



**COMMUNITY AND ECONOMIC  
DEVELOPMENT DEPARTMENT**

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desplaines.org

**MEMORANDUM**

Date: November 21, 2023  
To: Michael G. Bartholomew, City Manager  
From: Samantha Redman, Senior Planner *SR*  
Cc: Ryan Johnson, Assistant Director of Community and Economic Development *RJ*  
Subject: Consideration of Map Amendment and Preliminary Planned Unit Development (PUD) at 900 Graceland Avenue and 1217 Thacker Street (Site A)

**Issue:** The petitioner is requesting the following under the Zoning Ordinance for the properties at 900 Graceland Avenue and 1217 Thacker Street: (i) a Map Amendment to rezone from M-2 General Manufacturing to R-3 Townhouse Residential District; (ii) a Preliminary PUD, with exceptions for minimum front yard and minimum lot area, to allow a 50-unit townhouse development.

**Petitioner:** Luz and Associates #1, LLC, 2030 West Wabansia Ave., Chicago, IL 60611  
**Owner:** Contour Saws, Inc., 100 Lakeview Parkway, Ste. 100, Vernon Hills, IL 60061  
**Case Number:** 23-039-MAP-PUD-TSUB  
**PINs:** 09-20-105-016-0000, 09-20-105-017-0000, 09-20-105-020-0000, 09-20-105-021-0000, 09-20-105-022-0000, 09-20-105-023-0000, 09-20-105-024-0000, 09-20-105-045-0000, 09-20-203-006-0000  
**Ward:** #3, Alderman Sean Oskerka  
**Existing Zoning:** M-2, General Manufacturing  
**Existing Land Use:** Unoccupied manufacturing building  
**Surrounding Zoning:** North: M-1, Light Manufacturing and R-1, Single Family Residential  
South: R-4, Central Core Residential and C-3, General Commercial  
East: R-1, Single Family Residential and R-4, Central Core Residential  
West: Railroad and M-1, Light Manufacturing

**Surrounding Land Use:** North: Manufacturing building and single-family detached residences  
South: Multi-family residential buildings and vacant parking lot (proposed multi-family residential on this property)  
East: Railroad and manufacturing buildings  
West: Single-family detached and multi-family residential buildings

**Street Classification:** Graceland Avenue is classified as a major road and under the ownership of the Illinois Department of Transportation (IDOT); Thacker Street is classified as a secondary road and is under the ownership of the City of Des Plaines.

**Comprehensive Plan:** Industrial is the recommended use for this property.

**Property/Zoning History:** The subject property was previously the site of Contour Saws, a manufacturing facility operating from the 1960s to 2020. The property is currently improved with an approximately 105,000 square foot manufacturing facility, consisting of several joined buildings to create one large two-story building. The remainder of the property consists of surface parking.

Sanborn maps from the 1920s indicate this site was previously a subdivision with half acre tracts of land with single-family detached residences.<sup>1</sup> In the early 1960s the Contour Saws facility began operating at this site, using existing buildings and constructing additional buildings. Functionally, the facility is one joined building, including an original residence from the 1920s subdivision previously used for the office of Contour Saws. Zoning between the late 1920s and present day has shifted from residential to commercial to manufacturing on this property. The property is currently owned by Contour Saws and is unoccupied.

On September 20, 2022, a No Further Remediation (NFR) letter was issued for the property from the Illinois Environmental Protection Agency (IEPA). An NFR letter signifies that, while the site may have previously contained contaminants that exceeded state or federal limits, the IEPA does not deem this site to constitute a significant risk of harm. The NFR letter was pursued in response to a Phase II environmental review completed in 2016 indicating presence of contaminants in soil and groundwater, associated with the previous use at this property.

After review of a Remedial Action Plan prepared in 2022, an NFR Letter was issued by IEPA stating the property is approved for residential, commercial, or industrial land use. However, any NFR letter typically specifies actions necessary for safe use of the property. For this property, the controls include the development of a safety plan for construction of the building to limit worker exposure, and the necessary asphalt/concrete barriers and types of foundation necessary for buildings. All of the controls must be maintained to maintain the certification of the NFR; if any violation of the controls is observed, the letter will be voided, and enforcement actions would be implemented by the IEPA. The petitioner is aware of the NFR Letter and designed the project to be compliant with all the controls required to be in place.

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<sup>1</sup> 1924 Sanborn Map of Des Plaines

**Project Description:**

*Overview*

The petitioner is Luz and Associates, which is the contract purchaser of the subject property, along with the Contour Saws parking lot on the other side of Graceland. They are proposing to build a 50-unit townhouse development and a private, publicly accessible park on the property.

*Proposal*

The proposal includes the removal of all existing buildings and structures to redevelop the subject property into a 50-unit townhouse Planned Unit Development (PUD). The proposed development consists of eight separate three story townhouse buildings with various numbers of units depending on the building. A publicly accessible, privately owned park is proposed at the north corner of the development with landscaped areas throughout the development. Refer to Architectural Plan attachment. The anticipated unit mix will be 33 three-bedrooms and 17 two-bedrooms, with a unit size ranging from approximately 2,200 to 2,500 square feet each. Refer to Floor Plan attachment. Each unit will have a two-car, attached garage and thirteen surface parking spaces are provided for guests on the site.

**MAP AMENDMENT**

**Request Description:**

Zoning Map Amendment Overview

The purpose of a zoning map amendment is to determine whether an existing zoning district is suitable for a location and, if not, which zoning district would be more suitable, given the context of the neighborhood, city goals, and local, state, and national development trends. Although a specific project can be considered alongside any zoning application, zoning change deliberation often looks at a property at a larger scale within the neighborhood and city.

A Site Plan Review, as required by Section 12-3-2, was performed for the conceptual project at this site. The Site Plan Review contributes to the overall assessment of a zoning map amendment, demonstrating the feasibility of a specific project with this zoning. Refer to the Site Plan Review section of this report and associated attachments.

*M-2 Zoning and Suitability of the Site for Proposed R-3 Zoning*

The M-2, General Manufacturing zoning district is intended to accommodate a diversity of industrial uses. Out of all of the industrial districts, M-2 permits the largest number of different uses, allowing for 23 uses permitted by right (meaning no zoning entitlement process) and 24 conditional uses. A broad variety of uses are allowed by right, including light and heavy manufacturing, warehouses or distribution facilities, or food processing establishments.

Few available properties exist in Des Plaines with the range of transit, recreational, and commercial opportunities available within walking distance, making this site an ideal location for additional residential versus commercial or manufacturing development. Within a half-mile of the property (an approximate 8–15-minute walk for the average person<sup>2</sup>), the following services

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<sup>2</sup> Bohannon, R. W. (1997). Comfortable and maximum walking speeds of adults aged 20-79 years: reference values and determinants. *Age and Ageing*, page 17.

are available. Refer to Amenities and Services Map attachment for further details.

<b>Service</b>	
Transit	Des Plaines Metra Station platform; Pace Bus Stops for Lines 226, 230, and 250, and the PULSE Dempster Line
Downtown Commercial Area	Restaurants, grocery store, retail/personal services including dentist, optometrist, urgent care, physical therapist, private gym, and salons
Schools (private and public)	Central Elementary School, Willows Academy, Little Bulgarian School, Islamic City Center of Des Plaines Academy
Parks	Centennial Park, Central Park, Paroubeck Park, Potowatomie Park
Public Buildings	Library, City Hall

A change to the zoning would be necessary to allow residential uses on this property. No residential uses are permitted within the M-2 zoning district. An analysis of the various options for residential zoning districts is necessary to determine what is best suited for this site. Below is a table of residential zoning districts and the residential uses permitted within them.

<b>Residential Districts Use Matrix</b>				
<i>Use</i>	<i>R-1</i>	<i>R-2</i>	<i>R-3</i>	<i>R-4</i>
Single Family Detached	P	C*	C*	C*
Townhouse	Not permitted	Not permitted	P	P
Two-family (duplex)	Not permitted	P	Not permitted	Not permitted
Multi-Family	Not permitted	Not permitted	P	P

\*Note: Only applies to single-family detached dwellings that were lawfully constructed prior to August 17, 2020 and are located in a zoning district other than R-1.

The R-1 and R-2 zoning districts would restrict the density of residential units at the property, limiting the development potential. As the name suggests, the R-1, Single Family Residential district limits the number of dwelling units to one dwelling unit per parcel. The R-2, Two-Family Residential district similarly limits the number of dwellings to two units per parcel. To allow for more than one or two residences on this 3.13-acre property, the property would need to be subdivided. If the property were subdivided to meet the R-1 or R-2 bulk standards, it is unlikely the property could produce 50 units, even with a planned unit development. Comparatively, a townhouse or multi-family development would supply a greater number of units in the same amount of space, creating a more efficient and economical option for this location. For the contemplated project, the R-3 zoning district was selected by the petitioner because this zoning best fits the intended scale and purpose of the development.



### *Demographic Trends and Accommodating an Aging Population*

The existing housing stock throughout the city is predominantly single-family residential and the Comprehensive Plan states it is a goal to maintain this stock of high-quality single family residential property within the city. However, the detached single family housing type is an increasingly unaffordable product for many existing and future residents. In comparison, townhouses provide additional housing stock at a more financially attainable scale due to the smaller size and reduced maintenance cost.

An important goal of 2019 Comprehensive Plan is to provide avenues to allow residents to age-in-place and improve accessibility. As of 2015, the percentage of Des Plaines residents 50 or older was 40.2%, compared to the regional average of 31.4%.<sup>3</sup> According to the U.S. Census Bureau, this percentage is likely to grow, with one in five Americans at retirement age by 2030.<sup>4</sup> Households approaching retirement are frequently interested in downsizing to limit maintenance costs and reduce monthly housing costs to meet limitations of fixed incomes. Supplying a diverse housing stock in this area provides the option for seniors to continue living within the city. A residential development in this location would be close enough to facilities and services for an aging population to independently complete activities of daily living, with many amenities available within walking or transit distance.

With these considerations regarding the location of the property near multi-family properties and zoning, the proximity to numerous private and public services, and the goals of the Comprehensive Plan focused on providing diversity of housing stock and providing accessible and attainable options for residents, senior or otherwise, the R-3 zoning district is a suitable fit for this property.

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<sup>3</sup> Des Plaines 2019 Comprehensive Plan, Page 32

<https://www.desplaines.org/home/showpublisheddocument/162/637612522934400000>

<sup>4</sup> U.S. Census Bureau (2018) *Older People Projected to Outnumber Children for First Time in U.S. History*,

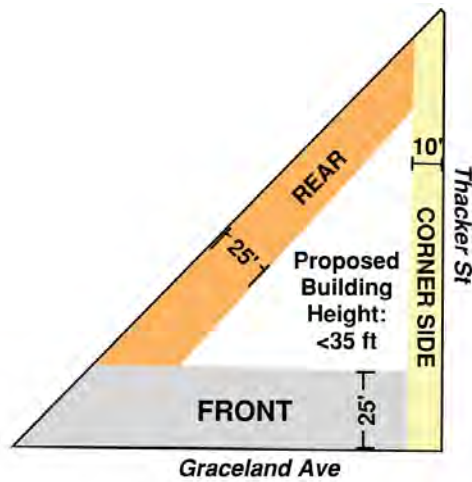
<https://www.census.gov/newsroom/press-releases/2018/cb18-41-population-projections.html>

Site Plan Review

*Proposed Project Overview*

The petitioner proposes 50 townhouse units, including 33 three-bedroom units and 17 two-bedroom units and a publicly accessible, private park space. The proposed development is one of two for the former Contour Saws properties. The parking lot of the former Contour Saws facility is proposed to be a 56-unit multifamily development; a petition to change the zoning from C-3 to R-4 was recommended for approval by the Planning and Zoning Board (PZB) on July 25, 2023.

This type of development is permitted in the proposed R-3 Townhouse, with a PUD. The below diagram illustrates staff’s interpretation of where the required yards are located for this property, as noted in Section 12-7-2 and defined in Section 12-13-3.



<b>R-3 - Townhouse Residential District Bulk Standards</b>		
<i>Bulk Controls</i>	<i>Required</i>	<i>Proposed</i>
Maximum height	45 ft.	34 ft.
Minimum front yard	25 ft.	12 ft. <sup>1</sup>
Minimum corner side	10 ft.	10 ft.
Minimum rear yard	25 ft.	25 ft.
Minimum lot width	55 ft.	516.72 ft
Minimum lot area	2800 sq. ft. per dwelling unit * 50 units = 140,000 sq. ft.	130,406 sq. ft. <sup>2</sup>

<sup>1</sup> Exception request with PUD to reduce required front yard.

<sup>2</sup> Exception request with PUD to reduce minimum lot area. Publicly accessible private park lot excluded from total lot area.

*Site Plan Review Standards*

Pursuant to Section 12-3-7.D.2 of the Zoning Ordinance, a Site Plan Review is required for all map amendment requests to assess how the request meets the characteristics identified in Section 12-3-2, which are listed below along with staff’s assessment of each in relation to the current Site Plan provided by the petitioner, located in the Site Plan attachment.

<b>Site Plan Review</b>	
<i>Item</i>	<i>Analysis (based on Proposal)</i>
<p>The arrangement of structures on the site</p>	<ul style="list-style-type: none"> <li>• Places buildings along the street frontage, rather than garages or surface parking. The design presents better cohesion with the buildings surrounding it by placing the building at approximately the same distance from the property line as the existing building and the adjacent existing and proposed multi-family buildings. The proximity of the building to the street also provides better surveillance within the neighborhood, with windows facing the residential neighborhood and providing additional “eyes on the street.”</li>   <li>• The design of each townhouse includes a two car, attached garage, providing covered parking in a more compact manner than surface parking. Guest spaces are located in the center of the property. The site layout minimizes view of the parking area and interior roadway, with the buildings as the primary focus along the street.</li>   <li>• A subdivision is requested as part of this request. Improvements deemed necessary in the area adjacent to a subdivision can be required pursuant to Section 13-3-2.L. The improvements required to serve this development are discussed in the Public Works and Engineering (PWE) Department Memo attachment. Improvements are required prior to completion of the development or within 2 years of the recorded subdivision. A summary of the improvements includes replacement of a water main in a portion of Graceland Avenue, construction of pedestrian bump out and flashing pedestrian signage at the intersection of Thacker and Laurel, replacement of a streetlight on Graceland Avenue, and grinding and resurfacing Thacker Street as well as replacement of any damaged public sidewalk.</li> </ul>

<p>The arrangement of open space and landscape improvements</p>	<ul style="list-style-type: none"> <li>• Landscaping is provided around and within the development, meeting zoning requirements. In addition, a park space is proposed, as noted on the plans and the Park Concept Plan attachment. Refer to Landscape Plan attachment for details on landscaping.</li> <li>• Parkway trees and landscaping proposed along Graceland Avenue, where none currently exist.</li> <li>• A solid wood fence is proposed along the railroad track to screen the railroad from the development. A condition of approval requires an open fence at the northwest corner of the park to alleviate any sight obstruction between the railroad and Thacker Street.</li> </ul>
<p>The adequacy of the proposed circulation system on the site</p>	<ul style="list-style-type: none"> <li>• Several driveways will be closed along Graceland Avenue, with one driveway entrance/exit proposed on Graceland Avenue and one along Thacker Street. The existing driveway along Thacker is not aligned with Laurel Avenue. The proposed plan aligns the driveway to this street. The closure of these extra driveways and replacement with a parkway and walkway improves safety and comfort for pedestrians along Graceland and Thacker.</li> <li>• Pedestrian circulation is provided by numerous walkways from Graceland and Thacker from each unit to the existing public sidewalk or to sidewalks within the development. The proposed plan includes bump outs at the intersection of Thacker and Laurel to improve pedestrian safety to and from the publicly accessible park and the adjacent neighborhood.</li> <li>• Vehicular circulation is provided by interior, private roads accessed from two driveways, one along Graceland Avenue and one along Thacker Street. The roads are 26 feet in width, exceeding the maximum required width (22 ft) for a two-way drive aisle per Section 12-9-6.</li> <li>• Parking meets the off-street parking requirements of Section 12-9-7, providing two spaces per residential unit (50 garage spaces) and one space per four units (13 guest spaces, in surface parking area) which is the minimum required amount.</li> </ul>

	<ul style="list-style-type: none"> <li>• It is anticipated, as discussed in the petitioner’s response to standards and the provided traffic study, that the proximity of the site to numerous transit options and a bike route along Thacker St, will reduce dependence on automobiles for this project.</li> </ul>
<p>The location, design, and screening of proposed off-street parking areas</p>	<ul style="list-style-type: none"> <li>• Attached garages are proposed with each unit, facing interior, private roads within the development rather than connecting to the street. The proposed site is situated in such a way that guest parking is located in the middle and has minimal visibility from Graceland Avenue and Thacker Street. Landscaping is provided along driveways.</li> </ul>
<p>The adequacy of the proposed landscaping design on the site</p>	<ul style="list-style-type: none"> <li>• All required landscaping in terms of foundation landscaping, parkway landscaping, and overall site landscaping are provided (pursuant to Sections 12-10-6, 12-10-7 and 12-10-10). Landscaping, either turf, bushes, or trees are provided throughout the development. Refer to Landscape Plan.</li> <li>• The park along Thacker Street is proposed to be a publicly accessible park space, providing additional landscaping and recreational opportunities.</li> </ul>
<p>The design, location, and installation of proposed site illumination</p>	<ul style="list-style-type: none"> <li>• Photometric plan demonstrates conformance with Section 12-12-10, with no more than 0.2-foot candles spilling over the property line in any location, well within the limits of the zoning ordinance.</li> <li>• The parking lot is properly illuminated, with at least one footcandle in any parking area, meeting requirements of Section 12-9-6.G. A condition of approval is to provide additional illumination at the driveways entering the development on Graceland Avenue and Thacker Street.</li> </ul>
<p>The correlation of the proposed site plan with adopted land use policies, goals, and objectives of the comp. plan</p>	<ul style="list-style-type: none"> <li>• Does not fit the manufacturing use illustrated by the Comprehensive Plan; however, the 2019 plan was written under the assumption that the Contour Saw facility would continue operating.</li> <li>• The proposed plan supports the following goals (refer to M-2 Zoning and Suitability of the Site for Proposed R-3 Zoning section of this report for further details):</li> </ul>

	<ul style="list-style-type: none"> <li>○ Goal 4.1. Ensure the City has several housing options to fit diverse needs.</li> <li>○ Goal 4.3 Provide new housing at different price points</li> </ul> <ul style="list-style-type: none"> <li>• In addition to housing goals, the proposed development meets economic goals of the city by providing additional property tax revenue compared to the existing use of the site. Refer to the Tax Projections attachment.</li> <li>• The creation of a separate parcel for a privately owned, publicly accessible park provides additional recreational opportunities, which is supported by the Comprehensive Plan.</li> </ul>
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*Summary of Public Outreach*

In an effort to improve community engagement and transparency surrounding new, large developments within Des Plaines, the City provided numerous opportunities for residents to review the proposal and provide input. To provide regular project updates, a webpage on the city website was created: [desplaines.org/contourplace](https://desplaines.org/contourplace). On June 6, 2023, the Planning and Zoning Board hosted a public workshop to provide the developer, board, and the public an opportunity to review plans and provide input into the proposed development at this location and the former Contour Saws facility to the north of this property. During the July 25, 2023 PZB meeting, the petitioner provided an updated site plan depicting townhouses instead of multi-family residential buildings. The project webpage was launched prior to the PZB workshop to share details about the proposed projects and includes a public input form to continuously gather community comments. Refer to Public Comment attachment for all public comments.

**PLANNED UNIT DEVELOPMENT (PUD)**

**Request Description:**

*Overview*

The proposed development includes eight separate “principal buildings.” Section 12-13-3 of the Zoning Ordinance defines a “principal building” as “a nonaccessory building in which a principal use of the lot, on which it is located, is conducted.” Pursuant to Section 12-7-1.A, not more than one principal building or structure can be located on a zoning lot, except in certain cases. In this circumstance, a planned development, as defined below, is the only case suitable for the proposal.

“A development occurring on a parcel under single ownership or unified control which is developed as a unit and includes two (2) or more principal buildings or uses and is processed under the planned development procedure of this title” (Section 12-13-3).

The purpose of a PUD is to promote a unified development by providing flexibility in development standards to accommodate site conditions and encourage innovative use of land. Certain characteristics are required by Section 12-3-5.A of the Zoning Ordinance, which are listed below along with staff's assessment of each in relation to the attached Preliminary PUD Plat provided by the petitioner.

<b>Preliminary PUD Plat Review</b>	
<i>Item</i>	<i>Analysis (based on Proposal)</i>
A maximum choice in the types of environments available to the public by allowing a development that would not be possible under the strict application of the other sections of this title	Allows for construction of a development on an irregularly shaped parcel and provides an additional housing option with increased density and multiple principal buildings that is not permitted without a PUD in the Zoning Ordinance.
Permanent preservation of common open space and recreation areas and facilities	Creates a publicly accessible, private park where none exist currently. Landscaping and open space is provided around and between residential units and the private road as well as along Graceland Avenue, where landscaping was limited or non-existent before.
A pattern of development to preserve natural vegetation, topographic and geologic features	No significant natural vegetation, topographic or geologic features exist on site that would be beneficial to maintain. However, allowing for additional buildings breaks up the site so landscaping can be provided between buildings and sufficient area is available for a park and open space.
A creative approach to the use of land and related physical facilities that results in better development and design and the construction of aesthetic amenities	Building design/layout provides a defined separation between paved areas and common space; provides adequate screening between these areas and neighboring lots.
An efficient use of the land resulting in more economic networks of utilities, streets, and other facilities	Reduces curb cuts onto both streets and ties into existing utilities and facilities.  The traffic study provided by the petitioner (refer to attachments) did not indicate any substantial impact to traffic in the area compared to the manufacturing use previously operating in this location for decades.
A land use which promotes the public health, safety, and	Transforms a presently vacant site with dilapidating manufacturing structures to

general welfare	create a use that includes more visual appeal, additional landscaping, and recreational opportunities, and adds additional residential housing stock in a suitable area.
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*Prerequisites: Location, Ownership, and Size*

PUDs are authorized in all zoning districts in the City subject to the regulations in Section 12-3-5 of the Zoning Ordinance and are required to be under single ownership and/or unified control. While the subject property is currently not owned by the petitioner, the petitioner does intend to take ownership of the property upon approval of the requests in this application. Because the development will involve rental units with one property management and maintenance entity, a Homeowner’s Association (HOA) is not required at this time; however, a condition of approval states if the development is subdivided into separate, fee-simple townhouse units, an HOA must be established to manage and maintain the proposed PUD.

*PUD Bulk Exceptions*

As identified in the R-3 Bulk Regulations table, the proposal does not meet the minimum front yard size and does not meet the minimum lot area, requiring a PUD exception from Section 12-3-5.C.2 (Perimeter Yards) and Section 12-3-5.C. The exceptions allow for a development that efficiently uses the irregularly shaped parcel in a way that would not be possible under the strict application of the code.

*Parking Requirement*

Pursuant to Section 12-9-7, a townhouse (single-family attached) residential use requires a minimum of two off-street parking spaces per dwelling unit plus one common guest space for every four dwelling units. The proposed 50-unit PUD requires a minimum of 100 off-street parking spaces and 13 common guest spaces. The attached PUD Site Plan indicates two covered off-street garage spaces for each unit and guest parking provided by thirteen standard spaces, including one accessible space in an interior parking area of the development.

**TENTATIVE PLAT OF SUBDIVISION**

**Request Description:**

*Overview*

The proposal includes a consolidation of the property from eight lots to two lots. One lot will be 130,406 square feet, proposed to be developed with the townhouses and associated structures. A second lot, 6,182 square feet, is proposed to be a publicly accessible, private park space. The attached Tentative Plat of Subdivision, titled 1217 Thacker Street Consolidation, shows the location and boundaries of each lot.

*Easements*

The Tentative Plat shows both existing and proposed easements. Proposed easements include storm sewer, watermain, sanitary sewer, and a general public utility and drainage easement, depicting both drainage on the site and the proposed underground vault to accommodate stormwater.



### *Subdivision Improvements*

The Department of Public Works and Engineering (PWE) has provided comments (attached) based on the submittal. The memo states the following is required with this subdivision, to be finalized at the final plat of subdivision stage:

1. Grind and re-surface eastbound lane on Thacker Street.
2. Add 8” water main to replace 4” water main along a portion of Graceland Avenue.
3. Add pedestrian crosswalk crossing on Thacker Street including a bump-out, striping, and Rectangular Rapid Flashing Beacons (RRFB).
4. The sole streetlight along Graceland Avenue must be replaced and electrical conduit undergrounded. Petitioner will work with staff and ComEd to coordinate this replacement.

Section 13-3-2 of the Subdivision Ordinance discusses required improvements for subdivided properties and timelines for the improvements. Improvements are approved by the City Council during the final plat of subdivision process and financial guarantees for improvements are included within the resolution.

In addition, Section 13-4-2 of the Subdivision Ordinance discusses dedication of park lands and/or fees in lieu for subdivisions. The publicly accessible, private park will count for a portion of the required park land dedication and any remainder will require a fee in lieu, to be calculated at the time of final plat of subdivision, approved by the Park District, and included with the final approved City Council resolution to subdivide the property.

Note the petitioner’s request is for a Tentative Plat only at this time. The Planning and Zoning Board (PZB) approved the Tentative Plat of Subdivision at the October 24, 2023 meeting and the petitioner will be required to go through the Final Plat of Subdivision next, which will require a public hearing that the PZB and final approval by City Council. The steps for Final Plat are articulated in Sections 13-2-4 through 13-2-8 of the Subdivision Regulations. The Final Plat of Subdivision will occur at a later date and will be a concurrent process with the Final PUD plat. All necessary dedications, fees, and necessary improvements will be outlined in the final subdivision resolution.

**PZB Recommendation and Conditions:** The PZB held a public hearing on October 24, 2023 to consider the requests. Their rationale for recommendations is captured in the excerpt to the approved minutes from the meeting. The PZB voted 6-0 to *recommend approval* of the Zoning Map Amendment, Preliminary Planned Unit Development (PUD). Pursuant to Section 12-3-7.G.1 of the Zoning Ordinance, the City Council has final authority to approve, approve with modifications, or deny the request, which would be approved by Ordinance Z-33-23.

At the October 24, 2023 meeting, the Planning and Zoning Board also voted to *approve* a Tentative Plat of Subdivision request. The petitioner will submit a Final Plat of Subdivision for PZB recommendation and Council approval at a later date.

Should the City Council vote to approve the Preliminary PUD, the following conditions are recommended. These conditions are incorporated in the approving ordinance.

**Conditions of Approval:**

1. In the event the property is sold, and/or a property owner desires to sell separate, fee-simple townhouse units, a Plat of Subdivision will be necessary to create separate lots and a Homeowner’s Association, or similar unified control entity must be established along with any covenants, conditions, and restrictions governing maintenance of common areas.
2. At time of submission for final subdivision and PUD plat, all public improvements must be noted on plans and all engineering comments addressed to the satisfaction of the Director of Public Works and Engineering.
3. At time of submission for final subdivision and PUD Plat, the landscape plan must be revised in the park area closest to Thacker Street between Laurel Avenue and the railroad track. Bushes and a semi-open fence (wrought iron or chain link) should be placed around the north corner of the proposed park to allow visibility for traffic from Thacker Street.
4. At time of final subdivision and PUD Plat, the photometric plan must be revised to include lighting at the entrances of both driveways. Any new lighting must be in conformance with Section 12-12-10 of the Zoning Ordinance.
5. Each townhouse unit shall have separate water and sanitary sewer services.
6. All electrical lines on the property must be installed underground.
7. The Petitioner shall enter into a Subdivision and Development Agreement memorializing its obligations to develop the Development Parcels in full compliance with the City’s Zoning Ordinance, Subdivision Regulations, building codes and regulations, and the conditions set forth in this Ordinance as well as any other entitlements granted by the City.

**Attachments:**

- Attachment 1: Location Map
- Attachment 2: Site and Context Photos
- Attachment 3: Amenities and Services Map
- Attachment 4: Petitioner’s Narrative and Responses to Standards
- Attachment 5: Plat of Survey
- Attachment 6: Tentative Plat of Subdivision
- Attachment 7: Public Works and Engineering (PWE) Department Memo
- Attachment 8: Traffic Impact Study without Appendices<sup>5</sup>
- Attachment 9: Petitioner’s Property Tax Projections
- Attachment 10: Public Comments
- Attachment 11: Chairman Szabo PZB Recommendation Letter
- Attachment 12: Excerpt of Approved Minutes from the October 24, 2023 PZB Meeting

**Ordinance Z-33-23**

- Exhibit A: Preliminary PUD Plat and Plans, including the PUD Site Plan, Architectural Plans, Landscape Plan, Photometric Plan, and Preliminary Engineering Plans

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<sup>5</sup> Full copy available upon request to the Community and Economic Development department.

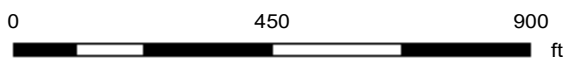


### Legend

Subject Site

#### Zoning

- C-1: Neighborhood Shopping
- C-3: General Commercial
- C-5: Central Business
- M-1: Limited Manufacturing
- M-2: General Manufacturing
- R-1: Single Family Residential
- R-3: Townhouse Residential
- R-4: Central Core Residential



Print Date: 10/18/2023

### 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.





Public Notice Sign 1, facing property southwest



Public Notice Sign 2, facing property north



Front of building, facing parking lot towards Graceland Avenue



Location of Laurel Avenue and proposed driveway and pedestrian crosswalk





Former office of Contour Saws, facing south towards the property



Multifamily residential buildings across from property along Graceland Avenue, facing southwest



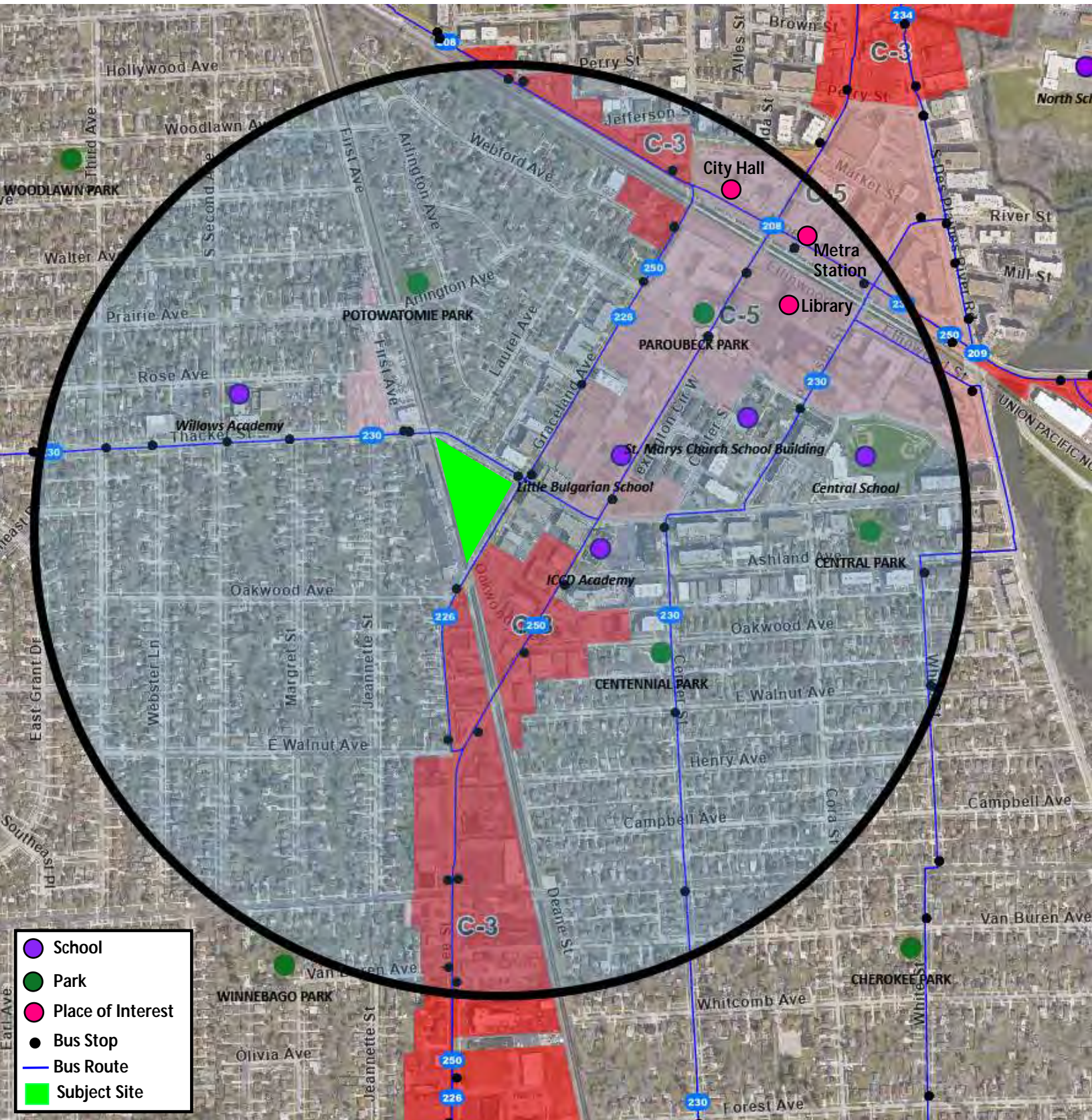
Area of existing building adjacent to railroad track



Multifamily residential buildings across from property along Graceland Avenue, facing south



# Amenities and Services Map within 0.5 Mile of Subject Site







**Graceland and Thacker Development  
1201 E. Thacker, 1217 E. Thacker and 900 Graceland (Site A)**

**NARRATIVE**

The subject property contains approximately 136,588 sq. ft. of land and is improved with a one and two-story industrial building and twenty-six surface parking spaces. The exiting building was used by Contours Saw, Inc.'s for its industrial operations. The property is currently zoned M-2. The Applicant proposes to rezone the site to an R-3 classification with a PUD.

The Applicant for the rezoning proposes to redevelop the property with 50 three-story townhomes distributed in eight separate buildings. The townhomes will consist of thirty-three, three-bedroom units and seventeen, two-bedroom units. Two parking spaces are provided for each townhome and 13 guest parking spaces are included in the plan. The proposed buildings' height will be 34 feet. Vehicular access to the site will be from two driveways, one from Thacker Street that is aligned with Laurel Avenue and one from Graceland Avenue that is approximately 228 feet north of the southern terminus of the site. These two driveways replace five driveways that are currently on site. The façade materials will be primarily face brick, with fiber cement panels used on some sections to visually divide the individual units. Also, the plan includes one privately owned but publicly accessible parks, a 6,170 sq. ft. park on Thacker Street at the western terminus of the site. It also includes approximately 27,376 sq. ft. of common open space for use by the townhome occupants.



## **STANDARDS FOR MAP AMENDMENTS**

1. The proposed amendment is consistent with the goals, objectives, and policies of the comprehensive plan, as adopted February 2019.

The proposed rezoning will allow for the construction of multi-family housing near multi-modal facilities and Downtown, as the subject site is approximately five blocks from the Miner St. Metra Station and Downtown. It also will promote the development of multi-family units that would increase the housing diversity and provide housing for individuals and couples, and also aging residents that seek to continue an independent lifestyle while minimizing maintenance and ownership obligations. In addition, the supply of additional housing will assist in decreasing affordability concerns due to increased supply. The proposed townhomes also diversify the City's housing stock by providing a residential type different than the single family homes that are more common and the multi-family buildings that have frequently been developed in more recent times.

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

The subject property is across Graceland and Thacker from R-4 districts that extends north along Graceland and east along Thacker and are generally developed with three, four and five-story multi-family buildings. The western portion of the site's Thacker Street frontage is across from an R-1 district generally developed with single family homes. The proposed R-3 designation represents a middle ground between this R-1 area and the R-4 area in the eastern portion of the Thacker frontage and across and along Graceland.

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

There are sufficient public facilities in terms of utilities to accommodate R-3 development, with required stormwater detention to be provided as part of the development per the Des Plaines Municipal Code. The existing streets can accommodate the anticipated traffic, which traffic may also be reduced due to the proximity of public transportation via Metra, the existing bike corridor along Thacker and the proposed bike corridor along Graceland. In terms of public open space, Central Park is located approximately three blocks east, a publicly accessible open space is included in the plan, and approximately 27,376 sq. ft. of private common open space is provided for townhome occupants.





4. The proposed amendment will not have an adverse effect on the value of properties throughout the jurisdiction.

Because the proposed amendment will allow for development of multi-family residential of a scale compatible with adjacent properties and in a location where sufficient public facilities exist and resulting traffic can be accommodated, it will not have an adverse impact on property values within the City. In addition, the increase in tax base will help alleviate future tax increases on other properties and the increased resident population will support existing area businesses, both of which will positively impact the property value of other properties.

5. The proposed amendment reflects responsible standards for development and growth.

The proposed amendment is consistent with responsible standard for development and growth by promoting increase density at a location where it can be accommodated that is proximate to public transit and non-vehicular travel paths, such as bike corridors. It increases the utilization of existing municipal infrastructure without taxing such infrastructure and does so while enhancing the municipal tax base.



## STANDARDS FOR PLANNED UNIT DEVELOPMENTS

1. The extent to which the proposed plan is or is not consistent with the state purpose of the planned unit development regulation set forth in subsection A of this section;
  - a. A maximum choice in the type of environment available to the public by allowing a development that would not be possible under the strict application of the other sections of this title;

The proposed PUD allows for the construction of a townhome development on an irregularly shaped parcel. The townhomes are to be in eight separate buildings. As the property is a single zoning lot, Section 12-7-1.A would prohibit the construction of separate buildings on that single zoning lot and effectively would prohibit a cohesive townhome development layout that provides an attractive street frontage, consolidates open space and limits driveways from the public streets.

- b. Permanent preservation of common open space and recreation areas and facilities;

Private open space is proposed along the southwestern portion of the property totaling approximately 27,376 sq. ft. This open space will be preserved via the restrictions of the PUD. In addition, privately owned but publicly accessible open space is proposed at the western terminus of the site. This open space will be preserved by the restrictions of the PUD and also through easements provided in connection with a companion subdivision.

- c. A pattern of development to preserve natural vegetation, topographic and geologic features;

The property is wholly improved and contains no natural vegetation, topographic or geologic features.



- d. A creative approach to the use of land and related physical facilities that results in a better development and design and the construction of aesthetic amenities;

The proposed plan provides an esthetically pleasing street frontage lined with residential units, that as divided into separate buildings breaks-up the massing and shields vehicular circulation areas from the public realm. It also allows for open space to be consolidated in a more private area along the southwestern portion of the property. In addition, the proposed plan by being a unified whole as allowed only under the PUD provisions, limits the number of curb cuts onto the public streets minimizing pedestrian – vehicular conflict points along the public sidewalks.

- e. An efficient use of the land resulting in more economic networks of utilities, streets and other facilities; and

By allowing for one cohesive development, the PUD as proposed limits the number of connection points to existing public water and sewer infrastructure and also limits the number of curb cuts onto the bordering public streets. This is more efficient than having to have separate connection points and separate curb cuts to serve multiple individual zoning lots.

- f. A land use which promotes the public health, safety, and general welfare.

By allowing for a cohesive plan that limits pedestrian vehicular conflicts in the public realm, provides an attractive street frontage lined with residential buildings that are separated to divide their massing and consolidating private and publicly accessible open space all in general conformance with the R-3 regulations, the proposed land use and plan promotes the public health, safety and general welfare.

- 2. The extent to which the proposed plan meets the requirements and standards of the planned unit development regulations;

The property is under single ownership by Contour Saws and is intended to remain in single ownership by the Applicant for the PUD. It contains 3.14 acres, exceeding the 2 acre minimum for PUDs in the R-3.



3. The extent to which the proposed plan departs from the zoning and subdivision regulations otherwise applicable to the subject property, including, but not limited to the density, dimension, area, bulk and use and the reasons why such departures are or are not deemed to be in the public interest;

As a townhouse development, the proposed development is consistent with the R-3 Townhouse Residential District's purpose and regulations. Townhomes are a permitted use. At a 34 foot height the proposed townhomes are well below the 45 ft. height limit. On the 136,588 sq. ft. site, reduced to 130,418 due to the inclusion in the plan of a 6,170 sq. ft. publicly accessible open space, the R-3 minimum lot area of 2,800 sq. ft. would permit 47 townhomes. Fifty townhomes are proposed. The increase in density is minor, representing a mere 6.38 % increase in density. Given the nature of the property's location, including the availability of nearby transit and proximity to downtown, this minor increase in density is consistent with the public interest. The required 10 foot corner side yard along Thacker and the required 25 foot rear yard are provided. As required, two parking spaces per unit and 13 guest parking spaces are provided. The only requirement that is not met is the required 25 foot front yard along Graceland, where the plan indicates a 16 foot setback near the Thacker corner and 13 foot setback for the balance of that frontage. This setback reduction is required to efficiently accommodate the structures and features of the proposed development on what is an irregularly shaped triangular parcel. Given the overall developments compliance with the R-3 regulations, its design that is compatible with the other residential improvements in the area, the broader setback near the corner with Thacker and the irregular shape of the property, it is in the public interest to allow such a departure from this standard.

4. The extent to which the physical design of the proposed plan does or does not make adequate provision for public services, provide adequate control over vehicular traffic, provide for and protect designated common open space, and further the amenities of light and air, recreation and visual enjoyment;

The proposed physical design makes adequate provisions for public services including adequate space for the location of utilities and provides a configuration of driveways that allows for access by emergency vehicles. Vehicular traffic is controlled by providing only two access points from the public streets with the one on Thacker aligned with Laurel Avenue and the one on Graceland being sufficiently separated from the railroad right-of-way. Common open space, both private and publicly accessible is provide for, is protected by its location and preserved through the PUD and subdivision process. Light and air is protected by the separation of buildings and their height, which is lesser than otherwise



allowed. The alignment of attractively designed townhomes along the public street enhances visual enjoyment from the public realm.

5. The extent to which the relationship and compatibility of the proposed plan is beneficial or adverse to adjacent properties and neighborhood;

The site is effectively an island bordered by public streets and a railroad right-of-way. The neighborhood to the north and east of the site is generally residential with a mix of multi-family along Graceland and single-family along the western portion of Thacker across from the site. A moderate density townhome development as proposed is beneficial to this neighborhood. It replaces an industrial use that can be considered discordant with the immediate neighborhood. The development provides additional residential development near downtown and transit and that can support area retail and commercial establishments while further diversifying the City's housing stock.

6. The extent to which the proposed plan is not desirable to the proposed plan to physical development, tax base and economic well being of the entire community; and

The proposed plan reflects a cohesive and attractive development that is consistent with its environment and replaces a vacant industrial facility that is less so. It reduces the number of curb cuts from five to two, thereby reducing the points of potential vehicular pedestrian conflict along the public sidewalk. It provides both private and publicly accessible open space. It will increase the tax base generating more tax revenue that is currently attributed to the site. By resulting in a compatible residential development that diversifies the City's housing stock and provides additional residents located on a parcel that is near downtown and transit thereby supporting the downtown commercial and retail uses without unduly increasing traffic, the proposed PUD furthers the well-being of the entire community.

7. The extent to which the proposed plan is not in conformity with the recommendations of the comprehensive plan.

Important goals of the Comprehensive Plan are to diversify the City's housing stock and allow residents to age-in-place and improve housing affordability compared to detached single family homes. It also seeks to strengthen downtown and the commercial uses therein and provide greater density near transit and recreational amenities. The proposed development supports these



## ACOSTA EZGUR, LLC

1030 West Chicago Avenue, Third Floor ■ Chicago, Illinois 60642 ■ 312-327-3350 o ■ 312-327-3315 f

goals by providing a moderate density development that represents a middle ground between the nearby multi-family and single-family areas. The site is within walking distance to downtown and the METRA station. It is near four schools and four parks. It also is near the City library and City Hall. While the Comprehensive Plan denotes the site for Industrial use, the site has remained vacant for a number of years notwithstanding its industrial classification. In addition, such industrial designation appears to be the result of the site's use at the time of the Comprehensive Plan's adoption as opposed to being reflective of the surrounding residential uses. The proposed townhome development is more consistent with such surrounding residential uses than a possible new industrial use.



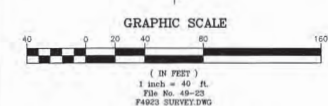
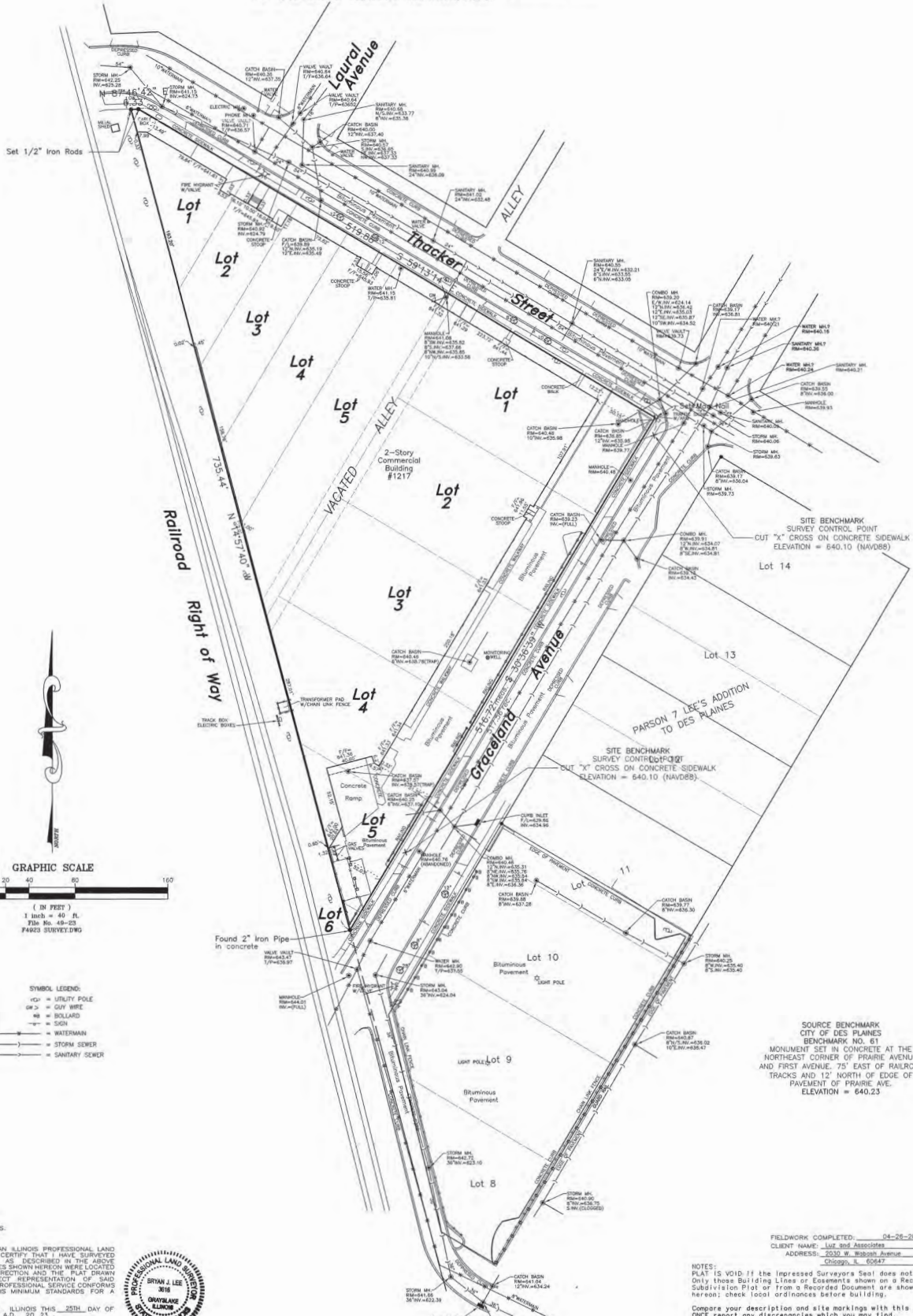
# PLAT OF SURVEY

OF

THAT PART OF LOTS 1 THROUGH 5 (ALL INCLUSIVE) IN BLOCK 9 IN DES PLAINES MANOR TRACT 1, BEING A SUBDIVISION IN SECTIONS 17 AND 20 IN TOWNSHIP 41 NORTH, RANGE 12 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JULY 14, 1911, TOGETHER WITH THAT PART OF LOTS 1 THROUGH 6 IN BLOCK 5 IN PARSON AND LEE'S ADDITION TO THE TOWN OF DES PLAINES, BEING A SUBDIVISION OF LOTS 72 TO 74, (BOTH INCLUSIVE) AND 174 TO 177, (BOTH INCLUSIVE), IN THE TOWN OF DES PLAINES AND PART OF SECTIONS 17 AND 20, TOWNSHIP 41 NORTH, RANGE 12 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS DESCRIBED AT THE NORTHEASTERLY MOST CORNER OF SAID LOT 1 IN BLOCK 6 IN PARSON AND LEE'S ADDITION TO THE TOWN OF DES PLAINES; SAID POINT ALSO KNOWN AS THE INTERSECTION OF THE WESTERLY LINE OF GRACELAND AVENUE AND THE SOUTHERLY LINE OF THACKER STREET (ALSO KNOWN AS DEMPSTER AVENUE); THENCE SOUTH 30 DEGREES 38 MINUTES 48 SECONDS WEST ALONG THE WESTERLY LINE OF AFORESAID GRACELAND AVENUE (ALSO KNOWN AS THE EASTERLY LINE OF BLOCK 6 AFORESAID), A DISTANCE OF 517.56 FEET TO A POINT; SAID BEING ON THE NORTHERLY LINE OF THE MINNEAPOLIS, ST. PAUL AND SAUTE STE. MARIE RAILROAD (FORMERLY THE WISCONSIN CENTRAL RAILROAD); THENCE NORTH 14 DEGREES 53 MINUTES 22 SECONDS WEST ALONG SAID NORTHERLY LINE, A DISTANCE OF 735.44 FEET TO A POINT ON THE SOUTHERLY RIGHT-OF-WAY LINE OF AFORESAID THACKER STREET; THENCE NORTH 87 DEGREES 36 MINUTES 07 SECONDS EAST ALONG THE SOUTHERLY LINE OF AFORESAID THACKER STREET, A DISTANCE OF 6.96 FEET TO A POINT; THENCE SOUTH 59 DEGREES 15 MINUTES 41 SECONDS EAST, ALONG THE AFORESAID SOUTHEASTERLY LINE OF THACKER STREET (ALSO KNOWN AS THE EASTERLY LINE OF SAID BLOCK 9), A DISTANCE OF 519.88 FEET TO THE POINT OF BEGINNING, IN COOK COUNTY, ILLINOIS.

THE PREMISES COMMONLY KNOWN AS:  
1217 THACKER STREET, DES PLAINES, IL  
PARCEL AREA = 136,588 S.F.  
(3.13 ACRES)

PINS: 09-20-105-016  
09-20-105-017  
09-20-105-020  
09-20-105-021  
09-20-105-022  
09-20-105-023  
09-20-105-024  
09-20-105-045  
09-20-203-006



- SYMBOL LEGEND:
- UP = UTILITY POLE
  - SW = GUY WIRE
  - OB = BOLLARD
  - SP = SIGN
  - WM = WATERMAN
  - SS = STORM SEWER
  - SS = SANITARY SEWER

STATE OF ILLINOIS  
COUNTY OF LAKE S.S.

BRYAN J. LEE, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, DO HEREBY CERTIFY THAT I HAVE SURVEYED AND SKETCHED THE LAND AS DESCRIBED IN THE ABOVE CAPTION. ANY STRUCTURES SHOWN HEREON WERE LOCATED BY ME OR UNDER MY DIRECTION AND DRAWN HEREON AS A CORRECT REPRESENTATION OF SAID SURVEY AND THAT THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

DATED AT GRAYSLAKE, ILLINOIS THIS 25TH DAY OF MAY, A.D. 20 11.

ILLINOIS PROFESSIONAL LAND SURVEYOR 35-3616  
MY LICENSE NUMBER IS 311-30274  
PROFESSIONAL DESIGN FIRM NO. 184-022732

**BRYAN J. LEE**  
3616  
GRAYSLAKE  
ILLINOIS  
STATE OF ILLINOIS

SOURCE BENCHMARK  
BENCHMARK NO. 61  
MONUMENT SET IN CONCRETE AT THE  
NORTHEAST CORNER OF PRAIRIE AVENUE  
AND FIRST AVENUE, 75' EAST OF RAILROAD  
TRACKS AND 12' NORTH OF EDGE OF  
PAVEMENT OF PRAIRIE AVE.  
ELEVATION = 640.23

FIELDWORK COMPLETED: 04-26-2023  
CLIENT NAME: Lee, Bob Associates  
ADDRESS: 2030 W. Robison Avenue  
Chicago, IL 60647

NOTES:  
PLAT IS VOID if the Impressed Surveyors Seal does not appear.  
Only those Building Lines or Easements shown on a Recorded  
Subdivision Plat or from a Recorded Document are shown  
hereon; check local ordinances before building.  
Compare your description and site markings with this plat AT  
ONCE report any discrepancies which you may find.

**R.E. ALLEN AND ASSOCIATES, LTD.**  
PROFESSIONAL LAND SURVEYORS  
1015 N. CORPORATE CIRCLE, SUITE C  
GRAYSLAKE, ILLINOIS 60030  
PHONE: 847-726-2200 FAX: 847-726-0890



# 1217 THACKER STREET CONSOLIDATION OF

THE PREMISES COMMONLY KNOWN AS:  
1217 THACKER STREET, DES PLAINES, IL  
PARCEL AREA = 136,588 S.F.  
(3.13 ACRES)

PINS: 09-20-105-016  
09-20-105-017  
09-20-105-020  
09-20-105-021  
09-20-105-022  
09-20-105-023  
09-20-105-024  
09-20-105-045  
09-20-203-006

THAT PART OF LOTS 1 THROUGH 5 (ALL INCLUSIVE) IN BLOCK 9 IN DES PLAINES MANOR TRACT 1, BEING A SUBDIVISION IN SECTIONS 17 AND 20 IN TOWNSHIP 41 NORTH, RANGE 12 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JULY 14, 1911, TOGETHER WITH THAT PART OF LOTS 1 THROUGH 6 IN BLOCK 6 IN PARSON AND LEE'S ADDITION TO THE TOWN OF DES PLAINES, BEING A SUBDIVISION OF LOTS 72 TO 74 (BOTH INCLUSIVE) AND 174 TO 177, (BOTH INCLUSIVE), IN THE TOWN OF DES PLAINES AND PART OF SECTIONS 17 AND 20, TOWNSHIP 41 NORTH, RANGE 12 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS DESCRIBED AT THE NORTHEASTERLY MOST CORNER OF SAID LOT 1 IN BLOCK 6 IN PARSON AND LEE'S ADDITION TO THE TOWN OF DES PLAINES; SAID POINT ALSO KNOWN AS THE INTERSECTION OF THE WESTERLY LINE OF GRACELAND AVENUE AND THE SOUTHERLY LINE OF THACKER STREET (ALSO KNOWN AS DEMPSTER AVENUE); THENCE SOUTH 30 DEGREES 38 MINUTES 48 SECONDS WEST ALONG THE WESTERLY LINE OF AFORESAID GRACELAND AVENUE (ALSO KNOWN AS THE EASTERLY LINE OF BLOCK 6 AFORESAID, A DISTANCE OF 517.56 FEET TO A POINT; SAID BEING ON THE NORTHERLY LINE OF THE MINNEAPOLIS, ST. PAUL AND SAUTE STE. MARIE RAILROAD (FORMERLY THE WISCONSIN CENTRAL RAILROAD); THENCE NORTH 14 DEGREES 53 MINUTES 22 SECONDS WEST ALONG SAID NORTHERLY LINE, A DISTANCE OF 735.44 FEET TO A POINT ON THE SOUTHERLY RIGHT-OF-WAY LINE OF AFORESAID THACKER STREET; THENCE NORTH 87 DEGREES 36 MINUTES 07 SECONDS EAST ALONG THE SOUTHERLY LINE OF AFORESAID THACKER STREET, A DISTANCE OF 6.86 FEET TO A POINT; THENCE SOUTH 59 DEGREES 15 MINUTES 41 SECONDS EAST, ALONG THE AFORESAID SOUTHEASTERLY LINE OF THACKER STREET (ALSO KNOWN AS THE EASTERLY LINE OF SAID BLOCK 9), A DISTANCE OF 519.88 FEET TO THE POINT OF BEGINNING, IN COOK COUNTY, ILLINOIS.

OWNER'S CERTIFICATE  
STATE OF ILLINOIS )  
COUNTY OF COOK ) S.S.

THIS IS TO CERTIFY THAT THE UNDERSIGNED ARE THE AUTHORIZED REPRESENTATIVES OF \_\_\_\_\_ WHICH IS THE OWNER OF THE LAND DESCRIBED IN THE ATTACHED PLAT AND HAVE CAUSED THE SAME TO BE SURVEYED AND PLATTED AS SHOWN THEREON FOR THE USES AND PURPOSES THEREIN INDICATED, AND DO HEREBY ADOPT THIS PLAT OF SUBDIVISION, ESTABLISHING THE MINIMUM BUILDING RESTRICTION LINES, DEDICATE THE ROADS, STREETS, ALLEYS, WALKS, AND OTHER AREAS INDICATED THEREON TO THE PUBLIC USE; AND ESTABLISH ANY OTHER EASEMENTS SHOWN THEREON.

DATED AT \_\_\_\_\_ A.D. 20\_\_\_\_, ILLINOIS, THIS \_\_\_\_\_ DAY OF \_\_\_\_\_

BY: \_\_\_\_\_ ATTEST: \_\_\_\_\_  
TITLE TITLE

NOTARY'S CERTIFICATE  
STATE OF ILLINOIS )  
COUNTY OF COOK ) S.S.

I, \_\_\_\_\_, A NOTARY PUBLIC IN AND FOR SAID COUNTY DO HEREBY CERTIFY THAT \_\_\_\_\_ AS \_\_\_\_\_ OF \_\_\_\_\_ WHO ARE PERSONALLY KNOWN TO ME TO BE THE SAME PERSON(S) WHOSE NAME(S) IS/ARE SUBSCRIBED TO THE FOREGOING CERTIFICATE AS SUCH OWNER(S), APPEARED BEFORE ME THIS DAY IN PERSON AND ACKNOWLEDGED THAT HE/SHE/THEY SIGNED AND DELIVERED THE SAID INSTRUMENT AS HIS/HER/THEIR OWN FREE AND VOLUNTARY ACT FOR THE USES AND PURPOSES THEREIN SET FORTH.

GIVEN UNDER MY HAND AND SEAL THIS \_\_\_\_\_ DAY OF \_\_\_\_\_ A.D. 20\_\_\_\_

NOTARY PUBLIC  
COMMISSION EXPIRES \_\_\_\_\_

MAYOR'S CERTIFICATE  
STATE OF ILLINOIS )  
COUNTY OF COOK ) S.S.

APPROVED BY THE MAYOR AND THE CITY COUNCIL OF THE CITY OF DES PLAINES, ILLINOIS ON THIS \_\_\_\_\_ DAY OF \_\_\_\_\_ A.D. 20\_\_\_\_

MAYOR ATTEST: \_\_\_\_\_  
CITY CLERK

PLANNING AND ZONING BOARD CERTIFICATE  
STATE OF ILLINOIS )  
COUNTY OF COOK ) S.S.

APPROVED BY THE PLANNING AND ZONING BOARD OF THE CITY OF DES PLAINES, ILLINOIS ON THIS \_\_\_\_\_ DAY OF \_\_\_\_\_ A.D. 20\_\_\_\_

CHAIRMAN \_\_\_\_\_

DIRECTOR OF FINANCE CERTIFICATE  
STATE OF ILLINOIS )  
COUNTY OF COOK ) S.S.

I CERTIFY THAT THERE ARE NO DELINQUENT OR CURRENT UNPAID SPECIAL ASSESSMENTS ON THE PROPERTY SHOWN ON THE PLAT.  
DATE: \_\_\_\_\_

DIRECTOR OF FINANCE \_\_\_\_\_

DIRECTOR OF PUBLIC WORKS AND ENGINEERING CERTIFICATE  
STATE OF ILLINOIS )  
COUNTY OF COOK ) S.S.

APPROVED BY THE DIRECTOR OF PUBLIC WORKS & ENGINEERING OF THE CITY OF DES PLAINES, ILLINOIS ON THIS \_\_\_\_\_ DAY OF \_\_\_\_\_ A.D. 20\_\_\_\_

DIRECTOR OF PUBLIC WORKS AND ENGINEERING \_\_\_\_\_

SURVEYOR'S CERTIFICATE  
STATE OF ILLINOIS )  
COUNTY OF LAKE ) S.S.

I, \_\_\_\_\_, DO HEREBY CERTIFY THAT I HAVE SURVEYED THE PROPERTY DESCRIBED IN THE ABOVE CAPTION AND THAT I HAVE CONSOLIDATED THE SAME INTO 1 LOT AS SHOWN ON THE HEREON DRAWN PLAT. THIS PLAT CORRECTLY REPRESENTS SAID SURVEYS AND SUBDIVISION IN EVERY DETAIL. MONUMENTS SHOWN ARE IN PLACE AS LOCATED. ALL SET LOT CORNERS ARE MARKED WITH 1/2" IRON ROD. DIMENSIONS ARE IN FEET AND DECIMAL PARTS THEREOF.

DATED THIS \_\_\_\_\_ DAY OF \_\_\_\_\_ A.D. 20\_\_\_\_

ILLINOIS PROFESSIONAL LAND SURVEYOR  
MY LICENSE EXPIRES 11-30-24  
PROFESSIONAL DESIGN FIRM NO. 184-002732

DRAINAGE CERTIFICATE  
STATE OF ILLINOIS )  
COUNTY OF COOK ) S.S.

TO THE BEST OF OUR KNOWLEDGE AND BELIEF, THE DRAINAGE OF SURFACE WATERS WILL NOT BE CHANGED BY THE CONSTRUCTION OF THIS SUBDIVISION OR ANY PART THEREOF, OR, IF SUCH SURFACE WATER DRAINAGE WILL BE CHANGED, REASONABLE PROVISION HAS BEEN MADE FOR COLLECTION AND DIVERSION OF SUCH SURFACE WATERS INTO PUBLIC AREAS, OR DRAINS WHICH THE OWNER HAS A RIGHT TO USE, AND THAT SUCH SURFACE WATERS WILL BE PLANNED FOR IN ACCORDANCE WITH GENERALLY ACCEPTED ENGINEERING PRACTICES SO AS TO REDUCE THE LIKELIHOOD OF DAMAGE TO THE ADJOINING PROPERTY BECAUSE OF THE CONSTRUCTION OF THIS SUBDIVISION.

OWNER \_\_\_\_\_  
REGISTERED PROFESSIONAL ENGINEER \_\_\_\_\_

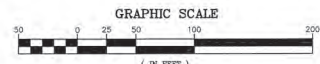
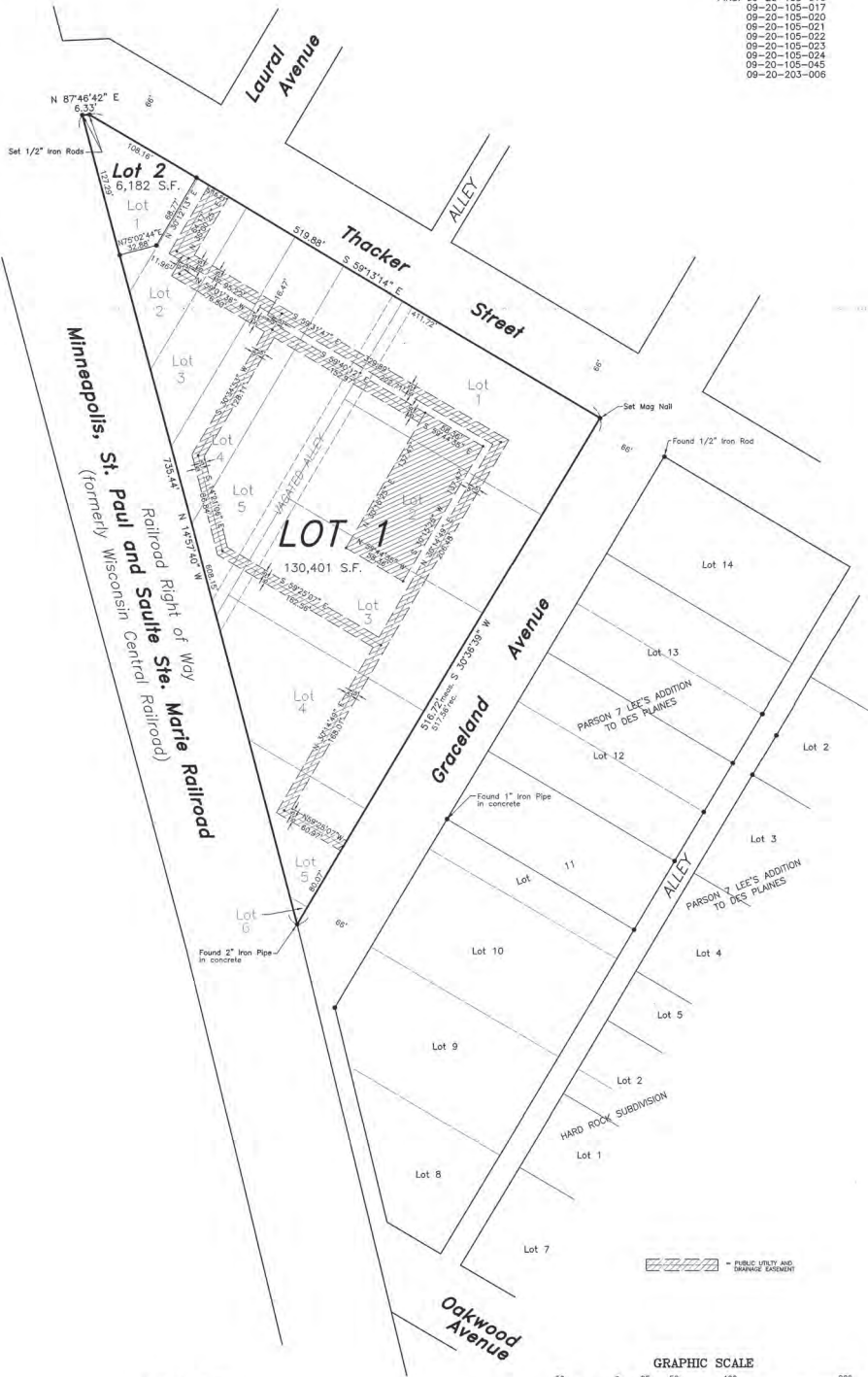
SURVEYOR'S AUTHORIZATION TO RECORD  
STATE OF ILLINOIS )  
COUNTY OF LAKE ) S.S.

I, \_\_\_\_\_, A ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 3616, DO HEREBY GRANT PERMISSION TO \_\_\_\_\_ TO RECORD THIS PLAT AND PROVIDE THIS SURVEYOR A RECORDED COPY OF THE SAME.  
DATED AT GRAYSLAKE, ILLINOIS, THIS \_\_\_\_\_ DAY OF \_\_\_\_\_ A.D. 20\_\_\_\_

ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 3616

IN ACCORDANCE WITH PUBLIC ACT 86-1238, THIS PLAT HAS BEEN SUBMITTED FOR RECORDING BY:

NAME: \_\_\_\_\_  
ADDRESS: \_\_\_\_\_  
CITY, STATE: \_\_\_\_\_



### EASEMENT FOR PUBLIC UTILITIES

A PERMANENT AND PERPETUAL EASEMENT IS HEREBY GRANTED TO THE CITY OF DES PLAINES, COOK COUNTY, ILLINOIS (CITY), ITS SUCCESSORS AND ASSIGNS, TO SURVEY, CONSTRUCT, RECONSTRUCT, USE, OPERATE, MAINTAIN, TEST, INSPECT, REPAIR, REPLACE, ALTER, REMOVE OR ABANDON IN PLACE WATER, SANITARY SEWER AND STORM SEWER MAINS TOGETHER WITH RELATED ATTACHMENTS, EQUIPMENT AND APPURTENANCES THEREON, IN, UPON, UNDER, ALONG AND ACROSS THE AREAS DESIGNATED "EASEMENT FOR PUBLIC UTILITIES" ON THIS SUBDIVISION PLAT. THE OWNERS OF THE PROPERTY SUBDIVIDED ON THIS PLAT OR ANY PART THEREOF HEREBY RESERVE THE RIGHT TO USE THE AREAS DESIGNATED "EASEMENT FOR PUBLIC UTILITIES" AND THE ADJACENT PROPERTY IN ANY MANNER THAT WILL NOT PREVENT OR INTERFERE WITH THE EXERCISE BY THE CITY OF THE RIGHTS HEREBY GRANTED; PROVIDED, HOWEVER, THAT THE OWNERS SHALL NOT IN ANY MANNER DISTURB, DAMAGE, DESTROY, INJURE, OBSTRUCT OR PERMIT TO BE OBSTRUCTED THE "EASEMENT FOR PUBLIC UTILITIES" AT ANY TIME WHATSOEVER WITHOUT THE EXPRESS PRIOR WRITTEN CONSENT OF THE CITY. AFTER INSTALLATION OF ANY SUCH FACILITIES, THE GRADE OF THE SUBDIVIDED PROPERTY SHALL NOT BE ALTERED IN A MANNER SO AS TO INTERFERE WITH THE PROPER OPERATION AND MAINTENANCE THEREOF.

NO.	DATE	DESCRIPTION	BY

FIELDWORK COMPLETED: 08-26-2023  
CLIENT NAME: Lee & Associates  
ADDRESS: 2030 W. Wabash Avenue  
CHICAGO, IL 60647

NOTES:  
PLAT IS VOID IF THE IMPRESSED SURVEYOR'S SEAL DOES NOT APPEAR.  
Only those Building Lines or Easements shown on a Recorded Subdivision Plat or from a Recorded Document are shown hereon, check local ordinances before building.  
Compare your description and site markings with this plat AT ONCE report any discrepancies which you may find.

R.E. ALLEN AND ASSOCIATES, LTD.  
PROFESSIONAL LAND SURVEYORS  
1015 N. CORPORATE CIRCLE, SUITE C  
GRAYSLAKE, ILLINOIS 60030  
PHONE: 847-384-4444 FAX: 847-384-0980





**PUBLIC WORKS AND  
ENGINEERING DEPARTMENT**

1420 Miner Street  
Des Plaines, IL 60016  
P: 847.391.5390  
desplaines.org

**MEMORANDUM**

Date: October 19, 2023  
To: Samantha Redman, Senior Planner  
From: Timothy P. Oakley, P.E., CFM, Director of Public Works, and Engineering  
Cc: John La Berg, P.E., CFM, Civil Engineer  
Subject: 900 Graceland Ave and 1217 Thacker St Subdivision and Associated Townhouse Development

---

Public Works and Engineering has reviewed the subject final engineering plans and is satisfied with them for zoning approval subject to the conditions below:

**Required Conditions**

- IEPA, MWRD, and IDOT permits are required prior to issuance of permits for construction and may be necessary for other stages of the project.
- Each townhome unit shall have separate water and sanitary sewer services.
- Hydrants and valves are to be added to the water main loop through the property.
- All electrical lines on the property must be installed underground.

## Required Public Improvements

Below are required public improvements for this project. Section 13-3-2.L of the Des Plaines Subdivision Ordinance describes ROW improvements adjacent to a property that the City is able to require with the subdivision process.

- Eastbound lane of Thacker Street must be grinded and resurfaced.
- Graceland is an IDOT route, and IDOT will determine the pavement replacement.
- Public sidewalk adjacent to the site found to be in unsafe condition or damaged by construction shall be replaced. City of Des Plaines shall make final determination near the completion of construction activities.
- Add pedestrian crosswalk crossing Thacker Street to Laurel Avenue., including a bump-out, crosswalk striping, signage including Rectangular Rapid Flashing Beacons (RRFB).
- Add 8” ductile iron water main to replace 4” water main in Graceland only from the railroad tracks to your proposed connection (approximately 100 feet). This improvement will not require crossing Graceland Ave. with the water main.
- Lone streetlight on Graceland Ave. must be replaced and service undergrounded. Staff suggests moving it south to light up the driveway entrance onto Graceland Ave. Petitioner may work with staff and ComEd to coordinate this replacement.

TPO/jl

# Traffic Impact Study Proposed Residential Development

Des Plaines, Illinois



Prepared For:

Luz and Associates #1 LLC



September 28, 2023

# 1. Introduction

This report summarizes the methodologies, results, and findings of a traffic impact study conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for a proposed residential development to be located at 900 Graceland Avenue in Des Plaines, Illinois. The site, which is currently occupied by Contour Saws Inc., will be redeveloped to provide approximately 50 townhomes. Each townhome will have two garage parking spaces and 13 guest parking spaces will be provided on site. The access will be provided off Graceland Avenue and Thacker Street.

The purpose of this study was to examine background traffic conditions, assess the impact that the proposed development will have on traffic conditions in the area, and determine if any roadway or access improvements are necessary to accommodate traffic generated by the proposed development. **Figure 1** shows the location of the site in relation to the area roadway system. **Figure 2** shows an aerial view of the site.

The sections of this report present the following:

- Existing roadway conditions
- A description of the proposed development
- Directional distribution of the development traffic
- Vehicle trip generation for the development
- Future traffic conditions including access to the development
- Traffic analyses for the weekday morning and evening peak hours
- Recommendations with respect to adequacy of the site access and adjacent roadway system
- Evaluation of the adequacy of the parking supply

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

1. Existing Conditions - Analyzes the capacity of the existing roadway system using existing peak hour traffic volumes in the surrounding area.
2. Projected Conditions – Analyzes the capacity of the future roadway system using the traffic volumes that include the existing traffic volumes increased by an ambient growth factor and the traffic estimated to be generated by the proposed development.





Figure 1

Site Location





Aerial View of Site

Figure 2

## 2. Existing Conditions

The following provides a description of the geographical location of the site, physical characteristics of the area roadway system including lane usage and traffic control devices, and existing peak hour traffic volumes.

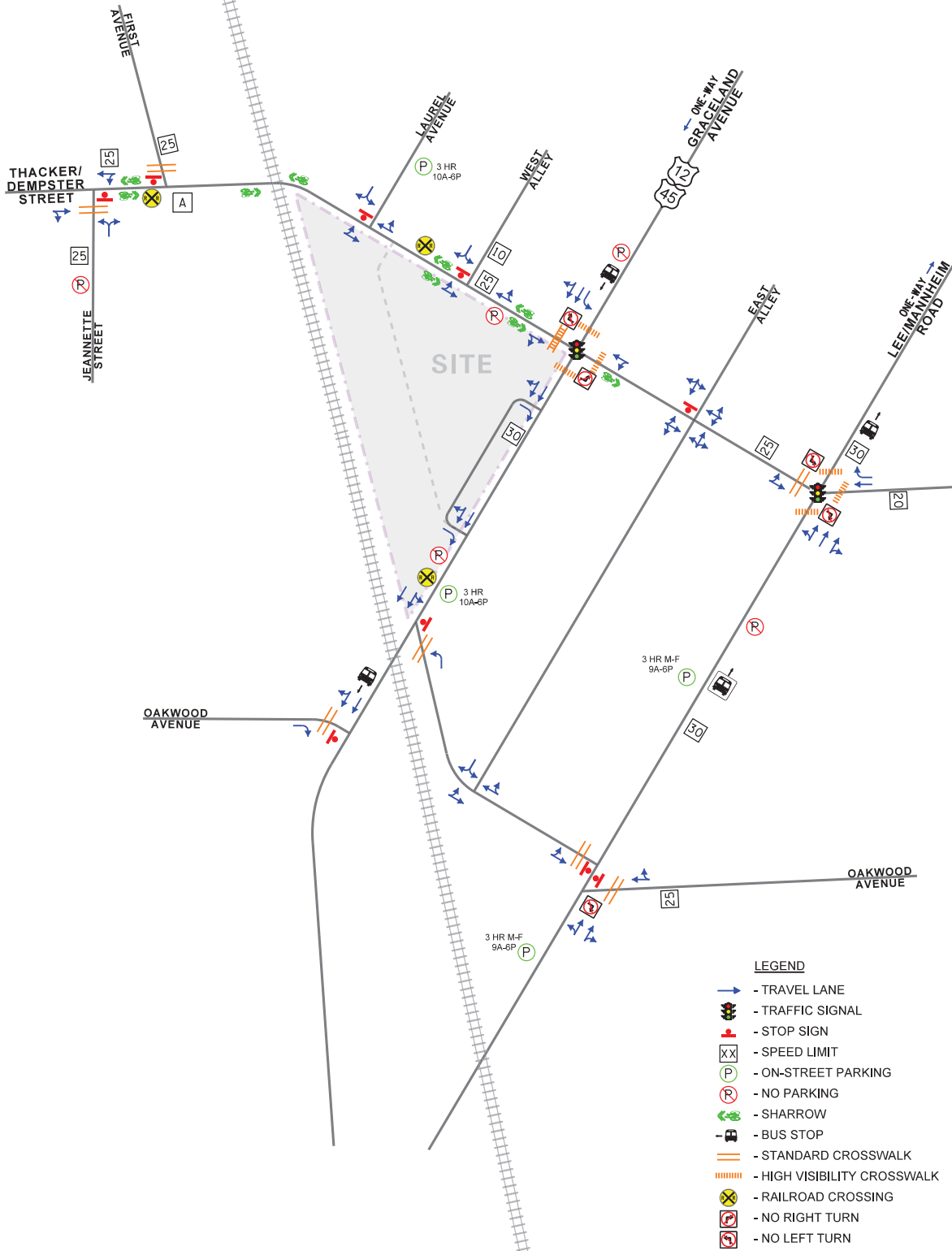
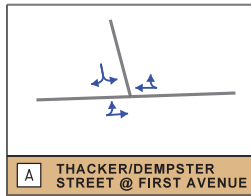
### Site Location

The site, which is currently occupied by Contour Saws Inc., is bounded by Thacker Street to the north, Union Pacific Metra Railroad to the west, and Graceland Avenue to the east. Land uses in the vicinity of the site are primarily residential with commercial land uses along Lee Road.

### Existing Roadway System Characteristics

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

*Thacker Street* is generally an east-west major collector roadway that provides one travel lane in each direction in the vicinity of the site. At its signalized intersection with Lee Road, Thacker Street provides a shared left-turn/through lane on the eastbound approach and a through lane and an exclusive right-turn lane on the westbound approach. High visibility crosswalks are provided on the east, north, and south legs of this intersection and a standard style crosswalk is provided on the west leg. Pedestrian signals are provided on all four legs of this intersection. At its signalized intersection with Graceland Avenue, Thacker Road provides a shared through/right-turn lane on the eastbound approach and a shared left-turn/through lane on the westbound approach. High visibility crosswalks and pedestrian signals are provided on all four legs of this intersection. At its unsignalized intersections with Jeannette Street, First Avenue, Laurel Avenue, and the two alleys, Thacker Street does not provide any exclusive turn lanes. Thacker Street is under the jurisdiction of the City of Des Plaines, carries an Annual Average Daily Traffic (AADT) volume of approximately 8,900 vehicles (IDOT 2022), and has a posted speed limit of 25 miles per hour.



**LEGEND**

- TRAVEL LANE
- TRAFFIC SIGNAL
- STOP SIGN
- SPEED LIMIT
- ON-STREET PARKING
- NO PARKING
- SHARROW
- BUS STOP
- STANDARD CROSSWALK
- HIGH VISIBILITY CROSSWALK
- RAILROAD CROSSING
- NO RIGHT TURN
- NO LEFT TURN



*Graceland Avenue (U.S. 45)* is a northeast-southwest, other principal arterial roadway that is one way in the southbound direction in the vicinity of the site providing two travel lanes. At its signalized intersection with Thacker Street, Graceland Avenue provides an exclusive left-turn lane, a through lane, and a shared through/right-turn lane on the southbound approach. At its unsignalized north intersection with Oakwood Avenue, Graceland Avenue provides a through lane and a shared left-turn/through lane on the southbound approach. At its unsignalized south intersection with Oakwood Avenue, Graceland Avenue provides a through lane and a shared through/right turn lane on the southbound approach. Graceland Avenue is under the jurisdiction of the Illinois Department of Transportation (IDOT), carries an AADT volume of approximately 17,000 vehicles (IDOT 2021), is not classified as a Strategic Regional Arterial (SRA), and has a posted speed limit of 30 miles per hour.

*Lee Road* is a northeast-southwest, other principal arterial roadway that is one way in the northbound direction in the vicinity of the site providing two travel lanes. At its signalized intersection with Thacker Street, Lee Road provides a shared left-turn/through lane, a through lane, and a shared through/right-turn lane on the northbound approach. At its unsignalized intersection with Oakwood Avenue, Lee Road provides a shared left-turn/through lane and a shared through/right-turn lane on the northbound approach. Lee Road is under the jurisdiction of IDOT, carries an AADT volume of 5,600 vehicles (IDOT 2021), is not classified as an SRA, and has a posted speed limit of 30 miles per hour.

*Oakwood Avenue* is an east-west, local roadway that extends from 3<sup>rd</sup> Avenue to its terminus at River Road providing one travel lane in each direction. At its unsignalized north “T” intersection with Graceland Avenue, Oakwood Avenue provides a left-turn lane on the westbound approach. A standard style crosswalk is provided on the east leg of this intersection. At its unsignalized south “T” intersection with Graceland Avenue, Oakwood Avenue provides a right-turn lane on the eastbound approach. A standard style crosswalk is provided on the west leg of this intersection. At its unsignalized intersections with the alley and Lee Street, Oakwood Avenue provides a shared left-turn/through lane on the eastbound approach and a shared through/right-turn lane on the westbound approach. Standard style crosswalks are provided on the east and west legs of the intersection of Oakwood Avenue with Lee Road. Oakwood Avenue is under the jurisdiction of the city of Des Plaines and has a posted speed limit of 25 miles per hour.

*Jeannette Street* is a north-south local roadway that serves residential houses in the vicinity of the site. Jeannette Street extends south from Thacker Street to its terminus at Algonquin Road providing one travel lane in each direction. At its unsignalized “T” intersection with Thacker Street, Jeannette Street provides a shared left-turn/right-turn lane on the northbound approach. A standard style crosswalk is provided on the south leg of this intersection. Jeannette Street is under the jurisdiction of the City of Des Plaines and has a posted speed limit of 25 miles per hour.

*First Avenue* is a north-south local roadway that provides one travel lane in each direction. At its unsignalized “T” intersection with Thacker Street, First Avenue provides a shared left-turn/right-turn lane on the southbound approach. A standard style crosswalk is provided on the north leg of this intersection. First Avenue is under the jurisdiction of the City of Des Plaines and has a posted speed limit of 25 miles per hour.

*Laurel Avenue* is a north-south local roadway that provides one lane in each direction. At its unsignalized “T” intersection with Thacker Street, Laurel Avenue provides a shared left-turn/right-turn lane on the southbound approach. Laurel Avenue is under the jurisdiction of the City of Des Plaines.

*The east alley* is a north-south local roadway that provides one lane in each direction. At its unsignalized intersection with Thacker Street, the alley provides a shared left-turn/through/right-turn lane on both approaches. At its unsignalized “T” intersection with Oakwood Avenue, the alley provides a shared left-turn/right-turn lane on the southbound approach.

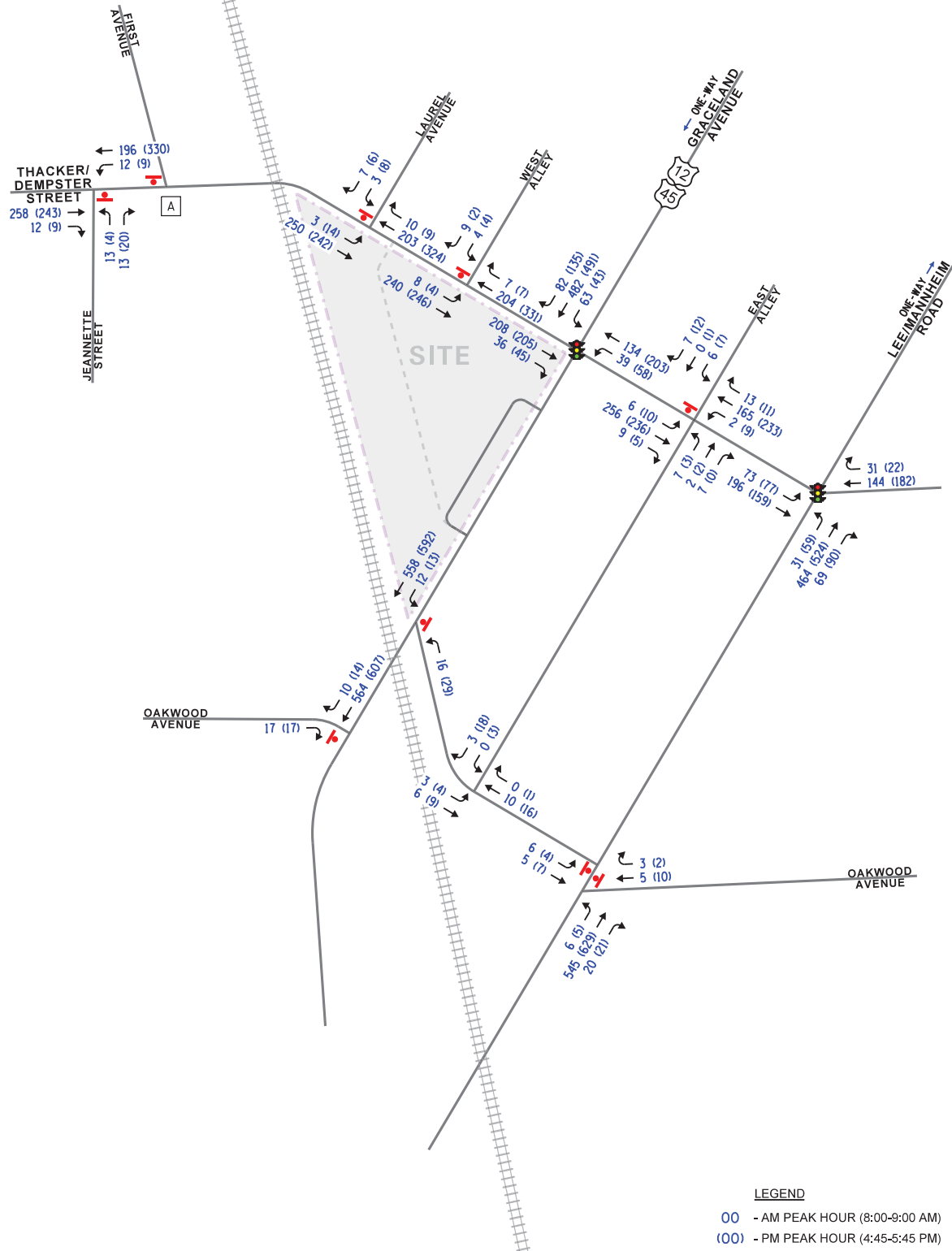
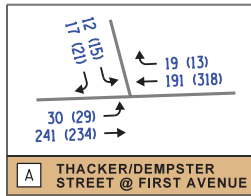
## Existing Traffic Volumes

In order to determine current traffic conditions within the study area, KLOA, Inc conducted traffic counts using Miovision Video Scout Collection Units on Tuesday, April 11, 2023 and on Thursday, April 27, 2023 during the weekday morning (7:00 to 9:00 A.M.) and weekday evening (4:00 to 6:00 P.M.) peak periods at the following intersections:

- Thacker Street with Lee Road
- Thacker Street with Graceland Avenue
- Thacker Street with Laurel Avenue
- Thacker Street with First Avenue
- Thacker Street with Jeannette Street
- Thacker Street with the east alley
- Thacker Street with the west alley
- Oakwood Avenue with Lee Road
- Oakwood Avenue with the east alley
- Oakwood Avenue with Graceland Avenue

Based on the turning movement count data, it was determined that the weekday morning peak hour of traffic generally occurs between 8:00 A.M. and 9:00 A.M. and the weekday evening peak hour of traffic generally occurs between 4:45 P.M. and 5:45 P.M.

**Figure 4** illustrates the Year 2023 existing traffic volumes.



PROPOSED RESIDENTIAL DEVELOPMENT  
DES PLAINES, ILLINOIS

EXISTING TRAFFIC VOLUMES



## Train Observations

The Union Pacific Metra North-West crosses Graceland Avenue and Thacker Street in the vicinity of the site. Based on the Illinois Commerce Commission (ICC) data, the tracks carry an average of 22 daily passenger trains only. Furthermore and based on the Metra schedule, the Des Plaines Metra station is served by 69 trains (34 inbound, 35 outbound) on weekdays, 31 trains on Saturdays, and 19 trains on Sundays operating between 5:00 A.M. and 1:00 A.M. Monday through Friday. Field observations conducted during the peak hours for the crossings of Graceland Avenue and Thacker Street indicated the following:

### *Graceland Avenue Crossing*

- During the weekday morning peak hour, three Metra train events were observed. The gates were down for approximately 35 seconds on average. The southbound approach queue at the railroad crossing did not extend back to Thacker Street with a maximum queue of approximately 12 vehicles.
- During the weekday evening peak hour, four Metra train events were observed. The gates were down for approximately 51 seconds on average. The southbound approach queue at the railroad crossing did not extend to Thacker Street with a maximum queue of approximately 12 vehicles.

### *Thacker Street Crossing*

- During the weekday morning peak hour, the queues did not extend past Laurel Avenue.
- During the weekday evening peak hour, the queues extended past Laurel Avenue for approximately 45 seconds and cleared within 30 seconds after the gate was opened.

## Crash Data Summary

KLOA, Inc. obtained crash data<sup>1</sup> for the past five years (2018 to 2022) for the intersections of Thacker Street with Lee Road, Thacker Street with Graceland Avenue, Graceland Avenue with Oakwood Avenue, Lee Road with Oakwood Avenue, Thacker Street with Jeannette Street, and Thacker Street with Laurel Avenue. A review of the crash data indicated that no crashes were reported at the intersection of Thacker Street with Laurel Avenue. It should be noted that no fatalities were reported at any studied intersection between 2018 and 2022. **Tables 1** through **5** summarize the crash data for these intersections.

<sup>1</sup> IDOT DISCLAIMER: The motor vehicle crash data referenced herein was provided by the Illinois Department of Transportation. The author is responsible for any data analyses and conclusions drawn.

Table 1  
THACKER STREET WITH GRACELAND AVENUE - CRASH SUMMARY

Year	Type of Crash Frequency						
	Angle	Object	Rear End	Sideswipe	Turning	Other	Total
2018	1	0	0	0	1	0	2
2019	3	0	1	1	1	0	6
2020	1	0	1	0	0	0	2
2021	0	0	0	0	0	0	0
2022	1	0	0	0	1	0	2
<b>Total</b>	<b>6</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>12</b>
<b>Average/Year</b>	<b>1.2</b>	<b>--</b>	<b>&lt;1.0</b>	<b>&lt;1.0</b>	<b>&lt;1.0</b>	<b>--</b>	<b>2.4</b>

Table 2  
THACKER STREET WITH LEE ROAD - CRASH SUMMARY

Year	Type of Crash Frequency						
	Angle	Object	Rear End	Sideswipe	Turning	Other	Total
2018	1	0	1	0	5	0	7
2019	1	0	1	0	5	0	7
2020	0	0	0	0	6	0	6
2021	0	0	0	0	2	0	2
2022	0	0	0	1	3	0	4
<b>Total</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>21</b>	<b>0</b>	<b>26</b>
<b>Average/Year</b>	<b>&lt;1.0</b>	<b>--</b>	<b>&lt;1.0</b>	<b>&lt;1.0</b>	<b>4.2</b>	<b>--</b>	<b>5.2</b>

Table 3  
GRACELAND AVENUE WITH OAKWOOD AVENUE - CRASH SUMMARY

Year	Type of Crash Frequency						
	Angle	Object	Rear End	Sideswipe	Turning	Other	Total
2018	0	0	0	0	1	0	1
2019	0	0	1	0	0	0	1
2020	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0
2022	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>
<b>Average/Year</b>	--	--	<1.0	--	<1.0	--	<1.0

Table 4  
LEE ROAD WITH OAKWOOD AVENUE – CRASH SUMMARY

Year	Type of Crash Frequency						
	Angle	Object	Rear End	Sideswipe	Turning	Other	Total
2018	1	0	0	0	0	0	1
2019	0	0	0	0	2	0	2
2020	2	0	0	0	1	0	3
2021	0	0	0	0	0	0	0
2022	0	0	0	0	1	0	1
<b>Total</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>7</b>
<b>Average/Year</b>	<1.0	--	--	--	<1.0	--	1.4

Table 5

## THACKER STREET WITH JEANNETTE STREET – CRASH SUMMARY

Year	Type of Crash Frequency						
	Angle	Object	Rear End	Sideswipe	Turning	Other	Total
2018	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0
2022	1	1	0	0	0	0	2
<b>Total</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>
<b>Average/Year</b>	<b>&lt;1.0</b>	<b>&lt;1.0</b>	<b>--</b>	<b>--</b>	<b>--</b>	<b>--</b>	<b>&lt;1.0</b>

### 3. Traffic Characteristics of the Proposed Development

In order to properly evaluate future traffic conditions in the surrounding area, it was necessary to determine the traffic characteristics of the proposed development, including the directional distribution and volumes of traffic that it will generate.

#### Proposed Site and Development Plan

The site, which is currently occupied by Contour Saws Inc., will be redeveloped to provide 50 townhomes. Each townhome will provide two garages and 13 guest parking will be provided on site. Access to the development will be provided via a full-movement access drive off Thacker Street located approximately 40 feet east of Laurel Avenue and a right-in/right-out access drive off Graceland Avenue located approximately 395 feet south of Thacker Street. Both access drives provide one inbound lane and one outbound lane with outbound movements under stop sign control. A copy of the preliminary site plan depicting the proposed development is included in the Appendix.

#### Directional Distribution

The directions from which residents and visitors of the development will approach and depart the site were estimated based on existing travel patterns, as determined from the traffic counts. **Figure 5** illustrates the directional distribution of the traffic to be generated by the proposed development.





## Development Traffic Generation

The vehicle trip generation for the overall development was calculated using data published in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 11<sup>th</sup> Edition. The “Multifamily Housing” (ITE Land-Use Code 220) rate was used for the proposed residential units.

It should be noted that due to the location of the site within close proximity of the Des Plaines Metra Station, census data for the area indicates that five percent of the estimated trips to be generated by the proposed development will be via the public transportation, two percent will walk, and one percent will bike. However, in order to provide a conservative analysis, no reductions were applied.

**Table 6** shows the estimated vehicle trip generation for the weekday morning and weekday evening peak hours as well as daily traffic. Copies of the ITE trip generation worksheets are included in the Appendix.

Table 6  
SITE GENERATED TRIP ESTIMATES

ITE Land-Use Code	Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Weekday Daily Trips		
		In	Out	Total	In	Out	Total	In	Out	Total
220	Multifamily Housing (Low-Rise) 50 units	9	28	37	25	15	40	198	198	396

## Trip Generation Comparison

It should be noted that the site is currently occupied by an approximately 107,000 square-foot manufacturing building and parking lot. **Table 7** indicates the trips estimated to be generated by the existing manufacturing site and the trips estimated to be generated by the proposed residential development and the future development of the supplemental parking serving the manufacturing building which is located on the northwest corner of the intersection of Oakwood Avenue with Graceland Avenue (as discussed later in the report). A comparison between the future development’s generated trips and the manufacturing site shows that the trips estimated to be generated by the existing manufacturing site are approximately 50 percent higher during the weekday morning peak hour and 45 percent higher during the weekday evening peak hour.

Table 7  
TRIP COMPARISION

ITE Land-Use Code	Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Weekday Daily Trips		
		In	Out	Total	In	Out	Total	In	Out	Total
220	Multifamily Housing (Low-Rise) <sup>1</sup> 50 units	9	28	37	25	15	40	198	198	396
140	Manufacturing (~107,000 s.f.)	57	18	75	23	53	76	303	303	606
	<i>Difference</i>	-48	+10	-38	+2	-38	-36	-105	-105	-210

1 – Sum of both sites

## 4. Projected Traffic Conditions

The total projected traffic volumes include the existing traffic volumes, increase in background traffic due to growth, and the traffic estimated to be generated by the proposed subject development.

### Development Traffic Assignment

The estimated peak hour traffic volumes that will be generated by the proposed development were assigned to the roadway system in accordance with the previously described directional distribution. **Figure 6** illustrates the assignment of the vehicle traffic volumes to be generated by the proposed development.

### Background (No-Build) Traffic Conditions

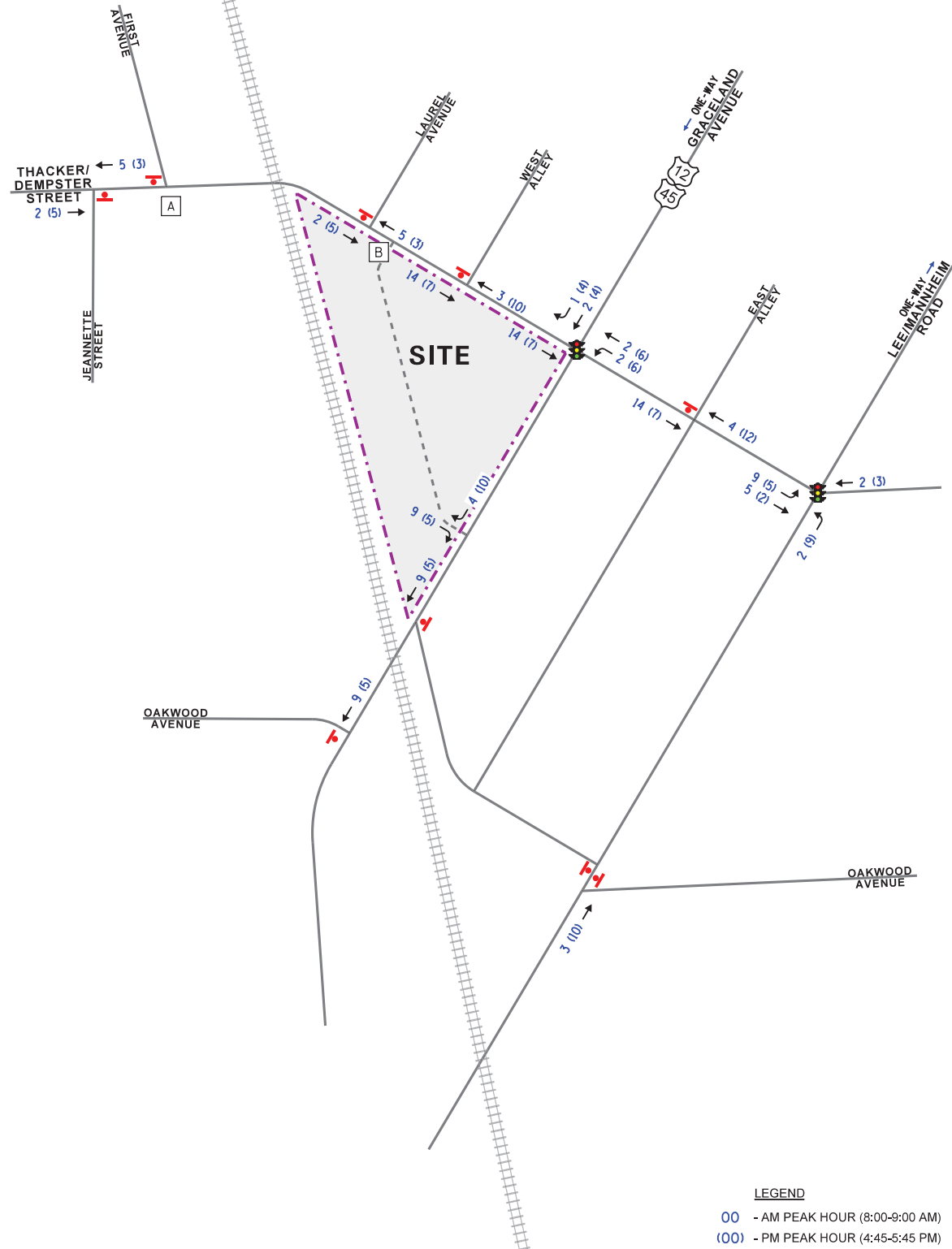
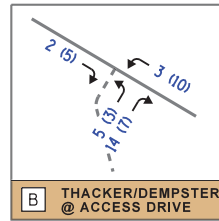
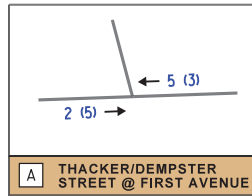
The existing traffic volumes (Figure 4) were increased by a regional growth factor to account for the increase in existing traffic related to regional growth in the area (i.e., not attributable to any particular planned development). Based on 2050 Average Daily Traffic (ADT) projections provided by the Chicago Metropolitan Agency for Planning (CMAP), the existing traffic volumes were increased by an annually compounded growth rate for six years (one-year buildout plus five years) totaling three percent to represent Year 2029 total projected conditions. Additionally, the Year 2029 no-build traffic volumes include the traffic estimated to be generated by the following other area developments:

- The trips generated by the Little Bulgaria Center located at 832 Lee Street were estimated and assigned to the roadway system. It should be noted that the pick-up and drop-off activities will take place off the east alley.
- It is our understanding that 96 units of the Welkin Apartments located at 1425 Ellinwood Street are unoccupied. The estimated trip to the vacant units were estimated and assigned to the roadway system.
- Trips estimated to be generated by a proposed residential development with 56 apartment units to be located at the northeast corner of the intersection of Oakwood Avenue with Graceland Avenue which is currently utilized as a parking lot for Contour Saws Inc.

### Total Projected Traffic Volumes

The total projected traffic volumes include the Year 2029 no-build traffic volumes and the traffic estimated to be generated by the proposed development (Figure 6). **Figure 7** shows the Year 2029 total projected traffic volumes.



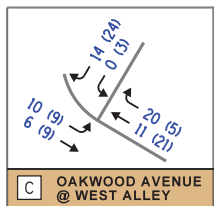
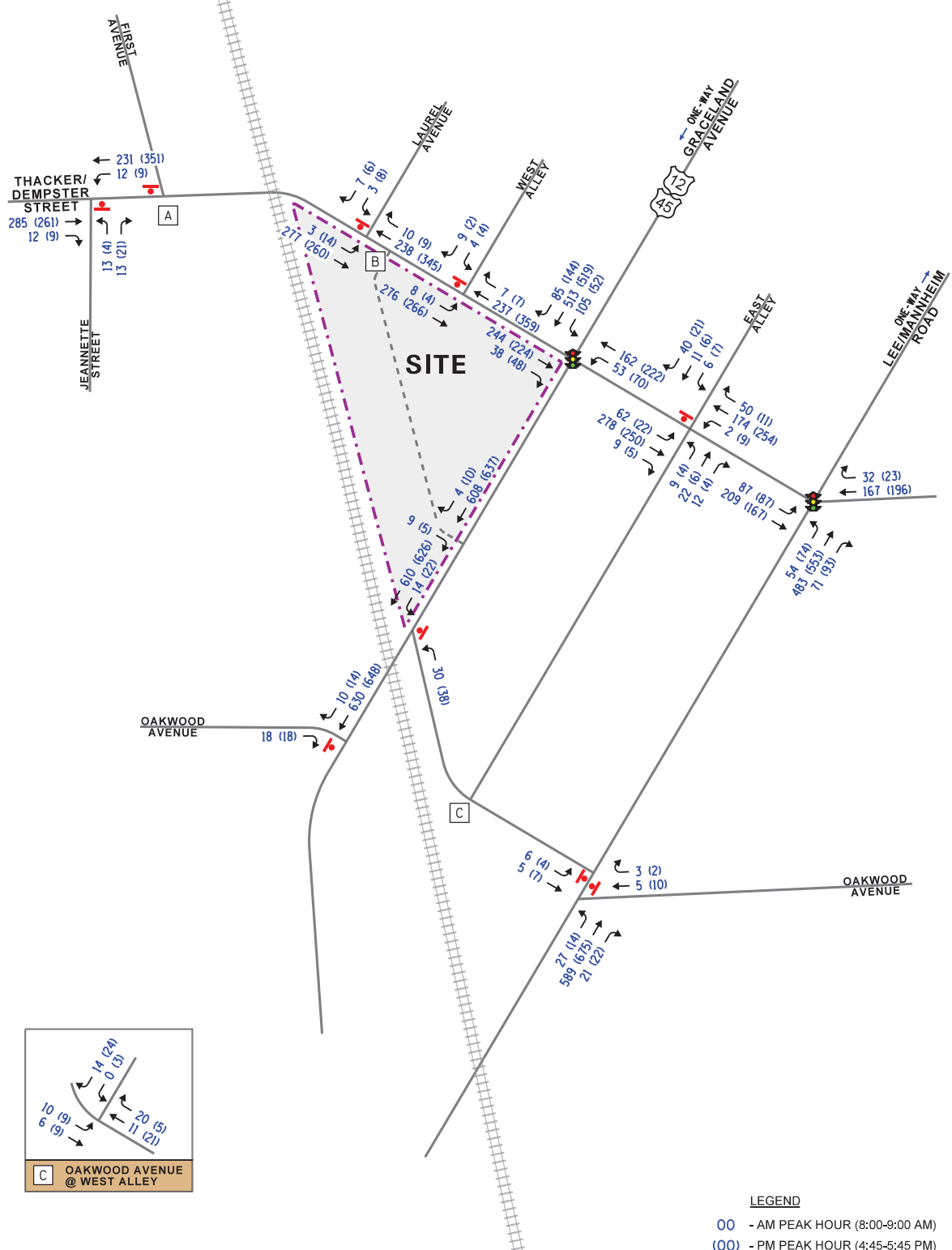
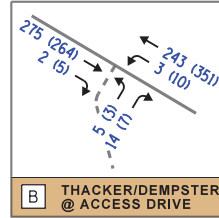
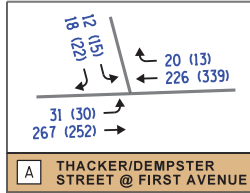


PROPOSED RESIDENTIAL DEVELOPMENT  
DES PLAINES, ILLINOIS

SITE-GENERATED TRAFFIC VOLUMES



Job No: 23-101 Figure: 6



**LEGEND**

- 00 - AM PEAK HOUR (8:00-9:00 AM)
- (00) - PM PEAK HOUR (4:45-5:45 PM)

PROPOSED RESIDENTIAL DEVELOPMENT  
DES PLAINES, ILLINOIS

YEAR 2029 TOTAL TRAFFIC VOLUMES



## 5. Traffic Analysis and Recommendations

The following provides an evaluation conducted for the weekday morning and evening peak hours. The analysis includes conducting capacity analyses to determine how well the roadway system and access drives are projected to operate and whether any roadway improvements or modifications are required.

### Traffic Analyses

Roadway and adjacent or nearby intersection analyses were performed for the weekday morning and evening peak hours for the existing and future projected (Year 2029) traffic volumes.

The traffic analyses were performed using the methodologies outlined in the Transportation Research Board's *Highway Capacity Manual (HCM)*, 6<sup>th</sup> Edition and analyzed using Synchro/SimTraffic 11 software. The analysis for the traffic-signal controlled intersection was accomplished using actual cycle lengths and phasings to determine the average overall vehicle delay and levels of service.

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

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

Summaries of the traffic analysis results showing the level of service and overall intersection delay (measured in seconds) for the existing and Year 2029 total projected conditions are presented in **Tables 8** through **11**. A discussion of the intersections follows. Summary sheets for the capacity analyses are included in the Appendix.

Table 8

CAPACITY ANALYSIS RESULTS – THACKER STREET WITH GRACELAND AVENUE – SIGNALIZED

Conditions	Peak Hour	Eastbound		Westbound		Southbound		Overall
		T/R	L/T	L	T/R			
Existing Conditions	Weekday Morning	E – 59.1	D – 47.8	A	A	A – 6.4	C	25.7
				6.3	6.5			
	Weekday Evening	E – 59.0	E – 55.4	A	A	A – 6.7	C	28.5
				6.6	6.7			
Projected Conditions	Weekday Morning	E – 58.4	D – 46.8	A	A	A – 7.6	C	26.5
				7.3	7.6			
	Weekday Evening	E – 58.6	E – 56.7	A	A	A – 7.4	C	29.5
				7.1	7.4			

Letter denotes Level of Service L – Left Turn R – Right Turn  
 Delay is measured in seconds. T – Through



Table 9  
CAPACITY ANALYSIS RESULTS – THACKER STREET WITH LEE ROAD – SIGNALIZED

Conditions	Peak Hour	Eastbound		Westbound		Northbound		Overall
		L/T	T	R	L/T/R			
Existing Conditions	Weekday Morning	C – 34.9	E 57.5	A 4.9	A – 9.6	C 22.9		
			D – 48.2					
	Weekday Evening	C – 34.9	E 56.7	A 0.7	A – 9.5	C 22.5		
			D – 50.7					
Projected Conditions	Weekday Morning	C – 34.0	E 57.8	A 4.9	B – 11.4	C 24.3		
			D – 49.3					
	Weekday Evening	C – 34.9	E 56.6	A 0.9	B – 10.9	C 23.4		
			D – 50.8					

Letter denotes Level of Service L – Left Turn R – Right Turn  
Delay is measured in seconds. T – Through

Table 10

## CAPACITY ANALYSIS RESULTS – EXISTING CONDITIONS - UNSIGNALIZED

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
<b>Graceland Avenue with Oakwood Avenue (North Intersection)<sup>1</sup></b>				
• Westbound Approach	B	11.0	B	11.0
<b>Graceland Avenue with Oakwood Avenue (South Intersection)<sup>1</sup></b>				
• Eastbound Approach	B	10.4	B	11.0
<b>Lee Street with Oakwood Avenue<sup>1</sup></b>				
• Eastbound Approach	B	12.8	B	14.2
• Westbound Approach	B	12.2	B	14.7
<b>Thacker Street with Laurel Avenue<sup>1</sup></b>				
• Southbound Approach	B	10.2	B	12.3
• Eastbound Left Turn	A	7.7	A	8.1
<b>Thacker Street with First Avenue<sup>1</sup></b>				
• Southbound Approach	B	11.2	B	12.3
• Eastbound Left Turn	A	7.8	A	8.2
<b>Jeannette Street with Thacker Street<sup>1</sup></b>				
• Northbound Approach	B	11.3	B	10.5
• Westbound Left Turn	A	8.0	A	7.8
<b>Thacker Street with Alley (West Alley)<sup>1</sup></b>				
• Southbound Approach	B	10.3	B	12.6
• Eastbound Left Turn	A	7.7	A	8.1
<b>Thacker Street with Alley (East Alley)<sup>1</sup></b>				
• Northbound Approach	B	11.5	B	14.0
• Southbound Approach	B	10.9	B	11.6
• Eastbound Left Turn	A	7.6	A	7.8
• Westbound Left Turn	A	7.8	A	7.8
<b>Oakwood Avenue with Alley<sup>1</sup></b>				
• Southbound Approach	A	8.4	A	8.5
• Eastbound Left Turn	A	7.2	A	7.2
LOS = Level of Service Delay is measured in seconds.		1- Two-Way Stop Control.		

Table 11

## CAPACITY ANALYSIS RESULTS –PROJECTED CONDITIONS – UNSIGNALIZED

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
<b>Graceland Avenue with Oakwood Avenue (North Intersection)<sup>1</sup></b>				
• Westbound Approach	B	11.5	B	11.4
<b>Graceland Avenue with Oakwood Avenue (South Intersection)<sup>1</sup></b>				
• Eastbound Approach	B	10.7	B	11.2
<b>Lee Street with Oakwood Avenue<sup>1</sup></b>				
• Eastbound Approach	B	13.8	C	15.1
• Westbound Approach	B	13.0	C	15.7
<b>Thacker Street with Laurel Avenue<sup>1</sup></b>				
• Southbound Approach	B	10.5	B	12.7
• Eastbound Left Turn	A	7.8	A	8.2
<b>Thacker Street with First Avenue<sup>1</sup></b>				
• Southbound Approach	B	11.6	B	12.7
• Eastbound Left Turn	A	7.8	A	8.2
<b>Jeannette Street with Thacker Street<sup>1</sup></b>				
• Northbound Approach	B	11.8	B	10.7
• Westbound Left Turn	A	8.0	A	7.8
<b>Thacker Street with Alley (West Alley)<sup>1</sup></b>				
• Southbound Approach	B	10.7	B	13.2
• Eastbound Left-Turn	A	7.8	A	8.1
<b>Thacker Street with Alley (East Alley)<sup>1</sup></b>				
• Northbound Approach	C	15.3	B	13.8
• Southbound Approach	B	11.9	B	12.3
• Eastbound Left Turn	A	7.8	A	7.9
• Westbound Left Turn	A	7.9	A	7.8
<b>Oakwood Avenue with Alley<sup>1</sup></b>				
• Southbound Approach	A	8.5	A	8.6
• Eastbound Left Turn	A	7.3	A	7.3
<b>Graceland Avenue with Proposed Access Drive<sup>1</sup></b>				
• Eastbound Approach	B	10.4	B	10.5
<b>Thacker Street with Proposed Access Drive<sup>1</sup></b>				
• Northbound Approach	B	10.6	B	11.0
• Westbound Left Turn	A	7.8	A	7.8
LOS = Level of Service Delay is measured in seconds.		1- Two-Way Stop Control.		

## Discussion and Recommendations

The following summarizes how the intersections are projected to operate and identifies any roadway and traffic control improvements necessary to accommodate the development traffic.

### *Thacker Street with Graceland Avenue*

The results of the capacity analysis indicate that overall this intersection currently operates at Level of Service (LOS) C during the weekday morning and weekday evening peak hours. The eastbound approach currently operates at LOS E during both peak hours and the westbound approach operates at LOS D during the weekday morning peak hour and LOS E during the weekday evening peak hour. Additionally, the southbound approach operates at LOS A during both peak hours.

Under Year 2029 total projected conditions, overall this intersection is projected to continue operating at LOS C during the weekday morning and weekday evening peak hours with increases in delay of approximately one second or less. All the approaches are projected to continue operating at the same existing levels of service during the peak hours with increases in delay of less than three seconds. The maximum 95<sup>th</sup> percentile queue for the eastbound through movement is projected to be approximately 295 feet during the weekday evening peak hour and will extend to the west alley but based on the field observations and the traffic simulation, the queue will clear the intersection during each green phase. The maximum 95<sup>th</sup> percentile queue for the westbound through movement is projected to be approximately 280 feet during the weekday evening peak hour and will extend to the east alley but based on the field observations and the traffic simulation, the queue will clear the intersection during each green phase. As such, this intersection has adequate reserve capacity to accommodate the traffic estimated to be generated by the proposed development and no roadway improvements and/or traffic control modifications are required.

### *Thacker Street with Lee Road*

The results of the capacity analysis indicate that overall this intersection currently operates at LOS C during the weekday morning and weekday evening peak hours. The eastbound approach operates at LOS C during both peak hours and the westbound approach operates at LOS D during both peak hours. Additionally, the northbound approach operates at LOS A during both peak hours.

Under Year 2029 total projected conditions, overall this intersection is projected to continue operating at LOS C during the weekday morning and weekday evening peak hours with increases in delay of less than one second. The eastbound and westbound approaches are projected to operate at the same existing levels of service during both peak hours with increases in delay of less than two seconds. The northbound approach is projected to operate at LOS B during both peak hours with increases in delay of less than two seconds. The maximum 95<sup>th</sup> percentile queue for the eastbound through movement is projected to be approximately 245 feet during the weekday morning peak hour and will extend to the east alley but based on the field observations and the traffic simulation, the queue will clear the intersection during each green phase. As such, this intersection has adequate reserve capacity to accommodate the traffic estimated to be generated by the proposed development and no roadway improvements and/or traffic control modifications are required.



*Graceland Avenue with Oakwood Avenue (North Intersection)*

The results of the capacity analysis indicate that the westbound approach currently operates at LOS B during the weekday morning and weekday evening peak hours.

Under Year 2029 total projected conditions, the westbound approach is projected to continue operating at LOS B during both peak hours with increases in delay of less than one second. As such, the traffic that will be generated by the proposed development will have a limited impact on the operation of this intersection and no roadway improvements and/or traffic control modifications are required.

*Graceland Avenue with Oakwood Avenue (South Intersection)*

The results of the capacity analysis indicate that the eastbound approach currently operates at LOS B during the weekday morning and weekday evening peak hours.

Under Year 2029 total projected conditions, the eastbound approach is projected to continue operating at LOS B during both peak hours with increases in delay of less than one second. As such, the traffic that will be generated by the proposed development will have a limited impact on the operation of this intersection and no roadway improvements and/or traffic control modifications are required.

*Lee Street with Oakwood Avenue*

The results of the capacity analysis indicate that the eastbound and westbound approaches currently operate at LOS B during the weekday morning and weekday evening peak hours.

Under Year 2029 total projected conditions, the eastbound and westbound approaches are projected to operate at LOS B during the weekday morning peak hour and LOS C during the weekday evening peak hour with increases in delay of approximately one second or less. As such, this intersection has adequate reserve capacity to accommodate the traffic estimated to be generated by the proposed development and no roadway improvements and/or traffic control modifications are required.

*Thacker Street with Laurel Avenue*

The results of the capacity analysis indicate that the southbound approach currently operates at LOS B during the weekday morning and weekday evening peak hours while the eastbound left-turn movement operates at LOS A during both peak hours.

Under Year 2029 total projected conditions, the southbound approach and the eastbound left-turn movement are projected to continue operating at the same existing levels of service during both peak hours with increases in delay of less than one second. As such, the traffic estimated to be generated by the proposed development will have a limited impact on the operation of this intersection and no roadway improvements and/or traffic control modifications are required.

### *Thacker Street with First Avenue*

The results of the capacity analysis indicate that the southbound approach currently operates at LOS B during the weekday morning and weekday evening peak hours while the eastbound left-turn movement operates at LOS A during both peak hours.

Under Year 2029 total projected conditions, the southbound approach and the eastbound left-turn movement are projected to continue operating at the same existing levels of service during both peak hours with increases in delay of less than one second. As such, the traffic estimated to be generated by the proposed development will have a limited impact on the operation of this intersection and no roadway improvements and/or traffic control modifications are required.

### *Thacker Street with Jeannette Street*

The results of the capacity analysis indicate that the northbound approach currently operates at LOS B during the weekday morning and weekday evening peak hours while the westbound left-turn movement operates at LOS A during both peak hours.

Under Year 2029 total projected conditions, the northbound approach and the westbound left-turn movement are projected to continue operating at the same existing levels of service during both peak hours with increases in delay of less than one second. As such, the traffic estimated to be generated by the proposed development will have a limited impact on the operation of this intersection and no roadway improvements and/or traffic control modifications are required.

### *Thacker Street with West Alley*

The results of the capacity analysis indicate that the southbound approach currently operates at LOS B during the weekday morning and weekday evening peak hours and the eastbound left-turn movement operates at LOS A during both peak hours.

Under Year 2029 total projected conditions, the southbound approach and the eastbound left-turn are projected to continue operating at the existing levels of service during both peak hours with increases in delay of less than one second. As such, the traffic estimated to be generated by the proposed development will have a limited impact on the operation of this intersection and no roadway improvements and/or traffic control modifications are required.

### *Thacker Street with East Alley*

The results of the capacity analysis indicate that the northbound and southbound approaches currently operate at LOS B during the weekday morning and weekday evening peak hours. The eastbound and westbound left-turn movements currently operates at LOS A during both peak hours.

Under Year 2029 total projected conditions, the northbound approach is projected to operate at LOS C during the weekday morning peak hour and LOS B during the weekday evening peak hour with increases in delay of less than four seconds. The southbound approach is projected to continue operating at LOS B during both peak hours with increases in delay of less than two seconds. The eastbound and westbound left-turn movements are projected to continue operating at LOS A during both peak hours with increases in delay of less than one second. As such, this intersection has adequate reserve capacity to accommodate the traffic estimated to be generated by the proposed development and no roadway improvements and/or traffic control modifications are required.

#### *Oakwood Avenue with East Alley*

The results of the capacity analysis indicate that the southbound approach and the eastbound left-turn movement currently operate at LOS A during the weekday morning and weekday evening peak hour.

Under Year 2029 total projected conditions, the southbound approach and the eastbound left-turn movement are projected to continue operating at LOS A during both peak hours with increases in delay of less than one second. As such, the trips estimated to be generated by the proposed development will have a limited impact on the operation of this intersection and no roadway improvements and/or traffic control modifications are required.

#### *Graceland Avenue with Proposed Access Drive*

The proposed right-in/right-out access drive off Graceland Avenue will provide one inbound lane and one outbound lane with the outbound movements under stop sign control.

Under Year 2029 total projected conditions, the eastbound approach is projected to operate at LOS B during both peak hours. As such, this intersection will be adequate to accommodate the traffic estimated to be generated by the proposed development and will ensure efficient access to the site.

#### *Thacker Street with Proposed Access Drive*

The proposed full movement access drive off Thacker Street provides one inbound lane and one outbound lane with the outbound movements under stop sign control.

Under Year 2029 total projected conditions, the northbound approach is projected to operate at LOS B during the weekday morning and weekday evening peak hours while the westbound left-turn movement is projected to operate at LOS A during both peak hours. As such, this intersection will be adequate to accommodate the traffic estimated to be generated by the proposed development and will ensure efficient access to the site.

## Parking Evaluation

As previously indicated, the proposed development will have approximately 50 townhomes including 33 three-bedroom units and 17 two-bedroom units. Each townhome will provide two garages and 13 guest parking spaces will be provided within the site. In order to determine the projected parking demand of the proposed development, the parking demand was estimated based on the City of Des Plaines Code of Ordinances and parking rates published in the Institute of Transportation Engineers' (ITE) *Parking Generation Manual*, 5<sup>th</sup> Edition. Based on the two methodologies, the parking demand for the proposed development is as follows:

### *Parking Requirements of Proposed Development per City Code*

- Multifamily Housing (133 bedrooms)
  - 1.5 parking spaces per two-bedroom unit
  - 2.25 parking spaces per three-bedroom unit
  - One guest parking space is required per 4 townhomes

Based on the above and the requirements of the City of Des Plaines, this translates into 113 parking spaces. It is also important to note that this ratio does not take into account the proximity of the site to the Metra train station.

### *ITE Parking Generation Manual*

- Residential Use (Multifamily Housing Low-Rise – Land Use Code 221)
  - 1.21 parking spaces per unit
  - 0.75 parking space per bedroom

Based on the above and the rates published in the ITE *Parking Generation Manual*, that translates into approximately 100 parking spaces which results in a surplus of 13 parking spaces. Therefore, the proposed parking supply meets ITE's requirements of 100 parking spaces.



## 6. Conclusion

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

- The volume of traffic projected to be generated by the proposed development will be reduced due to the proximity of the development to the Des Plaines Metra train station.
- The results of the capacity analysis indicate that the proposed development traffic will not have a significant impact on the area roadways.
- Access to the development will be provided via a full-movement access drive off Thacker Street Located approximately 40 feet east of Laurel Avenue and a right-in/right-out access drive off Graceland Avenue located approximately 395 feet south of Thacker Street. Both access drives will provide one inbound lane and one outbound lane with outbound movements under stop sign control.
- The proposed access drives will be adequate in accommodating the traffic projected to be generated by the proposed development and will ensure that a flexible access system is provided.
- The proposed parking supply of 113 spaces will meet the City of Des Plaines and ITE requirements.



### **REAL PROPERTY TAX BASE IMPACT**

The 2021 real property taxes for the property were \$173,333. The anticipated real property taxes for the property after completion and occupancy of the proposed development will be \$350,000 (2023 dollars).

The taxes were estimated using recent tax bills for owner-occupied townhomes in Des Plaines as no solely for-rent townhome developments were found. To recent sales were found; 783 Lee Street valued at \$455,249 and 8221 Lincoln valued at \$453,000. The taxes for these units were \$9,841 and \$9,826 respectively, or approximately 2.2% of value. Using the estimated construction permit basis for each of the proposed townhomes of \$300,000 and using a slightly more conservative 2.33% of value tax percentage to account for inflation, each town home would generate an approximate tax of \$7,000 per year.



## Public Comment Card Contour Place Workshop

Which site concept(s) are you commenting on? *Check one*

A  B  Both

What comments or questions do you have on proposed **Site or Building**

**Design?**

THAT LOOK NICE, TRY NOT TO  
MIX TOO MANY TEXTURES  
OR COLORS.

What comments or questions do you have on **Neighborhood Impact** from  
this project?

I FEEL LIKE THERE SHOULD  
BE NO MAJOR IMPACT.  
WILL IMPROVE THE OVERALL  
AESTHETIC.

How often have you been near or by this property (within approx. three  
blocks) in the past six months?

Daily  Weekly  Monthly  Not Regularly

**General Comments/Questions**

MAYBE CONDO INSTEAD OF  
APARTMENTS. PERMANENT  
RESIDENTS MIGHT TAKE  
MORE CARE OF THE  
AREA.



## Public Comment Card Contour Place Workshop

Which site concept(s) are you commenting on? Check one

A

B

Both



What comments or questions do you have on proposed Site or Building Design?

No issues. Glad to see attractive development.

What comments or questions do you have on Neighborhood Impact from this project?

Wish there were more options for affordable housing in DP being built but I live nearby and I am supportive

How often have you been near or by this property (within approx. three blocks) in the past six months?

Daily



Weekly



Monthly



Not Regularly



General Comments/Questions

Our family supports this development.





# Public Comment Card Contour Place Workshop

Which site concept(s) are you commenting on? Check one

A  B  Both

What comments or questions do you have on proposed Site or Building Design?

Looks like just another big box - More Brick, not cementitious siding -

What comments or questions do you have on Neighborhood Impact from this project?

Traffic - you cannot just take this bldg as an individual unit. Traffic from Welkin, 622 Graceland, New Units at Thacker and Lee, Little Bulgarian School (app + students) and potential development of Prairie Lee

How often have you been near or by this property (within approx. three blocks) in the past six months?

Daily  Weekly  Monthly  Not Regularly

### General Comments/Questions

Cut through traffic on Laurel Ave and Webford, Wood construction Not building long term community members, Small Apts = transient Too many studio and 1 BDRM Not enough 2 BDRM, Exterior looks just like other high rises ->



# Public Comment Card Contour Place Workshop

Which site concept(s) are you commenting on? *Check one*

A  B  Both

What comments or questions do you have on proposed **Site or Building Design?**

*The latest trend of ugly architecture!*

What comments or questions do you have on **Neighborhood Impact** from this project?

*Terrible impact!*

How often have you been near or by this property (within approx. three blocks) in the past six months?

Daily  Weekly  Monthly  Not Regularly

**General Comments/Questions**

*Des Plaines does not need more rental buildings, cheaply constructed and possibly turned into low-income subsidized properties.*



# Public Comment Card Contour Place Workshop

Which site concept(s) are you commenting on? *Check one*

A  B  Both

What comments or questions do you have on proposed **Site or Building Design?**

Why CANNOT THEY LOOK FOR ANOTHER COMMERCIAL BUFFER. SUCH AS, RETAIL STORES

What comments or questions do you have on **Neighborhood Impact** from this project?

TOO MANY APARTMENTS IN A SMALL AREA ALREADY SURROUNDED BY CONDOS

How often have you been near or by this property (within approx. three blocks) in the past six months?

Daily  Weekly  Monthly  Not Regularly

**General Comments/Questions**

I WOULD NOT WANT TO SEE THIS PROJECT APPROVED BY THE VILLAGE OF DES PLAINES



## Public Comment Card Contour Place Workshop

Which site concept(s) are you commenting on? *Check one*

A

B

Both

What comments or questions do you have on proposed **Site or Building Design**?

I appreciate the size of this bldg for the site. It fits into the neighborhood & is appropriate. The brick design is nice as well.

What comments or questions do you have on **Neighborhood Impact** from this project?

I'm concerned about traffic impact & parking on near by neighborhood streets.

How often have you been near or by this property (within approx. three blocks) in the past six months?

Daily

Weekly

Monthly

Not Regularly

**General Comments/Questions**

This meeting was a great idea. I'm glad the City is finally reaching out to the community for input before a project is approved. It's a start in the right direction.



# Public Comment Card Contour Place Workshop

Which site concept(s) are you commenting on? *Check one*

A  B  Both

What comments or questions do you have on proposed Site or Building Design?

WHY MAKE APARTMENTS? WHY NOT CONDOS OR TOWNHOMES?  
WE NEED RESIDENTS WHO ARE INVESTED IN OUR CITY, NOT TRANSIENT TENANTS

What comments or questions do you have on Neighborhood Impact from this project?

THIS PROJECT BACKS UP TO THE NEW BULGARIAN SCHOOL, WHICH EXPORTS ~200 STUDENTS DAILY. DROP OFFS GO LIGHT THROUGH THE NEIGHBORHOOD. THE TRAFFIC IMPACT OF THE WALKING COLLEGE LAND, THE SCHOOL,

How often have you been near or by this property (within approx. three blocks) in the past six months?

Daily  Weekly  Monthly  Not Regularly

General Comments/Questions

AND NOW THIS WILL BE SIGNIFICANT

THIS WAS A COMPLETELY INTERACTIVE WAY TO PRESENT THE PROJECT. THE DEVELOPERS SHOULD HAVE MADE PRESENTATIONS AND TAKEN QUESTIONS SO THAT EVERYONE COULD HEAR.





# Public Comment Card Contour Place Workshop

Which site concept(s) are you commenting on? Check one

- A  B  Both

What comments or questions do you have on proposed Site or Building Design?

PARKING AREA  
 Move the garages closer to corners instead of having multiple entrances.  
 Put land parking in the middle

What comments or questions do you have on Neighborhood Impact from this project?

Entering & EXISTING  
 Graceland is one way street  
 don't need to give an option to turn the wrong way.

How often have you been near or by this property (within approx. three blocks) in the past six months?

- Daily  Weekly  Monthly  Not Regularly

### General Comments/Questions

Redesign the location of parking garages.  
 Visitor parking should be in the middle opposite the entrance



## Public Comment Card Contour Place Workshop

Which site concept(s) are you commenting on? *Check one*

A

B

Both

What comments or questions do you have on proposed Site or Building Design?

more brick please

What comments or questions do you have on Neighborhood Impact from this project?

We have too many apartments currently & coming soon. Please consider condos.

How often have you been near or by this property (within approx. three blocks) in the past six months?

Daily

Weekly

Monthly

Not Regularly

General Comments/Questions

Less apartments, we are saturated.

Trends change



## Public Comment Card Contour Place Workshop

Which site concept(s) are you commenting on? *Check one*

A  B  Both

What comments or questions do you have on proposed **Site or Building Design**?

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What comments or questions do you have on **Neighborhood Impact** from this project?

- ① APPEARS TO BE SIMILAR USE TYPE TO OTHER EXISTING PROPERTIES
- ② WHAT IS # OF DWELLINGS UNITS / ACRE FOR THIS SITE AND EXISTING ADJACENT SITE

How often have you been near or by this property (within approx. three blocks) in the past six months?

Daily  Weekly  Monthly  Not Regularly

General Comments/Questions

- ① HOW MANY GUEST PARKING SPACES ARE PROVIDED
- ② PERCENT OF IMPERVIOUS COVERAGE; WHERE WILL STORM WATER DETENTION BE PROVIDED
- ③ FOR SALE OR RENTAL



# Public Comment Card Contour Place Workshop

Which site concept(s) are you commenting on? *Check one*

A  B  Both

What comments or questions do you have on proposed Site or Building Design?

Unable to fill Apts with residents and currently the new residential highrise sits empty and

What comments or questions do you have on Neighborhood Impact from this project?

Shifting building from trucks speeding down Grace and vibrates our Bldg... walls are cracked.

How often have you been near or by this property (within approx. three blocks) in the past six months?

Daily  Weekly  Monthly  Not Regularly

General Comments/Questions

Semi truck traffic should be routed to Route 83 instead of Grace.

New residential bldg. No route truck traffic

restaurant coming

## Samantha Redman

---

**From:** Maureen Stern  
**Sent:** Friday, June 9, 2023 10:28 AM  
**To:** Samantha Redman; John Carlisle  
**Subject:** FW: Feedback for Des Plaines, IL

This came in through the feedback button on the website.  
See below.

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**From:** Media Services <media@desplaines.org>  
**Sent:** Friday, June 9, 2023 10:24 AM  
**To:** Maureen Stern <mstern@desplaines.org>  
**Subject:** FW: Feedback for Des Plaines, IL

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**From:** Des Plaines, IL <[media@desplaines.org](mailto:media@desplaines.org)>  
**Sent:** Friday, June 9, 2023 10:23:44 AM (UTC-06:00) Central Time (US & Canada)  
**To:** Media Services <[media@desplaines.org](mailto:media@desplaines.org)>  
**Subject:** Feedback for Des Plaines, IL

You have received this feedback from [REDACTED] following page:

<https://www.desplaines.org/access-your-government/boards-and-commissions/planning-and-zoning-board>

My concern is the development of the saw company at Thacker and Graceland. I attended the meeting on June 6. I don't think the city realizes the total picture. I would like to see another meeting set with more notice given to residents in the area. There are more residents who were not advised in writing who do not have the Des Plaines internet access We don't need more apts especially if they accept vouchers. The complex will be mostly vouchers. . parking is not adequate now. The argument that most potential renters will not have cars is unrealistic. There is nothing close by - a car will be necessary for shopping. Argument that it is close to the train is unrealistic. Most young people work from home and the walk to the train is not that convenient especially in bad weather . I did it for 10 years. There is nothing in Des Plaines close by to entice young people to live here. There were board members that get it. The demeanor of one disappointing-like he didn't care I neglected to get names unfortunately. I remember faces Shame Des Plaines headed in wrong direction with apts



## Samantha Redman

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**From:** [REDACTED]  
**Sent:** Tuesday, June 13, 2023 3:48 PM  
**To:** Andrew Goczkowski; Jessica Mastalski; Mark Lysakowski; Colt Moylan; Sean Oskerka  
**Cc:** Samantha Redman; Dick Sayad; Carla Brookman; mwalster@desplaines.org; Patricia Smith; Mike Charewicz; jcatallano@desplaines.org; rfowler@desplaines.org; Rhoferr@desplaines.org; psaletnik@desplaines.org; Jzabo@desplaines.org; Cveremis@desplaines.org; tweaver@desplaines.org; Joanne Mendoza  
**Subject:** Fw: Graceland and Thacker -- Maybe Someone will respond  
**Attachments:** IMG\_6425.PNG

Good Afternoon.....I am writing this for myself, and other residents in the area. I have not gotten one response regarding previous emails. Very disappointing.

I can only hope this development is for reconsideration. There is no parking. Not a good location for apartments, especially since the new downtown apartments are not even rented. Knowing how the drill is, this complex will become low income housing which will destroy Des Plaines. Common sense would tell you this. I'd like to see Des Plaines work harder to build up retail, rather than apartments. All of us would. I take advantage of At7 and the Theatre.

There is not enough retail around to even entice people to live here. I have to drive outside of Des Plaines for most shopping.

Developer's arguments:

Young people want to live near the train. Downtown Des Plaines is different and they can't even rent those apartments close by. This is not Downtown Chicago where everything is in walking distance (restaurants, stores, drug stores, etc.) I traveled over 10 years to the train from this location, and during bad weather - not an easy hike. Even as he says young people don't need cars, there is no shopping convenient here. THEY WILL NEED CARS -- and the parking situation. Parking is limited in this location as it is.

He is never going to get the high rents he thinks he is - very delusional thinking.....So lower the rents and accept vouchers. I'm beginning to think that's the plan

**DO NOT APPROVE THEIR BUILDING PLANS**

Redraw the plans of the building Push back the building so there is a parking lot in front of the proposed building on Graceland.

Make the building residents 50 years and older -- there are more elderly people who would be interested

Do condos/townhouses - people who would have more of a personal stake in Des Plaines.

But, I'm not hopeful as from experience (I worked for attorneys and a lobbyist), and usually by the time residents are notified - too late. Just like the Journal site (more apartments) I hope Des Plaines wakes up.

I would like information to pass on to the residents in the area.

----- Forwarded Message -----

[REDACTED]  
**To:** "soskerka@desplaines.org" <soskerka@desplaines.org>  
**Cc:** "dsayad@desplaines.org" <dsayad@desplaines.org>  
**Sent:** Friday, June 9, 2023 at 12:49:13 PM CDT  
**Subject:** Graceland and Thacker

Good Afternoon

I sent the following email. FYI

You can see how upset some of us are about this development and the ramifications that are in the future It's not a good location with the arguments the developer had didn't fly

I'm not sure if you were at the meeting. Missed introductions if there were any.

I don't think residents given enough time to understand I had reached out awhile back to someone in Des Plaines. Never got a reply.

I hope you can do something More rentals Not a good thing for Des Plaines. Hoping city wakes up

Condos/townhomes would be

Mr Sayad - I think you were at this meeting ?

Thank you

Sent from my iPhone

## Samantha Redman

---

**From:** Des Plaines, IL <media@desplaines.org>  
**Sent:** Tuesday, June 20, 2023 9:58 AM  
**To:** Samantha Redman  
**Subject:** \*NEW SUBMISSION\* Contour Place Public Input

### Contour Place Public Input

**Submission #:** 2513920  
**IP Address:** 149.75.158.58  
**Submission Date:** 06/20/2023 9:57  
**Survey Time:** 3 minutes, 29 seconds

You have a new online form submission.

Note: all answers displaying "\*\*\*\*\*" are marked as sensitive and must be viewed after your login.

### Read-Only Content

#### Section Break

#### Which site concept(s) are you commenting on?

Both

#### What comments or questions do you have on the proposed Site or Building Design

please ignore the NIMBYs and permit this and all other residential housing projects.

#### What comments or questions do you have on Neighborhood Impact from this project?

Des Plaines is great am I am excited to share it with more people

#### How often have you been near or by this property (within approx. three blocks) in the past six months?

Daily

#### General Comments/Questions

I encourage displays to approve this and all residential building projects. there are a couple of NIMBYs running around the neighborhood complaining about this and I think you should ignore them. building more housing will help. Des Plaines and make it a more robust and vibrant community. I live very close to the site, and I look forward to new neighbors. Nick Hantel 719 Laurel Ave

#### Email (optional)

[REDACTED]

### Read-Only Content

Thank you,  
Des Plaines, IL

---

This is an automated message generated by Granicus. Please do not reply directly to this email.

## Samantha Redman

---

**From:** [REDACTED]  
**Sent:** Tuesday, June 20, 2023 10:01 AM  
**To:** Andrew Goczkowski; Jessica Mastalski; Mark Lysakowski; Colt Moylan; Sean Oskerka  
**Cc:** Samantha Redman; Dick Sayad; Carla Brookman; mwalster@desplaines.org; Patricia Smith; Mike Charewicz; jcatallano@desplaines.org; rfowler@desplaines.org; Rhoferr@desplaines.org; psaletnik@desplaines.org; Jzabo@desplaines.org; Cveremis@desplaines.org; tweaver@desplaines.org; Joanne Mendoza  
**Subject:** Re: Graceland and Thacker

I was at the city council meeting last night. I didn't expect to be able to speak. I wasn't prepared and left out my main concern about so many rentals in Des Plaines. This email is repetitive to my original email below.

Also I'm speaking for residents in the area. Not just myself

I dread that Des Plaines is going down this path. I think in the long run federal aid (we are not stupid people who don't realize this is behind all this) given to the city for these so called rentals will not be worth it in the end. Build condos or townhouses where people will have a personal and financial stake in their property

I had asked the developer at the June 6 meeting about what happens when these apts cannot be rented. ....asked about vouchers. He then stated they cannot turn away voucher requests. This development will end up be low income housing.

With the huge rental buildings downtown and the Webford project (more apts) Des Plaines will end up being a disaster down the road

I'd like to see more retail. I have a granddaughter who I would love to take downtown and see shops catered to kids.....not high end stores. There are a lot of kids in Des Plaines Choo Choo is one option but shame it's so small. Sometimes you can't get in.

I think you are making a mistake not agreeing to that gentleman's proposal re snack shop whatever. ....even if not a sit down restaurant. Des Plaines is not a high end city. Seems you lost many opportunities with these restaurants going other places. A good hamburger place would have been great

You made a big mistake about the dispensary. If In the right location downtown you lost a lot of money. There are a lot of people who have medical cards and recreation Now Give their money to Niles and Rosemont

Below is my original email sent to as many people I could find. I hope Mr Mendoza forwarded it to the zoning board. No one could give me any contact information for the Board

Could someone confirm date of the next zoning meeting. We were told June 25.....which is a Sunday

Thank you for your consideration

[Sent from Yahoo Mail for iPhone](#)

On Tuesday, June 13, 2023, 3:48 PM, [REDACTED] wrote:

Good Afternoon.....I am writing this for myself, and other residents in the area. I have not gotten one response regarding previous emails. Very disappointing.

I can only hope this development is for reconsideration. There is no parking. Not a good location for apartments, especially since the new downtown apartments are not even rented. Knowing how the drill is, this complex will become low income housing which will destroy Des Plaines. Common sense would tell you this. I'd like to see Des Plaines work harder to build up retail, rather than apartments. All of us would. I take advantage of At7 and the Theatre.

There is not enough retail around to even entice people to live here. I have to drive outside of Des Plaines for most shopping.

Developer's arguments:

Young people want to live near the train. Downtown Des Plaines is different and they can't even rent those apartments close by. This is not Downtown Chicago where everything is in walking distance (restaurants, stores, drug stores, etc.) I traveled over 10 years to the train from this location, and during bad weather - not an easy hike. Even as he says young people don't need cars, there is no shopping convenient here. THEY WILL NEED CARS -- and the parking situation. Parking is limited in this location as it is.

He is never going to get the high rents he thinks he is - very delusional thinking.....So lower the rents and accept vouchers. I'm beginning to think that's the plan

**DO NOT APPROVE THEIR BUILDING PLANS**

Redraw the plans of the building Push back the building so there is a parking lot in front of the proposed building on Graceland.

Make the building residents 50 years and older -- there are more elderly people who would be interested Do condos/townhouses - people who would have more of a personal stake in Des Plaines.

But, I'm not hopeful as from experience (I worked for attorneys and a lobbyist), and usually by the time residents are notified - too late. Just like the Journal site (more apartments) I hope Des Plaines wakes up.

I would like information to pass on to the residents in the area.

---- Forwarded Message ----

[REDACTED]  
**Sent:** Friday, June 9, 2023 at 12:49:13 PM CDT

**Subject:** Graceland and Thacker

Good Afternoon

I sent the following email. FYI

You can see how upset some of us are about this development and the ramifications that are in the future It's not a good location with the arguments the developer had didn't fly

I'm not sure if you were at the meeting. Missed introductions if there were any.

I don't think residents given enough time to understand I had reached out awhile back to someone in Des Plaines. Never got a reply.

I hope you can do something More rentals Not a good thing for Des Plaines. Hoping city wakes up



Condos/townhomes would be

Mr Sayad - I think you were at this meeting ?

Thank you

Sent from my iPhone

## Samantha Redman

---

**From:** Des Plaines, IL <media@desplaines.org>  
**Sent:** Monday, June 26, 2023 4:01 PM  
**To:** Samantha Redman  
**Subject:** \*NEW SUBMISSION\* Contour Place Public Input

### Contour Place Public Input

**Submission #:** 2528158  
**IP Address:** 99.93.196.68  
**Submission Date:** 06/26/2023 4:01  
**Survey Time:** 55 seconds

You have a new online form submission.

Note: all answers displaying "\*\*\*\*\*" are marked as sensitive and must be viewed after your login.

### Read-Only Content

#### Section Break

#### Which site concept(s) are you commenting on?

Both

#### What comments or questions do you have on the proposed Site or Building Design

not a good option in DP. there are so many vacant rentals already

#### What comments or questions do you have on Neighborhood Impact from this project?

#### How often have you been near or by this property (within approx. three blocks) in the past six months?

Weekly

#### General Comments/Questions

#### Email (optional)

#### Read-Only Content

Thank you,  
Des Plaines, IL

---

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## Samantha Redman

---

**From:** Des Plaines, IL <media@desplaines.org>  
**Sent:** Wednesday, July 5, 2023 12:53 PM  
**To:** Samantha Redman  
**Subject:** \*NEW SUBMISSION\* Contour Place Public Input

### Contour Place Public Input

**Submission #:** 2546548  
**IP Address:** 73.208.12.61  
**Submission Date:** 07/05/2023 12:53  
**Survey Time:** 11 minutes, 5 seconds

You have a new online form submission.

Note: all answers displaying "\*\*\*\*\*" are marked as sensitive and must be viewed after your login.

### Read-Only Content

#### Section Break

#### Which site concept(s) are you commenting on?

Both

#### What comments or questions do you have on the proposed Site or Building Design

Site A - I feel the open land parking lots should be moved to the middle of the area where the garage buildings are. Moving the garage buildings over towards the street is better. We don't need 4 exits from these parking areas with one being so close to the curve in the street on Thacker by the railroad tracks where vision could be blocked. The other exit on Graceland is giving the cars the opportunity to turn left on a one way street.

#### What comments or questions do you have on Neighborhood Impact from this project?

Parking will become an issue if the residence of the complex have to pay for a parking space. Each unit should already have that built into their rent. Visitor parking should be closer to the main entrance and enough to cover visitors at an equal amount since street parking is very limited.

#### How often have you been near or by this property (within approx. three blocks) in the past six months?

Weekly

#### General Comments/Questions

Parking redesign should be investigated as previously noted. For the site A building there are less 2 bedroom units per floor than in the Site B design. Consider making 2 more 2 bedroom units perform at the middle of each floor and eliminate 3 one bedroom units and one studio. Also a more define entrance should be visible at the corner of Graceland and Thacker even though this is not the main entrance. For Site B also a more define entrance should be visible along Graceland. Concerns over at Site B is Oakwood Street capable of handling all this new traffic and parking?

#### Email (optional)

[REDACTED]

### Read-Only Content

Thank you,  
Des Plaines, IL

## Samantha Redman

---

**From:** Des Plaines, IL <media@desplaines.org>  
**Sent:** Wednesday, July 5, 2023 7:11 PM  
**To:** Samantha Redman  
**Subject:** \*NEW SUBMISSION\* Contour Place Public Input

### Contour Place Public Input

**Submission #:** 2547791  
**IP Address:** 76.136.228.9  
**Submission Date:** 07/05/2023 7:11  
**Survey Time:** 6 minutes, 59 seconds

You have a new online form submission.

Note: all answers displaying "\*\*\*\*\*" are marked as sensitive and must be viewed after your login.

### Read-Only Content

#### Section Break

#### Which site concept(s) are you commenting on?

Site B

#### What comments or questions do you have on the proposed Site or Building Design

Should redevelop site with Townhome/Condos only with on-site.parking only

#### What comments or questions do you have on Neighborhood Impact from this project?

Parking is presently severely limited in the neighborhood at the time being! An apartment building would ONLY SERVE TO IMPACT parking and MAKE IT MUCH WORSE!

#### How often have you been near or by this property (within approx. three blocks) in the past six months?

Daily

#### General Comments/Questions

Develop Site B with Condo/Townhouse ONLY with on-site parking

#### Email (optional)

[REDACTED]

### Read-Only Content

Thank you,  
Des Plaines, IL

---

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## Samantha Redman

---

**From:** Des Plaines, IL <media@desplaines.org>  
**Sent:** Monday, July 10, 2023 4:46 PM  
**To:** Samantha Redman  
**Subject:** \*NEW SUBMISSION\* Contour Place Public Input

### Contour Place Public Input

**Submission #:** 2557607  
**IP Address:** 73.45.169.154  
**Submission Date:** 07/10/2023 4:46  
**Survey Time:** 25 minutes, 22 seconds

You have a new online form submission.

Note: all answers displaying "\*\*\*\*\*" are marked as sensitive and must be viewed after your login.

### Read-Only Content

#### Section Break

#### Which site concept(s) are you commenting on?

Both

#### What comments or questions do you have on the proposed Site or Building Design

i'm a owner of 915 Graceland ave. I don't agree with new zoning: R-4 Central Core Residential Case number:23-040-MAP.

#### What comments or questions do you have on Neighborhood Impact from this project?

No more rentals in this neighborhood!! We already have 136 rentals right one block down!!Maybe more at Ellison Apartments. This is a quite and peacefull area!!

#### How often have you been near or by this property (within approx. three blocks) in the past six months?

Daily

#### General Comments/Questions

Take in consideretion our concern about rentals. I would rather see condos/townhomes where people have a personal and financial stake in their property

#### Email (optional)

### Read-Only Content

Thank you,  
Des Plaines, IL

---

This is an automated message generated by Granicus. Please do not reply directly to this email.



## Samantha Redman

---

**From:** Des Plaines, IL <media@desplaines.org>  
**Sent:** Thursday, July 13, 2023 9:52 AM  
**To:** Samantha Redman  
**Subject:** \*NEW SUBMISSION\* Contour Place Public Input

### Contour Place Public Input

**Submission #:** 2564260  
**IP Address:** 75.58.27.199  
**Submission Date:** 07/13/2023 9:52  
**Survey Time:** 4 minutes, 11 seconds

You have a new online form submission.

Note: all answers displaying "\*\*\*\*\*" are marked as sensitive and must be viewed after your login.

### Read-Only Content

#### Section Break

#### Which site concept(s) are you commenting on?

Both

#### What comments or questions do you have on the proposed Site or Building Design

Don't build these, too many buildings too close to each other

#### What comments or questions do you have on Neighborhood Impact from this project?

Do we need extra rentals in Des Plaines?

#### How often have you been near or by this property (within approx. three blocks) in the past six months?

Daily

#### General Comments/Questions

Please build your buildings somewhere else

#### Email (optional)

### Read-Only Content

Thank you,  
Des Plaines, IL

---

This is an automated message generated by Granicus. Please do not reply directly to this email.

## Samantha Redman

---

**From:** Des Plaines, IL <media@desplaines.org>  
**Sent:** Wednesday, July 12, 2023 5:49 PM  
**To:** Samantha Redman  
**Subject:** \*NEW SUBMISSION\* Contour Place Public Input

### Contour Place Public Input

**Submission #:** 2563308  
**IP Address:** 75.58.27.199  
**Submission Date:** 07/12/2023 5:48  
**Survey Time:** 2 minutes, 11 seconds

You have a new online form submission.

Note: all answers displaying "\*\*\*\*\*" are marked as sensitive and must be viewed after your login.

### Read-Only Content

#### Section Break

#### Which site concept(s) are you commenting on?

Both

#### What comments or questions do you have on the proposed Site or Building Design

We don't need this extra buildings and noises over here. Its nice place to do the park .

#### What comments or questions do you have on Neighborhood Impact from this project?

will be any voting on this project? Many neighbors don't like this idea.

#### How often have you been near or by this property (within approx. three blocks) in the past six months?

Daily

#### General Comments/Questions

Move your project to more open area

#### Email (optional)

[REDACTED]

### Read-Only Content

Thank you,  
Des Plaines, IL

---

This is an automated message generated by Granicus. Please do not reply directly to this email.

**Samantha Redman**

---

**From:** Des Plaines, IL <media@desplaines.org>  
**Sent:** Tuesday, July 18, 2023 8:11 AM  
**To:** Samantha Redman  
**Subject:** \*NEW SUBMISSION\* Contour Place Public Input

**Contour Place Public Input**

**Submission #:** 2573662  
**IP Address:** 173.15.39.78  
**Submission Date:** 07/18/2023 8:10  
**Survey Time:** 6 minutes, 45 seconds

You have a new online form submission.  
Note: all answers displaying "\*\*\*\*\*" are marked as sensitive and must be viewed after your login.

**Read-Only Content**

**Section Break**

**Which site concept(s) are you commenting on?**

Both

**What comments or questions do you have on the proposed Site or Building Design**

**What comments or questions do you have on Neighborhood Impact from this project?**

How will this project affect traffic patterns, parking for all the units and emergency vehicles access.

**How often have you been near or by this property (within approx. three blocks) in the past six months?**

Daily

**General Comments/Questions**

How many units are subject to low income tenants

**Email (optional)**



**Read-Only Content**

Thank you,  
Des Plaines, IL

---

This is an automated message generated by Granicus. Please do not reply directly to this email.

\* Which site concept(s) are you commenting on?

A + B Contour Project (Thacker and Graceland)

What comments or questions do you have on the proposed Site or Building Design

Too Many Rentals in Des Plaines as it is  
Potential of being low income housing

What comments or questions do you have on Neighborhood Impact from this project?

PARKING / CRIME

\* How often have you been near or by this property (within approx. three blocks) in the past six months?


DAILY

General Comments/Questions

No retail close by for shopping; not close to  
transportation (a good walk) especially in bad weather  
Schools are crowded - Build a school

Email (optional) m


Questions about the project should be sent to [redman@desplaines.org](mailto:redman@desplaines.org).

1. To receive a copy of your submission, please fill out your email address below and submit.
2. Email Address: 

IF YOU AGREE WITH MY COMMENTS, PLEASE SIGN. I WILL FORWARD TO THE ZONING COMMITTEE. IF YOU HAVE OTHER COMMENTS, PLEASE FEEL FREE TO MAKE YOUR OWN NOTES.

THANK YOU. Please leave the pen!

Mary Davis 203  
Teli Pudlo 302  
Christ Anderson #501  
DAVID AND LINDA SCHULTZ - #306  
CONSUELO Balagueram #305

Marge & Tom Namie #506  
 #303

Mary Ann Ales ~~Ales~~ Joe Ales 303

Preetima Thomas 503

Therese A. Durante 401

Chuck Durante 401

Karen J. March 502

Bijoy Thomas 503

Lion W. Kiplinski 502

Nancy S. Greenleaf - 206

Maria A. Olson 202

Deanna & Mitchell Str 201

Richard Pat 404

Mary Pearson 403

Ever David 405

\* Which site concept(s) are you commenting on?

A + B Contour Project (Thacker and Graceland)

What comments or questions do you have on the proposed Site or Building Design

Too Many Rentals in Des Plaines As it is Potential of being low income housing

What comments or questions do you have on Neighborhood Impact from this project?

PARKING / CRIME

\* How often have you been near or by this property (within approx. three blocks) in the past six months?

DAILY

General Comments/Questions

No retail close by for shopping; not close to transportation (a good walk) especially in bad weather Schools are crowded - Build a school

Email (optional) M

Questions about the project should be sent to [redmm@desplaines.org](mailto:redmm@desplaines.org).

1. To receive a copy of your submission, please fill out your email address below and submit.

2. Email Address : [Redacted]



IF YOU AGREE WITH MY COMMENTS, PLEASE SIGN. I WILL FORWARD TO THE ZONING COMMITTEE. IF YOU HAVE OTHER COMMENTS, PLEASE FEEL FREE TO MAKE YOUR OWN NOTES.

THANK YOU. Please leave the pen!

Mary Dennis 203

Teri Pudlo 302

Carol Anderson #501

DAVID AND LINDA SCHULTZ - #306

CONSUELO Balagueram #305

Marge + Tom Dammie

#506



#303

Mary Ann ~~Adessa~~ Joe Ales

303

Preethee Thomas 503

Therese A. Durante 401

Chuck Durante 401

Karen Jensen 502

Bijoy Thomas 503

Lion W. Kiplinski 502

Nancy S. Greenfield - 206

Maria A. Olson 202

Deanna + Mitchell ~~Stu~~ 201

Richard Pat 404

Mary Pearson 403

David 405

(over)

**From:** [REDACTED]  
**Sent:** Monday, August 7, 2023 12:58 PM  
**To:** John Carlisle; Samantha Redman; Joanne Mendoza; Margaret Mosele  
**Cc:** Andrew Goczkowski; Jessica Mastalski; Mark Lysakowski; Mark Walsten; Colt Moylan; Sean Oskerka; Mike Charewicz; Dick Sayad; Carla Brookman; Patricia Smith  
**Subject:** For your consideration: Please pass these comments on to the zoning board re Contour Project

At the meeting on July 25 re rezoning of Contour Saw project. I hope all of you sit back , read the concerns, and consider what will eventually may happen. I'm glad any decision was postponed at this meeting.

Why not just rezone the properties for private homes / townhomes also. Better yet, a school and/or park - I have heard the schools are overcrowded. Also, Give other developers the opportunity for the sites. Maybe this developer would be interested going that route. You would get more interest in the property and hopefully a better plan for the neighborhood if the rezoning included private homes / townhomes.

Eventually the inflation has to improve although it might take a while. So why rush into this.

It was almost a relief about possible townhomes at Site A. After the bombshell that townhomes would be rentals, and reality set in - along with discussions with area residents- this is a worse scenario than the apartments . You would never be able to control the amount of residents living in a townhouse. Property values will go down, not up. Parking would still be a problem.

If you had to keep apartments at Site B. You would have that money generated - and would be more reasonable for the discussion of future and present housing for seniors which was mentioned. The reality is there is a need for this now. The apartments would work at Site B. I agree.

I'm all for senior housing. There are 3-5 year waiting lists for senior housing. I have friends who are on waiting lists.

They would have additional parking for apartments if they moved the building back further to the west of Graceland. Reconfigure their plans. It would look nicer on Graceland if they did something like the Waterford Condos on Graceland did in front of their condo building.





And learning the City took the first offer from one developer, this doesn't seem like a good business plan. **Why the rush** when you don't even know what's going to happen at the journal building site, or the rentals from Welkin and Ellison developments. I'm not certain, but aren't there other developments in the works in Des Plaines.

I saw the figures about tax revenue -  
Approx. 43,000 taxes received now for properties  
Taxes from federal funding. Approx. 490,000

If it was private property- if 40 townhomes. Generate at least 10,000 -12,000 yearly taxes per unit. 480,000 for the property at Site A

If townhomes were privately owned you would generate more taxes in the long run and not compromise the neighborhood. I walked this neighborhood with my granddaughter this past weekend. Such a great safe area with Centennial Park close by. Beautiful.

People who own have a stake in the property take care of it.

Seeing the townhomes around Mannheim and Touhy shows the future of what might eventually happen.

Why not check with surrounding municipals (Schaumburg, Arlington Heights, Rolling Meadows and other neighboring municipalities) if they have problems with this kind of a development in the middle of a quiet residential neighborhood.

Have you looked into this builder's credentials? I see one project pending. Talked to Skokie Rezoning....his development was approved but nothing has been done yet. I



could not find any building developments he has completed. Wouldn't it be a good idea if this was postponed until you see how Skokie makes out with his development. With all the developments planned in Des Plaines, what is the rush.

Right now, You have no idea about the quality and knowledge of the builder's building developments. I do know he was denied building in the City of Chicago at 2835-45 West Belden. The alderman at the time did not want the project. I could not get a reason for the denial.

Hopefully, you have more information on the builder.

There are other ways to get revenue for the city. Focus on downtown retail. Small shops, restaurants , snack shop would be a good thing close to train. Would love to see a dollar store

These are my thoughts along with others. There are so many area residents who have no idea of what is going on, and many who do not have access to internet.

I hope you all read next door. When these conversations come up, people have a lot to say but give up. Talking with residents re Webford project. — seems like they feel the resident's opinions in Des Plaines do not matter. Shame so many residents feel that way.

Saw that with Kimchi project. Pushed it through because of a potential lawsuit..... Is that how Des Plaines works? Telling developers they are good to go before anything approved and finding out how residents feel about it. I was able to talk to the attorney and owners of the Kimchi project when I left the meeting. I wished them good



luck. Very responsible and respectful.....hope it works out for them and Des Plaines residents nearby.

Thank you for your consideration.

And I hope your decisions don't reflect the term limits set - that many of these decisions are made in haste. I am sorry this happened.

[Sent from Yahoo Mail for iPhone](#)

Chris at [REDACTED]

## Samantha Redman

---

**From:** Caryssa Buchholz [REDACTED]  
**Sent:** Monday, August 7, 2023 10:47 PM  
**To:** Samantha Redman  
**Subject:** Re: Contour Saws Site A  
**Attachments:** 1924 Graceland-Thackerer.jpg

Samantha,

Thank you for forwarding:

I do have a few comments in regards to Site A:

1. With the newly proposed plan as townhomes, I believe this is even more a great opportunity than before to utilize a portion of the existing building on-site through re-use for planned components such as the club house. Despite several additions, there is a portion that appears more of the scale of a single family residence. This building dates back to the 1920s - back when the Contour Saws site was primarily single family residence - see attached Sanborn map. In addition, as you can see from the below newspaper clip and if one were to pull the original plat for the Des Plaines Manor subdivision, the triangle plots at the end of Laurel just above the article title is the site in question, which makes it a part of the original single family Garden City-esque subdivision layout. By preserving this single family structure already on the site, it not only honors the history of the city, it maintains the design or even returns the subdivision closer to its original intent and it creates a unique project that will set it apart from residential developments across our own city and every other neighboring city.
2. As for the new construction component, I would like to see more movement in the facades of the townhome designs. I believe them to be too minimalist per the concept renderings. The condominiums kiddy korner to them have stone lintels and ornamentation and the single family residences in the subdivision are very much craftsman in nature, each bearing their own unique character. While it is often cheaper to design a straight facade, I feel if there is not enough detail added in other manners, they can get stagnant/flat. I'd like to see more than just a slight dip at the roofline between units and a material transition to create that movement. I'd like to see detail added with things such as a cornice or window/door trim or juliet balconies or pilasters - minor things that could break the plane while still structurally maintaining a straight facade at a minimum. I also would like to see material choices become a bit more concise. Right now, the rendering indicates 2 colors of face brick, a veneer stone, and a fiber cement panel. I'd prefer to see this brought down to 2 material choices with a contrasting color palette of 2 colors.

**Restricted District**  
 In this portion of the subdivision, lots are improved with sewer, water, gas, electricity, cement sidewalks, thrifty trees, etc. Lots 50x150 in this section as low as \$400. Only 3 minutes walk from schools, stores, theater, Northwestern Station, etc.

**HALF ACRE TRACT DISTRICT**  
 Every black square on this plat indicates a house already built & occupied. All the lots which do not bear lot numbers have been already sold.

**The Finest Homes in Des Plaines Join Our Subdivision at This Point**

# These Half Acre Tracts Will Pay for Themselves



(Orange outlines buildings originally shown in attached 1924 Sanborn)

Thanks in advance for your time,

**Caryssa Buchholz**

On Mon, Aug 7, 2023 at 3:22 PM Samantha Redman <[sredman@desplaines.org](mailto:sredman@desplaines.org)> wrote:

Hi Caryssa,

Attached are the presentation documents from the discussion on 7/25. There is an issue uploading to the website, I'm investigating right now. Thanks for bringing this to my attention.

Attached is the conceptual plan and rendering. Please note the developer has not submitted an application yet for Site A and they are intending to submit later this month. Once submitted, any person is able to examine the application upon request, per [section 12-3-1.D](#) (i.e. we will email all plans to you if you ask). Prior to the Planning and Zoning Board meeting, all materials will be available on the website along with the staff report.

Note: Site B was recommended for approval on 7/25. However, the petitioner has requested to postpone the City Council meeting for Site B until Site A has been through the Planning and Zoning Board so that both applications can be considered by City Council simultaneously.

If you or another community member have comments, please send to me either through email or through the public input form on [desplaines.org/contourplace](https://desplaines.org/contourplace). All comments go directly to our staff so we can incorporate them with our staff review and all public comments are included into the PZB staff report packet.

Let me know if you have any questions, thank you.

---

*How are we doing? Our department wants your feedback. Based on your recent experience with us, please take a few moments to complete this [customer satisfaction survey](#).*

SAMANTHA REDMAN

PLANNER

City of Des Plaines

1420 Miner Street, Des Plaines, IL 60016

P: 847.391.5384 W: [desplaines.org](https://desplaines.org)



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**From:** Caryssa Buchholz [REDACTED]  
**Sent:** Monday, August 7, 2023 2:21 PM  
**To:** Samantha Redman <[sredman@desplaines.org](mailto:sredman@desplaines.org)>  
**Subject:** Contour Saws Site A

Good Afternoon Samantha,

I was just catching up on the Contour Saws Development Proposal and based on the audio from the Site B Planning and Zoning meeting held in July 25th, I believe there was mention that Site A was now being looked at for Townhome development and imagery was presented at the meeting. I didn't see any presentation documents online for Site A.

Is that located somewhere where I could see the current proposal for Site A?

Thanks,

**Caryssa Buchholz, AIA, LEED Green Assoc.**



## Samantha Redman

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**From:** Des Plaines, IL <media@desplaines.org>  
**Sent:** Wednesday, September 13, 2023 10:05 PM  
**To:** Samantha Redman  
**Subject:** \*NEW SUBMISSION\* Contour Place Public Input

### Contour Place Public Input

**Submission #:** 2699455  
**IP Address:** 174.192.69.24  
**Submission Date:** 09/13/2023 10:04  
**Survey Time:** 40 minutes, 36 seconds

You have a new online form submission.

Note: all answers displaying "\*\*\*\*\*" are marked as sensitive and must be viewed after your login.

### Read-Only Content

#### Section Break

#### Which site concept(s) are you commenting on?

Both

#### What comments or questions do you have on the proposed Site or Building Design

If Welkin is only 50%/not fully occupied (as well as more units coming on Webford)? Is the market telling you there is already enough units available? If these units are not fully occupied, I fear HUD units coming. Des Plaines needs patrons with HIGHER disposable income, not LOWER! Existing home sales are stagnant while new home construction is doing well. Why aren't we building townhouses? The Lee/Center downtown townhouses appear sold-out while Welkin 1/2 empty! How secure is bank line?

#### What comments or questions do you have on Neighborhood Impact from this project?

The green argument to charge for parking is just a disguise. It's just another way to upcharge the renter. If you live in the burbs, 95% of people have at least one car. Milenials are an increasing part of the first time home buying market which would support new townhome rationale. In terms of parking enforcement- Forget it. I've called into the DP police to enforce a Stop sign at my intersection. Dozens of cars run through it every day as no one cares. Welkin many cars park on Elin all day.

#### How often have you been near or by this property (within approx. three blocks) in the past six months?

Daily

#### General Comments/Questions

DP seems to be hitting the first and only real bid for the development. New home sales are is the only thing moving right now (existing homeowners with low mortgage rates are reluctant to move). Rental units feel saturated and am worried about units going HUD to fill them in the years ahead.

#### Email (optional)

██████████

### Read-Only Content

Thank you,  
Des Plaines, IL

# LONG TRAINS

(MEETING ON JUNE 6. 2023)

AFTER THE MEETING, WHEN WE WERE TOLD, THAT ONLY SHORT TRAINS ARE MOVING ON THE TRACK BEHIND MY HOUSE

JUNE 14 - 2023 VIDEO OF LONG TRAIN, THAT DAY **3** LONG TRAINS PASSED MY HOUSE (128, 145, ? CARS)

JUNE 19 - 23 - AT NIGHT 1 AM (? CARS)

JUNE 20 - 23 - 1 PM (148 CARS), AND 10:20 PM (142 CARS)

JUNE 21 - 2023 - 11:20 PM (147 CARS)

JUNE 22 - 2023 - 5:30 AM (145 CARS) & 11:45 PM (145 CARS)

JUNE 23 - 2023 - 3:40 PM (145 CARS) & 10:30 PM (147 CARS)

JUNE 24 - 2023 - 1:08 AM (?) V & 10:05 AM (129) V

S. JUNE 25 - 2:30 AM (LONG ?) & 1:30 PM (?), 8:30 PM (?) V

JUNE 26 - 2:40 PM (?) V, 8:22 PM (?) V, 2:40 AM (?)

JUNE 29 - 1:48 PM (41+?) V

JUNE 30 - 7:45 PM (140)

SAT. JULY 1 - 7:45 AM (105)

SUN JULY 2 - 11:45 PM (147)

JULY 5 - 7:30 PM (104)

FRI JULY 7 - 4:20 AM (100+?)

THU JULY 20 - 7:50 PM (104) V

FRI JULY 21 - 9:15 AM (104) V

SAT JULY 22 - 9:15 AM (100+)

MON JULY 24 - 12:15 AM (100+), 8:50 PM (100+)

SUN JULY 30 - 11:30 AM (147) V

MON JULY 31 - 5:55 AM (100+), 9 AM, 11 AM

SAT AUG 5 - 7:20 (100+) AM

WED AUG 9 - 8:15 PM (100+) V

SAT AUG 12 - 8:16 AM (120) V

TUE AUG 22 - 10:45 AM (65+)?

TURS. AUG 31 - 12:50 PM (133)

WED SEPT 6 - 9:10 PM (143)

SAT SEPT 9 - 3:50 PM (157)

SAT SEPT 10 - 12:50 PM (120)

SUN SEPT 24 - 4:15 PM (202)  
TUE SEPT 26 - 11:15 AM (LONG & HEAVY)

## Samantha Redman

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**From:** Des Plaines, IL <media@desplaines.org>  
**Sent:** Wednesday, September 27, 2023 11:02 PM  
**To:** Samantha Redman  
**Subject:** \*NEW SUBMISSION\* Contour Place Public Input

### Contour Place Public Input

**Submission #:** 2728994  
**IP Address:** 73.8.105.28  
**Submission Date:** 09/27/2023 11:01  
**Survey Time:** 16 minutes, 22 seconds

You have a new online form submission.

Note: all answers displaying "\*\*\*\*\*" are marked as sensitive and must be viewed after your login.

### Read-Only Content

#### Section Break

#### Which site concept(s) are you commenting on?

Both

#### What comments or questions do you have on the proposed Site or Building Design

While I do think these buildings would look much nicer than the current factory and empty lot, please do not build anymore rentals. We need more home OWNERSHIP in Des Plaines. Condos are better than apartments. Empty rentals brings in low income housing which leads to increased crime and uneasy vibes residents do not want introduced. This will lead to residents choosing to leave Des Plaines, when the goal of the city is to bring people in.

#### What comments or questions do you have on Neighborhood Impact from this project?

Residents of Des Plaines want more than just housing. We need to keep the suburb vibe and not turn into a "city." We need eateries, parks, and entertainment options. Des Plaines does not need to put a condo or apartment building in any space we can squeeze. With that said, if you just choose to put housing here, do condos and NOT apartments. Townhomes are too expensive for many homebuyers in this current market.

#### How often have you been near or by this property (within approx. three blocks) in the past six months?

Monthly

#### General Comments/Questions

Give the name "Des Plaines" a good name for other neighboring suburbs. We have bigger fish to fry...let's make Des Plaines' downtown compete with our neighbors, focus on crime, and work on getting more green space.

#### Email (optional)

#### Read-Only Content

Thank you,  
Des Plaines, IL

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This is an automated message generated by Granicus. Please do not reply directly to this email.

## Samantha Redman

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**From:** Des Plaines, IL <media@desplaines.org>  
**Sent:** Tuesday, October 31, 2023 1:16 PM  
**To:** Samantha Redman  
**Subject:** \*NEW SUBMISSION\* Contour Place Public Input

### Contour Place Public Input

**Submission #:** 2796053  
**IP Address:** 75.196.85.68  
**Submission Date:** 10/31/2023 1:15  
**Survey Time:** 10 minutes, 58 seconds

You have a new online form submission.

Note: all answers displaying "\*\*\*\*\*" are marked as sensitive and must be viewed after your login.

### Read-Only Content

#### Section Break

#### Which site concept(s) are you commenting on?

Both

#### What comments or questions do you have on the proposed Site or Building Design

I live just East of the proposed area. I am kitty corner from Central School. This is a heavily populated area which only leads to the West side of Thacker/Lee Street becoming the same way. The cross walk at Laurel and Thacker/Dempster WON'T do A DAMN thing. The neon green sign put up by the school walk way does SHIT for the speaders.

#### What comments or questions do you have on Neighborhood Impact from this project?

The densley populated area, if they converted these to Buy, you MAY get a better clientel of prospective owners or buyers, such as empy nesters. What kind of market research was done in the area to propose renting versus buying? The old Grazianos property are being SOLD, what is the difference. Contour Saw location is much closer to the train and downtown. Please provide market research at next planning meeting!

#### How often have you been near or by this property (within approx. three blocks) in the past six months?

Weekly

#### General Comments/Questions

I grew up in DP, yeah I am sure you have heard that a lot! I bought in March 2022 in this area as I was starting to see changes, but now it seems the properties that have been sitting vacant for over 10 years are in the same condition or worse. Olivettis is a prime EXAMPLE.. The building is crumbling and that EYE sore in the back of the property could easily be a place for vagrants etc. Leonas is another empty spot. ARE THE LEASE prices to high for businesses to move in? DP couldn't even keep Panera . If DP could be even half of what MP is, the revenue that would be generated would skyrocket. Does DP think they are getting enough revenue from the Casino?? I am dumfounded by what I have seen over the last 40 plus years in town!

#### Email (optional)

██████████

### Read-Only Content



October 25, 2023

Mayor Goczkowski and Des Plaines City Council, CITY OF DES PLAINES

**Subject:** Planning and Zoning Board, Zoning Text Amendments, Case # 23-040-MAP

**RE:** Consideration of Zoning Map Amendment from M-2 to R-3, Preliminary Planned Unit Development (PUD), and a Tentative Plat of Subdivision

Honorable Mayor and Members of the Des Plaines City Council:

The Planning and Zoning Board (PZB) met on October 24, 2023 to consider the request:

1. The petitioner's representative explained their requests to change the zoning to R-3, create a PUD, and consolidate the lots to create the envisioned townhouse development. The petitioner's architect provided an overview of the site design for the 50-townhouse development, with a bedroom mix of 33 two-bedroom units and 17 three-bedroom units. The townhouses will be three stories and each unit will have a garage. Surface parking will be provided on the interior for guest parking spaces. The architect discussed the orientation of the buildings to the street and the location of the driveways. Building materials and facades were discussed. The landscaping, including the privately owned, publicly accessible park proposed on the north side of the property. The development will include public improvements including flashing beacon lights for pedestrians and a bump out to connect the park to the neighborhood. The representative's traffic engineer delivered a presentation on the traffic study included with the packet and stated the conclusions of the study, that the traffic will not be significantly impacted by the proposed project and will be reduced due to the proximity to the Metra train station. The petitioner's representative concluded the presentation describing the proposed improvements to the property and the requested exceptions for the PUD.
2. The board asked about how long the developer will be involved and if they will manage the property after it is built; the petitioner's representative stated the petitioner plans to build and own the development and the development would be managed by a third-party property management company after construction is complete.
3. Staff provided the staff report, discussing the history behind the property, existing conditions and the requests.
4. The Board asked if the apartments at the proposed Graceland and Webford developments were considered in the traffic study. The petitioner's representative stated the development may not be specifically included, but the study does factor in additional traffic generated by future projects. The Board asked about the footprint of the buildings and commented about the size of the bedrooms. The petitioner stated the layout is consistent with other similar developments and they were priced and designed for the market, but would take these concerns to the architect.
5. Public comment included questions about noise generated by the OWL lumber store next door; the commenter was affiliated with the lumber store and expressed concerns about the new residents of the building complaining about noise. Traffic was discussed by several members of the public concerned about the new development generating too much and the issue with speeding and the length of trains.

Two members of the public spoke in favor of the project, stating any noise issues can be mitigated with building materials and were supportive of additional housing in this area. The petitioner's representative responded to the concerns about traffic and noise, discussing the results of the traffic study, explaining how the traffic study was conducted, and describing how the previous manufacturing use would have generated more traffic and noise than what is proposed.

6. The Planning and Zoning Board *recommended* (6-0) that the City Council *approve* of the proposed requests for the zoning map amendment and the preliminary PUD and *approved* (6-0) the tentative plat of subdivision.

Respectfully submitted,

A handwritten signature in cursive script, appearing to read "James Szabo".

James Szabo  
Des Plaines Planning and Zoning Board, Chairman  
Cc: City Officials/Aldermen





**DES PLAINES PLANNING AND ZONING BOARD MEETING**  
**October 24, 2023**  
**MINUTES**

**Pending Applications:**

- 1. Address: 900 Graceland Avenue and 1217 Thacker Street  
Case Number: 23-039-MAP-PUD-TSUB

The petitioner has requested the following items: (i) a Map Amendment to rezone from M-2 General Manufacturing to R-3 Townhouse Residential District; (ii) a Preliminary Planned Unit Development (PUD) with exceptions; (iii) a Tentative Plat of Subdivision to consolidate eight lots into two lots; and (iv) any other variations, waivers, and zoning relief as may be necessary.

PINs: 09-20-105-016-0000, 09-20-105-017-0000, 09-20-105-020-0000, 09-20-105-021-0000, 09-20-105-022-0000, 09-20-105-023-0000, 09-20-105-024-0000, 09-20-105-045-0000

Petitioner: Luz and Associates #1, LLC, 2030 West Wabansia Avenue, Chicago, IL 60611

Owner: Contour Saws, Inc., 100 Lakeview Parkway, Ste. 100, Vernon Hills, 60061

Ward: #3, Alderman Sean Oskerka

Existing Zoning: M-2, General Manufacturing

Existing Land Use: Unoccupied manufacturing building

Surrounding Zoning: North: M-1, Light Manufacturing and R-1, Single Family Residential

South: R-4, Central Core Residential and C-3, General Commercial

East: R-1, Single Family Residential and R-4, Central Core Residential

West: Railroad and M-1, Light Manufacturing

Surrounding Land Uses: North: Manufacturing building and single-family detached residences

South: Multi-family residential buildings and vacant parking lot (proposed multi-family residential on this property)

East: Railroad and manufacturing buildings

West: Single-family detached and multi-family residential buildings

Street Classification: Graceland Avenue is classified as a major road and under the ownership of the Illinois Department of Transportation (IDOT); Thacker Street is classified as a secondary road and is under the ownership of the City of Des Plaines.

Comprehensive Plan: Industrial is the recommended use for this property.

Property/Zoning History: The subject property was previously the site of Contour Saws, a manufacturing facility operating from the 1960s to 2020. The property is currently improved with an approximately 105,000 square foot manufacturing facility, consisting of several joined buildings to create one large two-story building. The remainder of the property consists of surface parking.

Sanborn maps from the 1920s indicate this site was previously a subdivision with half acre tracts of land with single-family detached residences.<sup>1</sup> In the early 1960s the Contour Saws facility began operating at this site, using existing buildings and constructing additional buildings. Functionally, the facility is one joined building, including an original residence from the 1920s subdivision previously used for the office of Contour Saws. Zoning between the late 1920s and present day has shifted from residential to commercial to manufacturing on this property. The property is currently owned by Contour Saws and is unoccupied.

On September 20, 2022, a No Further Remediation (NFR) letter was issued for the property from the Illinois Environmental Protection Agency (IEPA). An NFR letter signifies that, while the site may have previously contained contaminants that exceeded state or federal limits, the IEPA does not deem this site to constitute a significant risk of harm. The NFR letter was pursued in response to a Phase II environmental review completed in 2016 indicating presence of contaminants in soil and groundwater, associated with the previous use at this property.

After review of a Remedial Action Plan prepared in 2022, an NFR Letter was issued by IEPA stating the property is approved for residential, commercial, or industrial land use. However, any NFR letter typically specifies actions necessary for safe use of the

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<sup>1</sup> 1924 Sanborn Map of Des Plaines

property. For this property, the controls include the development of a safety plan for construction of the building to limit worker exposure, and the necessary asphalt/concrete barriers and types of foundation necessary for buildings. All of the controls must be maintained to maintain the certification of the NFR; if any violation of the controls is observed, the letter will be voided and enforcement actions would be implemented by the IEPA. The petitioner is aware of the NFR Letter and designed the project to be compliant with all the controls required to be in place.

Project Description:

*Overview*

The petitioner is Luz and Associates, which is the contract purchaser of the subject property, along with the Contour Saws parking lot on the other side of Graceland. They are proposing to build a 50-unit townhouse development and a private, publicly accessible park on the property.

*Proposal*

The proposal includes the removal of all existing buildings and structures to redevelop the subject property into a 50-unit townhouse Planned Unit Development (PUD). The proposed development consists of eight separate three story townhouse buildings with various numbers of units depending on the building. A publicly accessible, privately owned park is proposed at the north corner of the development with landscaped areas throughout the development. Refer to Architectural Plan attachment. The anticipated unit mix will be 33 three-bedrooms and 17 two-bedrooms, with a unit size ranging from approximately 2,200 to 2,500 square feet each. Refer to Floor Plan attachment. Each unit will have a two-car, attached garage and thirteen surface parking spaces are provided for guests on the site.

**MAP AMENDMENT**

Request Description:

Zoning Map Amendment Overview

The purpose of a zoning map amendment is to determine whether an existing zoning district is suitable for a location and, if not, which zoning district would be more suitable, given the context of the neighborhood, city goals, and local, state, and national development trends. Although a specific project can be considered alongside any zoning application, zoning change deliberation often looks at a property at a larger scale within the neighborhood and city.

A Site Plan Review, as required by Section 12-3-2, was

performed for the conceptual project at this site. The Site Plan Review contributes to the overall assessment of a zoning map amendment, demonstrating the feasibility of a specific project with this zoning. Refer to the Site Plan Review section of this report and associated attachments.

*M-2 Zoning and Suitability of the Site for Proposed R-3 Zoning*

The M-2, General Manufacturing zoning district is intended to accommodate a diversity of industrial uses. Out of all of the industrial districts, M-2 permits the largest number of different uses, allowing for 23 uses permitted by right (meaning no zoning entitlement process) and 24 conditional uses. A broad variety of uses are allowed by right, including light and heavy manufacturing, warehouses or distribution facilities, or food processing establishments.

Few available properties exist in Des Plaines with the range of transit, recreational, and commercial opportunities available within walking distance, making this site an ideal location for additional residential versus commercial or manufacturing development. Within a half-mile of the property (an approximate 8–15-minute walk for the average person<sup>2</sup>), the following services are available. Refer to Amenities and Services Map attachment for further details.

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<sup>2</sup> Bohannon, R. W. (1997). Comfortable and maximum walking speeds of adults aged 20-79 years: reference values and determinants. *Age and Ageing*, page 17.

<b>Service</b>	
Transit	Des Plaines Metra Station platform; Pace Bus Stops for Lines 226, 230, and 250, and the PULSE Dempster Line
Downtown Commercial Area	Restaurants, grocery store, retail/personal services including dentist, optometrist, urgent care, physical therapist, private gym, and salons
Schools (private and public)	Central Elementary School, Willows Academy, Little Bulgarian School, Islamic City Center of Des Plaines Academy
Parks	Centennial Park, Central Park, Paroubeck Park, Potowatomie Park
Public Buildings	Library, City Hall

A change to the zoning would be necessary to allow residential uses on this property. No residential uses are permitted within the M-2 zoning district. An analysis of the various options for residential zoning districts is necessary to determine what is best suited for this site. Below is a table of residential zoning districts and the residential uses permitted within them.

A change to the zoning would be necessary to allow residential uses on this property. No residential uses are permitted within the M-2 zoning district. An analysis of the various options for residential zoning districts is necessary to determine what is best suited for this site. Below is a table of residential zoning districts and the residential uses permitted within them.

<b>Residential Districts Use Matrix</b>				
<i>Use</i>	<i>R-1</i>	<i>R-2</i>	<i>R-3</i>	<i>R-4</i>
Single Family Detached	P	C*	C*	C*
Townhouse	Not permitted	Not permitted	P	P
Two-family (duplex)	Not permitted	P	Not permitted	Not permitted
Multi-Family	Not permitted	Not permitted	P	P

\*Note: Only applies to single-family detached dwellings that were lawfully constructed prior to August 17, 2020 and are located in a zoning district other than R-1.

The R-1 and R-2 zoning districts would restrict the density of residential units at the property, limiting the development potential.

As the name suggests, the R-1, Single Family Residential district limits the number of dwelling units to one dwelling unit per parcel. The R-2, Two-Family Residential district similarly limits the number of dwellings to two units per parcel. To allow for more than one or two residences on this 3.13-acre property, the property would need to be subdivided. If the property were subdivided to meet the R-1 or R-2 bulk standards, it is unlikely the property could produce 50 units, even with a planned unit development. Comparatively, a townhouse or multi-family development would supply a greater number of units in the same amount of space, creating a more efficient and economical option for this location. For the contemplated project, the R-3 zoning district was selected by the petitioner because this zoning best fits the intended scale and purpose of the development.

*Demographic Trends and Accommodating an Aging Population*

The existing housing stock throughout the city is predominantly single-family residential and the Comprehensive Plan states it is a goal to maintain this stock of high-quality single family residential property within the city. However, the detached single family housing type is an increasingly unaffordable product for many existing and future residents. In comparison, townhouses provide additional housing stock at a more financially attainable scale due to the smaller size and reduced maintenance cost.

An important goal of 2019 Comprehensive Plan is to provide avenues to allow residents to age-in-place and improve accessibility. As of 2015, the percentage of Des Plaines residents 50 or older was 40.2%, compared to the regional average of 31.4%.<sup>3</sup> According to the U.S. Census Bureau, this percentage is likely to grow, with one in five Americans at retirement age by 2030.<sup>4</sup> Households approaching retirement are frequently interested in downsizing to limit maintenance costs and reduce monthly housing costs to meet limitations of fixed incomes. Supplying a diverse housing stock in this area provides the option for seniors to continue living within the city. A residential development in this location would be close enough to facilities and services for an aging population to independently complete activities of daily living, with many amenities available within walking or transit distance.

With these considerations regarding the location of the property near multi-family properties and zoning, the proximity to numerous private and public services, and the goals of the



Comprehensive Plan focused on providing diversity of housing stock and providing accessible and attainable options for residents, senior or otherwise, the R-3 zoning district is a suitable fit for this property.

#### Site Plan Review

##### *Proposed Project Overview*

The petitioner proposes 50 townhouse units, including 33 three-bedroom units and 17 two-bedroom units and a publicly accessible, private park space. The proposed development is one of two for the former Contour Saws properties. The parking lot of the former Contour Saws facility is proposed to be a 56-unit multifamily development; a petition to change the zoning from C-3 to R-4 was recommended for approval by the Planning and Zoning Board (PZB) on July 25, 2023.

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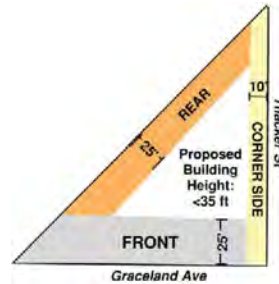
<sup>3</sup> Des Plaines 2019 Comprehensive Plan, Page 32

<https://www.desplaines.org/home/showpublisheddocument/162/637612522934400000>

<sup>4</sup> U.S. Census Bureau (2018) *Older People Projected to Outnumber Children for First Time in U.S. History*,

<https://www.census.gov/newsroom/press-releases/2018/cb18-41-population-projections.html>

This type of development is a permitted use in the proposed R-3 Townhouse, with a PUD. The below diagram illustrates staff's interpretation of where the required yards are located for this property, as noted in Section 12-7-2 and defined in Section 12-13-3.



<b>R-3 -Central Core Residential District Bulk Standards</b>		
<i>Bulk Controls</i>	<i>Required</i>	<i>Proposed</i>
Maximum height	45 ft.	34 ft.
Minimum front yard	25 ft.	12 ft. <sup>1</sup>
Minimum corner side	10 ft.	10 ft.
Minimum rear yard	25 ft.	25 ft.
Minimum lot width	55 ft.	516.72 ft
Minimum lot area	2800 sq. ft. per dwelling unit * 50 units = 140,000 sq. ft.	130,406 sq. ft. <sup>2</sup>

<sup>1</sup> Exception request with PUD to reduce required front yard.

<sup>2</sup> Exception request with PUD to reduce minimum lot area. Publicly accessible private parking lot excluded from total lot area.

*Site Plan Review Standards*

Pursuant to Section 12-3-7.D.2 of the Zoning Ordinance, a Site Plan Review is required for all map amendment requests to assess how the request meets the characteristics identified in Section 12-3-2, which are listed below along with staff's assessment of each in relation to the current Site Plan provided by the petitioner, located in the Site Plan attachment.

<b>Site Plan Review</b>	
<i>Item</i>	<i>Analysis (based on Proposal)</i>
<p>The arrangement of structures on the site</p>	<ul style="list-style-type: none"> <li>• Places buildings along the street frontage, rather than garages or surface parking. The design presents better cohesion with the buildings surrounding it by placing the building at approximately the same distance from the property line as the existing building and the adjacent existing and proposed multi- family buildings. The proximity of the building to the street also provides better surveillance within the neighborhood, with windows facing the residential neighborhood and providing additional “eyes on the street.”</li> <li>• The design of each townhouse includes a two car, attached garage, providing covered parking in a more compact manner than surface parking. Guest spaces are located in the center of the property. The site layout minimizes view of the parking area and interior roadway, with the buildings as the primary focus along the street.</li> <li>• A subdivision is requested as part of this request. Improvements deemed necessary in the area adjacent to a subdivision can be required pursuant to Section 13-3-2.L. The improvements required to serve this development are discussed in the Public Works and Engineering (PWE) Department Memo attachment. Improvements are required prior to completion of the development or within 2 years of the recorded subdivision. A summary of the improvements includes replacement of a water main in a portion of Graceland Avenue, construction of pedestrian bump out and flashing pedestrian signage at the intersection of Thacker and Laurel, replacement of a streetlight on Graceland Avenue, and grinding and resurfacing Thacker Street as well as replacement of any damaged public sidewalk.</li> </ul>
<p>The arrangement of open space and landscape improvements</p>	<ul style="list-style-type: none"> <li>• Landscaping is provided around and within the development meeting zoning requirements. In addition, a park space is proposed, as noted on the plans and the Park Concept Plan attachment. Refer to Landscape Plane attachment for details on landscaping.</li> <li>• Parkway trees and landscaping proposed along Graceland Avenue, where none currently exist.</li> <li>• A Solid wood fence is proposed along the railroad track to screen the railroad from the development. A condition of approval requires an open fence at the northwest corner of the park to alleviate any sight obstruction between the railroad and Thacker Street.</li> </ul>

<p>The adequacy of the proposed circulation system on the site</p>	<ul style="list-style-type: none"> <li>• Several driveways will be closed along Graceland Avenue, with one driveway entrance/exit proposed on Graceland Avenue and one along Thacker Street. The existing driveway along Thacker is not aligned with Laurel Avenue. The proposed plan aligns the driveway to this street. The closure of these extra driveways and replacement with a parkway and walkway improves safety and comfort of pedestrians along Graceland and Thacker.</li> <li>• Pedestrian circulation is provided by numerous walkways from Graceland and Thacker from each unit to the existing public sidewalk or to sidewalks within the development. The proposed plan includes bump outs at the intersection of Thacker and Laurel to improve pedestrian safety to and from the publicly accessible park and the adjacent neighborhood.</li> <li>• Vehicular circulation is provided by interior, private roads accessed from two driveways, one along Graceland Avenue and one along Thacker Street. The roads are 26 feet in width, exceeding the maximum required width (22 ft) for a two-way drive aisle per Section 12-9-6.</li> <li>• Parking meets the off-street parking requirements of Section 12-9-7, providing two spaces per residential unit (50 garage spaces) and one space per four units (13 guest spaces, in surface parking area) which is the minimum required amount.</li> <li>• It is anticipated, as discussed in the petitioner's response to standards and the provided traffic study, that the proximity of the site to numerous transit options and a bike route along Thacker St, will reduce dependence on automobiles for this project.</li> </ul>
<p>The location, design, and screening of proposed off-street parking areas</p>	<ul style="list-style-type: none"> <li>• Attached garages are proposed with each unit, facing interior, private roads within the development rather than connecting to the street. The proposed site is situated in such a way that guest parking is located in the middle and has minimal visibility from Graceland Avenue and Thacker Street. Landscaping is provided along driveways.</li> </ul>
<p>The adequacy of the proposed landscaping design on the site</p>	<ul style="list-style-type: none"> <li>• All required landscaping in terms of foundation landscaping, parkway landscaping, and overall site landscaping are provided (pursuant to Sections 12-10-6, 12-10-7 and 12-10-10). Landscaping, either turf, bushes or trees are provided throughout the development. Refer to Landscape Plan.</li> <li>• The park along Thacker Street is proposed to be a publicly accessible park space, providing additional landscaping and recreational opportunities.</li> </ul>

<p>The design, location, and installation of proposed site illumination</p>	<ul style="list-style-type: none"> <li>• Photometric plan demonstrates conformance with Section 12-12-10, with no more than 0.2-foot candles spilling over the property line in any location, well within the limits of the zoning ordinance.</li> <li>• The parking lot is properly illuminated, with at least 0.1 footcandles in any parking area, meeting requirements of Section 12-9-6.G. A condition of approval is to provide additional illumination at the driveways entering the development on Graceland Avenue and Thacker Street.</li> </ul>
<p>The correlation of the proposed site plan with adopted land use policies, goals, and objectives of the comp. plan</p>	<ul style="list-style-type: none"> <li>• Does not fit the manufacturing use illustrated by the Comprehensive Plan; however, the 2019 plan was written under the assumption that the Contour Saw facility would continue operating.</li> <li>• The proposed plan supports the following goals (refer to M-2 Zoning and Suitability of the Site for Proposed R-3 Zoning section of this report for further details): <ul style="list-style-type: none"> <li>○ Goal 4.1. Ensure the City has several housing options to fit diverse needs.</li> <li>○ Goal 4.3 Provide new housing at different price points.</li> </ul> </li> <li>• In addition to housing goals, the proposed development meets economic goals of the city by providing additional property tax revenue compared to the existing use of the site. Refer to the Tax Projections attachment.</li> <li>• The creation of a separate parcel for a privately owned, publicly accessible park provides additional recreational opportunities, which is supported by the Comprehensive Plan.</li> </ul>

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ffort to improve community engagement and transparency surrounding new, large developments within Des Plaines, the City provided numerous opportunities for residents to review the proposal and provide input. To provide regular project updates, a webpage on the city website was created: [desplaines.org/contourplace](https://desplaines.org/contourplace). On June 6, 2023, the Planning and Zoning Board hosted a public workshop to provide the developer, board, and the public an opportunity to review plans and provide input into the proposed development at this location and the former Contour Saws facility to the north of this property. During the July 25, 2023 PZB meeting, the petitioner provided an updated site plan depicting townhouses instead of multi-family residential buildings. The project webpage was launched prior to the PZB workshop to share details about the proposed projects and includes a public input form to continuously gather community comments. Refer to Public Comment attachment for all public comments.

**PLANNED UNIT DEVELOPMENT (PUD)**

Request Description:

*Overview*

The proposed development includes eight separate “principal buildings.” Section 12-13-3 of the Zoning Ordinance defines a “principal building” as “a nonaccessory building in which a principal use of the lot, on which it is located, is conducted.” Pursuant to Section 12-7-1.A, not more than one principal building or structure can be located on a zoning lot, except in certain cases. In this circumstance, a planned development, as defined below, is the only case suitable for the proposal.

“A development occurring on a parcel under single ownership or unified control which is developed as a unit and includes two (2) or more principal buildings or uses and is processed under the planned development procedure of this title” (Section 12-13-3).

The purpose of a PUD is to promote a unified development by providing flexibility in development standards to accommodate site conditions and encourage innovative use of land. Certain characteristics are required by Section 12-3-5.A of the Zoning Ordinance, which are listed below along with staff’s assessment of each in relation to the attached Preliminary PUD Plat provided by the petitioner.

<b>Preliminary PUD Plat Review</b>	
<i>Item</i>	<i>Analysis (based on Proposal)</i>
A maximum choice in the types of environments available to the public by allowing a development that would not be possible under the strict application of the other sections of this title	Allows for construction of a development on an irregularly shaped parcel and provides an additional housing option with increased density and multiple principal buildings that is not permitted without a PUD in the Zoning Ordinance.
Permanent preservation of common open space and recreation areas and facilities	Creates a publicly accessible, private park where none exists currently. Landscaping and open space is provided around and between residential units and the private road as well as along Graceland Avenue, where landscaping was limited or non-existent before.
A pattern of development to preserve natural vegetation, topographic and geologic features	No significant natural vegetation, topographic or geologic features exist on site that would be beneficial to maintain. However, allowing for additional buildings breaks up the site so landscaping can be provided between buildings and sufficient area is available for a park and open space.
A creative approach to the use of land and related physical facilities that results in better development and design and the construction of aesthetic amenities	Building design/layout provides a defined separation between paved areas and common space; provides adequate screening between these areas and neighboring lots.
An efficient use of the land resulting in more economic networks of utilities, streets and other facilities	Reduces curb cuts onto both streets and ties into existing utilities and facilities.  The traffic study provided by the petitioner (refer to attachments) did not indicate any substantial impact to traffic in the area compared to the manufacturing use previously operating in this location for decades.



<p>A land use which promotes the public health, safety, and general welfare</p>	<p>Transforms a presently vacant site with dilapidating manufacturing structures to create a use that includes more visual appeal, additional landscaping and recreational opportunities, and adds additional residential housing stock in a suitable area.</p>
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*Prerequisites: Location, Ownership, and Size*

PUDs are authorized in all zoning districts in the City subject to the regulations in Section 12-3-5 of the Zoning Ordinance and are required to be under single ownership and/or unified control. While the subject property is currently not owned by the petitioner, the petitioner does intend to take ownership of the property upon approval of the requests in this application. Because the development will involve rental units with one property management and maintenance entity, a Homeowner’s Association (HOA) is not required at this time; however, a condition of approval states if the development is subdivided into separate, fee-simple townhouse units, an HOA must be established to manage and maintain the proposed PUD.

*PUD Bulk Exceptions*

As identified in the R-3 Bulk Regulations table, the proposal does not meet the minimum front yard size and does not meet the minimum lot area, requiring a PUD exception from Section 12-3-5.C.2 (Perimeter Yards) and Section 12-3-5.C. The exceptions allow for a development that efficiently uses the irregularly shaped parcel in a way that would not be possible under the strict application of the code.

*Parking Requirement*

Pursuant to Section 12-9-7, a townhouse (single-family attached) residential use requires a minimum of two off-street parking spaces per dwelling unit plus one common guest space for every four dwelling units. The proposed 50-unit PUD requires a minimum of 100 off-street parking spaces and 13 common guest spaces. The attached PUD Site Plan indicates two covered off-street garage spaces for each unit and guest parking provided by thirteen standard spaces, including one accessible space in an interior parking area of the development.

**TENTATIVE PLAT OF SUBDIVISION**

Request Description:

*Overview*

The proposal includes a consolidation of the property from eight lots to two lots. One lot will be 130,406 square feet, proposed to be developed with the townhouses and associated structures. A second lot, 6,182 square feet, is proposed to be a publicly accessible, private park space. The attached Tentative Plat of Subdivision, titled 1217 Thacker Street Consolidation, shows the location and boundaries of each lot.

### *Easements*

The Tentative Plat shows both existing and proposed easements. Proposed easements include storm sewer, watermain, sanitary sewer, and a general public utility and drainage easement, depicting both drainage on the site and the proposed unground vault to accommodate stormwater.

### *Subdivision Improvements*

The Department of Public Works and Engineering (PWE) has provided comments (attached) based on the submittal. The memo states the following is required with this subdivision, to be finalized at the final plat of subdivision stage:

1. Grind and re-surface eastbound lane on Thacker Street.
2. Add 8" water main to replace 4" water main along a portion of Graceland Avenue.
3. Add pedestrian crosswalk crossing on Thacker Street including a bump-out, striping, and Rectangular Rapid Flashing Beacons (RRFB).
4. The sole streetlight along Graceland Avenue must be replaced and electrical conduit undergrounded. The petitioner will work with staff and ComEd to coordinate this replacement.

Section 13-3-2 of the Subdivision Ordinance discusses required improvements for subdivided properties and timelines for the improvements. Improvements are approved by the City Council during the final plat of subdivision process and financial guarantees for improvements are included within the resolution.

In addition, Section 13-4-2 of the Subdivision Ordinance discusses dedication of park lands and/or fees in lieu for subdivisions. The publicly accessible, private park will count for a portion of the required park land dedication and any remainder will require a fee in lieu, to be calculated at the time of final plat of subdivision, approved by the Park District, and included with the final approved City Council resolution to subdivide the property.

Note the petitioner's request is for a Tentative Plat only at this time. The steps for Final Plat are articulated in Sections 13-2-4 through 13-2-8 of the Subdivision Regulations. The Final Plat of Subdivision will occur at a later date and will be a concurrent process with the Final PUD plat. All necessary dedications, fees, and necessary improvements will be outlined in the final subdivision resolution.

## **Standards for Zoning Map Amendment:**

The following is a discussion of standards for zoning map amendments from Section 12-3-7.E of the Zoning Ordinance. Rationale for how well the proposal addresses the standards is provided below and in the attached petitioner responses to standards. The Board may use the provided responses as written as its rationale, 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;**

The Comprehensive Plan was written in 2019 when the Contour Saws facility was still operating. Due to the manufacturing facility's longstanding operations in Des Plaines, the Comprehensive Plan did not envision this area to be used for anything else. However, the proposed amendment and development would meet several goals from the Housing chapter of the Comprehensive Plan, including Goal 4.1. Ensure the City has several housing options to fit diverse needs and Goal 4.3 Provide new housing at different price points. to "Demographic Trends and Accommodating an Aging Population" and "M-2 Zoning and Suitability of the Site for Proposed R-3 Zoning" sections of this report for further details. In addition to housing goals, the proposed development meets economic goals of the city by providing additional property tax revenue compared to the existing use of the site. Refer to the Tax Projections attachment.

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

The subject property is adjacent to R-4 zoning to the northeast and south and is close to several multifamily developments. The area is in close proximity to numerous services within walking, biking or transit distance. Refer to Amenities and Services Map attachment. Any proposed development would need to meet all building material and design requirements outlined in Section 12-3-11 – Building Design Review, including requirements for face brick, which will be similar in material to the many adjacent single family and multi-family residential buildings in this neighborhood.

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

An engineering and utility plan was prepared with this application. Based on the provided site plan, City engineering staff did not indicate any concerns with the adequacy of public facilities or services being available to meet the needs of this proposed development.

A traffic impact study was provided with this application to assess impacts of the proposed development (Refer to Traffic Study attachment). The study indicated the traffic generated by this use would not create a significant impact on the surrounding street network.

It is important to note the previous use of this property was a manufacturing use, including a parking lot on site with a large loading/unloading dock into the facility, approximately 25 parking spaces on site, and over one hundred spaces in a surface parking lot across the street (Site B of this development), while the proposed residential development provides 90 spaces within attached garages on the townhouses and 16 guest spaces. At minimum, this development brings less potential for vehicles to be travelling in and out of the site at peak hours versus large trucks delivering or picking up in the loading dock and over one hundred employees of a manufacturing facility. Parking meets the off-street parking requirements of Section 12-9-7, providing 106 spaces, which is in excess of the minimum required amount.

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

The proposed map amendment would allow for residential uses on a property that has been zoned manufacturing within a residential area for decades and operated as a more intensive use in the past. A building that provides additional residential options for the area and follows the Building Design Standards outlined in the Zoning Ordinance creates a more appealing urban design for the neighborhood versus a large manufacturing facility.

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

The current use of this property is a vacant manufacturing facility that is unlikely to be filled with another similar manufacturing business. Providing a residential use for the property, particularly a use that capitalizes on the close proximity to downtown Des Plaines and the various amenities associated with the area, would present a more efficient and effective way to use this property. As discussed in the Demographic Trends and Accommodating an Aging Population section, the City needs to promote opportunities that increase housing stock for a diversity of populations in the area, both in the short term and long term. Amending the zoning district for this property, regardless of the proposed project, provides an additional opportunity to construct a townhouse development, a transitional density development between single family residential and multi-family residential buildings and with the necessary services to support this type of use.

**PUD Findings of Fact:**

The following is a discussion of standards for PUDs from Section 12-3-5 of the Zoning Ordinance. Rationale for how well the proposal addresses the standards is provided below and in the attached petitioner responses to standards. The Board may use the provided responses as written as its rationale, modify, or adopt its own.

**1. The extent to which the Proposed Plan is or is not consistent with the stated purpose of the PUD regulations in Section 12-3-5.A of this title:**

The proposed townhouse PUD generally aligns with the stated purposes of PUDs as analyzed in the Preliminary PUD Plat Review table above with a proposed multiple principal building development, designated open spaces and landscaping and separate vehicular and pedestrian areas, all of which foster public health, safety, and general welfare for residents. Refer to Petitioner's Response to Standards for a full analysis of how the development meets each standard.

**2. The extent to which the proposed plan meets the prerequisites and standards of the planned unit development regulations:**

The proposal meets the ownership/unified control and size requirements in the Zoning Ordinance.

**3. The extent to which the proposed plan departs from the applicable zoning and subdivision regulations otherwise applicable to the subject property, including, but not limited to the density, dimension, area, bulk, and use and the reasons why such departures are or are not deemed to be in the public interest:**

The proposal meets the majority of the bulk regulations in Section 12-7-2.J of the Zoning Ordinance (See Site Plan Review section above) but requires exceptions from the required front yard and the 2,800-square-foot minimum lot area requirement. The proposed density is a moderate density compared to the surrounding single-family and multi-family developments in the area, providing additional housing stock in the City. The front yard building setback deficiency is located on the south side of the lot, which faces existing and proposed multi-family residential developments with an R-4 zoning and has a smaller required front yard than the R-3 zoning district of this proposed project. Proposed landscaping along the parkway and around the perimeter of the proposed townhouse PUD

provides a buffer between this property and any adjacent uses. In addition, the proposed development improves the current conditions of the subject property.

**4. The extent to which the physical design of the proposed development does or does not make adequate provision for public services, provide adequate control of vehicular traffic, provide for, protect open space, and further the amenities of light and air, recreation and visual enjoyment:**

The proposed design of the townhouse PUD and layout of residential buildings allows for recreational space on property, reduces the number of curb cuts, concentrates vehicular traffic in the center of the development, and encourages pedestrian activity on Graceland Avenue and Thacker Street by extending walkways from each townhouse to the public sidewalk.

Refer to the Traffic Study for details on anticipated traffic impact. The development is not anticipated to generate traffic that exceeds the amount of traffic previously generated for the industrial development at this property. In addition, no changes are proposed to the adjacent railway and at grade crossings. Questions were raised from members of the community about the proximity of the development to the rail line. The development is not proposed to be any closer than the existing development to the railroad track, and much of the area adjacent to the track is proposed to be open space. There are two at grade crossings adjacent to the property. Per documents from the Federal Railroad Administration crossing inventory, 22 trains a day (on average) pass along the rail line adjacent to the property. Accident history at these crossing indicates a total of five accidents associated with the crossing have occurred since 1975, and no accident reports have been filed within the last decade<sup>5</sup>.

**5. The extent to which the relationship and compatibility of the proposed development is beneficial or adverse to adjacent properties and neighborhood:**

The proposal creates a moderate density residential development compared to the surrounding single-family and multi-family developments in the area, creating a transitional density on this property and providing additional housing stock in the City. The proposed development redevelops an industrial property--that no longer fits within this residential neighborhood and is near the commercial areas in downtown Des Plaines--and provides transit options to support the economic vitality of the area.

**6. The extent to which the proposed plan is not desirable to physical development, tax base, and economic well-being of the entire community:**

The proposal would provide additional housing stock that helps to increase the tax base for the City and improve the economic well-being of Des Plaines. It would also provide extra economic benefit through utility and public service fees that are currently not eligible for the subject property at this time. Refer to the Real Property Tax Base Impact attachment provided by the petitioner.

**7. The extent to which the proposed plan is in conformity with the recommendations of the 2019 Comprehensive Plan:**

The proposal increases housing stock and creates additional housing options for residents, which aligns with the housing goals and objectives of the Comprehensive Plan. It also redevelops an unoccupied industrial property in an area close to commercial and transit opportunities, which is promoted by the Comprehensive Plan.

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<sup>5</sup> Federal Railroad Administration Office of Safety Analysis – Crossing Inventory and Accident Reports for Crossings 689657J and 689658R - Revision Date 07/05/2023; accessed from <https://safetydata.fra.dot.gov/OfficeofSafety/PublicSite/Crossing/Crossing.aspx>

### **PZB Procedure and Recommended Conditions:**

Under Section 13-2-3 (Planning and Zoning Board's Procedure) of the Subdivision Regulations, the PZB has the final authority to approve, approve with conditions, or deny the Tentative Plat of Subdivision request at 900 Graceland Avenue and 1217 Thacker Street.

Under Section 12-3-5.D.2.c (Procedure for Review and Decision for PUDs) and Section 12-3-7.D (Procedure for Review and Decision for Amendments) of the Zoning Ordinance, the PZB has the authority to *recommend* that the City Council approve, approve with modifications, or deny the Map Amendment and Tentative Planned Unit Development (PUD) at 900 Graceland Avenue and 1217 Thacker Street. The City Council has final authority on these requests.

The PZB should take the following motions. The zoning motions can be combined or taken individually:

#### *Zoning Recommendations to City Council*

- A motion pursuant to Section 12-3-7.E of the Zoning Ordinance to *recommend* to City Council to approve, approve with modifications, or deny the proposed Map Amendment;
- A motion pursuant to Section 12-3-5.E of the Zoning Ordinance to *recommend* to City Council to approve, approve with modifications, or deny the request for a Conditional Use for a Preliminary PUD, with exceptions for minimum required front yard and minimum lot area; and

#### *Subdivision Approval (Tentative Plat)*

- A motion pursuant to Section 13-2-2 of the Subdivision Regulations to approve, approve with conditions, or deny the Tentative Plat of Subdivision.

If the PZB recommends approval, staff recommends the following conditions for the Tentative PUD.

### **Conditions of Approval:**

1. In the event the property is sold, and a property owner desires to sell separate, fee-simple townhouse units, a Plat of Subdivision will be necessary to create separate lots and a Homeowner's Association or similar unified control entity must be established along with any covenants, conditions, and restrictions governing maintenance of common areas.
2. At time of submission for final subdivision and PUD plat, all public improvements must be noted on plans and all engineering comments addressed to the satisfaction of the Director of Public Works and Engineering.
3. At time of submission for final subdivision and PUD Plat, the landscape plan must be revised in the park area closest to Thacker Street between Laurel Avenue and the railroad track. Bushes and a semi- open fence (wrought iron or chain link) should be placed around the north corner of the proposed park to allow visibility for traffic from Thacker Street.



4. At time of final subdivision and PUD Plat, the photometric plan must be revised to include lighting at the entrances of both driveways. Any new lighting must be in conformance with Section 12-12-10 of the Zoning Ordinance.
5. Each townhouse unit shall have separate water and sanitary sewer services.
6. All electrical lines on the property must be installed underground.

Chair Szabo swore in Rolando Acosta, Attorney, Keith Lee, Architect with FitzGerald Architects and Javier Millan, KLOA representative.

Mr. Acosta presented an overview of the proposed project.

Mr. Lee reviewed the site design. The proposed development consists of 50 townhomes: 33 two-bedrooms and 17 three-bedrooms. All townhomes are three stories with an internal garage. Parking on the interior of the development limits the need for curb cuts. One curb cut aligns with the existing street across Thacker Street, which is Laurel Avenue. Because the townhomes are front facing there will be more 'eyes on the street'. A park is proposed for the north side of the property and parkway trees will be added along Graceland Avenue. Most of the material used is brick, with limited fiber cement. The façade is undulating with alternating colors and changing angled rooflines.

Mr. Millan explained that the traffic study was conducted in the morning and evening, at 10 locations, during the peak hours of 8:00-9:00 a.m. and 4:45-5:45 p.m. The study also included the railroad crossing at Graceland Avenue. During the morning peak hours, there were three crossing events. During evening peak hours there were four railroad crossing events. Traffic did not back up beyond Laurel Avenue in the morning but did once in the evening for a duration of 45 seconds.

Mr. Acosta highlighted the proposal. There are few sites available for such a proposal. This proposal meets the Comprehensive plan goals for differentiated housing. Building to the R-3 with 11' less building height than that code would allow and with a reduction of the required lot square footage. If the park could be included – and it can't because it's a separate subdivision – it would be just 2% less than the requirement of square footage space. The current improvements are almost all building and pavement. They are providing the park, plus publicly available improvements such as a bump out pedestrian crossing on Thacker Street that includes signage with flashing lights, replacement light with buried electric on Graceland Avenue, among other improvements planned. The 113 parking spaces meet all the City of Des Plaines requirements.

Member Weaver questioned how long the developer will be involved once the project is completed. Mr. Acosta explained that the petitioner plans to build and own the development. The development will be managed by a third-party property management company after construction is complete.

Senior Planner Redman highlighted items from a slide presentation.

Mr. Millan answered questions asked by Member Catalano.

Member Veremis asked if the apartments at Graceland Avenue and Webford Avenue were considered in the traffic study. Mr. Acosta responded that the development was not included specifically, because they were not aware of it, but the study does factor in additional traffic generated by future projects.

John Jossund, 926 S. Graceland Avenue, is a representative of Owl Lumber located next to the proposed development and has been at that location for 34 years. Mr. Jossund is concerned that residents may complain about the noise from the lumber company. There is a dust collector that sounds like a jet engine in the morning.

Rick Wilson, 1340 E. Walnut Avenue, opposes the development for two reasons: density and traffic. Mr. Wilson asked if the pedestrian bump out on Thacker Avenue will cause loss of a traffic lane. Ms. Redman responded that it would not and reviewed the exhibit on the slide.

Oscar Hernandez, 1095 Oakwood, does not feel that the traffic study is accurate. The study addresses the Metra trains, but not the freight trains that back up traffic. Mr. Hernandez addressed speeding in the area and does not believe that renters have the same at stake as an owner.

Hannah Pair, 774 Arlington Avenue, provided videos of the trains to staff and explained that there is a loud noise when the train goes over the crossing. Ms. Pair also expressed concern over a transformer that is located too close to the buildings, pet owners not picking up after their pets, and requested a sign be erected on the corner for a pedestrian crossing.

Govana Baig, 880 Lee, stated that she understands that noise is always a challenge for the builder, however particular material and landscaping can be used to minimize the sound. She approves of the development; townhomes typically attract middle-class families with jobs, not short-term renters.

Mary Scanlon, 828 Graceland, is concerned about the additional traffic and the fact that the units are rentals. Ms. Scanlon would prefer a development geared towards senior citizens and believes that the traffic study is inaccurate. The crossings are closed for more than 51 seconds when a Metra train passes the crossing.

Joe Weber, 944 Margaret Street, would like the Planning and Zoning Board to consider more open space as further developments come into the City.

Ahmed Kadir, 880 Lee Street, approves the project because of the law of supply and demand and the stability to property taxes. Less restrictive zoning in the past has made Des Plaines more affordable than our neighboring towns. Mr. Kadir believes they should continue to allow these projects and ignore the vocal minority. This proposed development decreased from 100 down to 50 units already, lessening the traffic.

Francine Grossi, 1591 E Thacker, requested the website address for this project. Ms. Redman informed the public that if anyone has a comment to please send her an email or enter it through the public input form on [desplaines.org/contourplace](http://desplaines.org/contourplace). All comments go directly to staff so the comments will be incorporated with staff review and included in the PZB staff report packet.

Mr. Acosta responded to the questions from the public. The traffic study showed that there will be 38 fewer vehicular trips in the morning, 56 fewer in the afternoon, 242 trips fewer in a week than if Contour Saws reopened, or if there was another commercial/industrial use at the location. A greenbelt and a fence will separate the townhomes from Owl Lumber.

Mr. Millan explained that this project will produce 50% less traffic during the peak hours and 35-40% less on a daily basis than it would be for industrial or commercial use. No accidents are reported from 2018 to 2022 at Thacker Street and Laurel Avenue. Unfortunately determining traffic from freight trains is difficult since they are not on a time schedule. Only Metra trains were included as part of the traffic study.

Member Saletnik asked what the size of a condo was in the initial plan compared to the new townhome proposal. Barry Sidel, Petitioner, was sworn in. The original plan was comprised of 122 apartments of 800-900 square feet and a 4-5 story building. The townhouses have an average size of 2,000-2,200 square feet including the garage. The monthly rent is \$3,800 to \$4,000. A property management company will take care of the property. Mr. Sidel is looking for long-term renters; it costs too much to be without a tenant.

Member Saletnik would like the interiors reworked. He has concerns with the master bedroom being too small and a lack of storage.

Member Veremis said the townhomes that she's recently toured are similar, not very large, and that this is common in the market right now.

Mr. Sidel responded that this is the same layout as an apartment of that size. The pricing has to be matched with square footage. If there is more square footage, then the cost will go up. These are priced and designed for the market, but he will take these concerns into account and discuss this with his architect.

**A motion was made by Board Member Weaver, seconded by Board Member Catalano pursuant to Section 12-3-7.E of the Zoning Ordinance to recommend approval to the City Council a Map Amendment for 900 Graceland Avenue and 1217 Thacker Street.**

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

NAYES: None

ABSENT: Fowler

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

**A motion was made by Board Member Weaver, seconded by Board Member Catalano pursuant to Section 12-3-5.E. of the Zoning Ordinance to recommend approval to the City Council a Conditional Use for a Preliminary PUD, with exceptions for minimum required front yard and minimum lot area with the conditions in the staff report.**

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

NAYES: None

ABSENT: Fowler

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

**A motion was made by Board Member Weaver, seconded by Board Member Catalano pursuant to Section 13-2-2 of the Subdivision Regulations to approve the Tentative Plat of Subdivision**

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

NAYES: None

ABSENT: Fowler

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

**CITY OF DES PLAINES**

**ORDINANCE Z - 33 - 23**

**AN ORDINANCE APPROVING A ZONING MAP AMENDMENT AND A PRELIMINARY PLANNED UNIT DEVELOPMENT PLAT FOR 900 GRACELAND AVENUE AND 1217 THACKER STREET (CASE #23-039-MAP-PUD-SUB).**

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**WHEREAS**, Luz and Associates #1, LLC ("**Developer**") is the contract purchaser of that parcel of real property commonly known as 900 Graceland Avenue and 1217 Thacker Street, Des Plaines, Illinois ("**Development Parcels**") which is located on the southwest corner of the intersection of Graceland Avenue and Thacker Street; and

**WHEREAS**, the Development Parcels is currently improved with a manufacturing building and associated surface parking lot; and

**WHEREAS**, the Developer desires to develop a residential planned development consisting of 50 townhouses ("**Proposed Development**") on the Development Parcels; and

**WHEREAS**, the City of Des Plaines Zoning Ordinance of 1998, as amended, is codified as Title 12 of the City Code of the City of Des Plaines ("**Zoning Ordinance**"); and

**WHEREAS**, pursuant to Sections 12-3-5 and 12-3-7 of the Zoning Ordinance, the Developer ("**Petitioner**") filed an application with the City for the approval of: (i) a map amendment ("**Proposed Map Amendment**") to the "Zoning Map of the City of Des Plaines" ("**Zoning Map**") to classify the Development Parcels to the R-3 Townhouse Residential District; (ii) a Tentative Plat of Subdivision ("**Tentative Plat of Subdivision**"); and (iii) a preliminary planned unit development plat for the Development Parcel ("**Proposed Preliminary Plat of PUD**"), including certain proposed exceptions within the proposed planned unit development ("**Proposed PUD Exceptions**") (collectively, (i) through (iii) are the "**Requested Relief**"); and

**WHEREAS**, the petitioner's application for the Requested Relief was referred by the Department of Community and Economic Development to the Planning and Zoning Board ("**PZB**") within 15 days after receipt of the application; and

**WHEREAS**, within ninety (90) days after the date of the Petitioners' application, a public hearing was held by the Board on October 24, 2023, pursuant to publication in the *Des Plaines Journal* on October 4, 2023; and

**WHEREAS**, notice of the public hearing was mailed to all property owners within 500 feet of the Development Parcels; and

**WHEREAS**, during the public hearing the PZB heard testimony and received evidence with respect to how the Petitioner intended to satisfy and comply with the provisions of the Zoning Ordinance; and

**WHEREAS**, pursuant to Section 13-2-2 of the Subdivision Regulations, the Board approved, by a vote of 6-0, to approve the Tentative Plat of Subdivision; and

**WHEREAS**, pursuant to Sections 12-3-5 and 12-3-7 of the Zoning Ordinance, the Board filed a written report with the City Council on August 9, 2023, summarizing the testimony and evidence received by the Board and stating its recommendation, by a vote of 6-0, to recommend approval of the remainder of the Requested Relief, subject to certain conditions; and

**WHEREAS**, the Petitioners made representations to the Board with respect to the Requested Relief, which representations are hereby found by the City Council to be material and upon which the City Council relies in approving the Revised Relief; and

**WHEREAS**, the City Council has considered the written report of the Board, the applicable standards for map amendments set forth in the Zoning Ordinance, and the Community and Economic Development Staff Memorandum dated October 25, 2023, and has determined that it is in the best interest of the City and the public to approve the Requested Relief in accordance with the provisions of this Ordinance;

**NOW, THEREFORE, BE IT ORDAINED** by the City Council of the City of Des Plaines, Cook County, Illinois, in the exercise of its home rule powers, as follows:

**SECTION 1. RECITALS.** The recitals set forth above are incorporated herein by reference and made a part hereof, the same constituting the factual basis for the approval of the Proposed Map Amendment, the Proposed Preliminary Plat of PUD, and the Proposed PUD Exceptions.

**SECTION 2. LEGAL DESCRIPTION OF THE DEVELOPMENT PARCELS.** The Development Parcels are legally described as:

THAT PART OF LOTS 1 THROUGH 5 (ALL INCLUSIVE) IN BLOCK 9 IN DES PLAINES MANOR TRACT 1, BEING A SUBDIVISION IN SECTIONS 17 AND 20 IN TOWNSHIP 41 NORTH, RANGE 12 EAST OF THE THIRD PRINCIPAL MERIDIAN ACCORDING TO THE PLAT THEROF RECORDED JULY 14, 1911, TOGETHER WITH THAT PART OF LOTS 1 THROUGH 6 IN BLOCK 6 IN PARSON AND LEE'S ADDITION TO THE TOWN OF DES PLAINES, BEING A SUBDIVISION OF LOTS 72 TO 74 (BOTH INCLUSIVE) AND 174 TO 177, (BOTH INCLUSIVE) IN THE TOWN OF DES PLAINES, PART OF THE SECTIONS 17 AND 20, TOWNSHIP 41 NORTH, RANGE 12 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS DESCRIBED AT THE NORTHEASTERLY MOST CORNER OF SAID LOT 1 IN BLOCK 6 IN PARSON AND LEE'S ADDITION TO THE TOWN OF DES PLAINES; SAID POINT ALSO KNOWN AS THE INTERSECTION OF THE WESTERLY LINE OF GRACELAND

AVENUE AND THE SOUTHERLY LINE OF THACKER STREET (ALSO KNOWN AS DEMPSTER AVENUE); THENCE SOUTH 30 DEGREES 38 MINUTES 48 SECONDS WEST ALONG THE WESTERLY LINE OF AFORESAID GRACELAND AVENUE (ALSO KNOWN AS THE EASTERLY LINE OF BLOCK 6 AFORESAID, A DISTANCE OF 517.56 FEET TO A POINT; SAID BEING ON THE NORTHERLY LINE OF THE MINNEAPOLIS, ST. PAUL AND SAUTE STE. MARIE RAILROAD (FORMERLY THE WISCONSIN CENTRAL RAILROAD); THENCE NORTH 14 DEGREES 53 MINUTES 22 SECONDS WEST ALONG SAID NORTHERLY LINE, A DISTANCE OF 735.44 FEET TO A POINT ON THE SOUTHERLY RIGHT-OF-WAY LINE OF AFORESAID THACKER STREET; THENCE NORTH 87 THACKER STREET, A DISTANCE OF 6.96 FEET TO A POINT; THENCE SOUTH 59 DEGREES 15 MINUTES 41 SECONDS EAST, ALONG THE AFORESAID SOUTHEASTERLY LINE OF THACKER STREET (ALSO KNOWN AS THE EASTERLY LINE OF SAID BLOCK 9), A DISTANCE OF 519.88 FEET TO THE POINT OF BEGINNING, IN COOK COUNTY, ILLINOIS.

PINS: 09-20-105-016, 09-20-105-017, 09-20-105-020, 09-20-105-021, 09-20-105-022, 09-20-105-023, 09-20-105-024, 09-20-105-045, 09-20-203-006

Commonly known as 900 Graceland Avenue and 1217 Thacker Street

**SECTION 3. APPROVAL OF PROPOSED MAP AMENDMENT.** Pursuant to Section 12-3-7 of the Zoning Ordinance, the City Council has considered the factors relevant to the approval of map amendments and has determined that the procedure for the review of map amendments has been satisfied. The Map Amendment to rezone the Development Parcels from the M-2 District to the R-3 District is hereby approved.

**SECTION 4. APPROVAL OF PROPOSED PRELIMINARY PLAT OF PUD.** Pursuant to Section 12-3-5 of the Zoning Ordinance, the City Council hereby approves the Proposed Preliminary Plat of PUD for the Development Parcels, which consists of the following plans:

- A. “Preliminary Planned Unit Development Plat,” consisting of two sheets, prepared by Eriksson Engineering Associates, Ltd., and with a latest revision date of May 30, 2023;
- B. “Graceland and Thacker Architectural Plans,” consisting of eleven sheets, prepared by Fitzgerald, and with a latest revision date of October 2, 2023; and
- C. “Landscape Plan Site A,” consisting of four sheets, prepared by Eriksson Engineering Associates, Ltd., and with a latest revision date of May 8, 2023; and



D. "Site A R3 Photometric Plan," consisting of thirty-two sheets, prepared by Paramount EO Electrical Supplies and Services, and with a latest revision date of October 2, 2023; and

E. "Graceland & Thacker Residential Community Engineering Plans," consisting of four sheets, prepared by Eriksson Engineering Associates, Ltd., and with a latest revision date of May 30, 2023

(collectively, the "*Proposed Preliminary Plat of PUD*"), copies of which are attached to and, by this reference, made a part of this Ordinance as **Exhibit A**. The City Council hereby directs the Zoning Administrator to accept the Proposed Preliminary Plat of PUD for the Subject Property, subject to and contingent upon the conditions set forth in Section 9 of this Ordinance.

**SECTION 5. ACKNOWLEDGEMENT OF REQUEST FOR PUD EXCEPTIONS.** The City Council hereby acknowledges that pursuant to Section 12-3-5.C of the Zoning Ordinance, the Petitioner has requested, and the Proposed Preliminary Plat of PUD contemplates, two exceptions to the bulk regulations of the R-3 Townhouse District: (1) to permit a minimum lot area of 2,608 square feet per dwelling unit, where a minimum of 2,800 square feet per dwelling unit is required, as set forth in Section 12-7-3.F of the Zoning Ordinance and (2) to permit a front yard setback of 12 feet where a minimum front yard setback of 25 feet is required. At the time of consideration of a proposed final plat of planned unit development ("*Final Plat of PUD*") for the Subject Property, a final plat of subdivision for the Subject Property, and a final development plan for the Subject Property, the City Council will consider approval the Proposed PUD Exceptions.

**SECTION 6. SUBMISSION OF FINAL PLAT OF PUD AND FINAL PLAT OF SUBDIVISION.** Pursuant to and in accordance with Section 12-3-5.D.3 of the Zoning Ordinance and Section 13-2-4 of the Subdivision Code, the adoption of this Ordinance authorizes the Petitioner to submit a Final Plat of PUD and a final plat of subdivision for the Subject Property to the City.

**SECTION 7. EFFECT OF APPROVAL OF PROPOSED PRELIMINARY PLAT OF**

**PUD.** Pursuant to Section 12-3-5.D.3 of the Zoning Ordinance, the approval of the Proposed Preliminary Plat of PUD for the Subject Property, as provided in Section 5 of this Ordinance, will not be deemed or interpreted as authorizing or entitling the development or the improvement of the Subject Property in any manner whatsoever unless and until the City Council approves, by ordinance or resolution duly adopted, as the case may be: (i) a conditional use permit for a planned unit development for the Subject Property, pursuant to Section 12-3-5.D.5 of the Zoning Ordinance; and (ii) a final plat of subdivision for the Subject Property, pursuant to Section 13-2-8 of the Subdivision Regulations. Nothing herein will be deemed or interpreted as obligating or requiring the City Council to approve a conditional use permit for a planned unit development or a final plat of subdivision. Further, the City Council has no obligation to consider or approve a conditional use permit for a planned unit development or a final plat of subdivision unless and until:

A. The Petitioner complies with the applicable procedures for the review and approval of a Final Plat of PUD for the Subject Property, as set forth in Section 12-3-5.D.5 of the Zoning Ordinance; and

B. The Petitioner complies with the applicable procedures for review and approval of a final plat of subdivision for the Subject Property, as set forth in Chapter 2 of the Subdivision Regulations.

**SECTION 8. CONDITIONS OF APPROVAL.** The approvals granted in Sections 3, 4, and 5 of this Ordinance are expressly subject to and contingent upon compliance by the Petitioner with each and all of the following conditions, all at the sole cost and expense of the Petitioner:

1. In the event the property is sold, and/or a property owner desires to sell separate, fee-simple townhouse units, a Plat of Subdivision will be necessary to create separate lots and a Homeowner's Association, or similar unified control entity must be established along with any covenants, conditions, and restrictions governing maintenance of common areas.

2. At time of submission for final subdivision and PUD plat, all public improvements must be noted on plans and all engineering comments addressed to the satisfaction of the Director of Public Works and Engineering.

3. At time of submission for final subdivision and PUD Plat, the landscape plan must be revised in the park area closest to Thacker Street between Laurel Avenue and the railroad track. Bushes and a semi-open fence (wrought iron or chain link) should be placed around the north corner of the proposed park to allow visibility for traffic from Thacker Street.

4. At time of final subdivision and PUD Plat, the photometric plan must be revised to include lighting at the entrances of both driveways. Any new lighting must be in conformance with Section 12-12-10 of the Zoning Ordinance.

5. Each townhouse unit shall have separate water and sanitary sewer services.

6. All electrical lines on the property must be installed underground.

7. The Petitioner shall enter into a Subdivision and Development Agreement memorializing its obligations to develop the Development Parcels in full compliance with the City's Zoning Ordinance, Subdivision Regulations, building codes and regulations, and the conditions set forth in this Ordinance as well as any other entitlements granted by the City.

**SECTION 9. TIME PERIOD FOR SUBMISSION OF FINAL PLAT OF PUD AND FINAL PLAT OF SUBDIVISION.** Pursuant to and in accordance with Section 12-3-5.D.3 of the Zoning Ordinance and Section 13-2-10.B of the Subdivision Regulations, respectively, the Petitioner must submit for review by the City: (a) a Final Plat of PUD for the Subject Property no later than the date that is 12 months after the effective date of this Ordinance; and (b) a final plat of subdivision for the Subject Property no later than the date that is 12 months after the effective date of the approval of the Tentative Plat of Subdivision by the PZB.

**SECTION 10. EFFECTIVE DATE.** This Ordinance shall be in full force and effect upon its passage and publication in pamphlet form in the manner required by law.

**SECTION 11. SEVERABILITY.** If any paragraph, section, clause or provision of this Ordinance is held invalid, the remainder shall continue in full force and effect without affecting the validity of the remaining portions of the Ordinance.

PASSED this\_\_day of\_\_\_\_\_, 2023.

APPROVED this\_\_\_\_\_day of\_\_\_\_\_ 2023.

VOTE: AYES\_\_\_\_\_NAYS \_\_\_\_\_ABSENT \_\_\_\_\_

\_\_\_\_\_  
MAYOR

**ATTEST:**

\_\_\_\_\_  
**CITY CLERK**

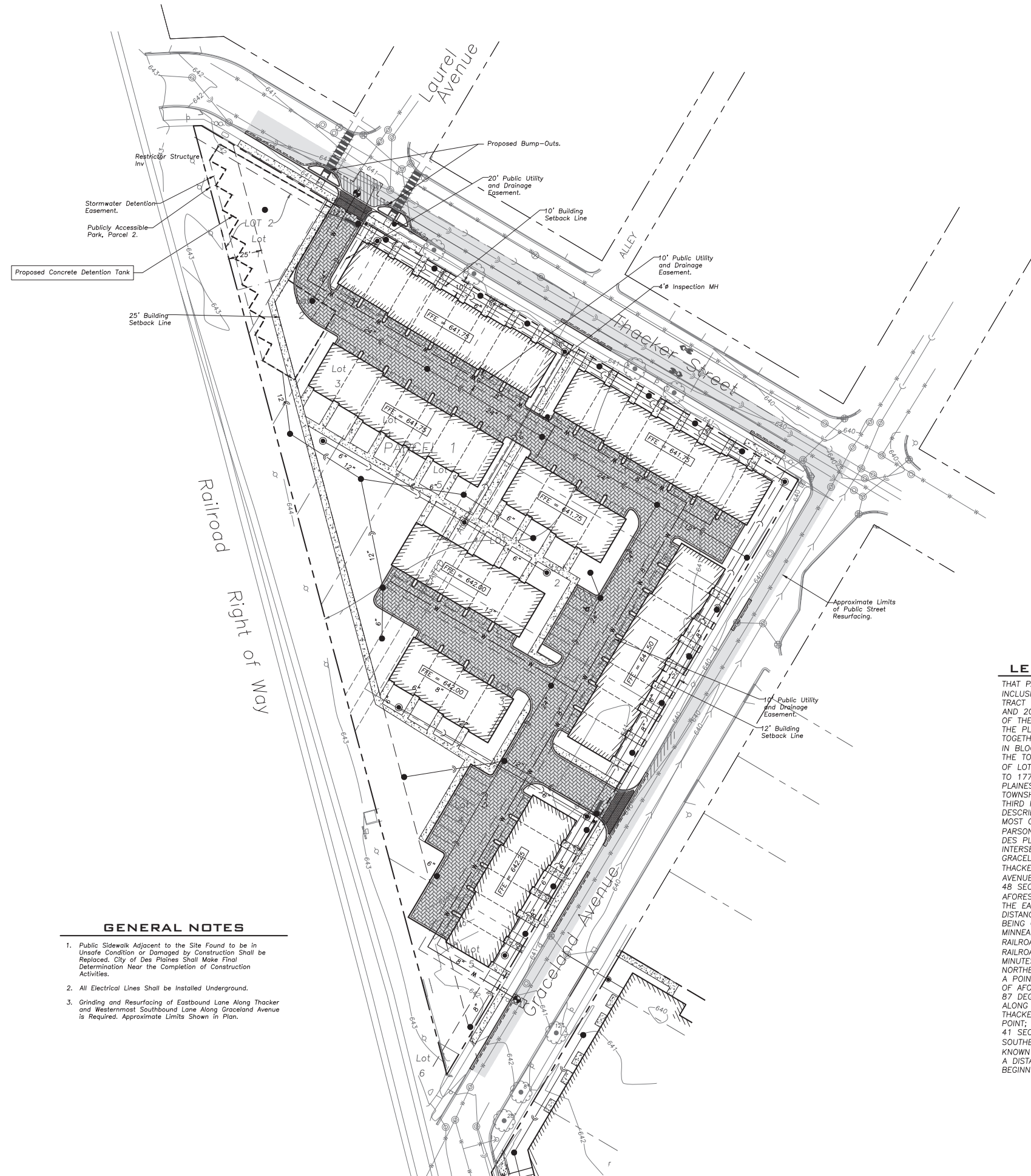
Published in pamphlet form this  
\_\_\_\_\_ day of\_\_\_\_\_, 2023.

Approved as to form:

\_\_\_\_\_  
CITY CLERK

\_\_\_\_\_  
Peter M. Friedman, General Counsel

# PRELIMINARY PLANNED UNIT DEVELOPMENT PLAT



LEGEND	
EXISTING	PROPOSED
⊙	Manhole
⊕	Catch Basin
□	Inlet
△	Area Drain
○	Clean Out
○	Flared End Section
—	Storm Sewer
—	Sanitary Sewer
—	Water Main
—	Gas Line
—	Overhead Wires
—	Electrical Cable (Buried)
—	Telephone Line
⊙	Fire Hydrant
⊙	Valve Vault
⊙	Buffalo Box
⊙	Downspout
⊙	Bollard
⊙	Gas Valve
⊙	Gas Meter
⊙	Electric Meter
⊙	ComEd Manhole
⊙	Hand Hole
⊙	Light Pole
⊙	Light Pole w/ Mast Arm
⊙	Utility Pole
⊙	Telephone Pedestal
⊙	Telephone Manhole
⊙	Sign
⊙	Fence
⊙	Accessible Parking Stall
⊙	Curb & Gutter
⊙	Depressed Curb
⊙	Curb Elevation
⊙	Gutter Elevation
⊙	Pavement Elevation
⊙	Sidewalk Elevation
⊙	Ground Elevation
⊙	Top of Retaining Wall Elevation
⊙	Swale
⊙	Contour Line
⊙	Deciduous Tree
⊙	Coniferous Tree
⊙	Brushline
⊙	Tree Protection
⊙	Fencing at Drip Line

### GENERAL NOTES

- Public Sidewalk Adjacent to the Site Found to be in Unsafe Condition or Damaged by Construction Shall be Replaced. City of Des Plaines Shall Make Final Determination Near the Completion of Construction Activities.
- All Electrical Lines Shall be Installed Underground.
- Grinding and Resurfacing of Eastbound Lane Along Thacker and Westernmost Southbound Lane Along Graceland Avenue is Required. Approximate Limits Shown in Plan.

### LEGAL DESCRIPTION

THAT PART OF LOTS 1 THROUGH 5 (ALL INCLUSIVE) IN BLOCK 9 IN DES PLAINES MANOR TRACT 1, BEING A SUBDIVISION IN SECTIONS 17 AND 20 IN TOWNSHIP 41 NORTH, RANGE 12 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JULY 14, 1911, TOGETHER WITH THAT PART OF LOTS 1 THROUGH 6 IN BLOCK 6 IN PARSON AND LEE'S ADDITION TO THE TOWN OF DES PLAINES, BEING A SUBDIVISION OF LOTS 72 TO 74, (BOTH INCLUSIVE) AND 174 TO 177, (BOTH INCLUSIVE), IN THE TOWN OF DES PLAINES AND PART OF SECTIONS 17 AND 20, TOWNSHIP 41 NORTH, RANGE 12 EAST OF THE THIRD PRINCIPAL MERIDIAN, COOK COUNTY, ILLINOIS DESCRIBED BY BEGINNING AT THE NORTHEASTERLY MOST CORNER OF SAID LOT 1 IN BLOCK 6 IN PARSON AND LEE'S ADDITION TO THE TOWN OF DES PLAINES; SAID POINT ALSO KNOWN AS THE INTERSECTION OF THE WESTERLY LINE OF GRACELAND AVENUE AND THE SOUTHERLY LINE OF THACKER STREET (ALSO KNOWN AS DEMPSTER AVENUE); THENCE SOUTH 30 DEGREES 38 MINUTES 48 SECONDS WEST ALONG THE WESTERLY LINE OF AFORESAID GRACELAND AVENUE (ALSO KNOWN AS THE EASTERLY LINE OF BLOCK 6 AFORESAID, A DISTANCE OF 517.56 FEET TO A POINT; SAID BEING ON THE NORTHERLY LINE OF THE MINNEAPOLIS, ST. PAUL AND SAULTE STE. MARIE RAILROAD (FORMERLY THE WISCONSIN CENTRAL RAILROAD); THENCE NORTH 14 DEGREES 53 MINUTES 22 SECONDS WEST ALONG SAID NORTHERLY LINE, A DISTANCE OF 735.44 FEET TO A POINT ON THE SOUTHERLY RIGHT-OF-WAY LINE OF AFORESAID THACKER STREET; THENCE NORTH 87 DEGREES 36 MINUTES 07 SECONDS EAST ALONG THE SOUTHERLY LINE OF AFORESAID THACKER STREET, A DISTANCE OF 5.96 FEET TO A POINT; THENCE SOUTH 59 DEGREES 15 MINUTES 41 SECONDS EAST, ALONG THE AFORESAID SOUTHEASTERLY LINE OF THACKER STREET (ALSO KNOWN AS THE EASTERLY LINE OF SAID BLOCK 9), A DISTANCE OF 519.88 FEET TO A POINT OF BEGINNING, IN COOK COUNTY, ILLINOIS.

### SITE DETAILS

- Total of Forty-five (45) 3-story THs with 2-car garage:**
- Type I: Twenty-nine (29) at 22' x 38'
  - Type II: Sixteen (16) at 20' x 38'
- 16 guest outdoor parking stalls (1 guest parking required per 4 townhomes, i.e. 11 guest parking required)

### LOT AREA SUMMARY

TOTAL SITE AREA	136,588 SF (3.13 Ac)
LOT 1	130,418 SF (2.99 Ac)
LOT 2 (Park)	6,170 SF (0.14 Ac)



**ERIKSSON ENGINEERING ASSOCIATES, LTD.**

145 COMMERCE DRIVE, SUITE A  
GRAYSLAKE, ILLINOIS 60030  
PHONE (847) 223-4804  
FAX (847) 223-4864  
EMAIL: INFO@EEA-LTD.COM  
PROFESSIONAL DESIGN FIRM  
LICENSE NO. 184-003220  
EXPIRES: 04/30/2025

**GRACELAND & THACKER RESIDENTIAL COMMUNITY**  
GRACELAND & THACKER  
DES PLAINES, ILLINOIS

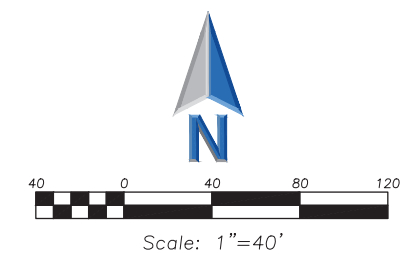
Reserved for Seal:

No.	Date	Description
05/22/23		ISSUE FOR VILLAGE SUBMITTAL
06/30/23		ISSUED FOR PZB
07/18/23		ISSUED FOR PZB
08/22/23		ISSUED FOR PZB
08/31/23		ISSUED FOR PZB
09/15/23		ISSUED FOR PZB
10/02/23		ISSUED FOR PZB

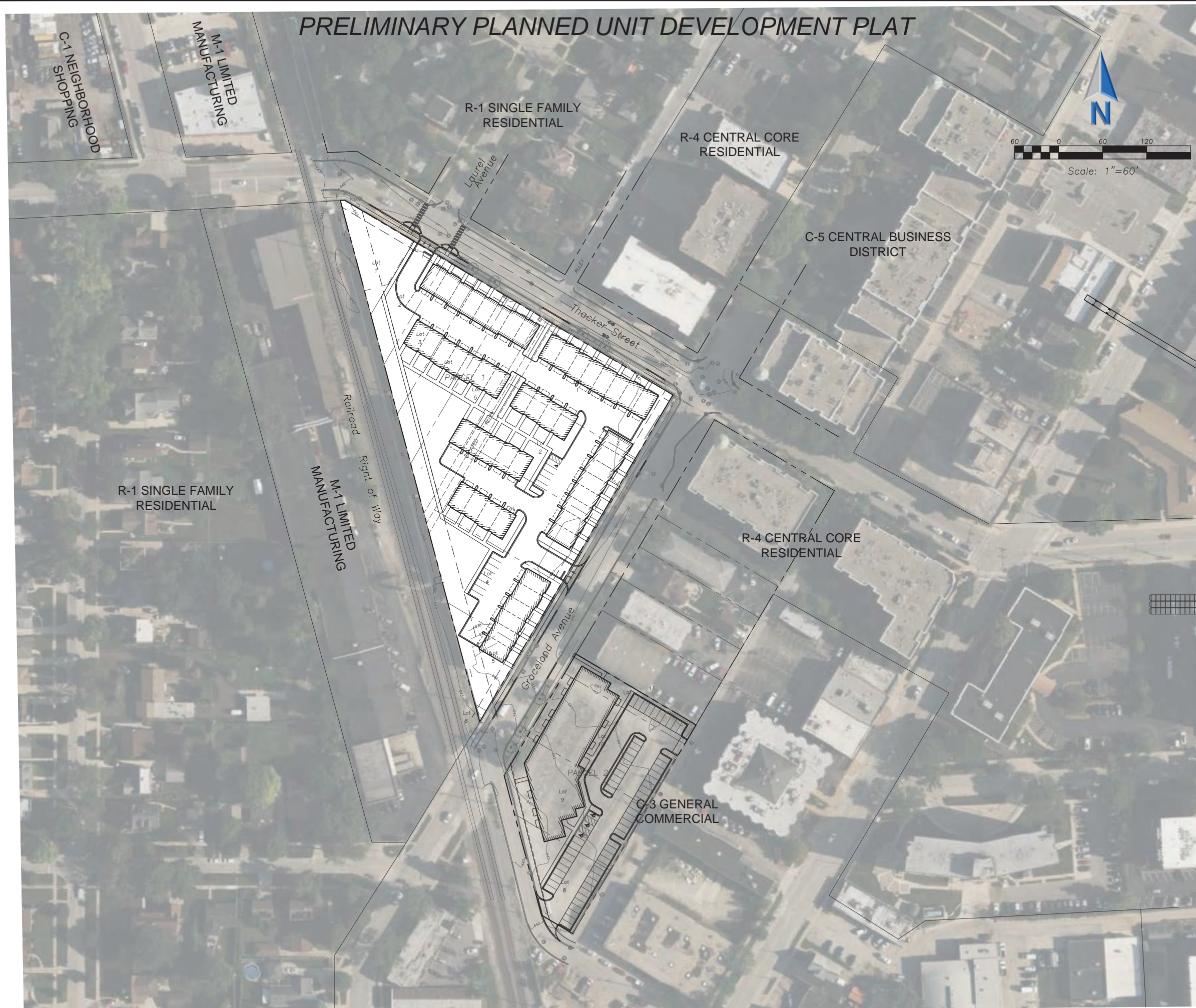
DESIGN BY: CS APPROVED BY: CMF DATE: 05/30/23

SHEET TITLE: **PRELIMINARY PUD PLAT**

SHEET NO: **1 of 2**








**ERIKSSON  
ENGINEERING  
ASSOCIATES, LTD.**  
 145 COMMERCE DRIVE, SUITE A  
 GRAYSLAKE, ILLINOIS 60030  
 PHONE (847) 223-4804  
 FAX (847) 223-4864  
 EMAIL: INFO@EEA-LTD.COM  
 PROFESSIONAL DESIGN FIRM  
 LICENSE NO. 184-003220  
 EXPIRES: 04/30/2025

**GRACELAND & THACKER  
RESIDENTIAL COMMUNITY**  
 GRACELAND & THACKER  
 DES PLAINES, ILLINOIS

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08/31/23		ISSUED FOR PZB
09/15/23		ISSUED FOR PZB
10/02/23		ISSUED FOR PZB

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 CONSENT OF ERIKSSON ENGINEERING ASSOCIATES, LTD.

Design By: CS      Approved By: CMF      Date: 05/30/23

Sheet Title:  
**PRELIMINARY  
PUD PLAT**

Sheet No:  
**2 of 2**





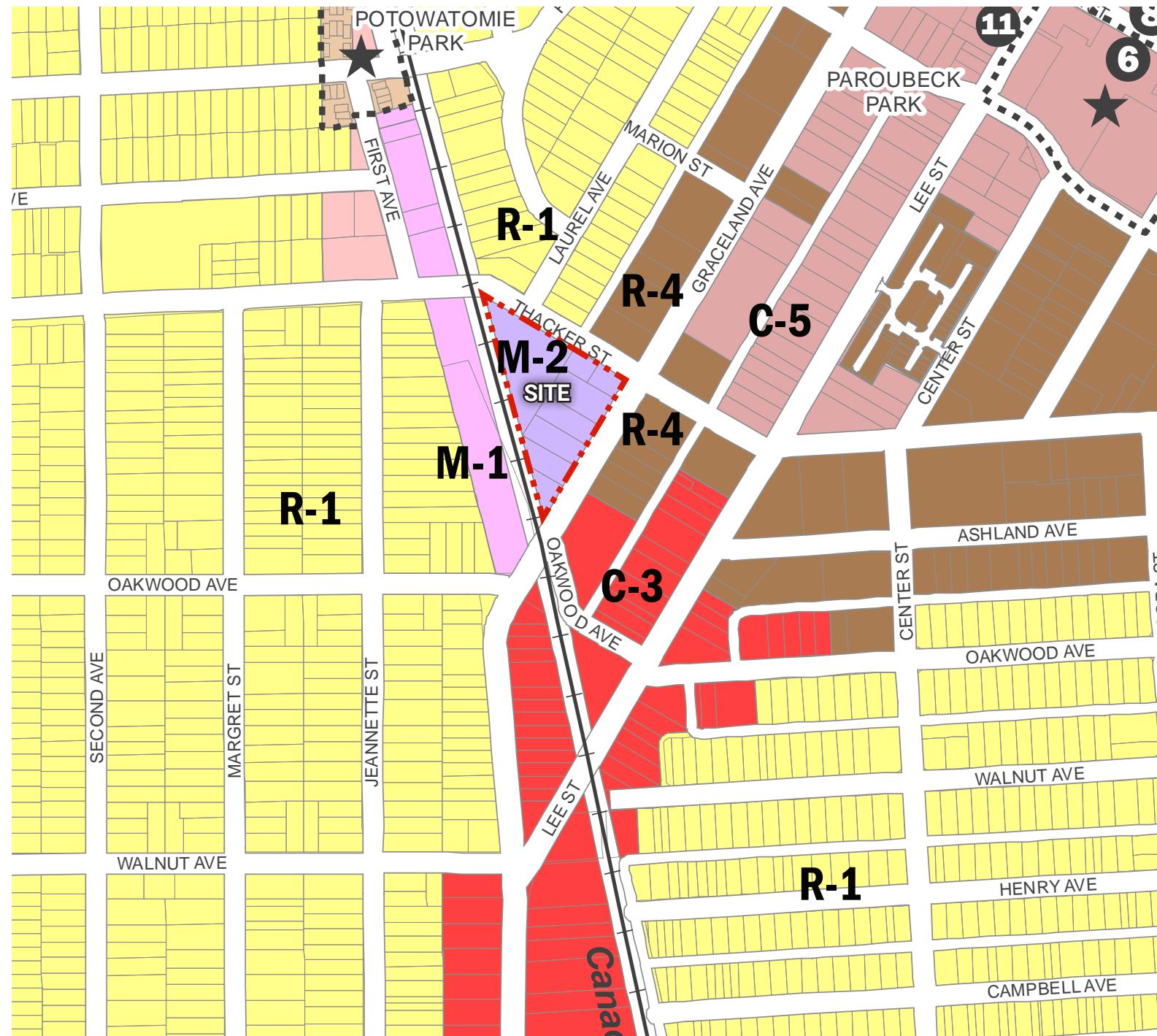
Owner/Developer:  
Luz and Associates #1 LLC

Architect:  
**FitzGerald**  
Exhibit A

**Graceland and Thacker**  
Des Plaines, Illinois

Issued for PZB Hearing Application | October 02, 2023

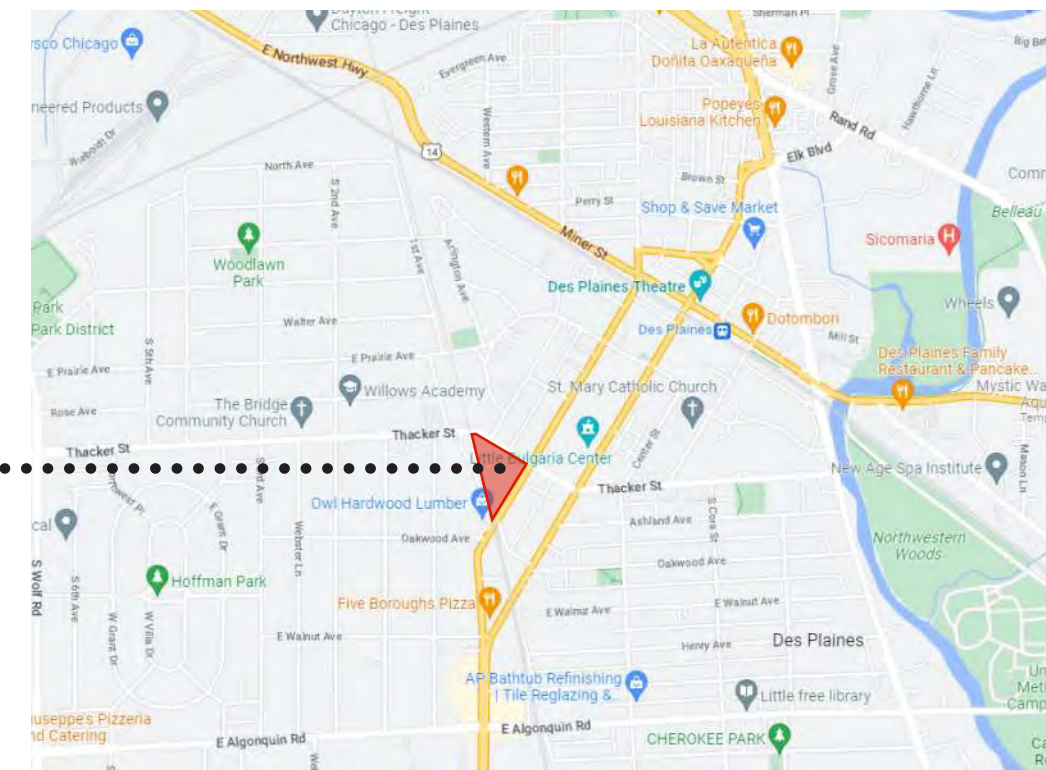




**ZONING MAP**

- Single Family Residential**
  - R-1 Single Family Residential
- Multi Family Residential**
  - R-2 Two Family Residential
  - R-3 Townhouse Residential
  - R-4 Central Core Residential
  - M-H Mobile Home
- Commercial**
  - C-1 Neighborhood Shopping
  - C-2 Limited Office Commercial
  - C-3 General Commercial
  - C-4 Regional Shopping
  - C-5 Central Business
  - C-6 Casino District
  - C-7 High Density Campus Commercial
- Manufacturing**
  - M-1 Limited Manufacturing
  - M-2 General Manufacturing
  - M-3 Special Manufacturing
- Other**
  - Planned Unit Development
- Institutional**
  - I-1 Institutional

**PROJECT SITE**

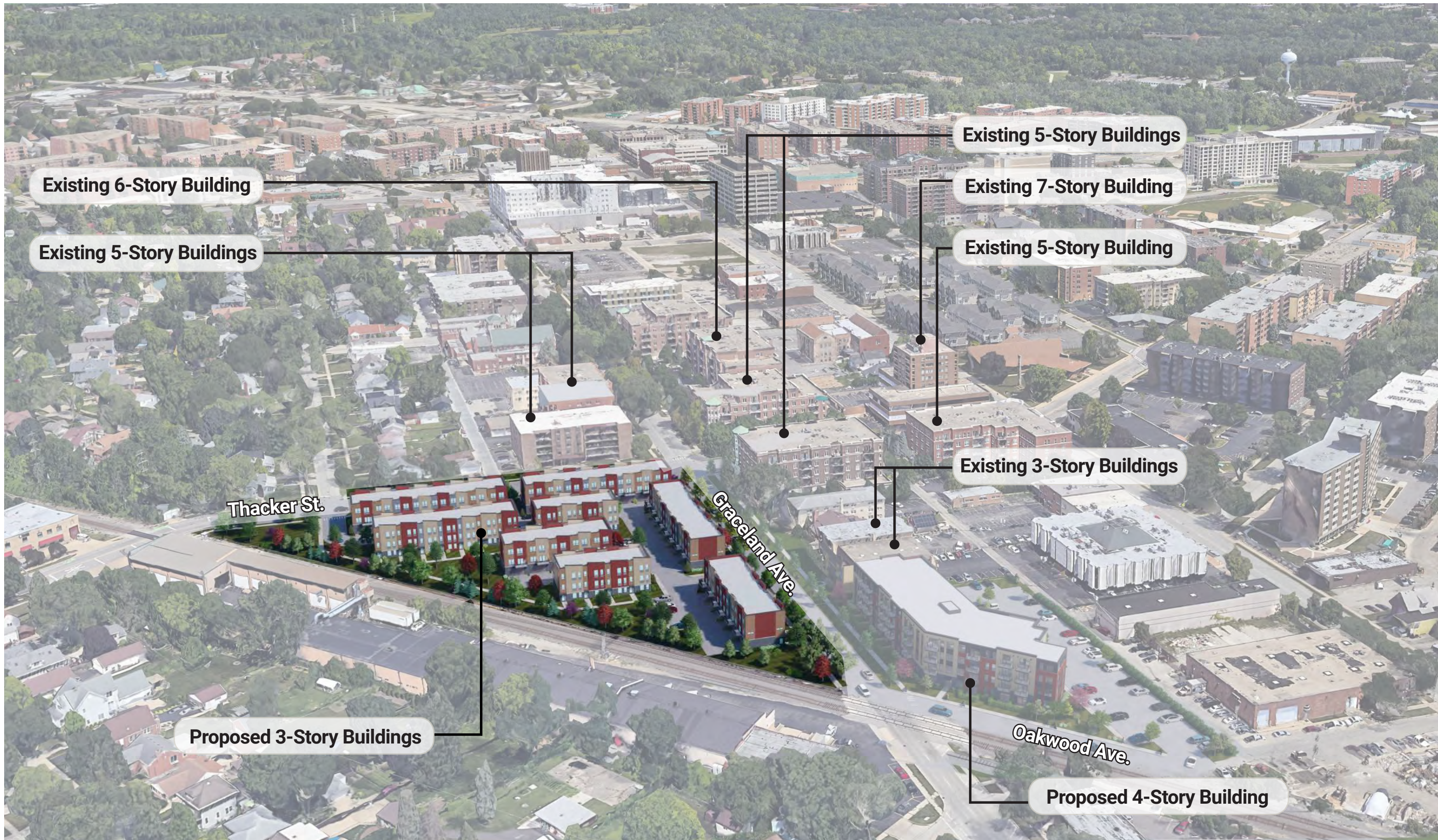


**LOCATION MAP**









Existing 6-Story Building

Existing 5-Story Buildings

Existing 5-Story Buildings

Existing 7-Story Building

Existing 5-Story Building

Existing 3-Story Buildings

Thacker St.

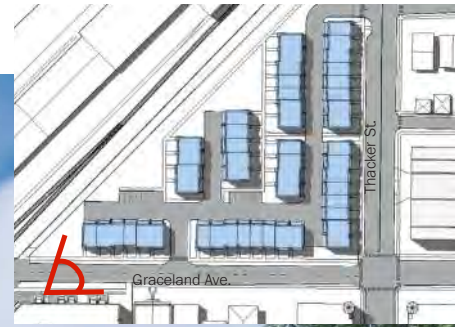
Graceland Ave.

Proposed 3-Story Buildings

Oakwood Ave.

Proposed 4-Story Building

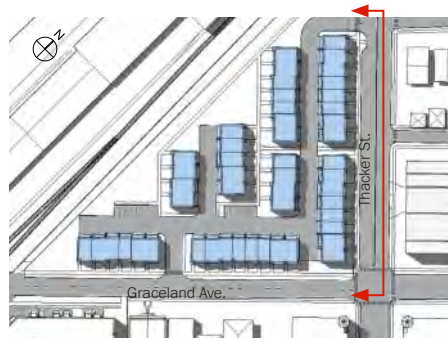




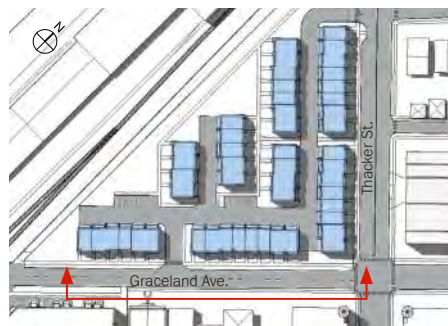
Luz and Associates #1 LLC

Eye Level View along Graceland



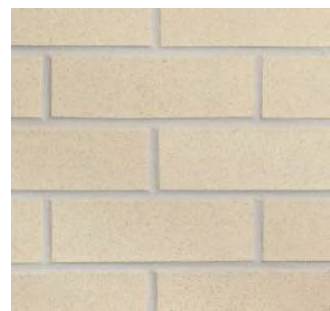


THACKER ST. STREET ELEVATION



GRACELAND AVE. STREET ELEVATION





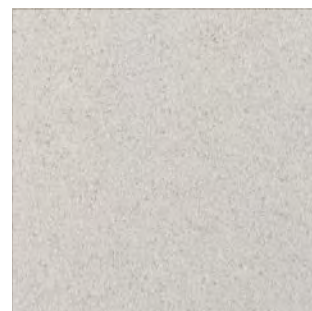
① **Face Brick**



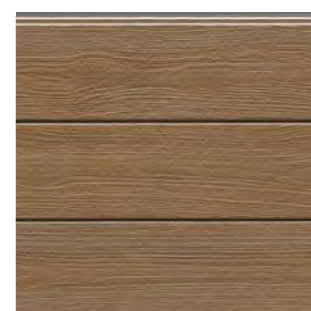
② **Face Brick**



③ **Face Brick**



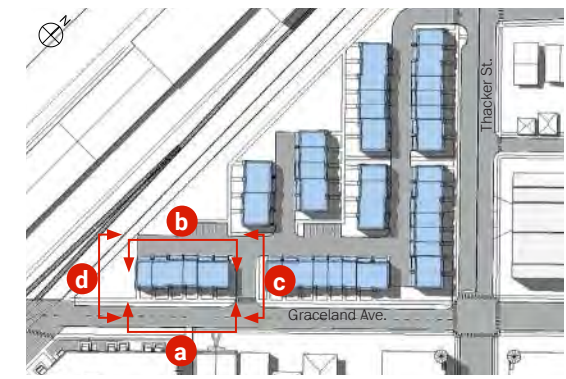
④ **Cast Stone**



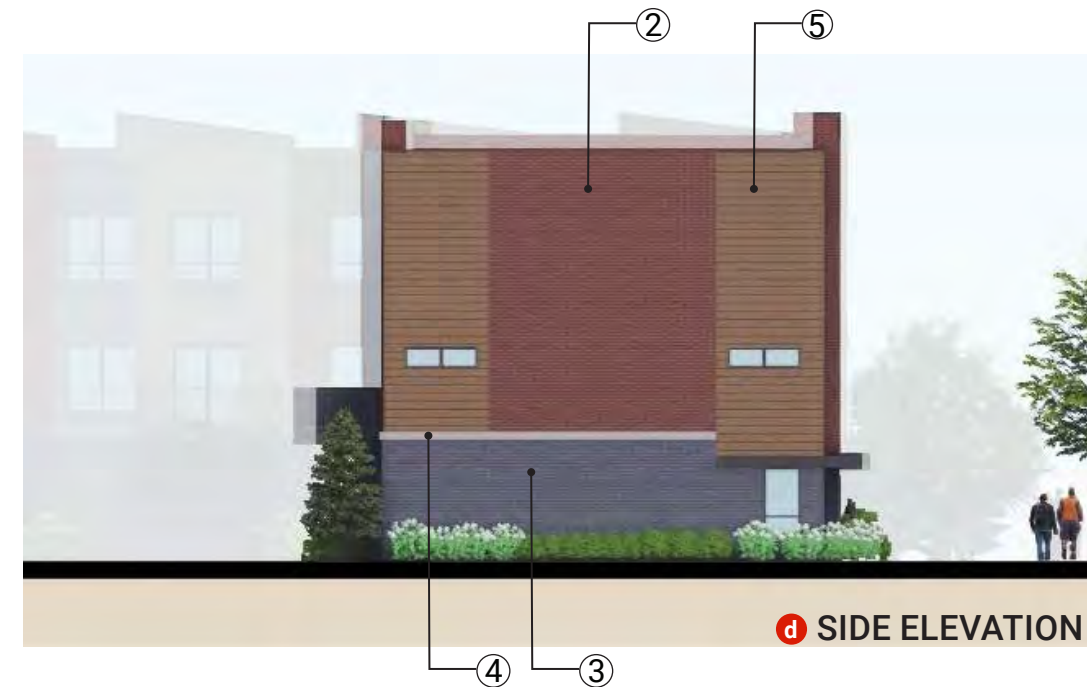
⑤ **Fiber Cement Panel**



⑥ **Fiber Cement Panel**



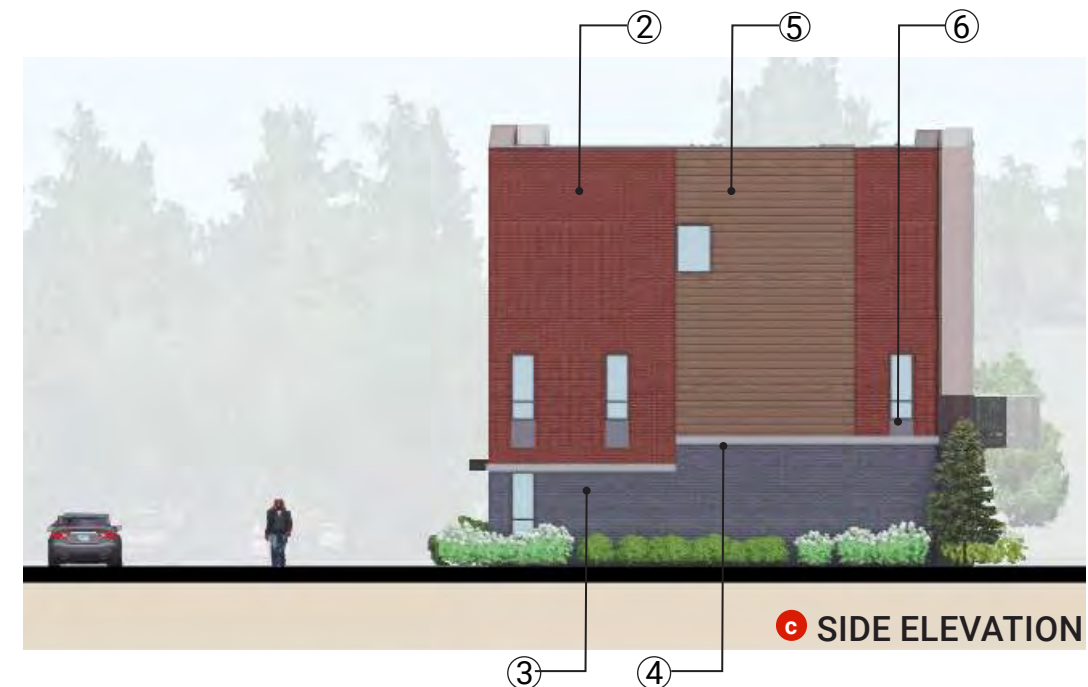
**b** BACK ELEVATION



**d** SIDE ELEVATION

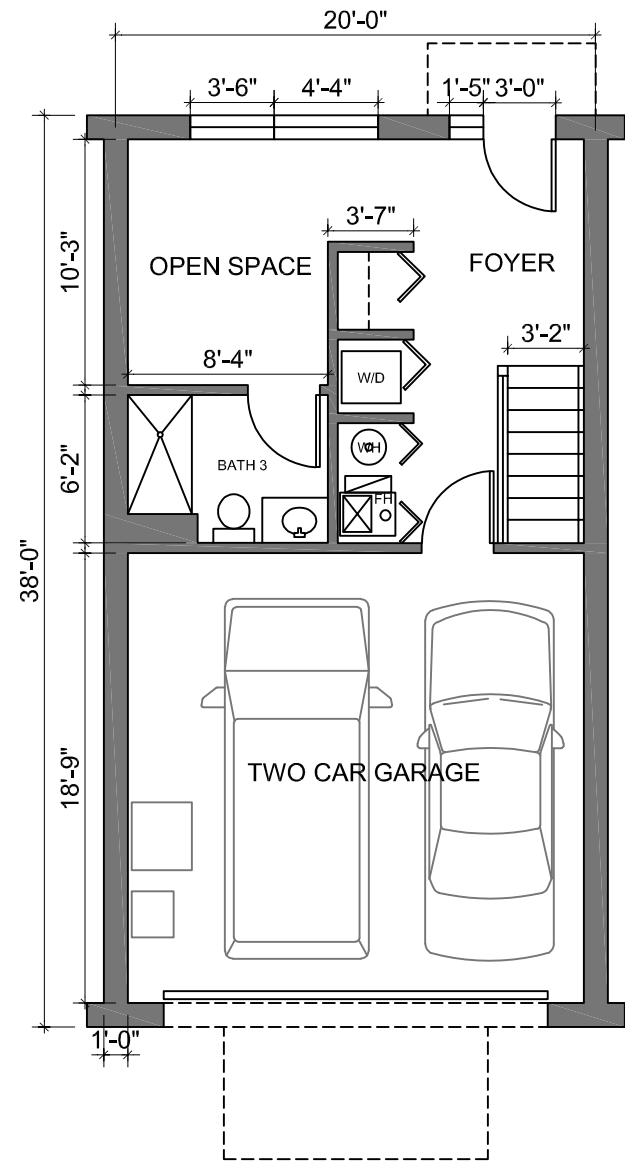


**a** FRONT ELEVATION

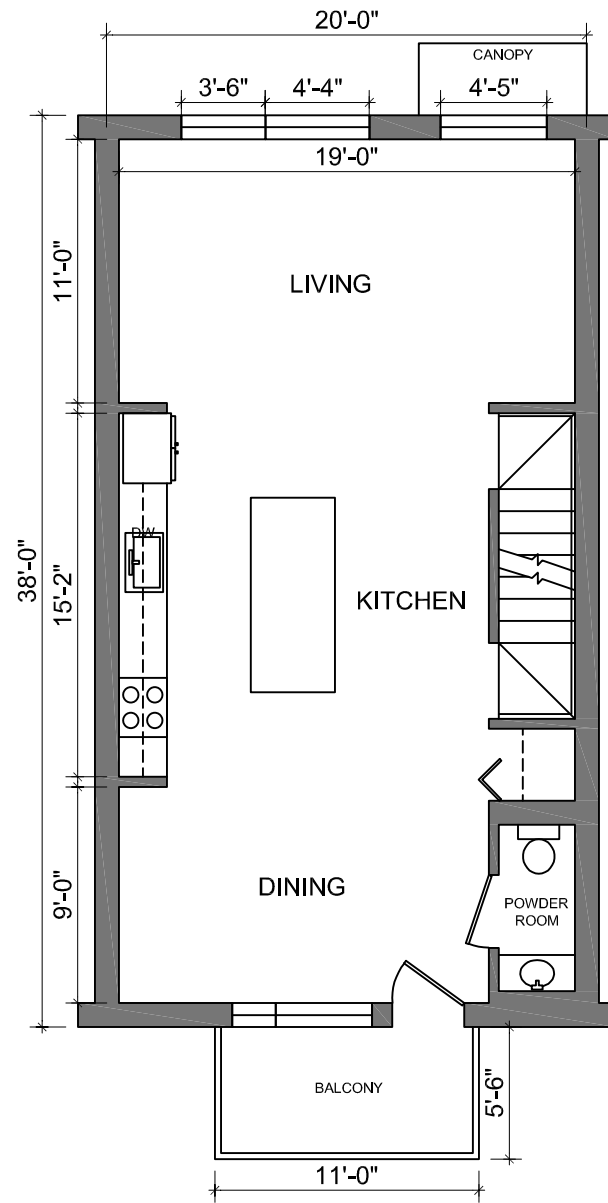


**c** SIDE ELEVATION

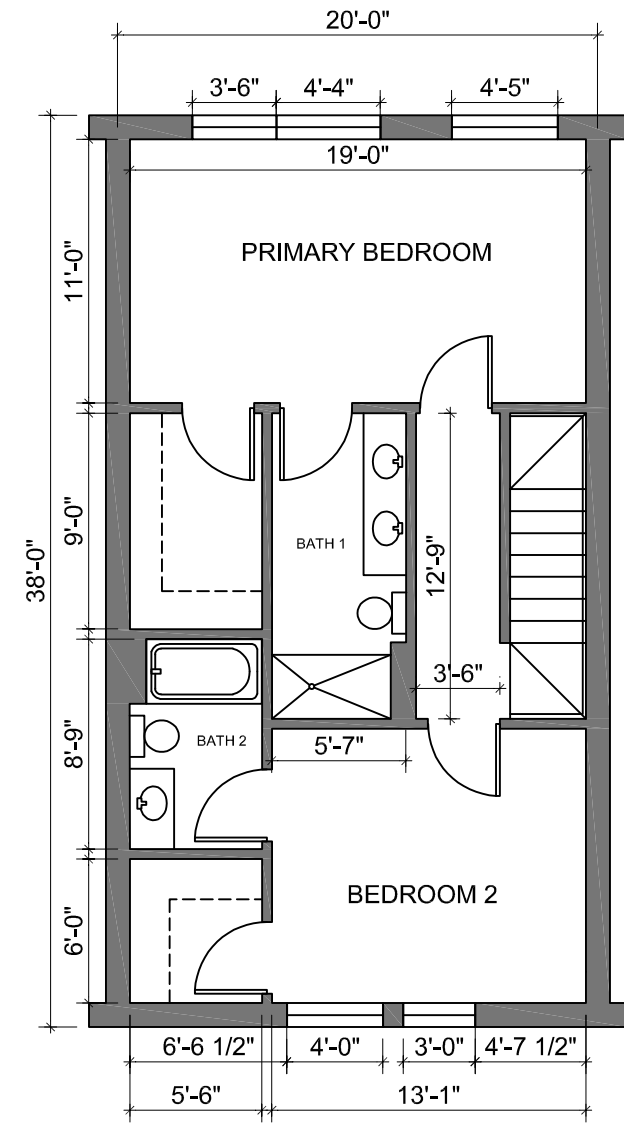




FIRST FLOOR PLAN

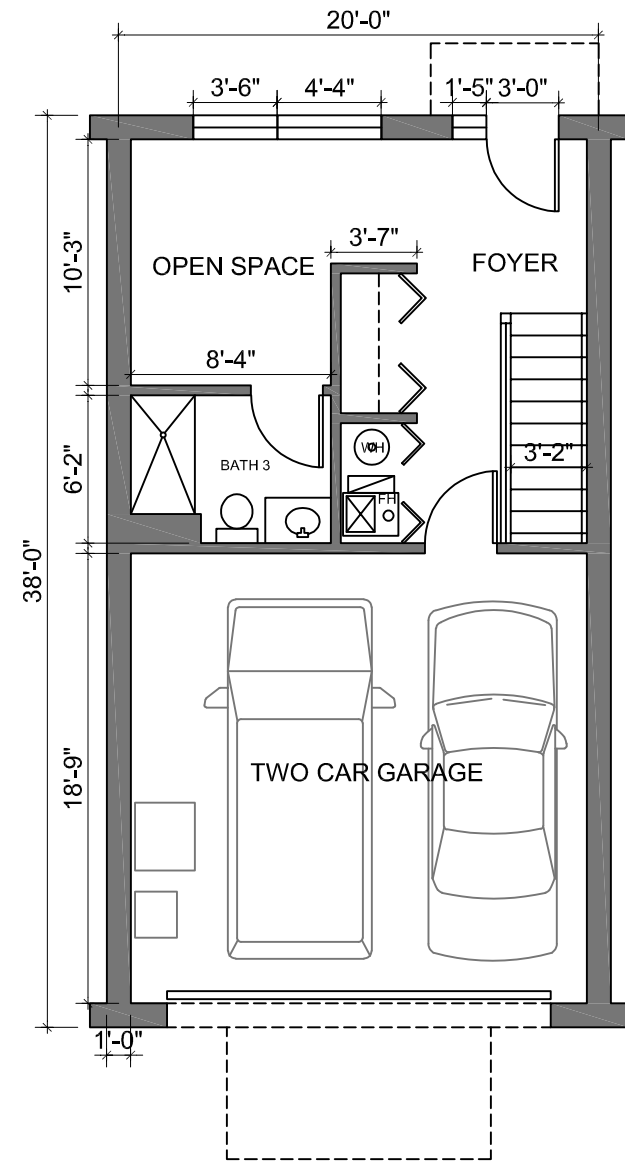


SECOND FLOOR PLAN

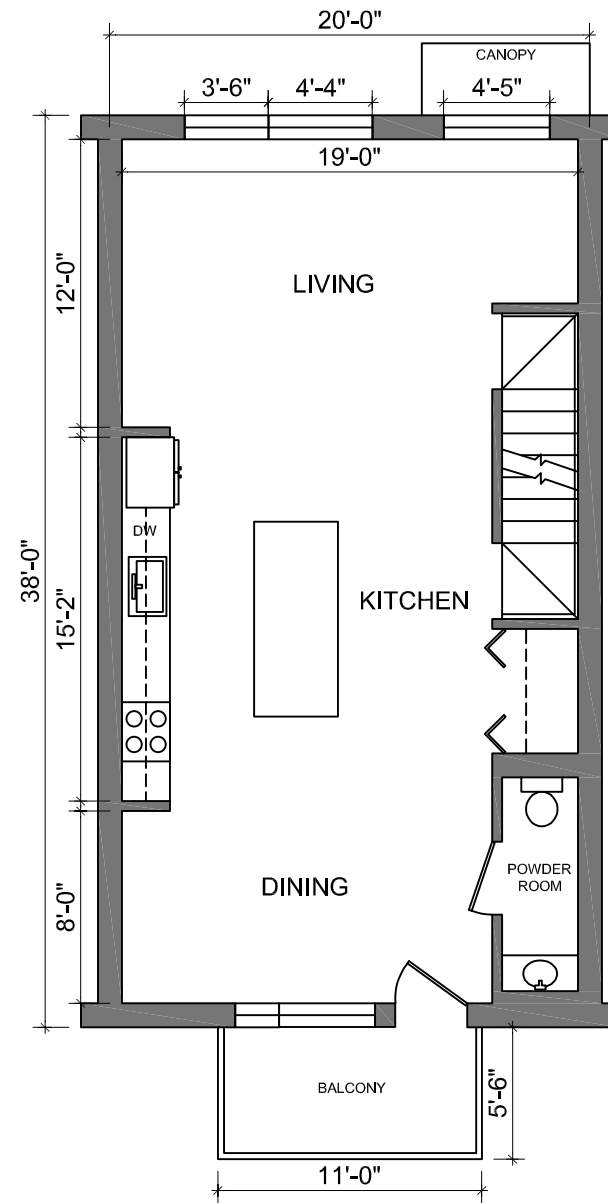


THIRD FLOOR PLAN

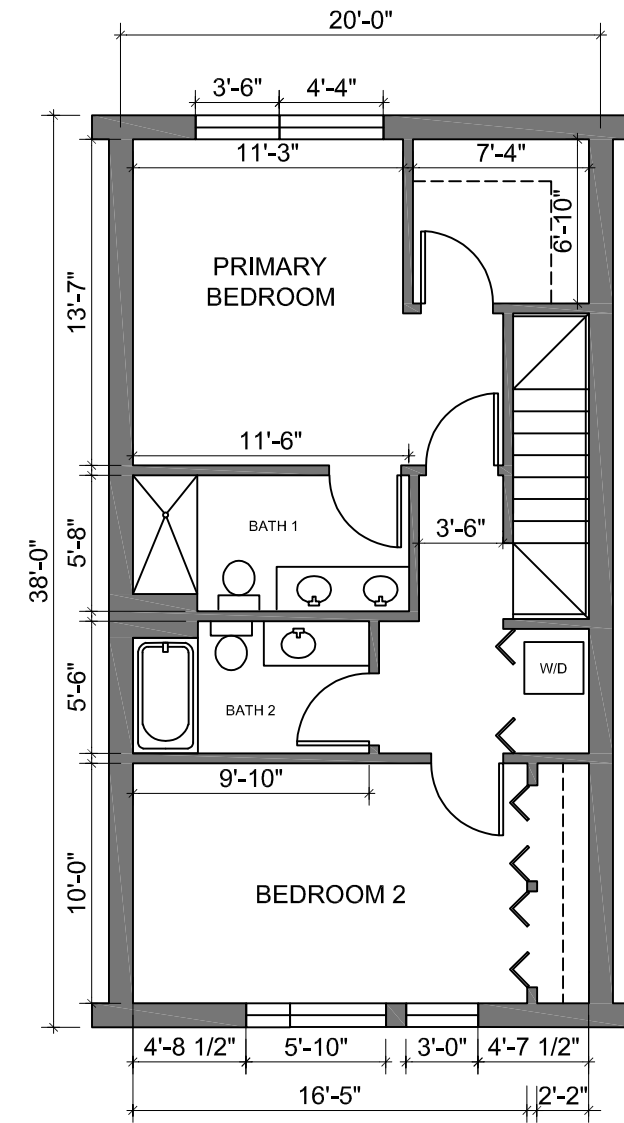
Townhome Floor Plans - 2 Bedroom Option 1



FIRST FLOOR PLAN

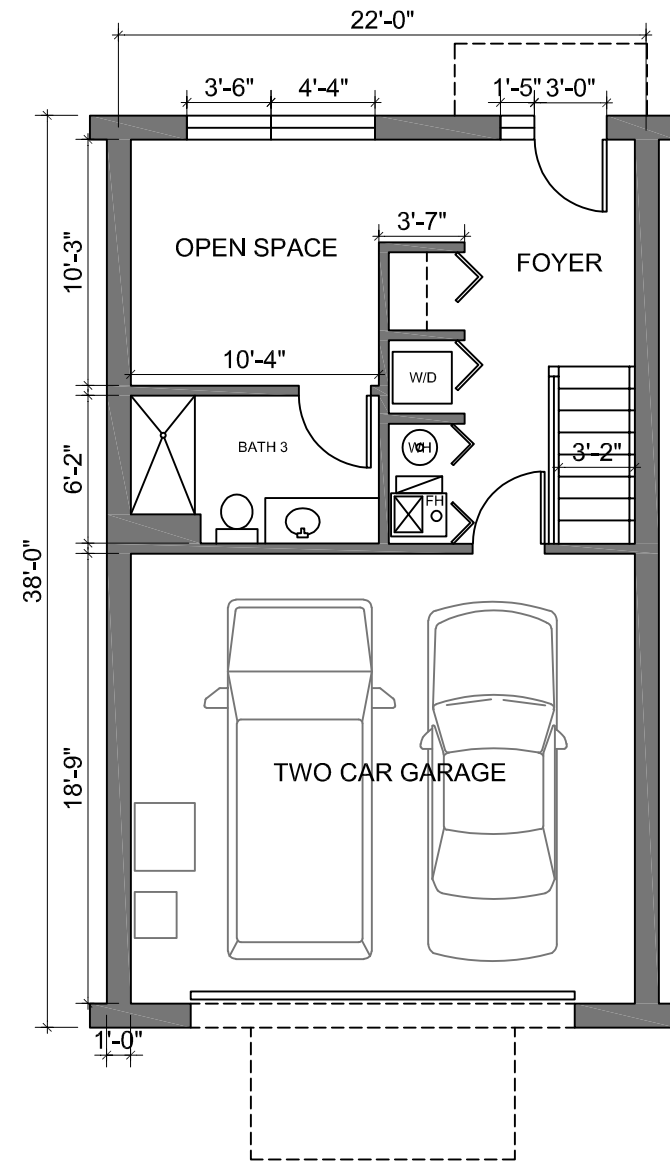


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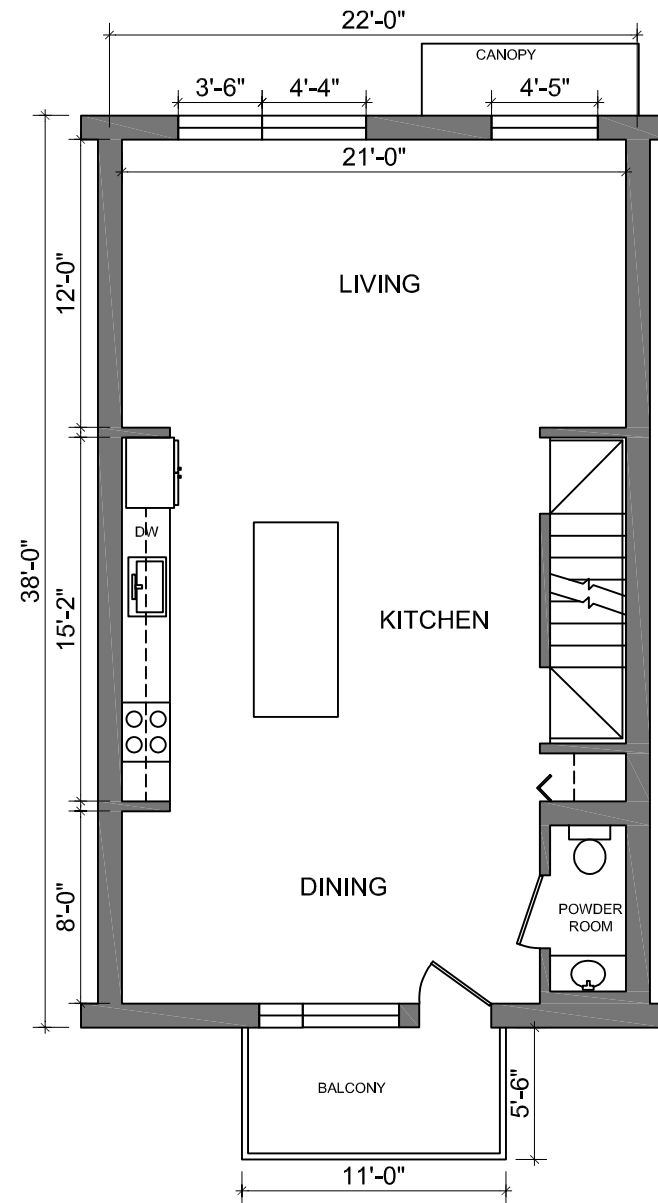


THIRD FLOOR PLAN

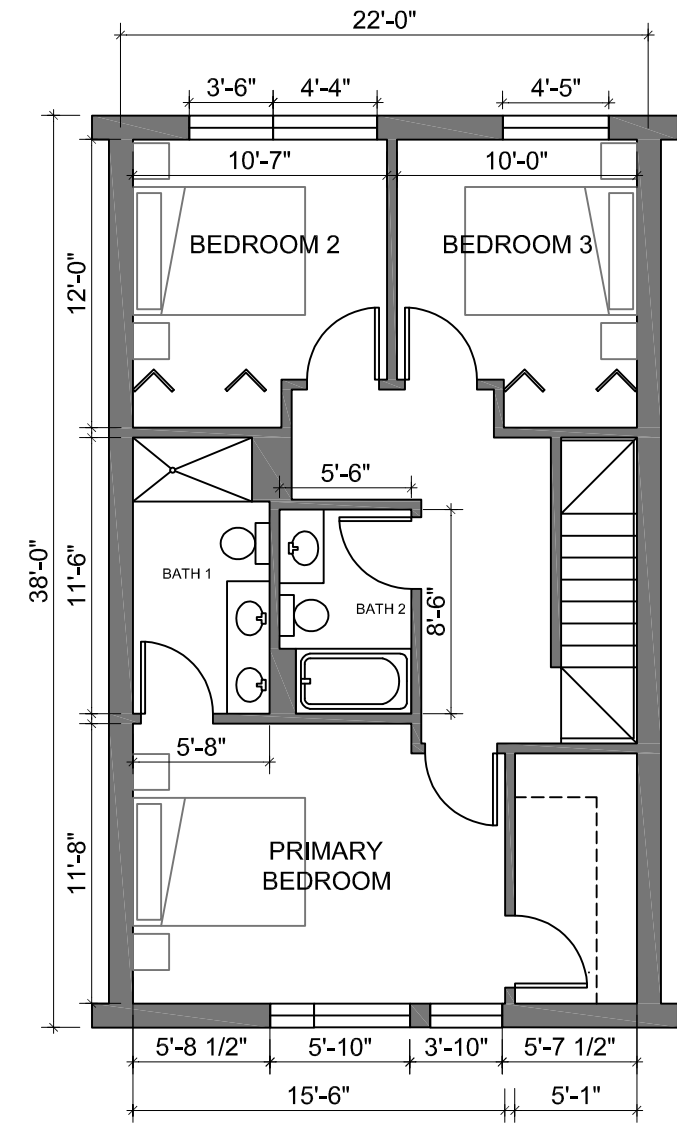
Townhome Floor Plans - 2 Bedroom Option 2



FIRST FLOOR PLAN

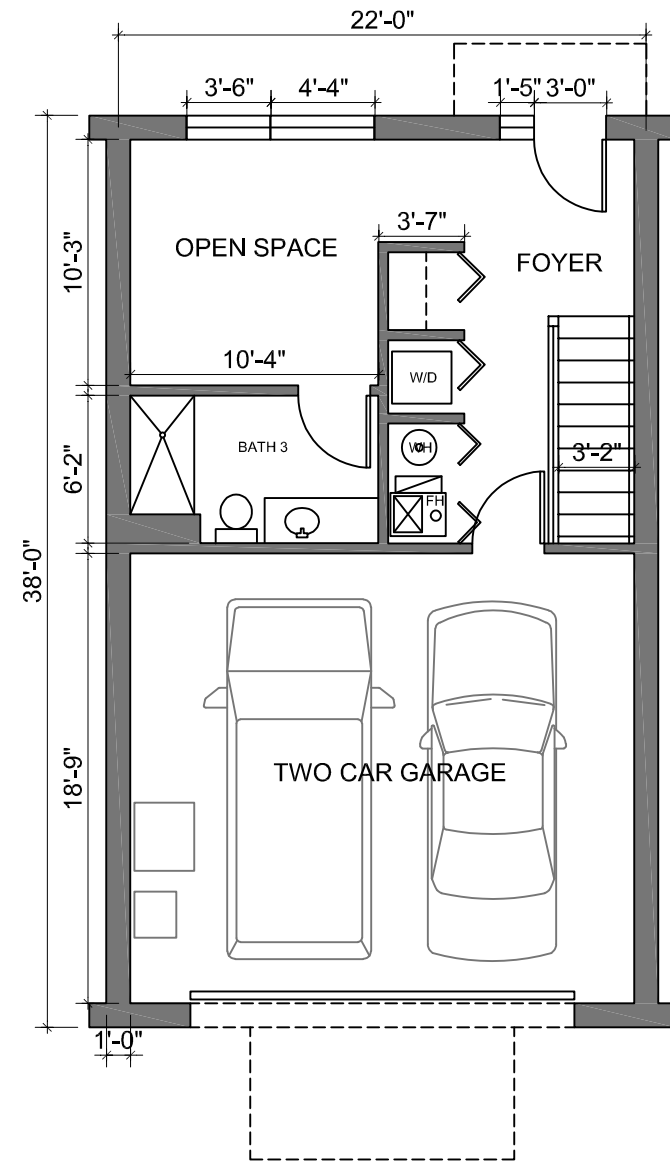


SECOND FLOOR PLAN

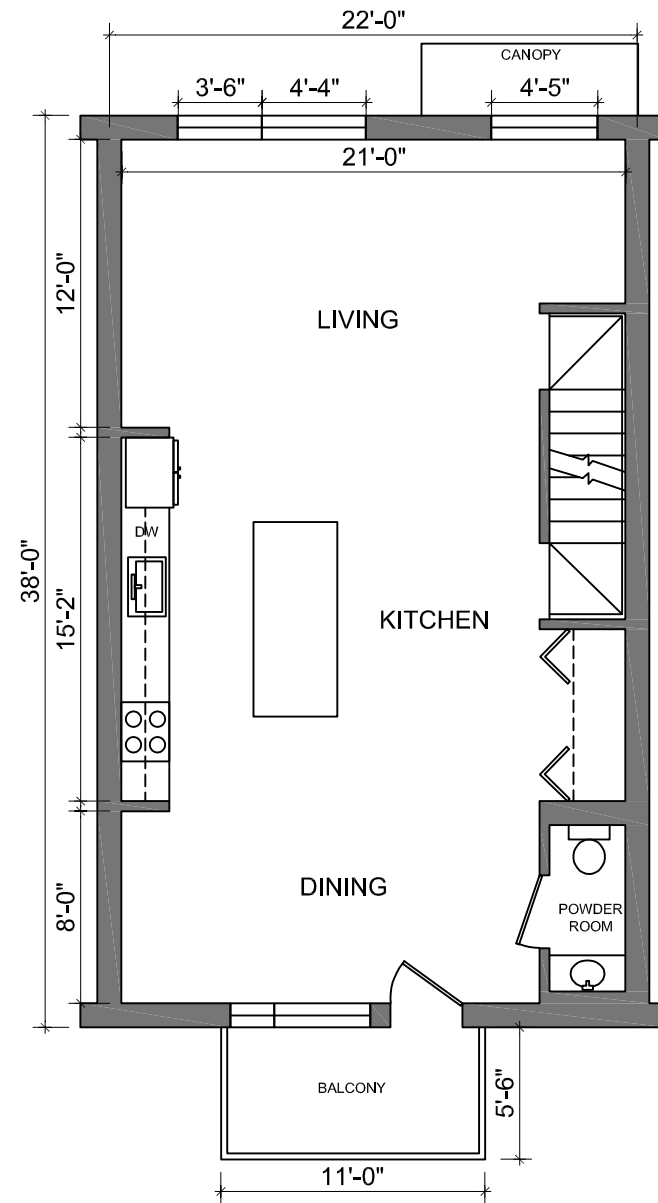


THIRD FLOOR PLAN

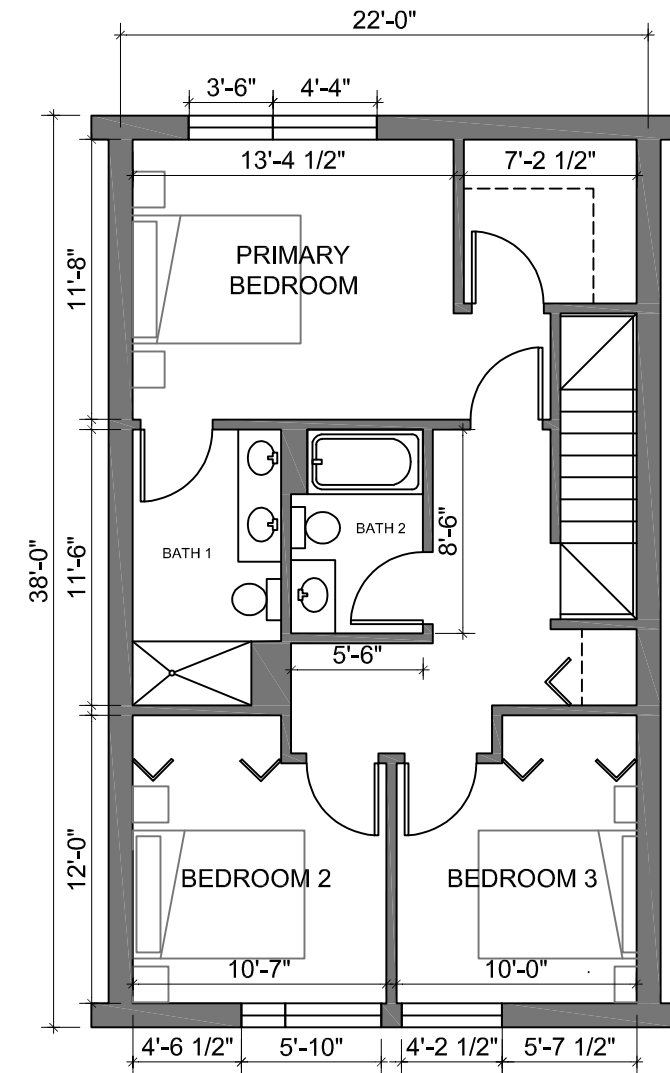
Townhome Floor Plans - 3 Bedroom Option 1



FIRST FLOOR PLAN



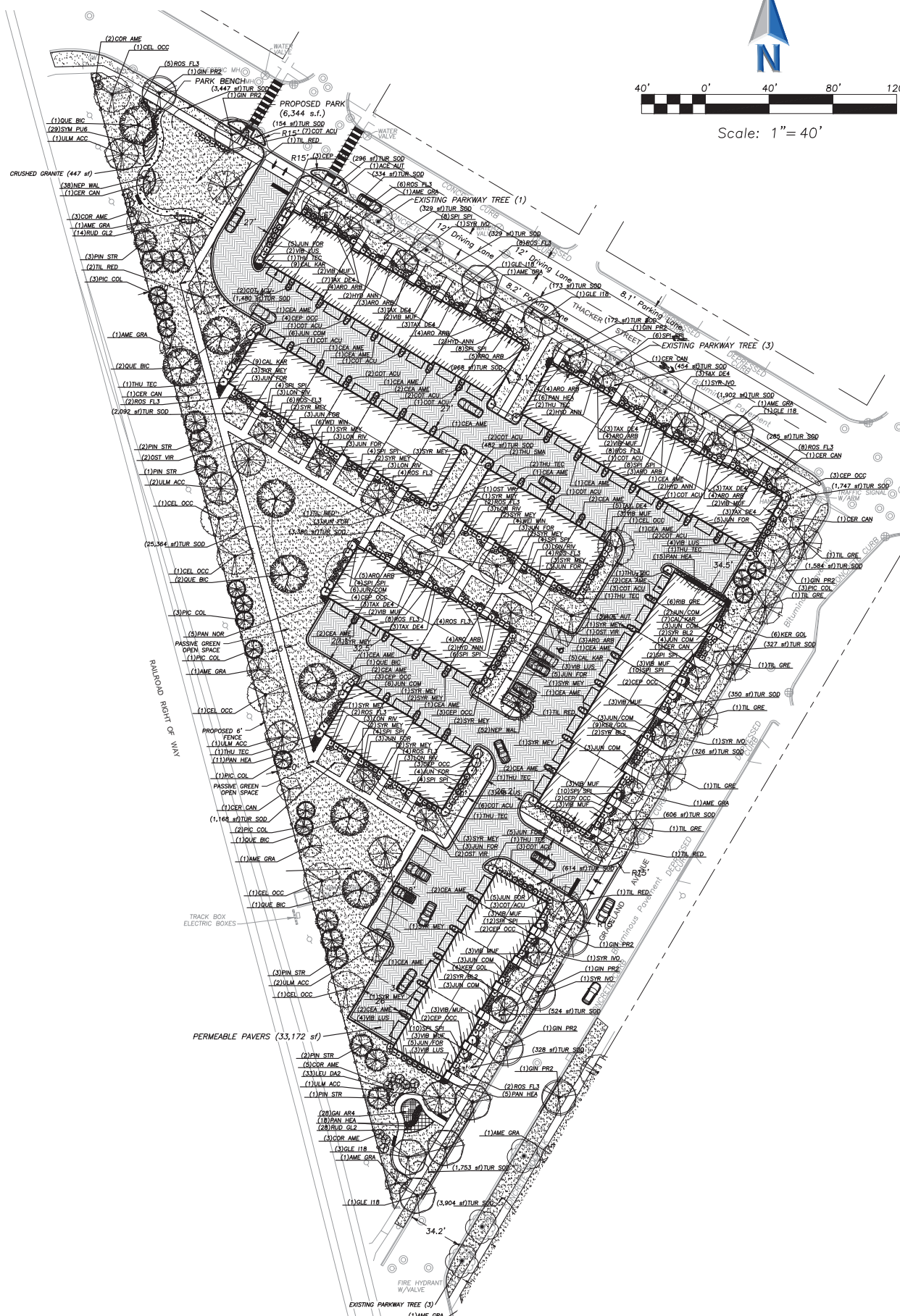
SECOND FLOOR PLAN



THIRD FLOOR PLAN

Townhome Floor Plans - 3 Bedroom Option 2





PLANT SCHEDULE SITE A

CANOPY TREES	BOTANICAL / COMMON NAME	COND	SIZE	QTY
ACE AUT	ACER RUBRUM 'AUTUMN FLAME' / AUTUMN FLAME MAPLE	B & B	2.5" CAL	4
CEL OCC	CELASTRIS OCCIDENTALIS / COMMON HACKBERRY	B & B	2.5" CAL	7
GIN PR2	GINKGO BILOBA 'PRINCETON SENTRY' / PRINCETON SENTRY GINKGO	B & B	2.5" CAL	7
GLE I18	GLEDITSIA TRIACANTHOS INERMIS 'SKYLINE' / THORNLESS SKYLINE HONEYLOCUST	B & B	2.5" CAL	7
OST VIR	OSTRYA VIRGINIANA / AMERICAN HOPHORNBEAM	B & B	2.5" CAL	6
QUE BIC	QUERCUS BICOLOR / SWAMP WHITE OAK	B & B	2.5" CAL	8
TIL RED	TILIA AMERICANA 'REDMOND' / REDMOND AMERICAN LINDEN	B & B	2.5" CAL	7
TIL GRE	TILIA CORDATA 'GREENSPIRE' / GREENSPIRE LITTLELEAF LINDEN	B & B	2.5" CAL	6
ULM ACC	ULMUS X 'ACCOLADE' / ACCOLADE ELM	B & B	2.5" CAL	7
EVERGREEN TREES	BOTANICAL / COMMON NAME	COND	SIZE	QTY
PIC COL	PICEA PLUNGENS 'COLORADO GREEN' / BLUE SPRUCE	B & B	6" - 8" HT.	13
PIN STR	PINUS STROBUS / WHITE PINE	B & B	6" - 8" HT.	12
UNDERSTORY TREES	BOTANICAL / COMMON NAME	COND	SIZE	QTY
AME GRA	AMELANCHIER X GRANDIFLORA 'AUTUMN BRILLIANCE' / AUTUMN BRILLIANCE APPLE SERVICEBERRY	B & B	8" CLUMP	9
CER CAN	CERIS CANADENSIS / EASTERN REDBUD	B & B	2.5" CAL	7
SYR IVO	SYRINGA RETICULATA 'IVORY SILK' / IVORY SILK JAPANESE TREE LILAC	B & B	2.5" CAL	5
DECIDUOUS SHRUBS	BOTANICAL / COMMON NAME	COND	SIZE	QTY
ARO ARB	ARONIA ARBUTIFOLIA / RED CHOKEBERRY	B & B	30" HT.	43
CEA AME	CEANOTHUS AMERICANUS / NEW JERSEY TEA	B & B	30" HT.	30
CEP OCC	CEPHALANTHUS OCCIDENTALIS / BUTTOMBUSH	B & B	36" HT.	31
COB AME	CORYLUS AMERICANA / AMERICAN HAZELHUT	CONT.	36" HT.	13
COT ACU	COTONEASTER ACUTIFOLIUS / PEKING COTONEASTER	B & B	36" HT.	39
LOH RIV	DIERVILLIA X 'G2XB8544' / KODIAK ORANGE DIERVILLIA	CONT.	30" HT.	21
HYD ANN	HYDRANGEA ARBORESCENS 'ANNABELLE' / ANNABELLE SMOOTH HYDRANGEA	B & B	36" HT.	10
KER GOL	KERRIA JAPONICA 'GOLDEN GUINEA' / GOLDEN JAPANESE KERRIA	B & B	24" HT.	19
RIB GRE	RIBES ALPIMUM 'GREEN MOUND' / GREEN MOUND ALPINE CURRRANT	CONT.	24" HT.	6
ROS FL3	ROSA X 'FLOWER CARPET CORAL' / ROSE	CONT.	24" SPREAD	73
SPI SPI	SPIRAEA JAPONICA 'LITTLE PRINCESS' / LITTLE PRINCESS JAPANESE SPIREA	CONT.	24" HT.	104
SYR MEY	SYRINGA MEYER 'PALIBIN' / DWARF KOREAN LILAC	B & B	30" HT.	38
SYR GL2	SYRINGA X 'BLOOMERANG' / BLOOMERANG LILAC	B & B	30" HT.	6
VIB MUF	VIBURNUM DENTATUM 'BLUE MUFFIN' / SOUTHERN ARROWWOOD	B & B	30" HT.	37
VIB LUS	VIBURNUM DENTATUM 'CHICAGO LUSTER' / CHICAGO LUSTER ARROWWOOD	B & B	36" HT.	19
WEI WIN	WEIGELA FLORIDA 'WINE TM' / WEIGELA	B & B	30" HT.	10
EVERGREEN SHRUBS	BOTANICAL / COMMON NAME	COND	SIZE	QTY
JUN COM	JUNIPERUS CHINENSIS 'PFITZERIANA COMPACTA' / COMPACTA PFITZER	B & B	24" HT.	39
JUN FOR	JUNIPERUS CHINENSIS 'SEA GREEN' / SEA GREEN JUNIPER	B & B	24" SPREAD	58
TAX DE4	TAXUS X MEDIA / DENSE YEW	B & B	30" HT.	36
THU SMA	THUJA OCCIDENTALIS 'SMARAGO' / EMERALD GREEN ARBORVITAE	B & B	48" HT.	2
THU TEC	THUJA OCCIDENTALIS 'TECHNY' / TECHNY ARBORVITAE	B & B	5" HT.	13
GRASSES	BOTANICAL / COMMON NAME	COND	SIZE	QTY
CAL KAR	CALAMAGROSTIS X ACUTIFLORA 'KARL FOERSTER' / FEATHER REED GRASS	CONT.	#1	30
PAN HEA	PANICUM VIRGATUM 'HEAVY METAL' / HEAVY METAL SWITCH GRASS	CONT.	#1	55
PAN NOR	PANICUM VIRGATUM 'NORTH WIND' / NORTHWIND SWITCH GRASS	CONT.	#1	5
PERENNIALS	BOTANICAL / COMMON NAME	COND	SIZE	QTY
GAI AR4	GALLARDIA X GRANDIFLORA 'ARIZONA RED SHADES' / ARIZONA RED BLANKETFLOWER	CONT.	#1	28
LEU DA2	LEUCANTHEMUM X SUPERBUM 'DAISY MAY' / SHASTA DAISY	CONT.	#1	33
NEP WAL	NEPETA X FAASSENII 'WALKERS LOW' / WALKERS LOW CATMINT	CONT.	#1	90
RUB GL2	RUBRICKA FULGIDA 'GLODSTRUM' / BLACK-EYED SUSAN	CONT.	#1	42
SYM PUG	SYMPHYOTRICHUM NOVAE-ANGOLAE 'PURPLE DOME' / NEW ENGLAND ASTER	CONT.	#1	29
TURF GRASS	BOTANICAL / COMMON NAME	COND	SIZE	QTY
TUR SOD	TURF SOD / DROUGHT TOLERANT FESCUE BLEND	SOD	S.F.	50,968 SF

SITE MATERIALS SCHEDULE (SITE A)

	EXISTING PARKWAY TREE	4
	CRUSHED GRANITE	447 SF
	PERMEABLE PAVERS	33,172 SF

LANDSCAPE NOTES:

- PLANT QUANTITIES SHOWN IN THE PLANT SCHEDULE ARE FOR CONVENIENCE ONLY. THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING AND INSTALLING ALL MATERIALS SHOWN ON THE PLAN AND SHOULD NOT RELY ON THE PLANT SCHEDULE FOR DETERMINING QUANTITIES.
- ALL PLANT MATERIALS SHALL BE NURSERY GROWN STOCK AND SHALL BE FREE FROM ANY DEFORMITIES, DISEASES OR INSECT DAMAGE. ANY MATERIALS WITH DAMAGED OR CROOKED/DISFIGURED LEADERS, BARK ABRASION, SUNSCALD, INSECT DAMAGE, ETC. ARE NOT ACCEPTABLE AND WILL BE REJECTED. TREES WITH MULTIPLE LEADERS WILL BE REJECTED UNLESS CALLED OUT IN THE PLANT SCHEDULE AS MULTI-STEM. NO PRUNING TO BE DONE AT THE TIME OF INSTALLATION EXCEPT FOR DEAD OR BROKEN LIMBS.
- ALL LANDSCAPE IMPROVEMENTS SHALL MEET MUNICIPALITY REQUIREMENTS AND GUIDELINES, WHICH SHALL BE VERIFIED BY MUNICIPAL AUTHORITIES.
- ALL PLANTING OPERATIONS SHALL BE COMPLETED IN ACCORDANCE WITH STANDARD HORTICULTURAL PRACTICES. THIS MAY INCLUDE, BUT NOT BE LIMITED TO, PROPER PLANTING BED AND TREE PIT PREPARATION, PLANTING MIX, PRUNING, STAKING AND GUYING, WRAPPING, SPRAYING, FERTILIZATION, PLANTING AND ADEQUATE MAINTENANCE OF MATERIALS DURING CONSTRUCTION ACTIVITIES.
- ALL PLANT MATERIALS SHALL BE INSPECTED AND APPROVED BY THE LANDSCAPE ARCHITECT PRIOR TO INSTALLATION. ANY MATERIALS INSTALLED WITHOUT APPROVAL MAY BE REJECTED.
- THE CONTRACTOR SHALL GUARANTEE PLANT MATERIALS FOR A PERIOD OF ONE YEAR FROM DATE OF ACCEPTANCE BY OWNER. THE CONTRACTOR SHALL OUTLINE PROPER MAINTENANCE PROCEDURES TO THE OWNER AT THE TIME OF ACCEPTANCE. DURING THE GUARANTEE PERIOD, DEAD OR DISEASED MATERIALS SHALL BE REPLACED AT NO COST TO THE OWNER. AT THE END OF THE GUARANTEE PERIOD THE CONTRACTOR SHALL OBTAIN FINAL ACCEPTANCE FROM THE OWNER.
- ANY EXISTING TREES TO BE RETAINED SHALL BE PROTECTED FROM SOIL COMPACTION AND OTHER DAMAGES THAT MAY OCCUR DURING CONSTRUCTION ACTIVITIES BY ERECTING FENCING AROUND SUCH MATERIALS AT A DISTANCE OF 8.5' FROM THE TRUNK.
- ALL GRASS, CLUMPS, OTHER VEGETATION, DEBRIS, STONES, ETC. SHALL BE RAKED OR OTHERWISE REMOVED FROM PLANTING AND LAWN AREAS PRIOR TO INITIATION OF INSTALLATION PROCEDURES.
- THE CONTRACTOR SHALL VERIFY THE LOCATIONS OF ALL UNDERGROUND UTILITIES PRIOR TO INITIATING PLANTING OPERATIONS. THE CONTRACTOR SHALL REPAIR/ REPLACE AND UTILITY, PAVING, CURBING, ETC. WHICH IS DAMAGED DURING PLANTING OPERATIONS.
- SIZE AND GRADING STANDARDS OF PLANT MATERIALS SHALL CONFORM TO THE LATEST EDITION OF ANSI Z60.1, AMERICAN STANDARDS FOR NURSERY STOCK, BY THE AMERICAN NURSERY & LANDSCAPE ASSOCIATION.
- REFER TO PLAT OF SURVEY FOR LEGAL DESCRIPTION, BOUNDARY DIMENSIONS AND EXISTING CONDITIONS.
- ALL PLANT MATERIAL ON THIS PLANTING PLAN REPRESENTS THE INTENTION AND INTENSITY OF THE PROPOSED LANDSCAPE MATERIAL. THE EXACT SPECIES AND LOCATIONS MAY VARY IN THE FIELD DO TO MODIFICATIONS IN THE SITE IMPROVEMENTS AND THE AVAILABILITY OF PLANT MATERIAL AT THE TIME OF INSTALLATION. ANY SUCH CHANGES MUST FIRST BE APPROVED BY THE CITY IN WRITING.
- ALL PLANT MATERIAL SHALL BE PLANTED WITH A MINIMUM OF SIX INCHES OF ORGANIC SOIL AND MULCHED WITH A SHREDDED BARK MATERIAL TO A MINIMUM 3" DEPTH.
- ALL BEDS SHALL BE EDGED, HAVE WEED PREEMERGENTS APPLIED AT THE RECOMMENDED RATE.
- ALL PARKWAYS SHALL HAVE LAWN ESTABLISHED WITH SEED A GROUNDCOVER, UNLESS OTHERWISE NOTED.
- ALL LAWN AREAS ON THIS PLAN SHALL BE GRADED SMOOTH AND TOPPED WITH AT LEAST 6" OF TOPSOIL. ALL LAWN AREAS TO BE ESTABLISHED USING SEED BLANKET UNLESS OTHERWISE NOTED. BLANKET TO BE S75 OR APPROVED EQUAL.
- THIS LANDSCAPE PLAN ASSUMES THE SITE WILL BE PREPARED WITH TOP SOIL SUITABLE FOR THE ESTABLISHMENT OF THE LANDSCAPE MATERIAL PRESENTED ON THIS PLAN. IF ADDITIONAL TOP SOIL IS REQUIRED IT IS UP TO THE LANDSCAPE CONTRACTOR ON THE PROJECT TO PROVIDE, SPREAD AND PREPARE THE SITE AS NEEDED FOR THE IMPLEMENTATION OF THIS LANDSCAPE PLAN.
- CONTRACTORS MUST VERIFY ALL QUANTITIES AND OBTAIN ALL PROPER PERMITS AND LICENSES FROM THE PROPER AUTHORITIES.
- ALL MATERIAL MUST MEET INDUSTRY STANDARDS AND THE LANDSCAPE ARCHITECT HAS THE RIGHT TO REFUSE ANY POOR MATERIAL OR WORKMANSHIP.
- LANDSCAPE ARCHITECT IS NOT RESPONSIBLE FOR UNSEEN SITE CONDITIONS.
- ALL PLANTINGS SHALL BE SPACED EQUAL DISTANT, BACK FILLED WITH AMENDED SOIL IN A HOLE TWICE THE ROOTBALL DIAMETER, WATERED, FERTILIZED, PRUNED, AND HAVE ALL TAGS AND ROPES REMOVED.
- LAWN AND BED AREAS SHALL BE ROTOTILLED, RAKED OF CLUMPS AND DEBRIS.
- REMOVE ALL DEAD AND DISEASED PLANT MATERIAL FROM SITE AND DISPOSE OF PROPERLY.
- PLANTS TO BE PLANTED SO THAT ROOT FLARE IS AT THE GRADE OF THE AREA WHERE PLANTED. NO PRUNING TO BE DONE AT THE TIME OF INSTALLATION EXCEPT TO REMOVE DEAD OR BROKEN LIMBS.



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 LICENSE NO. 184-003220  
 EXPIRES: 04/30/2025

**GRACELAND & THACKER  
RESIDENTIAL COMMUNITY**  
 GRACELAND & THACKER  
 DES PLAINES, ILLINOIS

Reserved for Seal:

No.	Date	Description
05/12/2023	05/12/2023	PROGRESS PLANS
05/22/2023	05/22/2023	ISSUE FOR VILLAGE SUBMITTAL
06/30/2023	06/30/2023	ISSUED FOR PZB
07/18/2023	07/18/2023	ISSUED FOR PZB
08/09/2023	08/09/2023	ISSUED FOR PZB
08/21/2023	08/21/2023	ISSUED FOR PZB
09/15/2023	09/15/2023	ISSUED FOR PZB
10/02/2023	10/02/2023	ISSUED FOR PZB

DESIGN BY: SSG  
 APPROVED BY: XXX  
 DATE: 05/08/2023

Sheet Title:  
**LANDSCAPE  
PLAN  
SITE A**

Sheet No:  
**L100**





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09/15/2023	09/15/2023	ISSUED FOR PZB
10/02/2023	10/02/2023	ISSUED FOR PZB

DESIGN BY: SSG  
APPROVED BY: XXX  
DATE: 05/08/2023

**LANDSCAPE  
PLAN  
SITE A**

Sheet No:  
**L100r**

**PLANT SCHEDULE SITE A**

CATEGORY	BOTANICAL / COMMON NAME	COND.	SIZE	QTY.
CANOPY TREES	ACER RUBRUM 'AUTUMN FLAME' / AUTUMN FLAME MAPLE	B & B	2.5" CAL.	4
	CELTIS OCCIDENTALIS / COMMON HACKBERRY	B & B	2.5" CAL.	7
	GINKGO BILOBA 'PRINCETON SENTRY' / PRINCETON SENTRY GINKGO	B & B	2.5" CAL.	7
	GLEDITSIA TRUGACANTHOS INERMIS 'SKYLINE' / THORNLESS SKYLINE HONEYLOCUST	B & B	2.5" CAL.	7
	Ostrya virginiana / AMERICAN HOPHORNBEAM	B & B	2.5" CAL.	8
	QUERCUS BICOLOR / SWAMP WHITE OAK	B & B	2.5" CAL.	8
	TILIA AMERICANA 'REDMOND' / REDMOND AMERICAN LINDEN	B & B	2.5" CAL.	7
	TILIA CORDATA 'GREENSPIRE' / GREENSPIRE LITTLELEAF LINDEN	B & B	2.5" CAL.	6
	ULMUS X 'ACCOLADE' / ACCOLADE ELM	B & B	2.5" CAL.	7
	EVERGREEN TREES	PICEA PLUNGENS 'COLORADO GREEN' / BLUE SPRUCE	B & B	6' - 8' HT.
PINUS STROBUS / WHITE PINE		B & B	6' - 8' HT.	12
UNDERSTORY TREES		AMELANCHIER X GRANDIFLORA 'AUTUMN BRILLIANCE' / AUTUMN BRILLIANCE APPLE SERVICEBERRY	B & B	8" CLUMP
	CERCIS CANADENSIS / EASTERN REDBUD	B & B	2.5" CAL.	7
	SYRINGA RETICULATA 'IVORY SILK' / IVORY SILK JAPANESE TREE LILAC	B & B	2.5" CAL.	5
DECIDUOUS SHRUBS	ARONIA ARBUTIFOLIA / RED CHOCHEBERRY	B & B	30" HT.	43
	CEANOTHUS AMERICANUS / NEW JERSEY TEA	B & B	30" HT.	30
	CEPHALANTHUS OCCIDENTALIS / BUTTONBUSH	B & B	36" HT.	31
	CORYLUS AMERICANA / AMERICAN HAZELNUT	CNT.	36" HT.	13
	COTONEASTER ACUTIFOLIUS / PEKING COTONEASTER	B & B	36" HT.	39
	DIERVILLA X 'Q2288544' / KODIAK ORANGE DIERVILLA	CNT.	30" HT.	21
	HYDRANGEA ARBORESCENS 'ANNABELLE' / ANNABELLE SMOOTH HYDRANGEA	B & B	36" HT.	10
	KERRIA JAPONICA 'GOLDEN GUINEA' / GOLDEN JAPANESE KERRIA	B & B	24" HT.	19
	RIBES ALPIMUM 'GREEN MOUND' / GREEN MOUND ALPINE CURRANT	CNT.	24" HT.	6
	ROSA X 'FLOWER CARPET CORAL' / ROSE	CNT.	24" SPREAD	73
	SPIRAEA JAPONICA 'LITTLE PRINCESS' / LITTLE PRINCESS JAPANESE SPIRAEA	CNT.	24" HT.	104
	SYRINGA MEYERI 'PALUBIN' / DWARF KOREAN LILAC	B & B	30" HT.	38
	SYRINGA X 'BLOOMERANG' / BLOOMERANG LILAC	B & B	30" HT.	6
	YBURNUM DENTATUM 'BLUE MUFFIN' / SOUTHERN ARROWWOOD	B & B	30" HT.	37
	YBURNUM DENTATUM 'CHICAGO LUSTER' / CHICAGO LUSTER ARROWWOOD	B & B	36" HT.	19
WEGELA FLORIDA 'WINE TM' / WEGELA	B & B	30" HT.	10	
EVERGREEN SHRUBS	JUNIPERUS CHINENSIS 'PFTIZERANA COMPACTA' / COMPACTA PFTIZER	B & B	24" HT.	39
	JUNIPERUS CHINENSIS 'SEA GREEN' / SEA GREEN JUNIPER	B & B	24" SPREAD	56
	TAXUS X MEDIA / DENSE YEW	B & B	30" HT.	36
	THUJA OCCIDENTALIS 'SMARAGD' / EMERALD GREEN ARBORVITAE	B & B	48" HT.	2
THUJA OCCIDENTALIS 'TECHNY' / TECHNY ARBORVITAE	B & B	5' HT.	13	
GRASSES	CALAMAGROSTIS X ACUTIFLORA 'KARL FOERSTER' / FEATHER REED GRASS	CNT.	#1	30
	PANICUM VIRGATUM 'HEAVY METAL' / HEAVY METAL SWITCH GRASS	CNT.	#1	55
	PANICUM VIRGATUM 'NORTH WIND' / NORTHWIND SWITCH GRASS	CNT.	#1	5
PERENNIALS	GALLIARDA X GRANDIFLORA 'ARIZONA RED SHADES' / ARIZONA RED BLANKETFLOWER	CNT.	#1	28
	LEUCANTHEMUM X SUPERBUM 'DAISY MAY' / SHASTA DAISY	CNT.	#1	33
	NEPETA X FASSENII 'WALKERS LOW' / WALKERS LOW CATMINT	CNT.	#1	90
	RUDBECKIA FULGIDA 'GLODSTRUM' / BLACK-EYED SUSAN	CNT.	#1	42
	SYMPHYOTRICHUM NOVAE-ANGLIAE 'PURPLE DOME' / NEW ENGLAND ASTER	CNT.	#1	29
TURF GRASS	TURF SOD / DROUGHT TOLERANT FESCUE BLEND	SOD	S.F.	50,968 SF

**SITE MATERIALS SCHEDULE (SITE A)**

EXISTING PARKWAY TREE	4
CRUSHED GRANITE	447 SF
PERMEABLE PAVERS	33,172 SF

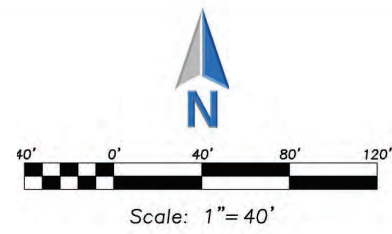
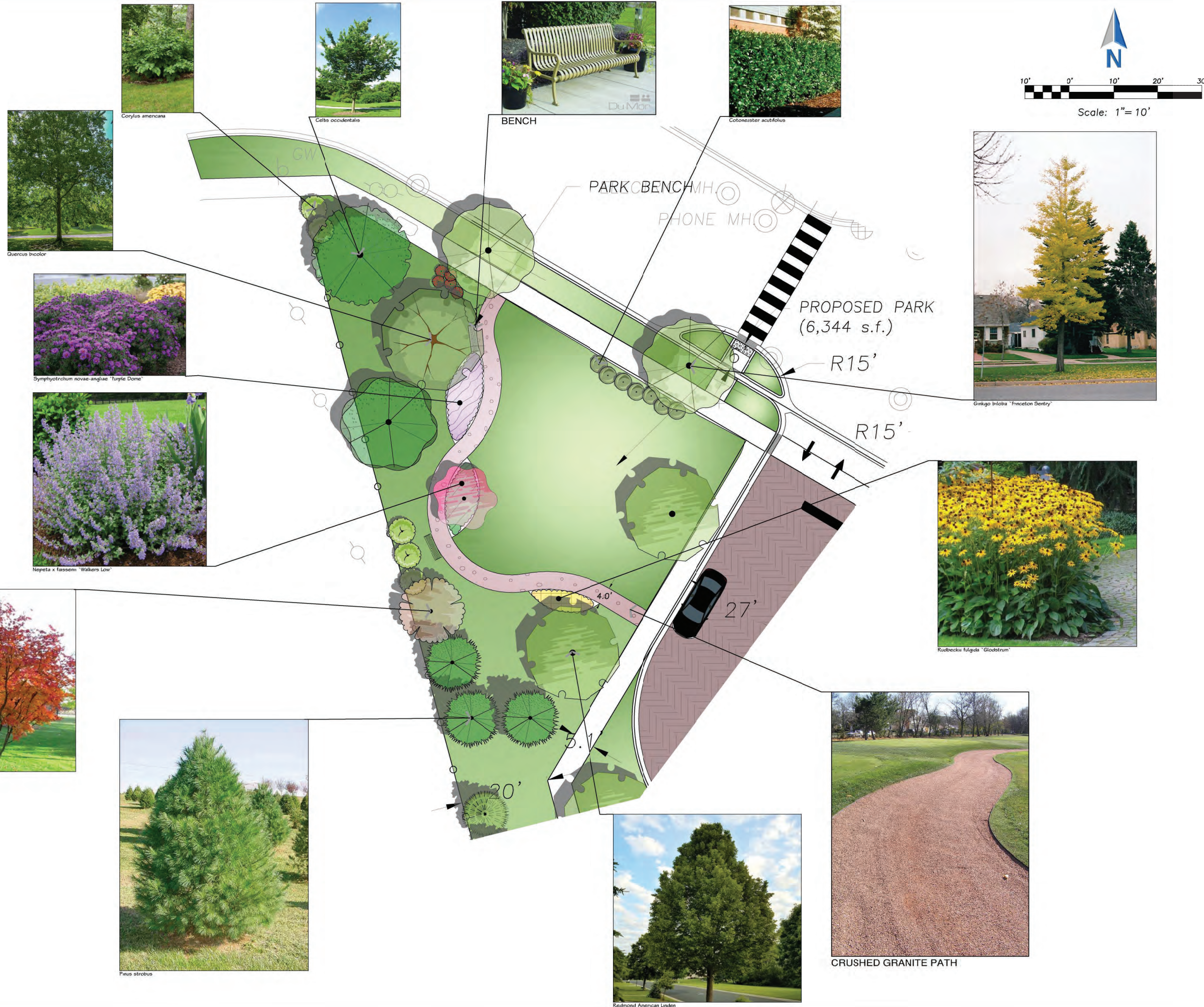


Exhibit A

EEA - P:\23116 - Luz Associates - Graceland & Thacker\Drawings\Graceland Thacker - Landscape Plan.dwg  
Plotted: 9/29/23 @ 8:18am BY: sgregory





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Reserved for Seal:

No.	Date	Description
05/12/2023		PROGRESS PLANS
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08/09/2023		ISSUED FOR PZB
08/21/2023		ISSUED FOR PZB
08/15/2023		ISSUED FOR PZB
10/02/2023		ISSUED FOR PZB

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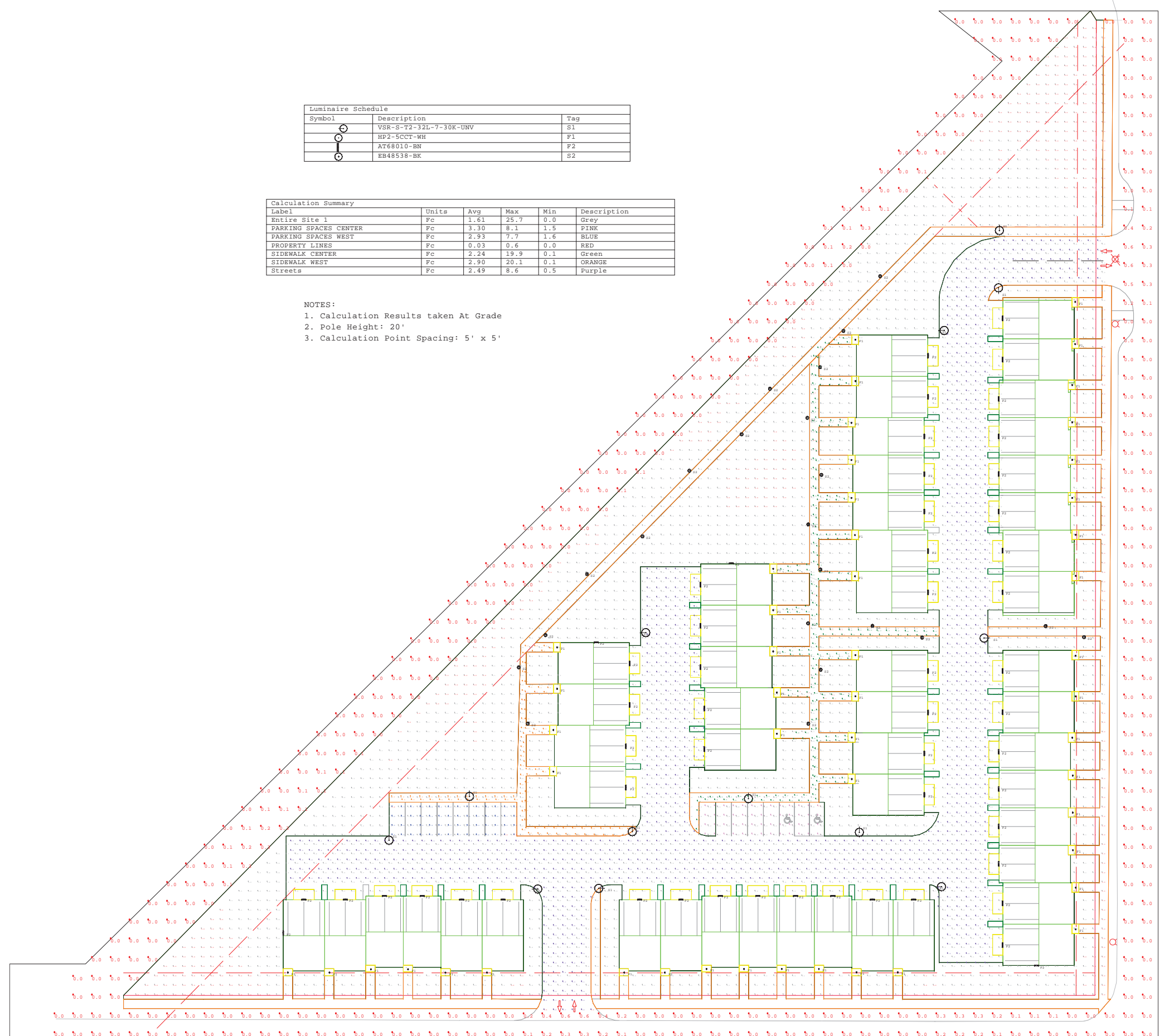
Design By: SSG      Approved By: XXX      Date: 05/08/2023

Sheet Title:  
**CONCEPTUAL  
PARK  
PLAN**

Sheet No:  
**L101**







Luminaire Schedule		
Symbol	Description	Tag
⊙	VSR-S-T2-32L-7-30K-UNV	S1
⊙	HP2-5CCT-WH	F1
⊙	AT68010-BN	F2
⊙	EB48538-BK	S2

Calculation Summary					
Label	Units	Avg	Max	Min	Description
Entire Site 1	Fc	1.61	25.7	0.0	Grey
PARKING SPACES CENTER	Fc	3.30	8.1	1.5	PINK
PARKING SPACES WEST	Fc	2.93	7.7	1.6	BLUE
PROPERTY LINES	Fc	0.03	0.6	0.0	RED
SIDEWALK CENTER	Fc	2.24	19.9	0.1	Green
SIDEWALK WEST	Fc	2.90	20.1	0.1	ORANGE
Streets	Fc	2.49	8.6	0.5	Purple

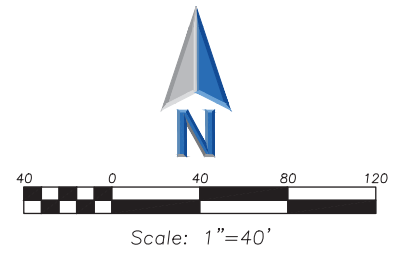
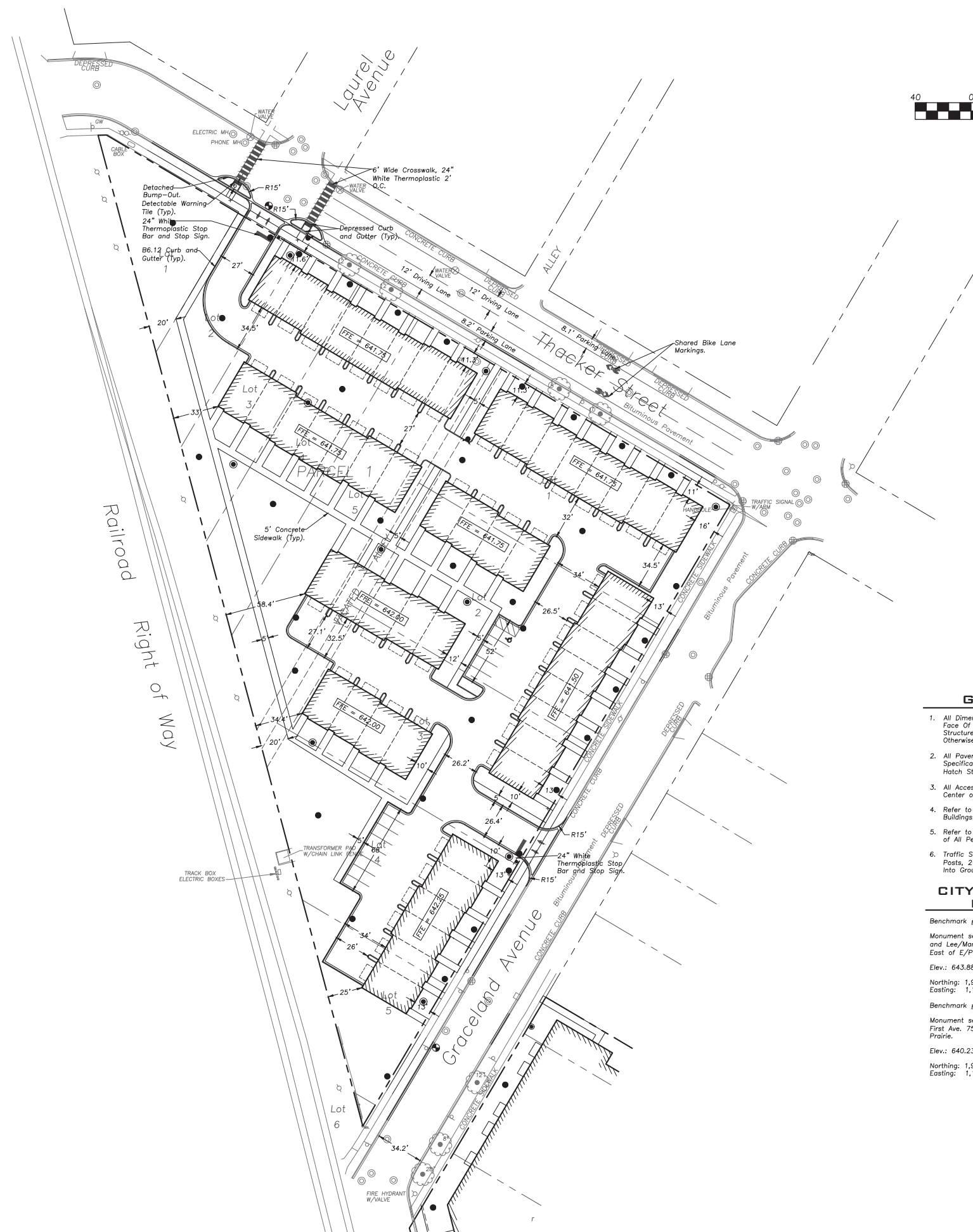
- NOTES:  
 1. Calculation Results taken At Grade  
 2. Pole Height: 20'  
 3. Calculation Point Spacing: 5' x 5'

#	Date	Comments

Revisions

Drawn By: \_\_\_\_\_  
 Checked By: \_\_\_\_\_  
 Date: 10/2/2023  
 Scale: \_\_\_\_\_

**SITE A R3**



LEGEND	
EXISTING	PROPOSED
⊙	Manhole
⊕	Catch Basin
⊖	Inlet
⊗	Area Drain
⊘	Clean Out
⊙	Flared End Section
⊙	Storm Sewer
⊙	Sanitary Sewer
⊙	Combined Sewer
⊙	Water Main
⊙	Gas Line
⊙	Overhead Wires
⊙	Electrical Cable
⊙	Telephone Line
⊙	Fire Hydrant
⊙	Valve Vault
⊙	Buffalo Box
⊙	Downspout
⊙	Bollard
⊙	Gas Valve
⊙	Gas Meter
⊙	Electric Meter
⊙	ComEd Manhole
⊙	Hand Hole
⊙	Light Pole
⊙	Light Pole w/ Mast Arm
⊙	Utility Pole
⊙	Telephone Pedestal
⊙	Telephone Manhole
⊙	Sign
⊙	Fence
⊙	Accessible Parking Stall
⊙	Curb & Gutter
⊙	Depressed Curb
⊙	Curb Elevation
⊙	Gutter Elevation
⊙	Pavement Elevation
⊙	Sidewalk Elevation
⊙	Ground Elevation
⊙	Top of Retaining Wall Elevation
⊙	Swale
⊙	Contour Line
⊙	Deciduous Tree
⊙	Coniferous Tree
⊙	Brushline
⊙	Tree Protection Fencing or Drip Line

**GEOMETRY NOTES**

1. All Dimensions Contained Herein Reference Back Of Curb, Face Of Retaining Wall, Edge Of Pavement, Center Of Structure And Outside Face Of Building Foundation Unless Otherwise Noted.
2. All Pavement Striping Shall Be 4" Wide Yellow Paint Per Specifications, Two Coats For Latex Paints. All Cross Hatch Striping Shall Be 45° At 2'-0" Centers.
3. All Accessible Parking Signs (R7-B) Must Be Placed at the Center of the Space and Within 5 Feet of the Space.
4. Refer to Architectural Drawings for Exact Locations of All Buildings.
5. Refer to Architectural Drawings for Locations and Details of All Permanent Site Fencing.
6. Traffic Sign Posts Shall Be Breakaway Green U-Channel Posts, 2-1/2" x 11 Gauge Steel, Embedded 42" Minimum Into Ground.

**CITY OF DES PLAINES BENCHMARKS**

Benchmark #60:  
 Monument set in concrete at N.E. corner of Algonquin Rd. and Lee/Mannheim 17' North of E/P of Algonquin and 15' East of E/P of Lee/Mannheim.  
 Elev.: 643.88  
 Northing: 1,954,341.57  
 Easting: 1,103,548.32

Benchmark #61:  
 Monument set in concrete at N.E. corner of Prairie Ave. and First Ave. 75' East of R.R. Tracks and 12' North of E/P of Prairie.  
 Elev.: 640.23  
 Northing: 1,957,657.89  
 Easting: 1,103,255.65

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4. Notify The Owner, Engineer and The City of Des Plaines A Minimum of 48 Hours In Advance of Performing Any Work.
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9. Provide An As-Built Survey Prepared By A Licensed Professional Land Surveyor In Accordance With The Authorities Having Jurisdiction Which Shall Include As A Minimum All Detention Basins and Best Management Practices, Include All Storm and Sanitary Sewers, Structure Locations, Sizes, Rim and Invert Elevations, Final Detention Volume Calculations For The Basin(s), Watermain and Valve and Appurtenance Locations.
10. The Illinois Department Of Transportation Standard Specifications For Road And Bridge Construction Latest Edition, And All Addenda Therein, Shall Govern The Earthwork And Paving Work Under This Contract Unless Noted Otherwise.

**ERIKSSON ENGINEERING ASSOCIATES, LTD.**  
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 PROFESSIONAL DESIGN FIRM  
 LICENSE NO. 184-003220  
 EXPIRES: 04/30/2025

**GRACELAND & THACKER RESIDENTIAL COMMUNITY**  
**GRACELAND & THACKER DES PLAINES, ILLINOIS**

Reserved for Seal:

No.	Date	Description
	05/22/23	ISSUE FOR VILLAGE SUBMITTAL
	06/30/23	ISSUED FOR P2B
	07/18/23	ISSUED FOR P2B
	08/22/23	ISSUED FOR P2B
	09/15/23	ISSUED FOR P2B
	10/02/23	ISSUED FOR P2B

Design By:	Approved By:	Date:
CS	CMF	05/30/23

Sheet Title:  
**SITE GEOMETRY PLAN - SITE A**

Sheet No:  
**C200**





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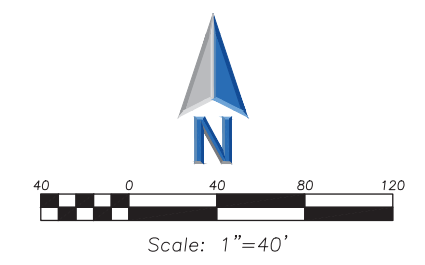
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	10/02/23	ISSUED FOR P2B

Design By: CS Approved By: CMF Date: 05/30/23

**SITE UTILITY  
PLAN - SITE A**

Sheet No:  
**C300**



EXISTING	PROPOSED
Manhole	Manhole
Catch Basin	Catch Basin
Inlet	Inlet
Area Drain	Area Drain
Clean Out	Clean Out
Flared End Section	Flared End Section
Storm Sewer	Storm Sewer
Sanitary Sewer	Sanitary Sewer
Combined Sewer	Combined Sewer
Water Main	Water Main
Gas Line	Gas Line
Overhead Wires	Overhead Wires
Electrical Cable	Electrical Cable
Telephone Line	Telephone Line
Fire Hydrant	Fire Hydrant
Valve Vault	Valve Vault
Buffalo Box	Buffalo Box
Downspout	Downspout
Bollard	Bollard
Gas Valve	Gas Valve
Gas Meter	Gas Meter
Electric Meter	Electric Meter
ComEd Manhole	ComEd Manhole
Hand Hole	Hand Hole
Light Pole	Light Pole
Light Pole w/ Mast Arm	Light Pole w/ Mast Arm
Utility Pole	Utility Pole
Telephone Pedestal	Telephone Pedestal
Telephone Manhole	Telephone Manhole
Sign	Sign
Fence	Fence
Accessible Parking Stall	Accessible Parking Stall
Curb & Gutter	Curb & Gutter
Depressed Curb	Depressed Curb
Curb Elevation	Curb Elevation
Gutter Elevation	Gutter Elevation
Pavement Elevation	Pavement Elevation
Sidewalk Elevation	Sidewalk Elevation
Ground Elevation	Ground Elevation
Top of Retaining Wall Elevation	Top of Retaining Wall Elevation
Swale	Swale
Contour Line	Contour Line
Deciduous Tree	Deciduous Tree
Coniferous Tree	Coniferous Tree
Brushline	Brushline
Tree Protection Fencing of Drp Line	Tree Protection Fencing of Drp Line

**STRUCTURE NOTES**

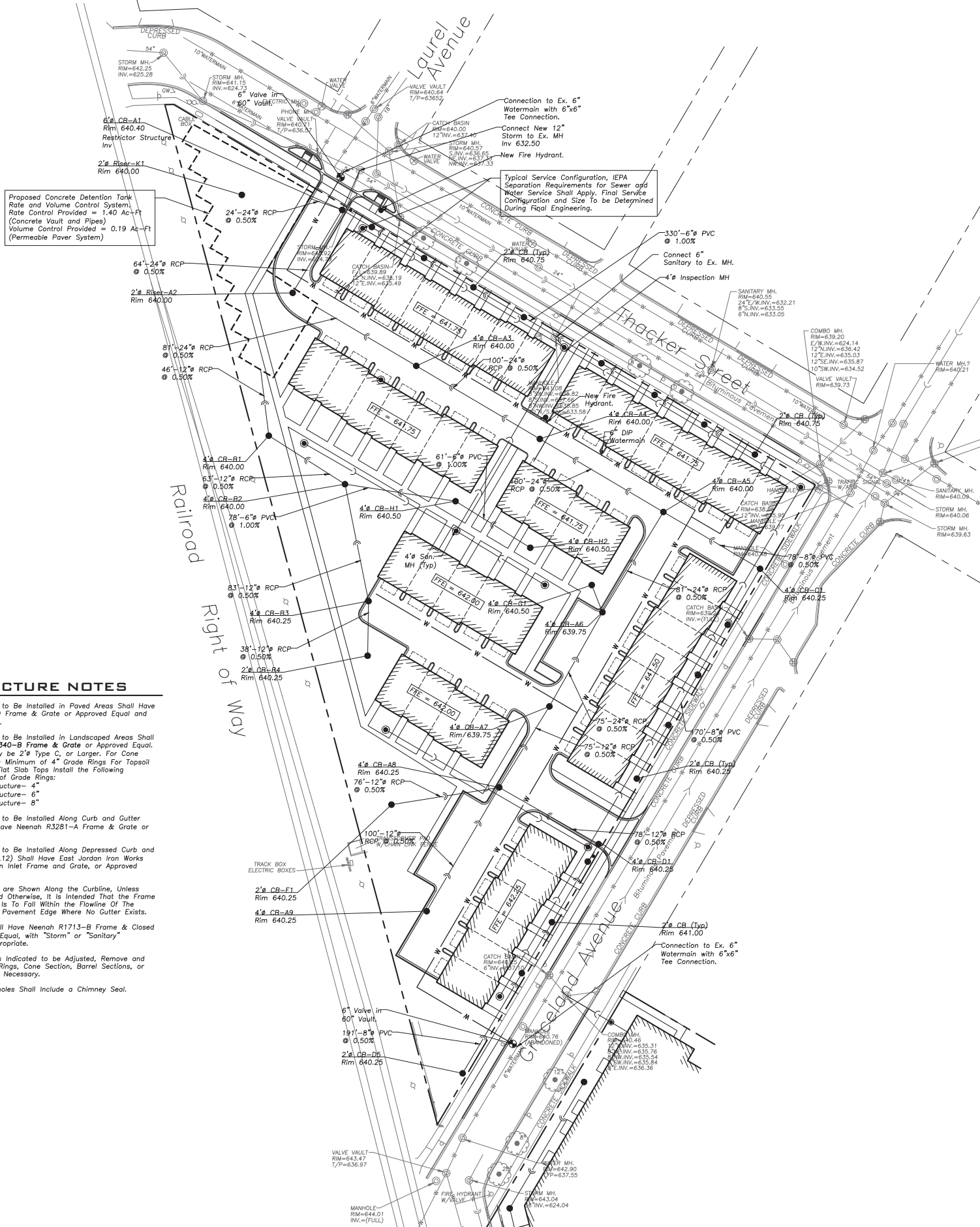
- All Catch Basins to Be Installed in Paved Areas Shall Have Neenah R2504-D Frame & Grate or Approved Equal and be 4' or Larger.
- All Catch Basins to Be Installed in Landscaped Areas Shall Have Neenah R4340-B Frame & Grate or Approved Equal. Catch Basins May be 2' Type C, or Larger. For Cone Sections Install a Minimum of 4" Grade Rings For Topsoil Respread. For Flat Slab Tops Install the Following Minimum Height of Grade Rings:  
4" Diameter Structure- 4"  
5" Diameter Structure- 6"  
6" Diameter Structure- 8"
- All Catch Basins to Be Installed Along Curb and Gutter (B-6.12) Shall Have Neenah R3281-A Frame & Grate or Approved Equal.
- All Catch Basins to Be Installed Along Depressed Curb and Gutter (Dep B-6.12) Shall Have East Jordan Iron Works 5120 Catch Basin Inlet Frame and Grate, or Approved Equal.
- Where Structures are Shown Along the Curbside, Unless Specifically Stated Otherwise, it is Intended That the Frame of the Structure is To Fall Within the Flowline of the Gutter or at the Pavement Edge Where No Gutter Exists.
- All Manholes Shall Have Neenah R1713-B Frame & Closed Lid or Approved Equal, with "Storm" or "Sanitary" Imprinted as Appropriate.
- For All Structures Indicated to be Adjusted, Remove and Install Adjusting Rings, Cone Section, Barrel Sections, or Flat Slab Top as Necessary.
- All Sanitary Manholes Shall Include a Chimney Seal.

**UTILITY NOTES**

- Utility Service Lines as Shown Hereon are Approximate. Coordinate The Exact Locations With The Plumbing Drawings. Coordinate The Locations With The Plumbing Contractor and/or the Owner's Construction Representative Prior to Installation of Any New Utilities.
- Refer to Plumbing Drawings for Continuation of All Utilities Within 5 Feet of Building Face.
- Field Verify Invert & Locations of Existing Utility Mains Prior to Installing Any On-Site Utilities or Structures. All Elevations and Inverts Referencing Said Utility Shall Be Field Verified Prior to Installation of Any New Structures or Utilities, and Adjustments Shall be Made as Necessary. Contact Engineer Prior to Installation if Discrepancy Exists With These Drawings.
- Coordinate the Relocation of Any Utilities Encountered And Replacement of Any Utilities Damaged Within Influence Zone of New Construction. Contact Engineer if The Existing Utilities Vary Appreciably From The Plans.
- All Water Main and Services Shall be Installed at a Minimum Depth of 5.5' From Top of Finished Ground Elevation to Top of Main.
- Protection of water supplies shall be as described in Section 370.350 of the Illinois Recommended Standards for Sewage Works or Section 41-2.01 of the Standard Specifications for Water and Sewer Main Construction in Illinois, latest edition.
- Clean Out All Existing and Proposed Storm Inlets and Catch Basins at the Completion of Construction.
- Provide Adequate Coupling Device to Accommodate HDPE Storm Sewer.
- The "Standard Specifications for Water and Sewer Main Construction in Illinois", Current Edition Shall Govern Work Where Applicable.
- Rebuild Existing Structures and Adjust Rim Elevations to Match Proposed Ground Elevations.
- Watermain Must be Class 52 DIP, Polywrapped, Storm Sewer 12" and Greater Shall be Diameter Shall be RCP. Less than 12" Shall be SDR 26 PVC or C900 PVC. Sanitary Sewer Shall be SDR 26 PVC or C900 PVC.
- Each Unit Shall have Individual Water and Sanitary Sewer Services that Meet IEPA Separation Requirements. Exact Layout and Size to be Determined in Final Engineering Phase of Design.
- All Electrical Lines Shall be Installed Underground.

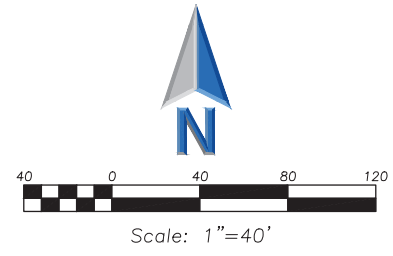
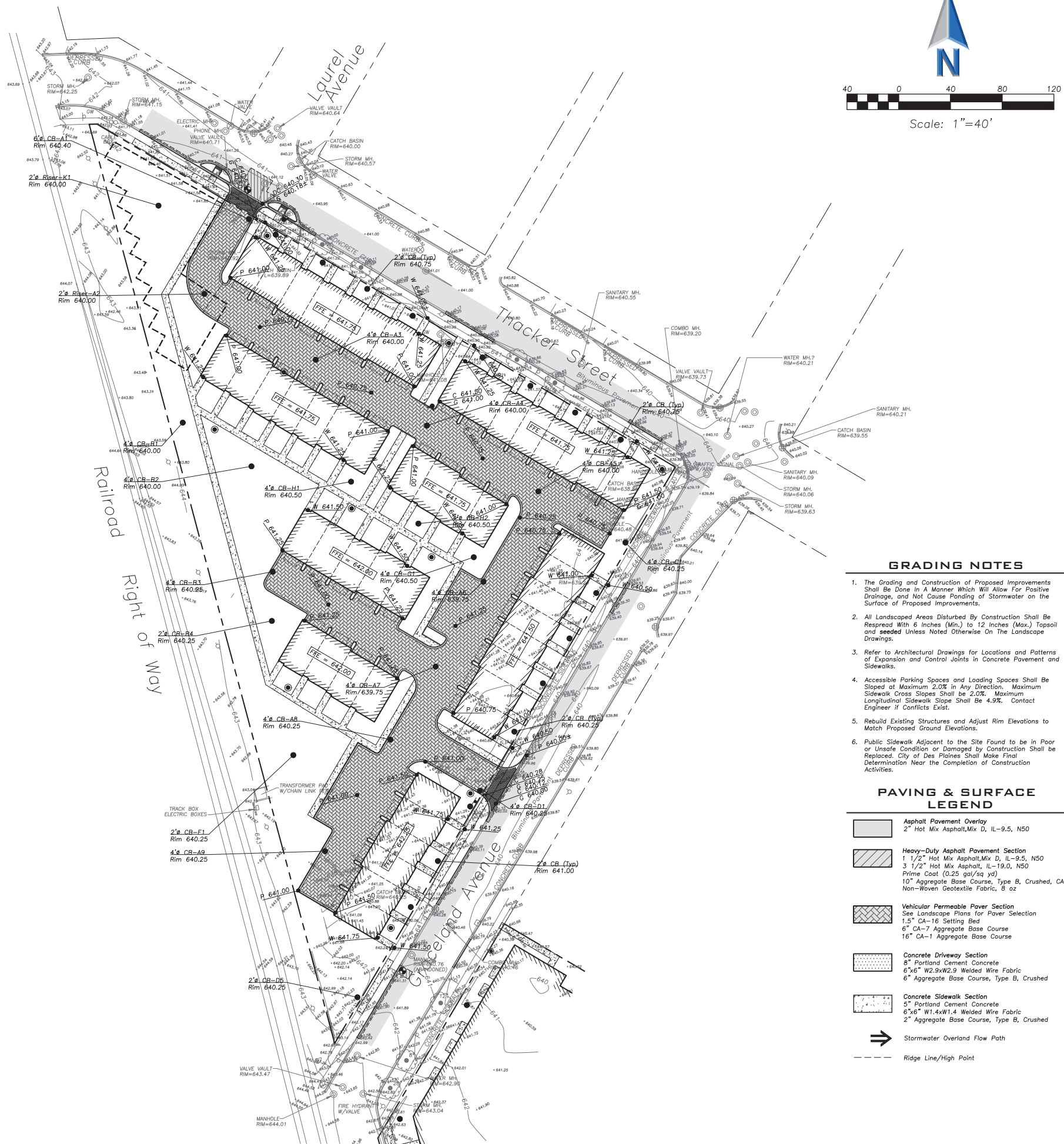
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EEA - P:\23116 - Luz Associates - Graceland & Thacker\Drawings\Graceland Thacker - Site Plan.dwg  
Plotted: 10/02/23 @ 7:50pm By: cfish





LEGEND	
EXISTING	PROPOSED
Manhole	Manhole
Catch Basin	Catch Basin
Inlet	Inlet
Area Drain	Area Drain
Clean Out	Clean Out
Flared End Section	Flared End Section
Storm Sewer	Storm Sewer
Sanitary Sewer	Sanitary Sewer
Combined Sewer	Combined Sewer
Water Main	Water Main
Gas Line	Gas Line
Overhead Wires	Overhead Wires
Electrical Cable (Buried)	Electrical Cable (Buried)
Telephone Line	Telephone Line
Fire Hydrant	Fire Hydrant
Valve Vault	Valve Vault
Buffalo Box	Buffalo Box
Downspout	Downspout
Bollard	Bollard
Gas Valve	Gas Valve
Gas Meter	Gas Meter
Electric Meter	Electric Meter
ComEd Manhole	ComEd Manhole
Hand Hole	Hand Hole
Light Pole	Light Pole
Light Pole w/ Most Arm	Light Pole w/ Most Arm
Utility Pole	Utility Pole
Telephone Pedestal	Telephone Pedestal
Telephone Manhole	Telephone Manhole
Sign	Sign
Fence	Fence
Accessible Parking Stall	Accessible Parking Stall
Curb & Gutter	Curb & Gutter
Depressed Curb	Depressed Curb
Curb Elevation	Curb Elevation
Gutter Elevation	Gutter Elevation
Pavement Elevation	Pavement Elevation
Sidewalk Elevation	Sidewalk Elevation
Ground Elevation	Ground Elevation
Top of Retaining Wall Elevation	Top of Retaining Wall Elevation
Swale	Swale
Contour Line	Contour Line
Deciduous Tree	Deciduous Tree
Coniferous Tree	Coniferous Tree
Brushline	Brushline
Tree Protection	Tree Protection
Fencing at Drip Line	Fencing at Drip Line

- ### GRADING NOTES
- The Grading and Construction of Proposed Improvements Shall Be Done In A Manner Which Will Allow For Positive Drainage, and Not Cause Ponding of Stormwater on the Surface of Proposed Improvements.
  - All Landscaped Areas Disturbed By Construction Shall Be Respread With 6 Inches (Min.) to 12 Inches (Max.) Topsoil and seeded Unless Noted Otherwise On The Landscape Drawings.
  - Refer to Architectural Drawings for Locations and Patterns of Expansion and Control Joints in Concrete Pavement and Sidewalks.
  - Accessible Parking Spaces and Loading Spaces Shall Be Sloped at Maximum 2.0% in Any Direction. Maximum Sidewalk Cross Slopes Shall be 2.0%. Maximum Longitudinal Sidewalk Slope Shall be 4.9%. Contact Engineer if Conflicts Exist.
  - Rebuild Existing Structures and Adjust Rim Elevations to Match Proposed Ground Elevations.
  - Public Sidewalk Adjacent to the Site Found to be in Poor or Unsafe Condition or Damaged by Construction Shall be Replaced. City of Des Plaines Shall Make Final Determination Near the Completion of Construction Activities.

### PAVING & SURFACE LEGEND

	Asphalt Pavement Overlay 2" Hot Mix Asphalt, Mix D, IL-9.5, N50
	Heavy-Duty Asphalt Pavement Section 1 1/2" Hot Mix Asphalt, Mix D, IL-9.5, N50 3 1/2" Hot Mix Asphalt, IL-19.0, N50 Prime Coat (0.25 gal/sq yd) 10" Aggregate Base Course, Type B, Crushed, CA-6 Non-Woven Geotextile Fabric, 8 oz
	Vehicular Permeable Paver Section See Landscape Plans for Paver Selection 1.5" CA-16 Setting Bed 6" CA-7 Aggregate Base Course 16" CA-1 Aggregate Base Course
	Concrete Driveway Section 8" Portland Cement Concrete 6"x6" W2.9xW2.9 Welded Wire Fabric 6" Aggregate Base Course, Type B, Crushed
	Concrete Sidewalk Section 5" Portland Cement Concrete 6"x6" W1.4xW1.4 Welded Wire Fabric 2" Aggregate Base Course, Type B, Crushed
	Stormwater Overland Flow Path
	Ridge Line/High Point

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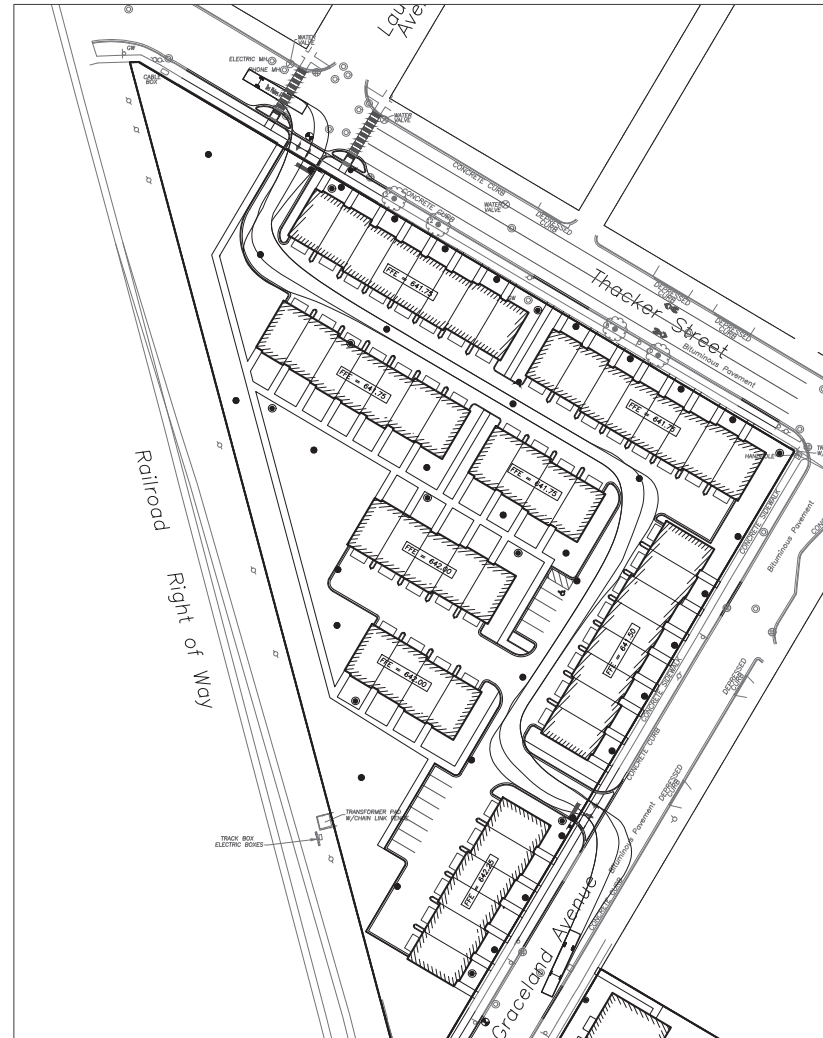
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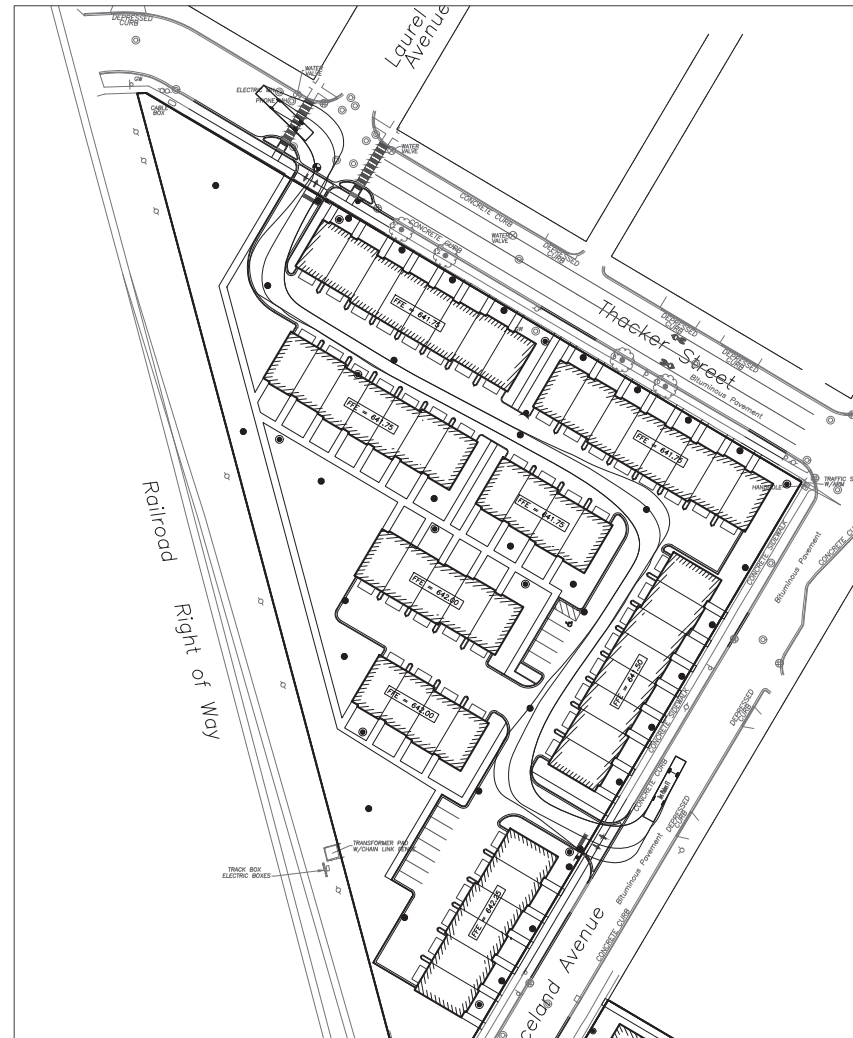
Design By:	Approved By:	Date:
CS	CMF	05/30/23

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**GRADING AND PAVING PLAN - SITE A**

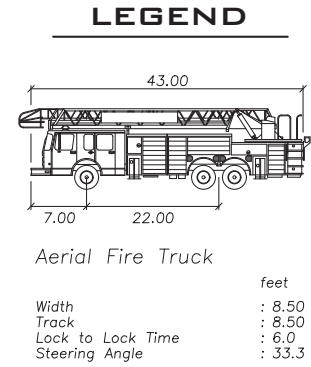
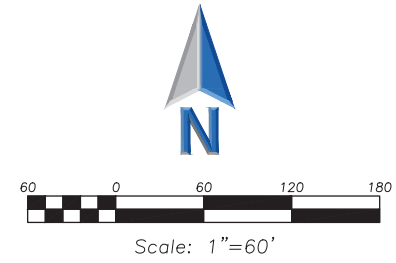
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**FIRE TRUCK**  
**INGRESS FROM THACKER - EGRESS TO GRACELAND**



**FIRE TRUCK**  
**INGRESS FROM GRACELAND - EGRESS TO THACKER**



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Design By:	Approved By:	Date:
CS	CMF	05/30/23

Sheet Title:  
**TURNING  
 EXHIBIT -  
 SITE A**

Sheet No:  
**TEX-1**