



The Village of
Glenview

**Community Development
Department**

SUBJECT: Second consideration of an Ordinance granting Final Site Plan Review and Preliminary Subdivision for GW Property Group, LLC at 2660 Pfingsten Road

AGENDA ITEM: 9.a.i.

MEETING DATE: January 7, 2020

TO: Village President and Board of Trustees
FROM: Jeff Brady, Director of Community Development, (847) 904-4306
THROUGH: Matthew J. Formica, Village Manager

CASE #: P2019-024
LOCATION: 2660 Pfingsten Road
PROJECT NAME: GW Property Group, LLC Multi-Tenant Retail Development

ACTION REQUESTED:

Staff requests final consideration by the Village Board of Trustees of a Plan Commission recommendation for approval of a Final Site Plan Approval and Preliminary Subdivision to allow for the construction of four (4) new single-story retail buildings upon the subject property.

VILLAGE BOARD – FIRST READING RESULTS:

Following a summary of case background from staff, public comments, and discussion relating to the proposed development plans, the Board of Trustees approved the item at their December 3, 2019 meeting by a 6-0 vote.

BACKGROUND:

The subject property is comprised of 8.55 acres. The property was annexed to the Village of Glenview in 1988. In accordance with the provisions of Ordinance 2856 (attached), the north 6.20 acres of the subject property are zoned B-1 Local Business District and the remaining 2.35 acres at the south end of the site are zoned R-4 Residential District. The subject property is currently improved with legal-nonconforming single-family residences and various accessory buildings held in common ownership. The current property owner, the Hart 1992 Trust, has a contract to sell the property to the applicant and prospective developer, GW Property Group, LLC.

PROPOSAL:

The proposed development plans include four (4) single-story retail/office/commercial buildings (A, B, C, & D) with associated parking lots, landscaping, site lighting, signage, and curb cuts to Willow Road and Pfingsten Road upon the north 6.2 acres of the subject property.

The proposed final site plan has been updated to incorporate comments from the Appearance Commission provided on December 11, 2019. The modifications to the plan result in a slightly smaller total building floor area (61,754 square feet). The revised plan is attached to this report and both references to the plan and those conditions which have been incorporated in the revised plan within the draft ordinance have been updated.

The proposed land uses would comply with the existing B-1 Local Business District requirements and would tentatively include the following:

Building	Proposed Use(s)
Building A	Grocery Store – ~35,000 sq. ft.
Building B	~9,062 square feet divisible to include: a. Dental Studio – ~2,150 sq. ft. b. Hair Salon – ~1,200 sq. ft. c. Therapeutic Studio – ~2,400 sq. ft. d. Urgent Care – ~3,500 sq. ft.
Building C	~10,435 square feet divisible to include: a. Chiropractor/Wellness Office – ~2,400 sq. ft. b. Service/Retail – ~2,800 sq. ft. c. Quick Service Restaurant – ~2,150 sq. ft. d. Quick Service BBQ Restaurant – ~3,500 sq. ft.
Building D	~7,257 square feet divisible to include: a. Breakfast/Lunch Restaurant – ~3,850 sq. ft. b. Specialty Fitness – ~1,800 sq. ft. c. Coffee Shop – ~1,800 sq. ft.

Proposed parking stalls would exceed the minimum quantity required per ordinance for the proposed retail/service, office, fitness, and restaurant land uses.

Two (2) monument style signs are proposed, one each near the primary entrances to the site from Willow Road and Pfingsten Road, respectively. Ground signs would be supplemented with additional wall signage for the individual tenants of the four (4) retail/commercial buildings.

Along the west lot line, a buffer yard comprised of 20.0 feet would allow for the preservation of existing trees to be supplemented with new landscaping and a solid, board-on-board privacy fence with a height of 8.0 feet, the maximum fence height allowed in the existing B-1 Local Business District.

Along the south lot line, a buffer yard comprised of 28.0 feet would allow for the preservation of existing trees to be supplemented with new landscaping and a solid, board-on-board privacy fence with a height of 7.0 feet, the maximum fence height allowed in the existing R-4 Residential District.

The south 2.35 acres of the site would be maintained as open space with areas for stormwater detention, tree preservation, and new landscaping.

No zoning variations or other zoning relief would be needed in association with the proposed development.

PLAN COMMISSION DISCUSSION:

The Plan Commission considered the applicant's request for a recommendation for approval of Final Site Plan Review and Preliminary Subdivision at meetings on August 27, 2019, September 10, 2019, September 26, 2019, October 10, 2019, and November 19, 2019.

The original site plan design featured retail development on the north 6.2 acres of the site and single-family residential development upon the south 2.35 acres. In early November, the site plan was modified to replace the proposed residences with a new stormwater detention basin and associated areas of open space, landscaping, and tree preservation.

Traffic Impacts

The proposed site plan was reviewed in a preliminary capacity by the Illinois Department of Transportation (IDOT). IDOT will require dedication of an additional 11.64 feet of right-of-way to accommodate intersection improvements currently scheduled for construction in 2020. The proposed IDOT improvements would feature new deceleration lanes for right turns from the eastbound and westbound lanes of Willow Road onto Pfingsten Road. Further, IDOT limited access to the site from Willow Road to a right-in and right-out only (RIRO) design.

The applicant's traffic engineering consultant, Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA), furnished a comprehensive traffic impact study. In accordance with standard practice, staff commissioned a review of the applicant's traffic study by the Village's third-party traffic engineering consultant, James J. Benes and Associates, Inc. Copies of the study and the Village's consultant's memorandum for each meeting are attached to this report.

Levels of Service

IDOT uses a rating system known as "level of service" (LOS) with a scale of A-B-C-D-E-F to describe the performance (throughput) of intersections. A LOS can be established either by weighting cumulative levels of service for an intersection as a whole or for each leg of an intersection, with an A designation indicating free-flowing unrestricted movement of traffic with minimal delays and an F designation indicating heavily constrained flow of traffic with long delays. The existing levels of service (LOS) for the intersection of Willow Road / Pfingsten Road for the morning peak, evening peak, and weekend peak are D, E, and D. The proposed development of the subject property alone would not change the projected levels of service of the intersection of Willow Road and Pfingsten Road. However, with projected growth in traffic volumes through 2025 and the intersection improvements proposed in 2020 by IDOT, the levels of service (LOS) for the intersection of Willow Road / Pfingsten Road for the morning peak, evening peak, and weekend peak would be D, F, and D.

Overall Level of Service for Intersection						
Period	Existing	Existing + Development	Existing + Development + 2020 IDOT Improvements	2025 Projected (without the proposed development)	2025 Projected + Development	2025 projected + Development + 2020 IDOT Improvements
Morning Peak	D	D	D	E	E	D
Evening Peak	E	E	E	F	F	F
Weekend Peak	D	D	D	D	D	D

Site Access – Willow Road

The proposed access to the site from Willow Road would restrict inbound access to traffic entering from the new deceleration lane in the south lane for eastbound traffic in Willow Road. Vehicles leaving the site from this curb cut would be required to turn right into the eastbound lanes of Willow Road. Though possible given the proposed design, it would be expected that vehicles would have difficulty crossing three lanes to access the eastbound left turn lane to northbound Pfingsten Road during peak periods.

Site Access – Pfingsten Road

The proposed access to the site from Pfingsten Road would be aligned with the existing curb cut serving Plaza del Prado. The proposed “full access” design would allow access to traffic from both the northbound and southbound dedicated turn lanes within Pfingsten Road. During peak periods, vehicles leaving the site from this curb cut would be reliant upon “courtesy gaps” to access the northbound through lane in Pfingsten Road. In light of the proposed desing, the applicant’s traffic consultant performed a gap analysis and identified approximately 100 gaps per hour during the proposed peak hours. Although the gap analysis was not independently verified with a separate study, the Village’s third-party traffic engineering consultant affirmed that the findings were realistic given the other data.

Internal Site Circulation

The applicant has provided AUTOTurn exhibits depicting the paths and clearances of the front and rear axles of a 53-foot semi-tractor trailer and the Glenbrook Fire Protection District’s largest vehicle, a 49.5 foot ladder truck. In each example, the vehicles are able to navigate the interior of the site without reversing, as required. In several instances, both trucks would need to use the full pavement width to complete turning movements. During these instances, vehicles in oncoming lanes would need to stop to allow the trucks to initiate and complete these movements. Deliveries from Pfingsten Road would pass in front of the proposed grocery store, as would any trucks exiting the grocery store’s loading dock to Willow Road. Smaller box-style trucks would be expected to access the various loading areas upon the site with minimal conflicts with oncoming traffic in internal drive lanes.

Stormwater Detention

The Plan Commission reviewed the design requirements associated with the proposed stormwater detention basin. The proposed basin would be sized to exceed the new “Bulletin 70” rainfall schedule as required by the Metropolitan Water Reclamation District of Greater Chicagoland (MWRDGC). The basin would accommodate volumes from an existing pond upon the property in addition to the volumes required by local and County codes. In accordance with MWRDGC requirements, the outlet for the proposed basin would be 1-foot above the lowest elevation of the basin, and stormwater within the lowest 1-foot of the basin would be required to infiltrate the ground. This area would include specialized plant materials intended for use in these areas.

Public Comment

During the public comment portion of the Plan Commission's consideration, concerns were relayed relating, but not limited to the following subjects:

- a. Proposed commercial land uses;
- b. Traffic generation/ congestion;
- c. Quantity/severity of traffic accidents;
- d. Concerns for pedestrian safety;
- e. Location and design of curb-cuts;
- f. Deceleration lanes and other roadway improvements in adjacent rights-of-way;
- g. Off-street parking;
- h. Stormwater drainage impacts;
- i. Circulation relating to deliveries;
- j. Proximity of buildings to the rights-of-way;
- k. Noise impacts;
- l. Lighting impacts;
- m. Refuse management;
- n. Buffer yards and sight lines;
- o. Competition with existing businesses;
- p. Changes over time in the grocery sector;
- q. Stagnant water, algae, and mosquitos; and
- r. Other concerns.

Additional comments were relayed relating to existing and proposed traffic conditions along nearby streets. These concerns included the following:

- a. Posting of "No Thru Traffic" signage on Miller Road;
- b. Installation of speed boards on Miller Road;
- c. Installation of new crosswalk improvements including signage, flashing lights, crossing controls, etc. at crosswalks along Pflingsten Road;
- d. Extension of the existing four-lane design of Pflingsten Road to a point south of Miller Road;
- e. Narrow lane striping for the existing two-lane portions of Pflingsten Road for traffic calming purposes south of Miller Drive; and
- f. Relocating of an existing crossing guard or posting of an additional crossing guard at a location north of Keenan Lane.

Although these issues are not directly related to the proposed development of 2660 Pflingsten Road, the Village's Traffic Committee could explore any of these issues further if directed to do so by the Board of Trustees.

Plan Commission Recommendation

The Plan Commission confirmed current ordinance requirements and requirements of applicable outside agencies (IDOT, IEPA, MWRDGC, Cook County, U.S. Army Corps of Engineers, etc.) for refuse management, snow removal, overnight security lighting, wetlands, curb-cut design, and stormwater detention.

The Plan Commission considered the proposed final site plan and preliminary subdivision in accordance with the standards of the Code and recommended approval to the Board of Trustees by a **3-2** vote. Meeting minutes from the Plan Commission's consideration of this case are attached to this report.

APPEARANCE COMMISSION DISCUSSION:

The Appearance Commission discussed the case at their regular meetings on August 28, 2019, October 26, 2019, and December 11, 2019. Staff provided an overview of the proposal and the Commission offered a lengthy list of comments regarding changes to proposed landscaping plans and building architecture. Meeting minutes from the Appearance Commission’s consideration of this case are attached to this report. The proposed final site plan has been updated to incorporate comments from the Appearance Commission provided on December 11, 2019. The Appearance Commission will next consider preliminary architecture, landscaping, lighting, and signage at their regular meeting on January 15, 2020.

PLAN COMMISSION ACTION:

On November 19, 2019, Commissioner Witt motioned, seconded by Commissioner Burton, to recommend approval of a Final Site Plan Review and Preliminary Subdivision to the Board of Trustees, by a **3-2** vote, for P2019-024, GW Property Group, LLC Multi-Tenant Retail Development at 2660 Pfingsten Road to allow the construction of four (4) new retail/commercial buildings and other associated site improvements upon the subject property in accordance with the following:

- A. **Final Site Plan Review** approval for the site improvements depicted upon the Site Plan (Sheet ST1) prepared by Design Studio 24, LLC dated 11/05/2019 in accordance with the following:
 - 1. The geometry of the existing access improvements from Plaza del Prado to Pfingsten Road shall be depicted upon the plan and lane geometry for the subject property shall be aligned with inbound and outbound lanes to minimize left-turn conflicts.
 - 2. The full access curb design for the parking field north of the entry drive from Pfingsten Road shall be revised to allow northbound right-turns only from the westbound lane.
 - 3. Subject to review and approval by IDOT, the proposed curb cut to Willow Road shall be restricted to right-in/right-out (RIRO) access.
 - 4. Subject to review and approval by IDOT, the proposed curb cut to Pfingsten Road shall allow full-access.
- B. **Preliminary Subdivision** of the parcels comprising the subject property including all required easements, right-of-way dedication, and public improvements associated with the site improvements.
- C. Final Appearance Commission approval is required for proposed architecture, signage, landscaping, and lighting including modifications to improve proposed architecture and building materials consistent with prior Appearance Commission direction.
- D. Final engineering approval including tree preservation through the building permit review process of the site improvements for the lots comprising the development site.
- E. To allow a period of up to twelve (12) months from the date of the Ordinance for the issuance of a building permit for the aforementioned improvements, or the final site plan approval shall be rescinded.
- F. All materials and testimony presented to the Plan Commission on August 27, 2019, September 10, 2019, September 26, 2019, October 10, 2019, and November 19, 2019 and associated revisions required by the Plan Commission including enforcement by the property owner and/or property manager of off-street parking restrictions, permissible hours for deliveries, and removal of snow to ensure availability of parking stalls.
- G. Petitioner understands that the R-4 zoning of the south 2.37 acres shall remain zoned as such, and such zoning cannot be changed, except through action of the Board of Trustees of the Village.

- H. This Commission asks the Appearance Commission to determine additional trees and/or plantings in the open space area and on the west and south borders as they may deem necessary or desirable for such property.
- I. Petitioner shall maintain the detention area to ensure proper drainage of the detention area proposed. The Village shall review such maintenance as it deems appropriate.

YEAS: Commissioners Burton, Fallon, and Witt **(3)**
 NAYS: Commissioners Ciolek and Duff **(2)**
 ABSTAIN: None **(0)**

PROJECT MANAGER: Jeff Rogers, Planning Division Manager, (847) 904-4308

ATTACHMENTS:

Section	Contents	Pages
1.	Excerpt from draft minutes of the December 11, 2019 Appearance Commission Meeting	7-13
2.	Public correspondence since December 3, 2019	14-59
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4.	Petitioner's revised application materials & exhibits	63-65

OLD BUSINESS

A2019-036 2660 Pfingsten Road – GW Property Group, LLC Multi-Tenant Retail

- Architecture, Landscaping, Lighting, and Signage
- Preliminary Approval

Mitch Goltz, applicant for GW Property Group, and Gary Evan with Design Studio 24, were present to petition for preliminary approval for the proposal. Ms. House stated that applicant had submitted additional documents after distribution of the commissioners’ packet. Staff provided additional comments on the newly submitted documents which were also included in the power point presentation. Commissioner comments were to be based on the newly submitted documents.

Ms. House reviewed staff comments on new architecture and each rendering and elevations were reviewed. Case summary discussion points were presented as listed in the staff memo. She reviewed the architecture for each building being proposed. She mentioned that Building A (grocery building) featured eight (8) basic colors. Renderings of the proposed building elevations received on 12/10/19 were shown via overhead. Each building had four elevations for review.

ARCHITECTURE

At this time, applicant commented that changes made were minor details. He stated that comments made at previous meeting were incorporated into the design. Windows shown were basically see-thru windows. Blank areas were purposely left blank to allow for tenant creativity and their specific brand. He also mentioned that the buildings were designed with different tenants in mind and that seven (7) tenants had committed to the development. He stated that what was shown was indicative of how the space was intended to operate.

Applicant stated that they removed the corrugated material and were now proposing fiber cement. He felt that the fiber cement proposed had a long time warranty and they did not see an issue with its use.

Chairman Demsky asked to review/compare the building elevations from October 30th design to the December 10th design. Comments made were:

- West elevations had blank walls and could be problematic facing residents. Applicant stated that there would be trees, landscaping, etc. for screening
- Commissioner Jung stated that the design was improved but contextually there was an issue and felt it was not inviting to the neighbors. He mentioned that people scale was a concern to him and he felt the design could be articulated to be more inviting to pedestrian scale.
- Applicant stated that they could add more detail to make it more inviting, but he also pointed out that this west elevation was the back of the building.
- Commissioner Jung suggested applicant scale the windows down. Applicant responded that the earlier comments were to have more windows, but he would be willing to scale them down.
- In response to Commissioner Jung, applicant stated that there was 21’9” from top of the parapet but the window band was 14 feet.
- Commissioner Jung stated that the concern was not necessarily about the windows but the pedestrian scale. Applicant stated that they could lower the canopy and have window above it.
- Commissioner Jung stated again that he felt that it was not contextual to residential area.

- Commissioner Hebson stated that to him, the grocery store felt like “someone built a warehouse next to my house” and added that “I am looking at a blank wall with some trees.”
- Applicant commented that it was a 35,000 sq. foot building that could not be made to look like a residential building. He added that elements were added to soften the overall effect of the building, such as added articulation, adjusted windows, added trellises, trees, roof and canopy.
- Commissioner Tracy confirmed with applicant that it was necessary to have the 35,000 sq. foot building.
- Commissioner Tracy stated that the applicant revised the north elevation as suggested by AC and it was acceptable. However, he felt that the east elevation needed some revision and suggested columnar trees on the east as well as the north elevation. He added that having columnar trees on both sides of the grocer could help with the building massing.
- Applicant was amenable to the suggestion and would add trees along the sidewalk.
- Commissioner Tracy referenced the plan which indicated 113 trees everywhere except in front of the grocer building. He felt that adding green to the front would lead to a more desirable appearance.
- Chairman Demsky commented that the area still needed more detail.
- Commissioner Jung commented that it still appeared monumental to him. He added that it was not the curvature of the building or the way the windows were, but it should be brought down to human scale.
- Applicant was willing to add trees with a higher canopy, possibly 3-4 columnar trees along walkway and as suggested by Commissioner Tracy, shorten the canopy slightly.

Regarding the canopy, applicant confirmed with applicant that the canopy was not louvered and that it was a solid, cantilever canopy structure, extending out from the building. Lights would be down lit at night and during the day would have a 3-D aspect. After brief comments, it was suggested to tweak the canopy to reduce it to human scale.

- Commissioner Jung referenced other applicant’s projects that were more appealing and appeared to be more toward human scale.
- Chairman Demsky commented that the applicant had made good improvements and like the applicant, the AC would like it to be the best project possible.
- Chairman Demsky thanked the applicant for working with the AC to improve the project.

Chairman Demsky opened the meeting to Public Comment

- Brent Hanley, resident of 3800 Miller Drive. He “paraphrased” Trustee Karton who said to tell the AC to make the Amazon Store to look better. Continuing, he pointed out that if you were driving east bound on Willow, Building B extended out 10-20 feet beyond any residential homes between Landwehr and Pfingsten. Driving west, there was no commercial development between Tollway 294 and development under discussion. Because of its visibility, he felt that the rear of Building B should have “something”.
Applicant responded that there would be landscaping along the rear of the building and that there was a fence on the property line and no visibility.
- Susan Isenberg, resident of 2515 Happy Hollow. She was in agreement that the grocery store was too big and that the developer could make it smaller “if he were willing to make less profit on this development”. She mentioned that she was at previous AC meetings and heard that AC suggested applicant revise the grocery store design. She felt that applicant minimally revised the design. She mentioned that white was too stark a color for the large building and suggested that more brick be added. She felt that applicant was designing the store like

“Amazon” wanted it to look and not what Glenview would like for it. She asked that the view of the development as seen from Pfingsten be available. She would also like to see where all of the trees and bushes would be located on the property. She asked about landscaping near the detention pond and requested that large evergreen be installed. Her other concern was whether or not the lighting would affect the second floor of the residents homes.

- Mary Novotny, resident of 2334 Indian Ridge Drive. She was concerned about the grocery store and its size. She understood that there was 70% intent of occupancy. Rumors indicate that the store would be an Amazon and that was her concern. It was not a typical grocery store and was concerned about what happens if the 35,000 sq. foot building that may not “take off”. She stated that she was not a marketing expert but a shopper. Self-serve checkouts do not work in this area. She stated that the new Amazon is a self-checkout and the residents in this area do not bag their own groceries. Also, she noted that the rear parking was for employees and questioned if there was a rear door for them to enter because there did not appear to be a sidewalk for employees to walk on if they had to enter thru the front door. Cart corrals should be moved closer to the store front. There did not appear to have any curb cuts to remove carts. She asked that the developer consider making the large grocery store a multi-use building if it were not successful. She questioned whether or not the detention pond could be reduced in size and to allow for more greenery and trees.
 - Chairman Demsky responded that the calculations for the detention pond would be worked out with staff. He noted that from the drawings, the detention area appeared to be fairly wooded.
 - Applicant showed a rendering of the landscape plan which was submitted to neighbors and had not changed.
- Carol Sullivan, resident of 3808 Miller Dr. She clarified with applicant that the detention area was a dry detention and not a pond. Applicant stated that the whole detention area was dry with emergent plants on the bottom and would not be a “filled pond”.

Applicant would review and consider suggested changes to make the Building A more human scale.

Regarding the blank walls noted on the elevations, Chairman Demsky clarified with applicant that Building B was on the west and the blank wall was the back of the building and up against a fence with landscaping. The blank spaces previously mentioned by applicant were along Building C and D. Applicant stated that the buildings were limited in nature and would be spandrel or covered up. Since they were the back, different material would be added. On Building C, all windows on the east elevation would be utilized by one of the leased tenants. Windows shown on the rendering would likely remain as windows. The north elevation was along Willow Road. Two bays in front would “be active” and one or two walls, 8-10 feet wide, would be blank. Intention was that it would be the back and allow tenant to add details. Buildings were designed with certain tenants in mind.

Final comments on architecture were:

- Commissioner Jung stated that the canopy was huge and massive. He also felt the parapet wall for the Grocer sign was also massive and commented again that the building was monumental to human scale
- Applicant would review plan for human scale and would adjust various heights for different perspective
- Commissioner Hebson asked about Building D up against Pfingsten with the blank wall on the east elevation. Applicant stated that there were three (3) tenants secured with restaurant

taking the most space. There would be windows and graphics incorporated. If windows added, they would not be utilized.

- Commissioner McWilliams suggested having glass added to the east elevation. He added that a blank, stone wall was not appropriate for the frontage
- Ms. House asked when tenant specific designs would be added to the renderings. Applicant responded that they were presently working on that.
- Commissioner Hebson stated that to him, the development felt like four (4) random buildings strewn into a parking lot. He asked that the developer explore something on the NE corner to define and hold the development all together. Applicant responded that he would review the corner and add something to soften it.
- Chairman Demsky confirmed with applicant that the signage would be affixed to the wall.
- Ms. House requested that the applicant work on designing sign criteria for the development for consistency within the development. Applicant was amenable to request.

Ms. Novotny stated that the Appearance Commission comments and input was very important. She stated that the proposal would go to the Board of Trustees and it would be approved, denied, or sent back to the Appearance Commission. The Appearance Commission comments were important to give direction to the applicant.

Ms. Isenberg stated that she had confidence in the Appearance Commission. Commissioners were experts, professionals, but she further stated that the view from Pflingsten Road was sad. She stated that the area was residential, AC comments were appreciated, but she felt that the development still needed work.

LANDSCAPING

Ms. House presented pertinent discussion points regarding landscaping as listed in the staff memo. There were no changes to the staff landscape comments since packet was distributed to the commissioners. Applicant had revised landscape plan based on comments made by the AC. Ms. House showed the revised landscape plan, tree removal plan, planting schedule, and the NE corner element plan via overhead.

At this time, applicant stated that Commissioner Tracy's comments were taken under consideration. He felt that the revised landscape plan was appropriate. He further stated that the pond would be developed with the updated standards. Trees were added to fill in gaps along the property line. He mentioned that the 30 foot setback for the fence was to eliminate any issues with the trees.

Regarding the corner element, applicant stated that they tried to design something decorative and colorful without obstructing visibility. The proposed wall height was three (3) feet but could be raised if required. He added that they would consider something to give it additional height.

In response to Commissioner McWilliams, Ms. House stated that she was unsure of height restriction on the corner but she would check with the Engineering Department. Applicant was concerned about visibility for both traffic concerns and shopping center visibility.

Applicant confirmed with Ms. House that a shopping center name at the corner element would be included in the signage allowance.

Commissioner Tracy comments were:

- The planting schedule has “come along way” and the deciduous tree mix was good
- Suggested adding more landscaping to Building C at the bump out on the south side for outdoor seating restaurant. He mentioned that adding a tree would be more inviting.
- Agreed with the comment on evergreens by Ms. Isenberg. He noted that applicant proposed 18 upright junipers and three pine trees for the entire site. He suggested adding more evergreens in the detention area.
- Three pines on the east side were the only upright evergreen on the site. He felt more upright evergreen could be added. Applicant stated that the whole south property line was filled with trees. He would consider replacing some of the trees with evergreens and added that they were only removing ten trees for the detention area. The residential lot had a significant amount of trees existing/proposed.
- Liked the use of trellis and varieties chosen.
- Noted that there was no evergreen on the corner and winter interest was needed. Applicant responded that they could add lower evergreen around the wall.
- Stated that the Miss Campus plant did not work well in this area. Ornamental grasses like Miss Campus would be good and he suggested mixing the variety
- Suggested repeating the design in other areas on the site and mentioned that repetition was “key” to a good landscaping design.
- Suggested that evergreens be added on the north side of the building for winter interest along Willow Road. (Along Building C and to the east of Building B)
- Noted that there were no evergreens around the monument sign at Willow and Pflingsten Roads. Applicant stated that they would like something lower around the sign, such as junipers.

There were no other comments on landscaping at this time.

Public Comments regarding Landscaping

- Carol Sullivan, resident of 3808 Miller Dr. She referenced the proposed landscape plan and stated that there would be little coverage in the winter for the homes along the south and west sides of the development under discussion. She would like applicant to consider a dense row of evergreens so there would be screening from the development year round. She would like to see more evergreens in the detention area for winter interest.
- Commissioner Tracy commented that there appeared to be room to add more evergreens in the detention area and was in agreement with Ms. Sullivan’s statement. However, he was unsure of how a “dense row” of evergreens could be installed without sacrificing existing trees along the south and west sides.
- Brent Hanley, resident of 3800 Miller Drive. He was in agreement with having a dense row of evergreens for screening. He added that he was fortunate that the previous owner had planted evergreens to screen from Pflingsten Road which provided good coverage for his home.
- Ms. Patel, resident of 3824 Miller Dr. She suggested planting water absorbing plants and trees in the detention pond which would help with the environmental side as well as the water problem.
- Eco Lee, resident of 3040 Miller Dr. She stated that currently there were trees but also grass land in the area. She felt that there could be more trees to shield the owners from the development.

Applicant stated that their intention was to reach out to the individual owners regarding landscaping where there was specific impact. The intent was to determine trees and sight line for owners. He felt that to have a full row with existing tree lines was not practical. Applicant had a good study to reference regarding the health of the existing trees. He continued stating that they

were working with engineering regarding the re-grading and he felt water issues would be better. They would also work with homeowners to offer re-grading their back yard on their own to them.

There were no other comments regarding landscaping at this time.

SIGNAGE AND LIGHTING

Ms. House presented case summary discussion points for signage and lighting as listed in the staff memo. She stated that additional review was needed for the revised lighting plan. Ground sign with address numerals was included in the commissioners' packet.

Applicant stated that the address numerals were moved to the side of the sign per suggestion from AC. Materials and colors on the ground sign would be consistent with common materials throughout the center under discussion. He also stated that nothing had changed on the photometric and that they complied under all requirements.

Because of concerns of the residents, Commissioner Jung asked for elevations of the mall and residents from Pfungsten Rd including the trees. Applicant responded that they would submit a 2D elevation from Pfungsten and Willow Roads for clarity of the exterior between center under discussion and residents.

Public comments regarding signage and lighting:

- Carol Sullivan, resident of 3808 Miller Dr. She referenced Plaza del Prado center on east side of Pfungsten and mentioned that the homes on Miller Dr. backed up to the rear of the center and did not have lighting shining toward the homes. The center under discussion had the fronts of the building faces the homes and signs lit at night would shine into their windows. She requested that the lights could be turned off or reduced at night. She clarified that there would be wall packs on Building B with under 1000 lumens.
- Chairman Demsky stated that typically lights are set for hours of operation and that lights would be off at night.
- Commissioner McWilliams suggested that a solution for south facing signs, possibly lower impact, be found.
- Applicant stated that there would be no lights in residents back yards because the building was 600 feet away with 2-2 ½ acres of land with trees separating residents and the center. He added that there would be hours, screening, etc., and that they would comply with village code.
- Chairman Demsky stated that the AC was sensitive to it but he added that there was concern of whose responsibility it was to ensure screening. Hopefully there would be a compromise and no impact on the homes.
- Vicki Gold, resident of Pawnee Circle. She felt that one of the applicant's responses was not an appropriate comment.

There were no other comments from public, applicant, or Appearance Commission at this time.

Commissioner McWilliams made a motion to continue the case of A2019-084, 2660 Pfungsten Road, GW Properties Multi-Tenant Retail. Commissioner Tracy seconded the motion. Upon roll call, vote was:

AYES: Commissioners Hebson, Jung, McWilliams, and Tracy

NAYS: None

Motion to continue passed.

PUBLIC CORRESPONDENCE SINCE 12/03

From: Igor H

Sent: Tuesday, December 3, 2019 5:12 PM

To: Jim Patterson <jpatterson@glenview.il.us>; Mary Cooper <mcooper@glenview.il.us>; Chuck Gitles <cgitles@glenview.il.us>; John Hinkamp <johnvillage@comcast.net>; karimkhojavillage@gmail.com; Deborah Karton <debbyvillage@comcast.net>; Michael Jenny <mikevillage@comcast.net>

Cc: Jeff Rogers <jrogers@glenview.il.us>

Subject: Proposed commercial development of the Willow-Pfingsten- Hart Property Concerns

Dear Trustee,

We are writing to you to share our great concerns with the above proposed commercial development. The same concerns are also shared by hundreds of other neighbors.

Our family lives on 3921 Charlie Ct. We moved here 20 years ago so we could live in the residential community where our children could walk and ride bicycles to school and safely get around the neighborhood.

One of our great concerns with the proposed commercial development is the safety of all drivers passing through this area, but more importantly pedestrians including children and the elderly.

The traffic through the intersection of Willow and Pfingsten is already very bad. In our case, getting out of the Charlie court on Willow, especially during pick hours, is next to impossible. We rely on the curtesy gaps to get out of Charlie onto Willow.

Numerous studies conducted, including a 1995 publication of "Transportation Research Record", showed that courtesy gaps are ineffective. In my case, I am driving my son to middle school in the morning. Even turning right on Willow takes a long time. When I return home, I have to turn left from Willow onto Charlie Ct and relying on the curtesy of other drivers, managing traffic in the morning, to let me cross two eastbound lanes. Then, going to work, I have to turn left on Willow, again crossing two traffic lanes, which proves next to impossible. However, it is not just the traffic, the delays, and such that we are concerned with. This creates a very unsafe condition. I myself observed situations when the turning driver near hit a girl attempting to cross Charlie while the driver was busy managing the exit from Charlie.

Similar situations exist with other streets between Landwehr and Pfingsten, as well as street exits on Pfingsten and the plazas that are close to the Willow/Pfingsten intersection.

Increased traffic and extra congestions would further exuberate as the result of the proposed commercial development, which will further worsen the safety situation.

With the also proposed commercial development of the North-West corner, the negative conditions will multiply.

Let us look behind statistics of the reported traffic studies showing E and F conditions and the presented accident statistics. There are real Glenview residents' lives that are at stake here. Lives of families like

the one from our Charlie court community, the loving family that lost their beloved boy who was crossing the Willow/Pfingsten intersection a few years back and was killed by the turning vehicle. This family was devastated and had to eventually move out and away from this intersection so it would not remind them of the tragedy. This loss also forever left a hole in hearts of all of us still leaving here.

With this property becoming available for the development, there is an opportunity to improve this residential community instead of drastically worsening it for the residents of the Village of Glenview.

The proposed very dense commercial development would not be the type of "improvement" that residents and the Village need and want.

We are strongly opposing any commercial development of the subject property (SW Corner of Willow and Pfingsten), which would create **a very unsafe condition** while also significantly devalue the neighboring communities. **Please keep this area residential, do not turn our village community into a commercial urban area!**

Looking for your support and protection.

Sincerely,

Igor and Natalie Haskin

-----Original Message-----

From: Jill Lanphere

Sent: Wednesday, December 4, 2019 1:14 PM

To: Jeff Rogers <jrogers@glenview.il.us>

Subject: Zoning on the hart property

My name is Jill lanphere, I have lived on westfield, right by the hart property, for 24 years, I am disgusted with the decision you have made to go forward with the plans for that corner, obviously you don't care about the citizens of glenview that this will affect in a negative way, we all showed up for all the meeting on this subject, sometimes over a 100 people, everyone in the community is against this project, it's not fair to the surrounding businesses that are struggling too, but you guys don't care, because you passed it, I have lost all respect for all of you that voted to pass this and the village of glenview!! That property should have stayed a residential zone only! You work for the people, but you don't listen to us, this is a big mistake, you will see, I am sick about it!!

Sent from my iPad

From: Brett Hanley

Sent: Wednesday, December 4, 2019 1:36 AM

To: mcooper@glenview.il.us <mcooper@glenview.il.us>; cgitles@glenview.il.us <cgitles@glenview.il.us>; johnvillage@comcast.net <johnvillage@comcast.net>; karimkhojavillage@gmail.com <karimkhojavillage@gmail.com>; Debby Karton <debbyvillage@comcast.net>; mjenny@glenview.il.us <mjenny@glenview.il.us>; Jeff Rogers <jrogers@glenview.il.us>

Subject: Willow/Pfingsten Development - Resident Letter

Dear Village Trustees,

Thank you again for the time that you commit to our Village.

I did not have the opportunity to finalize a letter to Trustees prior to tonight's meeting (12/3/2019), anticipating that the Willow/Pfingsten discussion would require substantive discussion in a second Village Board meeting. Given the outcome of the vote, I'm submitting the mostly complete letter and exhibits for the public record and for consideration going into January meeting.

Looking forward, I respectfully request that the Village consider measures to improve zoning requirements and allow for additional discretion from Trustees on what is appropriate for each neighborhood within Glenview. This means ensuring that Village code meets or exceeds IDOT standards, and that developments like the one approved tonight can be sent back to Plan Commission to ensure consistency in building location and scale relative to adjacent properties. By creating better standards, the "goalposts" will be moved to the right height and width for the community.

Best Regards,
Brett Hanley

Dear Village of Glenview Trustees,

Thank you for the time and energy that you devote to Glenview as elected officials. Your efforts are appreciated, and we hope that you have the opportunity to review this letter before considering a vote on any proposed development at the Hart Site (2660 Pfingsten Road).

This letter is intended to summarize select critical points for consideration, and we hope that you have the chance to fully review it and thoughtfully consider the content. Summary topics include:

- Economic Impact,
- Traffic,
- Pedestrian and Bicycle Safety,
- Public Awareness of the Ordinance,
- Zoning Requirements and Harmonious Development,
- Building Scale and Site Circulation (*not addressed in this letter*), and
- Other Considerations (*not addressed in this letter*)

We first ask for a real, substantive re-zoning process that would potentially allow this property to be zoned residential to retain the character and safety of the Willows neighborhood, with the R-4 zoning option as outlined in the 2017 Comprehensive Plan. If that is not considered, we ask that the Trustees, as elected representatives and stewards of our village, require amendments to the proposed plan to ensure responsible and harmonious development. Over 100 people have attended each plan committee hearing in opposition to this overly dense retail development proposal. We ask that the Trustees listen and react appropriately to concerns voiced by residents.

Economic Impact

The economic impact presented by the developer is significantly overstated.

Northwest Glenview is not an underserved community for retail. There is already sufficient supply for the services being proposed at this development. Demand from the neighboring population for the proposed services is relatively fixed. Building another grocery store does not increase demand for groceries. Building an urgent care facility does not increase the need for medical care. Building another hair salon doesn't increase the demand for haircuts. Discretionary budgets for households in our community will not skyrocket because a new shopping center is built. All of the services being proposed for this development have equivalent, if not preferable, alternatives within just a few miles. Most of those businesses already sit within Glenview's tax base. Additionally, on September 10th, the developer's traffic engineer stated, "People who are going to be frequent customers of this shopping center will be local,..., this is not a regional center", which means that only local residents may shop there. The takeaway is that, effectively, this development will only "steal share" from other Glenview establishments, and will not create significant net new tax revenue to the Village. It's the equivalent of taking tax revenue from your left hand pocket, and moving to your right hand pocket. Not only will share be stolen, but with revenues and profits being spread thin among businesses, there could be more vacancies from an oversupply of services. We do not need empty storefronts that will become an eyesore to our community.

In their letter to the village, the developer noted that “The current property tax base for the Hart Estate is only \$25,000”. Between just the properties at 3800 Miller and 3808 Miller, we have contributed more to the Glenview tax base than the Hart estate over the past years. The developer also noted that “Once completed, our project should result in annual property taxes around \$400,000”. If the village were to approve residential development of 20 homes with \$15K annual taxes per home, the annualized tax revenue is \$300K, which is net new to the village versus a shift of current tax revenues from other businesses.

Another consideration is on employment. My understanding is that many retail establishments are already challenged to find good, local talent to work in their stores. If jobs are the goal, Glenview should consider re-development at other locations to drive additional, non-retail employment.

Traffic

Practically speaking, the traffic at this intersection is significant. Some mornings, eastbound traffic on Willow backs up past Landwehr. Vehicles regularly queue up on Pfingsten and do not clear the light. Vehicles will be forced into difficult traffic maneuvers leaving the proposed development during peak hours, which will create frustration for all drivers and will create more opportunities for accidents.

On September 10, 2019, the applicant’s traffic engineer made a few statements, listed below. All of these recognize the traffic challenges of the intersection and the increased traffic this center will generate, which in the end create dangerous situations for Glenview motorists. These statements include:

- “Any new development does create traffic, there is no doubt that there is going to be traffic generated by this development, compared to what is there now”.
- “The intersection obviously has challenges from a capacity standpoint. There is a high demand of traffic along Willow Road.”
- Over 300-400 cars leave Plaza del Prado during the peak hour [onto Pfingsten], and the reason they do that is because they are able to get out. My suspicion is that people have self-regulated because they understand that making a left-turn out on Willow is a difficult maneuver (paraphrased, during peak hours)

The traffic presentation provided by Jeff Brady in the current packet lacks sufficient detail to depict the true conditions of the intersection. By presenting only overall intersection Level of Service, the presentation by Jeff Brady glosses over the detailed issue that most directions of traffic will be considered a Level of Service E or F during peak hours, with northbound and southbound Pfingsten being categorically rated an F during weekday peaks. Level of Service E and F are not acceptable traffic conditions, and the “before and after” letter grades do not reflect the increased incidence of challenging and dangerous vehicle maneuvers to enter and exit the development. The planned IDOT improvements, absent the development, would help ease congestion in the area and increase pedestrian safety. The gains from the IDOT improvement are all being taken by the property owner at 2660 Pfingsten, leaving the rest of the Willows community out of the potential improvements.

Another critical concern is the re-routing of traffic during peak hours. Traffic exiting the plaza that tries to go North or West will meet significant issues, since the LOS is F to exit North on Pfingsten during peak hours, which is the only way to go North or West. Traffic that cannot leave the proposed development

will “cut-through” quiet residential streets, or will re-route past the High School and Hospital if going south. The net impact of commercial development at this corner will be that traffic will be unnecessarily worse for residents of the Willows, Glenbrook Hospital, Glenbrook South High School, and Willowbrook School.

Accident data that the Plan Commission received included 545 accidents, with 77 injury accidents over a 10-year span. Some plan commissioners shrugged off traffic concerns, effectively stating “accidents happen”, and that the accident numbers are lower than other intersections. While these numbers may be lower than other intersections, to a resident they represent an accident every week and more than one injury accident every two months. The questions related to traffic safety should not center on statistical averages. Instead, Trustees and the Village should be asking “What can be done to make this intersection safer?”

At the end of this letter, I’ve attached pictures of two recent accidents, both of which occurred within one week of each other. Fortunately, these drivers were safe and walked away from the accidents. In the future, other drivers may not be as fortunate. Even one more accident at the result of commercial development is a negative outcome for Glenview.

Pedestrian and Bicycle Safety

First of all, let’s not forget the incident a Maple middle school student was killed at this intersection in 2005. Additionally, the plan commission heard from another parent whose daughter has permanent issues from being struck by a vehicle on Pfingsten road. The issue with Pedestrian safety at and near the intersection is real, and will only be exacerbated by potential additional commercial development.

Glenview/Northbrook School District 30 spans homes on both sides of Willow and Pfingsten roads. Maple middle school students and older elementary school students often cross these roads to go to school or to visit friends. Crosswalks and school speed limit signs are ignored. A retail development on the southwest corner of Willow and Pfingsten will cause inherent increased chaos for children and all pedestrians trying to cross.

The pedestrian crossing at Miller/Pfingsten is also challenging to cross, and any increased traffic will add to the potential danger at the intersection. The Village’s traffic engineer states that if there are changes at Miller and Pfingsten, that will result in “...raising risk to those walking across Pfingsten Road at Miller Drive.

Referring back to the point on “cut-through” traffic, the “cut-through” vehicles speeding through residential streets will increase risk to all pedestrians and bicyclists within the Willows neighborhood. As parents of a 5th grader who is now learning independence by being able to bike with friends on residential streets (not crossing Pfingsten or Willow), the increased traffic within the neighborhood directly impacts the safety of our oldest child, and eventually our two younger children.

Glenview has always touted that we are a pedestrian and bicycle friendly village, and that pedestrian and bicycle safety are be a top priority for the Village. Approving the proposed dense development runs directly counter to that goal.

Public Awareness of Ordinance 2856

The Glenview zoning map has shown this property with R-1 zoning for decades. The 2004 Comprehensive Plan makes no mention of commercial development or the ordinance. Ordinance 2856 was not available online through a search of the Glenview municipal code. Residents that inquired about the zoning were told that it was residential. There was no known mention of Ordinance 2856 until the 2017 Comprehensive Plan, and no specific notice was sent to nearby residents to make them aware of this Ordinance when the 2017 Comprehensive Plan was developed. It's not a stretch to describe this as a "silent ordinance".

The proposed commercial development allowed by Ordinance 2856 will decrease our property value, and will decrease the property values of many residents in the neighborhood. If we had known about Ordinance 2856 in 2011, we may not have purchased our home, or could have been able to negotiate a reduced purchase price given future commercial use. A reduced property valuation also informs our tax base, so lack of transparency on the Ordinance has also increased our annual taxes.

A petition with almost 800 signatures has been submitted to the Village to repeal the Ordinance and develop residential. The lack of transparency on Ordinance 2856 and unique re-zoning circumstances that were allowed by the Trustees in 1988 should not be considered acceptable by the current Trustees. We request that there be an appropriate re-zoning process that takes current conditions into account.

Zoning Requirements and Harmonious Development

Village of Glenview zoning requirements are insufficient for today's Glenview. The building location for buildings B and C along Willow Road still must be addressed. Per Glenview regulation 98-131-c-5, no building shall be closer than 50 feet from the centerline of the public right of way on Willow and Pfungsten Roads. Unfortunately, 50 feet from the centerline of Willow Road is still on Willow Road, which indicates that the zoning regulations in place are antiquated and insufficient. The Trustees have discretion on building location, and have a responsibility as stewards for the Village and the public to exercise that discretion. The building C abutment to the IDOT Right of way only leaves 5-feet of space for a sidewalk, which is insufficient for the safety and security of pedestrians and cyclists.

Considering harmonious development, the proposed plan is not harmonious with adjacent developments. Village Trustees have discretion on setbacks from the roads. Sections 54-85-1 and 54-85-2 of Glenview Municipal Code use the word harmonious, implying both discretion and consistency with adjacent developments. 54-85-1 specifically calls out buildings being close to the street as appropriate for the downtown and downtown frame area. This is not the downtown or downtown frame area, and this is not Waukegan Road. Both adjacent retail centers, and the other closest major center on Willow Road (the Target Plaza), all have significant building setbacks from roads.

In the PDF attachment, we have included a Google-maps measurement of the Plaza Del Prado, Glenbrook Marketplace, and Willowcreek Center building setbacks, which are material because these are the nearest retail centers on Willow Road close to the proposed development. You'll see that these exhibits demonstrate significant spacing between buildings and the street. This proposed development at Pfungsten and Willow is out of place in our community.

Responsible setbacks must be required to promote harmonious development and maintain the residential nature of our community. This proposed development only leaves approximately 17 feet between buildings and Willow Road (in a 45 MPH zone), and if IDOT claims additional Right of Way on

eastbound the buildings will only be 5-7 feet away from the road. This can in no way be considered responsible development in Glenview.

Building Scale and Site Circulation

Not Addressed

Other Considerations

Not Addressed

In closing, the plan proposed by the developer is irresponsible and negatively impacts the entirety of the neighboring community. We ask that you reject the plan as proposed and first consider residential development to enhance our neighborhood. If commercial will be built, it must be responsible and consistent with our community.

Sincerely,

Brett and Elaine Hanley

3800 Miller Drive, Glenview

Thursday 11/21/2019 9:40 AM – Significant accident at Willow and Pfingsten



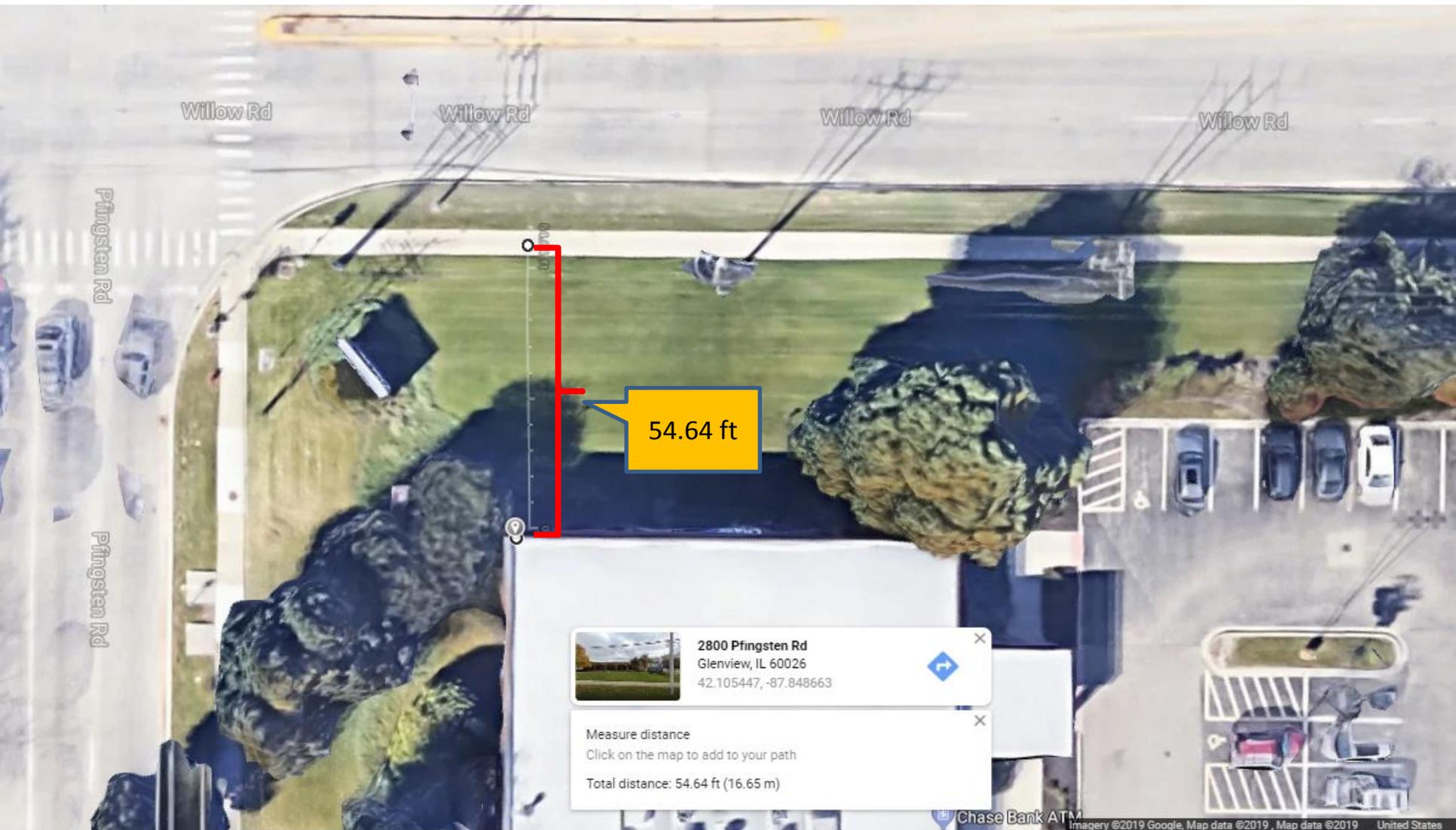


Monday 11/25/2019 9:10 AM – Pfingsten closes due to accident and tow trucks





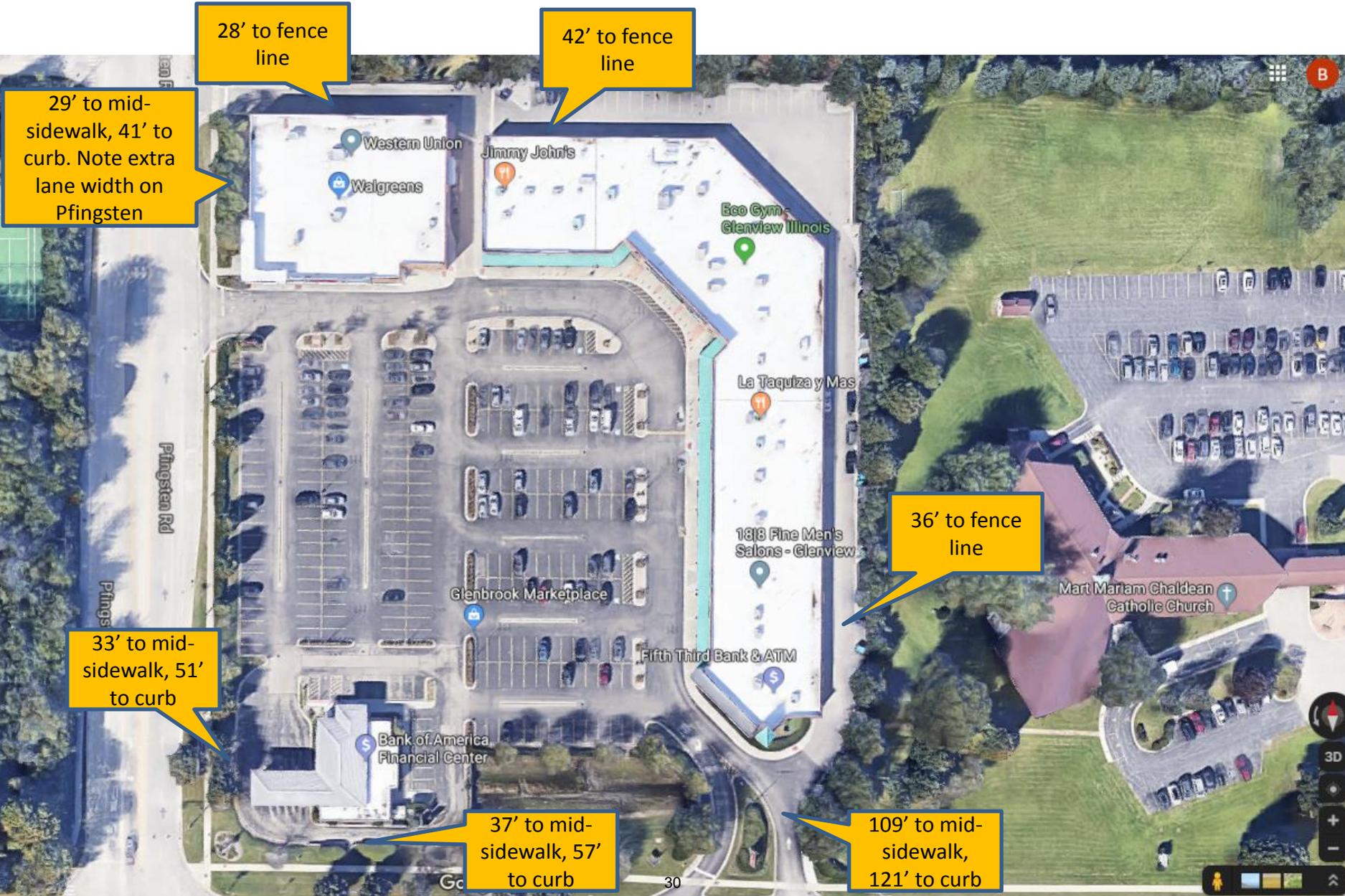
Google Maps – Measure Distance Feature – Chase Bank North Wall to mid-Willow South Sidewalk



Plaza Del Prado Measurements



Glenbrook Marketplace Measurements



28' to fence line

42' to fence line

29' to mid-sidewalk, 41' to curb. Note extra lane width on Pfingsten

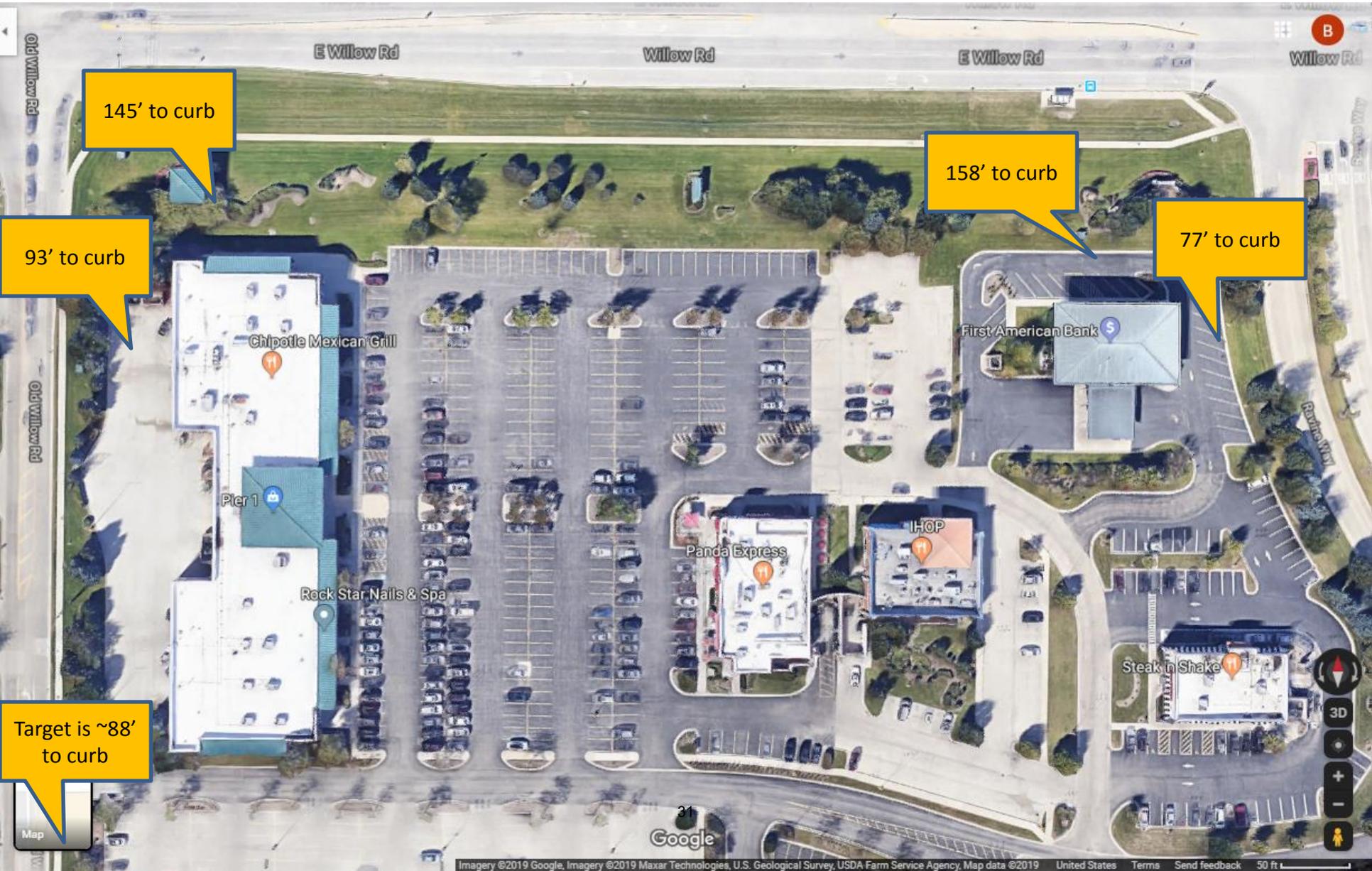
33' to mid-sidewalk, 51' to curb

37' to mid-sidewalk, 57' to curb

36' to fence line

109' to mid-sidewalk, 121' to curb

Willowcreek Center Measurements (Target)



145' to curb

93' to curb

158' to curb

77' to curb

Target is ~88'
to curb

Map

Google

On Dec 5, 2019, at 5:04 PM, rosabeegun wrote:

It is absolutely ridiculous to develop this property as proposed. The majority of residents living in the immediate area are strongly opposed to the commercial aspects that are being planned. The last thing we need is another grocery store across the street from the Jewel-osco. Another thing we don't need is the additional hundreds or thousands of cars in this intersection. It is already difficult to leave the parking lot where the Jewel is situated. There are numerous empty retail locations in Glenview and Northbrook.

Your decision to move forward with this project indicates that the wishes of residents does not matter.

I will be taking my business to other areas where I won't be facing gridlock. The \$400. that I spend monthly will be spent at Mariano's or Sunset foods. I am sure that many residents will feel the same way.

I have lived in Northbrook for over 40 years and I am very disappointed that the officials who voted to approve this development are not concerned about the gridlock that will be created.

My home is about a mile from my house and will affect where I drive and shop.

Rosa Beegun

On Dec 5, 2019, at 7:02 PM, Dianne Larsen wrote:

Hello, my name is Dianne Larsen and I live on Lawson Road, just south of Willow and Pfingsten. I have lived in Glenview for nearly 25 years and I have genuine and specific concerns regarding the proposed development at the southwest corner. There are at least 800 residents who do not support this new development, and our top priority is the safety of our children.

I urge you to review all of the facts which were presented to you regarding the opposition to the proposed development. My neighbors have spent countless hours and time away from their families to research and raise awareness of the potential problems, danger and community impact this development will have if approved. If you do not live near this intersection then I am not sure you have the entire scope of what is being addressed. I encourage you to spend some time at the intersection during peak rush hour times and see for yourself the concerns brought before you. Additionally, I think you would also learn quite a bit by checking with the Glenview Police Department about the real number of accidents at the intersection of Willow and Pfingsten.

If this development is approved it will negatively impact Glenbrook Hospital, all area school districts and all who reside in Glenview. It is reasonable to assume many residents will move from the area and property values will be affected. Currently, six houses are already up for sale on Miller Drive.

Please review this information thoughtfully and ask yourself "What would I do if I lived near Willow/Pfingsten?"

Thank you for your time and service to our community.

Respectfully,
Dianne Larsen

On Dec 5, 2019, at 8:37 PM, Catch A Ride wrote:

As a very concerned resident living in Salceda Manor (Willow/Greenwood) I am opposed to GW Property Group plan for the SW and NW corner of Pfingsten and Willow. Major traffic that will be caused on Willow Road/Pfingsten We do not need another grocery store in the area. Within 2 miles, not to mention directly across the street is Jewel, Marino's, Aldi and Whole Foods. The cut through will definitely impact the neighborhoods. When the businesses close down (since that is the trend) it will be an eye soar of empty buildings.

Have you looked at Randhurst Mall lately? The mall is over 60% empty if not more!

Here are more concerns.

The property is far too important to the community to have only one discussion at the Board level. Another discussion about this property is needed.

- The vote was taken late at night when everyone was very tired. Another discussion would allow for a fresh perspective.
- Several Trustees had concerns about circulation, traffic, buildings being too close to the road, buildings that will be demolished when IDOT expands Willow Road, none of which have not been resolved.
- Allow truck circulation in front of the grocery store should not be approved. This is unsafe. Encourage Trustees to spend some time monitoring activity that occurs in front of any Glenview grocery store and imagine semi-trucks passing through that same area to evaluate safety issues.
- The developer stated that deliveries will be during off-peak hours. Is this actually possible? Drivers will not sit and wait for the right time to enter the strip mall. They need to get their delivery made and move on to the next delivery. The grocery store will have at least 3 deliveries per day. It is doubtful that the truck driver will know that the peak time is and try to avoid that time.
- The developer stated at the Board meeting that delivery trucks will not be going in front of the grocery store, but the plan shows that all trucks entering from Pfingsten and all trucks exiting to Willow will go directly across the entire drive aisle in front of the grocery store. The circulation problems still exist.

- Several Trustees have concerns with density. Suggest this plan go back to the Plan Commission to evaluate a design with less density.

I request the Final Site Plan Review and Primary Subdivision for GW Property Group be removed from the Consent Agenda.

Susan Rush

Northbrook, IL 60062

On Dec 5, 2019, at 9:18 PM, Marla Cowan wrote:

Dear Trustee Members,

I have attended several of the meetings regarding this project and live in the area that will be impacted. You have listened to the reasoned arguments against this particular development and despite the reservations of the residents seem inclined to move forward. Is this the only project to be brought forward? Is there no other viable choice? It appears that revenue stream to the village is the guiding principle and not the safety and progress of our community.

I urge you to listen to the voices of dissent and to your own conscience. Either modify or reject this project. Surely, there will be others of superior value. We are a desirable village and wish to maintain that.

Respectfully,
Marla and Steve Cowan
Glenview, IL

On Dec 6, 2019, at 3:20 PM, Daniel Liner wrote:

Village Trustees,

I'm sure you don't remember me from the other night (at least most of you), since there were many of us. I'm one of the residents who spoke out against the Willow/Pfingsten issue. Frankly, I didn't want to write this e-mail because it's not going to improve the situation, but I think it's important for elected officials to know where a substantial part of the constituency stands.

Anyway, other than the fact that you have advocated for this development, which runs counter to the **rights of current property owners and the interests of public safety**, I was quite disturbed by the comments regarding **transparency** by the Village. In addition to the false zoning map, I find it quite interesting that there's been no name attached to the potential grocery tenant (Amazon) in the development until it was brought up while questioning Mr. Goltz.

I'm not sure what to think, except that there have been ex parte/behind closed door conversations between the developer and village elected officials. What else doesn't the public know about?

I'm also not sure why one of you lectured the public, like we're children, about the village's commitment to transparency, when clearly transparency isn't a priority? Maybe there's a **GOOD** explanation for this? But probably not.

Also, the Board attempted to gain the public's trust in your judgement by justifying your votes based on the subjective opinion of a village paid "traffic expert". He may be paid using tax payer dollars, but the tax payer did not choose him. The Board hired this "traffic expert" to suit its own agenda, and not for the purpose of making sure the public is safe. The village "traffic expert" admitted he did NOT study the impact the development would have on potential thru traffic between Pfingsten and Landwehr via Miller/Chester, etc. Yet he is able to surmise that there will not be an increase in traffic? His opinion on this issue is SUBJECTIVE at best. He's most likely afraid the village would stop using his services if he didn't say exactly what you needed him to say. Either way, we could categorize that opinion as STUPID or a LIE. Mr. Gitles, you chuckled while admitting that you use these neighborhoods as a shortcut, just like many others will. What a serious f*** you that was to the concerned residents listening in the crowd and at home.

I truly hope you're satisfied with what you're doing. Honestly, my wife and I have lost a lot of sleep over this issue because not only do we know that it's going to ruin our dream of living in a neighborhood that's safe for our future children, but it's also because we're learning how **corrupt** this whole process has been. It's not entirely your fault, since the wheels were set in motion back in 1988, however it's up to responsible leaders to correct the dishonesty of predecessors.

The village had 31 years to improve (or lobby IDOT to improve) conditions at Willow/Pfingsten in order to support a future development, but chose not to take on this task. Instead you're going to be reactionary, residents will die and suffer serious injuries. **At least we will know who to blame.** But, I don't think this is the number any of you care about. And I don't think any of you care how much the medical treatment or property damage will cost to for the victims of your

poor decision making. The Board seems to care more about potential tax revenue, which is no guarantee.

I hope you realize you're gambling with existing businesses as well. I believe in economic competition just as much as any of you, however the government shouldn't unfairly put existing businesses at risk of failure by making it too dangerous/inconvenient for its customers to support them. This is **NOT** economic competition, this is economic **ANNIHILATION**.

Utterly disgusted,

Danny Liner

On Dec 7, 2019, at 9:27 AM, Ann Blymire wrote:

December 7, 2019

Dear Trustees,

The community, through a variety of mechanisms, have made their concerns known about GW Properties proposed development on the SW corner of Pfingsten and Willow. While we are disappointed in the outcome, we are hopeful you will remove "Final Site Plan Review and Primary Subdivision for GW Property Group, LLC at 2660 Pfingsten Road" from the Consent Agenda so that discussion can continue on how to ameliorate some of the concerns we have associated with the project and the negative impact it will have on the community. Below are issues we feel need continued examination:

- Several Trustees had concerns about circulation, traffic, buildings being too close to the road, buildings that will be demolished when IDOT expands Willow Road. None of these issues have been resolved.
- Allowing truck circulation in front of the grocery store is unsafe and should not be approved. The trustees need to spend some time monitoring activity that occurs in front of any Glenview grocery store and imagine semi-trucks passing through that same area to evaluate safety issues.
- The developer stated that deliveries will be during off-peak hours. Is this actually possible? Drivers will not sit and wait for the right time to enter the strip mall. They need to get their delivery made and move on to the next delivery. The grocery store will have at least 3 deliveries per day. It is doubtful that the truck driver will know that the peak time is and try to avoid that time.
- The developer stated at the Board meeting that delivery trucks will not be going in front of the grocery store, but the plan shows that all trucks entering from Pfingsten and all trucks exiting to Willow will go directly across the entire drive aisle in front of the grocery store. The circulation problems still exist.
- Several Trustees have concerns with density. We would like to suggest that this plan go back to the Plan Commission to evaluate a design with less density.

While the developer may have met all the technical requirements he needed to get your approval, I'm asking you, as elected officials, to represent your constituents best interests and remove this item from the Consent Agenda.

Thank you for your time and consideration.

Kind regards,
Ann Blymire

On Dec 9, 2019, at 11:45 AM, Dennis Basler wrote:

Dear Jim,

As you know, at last Tuesdays meeting... there was a lot of concern about traffic, **semi-trucks** passing by right in front of the store, buildings being right at the roads edge and the density of the site.

These items are so important , that I believe there should an additional discussion at the Board level, before this gets approved for good.

Can you request to remove the GW properties plan from the consent agenda, so that the Board can discuss this one more time ?

Thank You,

Dennis Basler

President
E. J. Basler Co.

On Dec 10, 2019, at 8:42 AM, wrote:

This email is to express my disappointment in the entire Board of Trustees regarding their unanimous vote to accept the design proposal presented by GW Partners at our last Trustee Board Meeting.

As a trustee, the owners of property in Glenview place a trust in the board that developments will be scrutinized and all issues are assessed. In the end, you all failed to protect our community!

You failed to correctly address:

- Safety – given that there will be no delivery rear road, as is the case in virtually all shopping centers, delivery trucks winding through the development. While GW Properties minimized this matter, and even rejected a solution to substantially reduce risk, delivery vehicle will be winding through the property. Any plan to schedule deliveries will fail. Carriers will not adhere to our delivery schedules. Please note, the Jewel across the street accepts deliveries 7AM to 10 PM. **Semi tractor trailers will be winding their way through the property!**
- Ingress and Egress. – The Willow exit will only allow one vehicle at a time. The Phingsten exit will be troubled by excessive traffic and some vehicles will likely head sought to find a way through community streets.
- The Community – There were likely more than 700 residents(to whom you are responsible) who voiced concerns and a desire to rezone the property to residential. Yet all concerns were dismissed!

Many residents were shocked to hear a board member say “I can’t say no. However, the proposal is going from BAD to NOT SO BAD”. No so bad? Yet this board member voted in the affirmative to proceed with the project!

I urge you at the next board meeting to reconsider your vote on this troubled development.

Respectfully,
Anthony Mirabelli

On Dec 18, 2019, at 7:58 PM, Carol Sullivan wrote:

Dear Village of Glenview Board of Trustees,

Despite the outcome of the vote that took place at the end of the meeting on December 3, 2019, I believe further discussion regarding the development at Willow and Pfingsten is warranted. I respectfully request you to consider removing this item from the Consent Agenda at the meeting on January 7, 2020. This development is very important to the residents of Glenview and additional discussion about the facts would help citizens feel more confident that the Trustees are aware of our concerns.

Please consider the following:

Right-in/Right-out. There are many unresolved issues related to traffic. When the developer changed the plan to limit access on Willow Road to a Right-in/Right-Out (RIRO), the burden of traffic onto Pfingsten increased dramatically. In fact, according to the traffic report, during peak periods, the traffic volume at the Pfingsten access increased as much as 200% for cars going south and up to 76% for cars going north. However, traffic volumes on Miller Drive were not re-evaluated. The limitation of the RIRO creates triple the volume of cars exiting the site to go south, warranting an evaluation of the impact of traffic on Miller Drive, an obvious cut-through route for any traffic heading west.

The other impact of the RIRO restriction on Willow Road is related to the proposed development on the northwest corner of Willow and Pfingsten in Northbrook. It has been clearly stated that the traffic from the proposed development in Northbrook has been included in the traffic study for proposed development at the southwest corner. However, two important factors must be considered. First, the site plan, as submitted for the northwest corner, shows an access drive on Willow Road with a Full-in/Full-out configuration. Presumably, IDOT will restrict the north side of Willow to a RIRO, as it did on the south side of Willow Road. If this is the case, there will be an additional burden of traffic that will be forced to Pfingsten on the north side of Willow Road, increasing the volume on Pfingsten Road by considerably more than the 200% increase due to the RIRO on the south side of Willow. Secondly, the traffic study used a site plan for the northwest corner that is preliminary. The plan could include considerably more retail buildings, residential complexes or other factors that could significantly increase the traffic and require a new traffic study.

Level of Service (LOS) Average. When reviewing the Level of Service (LOS) for traffic delays, the Staff Report uses an overall average to show that there isn't much change in traffic delays. Using an average is misleading. Currently, both Willow and Pfingsten have two lanes with LOS ratings. One is the Through/Right and the other is the Left. With IDOT improvements, Willow has three lanes, Right, Through and Left. The addition of the dedicated right turn lanes skews the average. During evening peak periods, the right turn lanes have LOS categories of LOS A and LOS B, lowering the average and skewing the actual increased delays that the study shows will exist on Pfingsten Road.

LOS by each lane. Conversely, looking at the traffic delays by the LOS in each lane, the increased burden on Pfingsten is obvious, with all lanes on Pfingsten having an LOS F. The left turn lanes on Willow also have delays at LOS F, thus causing six lanes of long delays in excess of 80 seconds, with some lane delays as high as 153 seconds. By looking at the traffic by the delay in each lane as opposed to an overall average, a clear picture of the traffic burden emerges.

Visionary planning. The Illinois Department of Transportation Bureau of Design and Environment Manual, <http://www.idot.illinois.gov/Assets/uploads/files/Doing-Business/Manuals-Split/Design-And-Environment/BDE-Manual/Chapter%2031%20Basic%20Design%20Controls.pdf> , "LOS E is synonymous with capacity for all uninterrupted-flow facilities and their components" With this development, all lanes on Pfingsten will be LOS F in less than five years. The Chicago Metropolitan Agency for Planning developed average daily traffic projections which show that traffic on Pfingsten will increase by 19% by year 2050. The traffic at this intersection already exceeds capacity. The IDOT improvements at Willow will not improve traffic on Pfingsten. Accidents are directly correlated to traffic. Please think about the future of this intersection in regards to congestion and safety when evaluating this plan. A less dense development would decrease the traffic and accidents.

Gap Analysis. The Glenview traffic engineer admitted that an independent Gap Analysis was not completed. Relying on the calculations by the developer's engineer is not in the best interest of the residents of Glenview. I urge you to request an independent analysis of the traffic gaps to gain an unbiased view.

Incorrect statement. At the meeting on December 3, 2019, several Trustees stated they were concerned about safety specifically related to the tight circulation pattern within the site, including the semi-truck route. Prior to voting, the developer stated, "In no way, shape or form are any of the delivery vehicles going in front of anybody's front doors or interfering with loading zones." This statement seemed reassuring to some Trustees. However, the statement was factually incorrect.

The truck circulation diagrams in the plan clearly show that every truck must drive in front of the grocery store using the main aisle of the site. All trucks exiting the site will pass in front of the grocery store. Trucks exiting to Pfingsten will drive through one pedestrian crosswalk before turning to the Pfingsten access drive. All trucks exiting to Willow Road must drive through the main aisle in front of the grocery store. All trucks entering from Pfingsten come very close to the sidewalk in the front of the store, as well as other curbs and pedestrian crosswalks. The Pfingsten entrance route is the most alarming because of the proximity of the trucks to sidewalks and curbs. **This misstatement by the developer weighs heavily on residents who saw Trustees make a decision that greatly impacts the future of our neighborhood based on incorrect information.**

Deliveries. The developer stated that deliveries will not take place during peak times. Delivery drivers have a set number of deliveries to make per day. It is unlikely a driver will wait for the site to be less crowded because this is one of many stops for the day. To use Plaza Del Prado as an example, signs clearly state that deliveries, including garbage pickup, cannot be made between 10PM and 7:00 AM, yet garbage pickup occurs regularly at 5:00 AM. It cannot be assumed that deliveries will only take place during non-peak hours. The plan needs to be reviewed for what could happen in reality. Semi-trucks will make deliveries when the site is very busy, driving in front of the grocery store, blocking the entire main aisle while pedestrians, including parents with toddlers, senior citizens and those with disabilities are walking in or out of the store.

Evaluation criteria. According Section 54-85. - Evaluation criteria, in Glenview Municipal Code, "The goals and objectives of the Village comprehensive general plan and other applicable Village planning and policy documents **shall** be utilized in the review of proposed site plans. In addition, the following criteria **shall** also be used to determine whether a proposed site plan fulfills the requirements of this article:"

“Circulation. All site circulation systems, vehicular and pedestrian, shall provide adequate and safe access to the site. Dangerous traffic movements will be prohibited and curb cuts shall be minimized. Disruption of traffic flows on adjacent streets and undue congestion shall be minimized or avoided. Connections and linkages with adjacent developments are encouraged to promote logical circulation patterns and minimize curb cuts.”

The proposed development plan does not meet Final Site Plan Review criteria for Circulation. Pedestrian and vehicular circulation is not adequate or safe. The truck circulation routes are dangerous traffic movements in the main aisle of the site and according to the evaluation criteria, these movements will be prohibited. Disruption of traffic flows on Pfingsten and Miller and undue congestion **shall** be minimized. However, the development will cause undue congestion in all traffic lanes on Pfingsten and traffic flows on Miller have not been evaluated.

The criteria to evaluate this plan are clearly stated in Municipal Code. Arguments that this plan is deficient could be made for several of the other 10 criteria, but Circulation is the most concerning because it impacts the safety of patrons.

Further discussion with factual information about the plan, the impact of traffic on Pfingsten, and additional traffic studies for side streets would be beneficial so that the final site plan criteria can be applied to evaluate the plan submitted by GW Properties. Trustees have the power to accept, deny or request modifications to the plan.

I urge you, on behalf of many residents in Glenview, to request modifications to GW Properties’ plan. A modified plan with less building square footage could provide more space for adequate and safe circulation as well as minimize undue congestion and disruption of traffic flows on adjacent streets.

Sincerely,

Carol Sullivan

From: Adam Sidoti

Sent: Thursday, January 2, 2020 2:11 PM

To: Jim Patterson <jpatterson@glenview.il.us>; Deborah Karton <debbyvillage@comcast.net>; karimkhojavillage@gmail.com; John Hinkamp <johnvillage@comcast.net>; Mike Jenny <mjenny@glenview.il.us>; Mary Cooper <mcooper@glenview.il.us>; Chuck Gitles <cgitles@glenview.il.us>

Cc: Jeff Rogers <jrogers@glenview.il.us>

Subject: Hart Estate Documents

Hi All -

I hope you all had a great Holiday season, and Happy New Year! As promised, I wanted to send you each the attached document, containing some of the ideas and suggestions from the residents, and analyzing some of the statements made at the previous meeting. I look forward to further discussion where we can address the outstanding issues that need resolving before we can all feel comfortable with the development set to occur at Pfingsten and Willow.

To summarize, I went through all of the comments and statements from the previous meeting, and identified areas to pay attention to. Please feel free to contact me with any questions or comments. Otherwise, I will see you all on Tuesday!

Regards,

Adam Sidoti

Hart Estate Proposal: A More Responsible Development

Prepared by Concerned Residents of Glenview

Listen Carefully to Commissioner Comments

- While the plan passed 3-2, it largely did so simply because it technically complied with the zoning requirements.
 - Witt: “More work is needed to constrict the size of the development so users are safer”
 - Bucklin: “Circulation within the site is a real problem”
 - Ciolek: Concerned about left turns onto Pfingsten, voted against the plan
 - Duff: Voted against the plan due to density and intensity concerns.

How we got here?

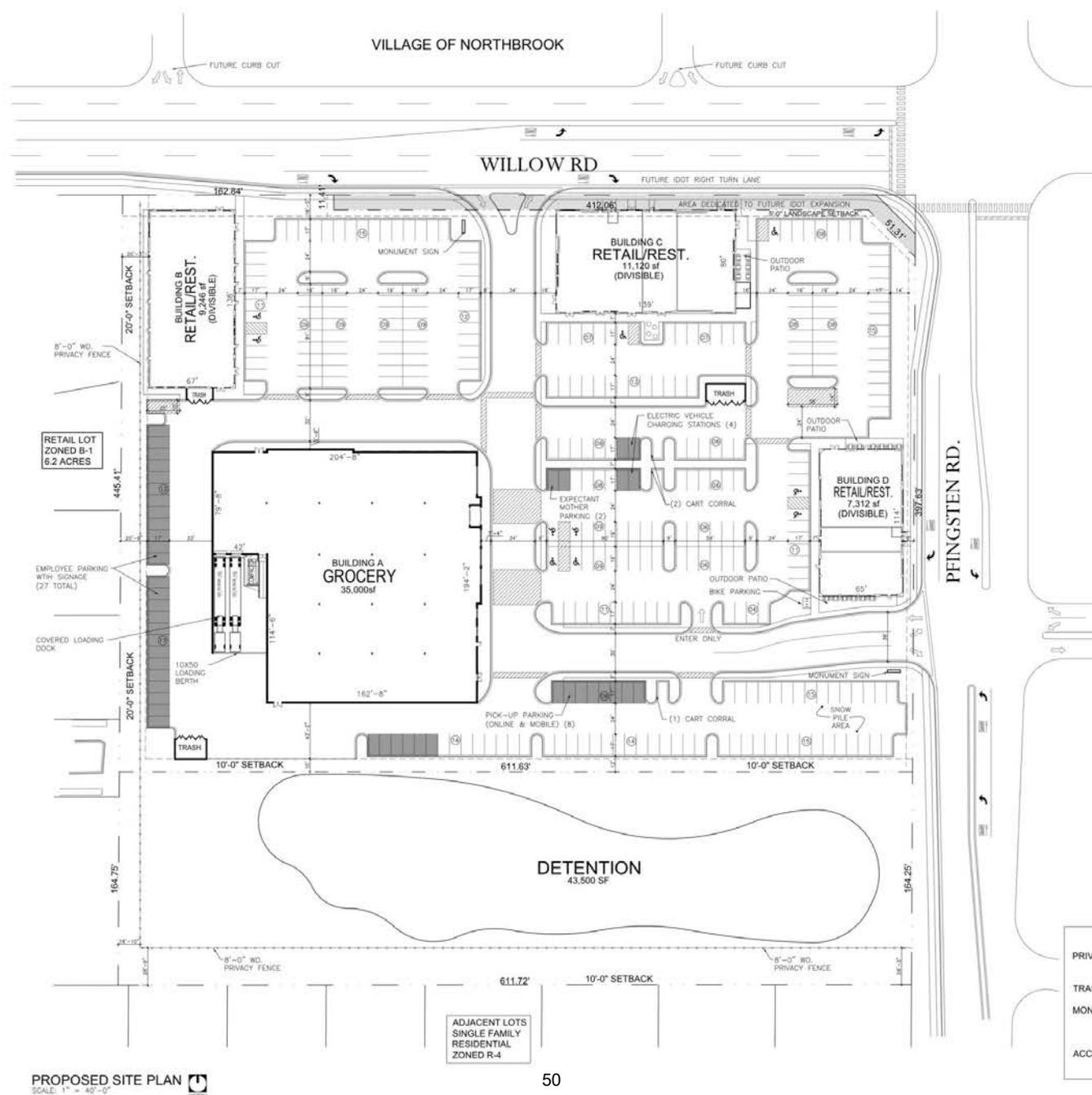
- On April 3, 2019, GW Properties presented a proposal for redevelopment of the Hart Estate.
- It called for all 8 acres to be redeveloped into Commercial with varying uses.
- The plan called for one large grocery store (35K square feet), as well as three other buildings.
- Pursuant to the Comprehensive Plan, GW properties amended its plan to include one large grocery store, as well as three other buildings, but using just 6 of the 8 acres.



What are we solving for?

- Traffic Concerns
 - Vehicular Traffic
 - Pedestrian Traffic
 - Delivery Traffic
- Internal Circulation
 - The only development in Glenview of its size that would lack a service drive
- Density/Intensity/Scale
 - Creating a responsible development that allows for appropriate development without straining an over burdened area

- Poor internal circulation
- Difficult delivery patterns
- External traffic concerns, particularly around ingress and egress
- Same square footage of development in 6 acres as was proposed in 8 acres.

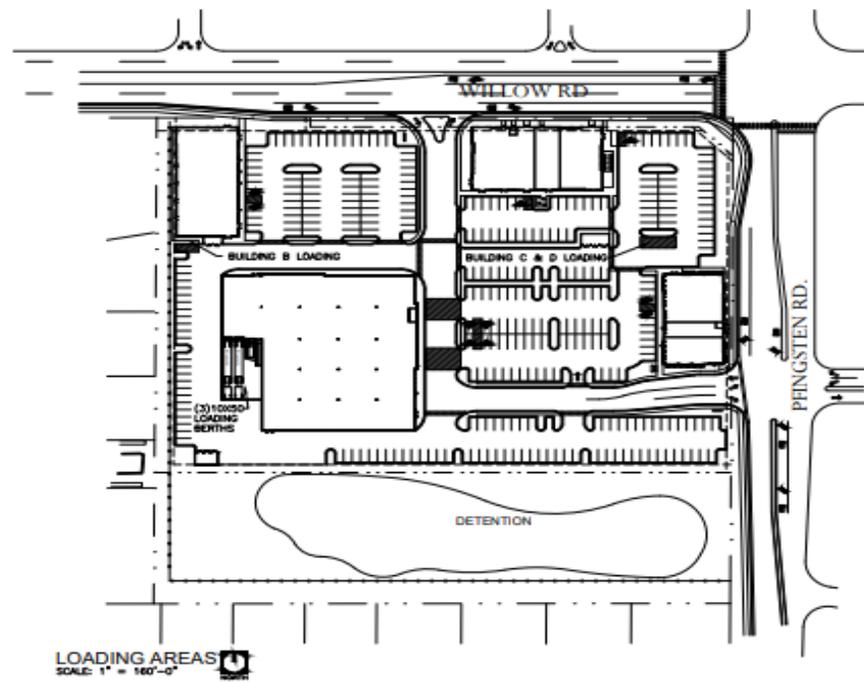
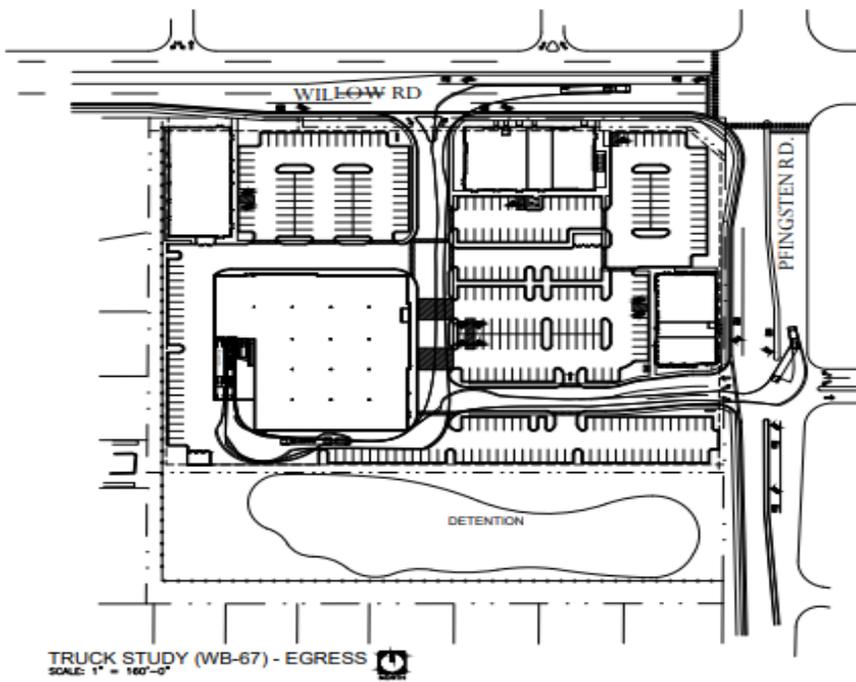
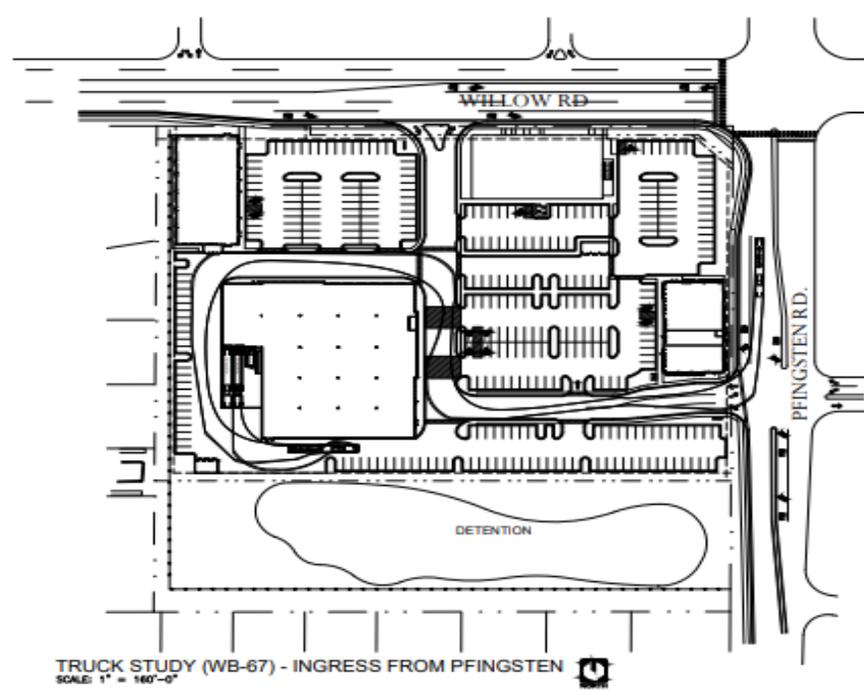
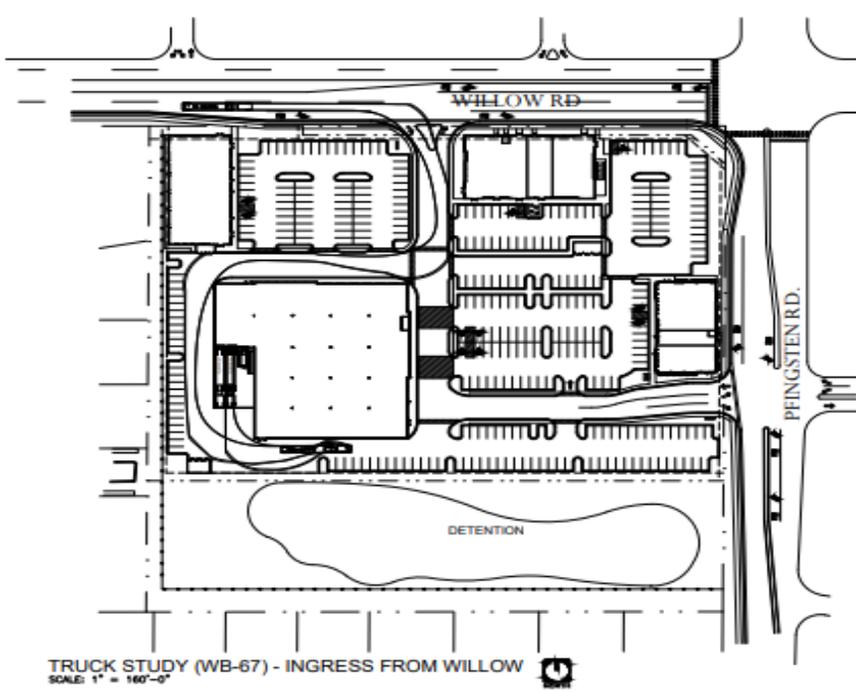


ZONING DATA	
ZONING	B-1 & R-4
RETAIL PARCEL B-1	6.2 ACRES
RESIDENTIAL PARCEL R-4	2.37 ACRES
TOTAL:	8.57 ACRES
TOTAL SQUARE FEET (COMMERCIAL)	62,568
FAR / LOT COVERAGE (COMMERCIAL ONLY)	23.1%
BUILDING HEIGHT (SINGLE STORY)	20'-0" - 32'-0"
PARKING CALCS:	
ESTIMATED PARKING AREAS	
RETAIL/OFFICE	48,568 Sq. Ft.
FITNESS	4,000 Sq. Ft.
RESTAURANT	360 SEATS (12.6)
PARKING SPACES REQUIRED	
RETAIL/OFFICE	155 (@1:300)
FITNESS	28 (@7:1000)
RESTAURANT	120 (@3 PER SE)
PARKING REQUIRED	303 SPACES
PARKING PROVIDED:	305 + 10 H.A. = 1
ACCESSIBLE REQUIRED	8
ACCESSIBLE PROVIDED	10
LOADING AREAS	3
PIN#	04-20-201-006
PROPOSED LOTS	1 RETAIL 6 RESIDENTIAL 1 R.O.W.
TOTAL # OF LOTS	8

ADJACENT LOTS LAND USE	
NORTH EAST	GLENBROOK MARKET PLAZA ZONED B-2
EAST	PLAZA DEL PRADO SHOPPING CENTER ZONED B-2
SOUTH	RESIDENTIAL ZONED R-4
WEST	RESIDENTIAL ZONED R-4
NORTH	C-2 (COMMERCIAL IN NORTHBROOK)

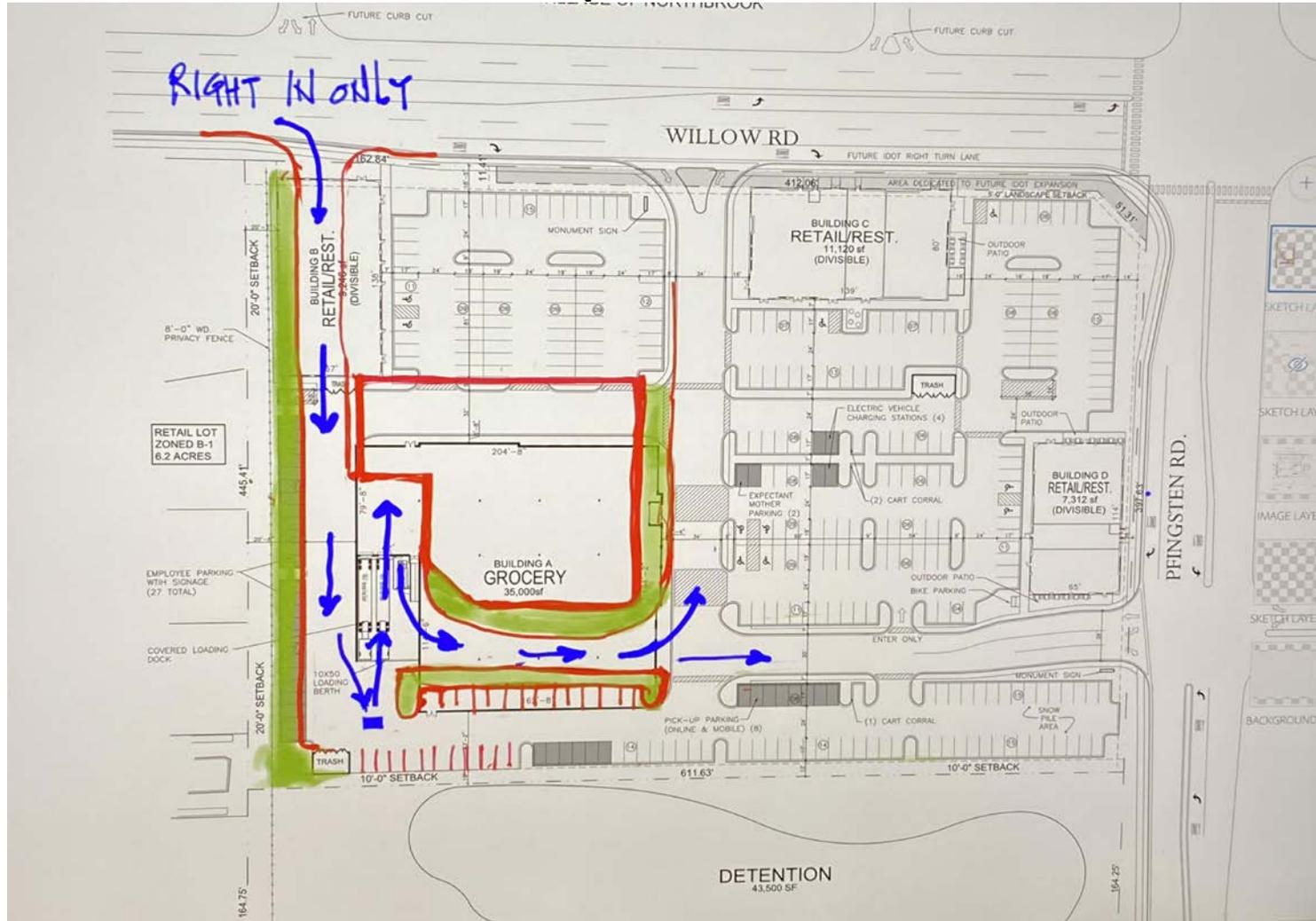
PLAN NOTES	
PRIVACY FENCE:	ON PERIMETER TO BE VISION SCF TALL WOOD PANELED
TRASH ENCLOSURES	6'-0" TALL MASONRY WITH METAL
MONUMENT SIGN	MATCH MULTI-TENANT MONUMENT ENTRIES ON WILLOW AND PFLINGSTEN 4 SIDE MONUMENT SIGN AT NORTH
ACCESS	PFLINGSTEN ACCESS TO ALIGN WITH PRADO, PER COMPREHENSIVE PL

PROPOSED SITE PLAN
SCALE: 1" = 40'-0"



A More Responsible Development

- Added in service drive
- Reconfigured front of Grocery store
- Added in greenspace
- Improved internal circulation by making delivery path much easier
- Added additional buffer space to neighbors to the west.
- Going from 8 acres to 6 acres is a decrease by 25%; Removing 9,246 sq ft from overall plan is a 15% decrease.



Fact Checking the Board of Trustees Meeting of 12/3/2019

Statement	By Who?	Fact	Further Explanation	Impact
The property was rezoned in 1988 by Ordinance 2856	Jeff Rogers	The property was not rezoned at that time. Rather the ordinance allows the Harts or their heirs to rezone the property. The ordinance also states that the zoning map “shall be amended to incorporate the changes.”	The zoning map never reflected the ordinance. The zoning did not change until 2019. Section 98-82 (“Zoning Map”) states that that the boundaries of the districts are to be indicated on the zoning map of the village, and such zoning map, with all notations, references and other matters thereon, is as much, is as much a part of this chapter as if such notations, references and other matters were specifically set forth in this section.	Since the zoning map never indicated any changes or references to notations (i.e., ordinance 2856), when the residents petitioned for a hearing on rezoning, it should have been granted, and the Village should entertain a hearing on the zoning, based on comprehensive plan recommendations. While potentially merely procedural, it would make the process more transparent.
The left turn out on Pfingsten across from Plaza Del Prado has enough courtesy gaps to satisfy the needs	Applicant’s traffic consultant	The statement that there are enough courtesy gaps was repeated throughout the meeting and was never fact checked by our own expert.	If one vehicle does not take advantage of the gap, or if two try to go through, or if one accident occurs, the courtesy gap idea fails.	Reliance on courtesy gaps as traffic calming mechanisms has been criticized by a study in Minneapolis that found that only 39 drivers took advantage of 195 gaps, and the result was traffic build up and riskier maneuvers (“Field Study of Behavior at Permitted Left-Turn Indicators” Gary A. Davis, Dept of Civil Engineering, University of Minnesota)
The development would not add enough traffic to have any impact on the level of service.	Jeff Rogers	False. IDOT’s proposal would improve current traffic conditions with current development conditions. It would move the intersection to a C rating on average.	The density and intensity of this development will negate the improvements, bringing it to the same level of service as it is today (D/E). Further, the peak hours of traffic would remain in D level of service, and would actually increase from what they are now, contrary to the original statement.	We have discussed with local and state politicians who have assured residents that the IDOT improvements will occur with or without this development. Further, a lesser dense development will yield more positive results out of the IDOT improvements.
For traffic that wants to go back West, their path will be to make a left on Pfingsten and a left on Willow	Applicant’s traffic Aboona, KLOA	Aboona felt that there was no advantage of cutting through streets to get to Landwehr. This is wrong. Is it easier to make a left (onto Pfingsten across from PDP) or a right onto Landwehr?	Aboona did not do any study on the impact of traffic on side streets. He said he didn’t look at it from that perspective.	The Board has requested this be done in other developments (Ismaili Temple an obvious example.) It should be done here. There were no calming measures discussed by the Board, even if unenforceable.

Fact Checking the Board of Trustees Meeting of 12/3/2019

Statement	By Who?	Fact	Further Explanation	Impact
The rear elevation of building C would abut the right away after dedication	Jeff Rogers	In the future, there would have to be a redesign to accommodate lanes proposed by IDOT.	While Rogers says it's normal that IDOT acquires property to create expansion, here we know that this is slated to occur within a matter of years. Trustee Hinkamp said "It's logical" and "obvious" that the lane expansion will occur.	Comm. Bucklin said that the IDOT expansion must occur for this development to occur, and we have assurances of IDOT expansion as part of this. By reducing square footage we can bring buildings inward, and future proof the site.
The auto-turn exhibit shows the vehicles crossing mountable medians	Jeff Rogers	The lines coming in through the plan do show crossing over medians and interfering with outbound lanes.	Amazon, the presumed grocer, uses 54 foot trucks for deliveries. Jewel uses 54 foot trucks.	The technical system used clearly shows tire paths that cross over structures and cross over of outgoing vehicle traffic and internal pedestrian traffic. Unless we are suggesting the computer diagram is wrong, we cannot allow for an irresponsible pattern. By reducing square footage, you can realign the buildings in a more responsible method.
Diagram of truck turn shows the "worst case". At most, there would be "a handful of deliveries a day"	Goltz	Goltz's own submission admits that grocery store requires multiple deliveries per day , each service retail requires 1-2 deliveries per week, and 4 restaurants, each requiring multiple deliveries per day.	Goltz's "worst case" is actually the <u>expected delivery pattern</u> . Worst case would be far worse.	By having such a dense area in terms of retail/restaurant square footage, Goltz is ensuring that the worst case remains the standard case.
"I don't know how you're going to address the back-ups and accidents that will occur"	Hinkamp, on the circulation	Goltz's response: "The concern is understood and...the plan is scrutinized by village staff and tenants...and they want a viable center."	Goltz failed to answer or address the issue during this or any other time of the meeting.	Side stepping the circulation issue by hoping it will all work out, despite clear evidence to the contrary, is irresponsible.

Fact Checking the Board of Trustees Meeting of 12/3/2019

Statement	By Who?	Fact	Further Explanation	Impact
The way this is shown does not go on any curbs in the site, circulates fine, and the truck does not have to go through in front of the building	Goltz	The truck plans clearly show paths that take it through the buildings both in ingress and egress. Further, there is clear indication that the truck tire path will lead it on or over existing structures.	In every single drawing, the trucks will have to go in front of the building and through the areas with both vehicular and pedestrian traffic.	The only plan where this won't occur is in the Resident's Proposal, which shows a limitation of this traffic. Note further that when a truck leaves the development on Willow, it will need to turn onto the through lane of Willow, effectively crossing all three lanes. (see images in this presentation)
"You can't look at what it is today...without factoring in all the improvements being made to the intersection"	Goltz	The improvements to the intersection will be done by IDOT regardless of whether it is residential, commercial, or an amusement park. "IDOT improvements are not related to this development." – Julie Tappendorf	Goltz believes that 6 lanes will not occur and is too large of an undertaking to consider.	Goltz would have you believe that the improvements are because of his project. In fact, improvements will occur anyway based on current and prospective traffic conditions. Intensity of his development will exacerbate future traffic conditions
"This project goes back to April. While we had same square footage over 8 acres, it had more intense uses."	Goltz	While accurate that the uses were more intense, they were dispersed over 8 acres. The most intense use, the grocery store, was still the anchor tenant.	Goltz says he has over 30% green space. However, that is only because he converted the homes to detention space. Residents continue to propose a more green commercial development, cutting square footage by a modest amount.	The concern on greenspace and intensity has to do with the commercial component. Further, there is no commitment from the Board that the land would be undeveloped or converted to commercial use.
All of circulation issues were scrutinized and resolved to the satisfaction of the commission.	Rogers	While the commission did request some changes, several commissioners (see earlier slides) continued to be concerned as to circulation and intensity.	The Plan Commission noted that the plan complied with minimum zoning requirements and noted the board should consider intensity issues.	All of the Board members expressed concern on the density, intensity and circulation, as well as impact on trial. Yet, no alternatives were discussed and no conditions were applied.

Fact Checking the Board of Trustees Meeting of 12/3/2019

Statement	By Who?	Fact	Further Explanation	Impact
“My bias is to traffic expert that we hired.”	Karton	The traffic expert for the village did not do his own independent analysis. He did not collect his own data. He did not look into the accuracy of the underlying findings.	He looks at the same underlying data and checked the projections. He said they used accepted standards for traffic increase. He did not go to the intersection to review the current situation	A failure to do a complete objective study is a failure to be responsible in the development of Glenview
No question that most difficult maneuver will be the left onto Pfungsten	Village traffic expert	Agreed!	We have no official study or report to discuss the traffic turning from Plaza del Prado.	
Our “guess” is not too many people will try to exit on Willow to go north on Pfungsten	Village traffic expert	Rather than use facts and an independent study to analyze this crucial fact, he makes a conjecture.	Sufficient number of gaps in an hour of traffic to turn left. Based on the numbers the applicant provided (but not the independent village), they felt that there are “probably” over 100.	If all the people who wish to turn left onto Pfungsten take advantage of the gaps, then they will work. “We have not verified” these facts. The village’s own expert acknowledged lack of data.
Did we do our own analysis on those who may go right and through the subdivision?	Gitles	No.	Traffic expert says he doesn’t have anything definitive but says “probably not” as to whether more cars will come through side streets.	Again, reliance on conjecture.
“If you could address going to a lesser density or putting in a service lane, that would allow me to think about your response”	Jenny	This key inquiry was NEVER answered by Goltz. He referenced why it was designed the way it was. He said PDP wasn’t struggling even though it’s designed in a way contrary to how Goltz wants it designed, and in a way the residents would prefer.	Goltz said in “no way shape or form are the deliveries going in front of anyone’s front door.” In fact, in EVERY drawing the truck needs to do that no matter its size. 57	Goltz says “this is where tenants want to be.” That is not the standard that Glenview should apply to this development. Bottom line, Goltz never answered the question.

Fact Checking the Board of Trustees Meeting of 12/3/2019

Statement	By Who?	Fact	Further Explanation	Impact
Even with the improvements, Willow Rd is still going to be rated the same way.	Hinkamp	While it will still be bad, the improvements proposed by IDOT would improve the intersection's level of service.	If a less dense development were to be put in, there would be less intensity and traffic, and thus the IDOT improvements would indeed have a greater positive impact.	
All the criteria on the site plan seem to be met.	Hinkamp	Again, look at the comments from the commissioners who explicitly stated concern over the intensity and density of the development across all of the meetings.	While tedious, the dissent votes, and even some of the pro vote, must be scrutinized because there was a level of concern that was not addressed by the Board of Trustees.	Hinkamp says he trusts the experts that evaluated circulation, even though it doesn't look good from his view. In fact, no one from the village was questioned or did any analysis on the internal circulation and how it compares to Plaza Del Prado or Glenbrook Shopping center.
I don't think it's fair to move the goalposts	Hinkamp Cooper	Agreed. This process is backwards. The trustees should recommend moving forward with a development and set out the parameters, and the plan commission should then make sure the development fits those constraints.	The Village of Northbrook does indeed take the opposite approach.	The Plan Commission did not have the authority to insist on what it would like; instead, its charter is to only determine if the plan meets zoning requirements. The Board of Trustees is entrusted to scrutinize the suitability.
It does feel very dense...the density and circulation issues trouble me...concern about safety	Cooper	These items shadow the success of this plan. We agree with Trustee Cooper in this case.	This was never resolved during the meeting.	Without any further evidence or statements to solve the issues identified, Cooper voted in favor of the development.
I'm still struggling with the circulation issue	Gitles	While the bulk of the criteria are met, he says he doesn't have a good feel of whether a lesser dense plan would solve the issues.	Goltz said density goes hand in hand with parking, and said that if he made it less dense, he would bring in a more intense use.	Goltz's threat does not address the traffic and safety issue identified by Cooper Gitles Jenny and others.

Fact Checking the Board of Trustees Meeting of 12/3/2019

Statement	By Who?	Fact	Further Explanation	Impact
The parking is a mechanism to drive whether something is too dense or not	Goltz	Parking is not related to the density; moreover, Goltz never addressed the circulation issues.	If he had less square footage, he could move the buildings inward a little, create more on premises green space, and still create a viable shopping center.	Goltz readily admits that tenants want this space. The only potentially negative impact is to his own bottom line. The positives of less density clearly outweigh that risk.
I don't have the right to tell him to build less	Karton	This is untrue. After scouring the municipal code, I do not see anything restricting the trustees from requesting less density.		
I don't have the power as a trustee to make changes based on personal opinion	Karton	This is true. The trustee is actually elected to represent the residents and to make decisions in the best interest of the village.	The claim that they have met all the criteria is not true. The commissioners all had concern over circulation. When pressed, the developer did not address this.	After Karton's comments, all of the trustees voted in line. This was despite the fact that circulation and traffic concerns was not acknowledged.
That corner on Pfungsten and Willow needs to have retail	Karton	Agreed. The resident proposal is largely in favor of an element of the commercial in this area. We are asking for a decrease in the commercial density by less than 15 percent, which is less than the difference of going from 8 acres to 6 acres.	Karton also acknowledged that she was fully aware that people look to accuracy of zoning maps.	It is disappointing that the Board is aware of this and yet failed to address the inadequacy of the current maps.
The computer model and truck driving is no longer true and circulation is resolved.	Karton	This is untrue. Even a cursory view of the truck plans shows that the truck paths still intrude on the patron access points.	Circulation was expressed as a significant concern by all commissioners and all trustees.	We can fix circulation by making smart changes to the existing plan.

**P2019-024
Final Site Plan Review and Preliminary
Subdivision Approval for GW Property
Group, LLC Multi-Tenant Retail at 2660
Pfungsten Road
01/07/2020**

ORDINANCE NO. _____

AN ORDINANCE GRANTING FINAL SITE PLAN REVIEW APPROVAL

WHEREAS, the Village of Glenview (the “Village”) is a home rule municipality in accordance with the Constitution of the State of Illinois of 1970;

WHEREAS, the Village has the authority to adopt ordinances and to promulgate rules and regulations that pertain to its government and affairs that protect the public health, safety, and welfare of its citizens;

WHEREAS, the applicant, GW Property Group, LLC, is requesting approval of an Ordinance to allow for the construction of a four (4) new retail/commercial buildings and other associated site improvements at 2660 Pfungsten Road (the “Subject Property”);

WHEREAS, a final site plan review for the Subject Property, pursuant to the criteria of Chapter 54, Article IV of the Code, was conducted by the Plan Commission on August 27, 2019, September 10, 2019, September 26, 2019, October 10, 2019, and November 19, 2019, each at the hour of 7:00 P.M. and a recommendation was forwarded to the Glenview Board of Trustees;

WHEREAS, a compliance review of Preliminary Subdivision of the Subject Property, pursuant to the criteria of Chapter 66 of the Code, was conducted by the Plan Commission on August 27, 2019, September 10, 2019, September 26, 2019, October 10, 2019, and November 19, 2019, each at the hour of 7:00 P.M. and a recommendation was forwarded to the Glenview Board of Trustees; and

WHEREAS, the corporate authorities, having considered the recommendation of the Plan Commission, find it in the public interest to grant such final site plan review approval and that the approval of the development will promote the public health, safety, and welfare of the Village and its residents.

NOW, THEREFORE, BE IT ORDAINED by the President and Board of Trustees of the Village of Glenview, Cook County, Illinois, as follows:

Section 1: The facts and statements contained in the preamble to this Ordinance are found to be true and correct and are hereby adopted as part of this Ordinance.

Section 2: Final Site Plan Review approval is granted for the Subject Property, in accordance with the requirements of Chapter 54, Article IV of the Code for the site improvements in accordance with the following:

- A. Site improvements shall be consistent with the Site Plan (Sheet ST1) prepared by Design Studio 24, LLC dated 01/02/2020;
- B. The geometry of the existing access improvements from Plaza del Prado to Pfungsten Road shall be depicted upon the plan and lane geometry for the subject property shall be aligned with inbound and outbound lanes to minimize left-turn conflicts;

- C. The full access curb design for the parking field north of the entry drive from Pflingsten Road shall be revised to allow northbound right-turns only from the westbound lane;
- D. Subject to review and approval by IDOT, the proposed curb cut to Willow Road shall be restricted to right-in/right-out (RIRO) access;
- E. Subject to review and approval by IDOT, the proposed curb cut to Pflingsten Road shall allow full-access;
- F. All materials and testimony presented to the Plan Commission on August 27, 2019, September 10, 2019, September 26, 2019, October 10, 2019, and November 19, 2019 and associated revisions required by the Plan Commission including enforcement by the property owner and/or property manager of off-street parking restrictions, permissible hours for deliveries, and removal of snow to ensure availability of parking stalls; and
- G. Final engineering approval including tree preservation through the building permit review process of the site improvements for the lots comprising the development site.

Section 3: Preliminary Subdivision approval is granted for the parcels comprising the Subject property as depicted on the Final Site Plan referenced in Section 2 including all required easements, right-of-way dedication, and public improvements associated with the site improvements.

Section 4: Final Appearance Commission approval is required for proposed architecture, signage, landscaping, and lighting including modifications to improve proposed architecture and building materials consistent with prior Appearance Commission direction. The Appearance Commission shall determine additional trees and/or plantings in the open space areas and on the west and south borders as they may deem necessary or desirable for the Subject Property.

Section 5: To Petitioner shall maintain the drainage and detention areas to ensure proper drainage. The Village shall review maintenance of such areas as it deems appropriate.

Section 6: To allow a period of up to twelve (12) months from the date of this Ordinance for the issuance of a building permit for the construction of the aforementioned improvements, or the approval shall be rescinded.

Section 7: Every section and provision of this Ordinance shall be separable, and the invalidity of any portion of this Ordinance shall not affect the validity of any other portion of this Ordinance.

Section 8: This Ordinance shall be in full force and effect from and after its passage and approval according to law.

PASSED this _____ day of _____, 2020.

AYES: _____

NAYS: _____

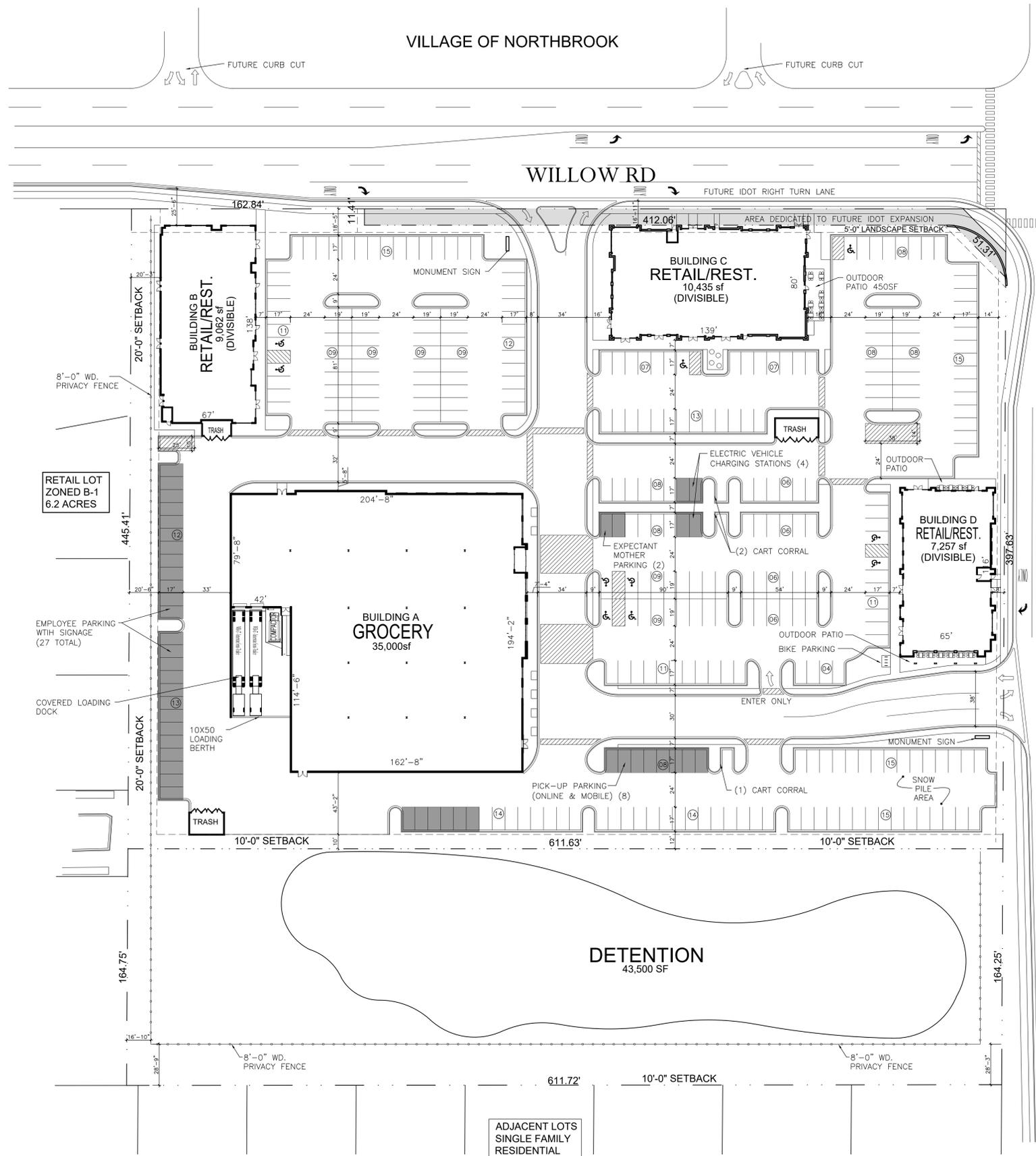
ABSENT: _____

APPROVED by me this ____ day of _____, 2020.

James R. Patterson, Jr., President of the
Village of Glenview, Cook County, Illinois

ATTESTED and FILED in my office the
____ day of _____, 20 ____.

Matthew J. Formica, Village Clerk of the
Village of Glenview, Cook County, Illinois



PROPOSED SITE PLAN
SCALE: 1" = 40'-0"

ZONING DATA

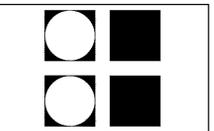
ZONING	B-1 & R-4
RETAIL PARCEL B-1	6.2 ACRES
RESIDENTIAL PARCEL R-4	2.37 ACRES
TOTAL:	8.57 ACRES
TOTAL SQUARE FEET (COMMERCIAL)	61,754 Sq. Ft.
FAR / LOT COVERAGE (COMMERCIAL ONLY)	22.8%
BUILDING HEIGHT (SINGLE STORY)	20'-0" - 30'-0"
PARKING CALCS:	
ESTIMATED PARKING AREAS	
RETAIL/OFFICE	45,954 Sq. Ft. (35,000 + 10,954)
FITNESS	2,800 Sq. Ft.
RESTAURANT	390 SEATS (13,000 Sq. Ft.)
PARKING SPACES REQUIRED	
RETAIL/OFFICE	153 (@1:300)
FITNESS	20 (@7:1000)
RESTAURANT	130 (@3 PER SEAT)
PARKING REQUIRED	303 SPACES
PARKING PROVIDED:	305 + 10 H.A. = 315
ACCESSIBLE REQUIRED	8
ACCESSIBLE PROVIDED	10
LOADING AREAS	3
PIN#	04-20-201-006
PROPOSED LOTS	1 RETAIL 6 RESIDENTIAL 1 R.O.W.
TOTAL # OF LOTS	8

ADJACENT LOTS LAND USE

NORTH EAST	GLENBROOK MARKET PLACE ZONED B-2
EAST	PLAZA DEL PRADO SHOPPING CENTER ZONED B-2
SOUTH	RESIDENTIAL ZONED R-4
WEST	RESIDENTIAL ZONED R-4
NORTH	C-2 (COMMERCIAL IN NORTHBROOK)

PLAN NOTES

PRIVACY FENCE:	ON PERIMETER TO BE VISION SCREENING 8'-0" TALL WOOD PANELED
TRASH ENCLOSURES	6'-0" TALL MASONRY WITH METAL FRAMED GATE
MONUMENT SIGN	MATCH MULTI-TENANT MONUMENT SIGN AT ENTRANCES ON WILLOW AND PFINGSTEN. 4 SIDE MONUMENT SIGN AT NORTHEAST CORNER
ACCESS	PFINGSTEN ACCESS TO ALIGN WITH PLAZA DEL PRADO, PER COMPREHENSIVE PLAN



SITE PLAN
GW PROPERTIES - PROPOSED DEVELOPMENT
SWC WILLOW RD & PFINGSTEN RD
GLENVIEW, ILLINOIS 60062
DESIGN STUDIO 24, LLC
 ARCHITECTS
 2211 N. ELSTON AVE., CHICAGO, IL 60614
 Tel.: 847.885.7751
 Fax: 847.885.8300

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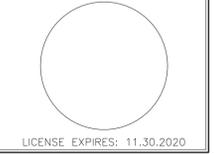
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STATEMENT OF COMPLIANCE
I have prepared, or caused to be prepared under my supervision, the attached plans and specifications and state that, to the best of my knowledge and belief and to the extent of my contractual obligation, they are in compliance with the Codes and Ordinances of Glenview, Illinois.

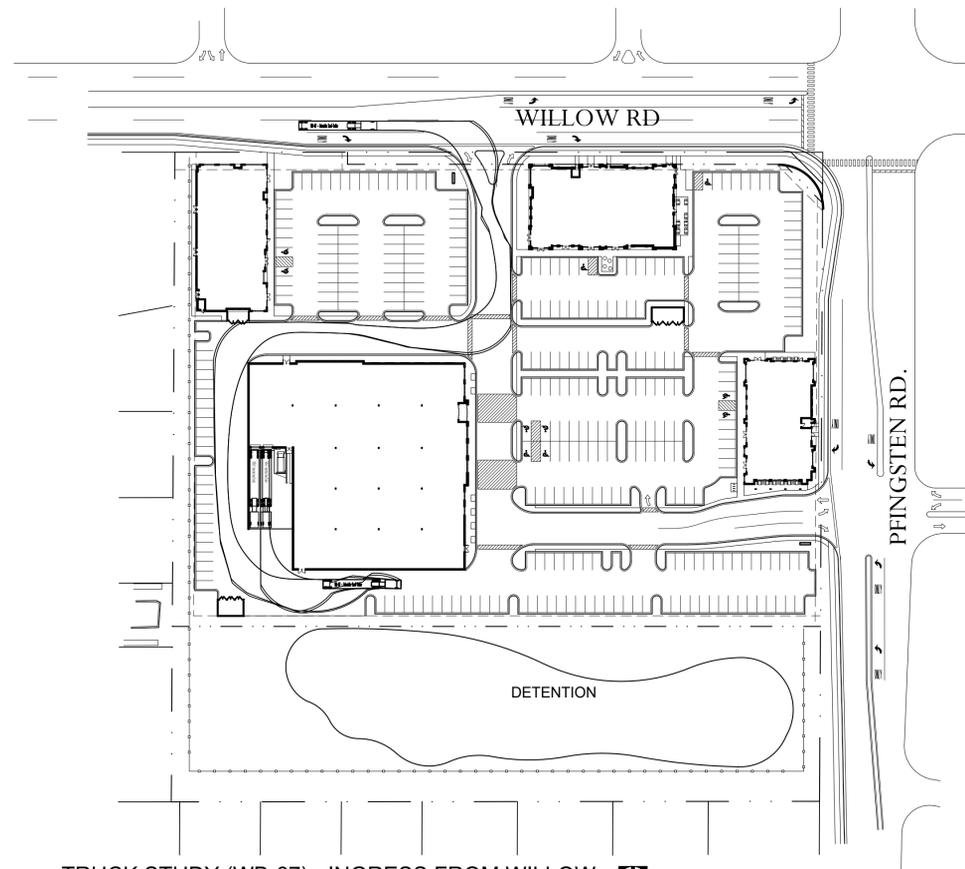
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DATE	07.24.19
REVISIONS	
09.16.19	REVISED FOR PLAN COMMISSION
10.08.19	REVISED FOR IDOT
10.21.19	REVISED FOR PLAN COMMISSION
11.05.19	REVISED FOR IDOT
01.02.20	REVISED FOR BOARD OF TRUSTEES
SCALE	1" = 40'-0"
DRAWN BY:	Neal Vander Wilt

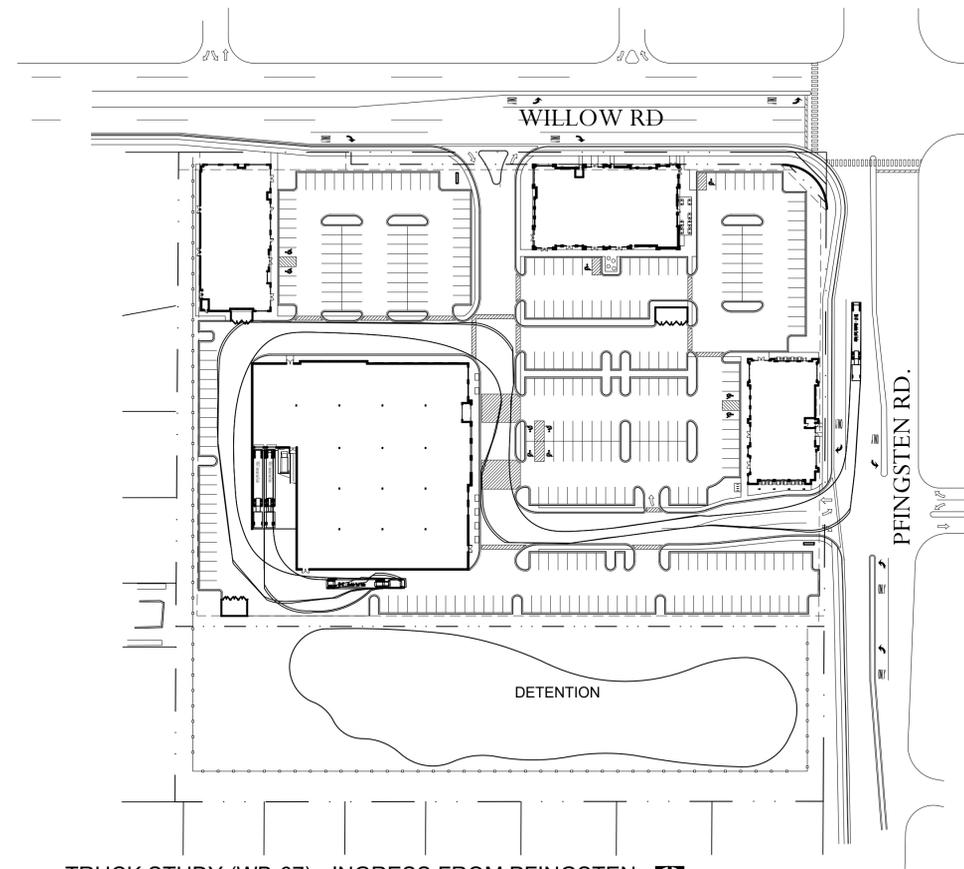
MARK T. DiGANCI
REG. ARCHITECT



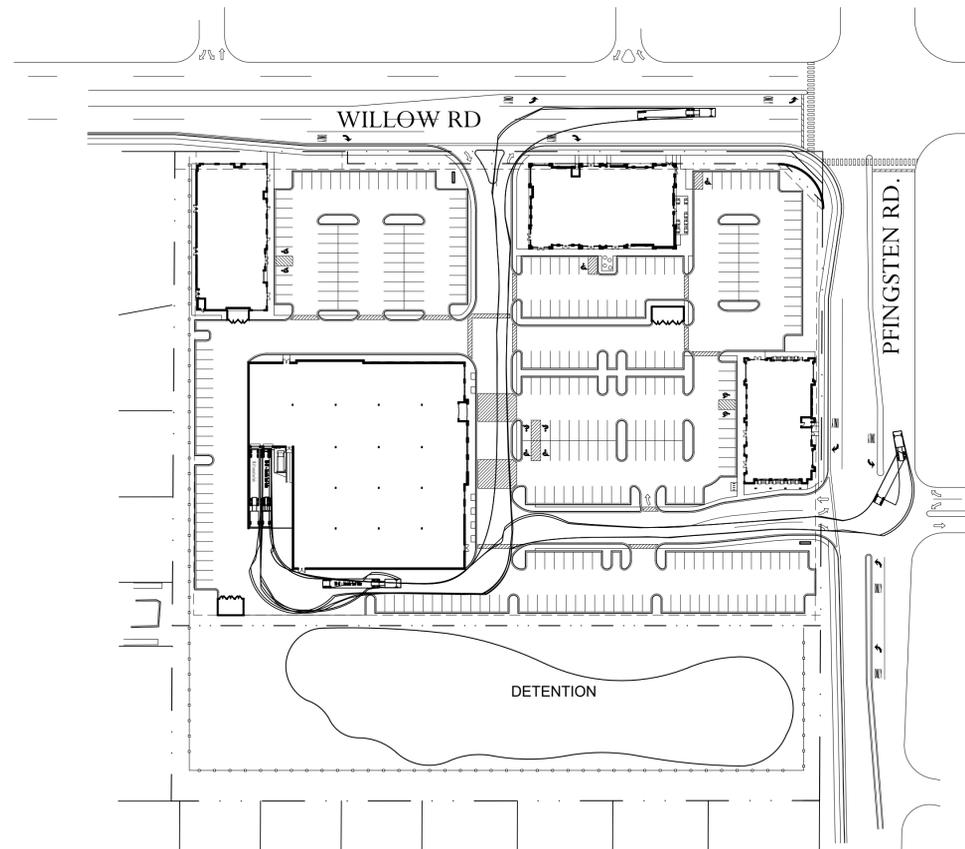
ST1



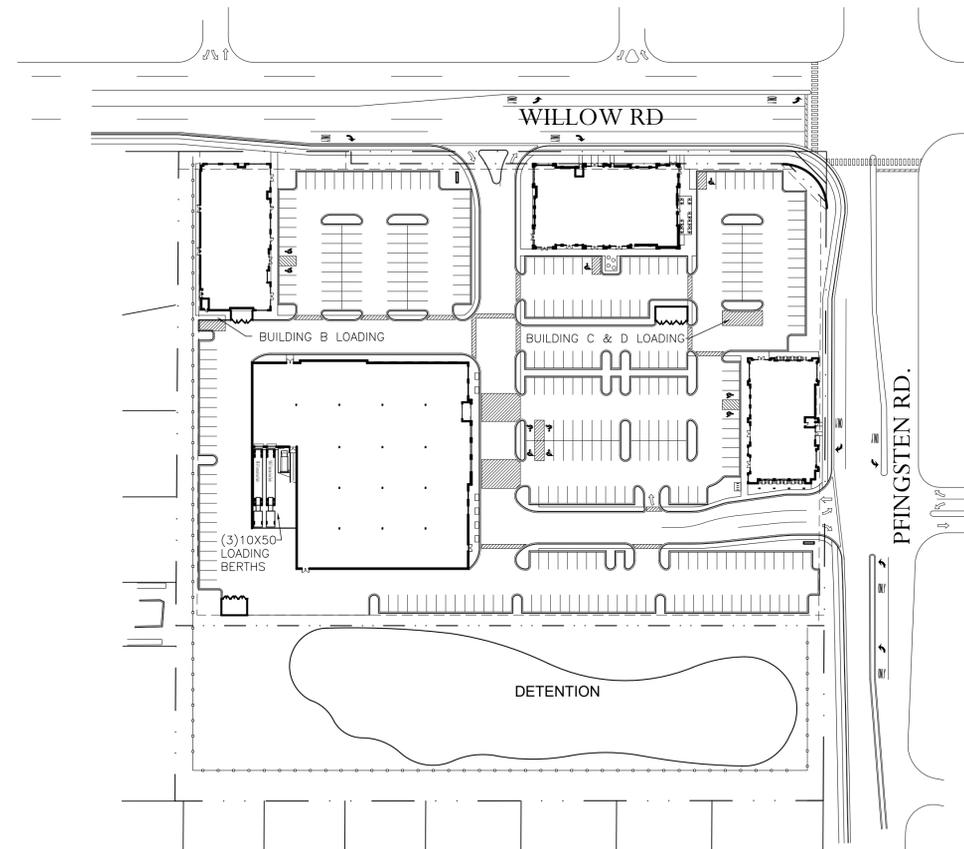
TRUCK STUDY (WB-67) - INGRESS FROM WILLOW
SCALE: 1" = 160'-0" 



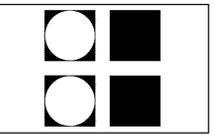
TRUCK STUDY (WB-67) - INGRESS FROM PFINGSTEN
SCALE: 1" = 160'-0" 



TRUCK STUDY (WB-67) - EGRESS 



LOADING AREAS 



TRUCK STUDY
GW PROPERTIES - PROPOSED DEVELOPMENT
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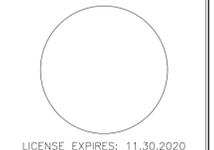
DATE 07.24.19

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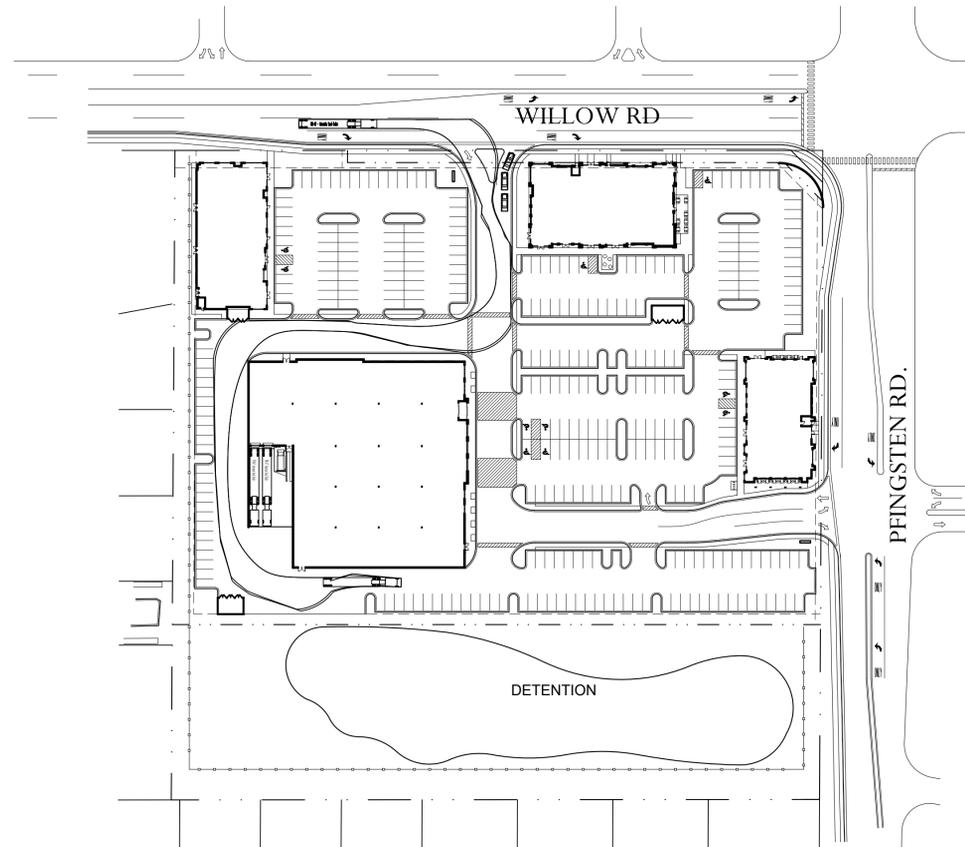
DRAWN BY: Neal Vander Wilt

MARK T. DiGANCI
 REG. ARCHITECT

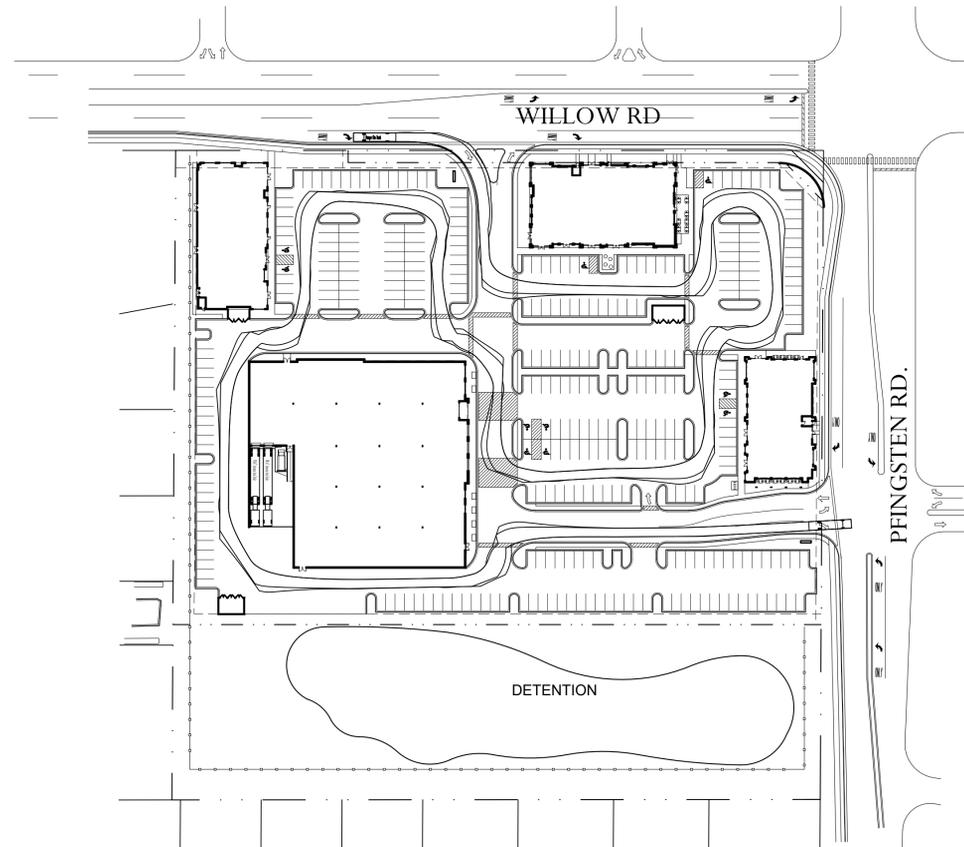


LICENSE EXPIRES: 11.30.2020

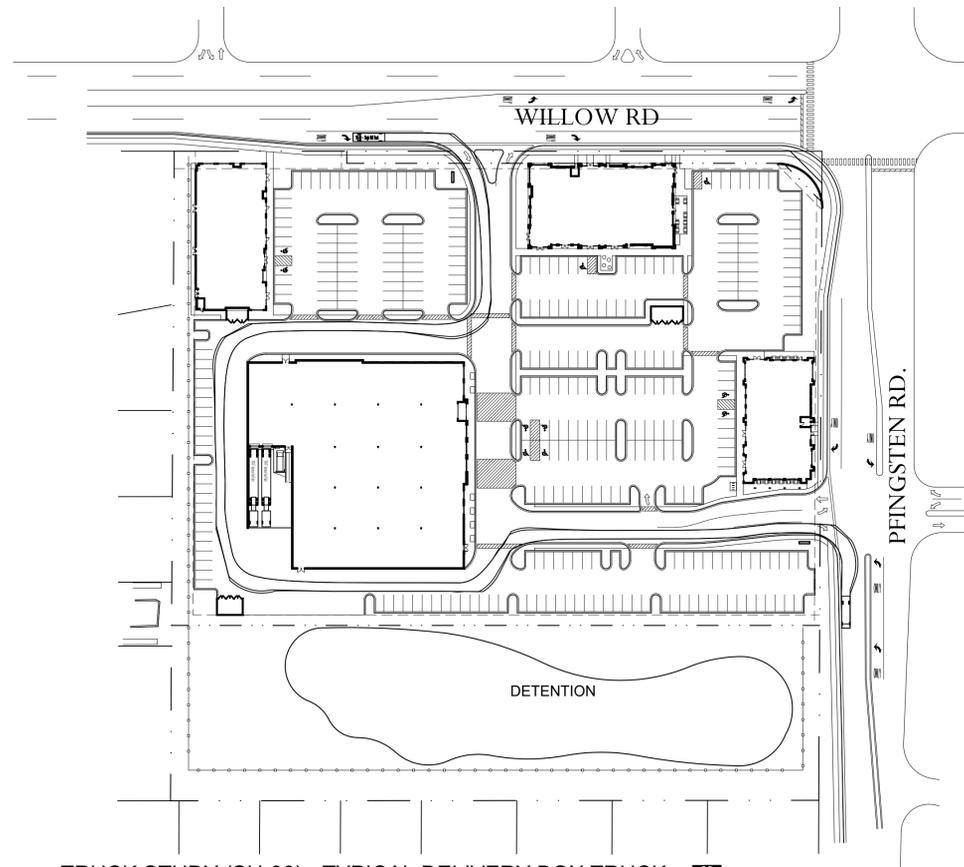
ST2



TRUCK STUDY (WB-67) - INGRESS FROM WILLOW
SCALE: 1" = 160'-0" NORTH



FIRE TRUCK STUDY
SCALE: 1" = 160'-0" NORTH



TRUCK STUDY (SU-30) - TYPICAL DELIVERY BOX TRUCK
SCALE: 1" = 160'-0" NORTH

TRUCK STUDY - FIRE TRUCK AND INBOUND DELIVERY

GW PROPERTIES - PROPOSED DEVELOPMENT
SWC WILLOW RD & PFINGSTEN RD
GLENVIEW, ILLINOIS 60062

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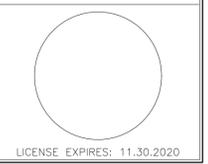
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MARK T. DiGANCI
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ST3