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MEMORANDUM

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Date: October 4, 2019  
To: Jeff Rogers AICP  
Cc: Commissioners  
From: Adam Sidoti on behalf of concerned residents of Glenview  
Re: GW Properties  
P2019-024 – 2660 Pfingsten Road – GW Properties Multi-Tenant Retail

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Dear Commissioners:

Please allow this to serve as a supplement to our submission dated September 18, 2019. All of the arguments contained therein remain essentially intact. The developer's amended plan, dated October 1, 2019, continues to be plagued with deficiencies that make this development too intense and dense for the area. Pursuant to Section 54-85 of the Glenview Municipal code, final site plan approval must be denied for the following reasons:

1. The building and structure locations do not allow for the effective and efficient use of the proposed development. They are not harmonious with adjacent property and traffic;
2. The scale of the project is inappropriate given the existing and proposed traffic patterns both in and around the immediate area;
3. The vehicular and pedestrian circulation are severely compromised, creating dangerous traffic movements and conditions, and is too reliant on courtesy gaps to relieve pressure; or
4. The development, taken as a whole, contains deficiencies and open questions about the adequacy and safety of the stormwater detention facilities, particularly when considering the residential component of the development.

IDOT has made the prudent decision to restrict access to Willow Road, requiring right-in/right-out configuration at Willow Road. Rather than recognize that the intensity and density of the current project is too high for the area, the Developer has continued to try to jam the proverbial round peg into the square hole. IDOT has required a deceleration lane to account for vehicular traffic entering the development off of eastbound Willow. Rather than reduce the number of buildings to account for all concerns raised by Commissioners and residents, the developer simply reconfigured the entryway, and moved buildings around. While he claims to have solved for intensity by reducing the square footage by a total of 700 square feet. However, he did not reduce the number of rentable units, thereby ensuring the same amount of deliveries as previously disclosed. Even worse, his new plan ensures that truck traffic will have to make difficult turns to negotiate a busy shopping center to be able to consummate deliveries in the rear of the grocery. Moreover, many of the parking spots have been moved to accommodate the changes, resulting in less parking and more opportunities for foot traffic to be in conflict with delivery and vehicular traffic. These new plans, contrary to the previous submission, move the buildings back onto the street line, even

though the September 17 plan actually had solved for that. Again, the developer is doing all he can to maintain the intensity and density of the plan. Almost all the commissioners raised intensity as an issue, and still, the developer has ignored those pleas.

The developer's own drawings show that delivery trucks will be forced to make very difficult turns in order to maneuver around the site. A side effect of the right in/right out should force the Developer to provide more detail around the impact of traffic on Pfingsten and the surrounding local streets. That has not been done despite multiple requests by concerned residents. There is no doubt that this will increase traffic density in an area characterized by pedestrian traffic, school traffic, and hospital traffic. The crosswalk used by elementary aged students to get to Willowbrook is less than 150 feet from the intersection of this development. This is an unsafe condition, and the only way to make it safer is to reduce the amount of traffic that may enter southbound lanes of Pfingsten. A plausible way to do this is to either put in calming measures restricting access or to reduce the amount of traffic itself by reducing the intensity of the plan.

The traffic study fully acknowledges that this intersection will be a terrible intersection to travel through; it will be even worse to live near. However, the traffic plan does not address the impact of the restriction on the local roads. It cannot be ignored that this development is squarely within a neighborhood. There are children that must cross Pfingsten and Willow just to get to school. It goes without saying that their safety must be made a priority, and a traffic analysis and recommendations must be conducted before the Commissioners may recommend this plan for development.

While we respect and appreciate the concessions the Developer has made, they have simply not gone far enough to solve for the intensity and density issues the commissioners have clearly identified. The financial benefit to the Developer must not trump logic. This development is not harmonious with local traffic conditions. The scale of this project is simply too great for the area, and for the many emergency vehicles, school buses, bicyclists and school age children. We respectfully request that the commissioners deny this plan and require additional insight into the traffic impact before considering approval. We further request that this plan be reduced in intensity.

Respectfully submitted,

*Adam Sidoti*

Adam Sidoti, Esq., on behalf of concerned residents of Glenview

Exhibit 1 – Photo taken at 6:30 a.m. of trucks and garbage vehicles delivering in Plaza Del Prado.

