



Planning and Zoning Board Agenda May 24, 2022 Room 102 – 7:00 P.M.

Call to Order

Roll Call

Approval of Minutes: May 10, 2022

Public Comment: For matters that are not on the agenda

Pending Applications:

1. Address: 1285 E. Golf Road

Case Number: 22-014-V

The petitioner is requesting a major variation to allow a pole sign on a property with a lot width that does not meet the minimum lot width requirements for a pole sign, and any other variations, waivers, and zoning relief as may be necessary.

PIN: 09-17-200-047-0000

Petitioner: Lou Masco, Liberty Flag & Banner, 2747 York Street, Blue Island, IL 60406

Owner: Jack F. Merchant, 1285 E. Golf Road, Des Plaines, IL 60016

2. Address: 676 N. Wolf Road

Case Number: 22-018-CU

The petitioner is requesting a conditional use amendment to allow an expansion of the existing domestic pet service use on the subject property in the C-3 General Commercial district, and any other variations, waivers, and zoning relief as may be necessary.

PIN: 09-07-210-046-0000

Petitioner: Michelle Janczak, 1008 E. Ironwood Drive, Mount Prospect, IL 60056 / Catherine Schilling, 1636 E. Clayton Court, Arlington Heights, IL 6004

Owner: Michael Galante, 945 Forestview Avenue, Park Ridge, IL 60068

3. Address: 622 Northwest Highway

Case Number: 22-017-CU

The petitioner is requesting a conditional use to allow a motor vehicle sales use on the subject property in the C-3 General Commercial district, and any other variations, waivers, and zoning relief as may be necessary.

PIN: 09-18-215-002-0000

Petitioner: Bryan Fleischer, Premier Auto, 1124 Cayuga Drive, Northbrook, IL 60062

Owner: Rob Zimmerman, 1216 Rand Road, Des Plaines, IL 60016

4. 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; and (iii) any other variations, waivers, and zoning relief as may be necessary.

PIN: 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

Next Agenda – June 14, 2022

City of Des Plaines, in compliance with the Americans With Disabilities Act, requests that persons with disabilities, who require certain accommodations to allow them to observe and/or participate in the meeting(s) or have questions about the meeting(s) or facilities, contact the ADA Coordinator at 847-391-5486 to allow the City to make reasonable accommodations for these persons. The public hearing may be continued to a further date, time and place without publication of a further published notice such as this notice.



**DES PLAINES PLANNING AND ZONING BOARD MEETING
May 10, 2022
DRAFT MINUTES**

The Des Plaines Planning and Zoning Board held its regularly scheduled meeting on Tuesday, May 10, 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 the evening's cases. Roll call was established.

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

ABSENT: Weaver

ALSO PRESENT: John Carlisle, AICP, Director of Community & Economic Development
Vanessa Wells/Recording Secretary

A quorum was present.

APPROVAL OF MINUTES

A motion was made by Board Member Fowler, seconded by Board Member Catalano, to approve the minutes of April 12, 2022, as presented.

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

NAYES: None

ABSTAIN: None

*****MOTION CARRIED *****

A motion was made by Board Member Hofherr, seconded by Board Member Saletnik, to approve the minutes of April 26, 2022, as presented.

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

NAYES: None

ABSTAIN: None

*****MOTION CARRIED *****

PUBLIC COMMENT ON NON-AGENDA ITEM.

There was no public comment.

NEW BUSINESS

1. Addresses: 1311 Prairie Ave

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.

PINs: 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

Chairman Szabo swore in homeowner Doctor Janet Horton. Mrs. Horton stated she and her husband purchased the Victorian style home in 2009. When we purchased this home, it was neglected for many years and an eye sore to the community. Since the purchase of our home we made significant improvements. We would like to continue these improvements by building a functional garage that matches the aesthetics of our home.

Mrs. Horton said the plan is to demolish the existing garage and shed that are on the property and construct a new garage and driveway. The proposed request will meet the square footage, setbacks and lot coverage restrictions in the zoning ordinance.

Member Hofherr asked if the homeowner had any thoughts about renting out the second story of the garage.

Mrs. Horton responded she has no plans on renting out the space and that the intentions of the space is to store out of season tools and equipment that is currently being stored in the shed.

Member Catalano asked staff if it is legal to run a medical practice out of the garage.

John Carlisle, Director of Community and Economic Development, stated the City does have limits to home occupations that sets forth numerous criteria and I think running a medical practice out of a home or garage would run afoul of one of those.

Member Saletnik asked if there is going to be plumbing in the garage.

Mrs. Horton stated she does plan on having a slop sink but for the purpose of projects and gardening.

Mr. Carlisle gave his staff report.

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 E. Prairie Avenue

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 current 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: Restricting the garage height to 15 feet would not present a practical hardship for the property owner as there are alternative designs that could be utilized to match the style of the residence without the additional height. Considering that the proposed garage is 3 feet, 3 inches over the requirement, design adjustments could be made to make the garage height conforming while also matching the style of the residence.

- 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 has a unique design, there are no unique characteristics of the subject property that 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 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 types of architectural style – have constructed accessory structures that 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 be achieved without exceeding the maximum 15 feet. The Board is encouraged to ask the Petitioner to testify and demonstrate why these 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 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 conditions:

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 the Zoning Ordinance is amended in the future to allow accessory dwelling units.

Chris Walsh of 560 Webford asked if the homeowner eliminated the slop sink in the garage would it make the request easier to approve and eliminate the concern for making the garage a living space.

Chair Szabo stated it wouldn't per sway him either way.

Member Saletnik stated has incorporated and recommended a condition that states the detached garage cannot be used as a living space at any time, unless future changes to the zoning ordinance have been made. With this being a condition, I think it would take care of it.

Member Fowler noted the new garage is very attractive.

Member Saletnik stated the intent of the ordinance is that garages should not be out of character and over powering in size. In this case since the house has a very high roof, the new roof on the garage is in character with the main house and is lower than the main house.

A motion was made by Board Member Hofherr, seconded by Board Member Saletnik, to recommend approval of 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.

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

NAYES: None

ABSTAIN: None

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

**2. Addresses: 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

Chairman Szabo noted 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.

Chairman Szabo asked if anyone would like to comment on this request or add something new from the last meeting and stated if you were sworn in at the last hearing you do not need to be sworn in, but if this is your first time speaking you will be sworn in when you come up to speak.

David Gates, Jr., Author of several Post Office mural books asked if at the May 24 meeting he can bring a video of the artwork to show everyone the depression artwork that is in the Journal and Topic building.

Jordan Minerva of 535 Webford stated before he moved to his current home, he lived on Fifth Avenue across from condominiums. Although these units were set back off the street, had green space, and they face one another. But over time I noticed that the City cannot always help when buildings start to deteriorate and need maintenance. With these issues it causes others property values to decline. Moving on Webford I was very happy with the neighborhood and even the corner lot being a C-3.

Tom Lovestend of 570 Webford stated many residents continue to speak out about their concerns for the proposed Compasspoint development. Anyone can see that the Journal building location is not suited for an 80 foot high-rise development. The request from the developer to change the property from a C3 to a C5 district should not be considered in a residential neighborhood. Also keep in mind the Journal and Topic building is really the last green space we have available downtown. It would be a great opportunity to turn the space into a park comparable to Jackman Park in Glenview.

Marian Cosmides of 570 Webford noted that there are flyers all over Des Plaines to stop this development. These signs are not just in our ward but all over this town. Des Plaines does not need another high-rise building or rental properties. I want to ask the board if they are aware if the City Council listens to these planning and zoning meetings or do they just make the decisions on their own.

Member Saletnik stated all of the meeting minutes from our meetings go to City Council and those minutes come with our recommendations and comments for the projects that are presented.

Evan Vogel of 1810 Woodland stated he is in support of this project but would prefer these units to be condominiums rather than apartments.

Chris Walsh of 560 Webford stated there is a rumor going around that the Ellinwood project was actually not recommended from this board and City Council passed the project. I want to know if anyone can answer that or confirm it.

Chair Szabo stated he would have to look back and does not remember the vote. He suggested Mr. Walsh review the meeting minutes.

Chris Walsh continued and asked if there is a density number we are looking at or a limit that is trying to be reached.

Member Saletnik responded that the density is not measured per ward and it has to do with property and the individual building and its square footage. It is not based upon the overall locality. For individual

properties the building code and the zoning ordinance sets what the max density can be based on square footage and or size of the lots.

Chris Walsh stated at the beginning he thought he heard one of the reasons why we are entertaining this development was to reach the density goal.

Member Saletnik stated what's in the comprehensive plan is something different. It is not a law that has to be followed to the letter but it is recommendations made by professionals as a goal that the city can try to follow.

Member Fowler stated the recommendation came from CMAP, a planning agency.

Chris Walsh asked if a petition was brought forward, would there be a certain amount of signatures or a magic number that you feel it would be advantageous to move forward.

Chair Szabo stated the petition would have to be brought forward from the residents not the Planning and Zoning Board. As the zoning board we just have to look at what the density would be for the proposal being presented.

Linda Fruhoff of 700 Graceland stated she is greatly concerned about the amount of traffic this new development will add to this area. There are times that I wait twenty minutes to just get across the tracks and adding more people and cars to the area is only going to make things worse.

Paul Beranek of 512 Arlington, asked why there was only a few agendas available for residents and asked for more information to be provided next time.

Member Catalano stated the agenda has the same request as it did at the April 12, 2022 meeting. Since this is a continuance and the new materials have not been brought forward and that the request is the same.

John Carlisle, Director of Community & Economic Development, stated once the new materials are received we will upload them to the City's website where it can be viewed at desplaines.org/gracelandwebford.

Chairman Szabo read the continuance request letter from the Petitioner. It states 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.

Member Fowler asked if the board motions against the continuance what happens.

John Carlisle, Director of Community & Economic Development stated the rules of procedure do reference the appropriateness of granting at least one continuance to a petitioner upon their request. I did make a recommendation in my report to continue until at least May 24 so you can review the revised project and its attempt to address the input received from the last meeting.

Philip Rominski of 1333 Webford asked staff when will the revised materials be submitted and when will we be able to see them?

John Carlisle, Director of Community & Economic Development stated the plans should be in within a few days and once received we can get them uploaded to the city's landing page for this project. However, the actual staff report will not be completed until May 20, 2022.

A motion was made by Board Member Hofherr, seconded by Board Member Catalano to approve the continuation of 622 Graceland Ave. case number 21-052-MAP-TSUB-V to May 24th, 2022 as requested by the petitioner.

AYES: Szabo, Veremis, Saletnik, Hofherr, Catalano

NAYES: Fowler

ABSTAIN: None

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

ADJOURNMENT

The next scheduled Planning & Zoning Board meeting is Tuesday, March 24, 2022.

Chairman Szabo adjourned the meeting by voice vote at 7:48 p.m.

Sincerely,

Vanessa Wells

Vanessa Wells, Recording Secretary

cc: City Officials, Aldermen, Planning & Zoning Board, Petitioners



COMMUNITY AND ECONOMIC DEVELOPMENT DEPARTMENT

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

MEMORANDUM

Date: May 19, 2022
To: Planning and Zoning Board (PZB)
From: Jonathan Stytz, AICP, Senior Planner
Cc: John T. Carlisle, AICP, Director of Community & Economic Development
Subject: Consideration of a Major Variation to allow a pole sign on a property with a street frontage of 50 feet where a minimum street frontage of 75 feet is required at 1285 E. Golf Road

Issue: The petitioner is requesting a Major Variation from Section 12-8-1(C) of the Zoning Ordinance, to allow a pole sign on a property with a street frontage of 50 feet where a minimum street frontage of 75 feet is required.

Address: 1285 E. Golf Road
Petitioner: Lou Masco, Liberty Flag and Banner, 2747 York Street, Blue Island, IL 60406
Owner: Jack F. Merchant, 1285 Golf Road, Des Plaines, IL 60016
Case Number: 22-014-V
PIN: 09-17-423-019-0000
Ward: #1, Alderman Mark Lysakowski
Existing Zoning: C-2, Limited Commercial District
Existing Land Use: Auto Service Repair Shop
Surrounding Zoning: North: I-1, Institutional District
South: M-1, Limited Manufacturing District
East: M-2, General Manufacturing District
West: M-2, General Manufacturing District
Surrounding Land Use: North: Hospital (Commercial)
South: Construction Company (Commercial)
East: Vacant Building
West: Landscape Supply Store (Commercial)
Street Classification: Golf Road is classified as an Other Principal Arterial road.

Comprehensive Plan: The Comprehensive Plan illustrates the property as Commercial Industrial Urban Mix.

Zoning/Property History: Based on City records, the subject property was annexed into the City in 1965 and has been utilized by Auto Krafters as an automotive service center since 2015.

Project Description: The petitioner, Lou Masco of Liberty Flag and Banner on behalf of Auto Krafters, is requesting a major variation to allow for a pole sign at 1285 E. Golf Road on a lot with a lot frontage of 50 feet where a minimum lot frontage of 75 feet is required. This property contains a one-story, 5,332-square-foot building setback roughly 100 feet from Golf Road with a surface parking lot and two accessory structures in the rear yard measuring 2,919 square feet and 539square feet as shown in the attached Plat of Survey. The L-shaped subject property is located along Golf Road and is positioned behind an existing Nicor Gas service location also located at 1285 E. Golf Road under PIN 09-17-200-046-0000. The property is accessed from Golf road next to the Nicor Gas service station where the property width measures 50 feet. There is an existing wood pole sign that appears to be installed within the public right-of-way along Golf Road as shown in the attached Existing Conditions. Given the existing building's large setback from Golf Road and the existing development on the adjoining parcel at PIN 09-17-200-046-0000, the existing pole sign serves as the only source of identification along Golf Road for the building and its tenants.

The petitioner is requesting the replacement of the existing pole sign, as the pole sign is in disrepair and does not sufficiently identify the businesses in the building for motorists traveling along Golf Road. Please see the Project Narrative for additional information. The petitioner proposes to replace the existing pole sign with a 7.25-foot-tall by 8-foot-wide enclosed pole sign structure with an overall height of 16.25 feet, including a 3-foot-tall by 8-foot-wide electronic message board (EMB) component as shown in the attached Sign Plan. The Zoning Ordinance allows for pole and monument signs to include one EMB sign component so long as this component does not exceed 50 percent of the total sign. As the EMB component yields 24 square feet and the total proposed sign area is 58 square feet, this code requirement is met. The petitioner is also proposing to install a 3-foot-wide landscape bed around the base of the new pole sign as required by the zoning ordinance as illustrated in the attached Landscape Plan.

However, pursuant to Section 12-11-6(B) of the Zoning Ordinance, a maximum of one pole sign is permitted for lots having more than 75 feet of street frontage on a single street or highway. The petitioner's request to construct a pole sign located along a street frontage of less than 75 feet constitute the need for a major variation.

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 recommending 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: Carrying out the strict letter of this title would create a particular hardship for the petitioner given that there is limited visibility of the subject property from Golf Road. The removal of the existing pole sign without a new sign could further limit the identification of the building along Golf Road. The subject building is considerably set back from Golf Road and the petitioner is requesting a new pole sign to increase visibility of the business within the building and the property 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: The subject property's location behind one other lawfully established lot with a narrow driveway entrance creates a unique physical condition when viewing the property from Golf Road. The property located directly between the subject property and Golf Road is developed with a structure and enclosure, which restricts the view of the subject property from Golf Road. The subject lot is also uniquely shaped with the narrow driveway entrance, which not only limits motorist and pedestrian views of the property but also limits space for signage. Thus, the allowance of the variation would assist in reducing the physical constraints of the subject property and provide much needed visibility, especially for the deliveries associated with this 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 hardship was not created by the petitioner or building owner and cannot be corrected without the approval of the requested variation.

- 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 property owner may be denied the right to replace or improve an existing pole sign without the approval of the requested variation. Given the abnormal shape of the property, the limited space for signage in accordance with all regulations, and limited visibility of the property, the petitioner would be unable to effectively advertise businesses operating out the building. The lack of a sign in this location could make it difficult to locate the property in a safe and reasonable manner.

- 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: The granting of this variation would not provide the property owner with any special privilege or right and is not sought to provide the property owner with economic gain as many of the surrounding commercial buildings do not have visual obstructions or unique physical conditions comparable to the subject building.

- 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 proposed wall signage would be in harmony with the general purposes of this title and would be compatible with the general purpose and intent of the comprehensive plan. The replacement of the existing pole sign would improve to the entrance of the property from aesthetic and functional standpoint.

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

Comment: The granting of the variation is the only remedy to the existing street frontage length of the existing pole sign without creating additional hardship for the petitioner.

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

Comment: The granting of these variation is the minimum relief necessary to alleviate the hardship for the petitioner. The petitioner wishes to remove the existing pole sign and replace it with a new pole sign in conformance with all other zoning regulations.

PZB Procedure and Recommended Conditions: Under Section 12-3-6(G)(2) (Procedure for Review and Decision for Major Variation) 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 1285 E. Golf 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 findings of fact, as specified in Section 12-3-6(H) (Standards for Variation) of the Zoning Ordinance. If the PZB recommends and City Council ultimately approves the request, staff recommends the following conditions:

1. That all appropriate building permit documents and details are submitted as necessary for the proposed pole sign. 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 pole sign is designed, positioned, and utilized to meet all applicable City of Des Plaines codes.

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: Sign Plan
- Attachment 7: Landscape Plan
- Attachment 8: Site and Context Photos



AUTOKRAFTERS OF DES PLAINES

1285 Golf Road
Des Plaines, IL 60016
(847) 298-1922 • FAX (847) 824-1819

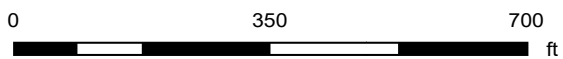
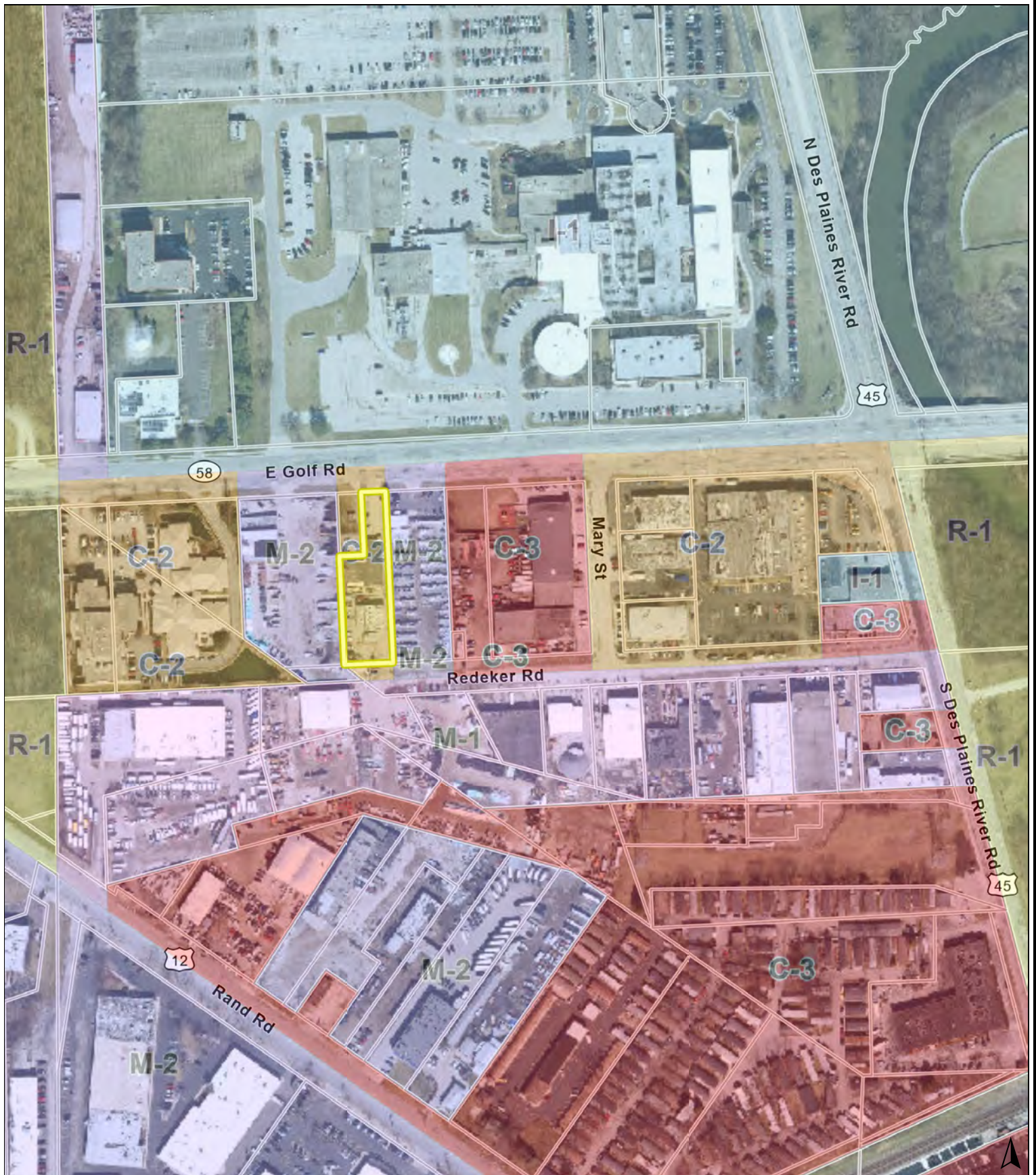
Project Narrative 4/27/2022

We would like to have a new street side sign installed on Golf Road. Removal of our old sign would also need to take place. Our old sign is not up to date and dilapidated. As a body shop it is essential that we have a nice sign to bring in more attention and potential customers to our business.

Ernie Woelner

STANDARDS OF VARIATION

1. For AutoKrafters of Des Plaines to adhere to the strict letter of the City of Des Plaines Code would be a hardship due to the said property at 1285 E Golf Rd. only having 50 feet of frontage along Golf Rd.
2. The unique Physical Condition at 1285 E Golf Road is due to an area of frontage taken by Nicor Gas for a metering station setback off Golf Rd many years before property was purchased.
3. The current physical condition is not the result of any action, inaction or self creation by Autokrafter of Des Plaines. The structures and current layout and footprint have been in existence for a significant amount of time prior to the current ownership of the property.
4. Without the approval of the requested variance, Autokrafter of Des Plaines would be unable to put up a sign in front of property, which will deprive Autokrafter of substantial rights to advertise and market the business to all traffic East and Westbound on Golf Rd.
5. Autokrafter's hardship is more than special privilege or loss of an additional right, Autokrafter will be deprived of acquiring new customers and marketing the potential customers driving East and West on Golf Rd. The sign also acts as a visible landmark for customers already coming into Autokrafter.
6. Autokrafter's title, plan purpose and variation request for an entrance way pole sign will be in harmony with the current use and purpose Autokrafter has made of 1285 E Golf Rd and the business operations currently located there.
7. Autokrafter has no other means available to it other than the requested variation, so Autokrafter can put up a new sign.
8. Autokrafter's variance request constitutes the bare minimum relief needed for the installation of a new sign at 1285 E Golf Rd.



Print Date: 5/19/2022

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.

1442 North Western Avenue
Chicago, Illinois 60648

AMERICAN SURVEYING INDUSTRIES 1915 FARM SUBDIVISIONS ILLUSTRATED CONSTRUCTION

Phone: 773-6130
773-6131

Jens K. Doe

SURVEY SERVICE, INC.
Registered Land Surveyors

ORDER NO.

901908



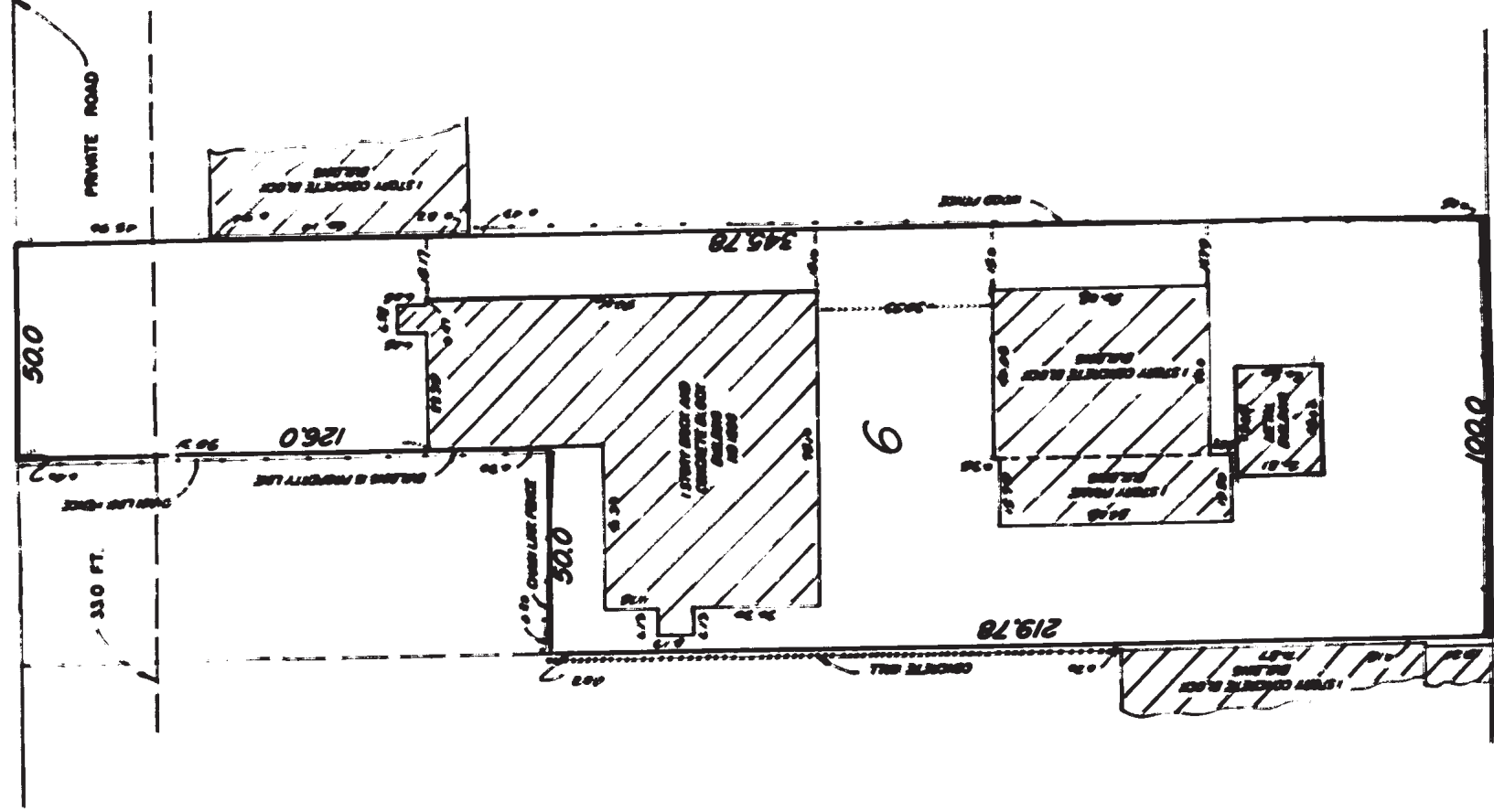
Scale - 1 inch = 20 Feet

PLAT OF SURVEY

of

LOT SIX (except that part of the west 50 feet lying North of the South 219.78 feet thru-roof) -
In Redecker's Garden Addition to his Plains, being a Subdivision of Lot Six (6) and Lot Seven (7); except the South 4 acres thereof; in Redecker's Potato Subdivision of parts of Sections 8, 9, 16 and 17, Township 41 North, Range 12, East of the Third Principal Meridian.

GOLF ROAD



REDECKER AVENUE

State of Illinois }
County of Cook }

JENS K. DOE SURVEY SERVICE, INC. does hereby certify that a survey has been made under his direction, by a Registered Illinois Land Surveyor of the property described herein and that the plat hereon drawn is a correct representation of said survey.

NOTE

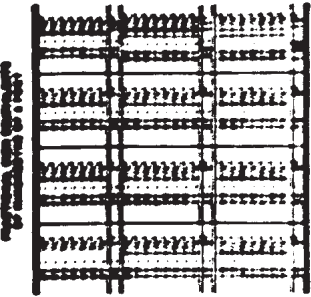
Dimensions are not to be assumed or scaled
The legal Description noted on this plat is a copy of the order and fee return MUST be compared with field notes for building restrictions refer to your Abstract Book of Entries

Chicago, Illinois Dated 23rd day of November, 1950
JENS K. DOE SURVEY SERVICE, INC.

Thomas J. Popke

THOMAS J. POPEKE, President

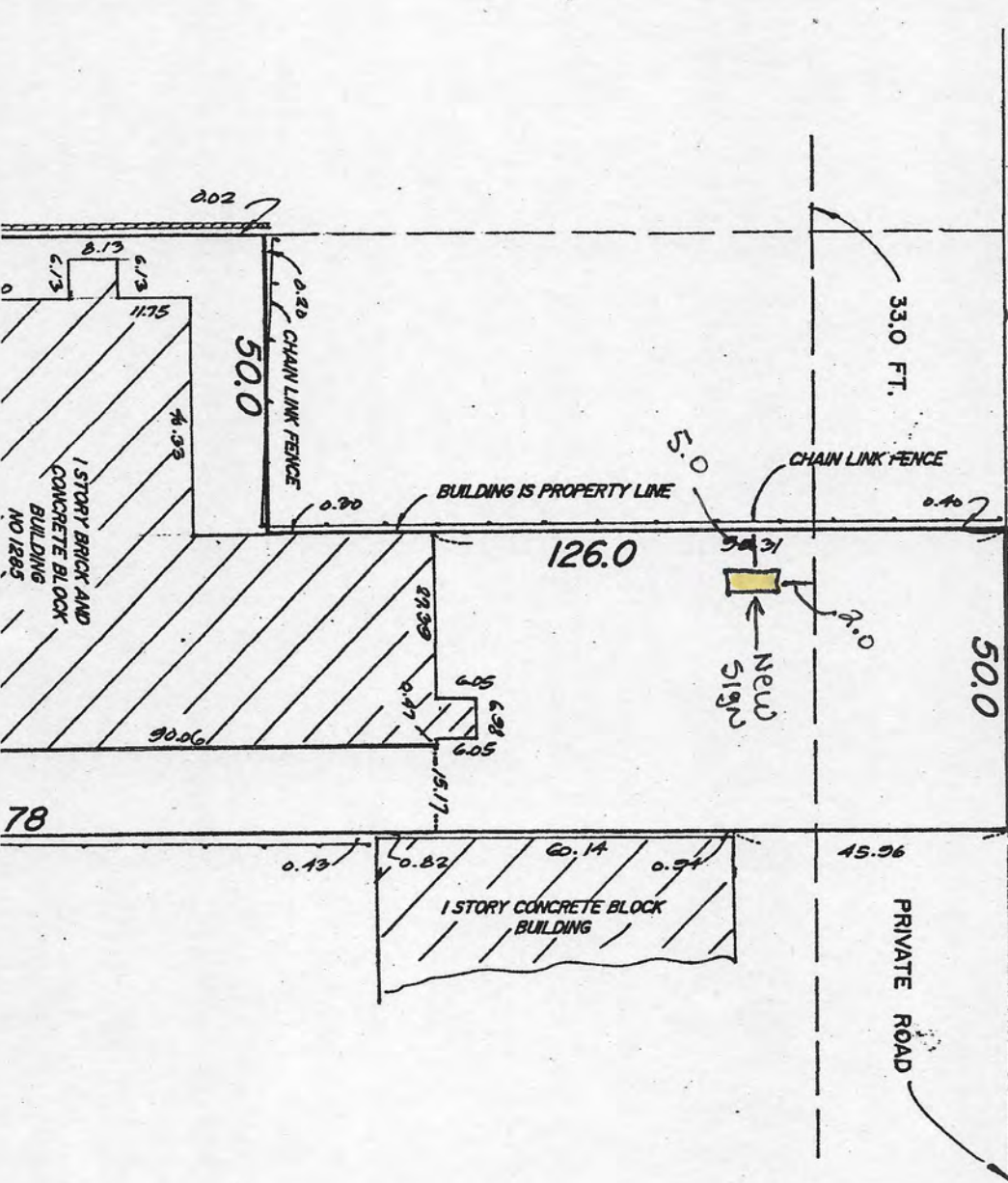
(Illinois Registered Land Surveyor No. 15751)

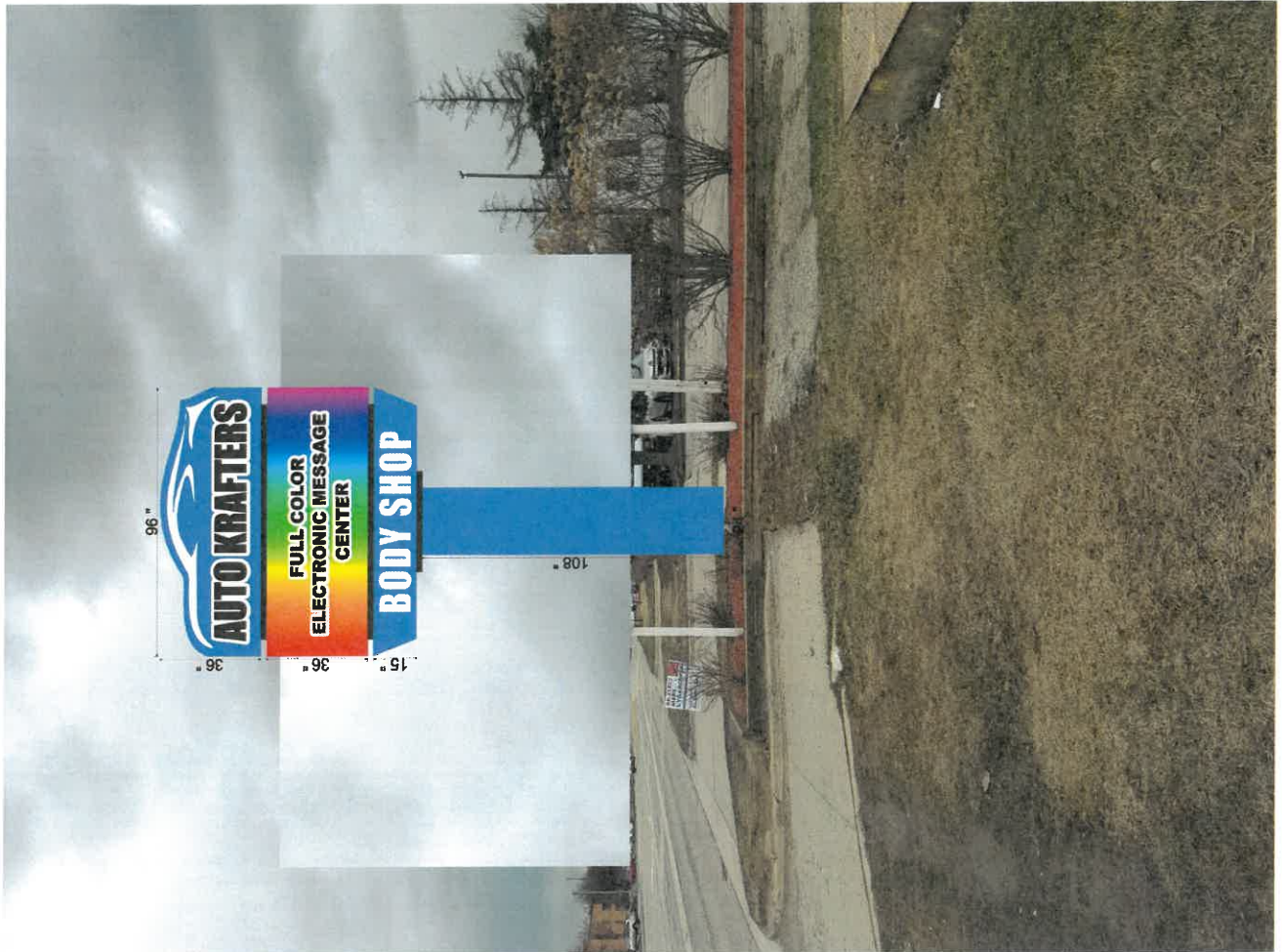
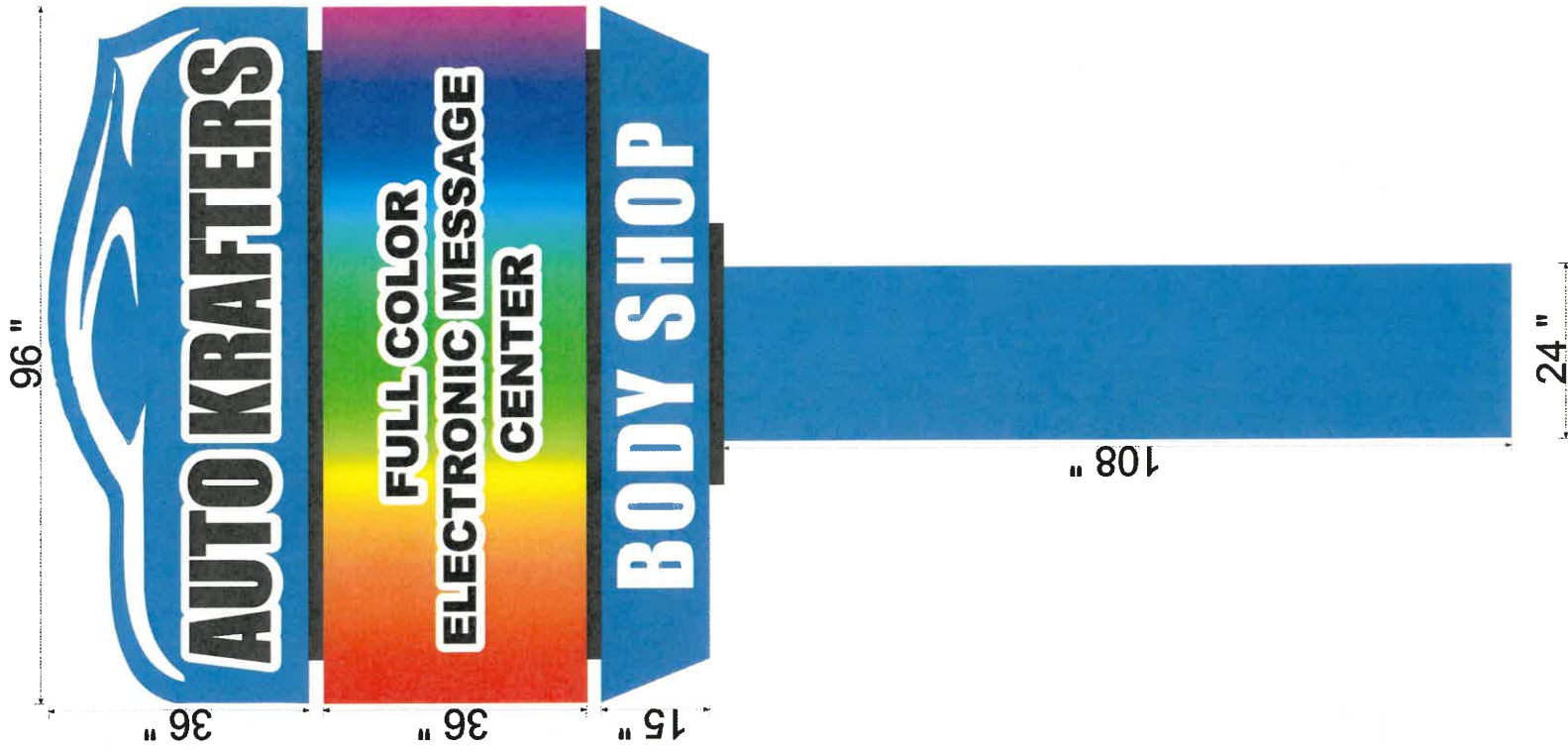


Subdivision of Lot Six (6) and Lot Seven (7); except the South 4 acres thereof; In Redecker Estate Subdivision of parts of Sections 8, 9, 16 and 17, Township 41 North, Range 12, East of the Third Principal Meridian.

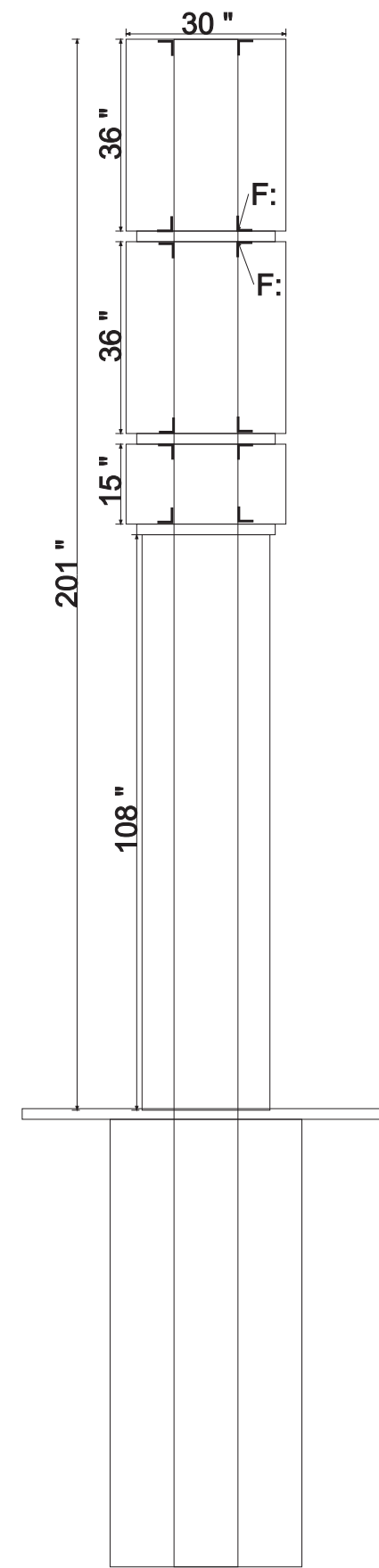
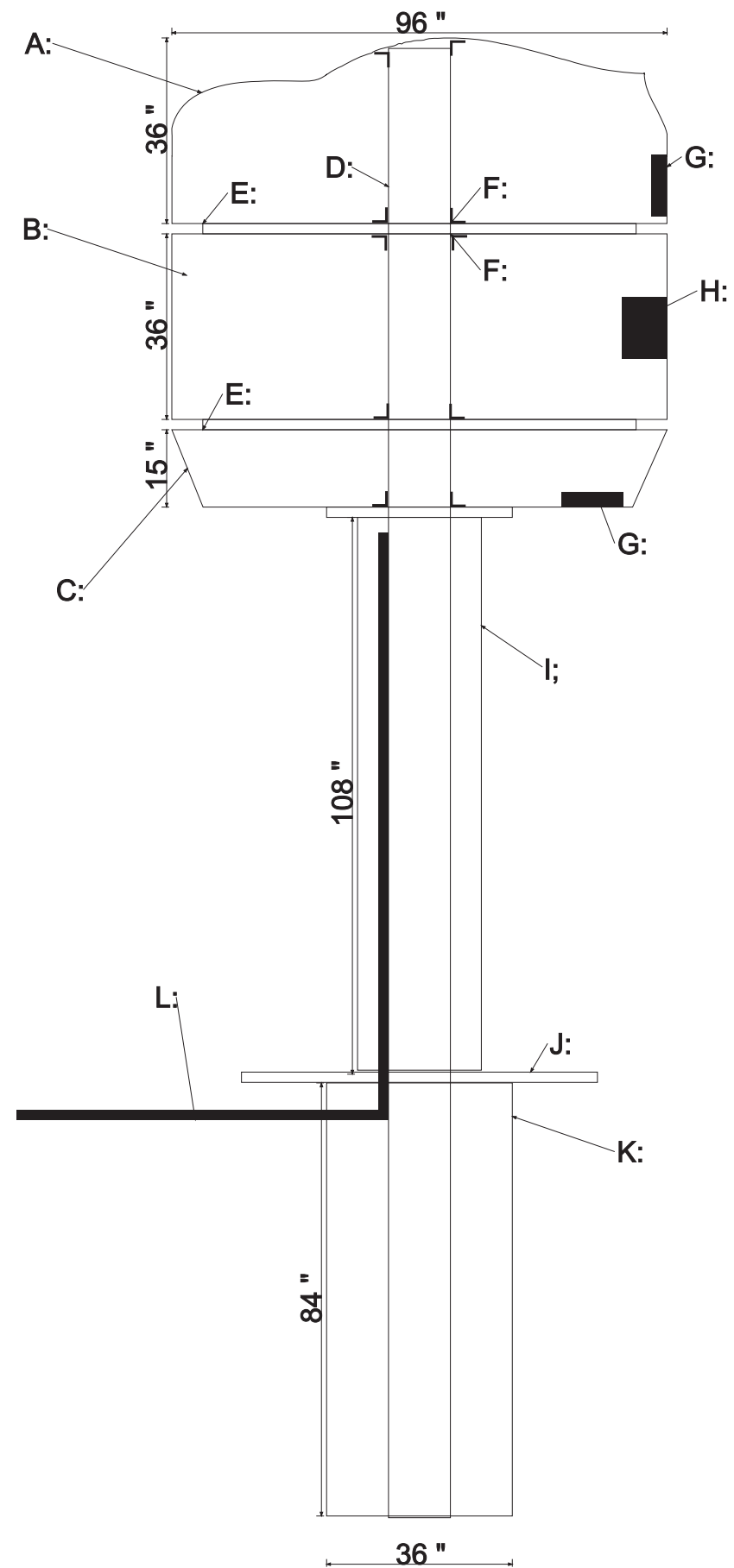
GOLF

ROAD





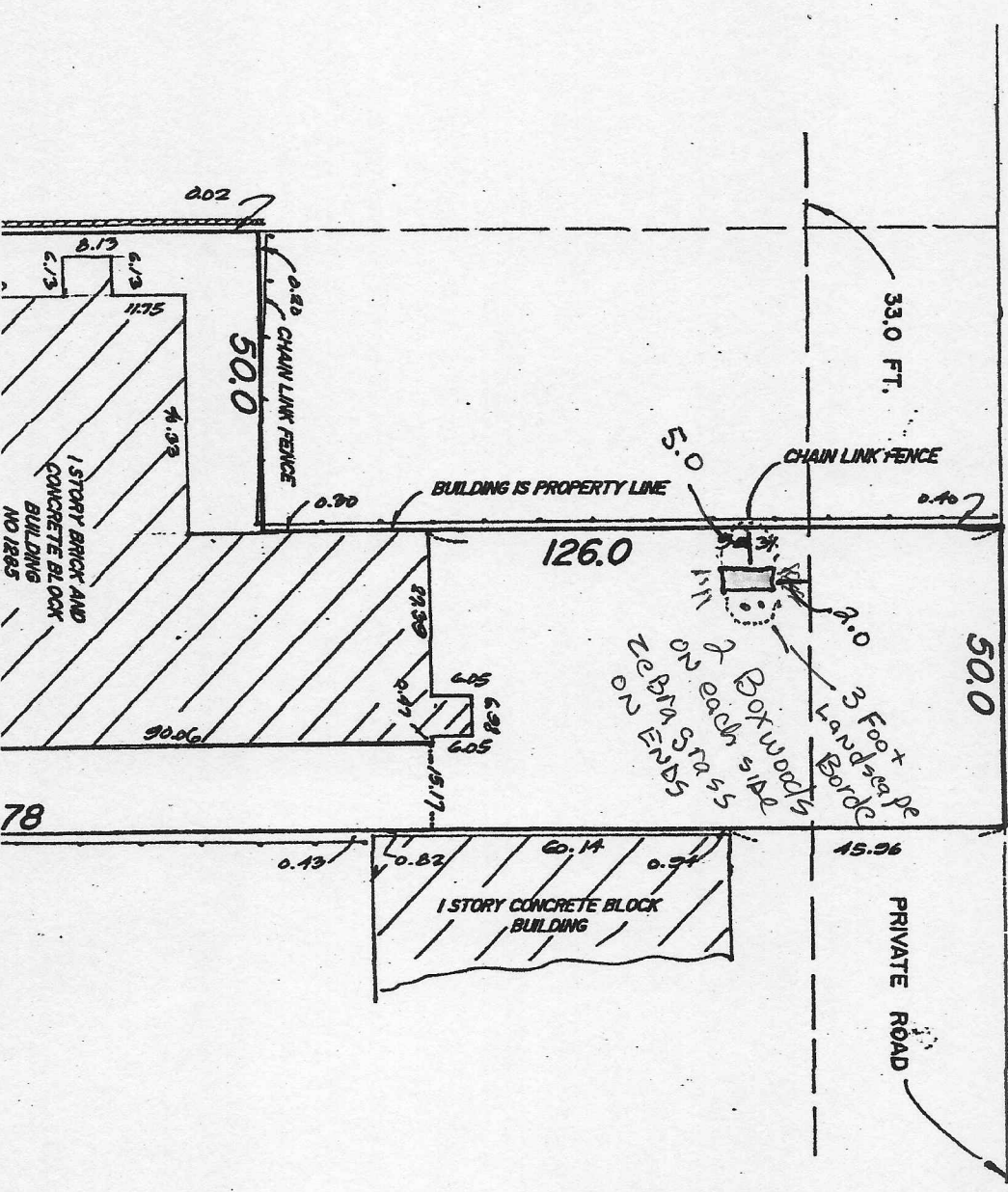
- A: 96" X 36" X 30" DOUBLE FACE SIGN CABINET
FRAMED WITH 2" X 2" X 3/16" ALUMINUM ANGLE
IRON. CABINET AS PER LOGO SHAPE WRAPPED
WITH .080 ALUMINUM.**
- B: 96" X 36" X 30" DOUBLE FACED ELECTRONIC
MESSAGE CENTER 10 MM FULL COLOR.FRAMED
WITH 2" X 2" X 3/16" ALUMINUM ANGLE IRON.
CABINET WRAPPED WITH 0.80 ALUMINUM.**
- C: 96" X 15" X 30" DOUBLE FACED SIGN CABINET
FRAMED WITH 2" X 2" X 3/16"**
- D: 12" ROUND STEEL POLE 3/8" WALL
DIRECT BURIED WITH CONCRETE FOUNDATION
5 BAG MIX 3500 P.S.I.**
- E: ALUMINUM REVEAL / SEPARATION PANEL
0.63 ALUMINUM FRAME WORK CONSTRUCTED
WITH 2" X 2" X 1/4" ALUMINUM SQUARE TUBE**
- F: 2" X 2" X 3/16" STEEL SADDLE SUPPORTS
BOLTED THRU CABINET AND WELDED TO
MAIN SUPPORT POLE.**
- G: 60-WATT POWER SUPPLY FOR LED ILLUMINATION**
- H: 240 V- TWO 20AMP DOUBLE POLE POWER AND
CONTROLLER PANEL TO OPERATE ELECTRONIC
MESSAGE CENTER.**
- I: 2' X 2' X 8' ALUMINUM POLE COVER WITH 2" X 2" X 3/16"
ALUMINUM ANGLE, BOLTED TO 0.63 ALUMINUM
SECURED TO SUPPORT POLE AND CABINET**
- J: GRADE**
- K: 3500 P.S.I CONCRETE FOUNDATION WITH REBARB
SUPPORT.**
- L: POWER FROM BUILDING.**



Landscape

GOLF ROAD

Subdivision of Lot Six (6) and Lot Seven (7); except the South 4 acres thereof; In Redecker Estate Subdivision of parts of Sections 8,9,16 and 17, Township 41 North, Range 12, East of the Third Principal Meridian.





1285 Golf Rd – Public Notice & Front of Existing Building



1285 Golf Rd – Looking West at Existing Pole Sign



1285 Golf Rd – Looking South at Front of Existing Building



1285 Golf Rd – Looking South at Existing Parking Lot



COMMUNITY AND ECONOMIC DEVELOPMENT DEPARTMENT

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

MEMORANDUM

Date: May 19, 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 Conditional Use Amendment to Expand an Existing Domestic Pet Service Use in the C-3 General Commercial District at 676 N. Wolf Road

Issue: The petitioner is requesting a conditional use amendment to expand an existing domestic pet service use in the C-3 General Commercial District at 676 N. Wolf Road.

Address: 676 N. Wolf Road
Owner: Michael Galante, 945 Forestview Avenue, Park Ridge, IL 60068
Petitioners: Michelle Janczak, 1008 E. Ironwood Drive, Mount Prospect, IL 60056; Catherine Schilling, 1636 E. Clayton Court, Arlington Heights, IL 60004
Case Number: 22-018-CU
PINs: 09-07-210-046-0000; -047
Ward: #7, Alderman Patsy Smith
Existing Zoning: C-3, General Commercial District
Existing Land Use: Commercial Shopping Center
Surrounding Zoning: North: C-3, General Commercial District; South: C-3, General Commercial District; East: C-3, General Commercial District; West: R-3, Townhouse Residential District
Surrounding Land Use: North: Gas Station (Commercial); South: Shopping Center/Restaurant (Commercial); East: Shopping Center (Commercial); West: Townhouses (Residential)

Street Classification: Wolf 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 1927. The subject address has been utilized as a Domestic Pet Service since 2017 through a conditional use permit. This conditional use was amended in 2019 to allow for expanded hours of operation including overnight hours for dog boarding and an allowance of up to 30 dogs during the day and up to 10 dogs boarded overnight.

Project Description: The petitioners, Michelle Janczak and Catherine Schilling of Playtime Pup Ranch, are requesting a conditional use amendment to expand an existing domestic pet service use in the C-3 General Commercial District at 676 N. Wolf Road. The business is housed within a tenant space in the Wolf Shopping Plaza, which is generally at the southwest corner of Wolf and Central Roads. The property consists of two parcels totaling 30,930 square feet (0.71 acres) and currently contains an 8,857-square-foot, one-story commercial building with a 182-square-foot outdoor cooler at the rear, 39-space paved parking area to serve the whole center, and a pole sign as shown on the attached Plat of Survey. The subject property is accessed by one curb cut off Wolf. The existing one-story commercial building is set back approximately 92 feet off the east property line (front) along Wolf Road, 25 feet from the west property line (rear), 3 feet off the north property line (side), and 14 feet off the south property line (side).

Playtime Pup Ranch is a dog daycare, pet retail, boarding, and grooming facility that is located in the northern tenant spaces of the shopping center building. The petitioners desire to expand their existing use into the adjoining 1,000-square-foot tenant space to the south of their current location to expand the pet grooming service area, provide a lunch area for employees, and provide an office area for the business owner. The current hours of operation are 6:30 a.m. to 6:30 p.m. Monday through Friday, 8 a.m. to 5 p.m. on Saturday, and closed on Sunday. See the attached Project Narrative for more information. The petitioner is not proposing any enlargements or changes to the exterior of the existing building. However, the proposal does include interior remodeling of the existing and new tenant spaces as shown in the attached Floor Plan of Existing Space and Floor Plan of New Space, which include details of the layout and use of the existing business and proposed floor plan of the new tenant space. Given that the tenant spaces in question are located within a shopping center, Section 12-9-7 of the Zoning Ordinance requires a minimum of one parking space for every 1,000 square feet of gross floor area. Thus, a total of 27 parking spaces are required, which is satisfied by the existing parking spaces available.

The dog daycare, boarding, and grooming activities fall within the domestic pet service use, defined in Section 12-13-3 of the Zoning Ordinance as an establishment where the grooming of domestic animals, the accessory sale of miscellaneous domestic pet food and other items, and the temporary boarding of domestic animals is permitted. The subject property is located in the C-3 district and a domestic pet service use requires a conditional use in this district. The current conditional use for a domestic pet service will need to be amended to allow Playtime Pup Ranch to expand into the new tenant space.

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 the staff comments below or the attached 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 classified as a domestic pet service use. A domestic pet service use is a conditional use as specified in Section 12-7-3 of the Zoning Ordinance.

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

Comment: The subject property is a multi-tenant building with available commercial space. The proposal would repurpose available space to provide additional capacity of pet boarding and grooming 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 expanded domestic pet service use would utilize the existing building and site, which is harmonious with the surrounding commercial development to the east, north, and south of the property. As the domestic pet service use is already operational at this location, the expansion of this 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 expanded domestic pet service use would not be hazardous or disturbing to the existing neighboring uses. Instead, the proposal will improve an underutilized portion of the existing commercial building that is self-contained inside a building and will not detract or disturb surrounding uses in the area. The expanded domestic pet service use is not anticipated to be hazardous or disturbing to existing neighborhood uses.

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 expansion of the existing domestic pet service 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 expanded domestic pet service use would neither create a burden on public facilities, nor would it be a detriment to the economic well-being of the community. The expansion of the existing use could help the existing business grow and promotes business retention of surrounding commercial 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 activities for the expanded domestic pet service use will continue to 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 so that 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 the destruction, loss, or damage of natural, scenic, or historic features of major importance:

Comment: The subject property is already developed so the expanded domestic pet service use would not result in the loss or damage of natural, scenic, or historic features. Instead, the petitioner is repurposing available space in an existing shopping center in an effort to provide additional capacity of services to the city.

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

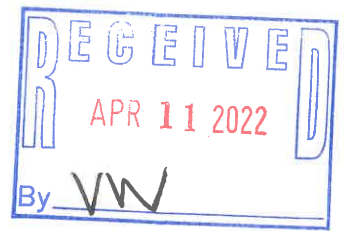
Comment: The expanded domestic pet service use will comply with all applicable requirements as stated in the Zoning Ordinance.

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 676 N. Wolf 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.

Attachments:

- Attachment 1: Project Narrative
- Attachment 2: Petitioner's Responses to Standards
- Attachment 3: Location/Zoning Map
- Attachment 4: Plat of Survey
- Attachment 5: Floor Plan of Existing Space
- Attachment 6: Floor Plan of New Space
- Attachment 7: Photos of Existing Conditions
- Attachment 8: Site and Context Photos



April 8, 2022

Playtime Pup Ranch, LLC, a Dog Daycare, Pet Retail, Boarding and Grooming facility that opened our doors in our hometown of Des Plaines November 10th, 2018.

We have survived a pandemic which hit immediately right when we were starting to build our business up about 2 years after we opened. Since then, we are growing rapidly and the need and request to expand our operation has become a necessity. We are asking for the 1000 sq ft space next door to us at 672 N Wolf Rd attached to our current location to move our current grooming room over, provide a lunch area for the employees, and a work desk for the owner. This will allow us to use our current grooming area and take more dogs at our current location and accommodate our clientele, grow our business and revenue.

If we are granted the space next door for our expansion, we will be able to continue our passion and love for our furry family members, amazing clients and share our clientele to our neighboring business's that we have brought so much revenue to over the past several years.

Cathy Schilling and I are excited for our continued growth in our venture.

Sincerely,

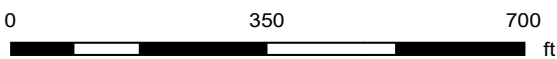
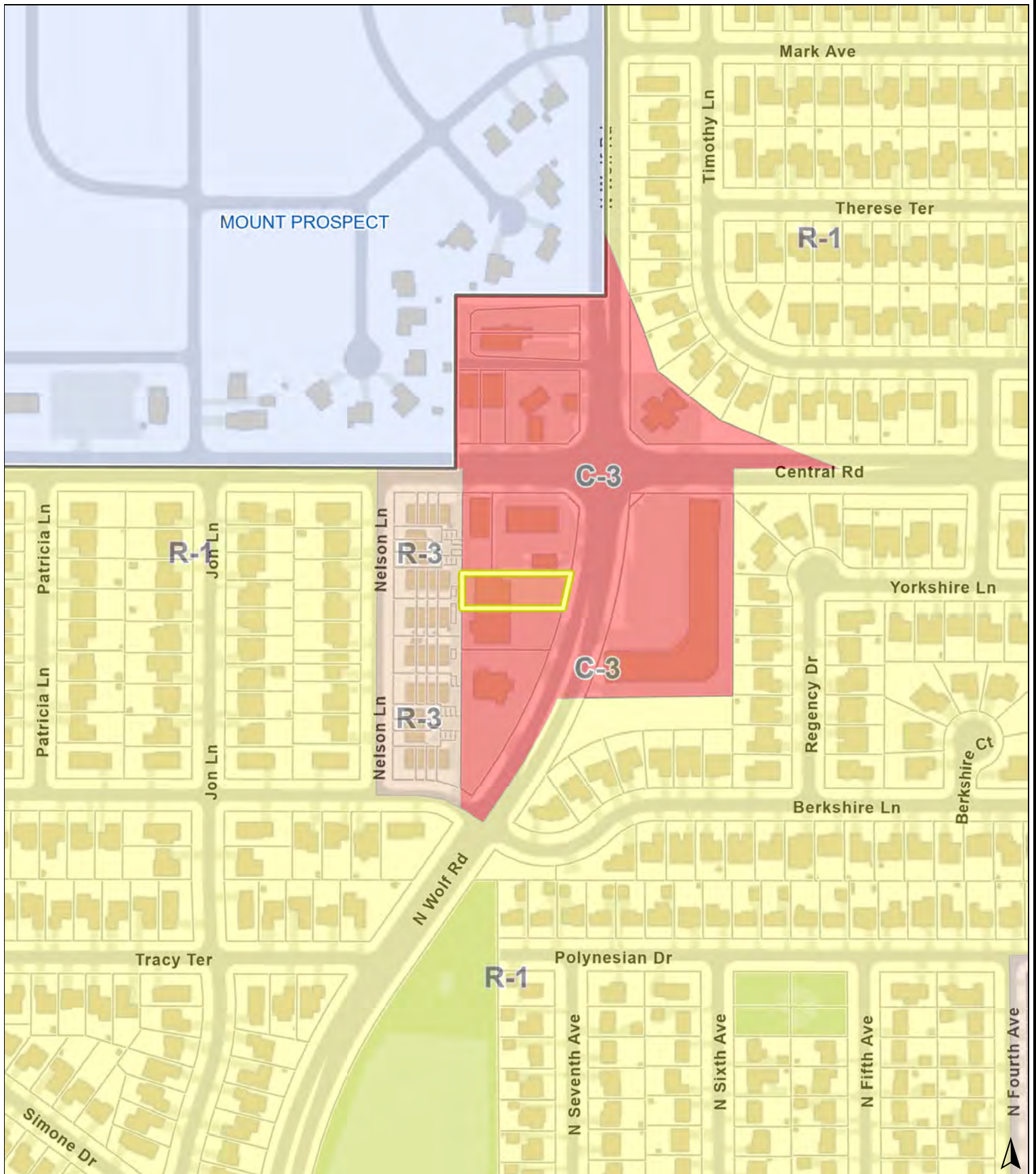
Micky Janczak

Owner

Answer's to Standards for Conditional Uses

1. Yes, this business is already established within the specific zoning district and complies with all city zoning.
2. We are already an established business since November 10th of 2018. We are looking to expand next door. This will remain in accordance with the city's objectives and comprehensive plan and title.
3. We are an established business in this location at 676 N Wolf Rd since we opened our doors November 10th, 2018. We are looking to expand to the attached space next door at 672 N Wolf Rd. It is 1000 sq ft and we are moving our grooming over there and a desk for an office. Appearance will remain the same.
4. We are an established business since November 10th, 2018, when we opened our doors. We are only moving our grooming room over to the space next door in which we already have established in our current location. We are very respectful to our neighbors and use no hazardous materials nor disturbing any neighbors. We have been a respectful business with no complaints, and we are in good standing with our neighbors.
5. As being already established there will be no changes in any public services or facilities.
6. This is an established business in a strip mall, and we are only looking to expand in the attached 1000sq ft space next door and it will not change any requirements needed from public services and facilities.
7. No, this is an established business, and we are only moving our grooming room over to the space in question. This will not affect the general welfare of the area.

8. This expansion will not change or interfere with traffic on the surrounding thoroughfares.
9. The proposed conditional use does not result in the destruction, loss, or damage of a natural, scenic, or historic feature of major importance. Again, we are only moving our current grooming room over to the new space.
10. All regulations will remain in the current compliance with this simple expansion.



Print Date: 5/19/2022

Notes

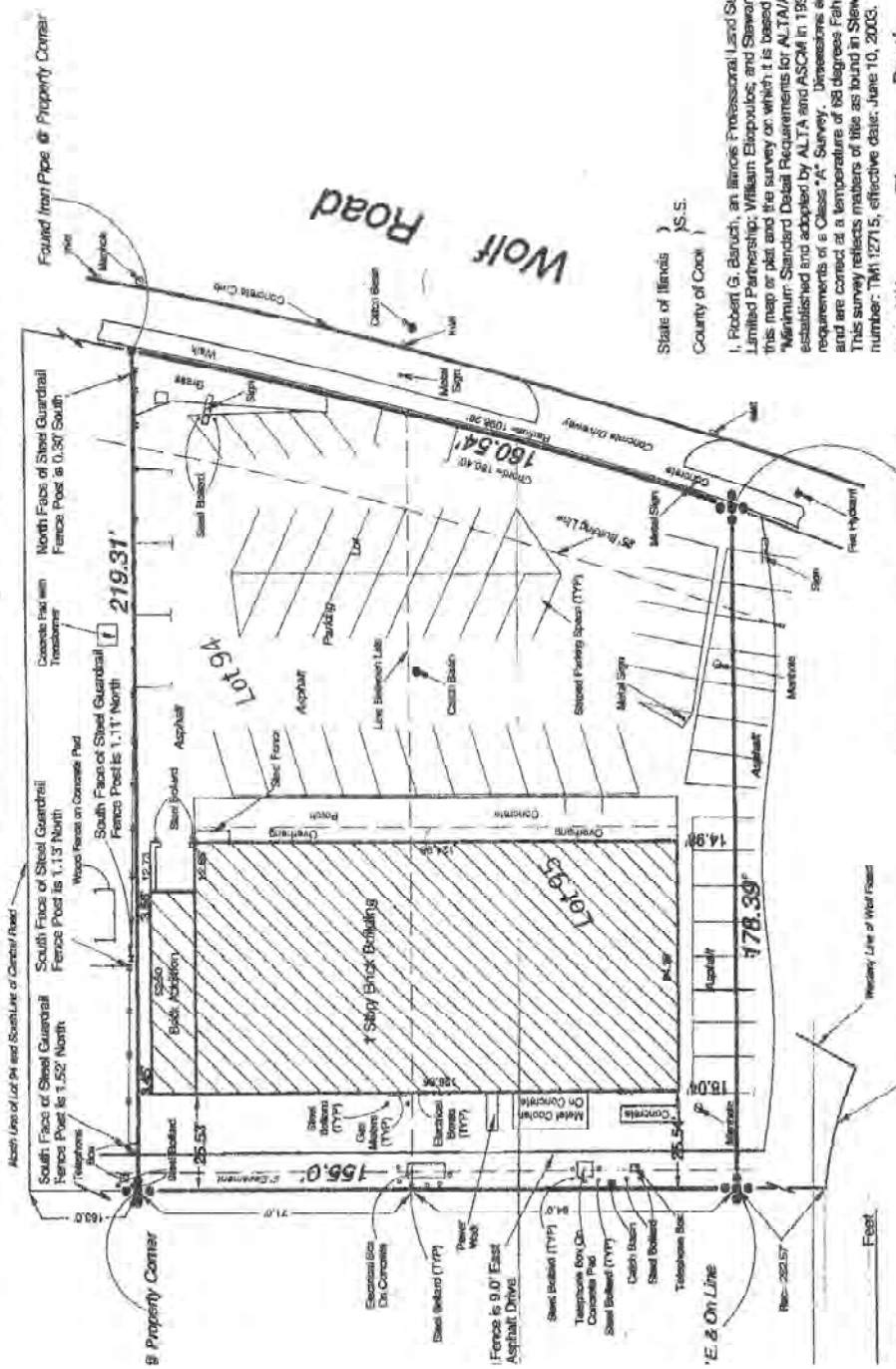
Disclaimer: The GIS Consortium and MGP Inc. are not liable for any use, misuse, modification or disclosure of any map provided under applicable law. This map is for general information purposes only. Although the information is believed to be generally accurate, errors may exist and the user should independently 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.

Phone (773) 631-5285
 Fax (773) 792-0679
 Central@aol.com

ALTA/ASCM Land Title Survey

Central Survey Company, Inc.
 Legal Description

Lot 94 (except the North 163 feet thereof as measured on the West line of said Lot 94) and the North 84.0 feet of Lot 95, as measured on the West line of said Lot 95, in Gleich's Prospect Ridge, being a Subdivision in the Northeast 1/4 of fractional Section 7, Township 41 North, Range 12 East of the Third Principal Meridian, according to the plat thereof registered in the Office of the Registrar of Titles of Cook County, Illinois, recorded June 10, 1958 as Document Number LR1800310, in Cook County, Illinois Commonly known as: 666-678 Wolf Road, DesPlaines, Illinois Area of Land Described: 31,164.67 Sq. Ft.

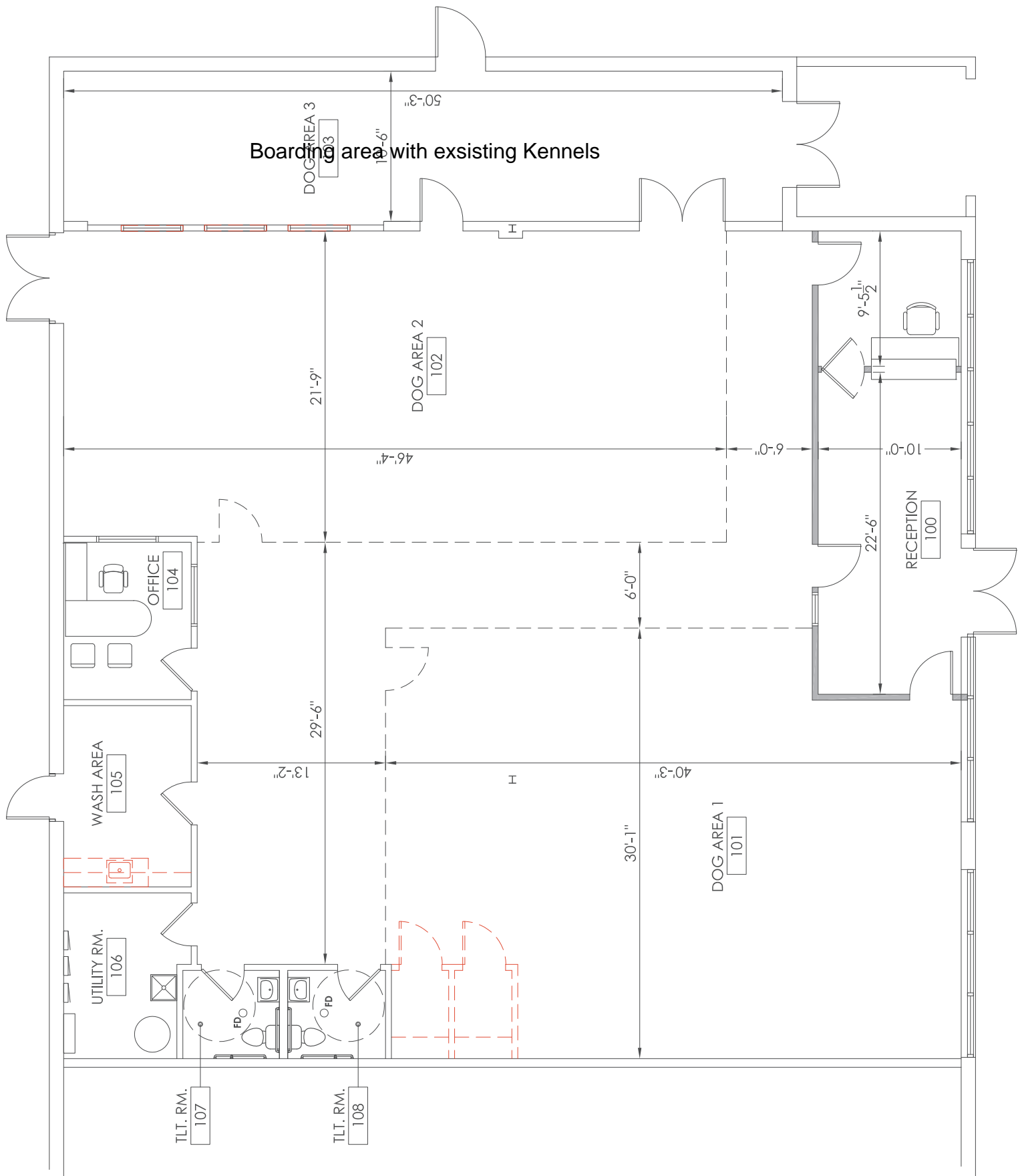


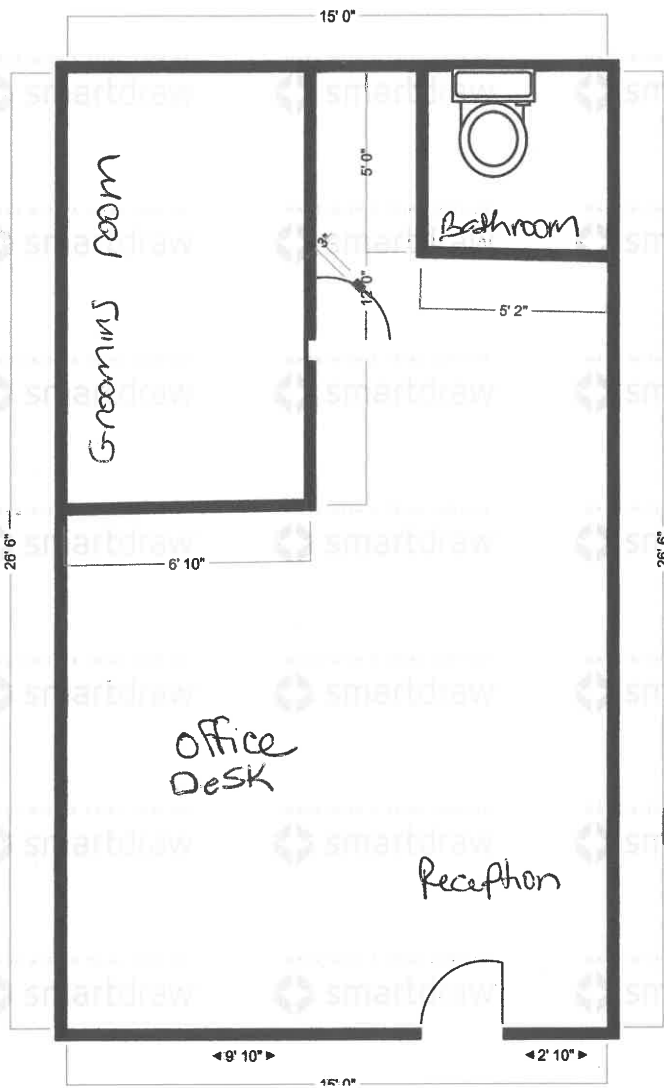
I, Robert G. Baruch, an Illinois Professional Land Surveyor, do hereby certify to the Limited Partnership, William Elapoulos, and Stewart Title Insurance Company that this map or plat and the survey on which it is based were made in accordance with the Minimum Standard Detail Requirements for ALTA/ASCM Land Title Surveys, jointly established and adopted by ALTA and ASCM in 1998 and meets the accuracy requirements of a Class "A" Survey. Measurements are shown in feet and hundredths and are correct to a tolerance of 1/100,000 of the distance measured. This survey reflects matters of title as found in Stewart Title Insurance Company, file number: TM 12715, effective date: June 10, 2003.

Dated this 10th Day of July 2003
 Robert G. Baruch
 Professional Land Surveyor

See Center of S.P.K. Nails @ Property Corner

Feet
 is plat. Compare all points
 & once. For building
 tract and local landmarks.













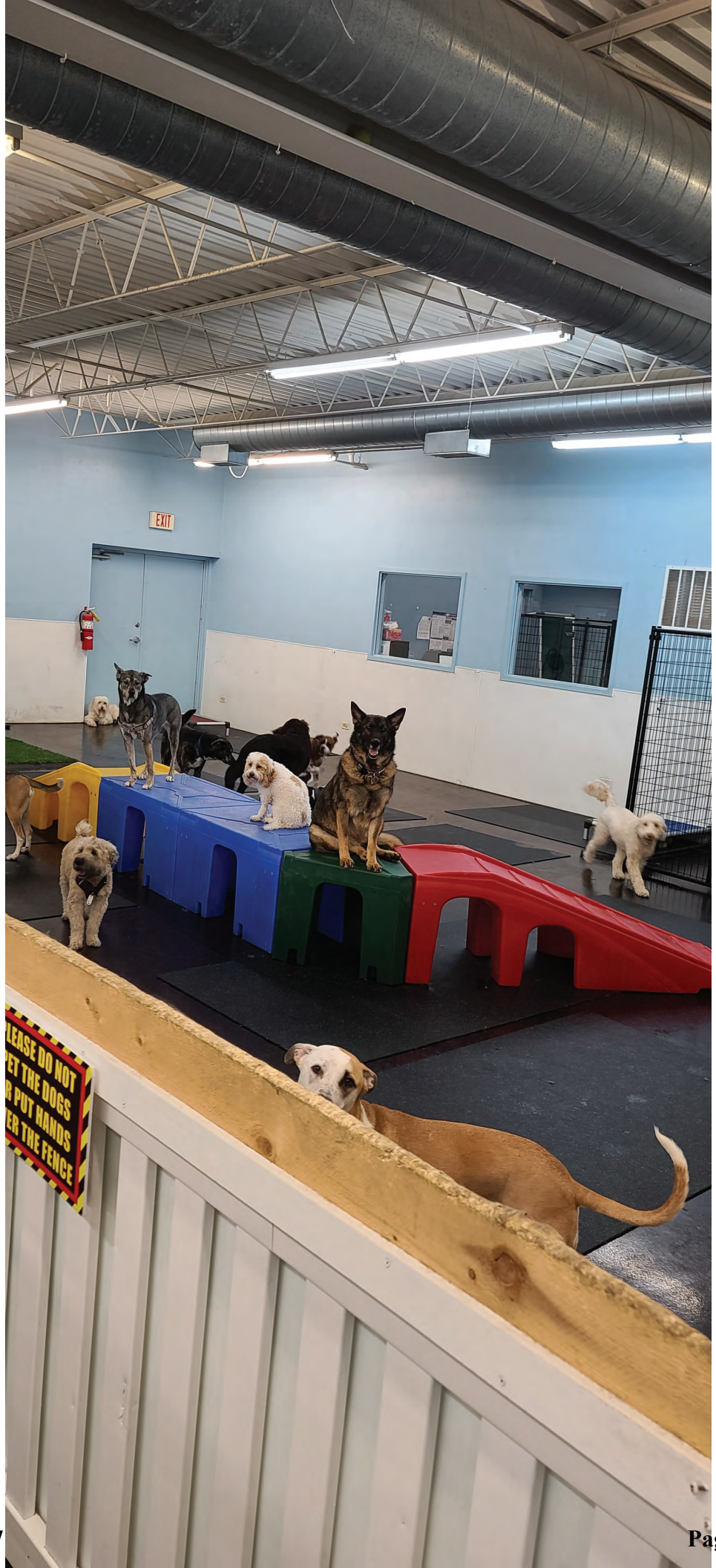










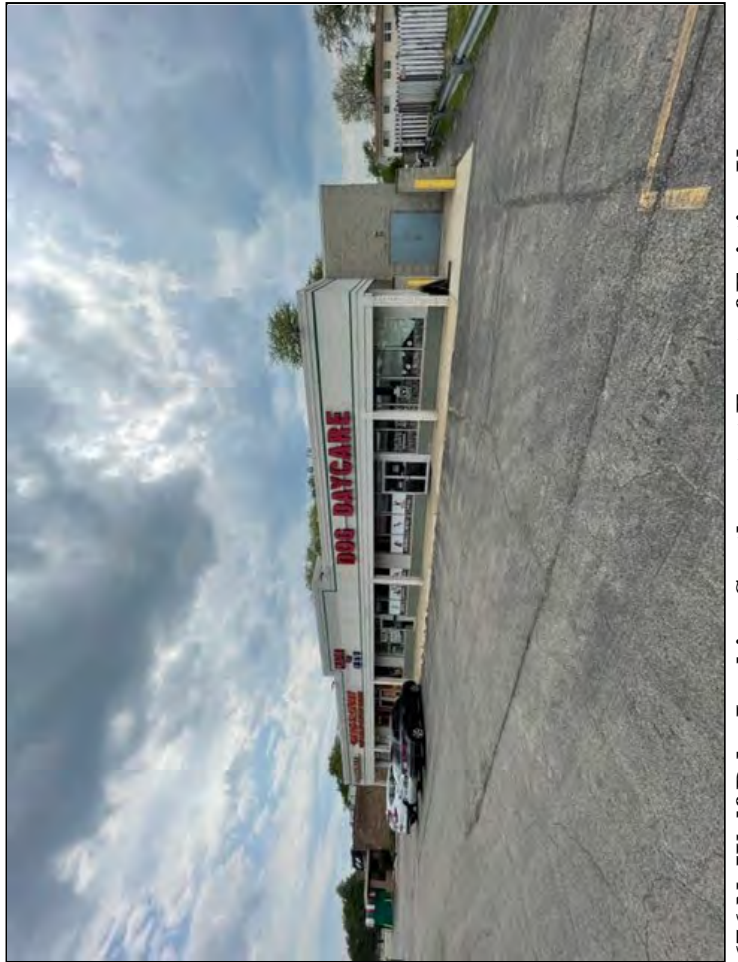




676 N. Wolf Rd – Public Notice & Front of Subject Property



676 N. Wolf Rd – Looking Northwest at Parking Lot & Building



676 N. Wolf Rd – Looking Southwest at Front of Existing Use



676 N. Wolf Rd – Looking Northwest at Front of Existing Building



COMMUNITY AND ECONOMIC DEVELOPMENT DEPARTMENT

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

MEMORANDUM

Date: May 19, 2022
To: Planning and Zoning Board (PZB)
From: Jonathan Stytz, AICP, Senior Planner
Cc: John T. Carlisle, AICP, Director of Community & Economic Development
Subject: Consideration of a Conditional Use to Allow Motor Vehicle Sales at 622 Northwest Highway

Issue: The petitioner is requesting a conditional use to allow a motor vehicle sales use in the C-3 General Commercial district at 622 Northwest Highway.

Address: 622 Northwest Highway
Owner: Rob Zimmerman, 1216 Rand Road, Des Plaines, IL 60016
Petitioner: Bryan Fleischer, Premier Auto, 1124 Cayuga Drive, Northbrook, IL 60062
Case Number: 22-017-CU
PIN: 09-18-215-002-0000
Ward: #7, Alderman Patsy Smith
Existing Zoning: C-3, General Commercial District
Existing Land Use: Multi-Tenant Commercial Building
Surrounding Zoning: North: C-3, General Commercial / R-1, Single Family Residential Districts
South: R-3, Townhouse Residential / I-1, Institutional Districts
East: R-3, Townhouse Residential / M-2, General Manufacturing Districts
West: R-3, Townhouse Residential / R-1, Single Family Residential Districts
Surrounding Land Use: North: Health Clinic (Commercial) / Single Family Residences
South: Townhouses (Residential) / Cultural Center (Institutional)
East: Townhouses (Residential) / Enclosed Parking Area (Commercial)
West: Townhouses (Residential) / Single Family Residences

Street Classification: Northwest Highway is classified as a minor arterial, and Seegers Road is classified as a local street.

Comprehensive Plan: The Comprehensive Plan illustrates the site as Industrial.

Zoning/Property History: Based on City records, the property was annexed into Des Plaines in 1965. The subject address was developed with a building and parking area in as early as 1998. Since then, a building addition occurred on the south side of the building around 2005. The subject tenant space was previously utilized by a moving business, Two Men and a Truck, which left around January 2022.

Project Description: The petitioner, Bryan Fleischer of Premier Auto, is requesting a conditional use to allow a motor vehicle sales use in the C-3 General Commercial district at 622 Northwest Highway. The subject property at 622 Northwest Highway consists of one parcel totaling 153,529 square feet (3.52 acres) and currently contains a 31,180-square-foot, one-story multi-tenant commercial building with multiple paved surface parking lots as illustrated on the attached Plat of Survey. It is important to note that the Plat of Survey includes the property at 655 Seegers Road, which is located directly east of the subject property. However, the conditional use request is focused solely on the property at 622 Northwest Highway. The subject property is currently accessed by one curb-cut off Northwest Highway and three curb-cuts off Seegers Road. The existing building is set back approximately 14 feet off the west property line (front) along Northwest Highway, 153 feet from the west property line (rear), 62 feet off the north property line (corner-side), and 150 feet off the south property line (interior side).

Premier Auto is a car dealership focused on Asian and German brands that is currently operating in Palatine but is planning to relocate to Des Plaines at the subject property. Premier Auto plans to operate out of the westernmost tenant space facing Northwest Highway, which consists of a 2,983-square-foot open office/showroom area, a 260-square-foot interior office area, a 1,609-square-foot open area to be utilized as a car photo room, and a 742-square-foot open mechanical and storage area with an overhead door as illustrated in the attached Floor Plans. The petitioner does not plan to make any alterations or additions to tenant space at this time. The proposed hours of operation are 10 a.m. to 7:30 p.m. Monday through Friday, 10 a.m. to 6 p.m. on Saturday, and closed on Sunday. Up to five employees will be on site Monday through Friday and a reduced staff will be present on Saturday. See the attached Project Narrative for more information.

Premier Auto will have access to the north (facing Seegers Road) and west (facing Northwest Highway) paved surface parking areas for vehicle display as well as parking for customers and employees. Pursuant to Section 12-9-7 of the Zoning Ordinance, motor vehicle sales uses require a minimum of one parking space for every 500 square feet of showroom and office floor area, plus one space for every 20 vehicle display spaces (required off street parking spaces cannot be occupied by motor vehicles for sale or for lease). The 3,244-square-foot combined showroom/office areas and 25 proposed vehicle display spaces require a minimum of eight parking spaces, including one handicap accessible parking space.

The attached Site Plan identifies the allocation of parking between vehicle display parking and employee parking in addition to a note that drive aisle widths will be 12 feet. Per 12-9-6 of the Zoning Ordinance, a 12-foot-wide drive aisle is only acceptable for one-way circulation. As customer parking is required for this use, staff has added a condition that the Site Plan is revised and resubmitted to staff prior to the City Council meeting to identify the one-way direction of travel throughout the portion of the site to be utilized by Premier Auto, with clear striped arrows and/prone-way/do-not-enter signs. The revised site plan should also clearly indicate that the property can accommodate eight open parking spaces for patrons, including one handicap accessible parking space in compliance with all applicable City of Des Plaines codes. The petitioner has also shown exterior lighting on the Site Plan. While the proposal intends to utilize existing exterior building lighting and there are no immediate plans to add exterior lighting, staff has added a condition that a Photometric Plan will be required at time of building permit if new exterior lighting is proposed for the subject property.

The vehicle display and showroom activities proposed on site fall within the Motor Vehicle Sales use, defined in Section 12-13-3 of the Zoning Ordinance as an establishment, the principal use or purpose of which is the sale of motorized vehicles, including, but not limited to, the sale of automobiles, personal trucks, recreation vehicles, snowmobiles, boats, and motorcycles. The subject property is located within the C-3 district and a Motor Vehicle Sales use requires a conditional use in this district. Since no conditional use currently exists for this address, a conditional use is required for Premier Auto to operate on this property.

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 the staff comments below or the attached 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 classified as a motor vehicle sales use. A motor vehicle sales use is a conditional use as specified in Section 12-7-3 of the Zoning Ordinance.

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

Comment: The subject property is a multi-tenant building with available commercial space. The proposal would repurpose available space to provide a new business and 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 motor vehicle sales use would utilize the existing building and site, which adjoins smaller commercial developments. However, it is not necessarily harmonious with the surrounding commercial development to the north, or the residential development situated at its east, south, and west sides.

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

Comment: The use would not be hazardous or disturbing to the existing neighboring uses. Instead, the proposal will improve an underutilized portion of the existing commercial building.

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 a corner lot with direct access to essential public facilities and services. Staff has no concerns that the motor vehicle sales 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 motor vehicle sales use would neither create a burden on public facilities, nor would it be a detriment to the economic well-being of the community. The addition of a new use could help the existing business grow and promotes business retention of surrounding commercial 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: Aside from the parking of vehicles for sale, activities for the motor vehicle sales use will take place inside, reducing any noise, smoke fumes, light, glare, odors, or other concerns. The existing development and site improvements currently do not create adverse effects on surrounding properties.

8. The proposed Conditional Use provides vehicular access to the property designed so that 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 there are multiple access points from existing streets. The proposed 12-foot-wide drive aisles will restrict vehicular access to one-way circulation throughout this portion of the site. 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 the destruction, loss, or damage of natural, scenic, or historic features of major importance:

Comment: The subject property is already developed so the motor vehicle sales use would not result in the loss or damage of natural, scenic, or historic features. Instead, the petitioner is repurposing available space in an existing multi-tenant commercial building to provide new 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 motor vehicle sales 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 622 Northwest Highway. 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 PZB recommends approval and City Council ultimately approves the request, staff recommends the following conditions.

Conditions of Approval:

1. The Site Plan is revised and resubmitted to staff prior to the City Council meeting to identify the one-way direction of travel throughout the portion of the site to be utilized by Premier Auto with proposed one-way/do not enter signs and accommodate eight open parking spaces for patrons, including one handicap accessible parking space in compliance with all applicable City of Des Plaines codes.
2. A Photometric Plan will be required at time of building permit if new exterior lighting is proposed for the subject property.
3. All businesses on the property shall have current and accurate business registrations and be in full compliance with all applicable City of Des Plaines codes.
4. No contractor storage shall occur at 622 Northwest Highway property without appropriate approvals from the City and a valid business registration for a trade contractor. Any existing contractor storage/trade contractor activities occurring on site shall cease immediately until appropriate approvals are obtained.
5. No commercial truck parking shall occur at 622 Northwest Highway.
6. The property shall be brought into and remain in conformance with all property maintenance code requirements.
7. All vehicles parked on the subject property shall contain valid plates and vehicle registration at all times.

Attachments:

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



2296 N RAND RD

PALATINE IL 60074

847-892-5080

March 29 2022

Hello

We are applying for a conditional use permit for the property located at 622 E Northwest Hwy, Des Plaines IL. We currently operate as a car dealership in Palatine IL and the landlord has since sold the building. We are currently looking to move our business to Des Plaines IL and serve the community. We do not plan any alterations or additions. The space was originally constructed as a car dealership and will suit or needs as is. We will take possession of the west and north parking lots for inventory and use the west showroom and forward offices. We will also use the north overhead door and half of the service drive to maintain our vehicles inside.

We operate from 10am-7:30pm Monday to Friday and 10am to 6pm on Saturday (closed Sunday). Our staff consists of 5 individuals that mostly work Monday to Friday. We have a shortened staff on Saturday. Our inventory consists of used cars priced from 10k to 40k focusing on German and Asian brands.

Yours Truly

A handwritten signature in black ink, appearing to read "Bryan Fleischer".

Bryan Fleischer

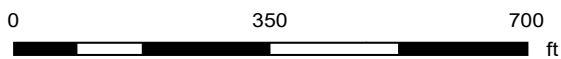
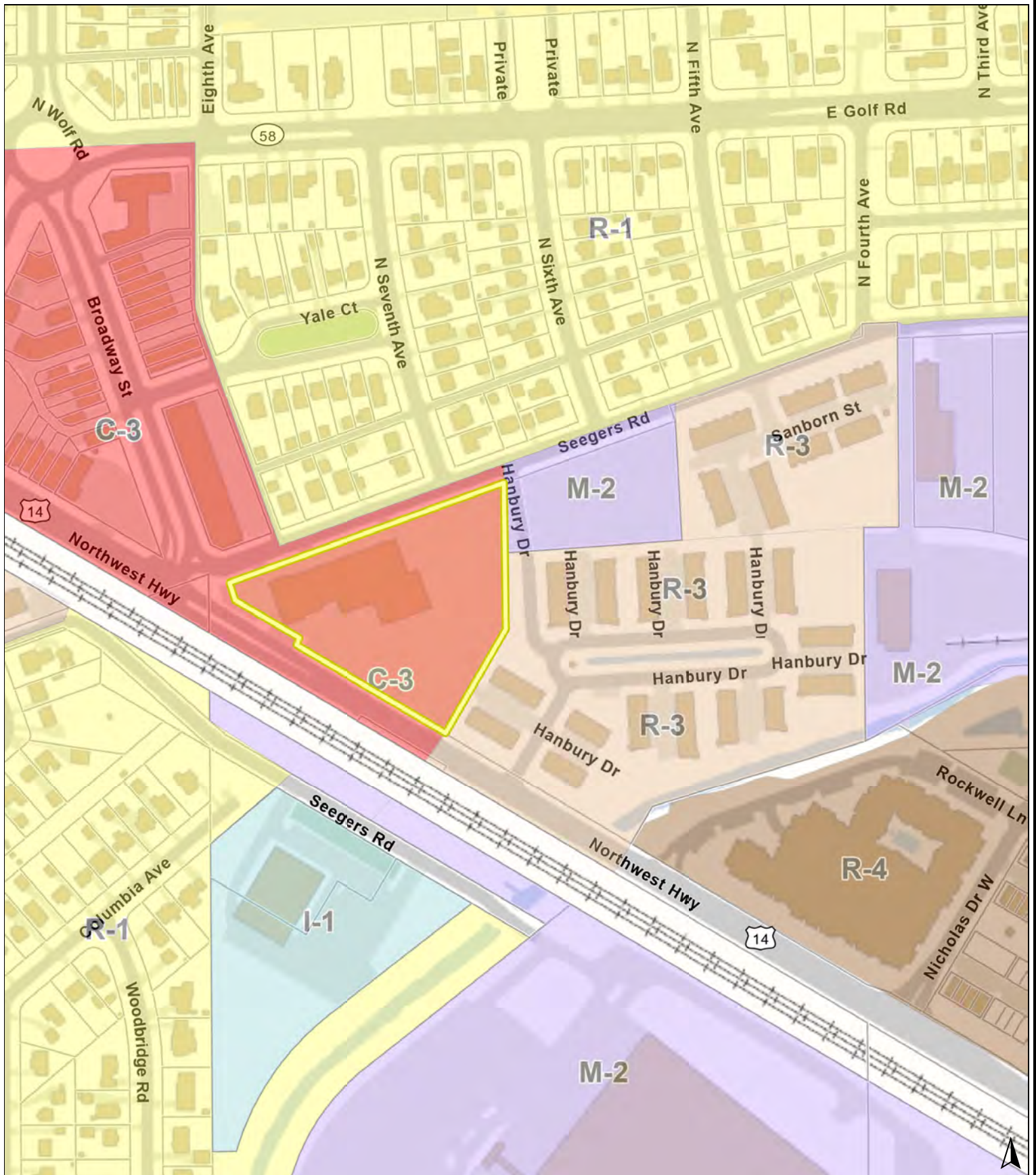
Owner

Premier Auto
622 E Northwest Hwy
Des Plaines IL 60016

This is a multi-occupancy commercial building located in Des Plaines IL at the cross roads of Seeger and E Northwest Hwy. The building was originally built as a new car dealership in 1971. The gross building square footage is 32,000 and sits on 3.5864 acres. Premier Auto will be occupying the front portion of the building and will need a dealer license and special use permit.

Premier Auto's responses to the standards for conditional uses

1. The business that originally occupied this space was a car dealership and we intend to use this space for a car dealership as well.
2. We believe our business will function in accordance with the city's comprehensive plan.
3. It is our intention to utilize the existing structure and space while providing small cosmetic updates to turn this currently vacant property into a successful business.
4. We do not believe that a car dealership operating during normal business hours will be hazardous or disturbing to the existing neighbors. In fact, bringing a new business into a vacant space will create additional safety to the surrounding areas.
5. We will properly utilize and be responsible for establishing any of the services necessary.
6. Our proposed business will not create any additional requirements at the public expense and will not be detrimental to the economic welfare of the community.
7. The proposed business does not involve any of the listed detrimental uses to any personal property or general welfare of the community
8. The business will not create interference with traffic on the surrounding thoroughfares.
9. We intend to use the existing structure and therefore will not result in any damage or destruction to natural scenic or historic features of the property
10. It is our genuine belief that our proposed use complies with all additional regulations in this title specific to the conditional use requested.



Print Date: 5/19/2022

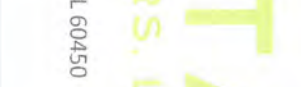
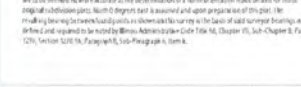
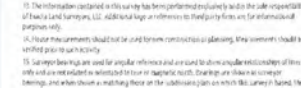
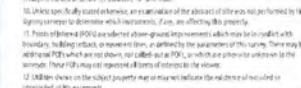
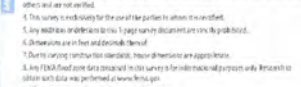
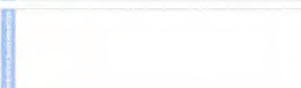
Notes

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.

PROPERTY ADDRESS: 1908 2775-01 ALTAIR DRIVE - GOLF AND 155 183 000 ROAD, DES PLAINES, ILLINOIS 60018



CLIENT ORDER NUMBER: DATE: 09/06/19 BUYER: TRANSPORTATION INVESTMENT GROUP, LLC SELLER: TRANSPORTATION INVESTMENT GROUP, LLC



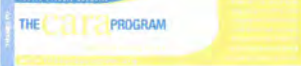
1908.2775-01 ALTAIR DRIVE LAND TITLE SURVEY COOK COUNTY

THAT PART OF LOT A IN THE UNION PACIFIC RAILROAD COMPANY RIGHT-OF-WAY... BEING ALSO THE CENTER-VE OF SAID ROAD, THENCE SOUTH TO DEGREES 31 MINUTES EAST ALONG THE NORTHWESTERLY LINE OF SAID LOT A...

Table with 3 columns: Stationing, Distance, and Bearing. Includes bearings like N 19° 30' 50" W 68.57' (3) 68.73' (R)

NOTE: TOTAL AREA OF ALL THE SURVEYED LOTS IS 214,122.57 SQ. FT.

- 1. The legal description used to perform this survey was supplied by the owner... 2. This survey was performed in accordance with the Surveying Act of 1980...



EXACTA LAND SURVEYORS, LLC 316 East Jackson Street, Morris, IL 60450 LB# 184008059 Phone: 773.305.4011

NO INFORMATION FURNISHED BY...

1:50 TO CORNER THAT THE WAY OF THE... BEING ALSO THE CENTER-VE OF SAID ROAD...

SEARCHED FOR RECORDS IN THE PUBLIC RECORDS OF COOK COUNTY...

NOTED FOR ANY RECORDS IN THE PUBLIC RECORDS OF COOK COUNTY...

NOTED FOR ANY RECORDS IN THE PUBLIC RECORDS OF COOK COUNTY...

NOTED FOR ANY RECORDS IN THE PUBLIC RECORDS OF COOK COUNTY...

NOTED FOR ANY RECORDS IN THE PUBLIC RECORDS OF COOK COUNTY...

NOTED FOR ANY RECORDS IN THE PUBLIC RECORDS OF COOK COUNTY...

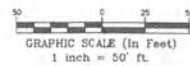
NOTED FOR ANY RECORDS IN THE PUBLIC RECORDS OF COOK COUNTY...

NOTED FOR ANY RECORDS IN THE PUBLIC RECORDS OF COOK COUNTY...

NOTED FOR ANY RECORDS IN THE PUBLIC RECORDS OF COOK COUNTY...



Signature of Mark D. Johnson



RECEIVED SEP 24 2019 BUILDING DEPT.



Legend table with columns: SYMBOL, DESCRIPTION, and SYMBOL. Includes symbols for boundary lines, structures, centerlines, and various survey markers.





CLIENT ORDER NUMBER: DATE: 09/26/19
SELLER: TRANSFORMATION INVESTMENT GROUP LLC



HOME # 1111

1. The information on this plan was obtained from the client and is not to be used for any other purpose without the written consent of E-Acta Land Surveyors LLC.
2. The client is responsible for the accuracy of the information provided.
3. This plan is not to be used for any other purpose without the written consent of E-Acta Land Surveyors LLC.
4. The client is responsible for the accuracy of the information provided.
5. This plan is not to be used for any other purpose without the written consent of E-Acta Land Surveyors LLC.
6. The client is responsible for the accuracy of the information provided.
7. This plan is not to be used for any other purpose without the written consent of E-Acta Land Surveyors LLC.
8. The client is responsible for the accuracy of the information provided.
9. This plan is not to be used for any other purpose without the written consent of E-Acta Land Surveyors LLC.
10. The client is responsible for the accuracy of the information provided.

E-ACTA
LAND SURVEYORS LLC
316 East Jackson Street, Morris, IL 60460
Phone: 773.305.1011
LB# 184008059

184008059
ALTAIR LAND TITLE SURVEY
COOK COUNTY

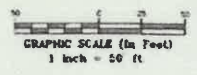
THE PART OF THE SECTION 16, TOWNSHIP 36N, RANGE 10E, COOK COUNTY, ILLINOIS, WHICH IS SHOWN BY THE SHADY HATCHED AREA ON THE ATTACHED PLAT OF THE PROPERTY SURVEYED BY THE SURVEYOR ON THE 15th DAY OF SEPTEMBER, 2019, IS HEREBY SET APART AS A TRACT OF LAND TO BE USED FOR THE PURPOSES OF AN OFFICE, SHOWROOM, PHOTO AND MAINTENANCE AREA, DISPLAY VEHICLE PARKING, EMPLOYEE PARKING, AND EXTERIOR LIGHTING. THE PART OF THE SECTION 16, TOWNSHIP 36N, RANGE 10E, COOK COUNTY, ILLINOIS, WHICH IS SHOWN BY THE SHADY HATCHED AREA ON THE ATTACHED PLAT OF THE PROPERTY SURVEYED BY THE SURVEYOR ON THE 15th DAY OF SEPTEMBER, 2019, IS HEREBY SET APART AS A TRACT OF LAND TO BE USED FOR THE PURPOSES OF AN OFFICE, SHOWROOM, PHOTO AND MAINTENANCE AREA, DISPLAY VEHICLE PARKING, EMPLOYEE PARKING, AND EXTERIOR LIGHTING. THE PART OF THE SECTION 16, TOWNSHIP 36N, RANGE 10E, COOK COUNTY, ILLINOIS, WHICH IS SHOWN BY THE SHADY HATCHED AREA ON THE ATTACHED PLAT OF THE PROPERTY SURVEYED BY THE SURVEYOR ON THE 15th DAY OF SEPTEMBER, 2019, IS HEREBY SET APART AS A TRACT OF LAND TO BE USED FOR THE PURPOSES OF AN OFFICE, SHOWROOM, PHOTO AND MAINTENANCE AREA, DISPLAY VEHICLE PARKING, EMPLOYEE PARKING, AND EXTERIOR LIGHTING.



OFFICE, SHOWROOM
PHOTO,

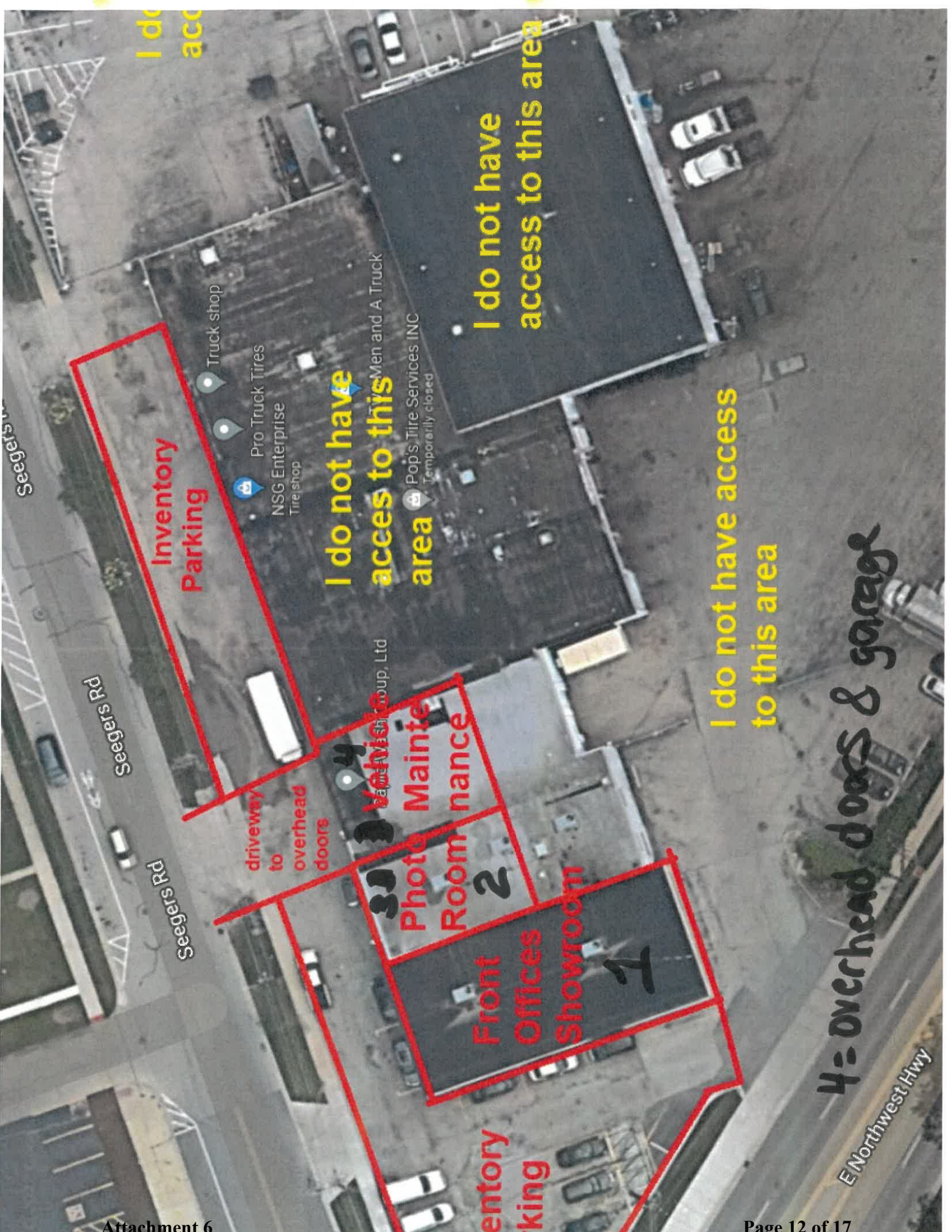
- EXTERIOR LIGHTING
- OFFICE, SHOWROOM,
PHOTO AND MAINTENANCE AREA
- DISPLAY VEHICLE PARKING
13 SPACES / 90 DEG. / 9' X 18'
12 SPACES / 60 DEG. / 9' X 18'
- EMPLOYEE PARKING
6 SPACES / 0 DEG. / 20' X 8'
2 SPACES / 90 DEG. / 9' X 18'
- AREA NOT SUBJECT TO
CONDITIONAL USE PERMIT

ALL DRIVE AISLE WIDTHS 12'



RECEIVED
BUDGING DEPT

SYMBOL	DESCRIPTION	SYMBOL	DESCRIPTION
01	ADJUTANT GENERAL	01	ADJUTANT GENERAL
02	ASSAULT	02	ASSAULT
03	BARRICADE	03	BARRICADE
04	BATTERY	04	BATTERY
05	BATTALION	05	BATTALION
06	BATTALION	06	BATTALION
07	BATTALION	07	BATTALION
08	BATTALION	08	BATTALION
09	BATTALION	09	BATTALION
10	BATTALION	10	BATTALION
11	BATTALION	11	BATTALION
12	BATTALION	12	BATTALION
13	BATTALION	13	BATTALION
14	BATTALION	14	BATTALION
15	BATTALION	15	BATTALION
16	BATTALION	16	BATTALION
17	BATTALION	17	BATTALION
18	BATTALION	18	BATTALION
19	BATTALION	19	BATTALION
20	BATTALION	20	BATTALION
21	BATTALION	21	BATTALION
22	BATTALION	22	BATTALION
23	BATTALION	23	BATTALION
24	BATTALION	24	BATTALION
25	BATTALION	25	BATTALION
26	BATTALION	26	BATTALION
27	BATTALION	27	BATTALION
28	BATTALION	28	BATTALION
29	BATTALION	29	BATTALION
30	BATTALION	30	BATTALION
31	BATTALION	31	BATTALION
32	BATTALION	32	BATTALION
33	BATTALION	33	BATTALION
34	BATTALION	34	BATTALION
35	BATTALION	35	BATTALION
36	BATTALION	36	BATTALION
37	BATTALION	37	BATTALION
38	BATTALION	38	BATTALION
39	BATTALION	39	BATTALION
40	BATTALION	40	BATTALION
41	BATTALION	41	BATTALION
42	BATTALION	42	BATTALION
43	BATTALION	43	BATTALION
44	BATTALION	44	BATTALION
45	BATTALION	45	BATTALION
46	BATTALION	46	BATTALION
47	BATTALION	47	BATTALION
48	BATTALION	48	BATTALION
49	BATTALION	49	BATTALION
50	BATTALION	50	BATTALION
51	BATTALION	51	BATTALION
52	BATTALION	52	BATTALION
53	BATTALION	53	BATTALION
54	BATTALION	54	BATTALION
55	BATTALION	55	BATTALION
56	BATTALION	56	BATTALION
57	BATTALION	57	BATTALION
58	BATTALION	58	BATTALION
59	BATTALION	59	BATTALION
60	BATTALION	60	BATTALION
61	BATTALION	61	BATTALION
62	BATTALION	62	BATTALION
63	BATTALION	63	BATTALION
64	BATTALION	64	BATTALION
65	BATTALION	65	BATTALION
66	BATTALION	66	BATTALION
67	BATTALION	67	BATTALION
68	BATTALION	68	BATTALION
69	BATTALION	69	BATTALION
70	BATTALION	70	BATTALION
71	BATTALION	71	BATTALION
72	BATTALION	72	BATTALION
73	BATTALION	73	BATTALION
74	BATTALION	74	BATTALION
75	BATTALION	75	BATTALION
76	BATTALION	76	BATTALION
77	BATTALION	77	BATTALION
78	BATTALION	78	BATTALION
79	BATTALION	79	BATTALION
80	BATTALION	80	BATTALION
81	BATTALION	81	BATTALION
82	BATTALION	82	BATTALION
83	BATTALION	83	BATTALION
84	BATTALION	84	BATTALION
85	BATTALION	85	BATTALION
86	BATTALION	86	BATTALION
87	BATTALION	87	BATTALION
88	BATTALION	88	BATTALION
89	BATTALION	89	BATTALION
90	BATTALION	90	BATTALION
91	BATTALION	91	BATTALION
92	BATTALION	92	BATTALION
93	BATTALION	93	BATTALION
94	BATTALION	94	BATTALION
95	BATTALION	95	BATTALION
96	BATTALION	96	BATTALION
97	BATTALION	97	BATTALION
98	BATTALION	98	BATTALION
99	BATTALION	99	BATTALION
100	BATTALION	100	BATTALION



I do not have access to this area

I do not have access to this area

I do not have access to this area

4 = Overhead doors & garage

Inventory Parking

Front Offices Showroom 1

Photo Room 2

Vehicle Maintenance

driveway to overhead doors

Truck shop

Pro Truck Tires
NSG Enterprise
Tire shop

Men and A Truck

Pop's Tire Services INC
Temporarily closed

Seegeers Rd

Seegeers Rd

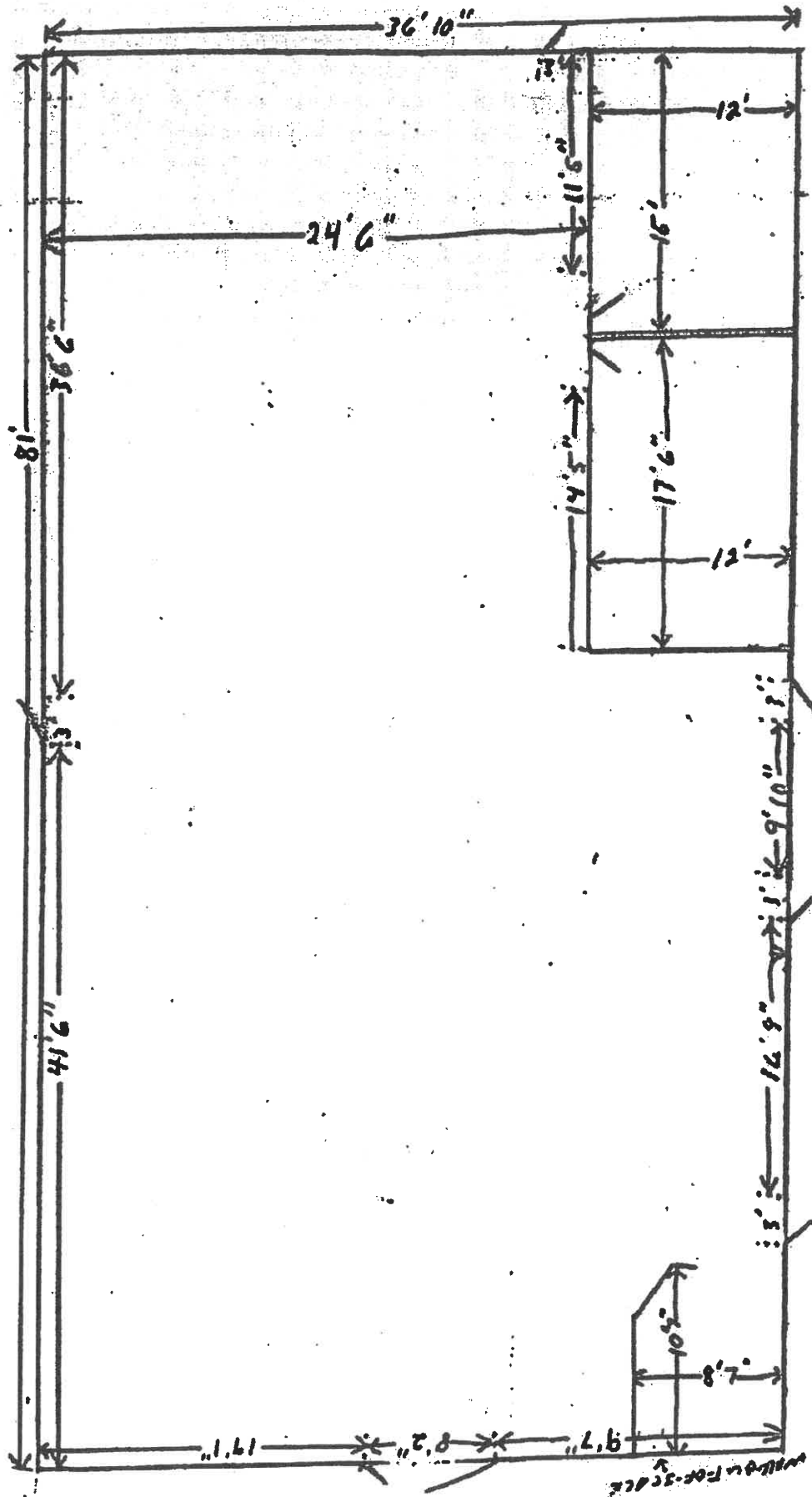
Seegeers Rd

E Northwest Hwy

* DIAGRAM #1

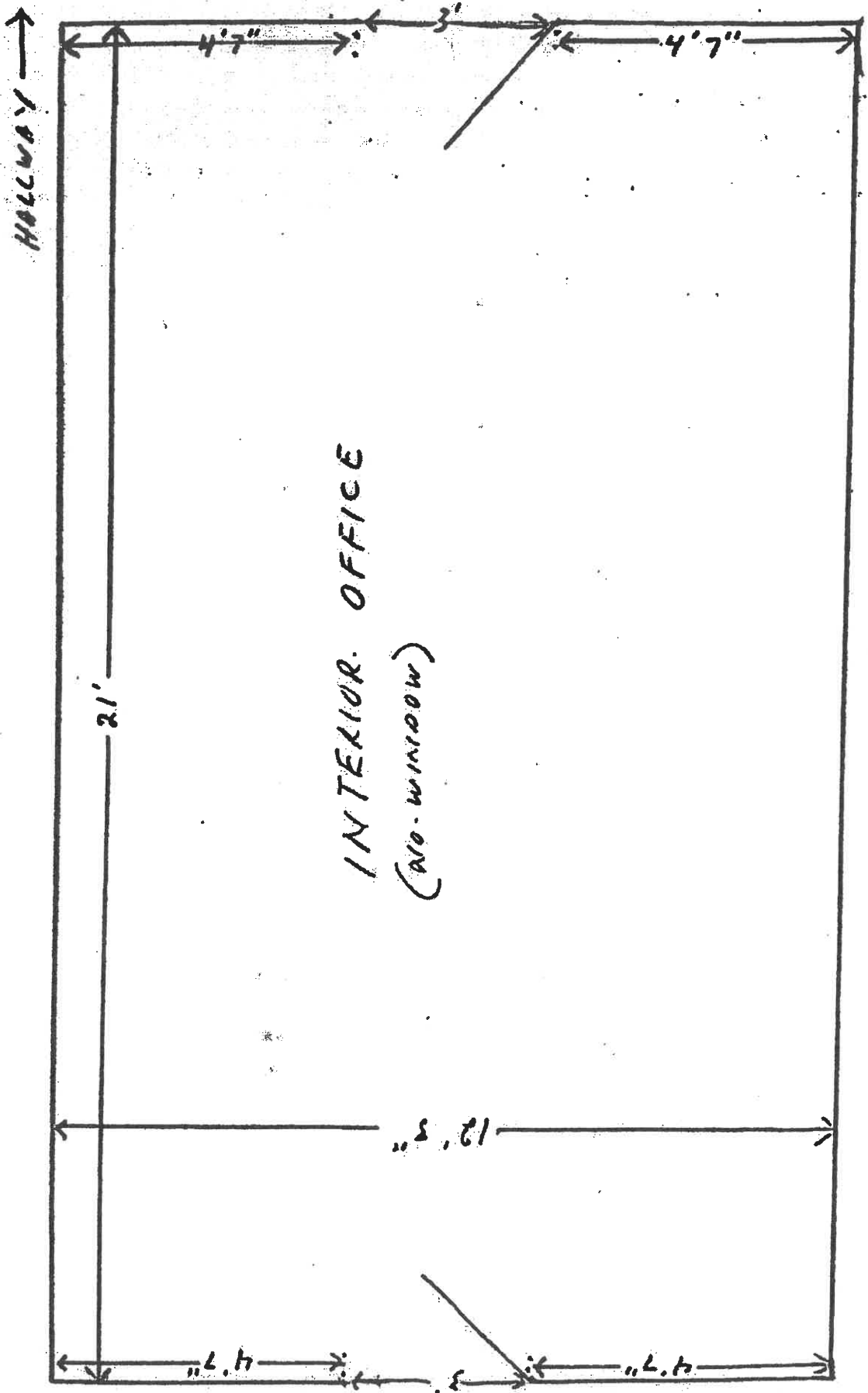
G 22 E NORTHWEST HWY

OPEN-FRONT OFFICE + SHOW ROOM



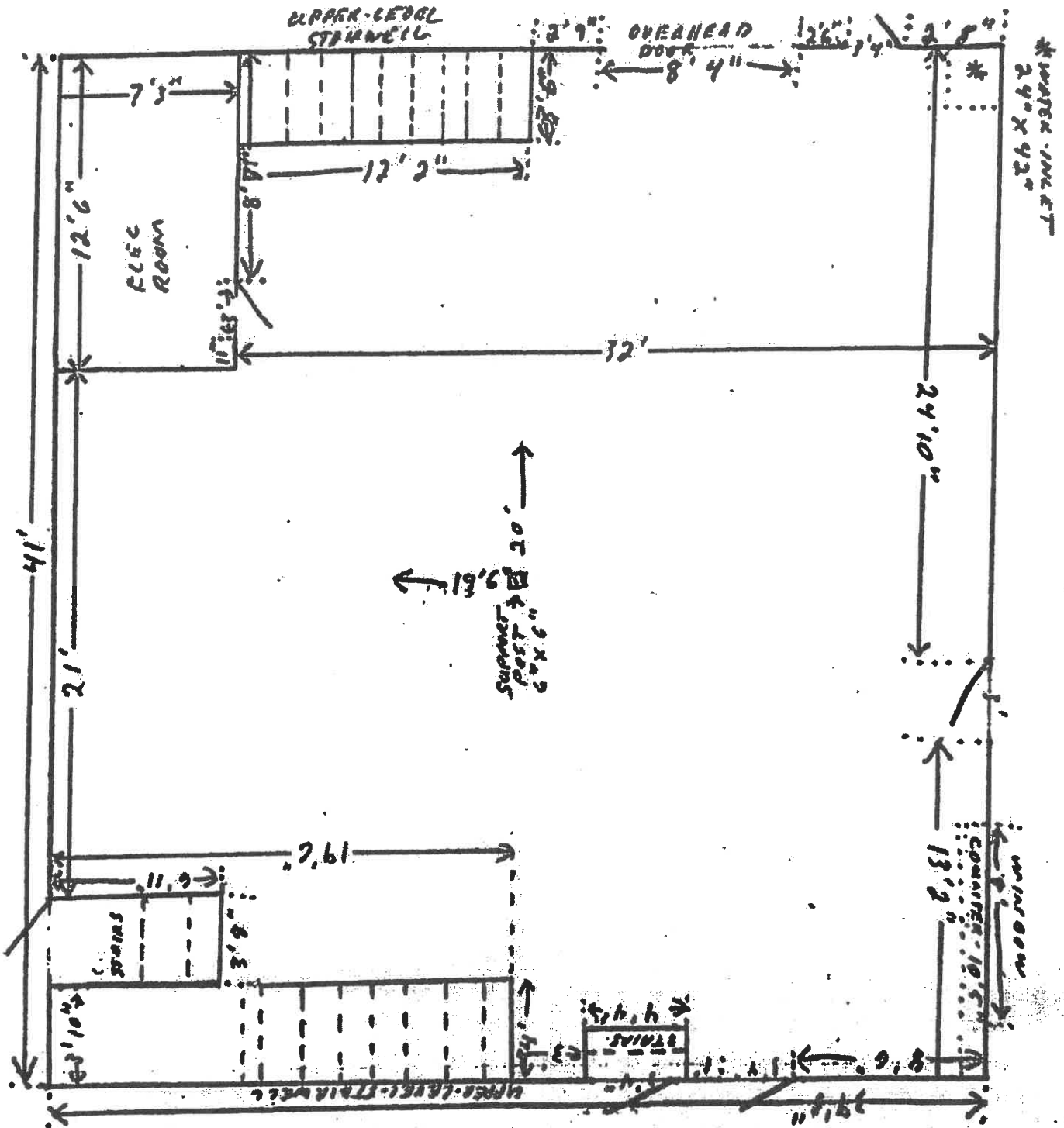
622 E. NORTHWEST HWY
3RD OFFICE OF OPEN FRONT
OFFICE SPACE

* DIAGRAM of
Kitchen

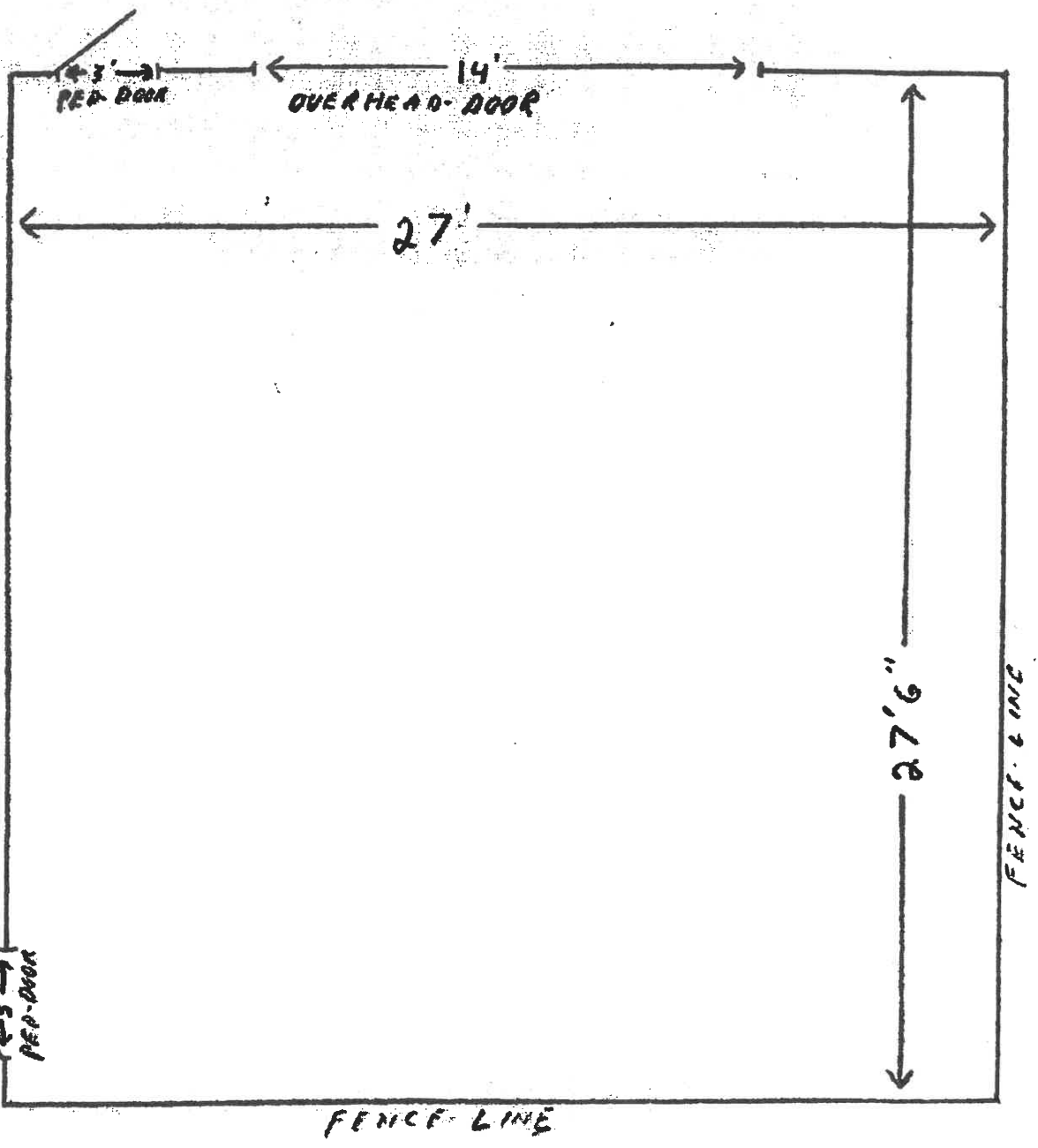


* DIAGRAM #3
Car photo room

G 22 E. NORTHWEST HWY
OPEN OFFICE SPACE
WITH OVERHEAD DOOR



MAIN WAREHOUSE STORAGE AREA
WITH LARGE OVERHEAD-DOOR
622 E. NORTHWEST HWY



#4
DIAGRAM
mechanical
Car storage



622 Northwest Hwy – Public Notice & Front of Subject Property



622 Northwest Hwy – Looking Southeast at Parking Lot & Building



622 Northwest Hwy – Looking East at South Side Building & Parking



622 Northwest Hwy – Looking East at North Side Building & Parking

MEMORANDUM

Date: May 20, 2022

To: Planning and Zoning Board (PZB)

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

Subject: **Proposed Mixed-Use Residential, Commercial, and Parking Development at Graceland and Webford Avenues (622 Graceland, 1332-1368 Webford):**
Zoning Map Amendment and Tentative Plat of Subdivision

Update: At its April 12, 2022 meeting, the PZB began a public hearing to consider the following requests: (i) a Map Amendment (rezoning) under Section 12-3-7 of the Zoning Ordinance, from the existing C-3 General Commercial District to the C-5 Central Business District; (ii) variations under 12-3-6 of the Zoning Ordinance related to location and design of off-street parking and loading; and (iii) a Tentative Plat of Subdivision to consolidate three lots of record into one (Subdivision Regulations, Title 13 of City Code). The Board heard presentation and testimony from the petitioner and members of the public. Because of substantial input received, the Board voted unanimously to continue the hearing until May 10, 2022.

Between April 12 and May 10, the petitioner submitted a written request to continue the hearing to May 24 to provide additional time to undertake a number of design changes in the submittal and to accommodate staff review and preparation of materials for the continued hearing. On May 10, the hearing was opened, members of the public were afforded the opportunity to comment, and the Board ultimately voted 5-1 to continue the hearing to May 24, 2022. The petitioner has since revised various components of the submittal:

- The previously proposed 16 surface *off-street* parking spaces and one *off-street* loading space have been removed; as a result, per the revised Project Narrative the petitioner is withdrawing the request for variation. The matters for the Board's consideration are now (i) Map Amendment and (ii) Tentative Plat of Subdivision.
- Revised plans illustrate an approximately 3,400-square-foot park/green space area directly south of the proposed parking garage. This park area, while proposed on private property, is designated on the Tentative Plat of Subdivision to be reserved for public use, to be maintained by the property owner.
- As part of the petitioner's required public improvements, five parallel *on-street* parking would be provided at the north curb of a newly widened segment of Webford Avenue. An on-street loading area is also shown. These are designed to augment the 179 indoor garage spaces, which are unchanged from the submittal for the initial hearing.
- The traffic study by Eriksson Engineering Associates has been updated to reflect the new circulation pattern and to provide additional data, including direct traffic counts between April 20-27, 2022.

- A knee wall was added along the south elevation intended to block potential headlights from parked vehicles in the garage from being visible from properties on the south side of Webford.
- Additional building openings and fenestration have been created along the west elevation: glazing (residential unit windows facing west) on Levels 5, 6, and 7; scrim (metal screen) at the northwest corner, wrapped around from the north elevation; and an opening for pedestrians at the southwest corner designed to provide a pathway between, for example, the building at 1330 Webford and public parking spaces in the proposed garage.
- A sun study is provided to show the shadow cast by the proposed building at different times of year.

The following report and several attachments have been updated to reflect the revised requests. For administrative consistency, the “V” remains in the case number, but variation is no longer being pursued.

. . .

Issue: To allow a proposed mixed-use residential, commercial, and parking development, the petitioner is requesting a Zoning Map Amendment and a Tentative Plat of Subdivision.

Owners: 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

PINs: 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)

Existing Land Use and History: The principal building at 622 Graceland is currently the headquarters of the Journal & Topics newspaper. According to the Des Plaines History Center, the building was constructed as a Post Office in 1940-1941, most likely under the Works Progress Administration (WPA).

A smaller accessory building is also part of the Journal & Topics property. At 1332 Webford is a 38-space surface parking lot owned by the City of Des Plaines and used for public parking, both time-limited (14 spaces) and permit-restricted (24 spaces).

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.

Project Summary:

Overall

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 coworking office space, a fitness area, lounges and meeting rooms, a club room with bar, a multimedia/game lounge, a dog run and dog wash, indoor bike parking, and an outdoor swimming pool and recreation deck. The proposed building in all is approximately 187,000 square feet.

The project includes a 179-space indoor parking garage. These 179 spaces are intended to fulfill the *off-street* parking minimum requirements for the residential units and the restaurant-lounge (154 spaces), as well as create a supply of public parking to partially replace the current 1332 Webford public lot. The segment of Webford alongside the subject property is proposed to widen to a general distance of 28 feet from curb to curb within existing public right-of-way, except for an area where on-street parallel parking is proposed, in which case the curb-to-curb area is 35 feet: 28 feet for the two-way traffic lanes and 7 feet for parking spaces. The total of off-street and on-street parking proposed is 184 spaces, with an on-street loading area. With the consent of the property owners, the petitioner is seeking zoning and subdivision approvals.

Request Summary:

Map Amendment

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 on C-5 allowances and requirements.

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 ¹⁰
Center, Adult Day Service	C	C ¹⁰
Commercial Outdoor Recreation	C	--
Commercial Shopping Center	P	--
Consumer Lender	C	--
Convenience Mart Fueling Station	C ⁴	--
Domestic Pet Service	C ^{11,12}	--
Dwellings, Multiple-Family	--	P³
Leasing/Rental Agents, Equipment	C	--
Motor Vehicle Sales	C ⁵	--
Government Facility	--	P
Radio Transmitting Towers, Public Broadcasting	C	--
Restaurants (Class A and Class B)	P	P
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 for a used car business of less than 25,000 square feet but more than 22,000 square feet.

- 10. Except on Miner Street, Ellinwood Street or Lee Street.
- 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
<i>Maximum Height</i>	45 feet	100 feet
<i>Minimum Front Yard¹</i> -Adjacent Residential: -Adjacent Other:	-Setback of Adjacent Residential district -5 feet	-Setback of Adjacent Residential district -Not applicable
<i>Minimum Side Yard</i> -Adjacent Residential: -Adjacent Other:	-Setback of Adjacent Residential district -5 feet if abutting street	-Setback of Adjacent Residential district -5 feet if abutting street
<i>Minimum Rear Yard</i> -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 -Not applicable

Notes:

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

Height Implications

Amending the zoning to C-5 allows for a building up to 100 feet in height. In the public hearing and other proceedings, some public comment has questioned whether the City of Des Plaines Fire Department is capable of adequately serving a proposed 82-foot-tall building at this property. Attached to this report is a memo from the Fire Chief. The memo outlines how Fire staff have consulted with the petitioner as the concept was being designed, how this project would compare to others already built in Des Plaines, and that a 100-foot aerial tower ladder truck is available. From the final paragraph of the memo: “The Fire Department does not have any specific concerns related to the project other than to maintain the standards of construction as well as required fire alarm and sprinkler/standpipe systems.” The proposed construction would be reviewed according to all adopted international building and life safety (i.e. fire) codes before a building permit would be issued, and ongoing inspections of the Building Division would be required during construction before occupancy.

The petitioner’s proposed building footprint 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 a yard “...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

Number of Bedrooms	Minimum Floor Area (Square Feet)
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 outdoor seating area has been enlarged in the revised submittal.

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 Section 12-7-3.H.6. (Supplemental Parking Requirements) and reflect 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 minimum requirements for the uses.

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

Use	General Ratio	Required
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 ¹ or one space for every four seats ² , whichever is greater, plus one space for every three employees ³	17 spaces
Total	-	154 spaces

Exclusive of meeting the minimum off-street parking, the project is also designed to partially replace the existing supply of 38 public spaces at 1332 Webford. Of the 179 proposed off-street garage spaces, there is a surplus of 25 over the minimum zoning requirement. There are also five newly proposed on-street spaces, with one on-street loading space (a designated loading space or area is not required for the development under the Zoning Ordinance, but the petitioner proposes to have a designated area adjacent to the on-street parking.)

Although including public parking 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 project. As part of the terms of a sale, the petitioner would accept a requirement to provide public parking on their 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. The decision to sell 1332 Webford to the petitioner rests solely with the City Council.

Circulation, Mobility, and Traffic

The petitioner has submitted a revised traffic study and report, dated May 11, 2022 and prepared by Eriksson Engineering Associates, Ltd. The report is updated from the initial version of February 22, 2022, and factors in the petitioner’s new proposal for on-street parked vehicles along the Webford frontage. In addition, the revised report is based not only on modeling, projections, and secondary⁴ data collection but also on direct counts that occurred between Wednesday, April 20, 2022, and Wednesday, April 27, 2022 at multiple different locations in the vicinity. Tables showing the traffic volumes at peak hour is on Pages 17-19 of the report.

As with the original report, the study considers the volume/trips and circulation of individual automobiles, public transportation, and non-motorized (i.e. bike

¹ The first 2,500 square feet may be deducted in the C-5 district.

² Fifty-six seats are shown in the floor plan.

³ Nine employees working at a given time in the restaurant/lounge are used as an estimate.

⁴ The engineer referenced Average Annual Daily Traffic (AADT) data, which is made available by the Illinois Department of Transportation. Accessible at: <https://www.gettingaroundillinois.com/Traffic%20Counts/index.html>.

and pedestrian) transportation. The report contains data on the existing conditions 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 references and considers 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 4:30-5:30 p.m. (corrected from the initial report), the study projects 45 total in-and-out automobile movements during a.m. peak and 63 during p.m. peak hour (see Page 8 of the report).

Based on the revised proposed site plan, which includes two driveways perpendicular to Webford that would allow two-way in-and-out traffic from the garage, the study estimates that only 5 percent of inbound and 5 percent of outbound traffic would use the portion of Webford west of the proposed development (i.e. into the residential neighborhood to the west). Unlike the previous submittal, which showed 90-degree perpendicular off-street spaces, on-street parallel (“zero-degree”) spaces are proposed. This alignment will inherently orient parked vehicles to travel west after leaving the development; however, in the attached memo City Engineering takes no issue with the revised traffic report. The City’s engineers believe that 10 percent of inbound and outbound traffic may be more realistic than 5 percent, but the bottom-line difference to the number of automobile movements is quite small in their opinion: “a vehicle or two to the westbound peak hours,” according to the memo.

Webford is still proposed to be widened to 28 feet from curb to curb for the frontage of the development, with approximately 140 linear feet having a curb-to-curb width of 35 feet to accommodate the proposed on-street parking and loading. The existing, narrower width would be retained for Webford west of the property, which should provide a visual cue that Webford west of the development is a local, residential street. An excerpt of the revised report, excluding appendices, is an attachment to this packet⁵. The following conclusions appear on Page 20 of the report: 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; and 3.) Access from Webford will have two driveways with one inbound and one outbound lane under stop sign control, and can handle the projected volumes.

⁵ The full study is available at desplains.org/gracelandwebford.

More discussion of the proposed Webford-segment widening is contained under review of the Tentative Plat of Subdivision.

Building Design Review

Since the initial submittal, the petitioner has adjusted various elevations to address input from the initial public hearing, and has added a sun study that illustrates the shadow to be cast on both December 21 and June 21. These adjustments and additions are summarized under “Update” on Pages 1 and 2 of this report. Nonetheless, the Building Design Review requirements under Section 12-3-11 of the Zoning Ordinance will apply. Although Table 1 of the Section lists approved material types for residential buildings and commercial buildings, it does not directly 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 gray brick and accented by other permissible materials such as metal panels. 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 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.

Tentative Plat of Subdivision

Request Summary:

To allow for 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—relocated from the initial submittal to accommodate the new design; (iii) a 25-foot building setback line along Webford Avenue for the portion of the property adjacent to a residential district; (iv) a five-foot building setback line along Webford Avenue for the portion of property adjacent to a commercial district; (v) a five-foot easement for underground utilities along the

north lot line; and (vi) an approximately 3,400-square-foot (not including the sidewalk easement) shaded area that is reserved for passive open space, open to the public but maintained by owner subject to restrictive covenant/easement.

Green Space for Public Use

The revised landscape plan and renderings, both attached, show a green space area with light or passive recreation such as seating amid ample plantings and trees. Plantings abutting the base of the building could serve as the required foundation landscaping. The Board may wish to ask the petitioner to explain why they chose to amend their submittal and replace the 16 off-street parking spaces with a “public park” instead. If the City Council ultimately approves the required entitlements, the City’s General Counsel would advise on the best legal instrument(s) to ensure area is permanently reserved for public use while maintained by the property owner.

Subdivision Process, Required Public Improvements

Although the petitioner’s request is for a Tentative Plat only at this time, the Board and public may benefit from understanding the requirements of a Final Plat, which is the second step in the Subdivision approval process. Prior to any permitting, 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 stormwater management plan. Ultimately a permit from the Metropolitan Water Reclamation District (MWRD) will be required for construction. Tentative Plat approval does not require submittal of engineering plans. Regardless, the Department of Public Works and Engineering has provided a revised memo (attached) based on the latest submittal and some public inquiries and comments to this point.

Under 13-3 of the Subdivision Regulations, City Engineering will require the aforementioned widening of the segment of Webford. Resurfacing/reconstruction would be required based on the determination of Engineering. The sidewalk streetscaping (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 around the corner and onto the Webford sidewalk. The developer would be responsible for installing new or replacing existing streetscaping. 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. Of note, the property is currently served by a combined storm and wastewater system, and the developer would be required to separate them into two different systems, which should improve storm drainage capacity for the 1300 block of Webford. Any the above-mentioned public improvements would be required to be secured by a performance guaranty, which allows the City to complete the required improvements if necessary.

Water Pressure

In prior public comment, the issue of this specific development and multifamily/mixed-use development in general affecting water pressure in the area was raised. From the attached Engineering memo: “In connection with a

public comment on April 4, we obtained an evening-peak static water pressure in the 600 block of Parsons Street. The reading of 44 psi is consistent with our historical pressure reads in the area of Graceland / Prairie. This pressure is sufficient for the development; the building will have its own booster pump for domestic and fire supplies. The fire line should be connected to the existing 12-inch water main along the east side of Graceland Avenue.”

Since the initial hearing on April 12, Pace Suburban Bus commented to the City that the widening of Webford affects the intersection curb radii and shortens the current bus stop in front of the Journal and Topics building for Routes 226, 230, and 250. For this reason, they recommend the bus stop be relocated to the southwest corner of Prairie and Graceland. Staff agrees with this recommendation and would envision creating a concrete pad for the new stop in the new location large enough to accommodate a shelter, which would be an enhancement over the existing flag stop.

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.

The Executive Director of the History Center has expressed interest in two components of the existing building: (i) the exterior ironwork on the front façade and (ii) the cornerstone. Incorporating these elements into the new structure would be encouraged, but the History Center could also potentially acquire these elements and install them at their properties on Pearson Street. The Center is not interested in collecting or preservation of the existing interior murals.

- *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 streetscaping 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

⁶ Downtown Des Plaines Market Assessment (2018, March 29). S.B. Friedman, Goodman Williams Group Real Estate Research. Accessible at https://www.cmap.illinois.gov/documents/10180/0/Downtown+Market+Assessment_May+2018.pdf/92420bd0-0f5e-d684-4a71-bd91456b7e44.

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 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 13⁷. An estimated 10 of these would be preschool-to-elementary-aged students.

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 current Comprehensive Plan, adopted in 2019, 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 C-3 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.

⁷ Source: Illinois School Consulting Service/Associated Municipal Consultants Inc. Accessed at <https://dekalbcounty.org/wp-content/uploads/2018/12/cd-zoning-table-population.pdf>.

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, is unknown 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.

PZB Recommendation and Conditions: Pursuant to Section 12-3-7 of the Zoning Ordinance, the PZB should vote on a *recommendation* to City Council regarding the request for Map Amendment. Because there is no longer a variation request, staff does not recommend conditions. However, Site Plan Review pursuant to Section 12-3-2 of the Zoning Ordinance would be conducted at the time of building permit review, and the Zoning Administrator would evaluate the project according to the standards listed in this Section and in Section 12-7-3.H.5, which is specific to the C-5 district. In conducting Site Plan Review, the Zoning Administrator would consult with other departments as necessary and consider issues including but not limited to the following: circulation and on-site traffic control; directional and identification signage for parking spaces and general wayfinding; landscaping; and safety—notably for pedestrians, through considerations such as clear sight lines and marked pathways and crosswalks.

PZB Action: Through a separate motion, the Board 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. Staff recommends one condition: Prior to the Board’s review of a Final Plat, written approval of utility easements by all privately owned companies should be provided to the City.

Attachments

Attachment 1: Location and Aerial Map

Attachment 2: Site Photos – *Revised*

Attachment 3: Project Narrative and Responses to Standards – *Revised*

Attachment 4: ALTA Survey

Attachment 5: Bulk Regulations – *Revised*

Attachment 6: Building Elevations – *Revised*

Attachment 7: Sun Study – *New*

Attachment 8: Renderings – *Revised*

Attachment 9: Site Plan – *Revised*

Attachment 10: Floor Plans – *Ground Floor Revised*

Attachment 11: Landscape Plan – *Revised*

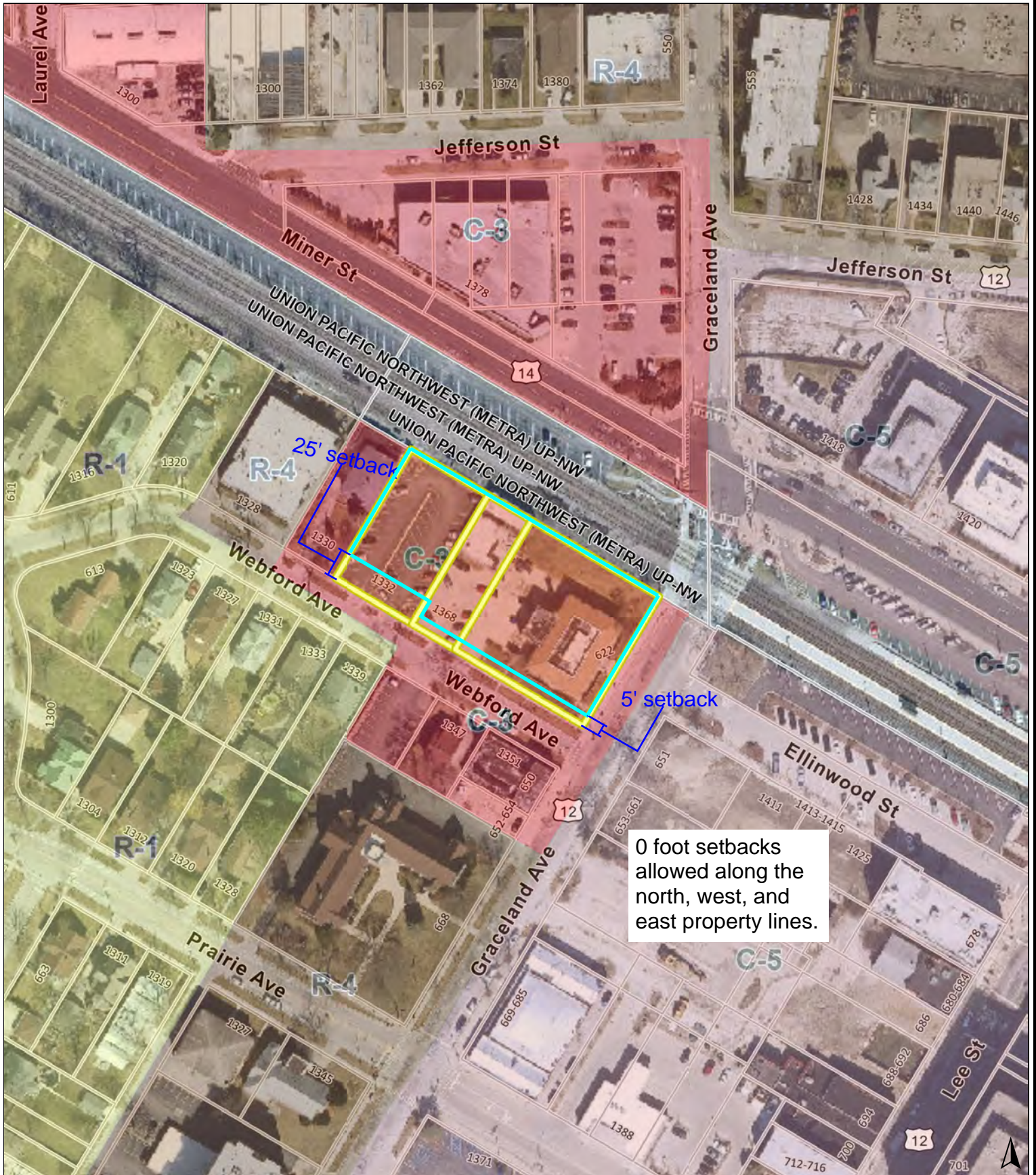
Attachment 12: Tentative Plat of Subdivision – *Revised*

Attachment 13: Traffic Study without Appendices⁸ – *Revised*

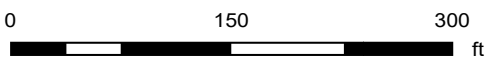
Attachment 14: Engineering Comment Memo – *Revised*

Attachment 15: Fire Comment Memo – *New*

⁸ The full study is available at desplaines.org/gracelandwebford.



0 foot setbacks allowed along the north, west, and east property lines.



Print Date: 4/6/2022

Notes

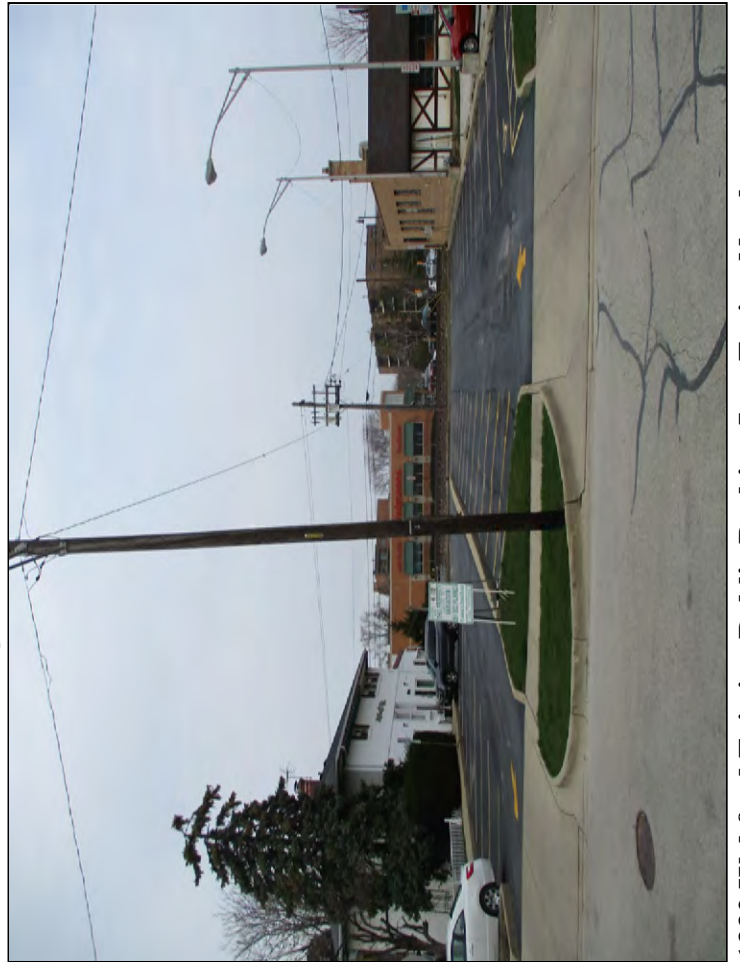
Disclaimer: The GIS Consortium and MGP Inc. are not liable for any use, misuse, modification or disclosure of any map provided under applicable law. This map is for general information purposes only. Although the information is believed to be generally accurate, errors may exist and the user should independently 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.



622 Graceland – Facing Southwest



622 Graceland – Southeast Corner of Building, Windows



1332 Webford Existing Public Parking Lot, Facing North



622 Graceland, 1332 & 1368 Webford, Facing Northeast

PROJECT NARRATIVE

622 Graceland Avenue
Des Plaines, IL

Application for:

131 Luxury Apartments
New Restaurant/Lounge
Public and Private Covered Parking

Project Narrative
03/07/2022 Submission to Planning and Zoning Board (PZB)
Updated 3/16/2022 for 4/12/2022 PZB Hearing
Updated 5/3/2022 for 5/24/2022 PZB Hearing

Project Overview

The new apartments proposed at 622 Graceland Avenue will be a transit-oriented (TOD), 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.

The development team, Compasspoint Development, LLC, is an experienced developer, having 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 applicant has modified the development plan to accommodate as many comments and concerns from area neighbors, and City officials. Therefore, the current plans show (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; The applicant is withdrawing all variance requests previously submitted prior to the first 4/12/22 PZB hearing. The changes to the variation application is due to eliminating all the outdoor head-in parking spaces that was located on the applicants property. By eliminating these spaces, the application no longer is required to seek zoning relief for parking lot landscaping in a property side yard. All outdoor parking will be located on the City owned street (Webford).

The architectural plan changes are listed as follows:

1. Eliminate all 90-degree head in parking along Webford Avenue.
2. A total of 44 public/commercial parking spaces will be located inside the building and a few will be located on the street. This is a reduction of 11 total public spaces.
3. Provide a Public Park in lieu of parking adjacent to the building. This public park will be open to the public during normal City operating hours and will be permanently owned and maintained by the Developer. A beautiful landscape plan is forthcoming and will include grass areas, walking path, overhead lighting, and generous seating open for anyone to enjoy.
4. The plan calls for adding on the North drive aisle of Webford parallel parking and a permanent building loading zone along the south edge of the property line along Webford Avenue, within the proposed widening of Webford. The old loading zone will now become additional outdoor dining areas.
5. The design added 4-foot knee walls to all areas of the garage façade facing Webford to address concerns of vehicle lights shining on nearby neighbors.
6. To address the concerns of the residents immediately to the West, the design is set back 3 feet all the way up the building to allow windows on half of the West façade, eliminating a blank wall design. Additional setback of 5 feet on the West wall from the Webford property line back 30 feet North was created to allow additional setback relief from 1330 Webford Ave, and also to accommodate open air access for the West fire stairwell exit to the street.
7. An open cut out of 10 feet wide by 8 feet high on the West wall at grade was made to allow pedestrians from the local businesses (1330 Webford) to access the public parking areas of the garage. An access agreement will be drafted so the garage may be accessible.
8. The applicant is also granting a public easement for the sidewalk in perpetuity, despite it being located on private property.
9. The indoor structured parking garage and outdoor street parking will now include 47 public spaces and 137 privately reserved residential spaces. As part of the revised application, the City will allow all 47 spaces to be open to the general public.
10. A loading zone, although not required in C-5, is provided for residential move-ins as well as food and beverage delivery for the restaurant.

The development still consists of a 7-story mixed-use building containing 131 residential rental apartments, ground floor restaurant space and communal lounge. The applicant is providing 184 total parking spaces, 137 required residential spaces, 17 required commercial spaces and an additional 30 public spaces. The reallocation of the existing 38 public spaces will be partially replaced by 30 public spaces inside the parking garage in addition to the 17 required commercial spaces. The proposed development will meet and exceed the minimum parking requirements.

Building Description:

The building will be 131 units and will consist of (17) Studios, (103) One Bedrooms and (11) Two Bedroom units.

The ground floor and mezzanine levels will consist of approximately 2,841 net square feet of restaurant and lounge space designated for uses permitted in Section C-5 of the zoning code. The commercial space will have dedicated covered and outdoor parking for the public and ground floor commercial customers which meet or exceed the parking required for City code. Additionally, the restaurant will have outdoor seating along Webford Ave, creating a true indoor/outdoor dining experience. The applicant intends to own the restaurant and lounge space and has a third party restaurant management company that will manage the day to day operations of the commercial spaces. These spaces are designed to bring in people from the neighborhood to enjoy good food and beverages in an approachable and affordable dining experience. Currently, the food and beverage concept has not been established, but it is the intention of the applicant to bring to market a food and beverage concept that fits well with the downtown market and seeks to elevate the type of food that people who work and live in Des Plaines will experience.

622 Graceland Ave is located directly across the street from the Metra Northwest Train platform with express access to downtown Chicago creating an opportunity for residents to leave their car at home for travel outside of the neighborhood and to commute to work.

The building will feature indoor bicycle storage, service area for loading and trash pick-ups. First floor amenities will contain a residential lobby, leasing office, café, full-service restaurant and mezzanine lounge/bar area. The second floor will house a fitness center and coworking lounge for the residents. The third floor will consist of an outdoor pool and landscaped roof deck, indoor club room, business center, and a dedicated outdoor dog run with pet grooming lounge. On level seven there will be a resident Sky Lounge with an outdoor roof deck. The outdoor roofdeck on level 3 will have dedicated green roof space, designed to eliminate a significant amount of rainwater runoff.

The developer has hired OKW as the projects architect. OKW is a leading national architecture firm headquartered in Chicago with extensive residential apartment design experience not only across the United States but also the Chicago land area.

Project Goals

The redevelopment will dramatically improve the current site conditions, replacing a single story news printer and underutilized commercial buildings and surface parking with a vibrant mixed-use project. The project will have two main boundaries, with its main street edge being Graceland Avenue and secondary site boundaries of Webford Avenue. Beyond the multiple uses, the building will have a modern exterior and site design that will provide a warm and welcoming pedestrian and retail experience.

The project will have a substantial financial benefit to the City and its local business and residents in the form of a significant increase in property and retail tax revenue. The project will infuse hundreds of new residents of varying ages and income levels that will ultimately improve the urban fabric and the financial stability of the Downtown Des Plaines market.

Adding residential dwelling units at this location naturally creates a more inviting streetscape, as more people will be walking, biking and driving to and from the site, which creates an energetic, safe and people-friendly hub in place of the existing commercial and surface lot that exists today. Sidewalk conditions will be improved, thus supporting nearby sites and encouraging area residents to walk to the site for their shopping and entertainment needs.

The developer has spent a considerable amount of time of assembling this development site. As Developers, we truly believe that our success in this project will be secondary to the greater benefit to the City of Des Plaines and its residents and businesses.

Design guidelines

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. 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 Developers agreement with the City's redevelopment agreement, we 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. We will improve the streetscape along Graceland Ave to the corner of Webford and all of Webford Ave to the end of our building property line. Webford Avenue will also be widened by (8) eight feet, increasing the street area to a true two-way drive aisle at (28) twenty-eight feet. The developer will also create a new connection to the storm sewer system creating a separated storm connection all the way to Laurel Avenue at the City's request. Additionally, the developer will resurface Webford to the end of the new buildings property line at the City's request.



OKW ARCHITECTS
600 W. Jackson, Suite 250
Chicago, IL 60661



DES PLAINES MULTI-FAMILY

622 GRACELAND AVE.

05/11/22 Project #: 21084

A.8a

PROJECT NARRATIVE (continued)

Utility Relocation

No utility relocation is necessary, other than placing overhead utilities underground. Full/Final civil engineering drawings will show any utility relocation necessary.

Property Assemblage

The developer has assembled a 1-acre infill development site consisting of 3 parcels. The property addresses are 622 Graceland Ave, 1362 Webford Ave, and 1332 Webford Ave. The properties are currently either under contract or have City/Owner consent to pursue entitlements with firm title commitments. Please reference the parcel PIN map located within this package. The 1332 Webford parcel is owned by the City of Des Plaines. 622 Graceland Ave is owned by The Wessel Holding Company, an affiliate of The Journal Topics Newspaper Group.

Parking Garage

Of the newly constructed 184 parking spaces 47 spaces are open to the general public or commercial users. The residential parking will have 137 spaces and will be located on a half sublevel below grade with 12 spaces, and 41 spaces on the first level and 84 spaces on level 2. There are 47 public/commercial parking spaces within the development, 42 public/commercial spaces on level 1 and sub-level 1, and 5 spaces located on Webford Avenue in front of the building. The building management will manage loading and unloading for both Retail Deliveries, Retail and Residential Trash and the Move-in and Move-out of the building residents. The residential elevator bank will have cargo/service elevators that can be used for moving and for emergency services. There is one loading zone located just outside the garage along Webford Avenue. Please see the architectural plan for this location.

The parking garage will include "panic button" devices that are directly connected to a POTS line allowing for an alert signal to be transferred to the City's 911 dispatch center. Other safety measures for the garage will include security cameras capable of monitoring the entirety of the public accessible areas. All private stairwells will be locked with access controls and panic bars and will include 24/7 video surveillance. These areas will only be accessible by residents and building and maintenance personnel. Audio visual vehicle alarm systems will be located at the garage entrances on Webford Ave to ensure the safety of all pedestrians. The developer will work with the City to create a parking signage plan to conform to the downtown public parking plan and will provide color coordinated stall and wall coverings to ensure clarity between the Public and Private parking areas. The developer will provide easy to read wayfinding signage for all access areas, public and private walkways and ingress and egress points. The parking structure will be well lit to meet or exceed building codes with Safety being paramount.

Construction Time Line

We anticipate closing on all parcels of the land development in February/March of 2023. Construction starting in March/April 2023 and concluding 16 months later as per the preliminary construction timeline.

Redevelopment Agreement

The City of Des Plaines and the development team have worked alongside each other to ensure the conformity of the recently adopted city's comprehensive and strategic plans.

The developer will construct streetscape improvements bordering the development property including without limitation the installation of new granite or brick pavers, conventional sidewalks, curbs, gutters, irrigation system, underdrains, parkway trees, bench seating, bike racks, as well as sidewalk lighting. The streetscape plan will include new streetscape improvements for Webford Ave and Graceland Ave. A new storm sewer from the development to Laurel Ave will create a new separate system for water runoff.



OKW ARCHITECTS
600 W. Jackson, Suite 250
Chicago, IL 60661



DES PLAINES MULTI-FAMILY

622 GRACELAND AVE.

05/11/22 Project #: 21084

A.8b

APPLICATION FOR ZONING AMENDMENT FOR 622 GRACELAND

The applicant is seeking a zoning map amendment for the property noted above to rezone the property from the C3 District to the C5 Zoning District in order to allow for the Property to be developed with 132 dwelling units, commercial space on the first and second floors and 195 parking spaces including 38 Public parking spaces.

The Standards for a Zoning Map Amendment are set forth in 12-3-7 and are as follows:

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

a. The Comprehensive Plan contains two principles that the amendment addresses:

1. Provide a range of Housing Options: The Project will establish 131 multi-family dwelling units of various sizes. It specifically provides for dwelling units in a building with a great range of amenities. This type of dwelling will attract both younger residents and empty nesters to the downtown area of the City.

ii. Expand Mixed Use Development: The Project will provide for a restaurant and lounge use. The restaurant and lounge will provide an amenity to the residents and will draw patron from the surrounding neighborhood. They will also draw people into the near downtown area.

2. Whether the proposed amendment is compatible with current conditions and the overall character of existing development in the immediate vicinity of the subject property.

The Project is located near and serves as a viable expansion of the Central Downtown Area. The design of the Project and its access provisions will maintain the character of the residential neighborhood nearby.

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

There are sufficient utilities to serve the Project. The Developer will construct such additional utilities to address existing drainage needs. The traffic study shows that the road network can easily handle the traffic from the Project. In addition the Developer will widen Webford to enhance access, parking and streetscape.

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

The property is located near the C5 Downtown district so the rezoning to C5 will have no negative effect on surrounding property values. The proposed development will replace an underutilized and blighted property of downtown Des Plaines and will create more value for the property and the surrounding property values

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

The Amendment is in accordance with the City's Comprehensive Plan. Development of higher residential densities near the Metra Line is an important for the viability of the City's downtown area which was developed adjacent to the Metra Lines. The mixed use Project acts to expand the downtown area which is a goal of the City. Finally the Project complies with all parking requirements and includes Public Parking that will continue to address the needs of commuters to and from the City.



OKW ARCHITECTS
600 W. Jackson, Suite 250
Chicago, IL 60661



DES PLAINES MULTI-FAMILY

622 GRACELAND AVE.

05/11/22 Project #: 21084

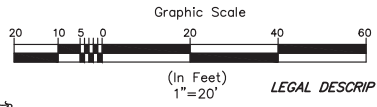
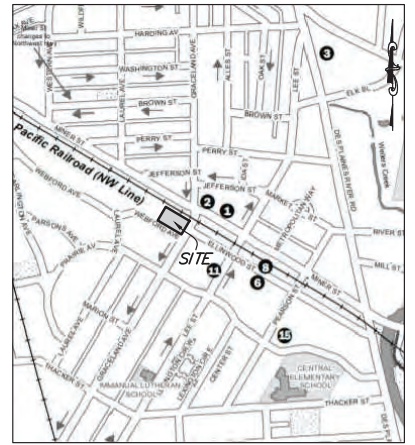
A.9

ALTA/NSPS LAND TITLE AND TOPOGRAPHIC SURVEY

BY **GENTILE AND ASSOCIATES, INC.**
PROFESSIONAL LAND SURVEYORS

550 E. ST. CHARLES PLACE
LOMBARD, ILLINOIS 60148
PHONE : (630) 916-2622

VICINITY MAP
NOT TO SCALE



LEGAL DESCRIPTION:

PARCEL 1:

LOTS 35, 36 AND 37 IN BLOCK 1 IN DES PLAINES MANOR, TRACT NO. 1, A SUBDIVISION OF PART OF SECTIONS 17 AND 20, TOWNSHIP 41 NORTH, RANGE 12 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JULY 14, 1911 AS DOCUMENT NO. 4793563, IN COOK COUNTY, ILLINOIS.
PROPERTY COMMONLY KNOWN AS: 622 GRACELAND AVE., DES PLAINES, IL. 60016 CONTAINING: 22,509.41 SQ. FT., 0.52 AC. (MORE OR LESS)

PARCEL 2:

LOT 34 IN BLOCK 1 IN DES PLAINES MANOR, TRACT NO. 1, A SUBDIVISION OF PART OF SECTIONS 17 AND 20, TOWNSHIP 41 NORTH, RANGE 12 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JULY 14, 1911 AS DOCUMENT NO. 4793563, IN COOK COUNTY, ILLINOIS.
PROPERTY COMMONLY KNOWN AS: 1368 WEBFORD AVE., DES PLAINES, IL. 60016 CONTAINING: 7,503.12 SQ. FT., 0.17 AC. (MORE OR LESS)

PARCEL 3:

THE SOUTHEASTERLY 40 FEET OF LOT 32 AND ALL OF LOT 33 IN BLOCK 1 IN DES PLAINES MANOR TRACT NO. 1, A SUBDIVISION OF PART OF SECTIONS 17 AND 20, TOWNSHIP 41 NORTH, RANGE 12 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JULY 14, 1911 AS DOCUMENT 4793563, IN COOK COUNTY, ILLINOIS.

PROPERTY COMMONLY KNOWN AS: 1332 WEBFORD AVE., DES PLAINES, IL. 60016 CONTAINING: 13,499.99 SQ. FT., 0.31 AC. (MORE OR LESS)

CONTAINING: TOTAL (ALL 3 PARCELS) 43,499.97 SQ. FT., 1.00 AC. (MORE OR LESS)

○ **STORM SEWERS**

- ① CATCH BASIN
RIM 638.65
6" VCP S INV 634.23
- ② CATCH BASIN
RIM 637.08
6" VCP N INV 632.46
6" VCP(+/-) S INV 632.46
10" RCP E INV 633.66
- ③ CATCH BASIN
RIM 637.21
10" RCP W INV 634.26
- ④ CATCH BASIN
RIM 637.28
4" CIP NE INV 635.98
6" CIP S INV 634.73
- ⑤ INLET
RIM 639.01
L" SW INV 635.51
- ⑥ STORM MANHOLE
RIM 640.10
TOP OF 8" (+/-) PIPE S 630.63
SW INV 631.20
SE INV 630.80
- ⑦ CATCH BASIN
RIM 638.58
12" RCP SE INV 636.53
- ⑧ CATCH BASIN
RIM 637.45
6" VCP NW INV 634.90
10" SE INV 633.00
6" PVC S INV 634.20
- ⑨ INLET
RIM 637.41
6" PVC N INV 635.01
- ⑩ CATCH BASIN
RIM 637.20
6" VCP NW INV 632.70
8" VCP S INV 632.80
- ⑪ INLET
RIM 637.04
FILLED WITH DEBRIS
- ⑫ CURB CATCH BASIN
RIM 636.40
TOP OF PIPE TO SOUTH 634.40
- ⑬ CURB CATCH BASIN
RIM 636.72
TOP OF 12" PIPE TO NORTH 634.16
NW INV 632.86
- ⑭ CURB CATCH BASIN
RIM 636.72
TOP OF 12" PIPE TO EAST 634.37
12" RCP S INV 633.47
- ⑮ CURB CATCH BASIN
RIM 636.74
TOP OF PIPE TO NORTH 634.69
(PVC INSIDE RCP)
- ⑯ STORM MANHOLE
RIM 638.82
N INV 632.22
S INV 632.22
E INV 632.27
W INV 632.42
ALL PIPES ARE +/- 8"

○ **SANITARY SEWERS**

- ① SANITARY MANHOLE
RIM 638.77
15" VCP E INV 632.47
10" VCP SE INV 633.12
15" VCP S INV 632.42
- ② SANITARY MANHOLE
RIM 637.57
15" VCP N INV 632.37
SW INV 631.20
15" SW INV 632.07
- ③ COMBINATION MANHOLE
RIM 637.83
N INV 631.39
(RECORDS SHOW A MANHOLE IN THE STREET NEAR NORTH END OF PROPERTY. NONE WAS FOUND AND NO INDICATION OF ONE WAS FOUND)
- ④ WATER VALVE VAULT
RIM 637.20
6" VCP NW INV 632.35
10" SE INV 632.34 +/- 24" W INV 631.43
(CONNECTING MANHOLE TO THE WEST SHOWS A 12" INVERT TO THE EAST, NO INFORMATION AS TO WHERE SIZE CHANGES AVAILABLE)
10" NW INV 632.83
- ④ COMBINATION MANHOLE
RIM 638.61
24" N INV 630.61
24" S INV 630.71
- ⑤ COMBINATION MANHOLE
RIM 636.78
12" E INV 631.33
12" W INV 631.38
SE INV 631.60
- ⑥ COMBINATION MANHOLE
RIM 637.17
12" E INV 631.42
12" NW INV 632.87
12" W INV 631.57

③ **WATER MAINS**

- ① WATER VALVE VAULT (NEW)
RIM 639.28
TOP OF PIPE 632.28
PER RECORDS THE NEW MAIN GOING EAST IS 10" D.I.P. AND THE SOUTH IS 8" RECORD SHOWS NO MAIN HEADING NORTH, BUT IS VISIBLE IN FIELD. RECORDS SHOW IT CONNECTING TO OLD MAIN COMING FROM VAULT NO. 2 BUT NOT VISIBLE IN FIELD
- ② WATER VALVE VAULT
RIM 638.95
TOP OF PIPE 633.45
RECORD SAY IT IS 8"
- ③ WATER VALVE VAULT
RIM 638.55
TOP OF PIPE 633.75
THIS IS A NEW MAIN ALSO RECORDS SHOW NO VAULT HERE BUT FOUND IN FIELD
- ④ WATER VALVE VAULT
RIM 637.46
FULL OF SILT AT ELEV. 634.76
MOST LIKELY HAVING BEEN PART OF THE OLD MAIN CONNECTING TO VAULT NO. 2, RECORDS SHOW NO VAULT HERE WHERE FOUND IN FIELD
- ④ WATER VALVE VAULT
RIM 637.42
TOP OF PIPE 628.12
RECORDS SAY THIS IS 8" AND GENERALLY AGREE WITH FIELD MARKINGS AND CONNECTION TO NEW MAIN IN THE EASTERLY SIDE OF THE RIGHT OF WAY

FLOOD ZONE INFORMATION:

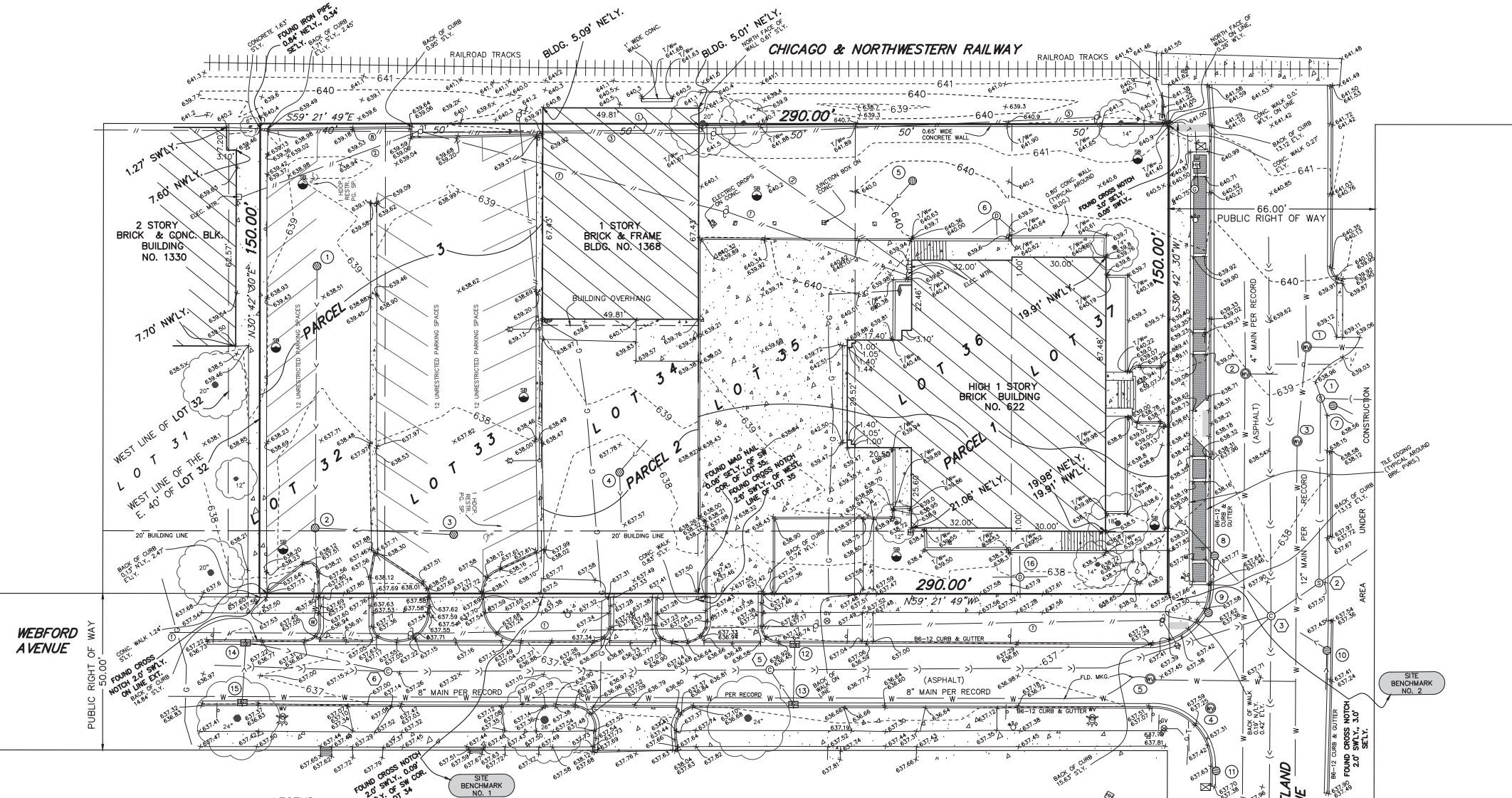
PER FEMA F.I.R.M. NO. 17031C02174, DATED 08/19/2008, PROPERTY IS IN ZONE "X", AREAS OF MINIMAL FLOOD HAZARD.

EACH OF THE ADDITIONAL TABLE "A" ITEMS LISTED IN SURVEYOR'S CERTIFICATE (AS REQUESTED BY CLIENT) HAVE BEEN ADDRESSED. THE FOLLOWING ITEMS NO'S. HAVE NO NOTATION ON THIS PLAT AS THE REFERENCED CONDITIONS DO NOT EXIST ON, OR APPLY TO SUBJECT PROPERTY:

16, 17
STATE OF ILLINOIS) S.S.
COUNTY OF DUPAGE)

TO: COMPASSPOINT DEVELOPMENT, LLC, AN ILLINOIS LIMITED LIABILITY COMPANY
CITY OF DES PLAINES, A MUNICIPAL CORPORATION OF THE STATE OF ILLINOIS
CHICAGO TITLE INSURANCE COMPANY
ATTORNEYS' TITLE GUARANTY FUND, INC.

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS
1, 2, 3, 4, 5, 7(a), 8, 9, 11, 14, 16, 17, 20 OF TABLE A THEREOF.
THE FIELD WORK WAS COMPLETED ON NOVEMBER 20, A.D. 2021
DATE OF PLAT: DECEMBER 10, A.D. 2021
BY: *[Signature]*
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 2925
MY LICENSE EXPIRES NOVEMBER 30, 2022
ILLINOIS PROFESSIONAL DESIGN FIRM LICENSE NO. 184.002870



LEGEND

○ GAS METER	⊕ WATER SERVICE SHUTOFF VALVE	⊠ CURB INLET/CATCH BASIN	⊗ OVERHEAD WIRES (# OF WIRES)
○ GAS VALVE	⊕ WATER VALVE VAULT	⊙ SANITARY SEWER MANHOLE	⊖ SANITARY SEWER
○ UTILITY POLE	⊗ TRAFFIC SIGNAL CONTROL VAULT	⊙ COMBINATION SEWER MANHOLE	⊖ SANITARY SEWER
○ UTILITY POLE WITH TRANSFORMER	⊗ RAILROAD GATE ARM	XXX.X GROUND ELEVATION	⊖ SANITARY SEWER
○ "GUY" ANCHOR W/ WIRE	⊗ FLAGPOLE	XXX.XX PAVEMENT ELEVATION	⊖ SANITARY SEWER
○ LIGHT POLE	⊗ ELECTRIC HANDHOLE	F/FLR = FINISHED FLOOR ELEVATION	⊖ SANITARY SEWER
○ SIGN POST	⊗ WATER METER VAULT	T/FDN = TOP OF FOUNDATION ELEVATION	⊖ SANITARY SEWER
○ FIRE HYDRANT	⊗ SOIL BORING	T/W = TOP OF WALL	⊖ SANITARY SEWER
○ WATER SHUTOFF VALVE WITH 8" CASING	⊗ CLOSED COVER DRAINAGE STRUCTURE	○ TREE WITH TRUNK DIAM. SIZE	⊖ SANITARY SEWER
	○ OPEN COVER DRAINAGE STRUCTURE	○ CONCRETE PAVEMENT	⊖ SANITARY SEWER
		○ BRICK PAVERS	⊖ SANITARY SEWER
		○ ASPHALT PAVEMENT	⊖ SANITARY SEWER

NOTES:

BASIS OF BEARINGS:
ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE

BENCHMARK:
CITY OF DES PLAINES BENCHMARK NO. 61. MONUMENT SET IN CONCRETE AT THE NORTHEAST CORNER OF PRAIRIE & FIRST AVENUE, 75' EAST OF THE RAILROAD TRACKS AND 12' NORTH OF THE EDGE OF PAVEMENT OF PRAIRIE. ELEVATION 640.05 (NAVD 88 DATUM), MEASURED ELEVATION 640.12

SITE BENCHMARKS:

NO. 1
ELEVATION NOTCH 2' SOUTH OF THE SOUTHWEST CORNER OF LOT 34
ELEVATION 637.45 (NAVD 88 DATUM)

NO. 2
CROSS NOTCH 2' SOUTH AND 3' EAST OF THE SOUTHEAST CORNER OF LOT 37
ELEVATION 637.57 (NAVD 88 DATUM)

TITLE POLICY PROVIDED FOR PARCEL 3 MAKES NOTE OF AN EXCEPTION TO COVERAGE THAT INCLUDES AN EASEMENT FOR SEVERAL UTILITIES PER DOC. NO. LR1429065. SURVEYOR WAS NOT PROVIDED DOCUMENT BY TITLE COMPANY AND WAS NOT ABLE TO OBTAIN DOCUMENT FROM COOK COUNTY RECORDER'S OFFICE. BEFORE EXCAVATION, BUILDING OR ANY DISTURBANCE WITHIN SUBJECT PROPERTY OBTAIN DOCUMENT FOR PARTICULARS AND LOCATION OF SAID EASEMENT.

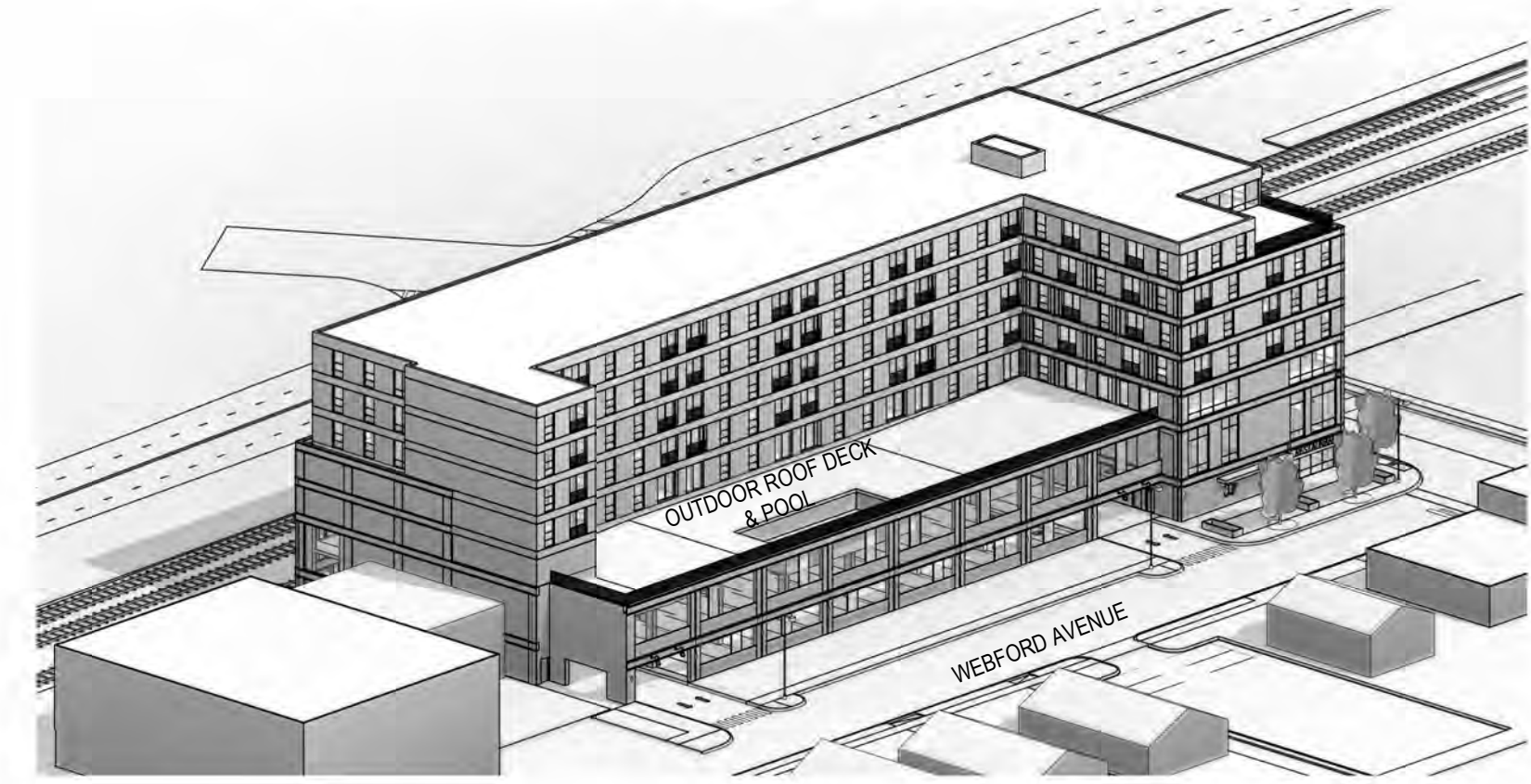
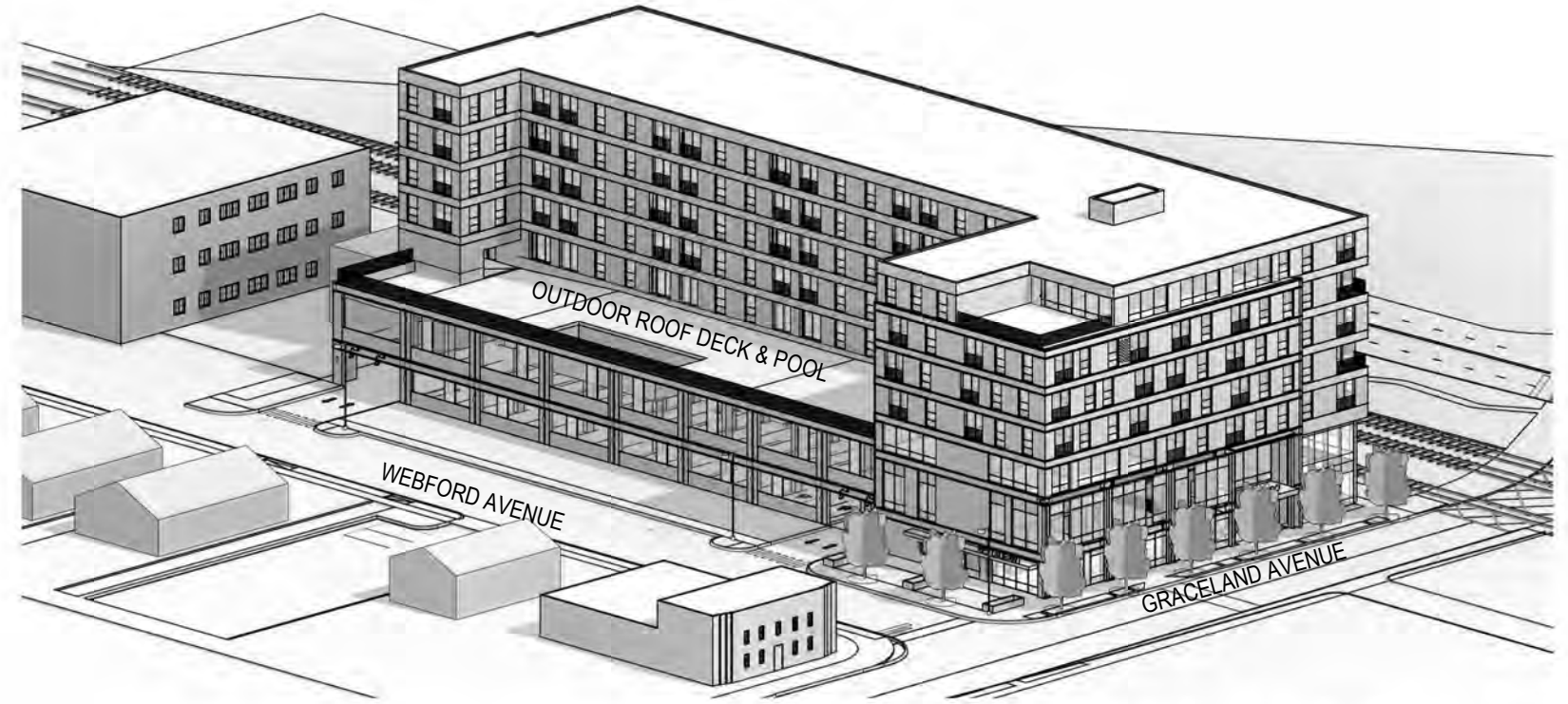
622 GRACELAND AVENUE

MULTI-FAMILY DEVELOPMENT

ZONING SUMMARY		
PROPOSED ZONING DISTRICT:	C-5	
ZONING DESCRIPTION:	CENTRAL BUSINESS	
SITE AREA:	43,505 SF	
	ORDINANCE REQUIREMENT	PROPOSED
FAR	N/A	4.3
BUILDING AREA, GROSS (GFA)	N/A	186,893 SF
MAX UNITS	N/A	131
FRONT YARD (GRACELAND AVE)	0'	0'
SIDE YARD		
(SOUTH - ALONG WEBFORD AVE)	0'-0"	27'-6", 20'-0"
(NORTH - ALONG RAILROAD TRACKS)	0'-0"	0'-0"
REAR YARD (PROPERTY AT 1330 WEBFORD AVE)	0'-0"	VARIES 0'-0" - 5'-0"
HEIGHT (W/ GROUND FLOOR RETAIL)	100'-0"	84'-0"
PARKING		
STUDIO & 1 BEDROOM UNITS	1.0 x 120 = 120	120
2-BR UNIT	1.5 X 11 = 16.5	17
TOTAL RESIDENTIAL PARKING SPACES	137	137
COMMERCIAL	17	17
ADDITIONAL PUBLIC SPACES	--	30 (25 GARAGE, 5 ON-STREET)
TOTAL:	154 SPACES	184 SPACES

DEVELOPMENT SUMMARY				
GROSS BUILDING AREA: 187,529 SF				
BUILDING AREA				
	GROSS	NET	NET (RESIDENTIAL)	
TOTAL:	187,529 SF	120,548 SF	88,627 SF	
LEVEL 01:	35,115 SF	4,477 SF	0 SF	
LEVEL 02:	35,119 SF	4,623 SF	0 SF	
LEVEL 03:	23,558 SF	22,153 SF	15,295 SF	
LEVEL 04:	24,080 SF	22,164 SF	18,630 SF	
LEVEL 05:	23,653 SF	22,824 SF	19,143 SF	
LEVEL 06:	23,653 SF	22,824 SF	19,152 SF	
LEVEL 07:	22,351 SF	21,483 SF	16,408 SF	
PARKING SPACES				
	RESIDENTIAL	COMMERCIAL	ADDITIONAL PUBLIC	TOTAL
LOWER LEVEL	12	0	7	19
LEVEL 01	38	20	18 GARAGE, 5 ON-STREET	81
LEVEL 02	84	0	0	84
TOTAL	137	17	25 GARAGE, 5 ON-STREET	184
TOTAL REQUIRED PARKING SPACES:			154 SPACES	
TOTAL PARKING SPACES PROVIDED:			184 SPACES (8 ACCESSIBLE)	

UNIT MATRIX				
	STUDIO	1-BED	2-BED	TOTALS
LEVEL 3	6	17	1	24
LEVEL 4	3	22	2	27
LEVEL 5	3	22	3	28
LEVEL 6	3	22	3	28
LEVEL 7	2	20	2	24
TOTALS	17	103	11	131



OKW ARCHITECTS
600 W. Jackson, Suite 250
Chicago, IL 60661



DES PLAINES MULTI-FAMILY

622 GRACELAND AVE.

05/11/22 Project #: 21084

A.0



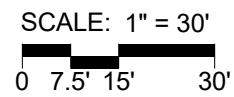
2 EAST ELEVATION
SCALE: 1" = 30'-0"



1 NORTH ELEVATION
SCALE: 1" = 30'-0"



OKW ARCHITECTS
600 W. Jackson, Suite 250
Chicago, IL 60661

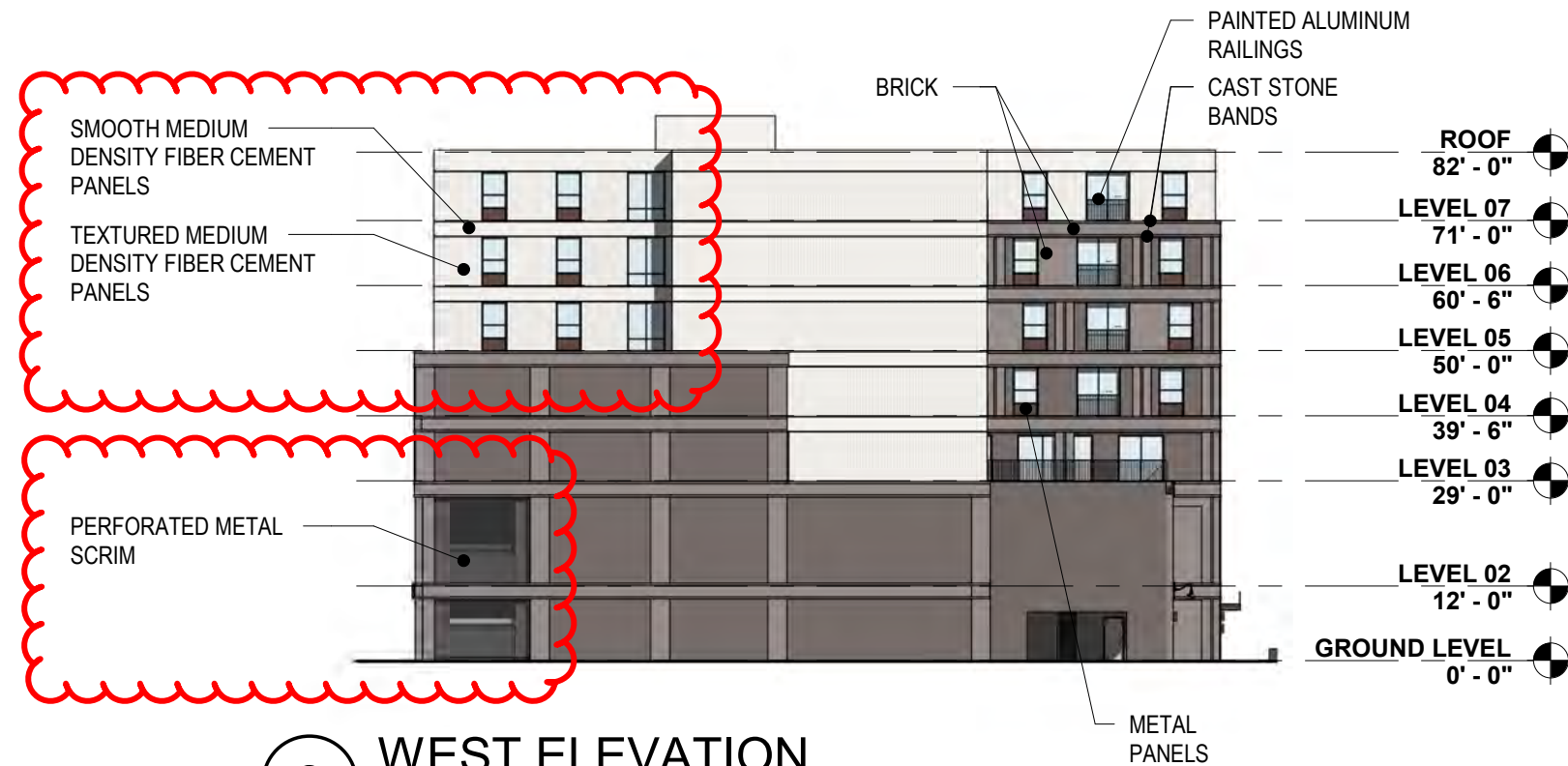


DES PLAINES MULTI-FAMILY

622 GRACELAND AVE.

05/11/22 Project #: 21084

A.5



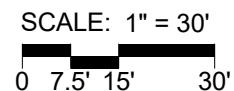
2 WEST ELEVATION
SCALE: 1" = 30'-0"



1 SOUTH ELEVATION
SCALE: 1" = 30'-0"



OKW ARCHITECTS
600 W. Jackson, Suite 250
Chicago, IL 60661

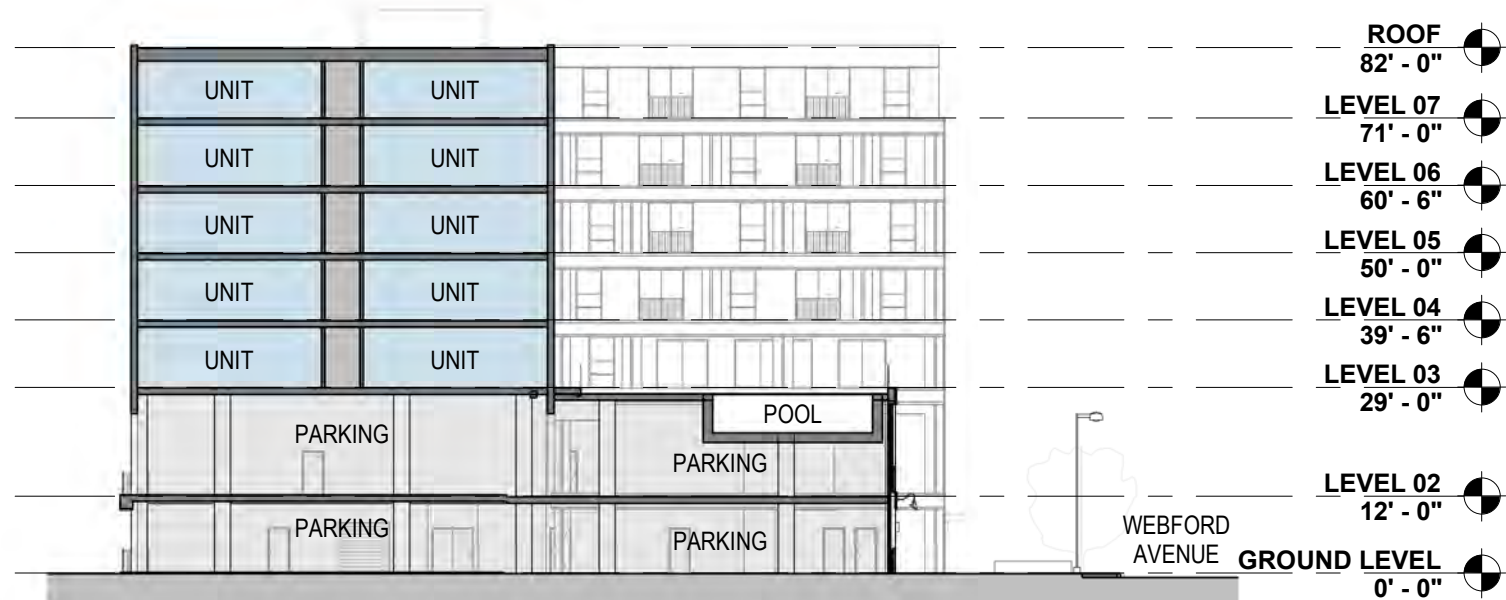


DES PLAINES MULTI-FAMILY

622 GRACELAND AVE.

05/11/22 Project #: 21084

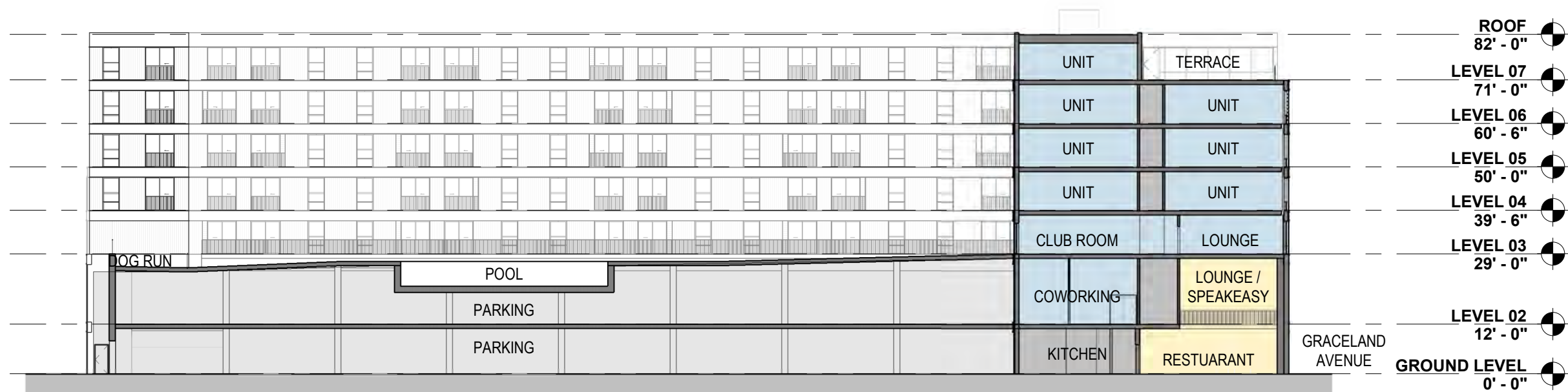
A.6



2 SECTION - NORTH/SOUTH
SCALE: 1" = 30'-0"



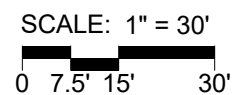
3 SECTION - NORTH/SOUTH
SCALE: 1" = 30'-0"



1 SECTION - EAST/WEST
SCALE: 1" = 30'-0"



OKW ARCHITECTS
600 W. Jackson, Suite 250
Chicago, IL 60661

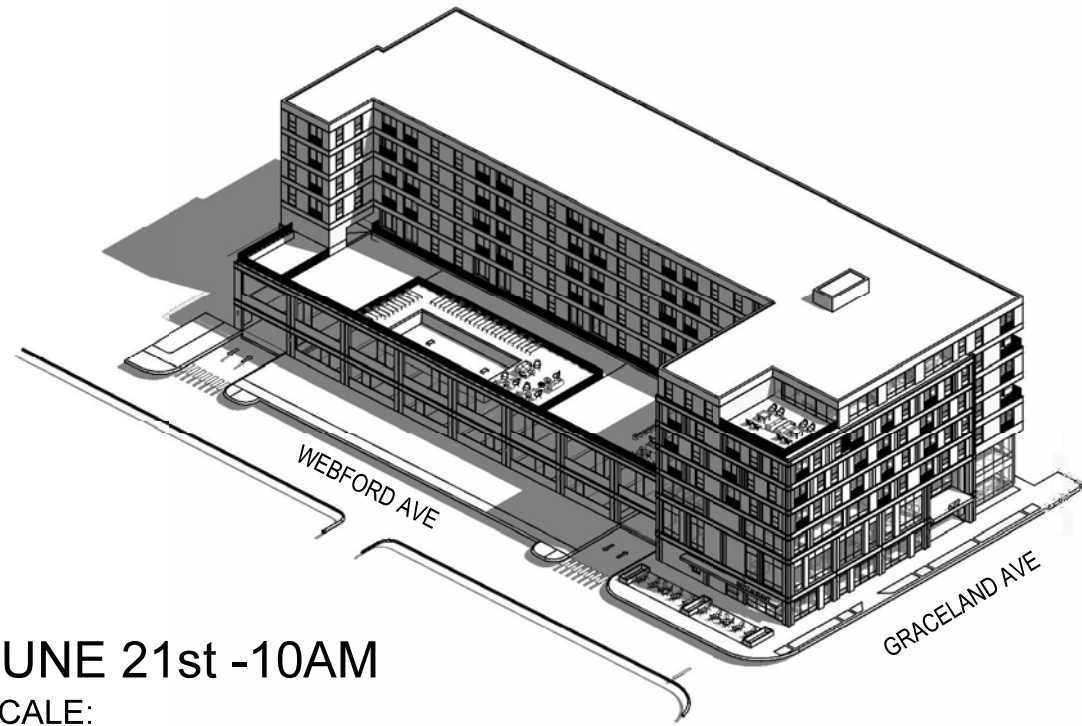


DES PLAINES MULTI-FAMILY

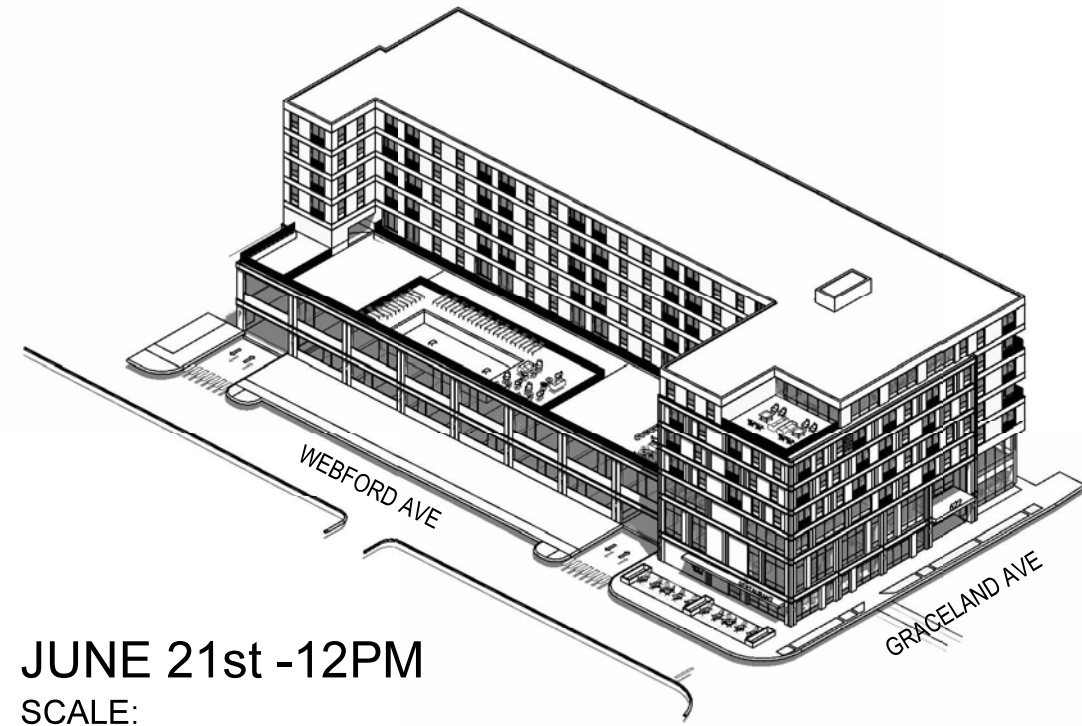
622 GRACELAND AVE.

05/11/22 Project #: 21084

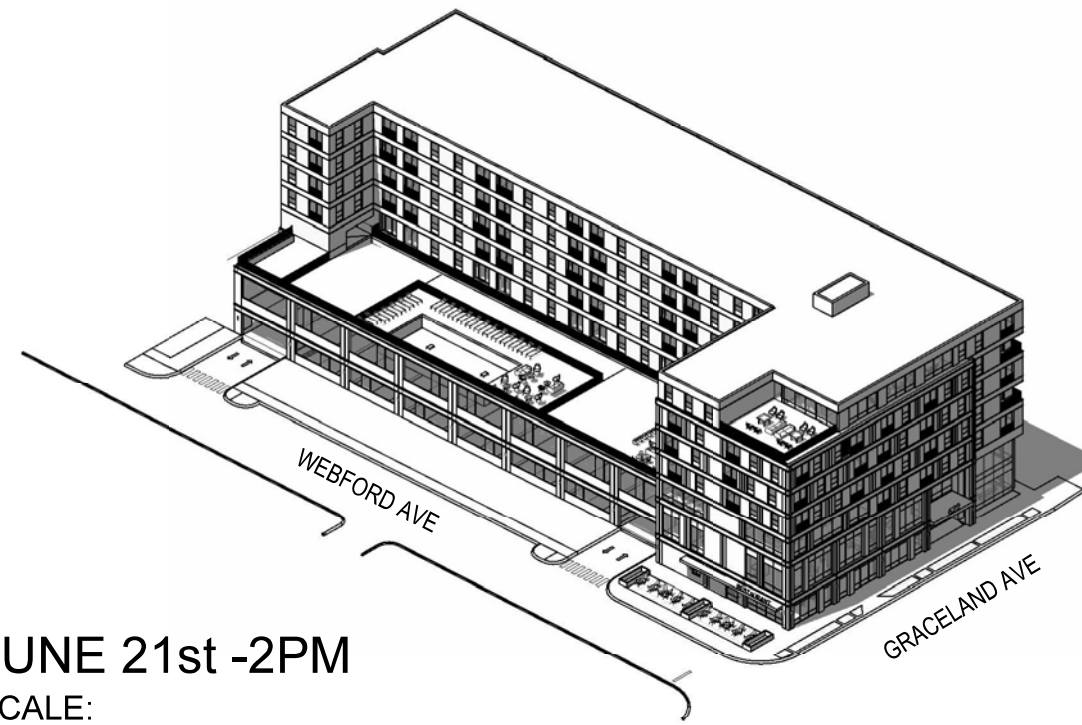
A.17



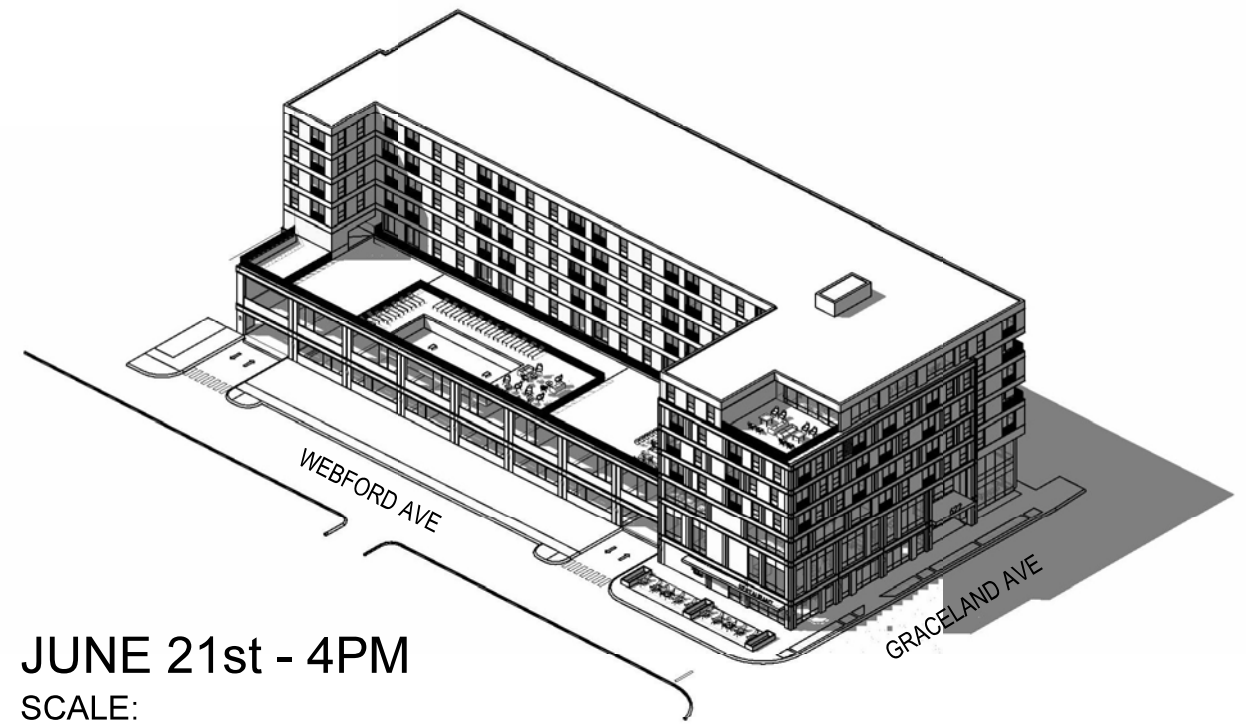
1 JUNE 21st -10AM
SCALE:



2 JUNE 21st -12PM
SCALE:



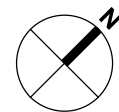
3 JUNE 21st -2PM
SCALE:



4 JUNE 21st - 4PM
SCALE:



OKW ARCHITECTS
600 W. Jackson, Suite 250
Chicago, IL 60661



PROJECT



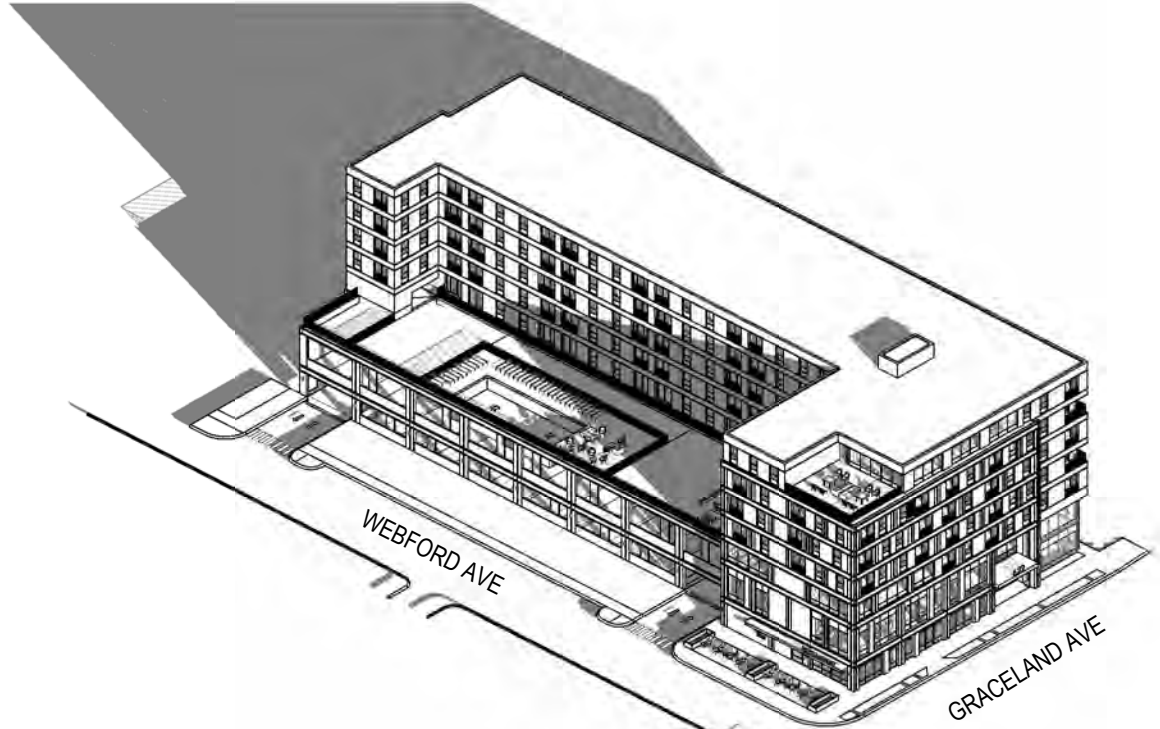
SUN STUDY

DES PLAINES MULTI-FAMILY

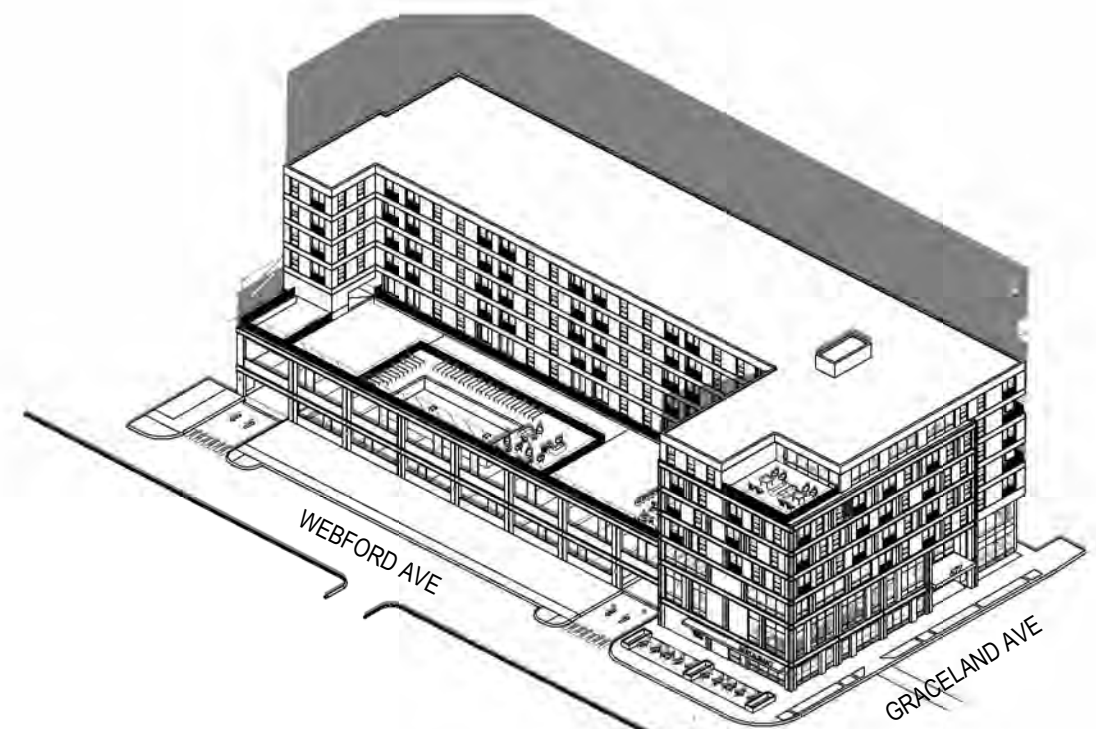
622 GRACELAND AVE.

05/11/22 Project #: 21084

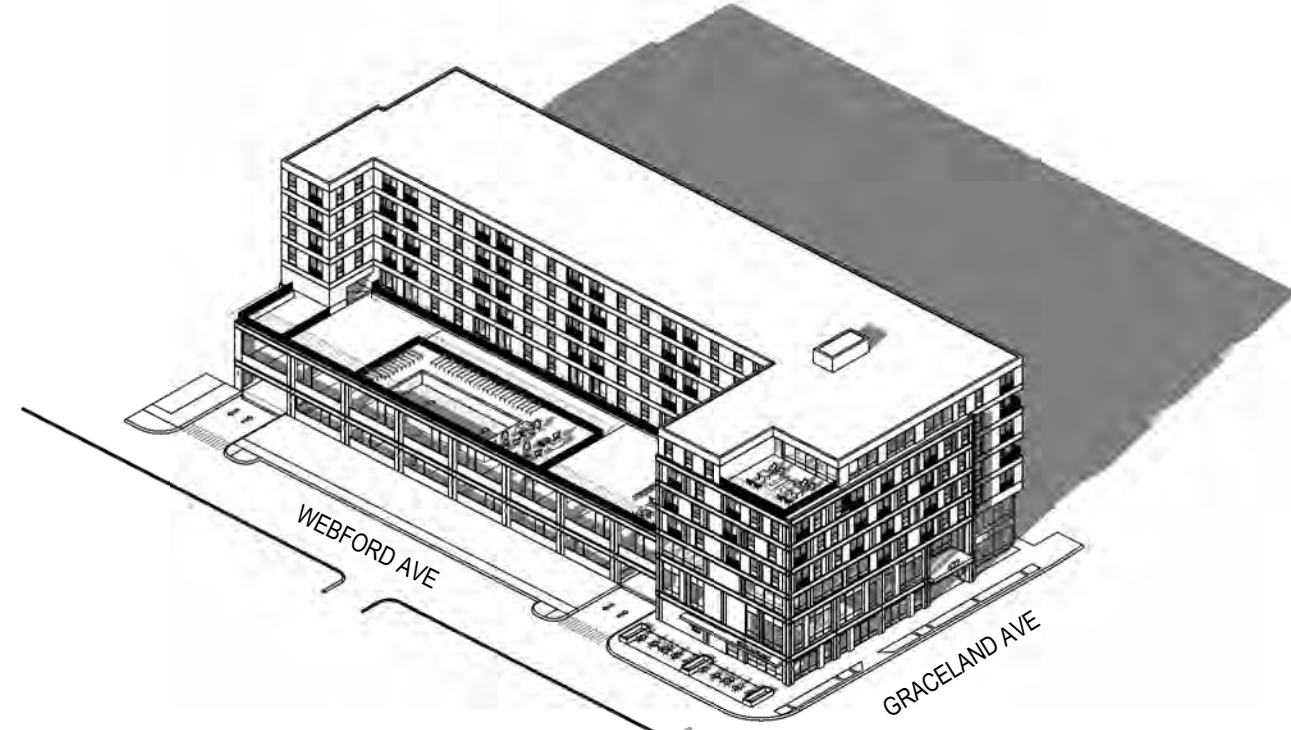
A.18



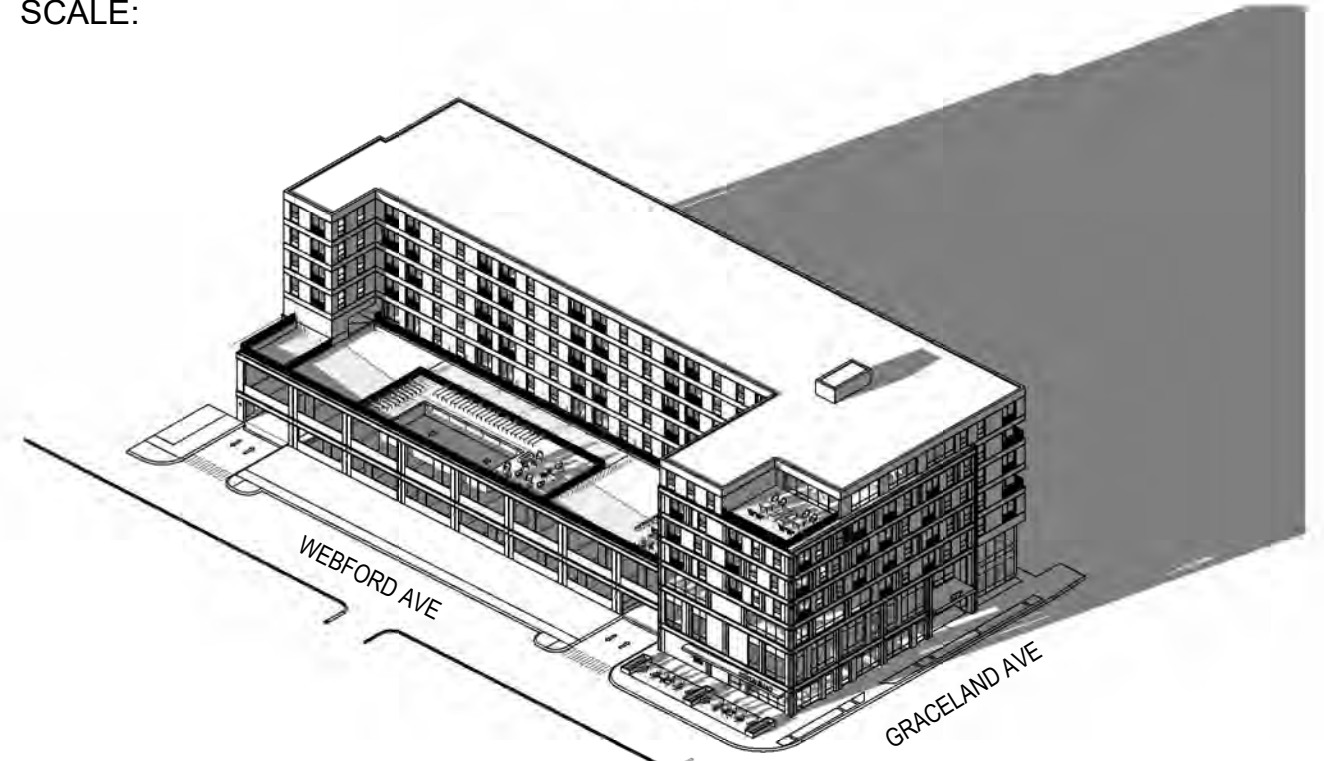
1 DECEMBER 21st -10AM
SCALE:



2 DECEMBER 21st -12PM
SCALE:



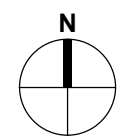
3 DECEMBER 21st -2PM
SCALE:



4 DECEMBER 21st - 4PM
SCALE:



OKW ARCHITECTS
600 W. Jackson, Suite 250
Chicago, IL 60661



PROJECT



SUN STUDY

DES PLAINES MULTI-FAMILY

622 GRACELAND AVE.

05/11/22 Project #: 21084

A.18

RENDERING - VIEW FROM NORTHEAST



OKW ARCHITECTS
600 W. Jackson, Suite 250
Chicago, IL 60661



DES PLAINES MULTI-FAMILY

622 GRACELAND AVE.

05/17/2022 Project #: 21084

A.1

RENDERING - VIEW FROM SE



OKW ARCHITECTS
600 W. Jackson, Suite 250
Chicago, IL 60661



DES PLAINES MULTI-FAMILY

622 GRACELAND AVE.

05/17/2022 Project #: 21084

A.2

RENDERING - VIEW FROM SW



OKW ARCHITECTS
600 W. Jackson, Suite 250
Chicago, IL 60661



DES PLAINES MULTI-FAMILY

622 GRACELAND AVE.

05/17/2022 Project #: 21084

A.3

RENDERING - VIEW FROM NW



OKW ARCHITECTS
600 W. Jackson, Suite 250
Chicago, IL 60661

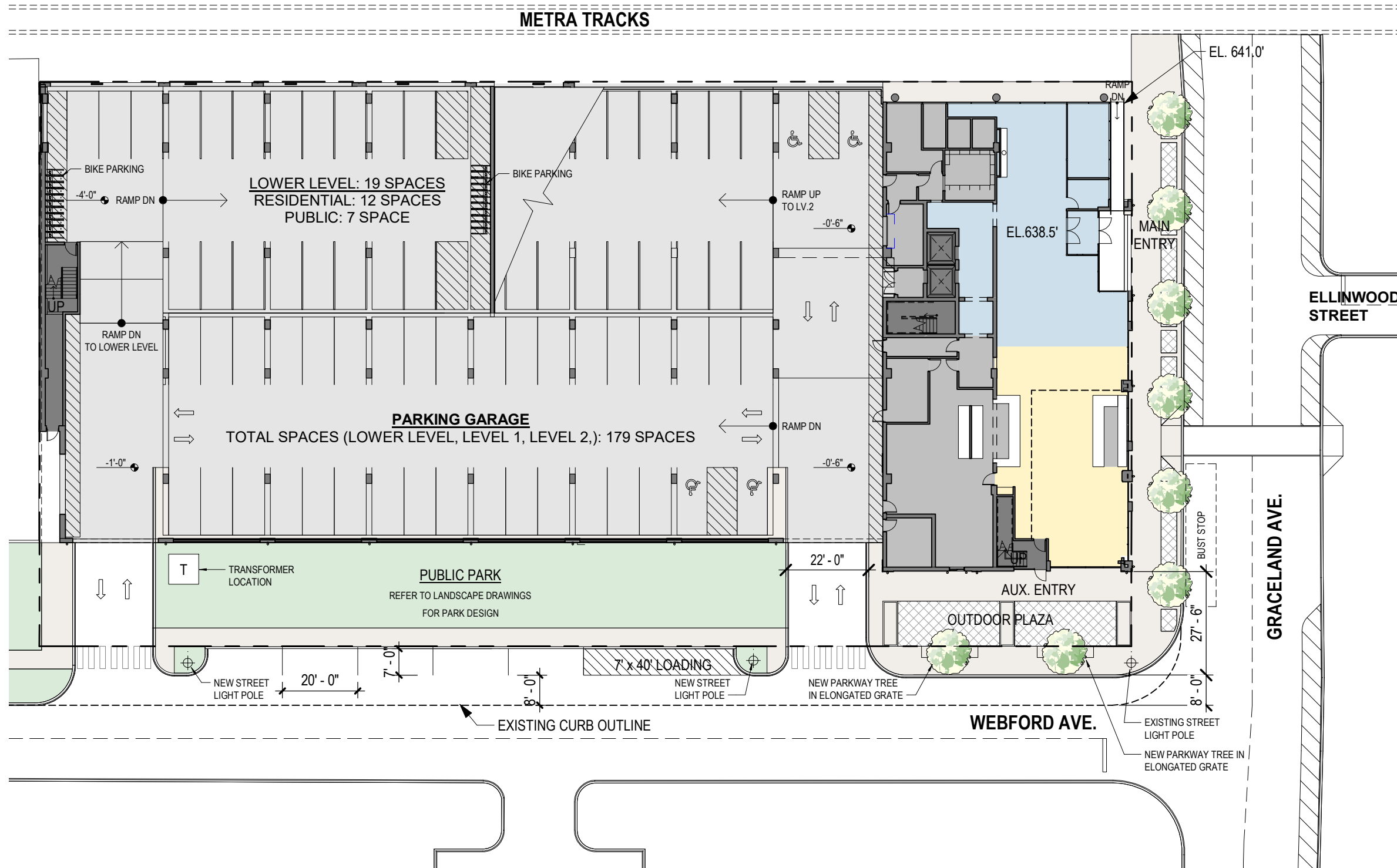


DES PLAINES MULTI-FAMILY

622 GRACELAND AVE.

05/17/2022 Project #: 21084

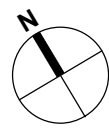
A.4



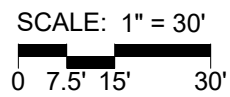
1 SITE PLAN
 SCALE: 1" = 30'-0"



OKW ARCHITECTS
 600 W. Jackson, Suite 250
 Chicago, IL 60661



TRUE

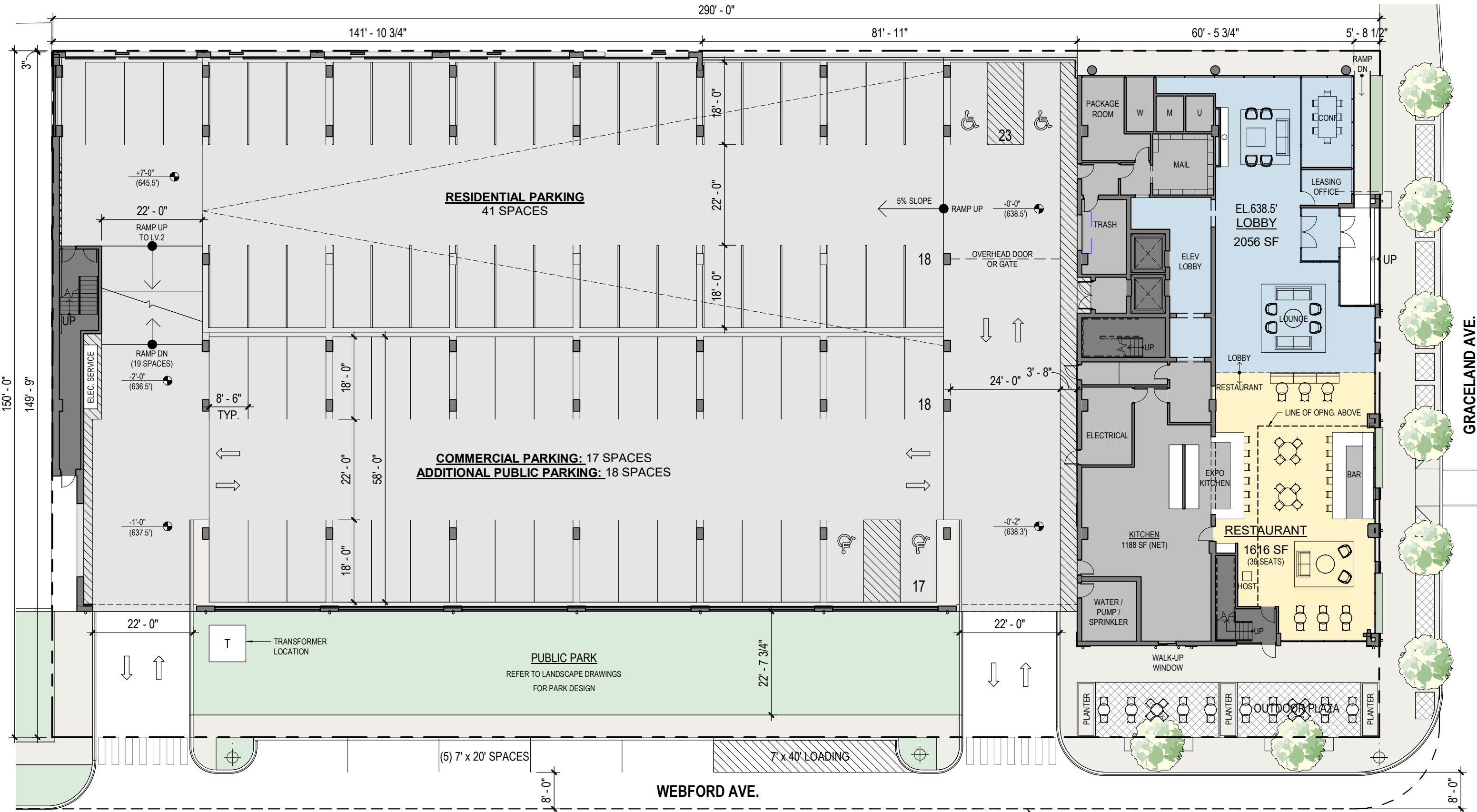


DES PLAINES MULTI-FAMILY

622 GRACELAND AVE.

05/11/22 Project #: 21084

A.10



1 GROUND LEVEL
 SCALE: 1" = 20'-0"

NOTE: ALL AREAS TO BE PRIVATE USE
 UNLESS OTHERWISE NOTED ON PLAN

OKW Architects
OKW ARCHITECTS
 600 W. Jackson, Suite 250
 Chicago, IL 60661

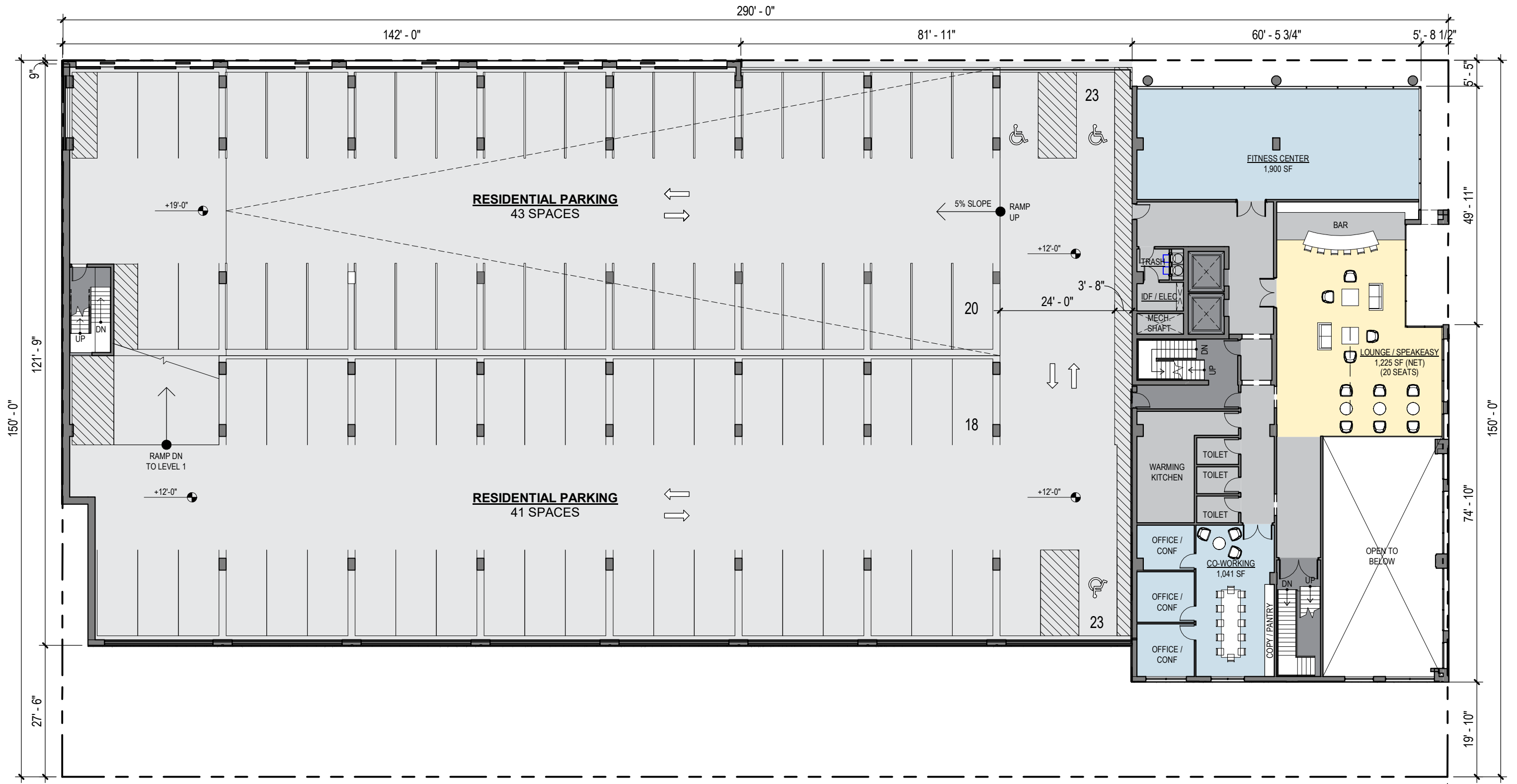
SCALE: 1" = 20'
 0 5' 10' 20'

TRUE

COMPASSPOINT
 DEVELOPMENT, LLC

DES PLAINES MULTI-FAMILY
 622 GRACELAND AVE.
 05/11/22 Project #: 21084

A.11

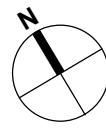


1 LEVEL 02 - PARKING
SCALE: 1" = 20'-0"

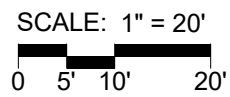
NOTE: ALL AREAS TO BE PRIVATE USE
UNLESS OTHERWISE NOTED ON PLAN



OKW ARCHITECTS
600 W. Jackson, Suite 250
Chicago, IL 60661



TRUE

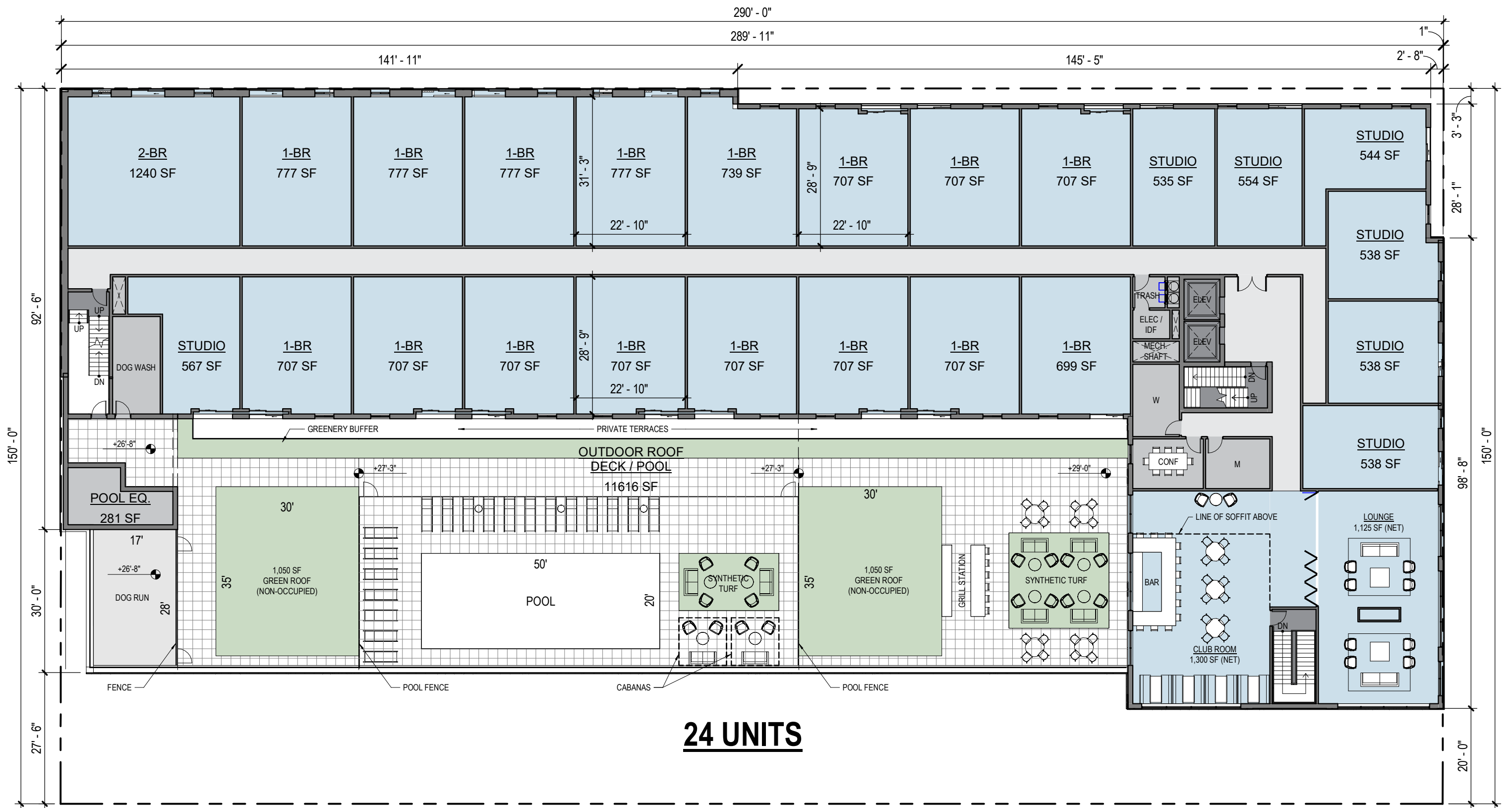


DES PLAINES MULTI-FAMILY

622 GRACELAND AVE.

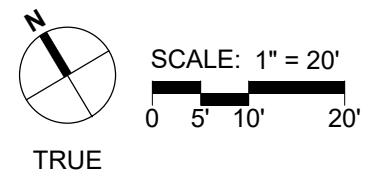
05/11/22 Project #: 21084

A.12



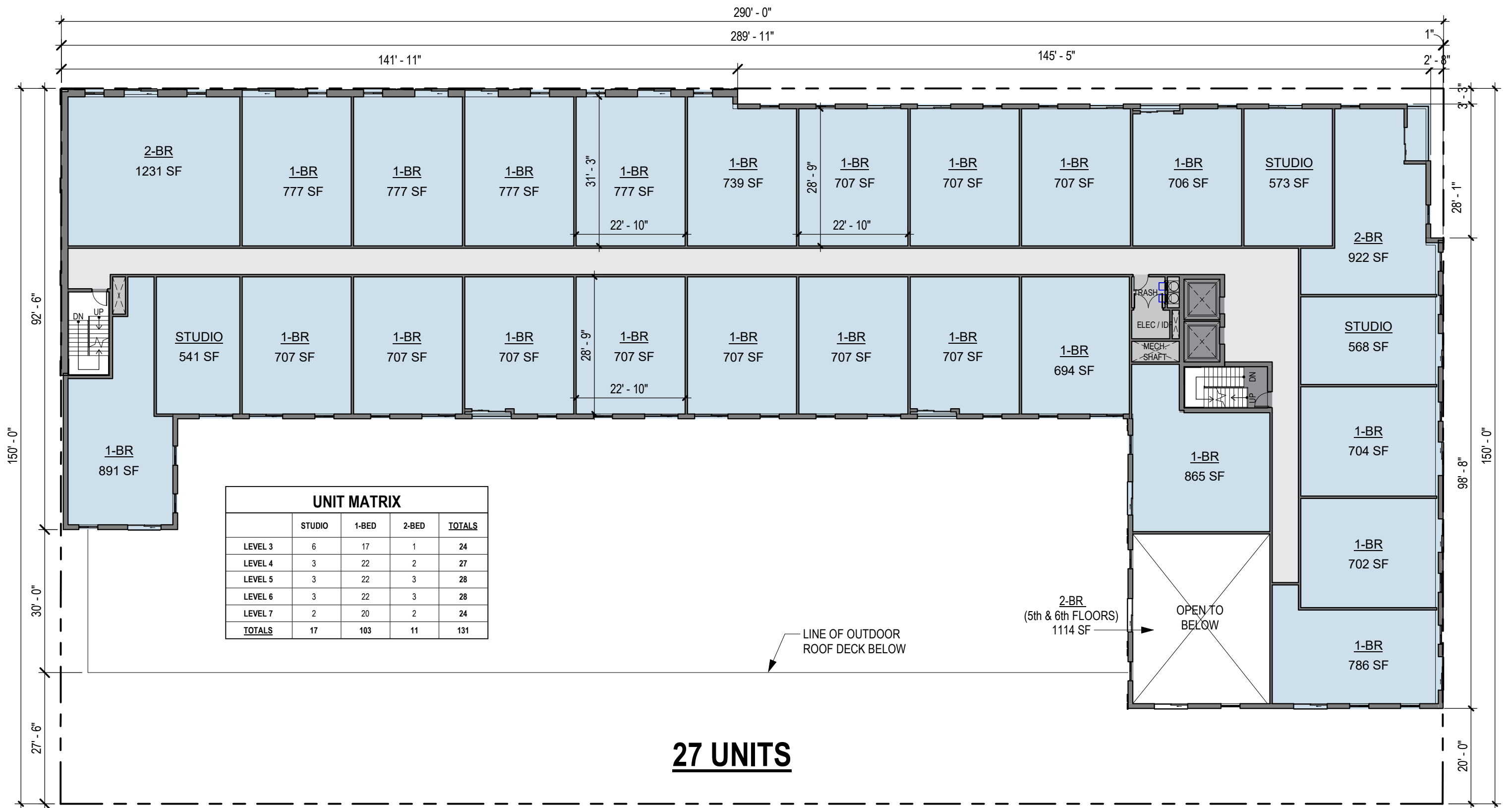
1 LEVEL 03 AMENITY AND POOL LEVEL
SCALE: 1" = 20'-0"

NOTE: ALL AREAS TO BE PRIVATE USE
UNLESS OTHERWISE NOTED ON PLAN



DES PLAINES MULTI-FAMILY
622 GRACELAND AVE.
05/11/22 Project #: 21084

A.13



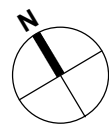
27 UNITS

NOTE: ALL AREAS TO BE PRIVATE USE
UNLESS OTHERWISE NOTED ON PLAN

1 LEVEL 04
SCALE: 1" = 20'-0"



OKW ARCHITECTS
600 W. Jackson, Suite 250
Chicago, IL 60661



TRUE

SCALE: 1" = 20'
0 5' 10' 20'



DES PLAINES MULTI-FAMILY

622 GRACELAND AVE.

05/11/22 Project #: 21084

A.14

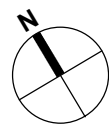


UNIT MATRIX				
	STUDIO	1-BED	2-BED	TOTALS
LEVEL 3	6	17	1	24
LEVEL 4	3	22	2	27
LEVEL 5	3	22	3	28
LEVEL 6	3	22	3	28
LEVEL 7	2	20	2	24
TOTALS	17	103	11	131

1 LEVELS 05-06 TYPICAL RESIDENTIAL
SCALE: 1" = 20'-0"



OKW ARCHITECTS
600 W. Jackson, Suite 250
Chicago, IL 60661



TRUE

SCALE: 1" = 20'
0 5' 10' 20'

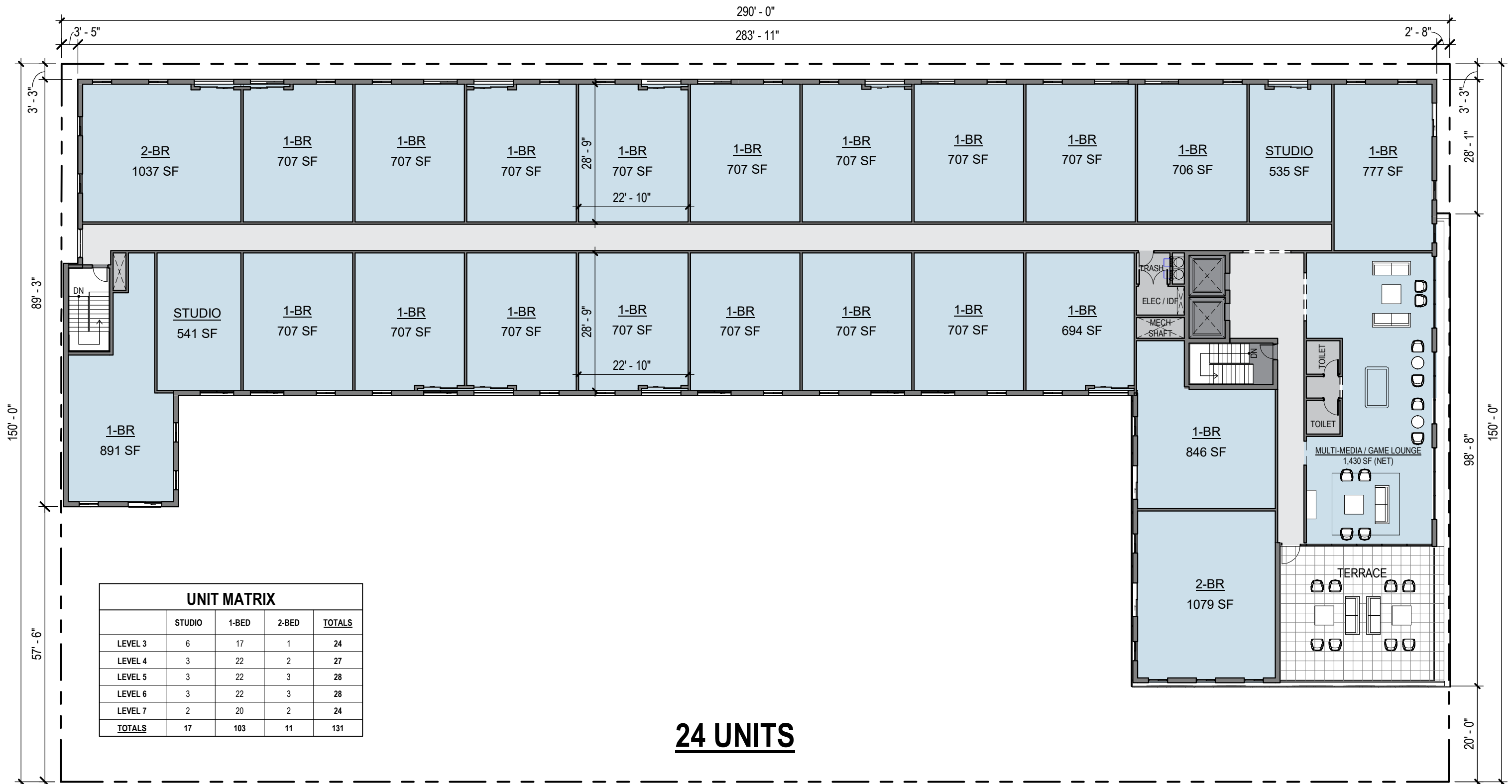


DES PLAINES MULTI-FAMILY

622 GRACELAND AVE.

05/11/22 Project #: 21084

A.15



UNIT MATRIX				
	STUDIO	1-BED	2-BED	TOTALS
LEVEL 3	6	17	1	24
LEVEL 4	3	22	2	27
LEVEL 5	3	22	3	28
LEVEL 6	3	22	3	28
LEVEL 7	2	20	2	24
TOTALS	17	103	11	131

24 UNITS

NOTE: ALL AREAS TO BE PRIVATE USE
UNLESS OTHERWISE NOTED ON PLAN

1 LEVEL 07
SCALE: 1" = 20'-0"

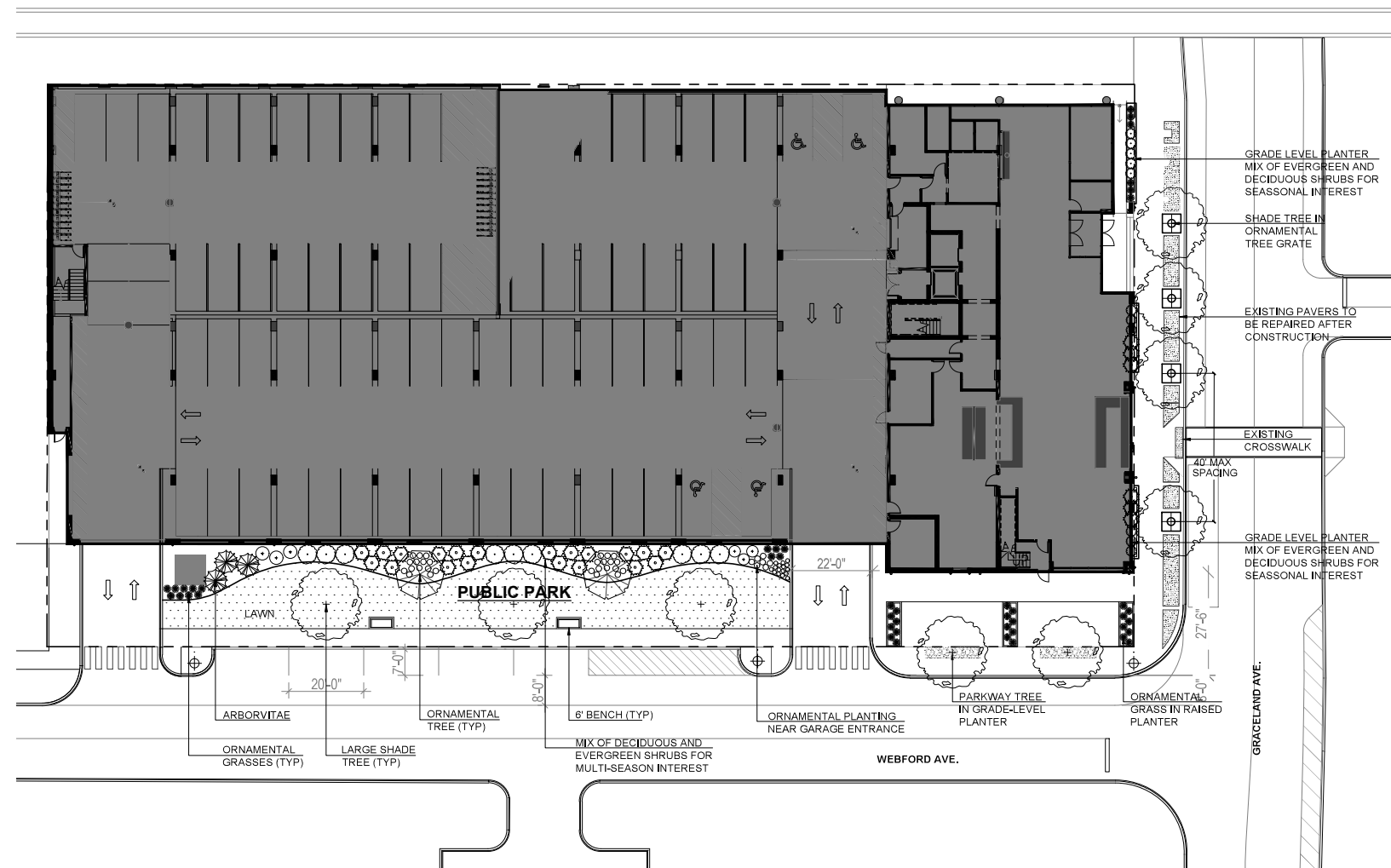
OKW Architects
OKW ARCHITECTS
 600 W. Jackson, Suite 250
 Chicago, IL 60661

SCALE: 1" = 20'
 0 5' 10' 20'
 TRUE

COMPASSPOINT
 DEVELOPMENT, LLC

DES PLAINES MULTI-FAMILY
 622 GRACELAND AVE.
 05/11/22 Project #: 21084

A.16



LANDSCAPE REQUIREMENTS TABLE

PARKING AREAS

REQUIREMENT: 5' LANDSCAPE BUFFER BETWEEN PARKING AREA AND PUBLIC SIDEWALK
 PROPOSED: PUBLIC WALK LOCATED AS A CARRIAGE WALK TO FRONT-LOADED PARKING SPACES ADJACENT TO THE ROW, 5' LANDSCAPE BUFFER TO BE LOCATED ALONG THE PUBLIC SIDEWALK OPPOSITE OF STALLS.
 NOTE: RELIEF REQUESTED FOR LOCATION OF BUFFER

REQUIREMENT: 1 TREE PER 40' OF PARKING AREA LENGTH
 PROPOSED: 1 TREE PER 40' OF PARKING AREA LENGTH

REQUIREMENT: 1 SHRUB PER 3' OF PARKING AREA LENGTH
 PROPOSED: 1 SHRUB PER 3' OF PARKING AREA LENGTH

REQUIREMENT: LANDSCAPE AREA AROUND 35% OF FOUNDATION
 PROPOSED: LANDSCAPE AREA AROUND APPROXIMATELY 50% OF FOUNDATION

STREETSCAPE (GRACELAND AVENUE)

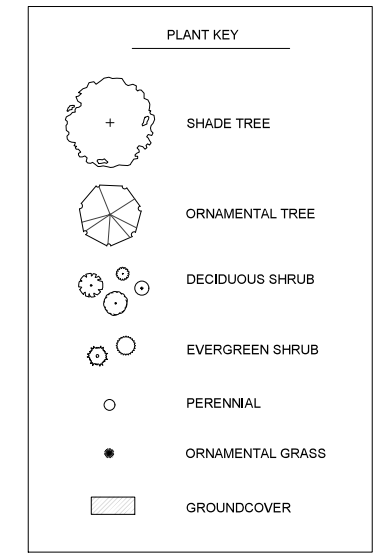
REQUIREMENT: 1 PARKWAY TREE PER 40-60'
 PROPOSED: 1 PARKWAY TREE PER 40' MINIMUM
 NOTE: CITY STREETSCAPE STANDARDS TO BE IMPLEMENTED

LOADING SCREENING:

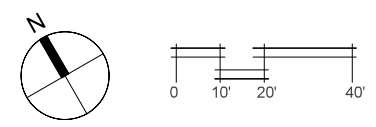
REQUIREMENT: LOADING TO BE SCREENED WITH A SOLID WOOD OR MASONRY FENCE 6-8' TALL OR CONTINUOUS EVERGREEN HEDGE.
 PROPOSED: LOADING AREA TO BE DISCRETELY INTEGRATED INTO THE LANDSCAPE AND FINISHED WITH PAVERS A SHADE TREE TO MATCH OTHER OUTDOOR AREAS ADJACENT TO BUILDING.
 NOTE: RELIEF REQUESTED FOR SCREENING METHOD

MECHANICAL EQUIPMENT SCREENING:

REQUIREMENT: MECHANICAL EQUIPMENT TO BE SCREENED WITH MASONRY WALL ON ALL SIDES
 PROPOSED: LANDSCAPING TO BE INSTALLED IN AREA ADJACENT TO EQUIPMENT AND THE STREET
 NOTE: RELIEF REQUESTED



PRELIMINARY LANDSCAPE PLAN
 SCALE: 1" = 10'-0"



TENTATIVE PLAT OF GRACELAND-WEBFORD SUBDIVISION

UNDERLYING PROPERTY LEGAL DESCRIPTION:

PARCEL 1:

LOTS 35, 36 AND 37 IN BLOCK 1 IN DES PLAINES MANOR, TRACT NO. 1, A SUBDIVISION OF PART OF SECTIONS 17 AND 20, TOWNSHIP 41 NORTH, RANGE 12 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JULY 14, 1911 AS DOCUMENT NO. 4793563, IN COOK COUNTY, ILLINOIS.

PROPERTY COMMONLY KNOWN AS: 622 GRACELAND AVE., DES PLAINES, IL. 60016 CONTAINING: 22,509.41 SQ. FT., 0.52 AC. (MORE OR LESS)

PARCEL 2:

LOT 34 IN BLOCK 1 IN DES PLAINES MANOR, TRACT NO. 1, A SUBDIVISION OF PART OF SECTIONS 17 AND 20, TOWNSHIP 41 NORTH, RANGE 12 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JULY 14, 1911 AS DOCUMENT NO. 4793563, IN COOK COUNTY, ILLINOIS.

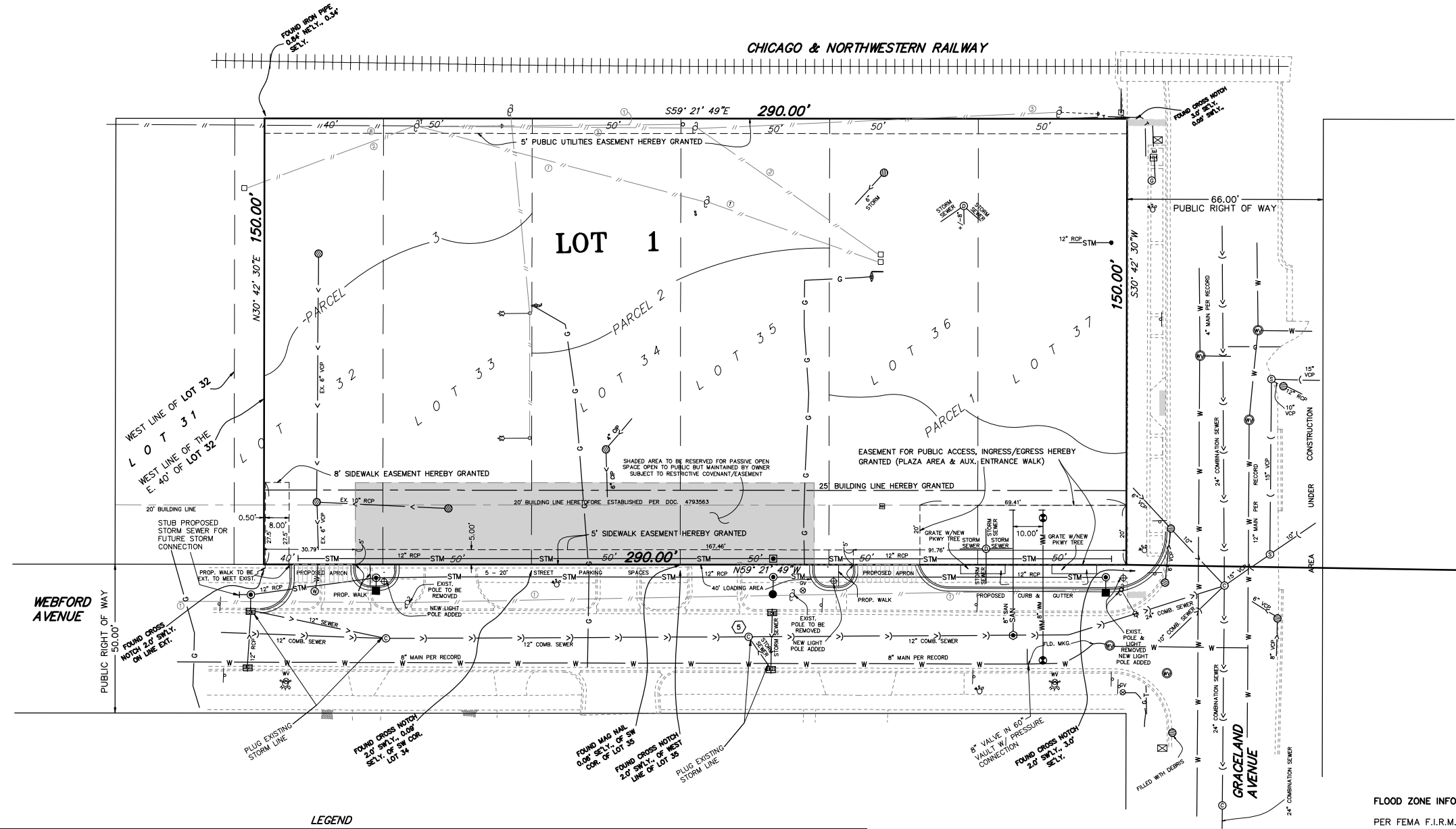
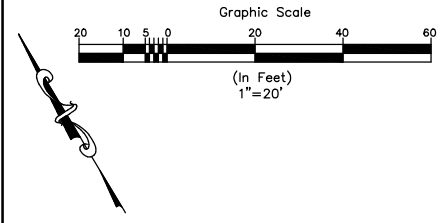
PROPERTY COMMONLY KNOWN AS: 1368 WEBFORD AVE., DES PLAINES, IL. 60016 CONTAINING: 7,503.12 SQ. FT., 0.17 AC. (MORE OR LESS)

PARCEL 3:

THE SOUTHEASTERLY 40 FEET OF LOT 32 AND ALL OF LOT 33 IN BLOCK 1 IN DES PLAINES MANOR TRACT NO. 1, A SUBDIVISION OF PART OF SECTIONS 17 AND 20, TOWNSHIP 41 NORTH, RANGE 12 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JULY 14, 1911 AS DOCUMENT 4793563, IN COOK COUNTY, ILLINOIS.

PROPERTY COMMONLY KNOWN AS: 1332 WEBFORD AVE., DES PLAINES, IL. 60016 CONTAINING: 13,499.99 SQ. FT., 0.31 AC. (MORE OR LESS)

CONTAINING: TOTAL (ALL 3 PARCELS) 43,499.97 SQ. FT., 1.00 AC. (MORE OR LESS)



NOTE:
 ALL OVERHEAD UTILITIES TO BE RELOCATED UNDERGROUND

LEGEND

	GAS METER		WATER SERVICE SHUT-OFF VALVE		CURB INLET/CATCH BASIN		UNDERGROUND ELECTRIC
	GAS VALVE		WATER VALVE VAULT		PROPOSED STORM INLETS		UNDERGROUND TELEPHONE
	UTILITY POLE		TRAFFIC SIGNAL CONTROL VAULT		PROPOSED STORM MANHOLE		GAS MAIN
	UTILITY POLE WITH TRANSFORMER		RAILROAD GATE ARM		SANITARY SEWER MANHOLE		WATER MAIN
	"GUY" ANCHOR W/ WIRE		ELECTRIC HANDHOLE		PROPOSED SANITARY SEWER MANHOLE		PROPOSED WATER MAIN
	LIGHT POLE		WATER METER VAULT		CLOSED COVER DRAINAGE STRUCTURE		SANITARY SEWER
	SIGN POST		OPEN COVER DRAINAGE STRUCTURE		COMBINATION SEWER MANHOLE		PROPOSED SANITARY SEWER
	FIRE HYDRANT		ELECTRIC DROPS (ON CONC)		PROPOSED LIGHT POLE		EXISTING RIGHT OF WAY PAVED IMPROVEMENTS
	WATER SHUT-OFF VALVE WITH 8" CASING						STORM SEWER
	ELECTRIC METER (ON BLDGS.)						PROPOSED STORM SEWER
							SANITARY SEWER
							PROPOSED SANITARY SEWER

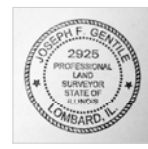
FLOOD ZONE INFORMATION:
 PER FEMA F.I.R.M. NO. 17031C0217J, DATED 08/19/2008, PROPERTY IS IN ZONE "X", AREAS OF MINIMAL FLOOD HAZARD.

SURVEYOR CERTIFICATE

STATE OF ILLINOIS } S.S.
 COUNTY OF DuPAGE }
 THIS IS TO CERTIFY THAT I, JOSEPH GENTILE, ILLINOIS PROFESSIONAL LAND SURVEYOR NUMBER 2925, HAVE SURVEYED AND PLATTED THE FOLLOWING DESCRIBED PROPERTY FOR THE PURPOSE OF CONSOLIDATING PARCELS (AS SHOWN HEREON) AND THAT THIS PLAT IS A CORRECT REPRESENTATION OF SAID SURVEY AND SUBDIVISION. CORNER MONUMENTS HAVE BEEN FOUND AS SHOWN HEREON. I FURTHER CERTIFY THAT THE PROPERTY IS WITHIN THE CORPORATE LIMITS OF THE CITY OF DES PLAINES WHICH HAS ADOPTED AN OFFICIAL COMPREHENSIVE PLAN, THAT THE PROPERTY IS NOT WITHIN A SPECIAL FLOOD HAZARD AREA AS IDENTIFIED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY ON THE MOST RECENT FLOOD INSURANCE RATE MAP PANEL 217 OF 832, COMMUNITY PANEL NO. 17031C0217J, EFFECTIVE 8/19/2008.

BASIS OF BEARINGS: ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE
 ALL DISTANCES ARE SHOWN IN FEET AND DECIMAL PARTS THEREOF.

GIVEN UNDER MY HAND AND SEAL THIS 6TH DAY OF APRIL, A.D. 2022



ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 2925
 MY LICENSE EXPIRES NOVEMBER 30, 2022

GENTILE & ASSOCIATES, INC.
 PROFESSIONAL LAND SURVEYORS
 550 E. ST. CHARLES PLACE
 LOMBARD, ILLINOIS 60148
 PHONE (630) 916-6262

PREPARED FOR: RWG ENGINEERING, LLC
 DRAWN BY: VAF
 ORDER NO.: 22439-22 SUBD.(TENT.)
 ILLINOIS PROFESSIONAL DESIGN FIRM LICENSE NO. 184.002870

NO.	DATE	REVISION DESCRIPTION	BY
2	5/18/22	REVISED PER CITY REVIEW DATED 5/17/22	VAF
1	5/11/22	REVISED PER NEW SITE PLAN RCVD. 5/10/22	VAF

OWNER:
 COMPASSPOINT DEVELOPMENT LLC
 202 S. COOK ST.
 SUITE 210
 BARRINGTON, IL 60010
 CONTACT: JOE TAYLOR III
 773.706.4301

622 Graceland Avenue Traffic Impact Study Des Plaines, Illinois



Prepared For:

622 Graceland Apartments LLC

Prepared by:

Eriksson Engineering Associates, Ltd.



145 Commerce Drive, Grayslake, Illinois 60030

847.223.4804

www.eea-ltd.com

1 – INTRODUCTION AND EXISTING CONDITIONS

This report summarizes the results of a transportation analysis for the proposed mixed-use development in Downtown Des Plaines, Illinois. The building site is located at 622 Graceland Avenue and consists of three lots occupied by a public parking lot and two commercial buildings. **Figure 1** illustrates the site location and area roadways.

The purpose of this study was to identify the transportation system serving the proposed development, to determine its transportation characteristics, and to evaluate the need for improvements to support the proposed building program.

Report Revisions

This report is an update from the February 22, 2022 traffic study. The following changes were made:

1. The traffic figures were corrected to show the PM peak hour as occurring from 4:30 to 5:30 PM.
2. The on-street parking spaces were changed from perpendicular to parallel spaces on Webford Avenue.
3. Additional traffic counts were conducted on Webford Avenue at Graceland Avenue and at Laurel Avenue.
4. Reviewed the concern about Metra riders being picked up on Webford Avenue.
5. Expanded the trip generation and directional distribution discussion.

Site Location

The development site is located in the northwestern area of Downtown Des Plaines, Illinois. It is bordered by Union Pacific/Metra train tracks to the north, Graceland Avenue to the east, Webford Avenue to the south, and a commercial building to the west. It is occupied by a public parking lot and two commercial buildings.

Roadway Characteristics

A description of the area roadways providing access to the site is illustrated in **Figure 2** and provided below:

Graceland Avenue (U.S. Route 12-45 Southbound) is a one-way southbound other principal arterial that provides two through lanes and extends between Rand Road and Mannheim Road. At its signalized intersection with Miner Street, Graceland Avenue provides a combined through/left-turn lane, a through lane, and an exclusive right-turn lane. At its unsignalized intersection with Ellinwood Street, Graceland Avenue provides a combined through/left-turn lane and a through lane. At its signalized intersection with Prairie Avenue, Graceland Avenue provides a combined through/left-turn lane and a combined through/right-turn lane. The UP-NW Metra Rail Line has an at-grade crossing on Graceland Avenue approximately 60 feet north of Ellinwood Street and 75 feet south of Miner Street. On-street parking is permitted on the east side of Graceland Avenue south of Ellinwood Street. Graceland Avenue is under the jurisdiction of IDOT, has a posted speed limit of 30 mph, and carries an Annual Average Daily Traffic (ADT) volume of 18,800 (IDOT 2018) vehicles.

Miner Street (U.S. Route 14) is an east-west minor arterial that in the vicinity of the site provides two through lanes in each direction. At its signalized intersection with Graceland Avenue, Miner Street provides a through lane and a combined through/right-turn lane on the eastbound approach and a through lane and combined through/left-turn lane on the westbound approach. On-street parking is permitted on the north side of the street between Graceland Avenue and Pearson Street, while a Metra parking lot is provided on the south side of the street between Perry Street and Lee Street. Immediately east of Lee Street, Miner Street provides a pick-up/drop-off lane for the Des Plaines Metra Station separated by a concrete barrier. Miner Street is under the jurisdiction of IDOT, has a posted speed limit of 25 mph in the vicinity of the site, and carries an Annual Average Daily Traffic (AADT) volume of 16,200 (IDOT 2019) vehicles.

Ellinwood Street is an east-west local roadway that in the vicinity of the site provides one through lane in each direction and extends from Graceland Avenue east to River Road. At its unsignalized intersection with Graceland Avenue, Ellinwood Street provides a left-turn only lane under stop sign control. Ellinwood Street generally provides diagonal on-street parking spaces on both sides of the street that are limited to 90-minute parking between 6:00 A.M. and 6:00 P.M. every day. Ellinwood Street is under the jurisdiction of the City of Des Plaines.

Prairie Avenue is a generally an east-west local roadway that in the vicinity of the site provides one through lane in each direction. At its signalized intersection with Graceland Avenue, Prairie Avenue provides a shared through/right-turn lane on the eastbound approach and an exclusive left turn lane and a through lane on the westbound approach. Prairie Avenue provides on-street parking on the south side of the roadway that is generally restricted to 90 minutes. Prairie Avenue is under the jurisdiction of the City of Des Plaines, has a posted speed limit of 25 miles per hour, and carries an Annual Average Daily Traffic (AADT) volume of 1,850 (IDOT 2018) vehicles.

Webford Avenue is an east-west local roadway that in the vicinity of the site provides one through lane in each direction and extends from Graceland Avenue west to Arlington Avenue. At its unsignalized intersection with Graceland Avenue, Webford Avenue provides a right-turn only lane under stop sign control. At Laurel Avenue three-legged intersection, the Laurel Avenue approach has a yield sign. It is under the jurisdiction of the City of Des Plaines, has a posted speed limit of 25 miles per hour,

Laurel Avenue is a north-south local roadway with one through lane in each direction and no parking on the west side and 3-hour parking on the east side. It extends south from Webford Avenue to Prairie Avenue where it jogs 70 feet to the east and continues south to Thacker Street. It is under the jurisdiction of the City of Des Plaines, has a posted speed limit of 25 miles per hour,

Public Transportation

The site is located near of the Des Plaines Metra station for the UP-NW Metra Rail Line which offers daily service between Harvard/McHenry and Chicago. The site is near several PACE bus routes as described below:

- *Route 208 (Golf Road)* - Davis Street Metra/CTA stations to Northwest Transportation Center (Schaumburg) via Church Street.
- *Route 209 (Busse Highway)* – CTA Blue Line Harlem Station to Downtown Des Plaines
- *Route 226 (Oakton Street)* - Jefferson Park CTA Blue Line station and Oakton Street and Hamilton Street in southern Mt. Prospect (including Des Plaines Metra station) via Oakton Street and Niles Center Road.
- *Route 230 (South Des Plaines)* - Rosemont CTA Blue Line station to the Des Plaines Metra station via River Road.
- *Route 234 (Wheeling – Des Plaines)* - Weekday service from Des Plaines to Wheeling. Rush hour service operates between the Des Plaines Metra station and Pace Buffalo Grove Terminal. Mid-day trips end at Strong/Milwaukee (Wheeling). Serves the following major destinations: Holy Family Hospital, Metra UP Northwest Line stations (Des Plaines, Cumberland and Mt. Prospect), Randhurst Mall, Wheeling High School, Metra North Central Line station (Wheeling), Wheeling Municipal Complex, and Wheeling Tower.

Sidewalks are provided on the entire surrounding roadway network and crosswalks are provided at all intersections. In addition, high visibility crosswalks are provided on the north, east, and south legs of Graceland Avenue with Miner Street; the west and south legs of Graceland Avenue with Prairie Avenue; and all legs of Lee Street with Miner Street and Lee Street with Prairie Avenue. Pedestrian walk signals with countdown timers are provided at all signalized intersections within the study area.

Bicycle Routes

The City of Des Plaines identifies Miner Street, Prairie Avenue, and Graceland Avenue north of Miner Street as locations for future bike routes.

Existing Vehicular, Pedestrian, and Bicycle Volumes

Weekday morning (7:00 to 9:00 AM) and afternoon (4:00 to 6:00 PM) manual counts of pedestrians and vehicles were conducted in January 2022 on Graceland Avenue at Miner Street, Webford Avenue, and Prairie Avenue and at the existing site driveways (four).

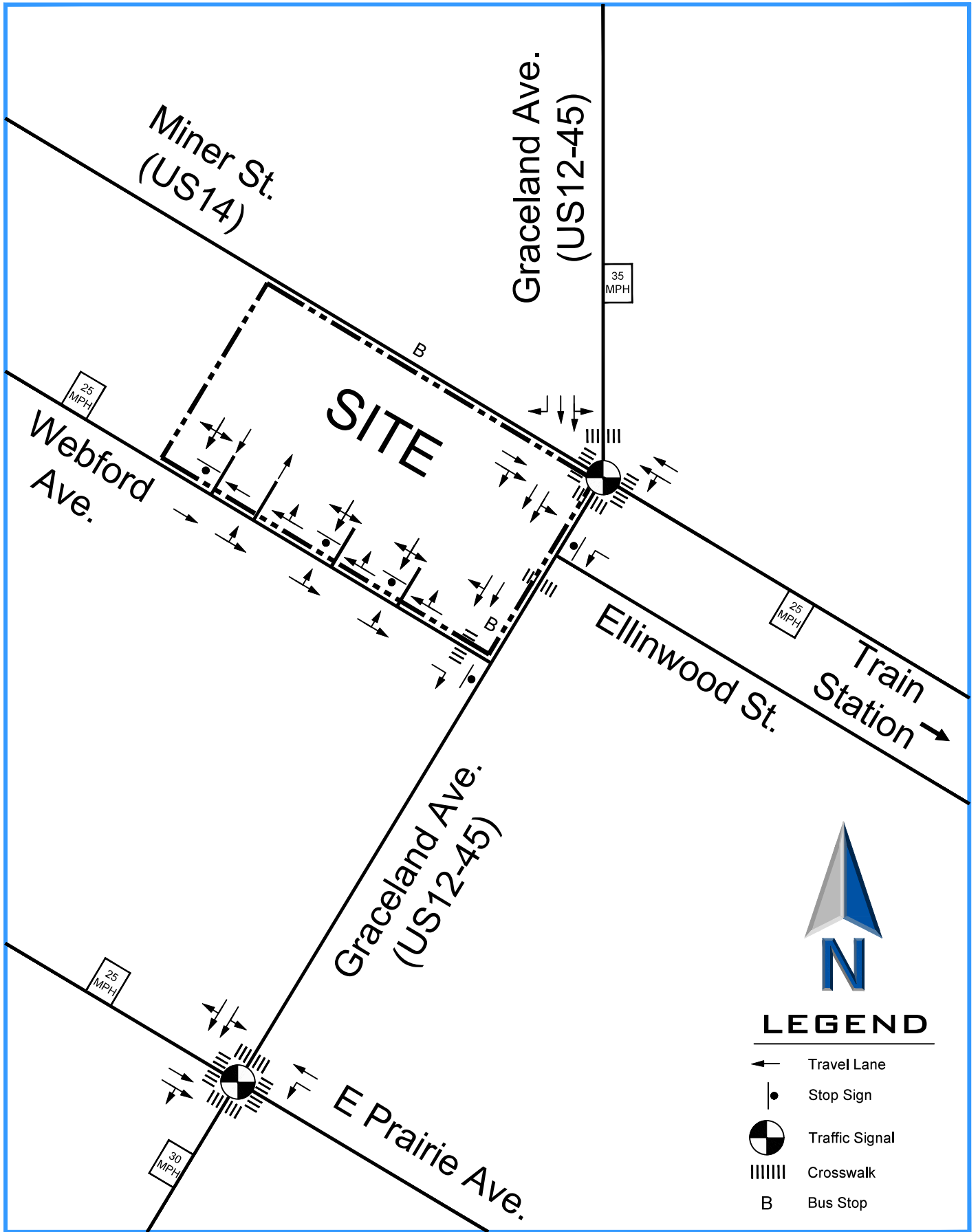
These counts showed the peak-hours of traffic occurring from 7:45 to 8:45 AM and 4:00 to 5:00 PM on a weekday. However, these counts were conducted during the current pandemic and do not represent pre-pandemic conditions. A comparison was made with the 2018 pre-pandemic traffic counts conducted for the Ellinwood Apartment traffic study which found the 2018 volumes to be higher than the 2022 traffic counts and slightly different peak-hour of traffic (7:15-8:15 PM and 4:30-5:30 PM). To be conservative, the 2018 traffic counts were used as the base existing traffic volumes for this study and increased by 4% to represent the Year 2022.

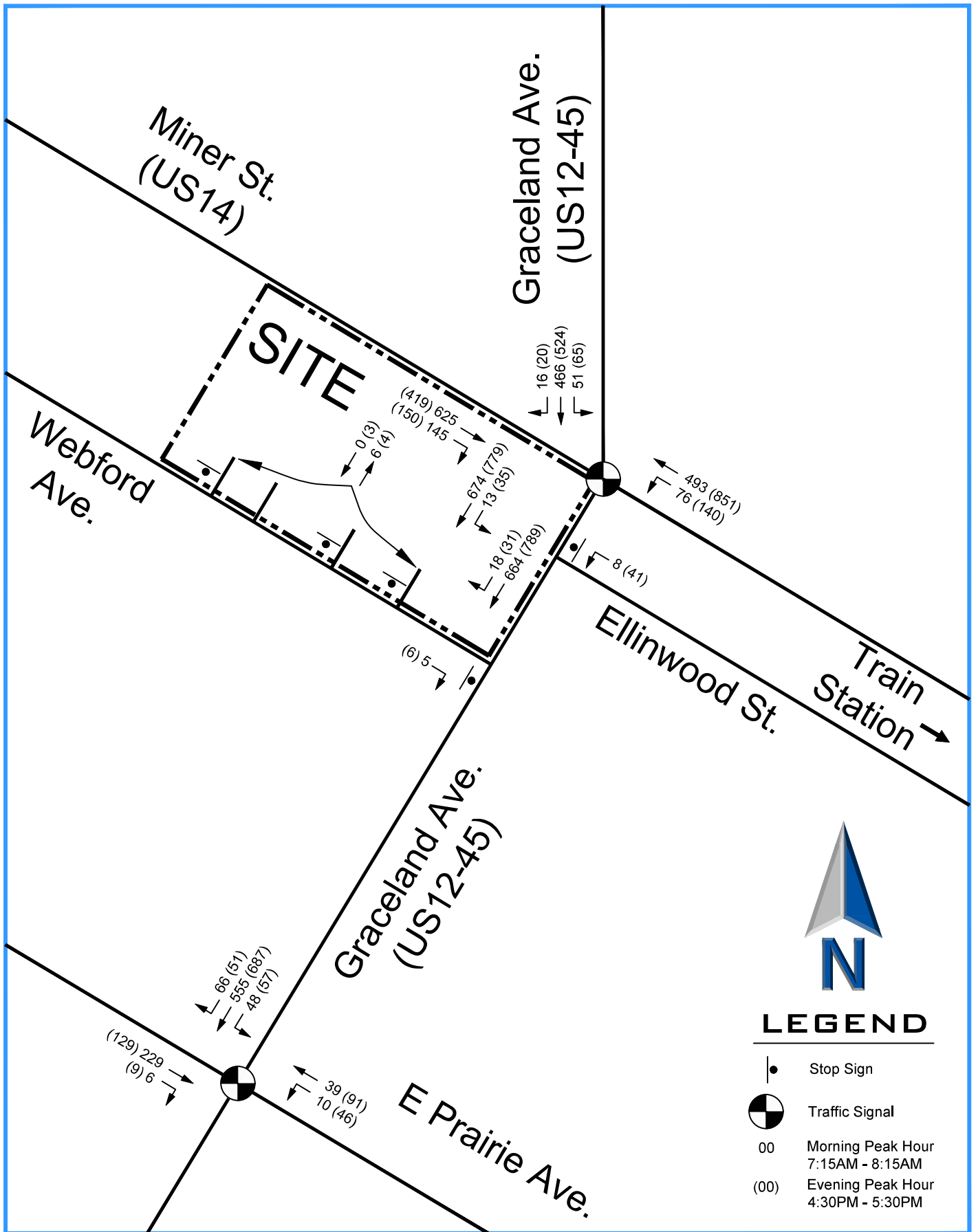
Figures 3 and 4 illustrates the existing vehicular and pedestrian volumes respectively. Copies of the counts can be found in the **Appendix**.



Site Location and Area Roadways

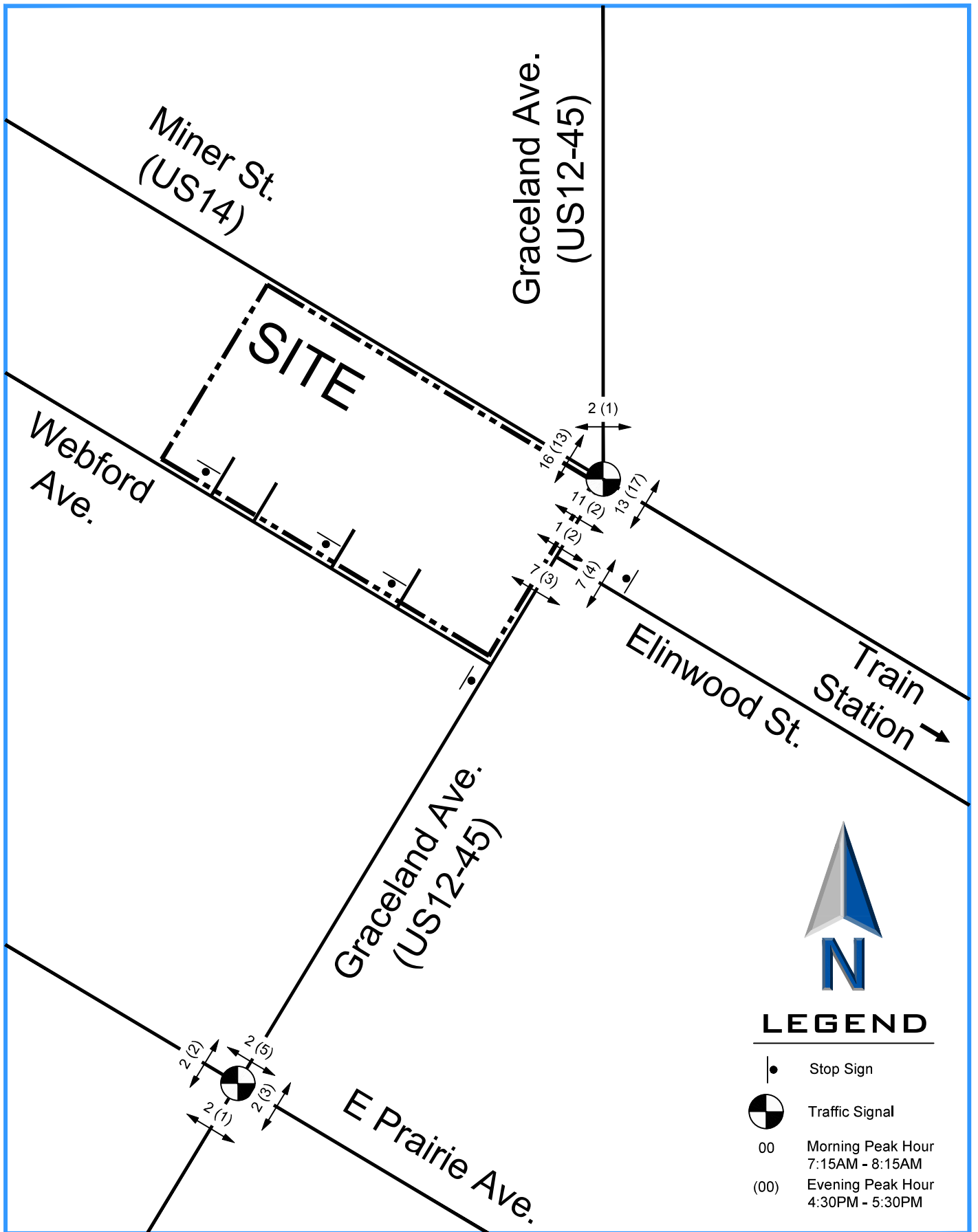
Figure 1





LEGEND

- Stop Sign
- Traffic Signal
- 00 Morning Peak Hour
7:15AM - 8:15AM
- (00) Evening Peak Hour
4:30PM - 5:30PM



2 - DEVELOPMENT CHARACTERISTICS

Existing and Proposed Site Use

The project site is currently occupied by two-commercial buildings and a public parking lot. The parking lot has two driveways (inbound and outbound) and the two buildings each have a full access drive.

The development plan is for a multi-story apartment building with 132 units with a restaurant (1,477 sq. ft.) and a lounge (1,255 square feet). A parking garage will have two full access drives on either end.

Site Trip Generation

Vehicle traffic volumes generated by the residential and commercial uses were estimated from the Institute of Transportation Engineer's Trip Generation Manual, 11th Edition. **Table 1** summarizes the estimated traffic volumes for the development and compares it to the site's existing traffic volumes. To be conservative, the existing site traffic volumes were not removed from the existing traffic counts.

Table 1
Site Trip Generation Estimates

Use	ITE LUC	Size	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Apartments	221	132 units	24	18	42	16	22	38
Restaurant	931	1,477 sq. ft.	0	1	1	7	4	11
Lounge	975	1,255 sq. ft.	1	1	2	9	5	14
Development Total			25	20	45	32	31	63
City Lot and Newspaper Existing Volumes			-6	-0	-6	-4	-3	-7
Net Additional Traffic			+19	+20	+39	+28	+28	+56

Directional Distribution

The trip distribution for the development is based on a combination of the existing traffic volumes, the existing road system, traffic congestion, and the proposed site access. The trip distribution for the site is shown on **Table 2** and **Figure 5**.

For inbound traffic, 75% of the site traffic comes from the north on Graceland Avenue and Miner Street. The most direct route is to turn right onto Webford Avenue and then turn right into the parking garage. Measured from the southern railroad tracks to the western garage access, the distance is approximately 640 feet. The alternate route from the north is to continue down Graceland Avenue to Prairie Avenue to Laurel Avenue to Webford Avenue to the western garage access. Site users are not likely to use this route since it has an approximate distance of 1,700 feet or almost three times the distance.

From the south, the most direct route is from the south is Lee Street to Ellinwood Road to Webford Avenue to the parking garage for a distance of 1,330 feet versus the roundabout way of Lee Street to Prairie Avenue to Laurel Avenue to Webford Avenue to the parking garage for a distance of 1,630 feet.

**Table 2
Directional Distribution**

Direction	Inbound	Outbound
West Miner Street	20%	-
North Graceland Avenue	25%	-
East Miner Avenue	30%	-
East Ellinwood Street	20%	-
East Prairie Avenue	-	55%
South Graceland Avenue	-	40%
West Webford Avenue	5%	5%
Total	100%	100%

Site Traffic Assignment

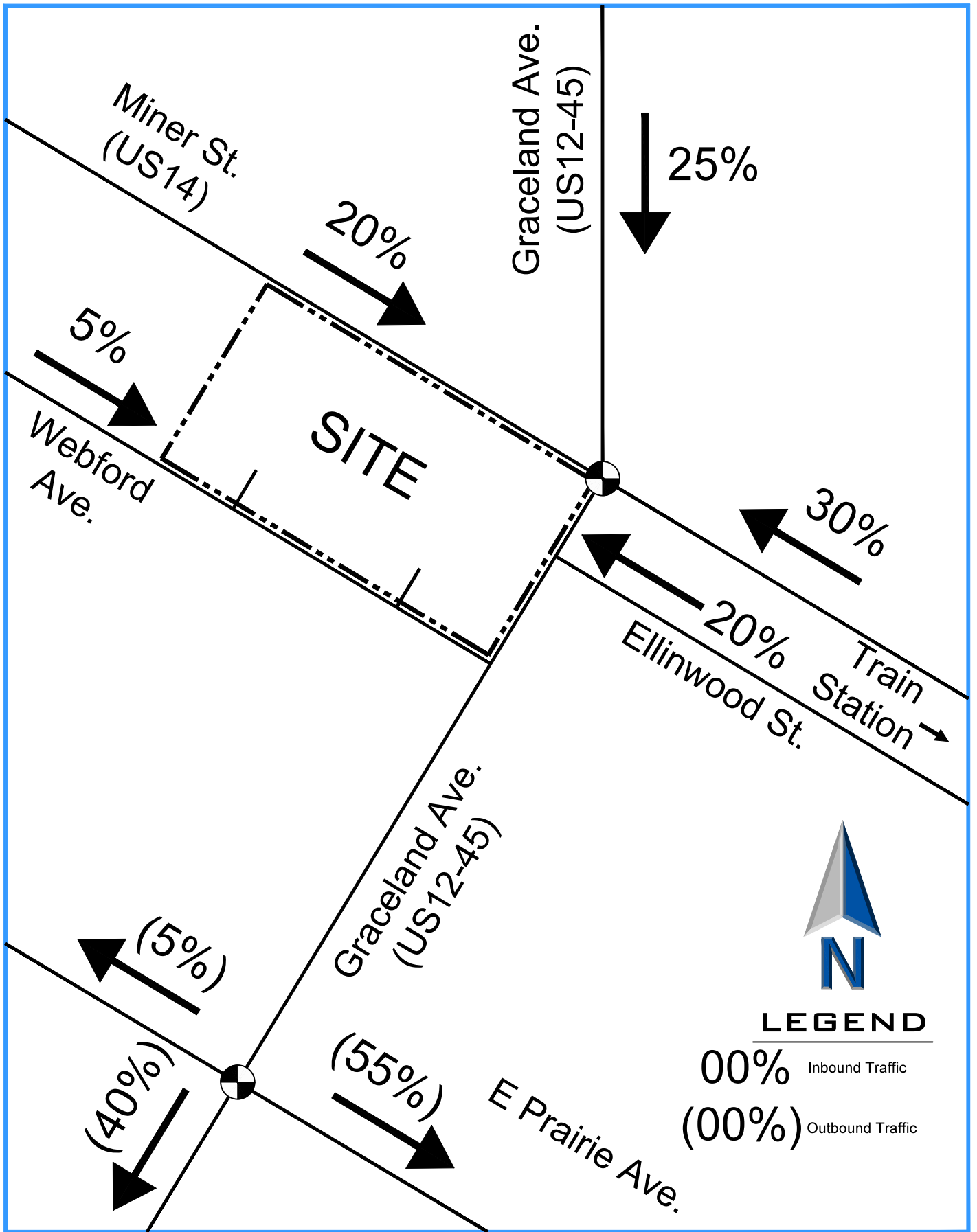
Based on trip generation and directional distribution estimates, the site generated traffic was assigned to the proposed access drive and area roadways for each phase. **Figure 6** shows the resulting traffic assignments.

Total Traffic Volumes

The Ellinwood Apartment project to the east of the site is under construction with two driveways on Graceland Avenue. The site traffic volumes to be generated by that project were taken from its traffic study and are shown on **Figure 7**.

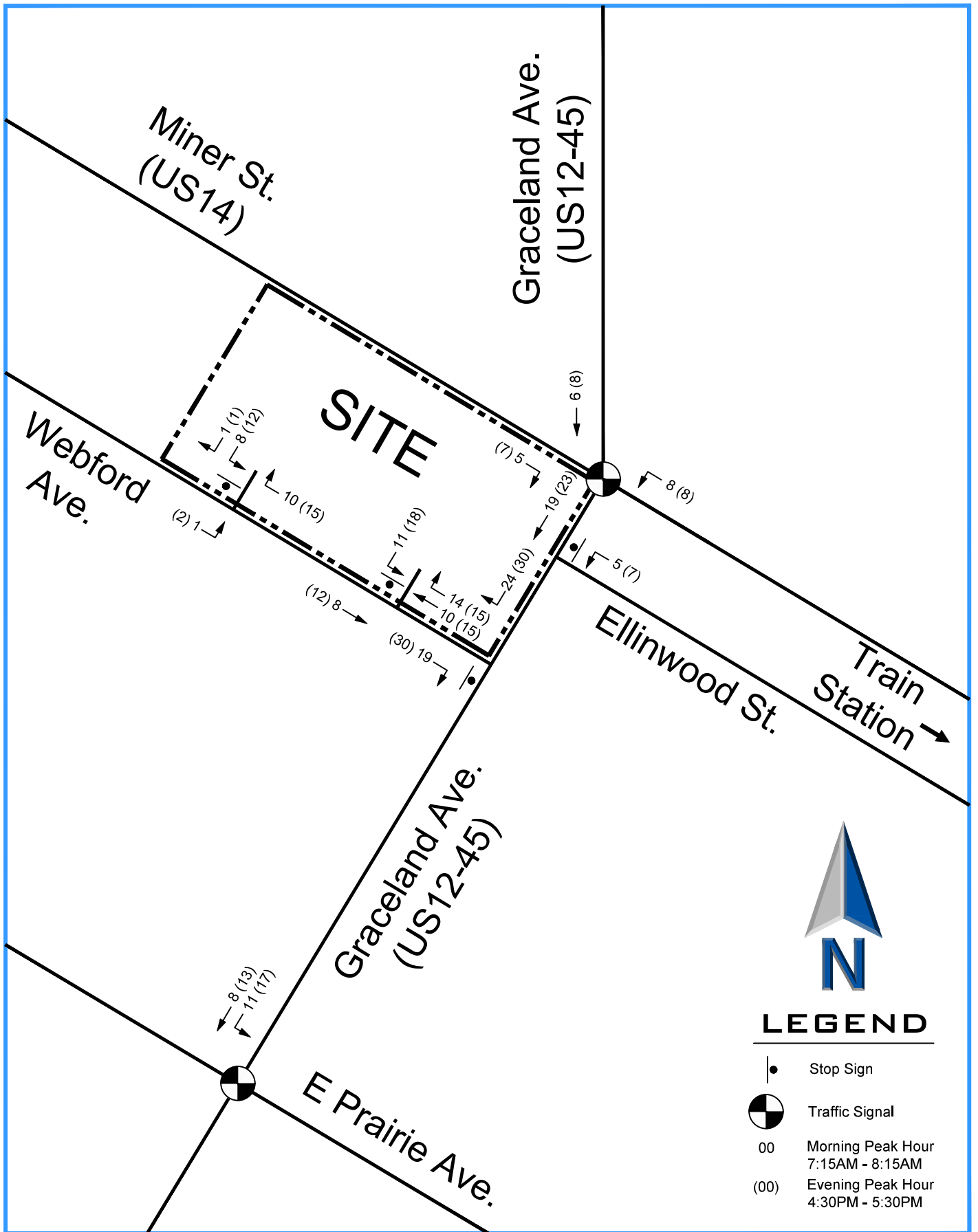
The existing adjusted traffic volumes and annual growth in these volumes were combined to estimate the amount of traffic in the future without the development. The existing traffic volumes were increased by 0.5% a year to account for traffic growth in the area. A five-year time frame was used (Year 2028). **Figure 8** shows the projected traffic volumes in the study area without the development.

The total traffic volumes with the development were calculated by combining the volumes in Figures 6, 7, and 8. The projected traffic volumes are shown in **Figure 9**.



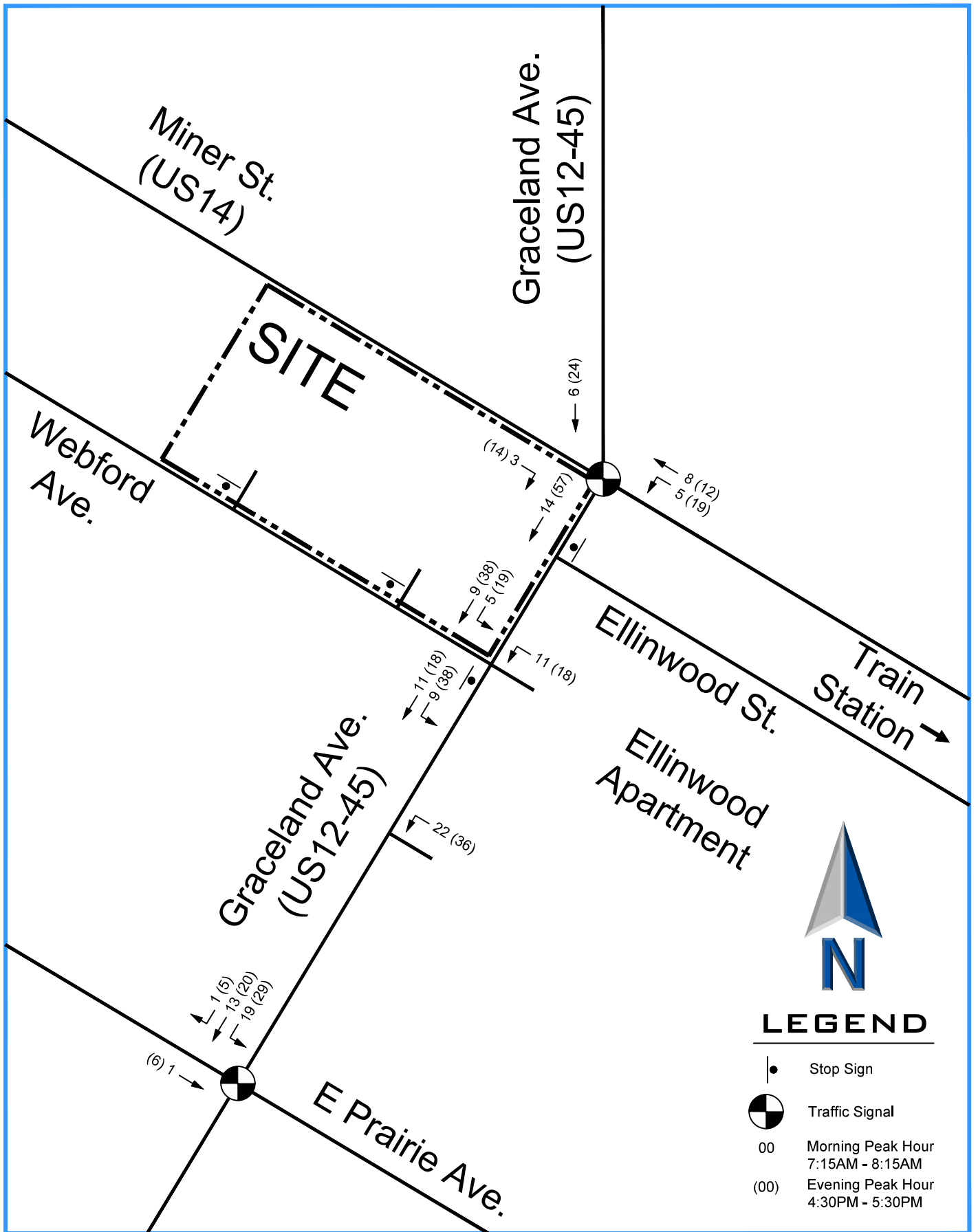
Directional Distribution

Figure 5





Site Traffic Volumes

Figure 6

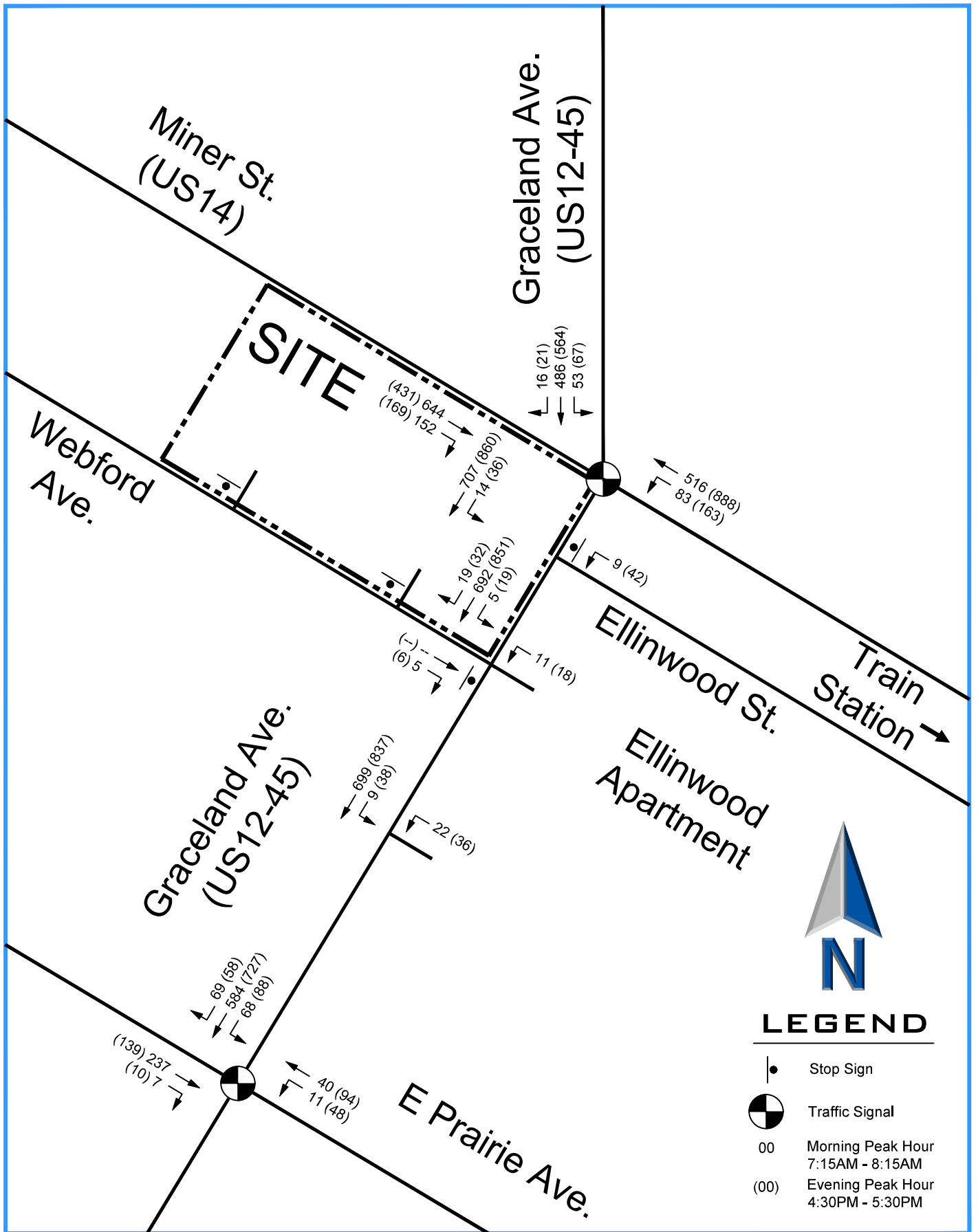


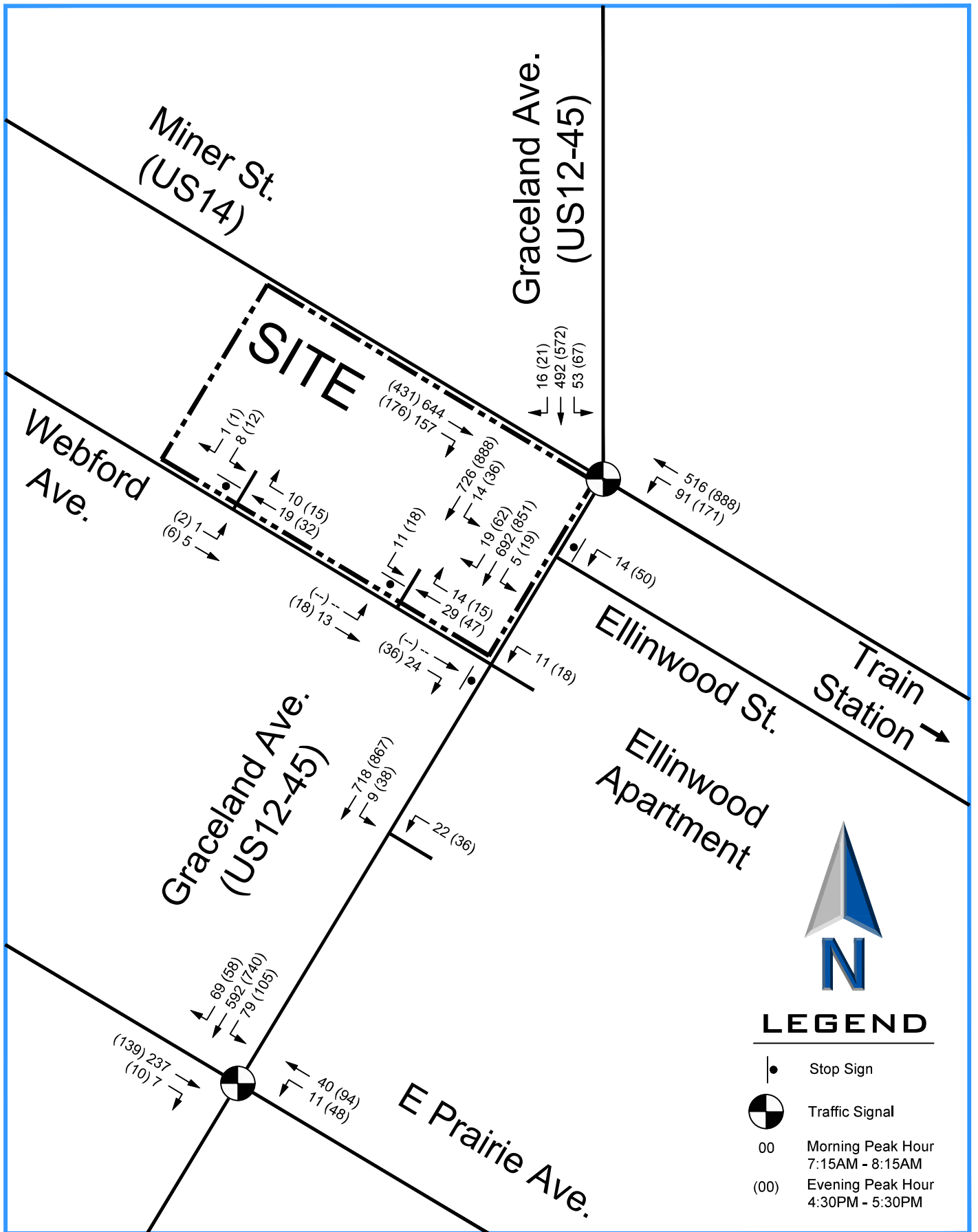
LEGEND

-  Stop Sign
-  Traffic Signal
- 00 Morning Peak Hour
7:15AM - 8:15AM
- (00) Evening Peak Hour
4:30PM - 5:30PM

Ellinwood Apartment Traffic Volumes

Figure 7





3 – ANALYSES

Intersection Capacity Analyses

In order to determine the operation of the study area intersections and access drives, intersection capacity analyses were conducted for the existing and projected traffic volumes. An intersection’s ability to accommodate traffic flow is based on the average control delay experienced by vehicles passing through the intersection. The intersection and individual traffic movements are assigned a level of service (LOS), ranging from A to F based on the control delay created by a traffic signal or stop sign. Control delay consists of the initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. LOS A has the best traffic flow and least delay. LOS E represents saturated or at capacity conditions. LOS F experiences oversaturated conditions and extensive delays. The Highway Capacity Manual definitions for levels of service and the corresponding control delay for both signalized and unsignalized intersections are shown in **Table 3**.

Table 3
Level of Service Criteria for Intersections

Level of Service	Description	Control Delay (seconds/vehicle)	
		Signals	Stop Signs
A	Minimal delay and few stops	<10	<10
B	Low delay with more stops	>10-20	>10-15
C	Light congestion	>20-35	>15-25
D	Congestion is more noticeable with longer delays	>35-55	>25-35
E	High delays and number of stops	>55-80	>35-50
F	Unacceptable delays and over capacity	>80	>50

Source: Highway Capacity Manual

Capacity analyses were conducted for each intersection area using the SYCHRO computer program to determine the existing and future operations of the access system. These analyses were performed for the weekday peak-hours. Copies of the capacity analysis summaries are included in the **Appendix**.

Table 4 shows the existing and future level of service and delay results for the signalized intersections in the study area. In general, all the signalized intersections work well now and in the future. **Table 5** shows the existing and future level of service and delay results for the signalized intersections in the study area.

Graceland Avenue and Miner Street

The signalized intersection of Graceland and Prairie Avenues is currently operating at a good level of service and will continue to operate that way in the future. No additional improvements are required due to the low volume of site generated traffic.

Graceland Avenue and Ellinwood Street

The stop controlled left-turn only onto Graceland Avenue will operate well with minimal delays.

Graceland Avenue and Webford Avenue/North Ellinwood Apartment Access

The stop controlled eastbound right-turn only and westbound right-turn only onto Graceland Avenue will operate well with minimal delays.

**Table 4
Signalized Intersection Level of Service and Total Delay**

Intersection	Morning Peak		Evening Peak	
	2022	2028	2022	2028
Graceland Avenue at Miner Street	C-20.1	C-20.6	C-25.9	C-24.6
Graceland Avenue at Prairie Avenue	B-19.3	B-17.6	B-18.0	B-15.8

**Table 5
Unsignalized Intersection Level of Service and Total Delay**

Intersection	Approach	Morning Peak		Evening Peak	
		2022	2028	2022	2028
Graceland Avenue At Ellinwood Street	Wb Left	B-11.8	B-12.2	B-13.6	B-14.9
	Sb Left	A-7.3	A-7.3	A-7.3	A-7.3
Graceland Avenue At Webford Avenue And N. Ellinwood Apt.	Eb Right	B-10.9	B-11.4	B-11.6	B-12.8
	Wb Left		B-12.1		B-14.3
Graceland Avenue At S. Ellinwood Apt.	Wb Left		B-11.6		B-13.5
Webford Avenue At East Site Drive	EB Left		A-0.0		A-0.0
	Sb Left/Right		A-8.8		A-9.0
Webford Avenue At West Site Drive	EB Left		A-7.4		A-8.8
	Sb Left/Right		A-8.7		A-7.3

Site Access Drives on Webford Avenue

Two access drives are proposed at each end of the parking garage. They are located 115 and 300 feet west of Graceland Avenue (center to center) and each will have one inbound and one outbound lane under stop sign control. Both driveways will work well in the future due to the low volume of traffic entering and exiting the site and on Webford Avenue.

Ellinwood Apartment Drives on Graceland Avenue

Two driveways for the Ellinwood Apartment project are to be located on the east side of Graceland Avenue near Webford Avenue and to the south. Both drives were included in the analyses and found to have no adverse impact from the proposed project.

Graceland Avenue and Prairie Avenue

The signalized intersection of Graceland and Prairie Avenues is currently operating at a good level of service and will continue to operate that way in the future. No additional improvements are required due to the low volume of site generated traffic.

Additional Traffic Counts

Supplemental traffic counts were conducted at the intersection of Graceland Road at Webford Avenue and at Laurel Avenue and Webford Avenue. They were conducted from 6:00 to 9 AM or 10 AM and from 3:00 to 7:00 PM from Wednesday afternoon April 20th thru Wednesday morning on April 27th. Please note that the data for the Friday morning count at Laurel Avenue and Webford Avenue was corrupted and not included in this study. Copies of the data is located in the **Appendix** and summarized in **Tables 6 and 7**.

**Table 6
Peak Hourly Traffic Volumes at Laurel Avenue at Webford Avenue**

Day And Date	Peak Time	Webford Avenue Southbound		Webford Avenue Westbound		Laurel Avenue Northbound		Intersection Totals
		Thru	Left	Right	Left	Right	Thru	
4/20/2022 Wednesday	No Count							
	5:00 PM	33	2	5	9	7	4	60
4/21/2022 Thursday	9:00 AM	15	0	9	4	16	15	59
	3:00 PM	33	3	5	20	12	12	85
4/22/2022 Friday	No Data							
	4:00 PM	23	2	9	9	9	3	55
4/23/2022 Saturday	9:00 AM	10	0	3	2	7	4	26
	5:00 PM	20	6	8	4	6	4	48
4/24/2022 Sunday	9:00 AM	8	2	9	4	7	3	33
	5:00 PM	15	4	4	6	3	3	35
4/25/2022 Monday	8:00 AM	8	4	6	7	5	3	33
	5:00 PM	20	2	13	7	7	5	54
4/26/2022 Tuesday	8:00 AM	14	4	9	9	10	0	46
	6:00 PM	16	3	6	8	14	6	53
4/27/2022 Wednesday	8:00 AM	8	2	10	7	4	1	32
	No Count							
Average Weekday	AM	11.3	2.5	8.5	6.8	8.8	4.8	42.5
	PM	25.0	2.4	7.6	10.6	9.8	6.0	61.4
Ave Weekend	AM	8.0	3.0	7.5	5.5	6.0	3.0	33.0
	PM	17.5	3.0	8.5	6.5	5.0	4.0	44.5

Table 7
Peak Hourly Traffic Volumes at Laurel Avenue at Graceland Avenue

Day And Date	Peak Time	Graceland Avenue Southbound		Webford Avenue Eastbound	Total Intersection
		Right	Thru	Right	
4/20/2022 Wednesday	No Count				
	4:00 PM	42	700	10	752
4/21/2022 Thursday	8:00 AM	18	607	7	632
	5:00 PM	38	686	10	734
4/22/2022 Friday	8:00 AM	17	533	10	560
	4:00 PM	31	825	9	865
4/23/2022 Saturday	9:00 AM	14	476	7	497
	3:00 PM	21	480	4	505
4/24/2022 Sunday	9:00 AM	14	304	2	320
	3:00 PM	16	397	2	415
4/25/2022 Monday	7:00 AM	19	400	7	426
	5:00 PM	37	634	13	684
4/26/2022 Tuesday	8:00 AM	19	609	5	633
	3:00 PM	22	654	9	685
4/27/2022 Wednesday	8:00 AM	15	579	4	598
	No Count				
Average Weekday	AM	17.6	545.6	6.6	569.8
	PM	34.0	699.8	10.2	744.0
Average Weekend	AM	14.0	390.0	4.5	408.5
	PM	18.5	438.5	3.0	460.0

Table 8 compares the original right-turning counts with the multi-day weekday peak and average volumes. The right-turn counts were 2 to 11 vph lower than the peak observed counts. The average day volumes were very similar to the count data. These small changes in right-turning vehicles have a nominal effect on traffic conditions along Webford Avenue.

**Table 8
Peak Hour Traffic Comparison at Laurel Avenue at Graceland Avenue**

Peak Period	Data	Graceland Avenue Southbound	Webford Avenue Eastbound
		Right	Right
AM Peak	Original ⁽¹⁾	18	5
	Peak ⁽²⁾	19	10
	Difference	+2	+5
	Average ⁽³⁾	18	7
PM Peak	Original ⁽¹⁾	31	6
	Peak ⁽²⁾	42	13
	Difference	+11	+7
	Average ⁽³⁾	34	10

- (1) Original Webford Turning Movement Counts
- (2) Peak-hour Volume from 7 Day Count
- (3) Average Weekday Volume from 7 Day Counts

Metra Patron Loading on Webford Avenue

Vehicles waiting to pick up Metra riders from the Des Plaines Station are using Webford Avenue as a pickup location even as Metra ridership is down due to the pandemic and changing work habits (i.e., working from home). As ridership increases, it is expected to get worse under typical conditions. Part of the issues is that Ellinwood Street has been closed and its parking under construction as part of the Ellinwood Apartment project which prevents vehicles from using that street and parking spaces for pickup of Metra riders and shifted them to other locations. With the reopening of the road and the approximately 50 street parking spaces, these vehicles can be closer to the station than at Webford Avenue and reduce its usage.

The proposed project will also help mitigate any usage for Metra pickups with the widening of the road to 28 feet which allows two-way traffic to occur if a vehicle is stopped along the curb. The on-street parallel spaces could be used for pick-ups that don't interfere with thru traffic.

Conclusions

With the additional traffic generated by the project along with other area traffic growth, the following conclusions and recommendations were developed:

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.

MEMORANDUM

Date: May 16, 2022

To: John Carlisle, Director of Community and Economic Development

From: John La Berg, P.E., Civil Engineer

Cc: Jon Duddles, P.E., Assistant Director of Public Works and Engineering

Subject: 622 Graceland Av. Proposed Apartments

As requested, Public Works and Engineering has reviewed the preliminary development submittals for the upcoming Planning and Zoning Board meeting on the subject project and have the following comments:

- For the demolition, all the existing driveway aprons, depressed curbs, water and sanitary services shall be removed. The depressed curb shall be replaced with B.6-12 curb and gutter, and the city water main pipe replaced where the water services were connected. All buildings and their foundations are to be removed and overhead utilities are to be relocated underground. Since there are utilities running along the north side of the property, they should be enclosed in an easement to be shown on both the tentative and final plats.
- For the new construction, engineering plans will be required. They should include the complete reconstruction of Webford Avenue across the project frontage, with a minimum width of 28' back-of-curb to back-of-curb, and include separate storm sewer drainage, public sidewalk, and street lighting.
- The storm sewer separation from this combined sewer area will require an off-site storm sewer to be constructed from the development site to the existing 27" diameter storm sewer at the intersection of Laurel Avenue and Webford Avenue. This separation will improve the capacity of the existing combined sewer along the 1300 block of Webford Avenue. Volume control for the developed site's storm water runoff will be required along with an MWRD permit.
- There shall be a pedestrian warning system installed at each of the parking structure approaches along Webford Avenue.
- We take no exception to the revised traffic study for this project. The directional distribution for West Webford Avenue for both inbound and outbound seems low at 5%. 10% may be more realistic; however, this is empirical and doubling the percentage will only add a vehicle or two to the westbound peak hours.
- The parallel parking stalls of 20' length with at least 20' of adjacent pavement for two-way traffic meets the zoning code requirement.
- In connection with a public comment on April 4th, we obtain an evening-peak static water pressure in the 600 block of Parsons Street. The reading of 44 psi is consistent with our historical pressure reads in the area of Graceland / Prairie. This pressure is sufficient for the development; the building will have its own booster pump for domestic and fire supplies. The fire line should be connected to the existing 12" water main along the east side of Graceland Avenue.
- This property is not located in a regulatory flood hazard zone or wetland.



MEMORANDUM

Date: May 16, 2022

To: John Carlisle, Director of Community and Economic Development

From: Daniel Anderson, Fire Chief

Subject: Compass Point Project

The Fire Department has been involved in the Compass Point Development since their initial interest. Staff reviewed the initial concept plans from a public safety perspective including access to upper levels via aerial ladder trucks. Staff commented on the lack of any access to any of the west side of the building. Staff provided some alternate building options to the developer that would create an acceptable access point to the west side of the building.

The developer came back with the first proposed plan which incorporated fire department staff access concerns. The proposed plan allows access points to the east, west and south sides of the building. Each of the access points would be consistent with the similarly situated properties within the City.

After receiving feedback during planning and zoning meetings the developer has provided modified plans which has maintained sufficient access points for the project as requested and required by building codes. The Compass Point Development project discussion has raised some concern regarding the fire department being able to access the building with its ladder truck. This development is not unlike many similar projects already built in the city and pose no more of a risk than those already completed.

The Fire Department has a 100-foot aerial tower ladder truck (“tower ladder”) located at its headquarters station which is at 405 S. River Road. Each of our neighboring communities each have similar units with the next two closest units being in Park Ridge and Niles.

There was a question regarding how our tower ladder compares to those in service in the Chicago Fire Department. The Chicago Fire Department has approximately 60 aerial ladder trucks dispersed throughout their service area and are typically 95 to 105 feet in length. The Chicago Fire Department does have one aerial ladder truck that has a reach of approximately 135 feet.

The Fire Department does not have any specific concerns related to the project other than to maintain the standards of construction as well as required fire alarm and sprinkler/standpipe systems. The greatest concern for the fire department is during its construction up to the point where drywall has been completed. The wood frame construction is at its most vulnerable point during the framing when there is the greatest risk for fire spread should one begin.

Fire Department staff will continue to review any and all submissions regarding this project and make the appropriate recommendations to address any concerns that may be raised.