



**DES PLAINES PLANNING AND ZONING BOARD MEETING**  
**September 22, 2020**  
**MINUTES**

The Des Plaines Planning and Zoning Board Meeting held its regularly-scheduled meeting on Tuesday, September 22, 2020, at 7:00 p.m. in Room 101 of the Des Plaines Civic Center.

**ZONING BOARD**

Chairman Szabo called the meeting to order at 7:01 p.m. and read this evening's cases. Roll call was established.

PRESENT: Bader, Catalano, Fowler, Hofherr, Saletnik, Szabo, Veremis

ABSENT: None

ALSO PRESENT: Mike McMahon, Community & Economic Development Director  
Jonathan Stytz, Planner/Community & Economic Development  
Wendy Bednarz/Recording Secretary

A quorum was present.

**PUBLIC COMMENT**

There was no Public Comment.

**APPROVAL OF MINUTES**

**A motion was made by Board Member Hofherr, seconded by Board Member Fowler, to approve the minutes of August 25 2020, as presented.**

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

NAYES: None

ABSTAIN: None

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

**OLD BUSINESS**

**NEW BUSINESS**

1. **Address:** 414 E. Golf Road

**Case Number:** 20-031-PPUD-TSUB-CU-MAP

The petitioner is requesting the following items: (i) a Preliminary Planned Unit Development under Section 12-3-5-1 of the 1998 Des Plaines Zoning Ordinance, as amended, to allow for a construction of a 449-unit multiple-family residential development with a free-standing commercial out lot; (ii) a Tentative Plat of Subdivision under Section 13-2-2 of the Subdivision Regulations to resubdivide the existing three lots into one consolidated lot; (iii) a Map Amendment under Section 12-3-7(E) of the 1998 Des Plaines Zoning Ordinance, as amended, to rezone the existing property from M-1, Limited Manufacturing to C-3, General Commercial; (iv) a Conditional Use under Section 12-7-3(K) of the 1998 Des Plaines Zoning Ordinance, as amended, to allow a mixed use Planned Unit Development in the C-3, General Commercial district at 414 E. Golf Road; and approval of any other such variations, waivers, and zoning relief as may be necessary.

**PINs:** 09-07-316-001-0000; 09-18-200-008-000; -009

**Petitioner:** Cumberland Crossing, LLC, 1007 North Orange Street, Wilmington, DE 19801

**Owner:** Cumberland Crossing, LLC, 1007 North Orange Street, Wilmington, DE 19801

Chairman Szabo swore in the following individuals: Andrew Odenbach, 1730 Dormant Ln, Orlando, FL representing Terra Carta; Mike Kritzman, 116 W Illinois St, Chicago, IL representing Lakota Group; and John Ladhaa, 222 S Morgan St, Chicago, those that were representing the owner, Cumberland Crossing, LLC.

Mr. Odenbach provided an overview of the Terra Carta firm and their roots in the Chicago area. Mr. Kritzman presented a thorough overview of the Cumberland Crossing Development. Mr. Kritzman represents the Lakota Group, a design and architectural firm. Mr. Kritzman stated that the site has been studied for approximately 10 years for a transit-orientated development. The site was previously a former feather factory and located in the M-1 zoning district with an active cellular tower.

The Petitioners provided a thorough presentation of the new Cumberland Crossing development and the requested zoning relief (preliminary planned unit development, tentative plat of subdivision, map amendment and conditional use).

Chairman Szabo asked if the Board had any questions, the following questions were asked:

Member Hofherr asked the following questions of the development team for the Petitioners:

Do you have a local office, and if so, what is the location?

The Lakota Group office is located in Chicago, the family office for Terra Carta is located in Wheaton.

Do you have other projects in the Chicago area?  
Madison, WI

What is the range of monthly rent that you expect to get for each type of unit? Will there be three bedroom units?

Rent prices are unknown at this time. There will be studio, true one bedroom and two bedroom units, there will be no three bedroom units in the apartment complex.

Example of a "quick service food establishment". Will there be a "drive thru" service?  
An example would be a modern coffee shop with a small footprint and a drive thru facility.

What will be done to prevent train passengers from parking in your lot?  
Cannot answer specifically at this time, based on site capacity.

Will east bound Golf Rd traffic (including emergency vehicles) still be able to turn left into the drive aisle to Metra Station or will they have to go further east to the stop light at Wolf Rd and proceed thru your parking lot? If so, the west bound traffic on Golf Rd should have pavement markings on Golf Rd to prevent blocking the drive aisle when trains are crossing Golf Rd.  
The main access point is on the eastbound road. Mr. Hofherr had some concern over the left turn access.

Are there plans to accommodate children? If so, have you advised local school districts?  
Development staff is not at that planning stage. Currently, the units are not catered towards those with children.

Have you considered a covered or enclosed walkway from the driveway to the main entrance of building?  
Most of the parking is covered, there is a drop off point at the front of the building.

Is there a reason why you are not making the building condos that people can purchase rather than rent. I would prefer that resident owners have a vested interest in Des Plaines.  
The development is being built with the intention of rentals, condos are not currently successful.

As of Saturday, 9/19/20, the MLS (Multiple Listing Service) list shows that there are 474 apartments available in Des Plaines and 280 Apartments in Mt Prospect. These numbers DO NOT include those that are privately listed. It also does not include new buildings under construction and expected to open in the next year or two.

The Petitioners believe that the economy is trending upward, by 2024 the demand for these types of rentals should be high.

On Saturday, I checked with Apartment buildings in Des Plaines and they advised me of their current occupancy level:

150 E River Rd, Monarch Apartments, 236 Apartments, 132 (56%) leased.

1555 Ellinwood St, Ellison Apartments, 113 Apartments, 93 Leased (6 units are listed in the MLS with monthly rents from \$2,142/month to \$2,991/month).

The Petitioners state that this shows demand for luxury apartments.

With new condo and apartment buildings being built or recently completed in Mt. Prospect, including one along the RR tracks that will include a grocery store and 87 units, another 73 units, another with 192 units and another with 65 units. There also is another development which has recently been approved with 250 units. Do you feel that this will have a deleterious effect on development?

No, due to timing and the location of the development, not downtown and near easily accessible transportation, makes an ideal location.

Questions for staff:

At what point do you feel Des Plaines will reach a saturation point with apartment buildings? Director McMahon stated that staff has not done any analysis, apartment complexes are a market driven product. The City has sought a transit-orientated development in that location since 2010. The saturation point has not been met, there is a demand for transit-orientated development.

On page 5, it is mentioned that a top-priority goal is to reconfigure the Golf Rd/Wolf Rd/Seegers Rd intersection. What, if any, changes will be made to Seegers Rd?

The complicated intersection, many issues will need to be ironed out prior to final Planned Unit Development approval.

Member Saletnik provided background information on the Golf Rd/Wolf Rd/Seegers Rd intersection. He expressed some concern about the traffic back-up on Golf Rd during rush hours times.

Chairman Szabo swore in Brendan Maye from KLOA who provided information on the enhancements to the intersection. Mr. Maye stated that the left hand turn will allow 1-2 vehicles to turn per cycle. Member Saletnik expressed additional concern about the limited numbers of cars per cycle and pedestrian traffic. Mr. Kritzman stated that the enhancements should improve capacity and safety of the intersection.

Director McMahon stated that the Petitioners included a traffic impact statement in the application materials. A full traffic study will be needed as part of the final development. Director McMahon also stated the Golf Road traffic circle is running quite efficiently, and that we most likely will not see the same kind of back-up as in the past.

Member Catalano asked what the cycle length was for the eastbound left turn. The left turn light is approximately 10 seconds.

Member Fowler asked that the Petitioner go over the flow of traffic. The Petitioner stated that the goal is to regularize the intersection. Mr. Kritzman went over the proposed flow of traffic, the entrance is at Golf Rd/Wolf Rd.

Member Saletnik stated that the majority of freight traffic is in the evening, 9:00 p.m. or later. Several members of the public expressed displeasure in that statement. Chairman Szabo told the room that everyone would have the opportunity to speak at a later time with their concerns.

Member Veremis inquired about the status of the previous building, the Feather Factory. Director McMahon stated that they had several hundred people. According to Member Saletnik, the previous

building occupant, Phantom Books, had several hundred employees that worked and traffic was not an issue since the access road was along the railroad tracks.

Member Fowler stated that the development is very attractive but has some concern about oversaturation of apartment in the surrounding area (not just Des Plaines). Member Fowler had two questions: 1) What happens if this becomes a one phase project? Is the project still successful? 2) What happens if there is no Phase 2? The Petitioner stated this is a build and hold project, the developer would move onto to Phase 2 when the market was right and allowed for further development.

Member Fowler asked if the apartments could later be turned into condo units if the market changed. The Petitioner stated that the move to condo units has not been contemplated at this point.

Member Fowler asked when the traffic study was completed. The Petitioner answered that it was completed in February 2020.

Member Fowler asked about occupancy rates for the Buckingham development. Mr. Kritzman gave the following vacancy rates: 26% Studio, 5% 1 Bedroom, 10% 2 Bedroom, Unleased 3 Bedrooms. There are similar patterns elsewhere, the smaller units are renting quicker, with the lower price point and they have access to all the amenities.

Member Veremis stated that she felt that people are moving out of the City [Chicago] and felt that access to the Metra station would provide those working in the City access.

Member Veremis inquired about the green space, or lack thereof. Mr. Kritzman stated that the green space also includes open space and amenities. Member Veremis also about stormwater management, most of the storm water management concerns are addressed in the footprint of the building.

Member Hofherr asked about the building materials; the Petitioner stated that the podium and precast would be made of steel, the remaining floors would be made of wood.

Member Veremis inquired about the loading dock area. Mr. Kritzman stated that there is only one loading dock for move in/out, but multiple access points to enter the building for day to day activities, such as brining in groceries.

Member Veremis asked about the height variance. Mr. Kritzman stated that they are asking for two additional stories.

Member Fowler asked about scaling the development down to better match the space. The Petitioner recognizes that this is a lot of units, but is looking at a long term efficient approach.

Member Fowler asked Mr. Stytz to compare this development to the 150 E River Rd. Director McMahon stated that he believed the 150 E River Rd building has approximately 300 units, the proposed property will have 449 new units. Member Fowler asked the Petitioners if they would reconsider the size of the development, going taller and not having a Phase 2. The Petitioner stated that the height and phases make the development a viable project. Director McMahon later clarified that the apartment building on 150 E River Rd has 236 units.

Member Fowler asked about the number of garage doors. The Petitioner stated that there are two direct access garage doors.

Chairman Szabo asked that the Staff Report be entered into record. Planner Stytz provided a summary of the following report:

**Issue:** The petitioner is requesting the following items: (i) a Preliminary Planned Unit Development under Section 12-3-5-1 of the 1998 Des Plaines Zoning Ordinance, as amended, to allow for a construction of a 449-unit multiple-family residential development with a free-standing commercial out-lot; (ii) a Tentative Plat of Subdivision under Section 13-2-2 of the Subdivision Regulations to resubdivide the existing three lots into one consolidated lot; (iii) a Map Amendment under Section 12-3-7(E) of the 1998 Des Plaines Zoning Ordinance, as amended, to rezone the existing property from M-1, Limited Manufacturing to C-3, General Commercial; and (iv) a Conditional Use under Section 12-7-3(K) of the 1998 Des Plaines Zoning Ordinance, as amended, to allow a mixed use Planned Unit Development in the C-3, General Commercial district at 414 E. Golf Road.

**Analysis:**

**Owner:** Cumberland Crossing, LLC, 1007 North Orange Street, Wilmington, DE 19801

**Petitioner:** Cumberland Crossing, LLC, 1007 North Orange Street, Wilmington, DE 19801

**Case Number:** 20-031-PPUD-TSUB-CU-MAP

**Real Estate Index Numbers:**

09-07-316-001-0000; 09-18-200-008-000; -009

**Ward:** #4, Artur Zadrozny

**Existing Zoning:** M-1, Limited Manufacturing District

**Existing Land Use:** Manufacturing and Drive Aisle to Metra Station Parking Lot

**Surrounding Zoning:**

North: C-1, Neighborhood Shopping, and C-3, General Commercial  
South: C-3, General Commercial and R-1, Single-Family Residential  
East: C-3, General Commercial, R-1, Single-Family Residential, and R-3, Townhouse Residential  
West: R-1, Single-Family Residential

**Surrounding Land Use**

North: Metra Railroad, Multi-Tenant Office Building, Auto Service Establishment, Cumberland Metra Station, Church and Restaurant  
South: Single Family Residences, Towing Business, and Roofing Business  
East: Townhouses and Auto Service Establishment  
West: Single Family Residences

**Street Classification**

Golf Road and Wolf Road are classified as arterial streets.

**Comprehensive Plan  
Designation**

The Comprehensive Plan designates this property as Higher Density Urban Mix with Residential

**Final Planned Unit Development**

**Project Description**

The petitioner is proposing a full redevelopment of the existing Feather Factory manufacturing building property at 414 E. Golf Road with a 449-unit apartment building with amenities and a commercial out-lot. The petitioner also plans to relocate an existing commercial cell tower facility to another portion of the subject property. The subject property currently consists of three separate lots totaling 6.49-acres containing the 2-story, 106,846-square foot Feather Factory building, 78 space surface parking area, commercial cell tower facility with enclosure, and public access road to the Metra commuter parking lot. The existing public access road to the Metra parking lot is located partially within the boundaries of the subject property and partially on the Union Pacific Railroad right-of-way pursuant to an existing easement agreement between the Union Pacific Railroad and subject property owner. This easement agreement will be renegotiated and presented at time of Final Planned Unit Development.

The proposed development will consist of:

- A six-story, 449-unit apartment building, 494 parking spaces (441 internal and 53 surface), and multiple activity areas for residents;
- A one-story, 2,000-square foot commercial building with patio area, drive-through, and thirteen parking spaces; and
- A relocated cell tower area with an approximate 30-foot by 40-foot enclosure.

The entire project will be broken into two phases:

- Phase 1, scheduled between May 2021 and December 2022, includes a portion of the 6-story apartment building with 284 apartments, 292 internal parking spaces, ground floor lobby area, second floor amenity areas totaling around 394,678-square feet, approximately one acre of near term open space for use of residents until the start of Phase 2, surface parking areas including the separate 19-space main entry and 34 space surface parking lots, 0.5-acre open space for residents, and the one-story commercial out-lot area. Phase 1 also includes the relocation of the existing cell tower and realignment of the Golf Road/Wolf Road intersection with new-dedicated turn lanes into the site.
- Phase 2, scheduled between September 2022 and October 2024, will include the rest of the 6-story apartment building totaling 165 apartment units with approximately sixteen studios, 114 one-

bedroom apartments, and 35 two-bedroom units.

At this time, the petitioner is requesting the following exceptions to the current Zoning Ordinance for mixed-use Planned Unit Developments:

- A building height exception of 71'-4" where the maximum allowed is 45 feet for building within the C-3 zoning district.
- A minimum lot area exception of 996-square feet per unit for Phase 1 and 630-square foot per unit for Phase 2 where the minimum lot area is 1,815-square feet per unit.

The complete proposal includes the installation of 494 total parking spaces for the apartment building and thirteen parking spaces for the stand-alone commercial out-lot proposed to be a quick service food establishment. Pursuant to Section 12-9-7 of the Zoning Ordinance, a quick service food establishment commercial use, classified as a Class B restaurant, requires either one space for every 50-square feet of floor area or one space for every four seats, whichever is greater, plus one space for every three employees. Previously, all multiple-family dwellings were required to have a minimum of two spaces per dwelling unit with no delineation between dwelling unit type. However, in March 2020, Ordinance Z-9-20 lowered the required off-street parking requirements for efficiency, one-bedroom, one bedroom plus den, two-bedroom, and three or more bedroom units on C-3 Mixed-Use Planned Unit Development zoned lots that are within 2,500-feet of an operational passenger rail train station. The new parking standards are summarized below:

**Revised Parking Regulations for C-3 PUD Zoned Lots**

<b>Residential Use</b>	<b>Required Spaces</b>
<i>Efficiency and one-bedroom units in the R-4, C-5 and C-3 Mixed-Use PUD lots</i>	<i>1 space per dwelling unit</i>
<i>One-bedroom plus den and two-bedroom units in the R-4, C-5 and applicably zoned C-3 Mixed-Use PUD lots</i>	<i>1.5 spaces per dwelling unit</i>
Multi-Family dwelling units with three or more bedrooms in the R-4 and C-3 Mixed-Use PUD lots	2.25 spaces per dwelling unit
Dwellings, multiple-family in all districts approved for such use, except the R-4, C-5, and C-3 Mixed-Use PUD lots	2 spaces per dwelling unit

***\*The parking standards that apply to the proposed development are bolded and italicized.***

Moreover, the total number of parking spaces required for the proposed development pursuant to Section 12-9-7 are 492 spaces for the multiple-family apartment development. At this time, the total number of parking



spaces required for the proposed 2,000-square foot commercial building are not available since the end user for this building has not been finalized. However, the petitioner has proposed a total of thirteen spaces for the out-lot at this time. The total proposed parking counts provided by the petitioner are shown below:

<b>Residential Use</b>	<b>Number of Units</b>	<b>Proposed Spaces</b>
Dwelling, Efficiency (Studio)	65 units	65 (1 per unit)
Dwelling, One Bedroom	299 units	299 units (1 per unit)
Dwelling, Two Bedroom	85 units	128 spaces (1.5 per unit)
Commercial Building	Class B Restaurant	13 spaces (6.5 per 1,000-sq. ft. of gross floor area)

**Map Amendment & Conditional Use**

**Project Description:**

The petitioner has requested a map amendment to rezone the subject property from M-1, Limited Manufacturing to C-3, General Commercial to accommodate the proposed apartment development and commercial out-lot on the subject property. It is appropriate to rezone the subject property from M-1 to C-3 to accommodate both uses since mixed-use Planned Unit Developments are allowed as a conditional use in the C-3 zoning district pursuant to Section 12-3-5-1. The petitioner has requested an exception to the bulk regulation for building height since the proposed apartment building will exceed the 45-foot maximum height restriction in the C-3 district. However, the proposed apartment building will meet all other C-3 bulk regulations as conceptually shown in the table below:

**Bulk Regulations for Proposed Restaurant Building**

<b>Yard</b>	<b>Required</b>	<b>Proposed</b>
Front Yard (South)	5 Feet	10 – 25 Feet
Rear Yard (North)	25 Feet	30 Feet
Side Yard (East)	5 Feet	12 – 20 Feet
Side Yard (West)	5 Feet	> 5 Feet
<b>Building Height</b>	<b>45 Feet</b>	<b>71 Feet (six-stories)</b>

*\*The petitioner has requested an exception to the building height regulation for the C-3 zoning district.*

**Tentative Plat of Subdivision**

**Project Description:**

The petitioner has submitted a Tentative Plat of Subdivision request in order to consolidate the existing three lots into one lot of record to reflect the redevelopment proposal of this property. The new, single lot of

record will encompass the entire proposed apartment development with its amenities, commercial out-lot, cell tower enclosure, and retain the existing public access road to the Metra parking lot as shown in the Tentative Plat of Subdivision drawing.

There are existing easements in the subject property today that will need to be addressed to accommodate this new development proposal. The existing access easements under Document #T1997027 allowing public access to the Cumberland Metra Station along Northwest Highway and commuter parking lot will need to be altered to allow for the realignment of this roadway in coordination with the proposed Golf Road/Wolf Road/Seegers Road intersection reconstruction. There is also a sanitary district easement under Document #T1427055 for a large combined sewer line located along portions of the north/northwest property line. The petitioner has noted that this easement will not be altered or affected in any way from the proposed development. Additionally, there is an unrecorded use and access easement for the existing cell tower located on the northwest side of the Feather Factory building. The proposal includes the relocation of this cell tower on site or in the immediate vicinity with a revised easement agreement.

#### **Compliance with the Comprehensive Plan**

There are several parts of the City of Des Plaines' 2019 Comprehensive Plan that align with the proposed project. Those portions are as follows:

- Under Future Land Use Map:
  - The property is marked for higher density urban mix with residential use. The proposed development will take advantage of a well-located site next to Cumberland Metra Station, abutting main arterial corridors in Des Plaines, and general proximity to established residential neighborhoods.
  - The proposal would satisfy the goal to expand mixed-use developments in the Cumberland Metra Station and provide increased density and mixed uses within this area.
- Under Economic Development:
  - The Comprehensive Plan recognizes the economic vitality of the surrounding area and its importance to the broader region. The proposed redevelopment of this site would be in keeping with prior development efforts and transform a currently vacant building into a new development center for the surrounding area.
  - This proposal would also provide additional housing options for residents, especially those who utilize Metra to commute to and from work, and create a new Transit-Oriented Development hub in a portion of the City where there currently is none.

#### **Compliance with the Cumberland Station Area TOD Plan**

There are several parts of the City of Des Plaines' 2010 Cumberland Station Area TOD Plan that align with the proposed project. Those portions are as follows:

- This proposal coincides with the top-priority goal to reconfigure the Golf Road/Wolf Road/Seegers Road intersection, as this is a main component of the new development.

- This proposal also transforms an existing property that is characterized of being more auto-oriented into a transit-oriented development focused around high-density residential units and an accessory commercial component.
- The proposal also facilitates a better environment for pedestrian access and circulation by improving access to and from the Cumberland Metra Station and parking lot.

### **Conditional Use and PUD Findings**

As required, the proposed development is reviewed below in terms of the findings contained in Section 3.5-5 of the Zoning Ordinance:

#### **A. The extent to which the Proposed Plan is or is not consistent with the stated purpose of the PUD regulations in Section 12-3.5-1 and is a stated Conditional Use in the subject zoning district:**

**Comment:** A PUD is a listed conditional use in the C-3 zoning district. The proposed project meets the stated purpose of the PUD. Additionally, the redevelopment of the subject parcels will enhance the neighboring area, but also be cognizant of nearby land uses. Please also see the responses from the applicant.

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

**Comment:** The proposed development will be in keeping with the City's prerequisites and standards regarding planned unit development regulations. Please also see the responses from the applicant.

#### **C. 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:**

**Comment:** The proposed project is in-line with the intent of a PUD as there are exceptions being requested to accommodate the scale of the proposed apartment building and the variety of uses planned for this mixed-use development. Additionally, some of the proposed exceptions are being requested to cover existing improvements such as the building height and the minimum lot areas for the variety of dwelling unit types. Please also see the responses from the applicant.

#### **D. 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:**

**Comment:** All provisions for public services, adequate traffic control and the protection of open space are being accommodated in the proposed development. Moreover, the reconfigured Golf Road/Wolf Road/Seegers Road intersection will help guide motorists and pedestrians onto the new development and address many of the existing traffic concerns in this area. Please also see the responses from the applicant.

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

**Comment:** The proposed development complements existing development to the north and extends the commercial and residential development mix intended for the higher density urban mix with residential

future land use, which is designated for this property. Additionally, considerations will be made to reduce any impact on the nearby residential uses from light and noise pollution. Please also see the responses from the applicant.

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

**Comment:** The proposed project will contribute to an improved physical appearance within the City by constructing a new apartment building and commercial out-lot with several amenities and open space, which will contribute positively to the tax base and economic well-being of the community. Please also see the responses from the applicant.

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

**Comment:** The proposed development meets the goals, objectives and recommendations of the 2019 Comprehensive Plan. Please also see the responses from the applicant.

**Recommendations:** Staff supports the Preliminary Planned Unit Development; Tentative Plat of Subdivision, Map Amendment from M-1 to C-3, and Conditional Use for a mixed-use Planned Unit Development in the C-3 zoning district subject to the following conditions:

- 1) That a full traffic study, including all site access points and required content approved by IDOT, shall be provided at time of Final Planned Unit Development.
- 2) That a 10-foot wide side path should be constructed along the Golf Road and Wolf Road frontages within the public right-of-way, tying into the Cumberland Metra parking lot at the north.
- 3) That the governing documents for the subject parcels be reviewed and approved by the City Attorney prior to the recording of any Final PUD Plat or Final Plat of Subdivision.
- 4) A fire hydrant will be required within 100 feet of the fire department sprinkler connection at the proposed restaurant building.
- 5) All proposed improvements and modifications shall be in full compliance with all applicable codes and ordinances. Drawings may have to be modified to comply with current codes and ordinances.

**Planning and Zoning Board Procedure:**

The Planning and Zoning Board may vote to *recommend* approval, approval with modifications, or disapproval. The City Council has final authority over the Preliminary Planned Unit Development, the Tentative Plat of Subdivision, the Map Amendment, and the Conditional Use requests for 414 E. Golf Road.

Planner Stytz stated that the following written communiques were received and entered into record:

- Jerry Molepske, dated Monday, September 21, 2020 8:00 p.m. via email.

*To City of Des Plaines City Council,*

*My wife and I are residents of the 4<sup>th</sup> ward in the Northshire neighborhood. We live in the same neighborhood she grew up in. We were pleased when the vacant bus lot was developed into a Mariano's. This was great for both the residents of Des Plaines and the city itself. My wife and I are all for bringing revenue into the city and making Des Plaines a better place. With that being said, we oppose the idea of the size and scale of apartments planned to go into the vacant Pacific Feather and Down lot.*

*This is wrong for so many reasons for the neighborhoods around. Some of the reasons are traffic, safety and privacy of the residents that live close to this location. We moved into this house/neighborhood because of the proximity to work and the Cumberland Metra Station as my wife was a commuter. The current traffic is manageable for the residents in these neighborhoods during non-peak times but during rush hour times, the traffic and safety of that intersection is freighting with the extra train traffic of commuters. If the size and scale of the planned apartments are built in this location the traffic will increase and the safety of those who walk to the train station will get worse. Those that live close by will lose their privacy with the planned height of the apartments. The tenants will be able to look into our backyards. We would like to see a smaller scale development of restaurants, cafés, or even townhomes which Des Plaines own development plan calls for. With these types of storefronts both the residents and the city will benefit. A place for neighborhood residents to go to and revenue for the city. As an example, look at a pre-covid weekend night at Mariano's. The bar would be packed with neighbors.*

*There are new rowhouses and condos on Northwest Hwy that are vacant still. The train noise is not going to be a selling point for anyone. If Des Plaines is set on building an apartment building, use the YMCA lot. This is more of an ideal location for this size and type of structure and a less congested intersection.*

*I hope you listen to all the residents and hear the majority of us do not want this development at this location.*

*Jerry Molepske*

- Steve Lindenmuth dated Tuesday, September 22, 2020 8:49 a.m. via email.

*We're concerned about the traffic in this area!*

*We're concerned about the effect that this will have on the schools!*

*We're concerned about our property values continuing to drop vs. rise!*

*We're concerned that this city is already saturated with apartments and condos!*

*We're concerned that this city is already saturated with vacant apartments / condos and townhomes!*

*We're concerned that this town can do nothing to attract anything other than apartment buildings!*

*We're concerned that the leaders in this town are truly not thinking about making it better for the families that already live here!*

*We're concerned that if families do move in to this complex there will be more train fatalities!*

*We're concerned that this is another wrong decision made by this city!*

*Other ideas for this area could be:*

*Animal Shelter*

*Retirement Community (ie: Brookdale - which would have a minimal effect traffic and non on our schools)*

*Restaurants*

*Sports facility (ie: Heritage Park in Wheeling; Mt. Prospect Ice Rink in Mt. Prospect; Play Ball, Mt. Prospect; The Ball Park, Mt. Prospect)*

*Religious Building*

*Another business (not condos/apartments)*

*Other surrounding communities are thriving by adding these types of businesses to their town, which intern are attracting outsiders who then patronize their restaurants and other local businesses.*

*Mt. Prospect is/has developed two residential facilities near their train station, which I guarantee will be sold out considering they are in the downtown area with other numerous restaurants, grocery store and other local establishments all within walking distance.*

*PLEASE PLEASE PLEASE - do not put another development like this in Des Plaines! You are ruining this city!*

*PLEASE THINK OUTSIDE THE BOX!!*

*Thank you!*

*Steve and Jill Lindenmuth*

*464 Pinehurst Drive*

*Des Plaines*

- Richard Tyler dated Tuesday, September 22, 2020 10:25 a.m. via email.

*Hi,*

*I live near the United Feather and Down property. **I am against the building of such a large apartment complex at Golf and Wolf.***

*The area on both sides of the Metra railroad tracks are overwhelmingly single family homes. And the few apartments in a one-mile radius of Wolf and Golf are low-rise (about 2 stories and only about 20 units) such as the ones on Seegers Rd or the townhouses just east of Mt. Prospect Rd on Northwest Hwy. It needs to remain as a single family home area.*

*Over 400 units is much too large for that property. Any large buildings would stand out (like a sore thumb!) if built there. And a 449 unit building would be adding a minimum of 1000 people (probably more) to that area. That is too many people in a quiet neighborhood. I can foresee property values of the single family homes in the area decreasing dramatically.*

*A better use would be to keep it a commercial/light industrial use building or perhaps a better use would be for a senior residents type of building. The building that was propose near the railroad tracks north of downtown Des Plaines could work at Golf and Wolf. It, however, should be as tall as the present building, about 2 stories.*

*It is interesting to note that the company proposing this building is from Delaware. The people at this company do not live in our area and once built, they are gone. We who live in the area will be stuck looking at this huge, out-of-place, complex and having many, many more people in the area.*

*Keep the area single family homes!! Respect the wishes of the people in the area! Do not build this huge complex.*

*Kris Tyler  
4th Ward resident*

- Debra Swanson, dated Tuesday, September 22, 2020 2:52 p.m. via email.

*In regard to the proposed apartment building at Golf and Wolf:*

- 1. I feel this building would be an eyesore as well as a traffic nightmare in this location. I am definitely opposed to building such a large structure at that corner.*
- 2. What is the current status of the Lattof YMCA property? Is the property for sale? If so, has there been any interest in the site, and by whom?*

*Thanks,*

*Deb Swanson  
255 Woodbridge*

- Kenneth Burns dated Tuesday, September 22, 2020 3:05 p.m. via email.

*Very much against the proposed development of the old pillow factory.  
- traffic at the circle will be horrendous  
- increase in crime is certain  
- no longer a quiet residential neighborhood  
- property value will go down*

*Please, no development*

*Kenneth Burns*

- Lawrence and Carrie Kellogg Garbarek , dated Tuesday, September 22, 2020 4:10 p.m. via email.

*The proposed usage of this property seems extremely over-crowded and will add too many cars to an already congested section of Golf Road.*

*We are astonished this project is being considered for such a small parcel of land. The back section has the Cumberland Train Station's parking lot which adds congestion briefly after trains in the evenings. Adding so many residents to a proposed multi-structured housing unit would make the area unsafe.*

*How would they gain access to Golf Road, with a railroad crossing on one side and the Golf Road curve on the other? How will pedestrians/children cross Golf Road safely? Drivers traveling westbound cannot see the current exit to that property until they are immediately upon it, after passing through the light at Wolf Road.*

*Another traffic light between Mt. Prospect Road and Wolf Road will congest Golf Road even during these sparse traffic Pandemic Days when Rush Hours are relaxed.*

*There has to be a better use for this property with fewer complications.*

*Lawrence and Carrie Kellogg Garbarek  
421 Wilkins Drive  
Fourth Ward*

- The Rizzo Family, dated Tuesday, September 22, 2020 4:58 p.m. via email.

*We have lived in Des Plaines for 10 years now and have seen construction at that intersection in at least 4 of those years. I'm not looking forward to another construction project, or sitting in what is already a traffic nightmare at "The Circle." Imagine going southbound on Wolf Rd and having to wait for a freight train after sitting in that traffic circle!*

*Additionally, the noise and traffic that would be produced by having such a large residential complex is really not something that I feel would be in the best interest of our community.*

*From an environment perspective, I'm concerned about the carbon imprint that building would leave behind.*

*I understand the need to generate revenue, but I think the disadvantages out way the short term advantages of increasing the number of residential buildings.*

*This is not a good idea and it would make us reconsider staying in Des Plaines.*

*The Rizzo family,  
Oxford Rd.  
Des Plaines, IL*

Chairman Szabo asked if there was anyone from the public that wanted to comment on the case; the following members from the public came forward:



- Katie Peterson, 591 Columbia, Des Plaines  
Ms. Peterson stated that she has been living in Des Plaines for 32 years, near the proposed site. Ms. Peterson expressed concern that the site does need improvements, but stated that Des Plaines was the number one suburb for Covid-19 fatalities, the lack of cars in the Metra parking lot, and the lack of the number of jobs available in Des Plaines. Ms. Peterson did not understand why someone would want to move here which the lack of availability in jobs and restaurants. She stated Des Plaines needs businesses, not another apartment complex.
- Hannah Listopad, 238 S Cumberland Pkwy, Des Plaines  
Ms. Listopad stated that the traffic pattern study was conducted when the Chippewa and Cumberland students were being bussed in due to the construction of the circle. Students attending the pool were also bussed to the location. Ms. Listopad also made the comment that Des Plaines is a “big little city” and has such pride in the community; she suggested that the developers work on a plan to meld the ideals of the city with the proposed development.
- Miranda Griff, 221 Washington St, Des Plaines  
Ms. Griff expressed concern over the traffic, she currently lives in the subdivision that is used as a cut-through to Mt. Prospect Road. The subdivision has expressed this complaint to her alderman. Ms. Griff also expressed flooding concerns. Ms. Griff has also expressed concern about the freight train traffic. Ms. Griff stated that she was not opposed to development at the location, but had logistical concerns about the size and scale of the development.
- Sally Murphy, 45 N Warrington Rd, Des Plaines  
Ms. Murphy stated that she lives right behind the proposed development and was a commuter for several years, and agreed with Member Saletnik about the train turn signal. Ms. Murphy also expressed concern about the height and size of the proposed building, she suggested that a business move into the location and generate tax revenue.
- Sue Dia, 11 S Meyer Ct, Des Plaines  
Ms. Dia lives in the Northshore subdivision and had concerns about traffic and walkability of the area. Ms. Dia stated that she moved to her current home because of the location and not in a “downtown” area. Ms. Dia expressed a concern over the maintenance of the property. Director McMahon stated that he was near the area the other day and it was maintained accordingly. Director McMahon stated that the property has been vacant for over a year and has been some storage and vehicle maintenance tenants.
- Judy Sells, 491 Harvey Ave, Des Plaines  
Ms. Sells stated that the intersection of Golf/Road Rd is always a nightmare. Ms. Sells did a quick map of the area, the total area has approximately 1000 homes and the new development would bring over 400 units. Ms. Sells also expressed concerns over the proposed location of the new cell tower and displacement of the ducks.

Chairman Szabo asked that the record reflect that 12 people were in opposition of the development.

Mr. Kritzman responded to the comments. The development is a big change to the area, but it a goal of the compressive plan and will follow good design and planning practices.

Member Catalano inquired about the maximum height in the M-1 District. Planner Stytz stated that the maximum height is 50 feet.

Member Catalano also asked what the projected engineers construction estimate? The Petitioner stated that this project is just shy of \$100 million dollars.

Member Saletnik asked for the philosophical reason for spending \$100 million dollars in Des Plaines. Mr. Odenbach stated that it is about striking a balance between the high rise in the city and a cul-de-sac in the suburbs, essentially creating convenience of lifestyle, which includes amenities of high rise facilities but life in the suburbs. Member Saletnik inquired about the "luxury rental", Mr. Odenbach stated that the luxury features will include amenities and finishes (appliances). Mr. Odenbach provided ballpark rental prices of \$200/\$235 feet, the smaller units would range from \$1,500-1,600 and the larger 2 bedroom units at approximately \$3,000/month. The Petitioners stated that when they come back for final approval, a cost breakdown by unit and leasing strategy study will be provided.

Member Fowler expressed concern over the size of the project and if this was an "all of nothing" project. The Petitioner stated that they are seeking approval for both phases, but understands if it takes several years to get Phase 2 based on market demands. Member Fowler further expressed concern over the accessibility and safety of the area.

Chairman Szabo clarified that the Board can make a motion with modifications and recommend to City Council. The City Council is the final decision making body.

**A motion was made by Board Member Catalano, seconded by Board Member Saletnik to approve as presented.**

AYES: Catalano, Saletnik, Bader, Veremis and Szabo

NAYES: Fowler and Hofherr

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

This case will be on the October 19, 2020 City Council meeting.

*Note, the agenda order was changed at the Planning & Zoning Board meeting. The following case was heard first.*

2. **Address:** 290 Cornell Ave

**Case Number:** 20-036-FPLAT

The petitioner is requesting a Final Plat of Subdivision under 13-2-5 of the Subdivision Regulations to allow for a consolidation of three separate lots into two lots at 290 Cornell Avenue, and approval of any other such variations, waivers, and zoning relief as may be necessary.

**PINs:** 09-07-302-012-0000; -013; -023  
**Petitioner:** Gary M. Rizzo, 1537 Ammer Road, Glenview, IL 60025  
**Owner:** Lisa Burman, 606 Rambler Lane, Highland Park, IL 60035

Chairman Szabo swore in Gary M. Rizzo of 1537 Ammer Road, Glenview, IL 60025 and William Heffner from the civil engineering firm, Bono Consulting Inc, 1018 Busse Highway, Park Ridge, IL 60068.

The Petitioner, Mr. Rizzo, provided an overview of the request for the final plat of subdivision. The Petitioner is requesting to subdivide the three parcels into two conforming lots that which will stay in character of the current development of the neighborhood. The existing home will be rehabilitated and the second lot be out up for sale by the developer.

Chairman Szabo asked the Board if there any questions, the following questions were asked:

Member Fowler had a questions regarding flooding and drainage issues. The Petitioner stated that Engineering Plans have been submitted to address storm water issues. Chairman Szabo asked if a copy of the Engineering Plans were available to review, Director McMahon stated that the plans are available in the packet that was circulated to Board Members. Mr. Heffner, on behalf of the Petitioner, stated that some changes to the original plans were enlargements to the catch basins.

Member Fowler inquired if anyone was interested in purchasing the second lot; the Petitioner stated that there is no potential buyer for the vacant lot.

Chairman Szabo asked about the square footage of the new proposed lots; Planner Stytz responded that the total lot square footage is 19,256 square feet, which the second "new" lot having 8,520 square feet, leaving the remaining lot 10,736 square feet.

Chairman Szabo asked that the Staff Report be given which Planner Stytz provided:

**Issue:** The petitioner is requesting a Final Plat of Subdivision under Section 13-2 of the Des Plaines Subdivision Regulations to allow for the consolidation of three separate lots into two lots in the R-1 zoning district at 290 Cornell Avenue.

**Analysis:**

**Address:** 290 Cornell Avenue  
**Owner:** Lisa Burman, 606 Rambler Lane, Highland Park, IL 60035

**Petitioner:** Gary M. Rizzo, 1537 Ammer Road, Glenview, IL 60025

**Case Number:** 20-036-FPLAT

**Real Estate Index Number:** 09-07-302-012-0000; -013; -023

**Ward:** #7, Alderman Don Smith

**Existing Zoning:** R-1, Single Family Residential District  
**Existing Land Use:** Single Family Residence

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

**Surrounding Land Use:** North: Single Family Residence  
South: Single Family Residence  
East: Single Family Residence  
West: Single Family Residence

**Street Classification:** Cornell Avenue and Stone Street are local roads.

**Comprehensive Plan:** The Comprehensive Plan designates the site as Single Family Residential.

**Project Description:** \_\_\_ The petitioner Gary M. Rizzo, on behalf of Lisa Burman, is requesting a Final Plat of Subdivision for the Beverly Burman estate located at 290 Cornell Avenue. The subject property is 19,256-square feet (0.440 acres) in size and is comprised of three lots, which is improved with a single-family home on the north side of the property as shown in the Plat of Survey.

The petitioner proposes to consolidate the three lots into two lots and construct a new single-family home on the new southern lot as shown in the Proposed Site Plan. The existing home on the property will remain as is. However, the width of the northern corner lot with the existing single-family home will increase to 59.78-feet and the southern interior lot will have a width of 60-feet as shown on the Final Plat of Subdivision.

**Final Plat of Subdivision Report**

**Name of Subdivision:** Jay and Beverly Burman Subdivision

**Address:** 290 Cornell Avenue

**Requests:** Approval of Final Plat of Subdivision

**Total Acreage of  
Subdivision:** 0.440 acres

**Lot Descriptions and  
Construction Plans:**

The petitioner's Final Plat of Subdivision shows the existing 19,256-square foot property being consolidated from three lots into two lots. The northern corner lot will have an area of 10,807-square feet and the southern interior lot will have 8,520-square feet. The Final Plat of Subdivision shows a 5-foot public utility easement and drainage easement at the rear, a five-foot public utility easement and drainage easement on the sides, and a 30-foot private building line in the front of each proposed lot.

**Compliance with the Comprehensive Plan**

There are several parts of the 2019 Des Plaines Comprehensive Plan that align with the proposed project. Those portions are follows:

- Under Overarching Principles:
  - The Comprehensive Plan seeks to promote a wider range of housing options and to encourage the reinvestment and preservation of established Des Plaines neighborhoods through the addition of new housing to fit diverse needs. The proposal seeks to reinvest in this vacant lot and provide additional housing options in this established neighborhood.
- Under Land Use Plan:
  - A primary goal of the Comprehensive Plan is to preserve and enhance established single-family neighborhoods while also expanding newer housing options. The proposal matches the existing character of the neighborhood and provides modern housing options that are prevalent in the immediate vicinity.
- Under Future Land Use Map:
  - The property is marked for Single-Family Residential land uses. These areas are designated for detached single-family residences to maintain and improve housing options for residents. The proposed use will transform an existing residential lot with one residence and provide an additional single-family housing option for the community as a whole.

While the aforementioned bullet points are only a small portion of the Comprehensive Plan, there is a large emphasis on maintaining detached single-family zoning areas and promoting the expansion of these developments to increase housing options for residents. The petitioner is proposing to take a 0.440-acre parcel with one residence and add another residence for the community.

**Recommendation:** I recommend approval of the Final Plat of Subdivision pursuant to 13-2 of the Des Plaines Subdivision Ordinance to allow for the consolidation of three lots into two lots of record in the R-1 zoning district at 290 Cornell Avenue.

**Planning and Zoning Board Procedure:** Under Section 13-2-5 (Approval of Final Plat By Planning and Zoning Board) of the Subdivision Ordinance, the Planning and Zoning Board has the authority to

recommend approval, approval subject to conditions, or denial of the above-mentioned Final Plat of Subdivision request for the property at 290 Cornell Avenue.

Chairman Szabo asked if there was anyone from the public that wanted to comment on the case:

- *Barb Grooms, 311 Cornell Ave, Des Plaines, IL:* Ms. Grooms inquired how lot sizes were determined. The Petitioner stated that the existing lots do not conform to the existing zoning of the neighborhood, the zoning requirements are dictated by the City of Des Plaines zoning code. Ms. Grooms also asked about access points, the Petitioner stated that the existing home will be off Cornell Ave and the new property off Stone Ave.

**A motion was made by Board Member Hofherr seconded by Board Member Catalano to approve as presented.**

AYES: Bader, Catalano, Hofherr, Saletnik, Veremis and Szabo

NAYES: Fowler

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

This case will be on the October 19, 2020 City Council meeting.

**ADJOURNMENT**

The next meeting is scheduled for October 13, 2020.

Chairman Szabo adjourned the meeting by voice vote at 9:31 p.m.

Sincerely,

Wendy Bednarz, Recording Secretary

cc: City Officials, Aldermen, Zoning Board of Appeals, Petitioners