



## Planning and Zoning Board Agenda

May 10, 2022

Room 102 – 7:00 P.M.

**Call to Order**

**Roll Call**

**Approval of Minutes: April 12, 2022 & April 26, 2022**

**Public Comment:** For matters that are not on the agenda

**Old Business**

- 1. Address:** 622 Graceland Avenue, 1332 and 1368 Webford Avenue  
**Case Number:** 21-052-MAP-TSUB-V

The petitioner is requesting the following items: (i) zoning map amendment to rezone the subject property from C-3 General Commercial District to C-5 Central Business District; (ii) Tentative Plat of Subdivision to consolidate three existing lots lot of record into one; (iii) zoning variation to locate off-street parking and loading in the required side yard; (iv) zoning variation to allow curb and gutter for off-street parking within 3.5 feet of the property line; (v) zoning variation to allow parking spaces next to a public sidewalk without a landscape divider strip; (vi) zoning variation to allow a parking lot with more than 10 spaces to provide landscaping not in strict accordance with Section 12-10-8: Parking Lot Landscaping; and (vii) any other variations, waivers, and zoning relief as may be necessary.

**PINs:** 09-17-306-036-0000; 09-17-306-038-0000; 09-17-306-040-0000

**Petitioner:** Joe Taylor, 622 Graceland Apartments, LLC, 202 S. Cook Street, Suite 210, Barrington, IL 60010

**Owner:** Wessell Holdings, LLC, 622 Graceland Avenue, Des Plaines, IL 60016; City of Des Plaines, 1420 Miner Street, Des Plaines, IL 60016

**New Business:**

**2. Address:** 1311 Prairie Avenue

**Case Number:** 22-012-V

The petitioner is requesting a variation to allow a detached garage to exceed the maximum height allowed for an accessory structure, and any other variations, waivers, and zoning relief as may be necessary.

**PIN:** 09-17-423-019-0000

**Petitioner:** William F. Schoenberg and Janet Horton, 1311 Prairie Avenue, Des Plaines, IL 60016

**Owner:** William F. Schoenberg and Janet Horton, 1311 Prairie Avenue, Des Plaines, IL 60016

**Next Agenda** – May 24, 2022



**DES PLAINES PLANNING AND ZONING BOARD MEETING**

**April 12, 2022**

**DRAFT MINUTES**

The Des Plaines Planning and Zoning Board held its regularly scheduled meeting on Tuesday, April 12, 2022, at 7:00 p.m. in Room 102 of the Des Plaines Civic Center.

Chairman Szabo called the meeting to order at 7:00 p.m. and read this evening's cases. Roll call was established.

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

ABSENT:

ALSO PRESENT: Jonathan Stytz, AICP, Senior Planner Community & Economic Development  
John Carlisle, AICP, Director of Community & Economic Development  
Ryan Johnson, Assistant Director of Community & Economic Development  
Vanessa Wells/Recording Secretary

A quorum was present.

**APPROVAL OF MINUTES**

**A motion was made by Board Member Hofherr, seconded by Board Member Veremis to approve the minutes of March 8, 2022, as presented.**

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

NAYES: None

ABSTAIN: Catalano

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

**PUBLIC COMMENT ON NON-AGENDA ITEM.**

There was no public comment.

**NEW BUSINESS**

- 1. Addresses:** 622 Graceland Avenue, 1332 and 1368 Webford Avenue  
**Case Number:** 21-052-MAP-TSUB-V

The petitioner is requesting the following items: (i) a zoning map amendment to rezone the subject properties from C-3 General Commercial District to C-5 Central Business District; (ii) a Tentative Plat of Subdivision to consolidate three existing lots lot of record into one; (iii) variation from zoning provisions related to parking and loading space location and design; and (iv) any other variations, waivers, and zoning relief as may be necessary.

**PINs:** 09-17-306-036-0000; 09-17-306-038-0000; 09-17-306-040-0000

**Petitioner:** Joe Taylor, 622 Graceland Apartments, LLC, 202 S. Cook Street, Suite 210, Barrington, IL 60010

**Owner:** Wessell Holdings, LLC, 622 Graceland Avenue, Des Plaines, IL 60016; City of Des Plaines, 1420 Miner Street, Des Plaines, IL 60016

Chairman Szabo swore in Joe Taylor with Compasspoint Development, Katie Lambert with OKW Architects, Stephen Corcocan with Eriksson Engineering, Bernard Citron with Thompson Coburn LLP, and Sean Parker, Traffic Engineer.

Mr. Taylor stated the new apartments proposed at 622 Graceland Avenue will be a transit-oriented, mixed-use building located in the Downtown Business and Mixed-Use District of Des Plaines. With its proximity to area businesses and local transit to Chicago, Des Plaines is an ideal location to create a contemporary, high-density residential community. The project addresses the changing aspirations of people who desire to live closer to services in an urban environment, which provides for a more convenient style of living while simultaneously decreasing one's environmental footprint.

Ms. Lambert noted the building will be 131 units and will consist of (17) studios, (103) One bedrooms, and (11) two bedroom units. The building design consists of white, grey and a wood tone exterior that mixes fiber cement panels, full face norman brick, glass windows with first, second, third and seventh floor aluminum and floor to ceiling glass window panels and a concrete and wood frame structure. All units will feature punch windows and large sliding patio doors with inset balconies and Juliet style metal railings.

Ms. Lambert continued to state that the developer plans on adding climbing green ivy landscaping to the south exterior parking wall facing Webford Avenue helping to partially screen the main parking structure. The parking structure will feature open segments filled with architectural metal screening to allow the natural ivy to climb and conceal the parking areas. Further, as part of the Developer's agreement with the City's redevelopment agreement, they will add additional parking spaces to the exterior parking areas in front of the building on Webford Avenue, increasing the necessary public parking above what is required by zoning code. Webford Avenue will also be widened by (8) eight feet, increasing the street area to a true two-way drive aisle. The developer will also create a new connection to the storm sewer system creating a separated storm connection all the way to Laurel Avenue.

Mr. Taylor also stated he has developed over 2,000 residential apartments around the country, and over 300 apartments in downtown Des Plaines with projects The Ellison (113 units) while at Opus Development and 1425 Ellinwood Apartments (212 units) with Compasspoint Development. Compasspoint develops

best-in-class residential apartment buildings that redefine the skyline of any town/city they develop in. Compasspoint believes deeply in the Des Plaines community and has committed over \$100,000,000 to develop projects in Des Plaines and is committing an additional \$35,000,000 investment in this dynamic community.

The concept for this design, which mostly consists of one-bedroom units, is marketed to young professionals making between \$60,000 to \$120,000 a year, and will likely add around 140 new residents to the City. The proposed 187,529-square-foot-building includes over 10,000 square feet of amenity space, a little over 88,500 square feet of apartment space, and an 11,000-square-foot outdoor green space.

Mr. Parker provided a brief overview of the considerations and various analyses conducted to determine the estimated traffic impact of the proposed development on the surrounding area. He explained that because of the lower traffic numbers in 2020 and 2021, he utilized 2018 traffic data and calculated the growth rate for 2022 to determine the traffic impact of the proposed development and of The Ellison development across the street at 1425 Ellinwood Street when fully open. The existing street network can accommodate the additional traffic from the proposed project and future traffic growth, noting that the subject property's close proximity to Downtown Des Plaines, the train station, and bus stops will help minimize the amount of traffic coming to and from the subject property. Lastly, the traffic data indicates that up to 5% of traffic generated from the site will utilize westbound Webford Avenue through the residential neighborhood whereas the majority of traffic will travel east on Prairie Avenue or south on Graceland Avenue when exiting the site.

Member Fowler listed the names of other apartments in the City and asked why build apartments and not condominiums or townhomes, something that would be appropriate for the neighborhood and the space.

Mr. Taylor stated the demand is not in condominiums. For example, River 595 started out as condominiums and they ended up filing for bankruptcy and then converted the condos into apartments. Kingston also started out as condominiums, the developer ran out of funding and unfortunately could not get approved for more financing. Those condos then converted to apartments. This is what is financeable and frankly this is where the demand lies.

Member Fowler asked if the proposed development moves forward, could the apartments be converted into condominiums.

Mr. Taylor stated a condominium is just a legal structure there is no difference between a condo and an apartment from a user stand point. So yes, they can be converted in the future if someone buys the building and its entirety then they can be legally converted into condominiums and then sold individually.

Member Fowler asked staff in order for this project to go through or be successful the City would need to sell the parking lot, are we selling it to the builder and if so for how much.

Mr. Carlisle, Director of Community & Economic Development stated the City would need to sell the parking lot to the developer, but that is a separate consideration solely under the purview from the City Council. The terms have not been discussed in an open session.

Member Veremis wanted to confirm that the parking spaces on Webford would be public parking spaces.

Mr. Taylor states that is correct. All of the spaces on Webford are public and another 38 spaces in the parking garage that will be open to the public twenty-four hours a day.

Member Catalano asked if there has been another traffic study conducted since the Ellison apartments construction has started.

Mr. Carlisle noted there has not, as there has not been any complaints or need to at this time.

Member Fowler asked what the plan for the Ellinwood commercial space is; are there any interested or committed restaurants for the space yet.

Mr. Taylor stated we do not have commitments from anyone yet, but we just started marketing the space about three weeks. Our goal is to add at least two or three new restaurants and a few new amenities.

Member Saletnik stated he is a past founding Director of the Des Plaines Theater Preservation Society. One of the primary reasons this organization was founded was of course to save the theater but also because we want to see a new vitality down town Des Plaines. Step by step that vitality is being introduced, and all of us will benefit from it in the long run. Lastly, I want to say the architect did a phenomenal job who had to satisfy the developer's requirements, the City's requirements and she should be commended for that.

John Carlisle, Director of Community & Economic Development gave a staff report.

**Issue:** To allow a proposed mixed-use development, the petitioner is requesting a Map Amendment (rezoning) under Section 12-3-7 of the Zoning Ordinance. In addition, they are seeking Major Variations under Section 12-3-6 to accommodate a row of outdoor off-street parking spaces and one loading space that would require relief in the following ways: (i) location in the required side yard (Section 12-7-3-H.5.b.), (ii) parking space curb and gutter within 3.5 feet of the lot line (Section 12-9-6.D.), (iii) a landscape strip that does not separate the parking spaces from the sidewalk (Section 12-9-6.F), and (iv) landscaping adjacent to parking that does not strictly adhere to requirements (Section 12-10-8). In addition, to consolidate three lots of record into one, the petitioner is requesting approval of a Tentative Plat under Chapter 2 of Title 13 of the Subdivision Regulations.

**Address:** 622 Graceland Avenue, 1332 and 1368 Webford Avenue

**Owner:** Wessell Holdings, LLC 622 Graceland, 1368 Webford) and City of Des Plaines (1332 Webford)

**Petitioner:** 622 Graceland Apartments, LLC (Compasspoint Development; Principal: Joe Taylor)

**Case Number:** 21-052-MAP-TSUB-V

**PIN:** 09-17-306-036-0000; 09-17-306-038-0000; 09-17-306-040-0000

**Ward:** #3, Alderman Sean Oskerka

**Existing Zoning:** C-3 General Commercial (proposed C-5 Central Business)

**Surrounding Zoning:** North: Railroad tracks; then C-3 General Commercial District

South: C-3, General Commercial / R-1 Single-Family Residential Districts  
East: C-5, Central Business District  
West: C-3, General Commercial District

**Surrounding Land Use:** North: Union Pacific Railroad (Metra UP-Northwest Line); then a Pharmacy  
South: Commercial building (850 Graceland), United Methodist Church parking lot, single-family detached home in commercial district (1347 Webford), single-family detached homes in residential district (1333 and 1339 Webford)  
East: Mixed-use residential and commercial (Bayview-Compasspoint project under construction at 1425 Ellinwood)  
West: Commercial building (1330 Webford), followed by multiple-family dwelling (1328 Webford)

**Street Classification:** Graceland Avenue is an arterial, and Webford Avenue is a local roadway.

### Overall

**Project Summary:** Petitioner 622 Graceland Apartments LLC (Joe Taylor, Compasspoint Development) proposes a full redevelopment of a just-less-than-one-acre zoning lot (43,500 square feet) at the northwest corner of Graceland Avenue and Webford Avenue. The proposed project would be a mix of residential and commercial space with indoor and outdoor parking. A proposed 82-foot-tall building would contain 131 multiple-family dwelling units – 17 studios, 103 one-bedrooms, and 11 Two-bedrooms – on the third through seventh floors. Approximately 2,800 net square feet of an open-to-the-public restaurant and lounge would occupy portions of the first (ground) and second floors. Proposed resident amenities are a co-working office space, a fitness area, lounges and meeting rooms, a club room with bar, a multimedia/game lounge, a dog run and dog wash, and an outdoor swimming pool and recreation deck. The proposed building in all is approximately 187,00 square feet.

The redevelopment includes a 179-space attached indoor parking garage and a 16-space outdoor row of permeable-surface parking for a total of 195 spaces, with one proposed outdoor loading space. These 195 spaces are intended to fulfill the off-street parking minimum for the residential units and the restaurant-lounge, as well as create a supply of public parking in lieu of the current 1332 Webford lot. The 16 outdoor spaces, while proposed on private property, would be accessible via a direct turn from Webford. The segment of Webford alongside the subject property, is proposed to widen to 28 feet from curb to curb within existing public right-of-way. With the consent of the property owners, the petitioner is seeking zoning and subdivision approvals.

### Map Amendment

**Request Summary:** To accommodate the multiple-family dwelling use above the first floor, as well the proposed building's desired bulk and scale, the petitioner is seeking a Map Amendment (rezoning) from the C-3 General Commercial District to the C-5 Central Business District. C-5 zoning exists on the east side of Graceland but currently is not present west of Graceland. The zoning change is essential for project feasibility, so the staff review of the project is based largely on C-5 allowances and requirements. Without rezoning to C-5, much of the rest of the consideration is moot.

Table 1 compares selected use requirements, and Table 2 compares bulk requirements, each focusing on what the petitioner is proposing as well as how the districts differ in what is allowed at the subject

property. The C-3 district is generally more permissive from a use standpoint, and the C-5 district is more permissive from a bulk standpoint.

**Table 1. Use Regulations Comparison, Excerpt from Section 12-7-3.K**

Use	C-3	C-5
Car wash	C	--
Center, Childcare	C	C <sup>10</sup>
Center, Adult Day Service	C	C <sup>10</sup>
Commercial Outdoor Recreation	C	--
Commercial Shopping Center	P	--
Consumer Lender	C	--
Convenience Mart Fueling Station	C <sup>4</sup>	--
Domestic Pet Service	C <sup>11,1</sup> 2	--
<b>Dwellings, Multiple-Family</b>	--	<b>P<sup>3</sup></b>
Leasing/Rental Agents, Equipment	C	--
Motor Vehicle Sales	C <sup>5</sup>	--
Government Facility	--	P
Radio Transmitting Towers, Public Broadcasting	C	--
<b>Restaurants (Class A and Class B)</b>	<b>P</b>	<b>P</b>
Taverns and Lounges	P	P
Offices	P	P
Hotels	P	P

***P = Permitted Use; C = Conditional Use Required; = Not possible in the district at subject property***

Notes:

3. When above the first floor only.
4. On sites of 20,000 square feet or more.
5. On sites of 25,000 square feet or more. For proposed sites of less than 25,000 square feet but more than 22,000 square feet, the City Council may consider additional factors, including, but not limited to, traffic, economic and other conditions of the area, or proposed business and site plan issues in considering whether to grant a conditional use sines of less than 25,000 square feet but more than 22,000 square feet.
10. Except on Miner Street, Ellinwood Street or Lee
11. Outdoor Kennels are not allowed.
12. Outdoor runs are allowed.

**Table 2. Bulk Regulations Comparison, Excerpt from Section 12-7-3.L**

Bulk Control	C-3	C-5
<b><i>Maximum Height</i></b>	45 feet	100 feet



<b>Minimum Front Yard<sup>1</sup></b> -Adjacent Residential:  -Adjacent Other:	-Setback of Adjacent Residential district -5 feet	-Setback of Adjacent Residential district -Not applicable
<b>Minimum Side Yard</b> -Adjacent Residential:  -Adjacent Other:	-Setback of Adjacent Residential district -5 feet if abutting street	-Setback of Adjacent Residential district -5 feet if abutting street
<b>Minimum Rear Yard</b> -Adjacent Residential:  -Adjacent Other:	-25 feet or 20% of lot depth, whichever is less -5 feet if abutting street	-25 feet or 20% of lot depth, whichever is less cable

Notes:

1. With respect to front yard setbacks, "adjacent residential" shall mean when at least 80 percent of the opposing block frontage is residential.

The petitioner’s design is based on the C-5 minimum yard requirements. The Graceland lot line is the front lot line, and the Webford lot line is a side lot line. For the 290 feet of the site’s Webford frontage, much of the opposing block is a commercial district, so for this portion, the minimum required yard under C- 5 is five feet. For the westernmost portion of the frontage, where the opposing block is zoned residential, the minimum required yard would be 25 feet. The definition of “yard” in Section 12-13-3 establishes that it “...extends along a lot line and at right angles to such lot line...” Under C-5 zoning, there would not be a required yard along the Graceland/front lot line, nor along the rear lot line – which borders 1330 Webford (“The Dance Building”) – nor along the north/side lot line, which borders the railroad tracks. The required yards exist only from the Webford (south) lot line and are shown in an attached map.

Minimum Floor Area Per Dwelling

The C-5 district regulates density by minimum floor area per unit. The floor plans as part of the submittal show the smallest of the studio/efficiency units at 535 square feet, which would comply with the minimum requirement of Section 12-7-3.H. The smallest one-bedroom would be 694 square feet, which exceeds the minimum 620. With 103 units, the one-bedroom type is by far the most common in the building program, with square footages in the 700s; some are as large as 891. Ranging from 1,079 to 1,128 square feet, the two-bedroom units are well in excess of the minimum 780.

**Table 3. Multiple-Family Dwelling Units in the C-5 District**

<b>Number of Bedrooms</b>	<b>Minimum Floor Area (Square Feet)</b>
Efficiency dwelling unit (studio)	535
One-bedroom unit	620
Two-bedroom unit	780

**Commercial Use: Restaurant-Lounge**

At the southeast corner of the building, the petitioner is proposing a bi-level restaurant-lounge, which has access to the public street on the first/ground floor and a second floor that opens to the first. Both restaurants and lounges are permitted in C-5, but the petitioner has described this use as one combined business. Therefore, staff has reviewed based on requirements for a Class A (primarily sit-down) Restaurant. However, note that a walk-up service window is illustrated, as is outdoor seating in the right-of-way. Both of these elements are logical considering the effect of the COVID-19 pandemic on the restaurant business, as they allow for diversified service and revenue.

The floor plan indicates a kitchen and multiple bar seating areas, as well as different styles of tables and chairs, with the second-floor labeled as a “speakeasy,” giving a glimpse of the envisioned concept. The first floor is demarcated to separate the proposed restaurant area from the first-floor lobby for the residential portion of the development.

**Required Off-Street Parking, Public Parking**

To fulfill required off-street parking, the petitioner’s submittal is designed with C-5 off-street parking requirements in mind. Generally speaking, C-5 has more permissive ratios than other districts. These reduced requirements are laid out in Sections 12-7-3.H.6. (Supplemental Parking Requirements) and reinforced by reflecting that downtown Des Plaines is the densest portion of the City, being well served by sidewalks, bike infrastructure, and public transportation (buses and rail). This leads to a reduced need for parking than in other portions of Des Plaines. The following table lists the uses subject to off-street parking requirement shows the pertinent ratios under C-5 zoning

**Table 4. Parking Requirements for the Uses Proposed Under C-5 Rules**

<b>Use</b>	<b>General Ratio</b>	<b>Required</b>
Efficiency and one-bedroom	One space per unit	120 spaces
Two-bedroom	1.5 spaces per unit	(16.5, rounded to 17 spaces)
Restaurant (Class A)	One space for every 100 sq. ft. of net floor area <sup>1</sup> or one space for every four seats <sup>2</sup> , whichever is greater, plus one space for every three employees <sup>3</sup>	17 spaces
<b>Total</b>	-	<b>154 spaces</b>

Exclusive of meeting the minimum off-street parking, the project is also designed to replace the existing supply of 38 public spaces at 1332 Webford, using a mix of indoor and outdoor: 16 outdoor spaces, 18 spaces on the first floor of the garage, and four spaces on the lower level of the garage (below grade). Providing these spaces is the impetus for the outdoor spaces in the design. Although including public spaces in the project would not be specifically required by the Zoning Ordinance under C-5, the petitioner nonetheless must acquire 1332 Webford from the City to accommodate the design. As part of the terms of a sale, the petitioner would accept a requirement to provide public parking on the developer’s property. The ongoing development would then be responsible for maintaining the public parking spaces. A requirement that the spaces be reserved for public use would be recorded against the property.

### Circulation, Mobility, and Traffic

The petitioner has submitted a traffic study prepared by Eriksson Engineering Associates, Ltd. The study considers the volume/trips and circulation of individual automobiles, public transportation, and non-motorized (i.e. bike and pedestrian) transportation. The report contains data on the existing conditions – based on current traffic and pedestrian counts, consisting of on-site and secondary<sup>4</sup> data collection – and the proposed development, and assesses the capacity of the streets in the adjacent vicinity, using Year 2028 as a benchmark. (Traffic reports typically project to a couple of years after anticipated full occupancy.) Further, the study does reference and consider the anticipated traffic to be generated by the under-construction development at 1425 Ellinwood Avenue.

The report draws from the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition. ITE data are viewed nationally as the urban planning and traffic engineering standard for evaluating how much automobile traffic certain types of uses will generate. The study identifies the uses intended by the petitioner: apartments, restaurant, and lounge. Based on a morning peak hour of 7:15-8:15 a.m. and an afternoon peak hour of 2:30-3:30 p.m., the study projects 45 total in-and-out automobile movements during a.m. peak and 63 during p.m. peak hour (see Page 7 of the report). While it was not identified as peak by the petitioner's traffic engineer, the Public Works and Engineering Department has inquired about data for the 4:30-5:30 p.m. hour. The Board may wish to ask the traffic engineer to explain why 2:30-3:30 was selected as peak hour. Further, the Board may wish to ask the engineer to explain the delay projections in Table 4, particularly at the Graceland-Prairie intersection. For both a.m. and p.m. peaks, the projected delay is actually less in 2028 than 2022, which considering additional development seems counter-intuitive.

Based on the proposed site access plan, which includes two driveways perpendicular to Webford that would allow in-and-out traffic from the garage, and the row of outdoor parking spaces also perpendicular to Webford, the study estimates that only five percent of inbound and five percent of outbound traffic would use the portion of Webford west of the proposed development (i.e. into the residential neighborhood to the west). The site plan is designed with perpendicular (90-degree) parking spaces and drive aisles to attempt not to direct drivers leaving the development to go west onto Webford. On the other hand, parallel (zero-degree) spaces and 45-degree angle parking could have this effect, as parked cars would be facing or oriented west. For this reason, staff views 90-degree perpendicular parking as the best alternative, although it is somewhat atypical for a local-jurisdiction street.

Further, widening Webford to 28 feet from curb to curb for the frontage of the development (approximately 290 feet) is proposed, with the existing, narrower width being retained for the area west of the property. This narrowing should provide a visual cue that does not encourage through or non-local traffic to use westbound Webford. More discussion of the proposed Webford-segment widening is contained under the discussion of the Tentative Plat of Subdivision.

An excerpt of report, excluding appendices, is an attachment to this packet<sup>5</sup>.

Page 16 of the report makes the following conclusions:

"1. The street network can accommodate the additional traffic from the proposed project and future traffic growth.

"2. The location of the site and the availability of public transportation, walking and biking will minimize the volume of vehicular traffic generated by the site.

“3. Access to the site from Webford Avenue will have two driveways with one inbound and one outbound lane under stop sign control, and can handle the projected traffic volumes.”

#### Building Design Review

The Building Design Review requirements under Section 12-3-11 of the Zoning Ordinance would apply. Although Table 1 of this section lists approved material types for residential buildings and commercial buildings, it does not address a mixed-use building or a parking garage. Therefore, staff would consider the first two floors of the building to be subject to the commercial requirements, with Floors 3 through 7 subject to the multifamily residential requirements.

Regarding the first two floors, the submitted plans show a principal entrance on the front of the building, facing Graceland (east elevation). The proposed materials palette consists of a large amount of glazing (glass) on the Graceland elevation, framed by concrete and accented by other permissible materials such as metal panels and thin vertical courses of brick. The non-garage portion of the Webford (south) elevation – where the restaurant and lounge would be located – consists of these same elements and ample glazing. The garage portion of the Webford (south) façade is framed by concrete with scrim (screening). Both glass and screen can be considered as windows/opening to satisfy the blank wall limitations on street-facing facades, provided the openings are transparent. Renderings show decorative ivy grown onto the garage scrim. Ivy is not a prohibited wall material, but the ivy areas would inherently reduce the amount of transparency. The blank wall requirements specify that no greater than 30 percent of a total street-facing façade, and no more than a 15-foot horizontal distance, may be non-transparent. The Board may wish to ask the petitioner’s architect how they could balance the transparency requirement with shielding car headlights of vehicles in the garage from view of properties on the south side of Webford.

The petitioner is not requesting relief from the Building Design Review requirements at this time. Complete Building Design Review approval, which may be granted by the Zoning Administrator per the process outlined in Section 12-3-11, must occur before issuance of a building permit.

#### Major Variations

**Request Summary:** The petitioner’s site plan shows 16 outdoor, permeable-surface off-street parking spaces and one loading space that necessitates relief from the Zoning Ordinance. Having a loading space is not required per Section 12-9-9 in the C-5 district, but given the proposed restaurant kitchen, the petitioner is nonetheless proposing an adjacent loading space. Because there are more than 10 spaces, this parking area is subject to required parking lot landscaping. In general, the Zoning Ordinance is not written to envision the arrangement of outdoor off-street parking in the order proposed by the petitioner. Parking lots are often separated from the street by a parkway and sidewalk on public property (i.e. right of way), then a landscape buffer on private property before the off-street parking spaces begin. The traditional and envisioned order is usually street and street curb, then parkway/sidewalk, then a landscape strip with plantings, then parking space curb, and finally parking spaces.

By contrast, the petitioner is proposing that off-street parking spaces merge with the street – approximately 160 linear feet of the 290 feet of Webford frontage – then parking spaces, parking space curb, sidewalk, and finally the planting area, directly at the foundation of the garage portion of the proposed building. The off-street parking would be paver style, while the street surface would be asphalt. Assuming C-5 zoning, the PZB and City Council may find this style and design is appropriate for a downtown development, concluding it would create parking in a convenient location and configuration

intended to maximize the number of spaces and minimize traffic through the nearby residential neighborhood. However, permitting this design requires relief:

- Allow off-street parking in the required side yard, where off-street parking is only permitted in the rear yard in the C-5 district (Section 12- 7-3-H.5.b);
- Allow parking space curb and gutter within 3.5 feet of the lot line, where a minimum setback of 3.5 feet is required (Section 12-9-6-D);
- Allow the five-foot-wide landscape strip to abut the proposed building (garage foundation) instead of the parking spaces; a landscape bed is required to buffer parking spaces from public sidewalks (Section 12-9- 6.F); and
- Allow landscaping adjacent to parking that does not strictly adhere to requirements such as location (Section 12-10-8-B).

These are Major Variations, which require PZB review and recommendation but ultimately City Council approval. This staff memo serves as the Zoning Administrator's Site Plan Review. Failing to obtain variations would constrain the ability to provide the intended and desired parking.

### **Tentative Plat of Subdivision**

**Request Summary:** To allow the sale of multiple zoning lots, formally consolidating them into one lot via the subdivision process (Title 13) is required. The Tentative Plat, titled Tentative Plat of Graceland-Webford Subdivision, shows the following easements and building lines: (i) a recorded 20-foot building line near the southern property line; (ii) a five-foot public sidewalk easement near the southern property line; (iii) a new 25-foot building setback line along Webford Avenue for the portion of the property adjacent to a residential district; and (iv) a new five-foot building setback line along Webford Avenue for the portion of property adjacent to a commercial district.

Prior to any permitting or development, a Final Plat of Subdivision would be required. The steps for Final Plat are articulated in Sections 13-2-4 through 13- 2-8 of the Subdivision Regulations. In summary, the Final Plat submittal requires engineering plans that must be approved by the City Engineer, in particular a grading and storm water management plan suitable not only to the City of Des Plaines but also the Metropolitan Water Reclamation District (MWRD). Under 13-3 of the Subdivision Regulations, the petitioner will be required to improve the adjacent segment of Webford Avenue, widening it to 28 feet from curb to curb, which is the minimum standard set forth in the code. Attendant resurfacing/reconstruction would be required based on the determination of the City Engineer. The sidewalk streets aping (e.g. paver style) would be required to match the downtown aesthetic, which is already present along the Graceland side of the site; under the proposal, this style would be extended along the Webford sidewalk. The developer would be responsible for installing new or replacing existing street scaping. Certain underground infrastructure, such as water mains and sewers, would be required to be replaced and installed to the standards required by the Public Works and Engineering Department. Finally, any the above-mentioned public improvements would be required to be secured by a performance guaranty, which would allow the City to complete the planned and required improvements if necessary. An Engineering comment memo is attached.

### **Alignment with the 2019 Comprehensive Plan**

The PZB may find the following excerpts and analysis useful in determining the extent to which the proposed project and requests align with the Comprehensive Plan.

- Under Overarching Principles:
  - “Expand Mixed-Use Development” is the first listed principle. It is a central theme of the plan.
  - “Preserve Historic Buildings” is also a principle. The First Congregational United Church of Christ (766 Graceland), Willows Academy (1015 Rose Avenue), and the former Des Plaines National Bank / Huntington Bank (678 Lee Street) are specifically listed. However, 622 Graceland is not listed. Nonetheless, the Executive Director of the Des Plaines History Center has shared with staff there is historic value in the exterior ironwork/grates, which could be saved in demolition. He did not express interest or priorities of the Center in preserving other elements.
  
- Under Land Use & Development:
  - The Future Land Use Plan illustrates the property as commercial. While the proposal is not strictly commercial, the proposed zoning is a commercial district (C-5). The proposed project is certainly more pronounced in its residential footprint than its commercial. However, the decision makers may consider that supporting a desirable commercial use, like a restaurant- lounge, requires an inherent market of potential customers (i.e. residential households).
  - Further in this chapter: “The Land Use Plan supports the development of high-quality multifamily housing located in denser areas near multi-modal facilities such as the Downtown. New multifamily housing should be encouraged as a complement to desired future commercial development in the area and incorporated as mixed-use buildings when possible” (p. 12).
  
- Under Housing:
  - Recommendation 4.2 calls for housing that would appeal to “young families,” which could include households that have, for example, a small child: “...The City should revisit its current zone classifications and add a new zone exclusively for mixed-use development or amend existing regulations to allow for mixed uses. Focus should be placed on commercial areas zoned C-1, C-2, and C-3, for potential sites for mixed-use development” (p. 32).
  
- Under Downtown:
  - The Vision Statement is “Downtown Des Plaines will be a vibrant destination with a variety of restaurant, entertainment, retail, and housing options...” (p. 69). Directly below that statement is the following: “The community desires expanded retail and dining options in Downtown Des Plaines, which can be supported by higher housing density for greater purchasing power.”
  - Recommendation 8.2 is to enhance the streetscape, which would be required for the proposed project along Webford Avenue, where the downtown streetscape is not currently present (p. 70).
  - Recommendation 8.11 states: “Des Plaines should continue to promote higher density development in the Downtown ... complemented by design standards and street-scaping elements that contribute to a vibrant, pedestrian-friendly environment” (p. 74).
  - Recommendation 8.12 calls for pursuing the development of new multifamily buildings, specifically apartments and townhomes: “Market analysis suggests that there is support for an increase in multifamily rental housing and owner-occupied townhomes. Access to transit, freeway connectivity, walkability, and commercial and recreational amenities are all driving market demands for additional housing in the Downtown.... Within

Downtown Des Plaines there is an estimated 15.8 acres of land that is either vacant or underutilized (typically having small building footprints and large surface parking lots) that could be developed over the next 10 years.... It is estimated that these sites could accommodate between 475 and 625 new residential units if developed at densities similar to recent developments in the Downtown” (p. 74-75).

- The same recommendation also states, however: “While the market is prime for new development, the City of Des Plaines should approach new dense housing responsibly to ensure that new developments do not lose their resale value, are not contributing to further traffic congestion, that the City’s emergency services (particularly fire, ambulance, and police) have the capacity to serve them.”
- Under Appendix A4: Market Assessment6:
  - The study area included the subject property and specifically marked it as one of five properties identified as a “likely development site over the next 10 years” (p. 20).
  - The projected demand of 475-625 units was in addition to any units “proposed or under construction” at the time of publication. Both “The Ellison”/Opus at 1555 Ellinwood (113 units) and Bayview-Compasspoint at 1425 Ellinwood (212 units) were under construction at this time.

#### **Implications on Property Tax Revenue, Schools (Estimates)**

The existing parcels had a combined tax bill of \$67,215.76 in Tax Year 2020 (Calendar Year 2021). To estimate the potential taxes generated by the petitioner’s proposed development, consider the mixed-use project by Opus (“The Ellison”), which was completed in 2019 and has now been occupied and is fully assessed. It has a comparable number of units to what is proposed at the subject property. The 1555 Ellinwood property (PIN: 09-17-421-041-0000) generated \$580,739.91 in Tax Year 2020. The difference is more than \$500,000. Although the City of Des Plaines receives only a small share (approximately 11 to 12 percent) of the tax bill, partners such as school districts stand to receive a greater amount of tax revenue if the development is approved and built. Further, based on the housing unit mix proposed – studios, one-bedroom, and two- bedroom apartments – an estimated total number of school children generated from all 131 units would be 13. Ten would be elementary or pre-school aged.

#### **Findings of Fact: Map Amendment**

The request is reviewed below in terms of the Findings of Fact contained in Section 12-3-7 of the Zoning Ordinance. The Board may use comments below as its rationale for recommending Findings of Fact, or the

Members may adopt their own. In addition, the Board should review petitioner’s responses (attached).

#### **A. The proposed amendment is consistent with the goals, objectives, and policies of the comprehensive plan, as adopted and amended from time to time by the city council:**

Comment: The Comprehensive Plan appears to be supportive of rezoning the site from C-3 to C-5. C-5 on this site is permissive of mixed-use residential-commercial development, while C-3 is not. In particular, the economic benefit of bringing additional household spending power to downtown creates additional market demand for the desired retail and restaurants—and notably a restaurant/lounge is proposed by the petitioner.

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

Comment: C-5 zoning is present directly across the street, where a building of similar scale to what is proposed is being constructed. The downtown train/bus station is a short walk away. While R-1 zoning is also close to the proposed site, and the desirable “Silk Stocking” residential neighborhood lies to the west, note that a C3 property would still exist at 1330 Webford, and there is an R-4 residential property at 1328 Webford. On the north side of the street, these could still serve as a transition into the primarily single-family neighborhood.

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

Comment: Public transportation is either directly adjacent or within a short walk. In addition to Metra station access, the site has excellent access to the future Pace PULSE Arterial Rapid Transit route, which will stop at the Des Plaines Metra station and provide service to O’Hare Airport that is faster and more desirable than the current Route 250. For that reason, housing units at this property might be desirable not only to the frequent commuter but also to the frequent flier.

The Fire Prevention Bureau has reviewed the project and signaled that the required fire code access (i.e. reach of a fire engine) would comply, in particular because a new construction C-5 building will almost certainly need to be fully sprinklered. Neither Police nor Public Works have expressed concerns about an inability to serve the site, even with denser development. Its central location is beneficial for service response.

**D. The Proposed amendment will have an adverse effect on the value of properties throughout the jurisdiction:**

Comment: “Throughout the jurisdiction” is the key measurement. Adding this investment to downtown Des Plaines is likely to raise the profile of Des Plaines overall, making it a more desirable place to live and invest. The impact on immediately adjacent properties, particularly single-family, could be mixed, but it is important to note that even single-family homebuyers may place a premium on being able to walk to an additional amenity – specifically a restaurant-lounge – at the end of their street, which the C-5 zoning change would support.

**E. The proposed amendment reflects responsible standards for development and growth:**

Comment: While certainly the scale of C-5/downtown Des Plaines would not be expanded all through the City, for this particular site – given its identification in the market assessment appendix of the Comprehensive Plan – it would be responsible in staff’s view to enable it to its highest and best use.

**Findings of Fact: Major Variations**

The request is reviewed below in terms of the Findings of Fact contained in Section 12-3-6 of the Zoning Ordinance. The Board may use comments below as its rationale for recommending Findings of Fact, or the

Members may adopt their own. In addition, the Board should review petitioner’s responses (attached).

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

Comment: Not allowing off-street parking in the required side yard and enforcing all required parking lot location and landscaping requirements would in fact impose a practical difficulty for the developer’s intent to maximize parking. The subject property includes three separate parcels, one of which is owned and operated by the City as a public parking lot. The developer’s proposal, including a two-story parking



structure and single row of surface spaces fronting Webford Avenue, satisfies the off-street parking space requirements and replaces the existing city-owned public parking lot one-for-one. However, the location of the subject property situated directly south of the train tracks and next to an existing commercial building to the west restricts where off-street parking areas can be located and accessed. The addition of off-street surface spaces directly off the south property line makes better use of available space while providing additional public parking to the site and the neighboring uses. However, parking spaces directly accessed from a street are not considered in the Zoning Ordinance and therefore are not able to meet minimum parking lot setback and landscaping requirements. Granting approval of the location and landscape variations for this parking area allows the developer to install a unique and functional area that benefits the development and the City as a whole.

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

Comment: There appear to be unique attributes related to the property itself and its surroundings that make it exceptional compared to other commercial properties in the area and which requires the need for variations. The subject property abuts Graceland Avenue on the east and Webford Avenue on the south. However, Graceland Avenue is a one-way street for southbound traffic, and there is no existing curb-cut off Graceland Avenue onto the subject property. The Metra UP-Northwest Line to the north does not provide additional access to the site restricting access to Webford Avenue. The proposal does include two curb-cuts off Webford Avenue for both residential and commercial parking. However, there is not available space in the rear to accommodate additional parking spaces. As such, the proposed surface parking area in the side yard offers an opportunity to accommodate the extra spaces on the subject property.

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

Comment: The physical conditions, such as platting and street directions, and current development found on the subject property (all three parcels) were not the result of action or inaction by the petitioner. The existing development was constructed prior to the enactment of the provisions for which the variations are being sought.

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

Comment: The enforcement of the parking location and landscaping requirements would limit the ability to utilize the property and reduce the amount of parking on the subject property proposed for this development. While the available off-street indoor garage parking area would suffice to meet the minimum requirements for the uses, the proposed surface parking area would be able to further enhance the site and better utilize the Webford Avenue frontage.

**5. Not Merely Special Privilege: The alleged hardship or difficulty is neither merely the inability of the owner or occupant to enjoy some special privilege or additional right not available to owners or**

**occupants of other lots subject to the same provision, nor merely the inability of the owner to make more money from the use of the subject lot:**

Comment: Because the purpose of Variation is parking and loading beyond what is required by the Zoning Ordinance, the granting of variation does not seem to amount to “special privilege.” The variations requested are tied with the addition of the surface parking row along Webford Avenue, which may be more beneficial to the public than it is a direct benefit to the petitioner. Moreover, the variations allow for a unique design, which repurposes a portion of the site for extra off-street parking spaces that fully replace the supply in the current commuter/public parking lot.

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

Comment: The additional parking would be in line with several aspects of the Comprehensive Plan, especially regarding retail/dining development and housing density, which would both be addressed with the proposal. In fact, the Comprehensive Plan calls for the development of new multifamily buildings that are walkable with access to transit and commercial and recreational amenities. The subject property’s close proximity to the Metra line and downtown Des Plaines seeks to meet this goal. The proposal answers the call for many development and sense-of-place priorities set by the Comprehensive Plan, and the granting of variations for the surface parking area will help further address these community needs addressed in that plan.

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

Comment: Within the framework of the design and to accommodate the maximum amount of parking, there seems to be no other reasonable location for outdoor surface parking than the proposed area. There is not ample room to comply with the necessary perimeter parking lot landscaping requirements along Webford Avenue while accommodating the foundation landscaping requirements. The proposed foundation landscaping area should soften the garage wall between the public sidewalk and building, which the Landscaping Chapter (12-10) also seeks to provide. Similarly, the space constraints prevent the curb/gutter sections of this parking lot design to meet the appropriate setback requirement (3.5 feet), as the “bookend islands” must contain curb that extends close to the lot line. While the Zoning Ordinance does not contemplate this style of parking, staff recognizes that this design provides a solution to parking concerns in a downtown context where space for parking is limited and allows a fuller replacement of the public spaces currently at 1332 Webford.

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

Comment: The variations are the minimum measure of relief necessary for the developer to install the surface off-street parking row along Webford Avenue.

**Recommendation and Conditions:** Pursuant to Sections 12-3-7 and 12-3-6 of the Zoning Ordinance, the PZB should vote on a recommendation to City Council to approve, approve with modification, or deny the requests for Map Amendment and Variations. Given that the petitioner’s design relies upon the Map Amendment to C-5, the PZB is encouraged to take a motion first on this request.

Regarding the Variations, if the PZB chooses to recommend approval/approval with modifications, staff recommends approval be subject to the following:

1. Prior to demolition of 622 Graceland, the property owner and/or petitioner should consult with the Des Plaines History Center and consider having removed items of historic significance so that they may be archived, repurposed, or displayed.
2. The outdoor parking spaces should employ a strategy suitable to the Public Works and Engineering Department to prevent bumper overhang onto the sidewalk, which must have a minimum width and clearance of five feet.
3. Backing into the outdoor parking spaces will be prohibited.
4. High-visibility crosswalks should be marked where the sidewalk along Webford intersects with the driveways that connect Webford with the proposed garage. In addition, a pedestrian warning system should be installed, per the recommendation of Public Works and Engineering.
5. Stop signs will be posted for traffic exiting the garage onto Webford. They must be sited in locations to provide a clear and intuitive stopping point, with clear sight lines. Parkway trees, landscaping, and planters should not interfere with any sight line.

The PZB may approve the Tentative Plat of Subdivision based on Sections 13-2-2 and 13-2-3 of the Subdivision Regulations. A Final Plat of Subdivision, to involve the review of more detailed engineering and public improvements, would be required at a later time. The PZB should also consider a separate motion to act on the Tentative Plat.

Chairman Szabo stated it was brought to his attention that two homeowners have legal representation, and he asked that they come to the podium to be sworn in, give their names, address, and the homeowner's information of whom they are representing.

Mark Daniel, with Daniel Law Office 17W733 Butterfield Rd. Suite F. Oakbrook Terrace IL, 60181, and Larry Thompson, 1209 Longford Ave. Woodridge, IL 60517 stated they are representing homeowners Phil and Ginnie Rominski, at 1333 Webford Ave. and homeowners Jim and Denise Hansen, 1339 Webford Ave.

Attorney Daniel stated he would be okay with the homeowners who are present to have a chance speak tonight before he proceeds.

Chairman Szabo asked the audience if anyone has any comments on the matter and would like a chance to speak to please stand to be sworn in.

David Gates, Jr., Author of several Post Office mural books, spoke to preservation of murals in the existing Journal and Topics building, a former original post office. He asserted the petitioner does not state in any of his documents how he plans on preserving the art work.

Brenda Murphy, at 668 Graceland, is opposed to this project due to increase in traffic that this development would bring. We already have plenty of vehicles cutting through our parking lot to avoid traffic and the problem will only get worse with more vehicles.

Paul Beranek, at 512 Arlington, is opposed to this project due to the extra amount of traffic that will overflow in the neighborhood. Mr. Beranek stated his children and his grandchildren play at the park and he has safety concerns with more vehicles speeding in the area.

Daniel Kosincki, at 1330 Webford, the owner of the dance building is opposed because the developer is putting an 82-foot-tall wall in front of the entryway, and the parking for the studio will be removed.

Pat Beauvais, at 547 Webford, is opposed to this development but does agree the sight does need to be redeveloped. The neighborhood is known as the Silk Stocking and the developer needs to use common sense and come up with a better plan.

Jim Hansen, at 1339 Webford, is opposed to this project because he is vested in his neighborhood and has cared and maintained his home for 32 plus years. This neighborhood is residential not commercial.

Josh VanBladel, at 630 Arlington, stated he supports development but is concerned about the materials that the developer is choosing to use.

Caryssa Buchholz, at 797 Laurel Ave, is opposed to this project due to developer demolishing the existing historical Journal & Topic Building and the original post office. She argued let Des Plaines be unique and preserve historical landmarks.

Jane Stoodley at 598 Webford, is opposed to this project due to the size of the building that is being proposed on such a small piece of land.

Phil Rominski, at 1333 Webford, is opposed to this project due to safety concerns that might arise from Fire and Police due to the massive size of this building.

Jay Cannon, at 1327 Webford, is opposed to this project due to flooding concerns. Mr. Cannon's basement already floods and adding more units and people will in his opinion cause more flooding and backups in the neighborhood and in basements. He asked what the City do to help with flooding issues.

Thomas Simeone, at 621 Parsons, is opposed to this project due to the pure size of the building and long-term sewer effects.

Mark Palmeri, at 595 Webford, is opposed to this project due to the size and style of this development; he asserted modern buildings do not last.

Edger Murillo, at 917 North Ave., is opposed to this project and stated the City needs to maximize the spaces and buildings we already have, asserting we have enough people.

Tim Clarke, at 648 First Ave., stated he supports transit-orientated development, but this plan is not for transit-orientated people. The building will consume the space.

Raul Solis, at 632 Prairie, is opposed to this project due to the mass of the new buildings being built and the lack of green space Downtown. He stated we should be able to walk in our community and be able to see more than giant buildings.

Janet Cornell, at 586 Webford, is opposed to this project due to the "giant rectangles" that are being developed all over downtown. We need more greenspace and balance between building size and yard size.

Marian Cosmides, at 570 Webford, is opposed to this project and feels the City is not following the comprehensive plan. She asked if the developer really thought about the small loading dock that will not fit Amazon trucks, Ubers, Grubhub, moving trucks, and any other service that would be coming in and out of the area constantly. In her opinion, Webford is going to be used as an alley.

Leszek Zmyslowski, at 378 Eighth Ave, is opposed to this project and is speaking on behalf of her sister and mother. The developer wants to put an 82-foot wall in front of The Dance Building and the surrounding residential homes. This wall will not be pretty to look at. There will be less sunlight, less green space, no trees and birds. Maybe make the area a park for the community.

Given the late hour, Chairman Szabo paused public comment and testimony, and the Board took a brief recess at 9:53p.m.

The Board reconvened at 10:00p.m. Given the need for remaining or additional public input, to give the petitioner an opportunity to respond to statements or address concerns with their submittal, and to give Counsel for the residents at 1333 and 1339 Webford due time in the hearing, the Board discussed continuing the hearing. A motion was made by Board Member Catalano, seconded by Board Member Veremis, to continue this matter **until Tuesday, May 10, 2022.**

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

NAYES: None

ABSTAIN: None

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

**ADJOURNMENT**

Chairman Szabo adjourned the meeting by voice vote. Meeting Adjourned at 10:03 p.m.

Sincerely,

*Vanessa Wells*

Vanessa Wells, Recording Secretary  
cc: City Officials, Aldermen, Zoning Board of Appeals, Petitioners

Case 22-010-MAP  
Case 22-013-CU  
Case 22-015-CU

1705 Pratt Ave  
1730 Elmhurst  
513 S River Rd

Map Amendment  
Conditional Use  
Conditional Use



## DES PLAINES PLANNING AND ZONING BOARD MEETING

April 26, 2022

### DRAFT MINUTES

The Des Plaines Planning and Zoning Board held its regularly scheduled meeting on Tuesday, April 26, 2022, at 7:00 p.m. in Room 102 of the Des Plaines Civic Center.

Acting Chair Saletnik called the meeting to order at 7:00 p.m. and read this evening's cases. Roll call was established.

PRESENT: Saletnik, Hofherr, Catalano, Fowler

ABSENT: Szabo, Veremis, Weaver

ALSO PRESENT: Jonathan Stytz, AICP, Senior Planner/Community & Economic Development  
Vanessa Wells/Recording Secretary

A quorum was present.

#### APPROVAL OF MINUTES

No minutes to be approved

#### PUBLIC COMMENT

There was no public comment.

#### NEW BUSINESS

##### 1. Addresses: 1705 Pratt

Case Number: 22-010-MAP

The petitioner is requesting a map amendment to rezone the property at 1705 Pratt Avenue from R-1 Single Family Residential to a commercial zoning district and any other variations, waivers, and zoning relief as may be necessary.

PIN: 09-33-302-006-0000

Petitioner: Common Wealth Edison Company, C/O Scott Saef, Sidley Austin LLP, One South Dearborn Street, Chicago, IL 60603

Owner: Common Wealth Edison Company, C/O Scott Saef, Sidley Austin LLP, One South Dearborn Street, Chicago, IL 6060

Case 22-010-MAP  
Case 22-013-CU  
Case 22-015-CU

1705 Pratt Ave  
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Acting Chair Saletnik swore in Scott Saef, with Sidley Austin, and Joe Turnage of Commonwealth Edison (ComEd).

Mr. Saef stated ComEd is requesting that its property containing the Pratt Avenue electrical substation be rezoned from the existing R-1 zoning district to the C-3 General Commercial District.

ComEd is requesting this rezoning of the Property to make its use conforming, in conjunction to a plan to upgrade the exterior protection of the Substation. ComEd plans to replace the existing chain-link exterior fence around the Substation. The new fence line will follow the existing fence line except in the northwest corner, where it will be slightly “bumped out” to secure, encompass and screen the Substation’s control building which lies south of Pratt Avenue. ComEd will additionally add landscape improvements along the Substation’s eastern edge facing Sycamore Street.

Member Fowler asked if the new fence will look like the existing fence that is on the property today.

Jonathan Stytz, Planner for CED stated the description of the fence has not been presented yet to staff for review. The request tonight is for the map amendment for rezoning of the property.

Mr. Saef said the new fence line will follow the existing fence line except in the northwest corner, where it will be slightly “bumped out” to secure, encompass and screen the Substation’s control building which lies south of Pratt Avenue.

Member Catalano asked ComEd if this moves ahead and gets rezoned to a C3 are there any plans to build anything else on the property.

Mr. Saef responded, this is an electric substation and there are no plans to do anything else with this property as of now.

Jonathan Stytz, Planner for CED gave his staff report.

**Issue:** The petitioner, Scott Saef on behalf of Commonwealth Edison Company, is requesting a Map Amendment under Section 12-3-7 of the Zoning Ordinance to rezone the property at 1705 Pratt Avenue from R-1 Single Family Residential District to C-3 General Commercial District. Minor variations to allow a fence greater than eight feet in height made of metal instead of solid wood, masonry, or vinyl fence are also required but will be considered separately by the Zoning Administrator.

**Address:** 1705 Pratt Avenue

**Owner:** Commonwealth Edison Company, 1 S. Dearborn Street, Chicago, IL 60603 (c/o Scott Saef, Sidley Austin, LLP)

**Petitioner:** Commonwealth Edison Company, 3 Lincoln Centre, Oakbrook Terrace, IL 60181 (c/o Shemeka Wesby)

**Case Number:** 22-010-MAP

Case 22-010-MAP  
Case 22-013-CU  
Case 22-015-CU

1705 Pratt Ave  
1730 Elmhurst  
513 S River Rd

Map Amendment  
Conditional Use  
Conditional Use

**PIN:** 09-29-228-034-0000

**Ward:** #6, Alderman Malcolm Chester

**Existing Zoning:** R-1 Single Family Residential District

**Existing Land Use:** Public Utility Substation

**Surrounding Zoning:** North: R-1, Single Family Residential District  
South: R-1, Single Family Residential District  
East: R-1, Single Family Residential District  
West: C-3, General Commercial District

**Surrounding Land Use:** North: Single Family Residences  
South: Single Family Residences  
East: Single Family Residences  
West: Vacant land

**Street Classification:** Pratt Avenue and Sycamore Street are both local roads.

**Comprehensive Plan:** The Comprehensive Plan illustrates this site as Transportation / Utilities / Communication / Other.

**Zoning/Property History:** Pursuant to City records, this property was annexed into the City in 1956 as a vacant piece of land. Since then, a public utility substation was constructed and later expanded to the size it is today. There are no previous entitlements associated with this property.

**Project Summary:** The petitioner is requesting a Map Amendment to rezone the subject property from R-1 Single Family Residential District to C-3 General Commercial District for two reasons: 1.) to bring the existing Public Utility use into conformance with the Zoning Ordinance and 2.) to enable variation consideration for changing the existing fence on the subject property to meet federal security regulations. The 1.37-acre property is currently developed with a public utility substation and is located at the southwest corner of Pratt Avenue and Sycamore Street as illustrated in the attached Plat of Survey. The existing public utility substation is a non-conforming use, as it is not allowed within the current R-1 zoning. In addition, the existing seven-foot-tall chain link with 12-inch barbed wire does not comply with current codes as fencing in the R-1 district is limited to six feet in height and does not allow barbed wire. See the attached Site and Context Photos for existing conditions on the site.

The petitioner is proposing to change the zoning of the subject property from R-1 Single Family Residential to C-3 General Commercial district, where a Public Utility use is permitted, and replace the existing fence enclosure with a new 11-foot-tall metal fence with 12-inch barbed wire and 16-foot-tall posts containing surveillance cameras as shown in the attached Site Plan. The existing fence enclosure will mostly be replaced in the same location with the exception of the northwest corner, where the new



Case 22-010-MAP  
Case 22-013-CU  
Case 22-015-CU

1705 Pratt Ave  
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fence will fully enclose the existing building (instead of utilizing it as part of the enclosure, which is the current design). The proposal also includes the installation of new parkway landscaping and a small portion of landscaping on the subject property as shown in the attached Landscape Plan. A parkway, defined as “that property dedicated to the City lying between the improved streets and sidewalks” in Section 8-6-1 of the Municipal Code, can be improved with landscaping. However, Section 8-6-3 restricts the height of landscaping to no more than 24 inches in height within a parkway or within eight feet back of the property line of such property. If the map amendment and minor variations are approved to enable the proposed project, staff would require the proposed parkway landscaping to not exceed 24 inches in height. In addition, any necessary permits and/or license agreements to install landscaping in the public right-of-way would have to be obtained.

**Amendment Findings:**

Map Amendment requests are subject to the following standards set forth in Section 12-3-7(E) of the Zoning Ordinance:

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

*Comment:* See the petitioner’s responses to standards for amendments.

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

*Comment:* See the petitioner’s responses to standards for amendments.

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

*Comment:* See the petitioner’s responses to standards for amendments.

**D. The proposed amendment will have an adverse effect on the value of properties throughout the jurisdiction:**

*Comment:* See the petitioner’s responses to standards for amendments.

**E. The proposed amendment reflects responsible standards for development and growth:**

*Comment:* See the petitioner’s responses to standards for amendments.

**PZB Procedure and Recommended Conditions:** Under Section 12-3-7(D) (Procedure for Review and Decision for Amendments) of the Zoning Ordinance, the PZB has the authority to *recommend* that the City Council approve, approve subject to conditions, or deny the above-mentioned requests for a Map Amendment for the property at 1705 Pratt Avenue. The City Council has final authority on the proposal. Consideration of the request should be based on a review of the information presented by the applicant and the findings made above, as specified in Section 12-3-7(D). If the PZB recommends and City Council ultimately approves the map amendment request, the zoning administrator will impose conditions of approval related to parkway landscaping.

Case 22-010-MAP  
Case 22-013-CU  
Case 22-015-CU

1705 Pratt Ave  
1730 Elmhurst  
513 S River Rd

Map Amendment  
Conditional Use  
Conditional Use

**A motion was made by Board Member Catalano, seconded by Board Member Hofherr, to recommend a map amendment to rezone the property at 1705 Pratt Avenue from R-1 Single Family Residential to a commercial zoning district and any other variations, waivers, and zoning relief as may be necessary.**

AYES: Saletnik, Hofherr, Catalano, Fowler

NAYES: None

ABSTAIN: None

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

**2. Addresses:** 1730 Elmhurst Rd

**Case Number:** 22-013-CU

The petitioner is requesting a conditional use to allow a commercially-zoned assembly use in the C-3 General Commercial district and any other variations, waivers, and zoning relief as may be necessary.

**PIN:** 08-26-201-030-0000

**Petitioner:** Sargon Mando, 1840 N. Braymore Drive, Inverness, IL 60010

**Owner:** Sargon Mando, 1840 N. Braymore Drive, Inverness, IL 60010

Acting Chair Saletnik swore in Sargon Mando, 1840 N. Braymore Drive, Inverness, IL 60010.

Mr. Mando stated this facility was previously a banquet hall the he purchased roughly two years ago. Lamassu Palace will be family ran and have approximately 30-40 employees. The outside of the building was recently painted and we are also looking to put in landscaping to soften the parking area. The inside of the banquet hall is in excellent condition and was updated before purchasing the property. We hope to bring in neighboring cities and customers for small and large events.

Acting Chair Saletnik asked if there are concerns about the number of parking spaces.

Mr. Mando said there are 77 spaces in total, I think only 37 spaces are required.

Acting Chair Saletnik asked how large events can be or how many people per event.

Mr. Mando stated between 50 and 400 people, but we plan to have free valet parking so we can be in control of parking.

Acting Chair Saletnik asked further if there are 50 to 400 guests plus 30-40 employees, opining there is not enough parking for that volume.

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Acting Chair Saletnik then asked staff if the parking ordinance passed regarding written parking agreements.

Jonathan Stytz, Senior Planner stated it did pass and we do allow properties to enter into a shared parking agreement.

Mr. Mando also said he hopes to have up to 400 guests but he recently has booked about six events and the range of guest is roughly 180, and we would have about 15 staff members.

Member Hofherr stated he drove past the banquet hall a few times and he noticed a lot of cars parked there during the day. Will you have enough parking?

Mr. Mando stated the cars during the day are from the senior center next door. We have a verbal agreement that any over flow parking during the day, they may use the Lamassu Palace lot until visiting hours are up around 6:00pm. Then if we need parking after 6:00pm due to overflow from an event or events, we can use the senior centers lot to park vehicles. This apparently was the same agreement the previous banquet hall owner had with the senior center. It is the neighborly thing to do to help both facilities.

Member Hofherr asked is the business hours of Monday through Thursday 6am to 1am, Friday and Saturday 6am to 2am, and Sunday 10:30am to 1am is correct.

Mr. Mando stated that is correct, sometimes we host funerals or smaller events that take place early morning, and we typically arrive usually two hours before an event, giving us time to prepare.

Member Fowler asked if we should make a parking agreement a condition of this Conditional Use request.

Mr. Mando expressed his concerns, and stated he has no problem signing the agreement but what if the senior center does not want to sign.

Acting Chair Saletnik noted that he thinks the agreement would be a good way to save himself in the future if anything changes, I just want to avoid a parking issue if possible.

Jonathan Stytz, Senior Planner for CED, gave his staff report.

**Issue:** The petitioner is requesting a conditional use for a Commercially Zoned Assembly Use in the C-3 General Commercial District at 1730 Elmhurst Road.

**Address:** 1730 Elmhurst Road

**Owner:** Sargon Mando, 1840 N. Braymore Drive, Inverness, IL 60010

**Petitioner:** Sargon Mando, 1840 N. Braymore Drive, Inverness, IL 60010

**Case Number:** 22-013-CU

Case 22-010-MAP	1705 Pratt Ave	Map Amendment
Case 22-013-CU	1730 Elmhurst	Conditional Use
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**PIN:** 08-26-201-030-0000

**Ward:** #8, Alderman Shamoan Ebrahimi

**Existing Zoning:** C-3, General Commercial District

**Existing Land Use:** Vacant building

**Surrounding Zoning:** North: C-3, General Commercial District  
South: C-3, General Commercial District  
East: M-2, General Manufacturing District  
West: C-3, General Commercial District

**Surrounding Land Use:** North: Gas Station (Commercial)  
South: Assisted Living Facility (Commercial)  
East: Water Reclamation Plant (Public Utility)  
West: Assisted Living Facility (Commercial)

**Street Classification:** Elmhurst Road is classified as a minor arterial.

**Comprehensive Plan:** The Comprehensive Plan illustrates the site as commercial.

**Zoning/Property History:** Based on City records, the property was annexed into Des Plaines in 1968. The existing structure has been used as a banquet hall in the past but is currently vacant and has not received a conditional use for a commercially zoned assembly use. Therefore, the previous occupant—Florayan Banquets—operated as a legal nonconforming use. Florayan ceased operations in June 2020, so the vacancy period exceeded 12 months. Per Section 12-5-5 of the Zoning Ordinance, a conditional use is required to resume the commercially zoned assembly.

**Project Description:** The petitioner, Sargon Mando, is requesting a conditional use for a Commercially Zoned Assembly in the C-3 General Commercial District at 1730 Elmhurst Road. The subject property is an interior lot on the west side of Elmhurst Road in between Oakton Street and the I-90/Elmhurst Road interchange. It currently shares a curb cut off Elmhurst Road with the Assisted Living Facility to the south and west. The existing parking areas directly abut the parking areas for the Assisted Living Facility. The property consists of one parcel totaling 32,638 square feet (0.75 acres) and currently consists of an 8,712-square-foot, one-story commercial building with a basement, paved parking area, and a 308-square-foot shed as shown on the attached Plat of Survey. The existing one-story commercial building is set back approximately 35 feet off the east property line (front) along Elmhurst Road, 31 feet from the west property line (rear), 22 feet off the north property line (side), and 108 feet off the south property line (side).

The petitioner owns Lamassu Palace Company, which is a banquet facility that hosts a variety of different indoor events such as weddings, bridal showers, baby showers, reunions, family events, corporate events, and galas. The petitioner projects that this site will host events ranging between 50 - 500 guests. The proposed hours of operation are 6 a.m. to 1 a.m. Monday through Thursday, 6 a.m. to 2

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a.m. Friday and Saturday, and 10:30 a.m. to 1 a.m. on Sundays. See the attached Project Narrative for more information. The petitioner is not proposing any changes to the existing building as shown in the attached Floor Plans since the building has already been remodeled by the previous owner and includes:

- A main level consisting of a foyer, dumbwaiter system, and two separate banquet hall rooms, each with a bar area; and
- A basement level consisting of a full kitchen with freezers, an office space, restrooms, storage areas, and mechanical areas.

The petitioner does propose additional landscaping on the site around the foundation of the building as shown on the attached Landscape Plan to soften the transition between the building and the parking area while also providing some screening from surrounding properties. A banquet hall falls underneath a commercially zoned assembly use, as defined in Section 12-13-3 of the Zoning Ordinance, which requires a conditional use permit in the C-3 district pursuant to Section 12-7-3(K). Banquet halls are required to have one parking space for every 200 square feet of gross floor area. Based on the Floor Plans, 37 parking spaces, including two handicap accessible spaces, are required. The attached Site Plan indicates that there are 77 parking spaces, including two handicap spaces, which meets this requirement.

**Conditional Use Findings:** Conditional Use requests are subject to the standards set forth in Section 12-3-4(E) of the Zoning Ordinance. The PZB may use staff comments below or attached petitioner responses as its findings, or the Board may adopt its own:

**1. The proposed Co established within the specific Zoning district involved:**

*Comment:* The proposed principal use is classified as a commercially zoned assembly use. A commercially zoned assembly use is a conditional use as specified in Section 12-7-3 of the Zoning Ordinance.

**2. The p the objectives of the City's Comprehensive Plan:**

*Comment:* The subject property is a vacant building. The proposed banquet hall repurposes the subject property to provide additional services for residents to serve and benefit the city as a whole.

**3. The proposed Conditional Use is designed, constructed, operated and maintained to be harmonious and appropriate in appearance with the existing or intended character of the general vicinity:**

*Comment:* The proposed commercially zoned assembly use for the banquet hall would utilize the existing building and site, which is harmonious with the surrounding commercial development to the west, north, and south of the property. As this building was previously utilized as a banquet hall, the new use would not change the character or impact of the site on the surrounding region.

**4. The proposed Conditional Use is not hazardous or disturbing to existing neighboring uses:**

*Comment:* The proposed commercially zoned assembly use would not be hazardous or disturbing to the existing neighboring uses. Instead, the proposal will improve an underperforming property with a new use that is self-contained inside a building and will not detract or disturb surrounding uses in the area.

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The proposed banquet hall is not anticipated to be hazardous or disturbing to existing neighborhood uses similar to the previous banquet use on this site.

- 5. The proposed Conditional Use is to be served adequately by essential public facilities and services, such as highways, streets, police and fire protection, drainage structures, refuse disposal, water and sewer, and schools; or, agencies responsible for establishing the Conditional Use shall provide adequately any such services:**

*Comment:* The subject property is an interior lot with direct access to essential public facilities and services. Staff has no concerns that the proposed use will be adequately served with essential public facilities and services.

- 6. The proposed Conditional Use does not create excessive additional requirements at public expense for public facilities and services and will not be detrimental to the economic well-being of the entire community:**

*Comment:* The proposed use would neither create a burden on public facilities, nor would it be a detriment to the economic well-being of the community. The proposed use could help improve the economic well-being of the community by beautifying visible areas.

- 7. The proposed Conditional Use does not involve uses, activities, processes, materials, equipment and conditions of operation that will be detrimental to any persons, property, or the general welfare by reason of excessive production of traffic, noise, smoke fumes, glare or odors:**

*Comment:* All proposed activities for the proposed banquet hall would take place inside, reducing any noise, smoke fumes, light, glare, odors, or other concerns. The existing development and site improvements currently do not project adverse effects on the surrounding properties.

- 8. The proposed Conditional Use provides vehicular access to the property designed to it does not create an interference with traffic on surrounding public thoroughfares:**

*Comment:* The proposed use will not create an interference with traffic on surrounding public thoroughfares as access is from an existing street. The proposal will not alter the existing access point or add any curb cuts to the existing property.

- 9. The proposed Conditional Use does not result in damage of natural, scenic, or historic features of major importance:**

*Comment:* The subject property is already developed so the new use would not result in the loss or damage of natural, scenic, or historic features. Instead, the petitioner is repurposing the existing development to house a new banquet hall facility in an effort to provide services to the city.

- 10. The proposed Conditional Use complies with the Zoning Ordinance specific to the Conditional Use requested:**

*Comment:* The proposed commercially zoned assembly use will comply with all applicable requirements as stated in the Zoning Ordinance.

**PZB Procedure and Recommended Conditions:** Under Section 12-3-4(D)(3) (Procedure for Review and

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Decision of Conditional Uses), the PZB has the authority to recommend that the City Council approve, approve subject to conditions, or deny the above-mentioned conditional use request for 1730 Elmhurst Road. The City Council has final authority on the proposal.

Consideration of the request should be based on a review of the information presented by the applicant and the findings made above, as specified in Section 12-3-4(E) (Standards for Conditional Uses) of the Zoning Ordinance. Staff does not recommend any conditions with this request.

It was discussed between board members and at this time they are not adding the condition of a parking agreement between the two properties, but they do feel Mr. Mando should speak to the senior center owner and get a feel for how he may react to a written parking agreement.

**A motion was made by Board Member Hofherr, seconded by Board Member Fowler to recommend a conditional use to allow a commercially-zoned assembly use in the C-3 General Commercial district and any other variations, waivers, and zoning relief as may be necessary.**

AYES: Saletnik, Hofherr, Catalano, Fowler

NAYES: None

ABSTAIN: None

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

**Addresses:** 513 S Des Plaines River Rd (River Rd)

**Case Number:** 22-015-CU

The petitioner is requesting a conditional use to allow a car wash in the C-3 General Commercial district and any other variations, waivers, and zoning relief as may be necessary.

**PIN:** 09-16-300-114-0000

**Petitioner:** Chris Jenks, 9 S. Kennicott Avenue, Arlington Heights, IL 60005

**Owner:** Chris Jenks, 9 S. Kennicott Avenue, Arlington Heights, IL 60005

Acting Chair Saletnik swore in Chris Jenks, 9 S. Kennicott Avenue, Arlington Heights, IL 60005.

Mr. Jenks stated Driven car wash is locally owned and best-in-class express car wash platform with operations currently centralized in the Chicagoland market. The subject property is currently a full-service car wash that has been in operations for more than 30 years. The property is approximately 37,355 square feet with a total building size of 4,421 square feet. We seek to revitalize and modernize the property, converting it from an older full-service car wash to a state-of-the-art express car wash operation. The proposed structure is approximately 4,900 square feet and will feature 22 free vacuum stalls to be used by customers.

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Through ongoing partnerships, Driven CarWash supports local organizations and charities to serve our customers and community. We are working with special needs children participating with the NSSEO.

Acting Chair Saletnik asked if this will be a complete tear down.

Mr. Jenks stated that is correct. We are going to modernize the full space. In particular, the modern aesthetics of the building coupled with the robust landscaping package we will install is uniform with the redevelopment and modernization of the broader downtown Des Plaines area. We also are going to incorporate green infrastructure elements to address flooding by installing over 40,000 square feet of storm water storage.

Member Catalano asked what the difference is between other washes like Fullers or Speedys.

Mr. Jenks stated we utilize the best and newest technologies in car washing equipment and chemistry, combined with the personalized feel of a classic car wash and our prices.

Acting Chair Saletnik stated the other members and himself truly appreciate the work that was put into the plans for this project.

Jonathan Stytz, Senior Planner for CED, gave his staff report.

**Issue:** The petitioner is requesting a conditional use for a Car Wash in the C-3 General Commercial District at 513 S. River Road.

**Address:** 513 S River Rd

**Case Number:** 22-015-CU

**Ward:** #1, Alderman Mark Lysakowski

**Existing Zoning:** C-3, General Commercial District

**Existing Land Use:** Vacant building

**Surrounding Zoning:** North: C-3, General Commercial District  
South: C-3, General Commercial District  
East: R-1, Single Family Residential District  
West: C-3, General Commercial District

**Surrounding Land Use:** North: Vacant Property  
South: School District Maintenance Building (Commercial)  
East: Water Reclamation Plant (Public Utility)  
West: Vacant Property

**Street Classification:** River Road is classified as a minor arterial.



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**Comprehensive Plan:** The Comprehensive Plan illustrates the site as commercial.

**Zoning/Property History:** Based on City records, the property was annexed into Des Plaines in 1889. The existing structure has been used as a car wash for many years, with City records reflecting a car wash dating back to the 1960s. However, a conditional use was never granted for a car wash use. Per Section 12-5-6 of the Zoning Ordinance, the demolition of a non-conforming use requires the new structure and use to comply with the regulations of the zoning district.

**Project Description:** The petitioner, Chris Jenks, represents Driven Car Wash, which is a small Chicagoland exterior-only car wash operator with existing locations in Arlington Heights and Hickory Hills. The petitioner is proposing to demolish the existing building, the former Des Plaines Car Wash, and build new. Even though the use is not changing, the scope of the project does not allow the legal nonconforming use to continue and therefore requires a conditional use.

The subject property is a 38,110-square-foot interior lot off River Road in between Perry Street and Elk Boulevard that is currently accessed by two curb cuts off River Road. There is a 4,421-square-foot, one-story commercial building, paved parking area, 106-square-foot shed, dumpster enclosure, and pole sign as shown on the attached ALTA/NSPS Land Title Survey. This property is located within the 100-year floodplain—although not within the floodway. Therefore, redevelopment is possible, but the project must comply with all appropriate Metropolitan Water Reclamation District (MWRD) and local city regulations.

The new proposed car wash building is 4,900 square feet, with a lobby area, office, restroom, utility room, mechanical room, and car wash/dry bays as shown on the attached Architectural Plans. The proposed one-story commercial building will be set back approximately 57.4 feet off the west property line (front) along River Road, 53.6 feet from the east property line (rear), five feet off the north property line (side), and 109.8 feet off the south property line (side). The submittal shows proposed building materials as brushed feve, concrete masonry units, and PVDF (plastic). All new construction must adhere to the Building Design Standards in Section 12-3-11 of the Zoning Ordinance, including permitted/prohibited exterior building materials and street façade transparency/blank wall requirements:

- Permitted ground story materials for a commercial building are face brick, stucco, metal, and concrete masonry units. Prohibited materials include untreated wood, vinyl siding, and aluminum siding.
- New construction must meet minimum transparency requirements for building facades with street frontage as measured per building story or per façade, depending on the type of building. The code restricts the amount of windowless area permitted on a street-facing building façade to: (a) no rectangular area greater than 30 percent of a story's façade, as measured from the floor of one story of the next story, may be windowless; and (b) no part of a story's facade may be windowless for a horizontal distance greater than 15 feet.

To ensure compliance, staff recommends a condition that the petitioner's drawings at the time of building permit meet all the Building Design Standards in Section 12-3-11 of the Zoning Ordinance or seek relief from these standards using the appropriate procedures within the Zoning Ordinance.

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The petitioner is also proposing the sever I site improvements as shown on the attached Preliminary Site Plan including:

- A new paved entry area on the southwest side of the property with three payment booth lanes and a teller pad;
- A new paved single-lane entrance to the car wash tunnel in between the payment lanes and the car wash building with six stacking spaces;
- A new paved area with 22 vacuum stalls, two employee parking spaces, and one handicap-accessible parking space;
- New sidewalk surfaces for pedestrian access to/from the subject property and throughout the site;
- A new dumpster enclosure; and
- A new pole sign.

The petitioner proposes landscaping on the site on the perimeter of the subject property and around the proposal car wash building as shown on the attached Landscape Plan. Section 12-10-10 of the Zoning Ordinance requires a minimum three-foot-wide landscape bed around 25% of a building's façade with emphasis on street-facing elevations, which is identified on the plan. Section 12-10-9 requires commercial development that abuts residential zoning to provide landscape buffers to soften the transition between the two uses with a minimum five-foot-wide landscape bed and solid wood, vinyl, or masonry fence eight feet in height. The petitioner proposes to add a five-foot-wide landscape bed with trees and bushes along the rear property line. However, no fence section is shown. There is an existing fence along the east (rear) of the subject property that appears to be in disrepair. As such, staff recommends a condition that a minimum eight-foot-tall wood, vinyl, or masonry fence is installed along 100 percent of the east (rear) property line.

A car wash, as defined in Section 12-13-3 of the Zoning Ordinance, requires a conditional use permit in the C-3 district pursuant to Section 12-7-3(K). Car washes are required to have two spaces for each self-service or manual washing rack or bay, plus four staging spaces, plus six stacking spaces for each automated washing rack or bay. Since one automatic washing bay is proposed, a total of six stacking spaces are required for the car wash operations. The attached Preliminary Site Plan indicates that there are six stacking spaces available between the three point-of-sale booths and the car wash tunnel, which meets this requirement. In addition, 22 vacuum spaces, two employ e spaces, and one handicap accessible parking space are also provided on site.

**Conditional Use Findings:** Conditional Use requests are subject to the standards set forth in Section 12-3-4(E) of the Zoning Ordinance. The PZB may use petitioner responses as its findings, or the Board may adopt its own:

- 1. The proposed Conditional Use is in fact a Conditional Use established within the specific Zoning district involved:**

*Comment:* The proposed principal use is a car wash. A car wash is a conditional use as specified in Section 12-7-3 of the Zoning Ordinance.

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**2. The proposed Conditional Use is in accordance with the objectives of the City's Comprehensive Plan:**

*Comment:* The subject property is a vacant building. The proposed car wash repurposes the subject property to provide additional services for residents.

**3. The proposed Conditional Use is designed, constructed, operated and maintained to be harmonious and appropriate in appearance with the existing or intended character of the general vicinity:**

*Comment:* The proposed car wash use would redevelop the existing site with a new building and site improvements that would be more harmonious with the surrounding commercial development in the area. As this site was previously utilized as a car wash, the new use would not change the character or impact of the site on the surrounding region.

**4. The proposed Conditional Use is not hazardous or disturbing to existing neighboring uses:**

*Comment:* The proposed car wash use would not be hazardous or disturbing to the existing neighboring uses. Instead, the proposal will improve an underperforming property with a new use that will not detract or disturb surrounding uses in the area any more than the previous car wash use. The proposed car wash will have added landscaping and screening to reduce any adverse effects on surrounding development.

**5. The proposed Conditional Use is to be served adequately by essential public facilities and services, such as highways, streets, police and fire protection, drainage structures, refuse disposal, water and sewer, and schools; or, agencies responsible for establishing the Conditional Use shall provide adequately any such services:**

*Comment:* The subject property is an interior lot with direct access to essential public facilities and services. Staff has no concerns that the proposed use will be adequately served with essential public facilities and services.

**6. The proposed Conditional Use does not create excessive additional requirements at public expense for public facilities and services and will not be detrimental to the economic well-being of the entire community:**

*Comment:* The proposed use would neither create a burden on public facilities, nor would it be a detriment to the economic well-being of the community. The proposed use could help improve the economic well-being of the community by repurposing the site with a new use and enhanced site improvements.

**7. The proposed Conditional Use does not involve uses, activities, processes, materials, equipment and conditions of operation that will be detrimental to any persons, property, or the general welfare by reason of excessive production of traffic, noise, smoke fumes, glare or odors:**

*Comment:* While a portion of activities for the proposed car wash use would take place outside, the petitioner has designed the site and provided appropriate screening to reduce any noise, smoke fumes, light, glare, odors, or other concerns. The previous car wash development did not have some of these added site improvements and features so it can be gathered that the new use would have a better overall effect on the surrounding properties.

**8. The proposed Conditional Use provides vehicular access to the property designed so that it does**

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**not create an interference with traffic on surrounding public thoroughfares:**

*Comment:* The proposed use will not create an interference with traffic on surrounding public thoroughfares as access is from an existing public alley. The proposal will not alter the existing access points or add any curb-cuts to the existing property.

**9. The proposed Conditional Use does not result in damage of natural, scenic, or historic features of major importance:**

*Comment:* The subject property is already developed so the new use would not result in the loss or damage of natural, scenic, or historic features. Instead, the petitioner is repurposing the existing site with a new development with screening to house a new car wash facility in an effort to provide services to the city.

**10. The proposed Conditional Use complies with all additional regulations in the Zoning Ordinance specific to the Conditional Use requested:**

*Comment:* The proposed car wash use will comply with all applicable requirements as stated in the Zoning Ordinance.

**PZB Procedure and Recommended Conditions:**

Under Section 12-3-4(D)(3) (Procedure for Review and Decision of Conditional Uses), the PZB has the authority to recommend that the City Council approve, approve subject to conditions, or deny the above-mentioned conditional use request for 1730 Elmhurst Road. The City Council has final authority on the proposal.

Consideration of the request should be based on a review of the information presented by the applicant and the findings made above, as specified in Section 12-3-4(E) (Standards for Conditional Uses) of the Zoning Ordinance. If the PZB opts to recommend approval and City Council ultimately approves the conditional use request, staff recommends the following conditions with this request.

**Conditions of Approval:**

- The petitioner shall revise the Architectural Plan to meet all the Building Design Standards in Section 12-3-11 of the Zoning Ordinance or seek relief from these standards using the appropriate procedures within the Zoning Ordinance.
- The petitioner shall install a minimum eight-foot-tall wood, vinyl, or masonry fence along 100 percent of the east (rear) property line of the subject property.
- That plans may need to be revised at time of building permit to meet all applicable City of Des Plaines codes. Specifically, the project must follow all requirements of the Department of Public Works and Engineering, as well as the Metropolitan Water Reclamation District (MWRD), as it relates to floodplain redevelopment.

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**A motion was made by Board Member Fowler, seconded by Board Member Catalano, to recommend a conditional use for a Car Wash in the C-3 General Commercial District at 513 S. River Road.**

AYES: Saletnik, Hofherr, Catalano, Fowler

NAYES: None

ABSTAIN: None

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

**ADJOURNMENT**

The next scheduled Planning & Zoning Board meeting is Tuesday, May 10, 2022.

Acting Chair Saletnik adjourned the meeting by voice vote at 7:56 p.m.

Sincerely,

*Vanessa Wells*

Vanessa Wells, Recording Secretary  
cc: City Officials, Aldermen, Zoning Board of Appeals, Petitioners



COMMUNITY AND ECONOMIC  
DEVELOPMENT DEPARTMENT

1420 Miner Street  
Des Plaines, IL 60016  
P: 847.391.5380  
desplaines.org

MEMORANDUM

Date: April 27, 2022

To: Planning and Zoning Board (PZB)

From: John T. Carlisle, AICP, Director of Community and Economic Development *JTC*

Subject: Request to Continue 21-052-MAP-TSUB-V: 622 Graceland Ave., 1332-1368 Webford Ave.

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The petitioner has submitted a request to continue the hearing to the Board's regular meeting on Tuesday, May 24. In response to input received, they are making design changes that require both additional time of their team and staff for review. I recommend the Board grant this request, which is attached.

**Bernard I. Citron**  
312 580 2201 direct  
[bcitron@thompsoncoburn.com](mailto:bcitron@thompsoncoburn.com)

April 27, 2022

**VIA ELECTRONIC AND  
U.S. FIRST CLASS MAIL**

Mr. Jim Szabo  
Chairman  
Planning and Zoning Board  
City of Des Plaines  
1420 Miner Street  
Des Plaines, Illinois 60016

**VIA ELECTRONIC AND  
U.S. FIRST CLASS MAIL**

Mr. John Carlisle  
Director of Community and Economic  
Development  
City of Des Plaines  
1420 Miner Street  
Des Plaines, Illinois 60016

Re: 622 Graceland Apartments LLC  
1332 to 1368 Webford

Dear Mr. Szabo and Mr. Carlisle:

On behalf of the Graceland Apartments LLC, the applicant for the proposed project at Webford and Graceland we are requesting that the hearing before the Planning and Zoning Board that is currently scheduled for May 10 be continued to May 24. The developer, in response to some of the input from the first hearing is undertaking a number of design changes. We recognize that the City's staff needs time to review these changes. We are requesting that the continuance be until the May 24th agenda.

Thank you for consideration of this request.

Very truly yours,

Thompson Coburn LLP



By  
Bernard I. Citron  
Partner

BIC/mse

cc: Joe Taylor  
Katie Lambert  
Steve Corcoran  
Maureen Mulligan

MEMORANDUM

Date: May 4, 2022

To: Planning and Zoning Board (PZB)

From: Jonathan Stytz, AICP, Senior Planner JS

Cc: John T. Carlisle, AICP, Director of Community & Economic Development JC

Subject: Consideration of a Major Variation to allow a detached garage to exceed the maximum height (15 feet) allowed for an accessory structure at 1311 Prairie Avenue

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**Issue:** The petitioner is requesting a Major Variation from Section 12-8-1(C) of the Zoning Ordinance to allow a detached garage of 18.25 feet in height where a maximum height of 15 feet is permitted.

**Address:** 1311 Prairie Avenue

**Owner:** William F. Schoenberg and Janet L. Horton, 1311 Prairie Avenue, Des Plaines, IL 60016

**Petitioner:** William F. Schoenberg and Janet L. Horton, 1311 Prairie Avenue, Des Plaines, IL 60016

**Case Number:** 22-012-V

**PINs:** 09-17-423-019-0000

**Ward:** #2, Alderman Colt Moylan

**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:** Prairie Avenue is classified as a local road.

**Comprehensive Plan:** The Comprehensive Plan illustrates the property as single family residential.

**Zoning/Property History:** Based on City records, the existing structure has been utilized as a single-family residence.

**Project Description:** The petitioners, William F. Schoenberg and Janet L. Horton, are requesting a major variation to allow for an 18.25-foot-tall detached garage where a maximum of 15 feet is permitted for accessory structures. The subject property is located in the R-1 Single Family Residential District at 1311 E. Prairie Avenue in between Laurel Avenue and Graceland Avenue. The property is 7,500 square feet (0.17 acres) and currently consists of a 1,252-square-foot, two-story residence, paved driveway leading to a 573-square-foot detached garage, a 51-square-foot shed, sidewalks, wood deck area, and brick paver area as shown on the Plat of Survey. The existing garage is located 3.31 feet from the northwest property line. See the attached Photos of Existing Conditions for additional information on the current conditions of the property.

The petitioner is proposing to demolish the existing detached garage, shed, and brick paver area to make room for a new 718-square-foot detached garage, two new paved walkways, and extended driveway area as shown on the attached Site Plan. While the existing detached garage is located just off the wood deck at the rear of the residence, the proposed detached garage will be set back so it is five feet off the south (rear) and west (side) property lines. The proposed garage will have two vehicle parking spaces, an area for yard equipment, and a utility sink on the first floor with a storage area on an attic level above, as shown in the attached Floor Plan. Accessory structures cannot serve as a living space, so staff has added a condition that the detached garage cannot be utilized as a living space at any time, unless accessory dwelling units were to be legalized under the Zoning Ordinance in the future. The proposed garage is meant to emulate the design of the existing residence from the roof pitch to the exterior building materials, which include vinyl siding, carriage-lock garage doors, and trim and shingles to match the exterior materials of the existing residence as shown on the attached Elevations. Pursuant to Section 12-8-1.C of the Zoning Ordinance, accessory structures, including detached garages, must be incidental to the principal use served and subordinate in height, area, bulk, and location. Accessory structures are limited to 15 feet in building height, defined by Section 12-13-3 of the Zoning Ordinance as:

The vertical distance from the mean elevation of the finished lot grade at the front of building to the top of the highest roof beams on a flat or shed roof, the deck level of a mansard roof, and the average distance between the eaves and the ridge level for gable, hip, and gambrel roofs. Excluded elements are mechanical and elevator penthouses, chimneys, air conditioners, church spires and steeples and similar appurtenances. All excluded elements cannot exceed the maximum height of the respective or underlying zoning district by more than twenty-five feet (25').

All requests for building height variation are Major, requiring final approval of the City Council.

**Variation Findings:** Variation requests are subject to the standards set forth in Section 12-3-6(H) of the Zoning Ordinance. Staff has the following comments based on the standards. The PZB may use staff comments, the petitioner’s response, or state their own comments as rationale for its decision, but if recommendation approval, the Board should make statements in the affirmative for how the request would meet the standards.

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

*Comment:* Limiting the garage height to 15 feet does not seem to present a practical hardship for the property owner, as it seems a roof and garage style could be utilized to match the style of the residence without the additional height—although it may result in a smaller garage footprint than the proposed 718 square feet. The maximum allowable detached garage area is 720 square feet, and garages are frequently quite a bit smaller than that.

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

*Comment:* There is no unique physical condition with the subject lot itself to prevent the property owner from complying the regulations. While the existing residence may have a unique architectural style design, the subject property does not notably differ from the surrounding residential properties.

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

*Comment:* The subject property and existing residence may have been constructed prior to the current owner purchasing the property. However, the property owner purchased the property with the existing property characteristics, none of which represent a hardship for the accessory structure height restriction.

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

*Comment:* Carrying out the strict letter of this code would not deprive the owner of substantial rights, as there are likely other options to construct the detached garage and match the style of the residence within the code parameters.

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

*Comment:* Granting this variation would seem to provide special privilege to the property owner, as other residential properties – of many different types of architectural style – have successfully constructed accessory structures/garages that match their homes and meet the height restrictions.

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

*Comment:* The City’s residential district contains a wide variety of different housing styles similar to the residence on the subject property. While the detached garage could match the overarching harmony of the surrounding neighborhood, it could also do the same while meeting the height requirement.

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

*Comment:* To staff it does not seem that alternative design options have been exhausted such that the desired roof and building style could not be achieved without exceeding the maximum 15 feet. The Board is encouraged to ask the Petitioner to demonstrate why alternatives are not feasible.

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

*Comment:* Consistent with staff’s conclusion that is no practical difficulty has been established to warrant the variation, there is also no minimum measure of relief. Nonetheless, if the Board finds there is a hardship or practical difficulty, it might consider whether the full 3 feet and 3 inches of relief are necessary.

**PZB Procedure and Recommended Conditions:** Under Section 12-3-6(G)(2) (Procedure for Review and Decision for Major Variations) of the Zoning Ordinance, the PZB has the authority to recommend that the City Council approve, approve subject to conditions, or deny the above-mentioned major variation at 1311 Prairie Avenue. The City Council has final authority on the proposal.

Consideration of the request should be based on a review of the information presented by the applicant and the findings made above, as specified in Section 12-3-6(H) (Standards for Variations) of the Zoning Ordinance. If the PZB recommends and City Council ultimately approves the request, staff recommends the following condition:

1. That all appropriate building permit documents and details are submitted as necessary for the proposed detached garage, driveway, and sidewalk areas. All permit documents shall be sealed and signed by a design professional licensed in the State of Illinois and must comply with all City of Des Plaines building codes.
2. The detached garage cannot be utilized as a living space at any time, unless future changes to the Zoning Ordinance would legalize accessory dwelling units.

**Attachments:**

- Attachment 1: Project Narrative
- Attachment 2: Petitioner’s Responses to Standards for Variation
- Attachment 3: Location/Zoning Map
- Attachment 4: Plat of Survey
- Attachment 5: Site Plan
- Attachment 6: Floor Plan
- Attachment 7: Elevations
- Attachment 8: Site Photos

## PROJECT NARRATIVE

Site: 1311 E. Prairie Avenue

Major Variation for Detached Garage Height

Petitioners: William Schoenberg and Janet Horton

We, the owners the property, William Schoenberg and Janet Horton, propose to demolish the existing garage and construct a new one. The new garage will allow us to easily park our two cars, as well as provide adequate workshop space for home projects and storage for maintenance and seasonal garden tools and equipment.

The existing home on the property is a 2-story Victorian-style home built in 1893. We purchased this property in 2009. At the time of purchase, the property had been neglected for many years. It was an eyesore and in significant disrepair.

Since that time, we have made significant investment in, and improvements to, our residence. This includes all new windows and exterior doors, new fencing and gate, new siding with Victorian detail, and a new roof. We have researched and restored many of the interior Victorian features, and well as modernized and improved the safety of the interior and exterior of the property.

Additionally, we made landscape and drainage improvements that resulted in our property being named a *2016 Curb Appeal Challenge* winner from the City of Des Plaines and Des Plaines City Council.

We would like to continue our site improvements by building a functional garage that matches the aesthetics of our home. The improvements would also include a new driveway and complementary landscaping. The proposed garage and driveway would meet the square footage, setbacks and lot coverage restrictions in the Des Plaines ordinance. Our petition only requests a height variation so we can build a garage that matches our home's architectural style.

The variation would also allow us to safely access a storage area above parked cars by way of a staircase. This attic space would be used to replace storage for out-of-season tools and equipment currently supplied by an existing unattractive shed on the property. We intend to reside in this home for many years and safe access to the storage area with clearance for headspace is a priority as we continue to age.

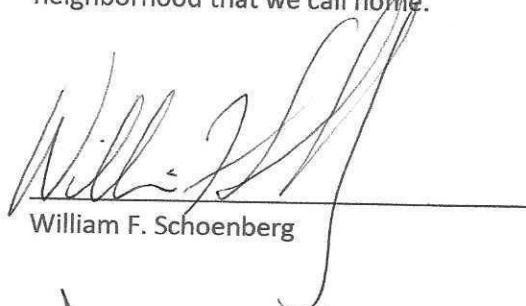
Our residence is located in the historic *Silk Stockings* neighborhood in the downtown area. This neighborhood has a mix of different architectural styles built over the last century. Many of these homes have detached garages that mimic the character of their homes. As such, some of these neighboring garages would also be considered non-conforming with the current garage ordinance. These are attractive properties with cohesive architectural aesthetics. We simply wish to similarly improve our property and contribute to the charm of the neighborhood.

*About your applicants:*

We not only reside in Des Plaines, we also contribute to the local economy by operating two successful, Des Plaines-licensed businesses: Live Well Properties, LLC and Horton Chiropractic, Ltd.

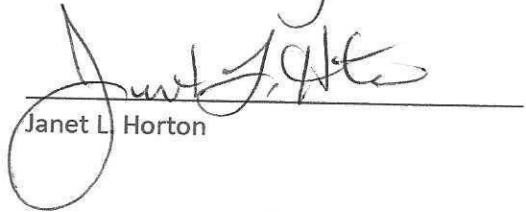
We are active in for-profit and non-profit sectors and have served on numerous boards in our community including the Des Plaines Chamber of Commerce, Life Span, and the Self Help Closet and Pantry of Des Plaines. Dr. Janet also served as 2013 President of the Des Plaines Chamber of Commerce.

We are honored to be part of the fabric of the Des Plaines community and endeavor to serve our neighbors and fellow residents in many ways. This petition for Variation will not only improve the safety and living conditions of our property, but will also contribute to the charm and beauty of the neighborhood that we call home.



William F. Schoenberg

3-16-22



Janet L. Horton

3-16-22



**STANDARDS FOR VARIATIONS**

In order to understand your reasons for requesting a variation, please answer the following items completely and thoroughly (two to three sentences each). Variation applicants must demonstrate that special circumstances or unusual conditions prevent them from following the specific regulations of their zoning district. Applicants must prove that the zoning regulations, in combination with the uncommon conditions of the property, prevents them from making any reasonable use of the land. Keep in mind that no variation may be granted that would adversely affect surrounding properties or the general neighborhood.

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For your convenience, we have reproduced the eight points requested. Please find our responses to STANDARDS FOR VARIATIONS below each question.

Site: 1311 E. Prairie Avenue  
Major Variation for Detached Garage Height  
Petitioners: William Schoenberg and Janet Horton

**STANDARDS FOR VARIATIONS – APPLICANT ANSWERS AND RESPONSES**

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

**Response:** Maintaining the ordinance’s 15’ height restriction would result in a roof pitch that did not match the house’s historic architectural aesthetic. Our intention is to build a functional garage that enhances the beauty of not only our property but also the surrounding neighborhood.

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

**Response:** The existing 2-story residence was built in the Victorian style with a steep 16/12 roof pitch, which we propose to match.

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

**Response: The residence was built in 1893, prior to the current zoning restrictions.**

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

**Response: By adhering to 15' height restriction, the new garage would look out of character with the subject property. The neighborhood is a mix of different architectural styles built in different eras. Several neighboring homes have garages that reflect the architectural character of the residences they serve; however their garage structure would not conform to the current ordinance.**

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

**Response: The proposed height variation will not grant the property owners any special privilege or financial gain. All other ordinances regarding the garage are adhered to and the improvements on this property will enhance the views from adjacent properties as well as the subject property.**

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

**Response: This improvement will not result in disharmony with current zoning or comprehensive plan intentions.**

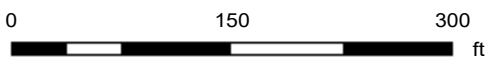
7. *No Other Remedy: There is no means other than the requested variation by which the alleged hardship or difficulty can be avoided or remedied to a degree sufficient to permit a reasonable use of the subject lot.*

**Response:** By adhering to the 15' height restriction, the structure would disrupt the architectural harmony on the lot. In a neighborhood with a well-maintained architectural history, a disjointed garage addition would look out-of-character and depreciate the character of the neighborhood.

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

**Response:** The proposed garage height will allow a roof pitch matching the residence as well as safe head clearance and safe entry to attic via access stairs. No additional height is being requested.





Print Date: 5/4/2022

Notes

Disclaimer: The GIS Consortium and MGP Inc. are not liable for any use, misuse, modification or disclosure of any map provided under applicable law. This map is for general information purposes only. Although the information is believed to be generally accurate, errors may exist and the user should independently confirm for accuracy. The map does not constitute a regulatory determination and is not a base for engineering design. A Registered Land Surveyor should be consulted to determine precise location boundaries on the ground.

# GREMLEY & BIEDERMANN

A DIVISION OF  
PLCS Corporation

LICENSE No. 184-005332

PROFESSIONAL LAND SURVEYORS

4505 NORTH ELSTON AVENUE, CHICAGO, IL 60630  
TELEPHONE: (773) 685-5102 EMAIL: INFO@PLCS-SURVEY.COM

GRAPHIC SCALE

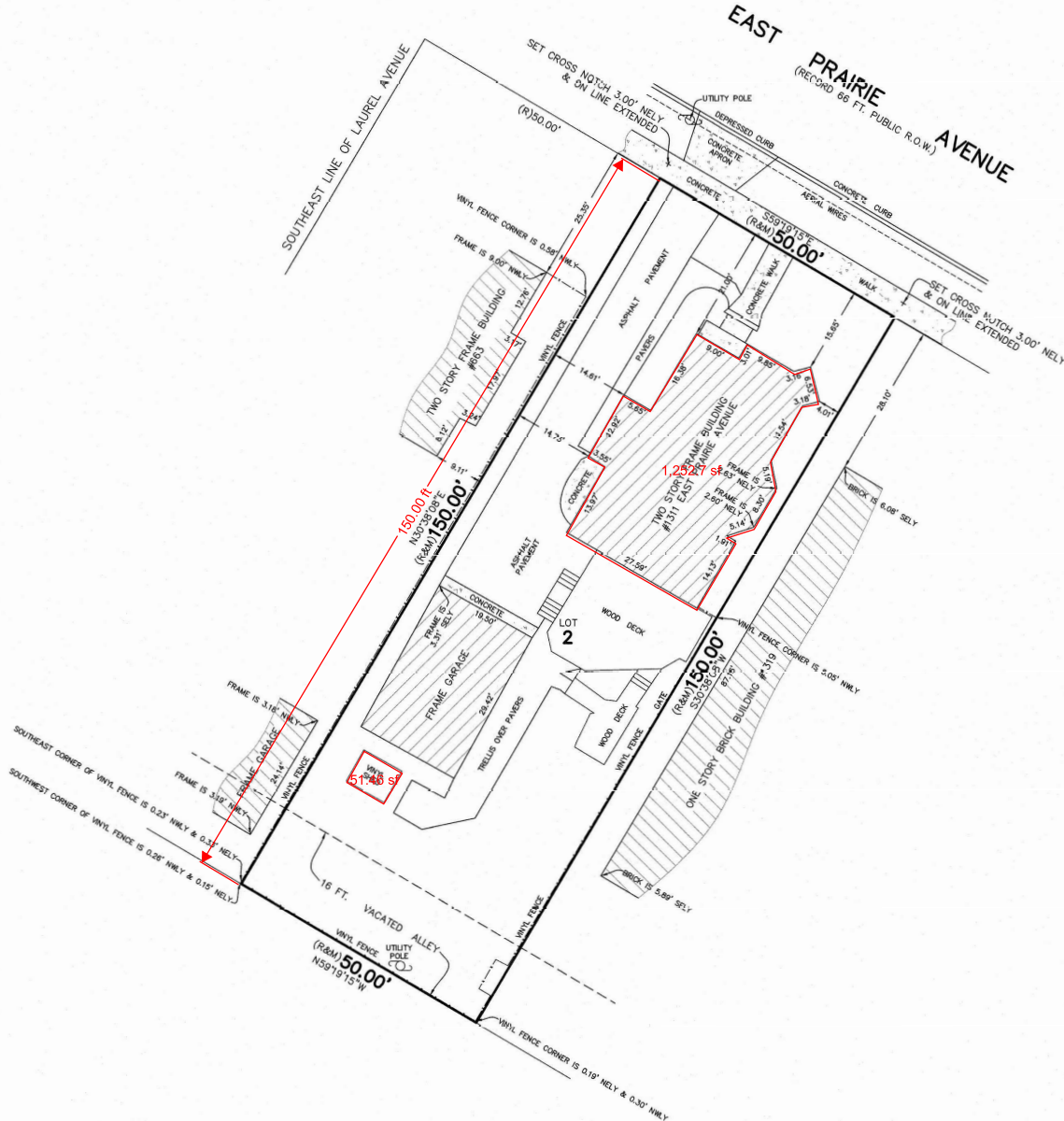


(IN FEET)  
1" = 15'

## Plat of Survey

LOT 2 AND ALL OF VACATED ALLEY LYING SOUTHWESTERLY OF AND ADJOINING SAID LOT 2 IN BLOCK 2 IN PHILIP PARSON'S SUBDIVISION IN SECTIONS 17 AND 20, TOWNSHIP 41 NORTH, RANGE 12 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED FEBRUARY 7, 1893 IN BOOK 58, PAGE 17 AS DOCUMENT NUMBER 1812125, IN COOK COUNTY, ILLINOIS

CONTAINING 7,500 SQUARE FEET OR 0.172 ACRES MORE OR LESS.



STATE OF ILLINOIS  
COUNTY OF COOK)SS

WE, GREMLEY & BIEDERMANN, INC. HEREBY CERTIFY THAT WE HAVE SURVEYED THE ABOVE DESCRIBED PROPERTY AND THAT THE PLAT HEREON DRAWN IS A CORRECT REPRESENTATION OF SAID SURVEY CORRECTED TO A TEMPERATURE OF 62° FAHRENHEIT.

FIFTY (50) DIMENSIONS COMPLETED ON OCTOBER 19, 2021

SIGNED ON OCTOBER 29, 2021.

BY:

*William E. Biedermann*



PROFESSIONAL ILLINOIS LAND SURVEYOR NO. 3168  
THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

ORDERED BY: BILL SCHOENBERG	CHECKED: LB	DRAWN: RL
ADDRESS: 1311 EAST PRAIRIE AVENUE		
<b>GREMLEY &amp; BIEDERMANN</b> A DIVISION OF PLCS CORPORATION LICENSE No. 184-005332 PROFESSIONAL LAND SURVEYORS 4505 NORTH ELSTON AVENUE, CHICAGO, IL 60630 TELEPHONE: (773) 685-5102 EMAIL: INFO@PLCS-SURVEY.COM		
ORDER NO. 2021-29393-001	DATE: OCTOBER 19, 2021	PAGE NO. 1 OF 1
SCALE: 1 INCH = 15 FEET		

**SURVEY NOTES:**

SURVEYOR'S LICENSE EXPIRES November 30, 2022

Note (R&M) denotes Record and Measured distances respectively.

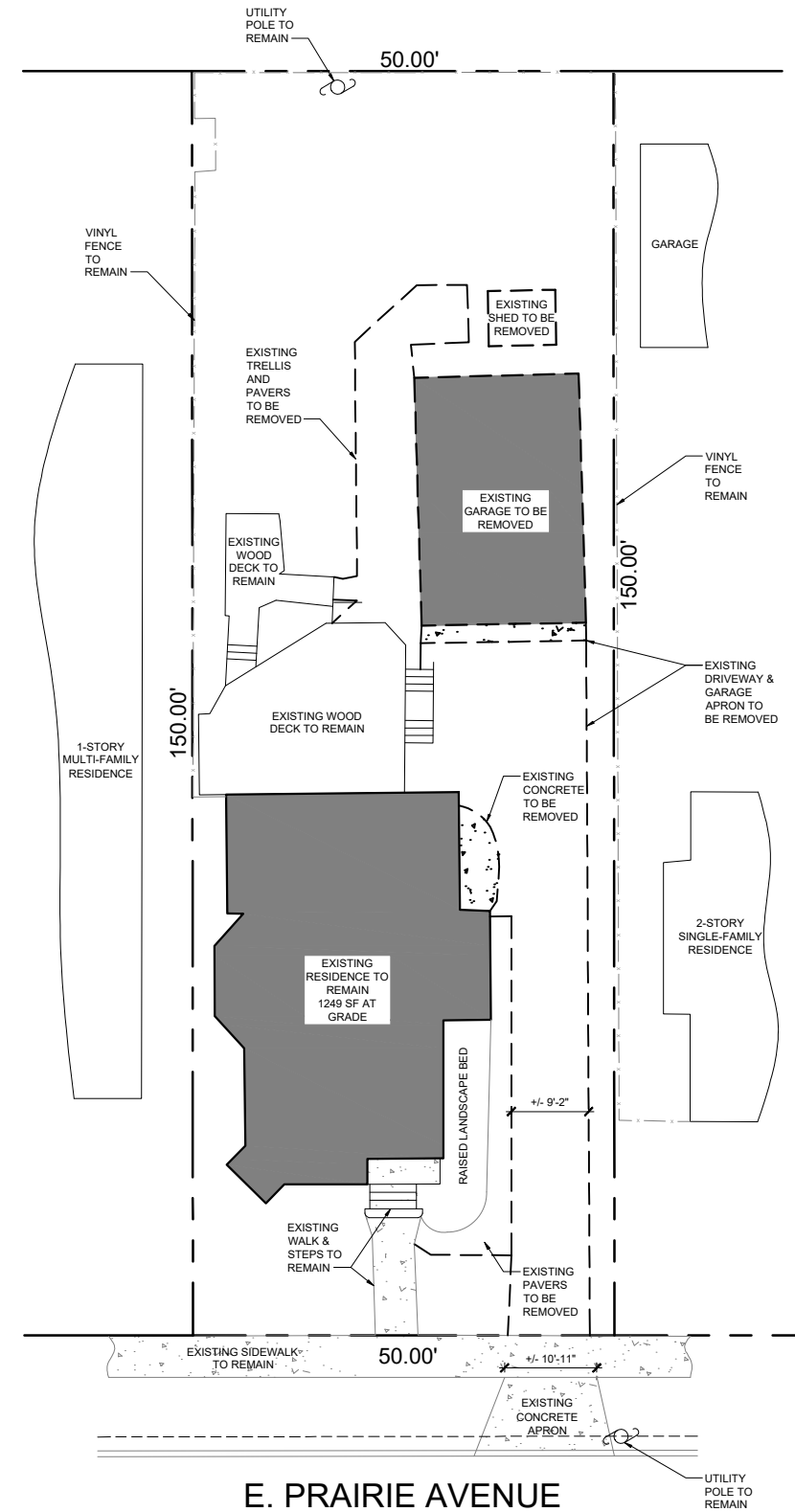
Distances are marked in feet and decimal parts thereof. Compare all points BEFORE building by same and at once report any differences BEFORE damage is done.

For easements, building lines and other restrictions not shown on survey plat refer to your abstract, deed, contract, title policy and local building line regulations.

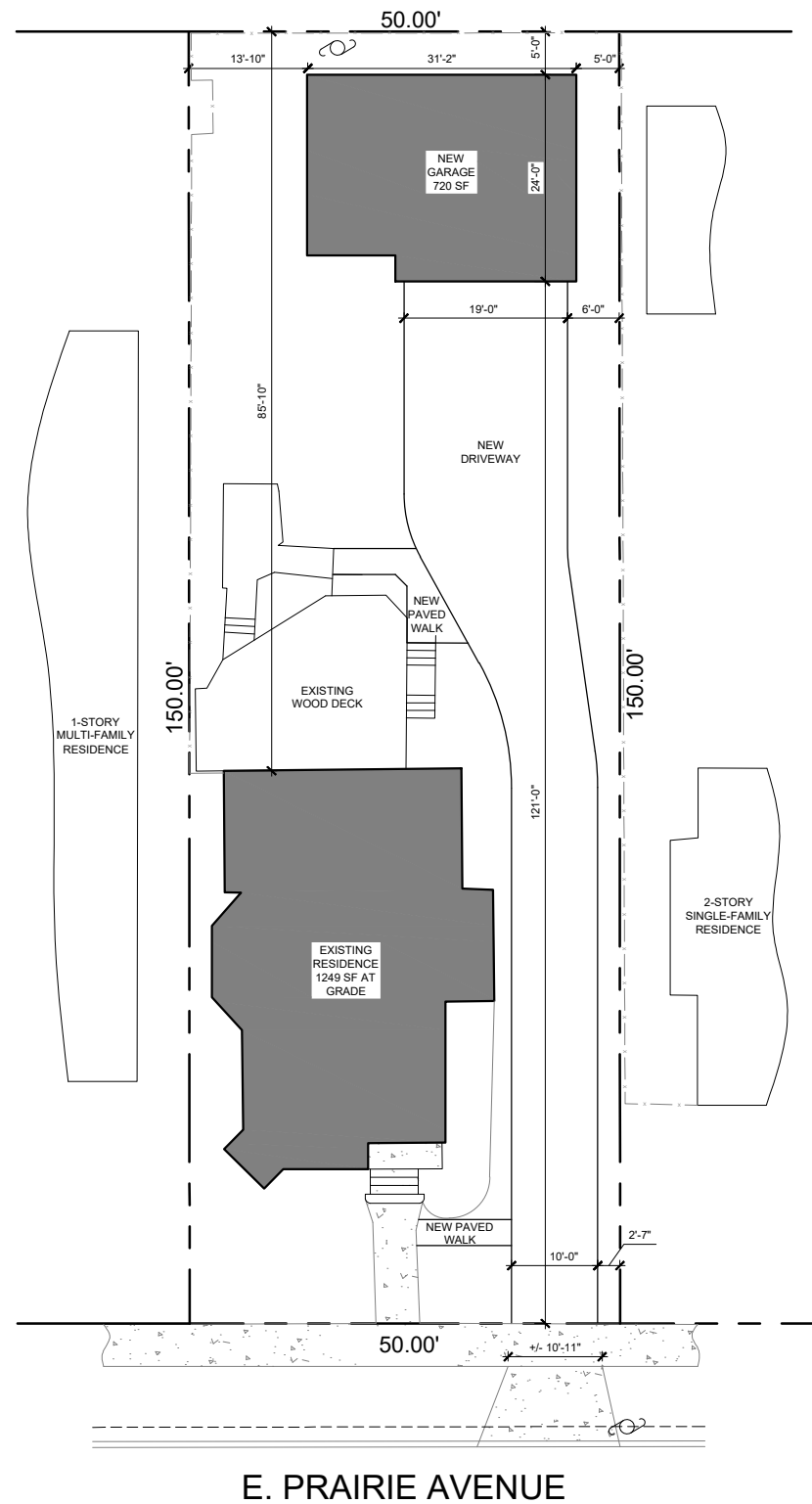
No dimensions shall be assumed by scale measurement upon this plat.

Unless otherwise noted hereon the Bearing Basis, Elevation Datum and Coordinate Datum if used is ASSUMED.

COPYRIGHT GREMLEY & BIEDERMANN, INC. 2021 "All Rights Reserved"



1 EXISTING SITE PLAN  
SCALE: 1" = 10'-0"



2 PROPOSED SITE PLAN  
SCALE: 1" = 10'-0"



ZONING INFORMATION			
SITE ZONING	MUNICIPALITY / JURISDICTION: CITY OF DES PLAINES EXISTING ZONING: R-1 SINGLE FAMILY RESIDENTIAL PROPOSED ZONING: (SAME - NO CHANGE)		
SITE AREA (SECT. 12-7-2)	LOT AREA: GARAGE AREA: HOUSE AREA (AT GRADE): BUILDING COVERAGE:	ALLOWED 6875 SF MIN. 720 SF N/A 2250 SF MAX (30%)	PROPOSED 7500 SF EXISTING 720 SF 1249 SF EXISTING 1969 SF (26%)
BUILDING HEIGHT (SECT. 12-8-1)	MAIN BUILDING: ACCESSORY:	ALLOWED 35' (2.5 STORIES) 15'	PROPOSED +/- 36'-7 EXISTING 26'-4"
GARAGE SETBACKS (SECT. 12-7-1)	FRONT YARD: SIDE YARD: REAR YARD:	REQUIRED FRONT OF HOUSE 5' MIN. 5' MIN.	PROPOSED 121'-0" 5'-0" 5'-0"
PARKING / DRIVEWAY (SECT. 12-9-6, 12-9-7)	PARKING STALLS: DRIVEWAY WIDTH: DRIVEWAY SETBACK:	REQUIRED 2 MIN. 10' MIN. 32'-5" MAX 2' MIN.	PROPOSED 2 + GUEST 10'-0" MIN. 19'-0" MAX 2'-7" MIN.
	REAR YARD AREA = 85'-10" X 50'-0" = 4292 SF REAR YARD COVERAGE:	2575 SF MAX (60%)	2294 SF (53%)

**WT GROUP**  
Engineering with Precision, Pace and Passion.  
2075 Prairie Avenue, Des Plaines, IL 60018  
312.228.0333 | P: 224.228.0444  
www.wtgroup.com  
IL License No. 184.007570-0015 Expires 04.30.2023  
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**WT Group**  
Engineering Design Consulting

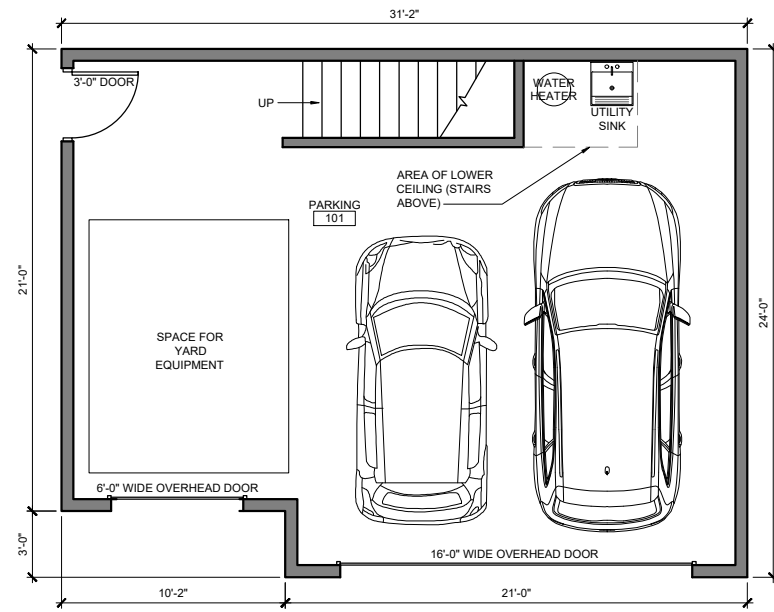
NEW GARAGE  
1311 EAST PRAIRIE AVENUE  
DES PLAINES, IL 60016  
**SCHOENBERG & HORTON**

ISSUE

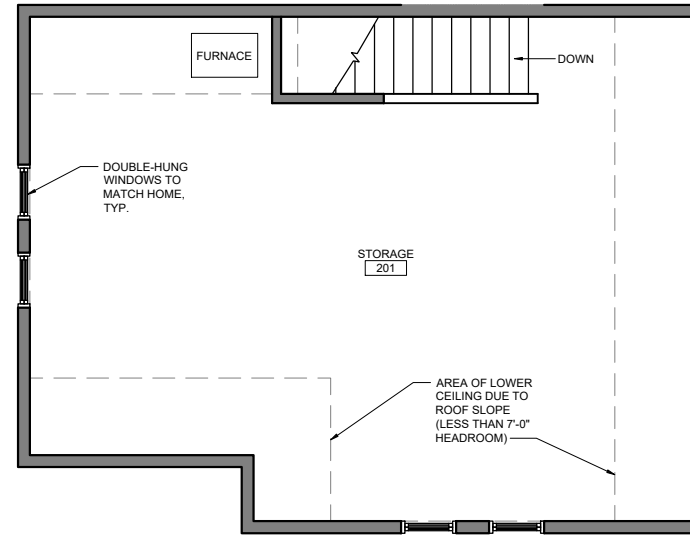
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ZONING	3/9/2022

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JOB: 2020CW

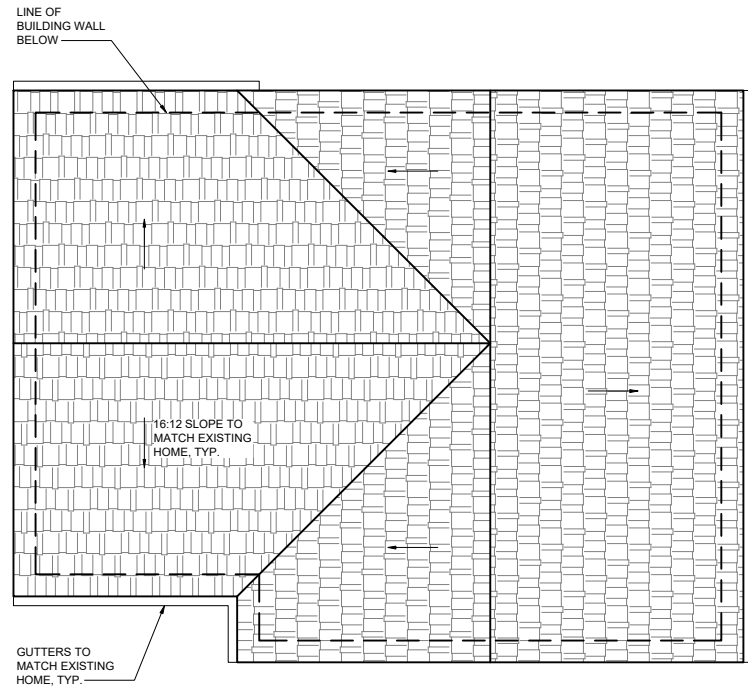
**A001**  
SITE PLAN



1 GARAGE FLOOR PLAN  
SCALE: 1/4" = 1'-0"



2 ATTIC STORAGE PLAN  
SCALE: 1/4" = 1'-0"



3 ROOF PLAN  
SCALE: 1/4" = 1'-0"



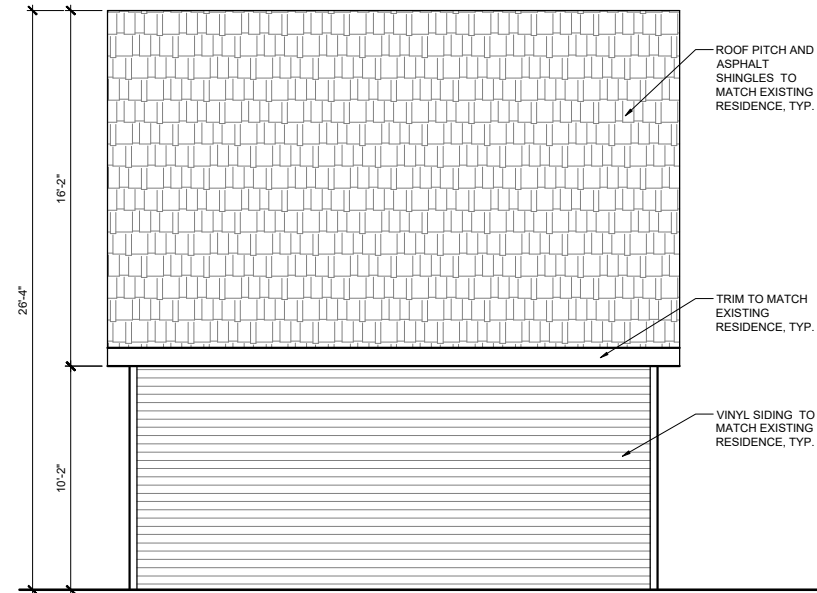
ISSUE

TO	DATE
PRELIM	9/4/2020
ZONING	3/9/2022

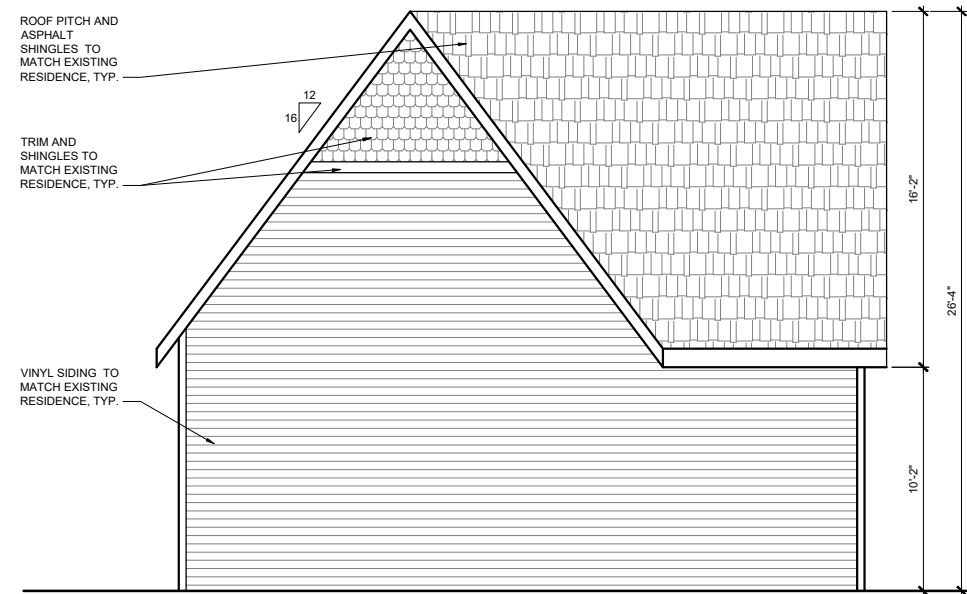
CHECK: CW  
DRAWN: CW, RS  
JOB: 2020CW



**1 FRONT ELEVATION - NORTHEAST**  
SCALE: 1/4" = 1'-0"



**2 NORTHWEST ELEVATION**  
SCALE: 1/4" = 1'-0"



**3 SOUTHWEST ELEVATION**  
SCALE: 1/4" = 1'-0"



**4 SOUTHEAST ELEVATION**  
SCALE: 1/4" = 1'-0"



1 EXISTING FRONT ELEVATION - NORTHEAST  
SCALE: 1/4" = 1'-0"



2 PROPOSED FRONT ELEVATION - NORTHEAST  
SCALE: 1/4" = 1'-0"

**Staff Photos**



Existing detached garage



House, front (north) and side (west) elevations



House, front (north) elevation