PZB finds that the proposed map amendment is NOT appropriate considering the adequacy of public facilities and services available to this subject property:

- a. Webford is too narrow for the anticipated traffic and turn movements;
- b. North of the subject property, Webford will be too narrow since privately-owned land is not available for right-of-way dedication;
- c. Webford is a residential street;
- d. Webford is not capable of hosting a loading zone for a restaurant and for numerous monthly move-ins and move-outs;
- e. Storm sewers are presently not capable of servicing the subject property without significant upheaval along Webford as far north as Laurel where Applicant will be required to remove and replace lines; and
- f. The map amendment is not appropriate because the parcel to be amended is not dedicating sufficient right of way to allow development under standards of the requested zoning classification (including generally applicable standards such as the planting of street trees and other planning and improvements common to all lots).

15. The PZB finds that the proposed map amendment WILL have an adverse effect on the value of properties throughout the jurisdiction:

- a. There is nowhere else in the City where C-5 will directly abut R-1 single family residential uses or zoning districts where the land is capable of development.
- b. The PZB notes that value testimony from an appraisal perspective was absent during the hearing, but it finds that the residents presented valuable testimony concerning impacts on value—particularly of the two lots opposite the development’s north driveway.
- c. Dozens of residents testified concerning their perceptions of value arising from appearances, views, congestion and cut-through traffic (via the church parking lot or using Laurel before heading west), safety, walkability, expectations, yard use, children’s play, parking and quiet (or noise) and the PZB is able to use its practical and professional life experiences to determine to accept this testimony and determine that severe impacts on these several elements of hourly living in the neighborhood will have an effect on property value and, minimally, create a likelihood that home

not impressed with the burdens of this development will have a market advantage over homes that are impressed with the burdens of C-5 development.

16. The PZB finds that the map amendment does NOT reflect responsible standards for development and growth when compared to the opposing R-1 single family residential district opposing the development to the west and northwest, to the C-3 zoning district at the north corner of Graceland and Webford and to the C-3 zoning presently in place for the subject property.

17. The PZB finds that C-5 zoning would match the classification opposite the narrow boundary of the subject property, but it finds that C-5 zoning is NOT compatible with the existing use and zoning of nearby property, particularly the C-3 zoning and uses at the corner of Webford and Graceland, the nearby religious use and the R-1 single family residential use all of which are dramatically and substantially smaller in scale.

18. The PZB did not hear any testimony concerning the extent to which property values of the subject property are diminished by the existing C-3 zoning restrictions, and none of the neighbors oppose development consistent with C-3 standards for development. In the absence of testimony concerning the impact of C-3 zoning on the value of the subject property, the PZB notes that Applicant testified on both hearing nights that the Applicant attempted to acquire land already within the C-5 zoning district but that Applicant's principal believed the expectation of value for this land exceeded his investment.

19. The PZB finds that the proposed amendment does NOT promote the public health, safety, and welfare of the Village

20. The PZB finds that the relative gain to the public is substantial, as compared to the hardship imposed by the C-3 zoning upon the Applicant;

21. The PZB finds that the subject property is suitable for the purposes for which it is presently zoned based on its location, lot width and depth, and capacity to host permitted and special uses ;

22. The PZB finds that the subject property has NOT been vacant. It hosts a public and private parking lot and a commercial building that was and remains capable of efficient use. The PZB finds that the subject property is capable of multiple uses under the Zoning Ordinance, including mixed use, if it remains zoned C-3.

23. The PZB, for reasons set forth in Paragraph 12, finds that the map amendment to C-5 is NOT consistent with the Comprehensive Plan and adopted land use policies of the City.

24. The PZB finds that the needs of the community involve multifamily housing. The PZB finds that multiple family housing is possible at the subject property under C-3 zoning regulations. The PZB finds that land area is available within the existing boundaries of the C-5 district. The PZB also finds that the economic demands of an owner of land in the C-5 district and the desire of the Applicant are insufficient justifications for expanding the territory available for development under the C-5 classification.

25. The PZB lastly finds that, even if there were no land available in the C-5 district, that the map amendment from C-3 to C-5 will NOT benefit the needs of the community at this location

because it eliminates transitional planning for the zoning, use and intensity of development between the C-5 district and the R-1 single family residential district and will be the only area in town where R-1 single family zoning district hosting lots capable of residential use abut the C-5 zoning district with much greater intensity of use whether for the proposed project or for any of the other allowable uses in the C-5 zoning classification.

26. The bulk requirements of the C-5 classification are widely in excess of the limits set forth in the regulations for the C-3 classification, including but not limited to height (100 feet allowed in C-5, 45 feet allowed in C-3), density (131 units allowed at the subject property under C-5, versus 24 units allowed under C-3), lot area (no minimum for this use in C-5 as opposed to a 91,000 SF minimum in C-3) and unit area (unit areas comply under C-5 but do not comply with C-3). Additionally, C-3 mixed use developments require conditional use approval and such developments are permitted under C-5 subject only to site plan approval.

SITE PLAN REVIEW

27. Under Section 13-2-2(D) the standards for site plan review require an evaluation by the PZB of the site plan of several characteristics of the proposed development.

28. Although no one at hearing questioned the ability of the architect to fit so much density and land use on the subject property, the amount packed into the development is excessive and the development does not allow for a positive finding concerning the arrangement of structures:

- i. No single area for loading in the development, and the 131 unit occupants will require loading for moves into/from 60% of the units annually. The restaurant and multiple bar areas require loading. Food deliveries require multiple spaces. UPS/FedEx/ Amazon, etc. This is hardly “dwellings above commercial” when the space is de minimis and only planned to argue CompassPoint meets a C-5 basic to obtain vastly higher densities. Interior planning should avoid an exterior carryout. Exterior planning would have dining patio on Graceland Avenue.
- ii. The site plan fails to keep impacts and operations within its boundaries.
- iii. The site plan fails to find any basis for a claim of compatibility with surrounding land uses including grounds that do not exist relating to mass, height, density, traffic, noise, lighting, annoyance and the garage and driveway planning. There is no excuse for having an open garage or two driveways into the garage.
- iv. Webford is simply too narrow. Flooding and sewerage concerns have no answers other than a massive rebuilding effort that will displace residents and cause disruption that will have effects lasting over a decade or more (tree removal and planting). The site plan relies on Webford as if it were an alley intended to serve drive aisle and loading access purposes rather than public right of way purposes.

- v. The amount of commercial intended to be below dwellings in the C-5 district is intended to be substantial and meaningful, but the site plan shows less than 10% of the footprint is for commercial use. The percentage of façade is even smaller.
29. The arrangement of open space and landscape improvements on the site is not acceptable:
- a. It does not create a desirable and functional environment for patrons, pedestrians, and occupants. Two busy parking garage driveways onto Webford interrupt the pedestrian walk, causing jogs at each, loading and outdoor dining interrupt the walk. The “public park” is not functional when it is 60% surrounded by parking and the remaining 40% comprises a loading zone and parking deck drives.
 - b. Two driveways are not necessary but for the benefit of avoiding congestion within the development. This shifts the burdens to neighbors.
 - c. The park is an unsafe location to play ball or throw a frisbee. Childs play is not recommended. This is not a park.
 - d. Placement of the loading zone in the public ROW is disrespectful of the rights other have in the platted street and disrespectful of nearby residential and religious land uses.
 - e. Webford too narrow for all the activity. Converts Webford to an alley intended to serve drive aisle and loading access purposes rather than public ROW purposes.
 - f. The transformer should be in footprint of garage.
30. The site plan does not reflect any respect for adjacent sites. This has been addressed above. The mass, height, windowless and unbroken wall elevations, and massive outdoor rooftop activity area with multiple bars and the carryout window as well as the two driveways and unenclosed garage all reflect little respect for adjacent sites.
31. Existing circulation systems are incapable of providing adequate and safe access to the site:
- a. The turn movements and cut through traffic have been addressed above;
 - b. Truck traffic should be discouraged from Webford and streets west, but Webford becomes a loading zone and trucks will only be able to delivery to or from the site while using residential streets.
 - c. The initial draft failed to separate pedestrian and auto circulation insofar as practical, and the subsequent draft site plan added a claimed park area to this problem of commingled use of the right of way by consumers at a carryout window, consumers engaged in outdoor dining, commuting and residential pedestrians, playing children, bikes, passenger vehicles and trucks.
 - d. There was no effort to minimize curb cuts with there unnecessarily being two driveways as well as a loading zone which will operate as a third curb cut. There is no drop area near the Webford main entrances and this will essentially become a de facto loading area.

32. The parking garage is NOT located, designed, and screened to minimize adverse visual impacts on adjacent properties. Headlight glare from the north driveway will be a perpetual nuisance to the occupants of at least three homes. The dual driveways present backing concerns to all neighbors along Webford. Kneewalls are insufficient; the garage is not enclosed and ventilated and it should be. The busiest of the two driveways is north, opposite single family homes. On this subject, the PZB notes that Applicant did provide perimeter parking lot screening, but the new plan contains no street trees.
33. Landscaping design, however, does not survive the facts that There is no evidence that landscaping was used to create a logical transition to neighbors. Plantings are along the entry façade or otherwise internalized. There is no landscaping on the west foundation, the transition west is entirely comprised of concrete. The park density is illogical (35+ people). There is no logical transition to adjoining lots and developments. Whether on the ground or the roof, there is no screening of the site from the incompatible single family uses. Evergreens and trees along the garage will not screen the garage or the headlights of taller vehicles. There was zero effort to landscape on the railroad side which is highly visible to thousands of residents and visitors daily. Roof landscaping is lacking. There was no plant list within the application and specifications for landscaping fell short (at the time of hearing) of what is required for site plan review.
34. The PZB does not find that site illumination was designed or located so to minimize adverse impacts to adjacent properties which will be under the glare of car headlights at night and below rooftop lighting on a nightly basis. No photometrics were provided at hearing. There was no evening rendering. Other than streetlights, there are only wall-mounted lights shown in the plans. At grade, there could be more than 65 people using southerly street amenities. 200 people on the rooftop, no lights.
35. The Applicant fails several of the policies in the 2019 Plan as noted above in Paragraph 12.
36. The PZB did not review the City's "Business District Design Guidelines", dated March 2005, and approved by the city council May 16, 2005, shall constitute standards in performing site plan review.
37. The elevations and renderings reflect serious concerns over blank walls on floors on the all elevations except the Graceland side of the building. Ground floor transparency is lacking in the commercial space along Webford.
38. Right of way, streetlight, and utility planning is insufficient for screening and for even the generally required street tree plantings when the 2019 Plan counsels against creating such a streetscape anywhere and goes to great depths to correct the problems that arose on Oakton as a result of a lack of right of way amenities, including street trees.
39. No landscape planting plan was provided that would allow for an understanding of the planting height and caliper width of trees and the duration of growth before screening can be accomplished.

40. Prohibited materials appear in the specifications for construction. (See Section 12-14-9(D)(2)(a)(3))

SUBDIVISION PLAT

41. For the use proposed, the plat provides insufficient right of way width along Webford and along Graceland. Although a deceleration lane is needed, one cannot be constructed in the short length from the railroad to Webford.
42. The failure to plan a street dedication properly leaves no room for subdivision improvements that include street trees and properly aligned utilities.
43. The PZB recommends that the City Council NOT approve the “tentative plat.”



COMMUNITY AND ECONOMIC DEVELOPMENT DEPARTMENT

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

MEMORANDUM

Date: June 6, 2022
To: Planning and Zoning Board (PZB)
From: Jonathan Stytz, AICP, Senior Planner
Cc: John T. Carlisle, AICP, Director of Community & Economic Development
Subject: Consideration of a Conditional Use to Allow Motor Vehicle Sales at 550 Northwest Highway

Issue: The petitioner is requesting a conditional use to allow a motor vehicle sales use in the C-3 General Commercial district at 550 Northwest Highway.

Address: 550 Northwest Highway
Owner: Sam Jidd, 1505 S. Mount Prospect Road, Des Plaines, IL 60016
Petitioner: Sam Jidd and Radek Malinowski, 1505 S. Mount Prospect Road, Des Plaines, IL 60016
Case Number: 22-020-CU
PIN: 09-18-201-032-0000
Ward: #7, Alderman Patsy Smith
Existing Zoning: C-3, General Commercial District
Existing Land Use: Vacant Commercial Building
Surrounding Zoning: North: C-3, General Commercial District
South: R-3, Townhouse Residential District
East: C-3, General Commercial District
West: C-3, General Commercial District
Surrounding Land Use: North: Domestic Pet Service (Commercial) / Professional Services (Commercial) / Vacant Commercial Space
South: Townhouses (Residential)

East: Vacant Commercial Space
West: Religious Institution (Commercial)

Street Classification: Northwest Highway is classified as a minor arterial.

Comprehensive Plan: The Comprehensive Plan illustrates the site as Higher Density Urban Mix with Residential.

Zoning/Property History: Based on City records, the property was annexed into Des Plaines in 1927. The subject address was developed with a building and parking area as early as 1961. The subject property was previously utilized by a dealership, Des Plaines Honda, which left around April 2021. Although Des Plaines Honda was a motor vehicle sales use, there was no conditional use on record, which meant it was a legal nonconforming use. Per Section 12-5-5 (Nonconforming Uses), when a nonconforming use is discontinued for more than 12 months, a conditional use is required. Therefore, the proposed business, Just Drive It, requires a conditional use to operate on this property.

Project Description: The petitioner, Adam Jidd of Just Drive It, LLC, is requesting a conditional use to allow a motor vehicle sales use in the C-3 General Commercial district at 550 Northwest Highway. The subject property at 550 Northwest Highway consists of one parcel totaling 23,677 square feet (0.54 acres) and currently contains a 3,624-square-foot, one-story single-tenant commercial building with a lower level and a paved surface parking lot area as illustrated on the attached Plat of Survey. The subject property is currently accessed by one curb-cut off Northwest Highway but does have access to an alley off the northeast property line via a gate. The existing building is set back approximately 3 feet off the south property line (front) along Northwest Highway, 105 feet from the north property line (rear), 0.05 feet off the west property line (side), and 51 feet off the south property line (side).

Just Drive It is a car dealership looking to locate to Des Plaines at the subject property. The business will utilize the full building in its operations and remodel the building's interior to provide a 3,530-square-foot open showroom area on the lower level, a 3,843-square-foot office/showroom area on the main level, a 210-square-foot reception area, restrooms on the main and lower levels, and mechanical space on the lower level as illustrated in the attached Site Plan & Architectural Plans. The petitioner does plan to update the south exterior of the building with new paint, aluminum mesh façade, and new wall signs as shown in the attached Site Plan and Architectural Plans. Given that the proposed exterior changes alter a street-facing elevation, all proposed changes must comply with the Building Design Standards in Section 12-3-11 of the Zoning Ordinance. Metal is a permitted ground story material for a commercial use so the proposed aluminum façade meets this requirement. The proposed hours of operation are 10 a.m. to 8 p.m. Monday through Friday and closed on the weekends. Up to ten employees will be on site at one time.

Just Drive It will have access to the east paved surface parking area for parking for customers and employees. Pursuant to Section 12-9-7 of the Zoning Ordinance, motor vehicle sales uses require a minimum of one parking space for every 500 square feet of showroom and office floor area, plus one space for

every 20 vehicle display spaces (required off street parking spaces cannot be occupied by motor vehicles for sale or for lease). The 7,156-square-foot combined showroom/office areas and 40 proposed vehicle display spaces require a minimum of 17 parking spaces, including one accessible space.

The attached Site Plan identifies the surface parking area that extends from the east side of the building to the rear of the lot. However, the allocation of parking between vehicle display parking and employee/customer parking is not shown on this plan. As customer parking is required for this use, staff has added a condition that the Site Plan is revised and resubmitted to staff prior to the City Council meeting to identify that the property can accommodate 40 vehicle display spaces and 17 open parking spaces for patrons and employees, including one handicap accessible parking space in compliance with all applicable City of Des Plaines codes. There are existing exterior lights on the property that the petitioner does not intend to alter as part of this request. While the proposal intends to utilize existing exterior building lighting and there are no immediate plans to add exterior lighting, staff has added a condition that a Photometric Plan will be required at time of building permit if new exterior lighting is proposed for the subject property.

Conditional Use Findings: Conditional Use requests are subject to the standards set forth in Section 12-3-4(E) of the Zoning Ordinance. The PZB may use the staff comments below or the attached petitioner responses as its findings, or the Board may adopt its own:

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

Comment: The proposed principal use is classified as a motor vehicle sales use. A motor vehicle sales use is a conditional use as specified in Section 12-7-3 of the Zoning Ordinance.

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

Comment: The subject property is a vacant building with available commercial space. The proposal would repurpose the building to provide a new business and services for residents.

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 motor vehicle sales use would utilize the existing building and site, which adjoins smaller commercial developments. The proposed use is generally harmonious with the surrounding commercial development on all sides with the exception of the south side that abuts townhouses.

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

Comment: The use would not be hazardous or disturbing to the existing neighboring uses. Instead, the proposal will improve an underutilized property with a new use.

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 subject property is an interior lot with direct access to essential public facilities and services. Staff has no concerns that the motor vehicle sales use will be adequately served with essential public facilities and services similar to other motor vehicle sales uses in the past.

- 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 motor vehicle sales use would neither create a burden on public facilities, nor would it be a detriment to the economic well-being of the community. The addition of a new use could help the existing business grow and promote business retention of surrounding commercial areas.

- 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: Aside from the parking of vehicles for sale, activities for the motor vehicle sales use will take place inside, reducing any noise, smoke fumes, light, glare, odors, or other concerns. The existing development and site improvements currently do not create adverse effects on surrounding properties.

- 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 use will not create an interference with traffic on surrounding public thoroughfares as there is an adequate curb-cut off Northwest Highway. The proposal will not alter the existing access point or add any curb cuts to the existing property.

- 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 already developed so the motor vehicle sales use would not result in the loss or damage of natural, scenic, or historic features. Instead, the petitioner is repurposing a vacant property and single-tenant commercial building to provide new services to the city.

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

Comment: The motor vehicle sales use will comply with all applicable requirements as stated in the Zoning Ordinance.

PZB Procedure and Recommended Conditions: Under Section 12-3-4(D)(3) (Procedure for Review and Decision of Conditional Uses), the PZB has the authority to recommend that the City Council approve, approve subject to conditions, or deny the above-mentioned conditional use request for 550 Northwest Highway. 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 above, as specified in Section 12-3-4(E) (Standards for Conditional Uses) of the Zoning Ordinance. If PZB recommends approval and City Council ultimately approves the request, staff recommends the conditions on the following page.

Conditions of Approval:

1. The Site Plan is revised and resubmitted to staff prior to the City Council meeting to identify the 40 vehicle display spaces and 17 required open parking spaces for patrons and employees, including one handicap accessible parking space, in compliance with all applicable City of Des Plaines codes.
2. A Photometric Plan will be required at time of building permit if new exterior lighting is proposed for the subject property.
3. All activities on the subject property shall be related to the motor vehicle sales use as defined in Section 12-13-3 of the Zoning Ordinance.
4. That all proposed improvements on the subject property are in full compliance with the City of Des Plaines codes. Any proposed improvements off the subject property shall obtain proper approvals.
5. The property shall be brought into and remain in conformance with all property maintenance code requirements.
6. All vehicles parked on the subject property shall contain valid plates and vehicle registration at all times.

Attachments:

- Attachment 1: Project Narrative
- Attachment 2: Petitioner's Responses to Standards
- Attachment 3: Location/Zoning Map
- Attachment 4: ALTA/NSPS Land Title Survey
- Attachment 5: Site Plan & Architectural Plans
- Attachment 6: Landscape Plan
- Attachment 7: Site and Context Photos

Project Narrative for Just Drive It, LLC 550 E. Northwest Highway, Des Plaines, IL

The proposed project is an automotive dealership consisting of automotive retail. We have taken care to ensure that our site development plan conforms to the standards set forth by the City of Des Plaines and is compliant with applicable building codes.

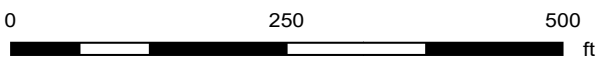
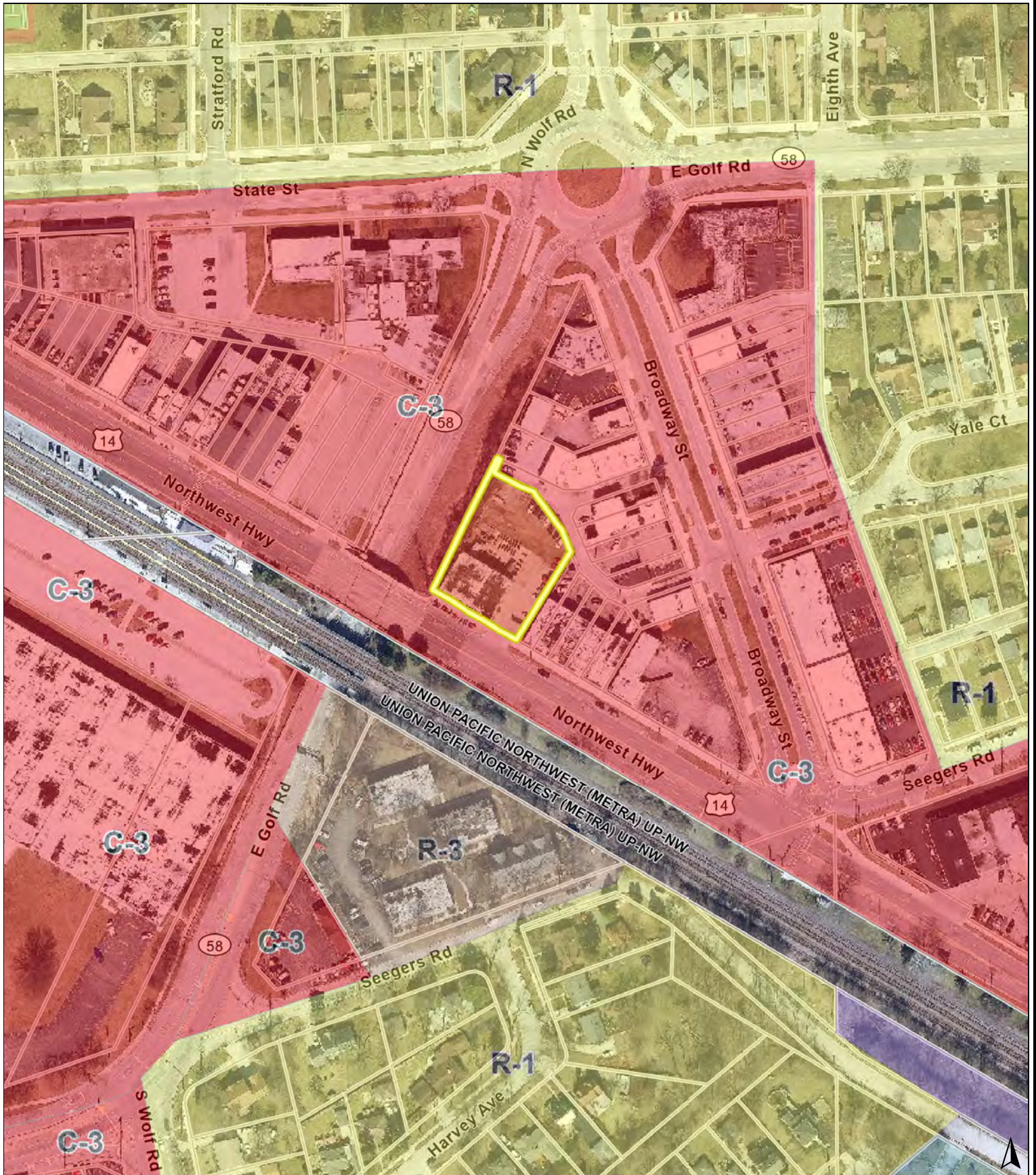
The location will be open Monday through Friday from 10 AM - 8 PM.

The location will house 10 employees.

Please see attached remodeling plans for the interior and exterior of the building.

Responses for Standards for Conditional Use - Just Drive It, LLC

- 1) The General Plan Designation for 550 E. Northwest Highway is Motor Vehicle Sales.
- 2) The Proposed use is a Resident Serving use, along a commercial corridor and serves in boosting the local economy.
- 3) Prior use of this site fit in with the intended character of the general vicinity as there are other automotive facilities operating around it.
- 4) For 37 years, an identical use was permitted in this location without any issues with neighboring businesses or properties.
- 5) The existing infrastructure and utilities are sufficient to serve the proposed use as is evidenced by prior occupant.
- 6) There will not be any excessive additional requirements at public expense. The economic welfare will be better due to a need for staffing.
- 7) The proposed use is not detrimental by any means to any person, property or general welfare.
- 8) The Conditional use will be the same in regards to vehicular access as it was for the prior business that was housed at this location.
- 9) There will be no changes made that will result in destruction/loss/damage of any natural, scenic or historic features.
- 10) We (the applicants) are not aware of any additional regulations that apply to proposed use.



Print Date: 6/9/2022

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.

SURVEY LEGEND
 M Monumentation Found
 O Monumentation Set (NLS 35-2551)
 (50') Record Dimension
 --- Fence Line

SCHEDULE B PART II EXCEPTIONS

- T 16) NOT PLOTTABLE. AFFECTS PUBLIC RIGHT OF WAY.
- Q 17) NOT SHOWN HEREON. TEMPORARY CONSTRUCTION EASEMENT.
- R 18) NOT SHOWN HEREON. TEMPORARY CONSTRUCTION EASEMENT.

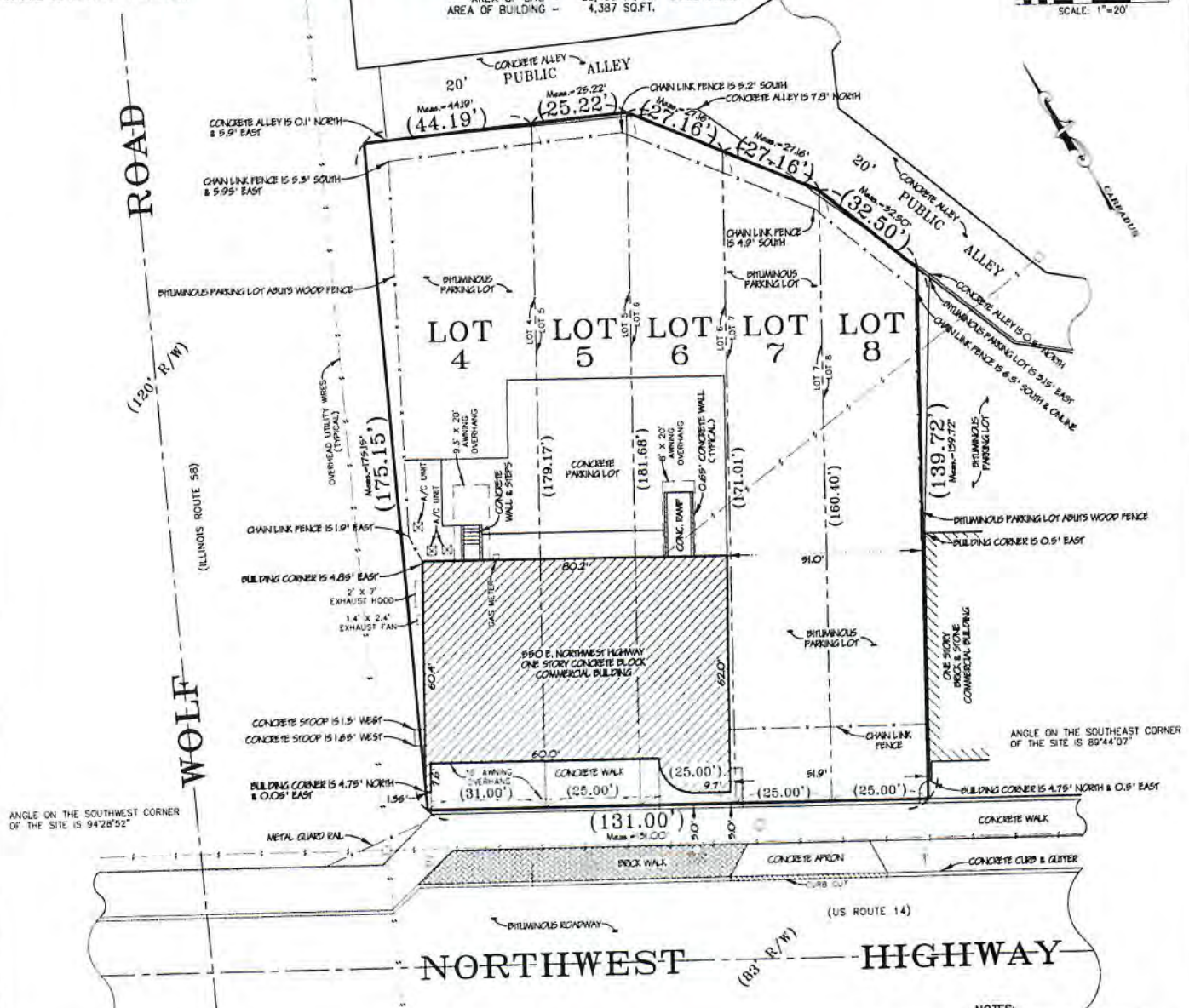
CHICAGO TITLE INSURANCE COMPANY
 COMMITMENT NO. 21GST057294SK
 DATED JUNE 21, 2021 WAS USED
 IN PREPARATION OF THIS PLAT.

ALTA/NSPS SURVEY

LOT FOUR (4), LOT FIVE (5), LOT SIX (6), LOT SEVEN (7) AND LOT EIGHT (8) IN BLOCK THIRTEEN (13) THE H.M. CORNELL CO'S CUMBERLAND, A SUBDIVISION OF THE SOUTH HALF (1/2) OF THE SOUTHEAST QUARTER (1/4) OF THE SOUTHEAST (1/4) OF SECTION 7, TOWNSHIP 41 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN, ALSO THAT PART OF THE EAST HALF (1/2) OF THE NORTHEAST QUARTER (1/4) OF SECTION 18, TOWNSHIP 41 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN, LYING NORTH OF THE CENTER LINE OF SEEGER'S ROAD CALLED ELK GROVE ROAD, AND A RESUBDIVISION OF LOTS 1 AND 8 IN SEEGER'S SUBDIVISION OF PART OF THE SOUTH HALF (1/2) OF FRACTIONAL SECTION 7 AND PART OF THE NORTH HALF (1/2) OF FRACTIONAL SECTION 18, TOWNSHIP 41 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS, ACCORDING TO THE PLAT THEREOF RECORDED IN THE RECORDER'S OFFICE OF COOK COUNTY, ILLINOIS FEBRUARY 29, 1928 AS DOCUMENT NUMBER 9940985 IN BOOK 255 OF PLATS PAGE 36, AND FILED IN THE OFFICE OF THE REGISTRAR OF TITLES OF SAID COUNTY FEBRUARY 29, 1928 AS DOCUMENT NUMBER 394967 AND ACCORDING TO THE SURVEYOR'S CERTIFICATE OF CORRECTION THEREOF, RECORDED IN SAID RECORDERS OFFICE SEPTEMBER 28, 1929, AS DOCUMENT NUMBER 10482548 AND FILED IN SAID REGISTRAR'S OFFICE SEPTEMBER 16, 1932, AS DOCUMENT NUMBER 592610, IN COOK COUNTY, ILLINOIS.

AREA OF SITE - 23,453 SQ.FT. 0.538 ACRES
 AREA OF BUILDING - 4,387 SQ.FT.

- Lif UTILITY PULL
- Sf SIGN
- Lp LIGHT POLE
- U Utility MANHOLE
- G GAS VALVE
- W WATER VALVE
- S Sanitary MANHOLE
- St Storm MANHOLE
- SI Storm Inlet
- CI Curb Inlet
- FH Fire Hydrant
- B-Box B-BOX
- S Street LIGHT



ANGLE ON THE SOUTHWEST CORNER OF THE SITE IS 94°28'52"

ANGLE ON THE SOUTHEAST CORNER OF THE SITE IS 89°44'07"

FLOOD CERTIFICATION
 THIS IS TO CONFIRM THAT AS OF THIS DATE, NO PORTION OF THE ABOVE MENTIONED PROPERTY IS LOCATED IN A DESIGNATED SPECIAL FLOOD HAZARD AREA, ACCORDING TO THE LATEST FLOOD INSURANCE RATE MAP AVAILABLE, AS FAR AS CAN BE DETERMINED.
 COMMUNITY PANEL NO.: 17031 C 0216 /
 EFFECTIVE DATE: AUGUST 19, 2008
 ZONE: X



Ordered By:
 Laszlo Klinko
 429 Cardinal Drive
 Bloomingdale, Illinois 60108

- NOTES:**
- 1.) UTILITIES SHOWN HEREON REFLECT THOSE OBSERVED ON THE GROUND AT THE TIME THE FIELD WORK WAS PERFORMED.
 - 2.) WHILE PERFORMING THE FIELD WORK FOR THIS SURVEY THERE WAS NO OBSERVED EVIDENCE OF RECENT CONSTRUCTION OR EXCAVATION AT THIS SITE.
 - 3.) INFORMATION SHOWN HEREON IS BASED ON ACTUAL MEASUREMENTS MADE IN THE FIELD AND NOT THE UTILIZATION OF ORTHOPHOTOGRAPHY, PHOTOGRAMMETRIC MAPPING, LASER SCANNING OR OTHER TECHNOLOGIES.
 - 4.) NO ZONING INFORMATION WAS PROVIDED TO THIS OFFICE.
 - 5.) NO PARKING SPACES DELINEATED ON SITE.

STATE OF ILLINOIS ss
 COUNTY OF DU PAGE ss
 CERTIFIED TO: SAM JEDD AND RADOBLAW MALINOWSKI
 US BANK, ITS SUCCESSORS AND/OR ASSIGNS AS THEIR RESPECTIVE INTERESTS MAY APPEAR
 CHICAGO TITLE INSURANCE COMPANY

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAILS REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS AND INCLUDES THE FOLLOWING: 1-4, 10, 10(1), 6, 9, 9(2) 11 OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON 08/18/21. ALL DISTANCES SHOWN HEREON ARE IN FEET AND DECIMAL PARTS THEREOF.

SIGNED AND SEALED AT CAROL STREAM, ILLINOIS THIS 18th DAY OF August, A.D. 2021.
 BY Allen D. Carradus ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 35-2551
 BY LICENSE EXPIRES NOVEMBER 30, 2022.

NOTES

1. All distances shown hereon are in feet and decimal parts thereof rounded to 0.01'. Distances shown along curved lines are Arc Measurements unless otherwise noted.
2. Compare the Legal Description, Building Lines, and Comments as shown hereon with your Deed, Title Insurance Policy or Title Commitment.
3. Consult local authorities for additional setbacks and restrictions not shown hereon.
4. Compare all survey points and report any discrepancies immediately.
5. Consult utility companies and municipalities prior to the start of any construction.
6. Observations to and along buildings are exterior foundation measurements.
7. Do Not Assume distances from actual measurements made hereon.

CARRADUS LAND SURVEY INC.
 Residential & Commercial Land Surveying Services
 191 S. GARY AVENUE SUITE 180, CAROL STREAM, ILLINOIS, 60188
 (630) 568-0416 (FAX) 635-7682 CARRADUS_SURVEY@YAHOO.COM
 PREPARED FOR: LASZLO KLINKO
 DRAWN BY: CMG DATE OF FIELD WORK: 08/18/21 SCALE: 1"=20' JOB NO. - PAGE: 417-25 PROJECT NO.: 35372-AL

THIS IS AN ELECTRONICALLY TRANSMITTED DIGITAL REPRODUCTION OF AN ORIGINAL SIGNED AND SEALED PRINTED PLAT

JUST DRIVE IT - CAR SHOWROOM

REMODELING OF EXISTING SHOWROOM AT

550 E. NORTHWEST HIGHWAY, DES PLAINES, 60016

SITE PLAN

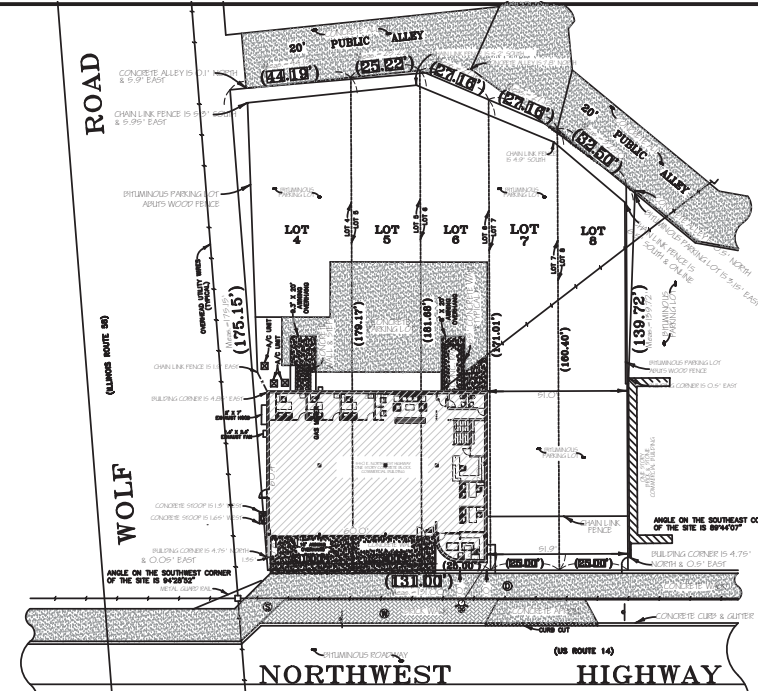


IMAGE OF EXISTING BUILDING



GENERAL NOTES

- CONTRACTOR AND SUBCONTRACTORS SHALL VISIT JOB SITE TO THOROUGHLY EXAMINE EXISTING CONDITIONS. FAILURE TO MEET THIS REQUIREMENT SHALL NOT ENTITLE THE CONTRACTOR TO ADDITIONAL COMPENSATION AFTER PROPOSALS ARE ACCEPTED.
- ANY DISCREPANCY IN THE CONTRACT DOCUMENTS OR BETWEEN DRAWINGS AND THE JOB SITE CONDITIONS SHALL BE PROMPTLY REPORTED TO ARCHITECT IN WRITING FOR CLARIFICATION PRIOR TO COMMENCEMENT OF THE WORK.
- CONTRACTOR SHALL COORDINATE THE WORK WITH ALL PARTIES INVOLVED SO THAT THE CONSTRUCTION CAN PROCEED SMOOTHLY, WITHOUT TRADE INTERFERENCE OR WASTE OF TIME AND MATERIALS.
- CONTRACTOR SHALL PROVIDE ADEQUATE BRACING, SHORING, PROTECTIVE COVERING, DUST PROTECTION AND ALL NECESSARY PREVENTIVE MEASURES AGAINST FIRE, INJURY TO ALL PEOPLE AT JOB SITE AND DAMAGE TO PROPERTY ON THE PREMISES. CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR JOB SITE SAFETY.
- CONTRACTOR SHALL REMOVE ALL DEBRIS AND TRASH RESULTING FROM CONSTRUCTION ON A DAILY BASIS.
- CONTRACTOR SHALL VERIFY ALL EXISTING AND PROPOSED GRADES PRIOR TO COMMENCING CONSTRUCTION. PROMPTLY INFORM THE ARCHITECT IN WRITING OF ANY DISCREPANCY BETWEEN SURVEYED GRADES AND INDICATED GRADES ON THIS PLAN.
- ALL DRYWALL WHICH BUTTS TO MASONRY OR CONCRETE SHALL HAVE J-BEADS AND BE CAULKED.
- ALL WOOD BLOCKING IN CONTACT WITH MASONRY OR CONCRETE SHALL BE PRESSURE TREATED TYPE.
- THE GENERAL CONTRACTOR SHALL COORDINATE REGISTERS LOCATIONS WITH ARCHITECTURAL REFLECTED CEILING PLANS AND ALL ELECTRICAL PLANS, SO AS TO AVOID CONFLICT WITH CEILING REGISTERS, GRILLS, LIGHT FIXTURES, ETC.
- THE PLUMBING AND HEATING CONTRACTORS SHALL APPROPRIATELY INSULATE ALL PLUMBING AND HEATING WATER PIPING WHICH OCCURS IN EXTERIOR WALLS TO PREVENT FREEZING OF PIPE AND FITTINGS. PROVIDE ELECTRICAL HEAT TRACING, IF REQUIRED BY CONDITIONS.
- THE GENERAL CONTRACTOR SHALL LAY OUT AND VERIFY THE OVERALL DIMENSIONS OF BUILDING ON SITE, PRIOR TO COMMENCING CONSTRUCTION AND PROMPTLY INFORM ARCHITECT IN WRITING OF ANY DISCREPANCY IN THE CONTRACTOR DOCUMENTS.
- SEAL ALL OPENINGS IN EXTERIOR WALLS, THAT POTENTIALLY ALLOW THE PASSAGE OF COLD AIR OR MOISTURE TO THE INTERIOR. USE SPRAY FOAM INSULATION OR BUILDING INSULATION AS APPROPRIATE FOR OPENING.
- CAULK ALL TOILETS TO FLOORS OR WALLS, LAVATORIES TO WALLS, LAMINATED PLASTIC COUNTERTOPS TO WALLS, BATHROOM VANITY TOPS TO WALLS, AND FLOOR. USE SILICONE SEALANT, COLOR WHITE.
- GRIND SMOOTH ALL NEW EXPOSED CONCRETE AND PATCH EXISTING.
- PROVIDE ACCESS DOORS IN DUCTWORK TO SERVICE. PROVIDE ACCESS PANELS IN WALLS & SOFFITS / CEILINGS WHERE REQUIRED FOR ACCESSING CONTROLS, VALVES, ETC.
- GENERAL CONTRACTOR OR EACH TRADE ARE RESPONSIBLE FOR CUTTING AND PATCHING OF ANY EXISTING BUILDING ELEMENTS IN RELATION TO RELOCATION EXISTING OR INSTALLING OF NEW PIPING, CONDUITS, WIRING, ETC. AFFECTED AREAS MUST BE PATCHED BACK TO MATCH ORIGINAL MATERIAL OR FINISH.
- CONTRACTOR SHALL REMOVE ALL ITEMS DEMOLISHED AND ALL RUBBISH AND DEBRIS FROM THE BUILDING AS QUICKLY AS IT ACCUMULATES, SO AS TO PREVENT ANY FIRE HAZARDS OR UNDUE HARDSHIPS IN MAINTAINING BUILDING AND UNLOADING OF NEW MATERIALS. STREETS AND DRIVES SHALL BE KEPT REASONABLY CLEAN AND SHALL BE SWEEPED WHEN NECESSARY TO REMOVE SPILLED DEBRIS. BURNING OF REMOVED MATERIALS FROM DEMOLISHED STRUCTURES WILL NOT BE PERMITTED ON SITE.

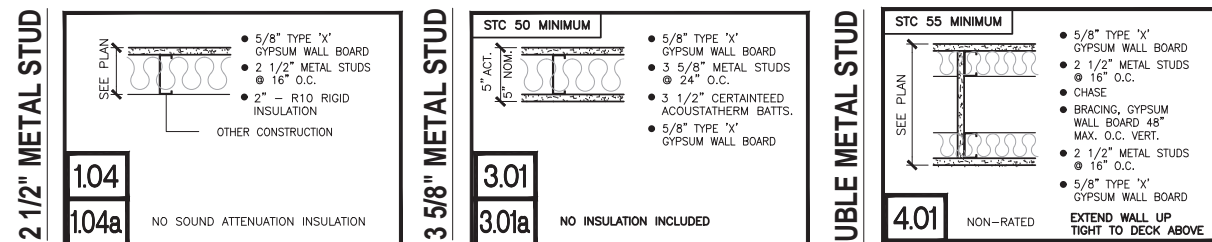
SHEET INDEX

ARCHITECTURAL		ISSUE DATE	REVISED
T-1	TITLE SHEET, SITE PLAN, NOTES	01/12/2022	03/15/2022
A-1	LIFE SAFETY FLOOR PLANS	01/12/2022	03/15/2022
A-2	LOWER LEVEL FLOOR PLANS	01/12/2022	03/15/2022
A-3	LOWER LEVEL REFLECTED CEILING PLANS	01/12/2022	03/15/2022
A-4	FIRST FLOOR DEMOLITION PLAN	01/12/2022	03/15/2022
A-5	FIRST FLOOR DEMOLITION CEILING PLAN	01/12/2022	03/15/2022
A-6	FIRST FLOOR REFLECTED CEILING PLAN	01/12/2022	03/15/2022
A-7	FIRST FLOOR PLAN / FURNITURE LAYOUT	01/12/2022	03/15/2022
A-8	FIRST FLOOR FINISHES PLAN	01/12/2022	03/15/2022
A-9	EXTERIOR ELEVATIONS	01/12/2022	03/15/2022
A-10	INTERIOR ELEVATIONS / MILLWORK DETAILS	01/12/2022	03/15/2022

CODE MATRIX

GENERAL BUILDING REQUIREMENTS PER DES PLAINES ZONING ORDINANCE AND IBC 2015				
ITEM	ISSUE	CHAPTER /ARTICLE	ORDINANCE REQUIREMENT	ACTUAL
PART 1 - ZONING REQUIREMENTS				
1.01	ZONING DISTRICT		C-3, COMMERCIAL	C-3, COMMERCIAL
	a) USE OF PROPERTY		BUSINESS PERMITTED	BUSINESS NO CHANGE
1.02	LOT AREA		20,000 SQ.FT. MIN	23,452.24 SQ.FT.
1.04	TOTAL BUILDING AREA		4,386.88 SQ.FT.	NO CHANGE
1.05	BUILDING HT. NO OF FLOORS		45 FT	20'-0" NO CHANGE
1.06	SETBACKS			
	a) MIN. FRONT SETBACK		5'-0" MIN.	3'-0"
	b) MIN. SIDE SETBACK - EAST		5'-0" MIN.	5'-0"
	c) MIN. SIDE SETBACK - WEST		5'-0" MIN.	0'-0"
	d) MIN. REAR SETBACK		5'-0" MIN.	106'-0 1/2"
PART 2 - BUILDING REQUIREMENTS				
2.01	OCCUPANCY CLASSIFICATIONS	304.1 and 312.1	GROUP B AND U	
2.02	HEIGHT LIMITATIONS	504.3	55'-0"H	1 STORY - 20'-0"H
2.03	AREA LIMITATIONS	506.2	B=23,000	4,386.8+4,386.8=8,773.6
TYPES OF CONSTRUCTION				
		602.2		TYPE IIB
2.06	FIRE-RESISTIVE REQUIREMENTS OF TYPES OF CONSTRUCTION	601		
	a) EXTERIOR BEARING WALLS		NONE	NONE
	b) EXTERIOR NONBEARING WALLS		NONE	NONE
	c) INTERIOR BEARING WALLS		NONE	NONE
	d) INTERIOR NON BEARING WALLS		NONE	NONE
	e) EXTERIOR COLUMNS		NONE	NONE
	f) INTERIOR COLUMNS SUPPORTING ROOF ONLY		NONE	NONE
	g) OTHER COLUMNS		NONE	NONE
	h) BEAMS		NONE	NONE
	i) BEAMS SUPPORTING ROOFS ONLY		NONE	NONE
	j) FLOOR CONSTRUCTION		NONE	NONE
	k) ROOF CONSTRUCTION		NONE	NONE
PARTY WALLS				
	a) PARKING GARAGE SECTION 406.2	706.1	3 HR	N.A.
	b) ENCLOSURE OF PIPE SHAFTS AND DUCTS	707	1HR OR SPRINKLER	1HR / NO SPRINKLER
PART 3 - EXIT REQUIREMENTS				
3.01	TYPES OF EXITS	1006.3.2(2)	1	1 1ST AND 1 ON BASEMENT
3.02	MINIMUM NUMBER OF EXITS	1017.2	75' MAX	74'-5" MAX
3.03	TRAVEL DISTANCE TO EXITS	1020.4/903.3.1.1	50' MAX.	NO DEAD CORRIDORS
	b) DEAD END CORRIDOR			NO CORRIDORS
3.05	MINIMUM WIDTH OF EXITS	1020.2	DOOR 36", STAIR 44" CORRIDOR 44"	NO CORRIDORS
3.06	SWING OF DOORS	1022.2.2	DIRECTION OF EXIT TRAVEL	DIRECTION OF EXIT TRAVEL
3.09	STAIRWAY LANDINGS	1011.6	WIDTH OF STAIRWAY	4'0"
3.10	HANDRAILS	1014.2	NOT LESS THAN 34"	BOTH SIDE OF STAIR
3.13	HEAD ROOM	100.3.1	6'8" MIN.	7' MIN.

PARTITION TYPES



2 PARTITION TYPES
1/32"=1'-0"

APPLICABLE CODES

City of Des Plaines Applicable Building Codes
 2015 International Building Code 2015 International Residential Code
 2015 International Fire Code 2015 International Mechanical Code
 2015 International Fuel Gas Code 2015 International Property Maintenance Code
 2014 National Electrical Code Des Plaines Amendments - Title 10
 Des Plaines enforces the State of Illinois Building Codes per current state statute, as follows:
 2018 International Energy Conservation Code w/ State Amendments or Current Adopted Edition (Effective 7/01/2019)
 Illinois Plumbing Code - Effective April 24, 2014 OR CURRENT ADOPTED EDITION
 Illinois Accessibility Code - 1997 or 2018
 The 2018 Illinois Accessibility Code became law on October 23, 2018. In recognition of the fact that building design is a lengthy process, the Capital Development Board has allowed for a grace period of twelve (12) months for those designs based on the 1997 Code. It is the designer's option as to whether the old or new Code is used. Only one version can be used. You cannot pick and choose between the codes.
 NFPA 101 Life Safety Code -2000 edition or current adopted edition

MAXIMUM, FLOOR AREA ALLOWANCES PER OCCUPANT

FUNCTION OF SPACE	OCCUPANT LOAD FACTOR
CAR SHOW - BUSINESS AT FIRST FLOOR	100 GROSS
UTILITY - AT BASEMENT FLOOR	300 GROSS

2018 ICC ENERGY COMPLIANCE

THE PROPOSED ENVELOPE DESIGN REPRESENTED IN THIS DOCUMENT IS CONSISTENT WITH THE BUILDING PLANS, SPECIFICATIONS AND OTHER CALCULATIONS SUBMITTED WITH THIS PERMIT APPLICATION. THE PROPOSED ENVELOPE SYSTEM HAS BEEN DESIGNED TO MEET THE 90.1 (99) STANDARD REQUIREMENTS IN CROSSCHECK VERSION 3.4.0 AND TO COMPLY WITH THE MANDATORY REQUIREMENTS IN THE REQUIREMENTS CHECKLIST.

LIGHTING COMPLIANCE CERTIFICATE WILL BE PROVIDED SEPARATELY BY THE ELECTRICAL ENGINEER, SEE ELECTRICAL DRAWINGS.

THERE WILL BE NO CHANGES MADE TO THE MECHANICAL

NAME: BHAN AL ABOSY DATE: 03-15-22

ACCESSIBILITY STATEMENT COMPLIANCE

I HAVE PREPARED, OR CAUSED TO BE PREPARED UNDER MY DIRECT SUPERVISION, THE ATTACHED PLANS AND SPECIFICATIONS AND STATE THAT, TO THE BEST OF MY KNOWLEDGE AND BELIEF AND TO THE EXTENT OF MY CONTRACTUAL OBLIGATION, THEY ARE IN COMPLIANCE WITH THE ILLINOIS ACCESSIBILITY CODE, 2018 ICC ANS1 A117.1

NAME: BHAN AL ABOSY DATE: 03-15-22

CERTIFICATE OF COMPLIANCE

I HEREBY CERTIFY THAT THESE DRAWINGS WERE PREPARED UNDER MY DIRECT SUPERVISION AND TO THE BEST OF MY KNOWLEDGE CONFORM WITH ALL LOCAL GOVERNING CODES AND STANDARDS.



NAME: BHAN AL ABOSY, RA, LEED AP DATE: 03/15/2022
 ILLINOIS REGISTRATION NUMBER 001-020015

OWNER

SAM JIDD LUXURY
 1505 S MT PROSPECT RD,
 DES PLAINES IL 60016
 (224) 228-2999
 E-MAIL: samjidd@jiddmotors.com

ARCHITECT

A.B. ARCHITECTURE, P.C.
 838 CAMDEN LANE
 NORTHFIELD IL 60093
 (312) 420-6644
 E-MAIL: balabosy@ab-arch.com

ELEC. ENGINEER

KHAJA MOINUDDIN
 33 BRIARWOOD LANE
 PALATINE IL 60067
 (773) 759-1862
 E-MAIL: bahtulofeeq@aol.com

SYMBOL INDEX

	BATT INSULATION		DOOR TYPE #, SEE SHT. A3
	GYPSUM BOARD IN SECTION		HARDWARE SET
	GYPSUM BOARD OR CONCRETE IN PLAN		ROOM NAME
	STRUCTURAL STEEL IN SECTION		ROOM NUMBER
	DIRECTION OF SECTION VIEW		WALL TAGS, SEE WALL TYPES SHEET T1, TYP.
	DRAWING NUMBER, SIMILAR REFER TO SHEET #		PLYWOOD
	RIGID INSULATION		SECTION OR DETAIL NUMBER OR LETTER
	DIRECTION TAKEN		DIRECTION SECTION IS TAKEN
	INTERIOR ELEVATION NUMBER		SHEET WHERE DETAIL OR SECTION IS SHOWN
	SHEET WHERE INTERIOR ELEVATIONS ARE SHOWN		DOOR IDENTIFICATION NUMBER
	ROUGH LUMBER/BLOCKING		HARDWARE SET NUMBER



No. Date Description

REMODELING OF JUST DRIVE IT
 550 E NORTHWEST HIGHWAY
 DES PLAINES IL 60016

Project No. 2021-12
 Issued for Permit Revision 03-15-2021

Drawing Title:

SITE PLAN

T-1



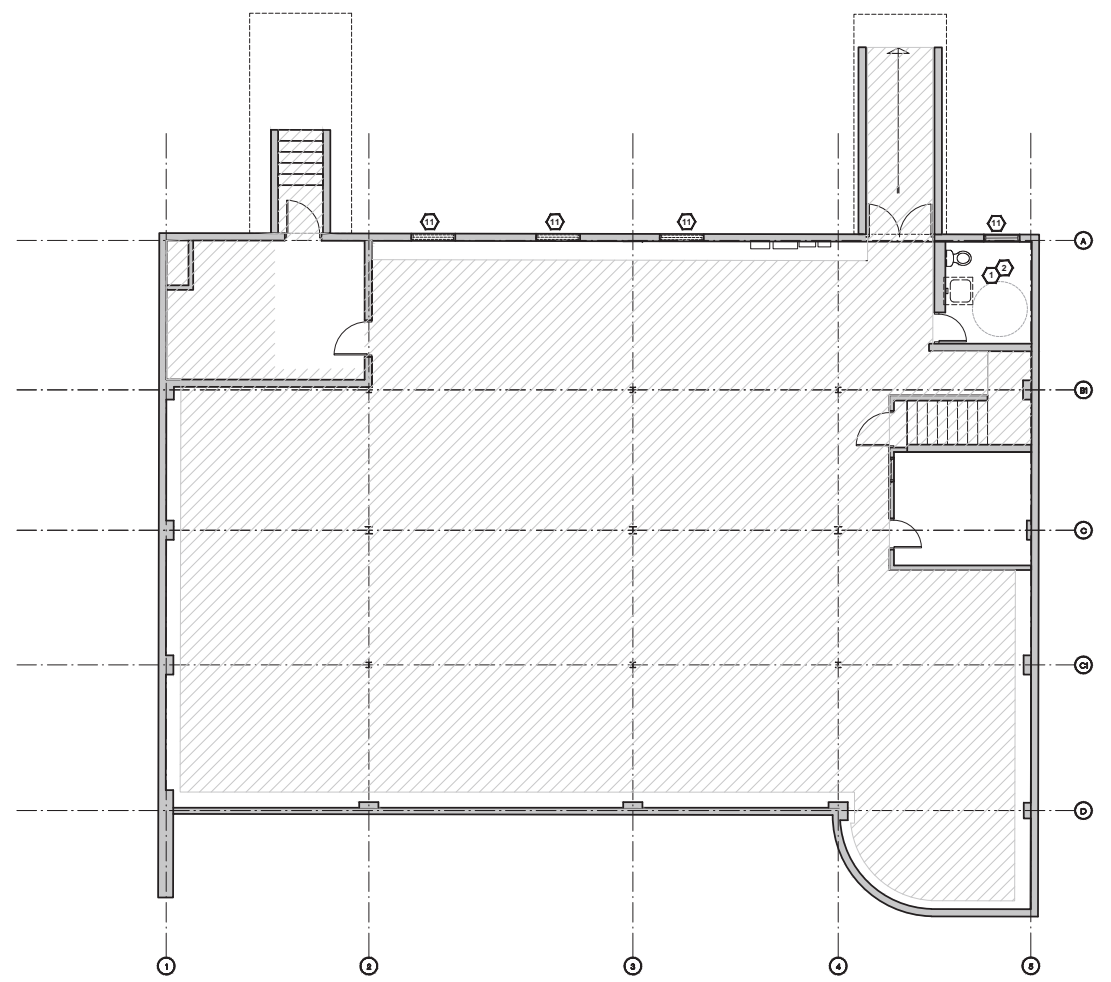
No.	Date	Description

**REMODELING OF JUST DRIVE IT
550 E NORTHWEST HIGHWAY
DES PLAINES IL 60016**

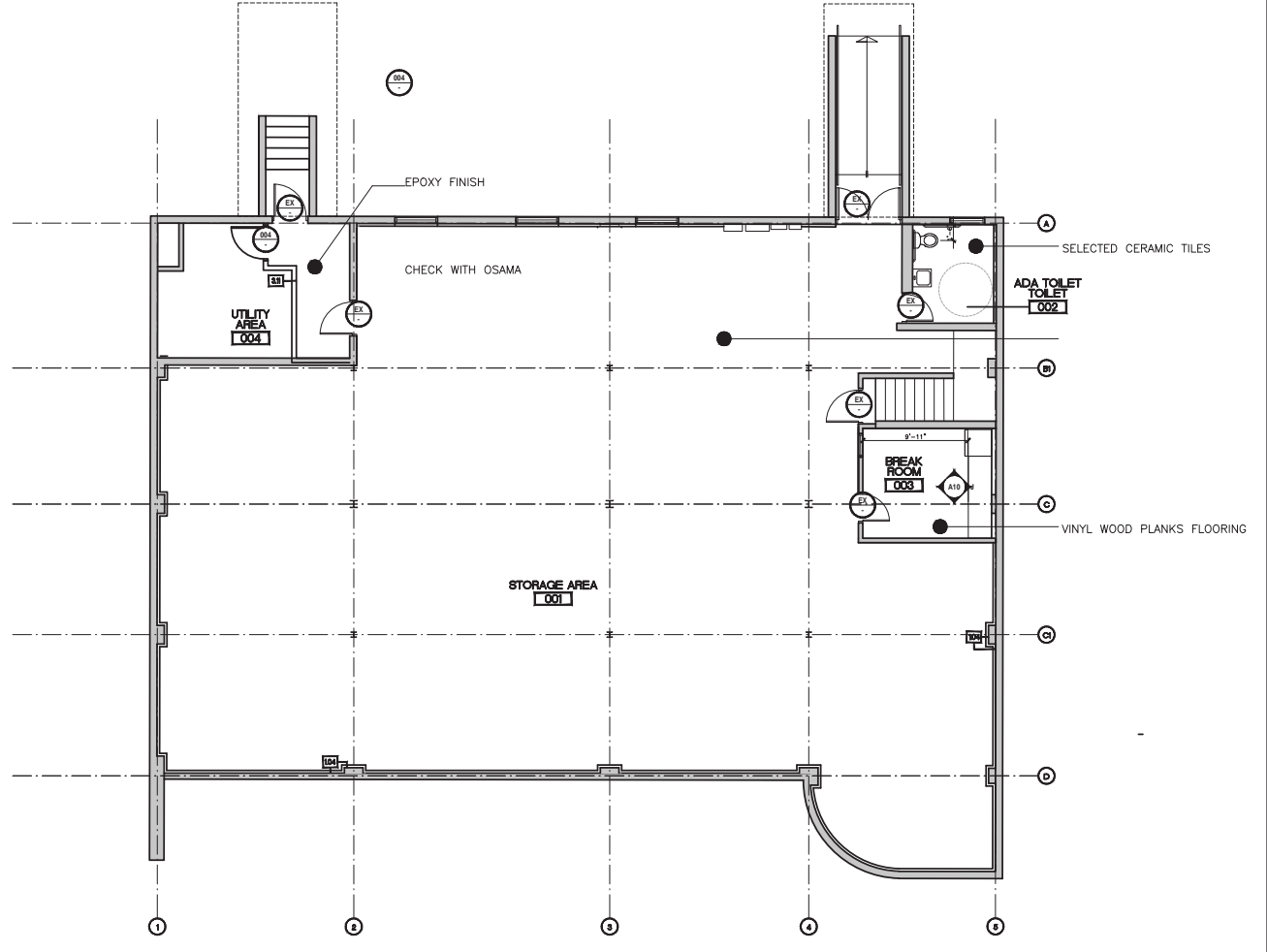
Project No.
2021-12
Issued for Permit Revision
03-15-2021

Drawing Title:
**LOWER LEVEL
FLOOR PLANS**

A-2

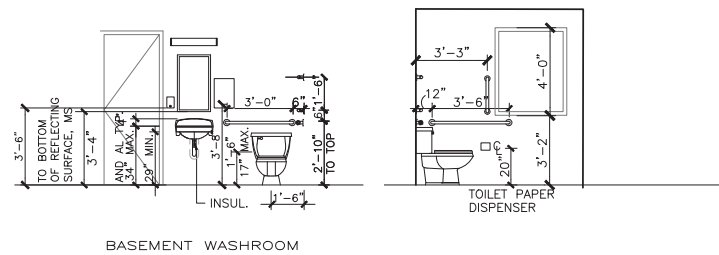


1 LOWER LEVEL DEMOLITION FLOOR PLAN
1/8"=1'-0"



2 LOWER LEVEL FLOOR PLAN
1/8"=1'-0"

- GENERAL DEMOLITION NOTES:**
- 1** REMOVE EXISTING PLUMBING FIXTURES. STUB OFF WATER AND WASTE AS REQUIRED BY CODE.
 - 2** REMOVE EXISTING FLOORING AND BASE. GRIND, PATCH AND LEVEL EXPOSED CONCRETE FLOOR AS REQUIRED TO PROVIDE SUITABLE SUBSTRATE FOR NEW FLOORING MATERIALS.
 - 11** REMOVE EXISTING EXTERIOR WINDOW - TO BE REPLACED WITH THE SAME SIZE AND TYPE
 - 12** REMOVE EXISTING CANOPY



BASEMENT WASHROOM

SINGLE-OCCUPANCY RESTROOM MEANS A FULLY ENCLOSED ROOM, WITH A LOCKING MECHANISM CONTROLLED BY THE USER, CONTAINING A SINK, TOILET STALL, AND NO MORE THAN ONE URINAL.

(b) THIS SECTION APPLIES TO ANY EXISTING OR FUTURE PLACES OF PUBLIC ACCOMMODATION OR PUBLIC BUILDINGS.

(c) NOTWITHSTANDING ANY OTHER PROVISION OF LAW, EVERY SINGLE-OCCUPANCY RESTROOM IN A PLACE OF PUBLIC ACCOMMODATION OR PUBLIC BUILDING SHALL BE IDENTIFIED AS ALL-GENDER AND DESIGNATED FOR USE BY NO MORE THAN ONE PERSON AT A TIME OR FOR FAMILY OR ASSISTED USE. EACH SINGLE-OCCUPANCY RESTROOM SHALL BE OUTFITTED WITH EXTERIOR SIGNAGE THAT MARKS THE SINGLE-OCCUPANCY RESTROOM AS A RESTROOM AND DOES NOT INDICATE ANY SPECIFIC GENDER.

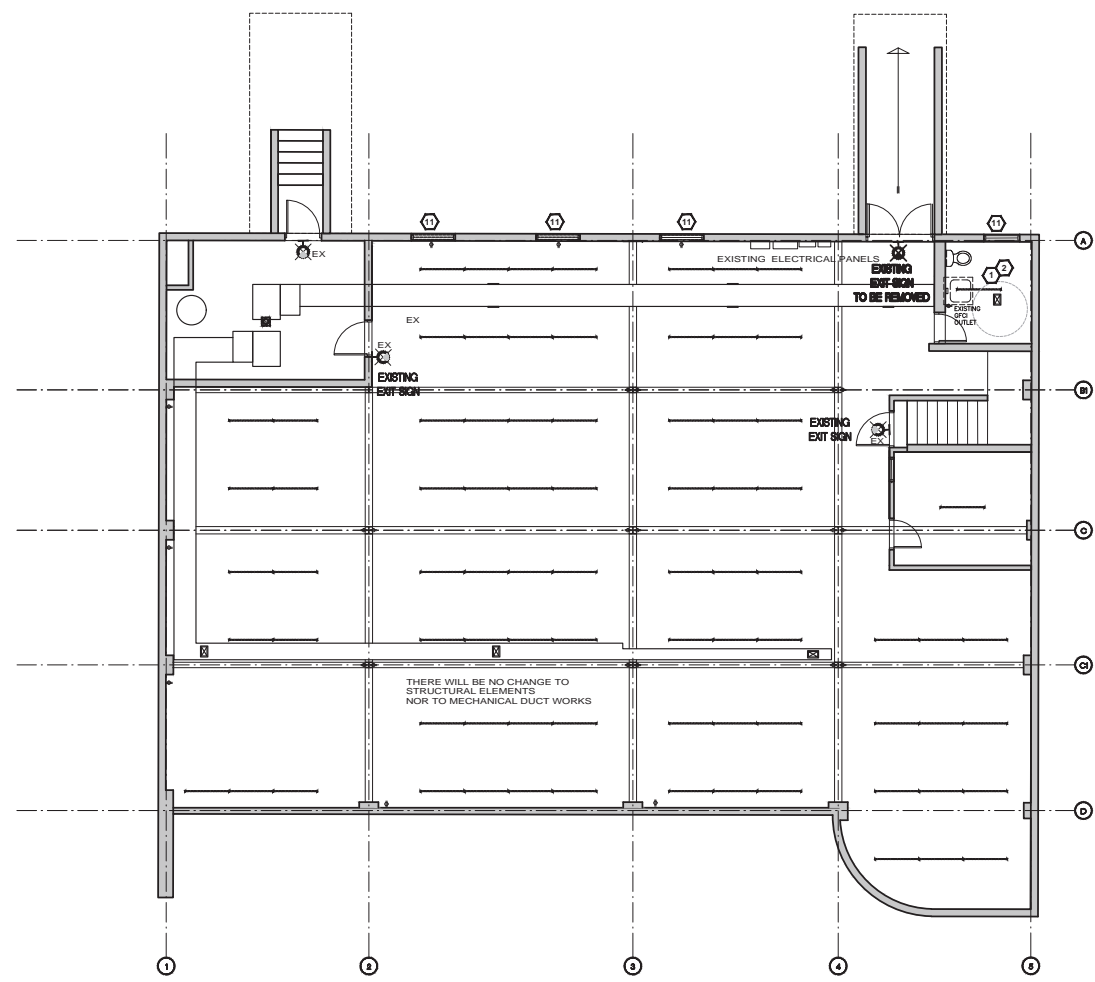
(d) DURING ANY INSPECTION OF A PLACE OF PUBLIC ACCOMMODATION OR PUBLIC BUILDING BY A HEALTH OFFICER OR HEALTH INSPECTOR, THE HEALTH OFFICER OR HEALTH INSPECTOR MAY INSPECT THE PLACE OF PUBLIC ACCOMMODATION OR PUBLIC BUILDING TO DETERMINE WHETHER IT COMPLIES WITH THIS SECTION.

(e) THE DEPARTMENT OF PUBLIC HEALTH SHALL ADOPT RULES TO IMPLEMENT THIS SECTION.

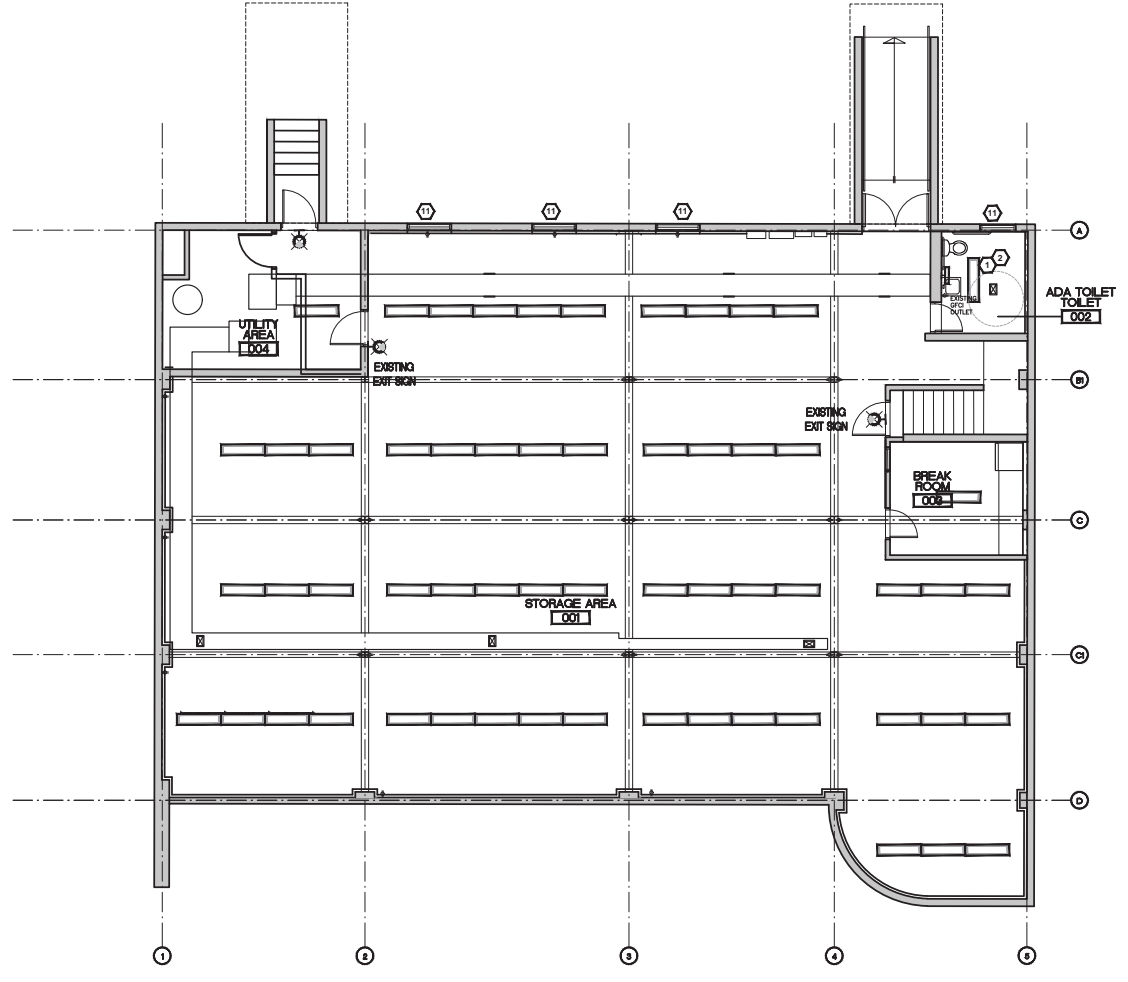
410 ILCS 35/25

- LEGEND**
- EXISTING WALLS TO REMAIN
 - AREA EXISTING TO REMAIN WITHOUT ANY CHANGES EXCEPT NEW FLOOR FINISHES - REFER TO DRAWING #2





1 DEMOLITION REFLECTED CEILING - LOWER LEVEL FLOOR PLAN
1/8"=1'-0"



2 REFLECTED CEILING - LOWER LEVEL FLOOR PLAN
1/8"=1'-0"

LEGEND

- EXISTING WALLS TO REMAIN
- EX EXISTING TO REMAIN



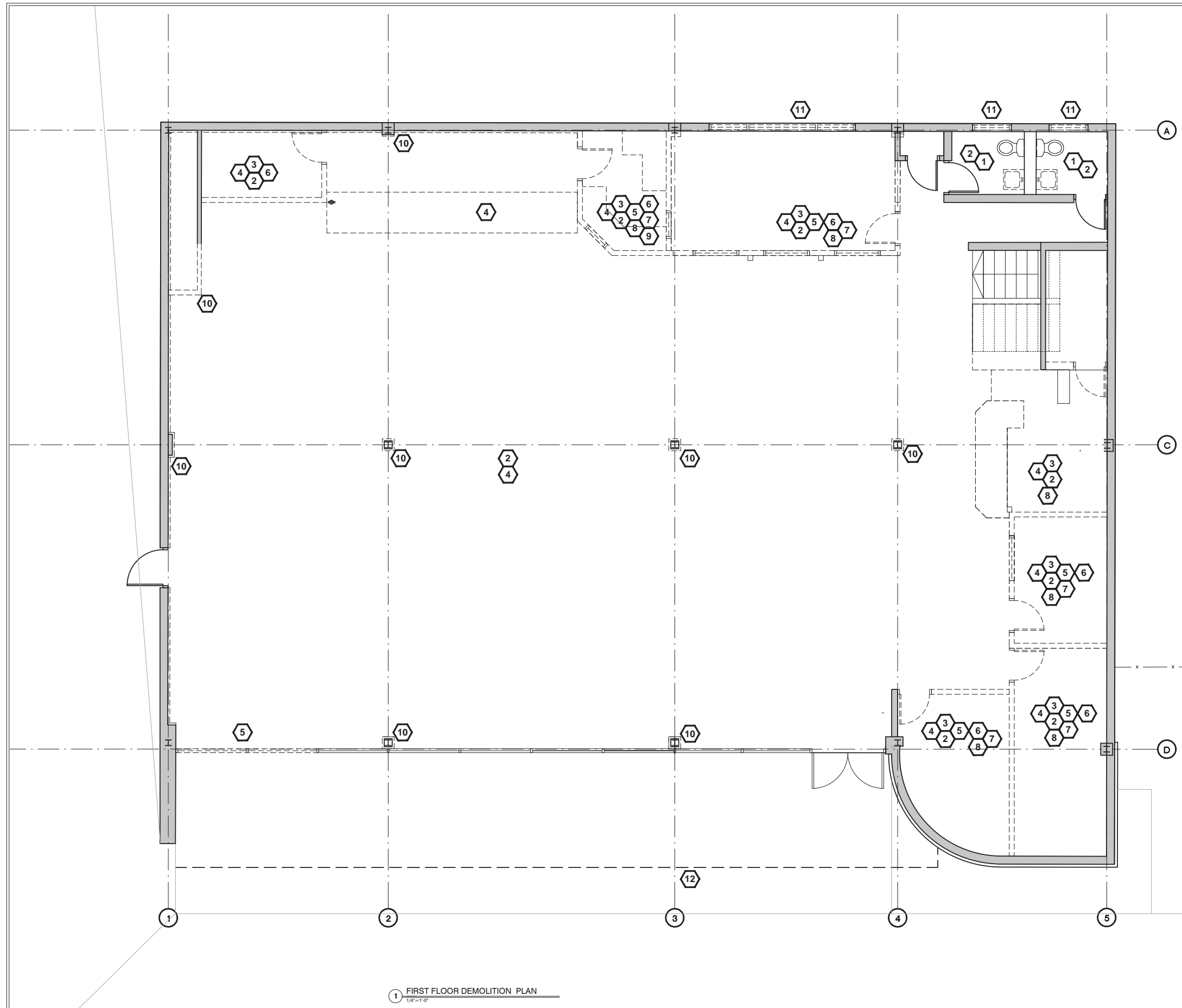
No.	Date	Description

REMODELING OF JUST DRIVE IT
550 E NORTHWEST HIGHWAY
DES PLAINES IL 60016

Project No.
2021-12
Issued for Permit Revision
03-15-2021

Drawing Title:
LOWER LEVEL
REFLECTED
CEILING PLANS

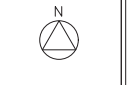
A-3



1 FIRST FLOOR DEMOLITION PLAN
1/4"=1'-0"

GENERAL DEMOLITION NOTES:

- 1 REMOVE EXISTING PLUMBING FIXTURES. STUB OFF WATER AND WASTE AS REQUIRED BY CODE.
- 2 REMOVE EXISTING FLOORING AND BASE. GRIND, PATCH AND LEVEL EXPOSED CONCRETE FLOOR AS REQUIRED TO PROVIDE SUITABLE SUBSTRATE FOR NEW FLOORING MATERIALS.
- 3 REMOVE EXISTING DRYWALL AND METAL STUD PARTITIONS, INCLUDING TOP AND BOTTOM TRACKS. EITHER TERMINATE OR RELOCATED ELECTRICAL OUTLETS, WALL SWITCHES, N, ETC. AS INDICATED ON THE ELECTRICAL DRAWINGS.
- 4 REMOVE EXISTING SUSPENDED CEILING TILE IF ANY, DRYWALL, LIGHTING FIXTURES, FANS, AND CONDUITS.
- 5 REMOVE EXISTING WINDOW/DOOR AND WALL BELOW IF ANY. GRIND AND PATCH CONCRETE SLAB AND FOUNDATION WALL AS REQUIRED TO PROVIDE A SUITABLE SURFACE FOR NEW FLOOR FINISH.
- 6 REMOVE EXISTING DOOR, FRAME HARDWARE AND THRESHOLD IF ANY.
- 7 WHERE NEW CONSTRUCTION IS SCHEDULED, CONSULT WITH OWNERS TO DETERMINE IF THEY WISH TO RETAIN THE REMOVED LIGHTING OR DOORS
- 8 ELECTRICAL OUTLETS, SWITCHES AND OTHER DEVICES LOCATED IN WALLS TO BE DEMOLISHED SHALL BE TERMINATED PER CODE UNLESS INDICATED OTHERWISE ON THE ELECTRICAL PLANS.
- 9 REMOVE CASE WORK.
- 10 REMOVE WALL PANELS AND ASSOCIATED FRAMING.
- 11 REMOVE EXISTING EXTERIOR WINDOW - TO BE REPLACED WITH THE SAME SIZE AND TYPE
- 12 REMOVE EXISTING CANOPY



No.	Date	Description

REMODELING OF JUST DRIVE IT
 550 E NORTHWEST HIGHWAY
 DES PLAINES IL 60016

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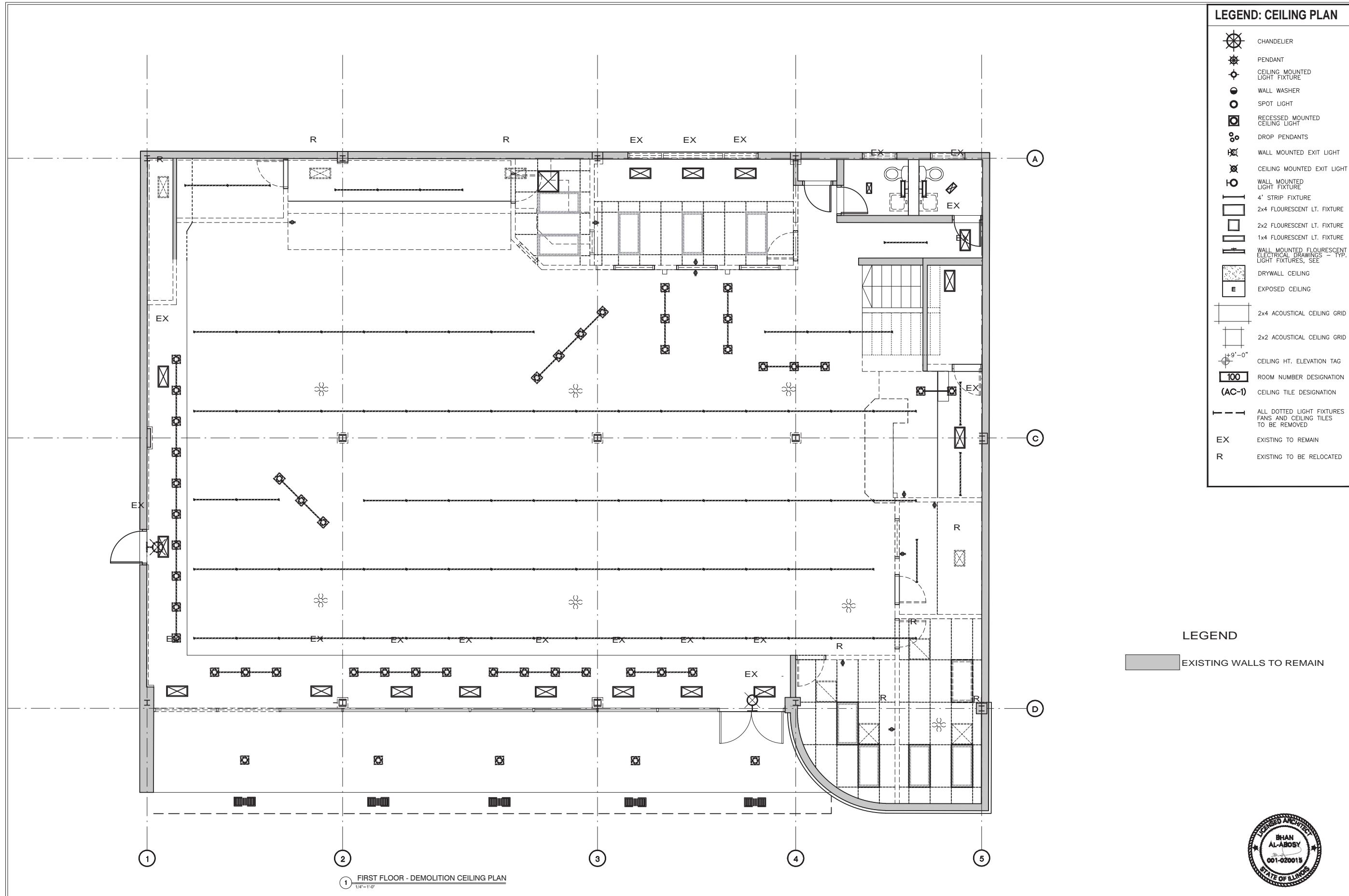
LEGEND

EXISTING WALLS TO REMAIN




























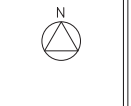
Drawing Title:
 FIRST FLOOR
 DEMOLITION
 PLAN

A-4



LEGEND: CEILING PLAN

-  CHANDELIER
-  PENDANT
-  CEILING MOUNTED LIGHT FIXTURE
-  WALL WASHER
-  SPOT LIGHT
-  RECESSED MOUNTED CEILING LIGHT
-  DROP PENDANTS
-  WALL MOUNTED EXIT LIGHT
-  CEILING MOUNTED EXIT LIGHT
-  WALL MOUNTED LIGHT FIXTURE
-  4' STRIP FIXTURE
-  2x4 FLOURESCENT LT. FIXTURE
-  2x2 FLOURESCENT LT. FIXTURE
-  1x4 FLOURESCENT LT. FIXTURE
-  WALL MOUNTED FLOURESCENT LIGHT FIXTURES - TYP. LIGHT FIXTURES, SEE ELECTRICAL DRAWINGS
-  DRYWALL CEILING
-  EXPOSED CEILING
-  2x4 ACOUSTICAL CEILING GRID
-  2x2 ACOUSTICAL CEILING GRID
-  CEILING HT. ELEVATION TAG
-  ROOM NUMBER DESIGNATION
-  CEILING TILE DESIGNATION
-  ALL DOTTED LIGHT FIXTURES, FANS AND CEILING TILES TO BE REMOVED
-  EXISTING TO REMAIN
-  EXISTING TO BE RELOCATED




No.	Date	Description

REMODELING OF JUST DRIVE IT
550 E NORTHWEST HIGHWAY
DES PLAINES IL 60016

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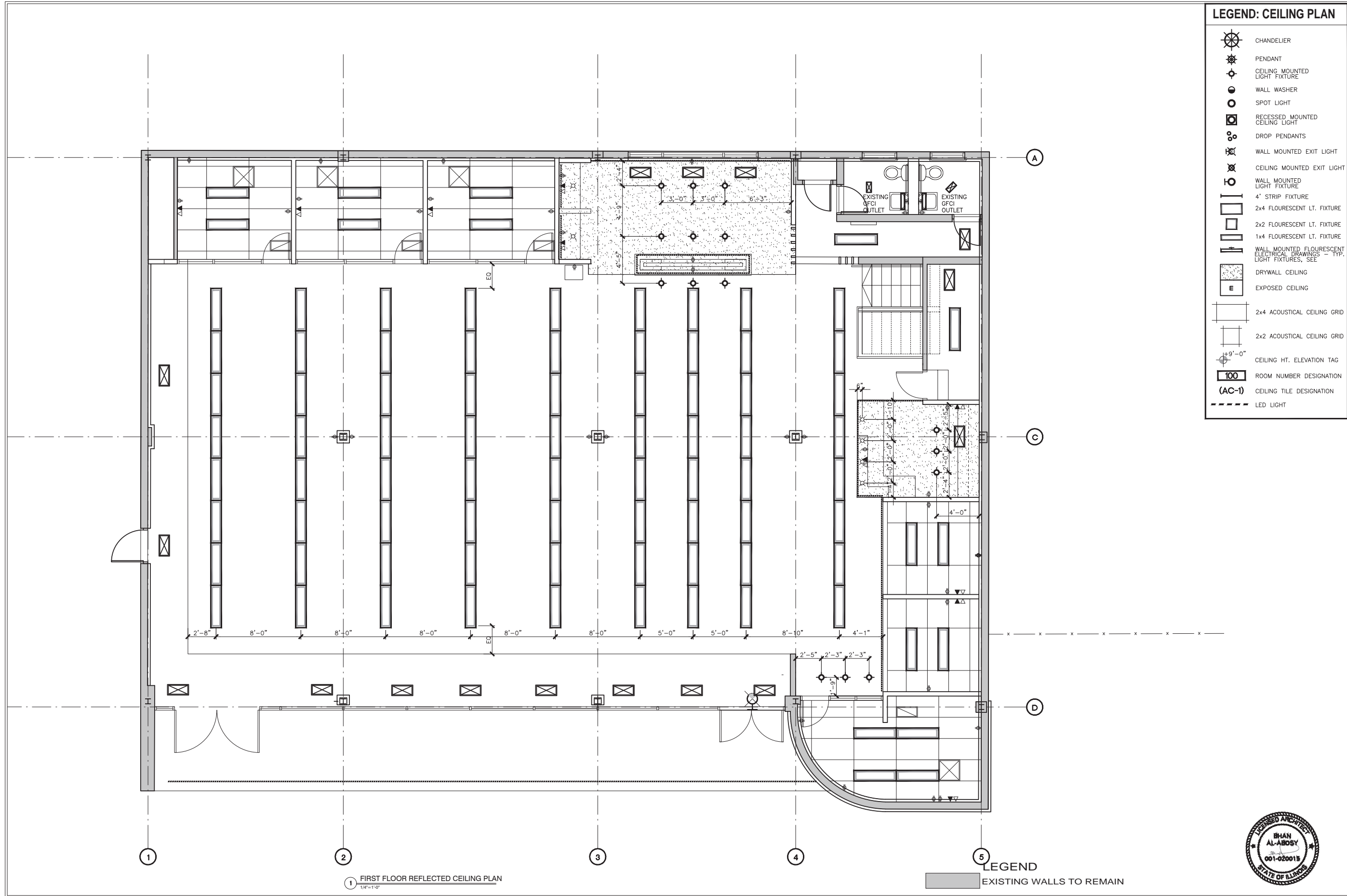
Drawing Title:
FIRST FLOOR
DEMOLITION
CEILING PLAN

A-5

- LEGEND**
-  EXISTING WALLS TO REMAIN



1 FIRST FLOOR - DEMOLITION CEILING PLAN
1/4"=1'-0"



LEGEND: CEILING PLAN

- CHANDELIER
- PENDANT
- CEILING MOUNTED LIGHT FIXTURE
- WALL WASHER
- SPOT LIGHT
- RECESSED MOUNTED CEILING LIGHT
- DROP PENDANTS
- WALL MOUNTED EXIT LIGHT
- CEILING MOUNTED EXIT LIGHT
- WALL MOUNTED LIGHT FIXTURE
- 4' STRIP FIXTURE
- 2x4 FLOURESCENT LT. FIXTURE
- 2x2 FLOURESCENT LT. FIXTURE
- 1x4 FLOURESCENT LT. FIXTURE
- WALL MOUNTED FLOURESCENT ELECTRICAL DRAWINGS - TYP. LIGHT FIXTURES, SEE
- DRYWALL CEILING
- EXPOSED CEILING
- 2x4 ACOUSTICAL CEILING GRID
- 2x2 ACOUSTICAL CEILING GRID
- +9'-0"
- 100
- (AC-1)
- LED LIGHT

No.	Date Description

**REMODELING OF JUST DRIVE IT
550 E NORTHWEST HIGHWAY
DES PLAINES IL 60016**

Project No. 2021-12	Issued for Permit Revision 03-15-2021
------------------------	------------------------------------------

Drawing Title:
**FIRST FLOOR
REFLECTED
CEILING PLAN**

A-6

1 FIRST FLOOR REFLECTED CEILING PLAN
1/4"=1'-0"

LEGEND
EXISTING WALLS TO REMAIN

WASHROOM NOTE:
 20% OF THE OVERALL COST OF THE ALTERATION I SHALL BE USED TO MAKE THE ONE RESTROOM MORE USABLE FOR PEOPLE WITH DISABILITIES. (2018 ILLINOIS ACCESSIBILITY CODE 202.4)

INCREASE TOILET ACCESSIBILITY

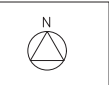
THE AMERICANS WITH DISABILITIES ACT (ADA) RECOMMENDS THAT TOILETS BE BETWEEN 17 INCHES AND 19 INCHES HIGH. HIGHER TOILET SEATS MAKE IT MUCH EASIER FOR A PERSON WITH DISABILITIES TO LOWER THEMSELVES ONTO THE TOILET, STAND UP AFTER USING THE TOILET, AND GET ONTO THE TOILET FROM A WHEELCHAIR. RAISED TOILET SEATS ARE AN OPTION FOR ADDING HEIGHT TO A TOILET IF YOU CANNOT AFFORD TO REPLACE THE ENTIRE TOILET.

MOVE TOILET PAPER TO A MORE ACCESSIBLE HEIGHT. IF YOUR WALL-MOUNTED TOILET PAPER HOLDER IS LOCATED IN A POSITION THAT REQUIRES THE PERSON TO TWIST IN ORDER TO REACH IT, GET A TOILET PAPER HOLDER THAT STANDS ON THE FLOOR SO IT IS EASIER TO REACH. YOU ALSO SHOULD PLACE COMMONLY USED ITEMS SUCH AS EXTRA TOILET PAPER, SANITARY PRODUCTS, AND MEDICAL EQUIPMENT NEAR THE TOILET IN A LOCATION THAT IS EASILY ACCESSED.

INSTALLING GRAB BARS NEAR THE TOILET IS IMPORTANT FOR MAKING IT MORE ACCESSIBLE. IDEALLY, TWO GRAB BARS 36 INCHES APART, WITH ONE ON EITHER SIDE OF THE TOILET.

LEGEND: FLOOR PLAN

- MILLWORK, SEE DETAILS
- SINK, SEE PLUMB. DRAWINGS TYPICAL
- DOOR TYPE #, SEE SHT. A601
- HARDWARE SET
- NAME** ROOM NAME
- ##** ROOM NUMBER
- WALL TAGS, SEE WALL TYPES SHEET A601, TYP.
- DIRECTION OF SECTION VIEW DRAWING NUMBER, SIMILAR REFER TO SHEET #
- DETAIL NUMBER REFER TO SHEET #
- DETAIL OR ENLARGED AREA
- AREA OF DEPRESSED SLAB REFER TO NOTES ON PLAN FOR LOCATIONS, SEE STRUCT.
- F.E. WALL HUNG FIRE EXTINGUISHER
- F.E.C RECESSED FIRE EXTINGUISHER WALL CABINET
- R.D. ROOF DRAIN WITH ROUTING TO WITHIN WALL, SEE PLUMB.
- F.D. FLOOR DRAIN, SEE PLUMBING DRAWINGS
- DESIGNATED HANDICAP ACCESSIBLE ROOM
- 5'-0" CLEAR TURN AREA
- EMHO ELECTRO-MAGNETIC HOLD OPEN



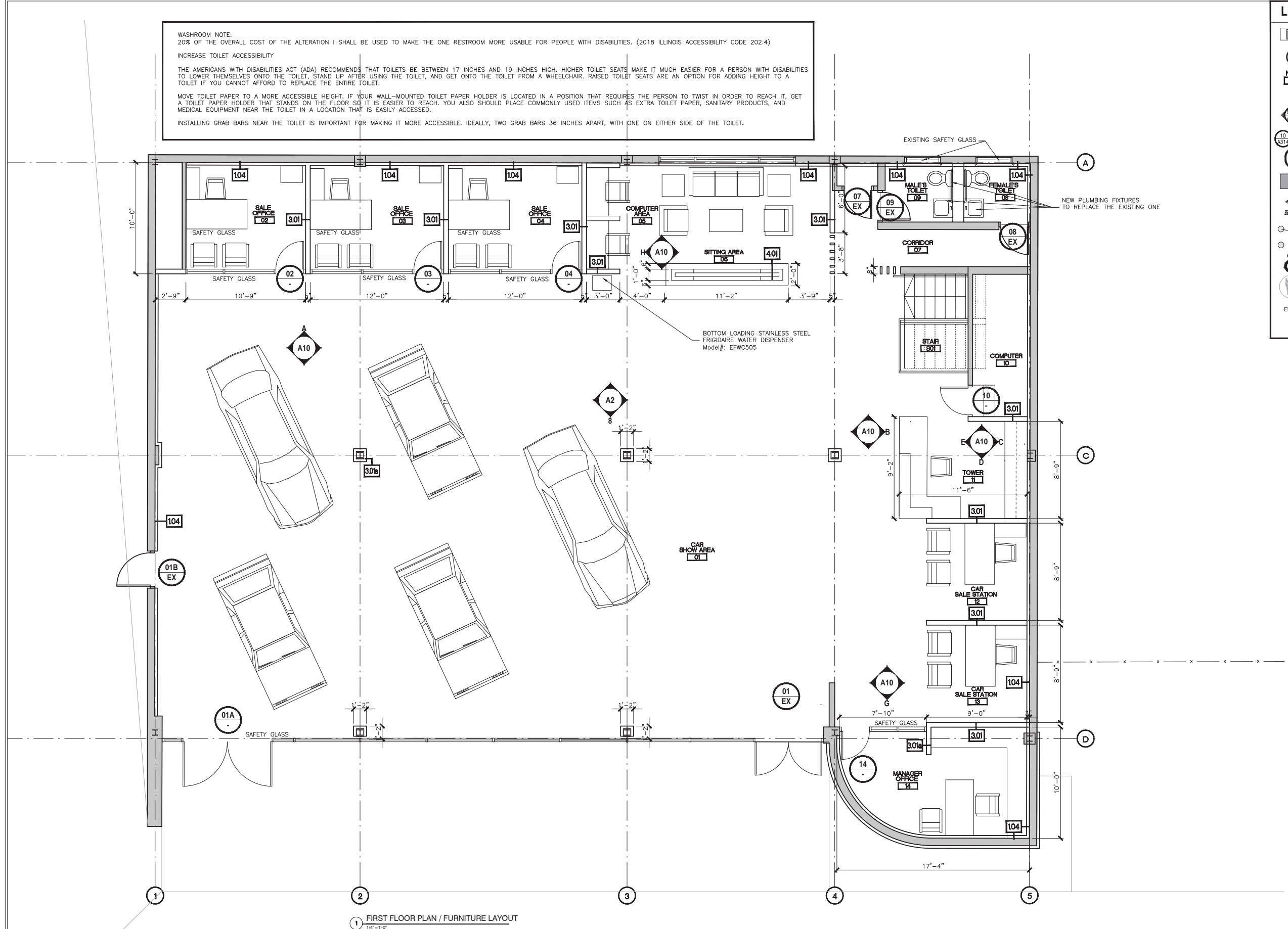
No.	Date	Description

REMODELING OF JUST DRIVE IT
550 E NORTHWEST HIGHWAY
DES PLAINES IL 60016

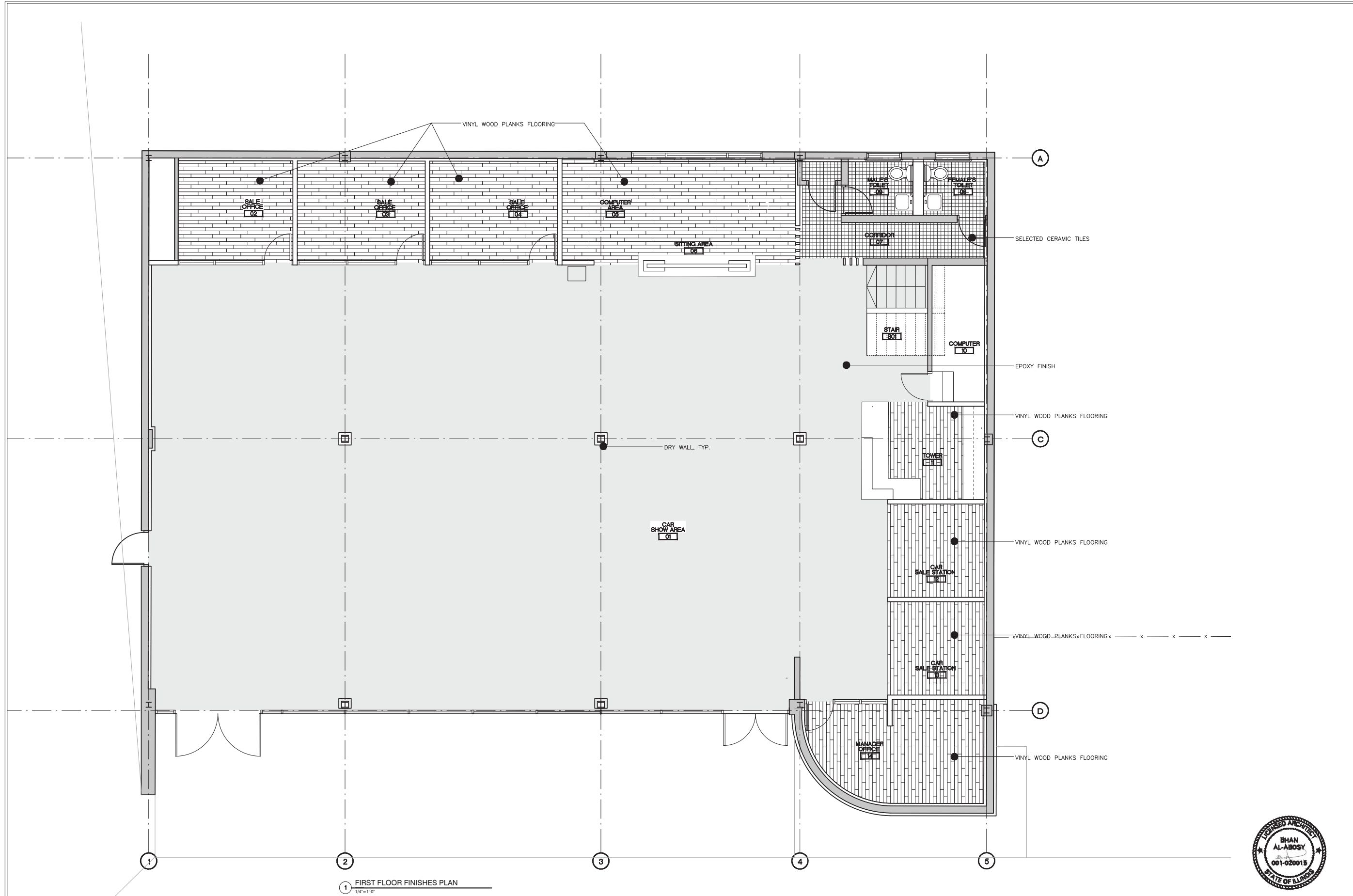
Project No.
 2021-12
 Issued for Permit Revision
 03-15-2021

Drawing Title:
FIRST FLOOR PLAN / FURNITURE LAYOUT

A-7



1 FIRST FLOOR PLAN / FURNITURE LAYOUT
 1/4" = 1'-0"

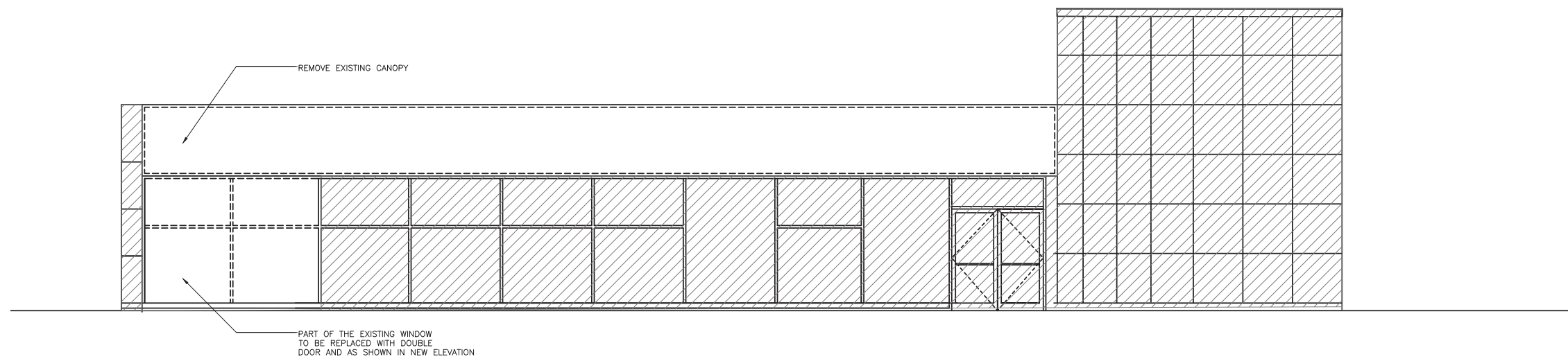


1 FIRST FLOOR FINISHES PLAN
1/4"=1'-0"

	
REMODELING OF JUST DRIVE IT 550 E NORTHWEST HIGHWAY DES PLAINES IL 60016	
Project No. 2021-12	Issued for Permit Revision 03-15-2021
Drawing Title: FIRST FLOOR FINISHES PLAN	
A-8	



SIGNAGE GENERAL NOTE:
 ALL EXTERIOR SIGNAGE SHALL BE PERMITTED SEPARATELY AND IS NOT PART OF THIS SUBMITTAL. (SECTION 107.2.1)



1 EXISTING FRONT ELEVATION
 1/4"=1'-0"



3 FACADE DETAIL - UNISTRUT SYSTEM
 1/4"=1'-0"

LEGEND

EXISTING AREA TO REMAIN

EXISTING TO BE REMOVED

NEW DOORS
 CLIMATE ZONE 5 AND MARINE4
 VERTICAL FENESTRATION:
 U FACTOR = 0.77
 SHGC= 0.36
 COMMERCIAL
 GLAZED SWINGING ENTRANCE DOORS
 WITH MAX. AIR LEAKAGE =1.00 CFM/ FT2

THERMAL ENTRANCES
 PITCO THERMAL ENTRANCES WITH A HIGH THERMAL VALUE I
 PITCO ENTRANCES ARE MANUFACTURED TO USING A MORTISE AND TENDON DESIGN AND STEEL TENSION TIE ROD
 CONSTRUCTION.
 ADA APPROVED HARDWARE. ANODIZED AND PAINTED FINISHES.

MEDIUM STILE DOORS HAVE A 3 7/16" TOP RAIL, 10" BOTTOM RAIL, AND 3 7/16" VERTICAL STILES
 DOORS ARE 1 3/4" DEEP, 1" INFILL WITH CONTINUOUS GEARED HINGES, LATCH LOCKS,
 ADJUSTABLE WEATHERS ASTRAGAL AT MEETING STILES

SIGNAGE BY OTHERS PROVIDE ELECTRIC SUPPLY AS NEEDED
 REPAINT THE FRONT FACADE DARK GRAY

2 NEW FRONT ELEVATION
 1/4"=1'-0"



Project No. 2021-12	
Issued for Permit Revision 03-15-2021	
Drawing Title: EXTERIOR ELEVATIONS	
A-9	

REMODELING OF JUST DRIVE IT
 550 E NORTHWEST HIGHWAY
 DES PLAINES IL 60016

No.	Date	Description

GENERAL PLANTING SPECIFICATIONS:

PART 1 - GENERAL

1-01 DESCRIPTION:

- A. Provide, shrubs, perennials and groundcover as shown and specified. This work includes:
1. Spreading of topsoil or soil preparation
 2. shrubs, perennials and groundcovers
 3. Planting mixes
 4. Mulch and planting accessories
 5. Fertilizer and herbicide
 6. Maintenance
 7. Warranty of plant material

B. The Contractor shall verify all existing conditions and dimensions in the field prior to bidding and report any discrepancies to the Owner or his/her representative.

1-02 QUALITY ASSURANCE:

- A. Comply with site work requirements
- B. Plant names indicated must comply with 'Standardized Plant Names' as adopted by the latest edition of the American Joint Committee of Horticultural Nomenclature. Names of varieties which are not listed should conform with those generally accepted by the nursery trade. Stock should be legibly tagged.
- C. All plant materials shall conform to the 'American Standards for Nursery Stock' (ASNS), latest edition, published by the American Association of Nurserymen, Washington, D.C.
- D. All plant material shall be grown and supplied within a 50 mile radius of the project for a minimum of two full growing seasons.
- E. Adhere to sizing requirements as listed in the plant list and/or bid form for the project. A plant shall be measured in its natural standing position.
- F. Stock that is furnished shall be at least the minimum size shown. With permission of the Landscape Architect, substitution from the specified plant list will be accepted only when satisfactory evidence in writing is submitted to the Landscape Architect, showing that the plant specified is not available. Requests for approval of substitute plant material shall include common and botanical names and size of substitute material. Only those substitutions of at least equivalent size and character to that of the specified material will be approved. Stock which is larger than that which is specified is acceptable with permission of the Landscape Architect, providing there is no additional cost and that the larger plant material will not be cut down in order to conform to the size indicated.
- G. All shrubs shall be dense in form. Shrub liners do not meet these specifications. Shrubs specified by height shall have a spread that is equal to the height measurement. Shrubs which are specified by spread shall exhibit the natural growth habit of the plant by having a greater spread than height.
- H. All plant materials are subject to inspection and approval. The Landscape Architect and Owner reserve the right to select and tag all plant material at the nursery prior to planting. The Landscape Architect and Owner reserve the right to inspect plant material for size and condition of root systems, the presence of insects and diseases, injuries and latent defects (due to Contractor negligence or otherwise), and to reject unacceptable plant material at any time during progress of the project.

1-03 ACCESSORIES:

- A. Topsoil:
Topsoil shall be fertile, natural topsoil of a loamy character, without admixture of subsoil material. Topsoil shall be reasonably free from clay, lumps, coarse sand, stones, plants, roots, sticks and other foreign materials with a pH between 6.5 to 7.0.
- B. Soil amendments shall be as follows:
1. For shrubs the plant pit will be backfilled with pulverized black dirt.
 2. For perennials and ornamental grasses the soil mixture will be as follows: CM-63 General Purpose Peat Based Mix as supplied by Midwest Trading. Top beds with 8" of CM-63 and till into existing beds to a depth of 8".
- C. Fertilizer:
1. For shrubs use: 14-4-6 briquettes 17 g or equivalent available from Arthur Clesen, Inc. Follow manufacturer's recommendation for application.
- D. Mulch:
1. Bark mulch shall be finely shredded hardwood bark which has been screened and is free of any green foliage, twigs, rocks, sawdust, wood shavings, growth or germination inhibiting ingredients, or other foreign materials. Bark mulch is available from Midwest Trading.
 2. Mushroom compost as available from Midwest Trading.
- E. Water:
Water service will be available on the site, with the cost of water being paid by the Owner. Transporting of the water from the source to the work areas shall be the responsibility of the Landscape Contractor. All necessary hose, piping, tank truck, etc. shall be supplied by the Landscape Contractor.

PART 2 - INSTALLATION OF PLANT MATERIAL

2-01 FIELD VERIFICATION:

Examine proposed planting areas and conditions of installation. Do not start planting work until unsatisfactory conditions are corrected.

- A. All planting techniques and methods shall be consistent with the latest edition of 'Horticulture Standards of Nurserymen, Inc.' and as detailed on these Drawings.
- B. Planting shall be performed by experienced workmen familiar with planting procedures under the supervision of a qualified supervisor.
- C. All underground utilities must be located and marked clearly.
- D. Apply Round-Up or approved equivalent to kill any existing vegetation in all areas to be planted. Confirm length of waiting period between chemical application and plant installation with manufacturer. Do not begin planting operations until prescribed post-application waiting period has elapsed. Take extreme care to avoid chemical drift to adjoining properties of landscape plantings.
- E. Prior to all planting, rototill all areas to be landscaped to prepare for plant installation to a minimum depth of 12". Eliminate uneven areas and low spots. Maintain lines, levels, profiles and contour. Changes in grade are to be gradual. Blend slopes into level areas. Remove all debris, weeds and undesirable plants and their roots from areas to be planted. Remove all concrete slag larger than 2" in diameter.

F. Topsoil shall be spread over the site at a minimum depth of 6". Those areas which are indicated as prairie or natural areas on the Drawings shall have a minimum topsoil depth of 18".

G. It shall be the responsibility of the landscape contractor to prepare all seeded areas by disking and raking prior to planting seed. Soil shall be loosened and scarified to a minimum depth of 6". Fine grading of all seeded areas is required. Maximum size of stone or topsoil lump is 1".

H. Locate all plant material as indicated or as approved in the field by the Landscape Architect. If obstructions are encountered which are not shown on the drawings, then do not proceed with planting operations until alternate plant locations have been selected.

I. Planting holes shall be constructed as shown on the planting details. Holes shall be hand dug or machine dug. Great care will be taken to not excavate the hole deeper than the root ball and the diameter shall be a minimum of two times the root ball width. Remove any materials encountered in excavation that may be injurious to plant growth, including stones larger than 2" in diameter or other debris. Soil to be used as backfill should be pulverized.

J. Provide pre-mixed planting mixture for use around root systems and root balls of the plants. The mixtures are outlined in section B of part 2-02.

K. Prior to planting, provide additional topsoil to all planting beds to bring the finish grade of the bed to 2" above lawn grade and to finish grade of adjacent hard surface grades.

L. Add 2" thickness of mushroom compost to all annual, perennial and groundcover beds. Finish grade bed and install plants.

2-02 PLANTING PROCEDURES:

- A. Set plant material in the planting hole to proper grade and alignment. Set plants upright and plumb. Set plant material 2" above the adjacent finish grade. Remove burlap from top 1/3 of root ball. Remove treated burlap (green). Cut and remove or cut and fold down upper half of wire basket, dependent upon tree size. Backfill hole by firmly tamping soil to avoid any air pockets or voids.
- B. Set balled and burlapped plants in the planting hole and compact 8" of soil around the base of the ball. Backfill remaining space with planting mixture. Water plants immediately after planting to eliminate all voids and thoroughly soak the plant root ball.
- C. Space groundcover plants according to dimensions given on the plans. Adjust spacing as necessary to evenly fill planting bed with indicated number of plants. Plant to within 18" of the trunks of trees and shrubs or at the edge of the plant ball, whichever is closest. Plant to within 12" of edge of bed.

2-03 MAINTENANCE:

A. All plantings shall be maintained by the Contractor for a period of 90 days after preliminary acceptance by the Owner or his/her representative. Maintenance shall include but is not limited to: pulling weeds, watering plant, material plus annual flower maintenance. The Contractor will reset settled plants to proper grade and position. Dead material will be removed. Stakes and guy wires will be tightened and repaired as required.

No.	Date	Description	
REMODELING OF JUST DRIVE IT 550 E NORTHWEST HIGHWAY DES PLAINES IL 60016			
Project No. 2021-12	Issued for Permit 04-18-2022		
Drawing Title:		GENERAL NOTES	
L-2			





550 Northwest Hwy – Public Notice & Front of Building



550 Northwest Hwy – Looking Northwest at Front of Building



550 Northwest Hwy – Looking Northeast at Front of Building



550 Northwest Hwy – Looking Northwest at Property Entrance

MEMORANDUM

Date: June 10, 2022

To: Planning and Zoning Board (PZB)

From: John T. Carlisle, AICP, Director of Community & Economic Development *JTC*

Cc: Jonathan Stytz, AICP, Senior Planner

Subject: Zoning Text Amendments Regarding Recreational Vehicles (RVs) and Moving-Vehicle Leasing/Rental

Issue: Consideration of the following Zoning Ordinance amendments: (i) establish term definitions for recreational vehicles (RVs), commercial vehicles, moving vehicles, and moving-vehicle leasing agents; (ii) amend existing definitions for vehicle leasing/rental agent and equipment leasing/rental agent; (iii) create a section in the Ordinance to address specifically RV parking regulations; (iv) establish a standard variation from certain RV parking regulations in residential districts; (v) add the newly defined moving vehicle leasing use as a conditional use in the C-3 District, with various limitations; and (vi) add the newly defined moving vehicle leasing use as a permitted use in the M-1 and M-2 Districts.

PIN: Citywide

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

Case Number: #22-022-TA

Project Summary: The City of Des Plaines is applying for various zoning text amendments related to vehicle and use definitions, parking regulations, and relief and approval processes. The proposed amendments cover (i) recreational vehicles and (ii) moving vehicles. Background is provided for each separately, but the amendments (Attachment 1) encompass both issues.

Background: RV Regulations

The City Council and City Manager assigned staff in early 2022 to examine the City's existing RV rules. In particular, the Council and Manager were interested in parking location and size regulations, with an emphasis on vehicles that are not actively or frequently used and those not displayed for sale at a commercial business. They urged staff to compare Des Plaines to other communities. What staff found was Des Plaines does not have regulations on these issues in the Zoning Ordinance, only in the Property Maintenance section of the Construction Regulations of City Code, and further, existing rules do not clearly define a recreational vehicle. Staff provided this cursory research to the Council and Manager, who then asked staff to devise a general

summary of a list of potential regulations. Now, staff has been asked to apply for and write full amendments for consideration and recommendation of the PZB, with potential adoption by the Council.

As part of research, staff contacted the Northwest Municipal Conference (NWMC), which provided 2017 survey data results from member communities. These results are Attachment 2. To summarize:

- Like Des Plaines, most communities require RV parking only on a hard surface.
- Some communities also have maximum heights, lengths, and/or widths, while others do not.
- Some communities allow parking only in less-visible portions of properties, such as only in the required rear yard but not in the required front or side yards; and
- Some others establish a minimum distance (setback) from lot lines.

Proposed Amendments: RV Regulations

All proposed amendments are contained in Attachment 1. Additions are **bold, double-underline**. Deletions are ~~struck through~~. Amended sections are provided with some surrounding, unamended text for context. The following is a summary of the proposed zoning amendments relating to recreational vehicles:

- Add a term definition for “vehicle, recreational” that includes terms such as “motor home,” “camper,” “trailer,” and smaller vehicles such as all-terrain, snowmobiles, and jet skis.
- In the off-street parking regulations, add the following restrictions (exempting business uses that conduct the permitted sale of RVs):
 - In residential zoning districts:
 - RVs parked outdoors cannot exceed a certain length and width (tentatively 32 feet in length and 8 feet in width).
 - No more than one RV may be parked outdoors per zoning lot of 10,000 square feet or less. No more than two RVs may be parked outdoors on a zoning lot of 10,000 square feet or greater.
 - No portion of an RV may encroach upon public right-of-way, including streets, sidewalks, driveway aprons, or alleys.
 - Except for loading or unloading for a period of 24 hours, no portion of an RV may be parked nearer to front or corner side lot lines than any portion of the principal structure (i.e. usually a house).
 - A screening mechanism, such as a solid fence or dense row of bushes, no less than six feet in height, must be installed, except where an RV is parked for 24 hours for the purpose of loading or unloading.
 - In non-residential zoning districts:
 - No RV parking in the C-1, C-2, or C-5 districts.
 - Where allowed, RVs may be parked in a required yard but at least five feet from any lot line in an off-street parking space that complies with all other rules (e.g. surface, striping, design).
 - Where abutting or adjacent to a residential district, a screening mechanism must be installed.
 - Variation option:
 - For unique circumstances on properties in a residential district, a standard variation (Planning & Zoning Board) may be granted. All other relief would be a major variation.

Although not within the purview of the PZB, once the Board recommends approval of amendments, the City Council would concurrently consider a small amendment the City Code, specifically in the Local Amendments to the International Property Maintenance Code (Sub-Sections 302.8 Motor Vehicles and

302.8.1 Parking of Section 10-9-2). A reference to the pertinent sections of the Zoning Ordinance would be added there. The existing rules in those sub-sections would be retained. RVs must be:

- Operable and licensed;
- Not in a state of major disrepair or disassembly;
- Parked or stored either inside an enclosed structure such as a garage *or* in an approved off-street parking area, such as a driveway, carport, or parking lot, as further regulated by Zoning; and
- Cannot be stored on grass, dirt, parkways, or any similar non-hard surface.

Background: Moving Vehicles

In April 2022, code enforcement staff became aware of multiple moving-vehicle rental business operations, specifically U-Haul, that had begun operating without permission of the City. These businesses included a retail establishment within a shopping center, a gas station, a car wash, and an automotive services establishment, all located in the C-3 General Commercial District. While the properties were not overrun with U-Haul vehicles or activity, it was observed that at least a handful of vehicles in each area were parked on the lots at all times. In all four cases, these operations were separate and subordinate from the core, primary business activities occurring there. Staff determined that these operations ran afoul in two ways: a.) the business registrations for these entities had not been updated to accurately reflect the U-Haul operation (Chapter 4-1 of the City Code) and b.) the Zoning Ordinance did not clearly define U-Haul rental. Three existing terms were reviewed, and it was determined the intent of all of the terms did not fit.

- *Commercial Motor Vehicle Sales and Leasing*: Lists as examples very large vehicles and equipment
- *Leasing/Rental Agents, Equipment*: Lists as examples mostly non-vehicles
- *Leasing/Rental Agents, Vehicle*: Lists as examples personal and recreational vehicles, likely contemplating traditional rental car establishments

Therefore, staff notified the violating establishments but suspended enforcement, pending the outcome of zoning text amendments to establish an appropriate regulatory framework. To staff, U-Haul rental as a small portion of a larger business, on certain properties, may make sense as an ancillary revenue stream. Certainly staff aspire to carry out the vision of decision makers that the City be business-friendly. However, there may be practical concerns – such as parking availability for the primary use(s) on properties – and aesthetics or adjacent property character that would prevent moving-vehicle leasing from being compatible necessitates an intentional set of rules.

Proposed Amendments: Moving Vehicles

All proposed amendments are contained in Attachment 1. Additions are **bold, double-underline**. Deletions are ~~struck through~~. Amended sections are provided with some surrounding, unamended text for context. The following is a summary of the proposed zoning amendments relating to recreational vehicles:

- Add term definitions for “Vehicle, Commercial” and “Vehicle, Moving.”
- Add a term definition for “Leasing/Rental Agents, Moving Vehicle.”
 - While similar to Leasing/Rental Agents, Vehicle,” this term expresses intent that it may be a secondary principal use on a zoning lot (i.e. different from an *accessory* use, but secondary to the *primary*, or main, principal use)
 - The use will carry an off-street parking minimum in addition to the requirement for the primary use of the zoning lot.
- Allow “Leasing/Rental Agents, Moving Vehicle” as a conditional use in the C-3 General Commercial District

- Newly proposed Footnote 24 caps the number of moving vehicles for lease or display at five (5). The Footnote requires them to be parked in permanently striped off-street parking spaces and to follow all other off-street parking requirements, including the sum of the total requirements for all uses on the zoning lot.
- Representatives of U-Haul have asked the City to consider allowing this as a permitted use instead of a conditional use. Given the parameters in the footnote, the Board may feel permitted use is appropriate. Staff has put forth conditional use in the proposed amendments but would change the amendment language based on the Board’s recommendation. In general, permitted use is friendlier to business, but conditional use allows the City to determine the appropriateness of the proposed operations on a case-by-case basis.
- Allow “Leasing/Rental Agents, Moving Vehicle” as a permitted use in the M-1 Limited Manufacturing District and M-2 General Manufacturing District.

Standards for Text Amendments:

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. The Board may use the comments as Findings of Fact, modify, or adopt its own.

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;

Comments: The Comprehensive Plan does not directly address either recreational or moving vehicles, but through its assertion to “preserve and enhance single-family neighborhoods” (p. 11) and strengthen commercial corridors and industrial areas (Chapter 3: Economic Development). Common-sense, reasonable regulations on recreational vehicles and moving vehicles works to achieve that.

PZB Additions or Modifications (if necessary): _____

 _____.

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

Comments: The amendments draw from existing terms, parking regulations, and the structure of the Zoning Ordinance and Map (i.e. districts) to craft regulations that are complementary to existing conditions.

PZB Additions or Modifications (if necessary): _____

 _____.

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

Comments: The amendments should not have an effect on public facilities and services.

PZB Additions or Modifications (if necessary): _____

_____.

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

Comments: By balancing business and private property needs through reasonable restrictions that address aesthetics and character (by considering district type and classification), the amendments should not have an adverse effect on property values. They intend to allow the reasonable use of property without inhibiting the enjoyment of property by adjacent owners and users.

PZB Additions or Modifications (if necessary): _____

_____.

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

Comments: The amendments are based in research of regulations in peer communities in the region overall, as well as respond to issues encountered by the City Council and staff, with input from private businesses (i.e. U-Haul).

PZB Additions or Modifications (if necessary): _____

_____.

PZB Procedure and Recommendation: 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. The Board should clearly state modifications so that a recommendation can be incorporated in the approving ordinance passed on to Council, which has final authority on the proposal.

Attachments:

Attachment 1: Proposed Amendments

Attachment 2: Research of Surrounding Communities Related to RVs

PROPOSED AMENDMENTS

Additions are **bold, double-underline**.

Deletions are ~~struck through~~.

Certain unamended text is listed for context.

12-13-3: DEFINITION OF TERMS:

For the purposes of this title, the following terms shall have the following meanings:

COMMERCIAL MOTOR VEHICLE SALES AND LEASING: An establishment, the principal use or purpose of which is the sale or rental of multi- passenger buses and limousines, large trucks, construction or agricultural equipment, aircraft, or similar large vehicles and vehicular equipment. "Commercial motor vehicle sales and leasing" may include accessory car wash, auto detailing, body and service repair areas all of which may only be conducted within the primary building or structure. "Commercial motor vehicle sales and leasing" shall not include any use otherwise listed specifically in a zoning district as a permitted or conditional use. The display of motor vehicles for sale or for lease shall be allowed in all required yards but may not be in conflict with other provisions of this title.

LEASING/RENTAL AGENTS, EQUIPMENT: An establishment, the principal use or purpose of which is the rental of equipment which includes the following general items: personal hand and power tools, small-scale air compressors, trailers with one thousand nine hundred (1,900) pound capacity or less, lawn and garden equipment residential generators, floor and carpet cleaners, heaters, fans, ladders, painting and wallpaper equipment. "Leasing/rental agents, equipment" shall not include any use otherwise listed specifically in a zoning district as a permitted or conditional use. The display of motor vehicles for lease shall be allowed in all required yards but may not be in conflict with other provisions of this title. This use shall follow the off- street parking regulations for motor vehicle sales and vehicle leasing/rental agent establishments to accommodate employee, guest, and related vehicle parking.

LEASING/RENTAL AGENTS, VEHICLE **(NON-MOVING)**: An establishment the principal use or purpose of which is for the lease or rental of motorized vehicles, including, but not limited to, automobiles, personal trucks, recreationalal vehicles, snowmobiles, boats, and motorcycles. "Leasing/rental agents, vehicle" shall include accessory car wash and auto detailing, all of which must take place within the primary building or structure. "Leasing/rental agents, **vehicle**equipment" shall not include any use otherwise listed specifically in a zoning district as a permitted or conditional use. The display of motor

vehicles for lease shall be allowed in all required yards but may not be in conflict with other provisions of this title. This use shall follow the off-street parking regulation for automotive sales lots to accommodate employee, guest, and related vehicle parking.

LEASING/RENTAL AGENTS, MOVING VEHICLE: An establishment the principal use or purpose of which, or the secondary principal use or purpose of which, is the lease or rental of moving vehicles. "Leasing/rental agents, moving vehicle" shall not include any use otherwise listed specifically in a zoning district as a permitted or conditional use. The display of moving vehicles for lease shall be allowed in all required yards but may not be in conflict with other provisions of this title. This use shall follow the off-street parking regulation for automotive sales lots to accommodate employee, guest, and related vehicle parking.

USE, PRINCIPAL: The primary use of land or buildings as distinguished from a subordinate or accessory use.

USE, SECONDARY PRINCIPAL: A use, subordinate to the primary use, that is established on a lot or structure subsequent to or at the same time as the primary use but which is not accessory to the primary use.

VEHICLE, RECREATIONAL: A vehicle, or similar means of human transportation, used primarily for recreational purposes. "Recreational Vehicle" shall include, but not be limited to boat/rafts, camper trailers, motor homes, pickup coaches, utility-task and all-terrain vehicles, snowmobiles, jet skis, and any hauling trailer of the above. An RV affixed to a hauling trailer shall be considered as one vehicle.

VEHICLE, COMMERCIAL: Any vehicle operated for the transportation of persons or property in the furtherance of any commercial enterprise, for-hire or not-for-hire. This definition shall not include a commuter van, a vehicle currently being used for ride-sharing, or a recreation vehicle that is not being used commercially.

VEHICLE, MOVING: A motorized vehicle or similar means of transportation used primarily for the purpose of non-commercial moving of personal property. Moving vehicles are typically leased and used on a short-term basis and may include but are not limited to box trucks and cargo vans.

##

12-9-11: RECREATIONAL VEHICLE PARKING:

The following regulations apply to the parking of recreational vehicles, except for businesses and uses conducting the permitted sale of recreational vehicles (RVs).

A. Residential Districts

1. No more than one recreational vehicle can be parked outdoors on a zoning lot of 10,000 square feet or less. No more than two recreational vehicles can be parked outdoors on a zoning lot of 10,000 square feet or greater.

2. Recreational vehicles parked outdoors cannot exceed 32 feet in length and 8 feet in width.

3. No portion of a recreational vehicle may encroach upon any portion of a public right-of-way.

4. Except for a period of loading or unloading for up to 24 hours, no portion of a recreational vehicle shall be parked nearer to front or corner side lot lines than any portion of the principal structure.

5. A screening mechanism such as a solid fence of permitted material and height or a row of dense vegetation shall be installed so that the vehicle is reasonably out of view from adjacent property, except when the vehicle is within its 24-hour loading/unloading period.

B. Non-Residential Districts

1. Recreational vehicles shall not be parked in the C-1, C-2, C-5, or Special Districts.

2. Parking may occur in a required yard, but no less than five feet from a lot line and in an off-street parking space that conforms to all other provisions of this title.

3. Where abutting a residential district, a screening mechanism shall be installed as required in residential districts.

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12-3-6: VARIATIONS:

F. Standard Variations (Planning And Zoning Board):

1. Authorized Variations: Variations from the regulations of this title may be granted by the Planning and Zoning Board in the following instances, and then only in accordance with the standards set out in subsection H of this section:

a. To vary any required front, side or rear yard setback more than thirty percent (30%) of the yard required by the applicable district regulations.

b. To permit the improvement of a lot for a use otherwise prohibited solely because of the insufficient lot area, but in no event shall the area of the lot be less than eighty percent (80%) of the required lot area.

c. To vary the applicable off street parking or loading requirements up to but not more than thirty percent (30%) of the applicable regulations, except for multi-family buildings in R-4, Central Core Residential and C-5, Central Business Zoning Districts. All variation petitions for off street parking requirements for multi-family dwellings in R-4, Central Core Residential and C-5, Central Business Districts shall be approved by the City Council.

d. To vary the lot frontage requirements set forth in the residential districts up to but not more than thirty percent (30%) of the applicable district requirement.

e. To vary the maximum lot requirements set forth in the residential districts up to but not more than twenty percent (20%) of the applicable district requirement.

f. To vary the dimension of any sign (height, length, width, or area) up to but not more than ten percent (10%) of the corresponding dimensions normally permitted by chapter 11, "Signs", of this title.

g. To vary the maximum number, maximum size, allowable location, or screening requirements for recreational vehicle parking in a residential district.

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12-7-3: COMMERCIAL DISTRICTS REGULATIONS:

TABLE 3
 COMMERCIAL DISTRICTS USE MATRIX
 P = Permitted use
 C = Conditional use permit required

Uses	C-1	C-2	C-3	C-4	C-5	C-6	C-7

Leasing/rental agents, equipment			C	C			
Leasing/rental agents, vehicles <u>(non-moving)</u>			P		P		
<u>Leasing/rental agents, moving vehicles</u>			<u>C₂₄</u>				

Notes:

24. When a secondary principal use to a legally authorized principal use, the following applies: No more than five moving vehicles may be parked or displayed at one time; moving vehicles must be parked in a permanently striped off-street parking space in compliance with all regulations of this title and shall not be permitted where the off-street parking facility does not provide enough spaces to satisfy the sum of the minimum requirements, including that of “Leasing/rental agents, moving vehicles,” of all uses on the zoning lot.

12-7-4: MANUFACTURING DISTRICTS REGULATIONS:

G. Manufacturing Use Matrix:

TABLE 5
MANUFACTURING DISTRICTS USE MATRIX

P = Permitted use

C = Conditional use permit required

Uses	M-1	M-2	M-3

Leasing agents, vehicles <u>(moving)</u>	C	P	
<u>Leasing agents, moving vehicles</u>	<u>P</u>	<u>P</u>	

Municipality	Does your community regulate the size of recreational vehicles parked in residential neighborhoods? If so what are the size restrictions?	Does your community regulate where an RV can be parked? If so where are they allowed to park?	Is there any time limitation as to how long an RV can be parked on a residential driveway?
Antioch	Yes, they may be parked in a driveway in a front or side yard provided they are less than 10'6" in height and licensed for road use. They may not be parked on grass. They must be parked on a permitted and approved driveway service.	As above, may be parked in a residential driveway so long as they meet the 10'6" height max they can be parked on an approved driveway surface.	No. must be able to fit in the driveway without encroaching on the sidewalk or extending into the roadway.
Des Plaines	No.	Yes. Allowed to park on approved hard surface driveway.	No.
Elk Grove Village	See attached.	See attached.	Recreational vehicles, tow type trailers and boats, in excess of any of the size limitations, may be parked in the front of the building line for a period of time not to exceed seventy two (72) hours per month in duration for the purpose of loading, unloading, cleaning and maintenance.
Evanston	No, only define per state statute 625 ILCS 5/1-169, as amended.	Require permit to park on any street. Permit limited to 72 hours, no more than 4 per year.	No time limit but, location restricted to within a building or in a rear yard, but not in a front or side yard or in any court area that opens toward a public street.
Highland Park	No.	No.	No.
Hoffman Estates	See attached.	RVs may be parked on private property or in a garage or carport. They may also be parked on the street for a period of up to 48 hours. No RV can be parked across sidewalks or within 10 feet of any adjacent dwelling nor within 1 foot of lot line.	RVs may be marked on a street for 48 hours only, but there is no limitation to how long RVS can be on driveways.

Municipality	Does your community regulate the size of recreational vehicles parked in residential neighborhoods? If so what are the size restrictions?	Does your community regulate where an RV can be parked? If so where are they allowed to park?	Is there any time limitation as to how long an RV can be parked on a residential driveway?
Lincolnshire	No.	Yes on driveway or any hard surface.	Yes. Can be parked there for up to 7-10 days as long as they have permission from the police department.
Morton Grove PD	RV restrictions are combined with Commercial Vehicle restrictions. Size restrictions are by axels and license plates, see attached ordinance for further.	Not specifically, see attached.	See attached.
Niles	See attached.	Side or rear yard with specific setbacks see attached link to ordinance.	No as long as they meet all other requirements.
Schaumburg	Not currently but there are size regulations proposed for enclosed trailers.	If located on the front or corner side, may not encroach the public r.o.w. or extend over property line. If located on interior side yard must be 3 feet from property line. If located in the rear yard must be five feet from property line.	A recreational vehicle may be placed, kept or maintained for an aggregate of fourteen days (which may not be consecutive) within a period of 30 days for storage or sleeping quarters if such recreational vehicle is located in a residence district and owned by occupants of the house.
Wheeling	See attached.	Yes. All recreational vehicles may be parked or stored in commercial zoning districts in conformance with the provisions of Chapters 19.32, 19.36, 19.40, 19.44, and 19.48 of the Wheeling Municipal Code. (b) All recreational vehicles may be parked or stored in industrial zoning districts in conformance with the provisions of Chapters 19.52, 19.56 and 19.60 of the Wheeling Municipal Code.	Yes. Recreational vehicles may be parked on a driveway for a period not to exceed twenty-four hours (only upon the granting of written permission by the Wheeling police department). No person shall receive written permission to park a recreational vehicle in a driveway under this section in excess of four times per calendar year.

Municipality	Does your community regulate the size of recreational vehicles parked in residential neighborhoods? If so what are the size restrictions?	Does your community regulate where an RV can be parked? If so where are they allowed to park?	Is there any time limitation as to how long an RV can be parked on a residential driveway?
Wilmette	Yes, maximum 10 feet in height, 26 feet in length, and 8 feet in width.	Yes, in a residential district it must be at least 6 feet from any principal building and 3 feet from any lot line	Yes, no more than 72 hours in any consecutive 30-day period.