



**DES PLAINES PLANNING AND ZONING BOARD MEETING  
Tuesday, November 25, 2025  
MINUTES**

The Des Plaines Planning and Zoning Board held its regularly scheduled meeting on Tuesday, November 25, 2025, at 7:00 p.m. in Room 102 of the Des Plaines Civic Center.

Chairman Szabo called the meeting to order at 7:02 p.m. and a roll call was established.

PRESENT: Weaver, Fowler, Fallico, Veremis, Zadrozny, and Szabo

ABSENT: Catalano

ALSO PRESENT: Samantha Redman, Senior Planner  
Jeff Rogers, Director of CED  
Jonathan Mendel, Assistant Director of CED  
Stewart Weiss, City General Counsel

A quorum was present.

**APPROVAL OF OCTOBER 28, 2025 & NOVEMBER 4, 2025 PZB MEETING MINUTES**

Member Fowler moved and Member Zadrozny seconded a motion to approve the minutes as presented.

AYES: Fowler, Zadrozny, Weaver, Fallico, Veremis, and Szabo

NAYS: None

ABSTAIN: None

**\*\*\*MOTION CARRIED\*\*\***

**PUBLIC COMMENT ON NON-AGENDA ITEM**

There was no public comment.

**GENERAL COMMUNICATIONS**

Chairman Szabo stated the PZB Rules of Procedure item would be heard at the end of the meeting.

Chairman Szabo provided the following updates:

- November 3, 2025 City Council meeting had no PZB cases on the agenda

CASE NO. 25-055-TA	TEXT AMENDMENT	CITYWIDE
CASE NO. 25-069-PPUD-CU-TSUB-LASR	PRELIM PUD, COND. USE, TSUB & LASR 2200 & 2400 E.	
DEVON AVE		
CASE 25-064-CU-V	COND. USE & MAROR VAR	1111 JOSEPH SCHWAB RD
CASE 25-068-APPEAL	APPEAL OF ADMIN. DECISION	1057 HOLLYWOOD AVE

- November 17, 2025 City Council meeting results:
  - Consideration of a Conditional Use for a Childcare Center at 100 North Des Plaines River Road
    - Approved by City Council for 1<sup>st</sup> and 2<sup>nd</sup> reading
  - Consideration of an Ordinance for a Map Amendment, Conditional Use, and Major Variation at 30, 36, and 40 N. Des Plaines River Road
    - Denied by City Council in total – consistent with PZB denial recommendations

**ADMINISTRATIVE DECISIONS:**

Chairman Szabo noted two items:

- 25-066-V – 1524 S Fifth Ave – Minor Variation to allow a fence taller than four feet within the corner side yard – Approved
- 25-071-V – 1646 Illinois Street – Minor Variation to allow a fence closer than three feet to an alley right-of-way – Approved

**PENDING APPLICATIONS:**

Chairman Szabo introduced the cases on the agenda.

1. **Address:** 1111 Joseph Schwab Road **Case Number:** 25-064-CU-V

**Petitioner requests a continuance to the December 9, 2025 PZB meeting**

The petitioner requests the following items: (i) a Conditional Use for to alter an existing freestanding commercial mobile radio and wireless telecommunications service facility use on the subject property in the I-1 Institutional district; (ii) major variations for the location and setbacks of the service facility; and (iii) any other variations, waivers, and zoning relief as may be necessary.

**PINs:** 09-21-205-001-0000, 09-21-205-004-0000, 09-21-205-007-8001

**Petitioner:** SMJ International o/b/o T-Mobile & American Tower Corp. (Representative: Timothy Asta, 49030 Pontiac Trail, Suite 100, Wixom, MI 48393)

**Owner:** City of Des Plaines, 1420 Miner Street, Des Plaines, IL 60016

Member Fallico moved and Member Veremis seconded a motion to grant the continuance to the December 9, 2025 meeting.

**AYES:** Fallico, Veremis, Weaver, Fowler, Zadrozny, and Szabo

**NAYS:** None

**ABSTAIN:** None

**\*\*\*MOTION CARRIED\*\*\***

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2. **Address:** 1057 Hollywood Ave. **Case Number:** 25-068-APPEAL

The petitioner requests an appeal of the Zoning Administrator’s October 2, 2025 determination regarding the loss of nonconforming use status for a two-unit dwelling in the R-1 Single Family Residential District.

**Petitioner requests a continuance to the January 13, 2026 PZB meeting**

**PIN:** 09-17-305-007-0000

**Petitioner/Owner:** Kendall Partners, Ltd. (Representative: Kevin Hansen), 129 Commercial Drive, Unit 7, Yorkville IL 60560

Member Fallico moved and Member Fowler grant a continuance to the January 13, 2026 meeting.

AYES: Fallico, Fowler, Veremis, Weaver, Zadrozny, and Szabo  
 NAYS: None  
 ABSTAIN: None

\*\*\*MOTION CARRIED\*\*\*

3. **Address:** Citywide **Case Number:** 25-055-TA

The petitioners are requesting text amendments related to references, requirements and Commercial Use Matrix regulations for the C-7 High Density Campus District, text amendments to the sign regulations for Electronic Message Billboards (EMB) in the C-7 High Density Campus District, and text amendments to other related regulations as may be necessary.

**PIN:** Citywide

**Petitioners:** Costco Wholesale Corporation, 730 Lake Drive, Issaquah, WA 98027 and RSA Properties II, LLC, 9730 S. Western Ave, Suite 204, Evergreen Park, IL 60805

Chairman Szabo swore in the petitioner’s representatives.

Director Jeff Rogers presented the staff analysis.

**Background**

The purpose of the City’s zoning ordinance is to regulate and control the use and development of land within the City of Des Plaines. The City’s zoning ordinance is codified as Title 12 of the City Code of Des Plaines.

Section 12-6-1 of the Code establishes the City’s various zoning districts including Residence Districts (R-1, R-2, R-3, and R-4), Commercial Districts (C-1, C-2, C-3, C-4, C-5, C-6, and C-7),

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Manufacturing Districts (M-1, M-2, and M-3), and Special Districts (I-1 and MH-1).

The City’s C-7 high density campus district was established in May 2015 via Ordinance Z-11-15.

Currently, across the City only six parcels currently have a zoning designation of C-7 high density campus district. All six parcels are contiguous, located at 2200, 2250, 2300, 2350, 2360, and 2400 E. Devon Ave. and comprise the O’Hare Lake Office Park. In the future, additional properties could be designated C-7 high density campus district if a map amendment (rezoning) petition was pursued and approved.

The six existing C-7 District parcels are improved with three existing multi-story office buildings, surface parking lots, and a regional stormwater retention system commonly known as Peterson Lake.

Potential redevelopment of portions of all of the O’Hare Lake Office Park has been contemplated in the past. The City’s 2019 Comprehensive Plan identified the area for consideration for future land uses comprised of “Lower Density Urban Mix with Residential,” a mixed-use land use differentiated from the “Higher Density Urban Mix with Residential” land use applied to the C-5 central business district designated for Downtown Des Plaines.

Subsequent to the COVID-19 pandemic and sharp decreases in demand for the quantity and size of business office occupancies, owners of properties improved with existing Class B and Class C offices have been contemplating potential alternate land uses and development plans for these properties.

This text amendment is being considered separately but pursued concurrently with development entitlements for a proposed Costco Business Center upon portions of three of the existing C-7 District parcels at 2200 and 2400 E. Devon Avenue.

**Proposed Amendments**

The petitioners request consideration of text amendments to sections of the Code which establish zoning regulations in the C-7 high density campus district, or regulations applicable to uses which may be established in the C-7 district.

For organization purposes in this report and ease of reference during the PZB’s consideration of this request, requested text amendments have been grouped into lettered sections. The lettered sections are provided as a courtesy only and will not be included in the contents of any amendments adopted by the City Council and subsequently incorporated in Title 12, Zoning, of the City Code.

For the purposes of displaying proposed text amendments with standard formatting that can be incorporated into the text of an eventual draft ordinance:

- Proposed text additions are depicted in **bold, double-underlined text**.
- Proposed stricken text is depicted in ~~**bold, double-underlined text**~~.

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The petitioners’ requested text amendments are summarized as follows:

**Section A** | The following requested amendments would apply to Section 12-6-1.B. of the Code:

\* \* \*

**12-6-1: ESTABLISHMENT OF DISTRICTS:**

In order to classify, regulate and restrict the location of specified uses, and to regulate and limit the height and bulk of buildings for those uses, the city of Des Plaines, Illinois, is hereby divided into the following districts:

A. Residence Districts:

- R-1 single-family residential district
- R-2 two-family residential district
- R-3 townhouse residential district
- R-4 central core residential district (Ord. Z-8-98, 9-21-1998)

B. Commercial Districts:

- C-1 neighborhood shopping district
- C-2 limited office commercial district
- C-3 general commercial district
- C-4 regional shopping district
- C-5 central business district
- C-6 casino district
- C-7 ~~high density campus~~ commercial mixed-use district (~~Ord. Z-11-15, 5-18-2015~~)

C. Manufacturing Districts:

- M-1 limited manufacturing district
- M-2 general manufacturing district
- M-3 special manufacturing district

D. Special Districts:

- I-1 institutional district
- MH-1 mobile home park district (Ord. Z-8-98, 9-21-1998)

\* \* \*

Staff Commentary: The petitioner requests a renaming of the C-7 high density campus district to the C-7 commercial mixed-use district. This description generally aligns with the recommendation for future land uses in the 2019 Comprehensive Plan described as “Low Density Urban Mix with Residential.”

The PZB should consider whether the proposed district name is appropriate.

**Section B** | The following requested amendments would apply to Section 12-7-3.J. of the Code:





unit development in the C-7 ~~High Density Campus~~ **Commercial Mixed-Use** District must be maintained as open space for landscaped berms, buffer areas, recreational facilities or stormwater retention facilities. Walkways, pedestrian areas, and bicycle paths may be counted as open space, even if covered with impervious surfaces. **The open space requirement may be satisfied with a shared open space on contiguous lots in the C-7 Commercial Mixed-Use District, provided that 20% of the ground area of the combined lot area(s) is maintained as such open space.**

i. Number Of Buildings; Mixed Uses: Multiple principal buildings may be allowed on a zoning lot, except that there shall not be less than fifteen feet (15') between principal buildings, unless buildings are connected by pedestrian bridges, parking decks or ground level concourses. A building with multiple-family dwelling units may be located on the same zoning lot as a building devoted primarily to office uses in the C-7 ~~High Density Campus~~ **Commercial Mixed-Use** District, and such buildings may be connected by pedestrian bridges, parking decks or ground level concourses.

j. Campus Design Elements: Planned unit developments in the C-7 ~~High Density Campus~~ **Commercial Mixed-Use** District will incorporate the following elements:

(1) Landscaped areas will exhibit continuity with prior stages of development and satisfy the goals of the C-7 ~~High Density Campus~~ **Commercial Mixed-Use** District.

\* \* \*

k. Signage: Signage in the C-7 ~~High Density Campus~~ **Commercial Mixed-Use** District shall comply with the restrictions of chapter 11 of this title unless a localized alternative sign plan is approved pursuant to section 12-11-8 of this title.

\* \* \*

*Staff Commentary:* Similar to the requested name change for the C-7 district introduced in Section A, Section B includes numerous amendments intended to standardize the new district name and description.

As outlined in Section A, the PZB should consider whether the proposed district name is appropriate.

Section 12-7-3.J.6.d. introduces new clarifications regarding access and fencing intended to allow utilization of a private roadway system to interconnect C-7 designated parcels (as currently exists) and an exemption from fencing requirements between contiguous C-7 parcels while maintaining required fencing between C-7 parcels and adjacent residentially zoned parcels.

The PZB should consider whether the access and fencing amendments are appropriate.

Section 12-7-3.J.6.h. introduces new clarifications to facilitate maintenance of cumulative open space to satisfy the existing stipulation that a minimum of 20% of the total land area in any C-7 District Planned Unit Development be comprised of open space.

The PZB should consider whether the proposed assemblage of open space among adjacent properties is appropriate.

**Section C** | The following requested amendments would apply to Section 12-7-3.K. of the Code, TABLE 3: Commercial Districts Use Matrix:

\* \* \*

K. Commercial Use Matrix:

TABLE 3

COMMERCIAL DISTRICTS USE MATRIX

P = Permitted use

C = Conditional use permit required

Uses	*	*	*	C-7
Accessory uses and structures	*	*	*	<u>C</u>
Accessory off site parking lots	*	*	*	<u>C</u>
Adult Day Service Center	*	*	*	
Alternative tobacco establishments	*	*	*	
Animal clinic	*	*	*	
Animal hospital	*	*	*	
Artisanal retail establishments	*	*	*	
Assisted living facility	*	*	*	
Auto body repair	*	*	*	
Auto filling station	*	*	*	<u>P</u>
Auto service repair	*	*	*	
Bed and breakfast	*	*	*	
Body art establishments	*	*	*	
Brewpub	*	*	*	P <sup>6</sup>
Cannabis dispensaries	*	*	*	
Car wash	*	*	*	<u>C<sup>27</sup></u>

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TEXT AMENDMENT

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Casino	*	*	*	
Childcare center	*	*	*	P <sup>6</sup>
Childcare center with accessory dwelling unit	*	*	*	
Colleges and universities	*	*	*	
Commercial art gallery	*	*	*	
Commercial indoor recreation	*	*	*	<u>P</u>
<b><u>Commercial Motor Vehicle Sales and Leasing</u></b>	*	*	*	<u>C</u>
Commercial outdoor recreation	*	*	*	
Commercial parking garage	*	*	*	
Commercial parking lot	*	*	*	<u>P</u>
Commercial shopping center	*	*	*	<u>P</u>
Commercially zoned assembly uses	*	*	*	
Congregate housing	*	*	*	
Consumer lender	*	*	*	
Convenience mart fueling or charging station	*	*	*	
Convenience retail store	*	*	*	<u>P</u>
Domestic pet service	*	*	*	
Drive-through facility (located adjacent to residential use)	*	*	*	<u>C</u>
Drive-through facility (not located adjacent to residential use)	*	*	*	<u>P</u>
Dry cleaners with plants on premises	*	*	*	
Dwellings, multiple-family	*	*	*	P
Dwellings, single-family detached	*	*	*	
Financial institutions	*	*	*	P
Food processing establishment	*	*	*	
Funeral homes	*	*	*	
Government facility	*	*	*	<u>P</u>
Grocery retail	*	*	*	<u>P</u>
Hotels	*	*	*	P
Leasing/rental agents, small equipment	*	*	*	
Leasing/rental agents, vehicles (non-moving)	*	*	*	
Leasing/rental agents, moving vehicles	*	*	*	
Libraries, private	*	*	*	
Libraries, public	*	*	*	
Livery service	*	*	*	C <sup>16</sup>
Massage establishments	*	*	*	
Media broadcast stations	*	*	*	

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Media print establishments	* * *	
Motor vehicle sales	* * *	<u>C</u>
Offices	* * *	P
Parks	* * *	
Pharmacies/drugstores	* * *	<u>P</u>
Planned developments		C
Planned developments, mixed use	* * *	
Post Office	* * *	
Public transportation centers	* * *	
Public utilities	* * *	
Radio transmitting towers, public broadcasting	* * *	
Residential care homes, small	* * *	
Restaurants:	* * *	
Class A	* * *	P <sup>6</sup>
Class B	* * *	P <sup>6</sup>
Retail goods establishments	* * *	P <sup>6</sup>
Retail service establishments	* * *	P <sup>6</sup>
Schools, commercial	* * *	<del>P</del> <u>C</u>
Schools, private - elementary and high school	* * *	
Specialty food stores	* * *	P
Studios, artist, dance and music	* * *	P
Taverns and lounges	* * *	<u>P</u>
Trade contractors	* * *	
Transitional treatment facility	* * *	
Wholesale goods establishments	* * *	<u>P</u>

\* \* \*

*Staff Commentary:* The petitioners are requesting various text amendments to modify the C-7 District use matrix table with new permitted and conditional land uses.

The proposed “Government Facilities” land use would allow for the existing Federal Aviation Administration (FAA) offices to be established as a permitted use in the existing building on the parcel at 2300 E. Devon Ave.

The PZB should consider whether the establishment of the existing FAA offices as a permitted use is appropriate.

Certain land use amendments are proposed to accommodate the operations of the proposed Costco Business Center. These include the following:

- a. Auto Filling Station
- b. Grocery, retail
- c. Pharmacies/drugstores; and
- d. Wholesale Goods Establishments

The PZB should consider whether the proposed land uses supporting the operation of a Costco Business Center on portions of three of the existing parcels are appropriate.

Certain other uses are proposed to provide flexibility in marketing the remaining parcels on the property for new land uses. Staff has categorized these proposed uses into two categories including those that may seem appropriate versus those which may introduce undesirable or potentially impactful uses to the subject properties.

The proposed land uses which Staff has identified as likely to be compatible and appropriate additions to the C-7 District include the following:

- a. Accessory uses and structures;
- b. Commercial indoor recreation;
- c. Commercial motor vehicle sales and leasing;
- d. Commercial shopping center;
- e. Convenience retail store;
- f. Drive-through facility (not located adjacent to residential use);
- g. Motor vehicle sales; and
- h. Schools, commercial.

The proposed land uses which Staff has identified as potentially incompatible and inappropriate due to negative traffic impacts or low-intensity underutilization of commercially zoned property in the C-7 District include the following:

- a. Accessory off site parking lots;
- b. Car wash;
- c. Commercial parking lot;
- d. Drive-through facility (located adjacent to residential use); and
- e. Livery service in excess of the restrictions of Note <sup>16</sup> limiting the size of such operations to a maximum of 45 vehicles.

The PZB should consider whether these additional proposed land use modifications are appropriate or inappropriate. Any land uses the PZB deems inappropriate should be stricken from the proposed amendments in any motion to approve the remaining text amendments.

**Section D** | The following requested amendments would apply to Section 12-7-3.K. of the Code, TABLE 3: Commercial Districts Use Matrix, Notes:

\*       \*       \*

Notes:

\*       \*       \*

- 6. When incorporated within, or accessory to, an office/hotel use.

\*       \*       \*

- 16. When the total number of livery service vehicles associated with the subject business does not exceed 45 vehicles.

\*       \*       \*

- 25. **This section intentionally left blank.**

\*       \*       \*

*Staff Commentary:* The requested amendments to Note <sup>25</sup> aligns with the intended changes to the C-7 District requirements.

Staff recommends retaining Note <sup>16</sup> in application to current and future livery service uses on the property which generate traffic, can create access and circulation conflicts among properties, and generate minimal economic activity for adjacent and nearby businesses.

The PZB should consider whether the proposed amendments to the Notes section are appropriate.

**Section E** | The following requested amendments would apply to Section 12-7-3.L. of the Code, TABLE 4: Commercial Districts Bulk Matrix:

\*       \*       \*

- L. Commercial Bulk Matrix:



1. Electronic Message Board Requirements And Limitations: Electronic message boards shall be permitted only when incorporated within a new or existing pole sign or monument sign (this shall not include billboards except as permitted in accordance with subsection H of this section) or when embedded within an electric vehicle charging port. The overall sign must comply with all existing standards and regulations as set forth in this chapter. Electronic message boards incorporated into an approved sign shall be subject to the standards and regulations as set forth in section 12-11-6 of this chapter.

2. Electronic Message Board Standards: Monument or pole signs containing electronic message boards shall be subject to the same standards as set forth in subsections A, "Pole Signs", and B, "Monument Signs", of this section.

3. Permitted Types: Video display signs.

4. Prohibited Types: The following types of electronic message boards shall be prohibited:

a. Animated sign.

b. Flashing sign.

5. Permitted Districts: Electronic message boards shall be permitted in the following districts under the following conditions:

a. C-1 Neighborhood Shopping District as a conditional use only.

b. C-2 Limited Office Commercial District as a conditional use only.

c. C-3 General Commercial District as a permitted use.

d. C-4 Regional Shopping District as a permitted use.

e. C-5 Central Business District as a conditional use only.

f. C-6 Casino District as a localized alternative sign regulation plan.

g. M-1 Limited Manufacturing as a permitted use.

h. M-2 General Manufacturing as a permitted use.

i. M-3 Special Manufacturing as a permitted use.

j. I-1 Institutional as a permitted use.

k. R-1 Residential as a permitted use when on school property, City-owned property, or Park District-owned property, subject to the standards found in subsection 12-11-6B of this chapter.

**l. C-7 Commercial Mixed-Use District as a localized alternative sign regulation plan.**

\* \* \*

*Staff Commentary:* The petitioners request text amendments to facilitate future electronic message board signage for future businesses provided such signage is considered and approved in accordance with the Code's localized alternative sign regulation (LASR) process.

The PZB should consider whether the introduction of new EMB signs in the C-7 district is appropriate.

**Section G** | The following requested amendments would apply to Section 12-11-5.H. of the Code in regard to Electronic Message Boards Billboard signs:

\* \* \*

H. Electronic Message Board Billboard: A new electronic message board billboard may be permitted subject to the standards and regulations for both billboards generally and electronic message board billboards set forth in section 12-11-6 of this chapter. The static billboard panels of a qualified billboard may be converted to electronic message board panels only pursuant to an electronic message board billboard permit issued by the City, and subject to the standards and regulations for electronic message board billboards set forth in section 12-11-6 of this chapter. For the purposes of this subsection, a qualified billboard must meet the following criteria:

1. The billboard was erected prior to the effective date of this subsection. If the billboard is relocated in accordance with subsection 12-11-10C of this chapter, the date the billboard was originally erected, prior to relocation, will be determinative.
2. The billboard must be a legally conforming billboard. For the purposes of this subsection only, an applicant for an electronic message board billboard permit may establish that the existing billboard is legally conforming by either:
  - a. Providing proof that the existing billboard was erected pursuant to a valid permit issued by the City; or
  - b. Providing documentation to show that the existing billboard conforms with all of the standards and regulations as set forth for billboards in section 12-11-6 of this chapter except for the permit requirement.
  - c. Notwithstanding section 12-11-10 of this chapter, if a billboard is not legally conforming in accordance with subsection H2a or H2b of this section, the removal and replacement of the sign in the same location for the sole purpose of converting the static panels to electronic message board panels is permitted only as a conditional use pursuant to section 12-3-4 of this title, and subject to the standards and regulations for electronic message board billboards as set forth in section 12-11-6 of this chapter.
3. The billboard must have a valid IDOT sign permit.
4. The billboard must be located within six hundred sixty feet (660') of I-90 or I-294.

**5. In the C-7 District, no Electronic Message Board Billboard can be constructed on**

**any**

**parcel of land until and unless:**

**a. The billboard lease or a memorandum of the lease is recorded with the office of the Cook County Clerk, Illinois; and**

**b. The billboard permit is held either solely by the owner of the land or jointly**

**by**

**the owner of the land and the building contractor.**

\* \* \*

*Staff Commentary:* The petitioners request text amendments to facilitate future electronic message board billboard signage when in compliance with regulations applicable to electronic message board billboard signage elsewhere throughout the City while additionally requiring recording with the Cook County Clerk a copy of the lease and when the permit is held by the land owner or both the land owner and the building contractor.

A map exhibit depicting potential billboard locations is attached to this memo.

The PZB should consider whether the introduction of new allowances for EMB Billboard signs in the C-7 district is appropriate.

**Section H** | The following requested amendments would apply to Section 12-11-6.B. of the Code in regard to Billboard signs:

\* \* \*

**12-11-6: REGULATION BY DISTRICT CLASSIFICATION:**

\* \* \*

B. Commercial, Manufacturing And Institutional Districts: It shall be unlawful for any person to construct or maintain a sign in any commercial district, manufacturing district, or the I-1 Institutional District, except as follows. A property may incorporate both wall and monument signs or wall and pole signs. The use of monument signs in conjunction with pole signs is prohibited; provided, however, if a property is eligible to contain two pole signs or two monument signs, then the property may construct a combination of a pole sign and a monument sign as long as each sign is at least 200 feet apart.

Monument or pole signs containing electronic message boards shall be subject to the same standards as set forth in this subsection, except that only one electronic message board will be permitted per lot. In the event that a single business exists on multiple lots or in the case of a business park or retail center, only one electronic message board will be permitted overall.

Sign Type	Number, Area, Height, And Other Limitations <sup>2</sup>
* * *	
Billboards	<p>Billboards shall be permitted only within the C-1, C-2, C-3, C-6, <u>C-7</u>, M-1, M-2 and I-1 Districts and located within 660 feet of I-90 and I-294 toll roads.</p> <p>Structure must be in compliance with the Illinois Department of Transportation regulations and a valid current IDOT permit must be presented with the application for city permits.</p> <p>In the C-6 District, the number of permits issued for billboards pursuant to subsection 12-11-3.C.3, "Billboard Permits", of this chapter is specifically limited to one. <b><u>In the C-7 District, the number of permits issued for billboards pursuant to</u></b></p>

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TEXT AMENDMENT  
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	<p><b><u>subsection 12-11-3.C.3, "Billboard Permits", of this chapter is specifically limited to four.</u></b> In all other districts of the City combined, the total number of permits for billboards under subsection 12-11-3.C.3, "Billboard Permits", of this chapter is specifically limited to 13; provided, however, the 13th billboard permit may be issued by the City only in accordance with Ordinance Z-53-21.</p>
	<p>In the C-6 District, a billboard may have three faces; provided, however, that two of the three faces shall not exceed 1,200 sq. ft., the third face shall not exceed 600 sq. ft. and the total sign face area shall not exceed 3,000 sq. ft. In all other districts of the City, the total surface area of the signs shall not exceed 1,200 sq. ft. per face and 2,400 total square feet for a double faced sign.</p>
	<p>Height of the sign shall not exceed 99 feet from the base of the pole to the top of the structure or 65 feet from the surface of the pavement of the lane closest to the structure, except as otherwise provided by a limited variation ordinance adopted by Council.</p>
	<p>All billboards must meet the spacing requirements as required by the Illinois Advertising Control Act.</p>
	<p>No portion of a billboard shall be allowed within 300 feet of a residential property line. This distance shall be measured at ground level from a line perpendicular to the closest part of the billboard to the residential property line.</p>
	<p>A billboard for which a permit record does not exist but otherwise meets all of development standards for billboards as set forth in this subsection B is a legally conforming billboard for the purposes of this chapter.</p>
	<p style="text-align: center;">* * *</p>

Notes:

1. In the case where there are multiple uses in a single structure (i.e., commercial strip shopping center) 1 wall sign is permitted for each business, however the aggregate total square footage of all signs shall not exceed the limits set forth in this section.

2. On parcels less than 5 acres, the total square footage area of all signs shall not exceed 600 square feet; provided, however, that the calculation of the maximum sign area shall not include the area of any static and electronic message board billboards on the parcel."

\* \* \*

Staff Commentary: The petitioners request text amendments to facilitate future electronic message board billboard signage in the C-7 District and establishing a maximum quantity of four billboard signs within the C-7 District.

A map exhibit depicting potential billboard locations is attached to this memo.

The PZB should consider whether the introduction of new allowances for up to four new EMB Billboard signs in the C-7 district is appropriate.

**Standards for Text Amendments:**

Consideration of the following standards included in Sec. 12-3-7.E. of the City Code is required when formulating a recommendation or determination to amend the text of the Zoning Ordinance. Both the PZB & City Council may utilize the justifications below as their rationale, adopt their own, or reject the amendments based upon these points, however consideration should be based upon sound legislative discretion rather than any one standard.

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

The 2019 Comprehensive Plan advises the City to consider amendments establishing the C-7 district as allowing land uses described as “Low Density Urban Mix with Residential.” Most of the proposed amendments may help with this transition from the existing high density campus district which encourages a smaller subset of land uses.

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

The existing C-7 high density campus district zoning permits various commercial office and residential land uses which may be more intensive than those contemplated by the proposed text amendments. The existing zoning permits mixed-uses and is situated along a major arterial street abutting the I-294 Tollway. Current provisions establishing fencing requirements adjacent to existing residential uses would be retained.

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

The proposed amendments would not be expected to significantly alter or affect the adequacy of existing and future public facilities and services.

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

The proposed amendments would not be anticipated to have any adverse impact on the value of properties throughout the City which are proximate to parcels currently designated C-7 district. Specific consideration of impacts of future C-7 district zoning designations pursued in accordance with the requirements of the Zoning Ordinance as amended is warranted, however specific consideration of potential impacts of future map amendments would require additional scrutiny of these impacts on a case-by-case basis.

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

The proposed amendments are intended to ensure responsible maintenance, improvements, expansion, reinvestment, and replacement of existing, aging Class B and Class C office buildings as well as potential future new commercial and multi-family residential buildings which may enhance the local economy and revitalize the subject properties.

**PZB Procedure and Recommended Conditions:** Per Section 12-3-7.D.3. of the Code, the PZB has the authority to recommend approval, approval with modification, or disapproval of the proposed text amendments to the City Council. Per Section 12-3-7.D.4. of the Code, City Council has final authority regarding whether to adopt the proposed text amendments to the Zoning Ordinance.

Staff recommends consideration of the following references to the petitioners' proposed text amendments:

1. Section A;
2. Section B;
3. Section C as *amended* to strike proposed modifications to the following land uses regulations in the C-7 District:
  - a. Accessory off site parking lots;
  - b. Car wash;
  - c. Commercial parking lot;
  - d. Drive-through facility (located adjacent to residential use); and
  - e. Livery service in excess of the restrictions of Note <sup>16</sup> limiting the size of such operations to a maximum of 45 vehicles.
4. Section D;
5. Section E;
6. Section F;
7. Section G; and

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8. Section H.

Chairman Szabo asked for PZB comments.

Member Weaver asked if the only C-7 district in the City in this location and the minimum C-7 district area requirement is 1 acre.

Director Rogers affirmed these fact and creation of C-7 districts elsewhere in the City would have to meet the minimum district area requirements and proceed with a map amendment review process with final decision by City Council.

Member Weaver stated it appears the C-7 district is tailored for the Costco development and the applicant's proposal requests adding the option for billboards within the C-7 district and if additional C-7 districts were proposed elsewhere in the City they would be entitled to the billboards as proposed in this text amendment.

Director Rogers outlined this is theoretically correct, but the billboards would have to comply with the general billboard and C-7 district applicable requirements.

Member Veremis asked about the C-7 livery service uses and that there are many vehicles currently parked on the property. How many are permitted to be parked there?

Director Rogers explained current code allows livery service uses with up to 45 vehicles parked on the property and there are several livery service businesses on the property with likely no more than 45 vehicles per business. The petitioner proposes waiving that livery service limit, but staff recommends against this request.

Member Veremis stated that the recommendation would permit a livery service on the Costco property.

Director Rogers clarified that the C-7 livery service use would be throughout the entire O'Hare Lakes property, not just the Costco property.

Chairman Szabo asked for additional PZB questions.

Member Weaver asked what would happen if no changes to the C-7 district, would the proposed Costco development be permitted?

Director Rogers explained that scenario for the record related to the existing C-7 district creation history in 2015 and the subsequent policy and economic shift from 2019 through today recommending excess office land be redeveloped for other more productive land uses that are not currently permitted in the C-7 District. If the proposed text amendments was denied the petitioner would have the existing permitted and conditional uses of the C-7 available to them.

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Member Weaver asked if no residential is currently permitted in the C-7.

Director Rogers stated multi-family is currently permitted under ‘dwellings-multi-family’.

Member Weaver reiterated that billboards would be for general regional traffic advertising along I-294 and not specifically only for Costco’s use and advertising.

Director Rogers outlined the desired billboard development of Costco and the remaining property owner. He then outlined the current general billboard requirements.

Chairman Szabo asked if there was additional PZB comments there were none and asked if any public comment at this time.

Petitioner’s representative – Steve Cross (Costco real estate development director) presented their proposed text amendment request and how it fits with the greater Costco development and the remaining land.

Mr. Cross stated the text amendment as proposed is primarily necessary for the Costco development. Mr. Cross then described the difference between a Costco business center versus a Costco general retail warehouse store.

Chairman Szabo swore in the property owner Tony Ruh (91 Meadowview, Northfield, IL).

Tony Ruh (property owner) introduced himself and the remaining land after Costco acquires their portion from Mr. Ruh.

Mr. Ruh stated he has plans under the proposed C-7 district and his possible ideas for redevelopment of the remaining property after the Costco redevelopment and its. He also stated he agreed to remove high intensity traffic generating land use.

Member Weaver stated your plan, Mr. Ruh, is still fairly wide open until after the Costco is developed.

Mr. Cross stated how the Costco development would occupy all the southern portion of the overall property and access easement will be created to permit passage across the Costco property to the remaining lots to the north.

Member Veremis asked about the changes to the lake.

Mr. Cross outlined the plans and reasons for filling part of the lake and what the current property owner has done to begin this lake filling process.

Member Veremis asked about the soil stockpiles on the property.

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Mr. Cross much of the soil will be used fill demoed buildings' basement holes and additional soil with then come to the site to fill the lake in the manner needed to create the Costco lot.

City General Counsel Stewart Weiss clarified the need to refocus to the text amendments at this time and the Costco development plan will be discussed during the next case.

Chairman Szabo asked if there are public comments for staff or the petitioner's presentations on the text amendment request.

Jim Russo (3115 Patton St.) asked about the about if the current owner was part of the 2015 development proposal. Mr. Russo asked about the demolition timeline for the current building demolition. Mr. Russo asked about the need to trap rats due to the demolition of the building.

Mr. Ruh stated the demolition began on December 2, 2025.

Mr. Russo asked who's responsible for trapping rats and rodents.

Director Rogers clarified the request process for rodent catching and the times for baiting and demolition during this project. He further clarified that this issue is a code enforcement item and Mr. Russo should contact staff outside of this meeting.

Mr. Russo asked about the need for rodent control for the demolition of the next building.

Mr. Ruh stated he hasn't seen rats in the 3 years he's owned the property.

Chairman Szabo asked for more comments on the text amendment request.

Grace Vollkommer (3132 Patton St.) asked about the text amendment and the applicability to the entire 50 acres and whether the entire lake would be completely filled for 50 acres of redevelopment.

Director Rogers outlined the general C-7 regulations, requirements for stormwater management and general need for this lake as a general stormwater retention facility.

Rich Einecker (2911 S Craig Dr.) asked about the reduction of the minimum required 20% open space text amendment and relayed his concerns about whether such reduction would be detrimental to the property's stormwater management. He outlined his history of flooding but he generally accepts the proposed development.

Alderman Mark Walsten (Ward 6 Alderman) stated his past and current desire for the rat traps and baiting and asked to be informed about the status. He asked Director Rogers to explain.

Director Rogers explained the method and purpose of rat baiting.

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Chairman Szabo swore in Alderman Walsten for the record.

Alderman Walsten clarified that only a portion of the lake will be filled for the proposed development. Additionally, Alderman Walsten is not in favor of the proposed increase of the number of permitted billboards as part of this text amendment but is in favor of the Costco development. He also wants the immediate residents to the west to be assisted and be part of the development review process and to relay any concerns to his attention.

Chairman Szabo stated Aldermen typically don't address the PZB and that although he is appreciative of the elected officials' service he was concerned that direct participation in the PZB's hearing on the request may create a conflict.

Alderman Walsten stated he is a citizen and has the right to comment.

Chairman Szabo thanked the alderman for his comments.

Barabra Abt made a statement about the Methodist Campground.

Chairman Szabo stated that property is not on the agenda this evening.

Member Weaver clarified the minimum open space requirement will be likely less for the proposed Costco development versus the remaining land in the C-7 District.

Director Rogers clarified that the 20% minimum open space requirement would also include the lake which is on its own lot and would easily accommodate the minimum 20% open space for the C-7 district.

Chairman Szabo asked to close the public comment section and the PZB approved it unanimously by voice vote. Attorney Weiss clarified this only closes the public hearing portion of the meeting and the PZB can still deliberate and ask questions to staff and/or the petitioner.

Director Rogers clarified that the Petitioner/Owner testified during this meeting to agree to remove the text amendments as staff recommends.

Member Fowler asked why the PZB is reviewing the text amendments before the Costco development plan request.

Director Rogers clarified that the text amendment request could stand alone from the Costco development plan and it's important the City Council review and act on the text amendment before the Costco request to properly sequence the legislation and approvals.

Member Fallico asked what is the minimum necessary to permit the development of the Costco development.



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**Addresses:** 2200 and 2400 E. Devon Ave      **Case Number:** 25-069-PPUD-CU-TSUB-LASR

The petitioner requests the following items: (i) a Preliminary Planned Unit Development with exceptions for quantity of parking stalls; (ii) Conditional Uses; (iii) Tentative Subdivision; (iv) Major and Standard Variations for building design, site access, off-street parking and loading, site lighting, fence design, landscaping, screening, and other variations as may be necessary; (v) a Localized Alternative Sign Regulation; and (vi) any other waivers, and zoning relief as may be necessary.

**PINs:**            09-33-401-027-0000, 09-33-401-028-0000, & 09-33-401-032-0000

**Petitioner:** Costco Wholesale Corporation, 730 Lake Drive, Issaquah, WA 98027

**Owner:** RSA Properties II, LLC, 9730 S. Western Ave, Suite 204, Evergreen Park, IL 60805

Chairman Szabo swore in some members of the public.

Chairman Szabo swore in the petitioner – Mr. Steve Cross.

Mr. Cross outlined the Costco development plan, site details and general development site operations, hours of operation and traffic as outlined in the meeting agenda packet. Additionally, he reiterated and reaffirmed Alderman Walsten’s concern that the neighboring residents should be thoughtfully considered with this proposed development. He stated he will have a public meeting with the adjacent neighborhood to further discuss this redevelopment project.

Mr. Brad Prischman (Engineer for the project with V3 Companies). He outlined the site development and site civil engineering, traffic patterns and driveways in/out of the property onto Devon Ave. There will be a full four-way traffic signal and pedestrian access sidewalks throughout the public ROW frontage and private property to complete the accessibility. Additionally, he outlined the specific layout, traffic patterns and location for the fueling stations area on the subject property’s western side. Lastly, he outlined the site landscaping and buffering plan throughout the subject property, site stormwater management plans, and the transition between the subject property and the existing residential neighborhood to the west.

Mr. Cross presented the building façade elevations, site orientation, site signage LASR, the preliminary plat of subdivision, major variations site landscaping designed to amply buffer the neighboring residential, and the preliminary PUD requested exemptions for parking. He also outlined the sustainable elements of the building and façade design to reduce energy consumption and adapted to a particular site’s contextual scale.

Member Veremis asked about the fuel center hours of operation.

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Mr. Cross stated the fuel center hours 6 a.m. - 10 p.m. every day.

Member Veremis stated the site landscaping screening and shorter lighting standards are good. Would there be odors from the fuel trucks?

Mr. Cross stated there should be little to no noise or odors and most of the delivery vehicles should exit to the west.

Member Weaver discussed his opinion regarding the on-site parking proposed for wholesale and retail customers and parking. Member Weaver asked about the possible distribution of wholesale customers versus retail customers.

Mr. Cross stated the distribution is likely 40% retail customers versus 60% wholesale customers.

Member Weaver asked about the dimensions of the general parking spaces throughout the site.

Mr. Cross stated these parking spaces are standard motor vehicle parking space dimensions and the spaces are generally 10 feet wide by 20 feet deep.

Member Weaver asked if these box trucks are delivering to third-party customers.

Mr. Cross stated about 20% of the box trucks are delivering to third-party customers and 80% are wholesale customers buying for their own purposes/needs.

Member Weaver asked where the nearest Business Center Costco is and how many in Chicago metro.

Mr. Cross stated the nearest is Bedford Park, IL and this proposed store in Des Plaines would be the second in the Chicago metro area.

Member Fowler asked about the location of the fueling center and why choose the western side of the subject property.

Mr. Cross outlined the reasons for the proposed development site layout, which is to have parking within easy proximity to the entry and the location of the lake fill directly affecting the location of the building and the surface parking. The building can't be placed on the location of the lake fill due to soil structural requirements. Additionally, the fuel center is likely to have much less sound impact on the neighboring residential neighborhood instead of the having the loading docks on the residential side. The loading docks would have a much greater negative impact daily than the fuel center.

Member Fowler has concerns about the fueling center location and the impact on the residents to the west.

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Mr. Cross stated the building couldn't be laid out with the main customer entrance on the west

Member Fowler stated her concerns still exist given the fuel center longer hours than the store.

Mr. Cross stated this layout is the best for Costco's operations and creating the least impact on the residential neighborhood to the west.

Member Veremis stated the residents rear yards are adjacent to the fueling center side of the development.

Tony Ruh (property owner) reiterated the need for the proposed fuel center site layout reasoning as described by Mr. Cross.

Member Weaver reiterated the impacts of loading bays versus the fuel center on the adjacent residential properties to the west.

Member Fowler made a comment about a desire Mr. Ruh to continue the property buffering for the remaining O'Hare Lakes land after the Costco sale and development.

Member Fallico wanted to clarify that the fuel center is only for passenger vehicles and not for large truck fueling with diesel. He asked if diesel is provided.

Mr. Cross stated affirmed the fuel center is only for passenger vehicles and no diesel fuel is available.

Member Fallico asked if Costco typically owns the land they develop.

Mr. Cross affirmed that Costco typically owns the land they develop, which will be the same for this proposed project.

Member Zadrozny asked about the sequencing/synchronizing of the proposed traffic signal with the existing traffic signals immediately to the west and east.

Mr. Cross stated the sequencing will still be worked through with the City of Des Plaines and the Village of Rosemont.

Chair Szabo asked staff to present.

Director Jeff Rogers presented the staff analysis.

**Issue:** The petitioner requests the following items: (i) a Preliminary Planned Unit Development with exceptions for quantity of parking stalls; (ii) Conditional Uses; (iii) Tentative Plat of Subdivision; (iv) Major and Standard Variations for building design, site access, off-street parking and loading, site lighting, fence design, landscaping, screening, and other variations as may be

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necessary; (v) a Localized Alternative Sign Regulation; and (vi) any other waivers, and zoning relief as may be necessary.

**Petitioner:** Costco Wholesale Corporation, 730 Lake Drive, Issaquah, WA 98027

**Owner:** RSA Properties II, LLC, 9730 S. Western Ave, Suite 204, Evergreen Park, IL 60805

**Case Number:** 25-069-PPUD-CU-TSUB-LASR-V

**PINs:** 09-33-401-027-0000, 09-33-401-028-0000, & 09-33-401-032-0000

**Ward:** #6, Alderman Mark Walsten

**Existing Zoning:** C-7, High Density Campus District

**Existing Land Use:** Commercial single-tenant and multi-tenant office buildings, surface parking lots, and a large stormwater retention pond

**Surrounding Zoning:**  
 North: City of Des Plaines C-7 High Density Campus District  
 South: Village of Rosemont Multi Family (C) District & Commercial (D) District  
 East: City of Des Plaines C-6 Casino District  
 West: City of Des Plaines R-1 Single-Family Residential District

**Surrounding Land Use:**  
 North: Commercial Office Building, Stormwater Retention, & Vacant Lot  
 South: Commercial Office Building, Parking Garage, & Multi-family residences  
 East: Commercial Office Building, Casino, & Parking Garage  
 West: Single-family detached residences

**Street Classification:** E. Devon Avenue is classified as a Minor Arterial with the north half under the jurisdiction of the City of Des Plaines and the south half of the right-of-way under the jurisdiction of the Village of Rosemont. No direct access is available to the I-294 Tristate Tollway.

**Comprehensive Plan:** The Comprehensive Plan’s future land use designation for the property is “Low Density Urban Mix with Residential.”

**Property/Zoning History:** Per the Cook County Tax map, the subject property is comprised of Lot 1, Lot 2, and part of Lot 6 in the O’Hare Lake Subdivision. A vacant office building at 2200 E. Devon Avenue was recently razed. The property owner intends to raze an existing office building at 2400 E. Devon Ave. in early 2026. The property owner is coordinating dewatering/lowering of water levels in the pond to facilitate filling of a portion of the retention pond to create the remainder of the rectangular development site.

The current property ownership entities of the subject properties were established in 2022. The petitioner is under contract to purchase the resubdivided property from the current owner contingent upon approval of the zoning entitlements currently requested.

**Project Overview:** The petitioner, Costco Wholesale Corporation, proposes the development of a new retail commercial building to be comprised of approximately 137,327 square feet upon a new lot of record comprised of approximately 14.29 acres and a new traffic signal in E. Devon Avenue right-of-way at the southwest corner of the property. A proposed fuel center would be located at the west end of the site and would include a small enclosure for control equipment, a warming shelter for employees, and twelve fueling islands accommodating simultaneous refueling of up to 24 vehicles with additional queuing space for more than 30 additional vehicles.

The development site includes a portion of the existing stormwater retention pond commonly known as Peterson Lake which will be modified in accordance with required local and outside agency permits over the next few months to provide a pad for a portion of the proposed parking lot. This petition relates to the proposed redevelopment of the parcels at the south end of the existing O’Hare Lake Office Park only. Details of the project are included below and in relevant attachments.

*Bulk Regulations*

The table below illustrates staff’s interpretation of the required yards (i.e., building setbacks) for this property and the proposed building setbacks as noted in Section 12-7-3.L. and defined in Section 12-13-3.

<i>Bulk Controls</i>	<i>Required</i>	<i>Proposed</i>
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Lot size	2 acres (min.)	14.29 acres
Building Height	165 ft. (max.)	34.00 ft.
Front yard building setback (south)	50 ft. (min.)	85.50 ft.
Side yard building setback (west)	50 ft. (min.)	74.25 ft.
Side yard building setback (east)	25 ft. (min.)	99.75 ft.
Rear yard building setback (north)	25 ft. (min.)	191 ft.
Building Coverage	N/A	23.6%

Off-Street Parking & PUD Exception

In accordance with the requirements of the Code, the following quantities of off-street parking stalls are required:

<i><b>Parking</b></i>	<i><b>Requirement</b></i>	<i><b>Total</b></i>
Retail Establishments	1 space per 250 square feet of net floor area	120,634 square feet = 482 stalls
Automobile Filling Stations	2 spaces for every pump	24 pumps = 48 stalls
Accessible Spaces	Between 401 to 500 spaces provided	9 accessible stalls
<b>Total Accessible Proposed:</b>		10 stalls
<b>Total Required:</b>		530 stalls
<b>Total Proposed:</b>		415 stalls

Sec. 12-3-5.C.4. of the Code allows for consideration of reductions in required parking associated with a Planned Unit Development by up to 25% of the total collective parking requirement. In conjunction with the PUD request, the applicant requests an exception to reduce the minimum parking requirement by 21.7% from 530 spaces to 415 spaces, the equivalent of more than 3 parking spaces per 1,000 square feet of net floor area. Based upon Costco’s experience and projected demand, the petitioner asserts that the proposed parking stall quantity aligns with their operations.

Off-Street Loading

In accordance with the requirements of the Code, the following quantities of off-street loading stalls are required:

<i><b>Loading</b></i>	<i><b>Requirement</b></i>	<i><b>Total</b></i>
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Building Size	1 loading space for each 50,000 square feet	120,634 square feet = 3 spaces
<b>Total Proposed:</b>		10 loading spaces (including 1 accessible loading space)

Site Access

The subject property is currently accessible via three full access, unsignalized curb cuts to E. Devon Ave., one each at the southwest corner, approximate center of the lot’s frontage, and southeast corner.

The proposed site modifications would reduce the quantity of full access curb cuts to E. Devon Ave., from three to two, one each at the southwest corner and southeast corner. A new traffic signal would be installed at the southwest corner of the property. The specific design, right-of-way improvements, lane striping, and other details would need to be coordinated among the petitioner, the City, the Village of Rosemont, and property owners along the opposite side of the right-of-way. A condition of approval has been included in the sample motion relating to this required coordination and interjurisdictional design review and permitting.

Traffic

The petitioner has provided an analysis of the traffic impacts and suitability of the proposed traffic signal prepared by Kenig, Lindgren, O’Hara, Aboona, Inc, a copy of which is attached to this report. The study includes results from a traffic survey of existing conditions with the site improvements as they existed in December 2024.

In regard to proposed traffic generated from the Costco Business Center including Fuel Center operations, the proposed weekday morning peak hour of traffic is estimated to generate approximately 495 inbound & 388 outbound traffic movements (approximately 14.71 vehicles per minute). The proposed weekday afternoon/evening peak hour of traffic is estimated to generate 514 inbound and 535 outbound traffic movements (approximately 17.5 vehicles per minute).

Proposed logistics deliveries, refuse management, and other truck trips would primarily utilize unsignalized access at the southeast corner of the property.

Transparency, Entrance Location, & Building Materials

The proposed building design features a design affiliated with Costco’s Business Center prototype.

Section 12-3-11 of the Code establishes limitations regarding blank exterior walls and requires the facade of a retail commercial building to rectangular areas comprising more than 30% of the elevation to omit windows. Also, no extent of a story’s façade may be windowless for a horizontal distance greater than 15 feet. As a “warehouse” retail style building, each of the proposed elevations exclude windows except for windows in the overhead doors utilized in the enclosed canopy at the primary building entrance.

City Code requires the building entrance to be located along the front (south) elevation or at either the southwest or southeast building corner. The proposed building entrance is at the northwest corner, proximate to the proposed customer parking field.

City Code requires utilization of materials including face brick, stucco, metal, and/or concrete masonry units (CMU block). The petitioner proposes a combination of vertical rib architectural metal panels, concrete masonry units (CMU block), and natural-finish concrete for exterior building materials.

	<b>Required</b>	<b>Proposed</b>
<b>Ground Floor Space Transparency</b>	75% above a height of 2.75 feet (min.)	Between 0%-2%
<b>Ground Floor Building Materials</b>	Face brick, stucco, metal, and concrete masonry units (CMU)	Metal panels, concrete masonry units (CMU), and concrete

Relief from compliance with the transparency and entrance location standards to allow the petitioner’s proposed building design will require minor variations via the Building Design Review process outlined in Sec. 12-3-11 of the Code.

Site Lighting

The petitioner has provided a site photometric plan and catalog cuts of the proposed light fixtures. The proposed design features two different heights of proposed pole-mounted light fixtures with LED light elements. Most of the site would feature light poles with light elements at a height of 30.0 feet above adjacent grades. To reduce potential lighting impacts upon residential areas to the west of the property, light poles in these areas will feature light elements at a reduced height of 20.0 feet above adjacent grades. The proposed photometric plan demonstrates the proposed lighting plan would comply with maximum permissible light levels at all property lines.

*Tree Preservation, Removal, & Landscaping*

The petitioner proposes landscaping in areas across the property including along proposed drive aisles including west of the proposed fuel center, within islands throughout the parking lot, along the north boundary of the property, and along the frontage of the property abutting E. Devon Avenue right-of-way. As depicted on the petitioner's tree preservation plan and landscaping plan, various existing mature trees along the west property line both on and adjacent to the property are proposed to be preserved.

The proposed design omits required parkway trees from the public right-of-way due to conflicts with existing utilities and a proposed multi-modal path.

The proposed design would feature an opaque privacy fence at a height of 8.0 feet along the west lot line and preservation of existing mature, healthy landscaping in lieu of new buffer landscaping with a minimum width of 5.0 feet and new trees approximately every 30 feet on-center.

In lieu of foundation landscaping required to abut 35% of street-facing elevations, the petitioner intends to include the required quantities of plant materials elsewhere across the site.

The petitioner requests major variations to accommodate these modifications to the proposed landscaping plan.

*Mechanical and Dumpster Screening*

Section 12-10-11 of the Code requires screening of roof-top mechanical units and utility areas. The proposed design utilizes refuse dumpsters within a depressed loading berth connected to the

building. In lieu of compliant screening, the petitioner is requesting a major variation to omit the required screening adjacent to the dumpsters in favor of additional landscape screening along the edge of the drive aisle south of the dumpster location. Although certain relief from screening requirements including height, landscaping, and materials can be sought via the minor variation process, omitting the screening requires a major variation.

The petitioner proposes a similar landscape treatment for proposed mechanical equipment to be installed at grade. A major variation is requested to allow a proposed mechanical room to the south and landscaping along the edge of the adjacent access drive aisle.

*Rooftop Mechanical Screening*

Section 12-10-11.B.3. of the Code requires screening of roof-top mechanical units from a vantage point across adjacent rights-of-way. The petitioner’s design would comply with screening requirements from the south and west, however due to the raised elevation of the I-294 Tollway, a zoning variation is requested since the proposed parapet wall may not fully screen rooftop mechanical units from all vantage points within the Tollway right-of-way.

*Stormwater Management*

In accordance with the requirements of Title 14 of the City Code and the Cook County Watershed Management Ordinance, the applicant is proposing a civil engineering design to comply with stormwater management requirements as applicable to the proposed scope of site modifications. If the project is approved, additional analysis of the proposed design would be completed during review of final engineering plans in advance of the finalization of the Final Planned Unit Development and Final Plat of Subdivision and prior to the approval of any final designs in advance of the issuance of grading & site work permits and/or building permits.

**Additional Variations:**

The applicant requests several additional major zoning variations. The variation requests are summarized as follows:

*Loading Berth Dimensions & Orientation*

Per Code, loading berths are not permitted to be oriented toward the public right-of-way and must be dimensioned a minimum of 15 feet (width) by 35 feet (length) by 14 feet (height). The applicant

proposes to orient the proposed loading stalls for the proposed building at the southeast corner and northeast corners of the building, with additional at-grade truck loading spaces between the south building elevation and E. Devon Ave.

As proposed, five loading bays would face E. Devon Ave. including four intended for use by semi-trailers and one for the proposed refuse dumpster. The petitioner proposes landscaping among the east and south edge of the circulation drive aisle as screening for the proposed loading bays.

An additional 25 at-grade truck bays are included south of the building in area with access restrictions controlled by gates. These areas would also include opaque privacy fencing at a height of 10.0 feet and additional landscape screening between the truck bays and E. Devon Ave. A major variation is required for the proposed fence height in this area where a maximum fence height of 8.0 feet is permissible by right.

The petitioner requests a major variation to modify the minimum width of the loading spaces from 15 feet to 13.5 feet to align with their operational standards.

Site Access

The petitioner requests a major variation from the provisions of Section 12-7-3.J.6.d. of the Code requiring private circulation drives connecting the development to E. Devon Ave. to feature two dedicated lanes of traffic in each direction. The petitioner proposes various private circulations drives comprised of only one dedicated land of traffic in each direction.

Fencing along the I-294 Tollway, E. Devon Ave., and Lake Peterson

Section 12-7-3.J.6.d. of the Code establishes requirements for fencing around the perimeter of the development site except at designated access points. The petitioner requests variations from this provision to eliminate required fencing between the development site and Lake Peterson, to retain existing fencing along the east side of the share drive aisle at the east of the site abutting I-294, and to omit fencing along E. Devon Avenue except where provided as screening for loading areas. All required fencing abutting the existing residential properties to the west is proposed on the petitioners' development plans. Concurrently with the

petitioner’s variation request, the petitioner’s proposed text amendment includes amendments to eliminate required fencing between C-7 parcels.

Open Space

As originally designed, the entirety of the O’Hare Lake Office Park features a large stormwater retention amenity serving as open space which exceeds the minimum required area of 20% of the entire development. The petitioner requests a variation to reduce the minimum proportion of open space across only the proposed Costco Business Center site from 20% to approximately 13%. Concurrently with the petitioner’s variation request, the petitioner’s proposed text amendment includes amendments to allow consideration of open space across contiguous C-7 parcels in the determination of compliance with the minimum open space requirement.

**Site Plan Review**

The table below combines a zoning analysis of site plan, retail building, and fuel center. A Site Plan Review is required for all development application requests to assess how the request meets the characteristics identified in Section 12-3-2, which are listed below along with staff’s assessment of each in relation to the current Site Plan provided by the petitioner, located in the Site Plan attachment.

<b>Site Plan Review</b>	
<i>Item</i>	<i>Analysis (based on Proposal)</i>
The arrangement of structures on the site	<ul style="list-style-type: none"> <li>• The new building would occupy an area of open space at the center/right of the new lot with access from both the east and west.</li> <li>• The new fuel center canopy would be accessible from both the east and west and would control traffic queues to ensure these do not extend into shared drive aisles or E. Devon Ave.</li> </ul>
The arrangement of open space and landscape improvements	<ul style="list-style-type: none"> <li>• The proposed site plan would maintain existing landscaping along the west lot line while introducing new privacy fencing in this area.</li> <li>• The proposed landscape design concentrates landscaping in areas where screening is needed, however would require zoning variations for various details relating to utility locations, right-of-way improvements, and locations of refuse</li> </ul>

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	<p>dumpsters and ground-level mechanical infrastructure.</p> <ul style="list-style-type: none"> <li>• New privacy fencing and landscaping would screen proposed at-grade truck loading area near the front lot line.</li> </ul>
The adequacy of the proposed circulation system on the site	<ul style="list-style-type: none"> <li>• The site plan allows access from both the east and west and would introduce a new traffic signal at the primary vehicle entrance from E. Devon Ave. at the southwest corner of the site.</li> </ul>
The location, design, and screening of proposed off-street parking areas	<ul style="list-style-type: none"> <li>• The applicant proposes a principal parking field for employees and customers north and west of the building near the proposed building entrance at the northeast corner of the property.</li> </ul>
The adequacy of the proposed landscaping design on the site	<ul style="list-style-type: none"> <li>• The applicant proposes preservation of existing healthy trees along the west end of the site abutting existing residential properties to be supplemented by a new privacy fence.</li> <li>• The proposed landscaping plan includes appropriately sized landscape islands and trees in the locations required.</li> <li>• Per Code, additional fencing would be required along the north, east, and south lot lines however the petitioner is seeking relief via the zoning variation process for alternate treatments in these areas.</li> </ul>
The design, location, and installation of proposed site illumination	<ul style="list-style-type: none"> <li>• The proposed site illumination plan would comply with Code requirements for site lighting &amp; mitigation of potential glare onto adjacent properties.</li> </ul>
The correlation of the proposed site plan with adopted land use policies, goals, and objectives of the comprehensive plan	<ul style="list-style-type: none"> <li>• The Comprehensive Plan recommends consideration of changes to land use requirements to facilitate “Low Density Urban Mix with Residential.” The proposed land use would introduce new commercial development in the C-7 District which aligns with this recommendation with opportunity for additional land uses changes on the other lots within the subdivision.</li> </ul>

**ENTITLEMENT REQUESTS AND ANALYSIS**

**Overview of Requests**

The petitioner requests consideration of the following items to facilitate the proposed development:

1. A Conditional Use for a Preliminary Planned Unit Development (PUD) in the C-7 High Density Campus District with an exception to reduce the minimum required parking stall quantity from one space per each 250 square feet of net floor area to one space per each 333 feet of net floor area;
2. A Conditional Use for a Localized Alternative Sign Regulation (LASR);
3. A Preliminary Plat of Subdivision to create one new lot of record;
4. Major zoning variations for the following:
  - a. Site access with drive aisles providing one lane in each direction instead of a minimum of two lanes in each direction;
  - b. A reduction in the required buffer yard along the west line from 5.0 feet to accommodate preservation of existing landscaping and installation of an opaque privacy fence at a height of 8.0 feet;
  - c. A waiver from the requirement to install parkway trees in E. Devon Ave right-of-way;
  - d. A waiver from required installation of fencing between the subject property and the adjacent lots to the north;
  - e. A waiver to allow existing fencing east of the drive aisle abutting I-294 to remain;
  - f. A combined open space within the extents of the lot of approximately 13% instead of a minimum of 30%;
  - g. A waiver from required installation of foundation landscaping;
  - h. A waiver to allow relocation of landscape screening to the outside of adjacent drive aisles for refuse dumpsters and mechanical equipment at grade;
  - i. A waiver from rooftop mechanical screening requirements from the I-294 Tollway right-of-way only; and
  - j. Five (5) loading spaces that open onto or face a public right-of-way;
  - k. 25 at-grade loading spaces abutting the front (south) lot line.

5. Minor zoning variations for the following:

- a. Fencing along the south lot line with a height of up to 10.0 feet instead of a maximum of 8.0 feet;
- b. Transparency of building elevations of between 0%-2% instead of a minimum of 30%;
- c. Horizontal distances without windows along building elevations in excess of 15 feet; and
- d. Location of the primary building entrance location at an interior building corner.

**Preliminary PUD**

A planned development, as defined below, was requested to accommodate the existing and proposed improvements across the property.

Per Code, the Planned Unit Development allows for the following:

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

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

<b>Preliminary PUD Plat Review</b>	
<i>Item</i>	<i>Analysis (based on Proposal)</i>
A maximum choice in the types of environment available to the public by allowing a development that would not be possible under the strict application of the other sections of this title	The subject property was developed in accordance with prior zoning requirements to feature office buildings which have experienced low occupancy due to market conditions. The petitioner is pursuing text amendments in cooperation with the property owner of the remaining lots to

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	allow modifications to underlying land use requirements. The C-7 District requirements require new development to pursue approvals in accordance with the PUD process.
Permanent preservation of common open space and recreation areas and facilities	The proposed site design maintains the original stormwater retention pond, as modified within the extents of the development.
A pattern of development to preserve natural vegetation, topographic and geologic features	The proposed tree preservation plan includes a focus on preservation of existing mature, healthy landscaping at the west end of the development site to serve as screening for adjacent residential properties with supplemental fencing and landscaping improvements.
A creative approach to the use of land and related physical facilities that results in better development and design and the construction of aesthetic amenities	The proposed plans allow for redevelopment of component portions of the original office park in an effort to achieve certain recommendations of the 2019 Comprehensive Plan.
An efficient use of the land resulting in more economic networks of utilities, streets and other facilities	The proposed plan supplements the existing utility designs and would reenforce existing private access drives and public streets including the installation of a new traffic signal.
A land use which promotes the public health, safety, and general welfare	No site design elements would introduce factors which would detract from the public health, safety, or general welfare.

*Prerequisites: Location, Ownership, and Size*

PUDs are authorized in all zoning districts in the City subject to the regulations in Section 12-3-5 of the Zoning Ordinance and must be under single ownership and/or unified control.

*PUD Bulk Exceptions*

The requested PUD would include both the existing and proposed improvements, and an exception to allow a reduction in the quantity of required off-street parking stalls from 530 spaces to 485 spaces.

After additional progress related to proposed construction plans and prior to issuance of permits for the proposed building and related improvements, the petitioner would need to apply for PZB consideration and City Council approval of a Final PUD.

**Plat of Subdivision**

The proposal includes a consolidation of two original subdivided lots and part of the existing lot comprising Peterson Lake into one new lot of record. The attached Tentative Plat of Planned Unit Development shows the dimensions of the proposed lot.

*Subdivision Improvements*

Public right-of-way was dedicated previously, and various public improvements exist along E. Devon Ave. The remainder of the development would be served by existing private access drive aisles encumbered with easements for use by adjacent property owners, their successors and assigns, and invitees.

In addition, the memo states that public improvements required for this development will include new watermain through the site and improvements associated with the proposed traffic signal. In addition, Section 13-3-2 of the Subdivision Ordinance discusses required improvements for subdivided properties and timelines for the improvements. Improvements are approved by the City Council during the final plat of subdivision process and financial guarantees for improvements are included within the resolution at that stage in the process.

Note the petitioner’s request at this time is for a Tentative Plat only. The steps for Final Plat are articulated in Sections 13-2-4 through 13-2-8. The Final Plat of Subdivision would occur at a later date and would be required prior to the issuance of building permits for the proposed development. All necessary dedications, fees, and necessary improvements, if any, would be outlined in the final subdivision resolution.

**Localized Alternative Sign Regulation**

The petitioner requests approval of a localized alternative sign regulation (LASR) for proposed signage. Per Code, a LASR can be

considered for the subject property in accordance with the Conditional Use process.

The development site includes eight (8) proposed wall signs including the following:

- a. Sign B1 - Costco Business Center (south elevation) – 223 sq. ft.
- b. Sign B2 - Costco Business Center (east elevation) – 223 sq. ft.
- c. Sign B3 - Costco Business Center (north elevation) – 162 sq. ft.
- d. Sign B4 - Costco Business Center (north elevation) – 223 sq. ft.
- e. Sign B5 - Costco Business Center (west elevation) – 162 sq. ft.
- f. Sign F1 - Costco Fuel Center (south elevation) – 21 sq. ft.
- g. Sign F2 - Costco Fuel Center (east elevation) – 21 sq. ft.
- h. Sign F3 - Costco Fuel Center (north elevation) – 21 sq. ft.

The PZB should consider whether the proposed LASR for signage is appropriate.

## **Proposed Schedule**

### *Entitlement Schedule*

The proposed requests for Preliminary Planned Unit Development and Tentative Plat of Subdivision are among the entitlements included in the first of two phases of required entitlements.

After a Tentative Plat of Subdivision is approved by the Planning and Zoning Board, the next step is a Final Plat of Subdivision. A Final Plat of Subdivision must be submitted within 12 months of the approval of the Tentative Plat.

If the Final PUD is recommended by PZB and approved by the City Council, the Final Plat of Subdivision will need to be submitted for review & approval prior to recording subsequent to the collection of required financial securities associated with the engineering improvements.

### *Construction Schedule*

With any subdivision, construction must commence on any required public improvements within one year. A financial security is collected by the City to guarantee improvements and released after

inspection of completed improvements. An additional warranty security is collected by the City to ensure the public improvements will not require repair after installation, any funds from which that remain unused are returned after 18 months after completion of the project.

In conjunction with Final Planned Unit Development and Final Plat of Subdivision, the applicant will be required to provide a proposed Construction Schedule which outlines their projected project schedule for construction of site & building improvements. As currently anticipated, the proposed construction would be initiated in 2026 and would continue throughout the year with the goal of opening before the end of 2026.

**PUD Findings of Fact:**

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

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

The proposed PUD generally aligns with the stated purposes of PUDs as analyzed in the Preliminary PUD Plat Review table above with a proposed retail commercial development, mitigating design elements, and landscaping.

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

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

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

The new site and building improvements meet the bulk regulations outlined in Section 12-7-4.F. of the Zoning Ordinance (See Site Plan Review section above).

**4. The extent to which the physical design of the proposed development does or does not make adequate provision for public services, provide adequate control of vehicular traffic,**

**provide for, protect open space, and further the amenities of light and air, recreation and visual enjoyment:**

The proposed design reduces the quantity of existing curb cuts and introduces a new traffic signal for additional traffic control. Any impact to air or light quality from this development is not anticipated to be greater than any similar development of this nature or permitted in this zoning district and will be controlled by the environmental performance standards of Chapter 12 of the Zoning Ordinance.

Refer to the Traffic Study for details on anticipated traffic impact. The report states the development will not generate a disproportionate impact to the street network, and distributes anticipated traffic across the day more so than the O’Hare Lake Office Park when the buildings were at designed peak occupancies.

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

The subject property is positioned at the boundary of an existing area of C-7 District development and an existing R-1 Residential District. The existing mature landscaping would be supplemented with a new privacy fence along the west lot line. Light fixtures have been designed at a lower height along the west lot line to decrease potential line-of-sight impacts upon adjacent residential uses.

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

The proposed development would increase the value of the property and site improvements and thereby increase the real estate taxes generated by the property. Additionally, the proposed land use would generate sales taxes, motor fuel taxes, and introduce new employment within the community.

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

Site design elements and the proposed land use would comply with the recommendations of the 2019 Comprehensive Plan recommending “Low Density Urban Mix with Residential.”

**PZB Procedure and Recommended Conditions:**

Under Section 12-3-5.D.2.c (Procedure for Review and Decision for PUDs) of the Zoning Ordinance, the PZB has the authority to *recommend* that the City Council approve, approve with modifications, or deny the Preliminary Planned Unit Development (PUD). The City Council has final authority on this request.

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

*Zoning Recommendations to City Council*

- A motion pursuant to Section 12-3-5.E of the Zoning Ordinance to *recommend* to City Council to approve, approve with modifications, or deny the requests for a Conditional Use for a Preliminary PUD, a Conditional Use for a Localized Alternative Sign Regulation, Tentative Plat of Subdivision, and Major Variations for the following site conditions:
  - a. Site access with drive aisles providing one lane in each direction instead of a minimum of two lanes in each direction;
  - b. A reduction in the required buffer yard along the west line from 5.0 feet to accommodate preservation of existing landscaping and installation of an opaque privacy fence at a height of 8.0 feet;
  - c. A waiver from the requirement to install parkway trees in E. Devon Ave right-of-way;
  - d. A waiver from required installation of fencing between the subject property and the adjacent lots to the north;
  - e. A waiver to allow existing fencing east of the drive aisle abutting I-294 to remain;
  - f. A combined open space within the extents of the lot of approximately 13% instead of a minimum of 30%;
  - g. A waiver from required installation of foundation landscaping;
  - h. A waiver to allow relocation of landscape screening to the outside of adjacent drive aisles for refuse dumpsters and mechanical equipment at grade;
  - i. A waiver from rooftop mechanical screening requirements from the I-294 Tollway right-of-way only; and
  - j. Five (5) loading spaces that open onto or face a public right-of-way;
  - k. 25 at-grade loading spaces abutting the front (south) lot line.

If the PZB recommends approval, staff recommends the following conditions for the Preliminary PUD, Conditional Uses, Tentative Plat of Subdivision, Localized Area Sign Regulation, and Major Variations.

**Condition(s) of Approval:**

1. The petitioner and the City of Des Plaines will coordinate with the Village of Rosemont and property owners in affected areas on the south side of E. Devon Ave. regarding the design and jurisdictional approvals associated with the proposed traffic signal and associated improvements.
2. At time of Final Plat of Subdivision, approval of utility easements by all privately owned utility companies shall be indicated via written correspondence or lettered on the final document.
3. Additional minor variations will be pursued and considered in accordance with the process provided in Sec. 12-3-6 of the Code.

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4. The petitioner must maintain the Property and operate the Proposed Use in compliance with the Performance Standards in Chapter 12 of Title 12 of the City Code, including, without limitation, light, odor, and noise.

Chairman Szabo asked for PZB comments and questions for staff and there were none.

Chairman Szabo asked public comments.

Alderman Mark Walsten asked about the 8-foot fence along the west property lines adjacent to the residents may not be sufficient. He suggested a 10- or 12-foot fence or solid sound wall. He asked the petitioner if the proposed building could be LEED certified.

Mr. Cross stated most of their buildings would likely meet LEED requirements but does not plan to seek actual LEED certification. Alderman Walsten stated the community is proud of the Casino's LEED certification but understands the Costco's desire and actions for this development project.

Matthew Jentle (3105 Patton Dr) concerned about the impact on his property and that the fencing will not be sufficient. He also has questions and concerns regarding the construction of the fueling center and the proposed traffic patterns into and from the proposed development. He also stated concerns regarding the number of variations for this project and whether this is the correct location for this development and would have also liked to know about this project before the meeting.

George Cutro (2941 S. Craig) resident asked if the fueling station is permitted at this location near the residents. Is there a setback requirement for gas stations from residential properties.

Director Rogers stated the current C-7 zoning district doesn't permit fueling uses, but the proposed C-7 text amendments reviewed at this meeting would permit the fuel center within a PUD review.

George Cutro asked if there will be fuel contamination on the residential properties and about an impact study on the Patton Drive intersection with Devon Ave. He also asked about the traffic and traffic signal design and increase traffic needs when the rest of the properties are development

Grace Vollkommer (3135 Patton Dr) knew the subject property would be developed and happy its not a large hotel development. She has concerns regarding the proximity of the fuel center adjacent to her rear yard. Additionally, traffic and fueling demand may be greater for this site given its proximity to the O'Hare airport and the refueling needs of car rental users.

Rich Einecker (2911 Patton Dr.) is providing information from his neighbors and asked about the location of the fueling station. Could the fueling station be located on the south westerly side of the property closer to the building and Devon Ave? He asked what is the criteria for the reason to layout the building as proposed. Is truck traffic noise reason to locate the loading areas as far away from the residents as possible. He believes the fuel center traffic will be significant and a high impact on the residents to the west.

Mr. Cross addressed the resident's questions for the record that placing the fuel center on the western side and the loading docks is the best operation and impact site layout. The traffic queuing throughout the site plan

Rich Einecker asked should queuing traffic be pulled into the property from the Devon Ave.

Mr. Cross stated that employee parking is intended to the north side of the parking lot and states queuing traffic must extend be accommodated within the subject property and the interior site layout is designed to accommodate this queuing traffic to prevent extending onto Devon Ave.

Rich Einecker asked why the traffic signal is necessary with this proposal. He does not feel there is sufficient traffic to warrant the proposed traffic signal given his perception of the current Devon Ave traffic. Additionally, he believes the fueling station will generate more traffic than the Costco business center. He also believes the notice distance requirement should be greater than 500 feet.

George Cutro asked if the traffic study included the fueling station and the business center.

Director Rogers stated the traffic study is within the agenda packet and did include the fuel center and the traffic signal in the study.

Member Veremis asked if more of the lake could be filled and the fueling center be located on the lake fill.

Mr. Cross stated that was not considered, but would require significantly more review, engineering, analysis and cost.

Member Fowler asked if filling the lake was necessary and could adjust the location of the proposed fueling center.

Mr. Cross stated they didn't consider pushing the Costco development to the east and not buy much of the westerly portion of the site. If Costco had done this, the remaining land on the southeast corner would likely have been developed

Member Weaver asked Director Rogers about the solid fencing around the proposed box truck area of the site.

Director Rogers outlined the specific site buffering and landscaping throughout the development.

Member Weaver asked about the specific process for perimeter fence.

Director Rogers clarified the site design and enclosure for fencing throughout the site but it is not required to be opaque.



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Member Weaver asked about timeline for downtown development update memo from Staff to the PZB.

Director Rogers stated staff will target providing such information for the January 13, 2026 PZB meeting.

Chairman Szabo asked about Alderman or Mayor providing testimony to the PZB and asked about the rules for such.

Attorney Weiss confirmed that there were no State or local provisions prohibiting participation in a public hearing by an elected official.

Member Fowler agreed that participation in a PZB hearing by an elected official was rare during her tenure.

**ADJOURNMENT**

Chairman Szabo adjourned the meeting by affirmative voice vote at 10:01 P.M.

Sincerely,  
Jonthan Mendel, AICP, Assistant Director/Recording Secretary  
cc: City Officials, Aldermen, Planning & Zoning Board, Petitioners