



January 15, 2021

BY EMAIL

Mr. Jeff Rogers jrogers@glenview.il.us
Planning Division Manager
Village of Glenview
2500 West Lake Avenue
Glenview, IL 60026

RE: 2660 Pflingsten Road / Willows Crossing Shopping Center / Executive Summary
Applications for Rezoning & Official Map Amendment and Final Site Plan Review

Dear Mr. Rogers:

On behalf of 2660 Pflingsten Property LLC, the owner of the eight-acre parcel situated at the southwest corner of the intersection of Willow Road and Pflingsten Road, we are pleased to be delivering to you Applications for Rezoning & Official Map Amendment and for Final Site Plan Review of a revised Site Plan for the Willows Crossing Shopping Center. As further described below, our current Site Plan is revised to incorporate certain enhancements to the version of that Site Plan approved under Ordinance No. 6325, entitled “An Ordinance Granting Final Site Plan Review Approval,” which was adopted by a unanimous vote of the corporate authorities on January 7, 2020 (“Ordinance 6325 Site Plan”). We respectfully ask that the Village, in accordance with its customary practice, treat our Application for Final Site Plan Review as also being a request for preliminary subdivision approval.

We are submitting our applications, including the revised Site Plan, as a reflection of proposed enhancements to the Ordinance 6325 Site Plan, but without prejudice to our existing rights under Ordinance No. 6325. We remain confident that the Ordinance 6325 Site Plan and related site improvement characteristics associated with that plan will serve to ensure the attractive, efficient, highly functional and successful development of the subject property.

Our revised Site Plan and current development plans for the subject property contemplate the construction of a new retail/commercial shopping center in four, single-story buildings containing a total of approximately 59,900 square feet of retail/commercial use—being approximately 1,850 square feet or nearly 10% less total area within the three outlot buildings than that provided by the Ordinance 6325 Site Plan and one less outlot building tenant space than that anticipated by the Ordinance 6325 Site Plan—as well as accessory parking lot and landscaping improvements on the northern 6.0-acre portion of the subject property (Lot 1 of our proposed plat of subdivision), and stormwater management, landscaping and open space improvements on the southern 2.35-acre portion of the property (Lot 2 of our proposed plat of subdivision). As a result, the overall intensity of the aforementioned building and accessory parking lot improvements as reflected by our current plans for the subject property must be measured against the combined 8.35-acre area of the subject property rather than the northern 6.0-acre portion of the property alone.

The Willows Crossing Shopping Center will be anchored by a new 35,000 square foot state-of-the-art grocery store and three multi-tenant buildings containing approximately 24,900 square feet of retail/commercial space, which will consist of a mix of restaurant, retail, medical and service uses. Parking for the proposed uses will be more than adequately addressed through the provision of 294 parking spaces, which maintains the same resulting 12-space or 4.25% parking supply surplus beyond that required by Village Code as is provided by the Ordinance 6325 Site Plan.

Clearly, the proposed devotion of Lot 1 to retail/commercial uses is appropriate, and the existing R-1 zoning of the subject property (which contemplates the construction of homes on lots that are at least one-acre in size) is inappropriate for Lot 1, given the proximity of this property to existing nearby shopping centers and its location at the intersection of two heavily traveled roadways. According to the Illinois Department of Transportation (IDOT), Willow Road had a 2018 Annual Average Daily Traffic (AADT) volume of 36,600 vehicles west of Pflingsten Road and 35,700 vehicles east of Pflingsten Road, and Pflingsten Road had an AADT volume of 12,200 vehicles north of Willow Road and 11,600 vehicles south of Willow Road.

To ensure safe and efficient traffic circulation in and around the Willows Crossing Shopping Center, we have designed it to provide for shared parking throughout; a full-access point on Pflingsten Road; a dedicated right-turn lane into the shopping center on Pflingsten Road; a right-in/right-out access point on Willow Road; a right-out access point on Willow Road, which provides for enhanced on- and off-site traffic circulation through isolation of delivery vehicle egress and associated turn movements on to Willow Road from that of passenger vehicles; and two shared monument signs, one at each entry point. Consistent with the Ordinance 6325 Site Plan, the full-access entry on Pflingsten Road will align with the entrance to Plaza Del Prado to afford complementary through traffic and avoid traffic conflicts on Pflingsten Road. However, we have refined that entry by slightly shifting it northerly to more closely align with the Plaza Del Prado entrance.

The right-in/right-out access point on Willow Road has been sited to optimize safe and efficient circulation within the shopping center and 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 similarly enhanced the full-access point on Pflingsten Road by adding a fully landscaped median where none existed on the Ordinance 6325 Site Plan. That new median will serve to provide both a more attractive entrance to the project from Pflingsten Road similar to that at Plaza Del Prado and further minimize opportunities for on-site vehicular conflict between those vehicles traversing the east-west drive aisle to and from Pflingsten Road and those vehicles making turn movements from and to the parking field located south of that aisle.

The right-out access point to Willow Road referenced above is proposed to be sited along the western boundary of the subject property to optimize the distance of that access point from the proposed right-in/right-out access point on Willow Road and provides both on-site and off-site traffic circulation attributes. More specifically, delivery vehicle traffic to and from the grocery store will be isolated to the western half of the subject property following entrance from Willow Road in that such traffic will then proceed along the north and west sides of the grocery store building to the loading area located at the southwest corner of that building. For that purpose, we have widened from 24 feet to 30 feet the width of the drive aisles along the north and west sides of the grocery store building. Exiting grocery store delivery vehicles need only proceed north along the western property line to the Willow Road right-out access point.

As a result, the proposed Willow Road right-out access point will provide enhanced separation between passenger vehicles and grocery store vehicles given that the latter will not need to travel along the east and south sides of the grocery store and will not need to exit the subject property via the Willow Road right-in/right-out access point. The addition of the Willow Road right-out access point will also provide optimized efficiency in grocery store delivery vehicle ingress and egress via Willow Road without need for use of the Pfingsten Road full-access point by those vehicles. For those reasons, we are excited to be working with IDOT to gain its approval of the Willow Road right-out access point and bring that plan enhancement to fruition. Importantly, however, our Traffic Study demonstrates that such new point of egress is not necessary to ensure safe and efficient circulation to, on or from the subject property.

In conjunction with the Willow Road right-out access point and associated grocery store delivery vehicle egress path described above, our current Site Plan shifts both the grocery store building refuse enclosure area and the westernmost multi-tenant building refuse enclosure area from the western lot line of the subject property toward the interior of the site and against the south façade of those buildings.

The project has been designed to improve both on-site and off-site stormwater management conditions and pedestrian access along both Pfingsten and Willow Roads. In addition, we have already dedicated right-of-way to IDOT and will be dedicating additional right-of-way to that agency for the construction of improvements to the Pfingsten Road/Willow Road intersection, which we believe will improve traffic flow conditions at the intersection for the motoring public.

Finally, our proposed development plans conform in all respects with applicable provisions of the Village Code, including all ordinances governing zoning, subdivision, and building design, with the exception of a proposed fence height variation, which we are seeking to provide enhanced screening for the benefit of our neighbors.

The businesses operating at the Willows Crossing Shopping Center will each maintain their own hours of operation. However, we expect the majority of them will be open between 8 AM and 10 PM with varying opening and closing hours based on peak hours of operation. Each tenant will install wall signage on the exterior of the building over their respective spaces and each tenant will have a panel on the multi-panel monument signs at the entry to the project. 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 approximately 20-feet in height and the grocery store building will be approximately 30-feet in height--both heights being significantly below the 40-foot maximum building height permitted in the B-1 Limited Business District.

The grocery store will utilize loading in the rear/west side of the building via an enclosed loading berth that will be properly screened, roofed and insulated on all sides. Based on the recommendation of our acoustical engineering consultant Shiner Acoustics, LLC, we designed that enclosed dock area to have fastened wall panel treatments and a spray-on ceiling treatment to help deaden any sound travel emanating from within the loading area. These measures offer noise reduction coefficients that will drastically reduce noise reflectivity within the dock area and minimize noise levels outside the dock area. This design contrasts with the typical open and exposed loading areas that most shopping centers contain, including Plaza del Prado and Glenbrook Marketplace where no barriers exist to preclude or minimize loading activity sound travel. The location and configuration of the loading area was based on the orientation of the building facing

Pfingsten Road and also to minimize truck movements to load and unload. All loading options were explored when designing the project and the proposed plan minimizes truck movements around the building and helps the site operate efficiently as a cohesive and unified development. The loading hours will not include any overnight deliveries and, if necessary, we will work with the Village staff to impose appropriate guidelines for loading activities.

The stormwater management facility we will be constructing on Lot 2 will be a sloped, oversized and landscaped dry detention pond with an emergent bottom to accommodate required volume control which is similar to many other stormwater management systems that have recently been constructed in the Village. The detention pond will occasionally hold water for short periods of time during and after heavy rains. The stormwater will then be released into the Village's storm sewer system at a controlled rate. The stormwater management facility has been designed in accordance with all applicable Village and MWRD codes and regulations, including the new and more stringent MWRD detention requirements which were adopted in 2019 and went into effect on January 1, 2020. This is evidenced and confirmed by the MWRD's issuance on July 1, 2020 of Permit No. 20-119 for our proposed development, a copy of which is enclosed.

With further regard to that stormwater management facility, our proposed Site Plan improves upon the Ordinance 6325 Site Plan by providing a designated 12-foot wide access point perpendicular to the southern boundary of proposed Lot 1 for the purpose of providing vehicular ingress and egress to and from Lot 2 to maintain that facility as necessary and for the purpose of providing unobstructed access thereto for snow storage. Accordingly, and unlike the Ordinance 6325 Site Plan, such storage will result in no temporary reduction of parking supply.

It is also important to note that, since the adoption of Ordinance 6325, we have received the following permits and approvals for our development, copies of which are also enclosed:

1. Illinois Department of Natural Resources confirmation of compliance with Section 4 of the Illinois State Agency Historic Resources Preservation Act.
2. NPDES Permit issued by the Illinois Environmental Protection Agency, Division of Water Pollution Control.
3. Illinois Environmental Protection Agency Permit to Construct, Own and Operate Sanitary Sewer System improvements.
4. Illinois Environmental Protection Agency Permit to Construct, Own and Operate Potable Water System improvements.

Our development plan provides for the preservation of nearly all of the quality and healthy trees on the western and southern boundaries of the subject property and the planting of abundant additional landscaping. In addition, since the adoption of Ordinance 6325, our current Landscape Plan contemplates the installation of an additional 73 trees on the subject property from that proposed at the time of adoption of Ordinance 6325. A total of 266 trees are proposed within the development, which is 185 more trees than originally proposed and 90 more trees than the approximately 178 trees that have been removed from the site to accommodate this proposal. Our plan also contemplates the construction of a solid wood, ten-foot high privacy fence along the entire length of these boundaries where the property abuts our residential neighbors to provide both headlight and enhanced general visibility screening for them. That fence height is reflective of a two-foot increase in the eight-foot high fence shown on the Ordinance 6325 Site Plan.

An additional enhancement of our current Site Plan from the Ordinance 6325 Site Plan is the provision of an increased setback of ten feet from the northern line of the subject property for Buildings B and C, which

creates more green space on the subject property along Willow Road and increased opportunity for landscape buffer plantings at that location as a result. We achieved this plan improvement by reducing the north-south depth of those buildings by five feet and ten feet, respectively, which in turn results in a smaller footprint for those buildings and a corresponding reduction in building lot coverage for the subject property.

Of significant relevance to the established residential use to the south and west of the subject property, our development plan contemplates a minimum building setback of nearly 223 feet from the southern boundary of the property, and a building setback of approximately 62.5' and 74' feet from the western boundary of the property from the western multi-tenant building and the grocery building, respectively—the former of which is an approximately 42-foot greater setback than that provided by the Ordinance 6325 Site Plan. Additionally, our plan recesses the proposed privacy fence toward the interior of the property by approximately 30 feet from the southern property line and by approximately ten feet from the western property line so the existing trees near those property boundaries will be located outside the fenced area and will remain fully visible to the adjacent residential uses. In so doing, our plan provides a landscaped bufferyard and building setbacks that are well in excess of the setback requirements of the Zoning Ordinance.

Finally, our site lighting will conform to Village Code requirements for a commercial development adjacent to residential uses, as demonstrated by our proposed photometrics plan.

The existing zoning to the east and northeast of the subject 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.

Our Application for Rezoning & Official Map Amendment requests the rezoning of Lot 1 from its existing R-1 Residential District zoning classification to the B-1 Limited Business District zoning classification, and the rezoning of Lot 2 from its existing R-1 Residential District zoning classification to the R-4 Residential District zoning classification, all as originally contemplated by Ordinance 2856. The Village's Comprehensive Plan, which identifies the subject property as Subarea 11, acknowledges the appropriateness of this zoning and our proposed land uses (*see* depiction below) provided the development undertaken in accordance with such zoning does not adversely impact surrounding roadway and stormwater management infrastructure.



The Traffic Study and plans we are submitting with our applications and the permits we have already received for our project from applicable governmental bodies confirm that the construction of the Willows Crossing Shopping Center will produce no such adverse impact.

Our construction of the Willows Crossing Shopping Center 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 nine of the proposed 11 retail/commercial spaces, constituting approximately 55,400 of the 59,900 square feet of leasable space we are proposing to construct, have already been leased to users, most of whom will be new to the Glenview commercial market.

Our \$40,000,000 investment in the Glenview community will also generate, on an annual and recurring basis, significant new sales and property taxes for the Village and significant new property taxes for other local taxing jurisdictions--most notably, Northfield Township High School District 225, Northbrook/Glenview Elementary School District 30, and the Glenview Park District.

Specifically, we estimate that our project will generate annual sales of over \$40,000,000, or \$1 billion over the next 20 years, assuming a 2% increase in sales year-over-year which at current sales tax rates will translate to annual sales tax revenues to the Village of approximately \$700,000, or approximately \$14,000,000 over the next 20 years.

We also estimate that, upon completion and full assessment, the project will produce annual property tax revenues of approximately \$400,000, or \$8,000,000 over the next 20 years, to the Village and other local taxing jurisdictions. Based on current tax rates, this will translate to approximately \$24,000 per year to the Village, or approximately \$480,000 over the next 20 years; approximately \$265,000 per year for Glenview school districts, or \$5,300,000 over the next 20 years; approximately \$30,000 per year for the Glenview Park District, or approximately \$600,000 over the next 20 years; and approximately \$16,000 per year for the Glenview Library Fund, or approximately \$320,000 over the next 20 years. In 2020, the subject property generated total tax revenues of only \$39,000.

In summary, between property and sales tax revenues, we project that the Willows Crossing Shopping Center will generate approximately \$724,000 per year to the Village of Glenview, or almost \$15,000,000 over a 20-year period. And those figures do not include the one-time permit and inspection fees amounting to approximately \$350,000, inclusive of approximately \$250,000 in already paid tree removal permit fees, or the ongoing user fees and charges that will be paid to the Village as a result of the construction and operation of the project and the businesses located at the shopping center.

We are confident that our request for rezoning and our plan to construct and operate the Willows Crossing Shopping Center pursuant to our proposed Final Site Plan will not adversely impact the public health, safety or welfare, and 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.

Thank you,

GW Properties

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

Mitch Goltz
Principal

THE WILLOWS CROSSING SHOPPING CENTER

ZONING STATISTICS CHART (NORTH LOT)

	REQUIRED / ALLOWED	PROPOSED
ZONING		B-1
MIN. LOT SIZE	6,250 SF	261,206 SF
BUILDING SIZE	N/A	59,900 SF TOTAL BUILDING AREA
LOT COVERAGE (BUILDING ONLY)	N/A	22.9%
SETBACK - SIDE YARD SETBACK	10'-0"	74'-1" (BLDG A. AT WEST PROPERTY LINE) 62'-5" (BLDG B. AT WEST PROPERTY LINE) 75'-6" (AT SOUTH PROPERTY LINE) 222'-10" (BLDG A. TO SOUTH R-4 PROP. LN.)
SETBACK - PUBLIC RIGHT OF WAY	50'-0" (TO CENTER OF R.O.W.)	71'-5" (AT NORTH PROPERTY LINE) 61'-2" (AT EAST PROPERTY LINE)
MAX. BUILDING HEIGHTS	40'-0"	29'-9"
PARKING	282 SPACES	294 Spaces
LOADING AREAS	3	3

ZONING STATISTICS CHART (SOUTH LOT)

	REQUIRED / ALLOWED	PROPOSED
ZONING		R-4
MAX. BUILDING HEIGHT	32'-0"	0'-0"
LOT SIZE	10,000 SF.	102,443 SF
MAX. LOT COVERAGE	19,115 SF	0 SF
MIN. LOT WIDTH	60'-0"	147'-5"
FRONT YARD SETBACK	30'-0"	30'-0"
SIDE YARD SETBACK	10'-0"	10'-0"
REAR YARD SETBACK	25'-0"	25'-0"
MAX. BUILDING SIZE	19,503 SQ. FT.	0 SF

**THE WILLOWS CROSSING
SHOPPING CENTER**

ZONING STATISTICS CHART (NORTH LOT)

ZONING	REQUIRED / ALLOWED	PROPOSED
ZONING	B-1	B-1
MIN. LOT SIZE	6,250 SF	261,206 SF
BUILDING SIZE	N/A	59,900 SF TOTAL BUILDING AREA
LOT COVERAGE (BUILDING ONLY)	N/A	22.9%
SETBACK - SIDE YARD SETBACK	10'-0"	74'-1" (BLDG A. AT WEST PROPERTY LINE) 62'-5" (BLDG B. AT WEST PROPERTY LINE) 75'-6" (AT SOUTH PROPERTY LINE) 222'-10" (BLDG A. TO SOUTH R-4 PROP. LN.)
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MAX. BUILDING HEIGHTS	40'-0"	29'-9"
PARKING	282 SPACES	294 Spaces
LOADING AREAS	3	3

ZONING STATISTICS CHART (SOUTH LOT)

ZONING	REQUIRED / ALLOWED	PROPOSED
ZONING	R-4	R-4
MAX. BUILDING HEIGHT	32'-0"	0'-0"
LOT SIZE	10,000 SF.	102,443 SF
MAX. LOT COVERAGE	19,115 SF	0 SF
MIN. LOT WIDTH	60'-0"	147'-5"
FRONT YARD SETBACK	30'-0"	30'-0"
SIDE YARD SETBACK	10'-0"	10'-0"
REAR YARD SETBACK	25'-0"	25'-0"
MAX. BUILDING SIZE	19,503 SQ. FT.	0 SF

COMPARISON OF CURRENT PLAN AND PREVIOUSLY APPROVED PLAN (01.02.2020)

LOT AREA	PREVIOUSLY APPROVED PLAN	PROPOSED PLAN
B-1	271,902 SF (6.2 ACRE)	B-1 7,576 SF IDOT #1 1,286 SF TOTAL 270,068 SF
R-4	100,609 SF	102,443 SF

SETBACK FROM R.O.W.	PREVIOUSLY APPROVED PLAN	PROPOSED PLAN
BUILDING B	61'-5" (TO WILLOW)	71'-5" (TO WILLOW)
BUILDING C	61'-5" (TO WILLOW)	71'-5" (TO WILLOW)
BUILDING D	57'-2" (TO PFINGSTEN)	61'-2" (TO PFINGSTEN)

PARKING CALCULATIONS

ESTIMATED PARKING AREAS	
RETAIL/OFFICE	48,050 Sq. Ft. (35,000 + 13,050)
RESTAURANT	363 SEATS (11,850 Sq. Ft.)

PARKING SPACES REQUIRED	
RETAIL/OFFICE	161 (@1:300)
RESTAURANT	121 (@1:PER 3 SEATS)

PARKING REQUIRED	282 SPACES
PARKING PROVIDED:	284 + 10 H.A. = 294
ACCESSIBLE REQUIRED	8
ACCESSIBLE PROVIDED	10
LOADING AREAS	3

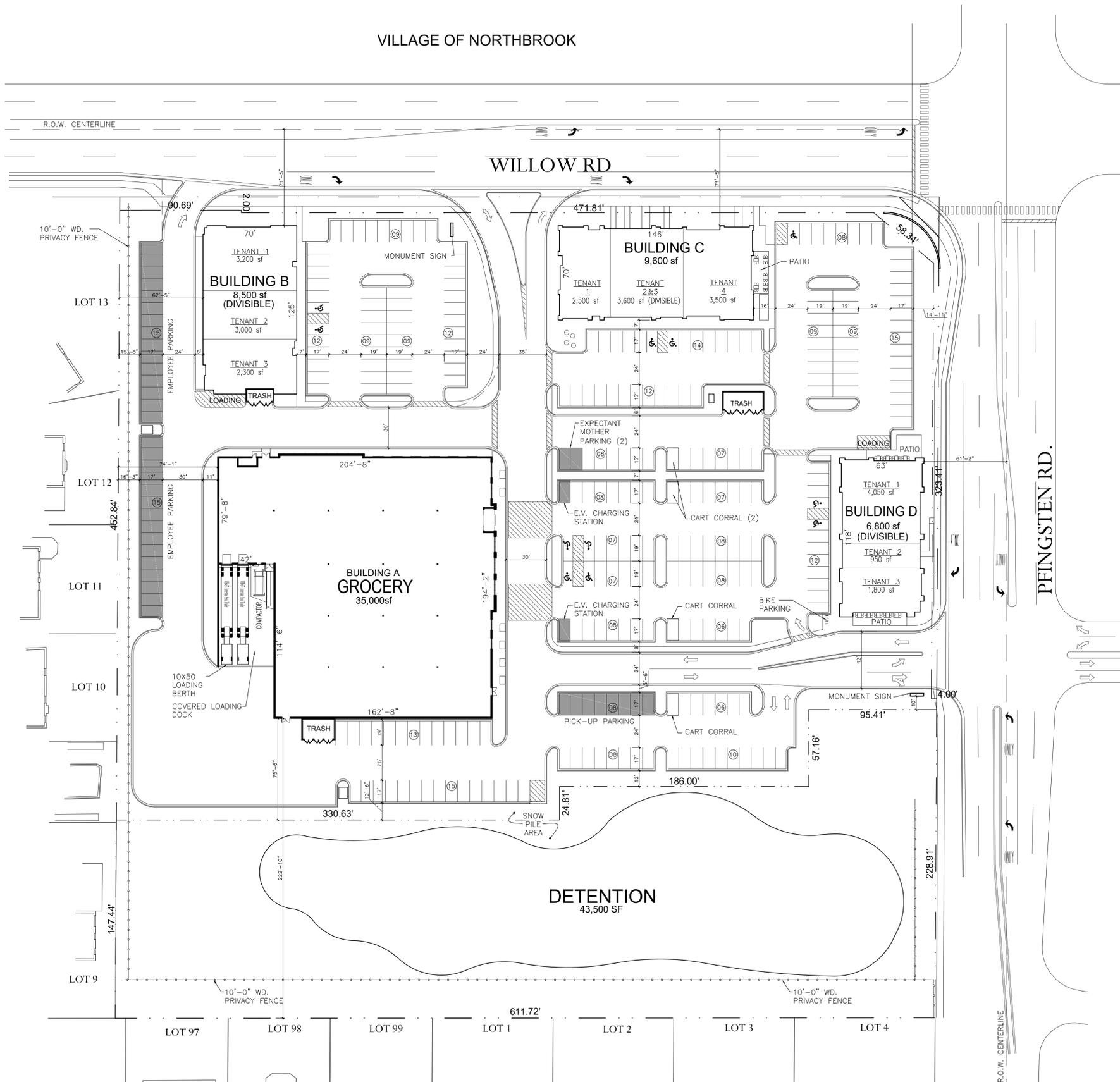
ADJACENT LOTS LAND USE

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 10'-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

VILLAGE OF NORTHBROOK



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

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

NOT PUBLISHED - ALL RIGHTS AND COPYRIGHTS RESERVED. DESIGN STUDIO 24, LLC, EXPRESSLY DISCLAIMS ANY RESPONSIBILITY ARISING FROM ANY UNAUTHORIZED USE OF THE DRAWINGS AND NOTES. ANY AUTHORIZATION MUST BE IN WRITING.

CAUTION: Contractor to verify all existing conditions, dimensions, etc. PRIOR to bid and construction. Contractor to notify owner and architect of any discrepancies. No plan of ignorance to existing conditions found to be different from drawings will be accepted.

CAUTION: This drawing may have been reproduced at a size different than originally drawn. The owner and architect assume no responsibility for the use of incorrect scale. Drawings are NOT to be scaled. Not published. All rights reserved. Notify architect of any discrepancies.

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

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 Environmental Barriers Act (8 Rev Stat 1965, ch 111 1/2, pars 3711 et seq as amended) and the Illinois Accessibility Code, 71 % Adm. Code 400.

DATE	REVISIONS
12.23.20	ISSUE FOR ZONING
01.05.21	ISSUE FOR ZONING REV 1
01.15.21	ISSUE FOR ZONING REV 2

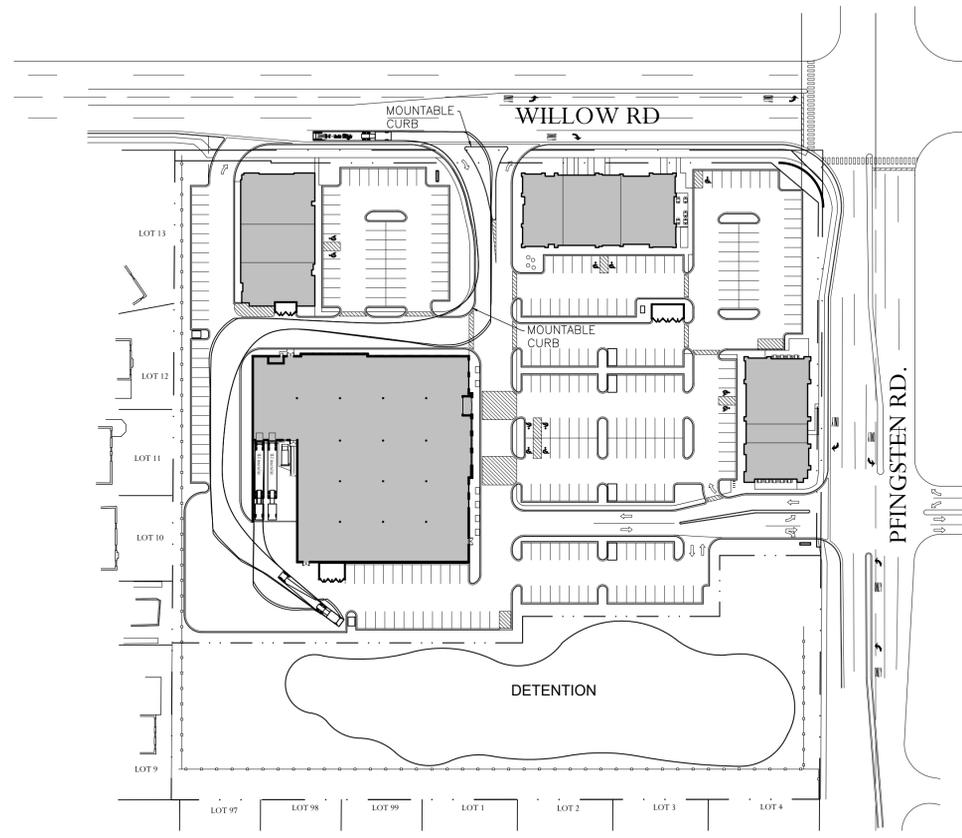
SCALE: 1" = 40'-0"

DRAWN BY: Neal Vander Wilt

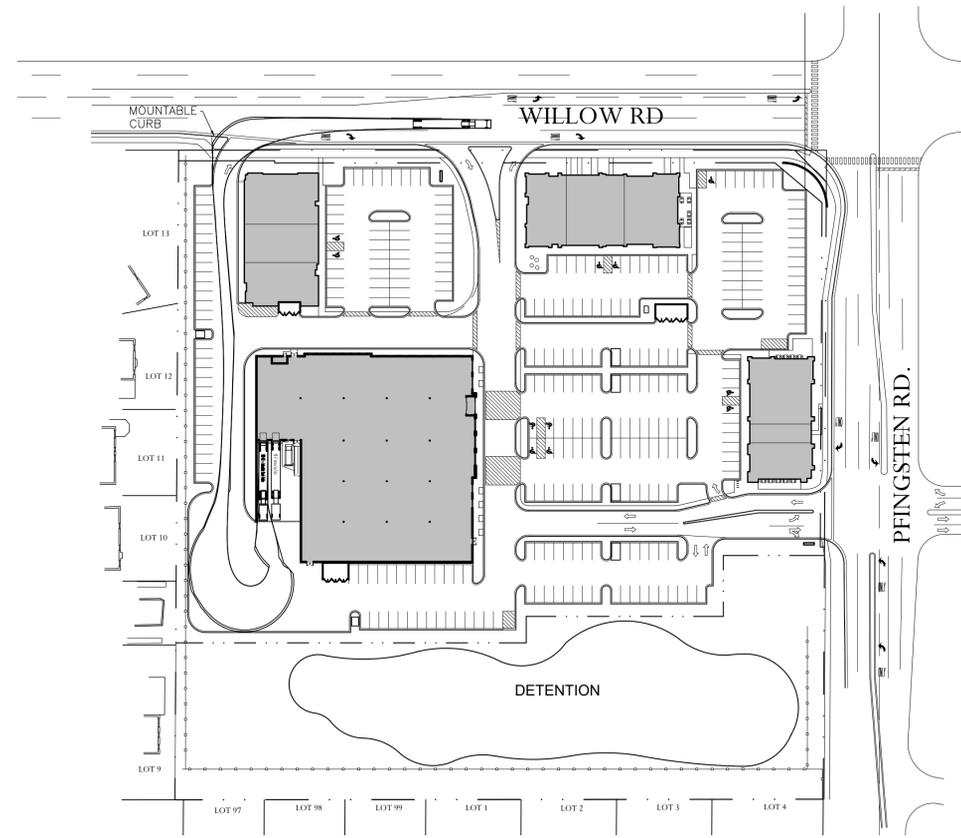
MARK T. DiGANCI
REG. ARCHITECT

LICENSE EXPIRES: 11.30.2022

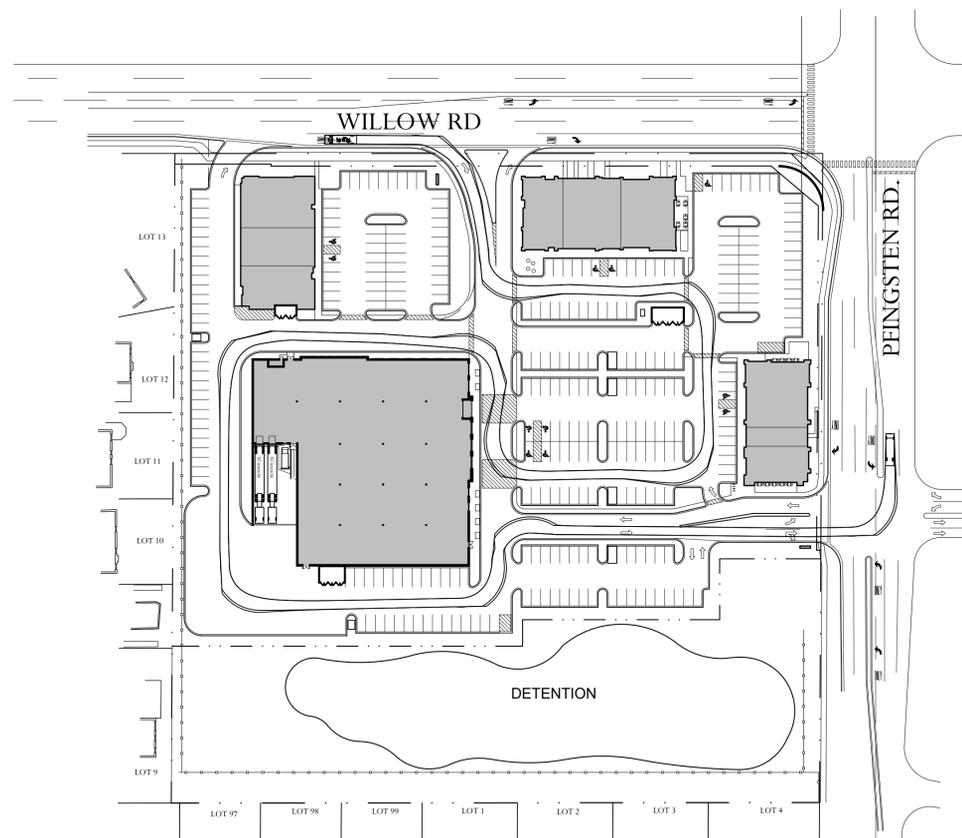
ST1



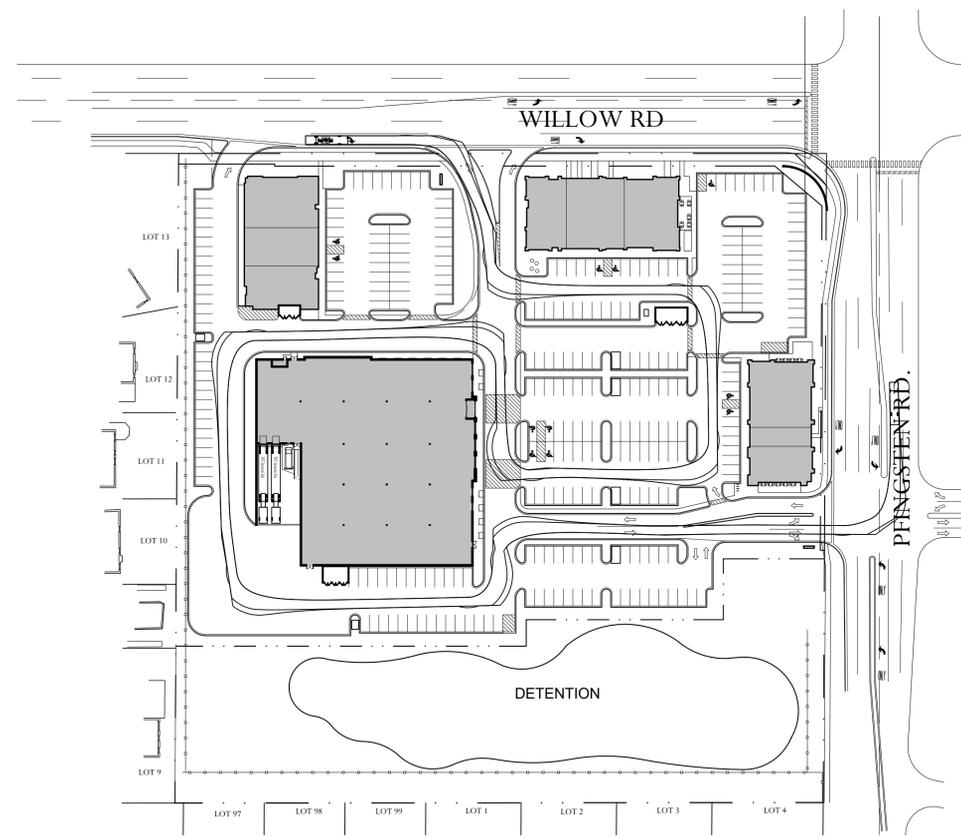
TRUCK STUDY (WB-67) - INGRESS FROM WILLOW
SCALE: 1" = 160'-0"



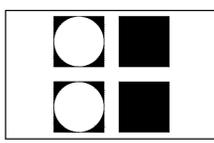
TRUCK STUDY (WB-67) - EGRESS TO WILLOW
SCALE: 1" = 160'-0"



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



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



TRUCK STUDY

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

DESIGN STUDIO 24, LLC
ARCHITECTS
2211 N. ELSTON AVE., CHICAGO, IL 60614
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TEL: 847.885.8300

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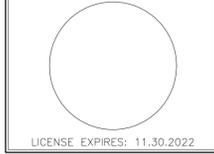
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DATE	12.23.20
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SCALE: 1" = 40'-0"

DRAWN BY: Neal Vander Wilt

MARK T. DiGANCI
REG. ARCHITECT



LICENSE EXPIRES: 11.30.2022

ST2