



June 2, 2022

**BY EMAIL**

Jeff Brady  
Director of Community Development  
Village of Glenview  
2500 West Lake Avenue  
Glenview, IL 60026  
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RE: 2660 Pfungsten Road / Willows Crossing / Executive Summary / Applications for Rezoning & Official Map Amendment, Final Site Plan Review, Comprehensive Plan Amendment, and Preliminary Plat of Subdivision Approval

Dear Mr. Brady:

On behalf of 2660 Pfungsten Property LLC, the owner of the eight-acre parcel situated at the southwest corner of the intersection of Willow Road and Pfungsten Road, we are pleased to be delivering to you Applications for Rezoning & Official Map Amendment, Final Site Plan Review, and Comprehensive Plan Amendment for the commercial development we now seek to construct on the property, to be known as “*Willows Crossing*”<sup>1</sup>. We respectfully ask that the Village, in accordance with its customary practice, treat our Application for Final Site Plan Review as also being a concurrent request for preliminary subdivision approval. We also request that the Village, pursuant to its home rule powers, expressly waive the provisions of Section 98-49(f) of the Village Code of Ordinances, to the extent they might be interpreted to preclude our submittal, and the New Development Commission’s consideration of our Application for Rezoning & Official Map Amendment, even though we do not believe these provisions apply to our new application because it substantially differs from the application for rezoning the Village acted on in May 2021.

As you will see, and as further described below, the most notable change to our development plan for the property is the elimination of a foodstore as a proposed use and the establishment of other uses, none of which will require the construction of a truck loading dock. This means that both the on-site truck traffic circulation concerns and off-site truck traffic impacts identified by neighbors in previously held public hearings should no longer be issues of concern.

**Project Design, Leasing Activity, Tenant Business Operations and Building Locations**

Our new site plan and current development plans contemplate the construction of a new retail, restaurant and office center on the property consisting of five multi-tenant buildings containing a total of 62,000 square feet of gross leasable area, an accessory parking lot, significant landscaping improvements, a completely

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<sup>1</sup> We are submitting these applications to the Village in a good faith attempt to address development-related concerns previously expressed by neighborhood residents, with that hope that we will obtain Village approval of a development plan for the property that avoids further litigation. That being said, our submission is being made without prejudice to the claims we have asserted in the development-related litigation currently pending with the Village, and without prejudice to our rights in and to the site plan the Village approved for the development of the property in January 2020, which rights we expressly reserve.

underground stormwater detention system and a large community area planned for the corner of Willow Road and Pfingsten Road.

*Willows Crossing* will now be anchored by a new 10,500 square foot Guidepost Montessori school and day care center. The balance of the center will be occupied by up to 18 tenants. These tenants will consist of a mix of restaurant, retail, medical and service uses. Tenant spaces will range in size from 1,200 to 10,500 square feet. Many of these tenant spaces will have access to adjacent outdoor space that will be able to be used for outdoor seating and dining. We are excited that currently eight restaurants have expressed an interest in locating at the center. We have varying levels of commitments and interest for all of the remaining tenant spaces. In a number of cases, those commitments consist of fully-signed leases.

The businesses operating at *Willows Crossing* will each maintain their own hours of operation. However, we expect the majority of them will be open between 8 AM and 9 PM with varying opening and closing hours based on peak hours of operation. Each tenant will install wall signage over its respective space on the exterior of the building it occupies, and each tenant will have a panel on the multi-panel monument signs we plan to erect at the two entrances to the center. Design guidelines will be established to maintain continuity on materials, colors, types of signage and overall building aesthetics. All signage on the exterior of the buildings will conform to Village code requirements and limitations unless relief from those requirements and limitations is pursued by the tenants themselves and approved by the Village.

The multi-tenant buildings will be between 20 and 25 feet in height, which means they will be shorter than the previously proposed foodstore, which was planned to be 30 feet in height, and significantly below the 40-foot maximum building height permitted in the B-1 Limited Business District.

Tenants will utilize one of three shared trash enclosures within the center, all of which have been located on interior portions of the site so that they are as far from the residential buffers as is reasonably possible. Necessary refuse pick-ups and product deliveries to tenants will occur during the same hours these activities are taking place at Plaza Del Prado and Glenbrook Marketplace, which hours we understand to be between 7 am and 11 pm. There will be no overnight pickups or deliveries. While this represents the range in hours for allowable operations of this nature under Glenview code, it is expected that the majority of trash pickups and product deliveries will occur during normal business hours in the morning or afternoon when other nearby properties are also being serviced. All trash generated by tenants will be placed in the provided masonry and covered trash enclosures and each tenant will have a designated area and set of receptacles for their various types of refuse.

In many projects which are similar in nature to what we are proposing to construct, a wide range of vendors to service the tenants is available for selection by the contracting parties, with no ongoing requirement to use a preferred vendor. At *Willows Crossing*, we plan to minimize the number of companies that will be servicing the property and, if possible, require all tenants to utilize the same designated service providers.

In that same vein, the landscaping in the project, both on-site and in the setback areas, will be maintained by a single landscaping company pursuant to customary seasonal contracts that we will enter into with that company. Trees and plantings will all be maintained in a first class condition and undergo regular watering and site upkeep.

The site plan, as designed, accounts for several areas on-site for storage of excess snow during the winter so that the operational efficiency and safety of the project do not get compromised in the winter months. Aside from entering into a seasonal contract for all snow plowing, removal and salting activity from

November to April, snow piling will only occur in designated areas on-site. With the large landscaping setbacks on both the west and the south, there will be more than sufficient space for snow clearing and storage activities.

In addition to the above, all typical property management and maintenance activities will be administered by a single third-party management company that is retained by ownership. The chosen management company will be one that manages other properties in Glenview and understands all of the local rules, codes and customary practices. All Village trash pick-up, site maintenance and operational regulations will be strictly enforced, and those rules will be outlined in the leases with tenants to be sure all rules are consistently understood and followed.

Under our new plan, the intensities of use and activity on the property have substantially decreased. As you know, our prior plans contemplated the construction of a 35,000-square foot foodstore on the property and incorporated dedicated truck routes, increased drive aisle widths, mountable medians and special pavement and surface enhancements to accommodate the demands of a large (WB-67) truck and other delivery trucks. The current plan removes all of these since none of the contemplated uses requires a loading dock or any truck deliveries of any magnitude. Tenants will function with both front and rear doors and utilize designated loading areas. The parking behind the buildings will be utilized for employees since they are the least convenient spaces for customers. More than half of that portion of Building E that will be occupied by the Guidepost Montessori school and day care facility will be setback an additional 50 feet from the south property line to accommodate an outdoor playground which will be both screened and fenced.

As shown on the site plan, Buildings A and B are situated along Willow Road and Buildings C and D are situated along Pfingsten Road. Buildings B and C have been moved to be more interior to the site so that they are further from Pfingsten Road. Building E has been reduced in size and rotated so that it now faces Willow Road. The south end of Building D and E are both entirely north of the buildings opposite Pfingsten in Plaza Del Prado, which has the same residential conditions to the south. While the Zoning Ordinance requires a 20-foot rear yard setback, our southernmost point of Building E is 155 feet from the south property line and Building D is more than 137 feet from the south property line. This is 117 feet more than, or 685% of, the Village's requirement for a rear yard setback. On the west, Building A is over 66 feet from the property line and Building E is over 133 feet to the west lot line. In this location, the Zoning Ordinance only requires a 10 foot setback. Thus, the code requirement is being exceeded by 56 feet, which means a sixfold increase over the code requirement. The site plan the Village approved in 2020 provided for a setback in this location of only 20 feet, and while the plan the Village rejected in 2021 provided for a setback of 62 feet, that plan also contemplated parking and a truck drive aisle in this location and closer to the west property line. Our new plan removes all of this and provides for the planting of significant landscaping instead.

### **Parking and Circulation**

Parking demands for the proposed uses will be met by the 326 shared parking spaces designed for the project, which is an amount of parking which exceeds the requirements of the Zoning Ordinance based on the uses we currently envision being established at the center. This is more parking than proposed in all previously submitted development plans. There will be a well-balanced layout of parking, with dedicated areas for employees, curbside pick-ups and short term parking for our tenants; all tenants will have sufficient parking to properly serve their business needs.

To ensure safe and efficient traffic circulation in and around *Willows Crossing*, we have designed our plan to provide for shared parking throughout the center, a full-access point on Pflingsten Road, which is designed to be directly opposite the entrance to Plaza Del Prado, and a right-in/right-out access point on Willow Road, which has been conceptually approved by IDOT. However, since this plan no longer needs to accommodate the use of this access for large trucks, the design of the curb-cut and accompanying drive aisles have been adjusted to be more in keeping with IDOT standards for a typical right-in/right-out access point that is anticipated to be used primarily by only smaller vehicles. For the same reason, the internal drive aisles, landscaping islands, and curbing have been reduced in size and modified. This plan removes altogether the previously proposed dedicated truck route on the west property line. In its place, we now propose the installation of a robust landscaped buffer for the benefit of our neighbors to the west.

The right-in/right-out access point on Willow Road has been sited to optimize safe and efficient circulation within the center and it has been designed to minimize traffic congestion and conflicts on Willow Road. However, we have enhanced that access point, both aesthetically and functionally, by extending it southerly through a combination of additional landscape planting area median and pavement markings designed to provide a further separation between inbound and outbound vehicular circulation from and to Willow Road. We have included parkway plantings on-site at both this access point and the Pflingsten Road access point to provide both an attractive entrance to the center and an access point which minimizes opportunities for on-site vehicular conflict between vehicles entering and exiting the site and traversing into the various parking fields.

Included with our application is an updated Traffic Impact Study (TIS) which confirms the adequacy and safety of our proposed access points and on-site circulation plan and the adequacy of the parking we will be providing. In addition, the TIS concludes that the traffic generated by the center, as it is now planned to be constructed and occupied, will be less intense than the traffic that was projected to be generated by the uses proposed for construction on the property under the previously approved 2020 site plan. Most notably, this is true with respect to Pflingsten Road between 3:00 and 4:00 PM on weekdays when area schools are dismissing their students, which was a particular concern of the neighbors expressed at prior public hearings. New trips will be reduced by nearly 100 trips during this period of time, which translates to a reduction in trip generation, when compared to past plans, of approximately 35%. In addition, the total number of trips (new and diverted) will be reduced by 190 trips, which is a reduction of more than 45%.

*Willows Crossing* has been designed to improve pedestrian access along both Pflingsten and Willow Roads. These improvements, coupled with the improvements currently being constructed by IDOT, will facilitate safer pedestrian and vehicular access at the intersection for both patrons of *Willows Crossing* and pedestrians, bicyclists and vehicles traveling through the intersection.

### **Stormwater Management**

Our prior development plans contemplated the construction of a dry detention pond on the south end of the property with an emergent bottom to accommodate required volume control. The pond was designed to hold water for short periods of time during and after heavy rains and then be released into the Village's storm sewer system at a controlled rate.

Our current application and set of plans removes any sort of surface and open detention system from the project. We are now proposing to place all stormwater detention underground beneath the landscaped buffer area and to plant significant landscaping and construct a berm over this drainage system. Installation of this new system will fully address the standing water/mosquito breeding concerns that were expressed at prior

public hearings by our neighbors. The area in which this underground system will be constructed will remain an unbuildable area. All of our engineering plans will comply with all applicable Village and MWRD regulations pertaining to stormwater management.

### **Landscaping, Setbacks and Open Space**

Our development plans call for the preservation of nearly all remaining quality and healthy trees on the western and southern boundaries of the property and the planting of abundant additional landscaping. The site plan the Village approved in 2020 provided for the planting of a total of 232 trees. Our new plan contemplates the planting of 360 trees, or 55% more trees. The locations of the new plantings have been thoughtfully placed to promote the health of the trees, aesthetical excellence within the development and to maximize the benefit of the trees in the buffer areas to the south and west. The proposed privacy fence has been moved to the west and south property lines in an effort to plant more trees on the property since the detention area is now to be constructed underground. As shown on the landscaping plans, we have placed full rows of trees along the property lines to supplement the existing trees and we are proposing an additional interior row of trees on the opposite side of the underground detention system. In short, the quality of our new setbacks and buffer areas will be considerably improved for the benefit of our neighbors and greater than the setbacks and buffers provided by the other retail centers at the intersection, which also abut residential development.

If our new plan is approved by the Village, we will commit to planting the trees in the buffer areas as part of the first phase of project construction so that the buffer conditions to the south and west are in place for the benefit of our neighbors as construction is undertaken and continues. We are hoping that the current development review process can be successfully concluded in an expeditious manner so that we can plant the trees this fall and before the cold weather and winter season set in.

Our site lighting and photometrics will conform to Village Code requirements for a commercial development adjacent to residential uses, as demonstrated by our proposed photometrics plan. There will not be any lights installed in the landscaped areas established on the south and west portions of the property. Once improved with the planned landscaping, these areas will greatly reduce the ambient light and sounds from the project, from road traffic on Willow and Pfcngsten, and from the other commercial developments in the area.

In addition to the enhanced project landscaping, we have designed a large community amenity at the corner of Willow and Pfcngsten where a parking lot was last proposed for construction. This new area will promote safety, beauty and openness to the intersection and the community. We have thoughtfully designed a mix of hardscape and landscape improvements to allow for a multitude of uses at this corner. This area will integrate into our two buildings adjacent to the corner and allow for some of our restaurants to place their outdoor patios next to this area which will further activate this important corner. The corner hardscape wall and bench will bear the project name, *Willows Crossing*, to honor the entrance to the Willows residential community to the south and west of the intersection. This area will be over 8,000 square feet in size, making it suitable for seasonable features (such as holidays decorations) and gatherings of both center patrons and community residents. We will commit to working with the Village and local community members to help curate this area since it will be so visible.

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### **Compliance with all Village Codes and Glenview's Comprehensive Plan**

We are not seeking any zoning variances or special use permits under the Zoning Ordinance. In addition, as indicated above and on our plans, in many respects our project design exceeds the requirements of the Zoning Ordinance for the B-1 District and falls below the bulk limitations of that district.

We believe the design of our development is consistent with the provisions of the 2017 Comprehensive Plan in that provides for (i) a six-acre commercial development at the corner of the property which will not adversely impact surrounding roadway and stormwater management infrastructure; and (ii) a two-acre buffer to our residential neighbors to the south. However, because the Comprehensive Plan contemplates the construction of single-family homes in the R-4 District to serve as that buffer, because we are proposing to construct a heavily landscaped area of open space to serve as that buffer (which we believe will create an even better situation for our neighbors), and because we are proposing the creation of a single zoning lot and lot of record that is zoned entirely in the B-1 District, we are submitting an application for a Comprehensive Plan Amendment to bring the Comprehensive Plan into conformance with how we are proposing to zone the property and what we are proposing to construct. We are doing this, however, without prejudice to our belief, as stated above, that our plan does substantially conform to the intent, goals and objectives of the Comprehensive Plan, as it presently exists.

### **Fiscal Impact**

*Willows Crossing* will not have any negative fiscal impact on Glenview schools or on the provision of public services by the Village. In fact, the project will have a very significant positive fiscal impact on the Village and other taxing jurisdictions.

### **Appropriateness of Rezoning of the Property to the B-1 District**

The existing zoning to the east and northeast of the property is B-2 General Business in the Village of Glenview; to the north it is C-2 Commercial in the Village of Northbrook; and to the west and south it is R-4 Residential in the Village of Glenview. Clearly, the existing R-1 zoning (which contemplates the construction of homes on lots that are at least one-acre in size) is inappropriate for the property, given its proximity to existing nearby shopping centers and its location at the intersection of two heavily traveled roadways, and the requested B-1 zoning is appropriate.

While we are seeking the rezoning of the entire parcel to the B-1 District, the use of the south portion of the property will remain consistent with the intent of the Comprehensive Plan, as noted above, since it will be a transitional buffer for the residential properties to the south and west.

The Traffic Impact Study and plans we are submitting with our applications and the work with past plans and permits received for our project from applicable governmental bodies confirm that the construction of *Willows Crossing* in accordance with our new plans will produce no material adverse impact on surrounding roadways.

We are confident the construction of *Willows Crossing* will have no adverse impact on the value of surrounding properties.

Finally, our construction of *Willows Crossing* will further the public health, safety and welfare by creating new retail and commercial opportunities for the citizens of Glenview, the need for which is confirmed by the fact that there has been overwhelming demand and interest in this development from restaurants and



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other users who are looking to become a part of the Glenview community. Nearly all of the users who have expressed an interest in becoming a part of *Willows Crossing* will be new to the Glenview commercial market.

**Concluding Remarks**

We have taken great care to design *Willows Crossing* in a way that will minimize impact on surrounding residential uses and ensure a successful, long-lasting positive impact on the Glenview community. We've been through more than a dozen public meetings to get to this point. Each meeting and every subsequent discussion has resulted in changes to the plan which have made it a better overall project.

We look forward to working with the Village of Glenview on all aspects of this exciting new development. If you have any questions, please feel free to contact me at 773-382-0590 or by email at [mitch@gwproperties.com](mailto:mitch@gwproperties.com).

Thank you,

**2660 Pfingsten Property LLC**

**By:**

A handwritten signature in black ink that reads 'Mitch Goltz'.

Mitch Goltz, its duly authorized agent  
[mitch@gwproperties.com](mailto:mitch@gwproperties.com)