

PLAN COMMISSION AGENDA

I. Call to Order by Chairman
 II. Roll call and declaration of Quorum
 Next PC Meeting: September 26
 Next BOT Meeting: October 1

III. Minutes of August 27, 2019

IV. General Communications

V. CONSENT

<u>P2019-020</u> <u>Text Amendment – Donation Boxes and Accessory Structures</u> (Public Hearing)

Proposal: Text Amendment to Municipal Code Action Requested: Continue to September 26, 2019

P2019-034 3050 Woodridge Road – Apachi Day Camp (Public Hearing)

Proposal: Conditional Use and Final Site Plan Review

Action Requested: Continue to September 26, 2019

P2019-036 2200 Shermer Road – Willow Creek North Shore (Public Hearing)

Proposal: Conditional Use and Final Site Plan Review

Action Requested: Continue to September 26, 2019

P2019-037 1205 Milwaukee Avenue – Park District Rezoning (Public Hearing)

Proposal: Rezoning, Official Map Amendment and Comprehensive Plan Amendment

Action Requested: Continue to September 26, 2019

VI. OLD BUSINESS

P2019-024 2660 Pfingsten Road – GW Properties Multi-Tenant Retail

Proposal: Final Site Plan Review and Preliminary Subdivision

Action Requested: Recommendation to Board of Trustees

VII. ADJOURNMENT



P2019-024

2660 Pfingsten Road - GW Property Group, LLC Multi-Tenant

Retail / Residential Development

Proposal: Final Site Plan Review



Community Development Department



Courtesy Notice



COURTESY NOTICE OF UPCOMING PUBLIC MEETING

Commission: Glenview Plan Commission – Steven K. Bucklin, Chairman

Meeting Location: Glenview Village Hall - Burnham Board Room

2500 East Lake Avenue Glenview, IL 60026

Meeting Date & Time: 7 p.m. Tuesday, August 27, 2019

Case Number: P2019-024

Applicant: GW Properties, LLC

Subject Property Address: 2660 Pfingsten Road, Northbrook, IL 60062

(former Hart estate at southwest corner of Pfingsten and Willow)

Land Area: 8.552 acres

Proposed Development: North 6.200 acres – Four (4) retail/office/commercial buildings with associated parking lots, landscaping, site lighting, signage,

and curb cuts to Willow Road and Pfingsten Road.

South 2.352 acres – Six (6) new lots for future single-family

detached residences and dedicated public right-of-way for an extension of Charlie Court terminating in an offset cul-de-sac.

View Development Plans: Please visit https://www.glenview.il.us/business/Pages/Ongoing-10"

Projects.aspx to view the applicant's development plans and other

application materials.

Applicant's Request: The applicant requests a recommendation from the Plan

Commission to the Board of Trustees for approval of an ordinance

granting Final Site Plan Review.

Public Comment: All interested parties should attend the Plan Commission meeting

and will be given an opportunity to be heard.

Staff Contact: Questions? Contact Jeff Rogers, Planning Division Manager, at

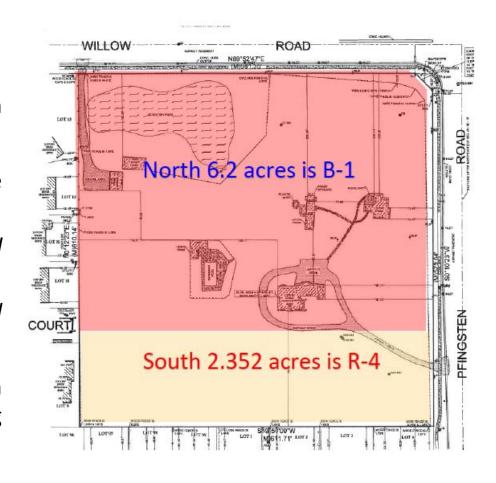
(847) 904-4308 or jrogers@glenview.il.us

2500 East Lake Avenue • Glenview, IL 60026 • (847) 724-1700 • www.glenview.il.us

Location Map for Case No. P2019-024 - 2660 Pfingsten Road Subject Proposed Site Plan

Case History

- 8.552 acre site
- Voluntary Annexation approved ir March 1988 (Ordinance 2852)
- Rezoning approved in 1988 (Ordinance 2856):
 - North 6.2 acres: *B-1 Limited Business District*
 - South 2.352 acres: R-4 Residential District
- Ordinance 2856 established a minimum term of five years before the rezoning would be accepted by the Village
- Rezoning was accepted on May 24, 2019



Land Uses in the B-1 Limited Business District

Permitted by Right	Conditional Uses	Not Allowed
Amusement/Entertainment	Craft Brewery	Assisted Living
Art Gallery	Cell Phone Utility	Drive-Thru (all)
Bakery	Drive-In Restaurant	Fuel Stations
Bicycle Shop	Delivery-only restaurant	Heavy Industrial
Dance/Music School	Lodging / Bed & Breakfast	Light Industrial
Dry Cleaner		Manufacturing
Fitness		Nursing Homes
Professional/Medical Office		Public Parks
Restaurants (Dine-in/Carry-Out)		Religious Worship
Retail		Single-Family Residences
		Storage Facilities
Upper Floor Only		
Multi-Family Residences		

2017 Comprehensive Plan

Subarea 11: Hart Site – Southwest Corner of Pfinsgsten / Willow



FIGURE 5-12: SUBAREA 12 EXISTING ZONING



Existing Conditions

Subarea 11 is located in northern Glenview at the southwest corner of Pfingsten Road and Willow Road and covers approximately 8.37 acres. This subarea is currently zoned R-1 Single-Family Residential and is occupied by a single-family residence. The surrounding uses include Subarea 10 (northwest corner of Pfingsten / Willow) to the north, the Willow / Pfingsten Commercial Developments (Glenbrook Market Place and Plaza del Prado) to the east and the Willows Neighborhood to the south. See Figure 5-12.

Background

Subarea 11 shares similar challenges with Subarea 10 due to their close proximity to one another. Willow Road is a principal arterial along the Glenview and Northbrook corporate boundaries and carries with it large amounts of traffic. Opportunities for development of Subarea 11 should be conscious of the traffic that could be generated, and specifically with access to Willow Road, as prescribed by the Willow Road Corridor Agreement. Any redevelopment will have to be compatible with the single-family housing located to the west of the subarea, incorporating setbacks or landscape buffers. If requested, the Village would have to conform to conditions outlined in Ordinance 2856, which calls for 6.2 of the acres in Subarea 11 to be rezoned to B-1 Limited Business and the remaining 2.1 acres on the south side of the site be rezoned to R-4 Single Family Residential.

Opportunities

Compliance with Ordinance 2856 would lead to the rezoning of the northern 6.2 acres of the subarea to B-2 for such uses as retail, restaurant, and office uses, the southern portion would be rezoned to R-4 District single-family use and a connection to the roadway of the existing neighborhood.

Other opportunities for redevelopment of Subarea 11 are available through repealing Ordinance 2856. Should the ordinance be repealed, the subarea could be entirely rezoned to R-4 District single-family which would be compatible with and connected to The Willows neighborhood to the west.

Before any of these scenarios are finalized or carried out, studies should be completed evaluating impacts on roadway and stormwater infrastructure near Subarea 11.

2017 Comprehensive Plan

Goal RD-11

If Subarea 11 was considered for redevelopment, any proposal will be subject to the Village's regulatory review process and shall address either RD-11.1 or RD-11.2 recommendations.

RD-11.1	The Village shall consider a rezoning of the property consistent with the conditions outlined in Ordinance 2856 - 6.2 acres (north side) would be rezoned to B-1 Limited Business and 2.2 acres (south side) would be rezoned to R-4 Single Family Residential.
RD-11.2	The Village could consider a redevelopment scenario to allow the development of the 8.4 acres site for all single-family residential use, which would include a recommendation to the Village Board to consider repealing Ordinance 2856.
RD-11.3	Redevelopment efforts shall be compatible with adjacent existing land uses to the north and east through site and building design. Development Parameter RD-11.3.1: Identify appropriate setback and buffer requirements adjacent to residential and non-residential uses. Development Parameter RD-11.3.2: Helght of redevelopment shall be limited to 2-stories and be compatible with the height of adjacent existing residential. Development Parameter RD-11.3.3: Mittigation of the traffic and circulation impacts during peak travel times of the roadways will be required. Development Parameter RD-11.3.4: Incorporation of open space elements throughout the redevelopment and consideration of a conservation easement to preserve existing natural features (pond, landmark trees, etc.).



RD-11.4

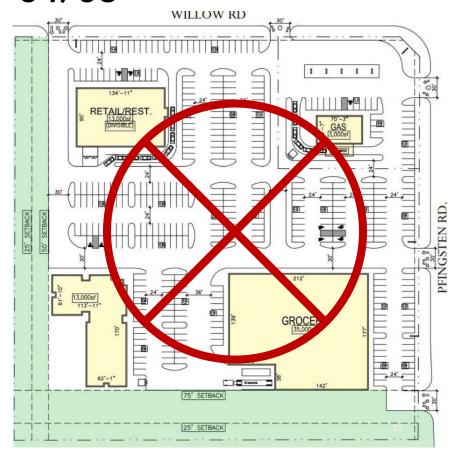
Redevelopment provides opportunities to improve on-site and off-site conditions of Subarea 11, which would be primarily funded by the developer/property owner.

- Development Parameter RD-11.4.1: Potential improvements should include:
 - Evaluation of the storm water capacity of the existing pond or other means of providing additional stormwater detention.
- Pedestrian enhancements along Pfingsten Road and Willow Road
- Development Parameter RD-11.4.2: If developed under Ordinance 2856 the primary retail access to the site shall be on Pfingsten Road, lining up with the existing Plaza del Prado curb cut. Residential access shall be only from Charlie Court. A connection from the residential parcel through the retail parcel shall be evaluated, considering public safety suse, impacts on the existing residential neighborhood, and impacts on the intersection.
- Development Parameter RD-11.4.3: If developed under an all single-family residential scenario the primary access to the site shall be from the existing Charlie Court. Access to Pfingsten Road may be considered depending on the results of a traffic study evaluating the impacts to the intersection and on the existing residential neighborhood. If a Pfingsten Road curb cut is permitted it shall be aligned with the existing Plaza del Pardo curb cut.

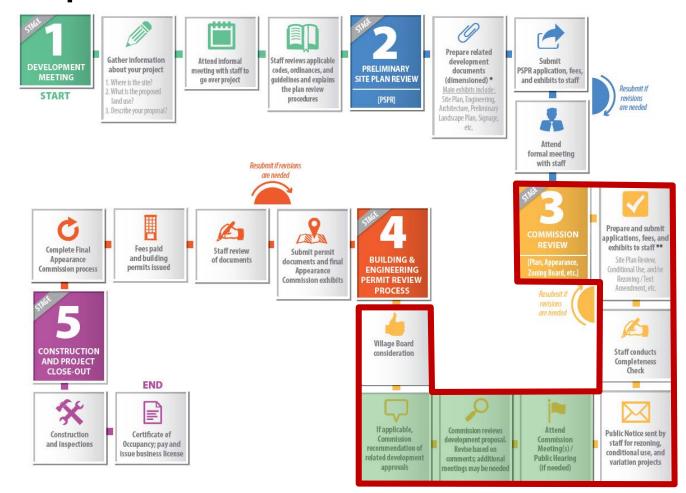


Neighborhood Meeting - 04/03

- GW Property Group, LLC proposed rezoning from B-1/R-4 to B-2 General Business District.
- Proposed land uses would include a gas station/car wash/convenience store, drivethru restaurant, grocery store, and day care center.
- Two (2) curb cuts proposed to Willow Road (1 Full + 1 RIRO) and three (3) curb cuts proposed to Pfingsten Road (2 Full + 1 RIRO).
- 100+ attendees raised objections to redevelopment, rezoning, land use, traffic, tree removal, drainage, and other concerns.



Development Review Process



Plan Commission Final Site Plan Review Criteria

- 1. Building and structure locations
- 2. Building scale
- 3. Open space
- 4. Landscaping
- 5. Circulation
- 6. Parking lots
- 7. Site illumination
- 8. Preservation
- 9. Completeness

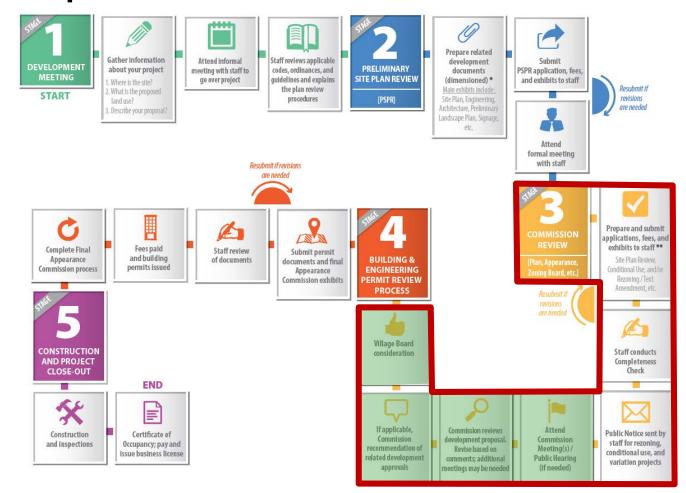
Plan Commission Review

- a. Village **staff summary** of *Final Site Plan Review* request
- b. Traffic Questions from the Plan Commission
- c. Public comments
- d. Plan Commission's *Final Site Plan Review*
- e. Site Plan Questions from the Plan Commission
- f. Plan Commission discussion
- g. Plan Commission motion

Potential Plan Commission Action

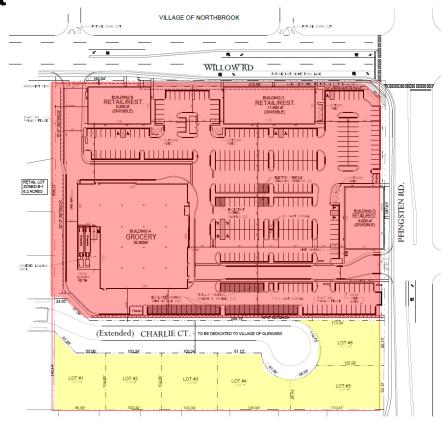
- a. **Continue** Plan Commission consideration to September 26, 2019 to
 - Extend public comment period; and/or
 - Request additional information / revised plans
- b. Recommend **approval of plans as <u>presented</u>** to the Board of Trustees
- c. Recommend **approval of plans as <u>amended</u>** to the Board of Trustees
- d. Recommend <u>denial</u> of plans to the Board of Trustees

Development Review Process



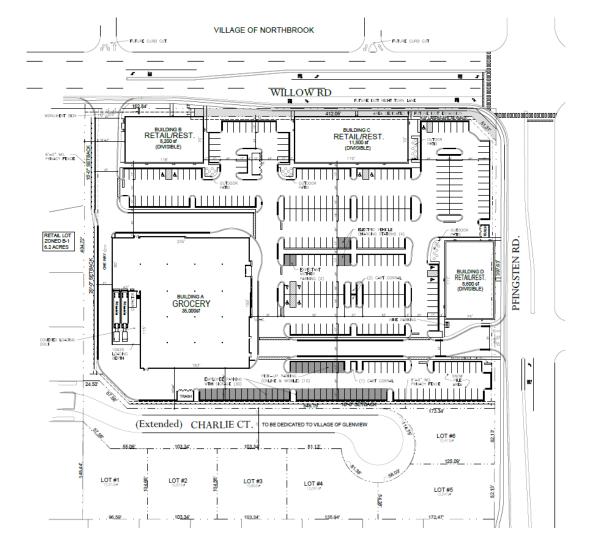
Revised/Current Request

- Redevelopment in compliance with existing B-1 / R-4 zoning.
- 4 commercial buildings on the north 6.2 acres including a grocery store and three (3) multi-tenant retail buildings and a new right-turn lane within Willow Road.
- 6 new residential lots on the south
 2.352 acres including an extension of
 Charlie Court.
- One curb-cut to Willow Road (full) and one curb-cut to Pfingsten Road (full).



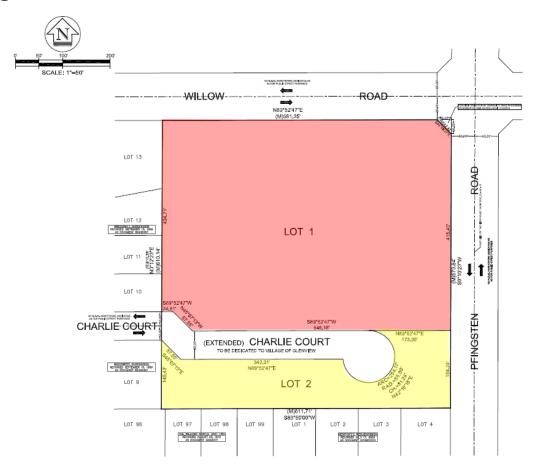
Current Site Plan

ZONING	DATA
ONING	B-1 & R-4
RETAIL PARCEL	6.2 ACRES
RESIDENTIAL PARCEL 144 OTAL:	2.37 ACRES 8.57 ACRES
OTAL SQUARE FEET COMMERCIAL)	63,600
AR / LOT COVERAGE COMMERCIAL ONLY)	23.6%
UILDING HEIGHT SINGLE STORY)	20'-0" - 32'-0"
ARKING CALCS:	
STIMATED PARKING ARE ETAIL/OFFICE ITNESS ESTAURANT	EAS 45,600 Sq. Ft. 5,000 Sq. Ft. 369 SEATS (13,000 Sq. Ft.)
ARKING SPACES REQUI RETAIL/OFFICE ITNESS RESTAURANT	RED 152 (@1:300) 35 (@7:1000) 123 (@3 PER SEAT)
ARKING REQUIRED	310 SPACES
ARKING PROVIDED:	313 + 10 H.A. = 318
ACCESSIBLE REQUIRED	8
ACCESSIBLE PROVIDED	10
OADING AREAS	1
'IN#	04-20-201-006
PROPOSED LOTS	1 RETAIL 6 RESIDENTIAL 1 R.O.W.
OTAL# OF LOTS	8

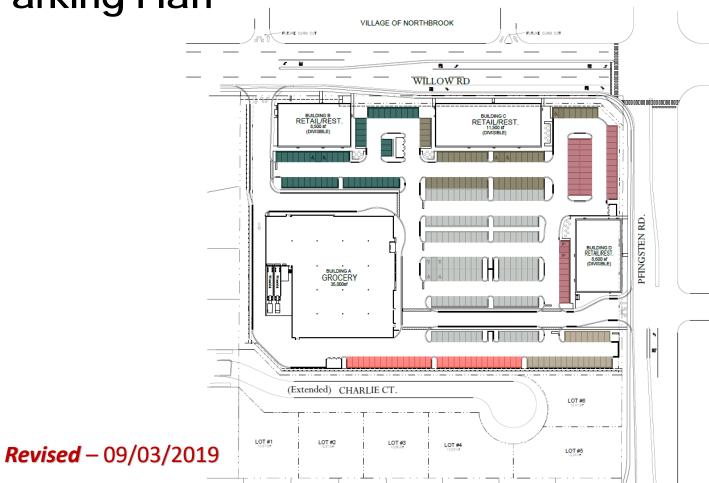


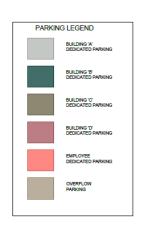
Revised – 09/03/2019

Preliminary Subdivision



Parking Plan























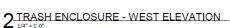




4 SOUTH ELEVATION

Trash Enclosure





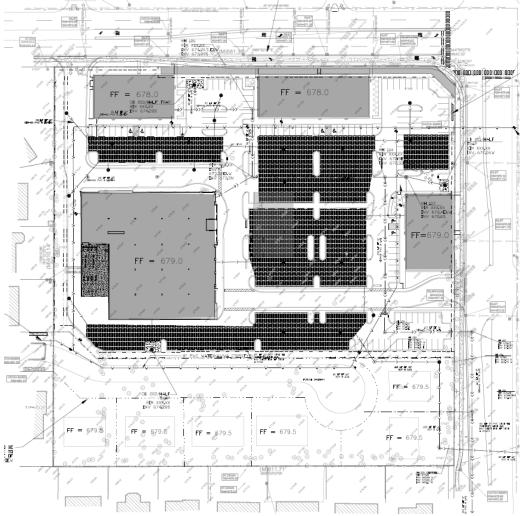


3 TRASH ENCLOSURE - NORTH ELEVATION

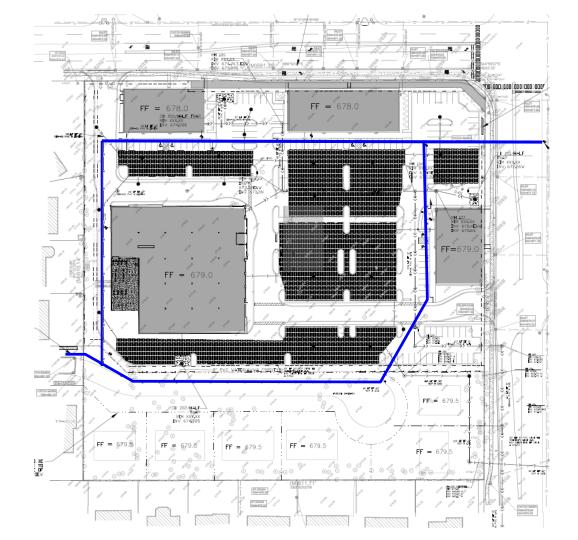


TRASH ENCLOSURE - EAST ELEVATION

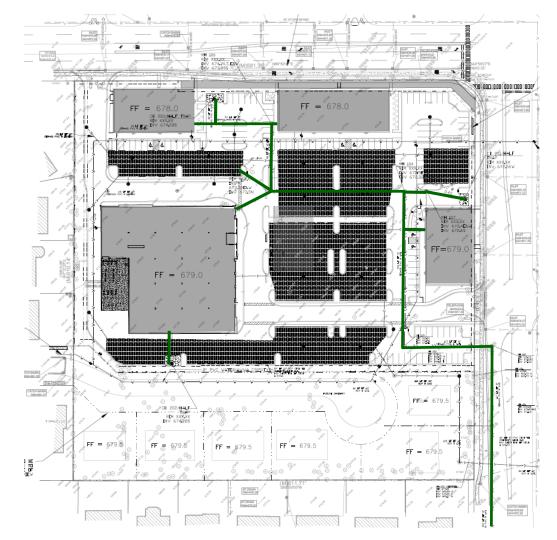
Civil Engineering



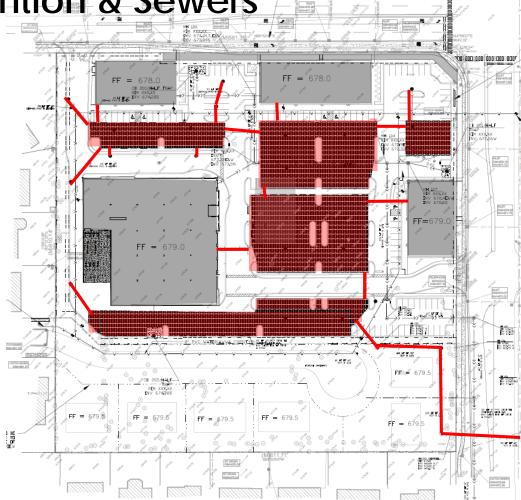
Water Service



Sanitary Sewers

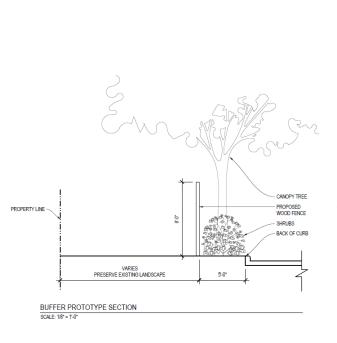


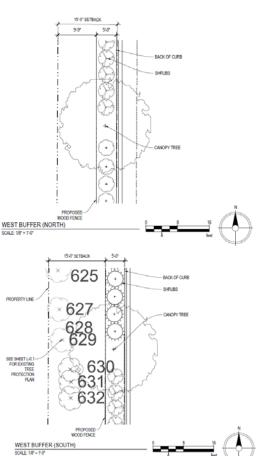
Stormwater Detention & Sewers



Tree Preservation WILLOW ROAD

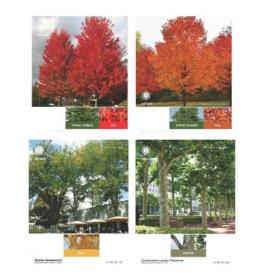
Buffer Yard Landscaping





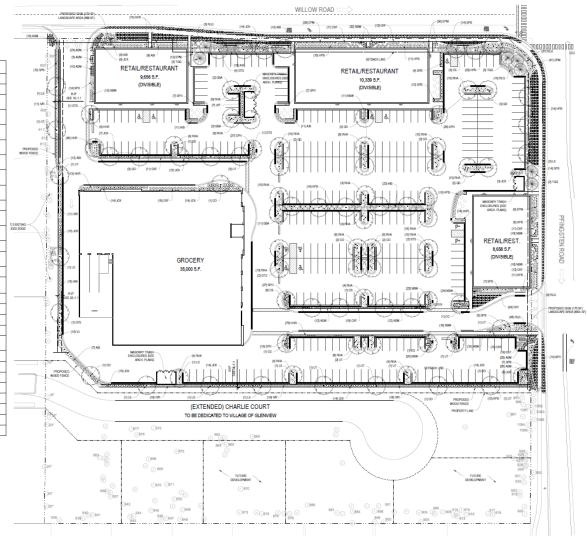


WOOD FENCE



Landscaping

			PLANTING SCHEDULE			
KEY	QTY.	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	COMMENTS
DECID	UOUS TR	EES				
cs	13	CATALPA SPECIOSA	NORTHERN CATALPA	2" CAL.		B&B SPECIMEN; 7'-0" MIN. BRANCHING HEIGHT
со	11	CELTIS OCCIDENTALIS	COMMON HACKBERRY	2ª CAL.		B&B SPECIMEN; 7'-0" MIN. BRANCHING HEIGHT
GBA	15	GINKGO BILOBA 'AUTUMN GOLD'	AUTUMN GOLD GINKGO	2ª CAL.		B&B SPECIMEN; 7'-0" MIN. BRANCHING HEIGHT
GTS	11	GLEDITSIA TRIACANTHOS 'SKYLINE'	SKYLINE HONEYLOCUST	2" CAL.		B&B SPECIMEN; 7'-0" MIN. BRANCHING HEIGHT
GD	14	GYMNOCLADUS DIOCUS	KENTUCKY COFFEE TREE	2" CAL.		B&B SPECIMEN; 7'-0" MIN. BRANCHING HEIGHT
LS	10	LIQUIDAMBAR STYRACIFLUA	SWEET GUM	2" CAL.		B&B SPECIMEN; 7'-0" MIN. BRANCHING HEIGHT
UT	12	ULMUS X TRIUMPH	TRIUMPH ELM	2" CAL.		B&B SPECIMEN; 7'-0" MIN. BRANCHING HEIGHT
EVER	GREEN TE	REE8				
JVT	7	JUNIPERUS VIRGINIANA 'TAYLOR'	TAYLOR EASTERN REDCEDAR	6'-8' HT.	4' O.C.	B&B SPECIMEN
TGG	7	THUJA PLICATA x STANDISHII 'GREEN GIANT'	GREEN GIANT CEDAR	6'-8' HT.	10° O.C.	B&B SPECIMEN
DECID	UOUS SH	RUBS		•		
AIB	122	ARONIA MELANOCARPA 'IROQUOIS BEAUTY'	IROQUOIS BEAUTY CHOKEBERRY	#3 CONT.	36" O.C.	INSTALL 30° HT., MINIMUM
HPB	118	HYDRANGEA PANICULATA 'BOBO'	BOBO HYDRANGEA	#5 CONT.	48" O.C.	INSTALL 30" HT., MINIMUM
IVR	76	ILEX VERTICILLATA 'RED SPRITE'	RED SPRITE WINTERBERRY	#3 CONT.	36" O.C.	INSTALL 30" HT., MINIMUM; (1) MALE PER MASSING
RHA	161	RHUS AROMATICA 'GRO LOW'	GRO-LOW SUMAC	#3 CONT.	48" O.C.	INSTALL 30" HT., MINIMUM
SPB	76	SYRINGA PENDA 'BLOOMERANG'	BLOOMERANG DWARF LILAC	#5 CONT.	36" O.C.	INSTALL 30" HT., MINIMUM
VJ	10	VIBURNUM 'JUDDII'	JUDDII VIBURNUM	#5 CONT.	72° O.C.	INSTALL 30" HT., MINIMUM
EVER	GREEN SH	RUBS		•		
JCK	145	JUNIPERUS CHINENSIS KALLAY'S COMPACTI	KALLAY'S COMPACT JUNIPER	#5 CONT.	48" O.C.	
PERE	NNIALS, G	RASSES & GROUNDGOVERS				
ASM	164	ALLIUM 'MILLENIUM'	MILLENIUM ALLIUM	#1 CONT.	18" O.C.	
CKF	144	CALAMOGROSTIS X 'KARL FOERSTER'	KARL FOERSTER REED GRASS	#3 CONT.	36* O.C.	
HHR	222	HEMEROCALLIS 'HAPPY RETURNS'	HAPPY RETURNS DAYLILY	#1 CONT.	12" O.C.	
EPM	120	ECHINACEA 'PIXIE MEADOWBRITE'	PIXIE MEADOWBRITE CONEFLOWER	#1 CONT.	24" O.C.	
NBW	182	NEPETA 'BLUE WONDER'	BLUE WONDER CATMINT	#1 CONT.	18" O.C.	
RLG	94	RUDBECKIA 'LITTLE GOLDSTAR'	LITTLE GOLDSTAR BLACK-EYED SUSAN	#1 CONT.	24" O.C.	
SPH	127	SPOROBOLUS HETEROLEPIS	PRAIRIE DROPSEED	#1 CONT.	24" O.C.	

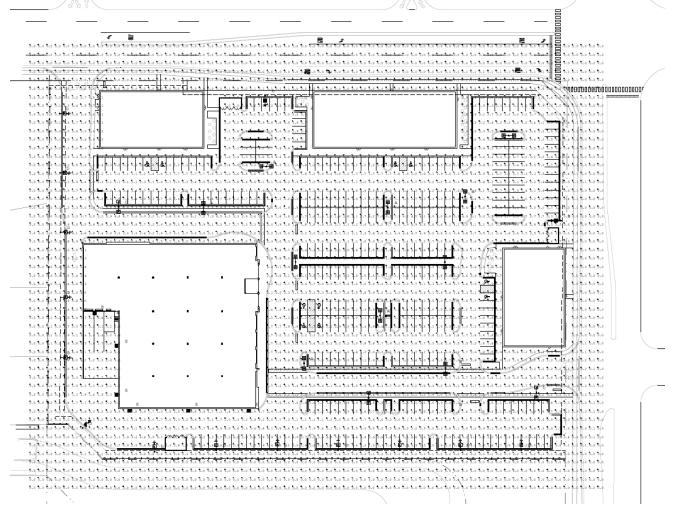


Revised – 09/04/2019

Site Lighting

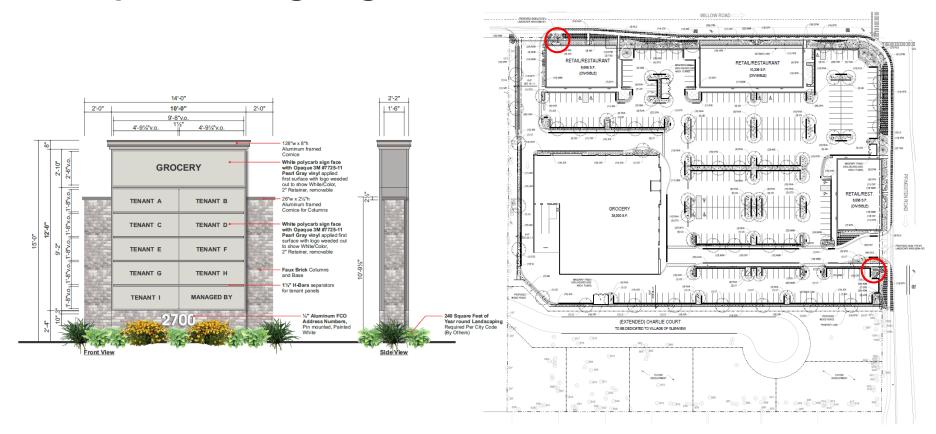






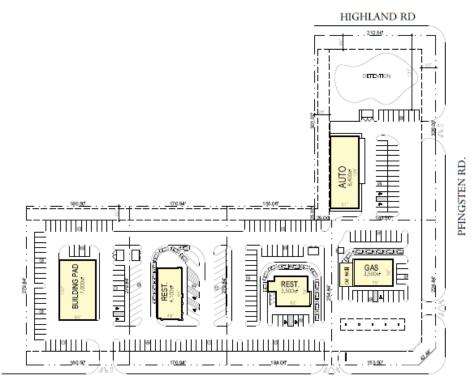
Revised – 09/03/2019

Graphics & Signage



NWC of Willow/Pfingsten (Village of Northbrook)

SPECIAL PERMIT & REZONING **REVIEW PROCESS** Preliminary Review of Sketch Plan by Board of Trustees . The Board reviews schematic plans of the proposal. . The Board of Trustees provides initial comments on a proposal, indicating whether or not they see major issues that need to be addressed by the Applicant before they submit detailed plans. Technical review of detailed plans, traffic study, etc. by Village Staff (Engineering, Police, Fire, **Public Works & Planning** Once technical issues are addressed, a Plan Commission public hearing can be scheduled. Public Hearing Held by Northbrook Plan Commission . Notice goes to neighbors by certified mail; a sign is posted on the property; and notice is published in the local newspaper. The Applicant presents their proposal, the neighbors are able to speak and ask questions/voice concerns. . The Plan Commission makes a recommendation on the request to approve or deny Board of Trustees Reviews Plan Commission & Makes Decision (approve or deny) The Board of Trustees reviews the record of the Plan Commission, including all of the public testimony and makes a final decision - they may also ask for further changes before making a decision



WILLOW RD

Village of Northbrook Board of Trustees Meeting (date to be determined)

Fiscal Impacts

- Not required for Final Site Plan Review / not considered
- By-right B-1 Limited Business District land uses
- Projected Net Positive Tax Revenue
- Local Retail Vacancy Rate is low

Traffic Impacts

 Professional traffic engineers are certified by a national professional certification board and must be licensed by the State of Illinois



 GW Property Group, LLC commissioned a traffic impact study from Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA)



 Village coordinated an independent third-party review of the KLOA study by James J. Benes & Associates, Inc.



Traffic Impacts

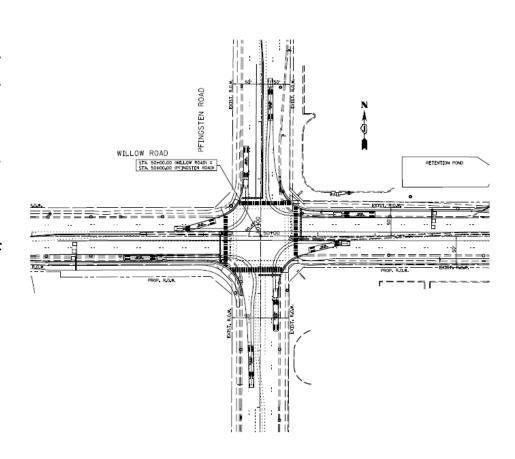
- Access Control / Curb Cuts
 - Local review via Final Site Plan Review by Glenview
 - Final design via permit issuance by IDOT
- Roadway Designations
 - Willow Road is a Strategic Regional Arterial (SRA)
 - Pfingsten Road is a local arterial street
 - Moving traffic within an SRA route (Willow) is given priority over other routes (Pfingsten)
- Right to Access & Use
 - Roadway system is not "first come, first served"



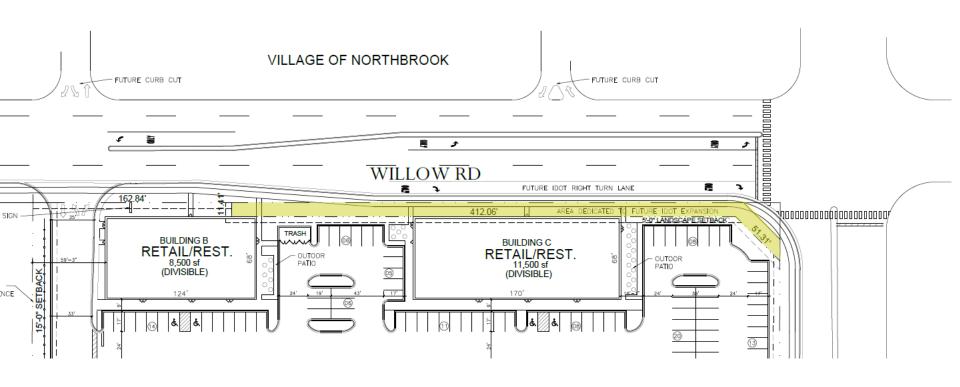


Proposed Intersection Improvements by IDOT

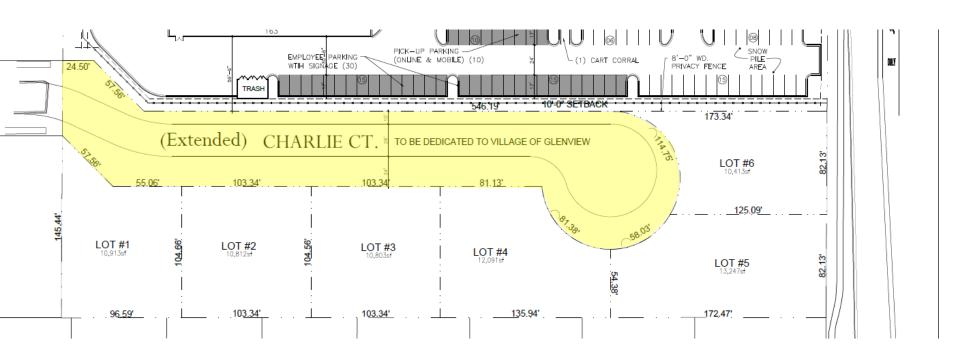
- Proposed construction of new dedicated right-turn lanes in E/W directions, creating a 6-lane condition at the Willow Road legs of the intersection.
- Currently scheduled for letting of plans for bids in January 2020
- Construction currently anticipated in 2020



Right-of-Way Dedication (Willow Road)



Right-of-Way Dedication (Charlie Court)



Level of Service

Level of Service (LOS) is a rating system for intersections (or individual traffic movements at intersections) used to describe the "quality" of traffic service.

Quality is based upon factors including travel speed, traffic density, delay, etc.



1993 Willow Road SRA Study - Capacity & AADT

Сара	city Analysis	Table 3. for Segment	• •	Willow Roa	d
Segment	Projected Travel Demand (AADT) ⁽¹⁾	Number of Through Traffic Lanes	Arterial Capacity (AADT) ⁽¹⁾	Peak Direction Level of Service	Adequate to Meet Projected Demand
Landwehr Road	> 50,000(2)	4	32,000 34,000	C D	No
to Lehigh Avenue	40 to 50,000 ³⁾	6 *	48,000 51,000	C D	Yes

⁽¹⁾ Average Annual Daily Traffic

Year	AADT (Willow)
2010	20,400
2014	39,100
2018	36,600

Year	AADT (Pfingsten)
2010	17,500
2014	16,600
2018	11,600

⁽²⁾ Landwehr Road to Pfingsten Road

⁽³⁾ Pfingsten Road to Lehigh Avenue

^{* -} Indicates recommended number of through lanes for this segment.

Levels of Service - <u>Weekday Morning</u> Peak Hour

		E	astboun	ıd	W	estbour	ıd	No	orthbou	nd	So	uthbou	nd	
	Peak Hour	${f L}$	T	R	L	T	R	L	T	R	L	T	R	Overall
	Existing Traffic	C 20.9	1 44		C 23.4	30		D 47.2	1 78	_	E 69.2	_	E 1.4	D – 47.8
	Volumes		D – 45.7	,		C – 29.9)		E – 68.9			E – 66.1		2
	Existing Plus Site	C 22.8	60		C 27.5	30		D 50.0	1 81		E 68.9		E 7.2	
our	Traffic Volumes		E – 57.7 C – 30.5 E – 71.7		j '	E – 67.8	D – 53.6							
Peak Hour	Existing Plus Site	C 32.0	E 70.2	B 11.0	C 33.2	C 33.1	B 10.9	D 36.5	I 50)).6	D 45.8	_	O 7.9	D – 49.3
ıg Pe	Traffic Volumes ¹		E – 63.8			C – 31.3			D – 46.3			D – 47.2	2	D - 49.3
ornir	Year 2025 No-Build	D 36.1	55	_	C 24.2	34		E 60.0	1 88		F 124.7	_	E 7. 4	E 500
Weekday Morning	Traffic Volumes		D – 54.3	}		C – 34.0)		E – 79.5			F – 96.2	,	E – 58.9
eekd	Year 2025 Projected	D 38.6	72	E 2.0	C 27.1	I 35		E 62.6	93		F 125.2		F 3.3	F 662
W	Traffic Volumes		E – 69.3			C – 34.8			F – 83.3			F – 99.6	;	E – 66.3
	Year 2025 Total	E 56.4	F 84.3	B 11.1	C 33.4	D 36.3	B 11.3	D 42.3	I 51		E 78.1		O 0.3	
	Projected Traffic Volumes ¹		E – 77.4			C – 33.9			D – 48.4			E – 60.5		E – 57.7
	lenotes Level of S s measured in sec		L – Left 7 T – Thro		R – Right T – With II		posed Int	ersection l	mprovem	ents				



Levels of Service - Weekday Evening Peak Hour

		E	astbour	ıd	W	estbour	nd	No	rthbou	nd	So	uthbou	nd	
	Peak Hour	L	T	R	L	Т	R	L	T	R	L	T	R	Overall
	Existing Traffic	E 70.3	I 52) 2.8	C 27.0		E 5.4	E 68.6	_	6.0	E 60.6		F 3.5	E - 65.6
	Volumes	:	D – 54.3	3		D – 55.1		I	F – 102.3	3		F – 83.9)	
	Existing Plus Site	E 78.7	60 60	_	D 38.0		E 1.3	E 77.8	13.	•	E 60.6		F 2.6	E – 74.5
our	Traffic Volumes		E – 62.2		E - 59.9		I	F – 116.7			F – 97.9)	E = 74.3	
ak Ho	Existing Plus Site	E 76.7	E 65.6	B 11.4	D 36.8	E 72.8	B 11.6	D 54.9	57	E '. 7	D 50.0		E 1.9	E - 61.9
g Pe	Traffic Volumes ¹		E – 61.5			E – 65.8			E – 56.8			E – 58.6	5	E = 01.9
renin	Year 2025 No-Build	F 86.2	63	E 3.0	C 27.6		E 7.0	F 80.9] 15	5.0	F 88.4		F 5.7	T. 05.5
Weekday Evening Peak Hour	Traffic Volumes		E – 65.1			E – 74.8	}	I	F – 132.0	5]	F – 113.	7	F – 85.5
eekd	Year 2025 Projected	F 101.1	1 72	E 2.6	D 38.8	_	F 2.9	F 99.6	_	6.8	F 88.4		F 2.6	
*	Traffic Volumes		E – 75.3			F – 80.4		I	7 – 152.9)]	F – 125.	6	F – 96.0
	Year 2025 Total	F 100.5	E 76.1	B 11.5	D 37.4	F 92.2	B 11.8	E 73.2	I 60)).6	F 87.8		E 1.3	
	Projected Traffic Volumes ¹		E – 72.2			F – 82.1			E – 64.5			E – 76.4		E-75.2
	enotes Level of S measured in seco		L – Left T T – Thro		R – Right T – With II		posed Int	ersection I	mprovem	ents				



Levels of Service - <u>Saturday</u> Peak Hour

	D 1 II	E	astbour	ıd	V	Vestbour	nd	No	orthbour	ıd	So	uthbour	ıd	
	Peak Hour	L	T	R	L	T	R	L	T	R	L	T	R	Overall
	Existing Traffic	C 20.2	32	2.4	C 29.9	29).6	C 32.6	59		D 47.5	D 49		D – 36.6
	Volumes		C – 31.4	ļ		C – 29.6	5]	D – 50.7			D – 48.8		2 00.0
	Existing Plus Site	C 27.6	34	C 1.9	D 40.8		C) 8	D 35.4	E 65		D 51.3	D 53.		
ant	Traffic Volumes		C – 34.2		40.8 30.8 C – 31.9		E - 55.8				D – 52.5		D – 39.8	
Saturday Midday Peak Hour	Existing Plus Site	B 18.3	C 30.4	B 18.8	C 34.1	C 27.2	B 19.3	D 35.4	65		D 51.3	D 53.		D - 36.2
y Pea	Traffic Volumes ¹		C – 28.4	1		C – 27.1			E – 55.8			D – 52.5		D = 30.2
lidda	Year 2025 No-Build	C 29.5	34	_	C 31.2		C 2.2	D 35.6	65		E 71.1	D 52.		D – 41.3
lay M	Traffic Volumes		C – 34.3	}		C – 32.1]	D – 55.0			E – 61.1		D-41.5
turd	Year 2025	C 36.4	I) 3.0	D 41.9		3.9	D 40.4	E 74	•	E 74.7	58.		
Sa	Projected Traffic Volumes		D – 37.8			C – 34.7			E – 62.5			E – 65.6	. ,	D – 45.4
	Year 2025 Total	C 23.8	C 31.7	B 19.1	D 41.6	C 28.7	B 19.5	D 40.4	E 74		E 74.7	58.		
	Projected Traffic Volumes ¹		C – 30.0			C – 29.1			E – 62.5			E – 65.6	.,	D – 40.9
	enotes Level of S measured in seco		L – Left T T – Thro		– Right ' – With II		posed Int	ersection I	mproveme	ents				



Accident Data Methodology

We understand under an agreement with IDOT, Glenview Police Department does the crash reporting for the four legs of the Willow-Pfingsten intersection and forwards them to the State. This list includes all accidents in the corridor including driveway collisions, accidents within nearby parking areas, and minor fender-benders. Under current IDOT policy, IDOT analyzes these accidents and sorts them. They count only those intersection accidents within 250' of the intersection with personal injuries and those meeting minimum property damage thresholds. The number of crashes counted by IDOT in its evaluation of an intersection is lower than the raw Village count. In the specific case of Willow-Pfingsten between the years of 2013 to 2017 as tabulated in Table 1 of the TIS, IDOT reported 101 crashes. The July 24, 2019 tabulation of all 2013-2017 accidents collected by the Village suggests there were 312 crashes in the corridor. We do not have access to the detailed data necessary to drive the crash numbers provided by IDOT and assume IDOT's numbers are correct.

Crash rate per 1 million vehicle approaches

Intersection	Average Daily Traffic	Crash Rate ¹
Willow Road with Pfingsten Road	48,050	1.15
Lake Avenue with Waukegan Road	46,650	2.71
Willow Road with Patriot Boulevard	50,100	1.34
Dundee Road with Skokie Boulevard	46,100	1.94
Lake Cook Road with Waukegan Road	59,000	1.40

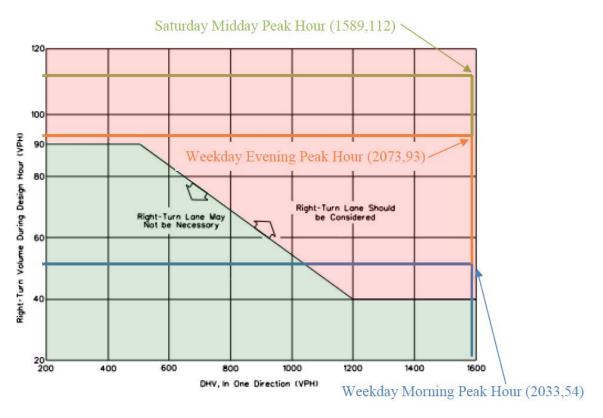


Accidents from New Traffic from Development

The proposed development is estimated to generate approximately 3,600 daily new two-way trips, of which approximately 1,800 trips will traverse the intersection of Willow Road with Pfingsten Road. When this increase in traffic is applied to the existing crash rate, it will result in a potential increase of less than one accident per year (0.78). This does not assume IDOT's planned improvements, which are expected to decrease the crash rate currently experienced.



Warrants for Deceleration Lane



Note: For speeds less than 50 mph (80 km/hr), see Section 36-3.01(a).



Warrants for Deceleration Lane

The TIS does not discuss separate right turn lanes for the proposed entrances. The projected volumes on figure 10 of the TIS show that a eastbound right turn lane (EBRTL) to the entrance on Willow meets the IDOT warrants found in the IDOT Bureau of Design and Environment (BDE) Manual for all peak periods. There is sufficient space to accommodate the length of an EBRTL between the Willow-Pfingsten and Willow-Charlie intersections. However, the EBRTL may require possible right-of-way acquisition along Willow Road. IDOT will make the determination on the FBRTI



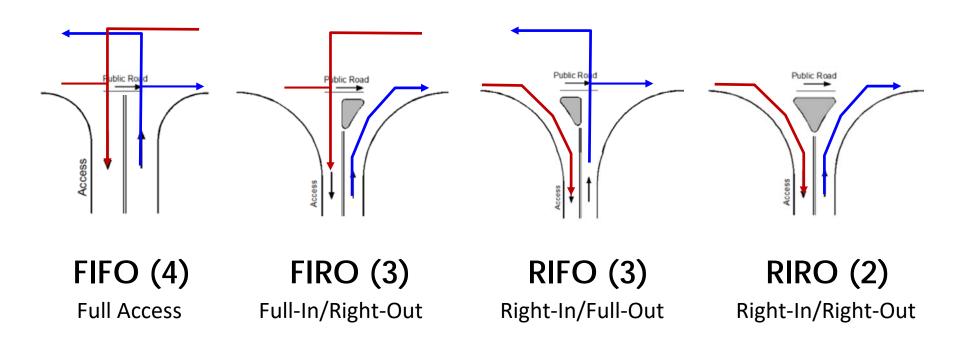
Outbound Left Turns

We understand that IDOT has not yet evaluated the layout of the full accesses proposed on its sections of Willow Road and Pfingsten Road. According to the TIS analysis, it will be difficult to make a exiting left turn onto Willow Road during weekday PM and Saturday peak periods. If IDOT prohibits left turns at the Willow road access, the distribution of trips to and from the GW development will shift. More exiting motorists will be required to turn left onto Pfingsten. According to the TIS Addendum, there are some additional gaps available for peak hour left turns, but if this is enough to accommodate the adjustment of left turns caused by a Willow Road left turn restriction is not known now. The Pfingsten Road exit as currently configured has a limited capacity to store vehicles on queue without disrupting internal circulation. Redistributed trips would require a redesign of this exit.

The proposed outbound queues at the Pfingsten access can only accommodate one vehicle in each outbound lane. A total of four outbound vehicles can stack at the Pfingsten exit before internal traffic circulation maybe affected. The TIS suggests the outbound queue will be less than four vehicles.



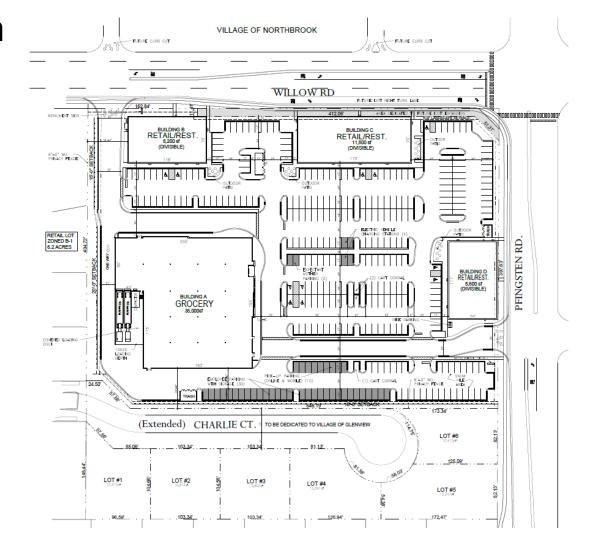
Access Control / Curb Cut Designs



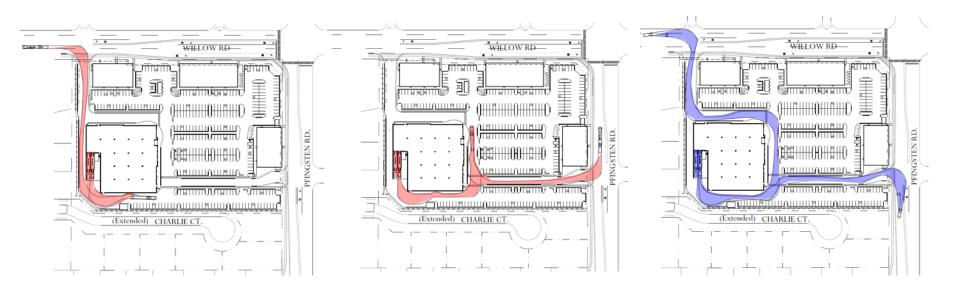
Current Site Plan

ZONING B-1 & R-4 RETAIL PARCEL B-1 6.2 ACRES RESIDENTIAL PARCEL R-4 2.37 ACRES ROTAL: 8.57 ACRES TOTAL: 8.57 ACRES TOTAL SQUARE FEET (COMMERCIAL) 63,600 FAR / LOT COVERAGE (COMMERCIAL ONLY) 23,6% BUILDING HEIGHT (SINGLE STORY) 20-0" - 32-0" PARKING CALCS: ESTIMATED PARKING AREAS RETAILOFFICE 45,600 Sq. FL. FITNESS 5,000 Sq. FL. RESTAURANT 369 SEATS (13,000 Sq. FL) PARKING SPACES REQUIRED RETAILOFFICE 152 (@1:300) RETAILOFFICE 153 (@1:300) RETAILOFFICE 154 (@1:300) RETAILOFFICE 154 (@1:300) RETAILOFFICE 154 (@1:300) RETAILOFFICE 154 (@1:300) RETAILOFFICE 155 (@1:300) RETAILOFFICE 156 (@1:300) RETAILOFFICE 156 (@1:300) RETAILOFFICE 157 (@1:300) RETAILOFFICE 157 (@1:300) RETAILOFFICE 158 (@1:300)	ZONING DATA							
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6 RESIDENTIAL		1 RETAIL						
	ROPOSED LOTS							
TOTAL#OFLOTS 8	ROPOSED LOTS							

Revised – 09/03/2019



Circulation Plans



Final Site Plan Review Criteria

- 1. Building and structure locations. The arrangements of the structures on the site shall allow for the effective and efficient use of the proposed development. Such arrangement shall be compatible and harmonious with development on adjacent property. The arrangement of structures on the site shall be evaluated to ensure effective and efficient provision of municipal services. In the downtown and downtown frame area, the site plan shall embody a pedestrian orientation, generally represented by a building location at or near the street, with parking at the rear.
- **2. Building scale.** The scale of the proposed building must be appropriate to the site, location and function of the site. The building scale must promote harmonious transitions to adjacent developments and land uses.
- 3. Open space. The proposed development should be designed to maximize the preservation of natural site features, including vegetation, drainage and topography. The landscape treatment of exterior open spaces should enhance the quality of the project and create a desirable and functional environment for patrons, visitors and occupants. Stormwater detention facilities should be integrated into the proposed site design to provide functional and attractive open space. The amount of open space provided shall be appropriate to the proposed use and compatible with surrounding development. Excessive lot coverage shall be prohibited, notwithstanding the amount of such coverage permitted by chapter 98 pertaining to zoning.
- **4. Landscaping.** Landscape design shall provide an aesthetically pleasing design, create a logical transition to adjoining development, screen incompatible uses, screen unsightly activities from public view and break up large expanses of asphalt with plant materials. Existing mature trees and shrubs should be maintained to the maximum extent practicable. Plant materials shall be selected so as to withstand the Village's climatic conditions and the specific constraints imposed by adjacent functions. *Graphics and signage*. Signs and other site graphics shall be minimized in size and number to promote their effectiveness. Such signs and site graphics shall be integrated with architectural and site landscape features.
- 5. 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.
- 6. Parking lots. Proposed parking lots shall be designed, located and screened to minimize visual impact on adjacent properties. Such parking shall also be designed and located to minimize the number of curb cuts. Shared parking lot access shall be promoted, where practical. Perimeter screening is encouraged and interior lot landscaping shall be provided to break up large expanses of asphalt with plant and other landscape materials.
- 7. Site illumination. Site illumination shall be designed, located and installed in such a manner that will minimize adverse impact on adjacent properties.
- **8. Preservation.** Preservation of unique architectural, cultural, environmental or historical resources is encouraged. Development designs and treatments that respect such desirable resources on adjacent properties are also encouraged.
- 9. Completeness. The application for the site plan review must contain all the information required in section 54-84.

Sample Motion

Based upon the petitioner's application materials, testimony, and discussion relating to the petition which together demonstrate compliance with Chapter 54, Article IV. Site Plan Review, of the Municipal Code, I move in the case of P2019-024, GW Properties at 2660 Pfingsten Road, that the Plan Commission recommend the Village Board of Trustees grant approval of Final Site Plan Review and Preliminary Subdivision, to allow the construction of four (4) new retail/commercial buildings and other associated site improvements upon the north 6.2 acres of 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 09/03/2019.
- 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.
- D.) Final engineering approval 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 presented to the Plan Commission on August 27, 2019 and September 10, 2019 and associated revisions required by the Plan Commission.
- G.) Additional Final Site Plan Review shall be required prior to the development of the residential component of the site plan to be comprised of up to six (6) new single-family residences upon the south 2.352 acres of the original subject property extents.

Appearance Commission Review

Revisions requested to the following:

- a. Architecture (Style, materials, colors, etc.)
- b. Landscaping palette, variety of species, etc.
- c. Relocation of light poles
- d. Modifications to proposed ground signage
- e. Additional Preliminary Review expected at the October 2, 2019 Appearance Commission meeting

P2019-024

2660 Pfingsten Road - GW Property Group, LLC Multi-Tenant

Retail / Residential Development

Proposal: Final Site Plan Review



Community Development Department



Public Comments

- a. Complete & submit a speaker's card to the recording secretary
- b. Await calling of your name by the Chairman
- c. Speak into the Microphones
- d. State your name and address

P2019-024

2660 Pfingsten Road - GW Property Group, LLC Multi-Tenant

Retail / Residential Development

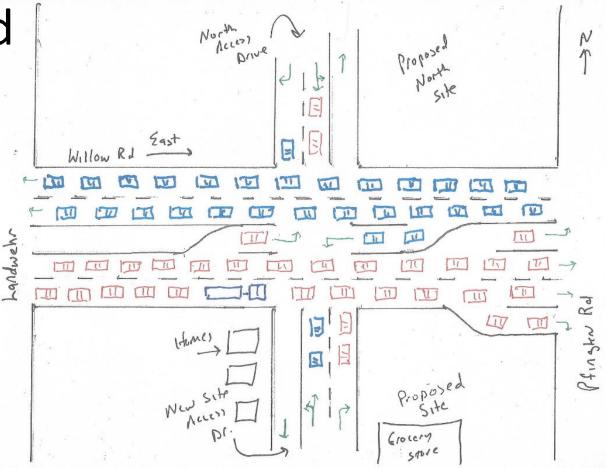
Proposal: Final Site Plan Review



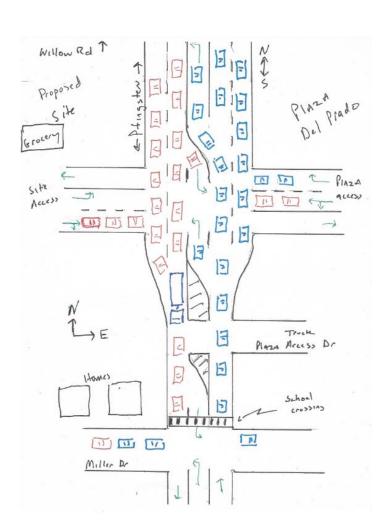
Community Development Department



Willow Road



Pfingsten Road



P2019-024

2660 Pfingsten Road - GW Property Group, LLC Multi-Tenant

Retail / Residential Development

Proposal: Final Site Plan Review



Community Development Department



Questions, Correspondence, & Public Comment

Contact: Jeff Rogers, Planning Division Manager

Telephone: (847) 904-4308

Email: jrogers@glenview.il.us

