



DES PLAINES PLANNING AND ZONING BOARD MEETING
April 22, 2025
MINUTES

The Des Plaines Planning and Zoning Board held its regularly scheduled meeting on Tuesday, April 22, 2025, at 7:00 p.m. in Room 102 of the Des Plaines Civic Center.

VOTE FOR CHAIR PRO TEMPORE

Board Member Weaver motioned and Member Veremis seconded to elect Member Catalano as the chair pro tempore. Unanimous Aye.

Chairman Pro Tempore Catalano called the meeting to order at 7:00 p.m. and a roll call was established.

PRESENT: Bronakowski, Catalano (Chairman Pro Tempore), Fowler, Zadrozny, Veremis, Weaver

ABSENT: Szabo & Fowler

ALSO PRESENT: Samantha Redman, Senior Planner
Jonathan Stytz, Senior Planner
Jonathan Mendel, Asst. Dir. of Community & Economic Development
Jeff Rogers, Director of Community & Economic Development

A quorum was present.

APPROVAL OF MINUTES

The minutes were pulled from the agenda so staff could make revisions and provide them to the board by the May 13, 2025 meeting for review.

PUBLIC COMMENT ON NON-AGENDA ITEM

There was no public comment.

GENERAL COMMUNICATIONS

1. Request for attendees: Virtual Planning Commissioner Training – IL American Planning Association on April 30, 2025.

Senior Planner Redman stated there is a virtual planning commissioner training scheduled for April 30th and the City is able to pay for the fee for this training. Request was made for any interest in this training. Veremis and Weaver indicated interest. Senior Planner Redman stated they will arrange this training and anyone else can contact the Zoning Division if they change their mind.

2. Request for Workshop for 9661 E Golf Road, “Fisherman’s Dude Ranch”, redevelopment plan. Requested date: May 27, 2025 at 7:00 p.m.

Senior Planner Redman states the property owner and developer has requested a PZB workshop on May 27th. There will be another item on the agenda, but staff anticipates there will be sufficient time for the workshop as well. The Board indicated they are ok with this date and hosting the workshop.

PENDING APPLICATIONS

1. Address:1871-1873 Busse Highway **Case Number:** 24-050-TSUB-FPLAT

The petitioner requests a Tentative and Final Plat of subdivision to consolidate two lots into one.

PINs: 09-21-107-041-0000 and 09-21-107-043-0000

Petitioner: James Marino, 5521 N Cumberland 1109, Chicago, IL 60656

Owner: D2E7 LLC (Representative: Timothy Walbert, 1873 Busse Hwy, Des Plaines, IL 60016)

Chairman Pro Tempore Catalano introduced the case on the agenda and swore in James Marino, the property owner’s representative.

Mr. Marino described the site and described the office and car storage use they intend to have for this site. There is no change to the current use, except cleaning up the property and the case before the board are related to a subdivision to consolidate.

Senior Planner Jonathan Stytz provides the staff report.

Issue: The petitioner requests a combined Tentative and Final Plat to consolidate two lots into one lot of record in the M-1 Limited Manufacturing District at 1871-1873 Busse Highway.

Petitioner: James Marino, 5521 N. Cumberland Avenue, Chicago, IL 60656

Owner: D2E7, LLC (Representative: Timothy Walbert, 1873 Busse Highway, Des Plaines, IL 60016)

Case Number: #24-050-TPLAT-FPLAT

PINs: 09-21-107-040-0000; 09-21-107-041-0000

Ward Number: #1, Alderman Mark A. Lysakowski

Existing Zoning: M-1, Limited Manufacturing

Existing Land Uses: Office (commercial)

Surrounding Zoning: North: M-2, General Manufacturing District
 South: R-1, Single Family Residential District
 East: M-1, Limited Manufacturing District
 West: M-1, Limited Manufacturing

Case No. 24-050-TSUB-FPLAT Tentative and Final Plat of Subdivision 1873 Busse Hwy
Case No. 25-016-MAP-TPLAT Zoning Map Amendment and Tentative Plat 666 Garland Place
Discussion Item Building Materials Overview and Request from Guidance

Surrounding Land Uses: North: Manufacturer (manufacturing)
South: Single Family Residences (residential)
East: Construction company (commercial)
West: Office (commercial)

Street Classification: Busse Highway is classified as a major collector road under Illinois Department of Transportation (IDOT) jurisdiction.

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

Property/Zoning History: The subject properties at 1871-1873 Busse Highway were annexed into the City in 1870 as undeveloped farmland. Around 1957, it was developed into an industrial building positioned north to south along the east property line with an off-street parking area¹. Later in 1989, an addition positioned east to west was built on the southwest corner of the building, creating the existing L-shaped building today. In 2024, the building was repurposed for an office use. Note that existing building was constructed prior to the current building setback requirements and is classified as a legal non-conforming structure governed under Section 12-5-6 of the Zoning Ordinance

TENTATIVE AND FINAL PLAT OF SUBDIVISION

Request Description: *Overview*

The subject properties described below are both located off Busse Highway in the M-1 Limited Manufacturing District next to the Union Pacific Northwest railroad tracks and are under common ownership.

Address	PIN	Lot Size
1871 Busse Highway	09-21-107-040-0000	16,614 SF (0.38 acres)
1873 Busse Highway	09-21-107-041-0000	3,010 SF (0.07 acres)
Total Lot Area		19,624 SF (0.45 acres)

Both properties have been improved under a unified development which consists of a one-story L-shaped building utilized as an office and a surface parking area as shown on the attached ALTA/NSPS Land Title Survey. However, the triangular-shaped

parcel addressed at 1873 Busse Highway is land-locked and requires access through the 1871 Busse Highway, which has direct frontage along and access to Busse Highway. The proposed combined Tentative and Final Plat request resolves this by consolidating the two lots into one lot of record as illustrated on the attached Final Plat of D2E7 Subdivision.

Building Lines and Easements

The subdivision plat shows the following easements and building lines:

- (i) A new 60-foot front building setback line along Busse Highway;
- (ii) A new 60-foot side building setback lines along the west and east side property lines of the proposed subdivision;
- (iii) A new 60-foot rear building setback along the south property line;
- (iv) A five-foot easement for public utilities and drainage along the south property line; and
- (v) A five-foot perimeter parking setback along the north, west, and east property lines of the proposed subdivision.

Floodplain Considerations

Both properties are within a quarter mile of the Des Plaines River and are fully located within the 100-year floodplain based on the current Federal Emergency Management Agency (FEMA) flood hazard maps. While the subject properties have been already developed, any future changes to this development will need to conform with all FEMA and City of Des Plaines Flood Control regulations.

Public Works and Engineering (PWE) Review

The PWE department has reviewed the subdivision request and has approved it without any conditions. Public improvements are also not required with this request since IDOT is preparing to make adjustments to Busse Highway that include the removal of the exterior travel lane on either side of the road and replacing them with on-street parking lanes.

PZB Procedure and Recommended Conditions: Given the combined Tentative and Final Plat request, the PZB shall make two separate motions:

- *Tentative Plat:* Under Section 13-2-3 (Planning and Zoning Board's Procedure for Tentative Plats) of the Subdivision Regulations, the PZB has final authority to approve or deny the Tentative Plat request.
- *Final Plat:* Under Section 13-2-7 (Approval of Final Plat by the Planning and Zoning Board) of the Subdivision Regulations, the PZB has final authority to *recommend* that the City Council approve or deny the Final Plat request.

No staff recommended conditions are proposed for these requests.

The Board did not have discussion about this item.

Chairman Pro Tempore Catalano opened public comment. No members of the public came forward.

A motion was made by Member Weaver and seconded by Member Bronakowski to approve the tentative plat of subdivision with no conditions.

AYES: Bronakowski, Catalano, Zadrozny, Veremis, Weaver
NAYS: None
ABSTAIN: None

A motion was made by Member Weaver and seconded by Member Veremis to recommend City Council approval of final plat of subdivision with no conditions.

AYES: Bronakowski, Catalano, Zadrozny, Veremis, Weaver
NAYS: None
ABSTAIN: None

MOTION CARRIED

2. **Address:** 666 Garland Place **Case Number:** 25-016-MAP-TPLAT

The petitioner requests: (i) an amendment to the Zoning Map rezoning the subject property from C-2, Limited Office Commercial and R-1, Single Family Residential to M-2, General Manufacturing; (ii) Tentative Plat of Subdivision; and (iii) any other variations, waivers, and zoning relief as may be necessary.

PINs: 09-16-306-005, 09-16-306-009, 09-16-306-010, 09-16-306-011, 09-16-306-030, 09-16-306-035, 09-16-306-036, 09-16-403-002, 09-16-403-009, 09-16-403-025, 09-16-403-030, 09-16-403-031 and 09-16-403-033

Petitioner: LPC Acquisition Company, LLC, 191 N. Wacker Drive, Chicago, IL 60606

Owner: Wheels, Inc, 666 Garland Place, Des Plaines, IL 60016

Vince Pergande of 191 N. Wacker Suite 1700, the petitioner’s representative is sworn in and provides an overview of their company, similar projects, and states representatives are in the audience.

Mark Rogers of 200 S Wacker Suite 1820 was also sworn in, the petitioner’s attorney. Mr. Rogers states the requests for a zoning map amendment and tentative plat of subdivision. Mr. Rogers does state the discussion of compliance with the comprehensive plan in the staff report was noted, but states this document is meant to be flexible and is need of an update, as these updates to comprehensive plans typically occur every 5 years and the last update was 2019.

After a meeting with the city, Mr. Rogers states that maintaining the single family zoning adjacent to the site was recommended to provide a buffer between these uses and M-2 is proposed for the rest. Mr. Rogers describes the existing site and zoning.

Mr. Rogers states he is aware this meeting is not necessarily a Site Plan review but would like to discuss the future use. A demolition of the two existing buildings would occur and then a 158,692 square feet of LEED-Certified Class-A industrial facility would be constructed. The lot would maintain green scape buffers along this corridor.

Mr. Rogers states the second request is a tentative lot of subdivision. 13 pins or 9 parcels are consolidated into two PINs. Parcel 1 to the north is 12.5 acres for industrial use and the lot to the west would be for a future development and retention ponds.

Mr. Rogers describes the map amendment and states this area has a variety of zoning. In 2018, a 7b incentive was applied for by Wheels, Inc. and the property was considered blighted at that point. The area can be interpreted as transitional by nature and create continuity with the manufacturing zoning to the south.

Mr. Rogers discusses the Comprehensive Plan, referencing the encouraging of consolidating parcels into tax generating developments and redevelopment of underutilized lots. There would be approximately 2 million dollars in real estate taxes generated by this use.

Mr. Rogers states that this will encourage the Rand Rd industrial aesthetic. This site has historically been challenging to develop. Wheels had a plan for redevelopment, which was halted by COVID. The intent is to clear the blight of the existing site.

Mr. Rogers described the continuity of this industrial district with the nearby industrial properties, supporting the industrial sector. The site is being marketed to light industrial and the site plan is not designed for heavy manufacturing. There was discussion in the staff report about maintaining the bucolic nature of Rand Rd. They decided to limit the area of the M-2 district along the road.

Mr. Rogers states the current commercial zoning includes uses that could generate more traffic than what is being proposed. There is a lot of focus in the staff report about the intensity of uses for M-2, but states there are many uses such as government buildings, dance studios and other uses in the current zoning that could create a greater amount of traffic than the proposed use.

Mr. Rogers reiterates the proposal for the building and feels this design will complement the nature of the surrounding area. The proposed contemporary building replaces the aging office structure in a key city gateway and creates a more modern, inviting entry point.

Mr. Rogers provided research on vacancy rates, with 1.43% for industrial parcels and 17% for commercial real estate, which will increase once Wheels leaves this site. LPC intends to spend 14 million on the project, post construction market value would be 25.4 million. The stormwater and environmental benefits from this project would alleviate flooding in this area. It is marketed for light manufacturing. Mr. Rogers states the plan for lot 2 is to work with the city to redevelop the future 5.2 acre site.

Mr. Rogers states the new industrial facility will not connect directly to Garland Place and they will be updating the cul-de-sac to provide improved circulation.

Member Weaver asks about the documents reviewed that assumed that the ultimate use of the property would be warehouses. What would a future user do if they wanted to convert to a manufacturing use? What about the other uses under M-2? Can the building be converted to something other than warehousing?

Mr. Rogers states that any changes to the plan would require a site plan approval process with the City Council. Mr. Rogers states that being shovel-ready in July will get this project off the ground.

Member Weaver stated there are stormwater improvements to alleviate flooding. Would there be any risk of flooding elsewhere that would require others to make improvements? Mr. Rogers states no, all improvements will be on site.

Member Weaver asked about the possibility of pervious pavers rather than impervious pavement on the site, taking into consideration the need for large trucks. Mr. Rogers states that this would be possible.

Member Zadrozny asked about the potential tenant. Mr. Pergande states that the typical tenant is a Fortune 500 company. Tenants have included Ikea, SE Johnson, etc. or anything related to warehouses.

Member Zadrozny asked about the types of trucks. Mr. Pergande states the building is built for semi-trucks, but the proposed use will likely not generate significant truck traffic. The traffic study indicated that the traffic would be reduced compared to the existing office building.

Member Veremis asked what will be done with the extra lot. Mr. Pergande stated it will be green space until the City states they have interest from other companies like a Starbucks to be located there. All the current trees will be maintained on Rand Rd. The office building will be demolished for the detention ponds and greenspace.

Member Bronakowski thanked the petitioner for their attention to this parking. How many trucks do you anticipate will enter at once? Mr. Pegande states there is a singular entrance/exit for truck traffic. It will be gated depending on the fire department requirement. It is too challenging to say how much truck traffic it will generate, but there is plenty of space on the site for queuing.

Member Bronakowski stated many decisions have been made based on the Comprehensive Plan. Has there been discussion for updating the plan for Council? Assistant Director Jonathan Mendel states there has not been discussion thus far about updating it and 2019 is not that old of a plan.

Chairman Pro Tempore Catalano states he is happy to see a reduction in impervious area. Is there any existing detention on site?

Ryan Blocker (1333 Butterfield Rd, Downer's Grove), the petitioner's engineer, is sworn in. There was a building addition done at some point. He states there is detention, volume control and there is a huge improvement in stormwater.

Assistant Director Jonathan Mendel provides the staff report.

- Issue:** The Petitioner requests:
- (i) Tentative Plat of Subdivision create two new lots of record;
 - (ii) Map amendment to rezone the westerly half of the subject properties from the C-2 Limited Office Commercial and R-1 Single Family Residential districts to the M-2 General Manufacturing district.
- PINs:** Map Amendment: 09-16-306-005, 09-16-306-009, 09-16-306-010, 09-16-306-011, 09-16-306-030, 09-16-306-035 & 09-16-306-036
- Tentative Plat: 09-16-306-005, 09-16-306-009, 09-16-306-010, 09-16-306-011, 09-16-306-030, 09-16-306-035, 09-16-306-036, 09-16-403-002, 09-16-403-009, 09-16-403-025, 09-16-403-030, 09-16-403-031 and 09-16-403-033
- Petitioner:** LPC Acquisition Company, LLC, 191 N. Wacker Drive, Chicago, IL 60606
- Owner:** Wheels, Inc, 666 Garland Place, Des Plaines, IL 60016
- Case Number:** 25-016-MAP-TPLAT
- Ward Number:** #1, Mark A. Lysakowski
- Existing Zoning:** C-2, Limited Office Commercial & R-1, Single-Family Residential
- Surrounding Zoning:** North: R-1, Single Family Residential
 South: R-1, Single Family Residential, M-2, General Manufacturing, and C-2, Limited Office Commercial
 East: C-2, Limited Office Commercial & R-1, Single Family Residential
 West: R-1, Single Family Residential
- Surrounding Land Uses:** North: Cook County Forest Preserve
 South: Single family residences, City of Des Plaines water tower & manufacturing
 East: Office buildings and Cook County Forest Preserve
 West: Cook County Forest Preserve & Des Plaines River
- Street Classification:** Rand Road is classified as a principal arterial road under Illinois Department of Transportation (IDOT) jurisdiction.
- Comprehensive Plan:** The Comprehensive Plan identifies this site as Commercial.

Property/Zoning History: The subject property has been within the City of Des Plaines corporate limits since at least the 1920s and the current zoning C-2 and R-1 zoning was established with the 1998 comprehensive zoning map changes with the new version of City Code Title 12 – Zoning.

Project Description: The subject property is 783,331 square feet (or 17.984 acres), which is currently improved with an approximately 123,193 square feet commercial facility to the North and an approximately 56,411 square feet commercial facility to the South-East.

Logistics Property Company (LPC) (petitioner) requests rezoning the subject property from C-2/R-1 to M-2, General Manufacturing (Attachment 1)

The rezoning and tentative plat would permit the petitioner’s proposed demolition of the current buildings and minor improvements on the site to construct a new 158,692 square feet Class-A industrial building with 30 truck doors and two (2) drive-in doors, sited on a newly created 12.471-acre lot including 135 car parking stalls. The development will include a separate 5.224-acre lot which will remain commercially zoned and set aside for future development. As part of the development LPC will also develop three (3) detention ponds for adequate storm water drainage for the entire corridor.

Zoning Map Amendment Overview

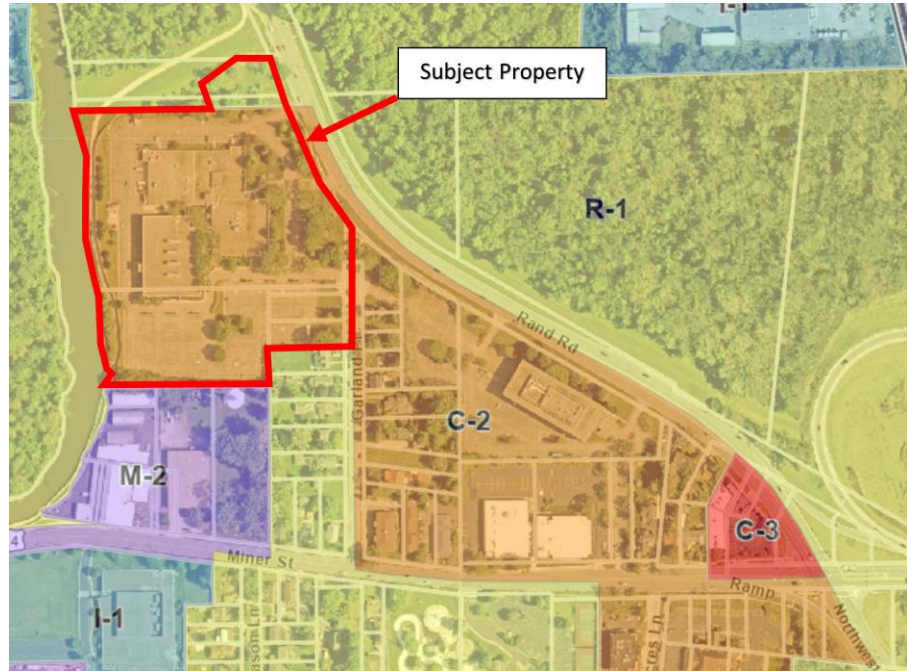
The purpose of a zoning map amendment is to provide standards and procedures for making amendments to the zoning map. This amendment process is not intended to relieve particular hardships nor confer special privileges or rights upon any person, but only to make adjustments necessary considering changed conditions or changes in public policy.

Although a specific project can be considered alongside any zoning application, zoning change

deliberation is intended to evaluate the potential internal and external impacts on a subject property, the immediate surrounding properties, the adjacent neighborhood and the general area of the community where it is located.

Existing R-1/C-2 Zoning versus Proposed M-2 Zoning

Currently, the subject property proposed for rezoning to M-2 is composed of a single zoning lot of R-1 zoning on the northernmost portion of the subject property as shown in the following existing



Additionally, the City of Des Plaines 2019 Comprehensive Plan Future land use map illustrates the subject property as intended for commercial activities, such as retail, office, or other service uses, rather than the wide range of uses intended within the proposed M-2 zoning district, especially at this primarily bucolic and medium intensity City gateway. See the following Future Land Use map graphic:

- Future Land Uses
- Single Family Residential
 - Multi-Family Residential
 - Higher Density Urban Mix with Residential
 - Lower Density Urban Mix with Residential
 - Commercial
 - Commercial Industrial Urban Mix
 - Industrial
 - Institutional
 - Open Space
 - Water
 - Transportation/Utilities/Communication/Other
 - Under Construction



Given the existing zoning map and comprehensive plan future land use map, the focus of discussion should revolve around the proposed change of the mix of zoning districts in this immediate neighborhood and the potential for increased external impacts given the higher intensity nature of the M-2 zoning district.

Here are the specific purpose sections for the C-2 and M-2 zoning districts:

City Code Section 12-7-3.E – C-2 Limited Office Commercial District

1. Purpose: The purpose of the C-2 limited office commercial district is to preserve existing office development and provide locations for the development of new office locations.

City Code Section 12-7-4.E – M-2 General Manufacturing District

1. Purpose: The purpose of the M-2 General Manufacturing District is to provide a location for general manufacturing uses and related uses in conformance with the comprehensive plan.

These purpose statements outline the specific zoning district's desired intensity and objectives of the zoning regulations. Given that most of the subject property is currently zoned C-2, it was determined during the 1998 zoning code and map update that C-2

was the appropriate zoning and land use designation. This determination was later reinforced by the Future Land Use Map in the 2019 Comprehensive Plan.

The next important part of this analysis is the comparison of the C-2 and M-2 use tables. Attachment 4 outlines the permitted and conditional uses for the C-2 and M-2 zoning districts (The R-1 district table is not included because the primary discussion involves the subject property's current C-2 zoned portion which is most of the site). Reviewing these two use tables shows the broad spectrum of use intensity between the two zoning districts.

Lastly, a comparison of the C-2 and M-2 district's Bulk Controls informs the potentially substantive difference between the maximum possible buildout on the subject property in either zoning district. Attachment 5 provides that comparison.

Site Plan Review

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 Plat of Survey/Site Plan attachment.

Site Plan Review	
<i>Item</i>	<i>Analysis (based on Proposal)</i>
The arrangement of structures on the site	<ul style="list-style-type: none"> The proposed building and accessory parking and circulation areas are generally well placed throughout the subject property to accommodate the mostly rectilinear shape of its primary developable space.
The arrangement of open space and landscape improvements	<ul style="list-style-type: none"> Adequate landscaping areas are provided throughout the subject property to comply with the applicable zoning code sections.
The adequacy of the proposed circulation system on the site	<ul style="list-style-type: none"> There is concern regarding the design and orientation of the primary truck ingress/egress drive from Rand Road, which is the north drive. <p>Outbound trucks entering the roadway at low speeds in this location are a potential hazard. The intersection is approx. 500 feet away with a posted speed limit of 40 mph. Line-of-sight is also not ideal due to the existing vegetation, floodwall, and curvature of the road.</p>
The location, design, and screening of proposed off-street parking areas	<ul style="list-style-type: none"> The off-street parking lot is primarily separated from the truck traffic circulation areas which is appropriate to avoid possible conflicts as much as possible. The proposed location and screening generally comply.
The adequacy of the proposed landscaping design on the site	<ul style="list-style-type: none"> The landscape plan shelters and screens the sensitive land uses to the south appropriately.
The design, location, and installation of proposed site illumination	<ul style="list-style-type: none"> The site lighting plan was submitted and is primarily compliant. Formal full compliance review will occur at time of building permit review.
The correlation of the proposed site	<ul style="list-style-type: none"> The Comprehensive Plan identifies the intend use of the subject property targeted for rezoning as

plan with adopted land use policies, goals, and objectives of the comp. plan	Commercial on the Future Land Use Map. This map is intended to guide land use and zoning decisions throughout City unless specifically referenced directly elsewhere in the Comprehensive Plan. The subject property is not consistent with the Commercial designation at this primary City gateway.
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Standards for Zoning Map Amendment:

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

Comment: The Comprehensive Plan designates the subject property Commercial on the Future Land Use Map. This is intended to guide land use and zoning decisions throughout City unless specifically referenced directly elsewhere in the Comprehensive Plan. The proposed rezoning to M-2 is not consistent with the Commercial designation at this primary City gateway.

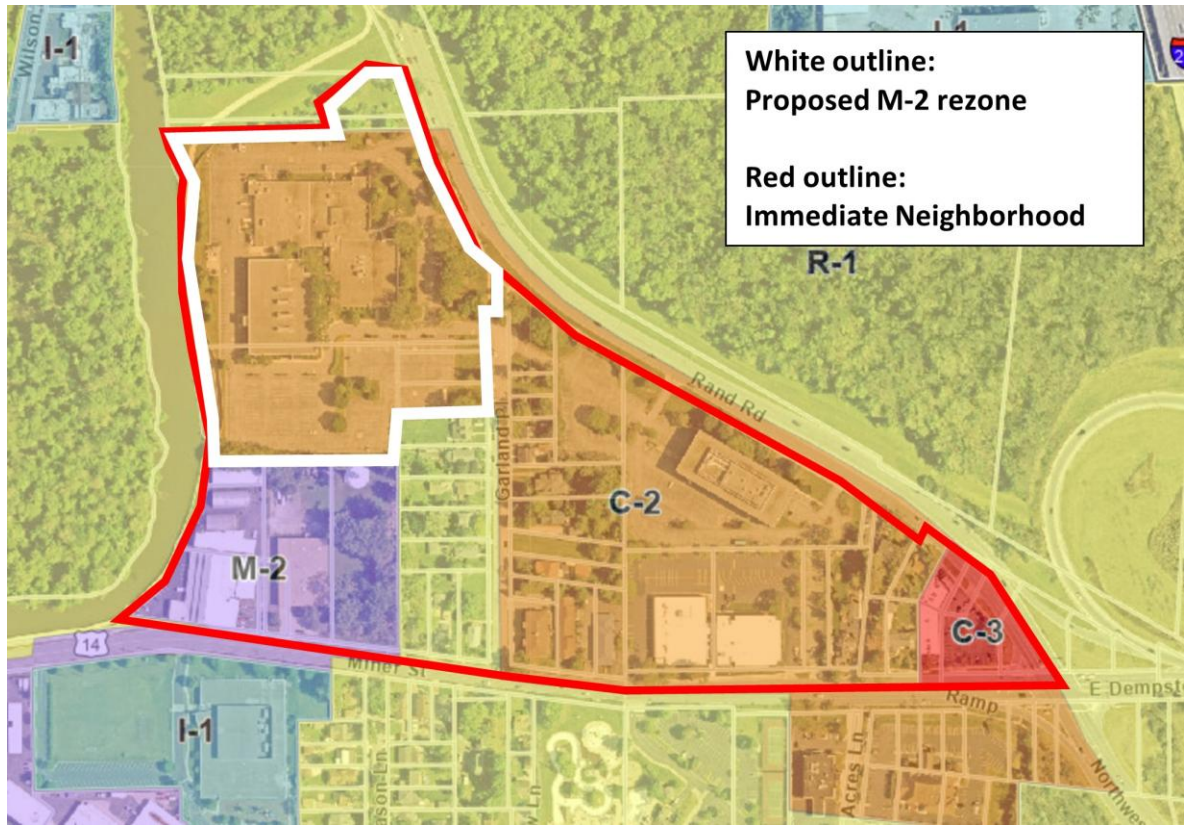
Additionally, as the petitioner describes in their petitioner’s response to standards, Chapter 3 (Economic Development) of the 2019 Comprehensive Plan does mention creating a commercial/industrial flex district section 3.6 on page 23, but that is only targeted to the “Five Corners” area of the City which does not include the subject property or its immediate neighborhood – see Attachment 8.

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

Comment: Immediate neighborhood existing character is intended to be C-2 zoning permitted/conditional uses and site development. The proposed M-2 zoning would change the character to manufacturing resulting in a complete change to the existing and intended character under the 2019 Comprehensive Plan, especially when experiencing the neighborhood along the Rand Road frontage. The below indicates the percentage change of existing zoning to proposed zoning and its effect on the immediate neighborhood’s character:

- Rand/Miner/Des Plaines River block = 33.65 acres
- Existing C-2 zoning = 25 acres (74.8%)
- Existing C-3 zoning = 0.65 acres (2%)
- Existing M-2 zoning = 4.5 acres (13.5%)
 - **Proposed M-2 zoning = 12.5 acres (37.4%) of immediate block/neighborhood**
 - **Proposed & existing M-2 zoned properties = 17 acres (50.5%) of the immediate neighborhood**

The proposed rezoning represents a 278% (12.5 acres/4.5 acres) increase to the amount of M-2 zoned properties in the immediate neighborhood surrounding the R-1 zoned residential uses on the west side of Garland Place. The following graphic shows the context for the above neighborhood acreage calculations:



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

Comment: Given the current C-2 zoning and the existing approximately 123,000 square feet multi-story office building, the surrounding public facilities and services should be sufficient to accommodate M-2 district development potential.

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

Comment: The M-2 district’s permitted/conditional uses is broad and includes many potentially disruptive land uses with high likelihood of causing negative external impacts on adjacent residential uses and sensitive commercially developed properties. The most intensive M-2 land uses permitted include heavy manufacturing, warehouse, food processing establishment, distillery, and auto filling stations. This range of uses have great likelihood to impose negative external property value impacts on adjacent, less intensive properties, particularly the R-1 zoned residential uses adjacent to the subject property on the west side of Garland Place.

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

Comment: Perhaps the C-2 zoning district is ripe for rethinking given the current and future office real estate market trends, but the significant increase from the medium intensive C-2 office oriented commercial district to broadly high intensive M-2 district is not appropriate. Rezoning to C-3 general commercial may reflect more responsible development and growth standards. Additionally, revisions to the 2019 Comprehensive Plan as a policy document ideally should not be conducted on a piecemeal basis such as the proposed, but through a comprehensive community planning process.

Tentative Plat of Subdivision

Each tentative plat submittal must include the following specifications:

- A. *Scale: Each tentative plat shall be drawn to the scale of not less than one hundred feet to one inch (1" = 100'). The tentative plat shall show the boundaries of the property to be subdivided, section and half section lines, existing permanent buildings, watercourses and other existing features pertinent to proper subdivision..*
- B. *Municipal Boundaries: All corporate boundary lines within or adjacent to the proposed subdivision shall be so designated.*
- C. *Streets: The widths of roads, streets, with their names and alleys; dimensions of lots and blocks and building lines shall be shown. The full widths of streets bounding the proposed subdivision, with their names and the widths and names of intersecting streets in the property immediately adjacent shall be shown. All streets shall be carried to the boundaries of the proposed subdivision.*
- D. *Names: The name of the proposed subdivision with the name of the owner, sponsor or trustees shall be shown.*
- E. *Utility Easements: Tentative approval of utility easements by all privately owned utility companies shall be indicated via written correspondence. The Planning and Zoning Board may waive this requirement, conditioned upon the subdivider obtaining approval through the Final Plat process.*
- F. *Dedication Of Land: Proposed dedications of land for public use shall be shown.*
- G. *Utility Poles, Cables And Structures: All existing and proposed utility poles, cables and structures to include sanitary and storm sewers, water and gas mains and other underground lines and cables shall be shown. The size of sewer and water mains shall be shown. This requirement may be waived by the planning and zoning board with the*

The proposed tentative plat complies with all the above requirements, except for utility company will-serve letters. Since this subdivision is effectively a consolidation of many underlying lots, it is appropriate for the PZB to waive this requirement during the tentative plat stage with a condition of approval to require the will-serve letters at time of Final Plat of Subdivision submittal. The Public Works and Engineering Department (PWE) reviewed the plat of subdivision and did not indicate any public improvements are required with this plat of subdivision.

PZB Procedure and Recommended Conditions:

Under 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 or deny the above-mentioned zoning map amendment of R-1 and C-2 to M-2.

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 Consolidation request. Since a final plat review is still required, staff recommend the following condition of approval:

1. The applicable utility company will-serve letters shall be provided as part of the Final Plat of Subdivision application.

Chairman Pro Tempore Catalano opened public comment.

Holly Boers of 740 Garland Place, is sworn in. She has concerns about her house next to this property. The proximity to the potential for heavy manufacturing and proximity to the river is concerning. She states concerns about property values for her house if this is approved. Some M-2 is auto body repair in the area, but not heavy manufacturing. She clarifies if the retention ponds are above or below surface. If they are above surface, issues with mosquitos and disease are a concern already on her property, and adding to that would make her property even more challenging to use.

Patricia Kraft of 739 Garland Place is sworn in. She states the same concerns as the previous commentor. She does not want to lose value in the property. Staff clarifies the proposed zoning on the map. A portion would remain C-2 and landbank it as a vacant piece of property and leave the trees. Ms. Kraft asks if the M-2 will be against the river. Assistant Director Mendel confirms. Ms. Kraft states concern with flooding, although it has been improved with the construction of the flood wall. The building looks like it will be larger than the existing Wheels building. Would they enter from Garland or Rand Rd?

Mr. Pergande states all access to Garland Place will be removed. Everything would come from Rand Rd. The detention ponds would alleviate the flooding problem in the area and the overall

existing parking area will be reduced. Chairman Pro Tempore Catalano states he is also an engineer and flooding has always been his concern too, but does not believe this will cause an issue.

Ms. Kraft asks how they can approve a building this large. What hours of operation are possible? Member Bronakowski states that they would come back to the PZB with a tenant. Ms. Kraft is concerned about what could go in there if it's M-2, especially 10 years down the line. There is an empty lot next to her house and what happens with that lot?

Mr. Pergande states they will be purchasing the middle lot and intend to do nothing with it. Ms. Kraft asks about utility lines on that lot. There will not be any movement on that lot. Discussion ensues about what are the boundaries of the re-zoning.

Ms. Kraft asks about the cul-de-sac. Asst. Dir. Mendel states the cul-de-sac will remain and the driveways will only be along Rand Rd. All other driveways will be removed.

Asst. Dir. Mendel clarifies there is not an approval of a site plan with a zoning map amendment, and reiterates the plan could change.

Ms. Kraft states she is against it, for the record.

Greg Lietzau, 2040 Miner St, is sworn in. He provides his overview of the project. How many parking spaces will there be? How many loading docks? Will there be outside trailer storage? With the white building gone, will the asphalt remain? Will there be a stoplight there for the truck traffic? The road can get busy. What is the tax difference savings in two office buildings to one industrial building? He states he has been at this property a long time. Is there anything gained by losing a building? What is the value of two buildings versus one?

Mr. Pergande states no outside trailer storage is proposed. There are 125 parking spaces. The impervious area is being reduced by 50% on the site. The current buildings are larger than the proposed building. Warehouse use is less employees and vehicles than the current office buildings.

Mr. Rogers discusses tax revenue. Both buildings are set to go vacant and receive a vacancy credit from Cook County. It used to be 80% of the value of the building, now it is 50%. They would get the vacancy credit if it was vacant for a few years and that lowers the tax generation. When they go vacant with the commercial vacancy rate, it could sit vacant for a long time. One of the biggest things that hurts property values is vacancy in the area.

Member Weaver asks a question – will LPC remain the owner of the building but lease to the user, rather than sell? Mr. Rogers states that is correct.

Member Bronakowski asked about the mosquito issue discussed in public comment. Mr. Pergande states that mosquitos are a problem related to the flooding. The proposed site plan would alleviate the flooding issue and water issue in the area. New plantings, topsoil, and landscaping will be added that should alleviate these concerns. If anything of that nature occurs, as an industrial property they will be long term holders of, they will do mosquito abatement.

Chairman Pro Tempore Catalano asked about the aerating of the detention ponds. Mr. Pergande states that MWRD will ensure that any requirements are met. Fines and other consequences can occur if they do not follow the established rules.

Member Veremis asks how many employees Wheels had in this area at its peak and how many the new facility will have. Mr. Pergande states anything from 2-50 employees. 125 parking spaces are required by code. Discussion ensues about the traffic impact of office versus industrial uses. Member Veremis asks about the prior fleet service of Wheels on this site, and Mr. Pergande states that it was mostly used for office space in its later years. Member Veremis states it will likely be reduced traffic compared to the Wheels office heyday.

Asst. Dir. Mendel states per the traffic study that 976 vehicles were in/out from the office.

David Nowak, 757 Garland Place, is sworn in. Potential of the M-2 zoning in the future is concerning because there is not control over who will locate at this time. Truck drivers will not be during peak hours, it will be middle of the day and the night with the sound from the trucks. The retention pond will be placed closer to his house and his neighbor's house and expressed concerns about flooding. Wheels is not that tall, so this warehouse will block off some of the sun along that trail. That affects people who go on their runs in the morning there and enjoy that aspect. Mr. Nowak states he is not a fan of the potential for it to be a worse use in the future. If they don't build here, you don't know what to expect. It will be a lot of trucks pulling in and it will be a tight bend for trucks to make it into the parking area.

Member Bronakowski states any new tenant will have to come to the PZB for any hours of operations. Asst. Dir. Mendel clarifies if it is a permitted use in the M-2 zoning district (if rezoned), then the occupancy would be a simple administrative process with staff. There are a number of conditional uses that would come through the PZB for review, but other uses would not come through the PZB. Not every new use would come through PZB and City Council.

Senior Planner Jonathan Stytz states that light and heavy manufacturing uses would not come before you as long as they met the basic requirements. It is important to look at the whole picture with the zoning classification. It could be a warehouse now and could be something else later.

Chairman Pro Tempore Catalano asks the height of the building. Mr. Pergande states the existing is approximately 36 feet and the proposed would be 38 feet.

Holly Beers returns to podium. She states Wheels has been a good neighbor and lets them use their parking lot to get to Rand Rd, and closing that off is not ideal. She asks for clarification on the zoning regulations. Asst. Dir. Mendel states that most of the uses discussed are not consistent with the C-2 or C-3 zoning district. Ms. Beers states the exhaust fumes are already creating poor air quality and queuing of the trucks could create further concerns.

Member Weaver reviewed the project and noted a few items. There are risks about an M-2 district. There is always a risk with this zoning that you could get something other than what you hope to get. However, Member Weaver states he is pleased with warehouse facility that is less intensive

than other types of manufacturing uses possible in M-2. Member Weaver states the reduction of impervious pavement would appear to be a huge help on the flooding issue. Alternatively, a re-zoning to C-3, General Commercial could create many drive-thrus and other uses that could be considered urban blight.

Member Weaver discussed office parks being torn down in other communities to put up warehouses. In the post COVID era, there is a massive increase in demand for these facilities and Des Plaines is in a prime location. Member Weaver does not want to see abandoned office buildings in these areas that are not up to the needs of modern offices. Having this modern warehouse building here could be desirable. Weaver is not concerned it will be changed to a different use.

Member Weaver discussed whether cutting off the street at Garland Place would be beneficial for neighbors to prevent cut through truck traffic and that the address should probably be changed to Rand Rd so that lost truck drivers do not accidentally drive down this area.

Member Weaver states the City needs to come to grips with the office demand dying. The 2019 Comprehensive Plan does not reflect this changing landscape.

Member Veremis asked about keeping one area as C-2. Mr. Pergande states because of the awkward shape, they did not want to re-zone that part. Member Veremis states that was a good move.

Member Zadrozny states if this is approved and Council approves it and financing fails or the market crashes, will it remain M-2 at that point or revert back? Asst. Dir. Mendel states it would be re-zoned to M-2 and that would be the zoning, whether with the proposed site development plan or if a new property owner buys it. It is not tied to a specific development plan.

Mr. Pergande states this money is allocated to this project. In regard to this development, they intend, if approved, to close in July, demo the buildings in the fall, and redevelop in early Spring.

Asst. Dir. Mendel provides clarification on the procedure for the motions. Member Weaver states it is in both the City and developer's interest to consolidate the parcels. There are many accidents of history requiring the consolidation of lots with unusually shaped parcels.

A motion was made by Member Weaver and seconded by Member Bronakowski to approve the tentative plat of subdivision with one condition, as drafted by staff.

AYES: Bronakowski, Catalano, Zadrozny, Veremis, Weaver
NAYS: None
ABSTAIN: None

MOTION CARRIED

A motion was made by Member Weaver and seconded by Member Veremis to recommend approval of the zoning map amendment to the City Council.

AYES: Bronakowski, Catalano, Zadrozny, Veremis, Weaver

NAYS: None

ABSTAIN: None

MOTION CARRIED

3. Discussion Item - Building Design Review Standards – Overview of Existing Rules & Request for Guidance

Senior Planner Redman provides an overview of the staff report included in this evening’s packet.

Member Weaver stated he reviewed the 2005 design guidelines carefully and believes this is really only applicable to downtown and not necessarily in the other Des Plaines commercial areas. Additionally, he doesn’t believe it should not apply to single-family residential.

Senior Planner Redman mentioned to Member Weaver that this is still something open for discussion and future development.

Member Weaver expressed concerns about the mandatory or permissive language of design guidelines and wants to focus on consistency with other neighboring municipalities and their specific design guidelines and processes. He states he would like stronger design requirements.

Senior Planner Redman outlined the difference between our mandatory building design standards in the zoning code, the 2005 downtown design guidelines and the possibility in the future as we determine the scale and scope of code amendments. This process could use a subject matter expert consultant.

Member Weaver expressed that he prefers the strictness of proposed amended codes be less stringent for the existing single-family residential than for multi-family and non-residential.

Member Bronakowski asked about how often the municipal design standards are typically updated in other communities.

Senior Planner Redman stated she’s not sure about other communities, but our codes have been updated several times since 2014.

Member Bronakowski is happy to have this discussion out loud and is happy with staff’s efforts.

Senior Planner Redman requests that the PZB provide clear direction on their support of various types of amendments. She would like to bring forth a text amendment for smaller, specific issues and then submit a City budget request to hire a consultant for the larger issues.

Member Bronakowski thinks priorities should be to update standards for Downtown.

Member Weaver believes focus should include Elmhurst Road and Lee Street south of Downtown. These areas are old and dilapidated and need development and improvements.

Senior Planner Redman stated staff can't necessarily force improvements but as properties redevelop or have significant reinvestment, then compliance with the current development standards are typically required. In terms of a citywide plan, that would be a significantly larger scope than a corridor specific plan.

Asst. Director Mendel reminded the PZB about the upcoming Oakton Corridor action planning process.

Senior Planner Stytz outlined the range of materials permitted in the code for single-family, multi-family, and non-residential uses/building types and code updates may be necessary due to the building material technology changes since the code was originally written.

Member Weaver stated that general brick/masonry only requirements may be more and more challenging for developers to afford.

Senior Planner Redman states the building department would be happy to discuss building materials, particularly new technologies, prior to embarking on a text amendment.

Senior Planner Redman wants to discuss the current regulatory and procedural framework for minor variations and possible ideas for rethinking the procedure's current framework.

Director Jeff Rogers would like to go slide by slide and determine the depth and breadth of the current design standards, guidelines and the processes. He responds first to comments about the questions. At the time of the 2005 Business District Guidelines, there was a commission of experts that was also reviewing development. Since then, there was a movement away from this commission and towards staff review. Professional guidance from a third party involving the PZB, Council and public will be vital to shape any new design guidelines. The new guidelines will need to be very clear about the "shalls" and "shoulds" within requirements.

Senior Planner Redman described the specific format and procedural steps for minor variation process. She asked the PZB if minor variations should continue being decided at the staff level.

Member Weaver and Bronakowski stated they would like the staff to manage the day-to-day review and management since they have the expertise.

Member Catalano asked about an appeal process for minor variations. Senior Planner Redman stated there is an appeal process that goes to the PZB.

Member Zadrozny stated we should take measures to prevent the issue we had with 2200 E. Golf Road at the 4/8/25 PZB meeting.

Member Bronakowski asked if we could differentiate between single-family residential and multi-family and the other larger scale development. He is comfortable with single-family being able to seek minor variations and multi-family and non-residential being handled with standard or major variations.

Senior Planner Redman stated that we could make these scale/scope differentiation as we review the variation review processes.

Senior Planner Redman asked for PZB opinion on triggers requiring design standard reviews and possible changes to these triggers that would limit the amount of single family residential minor variations necessary. She provided the example of a small sunroom added to the back of a vinyl siding house, which requires a minor variation if the homeowner is not able to change the entire perimeter of the house to masonry. She asks if the Board feels strongly to keep this requirement.

Member Catalano asks if these types of minor variations for single family detached houses are denied. Senior Planner Redman stated she cannot recall an instance where it was denied, but there have been instances where specific conditions are added, such as requiring a specific color or type of material that is compatible with the existing house.

Member Weaver recalled a case where this requirement came into effect and did not feel it was a detriment to the city or the neighborhood. In particular, what occurs in the back of the property is less important.

Member Veremis asked about specific downtown developments and whether they met standards. Senior Planner Redman stated that it met all building permit standards, and it is possible that code changed since then.

Member Weaver asked about mixed use and whether our requirements make the commercial spaces too high? Can we do something to change these dynamics?

Senior Planner Redman stated that the majority of the downtown is within the C-5 district, which prohibits residential on the ground floor. It can be challenging to size these type of development, and it can also be challenging to design these spaces on sites and meet off-street parking requirements.

Director Rogers outlined the nature of non-City regulations and/or tax exemption implications that factor into the costs of building and holding new commercial space in mixed use buildings.

Senior Planner Redman states this was just discussion and they are welcome to change their mind at time of amendment, but this provided sufficient guidance for staff to embark on changes.

ADJOURNMENT

Chairman Pro Tempore Catalano adjourned the meeting by affirmative voice vote at 9:22 p.m.

Sincerely,
Jonathan Mendel/Recording Secretary
cc: City Officials, Aldermen, Planning & Zoning Board, Petitioners