

MEMORANDUM

Date: July 7, 2022

To: Michael G. Bartholomew, City Manager

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

Issue: To allow a proposed mixed-use residential, commercial, and parking development with publicly accessible green space, the petitioner is requesting approval of a zoning map amendment.

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21-052-MAP-TSUB-V (*Note: The petitioner initially requested variations related to a surface parking area but has withdrawn the request. Further, the Tentative Plat of Subdivision is not part of this City Council consideration. However, for administrative consistency, the “TSUB” and “V” remain in the case number.*)

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 just-less-than-one-acre (43,500 square feet) at the northwest corner of Graceland Avenue and Webford Avenue. The proposed project is a mix of residential and commercial space with indoor 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 (25 public off-street spaces are proposed). The segment of Webford alongside the subject property is proposed to widen within the existing public right-of-way to a general distance of 28 feet from curb to curb. Where the five *on-street* parallel public parking spaces are proposed, the proposed curb-to-curb area is 35 feet wide: 28 feet for the two-way traffic lanes and 7 feet for parking spaces. The total 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 map amendment (rezoning) approval from the City Council.

Request Summary:

Map Amendment

To accommodate the multiple-family dwelling use above the first floor, as well as the proposed building's desired bulk and scale, the petitioner is seeking a 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 Fire Department is capable of adequately serving a proposed 82-foot-tall building. 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. At 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 as presented for the Council’s consideration is enlarged from the initial submittal presented to the Planning and Zoning Board (PZB) on April 12.

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;” this label gives a glimpse into 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 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 downtown as the densest portion of Des Plaines, being well served by sidewalks, bike infrastructure, and public transportation (buses and rail). This leads to a reduced need for parking than in other areas. The following table lists the uses subject to off-street parking requirement shows the pertinent ratios under C-5.

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, public spaces, with one on-street loading space. An off-street designated loading space or area is not required for C-5 development under the Zoning Ordinance, but the petitioner does propose the City to designate a loading 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 is a separate action of the Council, and authorization to enter into a Purchase and Sale Agreement may be approved by Ordinance M-22-22.

Circulation, Mobility, and Traffic

The petitioner has submitted study and report, dated May 11, 2022 and prepared by Eriksson Engineering Associates, Ltd. The report is updated from an initial version of February 22, 2022, and factors in the petitioner’s proposal for on-street parking 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 volumes at peak hours are on Pages 17-19 of the attached traffic report.

The study considers the volume/trips and circulation of individual automobiles, public transportation, and non-motorized (i.e. bike and pedestrian)

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>.

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., the study projects 45 total in-and-out automobile movements during a.m. peak and 63 during p.m. peak hour.

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 initial plan submittal to the PZB – which showed 90-degree, perpendicular *off-street* spaces, the current plan proposes on-street, parallel (“zero-degree”) spaces. This alignment will inherently orient parked vehicles to travel west after leaving the development; however, in the attached memo, the City’s Engineering staff 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.

Regarding the proposed Webford widening, the new street surface would be generally 28 feet from curb to curb for the frontage of the development, with approximately 140 linear feet of the frontage having a width of 35 feet to accommodate the proposed on-street parking and loading. The existing, narrower width of Webford would be retained west of the property, which should provide a visual cue that west of the development Webford 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. More discussion of the proposed Webford widening is contained under **Site and Public Improvements** on the following page.

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

Building Design Review

Since the initial submittal, the petitioner has adjusted various elevations to address input from the public hearing. These included a knee wall along the south elevation of the parking garage to prevent headlight glare from parked vehicles to shine directly south and additional building openings and fenestration along the west elevations. The petitioner provides a sun study that illustrates the shadow to be cast on both December 21 and June 21. 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. 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.

In response to input from decision makers, the petitioner submitted revised east (facing Graceland) and north (facing the railroad tracks) elevation drawings, as well as a revised “View from the Northeast” rendering that shows substantially more brick than presented to the PZB. The most current proposed elevations and renderings are attached.

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.

Site and Public Improvements

To allow for the sale of multiple zoning lots, formally consolidating them into one lot via the subdivision process (Title 13) is required. On June 14, 2022, the PZB voted 3-3 to approve a Tentative Plat of Subdivision. Per the City Code, approval of a tentative plat is a final decision of the PZB, and the 3-3 vote does not approve the tentative plat. However, if the Council approves the map amendment from C-3 to C-5, the petitioner will re-apply and re-submit for

tentative plat.

Because it contains important information and context, the tentative plat is attached. The plat 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 the property owner subject to restrictive covenant/easement.

Green/Open Space for Public Use

The attached landscape plan and renderings 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. If the Council approves the required map amendment, the City's General Counsel would advise on the best instrument(s) to ensure the area is permanently reserved for public use and maintained by the property owner.

Required Public Improvements

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 attached Engineering memo addresses the submittal as well as some public inquiries and comments.

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 Public Works and Engineering. One notable issue is that 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 of 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.”

Pace Bus

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 Council 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 Assessment*⁶:
 - The Graceland-Webford site is one of five properties identified as a “likely development site over the next 10 years” (p. 20).
 - The projected demand at the time of the study (2018) for 475-625 units was in addition to any units “proposed or under construction.” 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 proposed or under construction at that 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.

Standards for Map Amendment

The request is reviewed below in terms of the Standards contained in Section 12-3-7 of the Zoning Ordinance. The Council may find the comments below useful in its consideration, although the Section directs that “[t]he determination to amend the text of this title or the zoning map is a matter committed to the sound legislative discretion of the city council and is not controlled by any one standard. In making their determination, however, the city council should, in determining whether to adopt or deny, or to adopt some modification of the planning and zoning board’s recommendation, consider, among other factors, the following:”

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

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>.

only to the frequent commuter but also to the frequent flier.

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

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

Comment: “Throughout the jurisdiction” is the key measurement. Adding this investment to downtown Des Plaines is likely to raise the profile of Des Plaines overall, making it a more desirable place to live and invest. The impact on immediately adjacent properties, particularly single-family, 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.

Standards for Site Plan Review:

Pursuant to Section 12-3-7.D.2. of the Zoning Ordinance, staff (zoning administrator) conducted a Site Plan Review and forwarded to the PZB. The purpose of the Site Plan Review process is to examine and consider whether a proposed development furthers or satisfies the following general goals:

1. Compatibility of land uses, buildings, and structures;
2. Protection and enhancement of community property values;
3. Efficient use of land;
4. Minimization of traffic, safety, and overcrowding problems; and
5. Minimization of environmental problems.

Although the main narrative of this CED Memo, as well as the attached Fire and Engineering memos, review various site plan standards and issues, this section compiles and summarizes the issues germane to Site Plan Review. The Council may find these factors useful in making its decision. Section 12-3-2.D. “Standards for Site Plan Review” states: “[i]n reviewing site plans, the zoning administrator or other city body or official *may* evaluate the following characteristics:”

1. **Arrangement of Structures on Site:** The arrangement of the structures on the site with respect to how well it:
 - a. Allows for the effective use of the proposed development;
 - b. Allows for the efficient use of the land;
 - c. Is compatible with development on adjacent property; and
 - d. Considers off site utilities and services and minimizes potential impacts on existing or planned municipal services, utilities, and infrastructure.

Comment: The petitioner plans to construct a mixed-use development that provides a supply of multifamily residential units as well as a desirable commercial use. The site is centrally located and highly visible.

Regarding compatibility with adjacent properties, the site is across Graceland from a building of similar height. A smaller mixed-use building (1330 Webford, “The Dance Building”) and a multifamily building (1328 Webford) would serve as a transition to less dense uses on the north side of the street. On the south side of the street, there are smaller buildings and less intense uses, notably the R-1-zoned single-family detached homes across Webford from the western portion of the proposed development. However, the C-5 minimum yard area (i.e. setback) and the planned green space and plantings would to provide some physical distance and softening between the uses/structures. See also the sun study provided by the petitioner (Attachment 7) that illustrates the shadow to be cast by the building and its direction based on times of year.

The attached Fire and Engineering memos express a staff opinion that utilities, services, and infrastructure would either be unaffected or improved by the proposed development, in particular because of required public improvements such as the construction of upgraded and separated storm and sanitary sewers that would not only serve the proposed development but also surrounding properties.

2. **Open Space and Landscaping:** The arrangement of open space and landscape improvements on the site with respect to how well it:
- a. Creates a desirable and functional environment for patrons, pedestrians, and occupants;
 - b. Preserves unique natural resources where possible; and
 - c. Respects desirable natural resources on adjacent sites.

Comment: The proposed development includes an approximately 3,400-square-foot green space, as well as building foundation plantings. The landscape plan includes shade trees in the public-access green space area and a mix of deciduous and evergreen shrubbery on the southern side of the site. Six new parkway/right-of-way trees are depicted in the landscape plan, with a note that all plantings would comply with the City’s standards for parkway plantings. Staff Photos of the subject property show an existing site that is largely covered with impervious surface, including surface parking areas. Therefore, the development may be an improvement on the existing site in terms of intentionally planned open space and landscaping.

3. **Site Circulation and Traffic Safety:** Circulation systems with respect to how well they:
- a. Provide adequate and safe access to the site;
 - b. Minimize potentially dangerous traffic movements;
 - c. Separate pedestrian and auto circulation insofar as practical; and
 - d. Minimize curb cuts.

Comment: The attached traffic study includes conclusions that “[t]he 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 “[a]ccess 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.” In the attached Engineering memo, staff concurs with the traffic study’s conclusions, conditioned upon the addition of supplemental safety improvements such as a pedestrian warning system.

4. **Parking and Screening:** Parking lots or garages with respect to how well they:

- a. Are located, designed, and screened to minimize adverse visual impacts on adjacent properties; and
- b. Provide perimeter parking lot screening and internal landscaped islands as required by chapter 10, "Landscaping And Screening", of this title.

Comment: The garage elevations contain an architectural element to block headlight glare emanating from the south elevation while balancing architectural openings/transparency (metal scrim) with ivy to soften the wall. The north façade of the garage, facing the railroad tracks, is also rendered with ivy (Attachment 8). An opening into the first floor of the garage for pedestrians, with the 1330 Webford property in mind, is shown on the west elevation.

5. **Landscaping:** Landscaping design with respect to how well it:

- a. Creates a logical transition to adjoining lots and developments;
- b. Screens incompatible uses;
- c. Minimizes the visual impact of the development on adjacent sites and roadways; and
- d. Utilizes native plant materials selected to withstand the microclimate of the city and individual site microclimates.

Comment: The petitioner's plan includes an approximately 3,400-square-foot green space on the Webford/south side, including evenly-spaced shade trees, as well as building foundation plantings. The Landscape Plan categorizes the plantings as shade trees, ornamental trees, deciduous shrubs, evergreen shrubs, perennials, and groundcover. Specific species are not listed, so nativity is unable to be evaluated. Nonetheless, overall the landscape design would allow the building to blend in to the downtown streetscape while using the green space to provide a gap between the parking garage façade, Webford Avenue, and the development on the south side of Webford Avenue.

6. **Site Illumination:** Site illumination with respect to how it has been designed, located and installed so to minimize adverse impacts to adjacent properties;

Comment: The petitioner's site lighting diagram shows wall-mounted sconces as well as two illuminated signs at building entry points and two wall-mounted garage signs. Renderings show downward-pointed fixtures, both freestanding and building-mounted, which should aid in minimizing adverse impact and complying with the lighting Performance Standards of Section 12-12-10. However, the directional illumination of the sconces (i.e. upward or downward) is unclear. Nonetheless, Section 12-12-10 would apply.

7. **Conformance with Adopted Land Use Policies and Plans:** The relationship of the site plan to adopted land use policies and the goals and objectives of the comprehensive plan. (Ord. Z-8-98, 9-21-1998)

Comment: This Site Plan Review standard is evaluated earlier in this staff memo under "Alignment with the 2019 Comprehensive Plan."

8. **Business District Design Guidelines.** In addition to the foregoing, development review procedures within those districts outlined in the city's "Business District Design Guidelines", dated March 2005, and approved by the city council May 16, 2005, shall constitute standards in performing site plan review. (Ord. Z-10-05, 6-6-2005)

Comment: The staff review comments on the petition based on the Building Design Review standards of Section 12-3-11, adopted initially in 2014, instead of the Business District Design Guidelines from 2005.

Based on staff research, it appears the intent of enacting the Building Design Review was to directly codify in Zoning the requirements for building materials and design. It was a further implementation step of the 2005 document, which are “guidelines” and express many desired aesthetics in a general way. Nonetheless, the Guidelines are still referenced as a Site Plan Review standard and may be considered.

PZB Recommendation: Pursuant to Section 12-3-7 of the Zoning Ordinance, the PZB held a public hearing that began on April 12, 2022, and was continued to May 10 and May 24. On May 24, the Board closed the public hearing but continued their discussion and final votes to June 14. On June 14, the Board voted 3-3 (three “yes” and three “no” with one member absent) on a motion *recommending approval* of the map amendment. The Board’s recommendation letter is attached, as well as excerpts of the Board’s minutes from all four meetings where the project was discussed and voted on. Pursuant to the portion of the City Code that governs the PZB (2-2-3.D. Necessary Vote), a 3-3 vote amounts to a *recommendation to deny* the request. However, the City Council has the final authority.

City Council Action: The City Council may approve, approve with modifications, or deny Ordinance Z-23-22, which approves a map amendment of the subject property from the C-3 General Commercial District to the C-5 Central Business District. If approved, the Ordinance change would be effective upon the acquisition of 1332 Webford (i.e. the “Public Parcel, or the current City-owned parking lot) by the developer.

Attachments

Attachment 1: Location and Aerial Map

Attachment 2: Site Photos

Attachment 3: Project Narrative and Responses to Standards

Attachment 4: ALTA Survey

Attachment 5: Bulk Regulations

Attachment 6: Building Elevations – *updated July 7, 2022 to include additional brick on North Elevation*

Attachment 7: Sun Study

Attachment 8: Renderings – *updated July 7, 2022 to include additional brick on North Elevation*

Attachment 9: Site Plan

Attachment 10: Floor Plans

Attachment 11: Landscape Plan

Attachment 12: Tentative Plat of Subdivision

Attachment 13: Traffic Study without Appendices⁸

Attachment 14: Engineering Comment Memo

Attachment 15: Fire Comment Memo

Attachment 16: Site Lighting Diagram

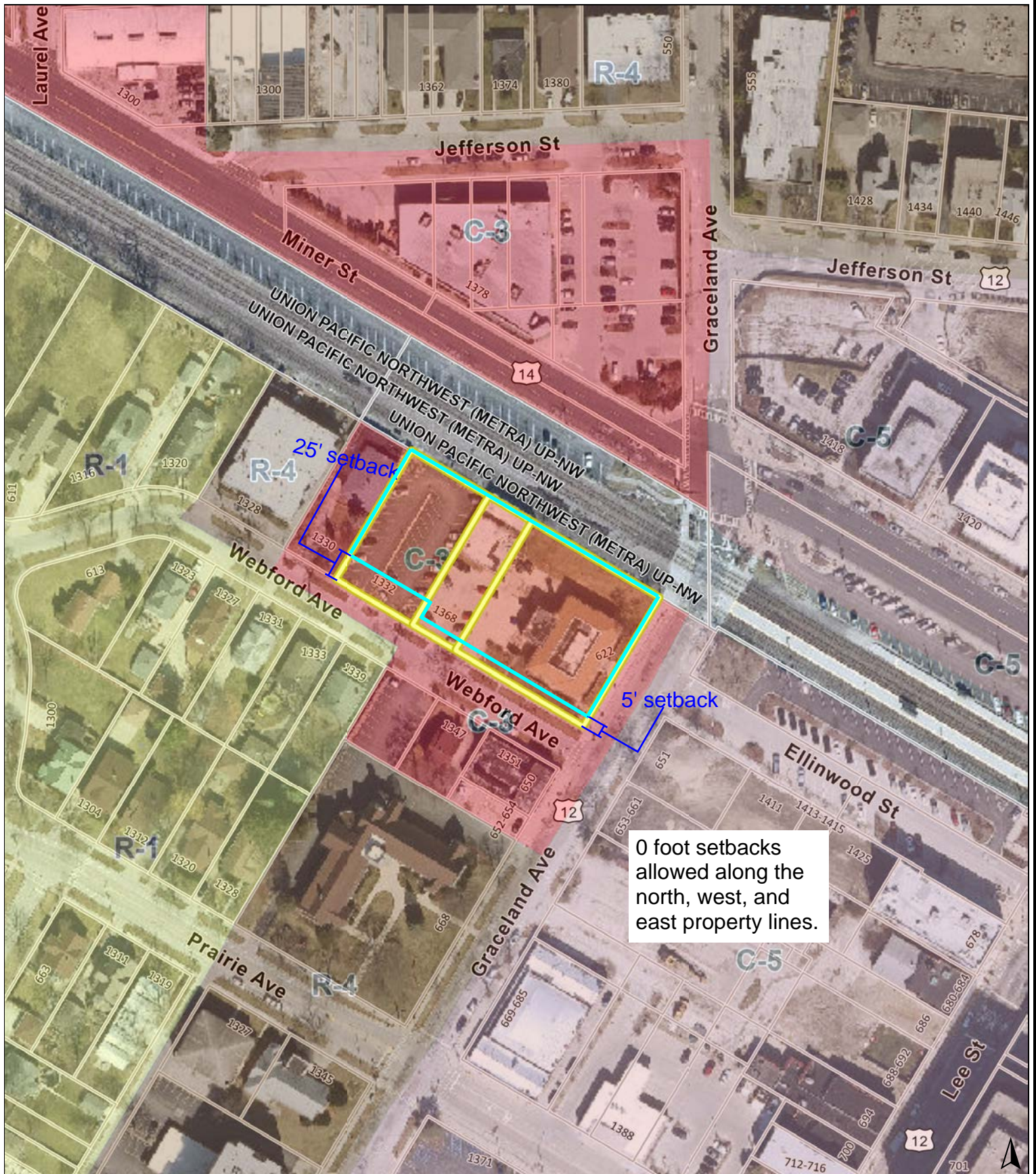
Attachment 17: PZB Recommendation Memo from Chairman Jim Szabo

Attachment 18: Excerpts of PZB Minutes from April 12 (approved), May 10 (approved), May 24 (approved), and June 14 (draft)

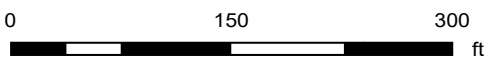
Ordinance

Z-23-22

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

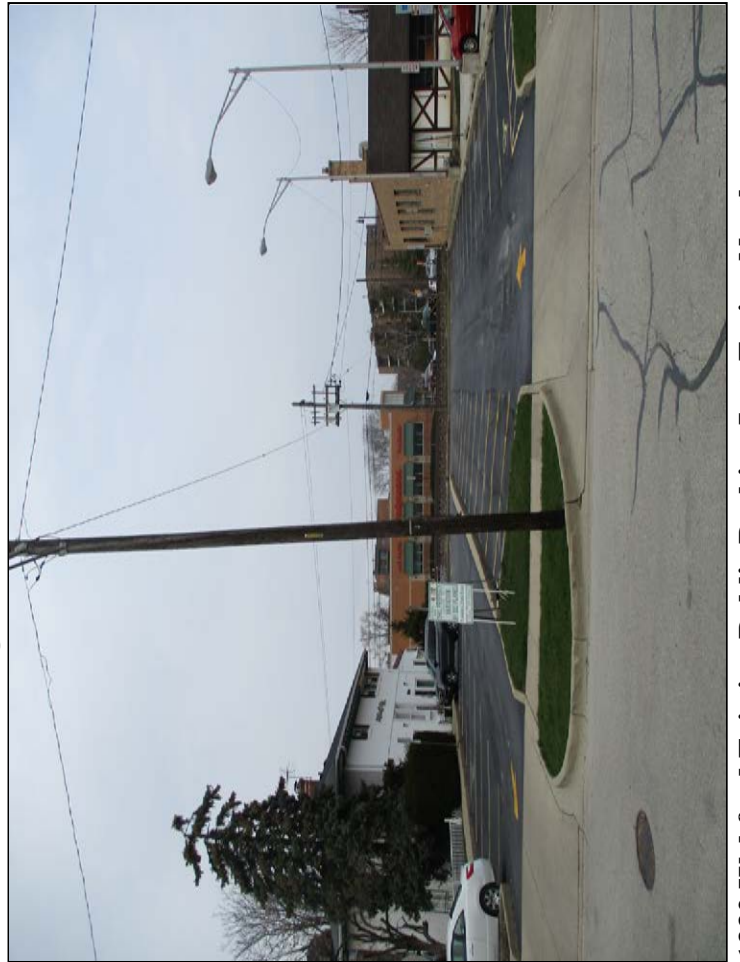
Disclaimer: The GIS Consortium and MGP Inc. are not liable for any use, misuse, modification or disclosure of any map provided under applicable law. This map is for general information purposes only. Although the information is believed to be generally accurate, errors may exist and the user should independently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



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622 GRACELAND AVE.

05/11/22 Project #: 21084

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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.



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DES PLAINES MULTI-FAMILY

622 GRACELAND AVE.

05/11/22 Project #: 21084

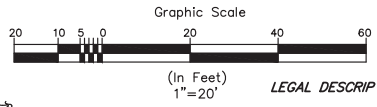
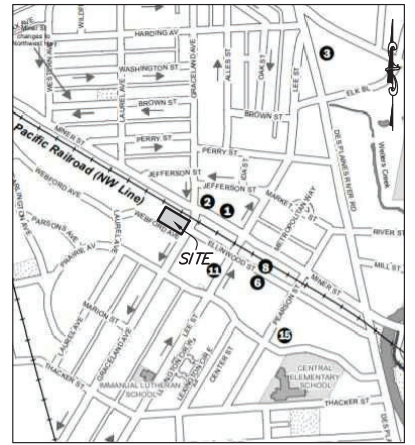
A.9

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
10" NE INV 632.67
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
12" S 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
- ⑤ COMBINATION MANHOLE
RIM 638.61
24" N INV 630.61
24" S INV 630.71
- ⑥ COMBINATION MANHOLE
RIM 636.78
12" E INV 631.33
12" W INV 631.38
SE INV 631.60
- ⑦ COMBINATION MANHOLE
RIM 637.17
12" E INV 631.42
12" NW INV 632.87
12" W INV 631.57

○ **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
- ⑤ 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.

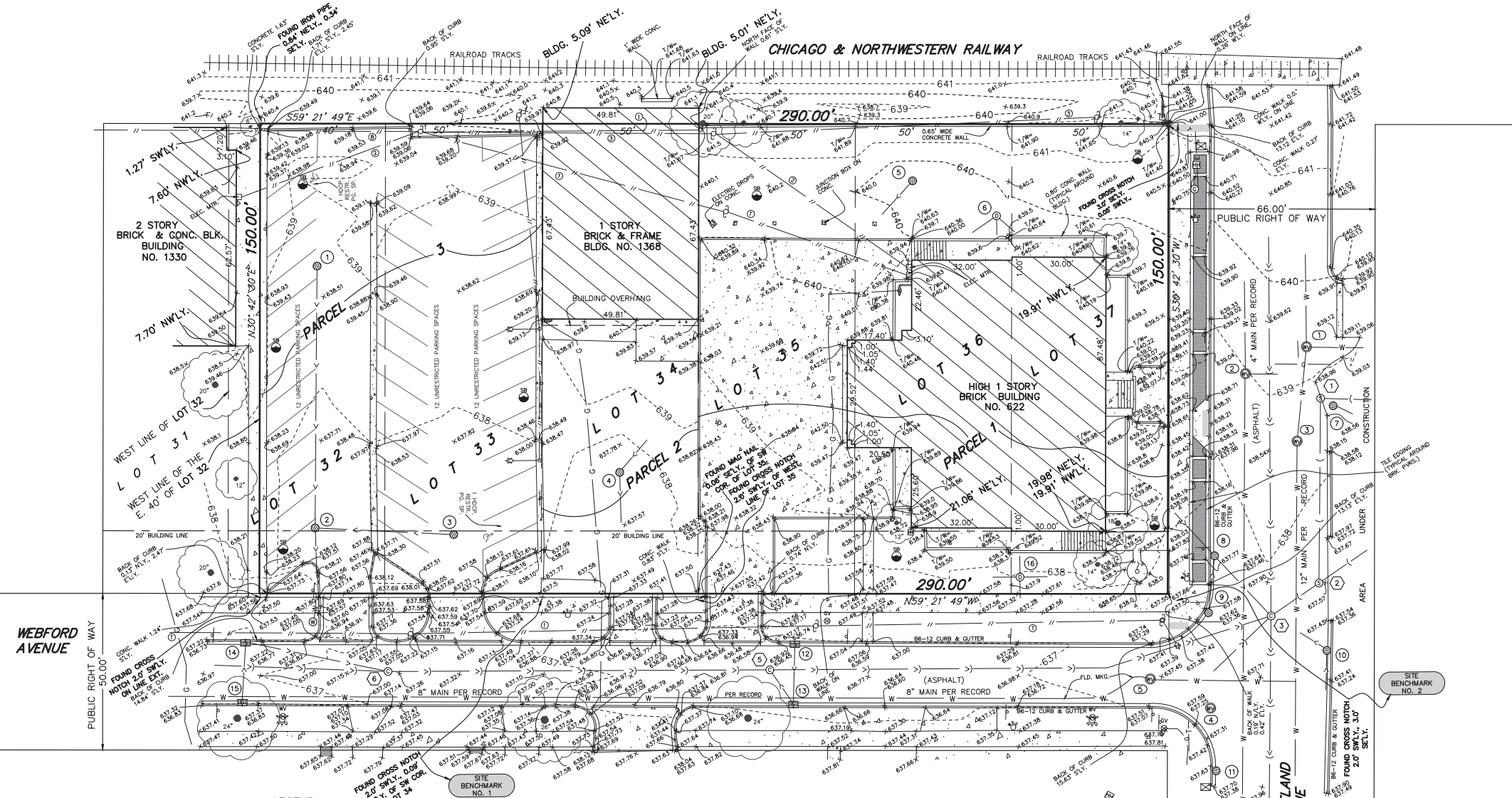
THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS

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: *Joseph F. Gentile*
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	⊘ STORM SEWER
○ UTILITY POLE	⊕ TRAFFIC SIGNAL CONTROL VAULT	⊖ COMBINATION SEWER MANHOLE	⊘ SANITARY SEWER
○ UTILITY POLE WITH TRANSFORMER	⊕ RAILROAD GATE ARM	XXX.X GROUND ELEVATION	⊘ UNDERGROUND ELECTRIC
○ "GUY" ANCHOR W/ WIRE	⊕ FLAGPOLE	XXX.XX PAVEMENT ELEVATION	⊘ UNDERGROUND TELEPHONE
○ LIGHT POLE	⊕ ELECTRIC HANDHOLE	F/FLR = FINISHED FLOOR ELEVATION	⊘ GAS MAIN
○ SIGN POST	⊕ WATER METER VAULT	T/FDN = TOP OF FOUNDATION ELEVATION	⊘ WATER MAIN
○ FIRE HYDRANT	⊕ SOIL BORING	T/W = TOP OF WALL	⊘ TRUNCATED DOME (HDCP. ACCESS)
○ WATER SHUTOFF VALVE WITH 8" CASING	⊕ CLOSED COVER DRAINAGE STRUCTURE	○ TREE WITH TRUNK DIAM. SIZE	
	○ OPEN COVER DRAINAGE STRUCTURE		

CONCRETE PAVEMENT BRICK PAVERS
ASPHALT PAVEMENT

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.

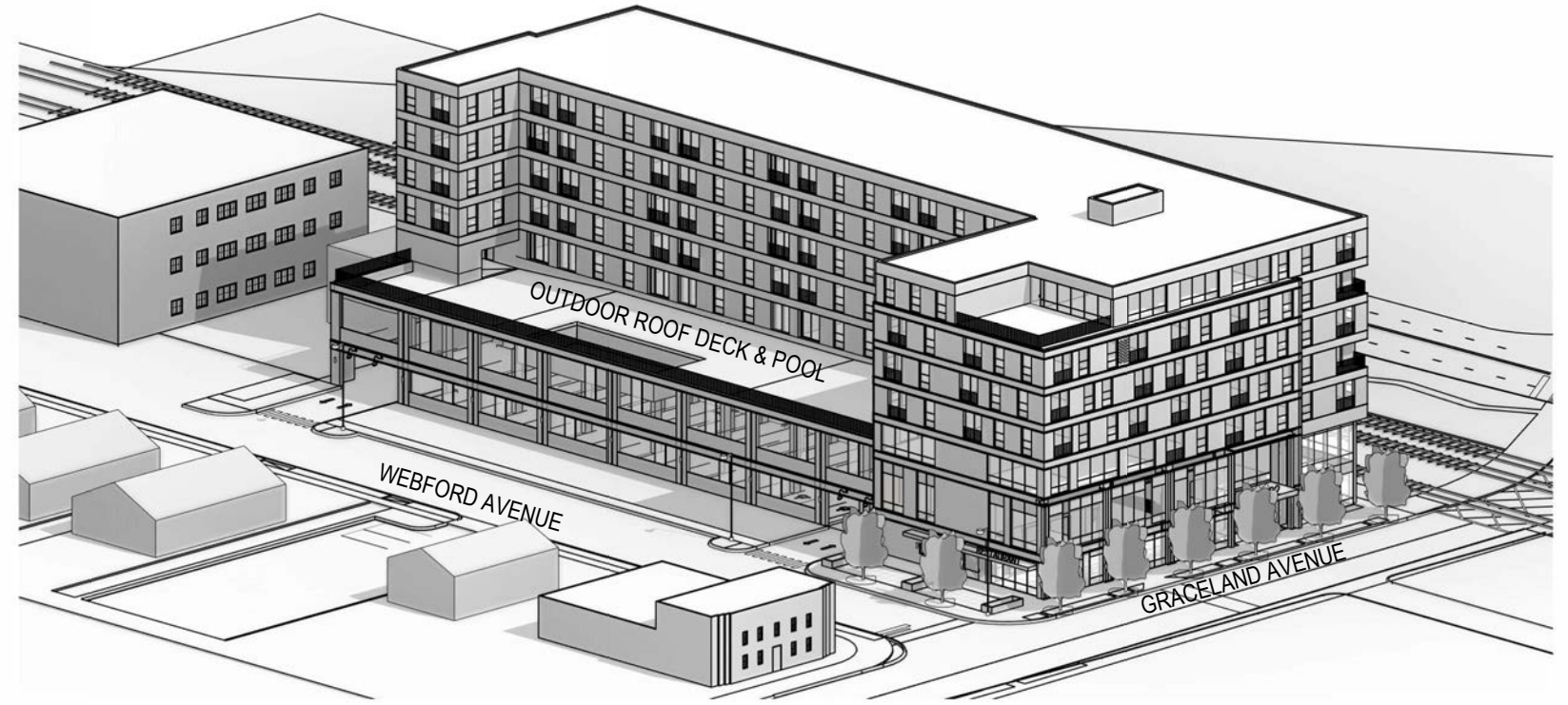
622 GRACELAND AVENUE

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



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DES PLAINES MULTI-FAMILY

622 GRACELAND AVE.

05/11/22 Project #: 21084

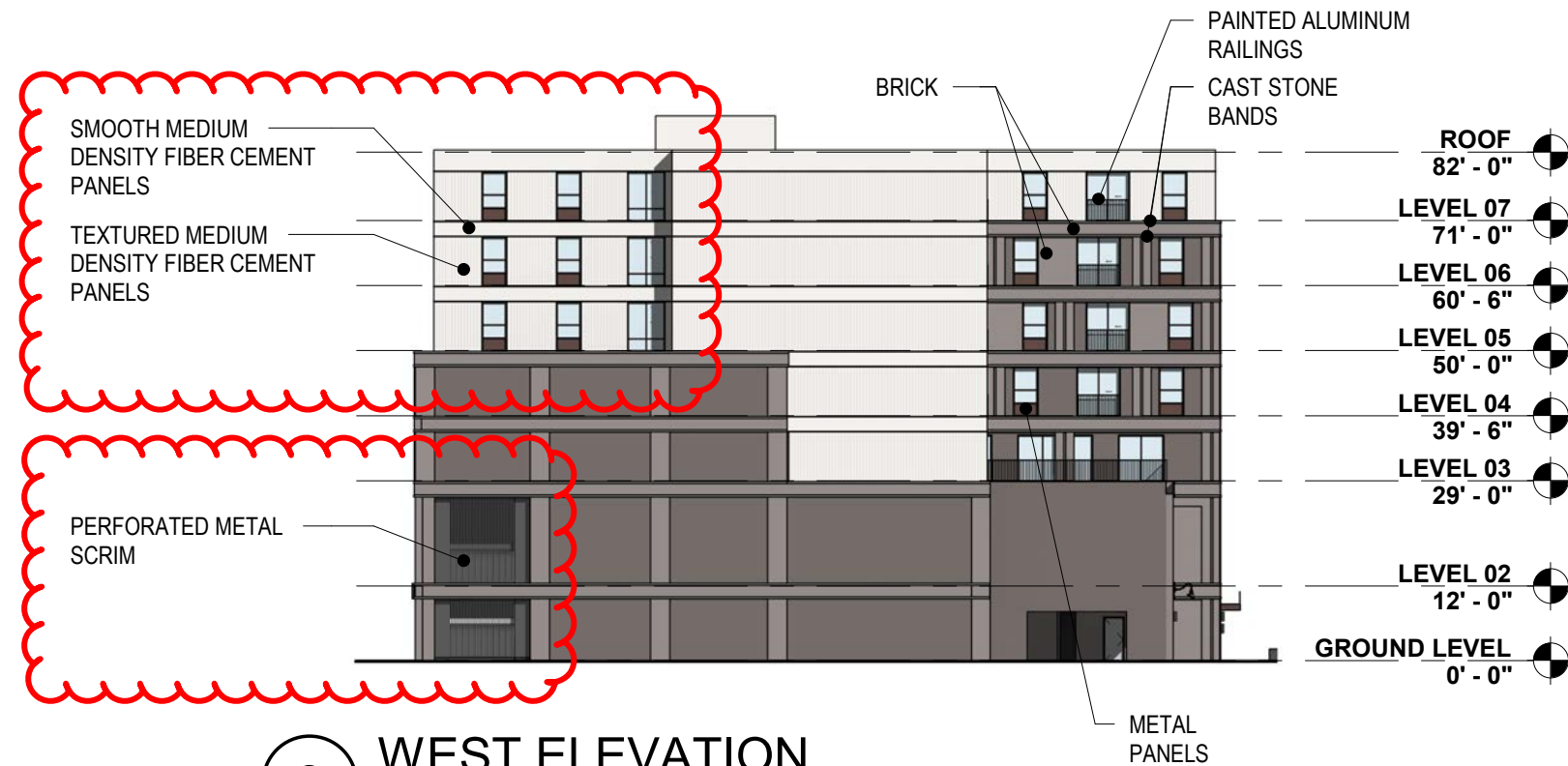
A.0



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



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



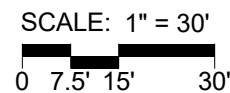
2 WEST ELEVATION
SCALE: 1" = 30'-0"



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



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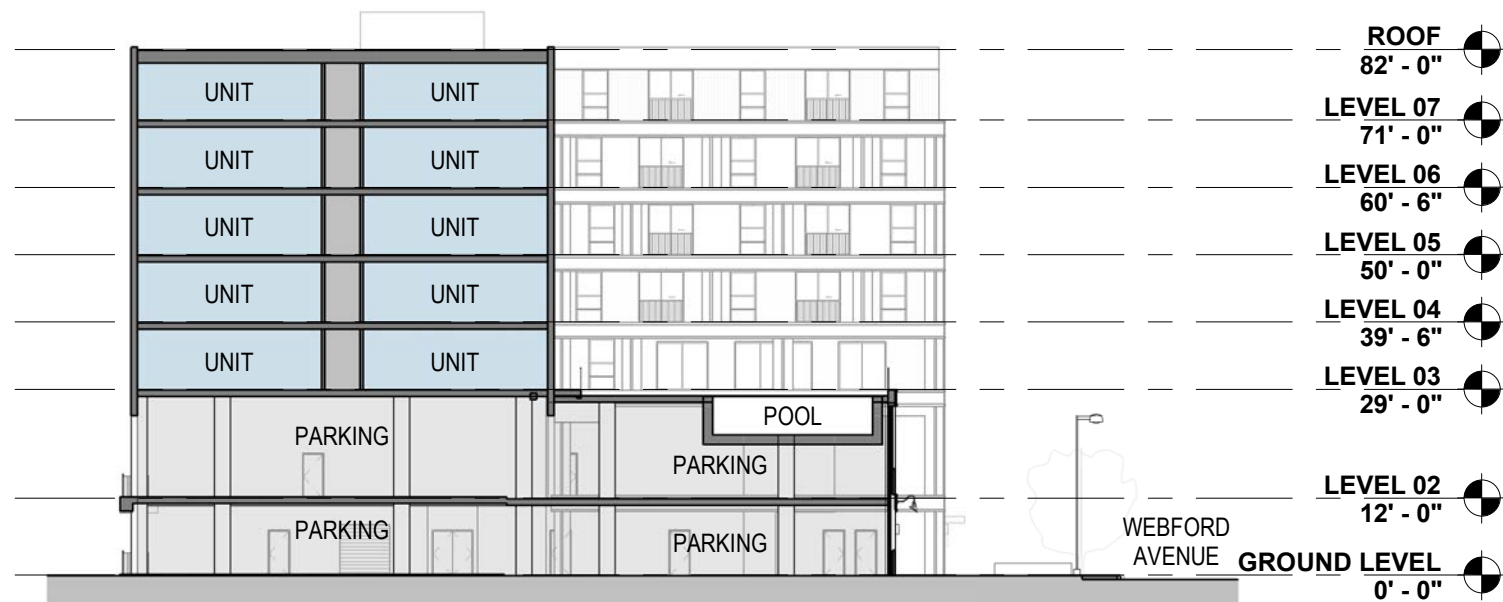


DES PLAINES MULTI-FAMILY

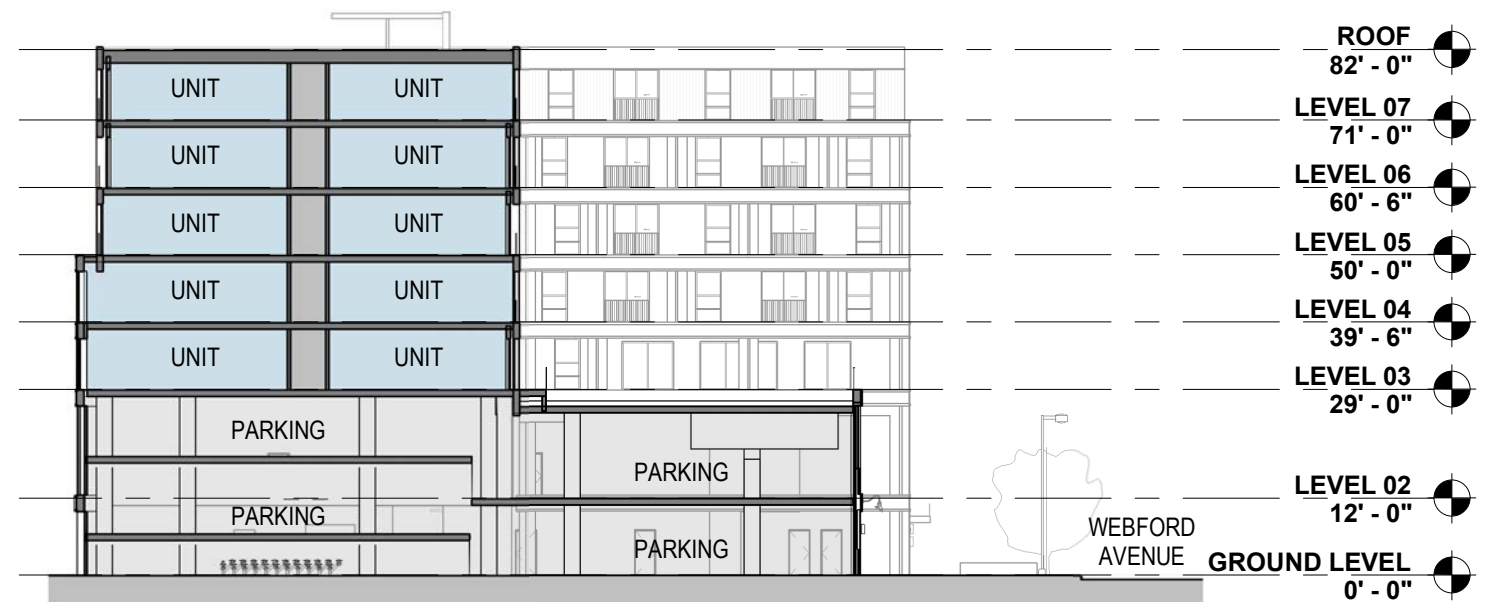
622 GRACELAND AVE.

05/11/22 Project #: 21084

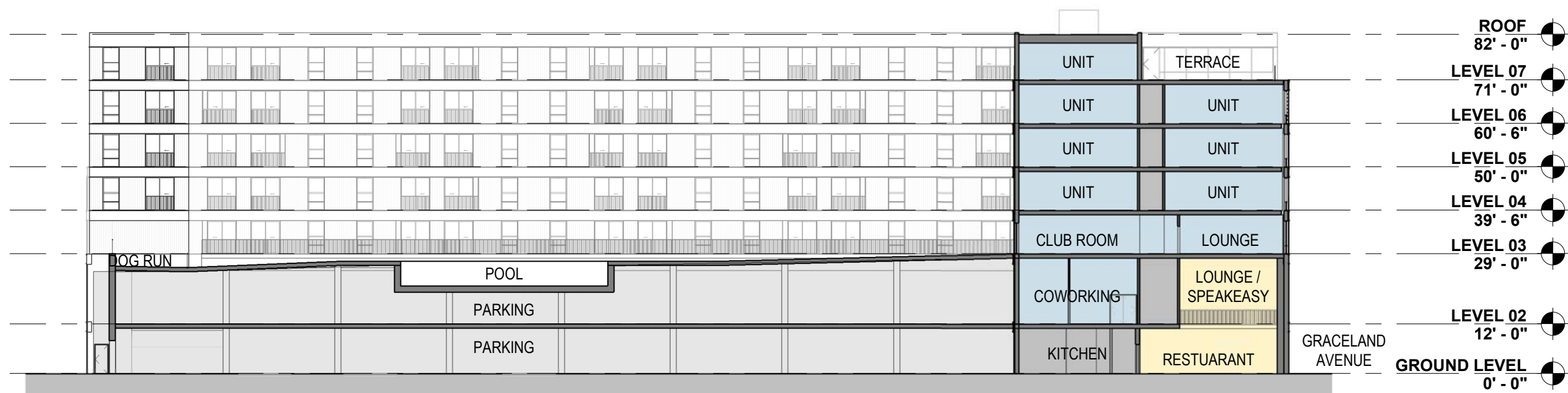
A.6



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



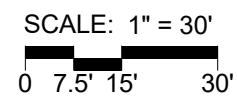
3 SECTION - NORTH/SOUTH
SCALE: 1" = 30'-0"



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



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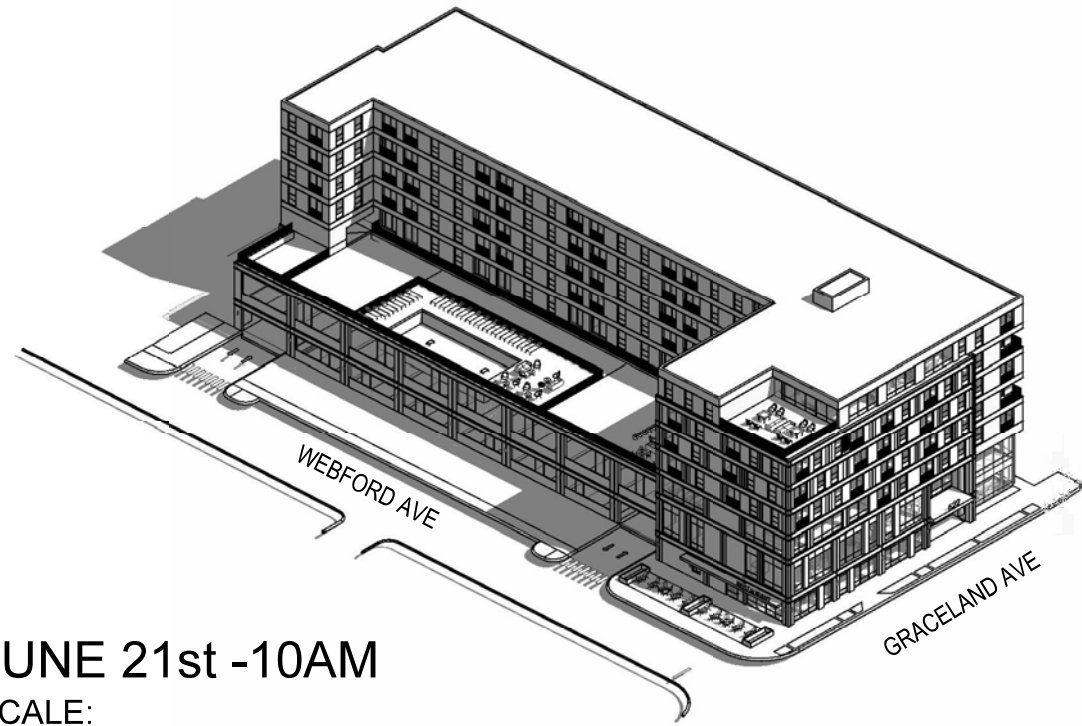


DES PLAINES MULTI-FAMILY

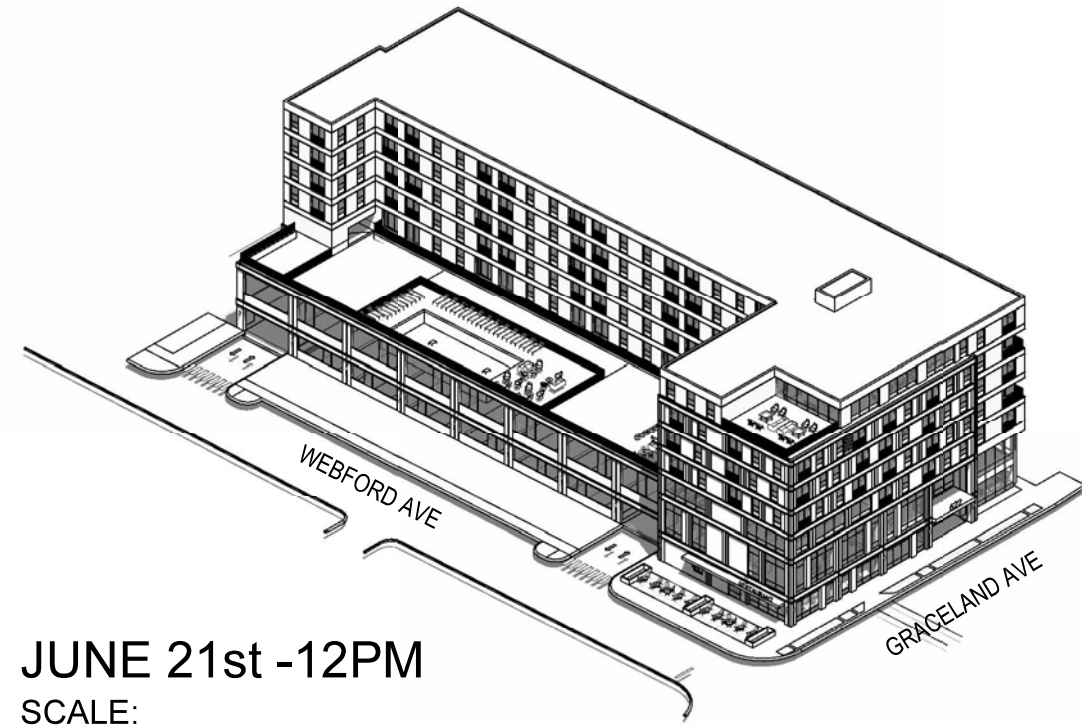
622 GRACELAND AVE.

05/11/22 Project #: 21084

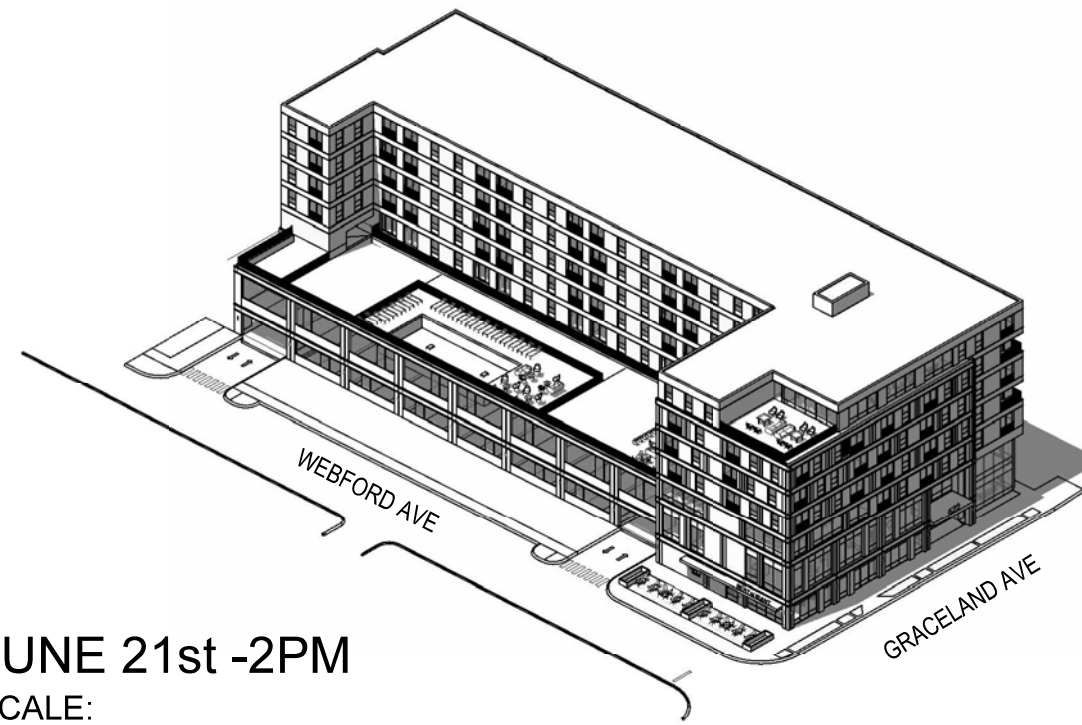
A.17



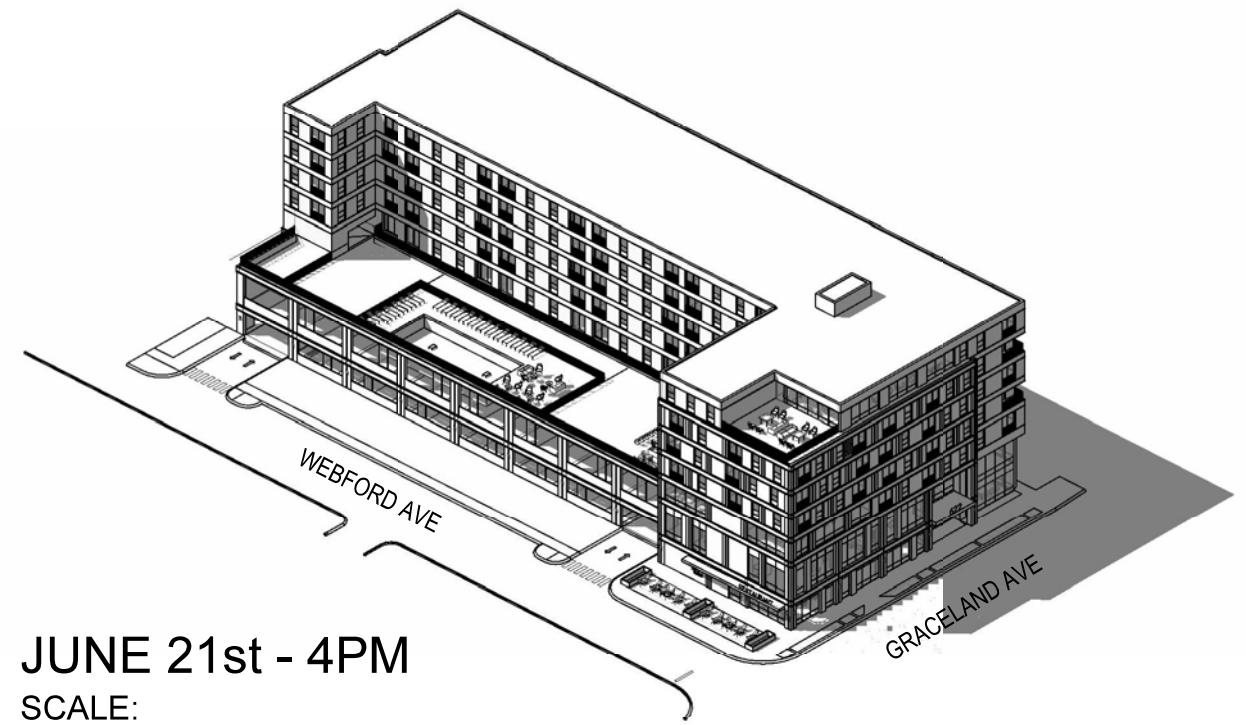
1 JUNE 21st -10AM
SCALE:



2 JUNE 21st -12PM
SCALE:



3 JUNE 21st -2PM
SCALE:



4 JUNE 21st - 4PM
SCALE:



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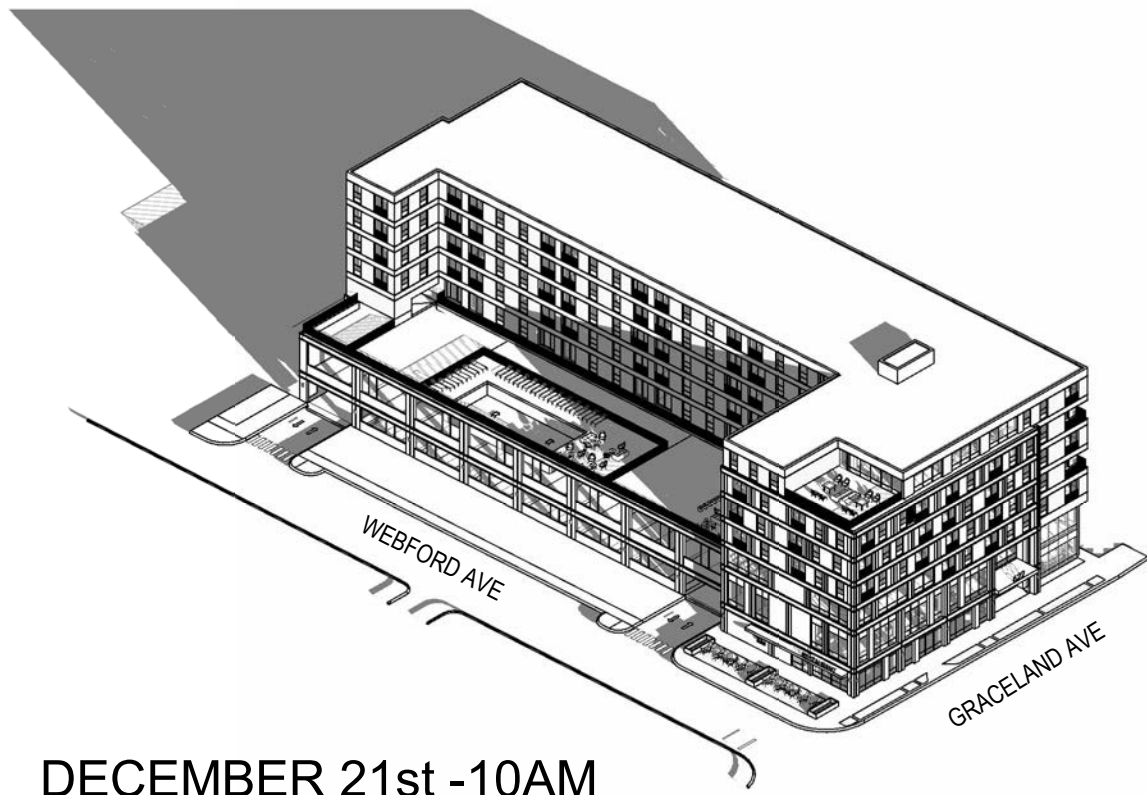
PROJECT



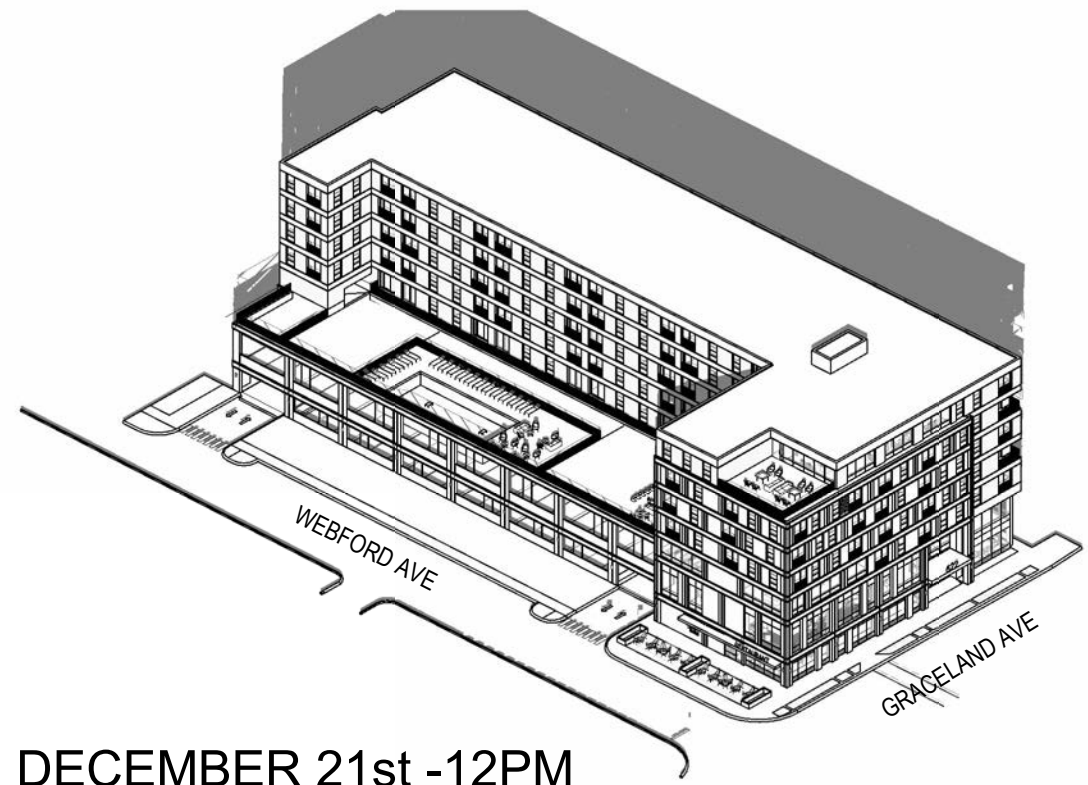
SUN STUDY
DES PLAINES MULTI-FAMILY

622 GRACELAND AVE.
05/11/22 Project #: 21084

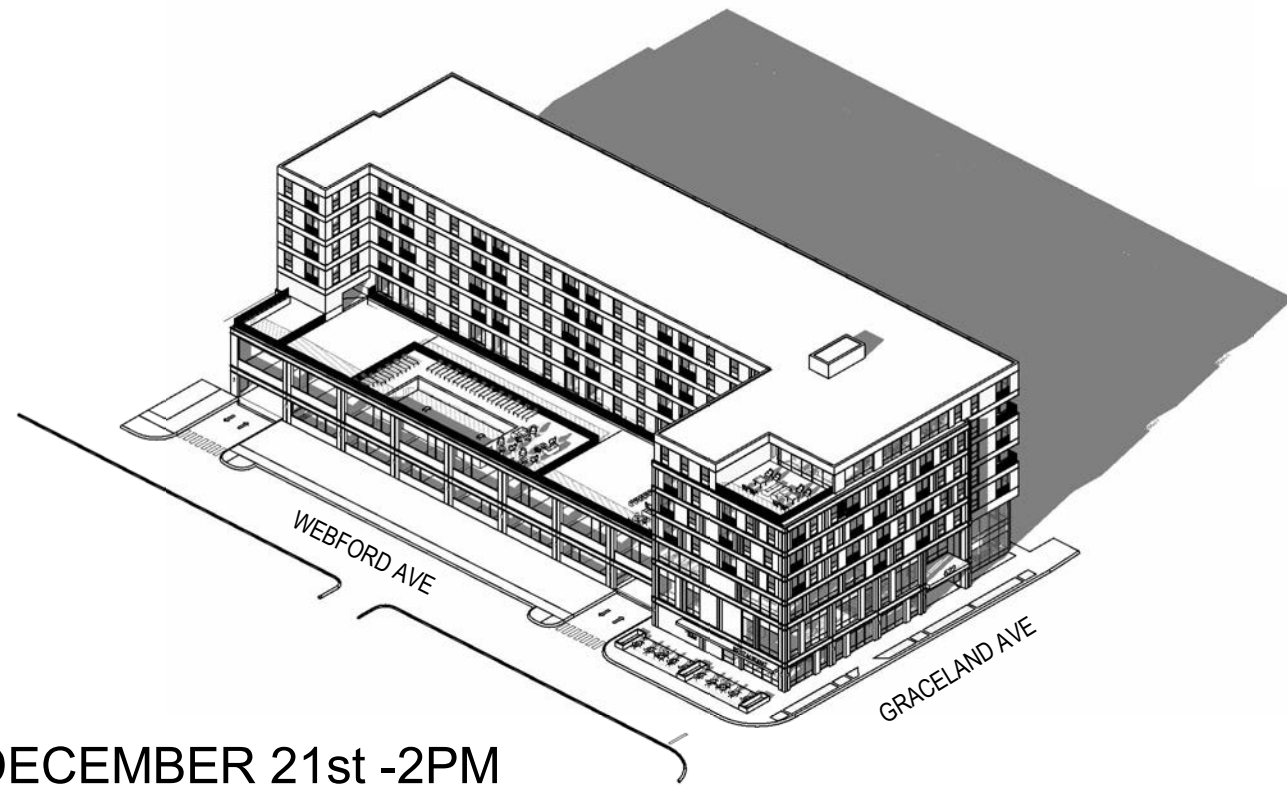
A.18



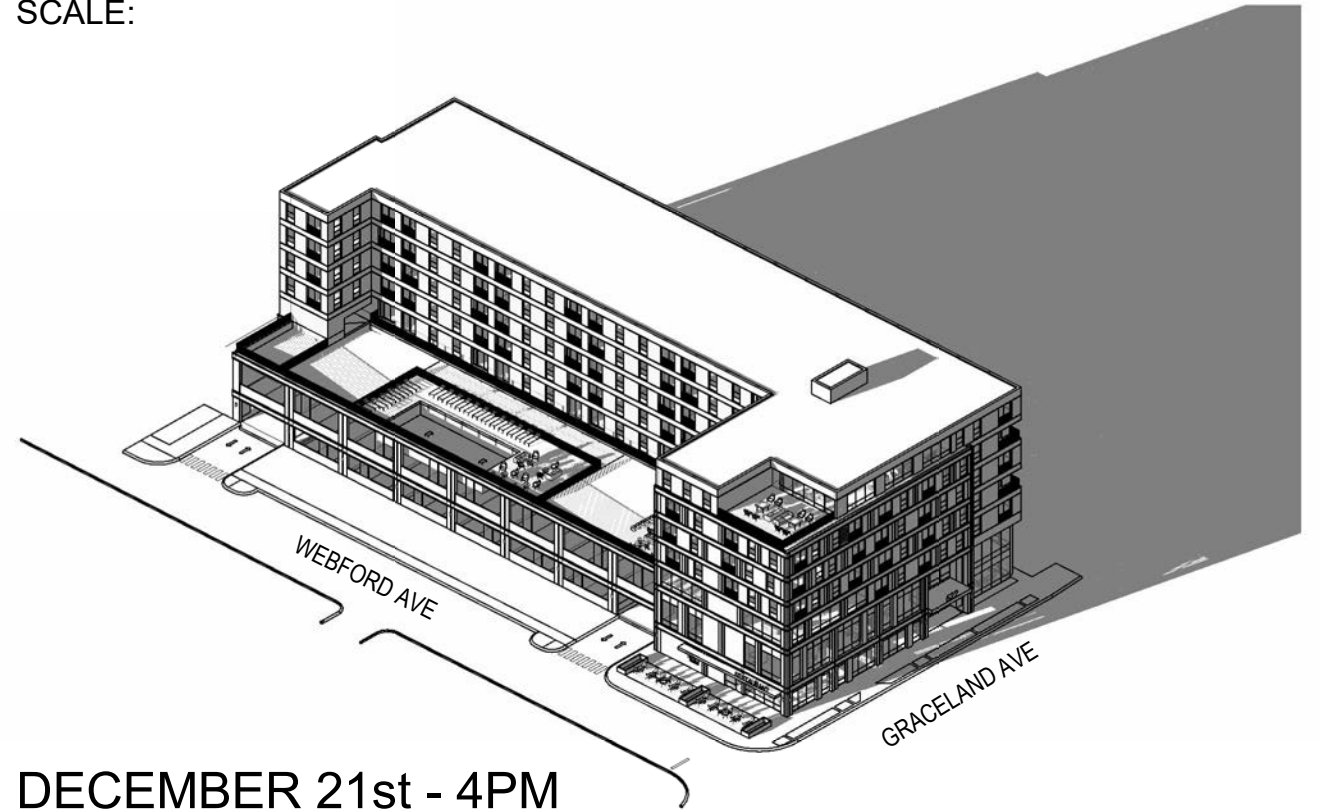
1 DECEMBER 21st -10AM
SCALE:



2 DECEMBER 21st -12PM
SCALE:



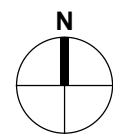
3 DECEMBER 21st -2PM
SCALE:



4 DECEMBER 21st - 4PM
SCALE:



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PROJECT



SUN STUDY

DES PLAINES MULTI-FAMILY

622 GRACELAND AVE.

05/11/22 Project #: 21084

A.18





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Attachment 8



VIEW FROM SOUTHEAST
DES PLAINES - MULTI FAMILY
622 GRACELAND AVE, DES PLAINES, IL
Project #: 21084

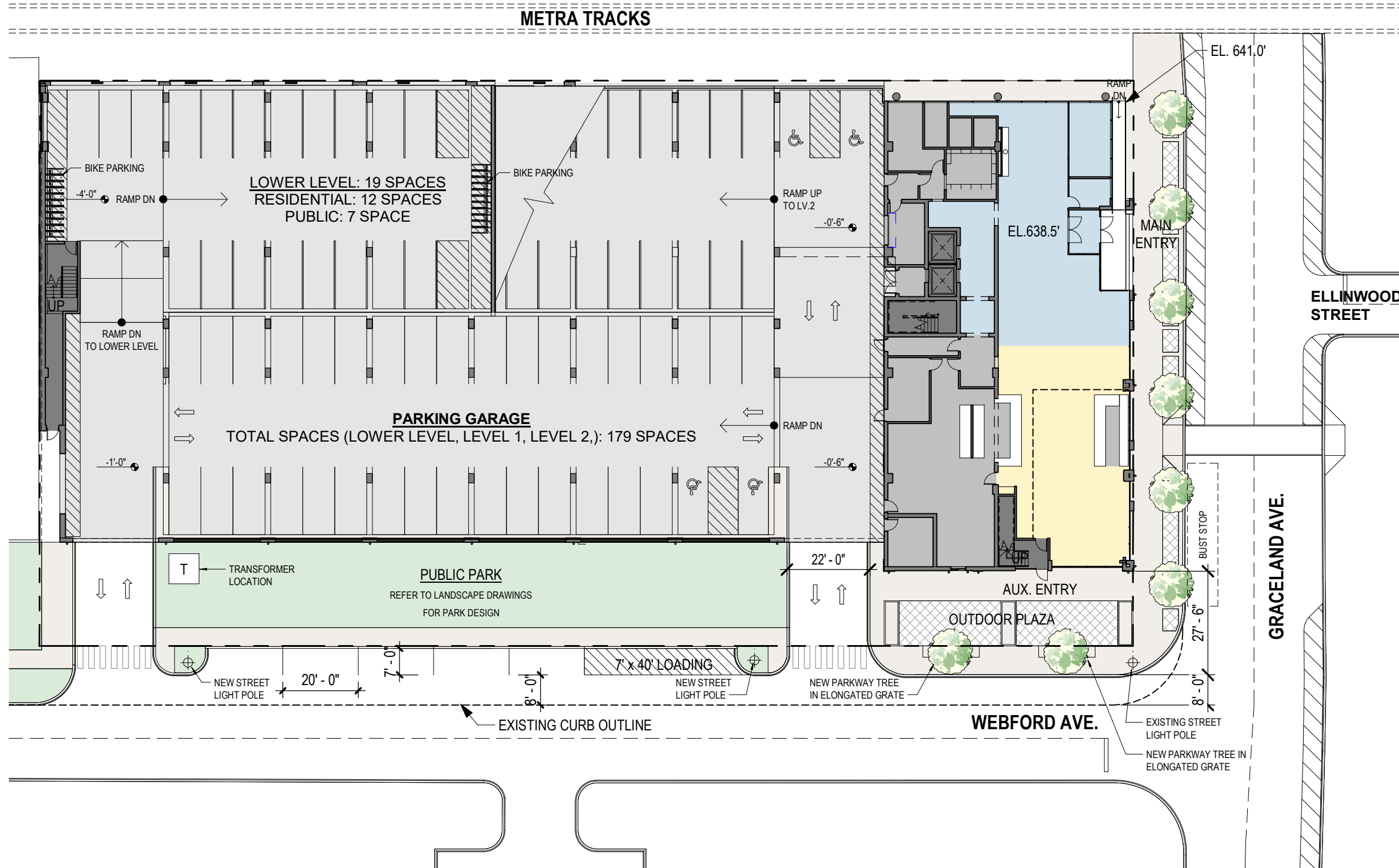


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Attachment 8



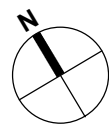
VIEW FROM SOUTHWEST
DES PLAINES - MULTI FAMILY
622 GRACELAND AVE, DES PLAINES, IL
Project #: 21084



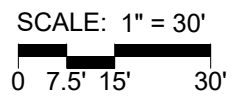
1 SITE PLAN
SCALE: 1" = 30'-0"



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TRUE

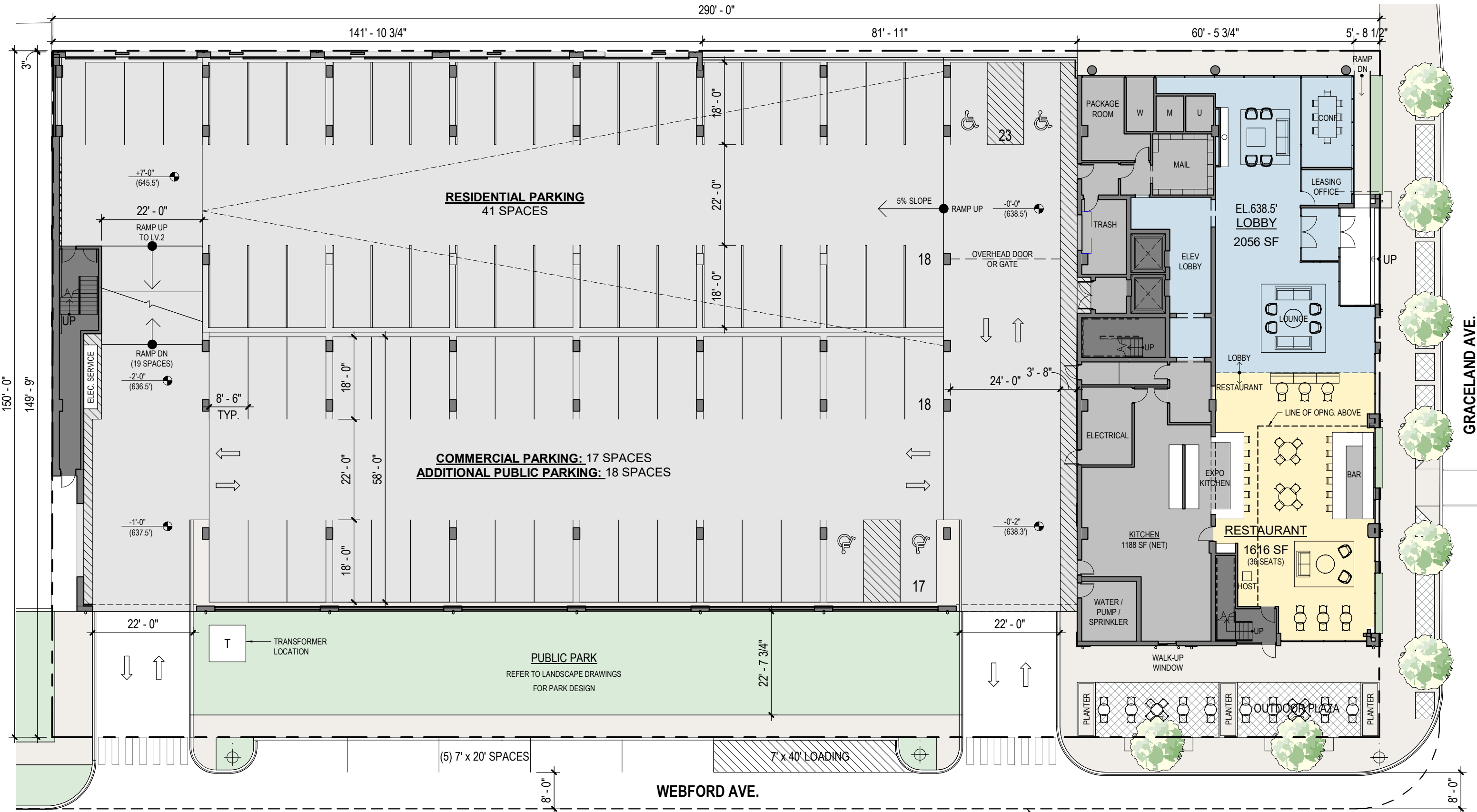


DES PLAINES MULTI-FAMILY

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

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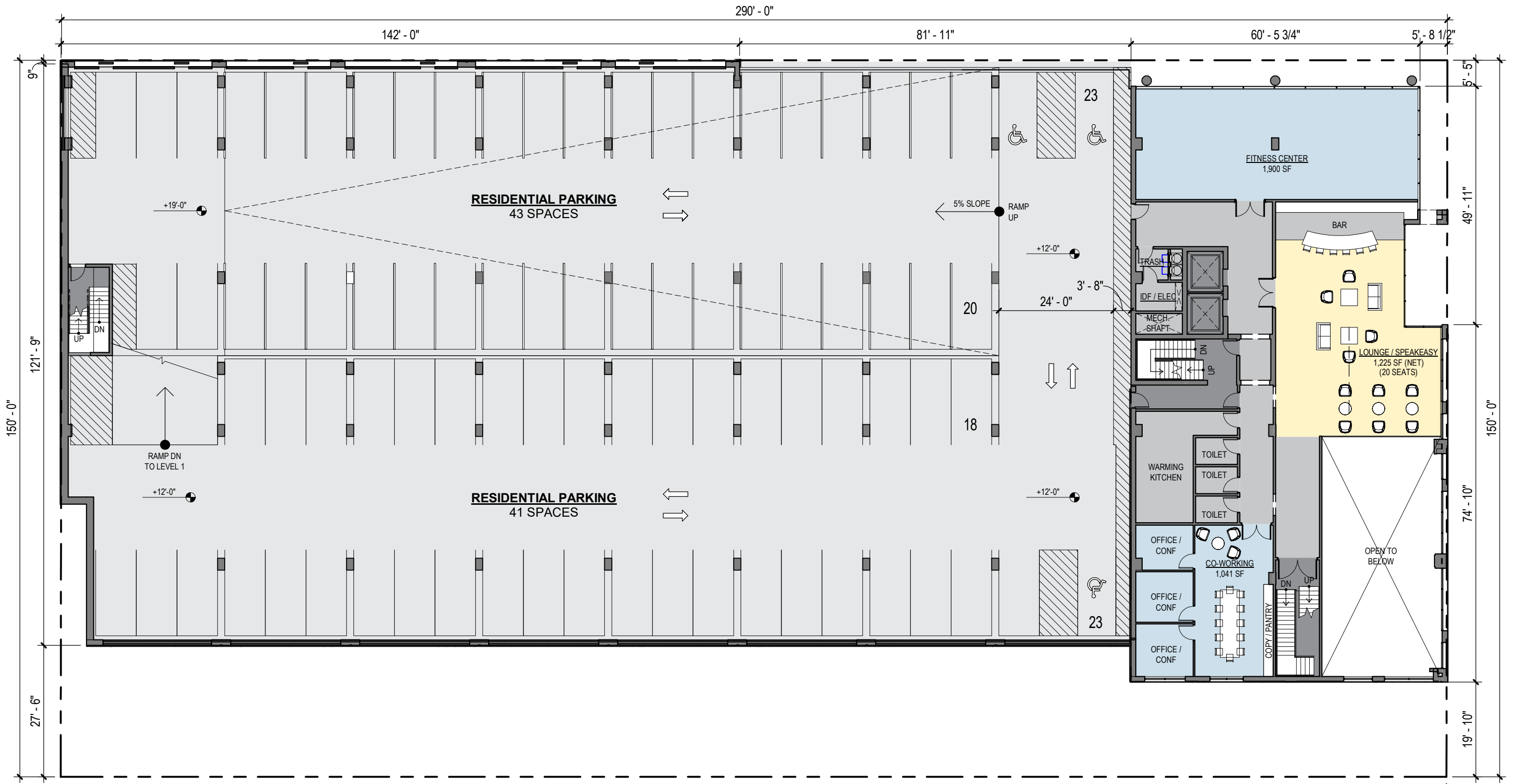
SCALE: 1" = 20'
0 5' 10' 20'

TRUE

COMPASSPOINT
DEVELOPMENT, LLC

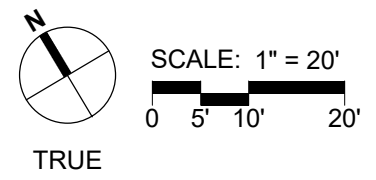
DES PLAINES MULTI-FAMILY
622 GRACELAND AVE.
05/11/22 Project #: 21084

A.11



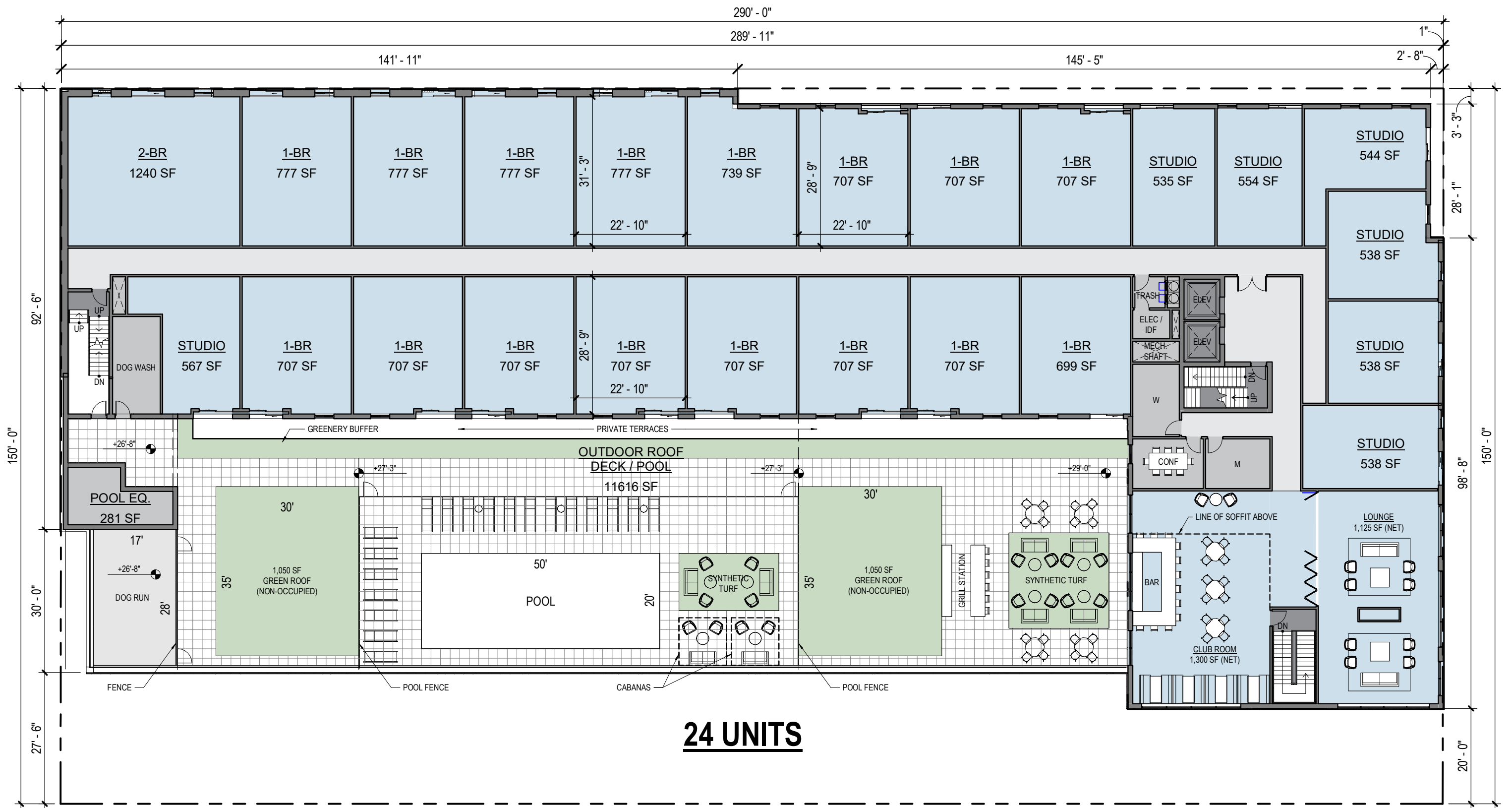
1 LEVEL 02 - PARKING
SCALE: 1" = 20'-0"

NOTE: ALL AREAS TO BE PRIVATE USE
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DES PLAINES MULTI-FAMILY
622 GRACELAND AVE.
05/11/22 Project #: 21084

A.12



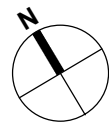
24 UNITS

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

NOTE: ALL AREAS TO BE PRIVATE USE
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SCALE: 1" = 20'
0 5' 10' 20'

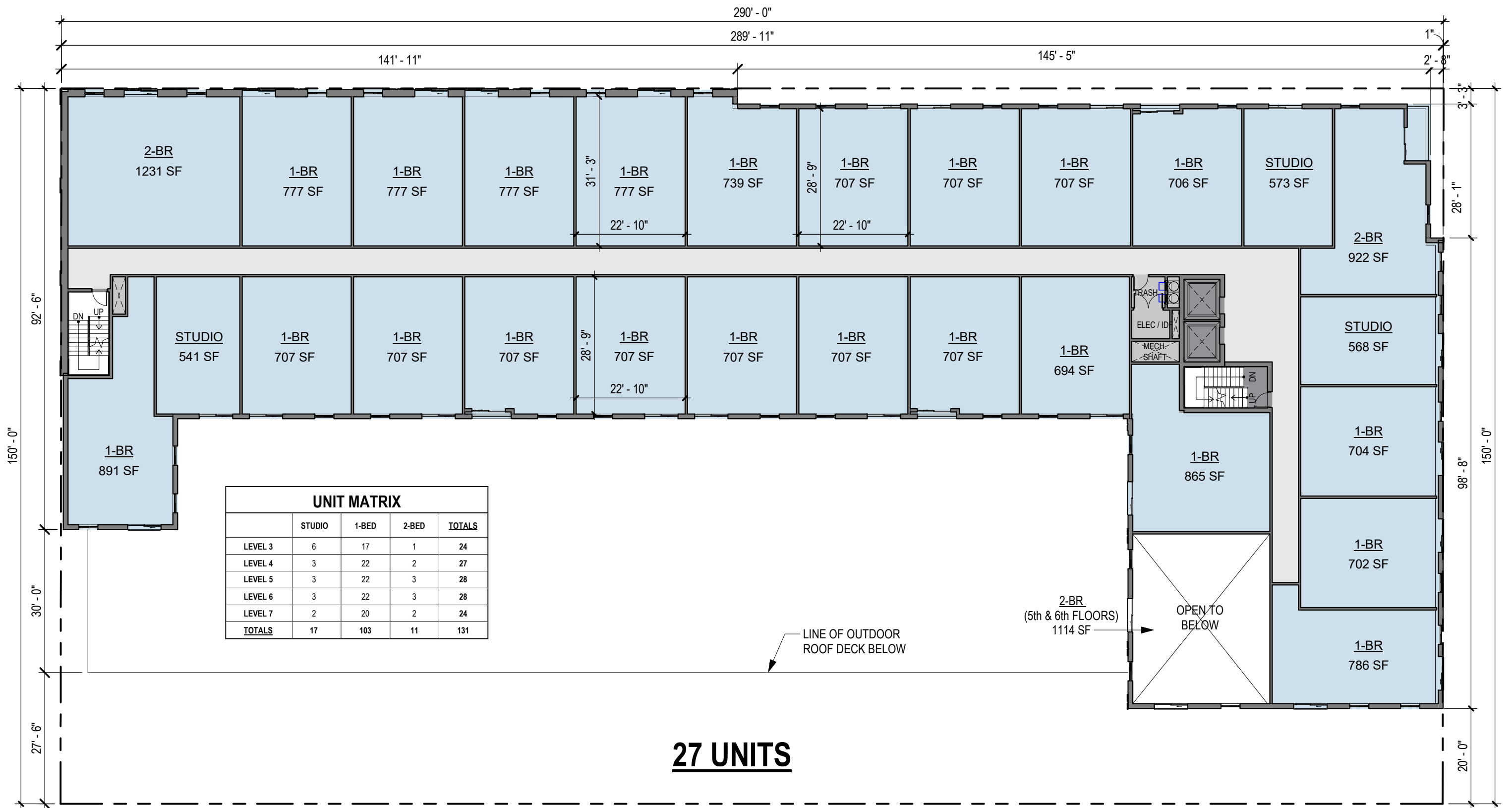


DES PLAINES MULTI-FAMILY

622 GRACELAND AVE.

05/11/22 Project #: 21084

A.13



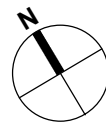
27 UNITS

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

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



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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

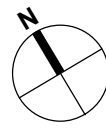
28 UNITS

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

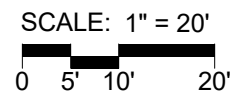
1 LEVELS 05-06 TYPICAL RESIDENTIAL
SCALE: 1" = 20'-0"



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TRUE

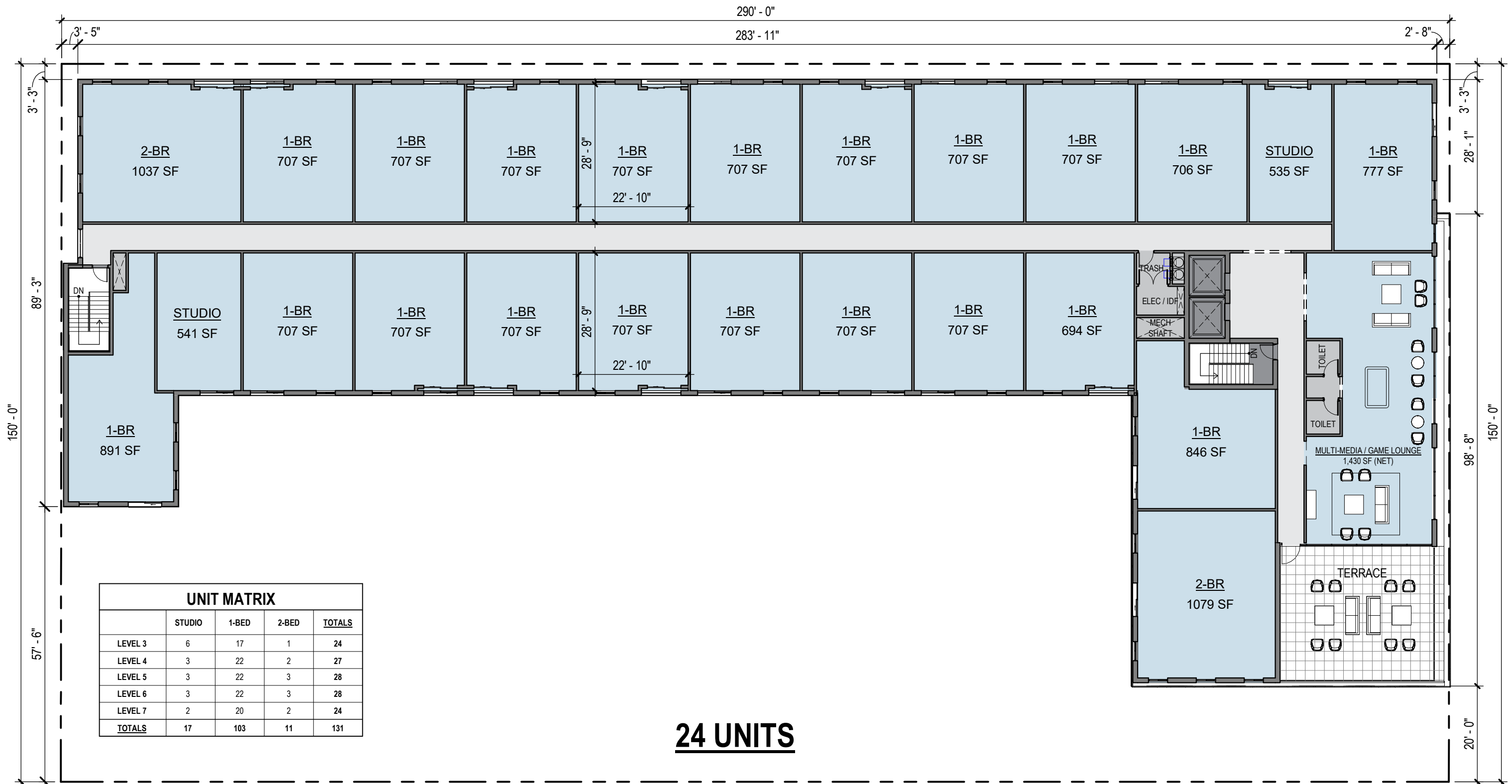


DES PLAINES MULTI-FAMILY

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"

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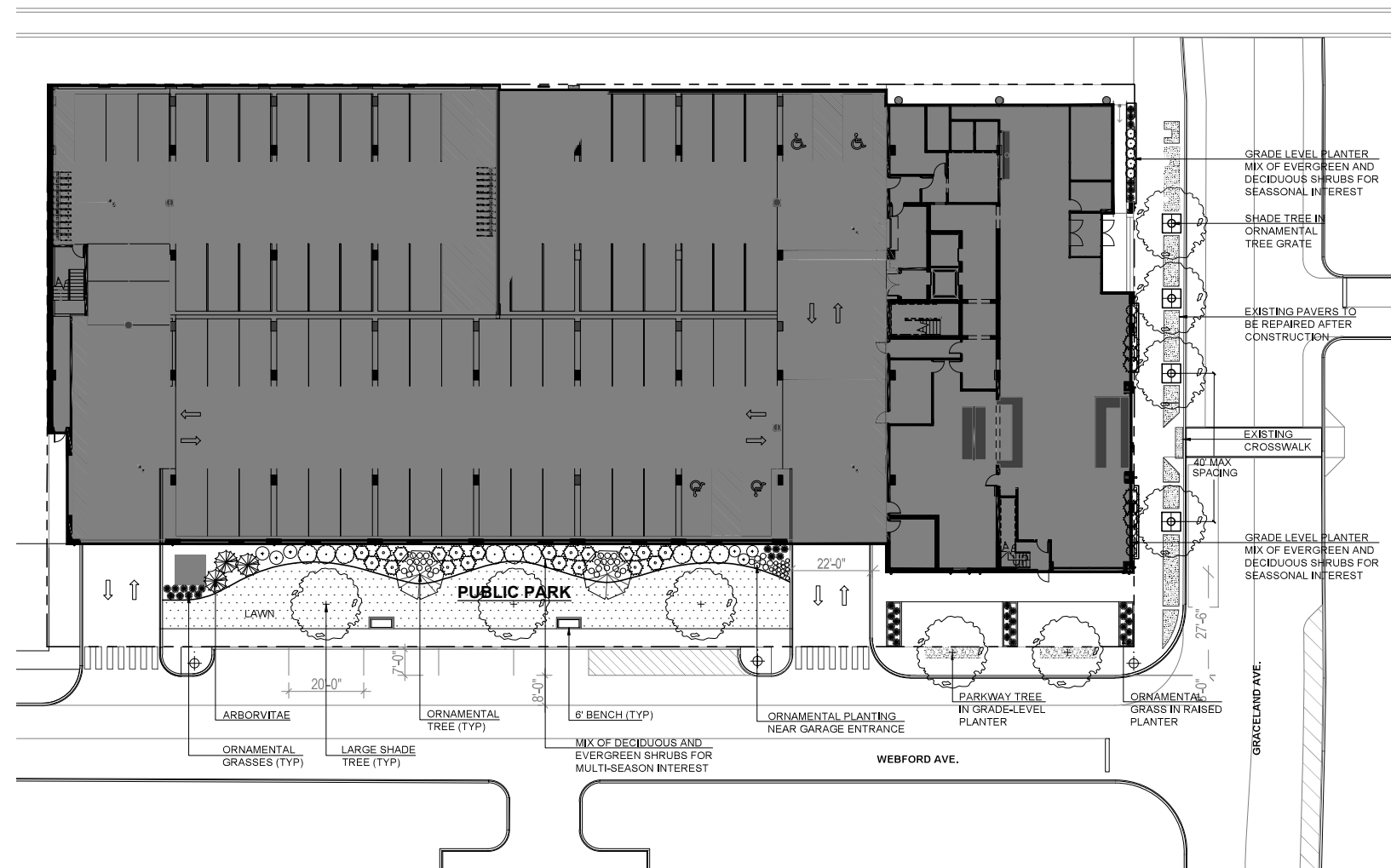
SCALE: 1" = 20'
 0 5' 10' 20'

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)

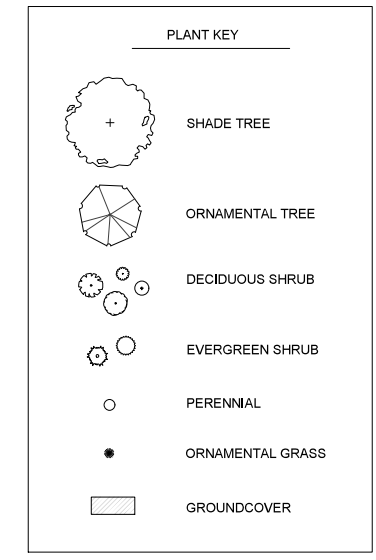
REQUIREMENT: 1 PARKWAY TREE PER 40-60'
 PROPOSED: 1 PARKWAY TREE PER 40' MINIMUM
 NOTE: CITY STREETSCAPE STANDARDS TO BE IMPLEMENTED

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.

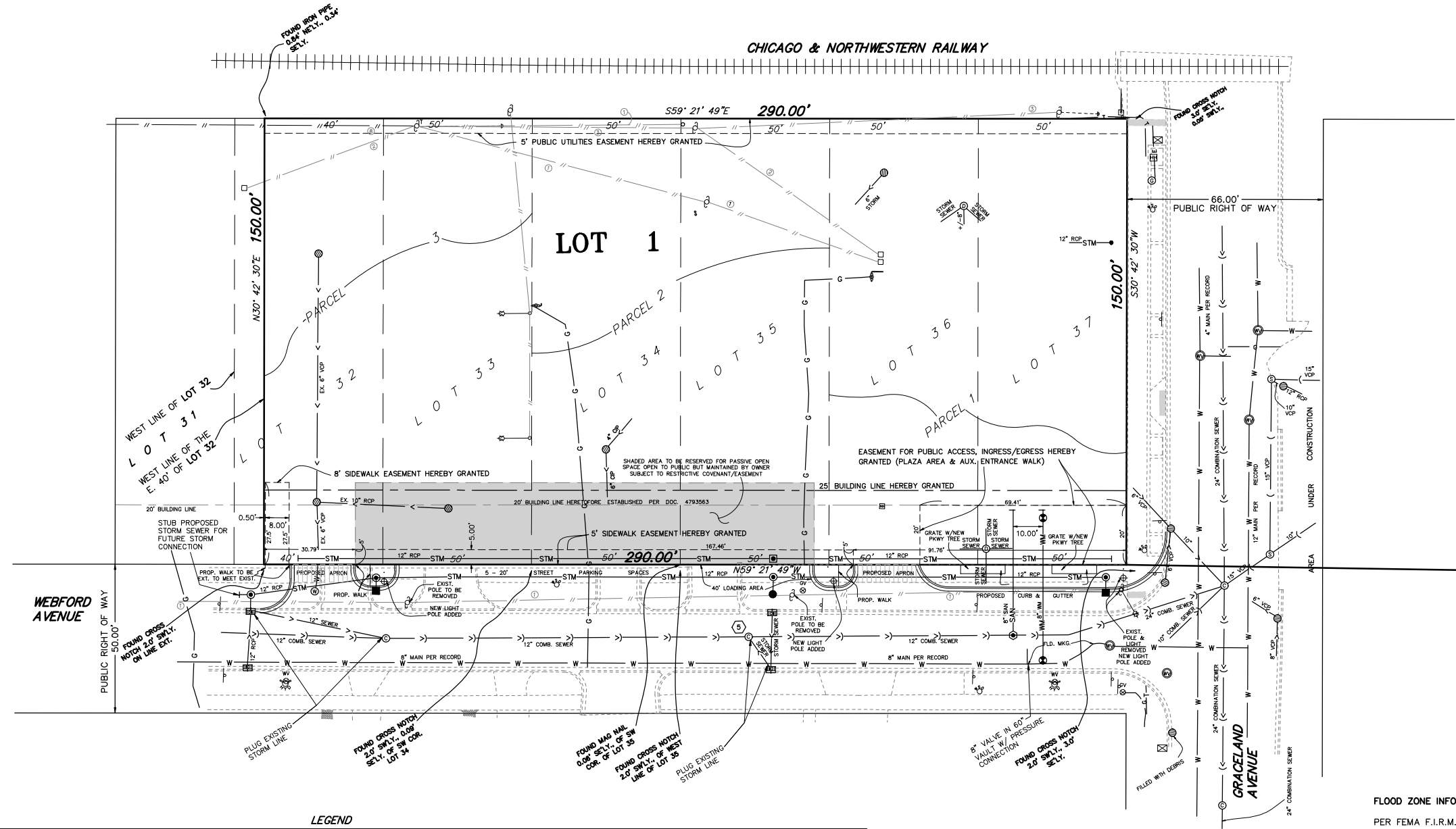
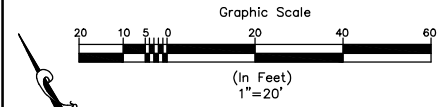
PROPERTY COMMONLY KNOWN AS: 1368 WEBFORD AVE., DES PLAINES, IL. 60016 CONTAINING: 7,503.12 SQ. FT., 0.17 AC. (MORE OR LESS)

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

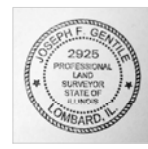
FLOOD ZONE INFORMATION:
 PER FEMA F.I.R.M. NO. 17031C0217J, DATED 08/19/2008, PROPERTY IS IN ZONE "X", AREAS OF MINIMAL FLOOD HAZARD.

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).

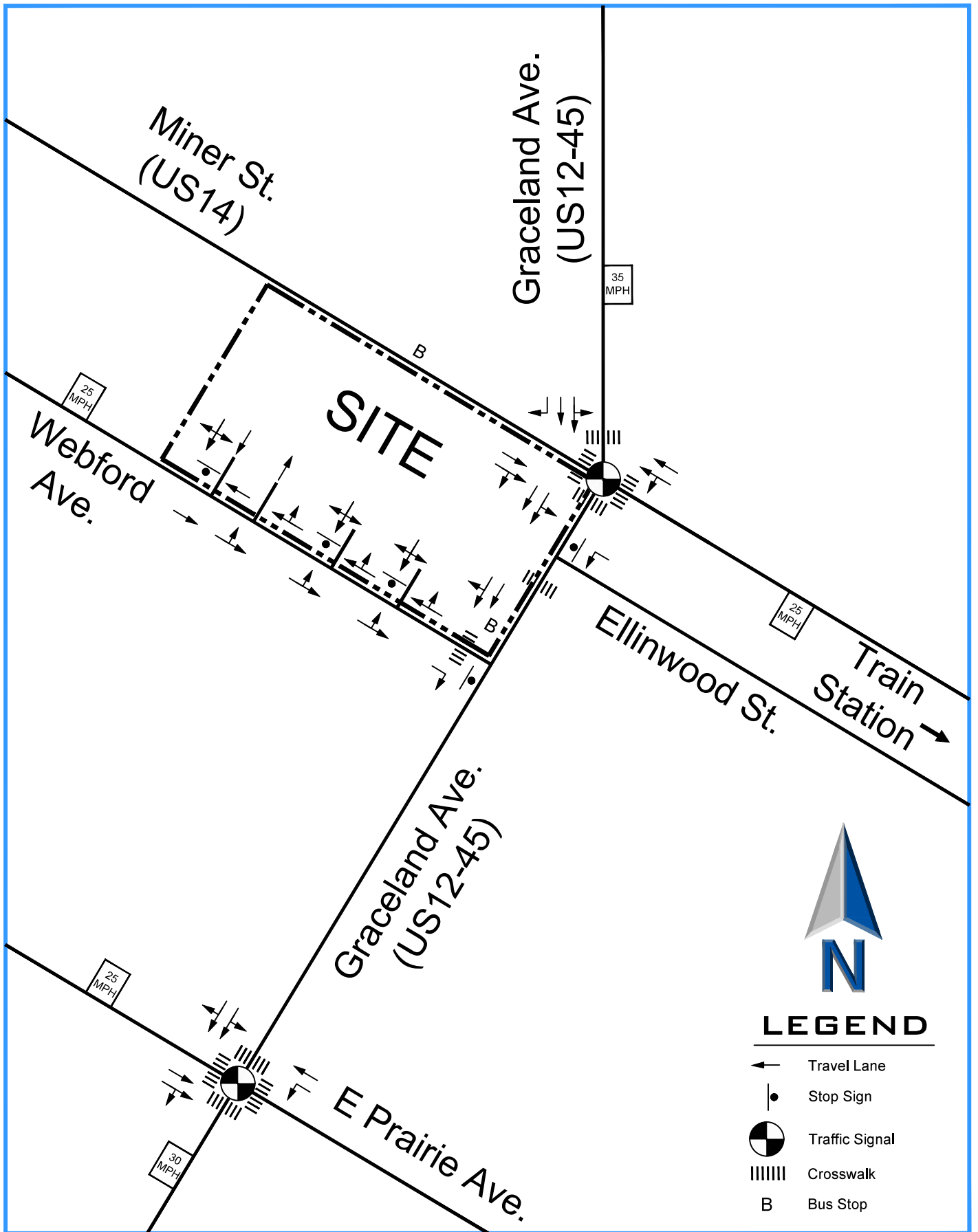
These counts showed the peak-hours of traffic occurring from 7:45 to 8:45 AM and 4:00 to 5:00 PM on a weekday. However, these counts were conducted during the current pandemic and do not represent pre-pandemic conditions. A comparison was made with the 2018 pre-pandemic traffic counts conducted for the 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.

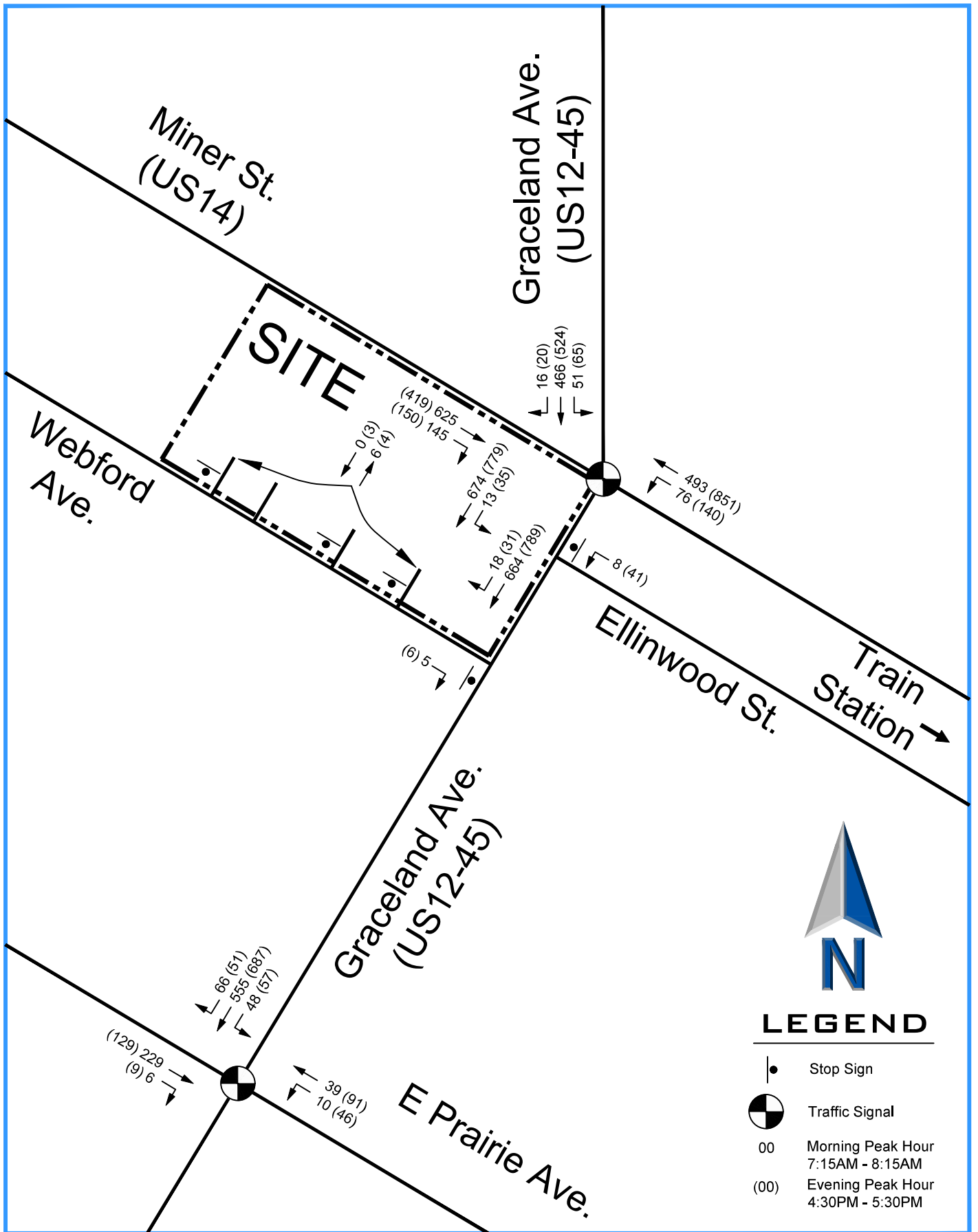
Figures 3 and 4 illustrates the existing vehicular and pedestrian volumes respectively. Copies of the counts can be found in the **Appendix**.



Site Location and Area Roadways

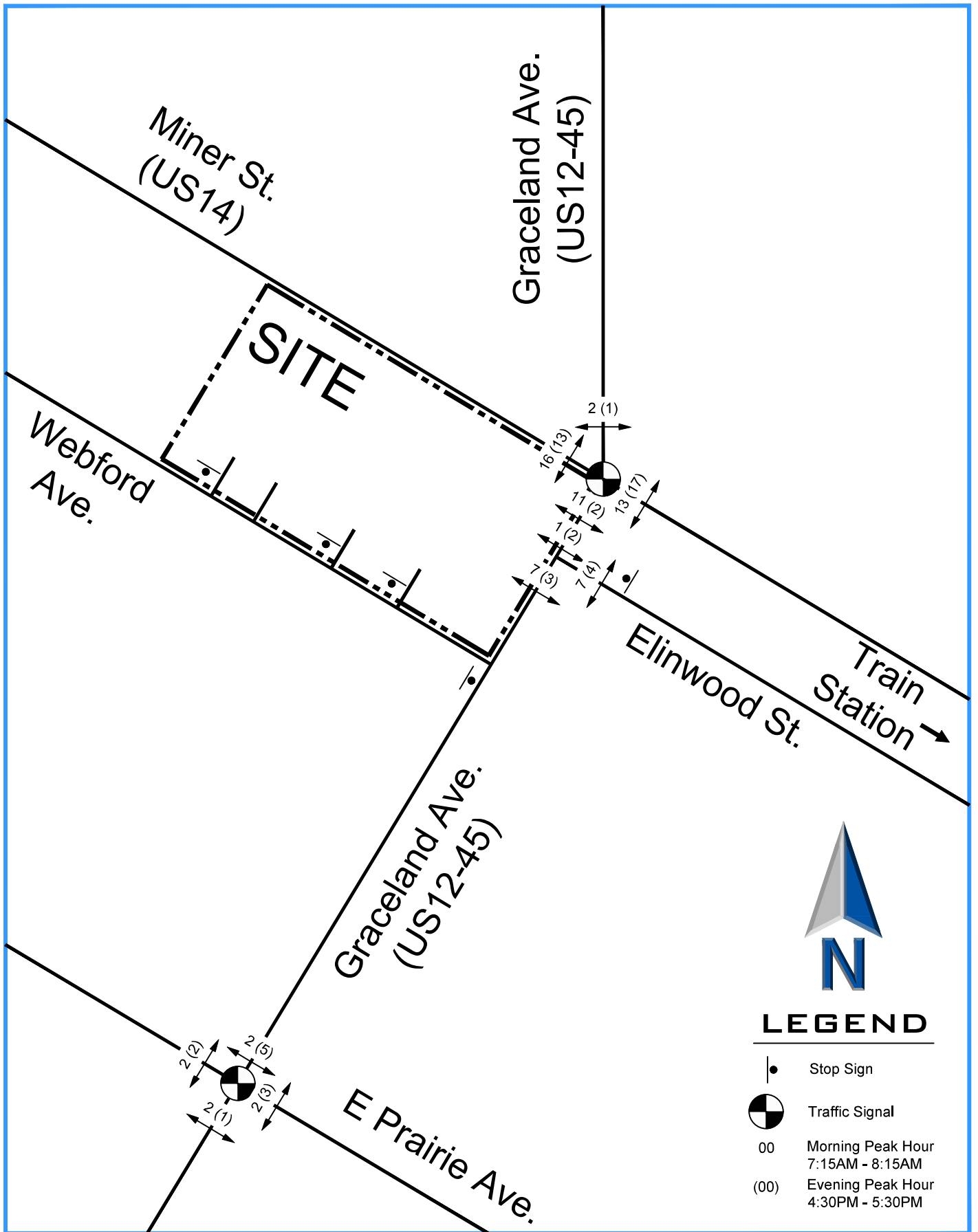
Figure 1





LEGEND

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



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

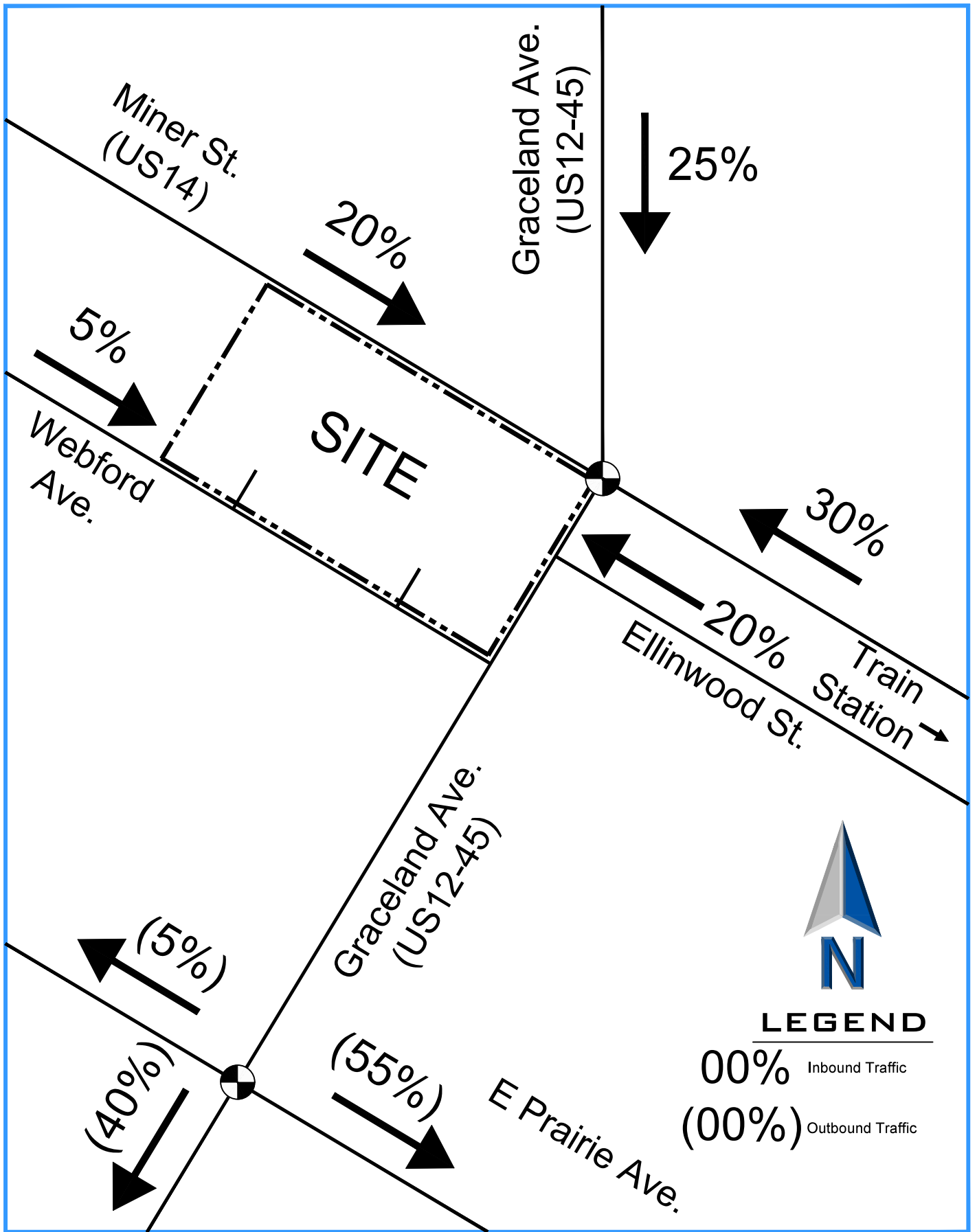
Based on trip generation and directional distribution estimates, the site generated traffic was assigned to the proposed access drive and area roadways for each phase. **Figure 6** shows the resulting traffic assignments.

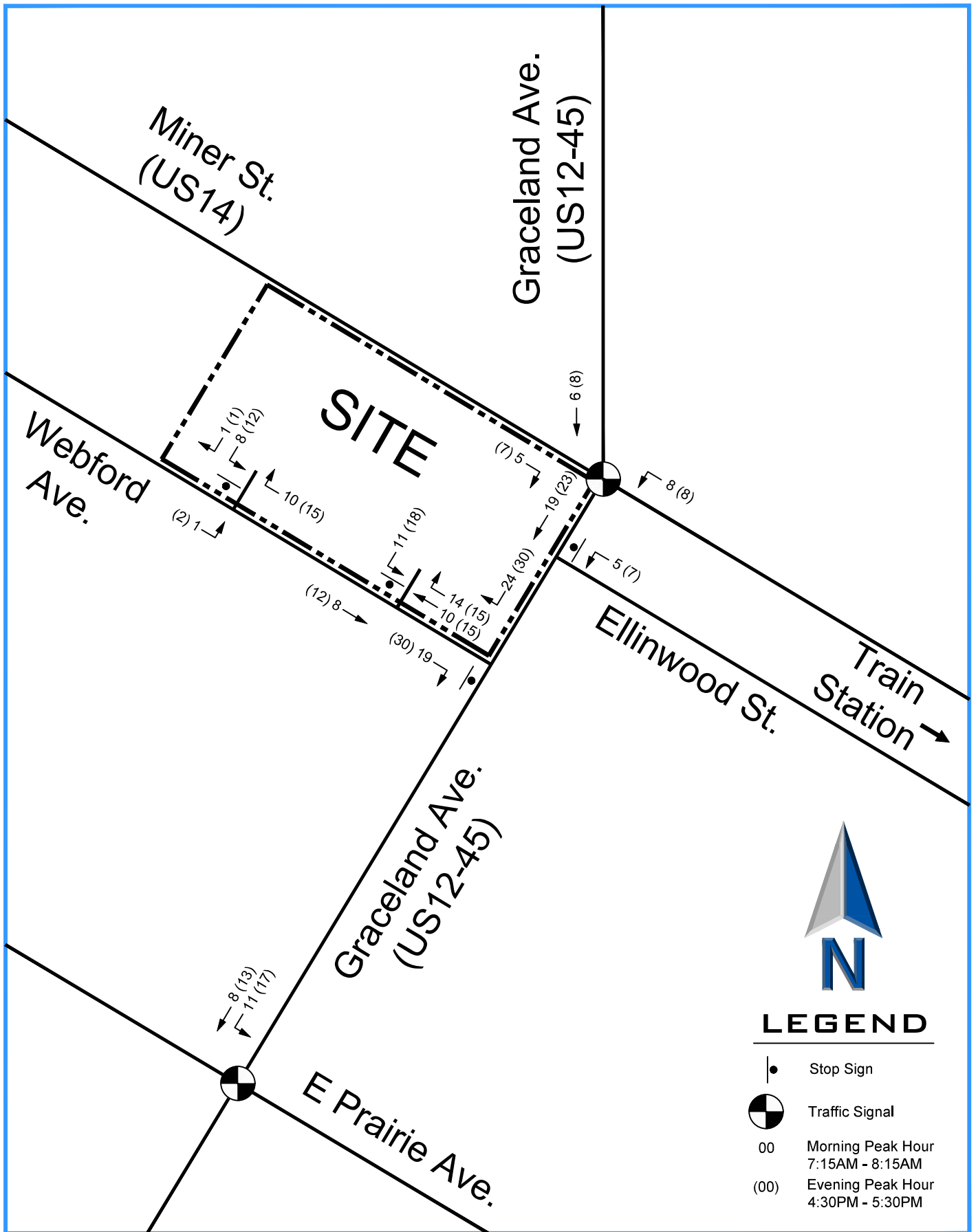
Total Traffic Volumes

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.

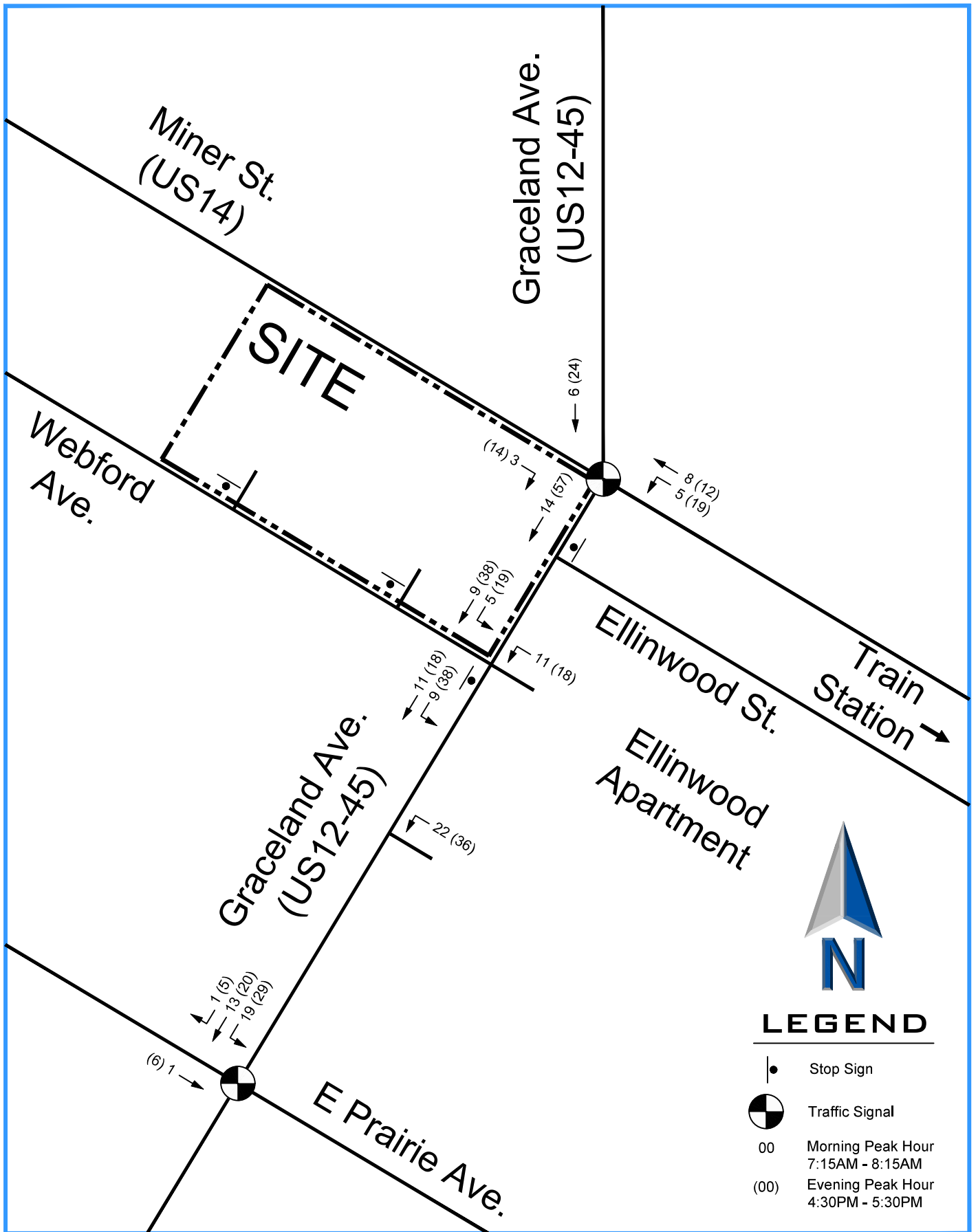
The total traffic volumes with the development were calculated by combining the volumes in Figures 6, 7, and 8. The projected traffic volumes are shown in **Figure 9**.







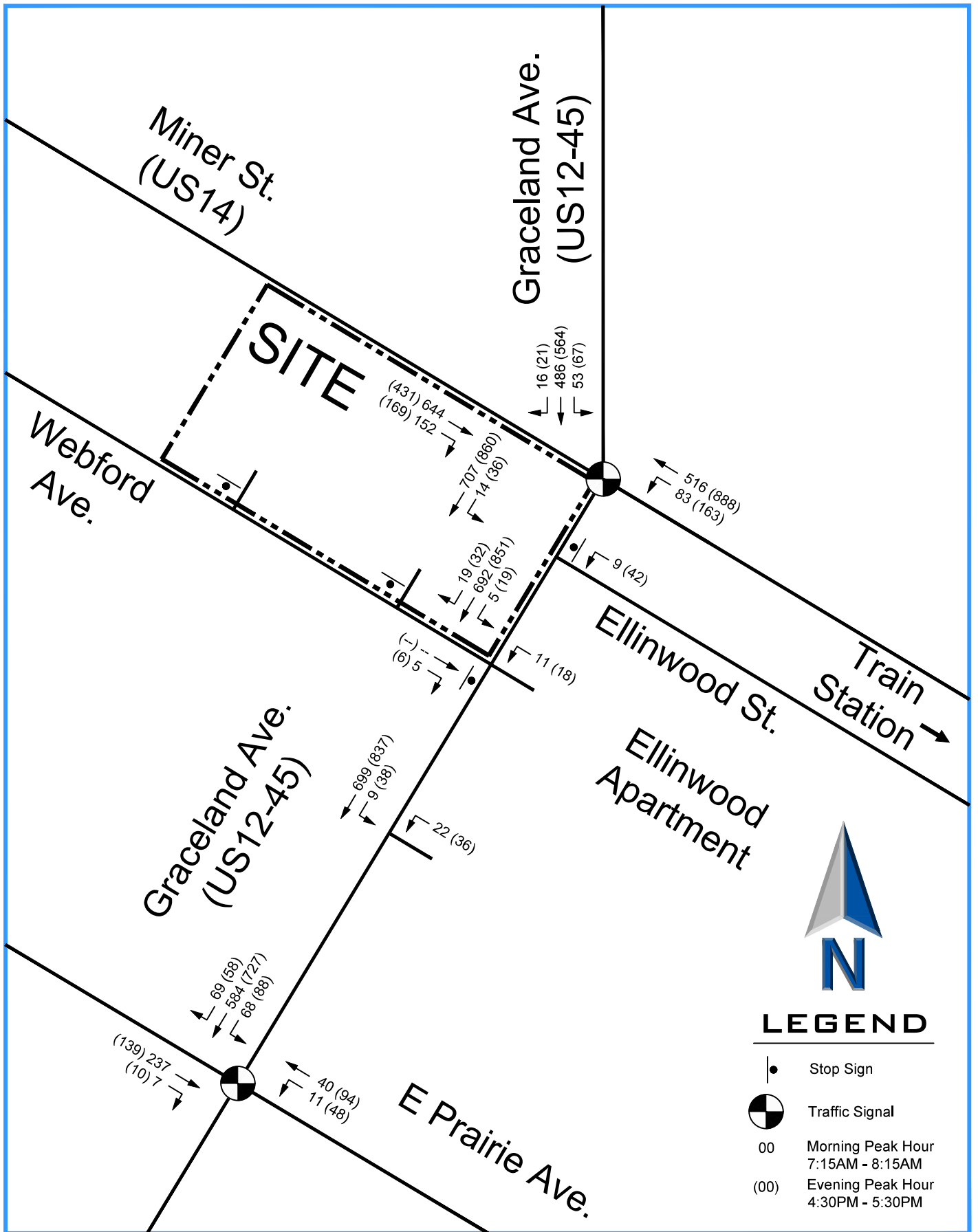
Site Traffic Volumes

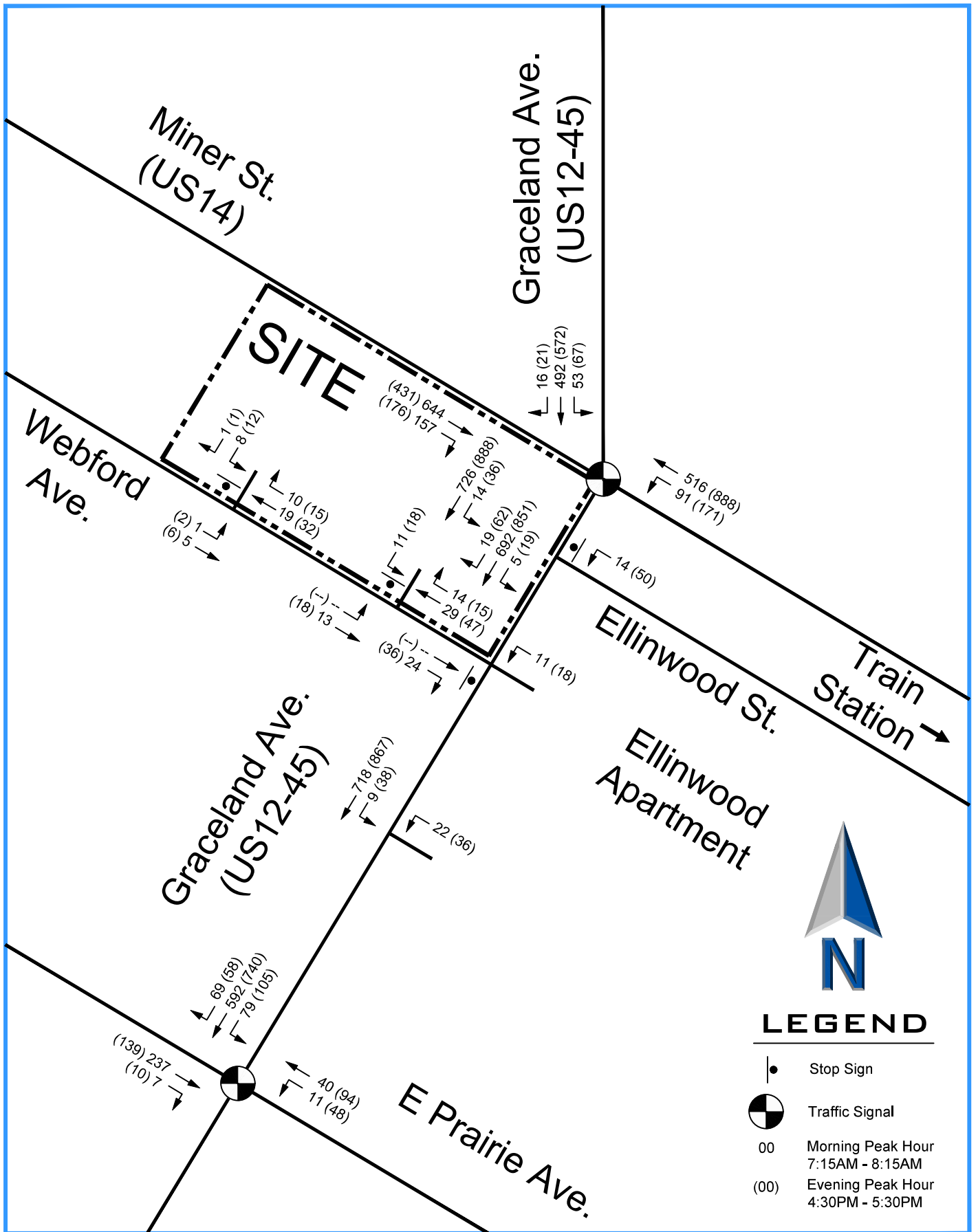
Figure 6



LEGEND

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





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.

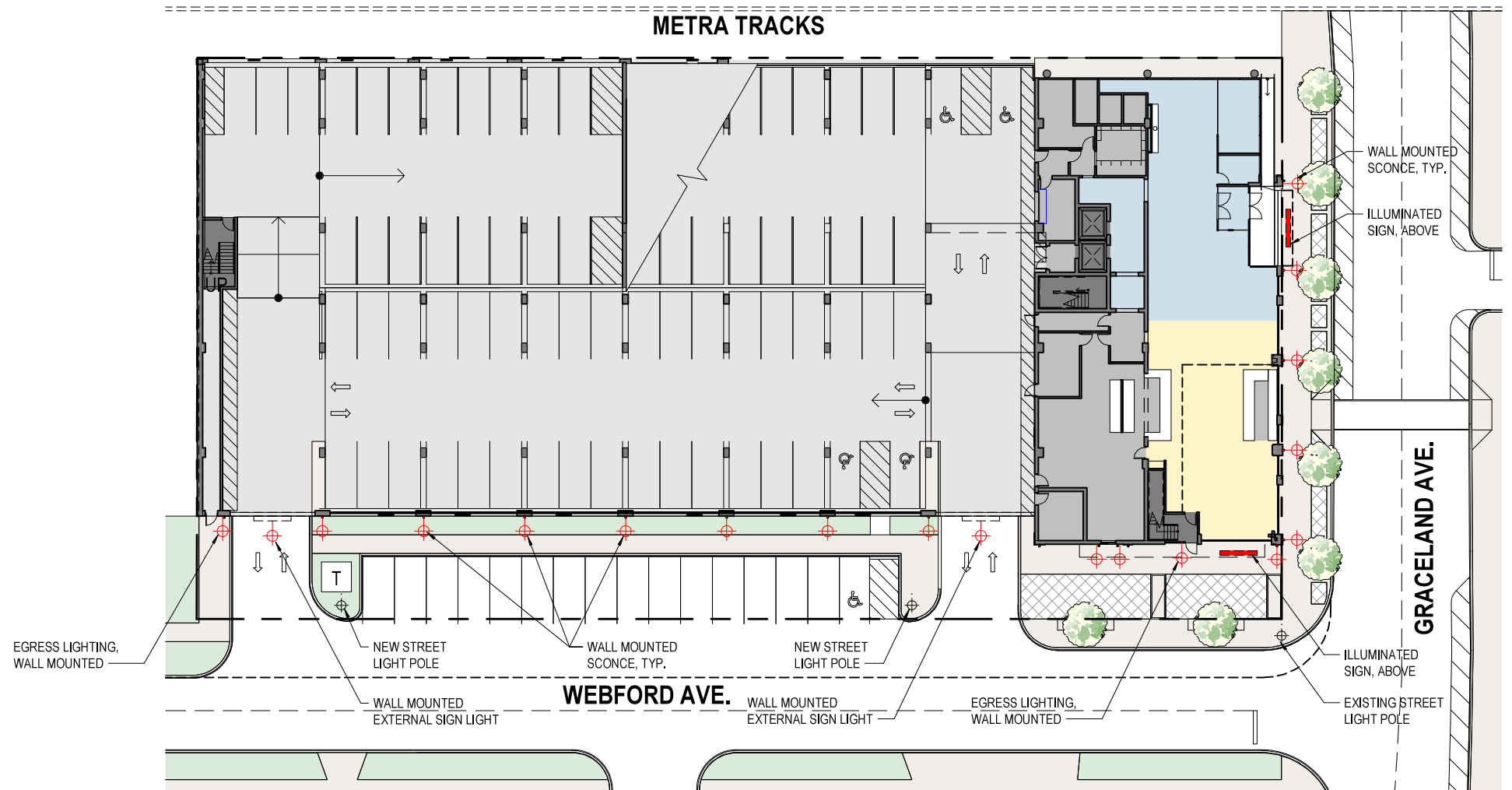
After receiving feedback during planning and zoning meetings the developer has provided modified plans which has maintained sufficient access points for the project as requested and required by building codes. The Compass Point Development project discussion has raised some concern regarding the fire 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.

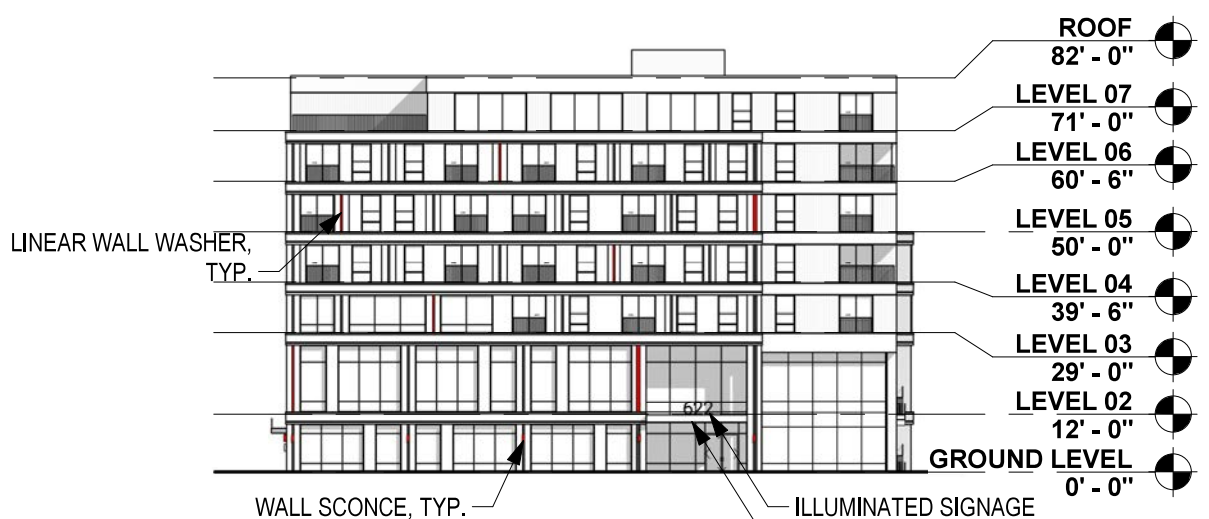
There was a question regarding how our tower ladder compares to those in service in the Chicago Fire Department. The Chicago Fire Department has approximately 60 aerial ladder trucks dispersed throughout their service area and are typically 95 to 105 feet in length. The Chicago Fire Department does have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

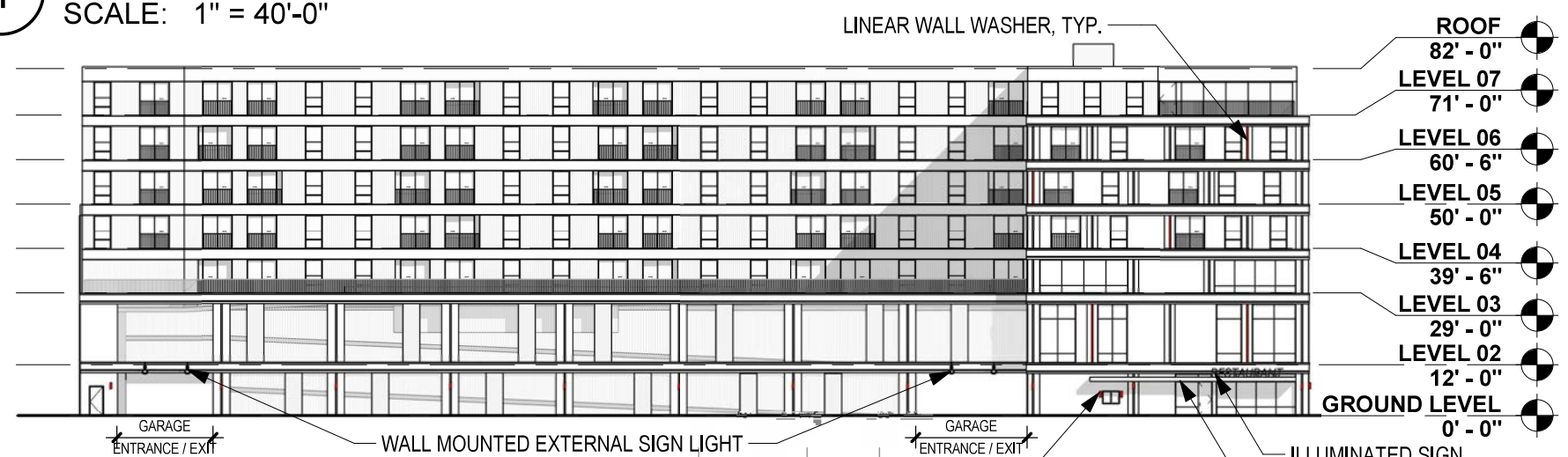
Fire Department staff will continue to review any and all submissions regarding this project and make the appropriate recommendations to address any concerns that may be raised.



1 SITE - LIGHTING DIAGRAM
SCALE: 1" = 40'-0"



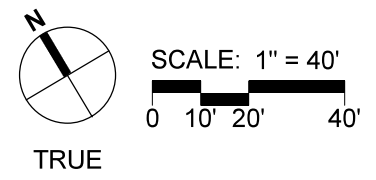
3 EAST ELEVATION
SCALE: 1" = 40'-0"



2 SOUTH ELEVATION
SCALE: 1" = 40'-0"



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



DES PLAINES MULTI-FAMILY
622 GRACELAND AVE.
March 17, 2022 Project #: 21084

LT.1



COMMUNITY AND ECONOMIC
DEVELOPMENT DEPARTMENT

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

June 23, 2022

Mayor Goczkowski and Des Plaines City Council
CITY OF DES PLAINES

Subject: Planning and Zoning Board, 622 Graceland Avenue and 1332-1368 Webford Avenue,
Case 21-052-MAP-TSUB-V, 3rd Ward

RE: Consideration of Requests for Map Amendment and Tentative Plat of Subdivision

Honorable Mayor and Members of the Des Plaines City Council:

The Planning and Zoning Board (PZB) held a public hearing on April 12, 2022, continued to May 10, 2022 and May 24, 2022, for requests associated with a proposed mixed-use residential, commercial, and parking development at 622 Graceland Avenue and 1332-1368 Webford Avenue. After the close of the public hearing, the Board continued its deliberation and conducted its votes regarding the requests at its June 14, 2022 meeting.

Petitioner 622 Graceland Apartments LLC is requesting a Map Amendment (rezoning) for the subject property from the existing C-3 General Commercial District to the proposed C-5 Central Business District. Initially the petitioner also requested variations that would have allowed an off-street parking and loading area immediately adjacent to Webford Avenue. However, the petitioner withdrew the variation requests before the May 24, 2022 proceeding but maintained requests for the Map Amendment and Tentative Plat of Subdivision.

Written summaries of the petitioner's, staff's, and objector's presentations; evidence presented and public comment offered; and Board discussion; as well as Member votes, are included in the Board's meeting minutes for April 12, May 10, May 24, and June 14. Ultimately, on June 14 the Board considered all of the evidence presented and the statements in the case materials regarding standards for Map Amendments and Site Plan Review (which is intrinsic to review of Map Amendments) and voted 3-3 on a motion to recommend approval of the Map Amendment. Per the City Code (2-2-3.D: Necessary Vote), this outcome does not amount to an affirmative vote of a majority of the appointed members and is therefore a *recommendation to deny* the requested Map Amendment. However, pursuant to the Zoning Ordinance (12-3-7.D.4: Action by City Council), the Council has the final authority on the request.

Regarding the Tentative Plat of Subdivision, the Board voted 3-3 on a motion to approve, which also per City Code (Section 2-2-3.D) results in a denial of the Tentative Plat.

Respectfully submitted,

A handwritten signature in black ink, appearing to read 'James S. Szabo'.

James Szabo,
Des Plaines Planning and Zoning Board Chairman

Cc: City Officials/Aldermen

NEW BUSINESS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Address: 622 Graceland Avenue, 1332 and 1368 Webford Avenue

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

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

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

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

Ward: #3, Alderman Sean Oskerka

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

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

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

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

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

Overall

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

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

Map Amendment

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

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

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

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

Use	C-3	C-5
Car wash	C	--
Center, Childcare	C	C 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 sines of less than 25,000 square feet but more than 22,000 square feet.
- 10. Except on Miner Street, Ellinwood Street or Lee
- 11. Outdoor Kennels are not allowed.
- 12. Outdoor runs are allowed.

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

Bulk Control	C-3	C-5
Maximum Height	45 feet	100 feet

Minimum Front Yard¹ -Adjacent Residential: -Adjacent Other:	-Setback of Adjacent Residential district -5 feet	-Setback of Adjacent Residential district -Not applicable
Minimum Side Yard -Adjacent Residential: -Adjacent Other:	-Setback of Adjacent Residential district -5 feet if abutting street	-Setback of Adjacent Residential district -5 feet if abutting street
Minimum Rear Yard -Adjacent Residential: -Adjacent Other:	-25 feet or 20% of lot depth, whichever is less -5 feet if abutting street	-25 feet or 20% of lot depth, whichever is less cable

Notes:

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

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

Minimum Floor Area Per Dwelling

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

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

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

Required Off-Street Parking, Public Parking

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

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

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

Circulation, Mobility, and Traffic

The petitioner has submitted a traffic study prepared by Eriksson Engineering Associates, Ltd. The study considers the volume/trips and circulation of individual automobiles, public transportation, and non-motorized (i.e. bike and pedestrian) transportation. The report contains data on the existing conditions – based on current traffic and pedestrian counts, consisting of on-site and secondary⁴ data collection – and the proposed development, and assesses the capacity of the streets in the adjacent vicinity, using Year 2028 as a benchmark. (Traffic reports typically project to a couple of years after anticipated full occupancy.) Further, the study does reference and consider the anticipated traffic to be generated by the under-construction development at 1425 Ellinwood Avenue.

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

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

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

An excerpt of report, excluding appendices, is an attachment to this packet⁵.

Page 16 of the report makes the following conclusions:

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

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

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

Building Design Review

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

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

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

Major Variations

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

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

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

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

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

Tentative Plat of Subdivision

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

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

Alignment with the 2019 Comprehensive Plan

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

- Under Overarching Principles:
 - “Expand Mixed-Use Development” is the first listed principle. It is a central theme of the plan.
 - “Preserve Historic Buildings” is also a principle. The First Congregational United Church of Christ (766 Graceland), Willows Academy (1015 Rose Avenue), and the former Des Plaines National Bank / Huntington Bank (678 Lee Street) are specifically listed. However, 622 Graceland is not listed. Nonetheless, the Executive Director of the Des Plaines History Center has shared with staff there is historic value in the exterior ironwork/grates, which could be saved in demolition. He did not express interest or priorities of the Center in preserving other elements.

- Under Land Use & Development:
 - The Future Land Use Plan illustrates the property as commercial. While the proposal is not strictly commercial, the proposed zoning is a commercial district (C-5). The proposed project is certainly more pronounced in its residential footprint than its commercial. However, the decision makers may consider that supporting a desirable commercial use, like a restaurant- lounge, requires an inherent market of potential customers (i.e. residential households).
 - Further in this chapter: “The Land Use Plan supports the development of high-quality multifamily housing located in denser areas near multi-modal facilities such as the Downtown. New multifamily housing should be encouraged as a complement to desired future commercial development in the area and incorporated as mixed-use buildings when possible” (p. 12).

- Under Housing:
 - Recommendation 4.2 calls for housing that would appeal to “young families,” which could include households that have, for example, a small child: “...The City should revisit its current zone classifications and add a new zone exclusively for mixed-use development or amend existing regulations to allow for mixed uses. Focus should be placed on commercial areas zoned C-1, C-2, and C-3, for potential sites for mixed-use development” (p. 32).

- Under Downtown:
 - The Vision Statement is “Downtown Des Plaines will be a vibrant destination with a variety of restaurant, entertainment, retail, and housing options...” (p. 69). Directly below that statement is the following: “The community desires expanded retail and dining options in Downtown Des Plaines, which can be supported by higher housing density for greater purchasing power.”
 - Recommendation 8.2 is to enhance the streetscape, which would be required for the proposed project along Webford Avenue, where the downtown streetscape is not currently present (p. 70).
 - Recommendation 8.11 states: “Des Plaines should continue to promote higher density development in the Downtown ... complemented by design standards and street-scaping elements that contribute to a vibrant, pedestrian-friendly environment” (p. 74).
 - Recommendation 8.12 calls for pursuing the development of new multifamily buildings, specifically apartments and townhomes: “Market analysis suggests that there is support for an increase in multifamily rental housing and owner-occupied townhomes. Access to transit, freeway connectivity, walkability, and commercial and recreational amenities are all driving market demands for additional housing in the Downtown.... Within

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

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

Implications on Property Tax Revenue, Schools (Estimates)

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

Findings of Fact: Map Amendment

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

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

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

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

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

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

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

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

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

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

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

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

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

Findings of Fact: Major Variations

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

NAYES: None

ABSTAIN: None

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

ADJOURNMENT

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

Sincerely,

Vanessa Wells

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

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, May 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

4. 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; and (iii) 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 stated this is a continued case, Case number 21-052-MAP-TSUB-V, and he reminded the petitioner, Joe Taylor, that he was sworn in from the previous meetings so he will not need to be sworn in today.

Mr. Taylor stated we will not discuss everything from the last meeting but we will go through the changes that we made based on comments from staff, the board, and residents. As a recap the apartments proposed at 622 Graceland Avenue will be a transit-oriented, mixed-use building located in the Downtown Business and Mixed-Use District of Des Plaines.

Mr. Taylor stated the revised plans illustrate a green space area directly south of the proposed parking garage. This park area will not just be for the tenants of the building but for the entire community to use. The previously proposed 16 surface off-street parking spaces and one off-street loading space have been removed and we now will have five parallel on-street parking along the north curb and an on-street loading area. By doing this we also created a larger outdoor dining space. The parking garage spaces will remain the same, but we did add a knee wall about four feet high along the south elevation to block potential headlights from parked vehicles in the garage. We will also include scrim at the northwest corner and wrapped around the north elevation.

Mr. Taylor continued and stated his team also considered the west elevation of the parking structure and created additional building openings and fenestrations have been added along the west elevation. We also added an opening for pedestrians at the southwest corner designed to provide a pathway between, the building at 1330 Webford and public parking spaces in the garage.

Mr. Taylor asked his traffic consultant to come forward and talk about the traffic as it was a point of concern the last meeting. The consultant stated that they did a focus study of the traffic generated on Webford Avenue going both east and west: turning on and off of Laurel and turning on and off of Graceland.

Stephen Corcocan, director of traffic engineer with Eriksson Engineering, stated as Mr. Taylor mentioned we did do additional work. We looked at the Staff's report and our traffic report and we showed 5% of the traffic coming in and out of the development going west on Webford and going to and from Laurel. Staff's report states it is a little more at 10%. I am fine with that as it is only two or three vehicles during the peak hours.

Mr. Corcocan noted we also looked at the concerns about the Metra commuters being picked up on Webford. A few things are going to happen here and should be brought to light. Ellinwood Street has been closed, and the parking for this development is under construction. This prevents vehicles from using the street and parking spaces for Metra pick up. Once Ellinwood reopens there will be an additional 50 street spaces that will all be closer to the Metra station. This proposed project at 622 Graceland will help mitigate any usage for pickups with the widening of the road to 28ft, allowing two-way traffic to occur even if a vehicle is stopped.

Mr. Taylor asked what the peak hours they used and how does the data get collected.

Mr. Corcocan said the traffic that occurs from 7:00 am to 9:00 am and from 4:00 pm to 6:00 pm Monday through Friday. Cameras are placed at all of the intersections that we want to receive data from. The cameras only video record during the peak hours as I stated but they are in place all week.

Member Fowler asked how the traffic report will be accurate once Ellinwood opens up across the street: Won't the added vehicles from those tenants increase the amount of traffic?

Mr. Corcocan stated we took the traffic study from Ellinwood, because we cannot take an actual count of vehicles since the building is under construction. With that report we took that data and added the existing traffic count we recorded along with a regional background number for growth as a standard operation.

Member Weaver asked if a speed bump or speed hump was ever considered to help slow traffic down and or detour some driver from taking that road.

Mr. Corcocan stated we have tried to think of other alternatives, but speed humps are not liked by most public works departments as it impacts plowing, equipment, and road life.

Member Catalano asked if a cul-de-sac could be added down Webford.

Director Carlisle stated a cul-de-sac was not spoken about or suggested by Engineering, but this development is required by code to make public improvements. So, this could be potentially discussed. Once the final plat is secured then that could be a design feature or another solution may be brought forward.

Mr. Taylor asked Maureen Mulligan, Civil Engineer, to come up to speak upon the improvements.

Member Szabo swore in Ms. Mulligan.

Ms. Mulligan stated she does the site development, final engineering, and the preliminary design.

Attorney Citron asked Ms. Mulligan asked if at this point the preliminary engineering plans as required by the city.

Ms. Mulligan stated that is correct.

Attorney Citron asked for Ms. Mulligan to briefly go through the improvements that are proposed for this site.

Ms. Mulligan stated from stormwater management point of view there will be two major improvements with this development. The first on being the separation from the combined sanitary sewer. Right now all of the existing site and all of Webford is combined in a pipe with the combined sanitary sewer, but for the proposed development our site and also Webford will be separated into a new storm sewer and be brought all the way to Laurel. That is a very large improvement. The second improvement is there will be stormwater management which is stormwater storage that will be stored on the site and that is not there previously. It is required by MWRD, but its purpose is to store stormwater on the site to reduce the volume going into the new storm sewer and reduce the rate of the stormwater going into the sewer.

Attorney Citron stated at this time the site is entirely impervious surface with no grassy areas, so the water rolls off the pavement and into the combined sewers. He asked Ms. Mulligan that while we might not be aware of any individual flooding activates in people's homes would it be expectation that some of that could be due to the combined sewer system not handling all of the water.

Ms. Mulligan stated that is correct.

Attorney Citron stated so in a fact our development—unlike what is being said claimed by people without engineering knowledge—will not exacerbate the problem but what was testified to would indicate it would actually improve the situation. This is because we will split the stormwater from the combined sewer we are building a brand-new storm sewer.

Ms. Mulligan stated we will also widen Webford and repave portions of it as well. A new water service will also be added.

Attorney Citron stated he has no other questions for Ms. Mulligan and noted that Ms. Lambert our architect is present this evening if anyone had any questions. Attorney Bernie then said he has a question he wanted to ask Ms. Lambert.

Attorney Citron stated this has not come up yet, but our garage is what you would consider an open garage.

Katie Lambert with OKW Architects responded yes, that is correct. The current ordinance dictating aesthetics states you have to have an opening every fifteen feet or so. In conversations with staff they said if we wanted to have fully enclosed garage then we would have to install windows essentially all along the facade.

Attorney Citron asked what that would require in terms of ventilation.

Ms. Lambert stated it would change the way the mechanical system would need operate in the garage. You would need to have a full mechanical system.

Attorney Citron stated that you would have to vent somewhere and this could potentially be noisier than the garage.

Ms. Lambert responded stated it is unsightly, noisy, and all in all an undesirable solution. It is also not common when you look around Des Plaines.

Attorney Citron stated that other than the public spaces the majority of this garage consists of residential spaces that may be accessed once a day or twice a day. This is not a high-traffic garage.

Ms. Lambert stated that the majority of this garage is for residential use and there should be no noise problems.

Attorney Citron stated a question did arise at a previous meeting about fire service to this development and how it is being accessed. He asked Ms. Lambert if she was involved with staff conversations and the fire department in terms as how the building would be served.

Ms. Lambert stated that is correct; our team has been working with staff since the inception of this project and we actually went through a small reconfiguration to the plan in order to accommodate comments that we received. If you look at the average floor plan on the upper level we have a little bit of a dog leg on the west side of the building and that will allow firefighters to hop onto the roof of that building so they can fight the fire from the roof.

Attorney Citron stated to your knowledge while review will still continue up through actual building permits by the fire department and other city agencies, at this point in time the fire department has not indicated any issues with how the building is designed or going to be constructed.

Ms. Lambert stated after we made the change to the plan the fire department gave their preliminary approval. This is why he have these conversations and meetings at the very beginning of the project so we can make sure everyone is on the same page with safety.

Attorney Citron stated when this project comes forward for final approvals there will be more information in terms of landscaping; right now it is a generalized landscape plan along Webford.

Ms. Lambert stated along Graceland and Webford it is pretty prescriptive, but in terms of the public park design we want it to be more collaborative with other stake holders and the City.

Attorney Citron noted its being called a public park but to your understanding the owner of the building is going to maintain ownership of that park. So the people in the community can utilize this space and it is not being turned over to the park district.

Ms. Lambert stated that is correct the intent is provide an amenity not only those who live in the building but those who are in the community.

Attorney Citron stated he had no other questions at this time.

Member Fowler asked if changes were made regarding the distance from the proposed building and the dance building.

Ms. Lambert stated there is a three-foot separation dictated by the building code that is the minimum requirement in order to get windows up against the façade. There was a lot of conversation as people wanted some nuances and life on that façade so that is what was driving that.

Member Fowler asked where the garbage pickup and delivers would take place.

Ms. Lambert stated it is on the site plan and we had heard the criticism at the last meeting and this location feeling like an ally which I think was the objection of that loading space. We instead moved it so there is now more outdoor seating and in the area where we show the parallel parking spaces there is a long space and that is what is dedicated as the loading space. The majority of the time it would just be a striped space.

Member Fowler said her concern is not just the traffic but the sheer size of this building. It is too big for the land. She appreciates the changes that were made and the fact that everyone listened to the feedback provided is wonderful. She asked staff that if this does get approved and changed to a C5, how can we protect the rest of the neighborhood?

Director Carlisle stated any map amendment is a required application and review just like this one. So it is purely a policy decision, your recommendation, and then City Council's as to how far they would want to move, let's say, C-5 zoning.

Member Fowler stated he has a few questions for Mr. Taylor. On Ellinwood have you filled any of the stores or do you have any tenants in the retail stores?

Mr. Taylor stated we have an active ongoing brokerage doing active marketing for those spaces at the property. We have not signed any lease as of yet and we do have several letters of intent. The property is not even complete yet so typically what happens is we complete the construction along Ellinwood and then the picture becomes clearer; we can then come up with the terms and the use for each store front. We have a very specific target as to what we want in those spaces.

Member Fowler stated there are rumors about a mini Target coming into the space.

Mr. Taylor stated it was one of the potential tenants and it would be a Target Express—a small urban format that would be more grocery. However, this would need the entire space and I want to bring in more restaurants.

Member Fowler stated she drove past the Ellison and noticed a store front that is open.

Mr. Taylor stated that is a completely different animal. There is very little space at the Ellison that is available and the last thing I heard it was going to be leased by a smaller real-estate brokerage company.

Member Veremis asked if Mr. Taylor has ever considered building townhomes in this area as it seems it could be a good compromise and give up a lot of the density. The ones on Lee Street are reselling for \$400,000 to \$450,000.

Mr. Taylor stated the Lee Street site was a three-and-a-half-acre site, whereas the subject property is a one-acre site. What's called for in the comprehensive plan that the city council passed and approved in 2018, has part of the urban center that they want high density, not town homes. The challenge of being an investor and a developer is how I financially satisfy so many different requirements. The most town homes on that site would be roughly seven, but then there is no space to do anything of meaning or amenities.

Member Fowler stated the comprehensive map was not prepared by the City Council it was done by CMAP. Also this was a while ago and I think things have changed, and we will lose green space.

Member Veremis asked where the proposed ivy would be located.

Mr. Taylor stated that the ivy would be located on the metal screen along the south side of the parking garage, in addition to the proposed landscaping on the ground, to provide additional screening.

Mr. Carlisle gave his staff report.

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.

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

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 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: 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: 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
Maximum Height	45 feet	100 feet
Minimum Front Yard¹ -Adjacent Residential: -Adjacent Other:	-Setback of Adjacent Residential district -5 feet	-Setback of Adjacent Residential district -Not applicable
Minimum Side Yard -Adjacent Residential: -Adjacent Other:	-Setback of Adjacent Residential district -5 feet if abutting street	-Setback of Adjacent Residential district -5 feet if abutting street
Minimum Rear Yard -Adjacent Residential:	-25 feet or 20% of lot depth, whichever is less	-25 feet or 20% of lot depth, whichever is less

-Adjacent Other:	-5 feet if abutting street	-Not applicable
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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 uses subject to off-street parking requirement shows the pertinent ratios under C-5 zoning.

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

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 or one space for every four seats, whichever is greater, plus one space for every three employees	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 secondary 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 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 packet. 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

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.

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 Assessment:*
 - The study area included the subject property and specifically marked it as one of five properties identified as a “likely development site over the next 10 years” (p. 20).

The projected demand of 475-625 units was in addition to any units “proposed or under construction” at the time of publication. Both “The Ellison”/Opus at 1555 Ellinwood (113 units) and Bayview-Compasspoint at 1425 Ellinwood (212 units) were under construction at this time.

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

Director Carlisle noted the timing of Site Plan Review as stated in the staff report was incorrect; it occurs at the time of Map Amendment, intrinsic to Map Amendment. Nonetheless, the report stated: “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.

Chairman Szabo asked if there was anyone who wants to give public comment and those who wanted to speak to please stand to be sworn in if they previously were not.

Tammy Couture from 553 Webford stated in the drawing you added a four-foot knee plate so lights will not shine out from the headlights, but you do not show the lumens that will be coming from the entire garage. The headlights of vehicles exiting the garage will be pointing directly to the home across the street.

Lynn Maxson from 715 Laurel is a resident of over 50 years. She said in recent years we see more and more traffic passing through on Laurel Avenue, especially with construction. There are many children, pets, schools busses, and residents so I am very concerned about safety for our residents.

Joan Hozian from 849 Jeannette stated my concerns are the sheer size of this development and the amount of traffic that will be brought to the area. There are not enough parking spaces for the residents and their visitors and delivers. We need more green space to gather or a dog park.

David W Gates Jr. from Crystal Lake presented a video from his YouTube Channel that shows the depression-era murals that are in the Journal & Topic building, previously the Post Office. He wanted to know what the plans are to protect the murals that are in the building. He mentioned repurposing the existing building as a restaurant or a museum.

Member Catalano asked if it is possible to preserve these by moving them to another location.

Mr. Gates stated these paintings are painted directly on the walls, and that causes a challenge to remove them without damaging the murals. He mentioned that it is also costly.

Chris Walsh from 564 Webford stated he is opposed to the development. He mentioned that this area is not downtown, and how additional density would impact our area. He added that the existing buffer between the downtown area and the residential neighborhood would be diminished with this development.

Tom Lovestrund from 570 Webford stated he has a presentation to share. He asked if the traffic study has considered service vehicles like Uber or delivery vehicles. Residents are concerned about this development's impact on their neighborhoods and the lack of greenspace. We need more greenspace, and I encourage you all to look at Jackman Park in Glenview and preserve the post office building so it could be turned into another use like a restaurant, cultural center, brewery, office space, or a museum.

Marian Cosmides from 570 Webford stated the building being proposed will make our houses look like Monopoly pieces. The new green space being proposed is not a park and is just simply a strip of grass. We do not want more density or high-rises. She mentioned that the future land use map in the 2019 Comprehensive Plan illustrates the subject property as either commercial or as townhomes. She also mentioned the Site Plan review portion of the zoning ordinance mentioning that the proposed development does not meet these items.

Wayne Boyajian from 1247 Prairie stated Des Plaines was a nice residential area with shopping, restaurants, and stores. Everything is going out the window with over population and we need more sewers not more people.

Evan Vogel from 810 Woodlawn stated he would be in support of this. However, he sympathizes with all of the residents regarding all of the traffic this will bring. He also wishes the development could contain additional stores or restaurants.

Sandra Anderson from 1320 Webford expressed concerns with the accuracy of the traffic study findings. She asked what is going to happen when the Ellinwood is complete and those units are full and then the construction on this development starts. She stated that the amount of traffic is going to be impossible and cause backups all the way across the tracks.

Chairman Szabo asked the petitioner and his team to address the public comments and questions.

Mr. Taylor stated in regards to traffic and safety we do not have any new information to present we have impartible data that has been carefully studied and tabulated. We have traffic studies from pre-pandemic and current pandemic. I don't believe we are going to go back to pre-pandemic, but that is my opinion.

Mr. Cocoran stated one of the questions was asked if our traffic projections for the apartment buildings and restaurant included service vehicles, Ubers, Amazon, etc. The answer is yes. When our traffic engineers do these surveys we count all vehicles. Again, the traffic reports include data from both pre-pandemic and current pandemic traffic conditions.

Mr. Taylor said addressed the question regarding the murals that are in the Journal and Topics building, stating that as far as we are concerned it is a privately-owned building that is not on any historic registry that we know of. We would be certainly happy to look at what the gentleman proposed as in terms of what he has as of data. But as far as the murals go if someone wants to come in at their expense and remove them I think we would need to ask the owner Todd Wessel if they would be okay with that.

Chairman Szabo stated he looked into the removal of the murals and there are two ways to do it: make a transfer or cut the whole thing out and lift it with a crane, and that would be very expensive to do so.

Mr. Taylor responded to the greenspace questions he received. Currently, there is no greenspace on the property now. In regards to the City turning the area into a public park that would be a question for city staff and the city manager and ask if there are funds available to create this public park. He mentioned that he has provided funds for park impact fees for his developments. In regards to 622 Graceland we will have roof top amenities like we have at 1425 Ellinwood, but we also wanted to put in greenery for everyone to enjoy. He also mentioned that the proposed park is not insignificant, but will be an additional space for landscaping/screening, seating area, and green space between the development and the neighborhood. He added that the park area is not required in the C-5 district pursuant to the zoning ordinance.

Mr. Taylor addressed the curb appeal comment mentioning that they have proposed a thoughtful development that is an improvement to the existing site, which currently contains older buildings and is not aesthetically pleasing.

Mr. Taylor reminded everyone the concerns about the stormwater sewer system, we will be upgrading the waste water system and the stormwater system adding a line to Laurel. By doing this it will alleviate any current issues there may be.

Mr. Taylor stated he heard a gentleman say he would like more than one restaurant on the property. It will be an addition to the neighborhood. This restaurant is built into the development budget, so there it will be ready and I don't need to go shop it around.

Mr. Taylor said he heard someone says they have noise concerns, we will be abiding by all of the city codes and regulations, federal and state. I will let you know that the standards that I do in these developments: between floors we have sound insulation that is twelve inches thick, two layers of drywall on the ceiling, and a concrete layer of jipcrete that is poured on the floor above so there is no sound transmission between the floors and then the finished floors on top of that—either hardwood or carpet. Between the units we have the two-hour fire walls, which includes the sound insulation. For the exterior windows facing the train tracks, we hire acoustical consultants that spent three days at the site and what was determined was we needed to upgrade the windows from a basic 30stc rating to a 35stc so you won't hear the train on the tracks or the bell from the train. The upgraded windows also go on the east and west side of the building as well.

Mr. Taylor stated in regards to open retail spaces and restaurants there are not enough people utilizing those shops, which results in more empty commercial spaces. The addition of high-density developments adds people that will shop local and bring those local business more prosperity by having more residents in a walkable downtown community.

Mr. Taylor addressed the traffic mitigation standards they considered regarding vehicular traffic from driving through the neighborhood on Webford mentioning that they have proposed some options, such as having the portion of Webford Avenue west of the development a one-way street going east. However, when presented to the City, it was determined that there is no guarantee that this would not necessarily prevent people from traveling through the neighborhood. He also mentioned another option to add directional signs requiring all vehicular traffic to turn left onto Webford Avenue towards Graceland Avenue, which they can enforce on their property. However, he stated that they would not be able to address vehicular movements on the public street for motorists passing by their property. He stated we have visited all of these opportunities to address people's concerns and I don't think we have left any stone unturned. I think people are in turn just dissatisfied and don't want this development to happen for various reasons either it is personal or otherwise. I truly understand that. But having said that we do meet the standards for a map amendment.

Mr. Taylor clarified that there will be no Section 8 housing in this development. It is a private development and there is no requirement to include Section 8 housing.

Chairman Szabo thanks Mr. Taylor, and asked the Attorney for the objectors to come forward and make their presentation and the cross examination.

Mark Daniel with Daniel Law Office at 17W733 Butterfield Road Oakbrook Terrace, and Larry Thompson with The Thompson Law Office PO BOX 743 Lemont, represents Phil and Ginnie Rominski at 1333 Webford Ave. as well as Jim and Denise Hansen at 1339 Webford Ave.

Mr. Daniel's client, Mr. Hansen, presented a scaled down sized model for all board members to see as Mr. Daniel presented a slide show.

Mr. Daniel began his presentation. He stated this development from a height perspective is not possible in the C3 and the R4. The C3 and the R4 are the most common in a transitional buffer zoning districts around the downtown. Mr. Daniel commented that the proposed green space in front of the parking garage along Webford Avenue cannot be classified as a park and compared the proposed development as something that could be found in Elmhurst. He also discussed the parking garage entrances mentioning that two entrances are not necessary for the size of the parking garage. The reality is there are three things that have to be accomplished at the conclusion of this hearing: a Map amendment from a C3 to a C5, a recommendation of a site plan, and the tentative plat of a subdivision.

Mr. Daniel noted that the Site Plan Review standards have not been met given the fact that the City has not been given all of the necessary information to complete one. There is a portion of the Site Plan Review completed, as noted in the staff report, but the preliminary drawings provided by the petitioner are not sufficient to meet this requirement.

Mr. Daniel stated that there is not a basis for rezoning and references the LaSalle/Sinclair Pipeline factors relating to the validity of rezoning decisions. He stated that the petitioner talks about how the proposal is the highest and best use, but has only stated part of the definition—he has left out the portion of the definition pertaining to the laws and regulations associated with this definition. He references specific points on the slide show, which is feels is not met by the proposal, pertaining to: how the rezoning impact

existing uses and zoning of nearby property; the extent to which property values are diminished by the zoning; the extent to which the destruction of property values benefits the health, safety, or general welfare of the public; the suitability of the property for the zoning proposed; the length of time the property has been vacant compared to development in the immediate vicinity of the property; and the public need for the proposed use.

Mr. Daniel noted the property is perfectly capable of use under C-3. You can go up to forty-five feet but not one hundred, not eighty-two or eighty-four. It is also important to note that on land that is less than an acre, which this is, you can have 24 dwelling units above retail and that is all under a C-3 zoning district. It would be a conditional use, but that is all under the city's code. He talked about the option for a mixed-use development at this site. He added that residents have stressed the value of the C-3 zoning and historical preservation of this property.

Mr. Daniel continued to speak about buffering and feathering. If you rezone this property to a C-5 it would be the very first transition from a C-5 to an R-1. It is not anywhere else in town and is not a natural boundary for this neighborhood. This would be the first interruption of the existing buffering between higher-scale commercial development and lower density residential. The transitions between the commercial and residential are usually rear yard to rear yard, with some corner-side yard to rear transitions across a street (logical zoning boundary), whereas Webford Avenue has a 50-foot right-of-way with 20 feet of pavement is not a natural zoning boundary.

Mr. Daniel discussed setback requirements between the proposed development and the residences. Downtown has always been viewed as the other side of Graceland and keep in mind scale is everything especially for my client's right across the street from this proposed development. He turned the audience's attention to the slide show illustrate 36 street-view shots of development along the transitional zone between the C-5 downtown development and the mostly R-4 residential development. He stated that the height of structures in relation to their surroundings, explaining that if you are closer to taller surroundings, then the buildings get taller, but if you are not closer to taller surroundings and have a taller building, then there is a ton of open space provided. He talked about how the scale of R-4 development is more reasonable when single family residential is nearby.

Mr. Daniel stated that the one-way street and cul-de-sac options considered would effectively cut off residents from the City and an entrance into the neighborhood would be lost. He added that the concerns regarding cut-through traffic have not been addressed. The construction in the area has impacted traffic to the point that motorists are utilizing Webford Avenue to get away from the construction on Graceland Avenue. It is important to keep in mind that just because you come in with impartial data your residents are coming in with their lives and observations. He mentioned that while the proposal includes the improvement of the street in front of the development, he has not been involved with a subdivision project where the public improvements are not required for the entire street.

Mr. Daniel expressed the concerns regarding the proposed loading zone within the public right-of-way, noting that between the rotation of residents moving in/moving out the proposed development, service vehicles, and other public users, there is not enough space in the proposed loading area.

There is a debate about what is downtown Des Plaines. He stated first it is not defined in the Zoning Ordinance or mapped in the 2019 plan. There is no mention of Webford as a future extension of

downtown Des Plaines, no mention of C-5 expanding, and C-3 offers no reference at all to downtown. However, R-4 is mentioned as intended for in or near downtown. He added that for marketing purposes and sale tax, the downtown area would be defined as anything 10 minutes or less from the intersection of Lee and Miner. However, this is not the downtown area for planning purposes. For parking purposes, downtown would include the existing city-owned lot that is located on the subject property. There are multiple opinions on what is part of the downtown area. However, the downtown area has never crossed Graceland Avenue and been directly abutting single family residential.

Mr. Daniel continued and stated the 2019 comprehensive plan says the mixed-use goal is specifically limited in the plan as follows, "The city should focus its efforts on expanding mixed use developments in the downtown, near Cumberland Metra Station, and along Oakton Street Corridor." This project is neither downtown, near Cumberland Station, or along Oakton Street Corridor.

Mr. Daniel expounded on an earlier point regarding residential dwellings above commercial development and the overall density involved in this proposal. He mentioned that the 24 dwelling unit regulation for C-3 mixed-use developments in the Zoning Ordinance is reasonable and much better in regard to scale of development. The lot area required for the C-3 project would still have to be more than double the size of the subject property based on the unit mix proposed and the lot area per dwelling unit regulation. He argued that this development cannot be done under C-3 or R-4. He also discussed parking allocation and how the revised proposal has less parking spaces, including handicap accessible spaces, for the residents.

Mr. Daniel talked about the Business District Design Guidelines that were developed in 2005 and incorporated in the Zoning Ordinance and additional design guidelines were implemented later both apply to this development. He added that the Business District Design Guidelines cover building design but also discuss Site Plan review and that the later ordinance did not repeal the earlier ordinance.

Mr. Daniel provided a review of the project based on the Site Plan Review section of the Zoning Ordinance questioning the arrangement of structures to allow for effective use of the development, the compatibility of the development in relation to adjacent property, location of utilities/surfaces, parkway landscaping installation, arrangement of open space/landscaping, efficient use of land, site circulation, light pollution solutions, site illumination, building design in relation to regulations, and green design infrastructure including improvements such as charging spaces. Mr. Daniel continued that the public park or pocket park that Mr. Taylor has added is in an unsafe location and due to its size seems like it would be impossible to play ball or throw a Frisbee. The park is in between two busy parking garage driveways that lead onto Webford and is also alongside the loading zone. The landscape design only shows plantings along the entry façade and nothing is along the west foundation and is entirely concrete. We do not see a plant list, or any photometrics, or evening renderings other than street lights.

Mr. Daniel discusses the Tentative Plat of Subdivision mentioning that the current 50-foot right-of-way is insufficient for the proposed development since it does not allow for appropriate parkway space for streetscaping, such as landscaping, lighting, utilities, and pedestrian areas.

Mr. Daniel discusses the future land use map in the 2019 Comprehensive Plan stating that nothing on the map recognizes that this area should be C-5. He added that the Comprehensive Plan does not say expand mixed use development but rather specifies areas in the city for this type of development, which the subject property does is not included.

Mr. Daniel discussed another argument regarding how the project fulfills the plan's call for housing and appeal to young families, and the assertion that this C-3 property should be rezoned to allow mixed uses. I want to point out this is not a family friendly development; it has amenities like grills, a rooftop pool, outdoor lounge, outdoor and window bar, bar and restaurant, and other drinking areas inside and mainly has one bedrooms and only eleven two bedrooms.

Mr. Daniel continued that the public park or pocket park that Mr. Taylor has added is in an unsafe location and due to its sizes seems like it would be impossible to play ball or throw a Frisbee. The park is in between two busy parking garage driveways that lead onto Webford and is also alongside the loading zone. The landscape design only shows plantings along the entry façade and nothing is along the west foundation and is entirely concrete. We do not see a plant list, or any photometrics, or evening renderings other than street lights.

Mr. Daniel asked to cross-examine Maureen Mulligan.

Mr. Daniel asked if Ms. Mulligan would agree that a wider right of way would accommodate the parkway and the street trees and allow for better orientation of public utilities.

Ms. Mulligan stated she goes with the site plan that has been created and then I design the utilities around it and in my opinion I think that the way the storm sewer was specifically designed especially along Webford because it is not just our site that we are taking off the line of the combined sewer it is going to be the entire Webford right of way and road way. Mr. LaBerg and I spoke about this and that is what the City had wanted.

Mr. Daniel asked if Ms. Mulligan agrees that the location of the utilities affects the planting of street trees and the location of the side walk.

Ms. Mulligan responded that to be honest she doesn't have anything to do with the placement of that.

Mr. Daniel asked to cross-examine Mr. Taylor.

Mr. Daniel asked Mr. Taylor to show him the paperwork he used to show the designation of the property as being in the downtown.

Mr. Taylor stated it was prepared by SB Freidman on behalf of downtown Des Plaines.

Mr. Daniel asked if Mr. Freidman is a TIF consultant who handles market studies, economic development, analyst of financial and tax benefits, is that correct.

Mr. Taylor agreed.

Mr. Daniel asked if he agrees this is part of a market assessment.

Mr. Taylor agreed.

Mr. Daniel asked if Mr. Taylor has been a zoning map, a comprehensive plan exhibit, or any planning document that shows this property is in downtown.

Mr. Taylor stated he doesn't believe there is a map that says it is not in downtown.

Mr. Daniel asked if Community Economic Director Carlisle pulled the map from the market study.

Mr. Carlisle stated yes.

Mr. Daniel asked if that map was adopted into the comprehensive plan.

Mr. Taylor responded saying it is directly off of the city website titled roadmap to the future.

Mr. Daniel asked Mr. Taylor yes or no. Is there a map in there?

Mr. Taylor responded, no.

Mr. Daniel asked how much your LLC is going to pay the city for the parking lot.

Mr. Taylor stated he is not at liberty to say that.

Mr. Daniel stated the amount you are paying is part of the consideration that these volunteers should consider. So what are you paying?

Mr. Taylor stated it is a private transaction.

Mr. Daniel stated fine on the public side, what is the amount being discussed for the parking lot.

Mr. Taylor stated \$300,000 dollars.

Mr. Daniel stated so the location at Prairie and Graceland that is already zoned C5, you could build this development on that property.

Mr. Taylor stated that is two and a half acres and is at Prairie, Graceland, and Lee.

Mr. Daniel stated so that site is too much money but you would have the C5 and no one to complain about it.

Mr. Taylor stated this is absolute value, the cost of the build that you could build there is more than my capacity as an investor.

Mr. Daniel asked how much would the cost to build be.

Mr. Taylor stated over \$150,000,000 dollars.

Mr. Daniel said and you have \$170,000,000 in the pipeline?

Mr. Taylor responded I have various other developments that add up to \$170 million, but what is the point.

Mr. Daniel said he is questioning if you can afford building in the C5 area and whether or not it is a true justification for you.

Mr. Daniel stated his developments are spread out into three municipalities across the city of Chicagoland area, but I don't get how it is relevant to this development.

Mr. Daniel asked when you started to discuss the parking lot with the city, when was the first time the C5 zoning came up.

Mr. Taylor stated he has been doing this a while and directly across the street from this proposed development is another development the Ellinwood that he is the developer of, and it is zoned C5. It was pre-planning prior to the first technical review meeting where I approached city staff about purchasing the lot in addition to negotiating with the Wessel family; it has been about seven or eight months.

Mr. Daniel asked if Mr. Taylor talked to any public officials before staff.

Mr. Taylor responded, no.

Mr. Daniel when was it you first determined you could not build within the C3 zoning classification.

Mr. Taylor stated in his position it is pretty clear diligence and you look at what you need it to be in order to change it.

Mr. Daniel asked if he agrees this project could not be built in the R4.

Mr. Taylor resounded, there was some discussion and it was staffs interpretation that C5 was the best route.

Mr. Daniel asked how many employees the restaurant will have.

Mr. Taylor stated it is hard to say at this point; it is a projection.

Mr. Daniel asked what is the max per shift.

Mr. Taylor responded he is not sure.

Mr. Daniel asked if Mr. Taylor is going to run the restaurant.

Mr. Taylor stated no, a third party will.

Mr. Daniel asked what Mr. Taylor told Steve the traffic engineer regarding the number of restaurant employees.

Mr. Taylor stated they went off the guidelines of the zoning code and with staffs help we came to a determination of how many patrons based on the square footage of the restaurant space. But we took the strictest requirement guideline from the code. I also want to make a point that we are over parked for that use.

Mr. Daniel asked what the carry out window is about.

Mr. Taylor stated this is pre planning. This has not gone through the full planning of and I can tell you that it was an idea that it would make it easier and more convenient for people to pick up their food.

Mr. Daniel asked how many employees the apartments will have.

Mr. Taylor stated probably three or four that includes maintenance.

Mr. Daniel if I rent there is there designated guest parking.

Mr. Taylor stated that is not a requirement under C5, so I am not sure how it is relevant.

Mr. Daniel asked if the residents will have assigned spaces by unit number so I always have the same space.

Mr. Taylor stated, yes.

Mr. Daniel asked if there will be additional rent for a parking space.

Mr. Taylor responded, yes and I am not sure how much.

Mr. Daniel asked if he knows what his rental rates will be.

Mr. Taylor said yes, but off the top of my head I am not sure.

Member Catalano asked what the point of all this questioning is.

Member Szabo said at this point I still think there is relevant questions being asked but if it starts to get repetitive then I will ask Mr. Daniel to wrap up.

Mr. Daniel stated Mr. Taylor mentioned he has several LOIs (letter of intent) and mentioned a Target Express.

Mr. Taylor stated for what, Ellinwood is a completely separate development and I don't see how it is relevant to 622 Graceland.

Mr. Daniel asked when Mr. Taylor stated the loading zone is going to be dedicated do you mean dedicated to general loading or for anybody.

Mr. Taylor stated so in C5 we are not required to have a loading zone, the idea is this is for move in and move outs for residential, needs to have a way to effectively manage those moves. It also can be an area where delivery trucks for Amazon, FedEx, USPS, and food drivers can use that space to load in and load out. I will also provide a professional management company that will handle all of that.

Mr. Daniel asked what if I bring my big truck in the loading zone and I decide to park there and go to the pawn shop across the street.

Mr. Taylor said he is not aware of the space will be policed at this time either we will police it or the city will police it.

Chairman Szabo said he feels these questions are getting to be too hypothetical.

Mr. Daniel asked Mr. Corcoran to come back to the podium for a few quick questions. In the description of Graceland do you see a description of it being a narrow width at all?

Mr. Corcoran stated he is not sure where there is a narrow width that you are referring to.

Mr. Daniel asked if he understands that Webford has a twenty foot paved width right now.

Mr. Corcoran stated it is twenty feet and for an older neighborhood it is not uncommon.
Mr. Daniel asked if he gauge it was too narrow for this development at twenty feet.

Mr. Corcoran responded no, because it is going to be widen for the development.

Mr. Daniel stated you have had projects before that within the public right of way because of a new development, the developer has to extend or widen the paved area of a right of way even though it is not within his lot lines or frontage. Is that correct.

Mr. Corcoran responded, not necessarily.

Mr. Daniel asked again, have you had these project before?

Mr. Corcoran stated yes.

Mr. Daniel stated tell me how you took the 2018 data for traffic in the area and extrapolated it to 2022.

Mr. Corcoran said first we went out and did our own traffic counts and knowing it was in the middle of a pandemic compared them to the 2018 counts and found those higher. So the higher counts we used as the baseline for the traffic study. To then convert them to the year 2022 as well as the future year we relied on the information we received from the Chicago Metropolitan Agency for Planning, who provides growth rates for various roads within the region and as part of their mandate both on a planning level and IDOT. Since Graceland is an IDOT road we have to use that methodology. They provided the information and came up with an annual growth rate. To be conservative I used 1% a year to get to the existing conditions and used the CMAP for the future. CMAP said ½% a year and I did 1% a year from 2018 to 2022.

Mr. Daniel stated so a 1% growth rate each year. So do you agree the growth rate in this area is a bit different than the 1%.

Mr. Corcoran stated no, based on CMAP it is less.

Mr. Daniel said so you do not see a reason to adjust that percentage based on the ongoing construction and projects in the downtown area.

Mr. Corcoran said he adjusted for the projects downtown based on separate information so this was a background growth rate.

Mr. Daniel said so you applied additional growth rate above the 1% per year.

Mr. Corcoran said it's the 1% a year and that get us to the existing conditions or the baseline conditions and then for the future projections I added the ½% a year to the background and added the traffic from the Ellinwood development.

Mr. Daniel stated on the issue with the loading zone that is on the right side of the street and a truck wants to pull in but there is someone there already. Would they have to back into the space?

Mr. Corcoran stated they would have to pull right, pull in, and then correct to the left. If the truck needs to back up a little, then they back up.

Mr. Daniel said let's say I park my big truck in the loading zone and walk across the street to the pawn shop what happens to the trucks that need it for the moving. Where do they go?

Mr. Corcoran stated they will wither have to wait, use the other parallel spaces if those are available, or if they wanted to they could park and block you into that space.

Mr. Daniel said or they can just go down into the neighbored and park there.

Mr. Corcoran stated they wouldn't be able to turn around if they did that.

Mr. Daniel said this brings up a couple issues here. Why does it matter if you have gridlock at that loading zone?

Chairman Szabo said there used to be a small store that burned down, but they had parking for the pawn shop, so some of your hypotheticals don't exactly fit because there is parking for the pawn shop. It is an interesting place, but there is never more than one customer at a time. So, if we can move along please.

Mr. Daniel said you just never know who is going to park there. It can't be reserved for the particular user.

Mr. Daniel's thanked Mr. Corcoran for his time and said that is all he has for his questions.

Attorney Citron gave a closing statement. He stated I will try for everyone's sake to make this as brief as possible. What we all just heard from Mr. Daniel is opinion but is not an expert witness. Some of it might

be correct and some incorrect, but it is inappropriate to testify on those types of things because he is not an expert witness; he is also not a planner, he has been doing this for a very long time as have I.

Mr. Citron said one of the things we have is we have met the standards for rezoning as set forth within the city's ordinance. The standards that are being pointed out are from those who are challenging if they are zoned properly. But again per the city ordinance we have met all of the standards. We do not need to spell it out and say number one this is this standard and how we have met it. All of the testimony you have heard now for two very long evenings and including staff's comments and reports it's all part of that testimony and should be and I assume will be considered both positively and negatively by this commission in terms of meeting those standards.

Mr. Citron continued: Can this property be used under its existing zoning? Well, it is being used today. But is it being used to its highest use for any circumstances? That answer is no. We have a vacant building and with all due respect the Wessels' building that has about four or five people working there. Could you develop under that C3 zoning that it is today? I guess arguably you can, like all of the hypotheticals that have been put out here today, but the fact of the matter is- is the answer to that question can you develop in the C3. Yes you can, twenty-four units and that was given to use by Mr. Daniel. That's it, just twenty four units but guess what. You can't pay for the public improvements with just twenty four units. We have testimony to that. How do you develop a site that you have to widen the streets, sewer work, and storm sewer work to address issues not with our sewers but with existing sewers? We are not getting any money to do that. You also can't pay for that work with seven townhomes. So it can't be developed financially. But again physically could you design a development that would fit there with twenty four units. Absolutely you can. But financially you couldn't do it.

Mr. Citron continued does it meet the comprehensive plan. Well, I guess that is going to be up to this commission and the city council as to if we ultimately meet the plan. We believe with everything that has been put in front of you that it does meet the comprehensive plan. I am missing something on this definition of downtown. What I heard was, "all of the people I talked to" without ever telling us who they have spoken to. Now the people who we have talked to, meaning those who put the staff reports together, believes this is the downtown. Now I don't understand how Ellinwood across the street is downtown but 622 Graceland is not. So we are in the downtown.

Now is there a valid concern of this creeping incrementalism. I think that is how the Vietnam War started, and I am going back and aging myself. That this zoning would keep on going, but the answer was given by staff that every zoning case is looked at under its own set of circumstances. So a block down, would C5 be reasonable? No, I wouldn't bring a case like that in front of you. But at this location that is already zoned commercial that is across the street from a C5 district and it is large enough to support this development. It is large enough because we meet the standards. If we didn't meet the C5 standards, then you could tell me we don't meet the standards. We meet heights, setbacks, and we meet or exceed parking.

We have heard from a few people who talked about flooding that's probably caused by the combined sewers and the existing systems and plumbing that was put in many-many years ago. But on our dollar, we are fixing that. We are improving that aspect. So if the utilities are not there in accordance to the standards to serve this development we are paying to increase them. Again, a lot of money to add new sewer lines and stormwater storage. This will help not just us, but the community. So there are benefits even if people want to hear this or not.

Mr. Citron stated we have sufficient parking. It was touched on very briefly is that the current lot has thirty-eight spaces and in the plan you see in front of you as part of the site plan review in terms of that plan we are not replacing those thirty-eight spaces one to one. There is a reason why because when we got into this and looking at historical data it never was used. Not all the spaces but it was mainly used for reverse commuters. The point of this is the thirty public parking spaces will be used by the public. When staff was reviewing if we had sufficient parking we actually counted sheers to make sure we have enough. We have more parking spaces then we have apartments. There is a reason for that. One is for guests, and two is under some assumption some people in a two bedroom apartment will have more than one car. We again meet those parking standards per the code.

My argument is we have met the standards for rezoning. The property could not be developed under the existing zoning. Is the public health safety and welfare protected, yes, we meet all of the standards under the new C5 that we are seeking and that is with protecting the public's health and safety. We have enough utilities, we are not asking for more than what is allowed in the C5, and we have sufficient parking. What other externalities can there be from a development.

Mr. Citron mentioned when you talk about density, someone stated it is too dense. Why, are too many people walking on the street? Well, that is the general idea, to have those people walking to downtown; that is what this is all about. It is about generating people to go to the new theater and to go to the restaurants. So when you talk about the people, with all due respect to that neighborhood it is truly a fine neighborhood, you are not just looking at that neighborhood. You are looking at the people meaning Des Plaines.

We keep on hearing about condominiums and townhouses, but I would love to know if anyone in this room has lived in rental housing. Now I can tell you I never lived in rental housing that cost \$3,000 a month, but I have lived in rental housing. More and more people are renting, even older people, because they don't want to tie themselves down. I believe people will live here and not have a car. There is a train and grocery store and shopping. They can get what they need for the activities of daily living.

Mr. Citron station this is rezoning and is not a variation. We eliminated the variations so this is only a rezoning. It is only for the site plan and again there is going to be another level of design that is going to be looked at for the final plat. We genuinely do not do all of the engineering for final plan unless we know the project is going to be approved because of the cost that is involved in doing so. We have submitted plans, met with staff, engineering has said what he wants and where, and that is what is in the plans. The testimony is clear that we are going to improve certain of those situations.

The plat that you saw is again a preliminary plat. There will be comments made on that and changes made before it goes for final plat approval. We have done what we need to do based on the impacts of our project. We are taking care of our development in an appropriate manor. We thank you for your time and consideration. We thank staff for working with us as closely as they have to bring you this project to this level. We have attempted to make changes to the project as best as possible to provide for both our residents and ultimately to the City of Des Plaines. With that we are asking for your support for your vote approving all three of these matters. Thank you.

Chairman Szabo asked if the attorney from the objectors would like to speak.

Mr. Daniel said this whole thing hinges on inappropriate zoning. We ask that this property does not get rezoned to C5. Thank you all for your time.

Member Fowler stated there is a reason we have for zoning boundaries and we need to realize that you can't fit a square peg in a round hole.

A motion was made by Board Member Hofherr, seconded by Board Member Saletnik to close the public hearing for 622 Graceland Ave. Case number 21-052-MAP-TSUB-V.

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

NAYES: None

ABSTAIN: None

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

Chairman Szabo stated another matter was brought up by the city attorney in regards to the site plan. Here is a short statement. We have been presented with a great deal of information from both the applicant and the objectors tonight and we have seen much more detailed presentation for this development than we would normally expect at a tentative plat stage. Under recommendation of the city attorney, I am going to ask that tonight rather than our normal procedure of voting and having our findings reduced to writing after the fact that we take a vote and direct staff and the city attorney to prepare draft written findings and recommendations for us to vote on at the board's next meeting on Tuesday June 14, 2022. This will give each of us a chance to review the findings in advance and if appropriate amend the findings and recommendation before they are formally adopted by vote. This will reduce confusion and provide clarity as to what the PZB is recommending. The board's findings and recommendation can be to deny the requested relief, to approve the requested relief, or to approve the requested relief with conditions.

Chairman Szabo asked if he can have a motion to direct staff and the city attorney to prepare draft findings of fact and recommendation for our consideration at the June 14, 2022 meeting. A first motion was offered by Board Member Weaver.

City Attorney Stew Weiss stated can you specify if it is going to be a motion to recommend approval, to recommend denial, or recommended approval with conditions. The difference here is rather than just voting and then having staff reduce down what the discussion was, we would present you with draft findings to review in advance in your packets. The formal vote would be at your next meeting.

Member Fowler asked why we are doing it this way.

City Attorney Weiss said this is a process that is done in many other communities and especially given the complexity and the contentious nature, making it clear as to what you are recommending up to Council and the site plan issue as well we want to make sure we are not putting words in your mouth basically.

Member Weaver withdrew his motion.

Mr. Saletnik stated before we go any further I want to say a few things. The only other guy who has been on this board longer than I is Mr. Szabo. We used to be in the position when we begged developers to come into Des Plaines. Do I think a high-density project is warranted on this site? Yes. Do I think this site is appropriately responding to all of the local issues with the neighbors? They did a fantastic job massing the facility, providing a front to the residents across the street. To have this building on top of the dance building is a gross error. Why the dance studio was never included in the project to begin with I think is a mistake on your part. You should have offered him more money and you would have had a little more room to work with. Having a cul-de-sac of some sorts that creates a physical barrier that prevents the traffic going through Webford is the way to solve this problem. These problems need to be resolved to the point to this memo that Mr. Szabo just read, we have gone into a lot of details on a tentative plat and that level of detail normally doesn't get worked out in a tentative plat. Those details get worked out when you get into design development. This project warrants detailed design development. We are not the final say in this. We need to provide our feedback to the City Council and let the process work. I say why don't we just vote on this now and see where it goes.

Chairman Szabo said he owns three properties in shooting distance of this place so keep that into consideration when we vote. Not everyone in Des Plaines is dead set against redevelopment.

Member Fowler said no one is against redevelopment. We can keep the location C3, and develop it properly.

Member Saletnik stated there are issues with this plan but if the process works I believe those issues can be worked out. For that reason I will make a motion that we recommend the tentative plat of subdivision and the C3 to C5 rezoning. Seconded by Member Weaver.

City Attorney Stew Weiss stated we should also consider the question of the site plan review because that has been raised by the objector's attorney.

Chairman Szabo stated if this goes forward it would come back to us one more time for final.

City Attorney Weiss responded for final plat of subdivision, but not for the zoning change to C5, and so the C5 would not be conditional on final approval. Once zoning is approved, the zoning is approved. The question of site plan review is one to ensure that such development or redevelopment is done in a manner harmonious with the surrounding properties and consistent with the general welfare of the policy of the comprehensive plan. So this was why we made the initial recommendation that rather than doing on final vote on this now that is if there is a consensus either to support or deny this that you can direct us to provide draft findings for you all to review and then vote on at the next meeting.

Chairman Szabo stated so we would vote yay or nay but at our next meeting we can finalize the vote.

City Attorney Weiss stated, yes you would approve the final finding of facts and recommendation. That would incorporate consideration of the site plan, the rezoning, and the subdivision, as well.

The Board and City Attorney discussed procedural steps.

Attorney Weiss recommended unless you would like me to talk through the factors for site plan and you can recommend based on that and vote tonight if you want me to talk through those recommendations of what site plan review are.

Member Saletnik said are there things we need to be aware of.

Community Economic Development Director Carlisle stated he is the zoning administrator for the record. Site Plan review under 12-3-2 provides general purpose statements that you saw tonight in the materials; Compatibility of land uses, buildings, and structures; Protection and enhancement of community property values; Efficient use of land; Minimization of traffic, safety, and overcrowding problems; and Minimization of environmental problems. Under paragraph C. Contents of the Site Plan and then D. Standards for Site Plan Review. I would say and general counsel if you agree, it is an evaluation of this body in a general sense you believe this development could meet this criteria. Now being able to prepare a draft is there is a litany of things that need to be addressed.

Community Economic Development Director Carlisle noted my written draft finding would be that because of the scale of the development across the street, because of the mapping of the property in the downtown market assessment which is an appendix in the comprehensive plan and for those reasons the development could be considered compatible. I give that as an example because these are the things you might feel more comfortable seeing in writing considering it is so late this evening. He reviewed and explained the direction of paragraph D and stated the Board's review of the site plan standards is different from review of standards for conditional uses and variations.

Member Catalano stated he doesn't think we should prolong the meeting, force John into a corner, and we should allow this to go to the June 14, 2022 meeting. Personally, I would like to see it in writing.

Member Saletnik said if we legally need to dot the i's and cross the t's than I will withdraw my motion allowing staff to prepare all documents and dot the i's and cross the t's.

Member Fowler asked for clarity on where site plan review fits in to what the Board is voting on. Director Carlisle provided further clarification.

Chairman Szabo stated so all we will be doing prior to the June 14 meeting reading the final report and there will be no further public comment or discussion. We have heard it all. So we would just read the document and vote yay or nay.

City Attorney Weiss stated that is correct. The reason we are looking at this is in other cases a project like this may require a conditional use for a PUD or for some other type of relief and normal we are not looking at a pure rezoning at detail elevation or at detailed engineering. This rezoning though is specific to a particular type of development that if the rezoning is approved can be done by right. So we are in an interesting position of recommending to approve or deny a rezoning that would allow a very specific type of development without having to go through the conditional use or planned development. That is how it has been designed, and there is nothing wrong with that. The site plan approval process is forcing us to look at a specific development, things we normally would not if we are just rezoning a piece of land.

Member Fowler and Attorney Weiss discussed why site plan review is not in public notice.

A motion was made by Board Member Saletnik, seconded by Board Member Catalano, that Case Number 21-052-MAP-TSUB-V continue to June 14, 2022 after staff does their due diligence on the site plan review.

AYES: Szabo, Veremis, Saletnik, Hofherr, Catalano

NAYES: Fowler

ABSTAIN: None

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

ADJOURNMENT

The next scheduled Planning & Zoning Board meeting is Tuesday, June 14, 2022.

Chairman Szabo adjourned the meeting by voice vote at 11:56 p.m.

Sincerely,

Vanessa Wells

Vanessa Wells, Recording Secretary

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

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Case 22-018-CU	676 N. Wolf Road	Conditional Use
Case 21-052-MAP-TSUB-V	622 Graceland Avenue, 1332 and 1368 Webford Ave	
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Case 22-022-TA		Text Amendments



DES PLAINES PLANNING AND ZONING BOARD MEETING

June 14, 2022

DRAFT MINUTES

The Des Plaines Planning and Zoning Board held its regularly scheduled meeting on Tuesday, June 14, 2022, at 7:00 p.m. in Room 102 of the Des Plaines Civic Center.

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

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

ABSENT: Catalano

ALSO PRESENT: John Carlisle, AICP, Director of Community & Economic Development
Jonathan Stytz, AICP, Senior Planner
Legal Counsel Stewart Weiss
Vanessa Wells/Recording Secretary

A quorum was present.

APPROVAL OF MINUTES

A motion was made by Board Member Hofherr, seconded by Board Member Weaver, to approve the minutes of May 24, 2022, as presented.

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

NAYES: None

ABSTAIN: None

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

PUBLIC COMMENT ON NON-AGENDA ITEM

Per the Board's adopted Rules of Procedure, this period may also be used to allow public comment for an item on the agenda if a comment period will not be available for that agenda item.

Case 22-014-V	1285 E. Golf	Major Variation
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Chairman Szabo stated that 30 minutes will be dedicated for the public to speak on the 622 Graceland Avenue petition. The comments for this case will be heard first with no public comment heard during the case.

Chairman Szabo invited anyone would like to comment or add something new from the last meeting on Case 21-052-MAP-TSUB-V.

Legal Counsel Weiss stated that testimony has been concluded; this time is for public comments that will be limited to 3 minutes each.

Janet Bar, a resident of Webford, expressed her concern that the project is a large piece of concrete with no greenspace. Along with the other recent development, the area feels congested like an alleyway.

Chris Walsh, 564 Webford, suggested that the City buy the property until a better option is available. This development does not fit the area.

Caryssa Buchholz, 797 Laurel Avenue, is not against development, but believes that the Des Plaines Zoning Ordinance lacks guidance for developers. This type of project should only be in C-5 districts, as outlined in the Comprehensive Plan, until the ordinance is more specific for what can be built in the downtown area.

David Gates, Jr., Crystal Lake, Artwork Preservationist, found U.S. Post Office documents of the guidelines for preserving the artwork.

Kevin Lucas, 943 Woodlawn, supports the project. This project is smaller than the project across the street on Ellinwood Avenue, it will produce tax revenue and offer a better view.

Evan Vogel, supports high-density housing and the added improvements.

Public Comment was closed at 7:18 p.m.

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.

PINs: 09-17-200-047-0000

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

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Petitioner Michelle Janczak, 676 N Wolf Road, Des Plaines, 60016 was sworn in and stated the main purpose for the request is to expand the pet grooming service area, provide a lunch area for employees, and provide an office area for the business owner.

Jonathan Stytz, Senior Planner, reviewed the Staff Report.

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

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

NAYES: None

ABSTAIN: None

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

3. Addresses: 622 Graceland Avenue,
1332 and 1368 Webford Avenue

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

The following is the staff report for the request, revised from the version used for the May 24, 2022 proceeding:

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

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Background: At its May 24, 2022 meeting, the PZB closed a public hearing, which began on April 12 and was continued to May 10 and May 24, regarding Petitioner 622 Graceland Apartments LLC’s Map Amendment request for the subject property. The Board is also considering a Tentative Plat of Subdivision under Title 13 of the City Code. The Petitioner withdrew their request for variations before the May 24 continuation. On May 24 the Board voted 6-1 to continue its deliberation and defer its final votes to June 14 so that staff could specifically address the various standards for Site Plan Review for the Board’s consideration. While discussion of various standards occurs throughout the staff memo and attachments, beginning on Page 15 the Board will find a “Standards for Site Plan Review” section inserted. Similar to its consideration of the findings for Map Amendments, the Board may use and adopt the Site Plan Review comments as written as its evaluation and findings, adopt with modification, or create its own.

In addition, the May 20, 2022 memo incorrectly identified the timing of Site Plan Review, which is intrinsic to Map Amendments and therefore is conducted at this time instead of at the time of building permitting. The “PZB Recommendation and Conditions” section has been edited accordingly and also clarifies guidance to the Board. Regarding attachments, Attachment 16 contains a site lighting diagram, which is part of the record from the April 12 proceeding. Attachment 17 is a submission of proposed Findings of Fact regarding Map Amendments and Site Plan Review by the opposition (Hansen and Rominski, 1339 and 1333 Webford Avenue, represented by Mark W. Daniel and Lawrence E. Thompson).

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.

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- 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

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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

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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	--

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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.

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

Bulk Control	C-3	C-5
Maximum Height	45 feet	100 feet
Minimum Front Yard¹ -Adjacent Residential: -Adjacent Other:	-Setback of Adjacent Residential district -5 feet	-Setback of Adjacent Residential district -Not applicable
Minimum Side Yard -Adjacent Residential: -Adjacent Other:	-Setback of Adjacent Residential district -5 feet if abutting street	-Setback of Adjacent Residential district -5 feet if abutting street
Minimum Rear Yard -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

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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

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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 uses subject to off-street parking requirement shows the pertinent ratios under C-5 zoning.

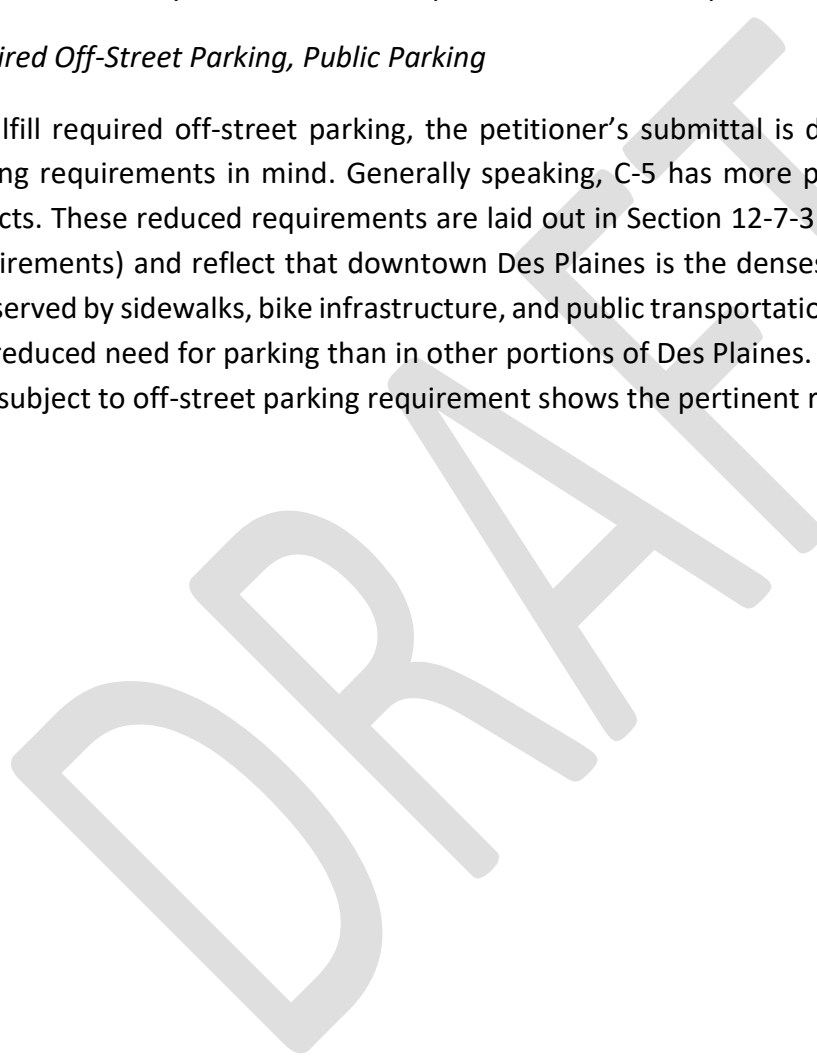


Table 4. Parking Requirements for the Uses Proposed Under C-5 Rules

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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

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

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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 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

Department of Transportation. Accessible at:
<https://www.gettingaroundillinois.com/Traffic%20Counts/index.html>.

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

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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. 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-

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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

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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

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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

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further traffic congestion, that the City’s emergency services (particularly fire, ambulance, and police) have the capacity to serve them.”

- *Under Appendix A4: Market Assessment⁶:*
 - The study area included the subject property and specifically marked it as one of five properties identified as a “likely development site over the next 10 years” (p. 20).
 - The projected demand of 475-625 units was in addition to any units “proposed or under construction” at the time of publication. Both “The Ellison”/Opus at 1555 Ellinwood (113 units) and Bayview-Compasspoint at 1425 Ellinwood (212 units) were under construction at this time.

Implications on Property Tax Revenue, Schools (Estimates)

The existing parcels had a combined tax bill of \$67,215.76 in Tax Year 2020 (Calendar Year 2021). To estimate the potential taxes generated by the petitioner’s proposed development, consider the mixed-use project by Opus (“The Ellison”), which was completed in 2019 and has now been occupied and is fully assessed. It has a comparable number of units to what is proposed at the subject property. The 1555 Ellinwood property (PIN: 09-17-421-041-0000) generated \$580,739.91 in Tax Year 2020. The difference is more than \$500,000. Although the City 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 which case space is provided for the Board’s convenience. See also the petitioner’s responses to standards (Attachment 3) and/or the opposition submission (Attachment 17).

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:

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.

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>.

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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.

PZB Additions or Modifications (if necessary): None.

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.

PZB Additions or Modifications (if necessary): None.

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

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

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

PZB Additions or Modifications (if necessary): None.

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.

PZB Additions or Modifications (if necessary): None.

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 Additions or Modifications (if necessary): None.

Standards for Site Plan Review:

Pursuant to Section 12-3-7.D.2. of the Zoning Ordinance, staff (zoning administrator) should conduct a Site Plan Review as set forth in Section 12-3-2 and forward a written report and recommendations to the

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Board. The purpose of the Site Plan review process is to examine and consider whether a proposed development furthers or satisfies the following general goals:

1. Compatibility of land uses, buildings, and structures;
2. Protection and enhancement of community property values;
3. Efficient use of land;
4. Minimization of traffic, safety, and overcrowding problems; and
5. Minimization of environmental problems.

Although the main narrative of this CED Memo, as well as Attachment 14 (Engineering Memo) and Attachment 15 (Fire Memo) review various site plan standards and issues, this section compiles and summarizes the issues germane to Site Plan Review to assist the Board in making specific written findings. The PZB may adopt staff's comments as presented or make any additions or changes, with space provided for the Board's convenience. The Board may also see Attachment 17.

Section 12-3-2.D. "Standards for Site Plan Review" states: "[i]n reviewing site plans, the zoning administrator or other city body or official *may* evaluate the following characteristics:"

1. **Arrangement of Structures on Site:** The arrangement of the structures on the site with respect to how well it:
 - a. Allows for the effective use of the proposed development;
 - b. Allows for the efficient use of the land;
 - c. Is compatible with development on adjacent property; and
 - d. Considers off site utilities and services and minimizes potential impacts on existing or planned municipal services, utilities, and infrastructure.

Comment: As stated on Pages 11-12, petitioner plans to construct a mixed-use development that provides a supply of multifamily residential units as well as a desirable commercial use. The site is centrally located and highly visible.

Regarding compatibility with adjacent properties, as discussed on Page 13 under the Findings of Fact for Map Amendments, the site is across Graceland from a building of similar height. A smaller mixed-use building (1330 Webford, "The Dance Building") and a multifamily building (1328 Webford) would serve as a transition to less dense uses on the north side of the street. On the south side of the street, there are smaller buildings and less intense uses, notably the R-1-zoned single-family detached homes across Webford from the western portion of the proposed development. However, the C-5 minimum yard area (i.e. setback) and the planned green space and plantings would to provide some physical distance and softening between the uses/structures. See also the sun study provided by the petitioner (Attachment 7) that illustrates the shadow to be cast by the building and its direction based on times of year.

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Attachments 14 (Engineering Memo) and 15 (Fire Memo) express a staff opinion that utilities, services, and infrastructure would either be unaffected or improved by the proposed development, in particular because of required public improvements such as the construction of upgraded and separated storm and sanitary sewers that would not only serve the proposed development but also surrounding properties.

PZB Additions or Modifications (if necessary): None.

2. **Open Space and Landscaping:** The arrangement of open space and landscape improvements on the site with respect to how well it:

- a. Creates a desirable and functional environment for patrons, pedestrians, and occupants;
- b. Preserves unique natural resources where possible; and
- c. Respects desirable natural resources on adjacent sites.

Comment: As described in Page 10 of the CED staff memo, the proposed development includes an approximately 3,400-square-foot green space, as well as building foundation plantings. Attachment 11 shows the landscape plan including shade trees in the public-access green space area and a mix of deciduous and evergreen shrubbery on the southern side of the site. Six new parkway/right-of-way trees are depicted in the landscape plan, with a note that all plantings would comply with the City's standards for parkway plantings. Staff Photos (Attachment 2) of the subject property show an existing site that is largely covered with impervious surface, including surface parking areas. Therefore, the development may be an improvement on the existing site in terms of intentionally planned open space and landscaping.

PZB Additions or Modifications (if necessary): None.

3. **Site Circulation and Traffic Safety:** Circulation systems with respect to how well they:

- a. Provide adequate and safe access to the site;
- b. Minimize potentially dangerous traffic movements;
- c. Separate pedestrian and auto circulation insofar as practical; and
- d. Minimize curb cuts.

Comment: Attachment 13 (Traffic Study) includes conclusions that "[t]he 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 "[a]ccess 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." In Attachment 14 (Engineering Memo), staff concurs with the traffic study's conclusions, conditioned upon the addition of supplemental safety improvements such as a pedestrian warning system.

PZB Additions or Modifications (if necessary): None.

4. **Parking and Screening:** Parking lots or garages with respect to how well they:

- a. Are located, designed, and screened to minimize adverse visual impacts on adjacent properties; and

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- b. Provide perimeter parking lot screening and internal landscaped islands as required by chapter 10, "Landscaping And Screening", of this title.

Comment: As described on Pages 2 and 9, the garage elevations contain an architectural element to block headlight glare emanating from the south elevation and while balancing architectural openings/transparency (metal scrim) with ivy to soften the wall. The north façade of the garage, facing the railroad tracks, is also rendered with ivy (Attachment 8). An opening into the first floor of the garage for pedestrians, with the 1330 Webford property in mind, is shown on the west elevation.

PZB Additions or Modifications (if necessary): None.

- 5. **Landscaping:** Landscaping design with respect to how well it:
 - a. Creates a logical transition to adjoining lots and developments;
 - b. Screens incompatible uses;
 - c. Minimizes the visual impact of the development on adjacent sites and roadways; and
 - d. Utilizes native plant materials selected to withstand the microclimate of the city and individual site microclimates.

Comment: Based on Attachment 11 and Page 10 of this memo, the petitioner's plan includes an approximately 3,400-square-foot green space on the Webford/south side, including evenly-spaced shade trees, as well as building foundation plantings. Attachment 11 categorizes the plantings as shade trees, ornamental trees, deciduous shrubs, evergreen shrubs, perennials, and groundcover. Specific species are not listed, so nativity is unable to be evaluated. Nonetheless, overall the landscape design would allow the building to blend in to the downtown streetscape while using the green space to provide a gap between the parking garage façade, Webford Avenue, and the development on the south side of Webford Avenue.

PZB Additions or Modifications (if necessary): None.

- 6. **Site Illumination:** Site illumination with respect to how it has been designed, located and installed so to minimize adverse impacts to adjacent properties;

Comment: In the materials for the April 12 public hearing, there is a site lighting diagram in which wall-mounted sconces are shown, as well as two illuminated signs at building entry points and two wall-mounted garage signs. This page is Attachment 16 in this packet. Renderings in Attachment 8 show downward-pointed fixtures, both freestanding and building-mounted, which should aid in minimizing adverse impact and complying with the lighting Performance Standards of Section 12-12-10. However, the directional illumination of the sconces (i.e. upward or downward) is unclear. Nonetheless, Section 12-12-10 would apply.

PZB Additions or Modifications (if necessary): None.

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7. **Conformance with Adopted Land Use Policies and Plans:** The relationship of the site plan to adopted land use policies and the goals and objectives of the comprehensive plan. (Ord. Z-8-98, 9-21-1998)

Comment: See the review on Pages 11-13 and the staff comments on the Map Amendment Standards (Findings of Fact) on Pages 13-14.

PZB Additions or Modifications (if necessary): None.

8. **Business District Design Guidelines.** In addition to the foregoing, development review procedures within those districts outlined in the city's "Business District Design Guidelines", dated March 2005, and approved by the city council May 16, 2005, shall constitute standards in performing site plan review. (Ord. Z-10-05, 6-6-2005)

Comment: Page 8 of this report comments on the project with regard to the Building Design Review standards of Section 12-3-11, adopted initially in 2014, instead of the Business District Design Guidelines from 2005. Nonetheless, per Section 12-3-2.D the Board **may** evaluate this Site Plan standard.

PZB Changes or Additions (if necessary): None.

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. In making its recommendation, the Board should consider both Map Amendment and Site Plan Review standards. The Board may use comments as provided in this packet, make changes, or state its own. Because there is no longer a variation request, staff does not recommend conditions.

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.

Member Fowler, stated that it is not that we don't want to improve the site, the problem is that the C-3 district should not be changed to C-5. There is plenty availability in the C-5 district. A building over 45-feet tall it too large for the proposed development.

Member Weaver cited from the traffic study that during peak hours 20-percent of the traffic will travel west on Ellinwood Avenue; 5 in the morning and 19 in the evening. A potential problem is if the traffic is going west on Ellinwood, south on Graceland and west on Webford. Member Weaver would like to see some type of traffic control or delineators between the two southbound lanes on Graceland. Understandably that this is IDOTs jurisdiction, but would like the City to inquire if traffic control is possible. This is only in the preliminary plat stage where a lot of changes could be proposed.

Case 22-014-V	1285 E. Golf	Major Variation
Case 22-018-CU	676 N. Wolf Road	Conditional Use
Case 21-052-MAP-TSUB-V	622 Graceland Avenue, 1332 and 1368 Webford Ave	
Map Amendment/Tentative Plat/Variation		
Case 22-020-CU	550 Northwest Highway	Conditional Use
Case 22-022-TA		Text Amendments

Member Fowler stated that there is no C-5 next to residential in Des Plaines for a reason; it will negatively affect property values. Chair Szabo clarified that there is residential, it's just not single-family.

Member Saletnik expressed his concerns over the number of cars that will be going west on Webford and how service and deliveries will be handled. There needs to be a design improvement.

Member Hofherr believes that this is a good project fit for the downtown area but has a problem of where it is located. There will be heavier traffic on Webford and a number of unknown items.

Member Saletnik wants to ensure that there are no adverse consequences and believes the Dance Building should have been included in the project to have more room and be used for a buffer.

John Carlisle, Director of Community & Economic Development, explained the changes to the staff report and the attachment that contains suggested findings from counsel for the objectors. The Public Hearing is closed and the purpose of continued deliberation is to evaluate the site plan review standards. Tonight the Board will make two motions: first, a recommending vote on the map amendment, and second, a vote on the Tentative Plat of Subdivision. The Planning and Zoning Board has the final approval of the Tentative Plat of Subdivision, but it is Tentative. If the Tentative Plat is approved, then the developer works with the Engineering department. The Planning and Zoning Board will then at a later date review and make a recommendation on a final plat. However, the City Council has the final vote on the Final Plat.

A motion was made by Board Member Saletnik, seconded by Board Member Weaver, to recommend approval of the Map Amendment.

AYES: Szabo, Saletnik, Weaver

NAYES: Veremis, Hofherr, Fowler

***** MOTION FAILED *****

A motion was made by Board Member Saletnik, seconded by Board Member Weaver, to approve the Tentative Plat with the notion the items discussed will be addressed before the Final Plat.

AYES: Szabo, Saletnik, Weaver

NAYES: Veremis, Hofherr, Fowler

Case 22-014-V	1285 E. Golf	Major Variation
Case 22-018-CU	676 N. Wolf Road	Conditional Use
Case 21-052-MAP-TSUB-V	622 Graceland Avenue, 1332 and 1368 Webford Ave	
Map Amendment/Tentative Plat/Variation		
Case 22-020-CU	550 Northwest Highway	Conditional Use
Case 22-022-TA		Text Amendments

***** MOTION FAILED *****

Legal Counsel Weiss reviewed the City Code regarding the tie vote and reported back.

After review of the Subdivision Code, Legal Counsel Weiss reported that the Subdivision Code does not provide guidance if there is a denial of the Tentative Plat. The process if there is a Tentative and Final Plat, the Final Plat is recommended for approval by the Planning and Zoning Board if it is in conformance with Tentative Plat. After reviewing the Code, both items ultimately go to the City Council for final determination.

The Planning and Zoning Board recommendation goes to the City Council as a recommendation to deny the Map Amendment, and the Tentative Plat outcome will also go to the City Council and be reflected in the minutes.

Member of the public Chris Walsh and Legal Counsel Weiss discussed the number of votes needed for approval at the City Council level.

4. Addresses: 550 Northwest Highway

Case Number: 22-020-CU

Owner: Sam Jidd, 1505 S. Mount Prospect Road, Des Plaines, IL 60016

Petitioner: Sam Jidd and Radek Malinowski, 1505 S. Mount Prospect Road, Des Plaines, IL 60016

Case Number: 22-020-CU

PIN: 09-18-201-032-0000

Ward: #7, Alderman Patsy Smith

Existing Zoning: C-3, General Commercial District

Existing Land Use: Vacant Commercial Building

Surrounding Zoning: North: C-3, General Commercial District
 South: R-3, Townhouse Residential District
 East: C-3, General Commercial District
 West: C-3, General Commercial District

Surrounding Land Use: North: Domestic Pet Service (Commercial) / Professional Services

CITY OF DES PLAINES

ORDINANCE Z - 23 - 22

AN ORDINANCE APPROVING A ZONING MAP AMENDMENT FOR 622 GRACELAND AVENUE, 1332 WEBFORD AVENUE, AND 1368 WEBFORD AVENUE, DES PLAINES, ILLINOIS.

WHEREAS, Wessell Holdings LLC (“*Private Parcels Owner*”) is the owner of that certain real property commonly known as 622 Graceland Avenue-1368 Webford Avenue, Des Plaines, Illinois, (“*Private Parcels*”), which collectively measure 30,000 square feet and are improved with two commercial structures; and

WHEREAS, the City of Des Plaines (“*City*”) is the owner of that certain real property commonly known as 1332 Webford Avenue, Des Plaines, Illinois (“*Public Parcel*”), which measures 13,500 square feet and is improved with a public parking lot; and

WHEREAS, the Private Parcels Owner and the City are collectively the “*Owners*”; and

WHEREAS, the Private Parcels and Public Parcel are collectively referred to herein as the “*Subject Property*”; and

WHEREAS, the Subject Property is located in the C-3 General Commercial District (“*C-3 District*”); and

WHEREAS, 622 Graceland Apartments LLC (“*Petitioner*”) is the contract purchaser of the Private Parcels and, with the consent of the Owners, now seeks an amendment to the “Zoning Map of the City of Des Plaines” (“*Zoning Map*”) (“*Proposed Map Amendment*”) to reclassify the Subject Property from the C-3 District to the C-5 Central Business District (“*C-5 District*”); and

WHEREAS, the Petitioner desires to demolish existing structures and improvements on the Subject Property and redevelop the parcels with an approximately 82-foot-tall mixed-use building consisting of multiple-family dwellings and various amenity spaces, a commercial restaurant, a parking garage, as well as publicly accessible green space (“*Redevelopment Project*”); and

WHEREAS, pursuant to Section 12-7-3 of the Zoning Ordinance, multiple-family dwellings are not a permitted use in the C-3 District and other aspects of the Redevelopment Project would not be permitted under the standards of the C-3 District; and

WHEREAS, within fifteen (15) days after the receipt thereof, the Petitioner’s application was referred by the Department of Community and Economic Development to the Planning and Zoning Board of the City of Des Plaines (“*PZB*”); and

WHEREAS, within ninety (90) days after the date of the Petitioner’s application, a public hearing was held by the PZB on April 12, 2022, pursuant to publication in the *Des Plaines Journal* on March 23, 2022, and was subsequently continued to May 10, 2022 and May 24, 2022; and

WHEREAS, notice of the public hearing was mailed to all property owners within 500 feet of the Subject Property; and

WHEREAS, during the public hearing the PZB heard competent testimony and received evidence with respect to how the Petitioner intended to satisfy and comply with the provisions of the Zoning Ordinance; and

WHEREAS, pursuant to Section 12-3-7 of the Zoning Ordinance, the PZB voted 3-3 on Tuesday, June 14, and filed a written report with the City Council on June 23, 2022, stating its recommendation to deny the Proposed Map Amendment; and

WHEREAS, owners of two residential parcels comprising more than 20% of the Webford Avenue frontage located from the Subject Property have submitted a valid written protest to the Proposed Map Amendment pursuant to Subsection 12-3-7.D.4 of the Zoning Code, triggering a requirement that the Proposed Map Amendment be approved by a super-majority vote of the City Council; and

WHEREAS, the Petitioner made representations to the PZB with respect to the Proposed Map Amendment which representations are hereby found by the City Council to be material and upon which the City Council relies in approving the Proposed Map Amendment; and

WHEREAS, the City Council has considered the written report of the PZB, the minutes of the PZB, the applicable standards for map amendments set forth in the Zoning Ordinance, and the Community and Economic Development Staff Memorandum dated July 7, 2022, and has determined that it is in the best interest of the City and the public to approve the Proposed Map Amendment in accordance with the provisions of this Ordinance;

NOW, THEREFORE, BE IT ORDAINED by the City Council of the City of Des Plaines, Cook County, Illinois, in the exercise of its home rule powers, as follows:

SECTION 1. RECITALS. The recitals set forth above are incorporated herein by reference and made a part hereof, the same constituting the factual basis for the approval of the Proposed Map Amendment.

SECTION 2. APPROVAL OF PROPOSED MAP AMENDMENT. Pursuant to Section 12-3-7 of the Zoning Ordinance, the City Council has considered the factors relevant to the approval of map amendments and has determined that the procedure for the review of map

amendments has been satisfied. The City Council hereby approves the Proposed Map Amendment, and the Zoning Map is hereby amended to rezone the Subject Property from the C-3 District to the C-5 District.

SECTION 3. LEGAL DESCRIPTION OF SUBJECT PROPERTY. The Subject Property is legally described as:

Private Parcels:

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.

PIN: 09-17-306-036-0000

Commonly Known As 622 Graceland Avenue, Des Plaines, Illinois, 60016

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.

PIN: 09-17-306-038-0000

Public Parcel:

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

PIN: 09-17-306-040-0000

Commonly Known As 1332 Webford Avenue, Des Plaines, Illinois, 60016

SECTION 4: SEVERABILITY. If any paragraph, section, clause or provision of this Ordinance is held invalid, the remainder shall continue in full force and effect without affecting the validity of the remaining portions of the Ordinance.

SECTION 5: EFFECTIVE DATE. This Ordinance shall be in full force only upon the occurrence of the following:

- A. Its passage and approval by the affirmative vote of two thirds of the City's Aldermen currently elected; and
- B. The acquisition of the Public Parcel by the Petitioner.

In the event that the conditions set forth in this Section 5 have not been satisfied within one year of the date of approval of this Ordinance, this Ordinance shall be of no further force and effect and shall be considered repealed with no further action of the City Council required.

[SIGNATURE PAGE FOLLOWS]

PASSED this _____ day of _____, 2022.

APPROVED this _____ day of _____, 2022.

VOTE: AYES _____ NAYS _____ ABSENT _____

MAYOR

ATTEST:

CITY CLERK

Published in pamphlet form this
_____ day of _____, 2022.

Approved as to form:

CITY CLERK

Peter M. Friedman, General Counsel

DP-Ordinance Approving Map Amendment from C-3 to C-5 for 622 Graceland Avenue and 1332-1368 Webford Avenue