



Planning and Zoning Board Agenda

November 4, 2025

Room 102 – 7:00 P.M.

Call to Order and Roll Call

Approval of Minutes: None

Public Comment: For matters not on the agenda

General Communications:

- Approval of 2026 Planning and Zoning Board Hearing Dates

Administrative Decisions:

- 25-062-LA – 651 Kenmare Court – License Agreement to allow irrigation in the public parkway portion of the right-of-way – Approved

Pending Applications:

1. **Addresses:** 9535, 9575, 9585, and 9601 E. Golf Road **Case Number:** 25-046-TPLAT-PPUD

Continuance Requested to the January 13, 2025 PZB meeting

The petitioner requests the following: i) a Tentative Plat of Subdivision to consolidate nine lots into one lot; ii) a Preliminary Planned Unit Development with a height, lot area, and required off-street parking exception for a proposed multifamily residential and single family attached residential development; and iii) any other variations, waivers, and zoning relief as may be necessary.

PINs: 09-16-201-011-0000, 09-16-201-014-0000, 09-16-201-013-0000, 09-16-201-016-0000, 09-16-201-015-0000, 09-16-201-003-0000, 09-15-100-033-0000, 09-15-100-032-0000, 09-15-100-035-0000

Petitioner/Owner: EFN Des Plaines Property LLC, One Oakbrook Terr., Ste 600, Oakbrook Terrace, IL 60181

2. **Address:** 2019 E. Touhy Avenue **Case Number:** 25-061-V

The petitioner requests a Major Variation for driveway width and minimum separation between a driveway and existing residential walkways in the required front yard and any other variations, waivers, and zoning relief as may be necessary.

PINs: 09-32-200-003-0000

Petitioner/Owner: Nadia Doytchinova, 2019 E. Touhy Ave, Des Plaines, IL 60018

3. **Address:** 2861 Scott Street **Case Number:** 25-063-V

The petitioner requests Major variations for a new detached garage larger in area and a taller building height than permitted.

PIN: 09-33-400-007-0000

Petitioner/Owner: Thomas Didier, 2861 Scott Street, Des Plaines, IL 60018

4. Adjournment

Next Agenda: Next meeting is Tuesday, November 25, 2025.

Persons with disabilities who require certain accommodations in order to observe or participate in a public meeting or have questions about the accessibility of the public meeting should contact the ADA Coordinator at least 48 hours (or two business days) in advance of the scheduled meeting. The ADA Coordinator can be reached in person at 1420 Miner St., Des Plaines, IL; by telephone at (847) 391-5486; or by email at hr@desplainesil.gov. Notices of this meeting were posted in accordance with the requirements of 5 ILCS 120/1 et. Seq. (Open Meetings Act)



PLANNING AND ZONING BOARD HEARING DATES & 2026 APPLICATION DEADLINES

Regularly scheduled meetings of the Planning and Zoning Board are held on the second and fourth Tuesday of each month, except for December, at 7:00 pm in Room 102 of City Hall (1420 Miner St, Des Plaines).

Applications must contain all of the required information and be submitted to the Planning and Zoning Division of the Department of Community and Economic Development (Room 301) by 4:00 pm on the application deadline.

PLANNING & ZONING BOARD 2026 DATES		
HEARING DATE	APPLICATION DEADLINE	LEGAL NOTICE/SIGN POSTING
TUESDAY, JANUARY 13	MONDAY, DECEMBER 8, 2025	MONDAY, DECEMBER 22, 2025
TUESDAY, JANUARY 27	MONDAY, DECEMBER 22, 2025	MONDAY, JANUARY 5
TUESDAY, FEBRUARY 10	MONDAY, JANUARY 5, 2026	FRIDAY, JANUARY 16
TUESDAY, FEBRUARY 24	FRIDAY, JANUARY 16	MONDAY, FEBRUARY 2
TUESDAY, MARCH 10	MONDAY, FEBRUARY 2	FRIDAY, FEBRUARY 13
TUESDAY, MARCH 24	FRIDAY, FEBRUARY 13	MONDAY, MARCH 2
TUESDAY, APRIL 14	MONDAY, MARCH 9	MONDAY, MARCH 23
TUESDAY, APRIL 28	MONDAY, MARCH 23	MONDAY, APRIL 6
TUESDAY, MAY 12	MONDAY, APRIL 6	MONDAY, APRIL 20
TUESDAY, MAY 26	MONDAY, APRIL 20	MONDAY, MAY 4
TUESDAY, JUNE 9	MONDAY, MAY 4	MONDAY, MAY 18
TUESDAY, JUNE 23	MONDAY, MAY 18	MONDAY, JUNE 1
TUESDAY, JULY 14	MONDAY, JUNE 8	MONDAY, JUNE 22
TUESDAY, JULY 28	MONDAY, JUNE 22	MONDAY, JULY 6
TUESDAY, AUGUST 11	MONDAY, JULY 6	MONDAY, JULY 20
TUESDAY, AUGUST 25	MONDAY, JULY 20	MONDAY, AUGUST 3
TUESDAY, SEPTEMBER 8	MONDAY, AUGUST 3	MONDAY, AUGUST 17
TUESDAY, SEPTEMBER 22	MONDAY, AUGUST 17	MONDAY, AUGUST 31
TUESDAY, OCTOBER 13	FRIDAY, SEPTEMBER 4	MONDAY, SEPTEMBER 21
TUESDAY, OCTOBER 27	MONDAY, SEPTEMBER 21	MONDAY, OCTOBER 5
TUESDAY, NOVEMBER 10	MONDAY, OCTOBER 5	MONDAY, OCTOBER 19
TUESDAY, NOVEMBER 24	MONDAY, OCTOBER 19	MONDAY, NOVEMBER 2
TUESDAY, DECEMBER 8	MONDAY, NOVEMBER 2	MONDAY, NOVEMBER 16



COMMUNITY AND ECONOMIC
DEVELOPMENT DEPARTMENT

1420 Miner Street
Des Plaines, IL 60016
P: 847.391.5380
desplainesil.gov

MEMORANDUM

Date: October 31, 2025

To: Planning and Zoning Board (PZB)

From: Samantha Redman, AICP, Senior Planner *SR*

CC: Jeff Rogers, AICP, Director of Community and Economic Development *JR*

Subject: Request to Continue 25-046-TPLAT-PPUD: Plat of Subdivision and Preliminary Planned Unit Development (PUD) for 9535, 9575, 9585, and 9601 East Golf Road

The petitioner is preparing additional information for consideration of the Plat of Subdivision and Preliminary Planned Unit Development (PUD) and has requested to continue the hearing to the Board's regular meeting on **Tuesday, January 13, 2025** which is attached.

The petitioner is coordinating revisions to engineering and utility plans per direction from City staff and requests additional time to submit final documents for PZB review.

Bernard I. Citron
312 580 2209 direct
bcitron@thompsoncoburn.com

October 31, 2025

VIA ELECTRONIC MAIL

Ms. Samantha Redman, AICP
Senior Planner
City of Des Plaines
1420 Miner Street
Des Plaines, IL 60016
sredman@desplainesil.gov

Re: Continuation Request related to Proposed Planned Unit Development at 9575, 9585, 9600 and 9601 Golf Road, Des Plaines

Dear Ms. Redman:

Please accept this correspondence as a formal request to continue the hearing regarding the above referenced Planned Unit Development and related Subdivision applications to the Planning and Zoning Board meeting scheduled on January 13, 2026. As you are aware, the development team is working with the relevant parties in the City to resolve some outstanding questions related to the proposed development. We anticipate resolving these outstanding matters by that date so that we can proceed with the next steps of the entitlement process.

Very truly yours,



Thompson Coburn LLP



By:
Bernard I. Citron
Partner

Cc:
Jeff Rogers (jrogers@desplainesil.gov)
Talar Berberian
Rick Brandstatter
Katie Napleton

MEMORANDUM

Date: October 31, 2025
To: Planning and Zoning Board (PZB)
From: Jonathan Mendel, AICP, Assistant Director of Community & Economic Development 
Cc: Jeff Rogers, AICP, Director of Community & Economic Development 
Subject: Major Variation for an Oversize Detached Garage

Issue: The petitioner requests major variations to permit a new 900 sq.ft. and 16.7-foot-tall detached garage.

Petitioner/Owner: Thomas Didier, 2861 Scott Street, Des Plaines, IL 60018

Case Number: #25-063-V

PIN: 09-33-400-007-0000

Ward Number: #6, Alderman Mark Walsten

Existing Zoning: R-1, Single Family Residential

Existing Land Use: Single Family Residence (residential)

Surrounding Zoning: North: R-1, Single Family Residential District
South: R-1, Single Family Residential District
East: R-1, Single Family Residential District
West: R-1, Single Family Residential District

Surrounding Land Uses: North: Single Family Residences (residential)
South: Single Family Residences (residential)
East: Single Family Residences (residential)
West: Single Family Residences (residential)

Street Classification: Scott St. is classified as a local road under City of Des Plaines jurisdiction.

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

Property/Zoning History: The subject property was developed by at least 1960 using available historical aerial imagery. Since then, the subject property has been a single-family detached residence and has had a two-car detached garage on the northside of the subject property in essentially the same layout as it is today.

MAJOR VARIATION

Request Description: *Overview*

In mid-2025, the petitioner submitted a permit application for a new 900 sq.ft. and 16.7-foot-tall detached garage. Staff reviewed and required resubmittal because the proposed garage area and building height exceeded the maximum permitted 720 sq.ft. garage area and 15-foot building height for this size lot.

The petitioner requests these variations to permit sufficient space within the garage for parking a specific large and accessible vehicles.

To seek this design petitioner requests major variations from:

- Sections 12-8-1.C.1 & 5 of the City Code limit the subject property’s detached garage area to 720 sq.ft. and the detached garage building height to 15 feet.

Consideration of Alternatives

Section 12-8-1.C.5 of the City Code permits the following for accessory structure types:

- One detached garage or carport up to 720 sq.ft.; and
- One detached additional accessory structure (such as a shed) up to 225 sq.ft.

If the petitioner built both a maximum-sized detached garage and shed, there would be 945 sq.ft. of accessory structures on the property. This permitted by right total would be more than the petitioner’s proposed single 900 sq.ft. detached garage while also functionally accommodate the petitioner’s desired vehicle parking plus other typical accessory structure uses.

Standards for Variation: The following is a discussion of standards for variations from Section 12-3-6(H) of the Zoning Ordinance. Rationale for how the proposed use would satisfy the standards is provided below and in the petitioner’s response to standards. The PZB may use this rationale toward its recommendation, or the Board may make up its own.

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

Comment: The petitioner states the additional 180 sq.ft. (900 vs 720) of detached garage area is required to park certain vehicle types (see attached Petitioner’s response to staff comments) and other typical accessory structure uses. To compare volumes between maximum permitted accessory structures and the proposed detached garage, the following outlines the cubic foot volumes of the permitted structures versus the petitioner’s proposed accessory (assuming the maximum permitted 15-foot building height):

- Permitted by right 225 sq.ft. shed (3,375 cubic feet) + 720 sq.ft. detached garage (10,800 cubic feet) = **14,175 cubic feet**
- Proposed 900 sq.ft. garage = **13,487 cubic feet**

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

Comment: The petitioner's property is not uniquely shaped or developed when compared with adjacent residential properties immediately adjacent to the north, south, east or west since the immediate neighborhood properties have lot areas that only permit the maximum permitted 720 sq.ft. detached garage.

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

Comment: There have been no natural forces or government actions affecting the subject property that could warrant this variation request as the subject property's layout has existed since the petitioner purchased the property in 2018.

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

Comment: The most likely alternative of two permitted accessory structures (such as garage and shed) could be the same or less cost than the proposed 900 sq.ft., 16.7-foot-tall detached garage and designed in a manner to permit the petitioner's specific vehicle parking and other typical accessory structure uses similar to the rights enjoyed by neighboring lots subject to the same regulations.

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

Comment: Granting this variation could afford the petitioner special privilege by allowing total accessory structure area greater than permitted for similar neighboring properties. The variation would not automatically restrict the petitioner from constructing a 225 sq.ft. other accessory structure as well. If the 900 sq.ft. detached garage is approved and the petitioner also installs a 225 sq.ft. shed, this property could have 1,125 sq.ft. of accessory structures versus the maximum allowed 945 sq.ft. permitted by right on neighboring properties.

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

Comment: The City Code and Comprehensive Plan are generally predicated on maintaining and enforcing maximum property development across similar or like properties and uses. The proposed 900 sq.ft. garage plus the permitted by right 225 sq.ft. other accessory structure (which the petitioner still has available to them regardless of these variation requests) could be considered a significant deviation from the maximum codified norm.

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

Comment: The *Consideration of Alternatives* section above outlines a possible reasonable alternative that could prevent the variation.

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

Comment: The requested variation from maximum accessory structure area and building height may not be the minimum necessary to alleviate the alleged hardship as the proposed 900-square-foot garage is 180 sq.ft. greater than the maximum permitted 720 sq.ft. Additionally, a detached garage could be designed in some manner other than proposed to accommodate the specialty vehicle the petitioner desires to park while still complying or seeking a lesser variation amount.

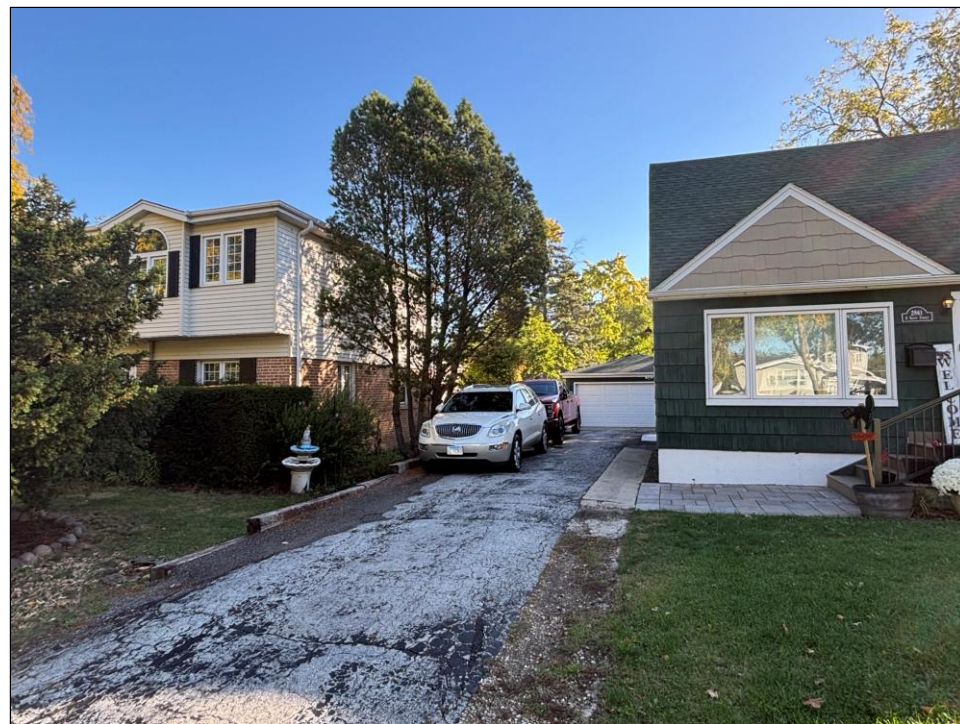
PZB Procedure and Recommended Conditions: Under Section 12-3-6.G.2.b (Procedure for Review and Decision of Major Variations) of the Zoning Ordinance, the PZB has the authority to *recommend* the City Council approve or deny the major variation request. Consideration of the request should be based on a review of the information presented by the applicant and the findings made above, as specified in Section 12-3-6.H (Standards for Variation) of the Zoning Ordinance.

Attachments:

- Attachment 1: Location Map
- Attachment 2: Photos of Existing Conditions
- Attachment 3: Proposed Site Plan/Plat of Survey
- Attachment 4: Petitioner's Narrative & Responses to Standards
- Attachment 5: Petitioner's 1st staff review comments
- Attachment 6: Petitioner's response to 1st staff review comments



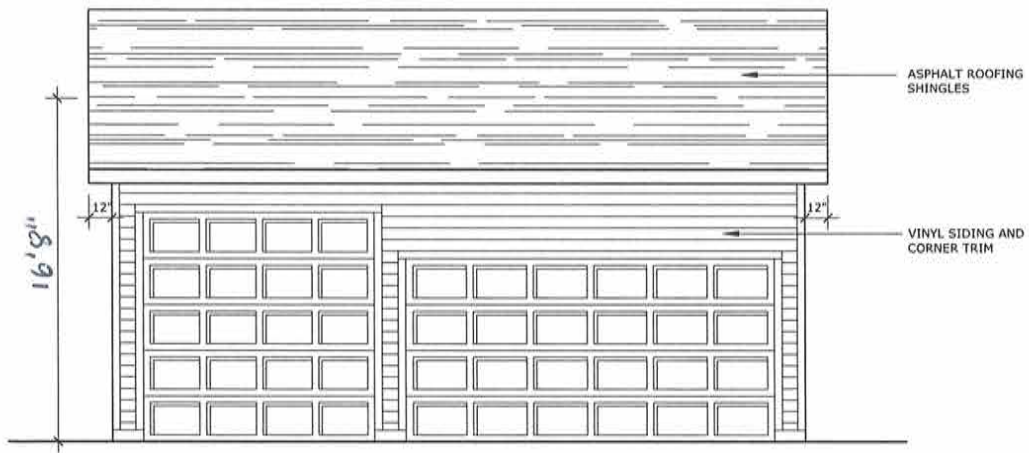
2861 Scott St. – Public Notice Sign



2861 Scott St. – Existing Site looking northerly



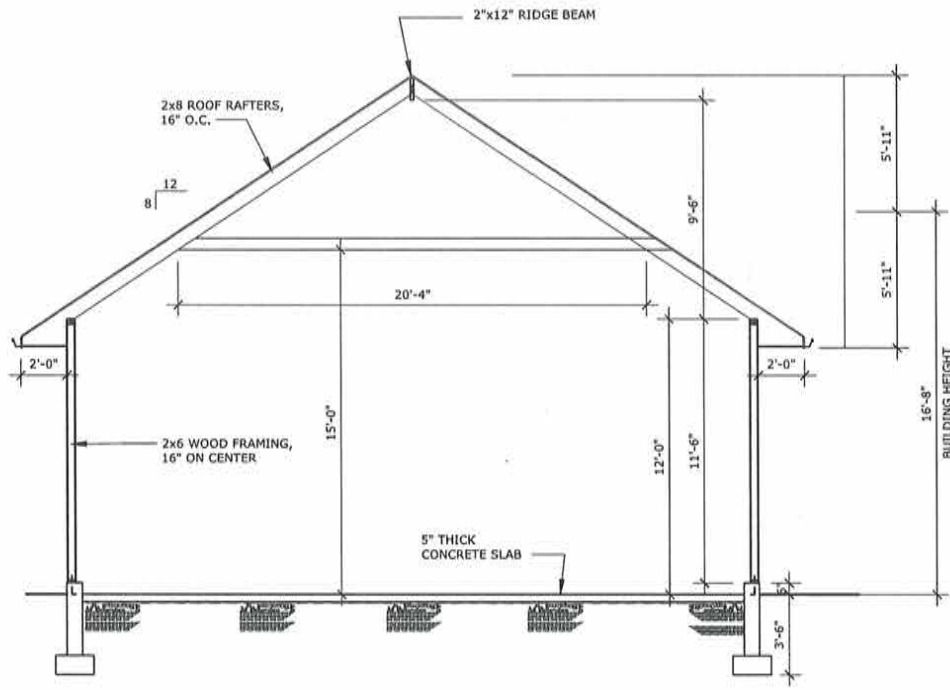
2861 Scott St. – Existing Site looking southerly



1 FRONT ELEVATION
1/4" = 1'-0"

Capital Architects, LLC
422 N. Hough Street Tel: 847-209-1125
Barrington, IL 60010

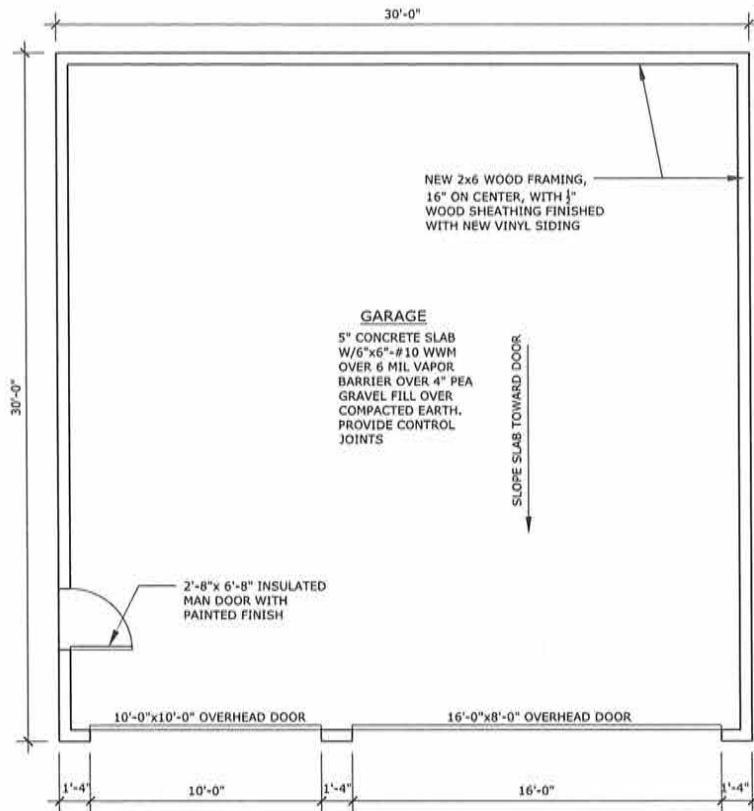
2861 SCOTT STREET
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1 BUILDING SECTION
1/4" = 1'-0"

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Barrington, IL 60010
Tel: 847-209-1125

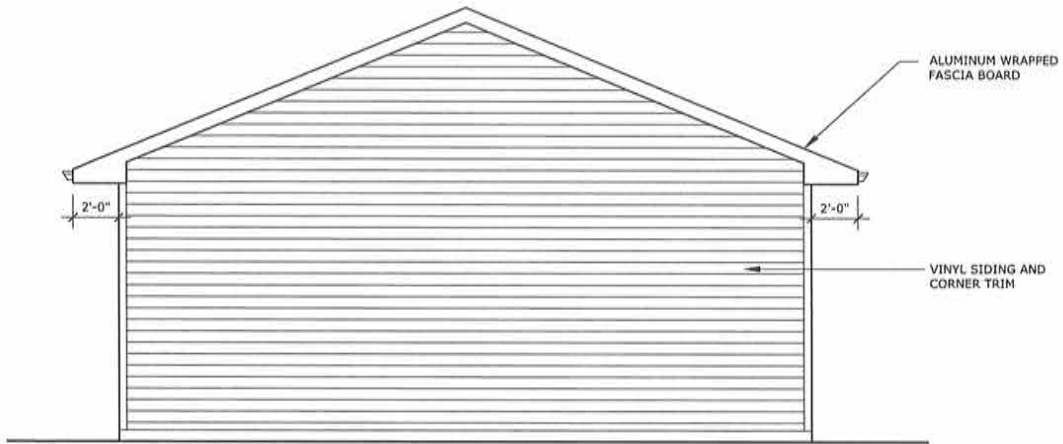
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1 FLOOR PLAN
1/4" = 1'-0"  NORTH

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Barrington, IL 60010
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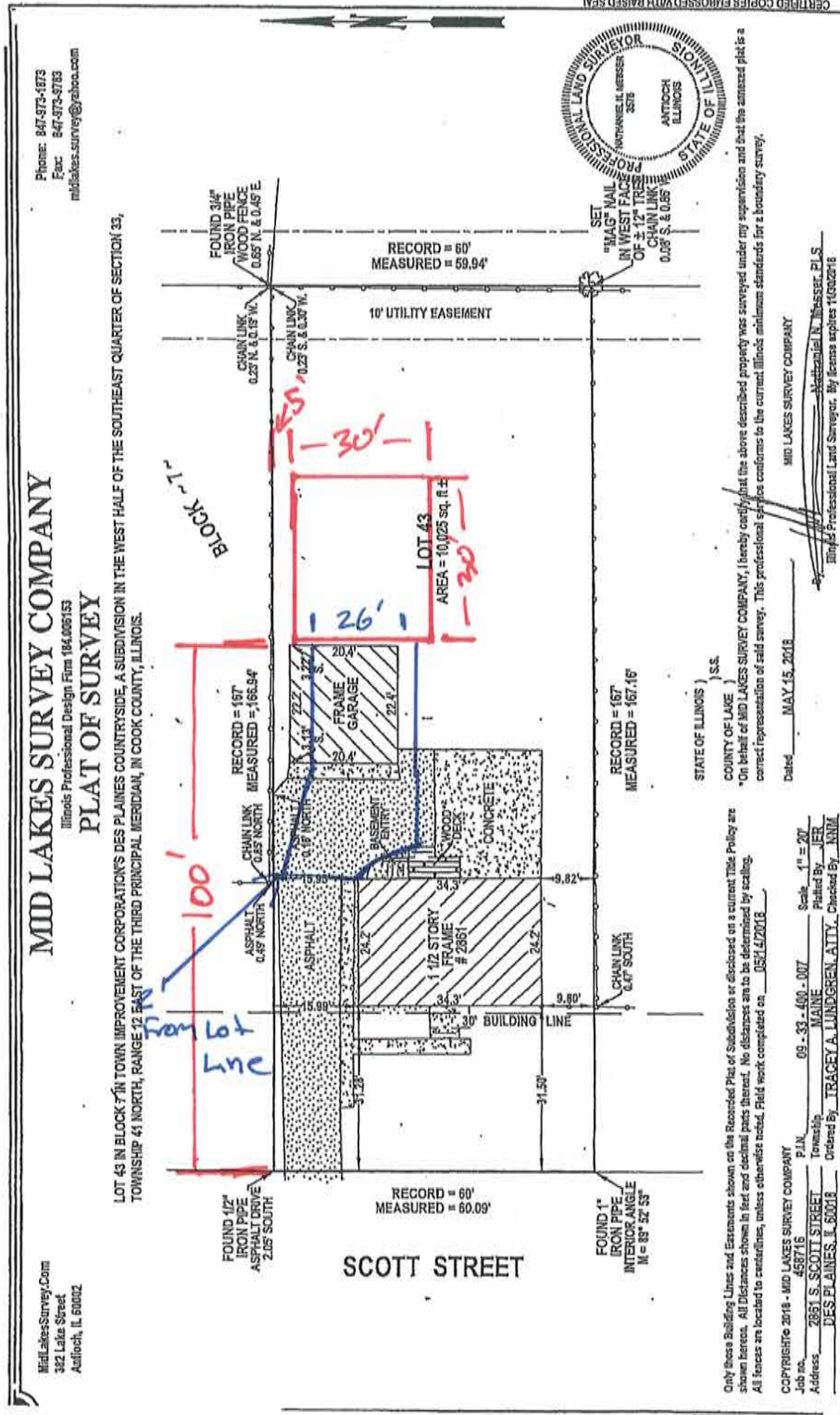
2861 SCOTT STREET
DES PLAINES
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1 FRONT ELEVATION
1/4" = 1'-0"

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Barrington, IL 60010

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DES PLAINES
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STANDRAD FOR VARIATION QUESTIONS

- 1) Hardship. The proposed garage square footage and height is necessary to have future space and availability to have an ADA accessible vehicle for the caretaking of my parents as I have just been for the late grandmother Mary Ellen McGuire. Who had lived just a few blocks from me. Which is why I choose my home in the first place back in 2018.
- 2) Unique physical condition. Due to the layout of my current home and width of the lot an attached garage would not be practical for ease of entry with a motor vehicle if orientated opposite to the street behind the primary structure as well as no room to attach to the side of the home and be able to fulfill the required set back from the property lines set by the city as well, provide access to the rear of the home for any unforeseen repairs and/or maintenance.
- 3) Not self-Created. The layout of the home and the current lot directly effects the layout and placement of the structure because it is no longer attached to the primary is out of the adopted size requirements. The height of the structure would allow the roof lines and pitch to match the existing primary structure not only benefiting aesthetically but also prolonging the life of the roof. Saving money and waste to the environment by the longer life span created in a steeper pitched roof line.
- 4) Denied substantial rights. Without this approval of these variance requests I am not able to prepare to act as a care taker for my parents in a capacity that conforms to our family values
- 5) Not Merely Special Privilege. Having the ability to care for family members in the capacity that meets my family core values should not be looked at as a privilege rather than any citizens right.
- 6) Title and Plan Purposes. This proposed structure would be for the safely be able to enter and exit my vehicles along with keep them out of the harsh elements that we experience in this region.
- 7) No Other Remedy. Because the fact that I am not able to attach the garage to my primary structure I am subject to the limitations of a detached garage. Due to these ramifications there is no other solution.
- 8) Minimum Required. This proposed modifications from the current code requirements would serve to act as the minimum request to achieve my objective.

This does not appear to be a current hardship but rather a perceived concern or inconvenience for future needs. It would be prudent to specify the dimensions, type, and anticipated operations of the ADA vehicle to determine if the Site Plan design is sufficient and if garage size/height is necessary.

Provide a project narrative addressing the comments below. Be as detailed as possible.

STANDRAD FOR VARIATION QUESTIONS

Attachment 5

1) Hardship. The proposed garage square footage and height is necessary to have future space and availability to have an ADA accessible vehicle for the caretaking of my parents as I have just been for the late grandmother Mary Ellen McGuire. Who had lived just a few blocks from me. Which is why I choose my home in the first place back in 2018.

No current hardship identified. Consider revising.

2) Unique physical condition. Due to the layout of my current home and width of the lot an attached garage would not be practical for ease of entry with a motor vehicle if orientated opposite to the street behind the primary structure as well as no room to attach to the side of the home and be able to fulfill the required set back from the property lines set by the city as well, provide access to the rear of the home for any unforeseen repairs and/or maintenance.

Lot width is wider than min. required. Consider different argument.

Documentation to corroborate this?

3) Not self-Created. The layout of the home and the current lot directly effects the layout and placement of the structure because it is no longer attached to the primary is out of the adopted size requirements. The height of the structure would allow the roof lines and pitch to match the existing primary structure not only benefiting aesthetically but also prolonging the life of the roof. Saving money and waste to the environment by the longer life span created in a steeper pitched roof line.

4) Denied substantial rights. Without this approval of these variance requests I am not able to prepare to act as a care taker for my parents in a capacity that conforms to our family values

5) Not Merely Special Privilege. Having the ability to care for family members in the capacity that meets my family core values should not be looked at as a privilege rather than any citizens right.

Elaborate on this. There is not a clear argument/justification that an appropriate sized detached garage would not allow for care of family on site.

6) Title and Plan Purposes. This proposed structure would be for the safely be able to enter and exit my vehicles along with keep them out of the harsh elements that we experience in this region.

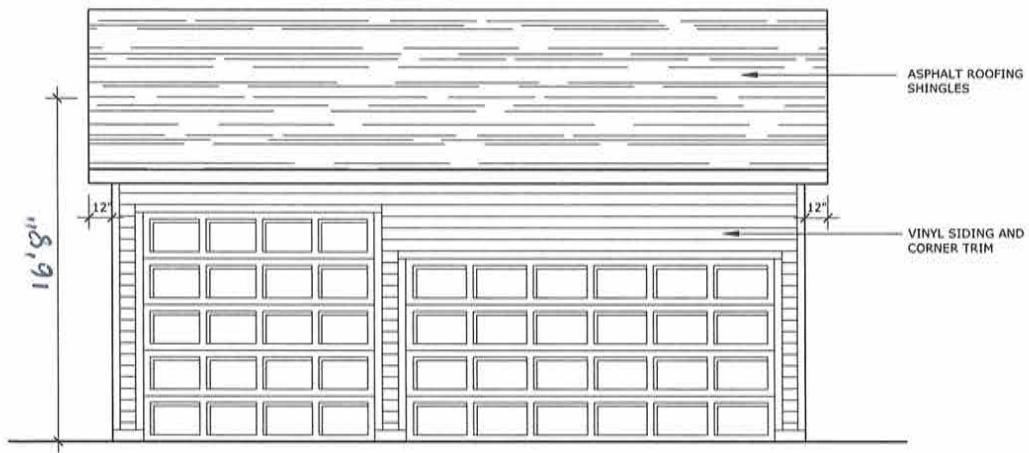
7) No Other Remedy. Because the fact that I am not able to attach the garage to my primary structure I am subject to the limitations of a detached garage. Due to these ramifications there is no other solution.

8) Minimum Required. This proposed modifications from the current code requirements would serve to act as the minimum request to achieve my objective.

There are other ways to accommodate the mentioned needs without the requested variations. Detail the analysis and documentation utilized to determine that an attached garage or a smaller detached garage were not feasible.

Some items to consider adding to either responses, narrative or plans:
1. You may want to discuss building coverage. Notably, you could mention the total maximum building coverage (30%) will not be exceeded on the property with the new garage. This lot is larger than what is required by our R-1 standards. Current building coverage is 12.4%, the proposed building coverage with the new garage would be 17%, a less than 5% increase.
2. Evaluate your property and your proposal. Are there any areas you could remove hard surface and restore with grass, plantings or mulch? Reducing impervious surface is encouraged for environmental and aesthetic reasons.
3. Driveway improvements should be described in the narrative and your plans. Staff assume the current driveway will be replaced and dimensions updated to accommodate the new garage. Are you also planning other accessibility improvements between the garage and the house (ramp, paved surface, etc.)? It may be beneficial to provide a comprehensive picture of how the new garage fits into accessibility improvements on your property overall.
(SR comments)

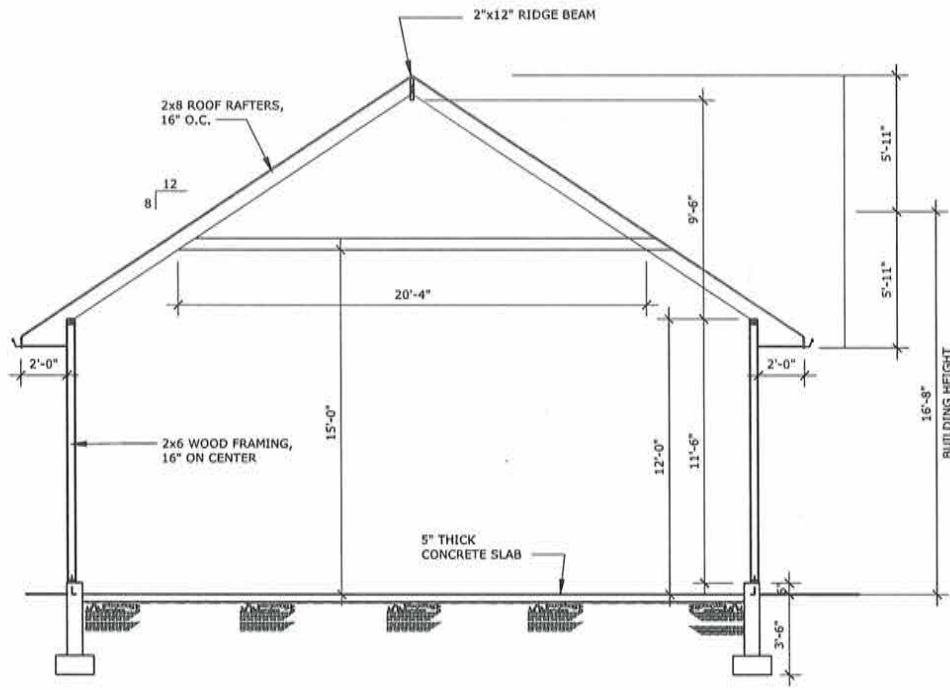
Add detail here with references how your requests are supported in the goals and objectives of the Comprehensive Plan.



1 FRONT ELEVATION
1/4" = 1'-0"

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Barrington, IL 60010

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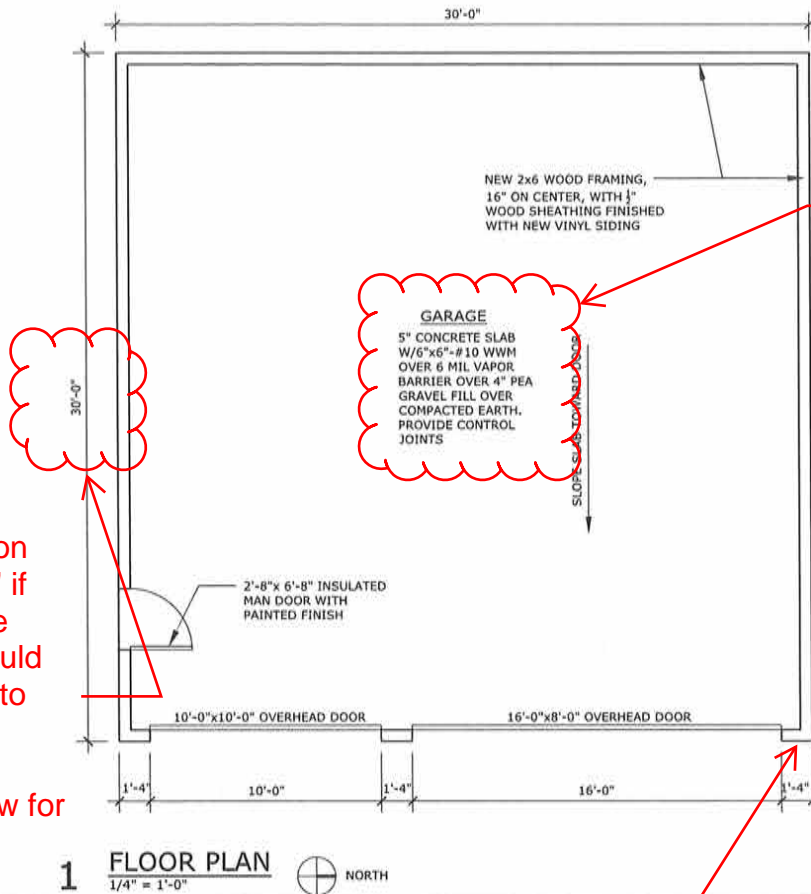


1 BUILDING SECTION
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Provide information on how the accessible vehicle is loaded, side or rear. A rear loading vehicle would justify the proposed 30' depth of the garage. If the vehicle is side loading, perhaps a wider garage dimension should be proposed for the access aisle.



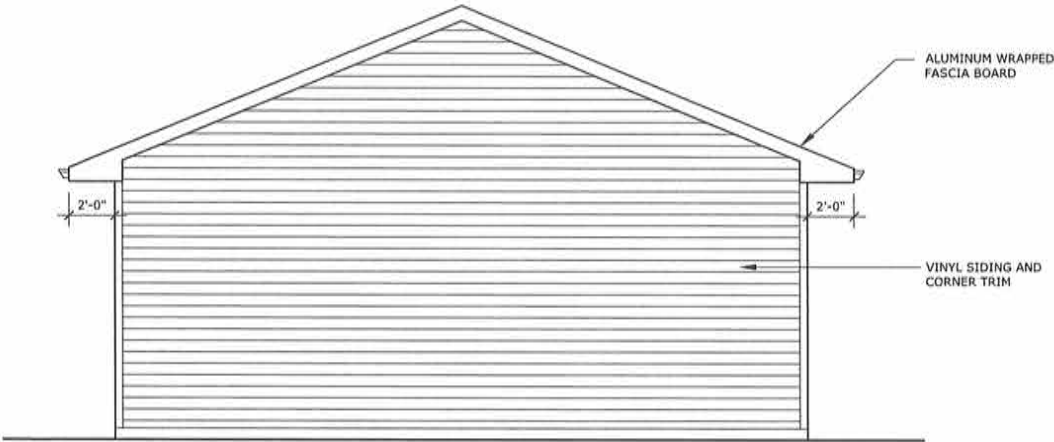
Garages over 600 sf are required to have frost depth footings.

Can this dimension be reduced to 24' if the vehicle is side loading? That would allow the garage to be 720 sf -or- propose a wider dimension to allow for side loading.

Review IRC 602.10 for braced wall requirements. With this dimension less than 24", a portal frame is likely required -or- another engineered design.

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1 FRONT ELEVATION
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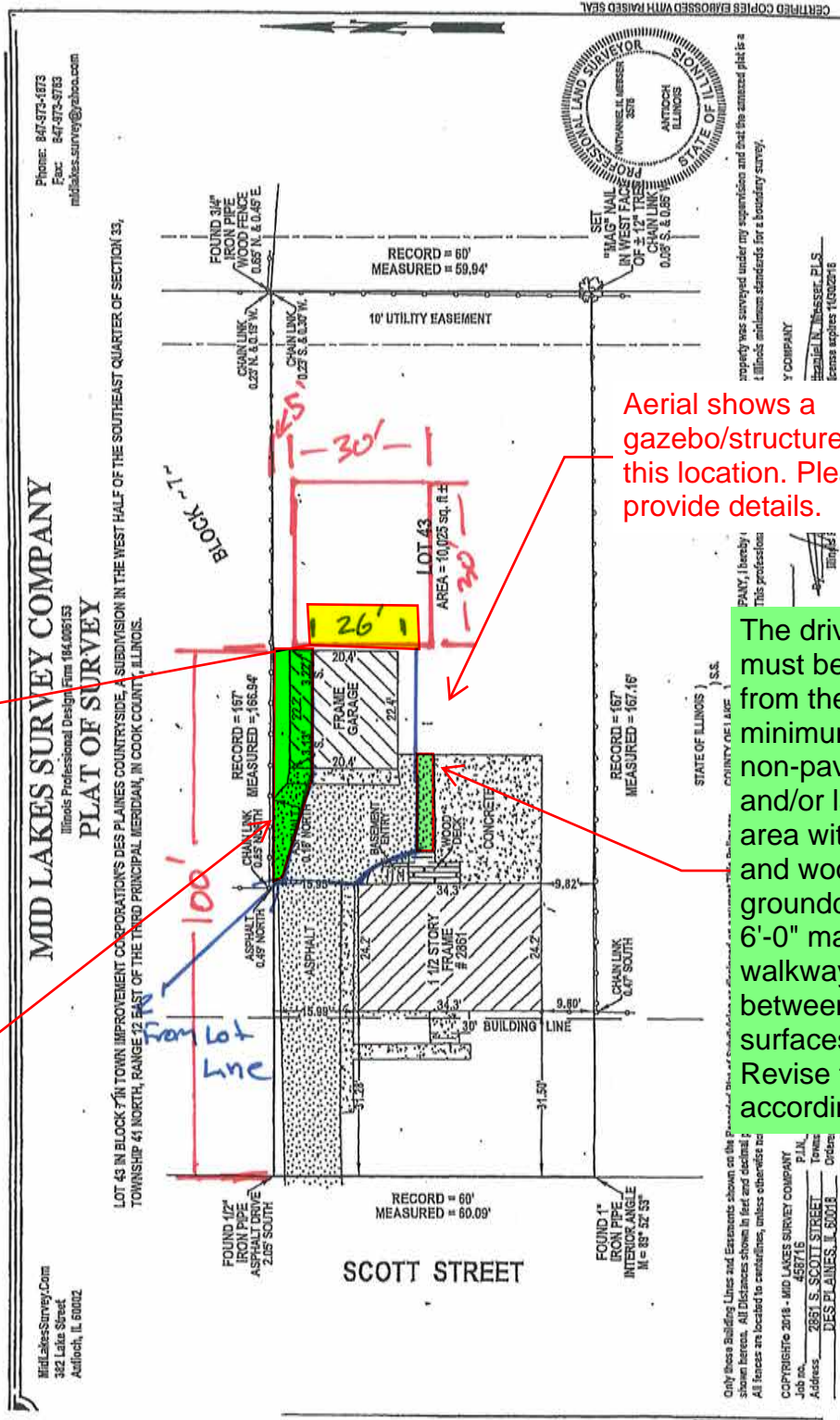
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Barrington, IL 60010

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PROJECT DES PLAINES
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Provide photos of existing conditions of all areas on site where work is proposed.

The driveway must serve the full span of the garage doors. With the 1'-4" space in between the doors, this will be 27'-4" wide at front of garage. Variation for driveway width may also be necessary.

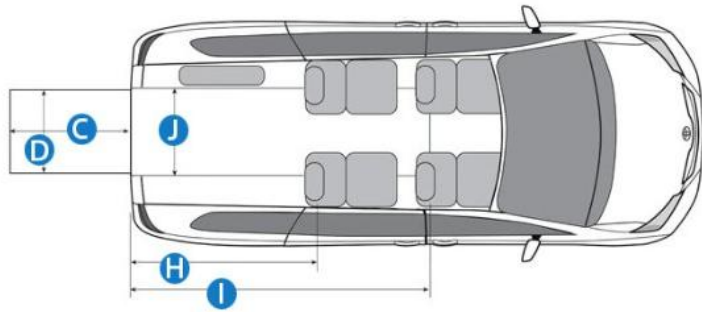
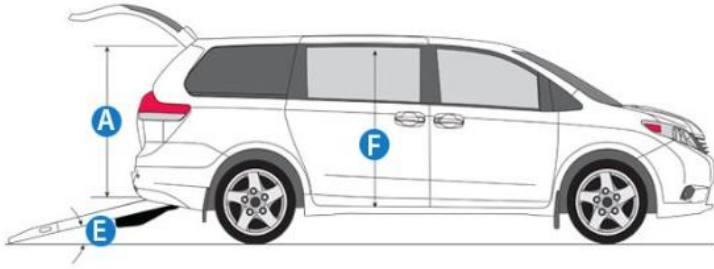
This will need to be a new non-paved natural turf and/or landscaped area with plantings and wood mulch groundcover. Revise the Site Plan accordingly.



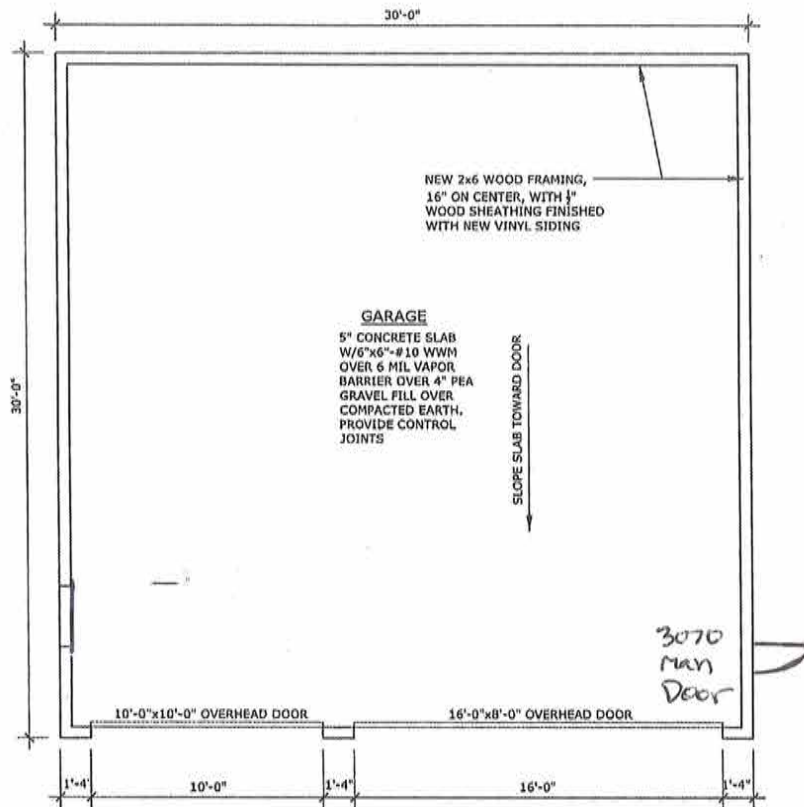
Project narrative 2681 S Scott St. - 10-27-25

I am looking to provide my property with a new detached garage structure. The proposed structure exceeds the standard square footage and slightly in height standards for the city when it is detached. My home is currently set roughly centered north to south on my lot not allowing the garage to be side attached to the home. Additionally, if the garage were to be attached to the rear of the home and be side loading I would lose three natural means of lighting in 3 different spaces of my home to be able to attach the structure. My home is also equipped with an exterior stairwell access to my basement that was just recently renovated last summer due to a cave in/failure of the existing concrete from when the home was built in the 50's. This was a substantial project that would not be a financially sound decision to have to remove along with a means of egress from my home in order to create an attached garage that could be the size of what is proposed as a detached without variation. My home has a rear existing sewer line that goes out to the city sewer in the rear easement of the property that would have to be relocated in order to position an attached garage. Adding the garage as a side loading would be harder to maneuver into with likely only 15' of space from the garage face to the property line, not to mention the disruption I would cause to my neighbors by directing the vehicle headlights into their home when entering and exiting the structure. The proposed garage size is for current along with future possible needs that could be encountered. I recently was the care taker for my late grandmother who was at the end using a walker and wheel chair to get around and loading in a standard vehicle was not easy to work with. With this structure I am looking to invest in something that could accommodate the needs of a vehicle of this capacity along with my current family vehicles and growing family belongings along with all your other outdoor and indoor storage needs. The back wall will be used for storage and work area that can be accessed while vehicles are still parked in the structure with the proposed 30' depth to accommodate this and a rear loading ADA capable van. This proposed structure does not exceed the maximum building coverage of 30%. It is only a 4.5% increase of building on my lot. The driveway area from the rear of the house to the new structure will be replaced at the time of the renovation to conform to the division between driveway and paved area along with landscaping the needed area between the structure and the north property line to maximize permeable landscaping. In my phase two I wish to redo the rest of the driveway from the home to the street after this project is complete as not to damage while construction is taking place and will apply for that permit at that time. Along with additions to the walkway and entrance to the rear of the home for ADA accessibility. The concrete pad in front of the garage was wished to be the whole width of the structure but at my initial variation meeting was advised to conform to the 26' maximum width for a 3-car garage. If possible, I would like to meet the full width and gradually taper down to the allowed 26'. I have sent over the drawing review comments to my architect for review of the footing and braced wall requirements that we will conform to what the city requires for these requests.

Ram ProMaster with Adaptive Mobility Systems MAXVAN Rear-Entry Manual Conversion Dimensions



Vehicle Information	
Name of Conversion	MAXVAN
Make and Model	Dodge Ram ProMaster
Door Opening	
A Usable Height:	71"
B Usable Width	61"
Ramp Information	
Fold-Out / In-Floor	Fold-Out
Power / Manual	Manual
Weight Capacity	850
Full / Partial Cut	Partial Cut
C Length	58"
D Width	31.5"
E Angle	12°
Kneeling System	No
Interior Information	
F Height at Center of Van	73.5"
G Height at Front Row Position	"
H Floor Length (Behind Seats)	108"
I Overall Floor Length (Flat Area)	122"
J Lowered Floor Width	34"
Removable Front Row Seats	No



1 FLOOR PLAN
1/4" = 1'-0" NORTH


Capital Architects, LLC
422 N. Hough Street Tel: 847-209-1125
Barrington, IL 60010


2861 SCOTT STREET
DES PLAINES
PROJECT
DATE 9-17-25 PROJ NO 2590 SHEET 1 OF 4

MEMORANDUM

Date: October 31, 2025

To: Planning and Zoning Board (PZB)

From: Jonathan Mendel, AICP, Assistant Director of Community & Economic Development 

Cc: Jeff Rogers, AICP, Director of Community & Economic Development 

Subject: Major Variation for Driveway Width and Residential Walkway Separation

Issue: The petitioner requests major variations to permit a 30-foot-wide driveway/turnaround within the front yard and for the minimum separation for front yard residential walkways from other hard surfaces.

Petitioner/Owner: Nadia Doytchinova, 2019 E. Touhy Ave, Des Plaines, IL 60018

Case Number: #25-061-V

PIN: 09-32-200-003-0000

Ward Number: #6, Alderman Mark Walsten

Existing Zoning: R-1, Single Family Residential

Existing Land Use: Single Family Residence (residential)

Surrounding Zoning: North: R-1, Single Family Residential District
South: R-1, Single Family Residential District
East: R-1, Single Family Residential District
West: R-1, Single Family Residential District

Surrounding Land Uses: North: Single Family Residences (residential)
South: Single Family Residences (residential)
East: Single Family Residences (residential)
West: Single Family Residences (residential)

Street Classification: E. Touhy Ave. is classified as an Other Principal Arterial under IDOT jurisdiction.

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

Property/Zoning History: *Overview*

The subject property was developed by at least 1951 using available historical aerial imagery depicting it and the surrounding residential neighborhood. Since then, the subject property has been a single-family detached residence and has had a one car wide driveway to a one car detached garage on the eastside of the subject property.

MAJOR VARIATION

Request Description: *Overview*

The petitioner has been discussing their driveway and access needs with staff throughout 2025 during which time staff has provided them with the minimum and maximum regulations for driveways allowed for their particular property.

The petitioner requests, effectively, a 3-point vehicle turning area within the westside of their front yard adjacent/expanding the driveway in this area to about 30 feet wide (see the attached petitioner’s preferred plan).

To seek this design petitioner requests major variations from:

- Section 12-9-6.B.3.b.(1) of the City Code limiting the subject property’s driveway width to 20 feet; and
- Section 12-7-1.C of the City Code requiring residential walkways in the front yard to be separated from the proposed driveway hard surface.

This proposed turnaround area is intended to permit forward vehicle movements onto Touhy Ave. because the petitioner believes forward movement is safer than backing onto Touhy Ave normally and especially during morning and afternoon peaks.

Consideration of Alternatives

Section 12-9-6.B.3.b permits maximum driveway widths depending on the size of the property’s garage or carport parking capacity.

- 1 car garages are allowed a maximum 20-foot-wide driveway
- 2 car garages are allowed a maximum 23-foot-wide driveway
- 3 car or greater garages are allowed a maximum 26-foot-wide driveway-

The subject property only has a 1 car garage which limits the maximum permitted driveway width to 20 feet.

The applicant has the option to expand their garage to 2 or 3 car capacity, which would permit driveway widths of 23 feet and 26 feet, respectively. Additionally, the petitioner could relocate their 1 car garage elsewhere on their property to provide space behind (south) the house to create a turnaround area in this part of the property. This could be accommodated within the property as it is a comparatively large lot (~9,965 sq.ft. and 60 ft x 167 ft). Staff understand the above alternatives involve additional cost, but they objectively are alternatives available to the petitioner.

Regardless of the possible alternatives outlined above, no alternative would permit a 30-foot-wide driveway.

Standards for Variation: The following is a discussion of standards for variations from Section 12-3-6(H) of the Zoning Ordinance. Rationale for how the proposal would satisfy the standards is provided below and in the petitioner's response to standards. The PZB may use this rationale toward its recommendation, or the Board may make up its own.

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

Comment: The petitioner states in their attached narrative they feel backing onto Touhy Ave is dangerous and the permitted driveway's 20-foot width would not provide sufficient turning radius to do a 3-point turn to put vehicles in a forward movement orientation onto Touhy Ave.

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

Comment: The petitioner's property is not uniquely shaped or developed when compared with adjacent residential properties immediately adjacent to the east and west. The only possible difficulty is the current configuration of the existing house, garage and driveway dimensions and layout. It is true that Touhy Avenue is a primary 5 lane heavy traffic corridor in this part of Des Plaines, but the petitioner's current property design/layout and the Touhy Avenue's traffic volumes have existed for many decades and were existing conditions when the petitioner acquired the property in 2011.

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

Comment: There have been no natural force of government action affecting the subject property that could warrant this variation request as the subject property's layout and the Touhy Avenue traffic volumes have existed since the petitioner acquired the property.

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

Comment: The most likely alternative to permit up to a 23-26 foot wide driveway would require increasing the size of the garage parking capacity, which objectively could be a significant cost.

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

Comment: Granting this variation could afford the petitioner a special privilege, but forward vehicle movement is a safer method to access Touhy Avenue than reversing onto the street.

- 6. Title And Plan Purposes: The variation would not result in a use or development of the subject lot that would be not in harmony with the general and specific purposes for which this title and the**

provision from which a variation is sought were enacted or the general purpose and intent of the comprehensive plan.

Comment: The City Code and Comprehensive Plan are generally predicated on maintaining and enforcing the City's health, safety and welfare, so allowing an adequate turnaround area on the subject property and thereby permitting the safer forward vehicle movement onto Touhy Ave could be considered harmonious with the City Code and Comprehensive Plan.

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

Comment: The *Consideration of Alternatives* section above outlines some alternatives that could prevent the variation, but staff understands they could involve significant cost for the petitioner.

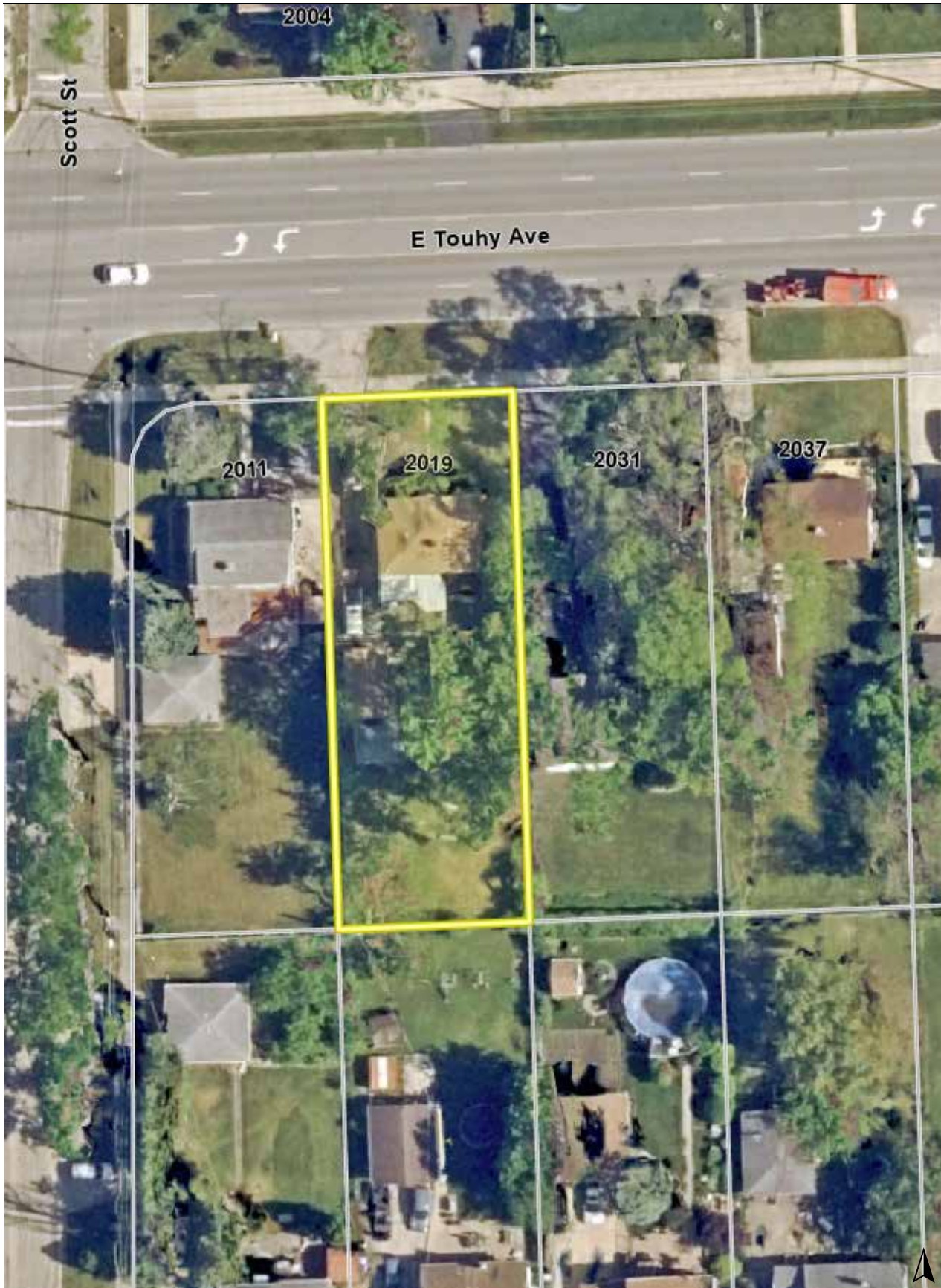
8. Minimum Required: The requested variation is the minimum measure of relief necessary to alleviate the alleged hardship or difficulty presented by the strict application of this title.

Comment: The variation request for a 30-foot-wide driveway may not be the minimum necessary relief to alleviate the petitioner's alleged hardship since as little as 22 feet of width could likely accommodate an area for safe 3-point turns within the subject property's front yard.

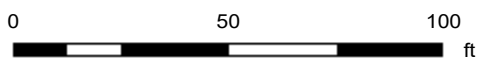
PZB Procedure and Recommended Conditions: Under Section 12-3-6.G.2.b (Procedure for Review and Decision of Major Variations) of the Zoning Ordinance, the PZB has the authority to *recommend* the City Council approve or deny the major variation request. Consideration of the request should be based on a review of the information presented by the applicant and the findings made above, as specified in Section 12-3-6.H (Standards for Variation) of the Zoning Ordinance.

Attachments:

- Attachment 1: Location Map
- Attachment 2: Photos of Existing Conditions
- Attachment 3: Initial Project Narrative & Responses to Standards
- Attachment 4: Proposed Site Plan/Plat of Survey
- Attachment 5: 1st staff review comments
- Attachment 6: Petitioner's response to 1st staff review comments



Legend



Print Date: 10/30/2025

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.



2019 E. Touhy – Public Notice Sign



2019 E. Touhy – Existing Front Yard



2019 E. Touhy – Existing Front Yard

To The City Council of Des Plaines

Dear Members of The Council,

I deeply appreciate the fact that this council is spending time on my personal issue and am very glad, surprised and satisfied from the patience and incredible professionalism of consultant Jonathan Mendel who is the Assistant Director- Planning and Zoning department.

This filing is for a variation procedure related to my property located at 2019 E Touhy Ave, Des Plaines IL 60016. Attached are ... additional to these pages and documents or their copies.

My request is based on the following reasons:

First is **the hardship** we suffer when using our cars to drive out from the property. We need to back up our driveway and position the car on Touhey Avenue before changing direction and driving forward, which is a rear-end maneuver on a very busy street. This approach to get out of the property easily can cause an accident. The closest Scott St. adds to this risk, because it is out from observation, when backing out from the driveway. It is not just hardship, but a real risk for our lives every time we leave the house.

The property is purchased as it is configured now, **when it comes to its unique physical condition**. No opportunity to change anything to resolve the current hardship. It should be a major reconstruction if this lot and belonging structures should be made as per today's driving dynamics and city requirements (ordinance). Here, at the property **aren't any self created conditions**, obstructing the right use. All done is the garage was dressed up with a new siding (\$10,000) and two very old trees were removed (\$15,000). When looking at properties like mine and in the similar situation, I see that I can enjoy the same rights as the other owners and get a variance of the provision regulating such situations (see 2055 E Touhy). **I am not asking for merely a special privilege**, but for the opportunity to make my lot more functional and most importantly, more **SAFE** for my household members and me. I also believe that my property lot will become more in **harmony with the general plan and its modern use** for the city of Des Plaines. After I observed all our everyday use and the surrounding risk factors, **I didn't find any other remedy** to a degree sufficient to permit a reasonable and safe use of the subject lot.

The requested variation **is the minimum measure of relief** necessary to alleviate the alleged hardship or difficulty and risks presented by the strict application of this title.

With respect:

Nadka Doytchinova
Owner-Applicant

.....
(signature) (date)



1 owner's preferred Attachment 4

PLAT OF SURVEY

BY

JOHN M. HENRIKSEN

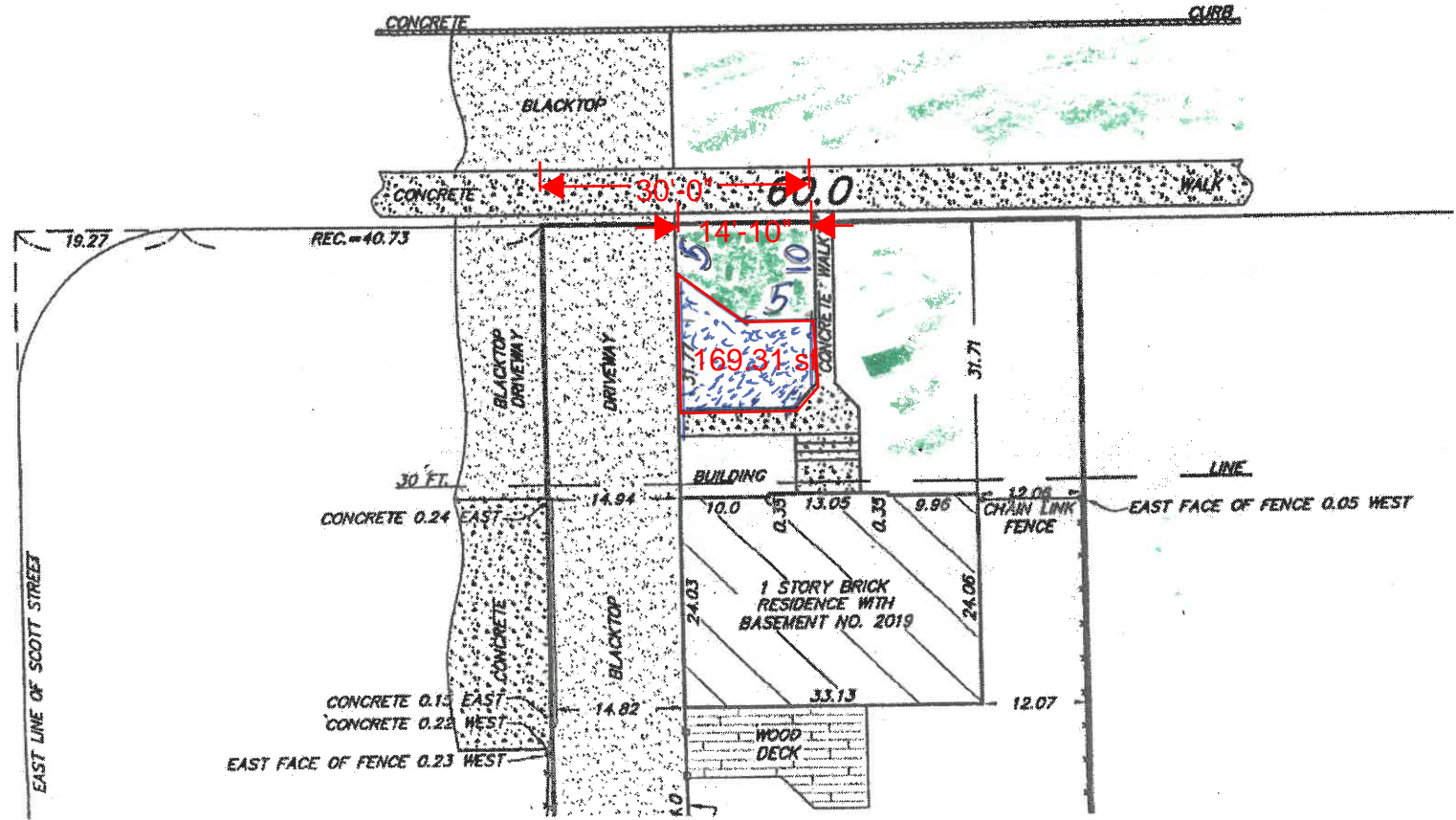
134 S. BOBBY LANE MOUNT PROSPECT, ILLINOIS 60056
847-824-0595

OF

LOT 2 IN BLOCK 1 IN TOWN IMPROVEMENT CORPORATION'S DES PLAINES COUNTRYSIDE UNIT 2, A SUBDIVISION OF THE NORTHWEST QUARTER OF THE NORTHEAST QUARTER OF SECTION 33, TOWNSHIP 41 NORTH, RANGE 12 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS



TOUHY AVENUE



09-33-200-073.000

PLAT OF SURVEY

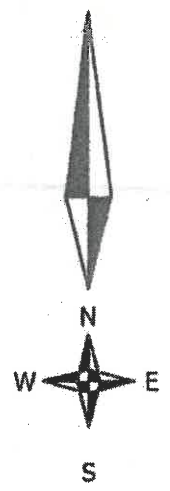
BY

JOHN M. HENRIKSEN

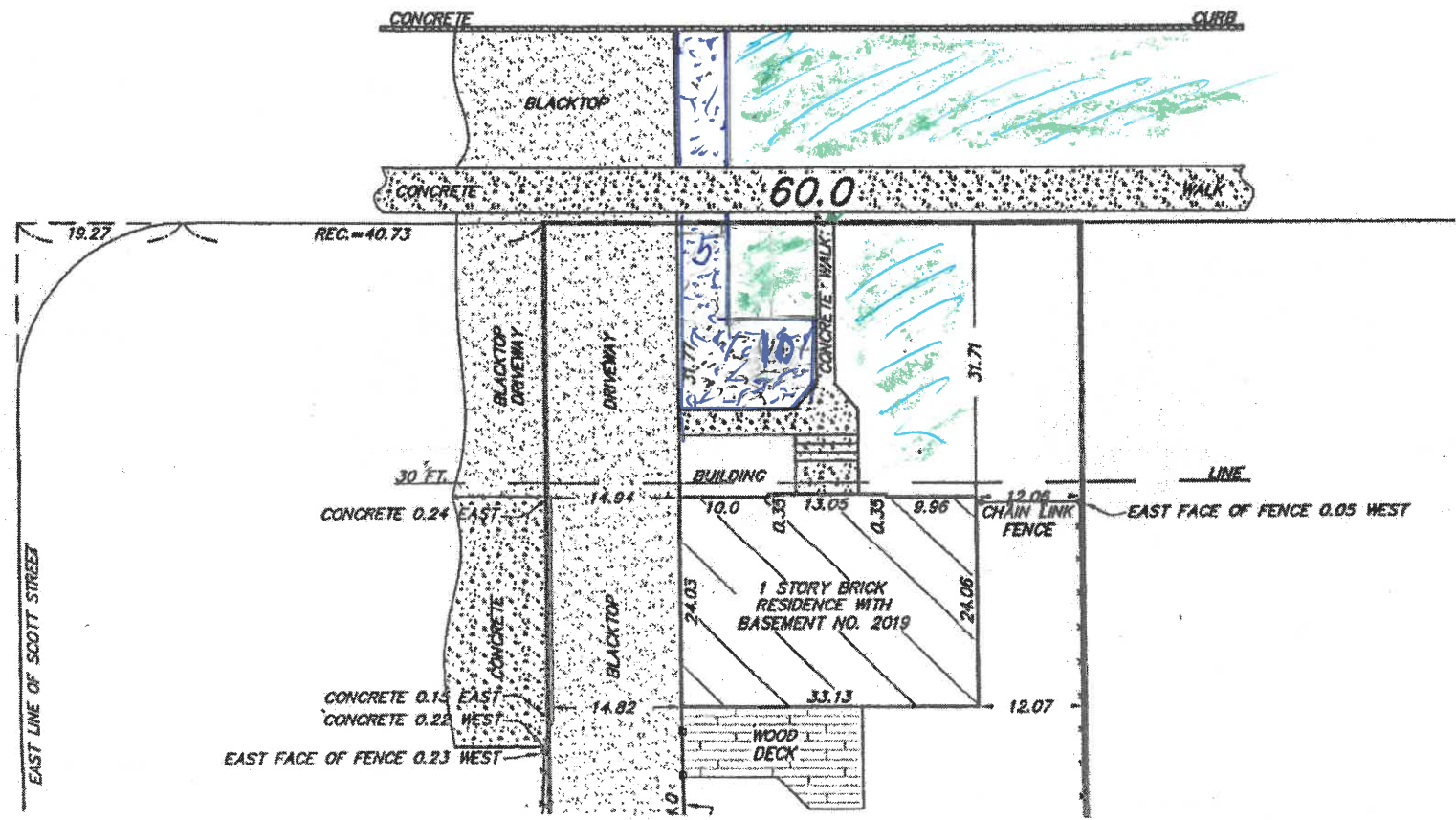
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TOUHY AVENUE



09-33-280.073.0007

PLAT OF SURVEY

BY

JOHN M. HENRIKSEN

134 S. BOBBY LANE MOUNT PROSPECT, ILLINOIS 60056

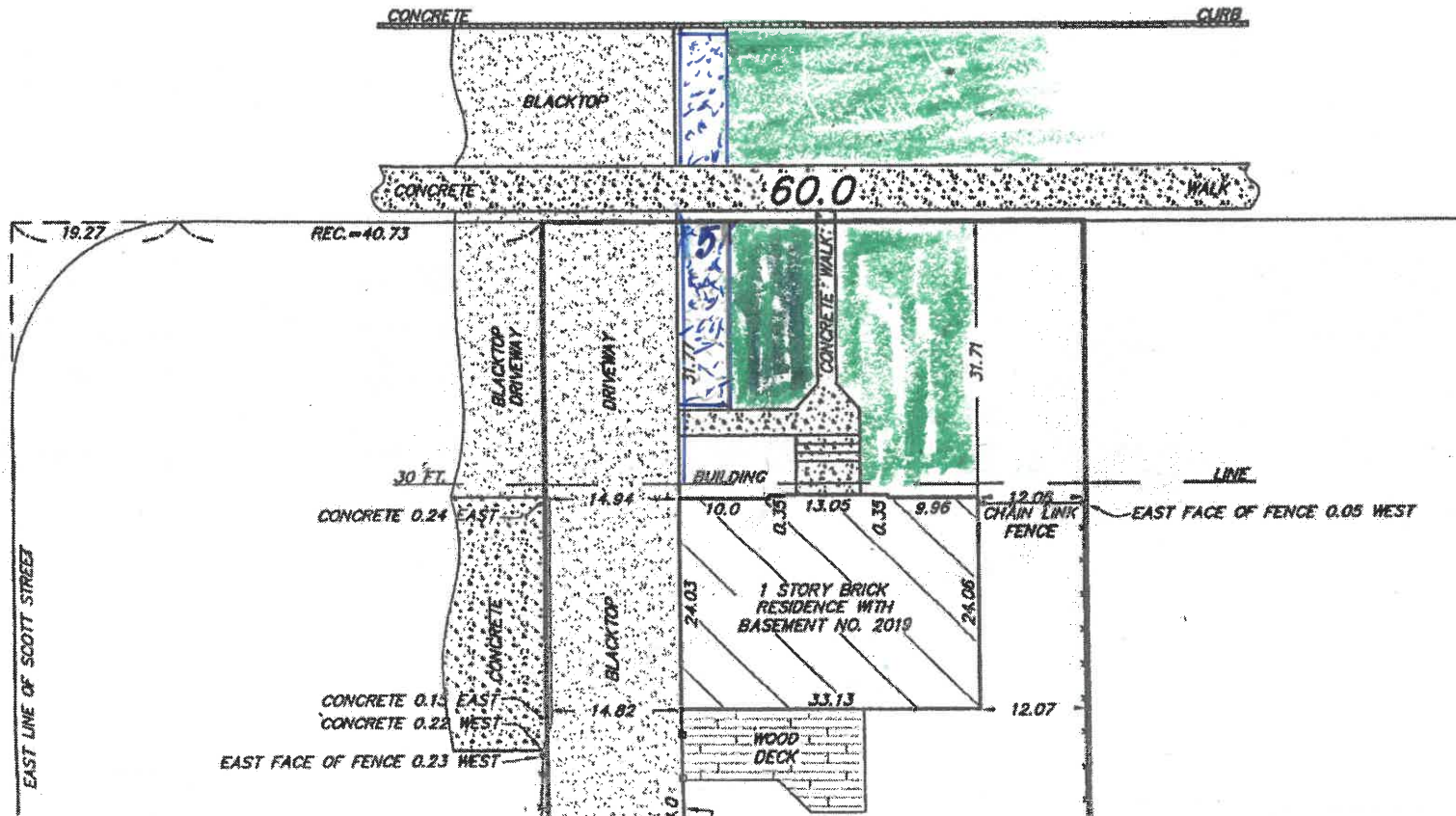
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TOUHY AVENUE



09-33-200 003.0000

Describe in detail with references how this request aligns with the goals and objectives of the Comprehensive Plan.

This is not a unique condition as many neighbors on this block have a similar situation. There are solutions to address these concerns as demonstrated on neighboring properties. Consider a different argument.

To The City Council of Des Plaines

Dear Members of The Council,

I deeply appreciate the fact that this council is spending time on my personal issue and am very glad, surprised and satisfied from the patience and incredible professionalism of consultant Jonathan Mendel who is the Assistant Director- Planning and Zoning department.

This filing is for a variation procedure related to my property located at 2019 E Touhy Ave, Des Plaines IL 60016. Attached are ... additional to these pages and documents or their copies.

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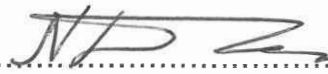
I am not asking for merely a special privilege, but for the opportunity to make my lot more functional and most importantly, more **SAFE** for my household members and me. I also believe that my property lot will become more in **harmony with the general plan and its modern use** for the city of Des Plaines. **After I observed all our everyday use and the surrounding risk factors, I didn't find any other remedy** to a degree sufficient to permit a reasonable and safe use of the subject lot.

The requested variation **is the minimum measure of relief** necessary to alleviate the alleged hardship or difficulty and risks presented by the strict application of this title.

With respect:

Nadka Doytchinova

Owner-Applicant


.....
(signature) (date)

There are alternatives to address the concerns identified including the construction of a larger detached garage and driveway area for easier maneuvering. Describe in detail and justify how this alternative is not feasible.

Aerial imagery of the block identifies that neighbors on your block utilize the rear of their properties for vehicle maneuvering. Identify how the variation request for additional driveway pavement in the front of the house is not a special privilege for you.

Provide photos of existing conditions of the driveway area, rear yard, and front yard areas on site.



PLAT OF SURVEY

BY

JOHN M. HENRIKSEN

134 S. BOBBY LANE MOUNT PROSPECT, ILLINOIS 60056
847-824-0595

OF

LOT 2 IN BLOCK 1 IN TOWN IMPROVEMENT CORPORATION'S DES PLAINES COUNTRYSIDE UNIT 2, A SUBDIVISION OF THE NORTHWEST QUARTER OF THE NORTHEAST QUARTER OF SECTION 33, TOWNSHIP 41 NORTH, RANGE 12 EAST OF THE THIRD PRINCIPAL MERIDIAN IN COOK COUNTY, ILLINOIS

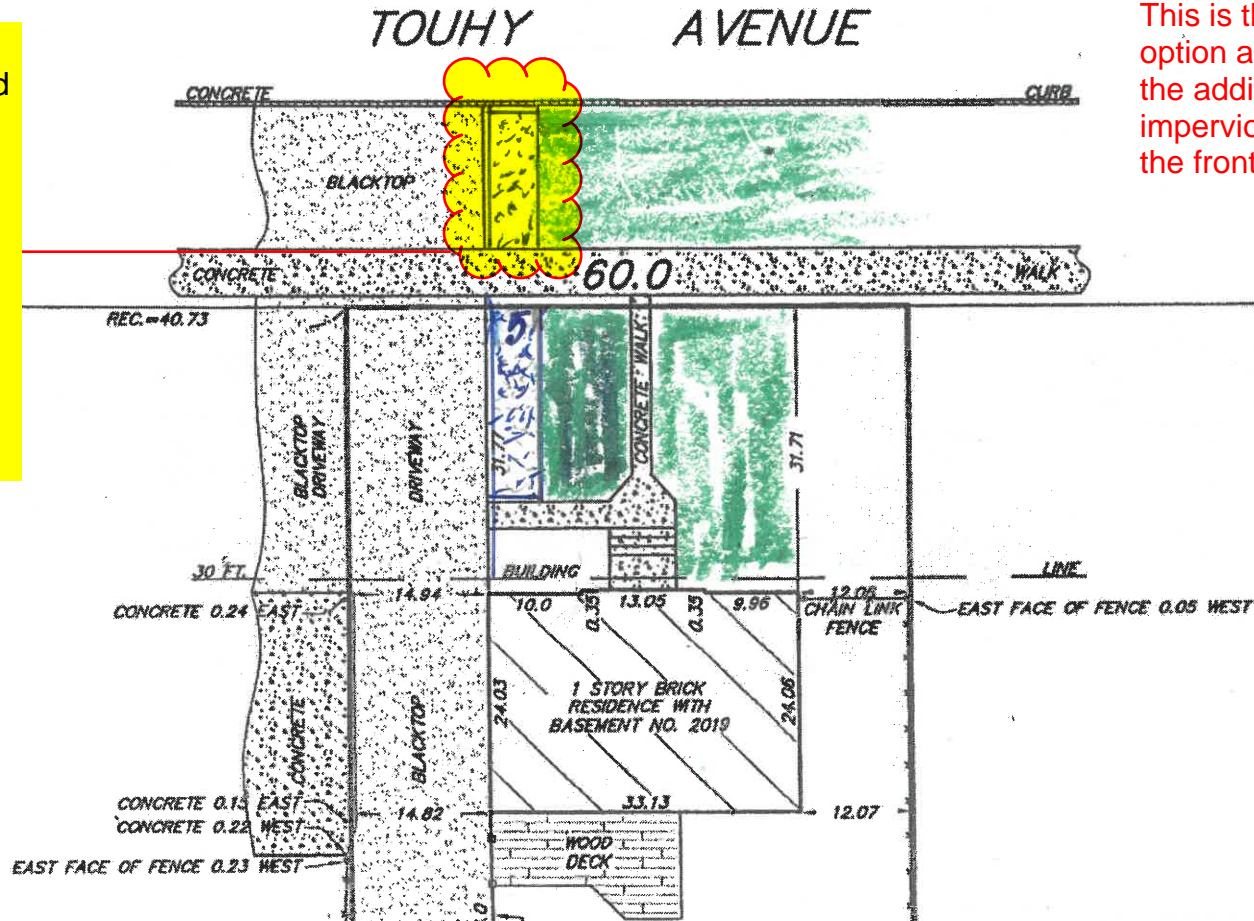


Building would be in favor of this option since it aligns with other driveways along Touhy.

Options 1 thru 3 would encourage parking of a vehicle in this space, rather than is intended use as a turnaround space.

This is the preferable option as it minimizes the addition of impervious surface in the front yard.

A separate IDOT permit will be required for any work in the right-of-way. The driveway apron width at the property line must match the width of the driveway at the property line (20'-0") and be straight-flared 3'-0" on each side to the street (26'-0").



09-33-200.003.0000

Jonathan Mendel

From: Nadia Doytchinova <americannwcablino@gmail.com>
Sent: Wednesday, October 22, 2025 7:01 PM
To: Jonathan Mendel
Subject: Re: PZB case 25-061-V Major Variation application 2019 E Touhy - staff review comments

Hello Mr Mendel , and members of this Council!

...I have nothing more to say , than I said in my previous letter!

I dont know - why the neighbors are thinking in different way , I dont understand what's is the problem for them , we dont touch anything from their properties, we just need a spot to turn around- to leave our home safely, i dont understand why they are so problematic, the life is changed every single day, and the kindness of neighbors - never makes any progress!! 😊

We don't have a different options for right now and we explain all ... I m so surprised to read opinion, that another neighbor has similar situation, so what's that mean , that we just must to wait another 100 years - and do not try even to change anything, until someone is die in some accident .

I m sorry , we don't understand why is this jealousy in our neighborhood ...specially for our 2 sidesides ... Maybe they been with closed eyes - just week ago , when another auto disaster happens in front of our homes - I have a photos here from this case , only for the end of the story.... But can be much worse...

Why - we can be understandable to each other?

We want to going by the rules - and we ask the City Hall for advice, we are good to everyone, we are paying taxes, like everyone, and we expecting help from the authorities 🙏

I don't think the jealousy of people, who don't like us ,(we even don't know why) should be determining the future of my safety and life!

We hope , that there are sober-minded people on this council and they will fairly assess how important this is for us and our safety, moreover, by deciding this - we will not pose a potential danger to our neighbors themselves, trying to leave our driveway driving all the time , every time, many times a day - backwards

We are sure , that doing that, we can be also potential participants in another disaster, which at some point could threaten their lives also ...

We deeply hope for sober reason, for innovative and creative thinking of the Planning and Zoning team in order to resolve our issue, beyond any subjective relationswhich can cause one day - someone life



Thank you to Everyone - for your time and understanding and I hope for your care, impartiality and responsibility in making the final decision on our case !

Nadia Doytchinova

October 22 /2025 year



