



COMMUNITY AND ECONOMIC DEVELOPMENT DEPARTMENT

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MEMORANDUM

Date: October 7, 2020

To: Michael G. Bartholomew, MCP, LEED AP, City Manager

From: Michael McMahon, Director of Community and Economic Development *mm*
Jonathan Stytz, Planner *JS*

Subject: Consideration of a Preliminary Planned Unit Development, Tentative Plat of Subdivision, Map Amendment, and Conditional Use for the proposed construction of a 449-unit multiple-family residential development with a freestanding commercial out-lot in the M-1 zoning district at 414 E. Golf Road. Case #20-031-PPUD-TSUB-CU-MAP

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

Analysis:

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

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

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

Real Estate Index Numbers: 09-07-316-001-0000; 09-18-200-008-000; -009

Ward: #4, Artur Zadrozny

Existing Zoning: M-1, Limited Manufacturing District

Existing Land Use:	Manufacturing and Drive Aisle to Metra Station Parking Lot
Surrounding Zoning:	North: C-1, Neighborhood Shopping, and C-3, General Commercial South: C-3, General Commercial and R-1, Single-Family Residential East: C-3, General Commercial, R-1, Single-Family Residential, and R-3, Townhouse Residential West: R-1, Single-Family Residential
Surrounding Land Use	North: Metra Railroad, Multi-Tenant Office Building, Auto Service Establishment, Cumberland Metra Station, Church and Restaurant South: Single Family Residences, Towing Business, and Roofing Business East: Townhouses and Auto Service Establishment West: Single Family Residences
Street Classification	Golf Road and Wolf Road are classified as arterial streets.
Comprehensive Plan Designation	The Comprehensive Plan designates this property as Higher Density Urban Mix with Residential

Preliminary Planned Unit Development

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

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

The entire project will be broken into two phases:

- Phase 1, scheduled between May 2021 and December 2022, includes a portion of the 6-story apartment building with 284 apartments, 292 internal parking spaces, ground floor lobby area, second floor amenity areas totaling around 394,678-square feet, approximately one acre of near term

open space for use of residents until the start of Phase 2, surface parking areas including the separate 19-space main entry and 34 space surface parking lots, 0.5-acre open space for residents, and the one-story commercial out-lot area. Phase 1 also includes the relocation of the existing cell tower and realignment of the Golf Road/Wolf Road intersection with new-dedicated turn lanes into the site.

- Phase 2, scheduled between September 2022 and October 2024, will include the rest of the 6-story apartment building totaling 165 apartment units with approximately sixteen studios, 114 one-bedroom apartments, and 35 two-bedroom units.

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

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

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

Revised Parking Regulations for C-3 PUD Zoned Lots

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

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

Moreover, the total number of parking spaces required for the proposed development pursuant to Section 12-9-7 are 492 spaces for the multiple-family apartment development. At this time, the total number of parking spaces required for the proposed 2,000-square foot commercial building are not available since the end user for this building has not been finalized. However, the petitioner has proposed a total of thirteen spaces for the out-lot at this time. The total proposed parking counts provided by the petitioner are shown below:

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

The attached traffic statement discusses the parking and trip generation for the apartment development and commercial out-lot in more detail (Attachment 7).

Map Amendment & Conditional Use

Project Description:

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

Bulk Regulations for Proposed Restaurant Building

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

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

Tentative Plat of Subdivision

Project Description:

The petitioner has submitted a Tentative Plat of Subdivision request in order to consolidate the existing three lots into one lot of record to reflect the

redevelopment proposal of this property. The new, single lot of record will encompass the entire proposed apartment development with its amenities, commercial out-lot, cell tower enclosure, and retain the existing public access road to the Metra parking lot as shown in the Tentative Plat of Subdivision drawings (Attachment 5).

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

Compliance with the Comprehensive Plan

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

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

Compliance with the Cumberland Station Area TOD Plan

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

- This proposal coincides with the top-priority goal to reconfigure the Golf Road/Wolf Road/Seegers Road intersection, as this is a main component of the new development.
- This proposal also transforms an existing property that is characterized of being more auto-oriented into a transit-oriented development focused around high-density residential units and an accessory commercial component.
- The proposal also facilitates a better environment for pedestrian access and circulation by improving access to and from the Cumberland Metra Station and parking lot.

Conditional Use and PUD Findings

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

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

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

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

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

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

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

D. The extent to which the physical design of the proposed development does or does not make adequate provision for public services, provide adequate control of vehicular traffic, provide for, protect open space, and further the amenities of light and air, recreation and visual enjoyment:

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

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

Comment: The proposed development complements existing development to the north and extends the commercial and residential development mix intended for the higher density urban mix with residential future land use, which is designated for this property. Additionally, considerations will be made to reduce any impact on the nearby residential uses from light and noise pollution. Please also see the responses from the applicant.

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

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

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

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

Planning and Zoning Board Review: The Planning and Zoning Board met on September 22, 2020 to consider the requests for a Preliminary Planned Unit Development, Tentative Plat of Subdivision, Map Amendment, and Conditional Use for the proposed mixed use development proposal at 414 E. Golf Road.

The petitioner and members of the project team provided an in-depth and detailed presentation with visual aids to describe the concept and features of the proposed mixed use development. The petitioner provided a background of the development team behind the mixed-use development proposal. He described the current conditions, uses, zoning, and hardships of the subject property before providing an overview of the components of the proposed project as a whole. The petitioner described how the proposal was in-line with the 2019 Comprehensive Plan and 2010 Cumberland Station Area TOD Plan. He elaborated on the Planned Unit Development exceptions for building height and minimum dwelling unit size that were being requested based on the size and scale of the proposed development in addition to variations for the relocated cell tower height and setbacks.

Other team members described that Phase 1 of the development would include roughly half of the total proposed development including resident amenities, open space, cell tower relocation, realignment of access road to the Cumberland Station, and commercial out-lot for the site. It was reiterated that Phase 2 would not be implemented immediately and that roughly one acre of near term open space in the area designated for Phase 2 would be available to residents for use in the meantime. Members of the project team described that the proposed structures are positioned and designed to allow for interconnectivity and direct access between common areas, parking, and dwelling units. The drop-off aisle and visitor parking area proposed in front of the main entrance of the building would provide space for both visitor vehicles and drop-off of residents as needed. The proposed amenities were discussed in detail and shown in visual aids during the presentation. The proposed building material types and color schemes were touched on to provide a sense of the finished product when completed. Site buffering was discussed along the south and southwestern portions of the building to adequately screen the development from surrounding properties and to screen the relocated cell tower from view as much as possible. Landscaping was discussed as another component that would be installed throughout the site while still providing necessary sight lines along Golf Road, Wolf Road, and at the intersection of the UP Railroad and Golf Road. The team members discussed site access and circulation for motorists and pedestrians indicating the improved pedestrian and bicycle access along Golf Road/Wolf Road, intersection improvements at Wolf Road/Golf Road/Seegers Road, and realignment of the existing Cumberland Metra Station access road. The petitioner concluded with an overview of the market analysis done where he discussed the size, density, and type of dwelling units of multi-family developments constructed in the region. The petitioner claimed that these types of developments are comparable to the current proposal both in unit type, scale, and amenities provided to its residents.

The Planning and Zoning Board (PZB) Members asked if the development firm has a local office and, if so, its location; the proposed range of monthly rent; if the proposal would include any three-bedroom units; if there was a finalized end user for the quick service commercial establishment; how the management company of the site would address Metra commuter parking on their property; at how emergency vehicles traveling eastbound on Golf Road would access the property; if the development team has plans to accommodate children in school; if there are any plans in place to address residents being dropped-off on the property; if the development team considered adding condos in lieu of apartments to this type of development; if the petitioner had any concerns with vacancy in existing apartment complexes and/or the new apartment developments being constructed or opening soon; if the petitioner is concerned about a saturation of apartment complexes in Des Plaines; what the proposed traffic signal cycle time for the eastbound Golf Road left turn lane would be; how a motorist would access the site from different directions on Golf Road/Wolf Road; how large the Feather Factory company was and its estimated number of employees; when the traffic study was done; if one bedroom apartments with a den were a part of the proposal; if there was sufficient open-space for

the residents; if the development team would consider constructing a taller building in Phase 1 and getting rid of the development proposed for Phase 2; and how residents will enter the garages.

The Community and Economic Development Department presented a summary of the items requested by the petitioner, the process and reasoning for the multiple requests, the regulations required by the Zoning Ordinance, and the conditions imposed by staff for the proposed development. Staff also read several letters submitted by residents in opposition of the proposed development verbatim to the Planning and Zoning Board for the record. These letters addressed resident concerns surrounding traffic volume, pedestrian and motorist safety, crime, noise pollution, declining property values, aesthetics and size, type of development, train fatalities, privacy, and carbon footprint of the proposed development. They also suggested alternative uses for the property such as restaurants, sports facility, retirement community, animal shelter, and religious building.

Several members of the public were in attendance, asked questions, expressed concerns, and spoke in opposition of the proposed development. The first individual from the public was concerned about Des Plaines' high COVID-19 cases, that there are not many jobs available in Des Plaines, and that the City needs more businesses, not more apartments. The second individual was concerned that school children were not counted in the traffic study February 2020 due to the current pandemic. The third individual had concerns with traffic volumes generated from the proposed development with the typical traffic during rush hour, and flooding/drainage into her neighborhood from the proposed development. The fourth individual was concerned about the access to the Cumberland Metra Station and that new businesses should be there instead of the proposed development. The fifth individual was concerned about walkability as well as children walking and young adults driving in the area with the traffic volumes and proposed development. The sixth and final individual who spoke was concerned about the cell tower relocation, walkability, that the scale and size of the proposed development is too large, and that the proposed development would create additional traffic and accidents in the area.

The Planning and Zoning Board *recommended* (5-2) that the City Council *approve* the request with the five conditions in the Staff Report.

Recommendations: I recommend approval of Ordinance Z-23-20 to approve a Preliminary Planned Unit Development, Tentative Plat of Subdivision, Map Amendment from M-1 to C-3, and Conditional Use for a mixed-use Planned Unit Development in the C-3 zoning district subject to the following conditions:

Conditions of Approval

1. That a full traffic study, including all site access points and required content approved by IDOT, shall be provided at time of Final Planned Unit Development.
2. That a 10-foot wide side path should be constructed along the Golf Road and Wolf Road frontages within the public right-of-way, tying into the Cumberland Metra parking lot at the north.
3. That the governing documents for the subject parcels be reviewed and approved by the City Attorney prior to the recording of any Final PUD Plat or Final Plat of Subdivision.
4. A fire hydrant will be required within 100 feet of the fire department sprinkler connection at the proposed restaurant building.
5. All proposed improvements and modifications shall be in full compliance with all applicable codes and ordinances. Drawings may have to be modified to comply with current codes and ordinances.
6. The Petitioner must, as part of the Development, reconstruct at its cost and expense, the Golf Road/Wolf Road/Seegers Road intersection when adding a fourth leg to accommodate northbound and southbound traffic on Wolf Road. The Final Engineering Plans and Final Plat of PUD shall incorporate plans depicting the reconstruction of this intersection and shall be approved by all agencies having jurisdiction over the roads connecting to the intersection.

Attachments:

- Attachment 1: Project Narrative
- Attachment 2: Petitioner's Standards for Conditional Use
- Attachment 3: Plat of Survey
- Attachment 4: Tentative Plat of Subdivision
- Attachment 5: Traffic Statement for Proposed Apartment Building and Commercial Out-lot
- Attachment 6: Preliminary Auto-Turn Diagrams
- Attachment 7: Location Map
- Attachment 8: Site and Context Photos
- Attachment 9: Chairman Szabo Letter from Planning & Zoning Board to the Mayor and City Council
- Attachment 10: Draft Excerpt from the September 22, 2020 Planning and Zoning Board Meeting

Ordinance Z-23-20

Exhibit A: Proposed Preliminary Plat of PUD

PROJECT NARRATIVE

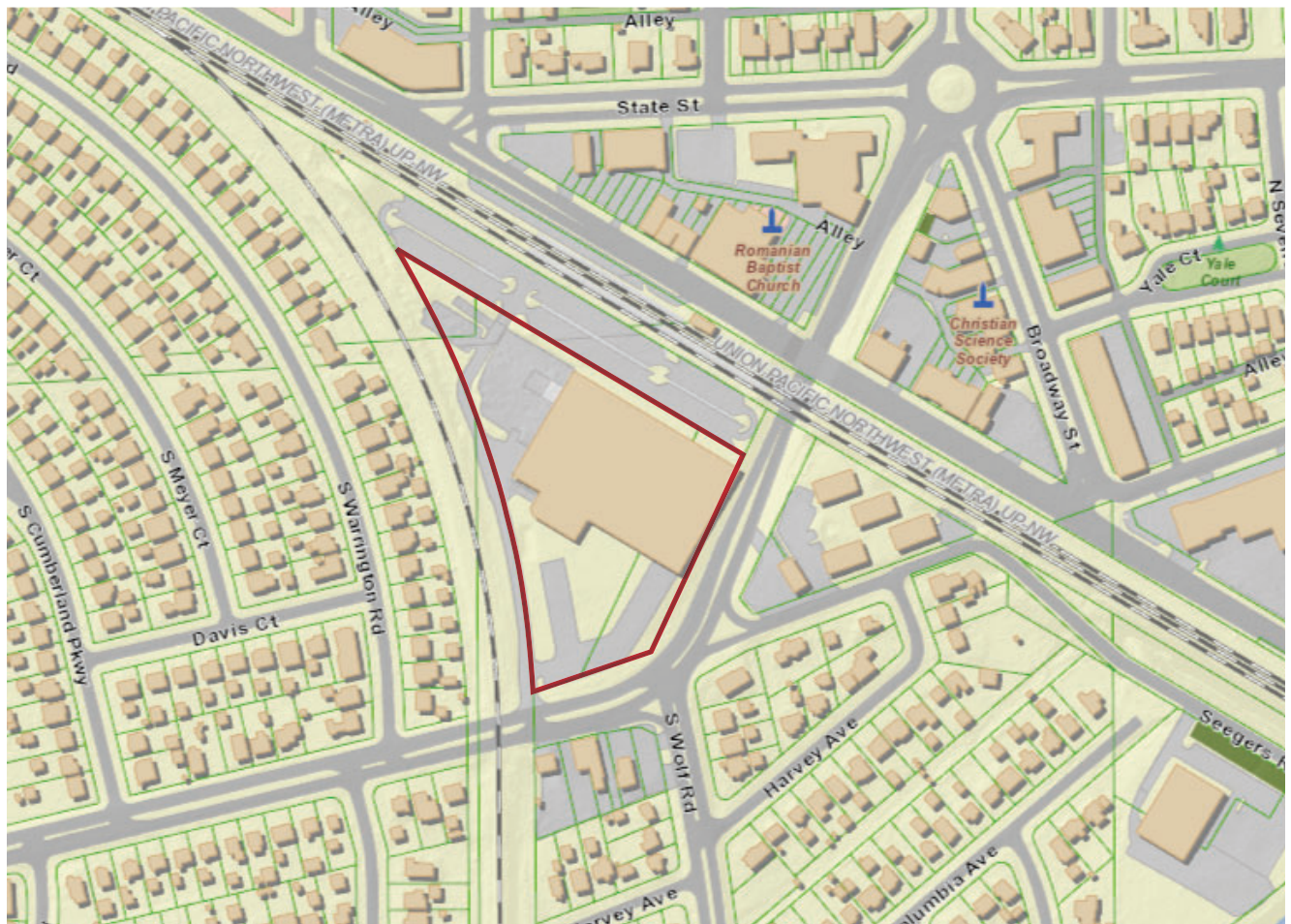
PROJECT DESCRIPTION

The following is a narrative summary for the initial application of a Preliminary Planned Unit Development (PUD) for the subject property ("Site") located at 414 E. Golf Road in the City of Des Plaines. The development site is currently occupied by a vacant industrial facility and is zoned M-1 Limited Manufacturing.

The applicant is proposing a new multi-family residential development, accompanied by a free-standing commercial use bisected by a reconstructed access drive that will align with the intersection of N. Wolf Road and E. Golf Road. The proposed residential development – branded as *Cumberland Crossing* – will be built in two subsequent phases, with both phases ultimately combining as one building with common lobby and amenity spaces. 284 apartment units are proposed in Phase 1, with an additional 165 units in Phase 2, totaling 449 units upon full build out. The proposed parking count is 494 spaces, with a cumulative ratio of 1.1 spaces per unit, which meets current code requirements for a mixed-use development in a Transportation Overlay District.

The site is immediately adjacent to the Cumberland Metra Station parking lot to the (north). Access to the Metra parking lot is provided by an access road that is partially located on the subject property, with the remaining portions of the access drive located on Union Pacific right-of-way.

Site Context Map



SITE CONTEXT

The Site is 6.49 acres, and is currently occupied by a vacant 106,900 square foot industrial/warehouse building. Surface parking lots are located along the southern portions of the property line along the Golf/Wolf Road frontage. A truck loading and fenced-in storage area is located on the north/northwest side of the existing buildings, which has little other improvements aside from an existing cellular tower that is proposed to be replaced or relocated. The western edge of the property is bound by an existing access road off of Golf Road, which provides access to the onsite parking areas, loading areas, and the Cumberland Metra station and commuter parking lot to the north. This access road is partially located on the subject property and subject to easement agreements, noted in further detail below.

Including the above-mentioned access road, vehicular circulation routes exist on all sides of the property, with no occupiable land uses immediately adjacent. The Cumberland Metra Station commuter parking lot is located to the immediate north of the site, which provides access to the Cumberland Metra Station just north of the parking lot.

The south/southeast sides of the property are bound by Golf Road and Wolf Road, respectively, with a mix of multi-family residential, single-family residential, and commercial and automotive service beyond opposite those roadways. The Wolf Road frontage has a notable grade separation due to an existing retaining wall that increases in height towards the east corner of the property.

The west side of the property is adjacent to a Union Pacific freight line, which includes a portion of the existing site access drive. Beyond the freight rail line is an existing single-family residential neighborhood, which largely faces away from the subject property. Upon completion, the proposed residential building will be roughly 150 feet from the nearest single-family property line, and roughly 180 to 230 feet from the closest single-family structures.

Easements and Use Agreements

There are several easements and use agreements in place on the Site today, which will need to be revised or redrafted as part of this development proposal.

- Easements allowing public access to the Cumberland Metra Station and commuter parking lot (per Document T1997027) will remain, but will require amendment to accommodate the proposed access drive realignment. This effort is anticipated to involve the Site owner, City of Des Plaines, Metra, and Union Pacific. Union Pacific also owns/controls portions of the access road, which is bisected by both UP land and the subject property line.
- A Sanitary District easement runs along substantial portions of the north/northwest property line, which will remain in place (per Document T1427055). This easement contains and provides access to a substantial MWRDGC combined sewer line, and will not be encumbered by the proposed development.
- A cellular tower exists on the northwest side of the existing building, which is covered by an unrecorded use and access agreement. This tower will be necessarily relocated or replaced with a new location and apparatus on Site or in the immediate vicinity. Further coordination on this matter with the property owner, tower operator, and City of Des Plaines is anticipated in advance of the Final PUD application.

Legal Description

LOTS 2, 3, 6 AND 7 (TAKEN AS A TRACT) (EXCEPT THAT PART THEREOF DESCRIBED AS FOLLOWS:

COMMENCING AT THE INTERSECTION OF THE SOUTHERLY RIGHT OF WAY LINE OF CHICAGO AND NORTHWESTERN RAILWAY COMPANY AND THE WESTERLY LINE OF WOLF-GOLF ROAD PRODUCED; THENCE SOUTHWESTERLY ALONG THE WESTERLY LINE OF WOLF-GOLF ROAD PRODUCED, 110.55 FEET; THENCE NORTHWESTERLY PARALLEL TO THE SAID SOUTHERLY RIGHT OF WAY LINE OF THE CHICAGO AND NORTHWESTERN RAILROAD COMPANY TO THE EASTERLY RIGHT OF WAY LINE OF THE WEST WYE TRACT OF SAID CHICAGO AND NORTHWESTERN RAILWAY COMPANY; THENCE NORTHWESTERLY ALONG SAID EASTERLY LINE OF SAID WYE TRACT TO THE NORTHWESTERLY LINE OF LOT 3 IN SEEGER'S SUBDIVISION THENCE NORTHEASTERLY ALONG THE NORTHWESTERLY LINE OF LOT 3, 76.13 FEET TO THE SAID SOUTHERLY RIGHT OF WAY LINE OF SAID CHICAGO AND NORTHWESTERN RAILWAY COMPANY; THENCE SOUTHEASTERLY 909.89 FEET ALONG SAID SOUTHERLY RIGHT OF WAY LINE TO THE PLACE OF BEGINNING; AND ALSO EXCEPT THAT PART THEREOF DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWEST CORNER OF SAID SECTION 18; THENCE SOUTH ALONG THE WEST LINE OF SAID SECTION 18, FOR A DISTANCE OF 1185.2 FEET; THENCE EASTERLY ALONG A LINE WHICH FORMS AN ANGLE OF 102 DEGREES 23 MINUTES TO THE LEFT WITH A PROLONGATION OF THE LAST DESCRIBED COURSE FOR A DISTANCE OF 2437.1 FEET; THENCE NORTHEASTERLY ALONG A LINE WHICH FORMS AN ANGLE OF 51 DEGREES 35 MINUTES TO THE LEFT WITH A PROLONGATION OF THE LAST DESCRIBED COURSE FOR A DISTANCE OF 126.1 FEET TO THE POINT OF BEGINNING WHICH IS ON THE NORTH RIGHT OF WAY LINE SEEGER ROAD; THENCE EASTERLY ALONG SAID NORTHERLY RIGHT OF WAY LINE WHICH FORMS AN ANGLE OF 45 DEGREES 05 MINUTES TO THE RIGHT WITH A PROLONGATION OF THE LAST DESCRIBED COURSE FOR A DISTANCE OF 84.7 FEET TO A POINT; THENCE NORTHEASTERLY ALONG A LINE WHICH FORMS AN ANGLE OF 45 DEGREES 05 MINUTES TO THE LEFT WITH A PROLONGATION OF THE LAST DESCRIBED COURSE FOR A DISTANCE OF 430.2 FEET TO A POINT WHICH IS ON THE CHICAGO AND NORTHWESTERN RAILWAY RIGHT OF WAY LINE; THENCE NORTHWESTERLY ALONG SAID RIGHT OF WAY LINE WHICH FORMS AN ANGLE OF 84 DEGREES 22 MINUTES TO THE LEFT WITH A PROLONGATION OF THE LAST DESCRIBED COURSE, FOR A DISTANCE OF 120.6 FEET TO A POINT; THENCE SOUTHWESTERLY ALONG A LINE WHICH FORMS AN ANGLE OF 95 DEGREES 38 MINUTES TO THE LEFT WITH A PROLONGATION OF THE LAST DESCRIBED COURSE FOR A DISTANCE OF 549.8 FEET TO A POINT ON THE AFORESAID NORTH RIGHT OF WAY LINE OF SEEGER ROAD; THENCE EASTERLY ALONG SAID NORTH RIGHT OF WAY LINE WHICH FORMS AN ANGLE OF 45 DEGREES 05 MINUTES TO THE LEFT WITH A PROLONGATION OF THE LAST DESCRIBED COURSE FOR A DISTANCE OF 84.7 FEET MORE OR LESS TO THE POINT OF BEGINNING; AND ALSO EXCEPTING FROM SAID TRACT THAT PART THEREOF LYING SOUTHEASTERLY OF THE SOUTHEASTERLY LINE OF THE RIGHT OF WAY OF WOLF-GOLF ROAD); IN SEEGER'S SUBDIVISION OF PART OF THE SOUTH 1/2 OF FRACTIONAL SECTION 7 AND PART OF THE NORTH 1/2 OF FRACTIONAL SECTION 18, TOWNSHIP 41 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

PARCEL 2:

NON-EXCLUSIVE EASEMENT FOR USE AND OPERATION OF A ROADWAY AS ESTABLISHED BY GRANT FOR CHICAGO AND NORTHWESTERN RAILWAY COMPANY TO AMERICAN NATIONAL BANK AND TRUST COMPANY OF CHICAGO, AS TRUSTEE UNDER TRUST NUMBER 13454 RECORDED AS DOCUMENT NO. LR1997027, AND THE TERMS AND CONDITIONS THEREOF.

POLICY CONTEXT

The proposed development directly conforms with a number of the City's top policy and economic development goals, informed by several studies and extended planning processes – and represents a unique opportunity for strategic implementation and advancement of stated goals.

2019 Comprehensive Plan

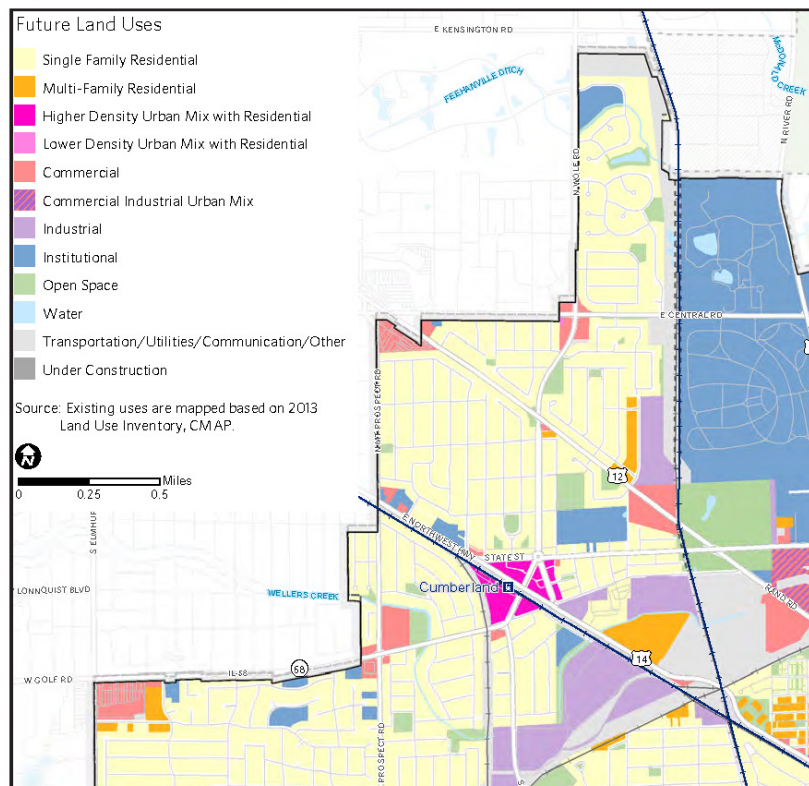
As proposed, the plan for 414 E. Golf Road is supported by the top two “Overarching Principles” noted of the Comprehensive Plan (page 8), which directly reference the Cumberland Metra Station and surrounding district. This includes the priority to:

- **Expand Mixed-Use Development** – *The City should focus its efforts on expanding mixed-use developments in the Downtown, near the Cumberland Metra Station, and along the Oakton Street Corridor. Mixed-use developments encourage development within compact areas of land, reduce traffic and pollution, and contribute to the creation of a pedestrian-friendly environment.*
- **Provide a Range of Housing Options** – *In addition to mixed-use development, the City should be open to the development of high-quality townhomes and other multiple-unit residences that would provide convenient access to shopping, civic uses, and open space. Downtown Des Plaines and the stretch of Northwest Highway near the Cumberland Metra Station are already home to a variety of housing types; these units provide valuable housing options for the community and allow people to live within close walking distance of several amenities...*

Future Land Use

In addition to advancing top policy objectives, the Site is specifically identified in the community's Future Land Use Map on page 14, as a location for 'High Density Urban Mix with Residential' (HDUMR), the same land use designation as shown within the downtown core. Furthermore, the site is by far the largest property within the Cumberland Station's HDUMR cluster, as well as the most proximate to the station. Combined, these factors present the City with the single most impactful opportunity to implement new multi-family development at suitable density and volume to help realize it's envisioned land use and economic development goals.

Figure 2.1. Future Land Use Map (North of Dempster Street)



Other associated land use policies in support of the proposed development include:

- **Land Use Plan, Residential (page 11)** – A primary goal of the Des Plaines Comprehensive Plan is to preserve and enhance established single-family neighborhoods, *while expanding denser housing options*. To accomplish this, the Land Use Plan underscores the desire for attached Single-Family and multifamily developments in the Downtown, near the Cumberland Metra Station, and along the Oakton Street Corridor.
- **Multifamily (page 12)** – *The Land Use Plan supports the development of high quality multifamily housing located in denser areas near multi-modal facilities...*

Transportation

The proposed plan also incorporates and helps to implement several of the transportation goals and *Recommended Priority Improvements* identified in the Comprehensive Plan. These include the realignment and enhancement of bike & pedestrian facilities at the Golf & Wolf Road intersection, and completion of a critical northern link of the proposed Wolf Road Bikeway connecting Cumberland Metra Station to Maine West High School (Items E & 3 – Recommended Pedestrian and Bike Improvements map on page 38).

2010 Cumberland Station Area TOD Plan

The Cumberland Station TOD Plan analyzed the Cumberland station area and provided guidance on how to attract transit-supportive development and establish a range of pedestrian improvements within a ¼ mile of the station. Ultimately, the plan identified a range of Key Initiatives for implementation in both short- and long-term, of which several are of directly relevance to the subject Site. Notable examples include:

- **Reconfiguration of the Golf/Wolf/Seegers Intersection.** This enhancement was identified as a top short-term priority, and is now included as an essential component of the proposed plan for the Site.
- **Facilitation of private-driven redevelopment of large auto-oriented sites into transit-supportive uses.** This key long-term initiative reflects the desire to redevelop the subject property, primarily as a dense, residential development. Another aspect of the envisioned long-range master plan concept includes a small new commercial use in the immediate proximity of the realigned Golf/Wolf intersection, which is also included in the proposed Site Plan.

While the current proposal enables the substantial realization and implementation of the Cumberland Station Area TOD Plan there are a few departures from the envisioned development concept, which was prepared in 2010 and have since been determined to be infeasible based on current market trends and conditions. Examples include the subdivision of the property by a new central access drive, resulting in a dramatic reduction in land use efficiency; inclusion of lower-density building types that are not able to adequately support the land and infrastructure costs associated with the envisioned development; and inclusion of condominiums, which are not considered feasible under current conditions.

A market snapshot has been provided as part of this application and summarized later in this narrative, which identifies the range of densities and unit types that are more appropriately suited to modern transit-oriented development projects – and supported by the current real estate market.

ZONING

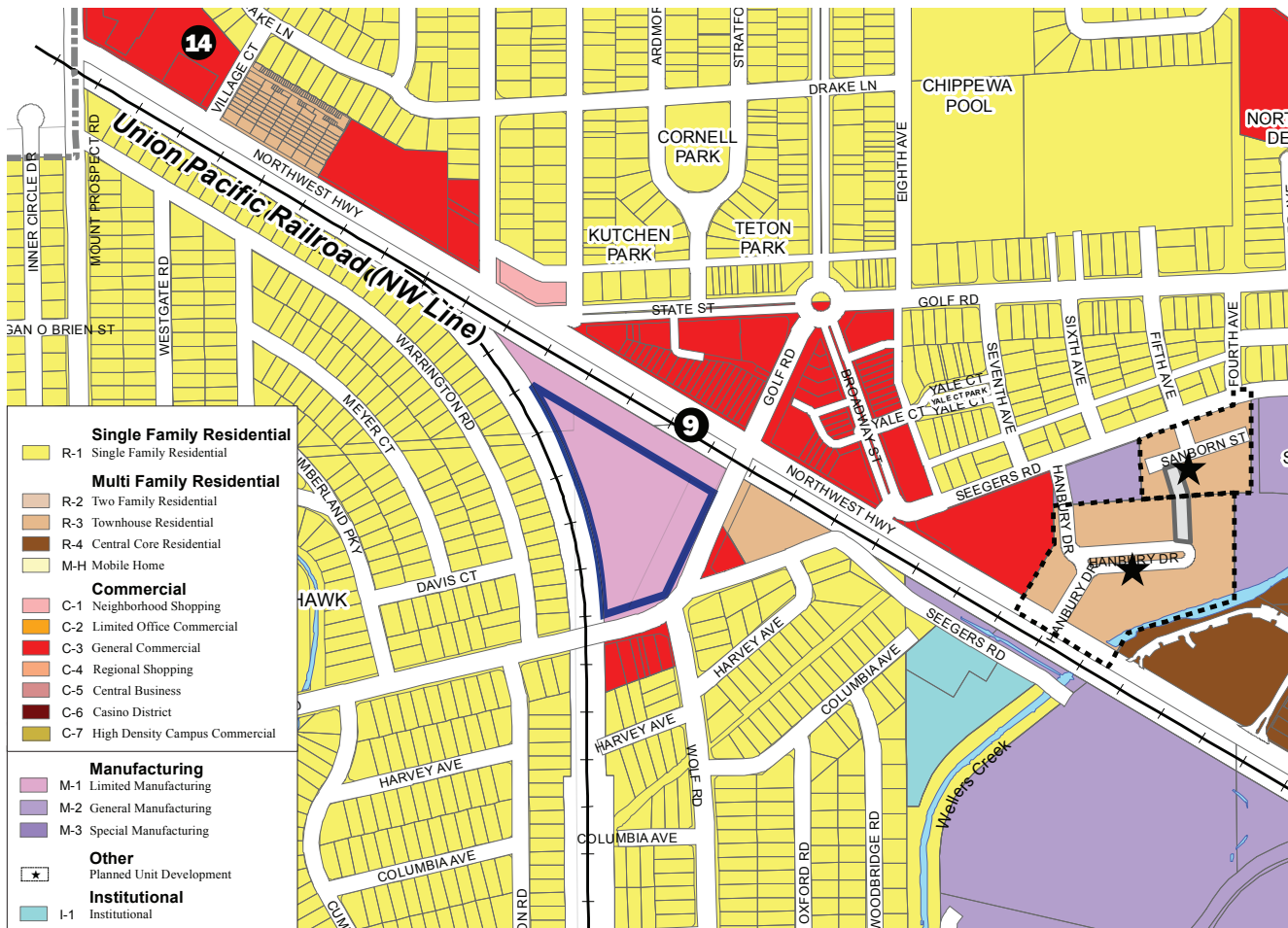
The proposed zoning for the Site would replace the current M-1 Limited Manufacturing zoning with C-3 General Commercial zoning, with conditional use as a Mixed-Use Development.

The underlying C-3 designation is consistent with neighboring C-3 zoned properties to the immediate south and east, and with the bulk of the Cumberland Station Area properties located along the north side of Northwest Highway. Conditional use as a Mixed Use Development is supported by the site's proximity to the Cumberland Metra Station and intended character and use identified in the City's Comprehensive Plan and Cumberland Station Area TOD Plan as outlined above.

A property with existing multi-family residential uses is located to immediate east of the Site across Golf Road, which is zoned R-3 Townhouse Residential. An R-1 Single Family Residential district is located to the southeast of the Site beyond the Golf/Wolf/Seeger intersection.

To the west of the site is an existing neighborhood with R-1 Single-Family zoning, however these properties are not immediately adjacent and separated from the Site by an existing Union Pacific freight line.

Current Zoning Map



Variations to Bulk Standards

The following major variations to the City's bulk standards for development within a C-3 General Commercial District and/or as a conditional use as a Mixed Use Development within a C-3 General Commercial District are anticipated:

- **Minimum Lot Area** – the proposed residential development exceeds minimum lot area requirements of 1,815 square feet per unit (24 units/acre) for C-3 Mixed Use developments. Proposed densities are consistent with comparable TOD projects within the City and surrounding region. See the *Real Estate Market Conditions* section of this narrative for additional information about relevant examples.
- **Height** – the proposed height of 71'-4" exceeds the maximum permitted height of 45'. The proposed development is six-stories tall, including five floors of residential use over one floor of podium parking.

Zoning Regulations Table

		C-3 Mixed Use	Proposed
Site Area	282,762 SF (6.49 AC)		
Building Coverage	106,900 SF Existing (37.8%)		142,225 SF (50.3%) combined total
Residential			140,225 SF
Commercial			2,000 SF
D. Site Specifications			
1. Minimum Lot Area		1,815 SF/Unit	Phase 1: 996 SF/Unit Phase 2: 630 SF/Unit (total build out)
2. Minimum Yards			
a. Front Yard	<i>From back of sidewalk on proposed access drive</i>	5 ft.	10 ft. - 25'
b. Side Yard	<i>Provided (Wolf Road)</i>	5 ft.	12 ft. - 20 ft.
c. Rear Yard		25 ft.	30 feet
3. Maximum Height		45 ft.	71 ft. - 4 in.
F. Parking Requirements <i>Within 2,500' of rail station</i>			
Proposed Residential	449 total units	492 required	494 total (1.10/unit)
Studio	65 units	1 space/unit	65 spaces (1/unit)
1 Bedroom	299 units	1 space/unit	299 spaces (1/unit)
2 Bedroom	85 units	1.5 spaces/unit	128 spaces (1.51/unit)
Proposed Commercial	2,000 SF (gross)	Class B Restaurant	13 spaces (6.5 / 1,000 SF)

PROPOSED DEVELOPMENT PLAN

The plan for the redevelopment of 414 E. Golf as Cumberland Crossing – a new mixed use, transit-supportive development – will pursue a two-phased approach to redevelopment of the Site, where the bulk of site and access improvements are provided in the first phase, alongside the substantial completion of the proposed residential building and retail out lot. Phase 2 will occur upon successful completion and substantial lease up of the Phase 1 building. While this phased approach provides an added degree of flexibility to adapt to future market conditions and timing, the proposed residential development is designed in a manner that allows for the final product to both appear and function as a cohesive whole. Furthermore, the proposed plan ensures that the bulk of site and neighborhood facing improvements are provided as part of the first phase, while also minimizing perceived external impacts through strategic Phase 1 building placement – ultimately enabling a more gradual transition of density and intensity of use over time. An outline of the proposed plan metrics, and more detailed overview of the proposed building and site enhancements is outline below – and in the attached plan exhibits.

Proposed Development Summary

	Phase 1	Phase 2	Total
Residential Units	284	165	449
Parking			
Internal	294	147	347
Surface	53	0	53
	347	147	494
Commercial Units	2,000		
Parking	13		
Stacking	6-8		

Proposed Cumberland Crossing Site Plan



Residential Development

The proposed two phase, transit-oriented multi-family development will consist of a six story podium-style building with ground floor covered parking and five floors of apartments above podium level, split into two buildings. In addition to parking, the ground floor will include a common two-story lobby, leasing offices, mailroom, bicycle storage, and trash collection rooms. Phase I parking garage will include approximately 294 parking spaces and Phase II parking garage will include 147 parking spaces. When completed, internal parking between Phase I and Phase II will be connected through common drive aisles. An additional 53 outdoor parking spaces will be provided for a total of 494 spaces. Two loading areas for move-ins/move-outs will be provided. Phase I loading space is located in the parking lot at the northwest portion of the site and Phase II loading/drop-off space is located along the main entry circular drive.

A portion of the second floor will be occupied by an approximately 7,000 sf amenity space, which will include a lounge area, community kitchen, event room, game room, fitness and yoga, as well as common restrooms. The centrally located amenity area will be directly accessible from an approximately 34,678 sf Phase I green roof/terrace and 11,545 sf Phase II green roof/terrace. The terrace will include a pool, spa, outdoor grilling area, sitting areas, yoga lawn, event lawn, and outdoor theater. Second floor apartment units facing the green roof will include private patios.

Luxury apartment units will occupy the remaining portion of second floor as well as floors three through six. A mix of studios, one- and two-bedroom units will be provided. Phase I will consist of approximately 49 studios, 185 one-bedroom units, and 50 two-bedroom units, for a Phase I total of 284 units. Phase II will consist of approximately 16 studios, 114 one-bedroom units, and 35 two-bedroom units, for a Phase II total of 165 units. Phase I and II combined will house 449 apartment units. Apartment amenities will include 9 foot ceilings, stainless steel appliances, tile backsplash, quartz counters, tile shower surrounds, smart thermostats, balconies, window treatments, wide plank vinyl flooring, in-unit laundry, high speed internet access and keyless apartment entry locks.

Bird's Eye Illustration of Proposed Residential Building - looking east.



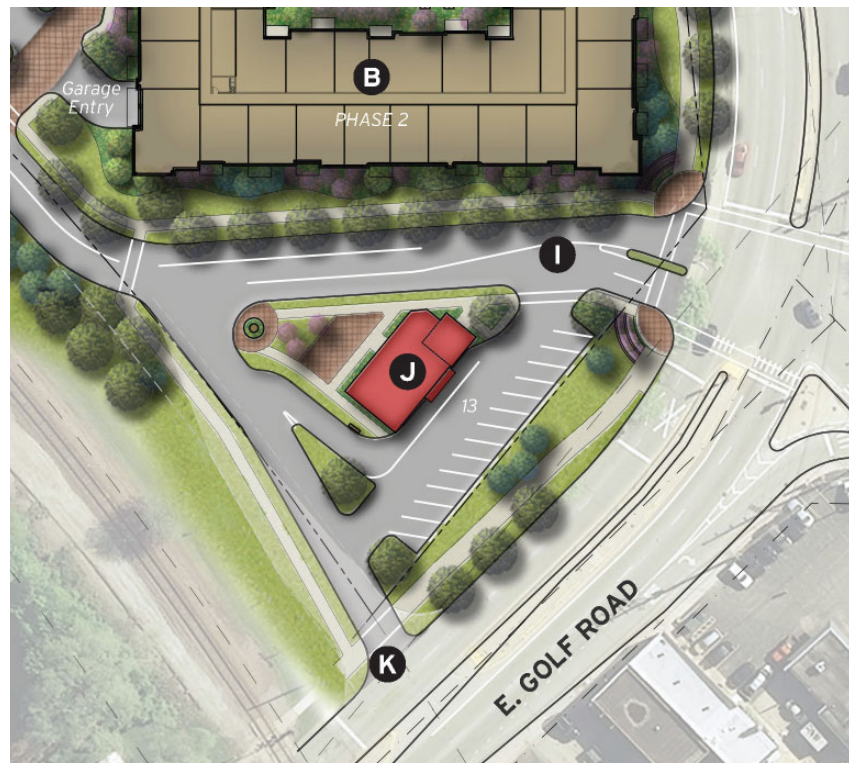
The contemporary building design will feature a complimentary mix of utility size face brick and prefinished wood grain texture fiber cement panels and siding. Two brick and three fiber cement colors are proposed. The podium level will consist primarily of brick with louvered, and spandrel glass openings, accented by fiber cement siding at corners and building insets. The upper portion of the building consists primary of fiber cement siding and panels with brick extending up to and including the fifth floor at prominent elements. A decorative metal canopy is proposed at the roof level to accentuate building corners. Floor to ceiling windows and hanging metal balconies, tied back to building complete the design.

Commercial Development

A small, 1-story commercial use of roughly 2,000 square feet is proposed in the southern portion of the Site, in close proximity to the realigned intersection of Wolf and Golf Roads. The location and orientation of this use is intended to take advantage of the intersection's high visibility and convenience for daily commuters coming and going from the Cumberland Metra Station – and for residents living within walking distance of the Site. A specific tenant has not yet been confirmed at the time of this application, however the desired intent of the use is for a limited service and convenience-oriented food & beverage provider such as a coffee shop. Drive-thru service and ease of access are critical operational features. Indoor seating is expected to be limited in response to both the size and nature of the anticipated service model. The Site Plan shows 13 head-in/angled parking spaces, along with six to eight stacking spaces associated with the drive thru to support the anticipated use – all of which would be accessed through a one-way loop off of the realigned access drive. Some outdoor seating and decorative landscaping is also included as part of the proposed plan. Though the specific location and design are not yet determined, building signage and a free-standing sign element along Golf Road are anticipated.

While the building's architectural style and character will be largely influenced by the future tenant's corporate design standards. However, it is expected that the building's design and aesthetic qualities will also complement the proposed residential development and adequately reflect the important and highly visible location at the 'front door' of the Cumberland Crossing project site and Cumberland Metra Station beyond it.

Proposed Commercial Use Concept



Site Access & Circulation

Vehicular Access

As noted previously, the proposed development will be loaded off of the existing Metra Station access drive, which will be partially realigned to connect with the intersection of Wolf & Golf Roads. Additional study of the intersection realignment's geometrics and coordination with associated agencies – including the City of Des Plaines, IDOT, and Union Pacific – is required, however the proposed plan is directly supported by numerous policy recommendations and past site and area planning efforts. This improvement will provide greater control and visibility to cars entering and travelling through the Site, while also increasing the distance between the primary access point and existing at-grade rail crossing at Golf Road at the southern end of the property.

Upon entering the Site the primary access drive will generally follow the course of the existing road, which will be enhanced with streetscape furnishings – including new decorative lighting and street trees located within a tree lawn, providing a buffer between the road and adjacent sidewalk. A minimum curb to curb width of 26 feet is proposed in accordance with recommendations provided by the City during the Technical Review process in order to ensure adequate access for fire and safety services.

The existing access drive connection at Golf Road is currently shown as remaining in the proposed site plan, however it is anticipated that this entrance will be converted to limited access – allowing for only right-in/right-out, right-out only, or emergency access only – if not removed. Further study of this access point is expected and will be supported by the development team's traffic and engineering consultants, as well as input from City, IDOT, and Union Pacific.

Additional information regarding projected traffic impacts is provided in the attached Traffic Impact Statement prepared by KLOA.

Building Access

Two vehicular entry and exit points are planned for the parking garage, one for Phase I and a second for Phase II, both accessed from a common circle drive located at the western portion of the site. The circle drive will feature decorative landscaping and paving and provided additional loading/drop-off areas in close proximity to the building's main entrance. In addition to the main entrance, additional pedestrian access points are provided on the west, north, and east sides of the building, which will be controlled to ensure security. The northern building entrance is located to allow direct, convenient access to the Metra Station, and will feature decorative landscaping and lighting, and a commuter lobby that further enhance the project's transit-supportive nature.

Bike & Pedestrian Circulation

The proposed plan will enable pedestrian circulation around all sides of the building, providing multiple routes and linkages for both residents of the new development and the surrounding neighborhoods. These routes will be improved with decorative landscaping and lit to ensure safety and comfort and align with essential street crossings.

The existing sidewalk along the east side of the site – along the Golf and Wolf Road frontages – will also be widened to ten feet to allow for a new multi-use path in support of City and County efforts to implement a network of local and regional bike trails. To support this use, an improved and expanded bike parking area is proposed at the easternmost corner of the subject property and on the Metra Commuter lot (southeast corner). The strategic location of this facility is intended to allow for convenient access from the proposed bike route, while also helping to mitigate conflicts with pedestrian activity in closer proximity to the station platform entrance and discourage potentially dangerous crossing behavior of the tracks. Further coordination with the City, Metra, and Union Pacific is required in designing and implementing this facility.

Landscaping & Open Space

Similar to the building's architecture, the proposed Site landscaping employs a 'four-sided' approach where all sides of the proposed building feature high-quality perimeter landscaping. The planting plan will include a mix of canopy, evergreen, and ornamental trees, as well as an array of seasonal and perennial planting beds that meet the City's landscape standards while also complementing the aesthetic character of the building. Special attention will be paid to landscaping at the main entrance and at the commuter entrance on the north side of the building, which will be highly visible from the Metra commuter lot.

Open Spaces

The proposed building includes a substantial amount of open space in the form of a second-story green-roof and amenity deck. Upon completion of both phases, the roof deck will total over 1 acre in size, and provide building residents and guests with a wide range of on-site amenities and activities. An additional half-acre of passive open space is provided in the northwest corner of the property, whose use may change over time to support the interests of the building's residents. In Phase 1, the extents of the Phase 2 building envelope will be utilized as additional ground-level open space, providing an additional acre of flexible use space for residents. In whole, the proposed plan incorporates roughly 2.3 acres of usable open space in Phase 1 and 1.5 acres of space upon the completion of Phase 2.

Site Buffering

While the intention of the landscape plan is to enhance views and connectivity between the Site, surrounding streets and commuter lot, additional landscape buffering is proposed along the western edge of the site between the main access drive and neighboring Union Pacific freight line. This buffer, which would include new evergreens and canopy trees will help to minimize visual and auditory impacts to both residents of the new building and of the existing single-family neighborhood to the west. Similarly, the location and layout of the proposed building allows for both increased sun exposure for on-site amenity spaces and units, while also effectively avoiding reductions of sun exposure on any nearby or neighboring homes.

Grading & Drainage

Based on an analysis of the property and proposed site development plan, the majority of stormwater detention will be provided by a constructed vault located below portions of the Phase 1 building footprint. Site volume control will be primarily addressed through the use of CA-7 stone within the aforementioned detention vault, through capture and infiltration on portions of the second story green roof, and with permeable pavers located on residential building's main entrance drive.

A preliminary approach to stormwater management has been prepared by Spaceco (see attached Preliminary Grading and Utility Plan).

REAL ESTATE MARKET CONDITIONS

SB Friedman Development Advisors has been commissioned to develop a market analysis of the Site and associated development proposal – including a special focus on market rate apartment trends and standards. A thorough review of findings is included with this application, however key findings from their analysis include:

- The overall unit density for Cumberland Crossing is comparable to recently delivered apartment projects in the market.** As shown in the chart below, the proposed final density of 69.2 units per acre (du/ac) falls within the range of comparable projects within the region (ranging from 42 du/ac to 87 du/ac). Furthermore, the proposed Phase 1 density is 43.8 du/ac, which sits at the lowest end of the comparable project range. By carrying out the development in the phased manner as proposed, the plan allows for the Site to be initially implemented at a minimum market threshold and then be increased in density over time as the Cumberland Station Area matures.
- Cumberland Crossing's proposed unit mix favors studio and one-bedroom apartment units.** The balance of unit types proposed has been tailored in response to leasing trends at other nearby comparable projects, including Buckingham Place. As a result, over 80% of the proposed units are studios or one-bedroom apartments, which is a higher proportion than other apartment projects in the market. This approach is based on observed market trends which show a shift towards smaller apartment units in new apartment projects, which have been more successful in leasing up smaller end units.

	Phase 1	Phase 2	Combined
Municipality	Des Plaines		
Developer Name	Cumberland Crossing LLC		
Open Date	TBD	TBD	---
Unit Count	284	165	449
Unit Mix – Count [1]	49 / 185 / 50 / -	16 / 114 / 35 / -	65 / 299 / 85 / -
Unit Mix – Percentages [1]	17% / 65% / 18% / -	10% / 69% / 21% / -	14% / 67% / 19% / -
Parking Arrangement	Garage/Surface		
Parking Spaces	346	147	493
Parking Ratio [2]	1.2	0.9	1.1
Acreage	---	---	6.5
Units Per Acre	---	---	69

[1] Studios / 1-BRs / 2-BRs / 3+BRs

[2] Parking spaces per total apartment units

Source: Blue Moon Management Company; CoStar; Gold Oller Management; The Lakota Group; Lincoln Properties

	STABILIZED APARTMENTS		NEWLY DELIVERED APARTMENTS		
	Buckingham Place	One Wheeling Town Center	Ellison	Uptown 500	20 West
Municipality	Des Plaines	Wheeling	Des Plaines	Wheeling	Mount Prospect
Developer Name	The Dearborn-Buckingham Group	Lynmark Construction and Management, LLC	Opus Development Corporation	KR Developments	Nicholas & Associates, Inc.
Open Date	October 2018	May 2019	September 2019	April 2020	October 2019
First Move-In Date	January 2019	July 2019	NA	NA	NA
Unit Count	267	301	113	321	71
Unit Mix – Count [1]	19 / 149 / 98 / 1	11 / 129 / 152 / 9	- / 75 / 38 / -	106 / 2 / 213 / -	9 / 41 / 20 / 1
Unit Mix – Percentages [1]	7% / 56% / 37% / <1%	4% / 3% / 50% / 3%	- / 66% / 34% / -	33% / 1% / 66% / -	13% / 58% / 28% / 1%
Acreage	5.9	4.5	1.3	7.6	1.0
Gross Units Per Acre	45	84	87	42	73
Average SF by Unit Type [1]	603 / 745 / 974 / 1,786	611 / 788 / 1,235 / 1,494	- / 749 / 1,179 / -	671 / 761 / 1,156 / -	611 / 785 / 1,042 / -
Average Price PSF by Unit Type [1]	\$2.50 / \$2.32 / \$2.17 / \$1.90	\$2.35 / \$2.21 / \$1.80 / \$2.25	- / \$2.36 / \$2.33 / -	\$2.23 / \$2.33 / \$1.90 / -	\$2.89 / \$2.43 / \$2.30 / -
Average Chunk Rent by Unit Type [1]	\$1,508 / \$1,728 / \$2,113 / \$3,393	\$1,436 / \$1,741 / \$2,223 / \$3,362	- / \$1,768 / \$2,747 / -	\$1,496 / \$1,773 / \$2,196 / -	\$1,765 / \$1,908 / \$2,397 / -
Vacancy Rates [1]	26% / 5% / 10% / 100%	0% / 3% / 32% / 67%	- / 4% / 61% / -	NA / NA / NA / -	44% / 44% / 25% / -

[1] Studios / 1-BRs / 2-BRs / 3+BRs

Source: Blue Moon Management Company; CoStar; Gold Oller Management; Lincoln Properties; SB Friedman

SB Friedman Development Advisors

DEVELOPMENT SCHEDULE

The following preliminary schedule has been outlined for proceeding with the entitlements, permitting, construction, and occupancy of the proposed Cumberland Crossing Development. Further refinement and coordination is anticipated as the project advances through the PUD application review process.

<i>Entitlements</i>	
• Preliminary PUD Application & Review	July 24, 2020 – Late August 2020
• Final PUD Submittal Preparation, Application & Review	September 2020 – December 2020
<i>Design</i>	
• Schematic, Design Development, Construction Documents	Begin October 2020 – February 2021
<i>Permitting</i>	
	February 2021 – April 2021
<i>Construction</i>	
• Phase 1	May 2021 – December 2022
• Phase 2 (including Design, Permitting & Construction)	September 2022 – October 2024

414 E. Golf Road - Cumberland Crossing
Standards of Conditional Use Responses

AUGUST 19, 2020

Responses to the City's Standards for Conditional Use are provided below.

1. The proposed conditional use is in fact a conditional use established within the specific zoning district involved;

The proposed mixed-use development for 414 E. Golf Road is a permitted conditional use as stated in the City's Municipal Code under Section 12-3-5-1: *Mixed Use Developments*, under sub-section C. *Special Uses*; and meets the purpose and intent of sub-section A.

A. Statement Of Purpose: The purpose and intent of these provisions is to permit the construction of residential dwelling units on the same zoning lot as commercial developments.

C. Special Uses:

1. Mixed use developments are allowed as a conditional use in the C-3 general commercial zoning districts.

2. The proposed conditional use is in accordance with the objectives of the city's comprehensive plan and this title;

The proposed development accomplishes the objectives of allowing a mixed-use development as a conditional use, which are stated in 12-3-5-1.B:

- 1. Contribute to the economic viability of existing commercial areas; and*
- 2. Encourage the implementation of innovative housing options, by providing alternatives to the typical detached single-family dwelling unit.*

The proposed development would contribute substantially to the viability of nearby businesses and efforts to attract new businesses by both providing an increase in the local population, and serving as a highly-visible, landmark development that anchors the City's efforts to promote the Cumberland Metra Station Area as a transit-oriented district.

The proposed development also provides a range of multi-family residential unit types and sizes, with a unit mix that has been purposefully designed to fully satisfy the housing needs of people seeking to live in Des Plaines and is consistent with other transit-oriented development projects within the City and surrounding region.

Overall, the proposed development fulfills the City's long-time land use, economic development, and transportation goals for both the site and surrounding district, and is consistent with 'High Density Urban Mix with Residential' future land use designation identified for the site in the City's Comprehensive Plan.

3. The proposed conditional use is designed, constructed, operated, and maintained so as to be harmonious and appropriate in appearance with the existing or intended character of the general vicinity;

The proposed development is indicative of a modern transit-oriented development, which aims to increase residential density and overall activity within close proximity to regional transit infrastructure. The scale, style, and four-sided architectural design of the proposed residential building lend prominence to the site on par with its strategic location within the Cumberland Station Area District, and as a northern gateway into the community.

4. The proposed conditional use is not hazardous or disturbing to existing neighboring uses;

The proposed development is consistent with best practices for mixed-use and multi-family residential development within a transit-oriented district, and satisfies a number of the City's stated land use and economic development goals. In developing the property, a range of streetscape and public realm enhancements will be implemented throughout the site that help to improve pedestrian access, safety, and comfort – most notably for Metra commuters. Landscape enhancements will also greatly improve conditions along the perimeter of the site, and provide increased buffering between the Metra Station, proposed building(s) and nearby residential neighborhoods. In addition, the traffic improvements will also benefit the surrounding neighborhood.

5. The proposed conditional use is to be served adequately by essential public facilities and services such as highways, streets, police and fire protection, drainage structures, refuse disposal, water and sewer, and schools; or the persons or agencies responsible for the establishment of the proposed conditional use shall provide adequately any such services;

The design of the proposed site and building plans provide adequate provision for public services, control over vehicular traffic, provide and protect common open areas for building residents, and further amenities of light, air, recreation, and visual enjoyment. Where modifications to essential public facilities are proposed – such as the partial realignment and enhancement of the existing Metra Station access drive – the applicant will work with the City and other associated stakeholders and agencies to ensure that adequate and appropriate use of public facilities are maintained.

6. The proposed conditional use does not create excessive additional requirements at public expense for public facilities and services and not be detrimental to the economic welfare of the community;

The proposed mixed-use development realizes a number of long-term goals for the City ranging from the 2010 Cumberland Station Area TOD Plan to the 2019 Comprehensive Plan update. This includes a number of substantial site improvements that will enhance conditions for future residents, Metra commuters, and the community at-large. Notable examples include a realignment and improvement of the Metra Station access drive at the intersection of Wolf & Golf Roads; enhanced pedestrian access, safety, and comfort around all sides of the property; and a partial completion of the Evanston-Elgin Regional Bikeway proposed by the Northwest Municipal Council.

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

The proposed development – consistent with standards and guidelines for mixed-use and multi-family residential developments – does not involve or include detrimental uses or activities. Furthermore, the proposed use is consistent the City's own stated land use goals for the site and represents a substantial improvement from the property's past use as a light manufacturing facility. It is anticipated that the location of the property immediately adjacent to the Metra train station will increase Metra ridership and reduce congestion.

8. The proposed conditional use provides vehicular access to the property designed that does not create an interference with traffic on surrounding public thoroughfares;

Adequate provisions will be made for the safe ingress and egress and minimal disruption of traffic based on the findings and recommendations of the traffic study included with the Preliminary PUD Application. Notably, the proposal includes a partial reconstruction of the existing Cumberland Metra Station access drive to enable alignment and completion of the Golf & Wolf Road intersection. This enhancement would provide a safer, more controlled entrance to the site for both pedestrians and vehicles, and complete a long-standing priority of the City as noted in both the Comprehensive Plan and 2010 Cumberland Station TOD Plan. In respect to the proposed multi-family residential building, the development meets the City's access and circulation requirements as determined during an initial review by the City's Technical Review Board in November 2019.

9. The proposed conditional use does not result in the destruction, loss, or damage of a natural, scenic, or historic feature of major importance; and

No natural, scenic, or historical features of major importance exist on the property, which is currently occupied by a now vacant light-manufacturing facility, access road, surface parking lot, and truck loading area.

10. The proposed conditional use complies with all additional regulations in this title specific to the conditional use requested

The proposed development complies with all additional regulations in this title as well as the applicable standards within a C-3 General Commercial District, with the exception of any variances identified and described in the applicant's *Responses to PUD Standards* submitted as part of the initial Preliminary PUD application to the City on July 24th, 2020.

PUD STANDARDS

RESPONSES TO PUD STANDARDS

E. Findings: The planning and zoning board and the city council, in their review of planned unit development applications, shall review the particular facts and circumstances of each proposed planned unit development and recommend or authorize approval, approval with modifications, or disapproval of the planned unit development in terms of the following findings to the extent applicable:

1. The extent to which the proposed plan is or is not consistent with the stated purpose of the planned unit development regulations set forth in subsection A of this section;

The proposed Cumberland Crossing Planned Unit Development (PUD) is consistent with the stated purpose of Section 12-3-5A – most notably in allowing for both a more efficient and more creative approach to the use of land resulting in a better character and quality of design. In doing so, the proposal will also provide enhanced access to the neighboring Cumberland Metra Station and associated commuter parking lot, including site, streetscape, and public safety improvements far exceeding the current conditions of the site. In addition, the proposed development is consistent with the stated objectives of the City's Mixed Use Development standards (Section 12-3-5-1B); while also supporting the community's stated future land use goals of establishing a transit-oriented development hub on surrounding lands to further bolster economic development.

2. The extent to which the proposed plan meets the requirements and standards of the planned unit development regulations;

The proposed Cumberland Crossing Planned Unit Development is currently under unified control and ownership of Cumberland Crossing, LLC and at roughly 6.49 acres is larger than the minimum lot size of 2 acres as required under C-3 General Commercial district zoning.

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

The proposed development meets or exceeds the following applicable regulations for the C-3 General Commercial District and/or conditional use requirements as a Mixed Use Development within a C-3 General Commercial District:

- The minimum size for a PUD in a C-3 District is 2 acres, the subject property is 6.49 acres.
- **Setbacks** – All proposed setbacks exceed the minimum standards for front (5'), side (5'), and rear yards (25'). The minimum building setback for the proposed residential building (primary use) is 12 feet - provided along the N. Wolf Road frontage and portions of the adjacent access drive on the southwest & west sides of the proposed building. The northern (rear) building setback, adjacent to the Metra commuter parking lot is 30 feet.
- **Compatibility** – the uses proposed for the site – multi-family residential and limited fast casual food & beverage service – are typical of transit-oriented development sites and consistent with other neighboring uses. Multi-family residential uses exist to the immediate east of the site across Wolf Road with commercial & light industrial uses located to the south and east as well. The location of proposed uses within the PUD would generally match these facing uses and feature street-level commercial use adjacent to the intersection of Wolf & Golf Roads. Single-family uses to the west are separated from the new development by both an existing freight rail corridor and enhanced access drive, in addition to new landscaping buffering around the perimeter of the

site. The Metra commuter lot to the north would be enhanced by adjacent perimeter landscaping, increased pedestrian connectivity, and increased visibility, lighting, and building security measures.

- **Parking** – The proposed development meets the City’s on-site parking requirements for Mixed Use Developments.
- **Traffic** – Adequate provisions will be made for the safe ingress and egress and minimal disruption of traffic based on the findings and recommendations of the traffic study included with the Preliminary PUD Application. Notably, the proposal includes a partial reconstruction of the existing Cumberland Metra Station access drive to enable alignment and completion of the Golf & Wolf Road intersection. This enhancement would provide a safer, more controlled entrance to the site for both pedestrians and vehicles, and complete a long-standing priority of the City as noted in both the Comprehensive Plan and 2010 Cumberland Station TOD Plan.
- **General Design** – the general design of the building is anticipated to provide substantial improvements to the current conditions of the site and surrounding vicinity. A ‘four-sided’ approach to architectural design has been pursued, with each side of the proposed residential building featuring façade detailing and ornamentation.

Exceptions requested for:

- **Density** - the proposed residential development exceeds minimum lot area requirements of 1,815 square feet per unit (24 units/acre) for C-3 Mixed Use developments, which is inconsistent with similar transit-oriented development sites within the City and surrounding market area and therefore believed to be an undue burden. The proposed minimum lot area for the total project is 630 square feet per unit (69.2 units/acre), however in Phase 1 the proposed lot area is 996 square feet per unit (43.8 units/acre). Further examination of comparable densities is provided in the Real Estate Market Conditions section of the Development Narrative.
- **Height** – the proposed height of 71'-4" exceeds the maximum permitted height of 45'.

4. The extent to which the physical design of the proposed plan does or does not make adequate provision for public services, provide adequate control over vehicular traffic, provide for and protect designated common open space, and further the amenities of light and air, recreation and visual enjoyment;

The design of the proposed site and building plans provide adequate provision for public services, control over vehicular traffic, provide and protect common open areas for building residents, and further amenities of light, air, recreation, and visual enjoyment.

The proposal incorporates a number of substantial site improvements that enhance conditions for future residents, Metra commuters, and the community at-large. Notable examples include:

- Existing access road realignment and improvement to allow for a better controlled access point to the site and greatly enhanced experience for commuters, buildings residents, and visitors alike, while also increasing sight lines and distance from the existing Union Pacific freight line crossing at Golf Road. This enhancement has been identified as an important infrastructure priority in multiple plans adopted by the City.
- The proposed access road, existing Metra parking lot access lane, and proximity to Wolf Road allows for adequate fire and emergency service access on all sides of the residential building.
- The plan increases pedestrian access and connectivity on and around the site, providing substantial enhancements to the experience, comfort, and safety of people traveling by foot to both the proposed development and Cumberland Metra Station.
- The sidewalk along the North Wolf Road and Golf Road frontages has been increased in width to 10 feet, enabling an essential segment of the Northwest Municipal Council’s planned Evanston-Elgin Regional

Bikeway. This connection also helps to advance the proposed Wolf Road bikeway – of the City’s ‘Priority Improvements’ identified in the Comprehensive Plan

- Upon completion, the proposed building plan provides new residents with just over one acre of common open and amenity space, as well as another ½ acre of surface level open space. During Phase 1 of implementation, the site would include an additional acre of surface-level open space. The majority of proposed amenity deck open areas are aligned with a north-south axis providing increased sun exposure.

5. The extent to which the relationship and compatibility of the proposed plan is beneficial or adverse to adjacent properties and neighborhood;

The proposed development is indicative of a modern transit-oriented development, which aims to increase residential density and overall activity within close proximity to regional transit infrastructure. The scale, style, and four-sided architectural design of the proposed residential building lend prominence to the site on par with its strategic location within the neighborhood and as a northern gateway into the community.

In addition, substantial streetscape and perimeter landscaping enhancements on all sides of the development would greatly enhance current conditions, and broadly promote walkability and pedestrian comfort and safety within the surrounding neighborhoods and overall Cumberland Metra TOD Area district.

Furthermore, the proposed phased building approach also provide more a smoother land use transition over time with Phase 1 building enhancements located primarily along the northern portions of the property adjacent to the Cumberland Metra Station parking lot. The near-term impact of the project is also tempered by inclusion of an additional one acre open space area in and lower density count in Phase 1 of the project. The majority of physical site and community enhancements would also be implemented as part of Phase 1, substantially reducing risk of not completing broader community goals, such as enhancing intersection and bike/pedestrian trail connectivity.

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

The proposed plan fulfills a number of the City’s long-time land use, economic development, and transportation goals, and offers a substantial improvement to property values and the tax base over the existing use – a vacant, functionally obsolete light industrial facility. The development would provide a substantial benefit to local businesses and the community’s efforts to attract new businesses. Furthermore, the development would provide a boost to transit ridership and support the long-term viability of the Cumberland Metra Station,

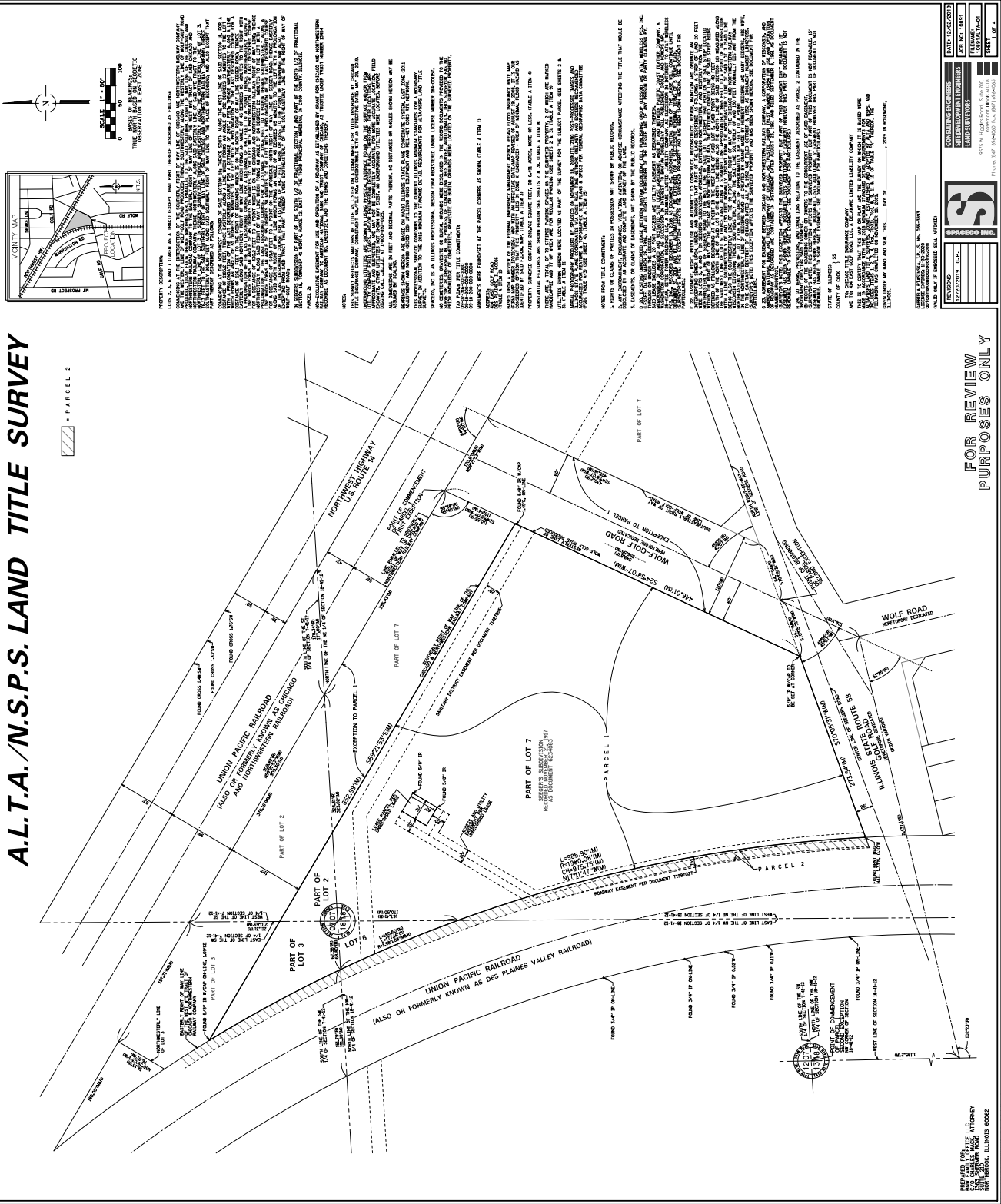
7. The extent to which the proposed plan is not in conformity with the recommendations of the comprehensive plan.

The proposed development is consistent with the ‘High Density Urban Mix with Residential’ future land use designation identified for the site in the City’s Comprehensive Plan. Furthermore, the proposed PUD supports the implementation of one of the City’s top ‘Overarching Principles’ of ‘Expanding Mixed-Use Development, recommending to:

“... focus its efforts on expanding mixed-use developments in the Downtown, near the Cumberland Metra Station, and along the Oakton Street Corridor. Mixed-use developments encourage development within compact areas of land, reduce traffic and pollution, and contribute to the creation of a pedestrian-friendly environment.”

A.L.T.A./N.S.P.S. LAND TITLE SURVEY

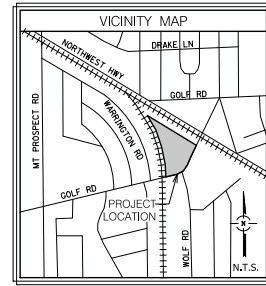
1/4" = 1' PARCEL 2



TENTATIVE PLAT OF
CUMBERLAND CROSSING SUBDIVISION

A SUBDIVISION OF PART OF THE SOUTH 1/2 OF FRACTIONAL SECTION 7 AND PART OF THE NORTH 1/2 OF FRACTIONAL SECTION 18, TOWNSHIP 41 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

EXISTING AND PROPOSED BOUNDARY INFORMATION



P.I.N.:
09-07-316-001-0000
09-18-200-008-0000
09-18-200-009-0000

SCALE: 1" = 50'

0 50 100

TRUE NORTH BASED ON GEODETIC OBSERVATION IL EAST ZONE

IR = IRON ROD
IP = IRON PIPE
M = MEASURED
U = UNDETERMINED

PROPERTY DESCRIPTION:

PARCEL 1
LOTS 2, 3, 6 AND 7 (TAKEN AS A TRACT) (EXCEPT THAT PART THEREOF DESCRIBED AS FOLLOWS:

COMMENCING AT THE INTERSECTION OF THE SOUTHERLY RIGHT OF WAY LINE OF CHICAGO AND NORTHWESTERN RAILWAY COMPANY AND THE WESTERLY LINE OF WOLF-GOLF ROAD; THENCE SOUTHWESTERLY ALONG THE WESTERLY LINE OF WOLF-GOLF ROAD PROCEEDED 110.55 FEET THENCE NORTHWESTERLY PARALLEL TO THE SAME SOUTHERLY RIGHT OF WAY LINE OF THE CHICAGO AND NORTHWESTERN RAILWAY COMPANY TO THE EASTERLY RIGHT OF WAY LINE OF THE WEST WYE TRACT OF SAID CHICAGO AND NORTHWESTERN RAILWAY COMPANY; THENCE NORTHWESTERLY ALONG SAID EASTERLY LINE OF SAID WYE TRACT TO THE NORTHWESTERLY LINE OF LOT 1 IN SEGGER'S SUBDIVISION; THENCE NORTHWESTERLY ALONG THE NORTHWESTERLY LINE OF LOT 3 TO 75.15 FEET TO THE SAID SOUTHERLY RIGHT OF WAY LINE OF SAID CHICAGO AND NORTHWESTERN RAILWAY COMPANY; THENCE SOUTHWESTERLY 409.05 FEET ALONG SAID SOUTHERLY RIGHT OF WAY LINE TO THE PLACE OF BEGINNING, AND ALSO EXCEPT THAT PART THEREOF DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWEST CORNER OF SAID SECTION 18; THENCE SOUTH ALONG THE WEST LINE OF SAID SECTION 18 FOR A DISTANCE OF 118.2 FEET THENCE EASTERLY ALONG A LINE WHICH FORMS AN ANGLE OF 102 DEGREES 23 MINUTES TO THE LEFT WITH A PROLONGATION OF THE LAST DESCRIBED COURSE FOR A DISTANCE OF 247.1 FEET THENCE NORTHWESTERLY ALONG A LINE WHICH FORMS AN ANGLE OF 51 DEGREES 35 MINUTES TO THE LEFT WITH A PROLONGATION OF THE LAST DESCRIBED COURSE FOR A DISTANCE OF 105.1 FEET TO THE POINT OF BEGINNING WHICH IS ON THE NORTH RIGHT OF WAY LINE OF SESSER ROAD; THENCE EASTERLY ALONG SAID NORTHWESTERLY RIGHT OF WAY LINE WHICH FORMS AN ANGLE OF 45 DEGREES 05 MINUTES TO THE RIGHT WITH A PROLONGATION OF THE LAST DESCRIBED COURSE FOR A DISTANCE OF 84.7 FEET TO A POINT; THENCE NORTHWESTERLY ALONG A LINE WHICH FORMS AN ANGLE OF 45 DEGREES 05 MINUTES TO THE LEFT WITH A PROLONGATION OF THE LAST DESCRIBED COURSE FOR A DISTANCE OF 60.2 FEET TO A POINT; THENCE SOUTHWESTERLY ALONG THE SOUTHWESTERLY RIGHT OF WAY LINE OF SAID CHICAGO AND NORTHWESTERN RAILWAY COMPANY; THENCE SOUTHWESTERLY ALONG SAID SOUTHERLY RIGHT OF WAY LINE TO THE PLACE OF BEGINNING, AND ALSO EXCEPT THAT PART THEREOF DESCRIBED AS FOLLOWS:

IN SEGGER'S SUBDIVISION OF PART OF THE SOUTH 1/2 OF FRACTIONAL SECTION 7 AND PART OF THE NORTH 1/2 OF FRACTIONAL SECTION 18, TOWNSHIP 41 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

TENTATIVE PLAT OF SUBDIVISION	
OWNER:	CUMBERLAND CROSSING, LLC
SUBOWNER:	1352 SESSER ROAD SUITE 700 NORTHBROOK, IL 60062
SURVEYOR:	SPACECO, INC. 9575 WEST HIGGINS ROAD SUITE 700 ROSEMONT, ILLINOIS 60018
ENGINEER:	SPACECO, INC. 9575 WEST HIGGINS ROAD SUITE 700 ROSEMONT, ILLINOIS 60018
CURRENT ZONING DISTRICT: M-1 - LIMITED MANUFACTURING	
PROPOSED ZONING DISTRICT: C-3 GENERAL COMMERCIAL WITH CONDITIONAL USE AS MIXED USE DEVELOPMENT	
PROPOSED LAND USE DESIGNATION: MULTIFAMILY RESIDENTIAL WITH COMMERCIAL RETAIL PAD	
ADDRESS: 414 EAST GOLF ROAD, DES PLAINES, IL 60016	

NON-EXCLUSIVE EASEMENT FOR USE AND OPERATION OF A ROADWAY AS ESTABLISHED BY GRANT FOR CHICAGO AND NORTHWESTERN RAILWAY COMPANY TO AMERICAN NATIONAL BANK AND TRUST COMPANY OF CHICAGO, AS TRUSTEE UNDER TRUST NUMBER 18464, RECORDED AS DOCUMENT NO. 18397027, AND THE TERMS AND CONDITIONS THEREOF.

NOTES:

THIS SURVEY REFLECTS MATTERS OF TITLE AS LISTED ON A COMMITMENT FOR TITLE INSURANCE BY CHICAGO TITLE INSURANCE COMPANY, COMMITMENT NO./FILE NO.: CCH1902788L1 WITH AN EFFECTIVE DATE MAY 29, 2019.

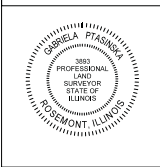
ALL DIMENSIONS ARE IN FEET AND DECIMAL PARTS THEREOF, NO DISTANCES OR ANGLES SHOWN HEREON MAY BE ASSUMED BY SCALING.

BEARINGS SHOWN HEREON ARE BASED ON NAD83 ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE 12011 ADJUSTMENT AND NAVD88 10E100 12B) UTILIZING GNSS EQUIPMENT AND REAL-TIME CORRS. RTK NETWORK.

THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY IN ADDITION TO THE 2016 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTERNATIVE LAND TITLE SURVEYS.

SPACECO, INC IS AN ILLINOIS PROFESSIONAL DESIGN FIRM REGISTERED UNDER LICENSE NUMBER 184-00157.

PREPARED ON: 07/23/2020



REVISIONS:
08/31/2020 G.P.



CONSULTING ENGINEERS
SITE DEVELOPMENT ENGINEERS
LAND SURVEYORS

9575 W. Higgins Road, Suite 700
Rosemont, Illinois 60018
Phone: (847) 696-4060 Fax: (847) 696-4065

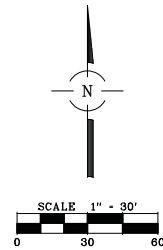
DATE: 07/23/2020
JOB NO: 10891
FILENAME: 10891TENT-SUB-01
SHEET 1 OF 4

FOR REVIEW
PURPOSES ONLY

PREPARED FOR:
BNW FAMILY OFFICE LLC
C/O CHARLES MACO, ATTORNEY
1363 SHERMAN ROAD
SUITE 210
NORTHBROOK, ILLINOIS 60062

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A SUBDIVISION OF PART OF THE SOUTH 1/2 OF FRACTIONAL SECTION 7 AND PART OF THE NORTH 1/2 OF FRACTIONAL SECTION 18, TOWNSHIP 41 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

[illegible]

UNDERGROUND UTILITIES ARE SHOWN BY USING PHYSICAL EVIDENCE FOUND ON THE SURFACE AND/OR FROM UTILITY COMPANY FIELD STAKES AND, THEREFORE, THEIR LOCATIONS ARE APPROXIMATE AND SUSPECTED AND MAY NOT BE COMPLETELY ACCURATE. FOR MORE ACCURATE LOCATION, FIELD EXCAVATE.

PIPE FLOW DIRECTIONS, IF SHOWN, ARE BASED ON
FIELD INVERT ELEVATIONS UNLESS EXISTING PLANS
INDICATE OTHERWISE, IN WHICH CASE THE
EXISTING PLAN FLOW DIRECTION IS SHOWN.

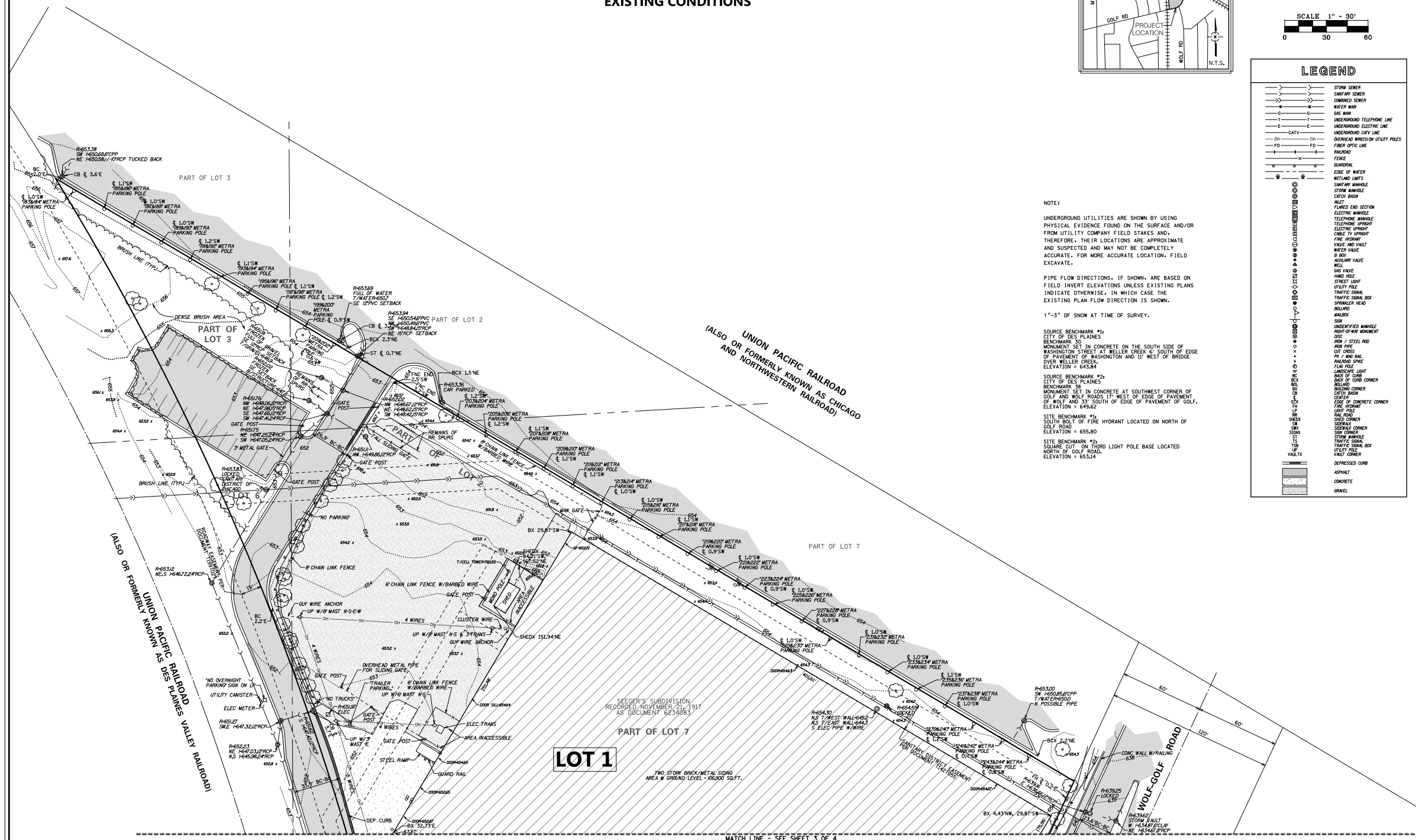
1"-3" OF SNOW AT TIME OF SURVEY.

SOURCE BENCHMARK *1:
CITY OF DES PLAINES
BENCHMARK 30
MONUMENT SET IN CONCRETE ON THE SOUTH SIDE OF
WASHINGTON STREET AT WELLER CREEK 6' SOUTH OF EDGE
OF PAVEMENT OF WASHINGTON AND 11' WEST OF BRIDGE
OVER WELLER CREEK.
ELEVATION = 643.84

SOURCE BENCHMARK *21
CITY OF DES PLAINES
BENCHMARK 38
MONUMENT SET IN CONCRETE AT SOUTHWEST CORNER OF
GOLF AND WOLF ROADS 17' WEST OF EDGE OF PAVEMENT
OF WOLF AND 33' SOUTH OF EDGE OF PAVEMENT OF GOLF.
ELEVATION = 649.62

SITE BENCHMARK #1:
SOUTH BOLT OF FIRE HYDRANT LOCATED ON NORTH OF
GOLF ROAD
ELEVATION = 655.80

SITE BENCHMARK #2:
SQUARE CUT ON THIRD LIGHT POLE BASE LOCATED
NORTH OF GOLF ROAD.
ELEVATION = 653.14



PREPARED FOR:
BNW FAMILY OFFICE LLC
C/O CHARLES MACK, ATTORNEY
1363 SHERMER ROAD
SUITE 210
NORTHBROOK, ILLINOIS 60062

FOR REVIEW
PURPOSES ONLY

REVISIONS:
08/31/2020 G.P.



CONSULTING ENGINEERS
SITE DEVELOPMENT ENGINEERS
LAND SURVEYORS

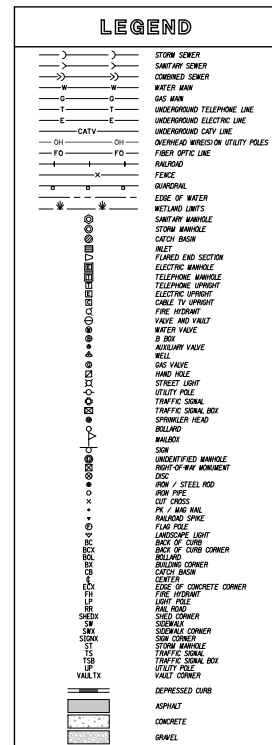
DATE: 07/23/2020

9575 W. Higgins Road, Suite 700,
Rosemont, Illinois 60018
Phone: (847) 696-4060 Fax: (847) 696-4065

FILENAME:
10891TENT_SUB-01

SHEET
2 OF 4

A SUBDIVISION OF PART OF THE SOUTH 1/2 OF FRACTIONAL SECTION 7 AND PART OF THE NORTH 1/2 OF FRACTIONAL SECTION 18, TOWNSHIP 41 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.



SITE BENCHMARK #2:
SQUARE CUT ON THIRD LIGHT POLE BASE LOCATED
NORTH OF GOLF ROAD.
ELEVATION = 653.14

FOR REVIEW
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SPACECO INC.

9575 W. Higgins Road, Suite 700,
Rosemont, Illinois 60018
Phone: (847) 696-4060 Fax: (847) 696-4065

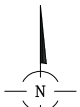
SHEET

TENTATIVE PLAT OF
**CUMBERLAND CROSSING
SUBDIVISION**

A SUBDIVISION OF PART OF THE SOUTH 1/2 OF FRACTIONAL SECTION 7 AND PART OF
THE NORTH 1/2 OF FRACTIONAL SECTION 18, TOWNSHIP 41 NORTH, RANGE 12, EAST
OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

EXISTING AND PROPOSED IMPROVEMENTS

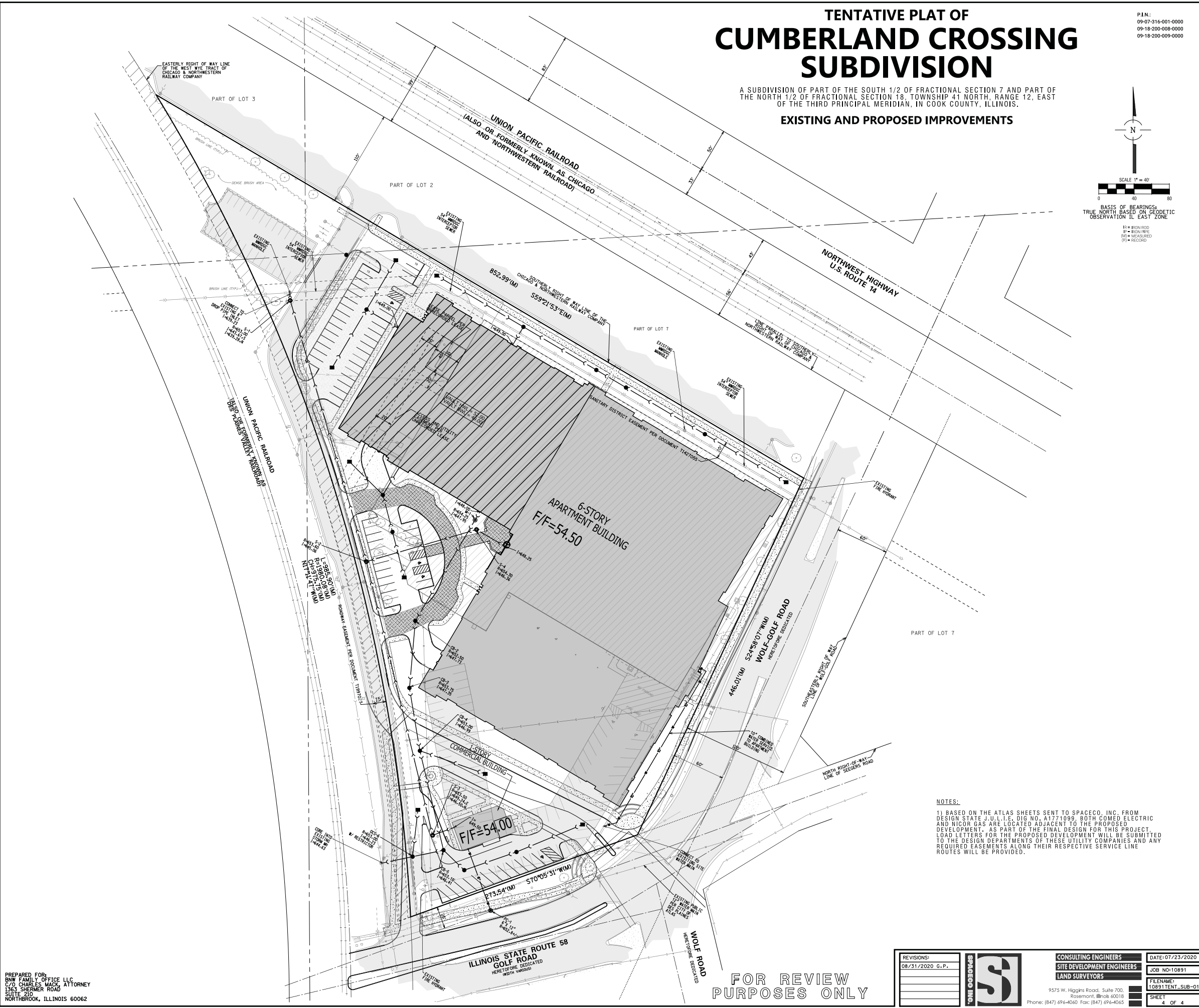
P.I.N.:
09-07-316-001-0000
09-18-200-008-0000
09-18-200-009-0000



SCALE 1" = 40'

BASIS OF BEARINGS:
TRUE NORTH BASED ON GEODETIC
OBSERVATION L EAST ZONE

1" = BOUNDARY
1" = RIGHT-OF-WAY
1" = MEASURED
1" = RECORD



NOTES:
1) BASED ON THE ATLAS SHEETS SENT TO SPACECO, INC. FROM
DESIGN STATE J.U.L.I.E. DIG NO. A1771099. BOTH COMED ELECTRIC
AND NICOR GAS ARE LOCATED ADJACENT TO THE PROPOSED
DEVELOPMENT. AS PART OF THE FINAL DESIGN FOR THIS PROJECT,
LOAD LETTERS FOR THE PROPOSED DEVELOPMENT WILL BE SUBMITTED
TO THE DESIGN DEPARTMENTS OF THESE UTILITY COMPANIES AND ANY
REQUIRED EASEMENTS ALONG THEIR RESPECTIVE SERVICE LINE
ROUTES WILL BE PROVIDED.

PREPARED FOR:
BNW FAMILY OFFICE LLC
370 CHARLES MACK, ATTORNEY
1363 SHERMAN ROAD
SUITE 210
NORTHBROOK, ILLINOIS 60062

N:\Project\10891\SURVEY\10891TENT.SUB-01.dgn SHEET 4 User:gsamika

FOR REVIEW
PURPOSES ONLY

REVISIONS:
08/31/2020 G.P.



CONSULTING ENGINEERS
SITE DEVELOPMENT ENGINEERS
LAND SURVEYORS

9575 W. Higgins Road, Suite 700
Rosemont, Illinois 60018
Phone: (847) 696-4060 Fax: (847) 696-4065

DATE: 07/23/2020
JOB NO: 10891
FILENAME: 10891TENT.SUB-01
SHEET 4 OF 4

MEMORANDUM TO: Mike Kritzman
The Lakota Group

FROM: Andrew Bowen
Consultant

Luay R. Aboona, PE, PTOE
Principal

DATE: July 21, 2020

SUBJECT: Traffic Impact Statement
Proposed Cumberland Crossing Development
Des Plaines, Illinois

This memorandum summarizes the results and findings of a site traffic evaluation conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for Cumberland Crossing, a transit-oriented development (TOD) to be located on the north side of Golf Road (Illinois Route 58) at its signalized intersection with S. Wolf Road in Des Plaines, Illinois. As proposed, the site, which currently contains a vacant industrial building, will be redeveloped with a six-story apartment building with 449 units and an internal parking garage and a 2,000 square-foot fast casual restaurant with a drive-through lane. Primary access to the development will be provided via a proposed full movement access road that will form the fourth (north) leg of the signalized intersection of Golf Road with S. Wolf Road.

The Union Pacific Northwest (UPNW) Metra commuter railway's Cumberland station is located approximately 200 feet north of the site and the primary commuter parking lot serving the station borders the site to the north. As part of the development, the existing access roadway that connects the parking lot to Golf Road will combined with the proposed access system allowing vehicles to access the Metra commuter parking via the proposed access drive opposite Wolf Road. Further, at its intersection with Golf Road, the access road will be restricted to right-turn outbound only movements.

The purpose of this impact statement is to evaluate the trip generation characteristics of the proposed development and the adequacy of the proposed access drive. **Figure 1** shows an aerial view of the site.

Existing Traffic Conditions

The following provides a detailed description of the physical characteristics of the roadways including geometry and traffic control and average daily traffic volumes along the adjacent area roadways.



Aerial View of Site

Figure 1

Golf Road (Illinois Route 58) is generally an east-west, other principal arterial roadway that provides two lanes in each direction generally divided by a raised median. Between its intersections with S. Wolf Road and State Street/Broadway Street/North Wolf Road, Golf Road operates in a northeast-southwest direction. At its signalized intersection with S. Wolf Road, Golf Road provides two through lanes and an exclusive right-turn lane on the eastbound approach and an exclusive left-turn lane and two through lanes on the westbound approach. At its unsignalized intersection with the Metra commuter parking lot access road, Golf Road provides two through lanes in each direction and no exclusive turn lanes. Golf Road is under the jurisdiction of the Illinois Department of Transportation (IDOT), carries an annual average daily traffic (AADT) volume of 28,100 vehicles (IDOT 2019) and has a posted speed limit of 35 miles per hour.

South Wolf Road is a north-south, minor arterial roadway that extends south from Golf Road and provides two lanes in each direction generally divided by two-way left-turn lane. At its signalized intersection with Golf Road, S. Wolf Road provides a left-turn lane and a right-turn lane. S. Wolf Road is under the jurisdiction of IDOT, carries an AADT volume of 9,650 vehicles (IDOT 2018) and has a posted speed limit of 35 miles per hour.

Traffic Characteristics of the Proposed Development

The plans call for developing the site with a six-story apartment building with 449 units and an internal parking garage and an approximately 2,000 fast casual restaurant with a drive-through lane. Parking for the apartments will be provided via 439 spaces within the internal parking garage and 54 surface parking spaces and parking for the restaurant will be provided via 13 surface parking spaces. Primary access to the site will be provided via a full movement access road that will form the fourth (north) leg of the signalized intersection of Golf Road with S. Wolf Road. This access drive will provide two inbound lanes and two outbound lanes striped to provide a shared through/left-turn lane and an exclusive right-turn lane. As part of the development, a westbound right-turn lane and an eastbound left turn lane will be provided on Golf Road serving the proposed access road. As previously mentioned, as part of the development the access road serving the Metra commuter parking will be combined with the proposed access system. At its intersection with Golf Road, the access road will be restricted to right-turn outbound only movements.

Development Traffic Generation

The estimates of traffic to be generated by the development are based upon the proposed land use type and size. The volume of traffic generated for the transit-oriented development was estimated using data published in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 10th Edition. As previously indicated, the proposed transit-oriented development is located 200 feet south of the Cumberland Station serving the UPNW Metra Commuter Railway. As such, many of the residents will utilize public transportation to get to work. Based on census data provided for households located within one-quarter mile of the Westmont Metra Station, approximately 15 percent of residents utilize public transportation to travel to/from work. As such, the trips estimated to be generated by the proposed apartment units were reduced by 15 percent due to the proximity of public transportation. **Table 1** summarizes the trips projected to be generated by the proposed development.

Table 1

ESTIMATED PEAK HOUR DEVELOPMENT-GENERATED TRAFFIC VOLUMES

Land Use	Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Average Daily Traffic
		In	Out	Total	In	Out	Total	
Multi-Family Housing (Mid-Rise) LUC 221	449 Units	42	120	162	121	77	198	2,444
<i>15% Public Transportation Reduction</i>		-6	18	-24	-18	-12	-30	-366
New Residential Trips		36	102	138	103	65	168	2,078
Fast Casual Restaurant LUC 930	2,000 s.f.	3	1	4	15	13	28	630
Total New Trips		39	103	142	118	78	196	2,708

Traffic Analysis

The following provides an evaluation conducted for the existing, Year 2026 no-build, and Year 2026 total projected traffic volumes at the intersection of Golf Road with S. Wolf Road. Analysis for the intersections was performed for the weekday morning peak hour (7:15 A.M. to 8:15 A.M.) and weekday evening peak hour of traffic (5:00 P.M. to 6:00 P.M.) as determined by peak period traffic counts conducted by KLOA, Inc. on Thursday, February 27, 2020.

To determine the Year 2026 no build volumes, existing traffic volumes were increased by a regional growth factor to account for the increase in existing traffic related to regional growth in the area (i.e., not attributable to any particular planned development). Based on AADT projections provided by the Chicago Metropolitan Agency for Planning (CMAP), the existing traffic volumes were increased by a compound annual growth rate of 0.43 percent per year for six years (buildout year plus five years) for a total of 2.6 percent.

To determine the Year 2026 total projected volumes, the estimated weekday morning and evening peak hour traffic volumes that will be generated by the proposed development were assigned to the roadway system in accordance with a directional distribution based on existing travel patterns, as determined from the traffic counts. Further, the existing traffic utilizing the Metra access road was reassigned to the proposed access road. The development-generated traffic was added to the Year 2026 no-build traffic volumes to determine the Year 2026 total projected traffic volumes.

The traffic analyses were performed using the methodologies outlined in the Transportation Research Board's *Highway Capacity Manual (HCM)*, 6th Edition and analyzed using the Synchro/SimTraffic 10 software. The analysis for the traffic-signal controlled intersection of Golf Road with S. Wolf Road were accomplished using field measured cycle lengths and phasings to determine the average overall vehicle delay and levels of service.

The ability of an intersection to accommodate traffic flow is expressed in terms of level of service, which is assigned a letter from A to F based on the average control delay experienced by vehicles passing through the intersection. The *Highway Capacity Manual* definitions for levels of service and the corresponding control delay for signalized intersections and unsignalized intersections are included in the Appendix of this report.

Summaries of the traffic analysis results showing the level of service and overall intersection delay (measured in seconds) for the existing, Year 2026 no-build and Year 2026 total projected conditions are presented in **Table A**, included in the Appendix. Summary sheets for the capacity analyses are included in the Appendix.

Evaluation

The results of the capacity analysis indicate that overall the intersection of Golf Road with S. Wolf Road currently operates at LOS C during the weekday morning and weekday evening peak hour. As can be seen, all movements at the intersection currently operate at LOS E or better during both peak hours. Further, through movements on Golf Road operate at LOS C or better during the peak hours. Under Year 2026 no build conditions, this intersection is projected to continue operating at LOS C during both peak hours with increases in delay of less than two seconds. Furthermore, all of the approaches are projected to continue operating at existing levels of service.

As previously indicated, as part of the proposed development a full movement access road serving the development will be provided in alignment with S. Wolf Road forming the fourth (north) leg of this intersection. This access drive will provide two inbound lanes and two outbound lanes striped to provide a shared through/left-turn lane and an exclusive right-turn lane. Further, an eastbound left turn lane and a westbound right-turn lane will be provided on Golf Road serving this access drive.

When analyzing projected conditions, the following assumptions were made:

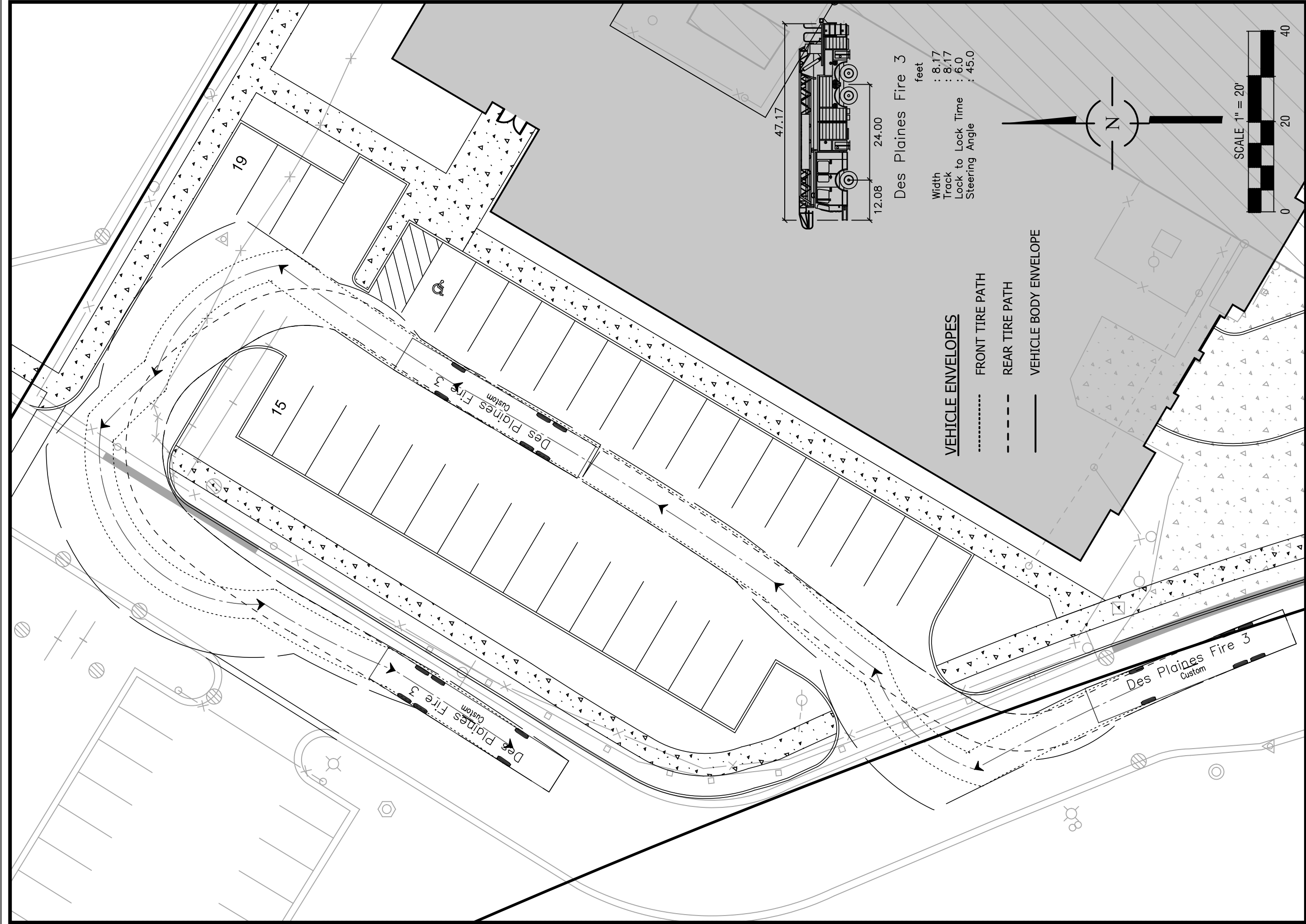
- All traffic generated by the development as well as the Metra commuter lot was assumed to use the proposed access road opposite S. Wolf Road.
- S. Wolf Road was assumed to be restriped to provide a shared through/left-turn lane and an exclusive right-turn lane
- All approaches provide an exclusive right-turn lane and were assumed to continue to provide a right-turn overlap phase
- When determining future traffic signal phasing and green times splits, adequate time was assigned to Golf Road through movements to ensure through movements operated at LOS C or better as Golf Road is an SRA route.
- Northbound Wolf Road was given a protected lead phase in order to ensure northbound left-turn movements are able adequate time to turn on to Golf Road.

Under Year 2026 projected conditions, and given the above assumptions, this intersection is projected to continue to operate at LOS C during the weekday morning and weekday evening peak hours. In addition, the northbound through/left-turn movement is projected to operate at LOS D during the peak hours with 95th percentile queues of less 210 feet, which can be accommodated within the existing turn lane. While southbound movements out of the site are projected to operate at LOS E, this is primarily the result of the long cycle length (140 seconds) and the fact that Wolf Road and Golf Road are major roadways and will continue to receive the majority of the green time. Further, southbound 95th percentile queues are not projected to exceed four to five vehicles which will be able to exit with each green phase. As such, Golf Road and Wolf Road will be able to continue to operate efficiently even with the addition of the proposed fourth leg.

Conclusion

Based on the proposed development plan and the preceding evaluation, the following conclusions and recommendations are made:

- A full movement access road serving the proposed development as well as the existing Metra commuter parking lot is proposed off Golf Road opposite S. Wolf Road and will form the fourth (north) leg of the signalized intersection.
- As part of the development, an eastbound left-turn lane and a westbound right-turn lane will be provided on Golf Road serving the proposed access road.
- The existing access drive off Golf Road will be maintained and will be restricted to right turns outbound movements under stop sign control.
- Assuming the provision of the recommended improvements, the intersection of Golf Road with S. Wolf Road will continue to operate at a good LOS with through movements on Golf Road continuing to operate at LOS C or better.



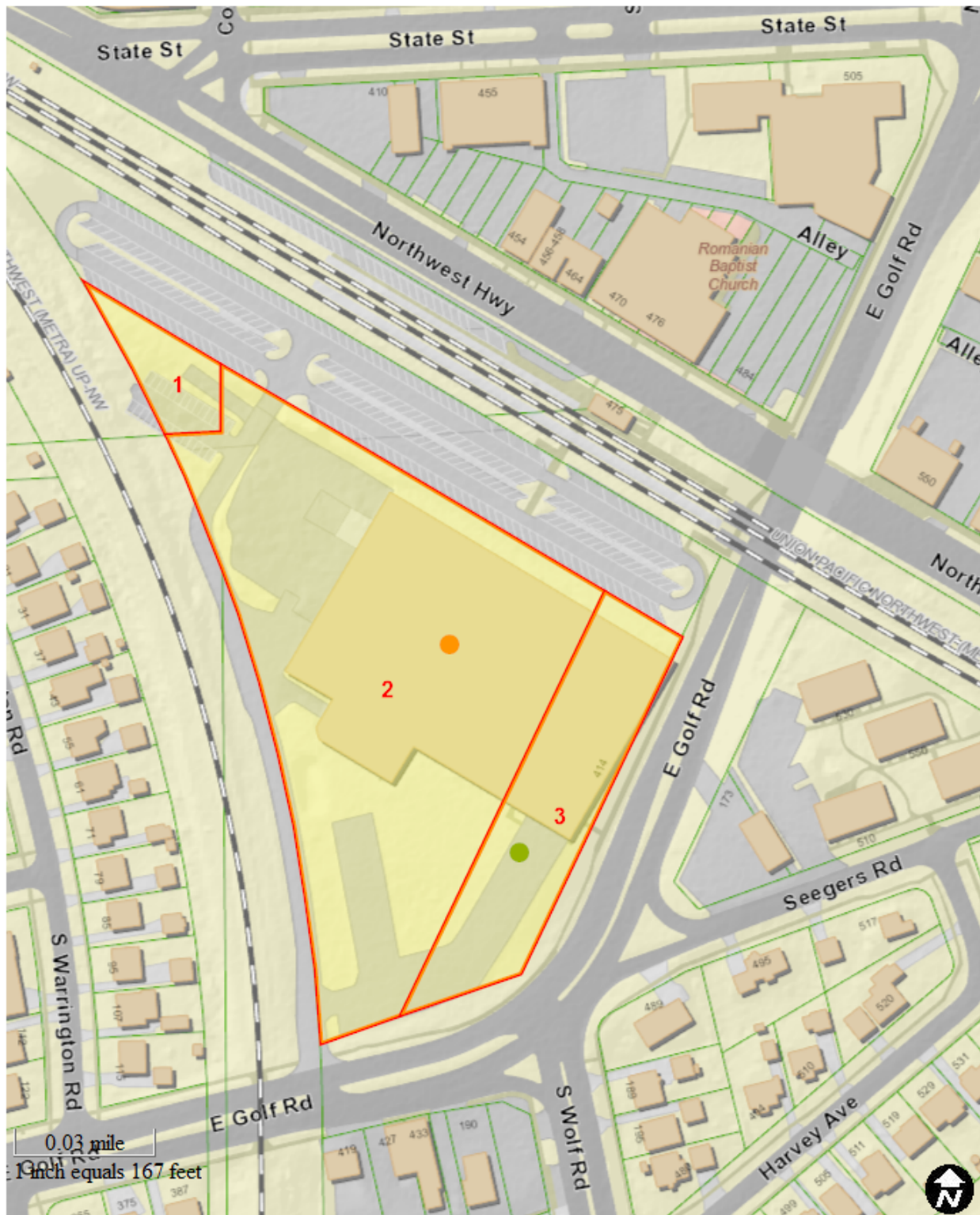
CONSULTING ENGINEERS
SITE DEVELOPMENT ENGINEERS
LAND SURVEYORS

9575 W. Higgins Road, Suite 700,
Rosemont, Illinois 60018
Phone: (847) 696-4060 Fax: (847) 696-4065

DATE: 09/01/2020
FILENAME: 10891_ATURN
JOB NO: 10891

AUTOTURN EXHIBIT-NORTH

CUMBERLAND CROSSING
DES PLAINES, ILLINOIS



Map created on September 17, 2020.

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414 E. Golf Road – Public Notice



414 E. Golf Road – Looking Northeast at Property



414 E. Golf Road – Looking West Along Street at Side of Building



414 E. Golf Road – Looking Southeast at Rear of Property

September 23, 2020

Mayor Bogusz and Des Plaines City Council
CITY OF DES PLAINES

Subject: Planning and Zoning Board, 414 E. Golf Road, 20-031-PPUD-TSUB-MAP-CU, 4th Ward
RE: Consideration of a Preliminary Planned Unit Development, Tentative Plat of Subdivision, Map Amendment, and Conditional Use for the proposed construction of a 449-unit multiple-family residential development with a freestanding commercial out-lot in the M-1 zoning district at 414 E. Golf Road.

Honorable Mayor and Members of the Des Plaines City Council:

The Planning and Zoning Board met on September 22, 2020 to consider the requests for a Preliminary Planned Unit Development, Tentative Plat of Subdivision, Map Amendment, and Conditional Use for the proposed mixed use development proposal at 414 E. Golf Road.

1. The petitioner and members of the project team provided an in-depth and detailed presentation with visual aids to describe the concept and features of the proposed mixed use development. The petitioner provided a background of the development team behind Cumberland Crossing, LLC and Terra Carta Partners, LLC which are both involved in the mixed-use development proposal. He mentioned that they are based out of Delaware both do have local branches in the Chicago region. He described the current conditions, uses, zoning, and hardships of the subject property before providing an overview of the components of the proposed project as a whole. The petitioner described how the proposal was in-line with the 2019 Comprehensive Plan and 2010 Cumberland Station Area TOD Plan by providing higher density development in close proximity to the existing Cumberland Metra Station. He elaborated on the Planned Unit Development exceptions for building height and minimum dwelling unit size that were being requested based on the size and scale of the proposed development in addition to variations for the relocated cell tower height and setbacks.

Other team members discussed the two phases of the project, floor plan drawings, elevations, site buffering, the cell tower relocation, and site access and circulation for the proposed development. They described that Phase 1 of the development would include roughly half of the total proposed development including resident amenities, open space, cell tower relocation, realignment of access road to the Cumberland Station, and commercial out-lot for the site. It was reiterated that Phase 2 would not be implemented immediately and that roughly one acre of near term open space in the area designated for Phase 2 would be available to residents for use in the meantime. Members of the project team described that the proposed structures are positioned and designed to allow for interconnectivity and direct access between common areas, parking, and dwelling units. The covered parking lots proposed for the first floor would prevent residents from having to walk long distances or traverse through multiple building corridors to get to their apartments. The drop-off aisle and visitor parking area proposed in front of the main entrance of the building would provide space for both visitor vehicles and drop-off of residents as needed. The proposed amenities, including pool deck, outdoor kitchen and dining areas, event spaces, activity lawn, and programmed small group seating areas, were discussed in detail and shown in visual aids during the presentation. The proposed building material types and color schemes were touched on to provide a sense of the finished product when completed, making note of specific design aspects chosen for specific portions of the building. Site buffering was discussed along the south and southwestern portions of the building with the intent of adequately screen the development from the single-family residences located south of the development across the UP Railroad tracks and to screen the relocated cell tower from view as much as possible. Landscaping was discussed as another component that would be installed throughout the site while still providing necessary sight lines along Golf Road, Wolf Road, and at the intersection of the UP Railroad and Golf Road. The team members discussed site access and circulation for motorists and pedestrians indicating the improved pedestrian and bicycle access along Golf Road/Wolf Road, intersection improvements at Wolf Road/Golf Road/Seegers Road, and realignment of the existing Cumberland Metra Station access road.

The petitioner concluded with an overview of the market analysis done which in part helped devise the mixed-use development proposal that they are bringing forward today. He discussed the size, density, and type of dwelling units of multi-family developments constructed in the region, including Wheeling, Mount Prospect, and the Buckingham Place and Ellison complexes currently located in Des Plaines. The petitioner claimed that these types of developments are comparable to the current proposal both in unit type, scale, and amenities provided to its residents.

2. The Planning and Zoning Board (PZB) Members asked if the development firm has a local office and, if so, its location; the proposed range of monthly rent; if the proposal would include any three-bedroom units; if there was a finalized end user for the quick service commercial establishment; how the management company of the site would address Metra commuter parking on their property; at how emergency vehicles traveling eastbound on Golf Road would access the property; if the development team has plans to accommodate children in school; if there are any plans in place to address residents being dropped-off on the property; if the development team considered adding condos in lieu of apartments to this type of development; if the petitioner had any concerns with vacancy in existing apartment complexes and/or the new apartment developments being constructed or opening soon; if the petitioner is concerned about a saturation of apartment complexes in Des Plaines; what the proposed traffic signal cycle time for the eastbound Golf Road left turn lane would be; how a motorist would access the site from different directions on Golf Road/Wolf Road; how large the Feather Factory company was and its estimated number of employees; when the traffic study was done; if one bedroom apartments with a den were a part of the proposal; if there was sufficient open-space for the residents; if the development team would consider constructing a taller building in Phase 1 and getting rid of the development proposed for Phase 2; and how residents will enter the garages.

The petitioner responded that they do have local offices in Wheaton, Illinois and Madison, Wisconsin; that they do not have a finalized range of rent for any of the dwelling unit types at this time; that there are no three-bedroom units proposed; that there is no finalized end user for the commercial but they intend to pursue a small coffee shop type of business; that the property management group would address any parking issues as necessary but they were not concerned about Metra commuters parking in the private lots; that emergency vehicles coming eastbound on Golf Road would access the site via the intersection at Golf Road/Wolf Road/Seegers Road; that they have not reached out to local schools to address children living in this complex, but that the development is geared more towards single individuals and families without children; all visitors and residents will utilize the circular drive at the main entrance of the building to enter and exit the site as well as drop-off residents as needed; that the market analysis indicates a better trend and continued demand for apartment developments over condos; that the demand for apartment developments will be successful at this property even with the existing vacancy at existing complexes and new apartment developments in the area; that this is a market-driven development so the saturation of this use in Des Plaines is not expected; that the currently proposed cycle time for the eastbound Golf Road left turn lane into the site is ten seconds, but further analysis is needed; that motorists looking to access the site can drive straight at the intersection if traveling north on Wolf Road, utilize a new left turn only lane to turn left if traveling east on Golf Road, and utilize a new right turn only lane to turn right if traveling west on Golf Road; that the traffic study was completed in February 2020; that there would not be in one bedroom units with a den in this development; that there is a lot of programmable space throughout the development where residents can gather for various activities; that the proposal would not work with a taller building and no portion of the Phase 2 constructed based on construction costs and the market analysis; and that residents will utilize the circular drive in front of the main entrance to enter all garage areas. Staff added that the Feather Factory had a couple hundred employees when operational.

3. The Community and Economic Development Department presented a summary of the items requested by the petitioner, the process and reasoning for the multiple requests, the regulations required by the Zoning Ordinance, and the conditions imposed by staff for the proposed development. One condition requires a full traffic study to be submitted at time of Final Planned Unit Development application to ensure the trip generation from this development does not exceed capacity of the surrounding roadways. Another condition required the ten-foot wide side path to be installed along Golf Road/Wolf Road frontages for pedestrian access to and from the Cumberland Metra Station and the entire development. Staff also read several letters submitted by residents in opposition of the proposed development verbatim to the Planning and Zoning Board for the record. These letters addressed resident concerns surrounding traffic volume, pedestrian and motorist safety, crime, noise pollution, declining property values, aesthetics and size, type of development, train fatalities, privacy, and carbon footprint of the proposed development. They also suggested alternative uses for the property such as restaurants, sports facility, retirement community, animal shelter, and religious building.

4. Several members of the public were in attendance, asked questions, expressed concerns, and spoke in opposition of the proposed development. The first individual from the public who spoke was concerned about Des Plaines' high COVID-19 cases and that there are not many jobs available in Des Plaines. She stressed that the City needs more businesses, not more apartments. The second individual who spoke was concerned that school children were not counted in the traffic study due to the current pandemic and was afraid that the proposed development, if approved, could have a larger impact on traffic than the Traffic Study done in February 2020 concluded. The third individual who spoke had concerns with traffic volumes generated from the proposed development and typical traffic during rush hour. She mentioned that motorists utilize Warrington Road to cut through her neighborhood to avoid the traffic signals and traffic circle along Golf Road and Wolf Road. She also had flooding concerns, as her neighborhood does flood during heavy periods of rain, and wanted to know if the proposed development would add to that. The fourth individual who spoke mentioned that she used to be a commuter actively utilizing Metra for work and is concerned about the access to the Cumberland Metra Station. She stated that new businesses should be there instead of the proposed development. The fifth individual who spoke was concerned about children walking and young adults driving in the area with the traffic volumes and proposed development. She stated that there is no walkability in her area and mentioned that she did not want to see the proposed development on her commute or from her residence. The sixth and final individual who spoke mentioned that they are an active commuter of utilizing Metra for work and uses the Golf Road/Wolf Road/Seegers Road daily. She felt that the proposed development would create additional traffic and accidents in the area. She also mentioned that the scale and size of the proposed development is too large and felt that families would be driven out with the cell tower being relocated. She was concerned about walkability of this area, especially during the winter months.

The petitioner responded to all resident concerns by explaining that while this project would represent a huge change in the area from how it looks today, the intent of the development proposal is to address existing traffic and walkability concerns in the area while also repurposing an existing underperforming property with a large vacant building. He stated that commercial development market is struggling and developing the entire site with commercial uses is not a viable or practical option at this time, especially for a property this size. He stressed that housing trends dictate that people do not necessary want to live in a high-rise building downtown, but also do not want to live in a location where they have to drive everywhere. He added that people are rather looking for housing with convenience and little to no maintenance, which is the type of housing found in apartment complexes similar to the mixed-up development they are proposing. A team member added that the cost of the proposed apartments, roughly estimated at \$200-\$235 a square foot at this time, will depend on the balance of the type of housing that is highly sought after and the amount of money an individual is willing to pay for this type of housing.

5. The Planning and Zoning Board *recommended* (5-2) that the City Council *approve* of the request with the five conditions in the Staff Report.

Respectfully submitted,



James Szabo,
Des Plaines Planning and Zoning Board, Chairman

Cc: City Officials/Aldermen

OLD BUSINESS

NEW BUSINESS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

The main access point is on the eastbound road. Mr. Hofherr had some concern over the left turn access.

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

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

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

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

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

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

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

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

The Petitioners state that this shows demand for luxury apartments.

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

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

Questions for staff:

At what point do you feel Des Plaines will reach a saturation point with apartment buildings?

Director McMahon stated that staff has not done any analysis, apartment complexes are a market driven product. The City has sought a transit-orientated development in that location since 2010. The saturation point has not been met, there is a demand for transit-orientated development.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Analysis:

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

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

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

**Real Estate Index
Numbers:**

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

Ward: #4, Artur Zadrozny

Existing Zoning: M-1, Limited Manufacturing District

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

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

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

Street Classification Golf Road and Wolf Road are classified as arterial streets.

**Comprehensive Plan
Designation**

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

Final Planned Unit Development

Project Description

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

The proposed development will consist of:

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

The entire project will be broken into two phases:

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

bedroom apartments, and 35 two-bedroom units.

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

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

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

Revised Parking Regulations for C-3 PUD Zoned Lots

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

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

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

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

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

Map Amendment & Conditional Use

Project Description:

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

Bulk Regulations for Proposed Restaurant Building

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

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

Tentative Plat of Subdivision

Project Description:

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

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

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

Compliance with the Comprehensive Plan

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

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

Compliance with the Cumberland Station Area TOD Plan

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

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

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

Conditional Use and PUD Findings

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

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

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

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

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

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

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

D. The extent to which the physical design of the proposed development does or does not make adequate provision for public services, provide adequate control of vehicular traffic, provide for, protect open space, and further the amenities of light and air, recreation and visual enjoyment:

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

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

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

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

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

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

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

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

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

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

Planning and Zoning Board Procedure:

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

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

- Jerry Molepske <jpmolepske@gmail.com>, dated Monday, September 21, 2020 8:00 p.m. via email.

To City of Des Plaines City Council,

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

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

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

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

Jerry Molepske

- Steve Lindenmuth <Sjlindy19@Sbcglobal.net> dated Tuesday, September 22, 2020 8:49 a.m. via email.

We're concerned about the traffic in this area!

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

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

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

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

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

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

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

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

Other ideas for this area could be:

Animal Shelter

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

Restaurants

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

Religious Building

Another business (not condos/apartments)

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

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

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

PLEASE THINK OUTSIDE THE BOX!!

Thank you!

*Steve and Jill Lindenmuth
464 Pinehurst Drive
Des Plaines*

- Richard Tyler <rtylerrt@sbcglobal.net> dated Tuesday, September 22, 2020 10:25 a.m. via email.

Hi,

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

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

Over 400 units is much too large for that property. Any large buildings would stand out (like a sore thumb!) if built there. And a 449 unit building would be adding a minimum of 1000 people

(probably more) to that area. That is too many people in a quiet neighborhood. I can foresee property values of the single family homes in the area decreasing dramatically.

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

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

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

*Kris Tyler
4th Ward resident*

- Debra Swanson <debswan@comcast.net>, dated Tuesday, September 22, 2020 2:52 p.m. via email.

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

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

Thanks,

*Deb Swanson
255 Woodbridge*

- Kenneth Burns <burns.kenneth.a@gmail.com>, dated Tuesday, September 22, 2020 3:05 p.m. via email.

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

Please, no development

Kenneth Burns

- Lawrence and Carrie Kellogg Garbarek <ckgarbarek@aol.com>, dated Tuesday, September 22, 2020 4:10 p.m. via email.

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

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

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

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

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

*Lawrence and Carrie Kellogg Garbarek
421 Wilkins Drive
Fourth Ward
847-803-8887*

- The Rizzo Family <margaretrizzo17@gmail.com>, dated Tuesday, September 22, 2020 4:58 p.m. via email.

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

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

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

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

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

The Rizzo family,

*Oxford Rd.
Des Plaines, IL*

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

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

new cell tower and displacement of the ducks.

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

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

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

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

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

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

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

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

AYES: Catalano, Saletnik, Bader, Veremis and Szabo

NAYES: Fowler and Hofherr

*****MOTION CARRIES *****

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

CITY OF DES PLAINES

ORDINANCE Z - 23 - 20

**AN ORDINANCE APPROVING A PRELIMINARY
PLANNED UNIT DEVELOPMENT, TENTATIVE PLAT OF
SUBDIVISION, AND MAP AMENDMENT, FOR 414 E.
GOLF ROAD. (Case #20-031-PPUD-TSUB-CU-MAP).**

WHEREAS, the Cumberland Crossing, LLC ("**Petitioner**") is the current record title holder of that certain real property consisting of approximately 6.49 acres, located in the M-1, Limited Manufacturing District, commonly known as 414 E. Golf Road, Des Plaines, Illinois (the "**Subject Property**"); and

WHEREAS, the Subject Property is currently improved with a 106,846-square foot vacant industrial building, 78 space surface parking area, a commercial cell tower facility with enclosure, and public access road to the Metra commuter parking lot; and

WHEREAS, the Petitioner intends to redevelop the Subject Property with (i) a six-story, 449-unit apartment building, served by 494 parking spaces (441 internal and 53 surface), and multiple activity areas for residents; and (ii) a one-story, 2,000-square foot commercial building with patio area and drive-through, served by thirteen parking spaces (collectively, the "**Development**"); and

WHEREAS, the Petitioner also plans to relocate an existing commercial cell tower facility including the appurtenant equipment enclosure to another portion of the Subject Property pursuant to a revised easement agreement; and

WHEREAS, pursuant to Sections 12-3-4, 12-3-6, 12-3-7 and 12-3-5 of the City of Des Plaines Zoning Ordinance ("**Zoning Ordinance**") and Title 13 of the City Code of the City of Des Plaines, as amended ("**Subdivision Regulations**"), the Petitioner filed, with the consent of the City, an application with the City for the approval of: (i) an application with the City for the approval of a map amendment to the "Zoning Map of the City of Des Plaines" ("**Zoning Map**") to rezone the Subject Property from the M-1 District to the C-3 General Commercial District ("**C-3 District**") ("**Proposed Map Amendment**"); (ii) a tentative plat of subdivision for the entire Subject Property prepared by SPACECO Inc., consisting of four sheets, with a latest revision date of August 31, 2020 ("**Proposed Tentative Plat of Subdivision**"); (iii) a preliminary plat of planned unit development of the Development Parcel ("**Proposed Preliminary Plat of PUD**"), including certain proposed exceptions within the proposed planned unit development; and (iv) multiple PUD exceptions (collectively, the "**Requested Relief**"); and

WHEREAS, within fifteen (15) days after the receipt thereof, the Petitioner's application for the Requested Relief was referred by the Department of Community and Economic Development to the City's Planning and Zoning Board ("**PZB**"); and

WHEREAS, within ninety (90) days after the date of the Petitioner's application, a public

hearing was held by the PZB on September 22, 2020 pursuant to publication in the *Journal & Topics* on September 2, 2020; and

WHEREAS, notice of the public hearing was mailed to all property owners within 300 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 the Subdivision Regulations; and

WHEREAS, pursuant to Section 12-3-5 of the Zoning Ordinance, the PZB filed a written report with the City Council on September 23, 2020, summarizing the testimony and evidence received by the PZB and stating by a vote of 5-2 of: (i) its recommendation to approve the Proposed Map Amendment; (ii) its approval of the Proposed Tentative Plat of Subdivision for the Subject Property; (iii) its recommendation to approve the Proposed Preliminary Plat of PUD for the Development Parcel; (iv) its recommendation to approve the PUD exceptions requested by the Petitioner subject to certain conditions; and

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

WHEREAS, the City Council has considered the written report of the PZB, the applicable standards for planned unit developments set forth in the Zoning Ordinance, and the Community and Economic Development Staff Memorandum dated September 24, 2020, and has determined that it is in the best interest of the City and the public to approve the Requested Relief 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 Preliminary Plat of PUD.

SECTION 2. LEGAL DESCRIPTION OF THE SUBJECT PROPERTY. The Subject Property is legally described as:

LOTS 2, 3, 6 AND 7 (TAKEN AS A TRACT) (EXCEPT THAT PART THEREOF DESCRIBED AS FOLLOWS:

COMMENCING AT THE INTERSECTION OF THE SOUTHERLY RIGHT OF WAY LINE OF CHICAGO AND NORTHWESTERN RAILWAY COMPANY AND THE WESTERLY LINE OF WOLF-GOLF ROAD PRODUCED; THENCE SOUTHWESTERLY ALONG THE WESTERLY LINE OF WOLF-GOLF ROAD PRODUCED 110.55 FEET; THENCE NORTHWESTERLY PARALLEL TO THE SAID SOUTHERLY RIGHT OF WAY LINE OF THE CHICAGO AND NORTHWESTERN RAILROAD COMPANY TO THE EASTERLY RIGHT OF WAY LINE OF THE WEST WYE TRACT OF SAID CHICAGO AND NORTHWESTERN RAILWAY COMPANY; THENCE NORTHWESTERLY ALONG SAID EASTERLY LINE OF SAID WYE TRACT TO THE NORTHWESTERLY LINE OF LOT 3 IN SEEGER'S SUBDIVISION; THENCE NORTHEASTERLY ALONG THE NORTHWESTERLY LINE OF LOT 3, 76.13 FEET TO THE SAID SOUTHERLY RIGHT OF WAY LINE OF SAID CHICAGO AND NORTHWESTERN RAILWAY COMPANY; THENCE SOUTHEASTERLY 909.89 FEET ALONG SAID SOUTHERLY RIGHT OF WAY LINE TO THE PLACE OF BEGINNING; AND ALSO EXCEPT THAT PART THEREOF DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWEST CORNER OF SAID SECTION 18, THENCE SOUTH ALONG THE WEST LINE OF SAID SECTION 18, FOR A DISTANCE OF 1185.2 FEET; THENCE EASTERLY ALONG A LINE WHICH FORMS AN ANGLE OF 102 DEGREES 23 MINUTES TO THE LEFT WITH A PROLONGATION OF THE LAST DESCRIBED COURSE FOR A DISTANCE OF 2437.1 FEET; THENCE NORTHEASTERLY ALONG A LINE WHICH FORMS AN ANGLE OF 51 DEGREES 35 MINUTES TO THE LEFT WITH A PROLONGATION OF THE LAST DESCRIBED COURSE FOR A DISTANCE OF 126.1 FEET TO THE POINT OF BEGINNING WHICH IS ON THE NORTH RIGHT OF WAY LINE SEEGER ROAD; THENCE EASTERLY ALONG SAID NORTHERLY RIGHT OF WAY LINE WHICH FORMS AN ANGLE OF 45 DEGREES 05 MINUTES TO THE RIGHT WITH A PROLONGATION OF THE LAST DESCRIBED COURSE FOR A DISTANCE OF 84.7 FEET TO A POINT; THENCE NORTHEASTERLY ALONG A LINE WHICH FORMS AN ANGLE OF 45 DEGREES 05 MINUTES TO THE LEFT WITH A PROLONGATION OF THE LAST DESCRIBED COURSE FOR A DISTANCE OF 430.2 FEET TO A POINT WHICH IS ON THE CHICAGO AND NORTHWESTERN RAILWAY RIGHT OF WAY LINE; THENCE NORTHWESTERLY ALONG SAID RIGHT OF WAY LINE WHICH FORMS AN ANGLE OF 84 DEGREES 22 MINUTES TO THE LEFT WITH A PROLONGATION OF THE LAST DESCRIBED COURSE FOR A DISTANCE OF 120.6 FEET TO A POINT; THENCE SOUTHWESTERLY ALONG A LINE WHICH FORMS AN ANGLE OF 95 DEGREES 38 MINUTES TO THE LEFT WITH A PROLONGATION OF THE LAST DESCRIBED COURSE FOR A DISTANCE OF 549.8 FEET TO A POINT ON THE AFORESAID NORTH RIGHT OF WAY LINE OF SEEGER ROAD; THENCE EASTERLY ALONG SAID NORTH RIGHT OF WAY LINE WHICH FORMS AN ANGLE OF 45 DEGREES 05 MINUTES TO THE LEFT WITH A PROLONGATION OF THE LAST DESCRIBED COURSE FOR A DISTANCE OF 84.7 FEET MORE OR LESS TO THE POINT OF BEGINNING; AND ALSO EXCEPTING FROM SAID TRACT THAT PART THEREOF LYING SOUTHEASTERLY OF THE SOUTHEASTERLY LINE OF THE RIGHT OF WAY OF

WOLF-GOLF ROAD;

IN SEEGER'S SUBDIVISION OF PART OF THE SOUTH ½ OF FRACTIONAL SECTION 7 AND PART OF THE NORTH ½ OF FRACTIONAL SECTION 18, TOWNSHIP 41 NORTH, RANGE 12, EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS PURSUANT TO THAT PLAT OF SUBDIVISION RECORDED NOVEMBER 21, 1917 AS DOCUMENT NO. 6234083.

PARCEL 2:

NON-EXCLUSIVE EASEMENT FOR USE AND OPERATION OF A ROADWAY AS ESTABLISHED BY GRANT FOR CHICAGO AND NORTHWESTERN RAILWAY COMPANY TO AMERICAN NATIONAL BANK AND TRUST COMPANY OF CHICAGO, AS TRUSTEE UNDER TRUST NUMBER 13454 RECORDED AS DOCUMENT NO. LR1997027, AND THE TERMS AND CONDITIONS THEREOF.

P.I.N.s: 09-07-316-001, 09-18-200-008, 09-18-200-009

SECTION 3. 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 M-1 Limited Manufacturing District to the C-3 General Commercial District.

SECTION 4. APPROVAL OF PROPOSED PRELIMINARY PLAT OF PUD. Subject to and contingent upon the conditions set forth in Section 8 of this Ordinance, and pursuant to Section 12-3-5 of the Zoning Ordinance, the City Council hereby approves the Proposed Preliminary Plat of PUD, which consists of the following plans:

- A. Preliminary Planned Unit Development Plat for Cumberland Crossing, consisting of one sheet, prepared by SPACECO Inc., and with a latest revision date of August 21, 2020;

B. Preliminary Site Improvement Plans for Cumberland Crossing, consisting of four sheets, prepared by SPACECO Inc., and with a latest revision date of September 1, 2020; and

C. Floor Plans and Elevations for Cumberland Crossing, consisting of nine sheets, prepared by Studio 222 Architects, and with a latest revision dates of July 24, 2020.

(collectively, the "***Proposed Preliminary Plat of PUD***") copies of which are attached to and, by this reference, made a part of this Ordinance as **Exhibit A**. The City Council hereby directs the Zoning Administrator to accept the Proposed Preliminary Plat of PUD for the Subject Property, subject to and contingent upon the conditions set forth in Section 8 of this Ordinance.

SECTION 5. ACKNOWLEDGEMENT OF REQUEST FOR EXCEPTIONS. The City Council hereby acknowledges that pursuant to Section 12-3-5.C of the Zoning Ordinance, the Petitioner has requested, and the Proposed Preliminary Plat of PUD contemplates, the following exceptions to the bulk regulations of the C-3 General Commercial District:

A. To permit a maximum building height of 71 feet 4 inches, where a maximum height of 45 feet is allowed in C-3 General Commercial District as set forth in Section 12-7-3 F of the Zoning Ordinance; and

B. To permit a minimum lot area exception of 996-square feet per unit for Phase 1 of the Development and 630-square foot per unit for Phase 2 where the minimum lot area is 1,815-square feet per unit as set forth in Section 12-3-5-1.D.1 of the Zoning Ordinance.

(collectively, "***Proposed Exceptions***"). At the time of consideration of a proposed final plat of planned unit development ("***Final Plat of PUD***") for the Subject Property, a final plat of subdivision for the Subject Property, and a final development plan for the Subject Property, the

City Council will consider the Proposed Exceptions.

SECTION 6. SUBMISSION OF FINAL PLAT OF PLANNED UNIT DEVELOPMENT AND FINAL PLAT OF SUBDIVISION. Pursuant to and in accordance with Section 12-3-5.D.3 of the Zoning Ordinance and Section 13-2-4 of the Subdivision Code, the adoption of this Ordinance authorizes the Petitioner to submit a Final Plat of PUD and a final plat of subdivision for the Subject Property to the City.

SECTION 7. EFFECT OF APPROVAL OF PROPOSED PRELIMINARY PLAT OF PUD. Pursuant to Section 12-3-5.D.3 of the Zoning Ordinance, the approval of the Proposed Preliminary Plat of PUD for the Development Parcel, as provided in Section 4 of this Ordinance, will not be deemed or interpreted as authorizing or entitling the development or the improvement of the Subject Property in any manner whatsoever unless and until the City Council approves, by ordinance or resolution duly adopted, as the case may be: (i) a conditional use permit for a planned unit development for the Subject Property, pursuant to Section 12-3-5.D.5 of the Zoning Ordinance; and (ii) a final plat of subdivision for the Subject Property, pursuant to Section 13-2-8 of the Subdivision Regulations. Nothing herein will be deemed or interpreted as obligating or requiring the City Council to approve a conditional use permit for a planned unit development or a final plat of subdivision. Further, the City Council has no obligation to consider or approve a conditional use permit for a planned unit development or a final plat of subdivision unless and until:

- A. The Petitioner complies with the applicable procedures for the review and approval of a Final Plat of PUD for the Development Parcel, as set forth in Section 12-3-5.D.5 of the Zoning Ordinance; and

- B. The Petitioner complies with the applicable procedures for review and approval of a final plat of subdivision for the Subject Property, as set forth in Chapter 2 of the Subdivision Regulations.

SECTION 8. CONDITIONS OF APPROVAL. The approval of the Proposed Preliminary Plat of PUD granted pursuant to Section 3 of this Ordinance is expressly subject to and contingent upon compliance by the Petitioner with each and all of the following conditions, all at the sole cost and expense of the Petitioner:

- A. The Petitioner must prepare and submit to the City: (i) a Final Plat of PUD for the Subject Property that meets all the requirements of Section 12-3-5 and Section 12-14-5 (Minimum Submittal requirements for PUDs) of the Zoning Ordinance; and (ii) a final plat of subdivision for the Subject Parcel; that meets all the requirements of the Subdivision Regulations.
- B. The Petitioner will commission and provide to the City a full traffic study, including all site access points and required content approved by IDOT, at time of Final Planned Unit Development.
- C. That a 10-foot wide side path must be constructed by the Petitioner along the Golf Road and Wolf Road frontages of the Subject Property within the public right-of-way, tying into the Cumberland Metra parking lot at the north of the Subject Property.
- D. That any and all governing documents for the Development including covenants, conditions, and restrictions, or operating reciprocal easement agreements must be submitted to and approved by the City's General Counsel prior to the recording of any Final PUD Plat or Final Plat of Subdivision.

- E. A fire hydrant will be required within 100 feet of the Des Plaines Fire Department sprinkler connection at the proposed restaurant building.
- F. All proposed improvements and modifications shall be in full compliance with all applicable regulations, codes, and ordinances. All Engineering, Landscape, and Building plans will be updated or modified to comply with requirements in effect at the time of approval of the Final PUD Plat.
- G. The Petitioner must, as part of the Development, reconstruct at its cost and expense, the Golf Road/ Wolf Road/ Seegers Road intersection when adding a fourth leg to accommodate northbound and southbound traffic on Wolf Road. The Final Engineering Plans and Final Plat of PUD shall incorporate plans depicting the reconstruction of this intersection and shall be approved by all agencies having jurisdiction over the roads connecting to the intersection.
- H. The Petitioner must obtain approval of its final engineering plans for the Subject Property from the City of Des Plaines Public Works and Engineering Department.
- I. The final plans submitted with the Final Plat of PUD shall be in substantial compliance with the Preliminary Plat of PUD.

SECTION 9. TIME PERIOD FOR SUBMISSION OF FINAL PLAT OF PLANNED UNIT DEVELOPMENT AND FINAL PLAT OF SUBDIVISION. Pursuant to and in accordance with Section 12-3-5.D.3 of the Zoning Ordinance and Section 13-2-10.B of the Subdivision Regulations, respectively, the Petitioner must submit for review and approval by the City: (a) a Final Plat of PUD for the Subject Property no later than the date that is 180 days after the effective date of this Ordinance; and (b) a final plat of subdivision for the Subject Property no

later than the date that is 12 months after the effective date of the approval of the Proposed Tentative Plat of Subdivision by the PZB.

SECTION 10. EFFECTIVE DATE. This Ordinance shall be in full force and effect from and after its passage, approval and publication in pamphlet form as provided by law.

SECTION 11. 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.

PASSED this ____ day of _____, 2020.

APPROVED this ____ day of _____, 2020.

VOTE: AYES ____ NAYS ____ ABSENT ____

MAYOR

ATTEST:

CITY CLERK

Published in pamphlet form this
____ day of _____, 2020.

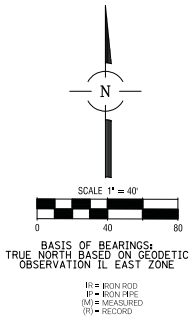
Approved as to form:

CITY CLERK

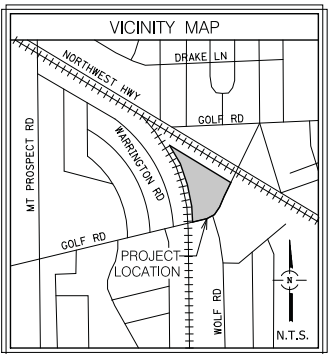
Peter M. Friedman, General Counsel

PRELIMINARY PLANNED UNIT DEVELOPMENT
CUMBERLAND CROSSING

P.I.N.:
09-07-316-001-0000
09-18-200-008-0000
09-18-200-009-0000

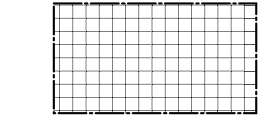
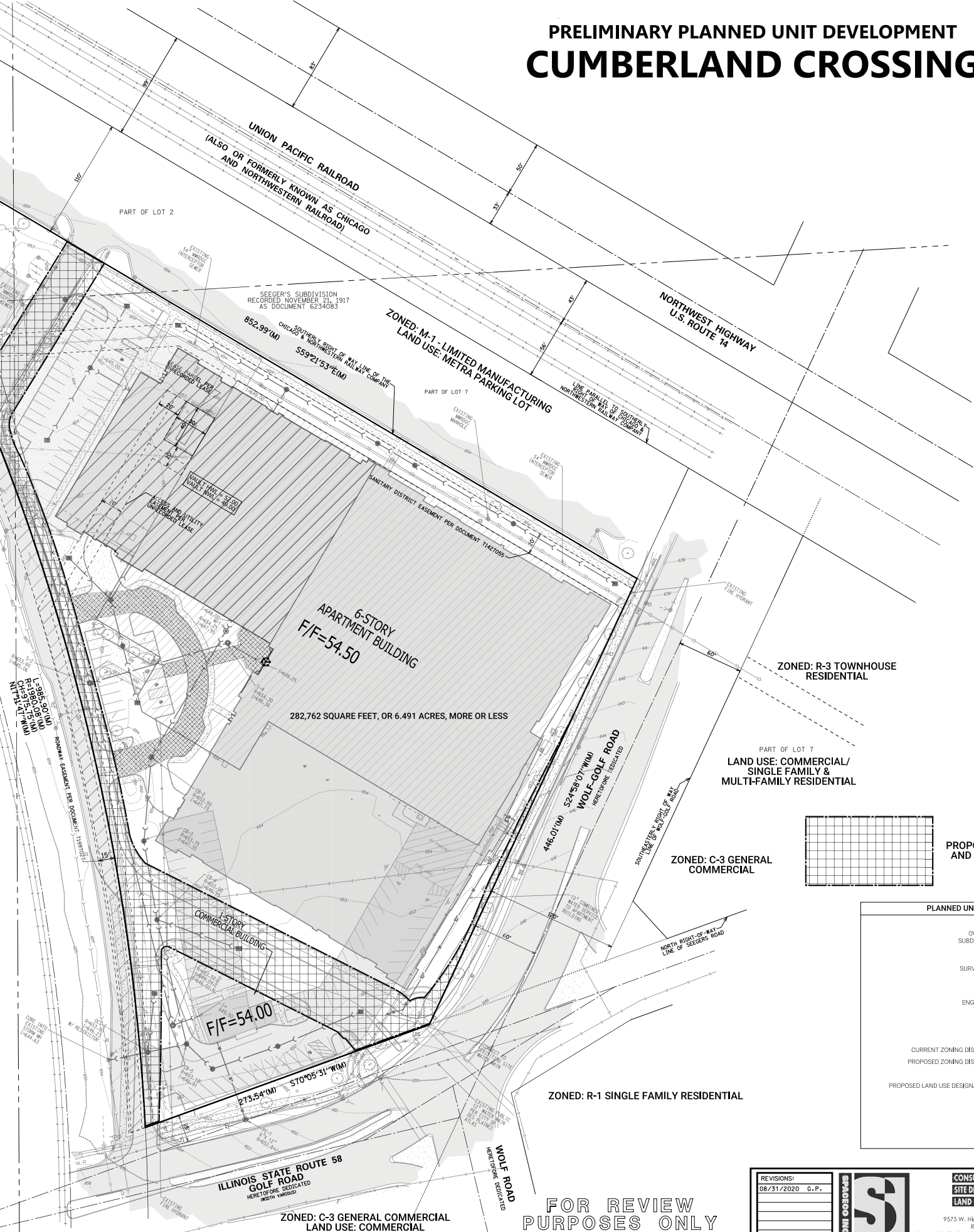


ZONED: R-1 SINGLE FAMILY RESIDENTIAL
LAND USE: SINGLE FAMILY RESIDENTIAL



PREPARED FOR:
BNW FAMILY OFFICE LLC
C/O CHARLES MACK, ATTORNEY
1363 SHERMAN ROAD
SUITE 210
NORTHBROOK, ILLINOIS 60062

N:\Projects\10891\SURVEY\10891PUD-01.dgn SHEET 1 User:grahamka



PROPOSED INGRESS/EGRESS
AND SIDEWALK EASEMENT

PLANNED UNIT DEVELOPMENT	
OWNER/	CUMBERLAND CROSSING, LLC
SUBDIVIDER:	1363 SHERMAN ROAD SUITE 210 NORTHBROOK, IL 60062
SURVEYOR:	SPACECO INC., 9575 WEST HIGGINS ROAD SUITE 700 ROSEMONT, ILLINOIS 60018
ENGINEER:	SPACECO INC., 9575 WEST HIGGINS ROAD SUITE 700 ROSEMONT, ILLINOIS 60018
CURRENT ZONING DISTRICT:	M-1 - LIMITED MANUFACTURING
PROPOSED ZONING DISTRICT:	C-3 GENERAL COMMERCIAL, WITH CONDITIONAL USE AS MIXED USE DEVELOPMENT
PROPOSED LAND USE DESIGNATION:	MULTI-FAMILY RESIDENTIAL WITH COMMERCIAL RETAIL PAD
ADDRESS:	414 EAST GOLF ROAD DES PLAINES, IL 60016

REVISIONS:
08/31/2020 G.P.



CONSULTING ENGINEERS	DATE: 07/23/2020
SITE DEVELOPMENT ENGINEERS	JOB NO: 10891
LAND SURVEYORS	FILENAME: 10891PUD-01
9575 W. Higgins Road, Suite 700 Rosemont, Illinois 60018 Phone: (847) 696-4060 Fax: (847) 696-4065	SHEET 1 OF 1

FOR REVIEW
PURPOSES ONLY

UNION PACIFIC RAILROAD

METRA PARKING LOT

WOLF-GOLF ROAD

SEEGERS ROAD

WOLF ROAD

ILLINOIS STATE ROUTE 58
GOLF ROAD

SOURCE BENCHMARK #1:
CITY OF DES PLAINES
BENCHMARK 30
MONUMENT SET IN CONCRETE ON THE SOUTH SIDE OF
WASHINGTON STREET AT WELLER CREEK 6' SOUTH OF EDGE
OF PAVEMENT OF WASHINGTON AND 11' WEST OF BRIDGE
OVER WELLER CREEK.
ELEVATION = 643.84

SOURCE BENCHMARK #2:
CITY OF DES PLAINES
BENCHMARK 38
MONUMENT SET IN CONCRETE AT SOUTHWEST CORNER OF
GOLF AND WOLF ROADS 17' WEST OF EDGE OF PAVEMENT OF
WOLF AND 33' SOUTH OF EDGE OF PAVEMENT OF GOLF.
ELEVATION = 649.62

SITE BENCHMARK #1:
SOUTH BOLT OF FIRE HYDRANT LOCATED ON NORTH OF GOLF
ROAD
ELEVATION = 655.80

SITE BENCHMARK #2:
SQUARE CUT ON THIRD LIGHT POLE BASE LOCATED NORTH
OF GOLF ROAD.
ELEVATION = 653.14

LEGEND

- STORM SEWER
- SAWTOOTH SEWER
- COMBINED SEWER
- WATER MAIN
- GAS MAIN
- UNDERGROUND TELEPHONE LINE
- UNDERGROUND ELECTRIC LINE
- UNDERGROUND CATV LINE
- OVERHEAD WIRE(S) ON UTILITY POLES
- OVERHEAD CATV LINE
- OVERHEAD OPTIC LINE
- OVERHEAD
- FENCE
- GUARDRAIL
- EDGE OF WATER
- WETLAND LIMITS
- STORM MANHOLE
- CATCH BASIN
- INLET
- FLARED END SECTION
- ELECTRIC MANHOLE
- TELEPHONE UPRIGHT
- ELECTRIC UPRIGHT
- CABLE TV UPRIGHT
- FIRE HYDRANT
- VALVE AND VAULT
- WATER VALVE
- BOX
- AUXILIARY VALVE
- WELL
- GAS VALVE
- HAND HOLE
- STREET LIGHT
- UTILITY POLE
- TRAFFIC SIGNAL
- TRAFFIC SIGNAL BOX
- SIGNAL HEAD
- ROLLBACK
- MANHOLE
- BOX
- UNDERGROUND MANHOLE
- CONTOUR
- SPOT ELEVATION
- RIGHT-OF-WAY MONUMENT
- DISC
- IRON / STEEL ROD
- IRON PIPE
- CUT CROSS
- PY / MAG NAIL
- INLETS/OUTLETS
- SINK BORING
- TREE WITH SIZE
- FRY TREE WITH SIZE
- BUSH
- ASPHALT
- CONCRETE
- GRAVEL

NOTE:

UNDERGROUND UTILITIES ARE SHOWN BY USING PHYSICAL EVIDENCE FOUND ON
THE SURFACE AND/OR FROM UTILITY COMPANY FIELD STAKES AND, THEREFORE, THEIR
LOCATIONS ARE APPROXIMATE AND SUSPECTED AND MAY NOT BE COMPLETELY
ACCURATE. FOR MORE ACCURATE LOCATION, FIELD EXCAVATE.

PIPE FLOW DIRECTIONS, IF SHOWN, ARE BASED ON FIELD INVERT ELEVATIONS UNLESS
EXISTING PLANS INDICATE OTHERWISE. IN WHICH CASE THE EXISTING PLAN FLOW
DIRECTION IS SHOWN.

LAST DATE OF FIELD WORK: NOVEMBER 18, 2019

EXISTING CONDITIONS

CUMBERLAND CROSSING
DES PLAINES, ILLINOIS

CONSULTING ENGINEERS

SITE DEVELOPMENT ENGINEERS

LAND SURVEYORS

9575 W. Higgins Road, Suite 700,
Rosemont, Illinois 60018
Phone: (847) 696-4060 Fax: (847) 696-4065



SPACECO INC.

FILENAME:

10891P_ET

DATE:

07/24/2020

JOB NO.

10891

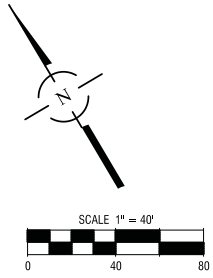
SHEET

ET

2 OF 4

UNION PACIFIC RAILROAD

METRA PARKING LOT



6-STORY
APARTMENT BUILDING

WOLF-GOLF ROAD

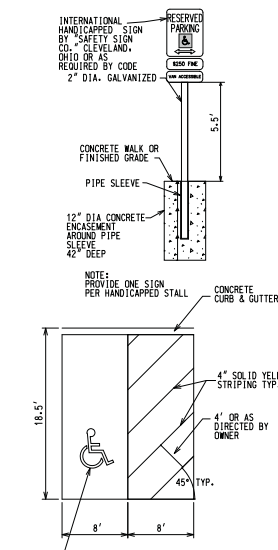
SEEGERS ROAD

WOLF ROAD

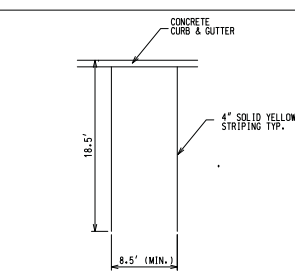
1-STORY
COMMERCIAL BUILDING

ILLINOIS STATE ROUTE 58
GOLF ROAD

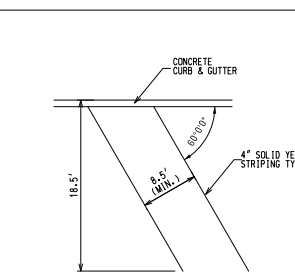
- LEGEND
- ASPHALT PAVEMENT
 - PERMEABLE BRICK PAVEMENT
 - CONCRETE SIDEWALK / SIDEPATH
 - CONCRETE CURB AND GUTTER



ACCESSIBLE PARKING
STALL AND SIGN



STANDARD PERPENDICULAR
PARKING STALL



STANDARD 60 DEGREE
PARKING STALL

PRELIMINARY GEOMETRIC PLAN
CUMBERLAND CROSSING
DES PLAINES, ILLINOIS

CONSULTING ENGINEERS
SITE DEVELOPMENT ENGINEERS
LAND SURVEYORS



SPACECO INC.

FILENAME:
10891P_GM

DATE:
07/24/2020

JOB NO.
10891

SHEET
GM

3 OF 4

NO. DATE REMARKS

1 08/01/20 PER CITY OF DES PLAINES
NO. DATE REMARKS

UNION PACIFIC RAILROAD

METRA PARKING LOT

F/F=54.50

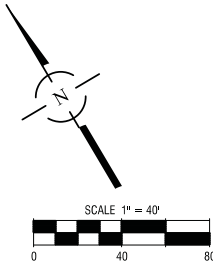
UNION PACIFIC RAILROAD

WOLF-GOLF ROAD

SEIGERS ROAD

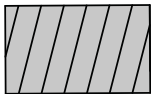
WOLF ROAD

ILLINOIS STATE ROUTE 58
GOLF ROAD



LEGEND

- OCS = OUTLET CONTROL STRUCTURE
CB = CATCH BASIN
I = INLET
S = SANITARY MANHOLE
PC = PRESSURE CONNECTION
● = STORM MANHOLE
● = CATCH BASIN/DRY WELL
■ = INLET
● = PRESSURE CONNECTION
● = SANITARY MANHOLE
— = STORM SEWER
— = SANITARY SEWER
— = WATER MAIN



LEGEND

- F/F FINISHED FLOOR
LOCAL DRAINAGE
X XX.XX SPOT ELEVATION

NOTES:

1. ADD 600 TO ELEVATIONS SHOWN AS XX.XX.
2. ALL CURB AND GUTTER IS REVERSE PITCH UNLESS NOTED OTHERWISE.
3. ALL SPOT GRADES ALONG CURB LINE ARE EDGE OF PAVEMENT UNLESS NOTED OTHERWISE.

DETENTION SUMMARY

VAULT HWL = 52.00
VAULT NWL = 49.00
REQUIRED DETENTION PER
MWRDGC WMO ORDINANCE: 2.48 AC-FT
DETENTION VOLUME PROVIDED BY
DETENTION VAULT & STORM SEWER: 2.50 AC-FT

VOLUME CONTROL SUMMARY

REQUIRED VOLUME CONTROL PER
MWRDGC WMO ORDINANCE: 0.353 AC-FT
VOLUME CONTROL PROVIDED BY
CA-7 STONE IN THE BOTTOM OF THE
DETENTION VAULT, GREEN ROOFS, AND
PERMEABLE BRICK PAVERS: 0.360 AC-FT

PRELIMINARY GRADING AND UTILITY PLAN

CUMBERLAND CROSSING
DES PLAINES, ILLINOIS

CONSULTING ENGINEERS
SITE DEVELOPMENT ENGINEERS
LAND SURVEYORS



SPACECO INC.

FILENAME:
10891P_GRUT

DATE:
07/24/2020

JOB NO.
10891

SHEET
GRUT
4 OF 4

NO.	DATE	REMARKS

NO.	DATE	REMARKS

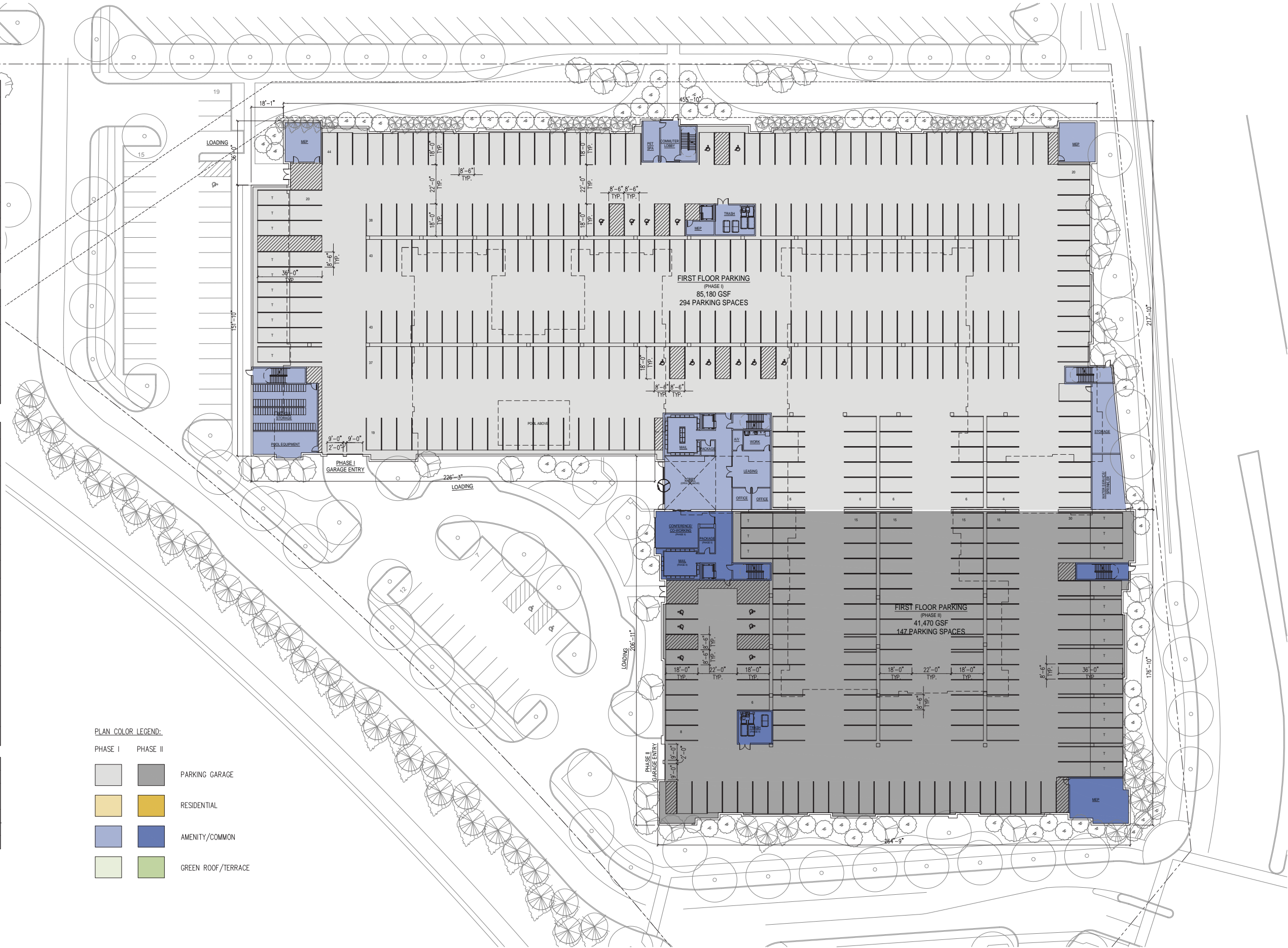
UNIT DISTRIBUTION TABLE (PHASE I)					
FLOOR	UNIT COUNT	STUDIO	1 BED	2 BED	3 BED
6	58	11	37	10	0
5	58	11	37	10	0
4	58	11	37	10	0
3	58	11	37	10	0
2	52	9	33	10	0
1	0	0	0	0	0
TOTAL	284	49	185	50	0
	100%	17.2%	65.1%	17.7%	0%
AVERAGE UNIT SIZE	650 GSF*	800 GSF*	1,200 GSF*	—	
PARKING RATIO	1.00	1.00	1.5	2.25	
PARKING SPACES	49	185	75	—	
TOTAL SPACES REQ'D		309			
AREA SUMMARY PHASE I (GSF)					
FLOOR	RESIDENTIAL	COMMON	PARKING	TERRACE	TOTAL
6	48,722	8,512	—	—	57,234
5	48,722	8,512	—	—	57,234
4	48,722	8,512	—	—	57,234
3	48,722	8,512	—	2,096	59,330
2	43,689	15,641	—	34,678	94,008
1	—	8,828	85,180	—	94,008
TOTAL	238,577	58,517	85,180	36,774	419,048

UNIT DISTRIBUTION TABLE (PHASE II)					
FLOOR	UNIT COUNT	STUDIO	1 BED	2 BED	3 BED
6	33	3	23	7	0
5	33	3	23	7	0
4	33	3	23	7	0
3	33	3	23	7	0
2	33	4	22	7	0
1	0	0	0	0	0
TOTAL	165	16	114	35	0
	100%	9.7%	69.1%	21.2%	0%
AVERAGE UNIT SIZE		650 GSF*	800 GSF*	1,200 GSF*	—
PARKING RATIO		1.00	1.00	1.5	2.25
PARKING SPACES		16	114	53	—
TOTAL SPACES REQ'D		183			
AREA SUMMARY PHASE II (GSF)					
FLOOR	RESIDENTIAL	COMMON	PARKING	TERRACE	TOTAL
6	28,481	4,606	—	—	33,087
5	28,481	4,606	—	—	33,087
4	28,481	4,606	—	—	33,087
3	28,481	4,606	—	—	33,087
2	28,058	5,033	—	11,545	44,636
1	—	3,166	41,470	—	44,636
TOTAL	141,982	26,623	41,470	11,545	221,620

PARKING SUMMARY			
	GARAGE	SURFACE	TOTAL
PHASE I	294	53	347
PHASE II	147	0	147
TOTAL PARKING SPACES REQUIRED	492		
TOTAL PARKING SPACES PROVIDED	494		
SPACES PER UNIT	1.10		

**UNIT GSF IS CALCULATED FROM THE OUTSIDE FACE OF EXTERIOR WALL TO THE CORRIDOR SIDE OF CORRIDOR DEMISING WALL AND FROM CENTERLINE OF UNIT DEMISING WALL TO CENTERLINE OF UNIT DEMISING WALL

1 FIRST FLOOR
1.1 SCALE: 1" = 25'-0" 15'-0" T/PODIUM











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3	58	11	37	10	0
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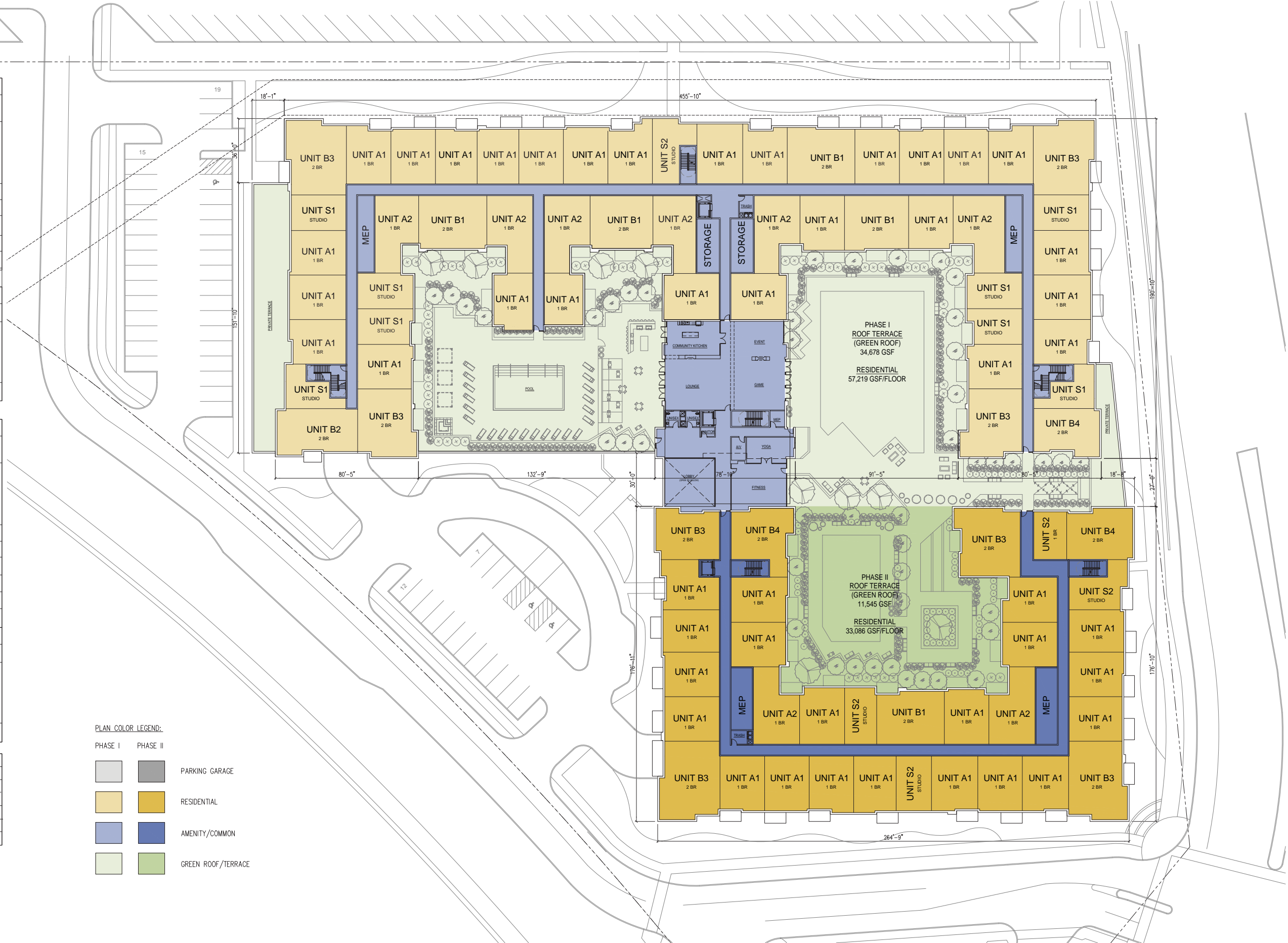
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**UNIT GSF IS CALCULATED FROM THE OUTSIDE FACE OF EXTERIOR WALL TO THE CORRIDOR SIDE OF CORRIDOR DEMISING WALL AND FROM CENTERLINE OF UNIT DEMISING WALL TO CENTERLINE OF UNIT DEMISING WALL

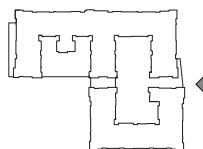
1 SECOND FLOOR
1.2 SCALE: 1" = 50'-0" 11'-4" FLOOR TO FLOOR

PLAN COLOR LEGEND:		
PHASE I	PHASE II	
		PARKING GARAGE
		RESIDENTIAL
		AMENITY/COMMON
		GREEN ROOF/TERRACE

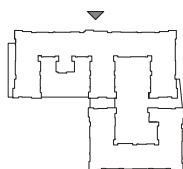




1
2.0 OVERALL SOUTHEAST ELEVATION
SCALE: 1/16" = 1'-0" PHASE I AND II



1
2.0 OVERALL NORTHEAST ELEVATION
SCALE: 1/16" = 1'-0" PHASE I AND II



MATERIALS LIST**				
KEY	TYPE	MANUFACTURER	COLOR	SIZE
BR-1	FACE BRICK 1	INTERSTATE BRICK	PLATINUM	18"H X 72"L
BR-2	FACE BRICK 2	INTERSTATE BRICK	MIDNIGHT BLACK	
FC-1	FIBER CEMENT PANEL 1	NICHIHA	VINTAGEWOOD CEDAR	
FC-2	FIBER CEMENT PANEL 2	NICHIHA	VINTAGEWOOD ASH	18"H X 72"L
FC-3	FIBER CEMENT PANEL 3	NICHIHA	RIBBED INDIGO	18"H X 119"L

**MATERIAL MANUFACTURERS AND COLORS HAVE BEEN SELECTED BASED ON DESIGN INTENT. FINAL MANUFACTURER AND COLOR SELECTIONS ARE PENDING CONSTRUCTION CONTRACT AWARD.



MATERIALS LIST**				
KEY	TYPE	MANUFACTURER	COLOR	SIZE
BR-1	FACE BRICK 1	INTERSTATE BRICK	PLATINUM	UTILITY
BR-2	FACE BRICK 2	INTERSTATE BRICK	MIDNIGHT BLACK	UTILITY
FC-1	FIBER CEMENT PANEL 1	NICHIHA	VINTAGEWOOD CEDAR	18"H X 72"L
FC-2	FIBER CEMENT PANEL 2	NICHIHA	VINTAGEWOOD ASH	18"H X 72"L
FC-3	FIBER CEMENT PANEL 3	NICHIHA	RIBBED INDIGO	18"H X 119"L

**MATERIAL MANUFACTURERS AND COLORS HAVE BEEN SELECTED BASED ON DESIGN INTENT. FINAL MANUFACTURER AND COLOR SELECTIONS ARE PENDING CONSTRUCTION CONTRACT AWARD.





TERRACE VIEW LOOKING SOUTH



