GLENVIEW NAVAL AIR STATION
REDEVELOPMENT PROJECT

MASTER PLAN & DESIGN GUIDELINES

for the Village of Glenview

Skidmore, Owings and Merrill LLP
Peter Lindsay Schaudt Landscape Architecture, Inc.
September 1996
"We are just about "built out" in terms of vacant land, with a couple of remarkable exceptions: the Techny Area, and the Glenview Naval Air Station area, which may or may not change use at some point. Certainly the development of these two areas, I would guess, are going to fall in the next 100 years, and they are going to have an impact as to what kind of community we remain or become."

Kent Fuller
"Roots, A Glenview Bicentennial"
1976
ACKNOWLEDGMENTS

This Master Plan and Design Guidelines manual was prepared under the direction of the Village of Glenview. Two committees were established to provide recommendations to the Board of Trustees relating to the guidelines and plan. The committee members, listed below are to be commended for their substantial contributions during the many months of public planning that were required to formulate the recommendations.

GNAS Design Guidelines Committee

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The committees were supported by the primary consulting team of Skidmore, Owings & Merrill LLP and Peter Lindsay Schaudt LA, Inc. In addition, Village staff members and other consultants provided technical support.
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INTRODUCTION

CHAPTER 1
The Village of Glenview has an opportunity which is unique. The Glenview Naval Air Station (GNAS) closure and base reuse project offers a new 1121 acre site and a fresh beginning to design a collection of neighborhoods for the Village of Glenview. It is important that these neighborhoods reflect the traditions of Glenview, be lively in spirit, and high in quality.

The GNAS Redevelopment Project is a classic example of "the whole is greater than the sum of its parts". The neighborhoods, parks, schools, commercial, sports, entertainment and cultural centers will work together to create an unparalleled lifestyle and a sense of community. Planning this 1121 acre community involves more than a building program and a land-use plan. Buildings, streets, and landscape do more than serve their dedicated functions. They establish patterns of movement and social encounter. They create opportunities for interaction. They reflect and preserve history. Their locations, configurations and open spaces create the settings for people's daily interactions.

This new community should reflect the Village's long term commitment to establish and maintain quality neighborhoods. Every new project should be seen as the opportunity to contribute to the larger Village environment rather than simply meeting a specific development need. These new neighborhoods should, over time, integrate seamlessly into the existing Village, joining together the east and the west sides of Glenview.

The new GNAS community will offer a wide variety of housing types, contain a substantial business campus, a diverse collection of
The existing Prairie preserve as a focus for a new office/industrial campus.

A new Metra train station and commercial district within a five-minute walk of new housing and a new Great Park.
commercial/retail centers, and a sports/entertainment/leisure component. Great importance has been placed on the development of neighborhoods, the pedestrian-friendly streets, and the provision of an abundance of connected recreational and open space amenities that include an 18-hole public golf course, a prairie park, and a "Great Park" and lake.

THE PLANNING PROCESS

The planning process for the Glenview Naval Air Station began in 1993, upon the federal recommendation by the Secretary of Defense to close the Base. The Village of Glenview organized the GNAS Community Reuse Planning Group to partner with the United States Navy to study and recommend economic development alternatives for the base. In November 1993, the Village of Glenview was designated by the Department of Defense as the Local Redevelopment Authority, which carried full planning and implementation authority for GNAS.

In April 1995, the Village's multi-jurisdictional "Task Force" completed the Consensus Reuse Plan (CRP), which articulated the community development goals and objectives, and defined a distribution of land uses on the 1100+ acre property.

The CRP was accepted by the Navy in June, 1995, and served as the "Preferred Alternative" reuse plan in the Navy's Environmental Impact Statement (EIS). The EIS was completed in January, 1996, and led to the Navy's May, 1996 Record of Decision to dispose of GNAS in accordance with the Consensus Reuse Plan.

The Village completed its Economic Development Conveyance negotiations with the Department of Defense in Spring of 1997, and executed the Memorandum of Agreement for the conveyance of the former Glenview Naval Air Station in July 1997. The terms of the Economic Development Conveyance agreement include a commitment by the Village and the Department of Defense to promote new land-uses which would provide jobs and economic development. The CRP-designated land-uses reflected that commitment.

During the design guidelines and planning process, the Village identified certain land-use refinements which would be beneficial to the overall CRP. The Village formed a GNAS Land Use Committee, and conducted a series of public hearings in November and December 1997 to consider those proposed refinements and seek public input. At the conclusion of those hearings, the Land Use Committee recommended the adoption of certain refinements to the CRP, and the amendment of the Village's Comprehensive Plan ("Village Plan") to accommodate the proposed redevelopment of the GNAS site. The adopted GNAS Land-Use Plan indicates the Village's development intentions for the GNAS Redevelopment Project.

The Comprehensive Plan amendment ordinance was introduced at the January 20, 1998 Village Board Meeting, and adopted at the February 3 Board Meeting. Its adoption signifies the Village's commitment to rezone the individual GNAS development parcels accordingly, on a project-by-project basis, as development project proposals are selected by the Village. The GNAS Master Plan, evolving from the GNAS Land Use Plan, indicates in greater detail the Village's design vision for the GNAS Redevelopment Project.

THE MASTER PLAN AND DESIGN GUIDELINES

The Master Plan and Design Guidelines process began in March 1996. With the Consensus Reuse Plan...
Plan serving as the foundation, the Master Plan and Design Guidelines codify the Village's design vision for the GNAS Redevelopment Project. The Design Guidelines Manual serves as a "bridge" between the general land-use plan contained within the CRP and Master Plan, and the anticipated specific development projects. The Master Plan illustrates the Village's intent to create a network of streets, neighborhoods, and open spaces. The Design Guidelines and Master Plan will direct and influence the Village's decision-making and assessment of individual development projects. The goals of this Master Plan and Design Guidelines effort are identified as:

- Clarify the community's vision of new neighborhoods of high quality
- Develop a physical plan for the 1100+ acres that is both fiscally responsible and marketable
- Develop Design Guidelines for specific uses

Five clear planning principles were defined, and have guided the Master Plan and Design Guidelines process. They are:

1. Create a "Mixed-Use Retail Center" that is the commercial and civic focus for the new neighborhoods. Use Hangar One (or its location) as the "anchor" for the Mixed-Use Retail Center.

2. Create walkable neighborhoods that surround and support the Mixed-Use Retail Center. Neighborhoods are encouraged to be no larger than a 10 minute walk from end to end.

3. Create a system of streets that connect neighborhoods to each other and to the Mixed-Use Retail Center. The streets should be welcoming, comfortable, and supportive to the pedestrians and cyclists.

4. Create a system of connected open spaces that includes the prairie, the golf course, and the Great Park.

5. Create a Plan that is flexible and responsive to the changing marketplace, yet maintains the larger framework of major streets and open spaces.

The resulting Master Plan for the GNAS Redevelopment Project addresses each of these planning goals in a positive manner, while also achieving a design vision that is responsive to the marketplace and meets the Village's infrastructure commitments. The Master Plan provides a careful balance of land-uses, densities, and design guidelines that also provides a continuum of the character and life-style already established within the Village of Glenview.
The Master Plan includes the following plan elements:

* **Street System Network**
A clear hierarchy of streets serves the land-use components of the Master Plan, and addresses the traffic considerations of the Village.

* **Open Space Areas**
A series of linked open spaces connect the land-use components, and serve as Village-wide recreational outdoor amenities.

* **Residential Neighborhoods**
A careful balance of residential densities and neighborhood composition provides a variety of housing products responsive to the evolving needs of Village residents.

* **Commercial, Sports, Leisure and Entertainment Activity Center**
A dynamic mix of retail and mixed-use centers addresses the tax-based revenue needs of the Village and the related governmental jurisdictions, serves the household needs of Village residents and surrounding communities, and provides vibrant activity centers that also serve as informal public gathering places.

* **Office/Industrial Campus**
The business park addresses the revenue needs of the Village and related jurisdictions, as well as the economic development component of the Village's Economic Development Conveyance Agreement with the Department of Defense.

* **Infrastructure and Public Buildings**
A number of Village-sponsored infrastructure improvements and jurisdictionally-sponsored public buildings enhance the overall desirability and value of the individual development sites.

The Master Plan and Design Guidelines effort has been carried out in a public process with broad participation from the Glenview community. Residents and interested citizens have participated in numerous public meetings, a three-day workshop, bus and walking tours, and several slide and video presentations. Many community residents have come forward with individual comments, suggestions, and criticisms, reflecting a wide range of opinions.

The approach to the planning process has been to listen; to articulate what was heard in graphics, text, and diagrams; and to propose alternatives for review and comment. The process has been iterative, with the land-use plan and guidelines becoming richer with each new round of discussion. The Master Plan and Design Guidelines will continue to evolve as the planning process moves forward into subsequent phases.

**USING THE DESIGN GUIDELINES**

The implementation of the GNAS Redevelopment Project of this magnitude will be a long and ongoing process. The Design Guidelines described here are intended as tools for communicating the design intent for future development efforts, and for evaluating proposals for new and continuing work. This document is to be used in an advisory way for those who will propose, design and review projects, and for the general information of all Glenview residents who are interested in the evolution of the GNAS Redevelopment Project.

The Design Guidelines have been prepared with the participation of the Village of Glenview, the GNAS Design Guidelines Committee, residents of Glenview, Stein and Company, Skidmore, Owings & Merrill LLP, and Peter Lindsay Schaudt Landscape Architecture, Inc.

March 31, 1998
BACKGROUND AND CONSENSUS REUSE PLAN

CHAPTER 2

MARCH 31, 1992
BACKGROUND AND CONSENSUS REUSE PLAN

The Glenview Naval Air Station property consists of approximately 1,121 acres, 110 buildings, and 1,333,000 square feet of building space. It is located within the corporate limits of the Village of Glenview, and regionally, it is within Northfield Township and Cook County, approximately twenty miles north of downtown Chicago and five miles west of Lake Michigan. At almost 1.5 square miles, it comprises approximately 15% of the land mass in Glenview.

The CRPG, shown on the following page, consisted of six elements which included the Village Board of Trustees, a multi-jurisdictional "Task Force," a Core Jurisdictions group, a Technical Committee, subcommittees (as needed), and a consultant team. The twenty-two member multi-jurisdictional Task Force had lead responsibility for creating the reuse plan, later named the Consensus Reuse Plan (CRP).

BACKGROUND

The main goal of the Task Force was to produce a land use plan for the closing facility that would accomplish three purposes: serve as the Navy's basis for property disposal, serve as the basis for complying with the National Environmental Policy Act (NEPA), and serve as a vehicle to identify community goals, hopes, fears, and desires as a result of the closure. The planning effort was

March 31, 1993
supported through a grant and technical expertise provided by the Office of Economic Adjustment, which resulted in a three volume Consensus Reuse Plan that took over 18 months of careful analysis of alternative land uses to produce.

The trademark of the reuse planning process was public involvement. The Task Force allocated considerable time to identifying community goals for the reuse project. In addition to sharing the Navy's goals of complying with the national priorities of creating jobs and recovering from the economic losses that accompany a base closure, the local community expressed a separate but equally important set of priorities. Among these priorities, the preservation and enhancement of the community's quality of life were of utmost importance. The GNAS Redevelopment Project was also viewed as an opportunity to address long-standing community concerns such as stormwater drainage and storage, transportation linkages throughout the community, and integration of public and private utility systems.
GNAS REUSE GOALS STATEMENT

After extensive community member interviews, focus groups and workshops, and exhaustive Task Force discussion, the following GNAS Reuse Goals Statement was developed:

ECONOMIC IMPACT: Create new job opportunities, retain existing jobs, and attract land uses that benefit the local economy, complementing existing business entities in the community.

FISCAL INTEGRITY: Units of local government should not be negatively impacted by GNAS redevelopment and should have the financial resources to maintain the community's current high level of service.

REDEVELOPMENT STEWARDSHIP: Develop the GNAS site in a prudent manner that responds to community needs, qualified agencies of the Federal government, and sound business practices.

COMMUNITY AND GOVERNMENT SERVICES: Accommodate desired public service facilities. Services provided on or because of the development of GNAS should respond to unique opportunities and add to the depth and quality of community life.

TRAFFIC AND TRANSPORTATION: Provide a transportation system that minimizes traffic congestion and impacts and moves traffic efficiently.

LAND USE ORGANIZATION: Land uses should be organized to ensure their compatibility with the surrounding community, to promote job retention and creation, and to develop unique and exciting uses that capitalize on the site's redevelopment potential.

COMMUNITY CHARACTER: The development of the GNAS site should reflect the community's character, design and development standards and should be attractive and complementary to community aesthetics.

LAND USE SCENARIOS

The Task Force considered an expansive variety of reuse options, including the conversion of the base into a General Aviation Airport. In the final analysis, there were four land use scenarios (selected from ten) that received approval to be studied in detail:

Land Use Suitability Plan, which allowed the prevailing suitability and sensibility of adjacent land uses to drive the plan;

Open Space Plan, which maximized the provision of open space while recognizing the practical need for some level of market-oriented development;

Major Institution Plan, which reflected large, prominent institutional users on the site;

Sports and Leisure Plan, which developed a private sector-oriented, major world-class sports/leisure campus as the driving force behind site redevelopment.

The four alternatives were analyzed for traffic impacts, fiscal impacts, and marketability, and were tested against the following performance indicators:

- Promote new uses that will provide jobs and economic development
- Pursue revenue generating uses

March 31, 1998
Use of alternative travel modes

Create a development plan that generates enough revenue to pay for infrastructure improvements

Provide for community and government services and facilities

Optimize the use of public transportation

Provide a transportation system that minimizes traffic congestion and impacts and moves traffic efficiently

Provide a range of housing consistent with existing neighborhoods

Incorporate open space

Combine public uses with private development for vital activity areas

Reserve land for long term development, historic preservation and community needs

Provide unique development opportunities

Reuse should not result in a net financial loss to core jurisdictions

Improve community-wide circulation

Avoid through traffic in residential neighborhoods

Integrate military housing

Influence problematic adjacent land uses

Enhance the aesthetic value of stormwater facilities

Consider uses for which there is judged to be market demand over the near term

Assure attractive community appearance

Protect the Village’s AAA bond rating

Promote economic development projects in other areas

The performance evaluation of the four alternatives provided the Task Force with many insights into how the four plans responded to community goals and objectives. With this foundation in place, the Task Force concluded their work with a three step process to refine the best aspects of the four plans into a single Consensus Reuse Plan.

First, the Task Force needed to know the consequences of adjusting various parts of the development program. For the Task Force, the key measures of these consequences were fiscal impact, traffic generation and effect on land sales. An analysis was performed, referred to as the Land Use Pod Analysis, to quantify these consequences to allow members to individually explore the refinement of the alternatives.

The second step was to identify the relative necessity of various program elements. This was accomplished by making a list of those program elements that appeared to be fixed items, those that appeared to be necessary to achieve community objectives and discretionary elements that afforded wider consideration. The third step was to organize a workshop session of the Task Force to facilitate the creation of the Consensus Reuse Plan.

Throughout the reuse planning process, the community adamantly expressed the opinion that only the local community was capable of providing...
the framework, context, and leadership to generate a redevelopment plan that quickly converts the military installation into civilian uses. The community focused for over a year and a half on creating the fiscally solvent, politically acceptable, and community-based Consensus Reuse Plan.

The Consensus Reuse Plan was carefully evaluated during the design guidelines process. Certain land-use refinements were identified during this period for further consideration. The Village appointed the GNAS Land Use Committee to conduct a series of public hearings to evaluate the land-use plan and the proposed refinements. Upon completion of its review, the Land Use Committee endorsed certain land-use refinements and recommended the amendment of the Village Comprehensive Plan to accommodate the proposed GNAS Approved Land Use Plan as modified. (Show GNAS Approved Land Use Plan on page 2.7) The Approved Land Use Plan indicated on page 2.7 was endorsed by the Village Trustees in their approval of the related Village Comprehensive Plan amendment in February 1998.
DESIGN GUIDELINES INTRODUCTION

CHAPTER 3

MARCH 29, 1998
DESIGN GUIDELINES
INTRODUCTION

The Design Guidelines presented in the pages which follow are intended to reinforce the GNAS master planning framework and guide the design of specific upcoming development projects. The Design Guidelines express the character and quality that make Glenview a special place to live, work and play.

The guidelines address seven areas:
1. The Street System
2. The Open Space
3. The Residential Neighborhoods
4. The Commercial, Sports and Entertainment Areas
5. The Office/Industrial Campus
6. The Public Buildings
7. The Signage System

THE OPPORTUNITY

The redevelopment of the GNAS site offers the unusual opportunity and challenge of building a new large-scale mixed-use community that is surrounded by a fully-developed existing village. The community will grow from relatively undeveloped land with few existing former military buildings to mark or influence the direction of the neighborhoods. The landscape, with the exception of the existing golf course, is almost devoid of trees. The development of the GNAS neighborhoods presents a challenge to maintain and enhance the higher quality prairie grasslands that exist on the site and to furnish new plant materials, particularly trees, for shade and visual continuity with the balance of the Village.

This document serves as a guide for the early design efforts that will start the building process and for future projects which will carry the plan to completion. The key planning principles will prevail through many periods of market and stylistic change.

Where applicable, existing Village regulations and ordinances have been incorporated into the Guidelines. In limited instances, Guideline recommendations deviate slightly from existing Village zoning ordinance regulations. Such deviations will be evaluated on a project-by-project basis. As regulatory conditions within the Village change, Guidelines may be amended.

KEY RECOMMENDATIONS

There are three key recommendations that have influenced the Design Guidelines and Master Plan. These recommendations are as follows:

1. Diversity and Unity
Architectural diversity is generally encouraged throughout the GNAS Redevelopment Project and should be pursued through the use of varied building materials and architectural styles. For some neighborhoods it will be important to have diversity, while in others it will be important to encourage unity in design. A building hierarchy is proposed that is very simple in concept, yet will have dramatic positive impacts within the community. Within this concept, the residential neighborhoods and the business campus neighborhood should strive for great diversity and informality in design, with a broad range of styles and materials.

The major retail/commercial areas (East Lake Avenue, Willow Road, the Train Station district,
and the Mixed-Use Retail Center) mark centers that can reflect a more formal and coordinated architecture. These areas will be the gathering places for the GNAS Redevelopment Project and will serve as "gateways" from the surrounding neighborhoods. These gateway developments should reflect a scale and character that is typical of public or civic buildings. Projects should display a unified image and create gracious pedestrian environments of walkways, courtyards, and other gathering places. The retail and gateway buildings, including the community center, should be predominately brick buildings with possibly arcaded bases, and sloping roofs. Although there will be no single architectural style recommended for every retail and gateway development, these projects should exhibit unity in scale, building material, and color.

2. Low Building Height
In general, buildings of no more than three stories in height can meet the projected program uses for the new neighborhoods. Residential and commercial buildings are encouraged to stay within a three-story height limit, unless noted otherwise. Office and industrial buildings can be mid-rise structures of no more than five stories in height, and should be further limited in height where appropriate to be compatible with adjacent neighborhoods. Such a height restriction allows the landscape, rather than the architecture, to create the dominant image for the GNAS Redevelopment Project.

The tree canopy and the street environment currently unifies the Glenview community. The relatively low building height restriction proposed will help unify various building types (office, retail, housing) and the buildings will collectively form a backdrop to a larger landscape of trees.

3. Building Pedestrian-Friendly Streets
The framework of streets within the GNAS Redevelopment Project will consist of a hierarchy of "addressing" and "service" streets. Along "addressing" streets, the siting and orientation of all buildings are encouraged to face the street in a strong, straightforward and welcoming manner. Street orientation of front doors, windows to major work and living spaces, and minimal building setbacks are all suggested to create a friendly and active street environment.

The opportunity exists to develop a community that allows for the recreational use of streets for walking, strolling, jogging and bicycle riding. Streets are encouraged to be well-lit, shaded, comfortable and safe. The streets will be the "common threads" that will "sew" the various neighborhoods together. They will link the GNAS neighborhoods to the commercial centers and surrounding neighborhoods. All streets should support pedestrian activity. The sports and entertainment district will also generate significant pedestrian traffic. The buildings and landscape within the GNAS community should be complementary to create distinctive, pedestrian-friendly streets.
THE STREET SYSTEM GUIDELINES

CHAPTER 4

MARCH 1993
THE STREET SYSTEM
GUIDELINES

GENERAL INTENT

The Street System Guidelines encourage gracious, walkable streets that reflect a commonality of landscape, lighting and street design. A commitment to well-designed streets will bring higher land value and will also unify the new neighborhoods with the existing Village. The guidelines are based on the following objectives:

1. Traffic within the project should be slow rather than fast-moving, with speeds limited to 20-35 m.p.h.
2. Streets should be designed to accommodate pedestrians with ample, shaded sidewalks, clearly marked crosswalks, and lighting on major streets.
3. Streets in the GNAS Redevelopment Project should be no wider than two traffic lanes, unless required. Dedicated left-turn lanes will be added at major intersections to ease traffic congestion and provide safe turning movement.
4. The street system will interconnect with adjacent Glenview neighborhood streets.
5. There will be a clear hierarchy of "addressing" streets and "service" streets defined for the office/industrial campus and commercial areas.
6. Continuous bicycle paths will be accommodated through the new neighborhoods.
7. On-street parking is encouraged on all residential and commercial streets.
8. Consistent street tree planting is encouraged for most streets to provide a landscaped unity and shade.
EXISTING CHARACTER OF GLENVIEW STREETS

The most cherished and memorable streets in Glenview are the narrower, tree lined streets found in the older residential communities. The presence of street trees for shade and visual unity, sidewalks for pedestrian comfort, curbs and gutters for storm drainage management and lighting for safety, will be constants in the new street designs for the GNAS Redevelopment Project.

Dewes Street, with its large tree canopy, is a good example of a traditional tree-lined street in Glenview. The reconstruction of Glenview Road downtown is another example of good street design. Improvements for the Glenview Road reconstruction included: narrowing the street from four lanes to two lanes; adding trees; replacing the existing lighting with a historic light standard; and adding brick and limestone details along the street. Glenview Road is now a memorable and important street.

Specific concerns expressed in the workshops included the need to keep traffic slow, and to not design streets that are "fast moving." Streets that are similar in character to Pfingsten Road, Lake Avenue, Willow Road, or Waukegan Road are discouraged within the GNAS Redevelopment Project. The decision to maintain Glenview Road in downtown as a two traffic-lane road is a recent example of conscious attempts to keep traffic "slow".

The Guidelines rely on a network of small streets, rather than a few large streets. The two-lane street with parking on one or both sides of the street is encouraged for the new neighborhoods. The Guidelines encourage the extensions of Chestnut Avenue and West Lake Avenue to become two separate two-lane roadways with stoplights and
staggered street intersections at the North-South Road. This disruption will require cars to stop and turn, slowing traffic and discouraging through-traffic use of Chestnut Avenue and West Lake Avenue as “cut-through” roadways. The Guidelines intend to minimize opportunities for “cut-through” traffic in both the east-west and north-south directions.
THE NORTH-SOUTH ROAD  
NORTH OF CHESTNUT AVENUE

The North-South Road is the major link between East Lake Avenue and Willow Road. It is the key street to the GNAS Redevelopment Project because it connects all of the proposed neighborhoods. The North-South Road features a wide, informally-planted median. Regularly-spaced canopy trees are encouraged along both sides of the street. Traffic studies suggest the need for four lanes (two in each direction) from West Lake Avenue to Willow Road. The street is envisioned as a “boulevard” with a strong landscape presence. Although many species of trees are proposed for the project, the North-South Road offers a unique opportunity to create a memorable and unifying street by planting one or two tree species along its entire length. In the Mixed-Use Retail Center, on-street parking use of the curbside drive-lane is encouraged along the North-South Road, between West Lake Avenue and Chestnut Avenue, so long as traffic studies confirm that the single traffic lanes remaining are adequate for traffic flow.
THE NORTH-SOUTH ROAD
SOUTH OF CHESTNUT AVENUE

Traffic studies suggest, south of Chestnut Avenue, the North-South Road can function with two single traffic lanes flanked by on-street parking lanes. "Breakaway" curbing ("bump-outs"), placed at the street intersections as sidewalk and parkway extensions, can further differentiate parking lanes from drive lanes and contain the intersection crosswalks and landscape planting. These "bump-outs" reduce the effective width of the street. For the east side of the street, the provision of an 8' wide combination sidewalk and off-street bicycle lane is encouraged.

The street is envisioned as a "boulevard" with a strong landscape presence. The North-South Road offers a unique opportunity to create a memorable and unifying street by planting only one or two tree species along its entire length.
CHESTNUT AND WEST LAKE AVENUES

The new extensions of West Lake Avenue and Chestnut Avenue are proposed as two separate two-lane roadways, with one traffic-lane for each direction. West Lake Avenue is configured to contain 12' drive-lanes and a 12' continuous bidirectional turning lane. Chestnut Avenue features a landscaped median, and is configured to contain 13' drive-lanes and 9' curbside parking lanes.
CHESTNUT AND WEST LAKE AVENUES

Bicycle traffic is accommodated by the provision of an 8' wide combination sidewalk and off-street bike-lane located within one of the right-of-way parkways for each street. For Chestnut Avenue, the 8' sidewalk would be placed within the north parkway, adjacent to the Great Park; for West Lake Avenue, the 8' sidewalk would occur along the south parkway, adjacent to the new golf course.

The selection of one species of trees for each of these streets is encouraged; tree planting should occur along the full lengths of these two streets.
### PLANTING PALETTE

#### Parkway Trees
- **Acer nigrum** (n)
- **Acer x freemanii** (n)
- **Celtis occidentalis** (n)
- **Fraxinus americana** (n)
- **Fraxinus pennsylvanica** (n)
- **Gleditsia triacanthos inermis** (n)
- **Tilia americana** (n)
- **Ulmus cultivars**

#### Median Trees
- **Acer griseum**
- **Aesculus glabra**
- **Amerianther canadensis** (n)
- **Caragana var. galli inermis** (n)
- **Gleditsia triacanthos inermis** (n)
- **Gymnocladus dioicus** (n)
- **Juniperus virginiana** (n)
- **Koelreuteria paniculata**
- **Malus species**
- **Malus pumila**
- **Ostrya virginiana** (n)
- **Quercus bicolor** (n)*
- **Quercus muehlenbergii** (n)*
- **Taxodium distichum**
- **Viburnum prunifolium** (n)

#### Median Shrubs
- **Arnica species**
- **Cornus mas**
- **Cornus racemosa** (n)
- **Cornus sericea**
- **Hamamelis virginiana** (n)
- **Ilex verticillata** (n)
- **Spinus species**
- **Syringa vulgaris**
- **Viburnum species**

* minimum 20’ median  
** small fruited varieties  
(n) = native

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### THE NORTH-SOUTH ROAD AND CHESTNUT/WEST LAKE AVENUE

#### 1. PARKWAY TREES

Trees selected for the major streets should be primarily large canopy trees that are tolerant of roadside conditions, such as salt and air-borne pollutants. For the North-South Road, the same, (or similar) species should be planted in formal rows along the street. The maximum tree spacing between canopy trees is every 45’. Refer to the plant list for further information regarding recommended trees.

#### 2. MEDIAN PLANTING

Informal groupings of median plantings are encouraged to contrast the formal rows of parkway trees. The median plantings will provide seasonal color and act as a buffer between traffic lanes. The plant material should include a mixture of shade, evergreen and ornamental trees, and should be planted in the center of the median and at a clear distance from the intersection as required by the Village of Glenview, to minimize driver and pedestrian sight line conflicts. The proposed planting list should be periodically updated by the Village to reflect changing plant availability.

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4.8

March 31, 1998
THE NORTH-SOUTH ROAD AND CHESTNUT/WEST LAKE AVENUE

3. SIDEWALKS

Sidewalks along major streets are encouraged to be 5'-0" minimum wide concrete walkways, per the Village of Glenview Subdivision Code.

4. STREET LIGHTING

The street light proposed for the North-South Road, West Lake and Chestnut Avenues is the historic motif light fixtures installed along downtown Glenview Road and Waukegan Road. A comparable "acorn" light standard is encouraged along these major streets. The standard should be quiet and understated, yet well-proportioned and historic in nature. The pole and fixture housing are encouraged to be painted verde green, to meet current Village practice. Street lighting is encouraged at all intersections and at mid-block locations.

5. STREET FURNISHINGS

Benches, trash receptacles, tree grates and other street furnishings are encouraged to meet current village practice.
RESIDENTIAL STREETS

The residential secondary streets will be built as part of specific subdivision developments. Individual developers, rather than the Village of Glenview, will build these streets. Roadway construction standards must conform to the Village of Glenview Subdivision and Engineering Guide. The Guidelines establish road width, curb and gutter, parkway width and sidewalk standards for all developments. Street landscape may vary from street to street, but street elements should be consistent. On-street parking is encouraged on one or both sides of the street.
SOUTH METRA DISTRICT STREET

The south Metra District street defines the northerly boundary of the Great Park and the southerly boundary of the Metra District residential development parcel. The south Metra District street will be designed and built as part of the Metra District development. Roadway construction standards must conform to the Village's Subdivision and Engineering Guide. The developer, however, will not be responsible for the landscaping design or installation along the south parkway or for street-related improvements within the boundaries of the Great Park.

The Street System Guidelines establish design standards for roadway width, curb and gutter, parkway width, and sidewalk configuration for the northerly sidewalk for the south Metra District. On-street parking is encouraged. Street landscape should be consistent along the northerly parkway of this street. The Residential Street design guidelines for street trees, sidewalks, street lighting, and street furnishings are applicable to the South Metra District Street.
SECONDARY RESIDENTIAL STREET WITH MEDIAN

The special secondary residential street featuring a long and narrow informally-landscaped park situated between two one-way drive lanes is referred to as the Secondary Residential Street with Median. The median, park and street will be designed and built as part of the residential parcel's development. Roadway construction standards must conform to the Village's Subdivision and Engineering Guide.

The Street System Guidelines establish design standards for the roadway width, curb and gutter, parkway width, park and sidewalk configuration. One dedicated lane of on-street parking is encouraged for each one-way drive-lane segment. Street and park landscape should be consistent along the length of the street. The Residential Street design guidelines for street trees, sidewalks, street lighting, and street furnishings are applicable to the Residential Median Street.
RESIDENTIAL STREETS

1. STREET TREES

Recommended trees for residential streets should be similar to the canopy trees on the major streets. Street trees should be planted in the ground with adequate soil volumes, irrigation, and subsurface drainage to ensure the future growth of the tree. All street trees planted in parkways and sidewalks should be salt-tolerant. Refer to the plant list for further information regarding recommended trees. The proposed tree list should be periodically updated by the Village to reflect changing plant availability.

2. SIDEWALKS

Sidewalks along the residential streets are encouraged to be 5'-0" wide concrete walkways, per the Village of Glenview Subdivision Code.

3. STREET LIGHTING

Street lighting along residential streets will be at the discretion of the individual developer. If street lighting is provided on residential streets, the same light standard proposed for the major streets is encouraged for intersections and at mid-block locations.
COMMERCIAL STREETS

The commercial secondary streets within the GNAS Redevelopment Project Mixed-Use Retail Center are encouraged to be wider than the typical residential streets. One traffic lane in each direction, plus a parking lane, is proposed. Narrow landscaped parkways and wide sidewalks are encouraged to accommodate pedestrian activity. Outdoor dining and displays are encouraged along the commercial streets.

Areas devoted to outdoor dining or display should not exceed the width of the building, and should not be located within 10' of a fire hydrant, corner or bus stop, in accordance with the Village of Glenview Zoning Ordinance. Roadway construction standards must also conform to the Village's Subdivision and Engineering Guide.
COMMERCIAL STREETS

1. STREET TREES

Landscaping in commercial areas provides shade to the street and an inviting atmosphere for window-shopping, outdoor dining, and other sidewalk activity. The proposed planting list recommends open and high branching canopy trees so as to not obstruct retail storefronts visibility. All street trees planted in parkways and sidewalks should be salt tolerant. The proposed planting list should be periodically updated by the Village to reflect changing plant availability.

Shrubs, perennials, and ground covers are encouraged to be planted along buildings and around trees to provide seasonal color. Landscaping should be planted in the ground, with adequate soil volumes, irrigation, and subsurface drainage to ensure the future growth of the tree. Raised planters are not encouraged.

2. SIDEWALKS

Sidewalks along commercial streets are proposed as 7' to 12' wide concrete walkways, per the Village of Glenview Subdivision Code.

3. STREET LIGHTING

Street lighting for commercial streets is encouraged to be the same light standard proposed for the major streets, installed at all street intersections and at regularly-spaced (±45') intervals along the street.

4. STREET FURNISHINGS

Furniture along these streets should be consistent with standards currently used along Glenview Road.

March 31, 1996
THE ENTERTAINMENT STREET

The Entertainment Street will be designed and built as part of the Mixed-Use Retail Center development. As the Center's designated "main street", the Entertainment Street should be the focus of this mixed-use district. The Master Plan limits the overall length of this street to correspond to the long dimension of the Mixed-Use Retail Center development parcel and to run parallel to the North/South roadway. Roadway construction standards must conform to the Village’s Subdivision and Engineering Guide.

The configuration of this street should encourage significant daytime and nighttime pedestrian activity, by providing on-street parking, wide sidewalks, appropriate streetscape furniture and landscaping. Wherever possible, the individual mixed-use program components should be oriented so that all “front door entries” face the Entertainment Street. The Entertainment Street sidewalk configuration should also provide areas that can accommodate outdoor dining areas and similar streetside activities during warmer months, subject to the provisions of the Village’s Zoning Ordinance.

The street configurations for all the Mixed-Use Retail Center streets should encourage pedestrian activity, and incorporate such streetscape elements as banners, benches, special lighting, and kiosks. Street trees should be protected by sidewalk grates; tree-pots and portable tree-sized planters are discouraged.
THE ENTERTAINMENT STREET

1. STREET TREES

Street trees selected for the Entertainment Street are encouraged to be open and high branching canopy trees so as not to obstruct retail storefront visibility. The Thornless Honeylocust is an excellent retail-street tree, allowing visibility to the shops and entertainment venues, and also providing shade for the sidewalk. Landscaping should be planted in the ground, with adequate soil volumes, irrigation and subsurface drainage to ensure the future growth of the tree. All recommended street trees should be salt tolerant. The proposed tree list should be periodically updated by the Village to reflect changing plant availability.

2. SIDEWALKS

Sidewalks constructed of poured-in-place concrete with brick or concrete paver accents are encouraged, similar in character to the downtown Glenview Road sidewalks.

3. STREET LIGHTING

The street light currently installed along downtown Glenview Road is encouraged for the Entertainment Street to tie these districts to downtown Glenview. Special and “festival” lighting and banners are also encouraged along the Entertainment Street.

4. STREET FURNISHINGS

Furniture along these streets should be consistent with standards currently used along Glenview Road.
OFFICE/INDUSTRIAL CAMPUS STREETS

The secondary campus streets are encouraged to be similar in cross-section and dimension to the residential streets. Two-lane streets are encouraged throughout the campus. On street parking is not encouraged.

All streets are encouraged to have continuous street trees, landscaping, and sidewalks. Roadway construction standards must also conform to the Village's Subdivision and Engineering Guide.

The Office/Industrial Campus Street cross-section and design standards are also encouraged for the North Triangle's new internal roadway connection between Willow Road and Lehigh Avenue, and for the new secondary N-S roadway serving the Navy Housing and Executive Golf Course sites.
OFFICE/INDUSTRIAL CAMPUS STREETS

1. STREET TREES

Street trees along the office/industrial campus streets should be planted at a regular 45' spacing. Trees planted along the Prairie Park and the major addressing streets should reflect the prairie and savannah landscape of the Midwest. The trees planted along the prairie edge should be native species, and arranged in groupings rather than rows. Long-lived species such as Oak and Hackberry are encouraged. Refer to the plant list for further information regarding recommended trees. The proposed tree list should be periodically updated by the Village to reflect changing plant availability.

2. SIDEWALKS

Sidewalks along the campus streets are proposed as 5'-0" wide concrete walkways, per the Village of Glenview Subdivision Code. Pedestrian pathways ringing the Prairie Park should be constructed of decomposed granite, gravel or other material suitable for a prairie landscape installation.

3. STREET LIGHTING

Street lighting is not encouraged within the office/industrial campus.
MID-BLOCK STREETS (ALLEYS)

Mid-block streets (alleys) may be provided within the commercial and residential areas. These small streets should be simple in design, with an adequate width to allow truck access in the commercial areas and residential areas. Mid-block streets within a residential block should service the residential garages.

A minimum right-of-way width of 20' is encouraged. The roadway pavement construction should be concrete and measure 18' in width. Roadway construction standards must also conform to the Village's Subdivision and Engineering Guide. Rear yard structures, including garages or service docks, are encouraged to be set back 5' from the right-of-way. Rear yard fences can be built along the property line. It is recommended that mid-block streets (alleys) be dedicated as public rights-of-way (ROW) after roadway construction completion.
WILLOW ROAD

Willow Road is a major, fast-moving, east-west arterial roadway. It provides the major north entry to the GNAS Redevelopment Project. It connects directly to the Edens Expressway (I-94) and the Tri-State Tollway (I-294).

Willow Road is a roadway controlled by the Illinois Department of Transportation (IDOT). It currently lacks any coordinated landscape plan or continuous sidewalks. In its present configuration, Willow Road is inhospitable to the surrounding community environment. The Guidelines for developments flanking Willow Road include:

- Continuous large canopy trees planted in informal groupings on both sides of the street.
- Continuous 5' wide concrete sidewalks on both sides of the street.
EAST LAKE AVENUE

East Lake Avenue is a major, fast moving, east-west arterial roadway crossing through the Village of Glenview. It provides the major south entry to the GNAS Redevelopment Project and connects directly to the Edens Expressway (I-94). East Lake Avenue is a roadway controlled by Cook County.

East Lake Avenue currently lacks any coordinated landscape plan or continuous sidewalks. It does not support a high-quality community environment, and forms a significant barrier between existing residential neighborhoods and the GNAS site. The Guidelines for developments flanking East Lake Avenue include:

- Continuous large canopy trees planted in informal groupings on both sides of the street.
- Continuous 5’ wide concrete sidewalks on both sides of the street.
LEHIGH AVENUE

Lehigh Avenue is a key north-south street that parallels the Metra railroad right-of-way and forms the eastern boundary of the GNAS Redevelopment Project. Lehigh Avenue is a roadway presently controlled by Cook County. This avenue will link the two Glenview train stations, connect the GNAS neighborhoods to downtown Glenview, and link the existing Glenview neighborhoods to the proposed retail center at Willow Road. The Techny Bicycle Trail will be constructed in the Metra right-of-way east of the track bed. The Guidelines for developments flanking Lehigh Avenue include:

- Continuous large canopy trees planted at 45' apart along street frontage,
- Continuous 5' wide concrete sidewalks along street frontage.

The existing west embankment of the Metra right-of-way lacks any coordinated landscape plan. The Village is encouraged to pursue with Metra the installation of such landscaping along the west embankment flanking Lehigh Avenue.
LEHIGH METRA STATION STREET

Existing Lehigh Avenue will be rerouted and reconfigured in the vicinity of the new Metra Station to create a new site for the Station and related vehicular lanes, parking accommodations, and other programmatic elements defined by Metra. Roadway engineering and construction will conform to the Village's Subdivision and Engineering Guide.

The Metra District parcel retail frontage along Lehigh is encouraged to follow the Design Guidelines established for commercial streets in the placement of storefronts, the provision of wide sidewalks, and the accommodation of areas for outdoor dining and displays. Guidelines for Commercial Streets in reference to street trees, sidewalks, street lighting and street furnishings are also applicable to the Metra Station section of Lehigh Avenue.
### STREET LIGHTING SUMMARY

<table>
<thead>
<tr>
<th>Major streets, Mixed-Use Retail Center, and Commercial street light (optional for residential streets)</th>
<th>Village Green, Entertainment &amp; Lehigh Metra Station street light</th>
<th>Train Station platform light</th>
<th>Neighborhood Parks and the Park System street light</th>
</tr>
</thead>
<tbody>
<tr>
<td>painted metal pole</td>
<td>painted metal pole</td>
<td>painted metal pole</td>
<td>painted metal pole</td>
</tr>
</tbody>
</table>

*Family of street lighting*
THE OPEN SPACE GUIDELINES
CHAPTER 5

MARCH 27, 1988
GENERAL INTENT

The Open Space Guidelines proposed for the GNAS Redevelopment Project identify site-specific program components such as a large community park referred to as the "Great Park"; an 18-hole championship golf course; a Prairie Park; and numerous small neighborhood open spaces. The open spaces are linked by the street parkway landscapes. Unified by the street landscape, this new collection of open spaces will convey a strong and uninterrupted landscape presence. The connectivity of the open spaces will encourage walking, jogging, and bicycling. The Guidelines emphasis on native plantings will further enhance the uniqueness of this open space system.

The network of open spaces will create a Village-wide amenity. The substantial amount of public open space will also contribute to the value of each neighborhood and insure that the GNAS Redevelopment Project is a highly desirable place to live, work, and play.
THE GREAT PARK
GUIDELINES

GENERAL INTENT

The Great Park is a large open space that will include a lake, wetlands and active and passive recreational areas. The park is at the center of the GNAS Redevelopment Project, in close proximity to all proposed residential, office, and commercial neighborhoods.
GLENVIEW NAVAL AIR STATION

The Great Park

Ballfields
Promenade
Community Center
Lake
THE GREAT PARK

1. INTENDED USES

The Great Park is intended to serve both active and passive recreational activities. Its trail system is encouraged to connect these open spaces to the community-wide trail system. The lake will serve as a recreational amenity for (non-motor) boating and fishing. Swimming will not be permitted. The wetland edges of the lake should also be accessible and tied to the park trail system.

Within the Great Park, an expansive lawn area or, "meadow" will accommodate large community-wide gatherings such as special holiday celebrations. Four sports fields are proposed at the center of the park. These fields should be lit to encourage both day and evening activities. Located close to the North-South Road and the Village Green, the ball fields will complement the commercial/retail center, creating a vibrant Mixed-Use Retail Center.

Additional recreational program activities could be accommodated in the Great Park. For instance, tennis and platform tennis courts could be located at the north side of the park. A boathouse could house sailboats and other watercraft available for rent. The facility could also serve as a club/warming house for the adjacent tennis courts or winter skating.

The centerpiece of the Great Park is a wide "promenade" walkway, which extends from the North-South Road, across from the Village Green, through the ball fields and the meadow to the lake edge. The promenade should be on axis with the Hangar One site, to visually and physically link the Mixed-Use Retail Center with the lake area. The promenade should be tree-lined, with benches and pedestrian-scaled lighting.
THE GREAT PARK

Also within the Great Park, community center and future school sites are proposed along Chestnut Avenue.

2. ELEMENTS

The Lake Edge

The new man-made lake is a key component of the GNAS Redevelopment Project. It fulfills important storm drainage and recreational roles for the community. The proposed lake area is over 30 acres. Its lake edge will provide over a lineal mile of open space, offering a rich and varied set of experiences. The lake edge will include active play areas, some paved seating areas where people can reach the water edge; and passive areas for wetlands and informal plantings. Wildlife habitat areas will be accommodated.

The west side of the lake will be a meadow and a gathering place for Village residents. This area will include a hard-edge shoreline in some places to allow people to reach the water edge.

The east side of the lake will be designed as a wetland environment. Edge planting will help the biofiltration system clean the water, and will create an interesting environment for the community. The wetland edge will shelter wildlife habitats. East of the wetlands, it is important to introduce a landscape buffer to screen the adjacent industrial sites along Lehigh Avenue. Strands of trees can be used in close informal groupings.
THE GREAT PARK

The Meadow
The meadow is an expansive grassy area that should extend the full length of the lake edge on the west side. The meadow should be designed to accommodate informal activities.

The Sports Fields
The four sports fields are encouraged to be incorporated into a single grouping near the North-South Road/Village Green area. The four fields should be clustered to allow the promenade to extend through the fields towards the lake. Ancillary and support buildings, such as concessions, bathroom pavilions, and bleachers should be modest in scale, and located along the promenade. The lighting of the fields should be shielded to minimize "spill" light into the surrounding neighborhoods.

The Promenade
The promenade is encouraged to be a grand, civic walkway. Lined with low-scaled lighting, trees and benches, this walk will be a delightful place to stroll. The promenade should be on axis with the Hangar One site and extend east towards the lake.

Pathways / Trails
The trail system should encompass the entire Great Park and connect to the surrounding streets and parks. The pathways should be wide enough to accommodate a variety of uses, including walking and biking. The paths must be accessible to disabled persons and include intermittently-spaced bench seating. These multi-use trails should be 8' minimum in width. More rustic trails and pathways of crushed stone or gravel could be incorporated through the wetland areas.
THE GREAT PARK

The Buildings in the Park
Buildings within the Great Park may include the new community center, a future school, a boathouse, a nature shelter, and the ballfield concession buildings. The buildings should be integrated with the landscape of the park in a sensitive way, with smaller buildings designed as "pavilions" in the character of traditional park buildings. The development of the school and the fire station sites are future projects. These sites could accommodate interim uses such as additional ballfields and/or parking.

The community center is envisioned as one of the signature "gateway" buildings into the GNAS Redevelopment Project. The building’s front entry should orient towards Chestnut Avenue, with the rear of the building opening towards the wetlands and lake. Building materials are encouraged to be of a traditional park-like character, incorporating red brick; concrete or limestone details; sloped dark green metal roofs; and metal details, such as window frames and railings, also painted dark green.

Parking
Public parking will be provided and will generally be located around the perimeter of the park adjacent to the community center, the ballfields, and the tennis courts. There may also be parking lots located along Lehigh Avenue that can be shared between park users and Metra train commuters.

Parking lots should have clear and convenient access from major streets. A 30’ landscaped setback is encouraged from the street right-of-way to the parking lot.
LANDSCAPE

1. PLANTING CONCEPT

The planting concept for the Great Park consists of informal wooded areas and formal tree-lined edges. The central promenade is intended to have a row of trees on each side of the walkway. The great meadow fronting the lake should be designed with wildflowers and grasses, and small groups of specimen trees.

At the outer edges of the park, small understory trees should be planted in modest groupings to create a woodland effect. The use of tightly-spaced evergreens to screen utilities and parking areas can create visually unsafe areas and should be avoided. The planting concept for the eastern edge of the park is encouraged to incorporate a substantial earthen berm, a rustic nature trail, and woodland plantings of trees and shrubs to provide a visual backdrop to the lake.

3. PARK FURNISHINGS

A simple palette of site furnishings is recommended. Bright colors such as oranges and yellows are not encouraged. Dark green and black painted metal are encouraged for lights, trash receptacles and benches. Natural wood benches are also encouraged.

4. PARK LIGHTING

Lighting should be distinctive to the park and compatible with the larger family of street lighting proposed for the GNAS Redevelopment Project. Large flood lights are discouraged. Lighting should be of a pedestrian scale, (15’ in height). A fluted concrete pole with a flared base and acorn fixture are encouraged. Refer to page 4.21 for the street and park lighting recommendations.
2. PLANTING PALETTE

TREES
Botanical Name
Acer ginnala
Acer nigrum (N)
Acer rubrum (N)
Acer saccharum (N)
Acer x freemani (P)
Amelanchier canadensis (N)
Celtis occidentalis (N,P)
Cercis canadensis (N)
Crataegus crus-galli inermis (N)
Fraxinus americana (N,P)
Fraxinus pennsylvanica (N,P)
Ginkgo biloba
Glechoma triphylla (N)
Gymnocladus dioicus (N)
Juniperus virginiana (N)
Koelreuteria paniculata
Magnolia stellata
Malus spectabilis
Metasequoia glyptostroboides
Ostrya virginiana (N)
Picea abies
Pinus nigra
Pinus strobus (N)
Pinus sylvestris
Quercus bicolor (N)
Quercus stellata (N)
Taxodium distichum
Tilia americana (N,P)
Ulmus cultivars
Viburnum prunifolium (N)

Common Name
Amur Maple
Black Maple
Red Maple
Sugar Maple
Freeman Maple
Shadbush Serviceberry
Hackberry
Redbud
Thornless Hawthorn
White Ash
Green Ash
ginkgo (male only)
Thornless Honeylocust
Kentucky Coffeetree
Eastern Redcedar
Goldenrain Tree
Star Magnolia
Crabapple
Dawn Redwood
American Hophornbeam
Norway Spruce
Austrian Pine
White Pine
Scotch Pine
Swamp White Oak
Chinkapin Oak
Baldcypress
American Linden
Elm (disease resistant cultivars)
Blackhawk Viburnum

SHRUBS
Cornus alternifolia (N)
Cornus mas (N)
Cornus racemosa (N)
Hamamelis virginiana (N)
Hamamelis virginiana (N)
Ilex verticillata (N)
Syringa vulgaris
Viburnum species

(N) = native
(P) = parking lot islands

Pagoda Dogwood
Cornelian Cherry Dogwood
Grey Dogwood
Vernal Witchhazel
Common Witchhazel
Winterberry
Lilac
Viburnum

3.10

March 31, 1996
THE VILLAGE GREEN

GENERAL INTENT

The Village Green is an extension of the Great Park and serves as the focal point of the Mixed-Use Retail Center commercial, sports and entertainment neighborhood. The Village Green is proposed as a tree-lined formal open space which faces the Hangar One site to the west and the Great Park to the east. A perimeter sidewalk is encouraged to frame the space. The center of the Village Green should gently slope to create an amphitheater "bowl" area. The slightly lower lawn area could be used for special events including ice skating, sports, festivals, concerts, and open-air markets.

March 31, 1994
THE VILLAGE GREEN

1. INTENDED USES

The Village Green is intended to be programmed throughout the year with festivals, art shows, ice skating, street fairs, holiday events, and sporting events. An open green lawn, when not programmed, will allow for spontaneous play.

2. CHARACTER & ELEMENTS

A sports theme is encouraged for this GNAS neighborhood. The Village Green should be designed to allow for the appropriate slope and drainage of the field, incorporating an underground drainage system and automatic irrigation.

Lunchtime and evening entertainment on the Village Green could occur in the warmer months. This activity can support the markets and cafes which could surround the Village Green.
LANDSCAPE

1. PLANTING CONCEPT

The planting concept for the Village Green is encouraged to be a double row of trees around the perimeter of the space, open along the Hangar One site to the west and the Great Park to the east. Carefully placed small groupings of evergreens could also be incorporated in this area for a year-round “green” appearance. Refer to planting list, which will be periodically updated to reflect plant material availability.

2. PLANTING PALETTE

<table>
<thead>
<tr>
<th>TREES</th>
<th>Common Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>Acer x freemanii</td>
<td>Freeman Maple</td>
</tr>
<tr>
<td>Acer nigerum (N)</td>
<td>Black Maple</td>
</tr>
<tr>
<td>Celtis occidentalis (N)</td>
<td>Hackberry</td>
</tr>
<tr>
<td>Fraxinus americana (N)</td>
<td>White Ash</td>
</tr>
<tr>
<td>Fraxinus pennsylvanica (N)</td>
<td>Green Ash</td>
</tr>
<tr>
<td>Gleditsia triacanthos inermis (N)</td>
<td>Thornless Honeylocust</td>
</tr>
<tr>
<td>Malus cultivars *</td>
<td>Crabapple</td>
</tr>
<tr>
<td>Tilia americana (N)</td>
<td>American Linden</td>
</tr>
<tr>
<td>Ulmus cultivars</td>
<td>Elm (disease resistant cultivars)</td>
</tr>
<tr>
<td>Viburnum prunifolium (N)</td>
<td>Blackhawk Viburnum</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Common Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>Norway Spruce</td>
</tr>
<tr>
<td>Austrian Pine</td>
</tr>
<tr>
<td>White Pine</td>
</tr>
<tr>
<td>Scotch Pine</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>SHRUBS</th>
<th>Pagoda Dogwood</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cornus alternifolia (N)</td>
<td>Cornelian Cherry Dogwood</td>
</tr>
<tr>
<td>Cornus mas (N)</td>
<td>Vanhoutte's Spiraea</td>
</tr>
<tr>
<td>Spiraea x vanhouttei</td>
<td>Lilac</td>
</tr>
<tr>
<td>Syringa vulgaris</td>
<td>Yew</td>
</tr>
<tr>
<td>Taxus cultivars</td>
<td>Viburnum</td>
</tr>
<tr>
<td>Viburnum cultivars</td>
<td></td>
</tr>
</tbody>
</table>

(N) = native  
* = small fruited varieties
LANDSCAPE

3. PARK FURNISHINGS

A simple palette of site furnishings is recommended. Bright colors such as oranges and yellows are not encouraged. Dark green and black paint finishes are encouraged for lights, trash receptacles, and benches. Natural wood benches are also encouraged.

4. PARK LIGHTING

The Glenview Road light is recommended around the Village Green. Refer to page 4.21 for the street and park lighting recommendations.
THE PRAIRIE PARK

GENERAL INTENT

Preserving and protecting the existing, high-quality prairie remnant in the northern portion of the GNAS Redevelopment Project is recommended to provide a unique open space within the Village of Glenview. The prairie remnant appears to be well-established. However, the prairie will require restoration, and a long-term maintenance program will need to be initiated. Preservation of the 13.4-acre prairie and 10-foot buffer that combine to form the Prairie Preserve is contingent upon the Village receiving approval of its Wetland Mitigation Application from the U.S. Army Corps of Engineers.

The Village Board reserves the right to establish appropriate protective measures for the prairie.
area, which may include the following: public ownership; Environmentally Significant Area designation; deed restriction; and reliance upon the existing regulatory process.

Portions of the Prairie Park are encouraged to be accessible to the public, possibly with an entrance and small parking lot adjacent to Lehigh Avenue. Similar to The Grove, the Prairie Park should serve an educational role within the community.

THE PRAIRIE PARK

1. INTENDED USES

The Prairie Park is encouraged to serve as a unique educational open space amenity in the Village. A nature walk, meandering path, informational signs, and seating areas are encouraged.

2. CHARACTER & ELEMENTS

The prairie edge may be defined in a simple and sensitive way, such as a low rail fence or stacked stones, framing the outermost boundaries and defining the prairie from other landscapes. A landscaped transition zone is recommended between the more natural and refined landscapes. Development parcels adjacent to the Prairie Park are encouraged to incorporate a native planting theme within their landscape setback zones.

Refer to the plant list for further information regarding recommended planting for the prairie edge and transition zone. The proposed planting list should be periodically updated by the Village to reflect changing plant availability.
### 3. PLANTING PALETTE

#### SHADE TREES
- **Botanical Name**
  - Celtis occidentalis (N)
  - Crataegus crus-galli inermis (N)
  - Fraxinus americana (N)
  - Fraxinus pennsylvanica (N)
  - Gelechites triflora (N)
  - Gymnocladus dioica (N)
  - Juniperus virginiana (N)
  - Quercus bicolor (N)
  - Quercus rubra (N)

- **Common Name**
  - Hackberry
  - Thornless Hawthorn
  - White Ash
  - Green Ash
  - Thornless Honeylocust
  - Kentucky Coffeetree
  - Eastern Redcedar
  - Swamp White Oak
  - Chinquapin Oak

#### SHRUBS
- **Aronia melanocarpa** (N)
- **Cephalanthus occidentalis** (N)
- **Cornus americana** (N)
- **Cornus alnifolia** (N)
- **Cornus nucifera** (N)
- **Cornus stolonifera 'Iciveria'** (N)
- **Hamamelis virginiana** (N)
- **Hamamelis virginiana** (N)
- **Ilex verticillata** (N)
- **Praucus virginiana** (N)
- **Ribes artemisia** (N)
- **Ribes glabella** (N)
- **Rosa carolina** (N)

- **Black Chokeberry**
- **Buckbush**
- **New Jersey Tea**
- **Pagoda Dogwood**
- **Grey Dogwood**
- **Isanti Redtwig Dogwood**
- **Vernal Witchhazel**
- **Common Witchhazel**
- **Winterberry**
- **Chokecherry**
- **Fragrant Sumac**
- **Smooth Sumac**
- **Pasture Rose**

#### PARTIAL PERENNIALS LIST
- **Allium carinatum** (N)
- **Andropogon gerardii** (N)
- **Andropogon scoparius** (N)
- **Anemone cylindrica** (N)
- **Aquilegia canadensis** (N)
- **Aster lanica** (N)
- **Baptisia laevicaulis** (N)
- **Coreopsis palmata** (N)
- **Coreopsis tripteris** (N)
- **Echinacea purpurea** (N)
- **Eryngium yuccifolium** (N)
- **Eupatorium maculatum** (N)
- **Geum triflorum** (N)
- **Helenium helianthoides** (N)
- **Iris virginica 'Siberi'** (N)
- **Liatris aspera** (N)
- **Lobelia cardinalis** (N)
- **Panicum virgatum** (N)
- **Penstemon digitalis** (N)
- **Physocarya virginiana** (N)
- **Potentilla arguia** (N)
- **Rudbeckia hirta** (N)
- **Silphium laciniatum** (N)
- **Silphium perfoliatum** (N)
- **Silphium terebinthinaceum** (N)
- **Solidago speciosa** (N)
- **Sorghastrum nutans** (N)
- **Sporobolus heterolepis** (N)
- **Veronicastrum virginicum** (N)

**N = native**

*March 31, 1990*
LANDSCAPE

4. PARK FURNISHINGS

The Prairie Park furnishings are encouraged to be simple and minimal. A few wood benches along the gravel path is enough to offer convenient places for resting.

5. PARK LIGHTING

Lighting is not encouraged within the prairie or along its perimeter.
THE GOLF COURSE

GENERAL INTENT

The GNAS site contains an existing 108-acre 18-hole golf course with outdated infrastructure and an obsolete fairway configuration. After due consideration, the Village endorses the development of a new 175+ acre championship-quality 18-hole public golf course, with the additional opportunity for the Park District to create a new family-oriented 9-hole executive-style golf course. The increased development area offers new opportunities to create additional open space within the GNAS Redevelopment Project site; improve the quality of golf facilities available to the community; and enhance land values for the residential neighborhoods.

The new golf course sites are centrally located.
within the GNAS site to optimize adjacencies to other land-uses and to enhance the overall character of these new neighborhoods. The new championship golf course will extend from the West Lake Avenue roadway to the Village Center to the west and the residential neighborhoods to the south. Housing and open space will surround the new golf course, providing a distinct identity to the GNAS residential neighborhoods.

The 18-hole championship golf course development parcel is configured to support a core course with a driving range and "returning nines" adjacent to a clubhouse site located along the West Lake Avenue roadway. Roadway easements through the golf course parcel are not contemplated; however a municipal utility easement will be specified.

The 9-hole executive-style golf course development parcel is located adjacent to the larger golf course to allow for the shared use of facilities and to benefit from economies in scale.

THE GOLF COURSE

1. CHARACTER & ELEMENTS

New West Lake Avenue Golf Course Entrance
Vehicular and service traffic entrances to the golf course should be located along the West Lake Avenue frontage. A secondary pedestrian and/or patron vehicle entrance is also encouraged to be located along the west Mixed-Use Retail Center roadway, to integrate the restaurant and retail components of the golf course with the Mixed-Use Retail Center. Construction timing of that roadway, however, will be determined by separate negotiations with the Mixed-Use Retail Center parcel developer.

Clubhouse and Service Buildings
The clubhouse entry should be accessible from West Lake Avenue with the clubhouse preferably located in the northeast quadrant of the golf course development parcel. Service buildings should also be accessible from West Lake Avenue, but screened from the street view. The clubhouse and service buildings should reflect the design tradition already established in the Village.

A maximum building height of 35' is recommended. The golf course developer is encouraged to incorporate a unified architectural theme for all the golf course buildings. The use of high-quality building materials is expected; the use of brick, limestone, and cast-stone as the primary material palette is encouraged. Painted metal or tile roofing material is encouraged for sloping roof surfaces.

Golf Course Visibility
Due to the safety-zone requirements for fairways, the golf course is more likely to face backyards of houses than streets. Unobstructed view-corridors to the golf course are encouraged at street intersections and neighborhood open spaces. Housing clusters are encouraged for sites along the golf course to maximize these view-corridors.
LANDSCAPE

1. PLANTING CONCEPT

The landscape concept for the golf course is encouraged to include both a woodland and prairie landscape. Portions of the golf course are encouraged to be developed as a prairie landscape. The golf course redesign should be sensitive to the preservation and/or relocation of the memorial tree plaques. The landscape concept encourages a reduction in the amount of manicured lawn between fairways, thereby reducing fertilizer use and nutrient run-off to the lake. Refer to the plant list for further information regarding recommended plantings. The proposed planting list should be periodically updated by the Village to reflect changing plant availability.

2. LANDSCAPED SETBACKS

A minimum landscaped 10’ setback zone around the perimeter of surface parking lots and service drives is encouraged. Planting of hedges and groupings of small trees is encouraged for these setbacks to screen vehicles.

3. PARKING LOT LANDSCAPE

Continuous parking lot islands featuring tree and ground cover plantings are encouraged for golf course parking lots, to visually disrupt any large expanse of pavement. Landscaped islands should have a minimum 8’ width, and should occur every other parking bay or 120’ width of parking lot. Landscaped islands should be curbed, and incorporate subsurface drainage and irrigation for tree and groundcover plantings. A 25’ tree spacing module, and 250 cubic feet of soil per tree, is recommended for these islands. The total tree count for parking lots should be no less than one tree for every five parking spaces.
A new 18-hole championship golf course

### 4. PLANTING PALETTE

**SHADE TREES**

- Acer negrum (N)
- Acer saccharum (N)
- Celtis occidentalis (N)
- Quercus bicolor (N)
- Quercus muehlenbergii (N)

**ORNAMENTAL TREES**

- Amelanchier canadensis (N)
- Cornus alternifolia
- Crataegus crus-galli inserris (N)
- Juniperus virginiana (N)
- Pinus strobus (N)
- Viburnum prunifolium (N)

**SHRUBS**

- Aronia melanocarpa (N)
- Cornus mas
- Cornus racemosa (N)
- Cornus stolonifera 'Isanti' (N)
- Hamamelis virginiana (N)
- Hamamelis virginiana (N)

<table>
<thead>
<tr>
<th>Common Name</th>
<th>Tree Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>Black Maple</td>
<td>Acer negrum</td>
</tr>
<tr>
<td>Sugar Maple</td>
<td>Acer saccharum</td>
</tr>
<tr>
<td>Hackberry</td>
<td>Celtis occidentalis</td>
</tr>
<tr>
<td>Swamp White Oak</td>
<td>Quercus bicolor</td>
</tr>
<tr>
<td>Chinkapin Oak</td>
<td>Quercus muehlenbergii</td>
</tr>
</tbody>
</table>

- Shadblow Serviceberry
- Pagoda Dogwood
- Thornless Hawthorn
- Eastern Redcedar
- White Pine
- Blackhaw Viburnum

<table>
<thead>
<tr>
<th>Common Name</th>
<th>Tree Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>Black Chokeberry</td>
<td>Aronia melanocarpa</td>
</tr>
<tr>
<td>Cornelian Cherry Dogwood</td>
<td>Cornus mas</td>
</tr>
<tr>
<td>Grey Dogwood</td>
<td>Cornus racemosa</td>
</tr>
<tr>
<td>Isanti Redtwig Dogwood</td>
<td>Cornus stolonifera 'Isanti'</td>
</tr>
<tr>
<td>Vernal Witchhazel</td>
<td>Hamamelis virginiana</td>
</tr>
<tr>
<td>Common Witchhazel</td>
<td>Hamamelis virginiana (N)</td>
</tr>
</tbody>
</table>
4. PLANTING PALETTE (continued)

<table>
<thead>
<tr>
<th>Native Plant</th>
<th>Common Name</th>
<th>Native Plant</th>
<th>Common Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ilex verticillata (N)</td>
<td>Winterberry</td>
<td>Rhus aromatica (N)</td>
<td>Fragrant Sumac</td>
</tr>
<tr>
<td>Syringa vulgaris</td>
<td>Lilac</td>
<td>Viburnum spp.</td>
<td>Viburnum</td>
</tr>
</tbody>
</table>

(N) = native

MISSIC PRAIRIE AREAS

<table>
<thead>
<tr>
<th>Botanical Name</th>
<th>Common Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>Allium cernuum</td>
<td>Nodding wild onion</td>
</tr>
<tr>
<td>Amorpha canescens</td>
<td>Lead plant</td>
</tr>
<tr>
<td>Andropogon gerardii</td>
<td>Big bluestem grass</td>
</tr>
<tr>
<td>Atriplex sylvatica</td>
<td>Common milkweed</td>
</tr>
<tr>
<td>Aster ericoides</td>
<td>Heath aster</td>
</tr>
<tr>
<td>Aster laevis</td>
<td>Smooth blue aster</td>
</tr>
<tr>
<td>Aster novae-angliae</td>
<td>New England aster</td>
</tr>
<tr>
<td>Carys scoparia</td>
<td>Sedge</td>
</tr>
<tr>
<td>Cirsium discolor</td>
<td>Pasture thistle</td>
</tr>
<tr>
<td>Desmodium canadense</td>
<td>Snowy tick trefoil</td>
</tr>
<tr>
<td>Elymus canadensis</td>
<td>Canada wild rye</td>
</tr>
<tr>
<td>Eryngium yuccifolium</td>
<td>Ratlesnake master</td>
</tr>
<tr>
<td>Helianthus balticoides</td>
<td>False sunflower</td>
</tr>
<tr>
<td>Lobelia spicata</td>
<td>Pale spiked lobelia</td>
</tr>
<tr>
<td>Monarda fistulosa</td>
<td>Wild bergamot</td>
</tr>
<tr>
<td>Onobrychis biennis</td>
<td>Common evening primrose</td>
</tr>
<tr>
<td>Panicum virgatum</td>
<td>Switch grass</td>
</tr>
<tr>
<td>Phlox pilosa</td>
<td>Prairie phlox</td>
</tr>
<tr>
<td>Rudbeckia hirta</td>
<td>Black-eyed susan</td>
</tr>
<tr>
<td>Silphium integrifolium</td>
<td>Rosin weed</td>
</tr>
<tr>
<td>Silphium laciniatum</td>
<td>Compass plant</td>
</tr>
<tr>
<td>Silphium terebinthinaceum</td>
<td>Prairie dock</td>
</tr>
<tr>
<td>Solidago rigida</td>
<td>Stiff goldenrod</td>
</tr>
<tr>
<td>Sorghastrum nutans</td>
<td>Indian grass</td>
</tr>
<tr>
<td>Spartina pectinata</td>
<td>Prairie cord grass</td>
</tr>
<tr>
<td>Thalictrum dasycolepis</td>
<td>Purple meadow rue</td>
</tr>
<tr>
<td>Tradescantia ohiensis</td>
<td>Common spiderwort</td>
</tr>
<tr>
<td>Verbena hastata</td>
<td>Blue vervain</td>
</tr>
<tr>
<td>Zizia aurea</td>
<td>Golden alexanders</td>
</tr>
<tr>
<td></td>
<td>Annual wildflowers</td>
</tr>
<tr>
<td></td>
<td>Oats</td>
</tr>
<tr>
<td></td>
<td>Red top grass</td>
</tr>
<tr>
<td></td>
<td>Timothy</td>
</tr>
</tbody>
</table>

WET PRAIRIE AREAS

<table>
<thead>
<tr>
<th>Botanical Name</th>
<th>Common Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>Allium cernuum</td>
<td>Nodding wild onion</td>
</tr>
<tr>
<td>Andropogon gerardii</td>
<td>Big bluestem grass</td>
</tr>
<tr>
<td>Anemone canadensis</td>
<td>Meadow anemone</td>
</tr>
<tr>
<td>Atriplex incana</td>
<td>Swamp milkweed</td>
</tr>
<tr>
<td>Aster novae-angliae</td>
<td>New England aster</td>
</tr>
<tr>
<td>Aster paniculatus</td>
<td>Marsh aster</td>
</tr>
<tr>
<td>Aster simplex</td>
<td>Panicked aster</td>
</tr>
<tr>
<td>Carex scaposus</td>
<td>Blue joint grass</td>
</tr>
<tr>
<td>Carex vulpinoidea</td>
<td>Pointed broom sedge</td>
</tr>
<tr>
<td></td>
<td>Fox sedge</td>
</tr>
</tbody>
</table>
4. PLANTING PALETTE (continued)

Circaea maculata
Cirsiun discolor
Elymus canadensis
Elymus velusi
Epilobium glandulosum adenocaulon
Gentiana andrewsii
Glycyrrhiza striata

WET PRAIRIE AREAS

Botanical Name
Helenium autumnale
Ina virginica theroei
Juncus edule
Liatris pycnostachya
Lobelia siphilitica
Lycocton americanus
Lythrum alatum
Mentha arvensis villosa
Mimulus ringens
Oxytis rigidior
Panicum virgatum
Phlox glaberrima interior
Physostegia virginiana
Pycnanthemum virginianum
Rudbeckia laciniata
Sagittaria latifolia
Scirpus americanus
Scirpus latiusculus
Scirpus validus cerebro
Silphium laciniatum
Silphium perfoliatum
Solidago graminifolia
Sorghastrum nutans
Spartina pectinata
Stachys tomentosa bispidea
Teucrium canadense
Thalictrum dasycarpon
Tradescantia obtusifolia
Verbena hastata
Veronica fasciculata

Common Name
Sneezeweed
Blue flag
Darney's rush
Prairie blazing star
Great blue lobelia
Common water horsetail
Winged loosestrife
Wild mint
Monkey flower
Cowbane
Switch grass
Marsh phlox
False dragonhead
Common mountain mint
Wild golden glow
Common arrowhead
Dark green rush
Red bulrush
Great bulrush
Compass plant
Cup plant
Grass-leaved goldenrod
Indian grass
Prairie cord grass
Rough hedge nettle
Germander, Wood sage
Purple meadow rue
Common spiderwort
Blue vervain
Common ironweed
Barnyard grass
Oats
Red top grass
Timothy

EMERGENT AREAS

Acorus calamus
Alisma subcordatum
Bidens cernua
Calamagrostis canadensis
Carex scoparia
Carex vulpinoidea
Echinocloa crus-galli
Epilobium glandulosum adenocaulon

Wild calamus
Common water plantain
Nodding bar marigold
Blue joint grass
Pointed broom sedge
Fox sedge
Barnyard grass
Northern willow herb
4. PLANTING PALETTE (continued)

Expatrium maculatum
Expatrium perfoliatum
Glyceria striata
Helenium autumnale
Iris virginica sibirica
Juncus dudleyi
Lerista azoroides

Spotted joe pye weed
Common boneset
Fowl manna grass
Sneezeweed
Blue flag
Dudley's rush
Rice cut grass

EMERGENT AREAS
Botanical Name
Ludelia spathulata
Mimulus ringens
Polygonum convolvulaceum
Polygonum pensylvanicum
Ranunculus sceleratus
Sagittaria latifolia
Scirpus americanus
Scirpus atrovirens
Scirpus validus crenob
Sparganium engelmannii

Common Name
Great blue lebelia
Monkey flower
Water heartsense
Smart weed
Swamp dock
Common arrowhead
Chairmaker's rush
Dark green rush
Great bulrush
Common bur reed

RIPARIAN SWALE SYSTEM
Acorus calamus
Carex sphaerica
Coris amaranth
Coris obturata
Elymus canadensis
Elymus villosa
Elymus virginicus
Iris virginica
Polygonum convolvulaceum
Pontederia cordata
Rasthika laciniata
Radleckia hirta
Salix interior
Spiraena paniculata
Spiraena alba

Sweet flag
Pointed broom sedge
Silky dogwood
Red-osier dogwood
Canada wild rye
Riverbank wild rye
Virginia wild rye
Blue flag
Water heartsense
Pickerel weed
Tall green coneflower
Black-eyed susan
Sandbar willow
Prairie cord grass
Meadowsweet
RESIDENTIAL NEIGHBORHOOD
OPEN SPACES

GENERAL INTENT

The residential neighborhood open spaces include small passive "pocket parks" that provide each residential neighborhood a unique identity. It is intended that no house is more than a 5-minute walk from a "pocket park". It is anticipated that the ownership and maintenance of the parks could be private. However, maintenance responsibility and ownership of these "pocket parks" must be determined by the Village Board.

Neighborhood "pocket parks" will be designed and constructed as part of specific subdivision developments. Individual developers, rather than the Park District or the Village, will build these "pocket parks".

March 31, 1998
An illustrative platting plan is included in the Residential Design Guidelines section, to provide a graphic example of the Village's design intent for the low-density and moderate density single-family residential neighborhoods. Residential development is encouraged to incorporate the residential neighborhood open space planning principles illustrated in the platting plan, but are not required to conform to this specific platting configuration.

NEIGHBORHOOD OPEN SPACES

1. INTENDED USES AND CHARACTER

The "pocket parks" provide green space for all the residential areas. These shaded informal spaces are intended for passive uses and casual gatherings. Located within each residential neighborhood, the "pocket parks" could also be used for block parties, picnics and holiday events. These communal open spaces will be small; no larger than 3 acres in size.
LANDSCAPE

1. PLANTING CONCEPT

The planting concept for the neighborhood open spaces encourages large shade trees and lawns. If desired, simple perennial beds could be placed toward the edges of the park, with open lawn in the center. Many different types of trees are encouraged to create diversity and interest. Trees should be planted in informal groupings or as single specimens. Refer to the plant list for further information regarding recommended plantings. The proposed planting list should be periodically updated by the Village to reflect changing plant availability.

2. PARK FURNISHINGS

Simple forms and natural materials are encouraged for site furnishings in the residential neighborhood open spaces. Furniture is encouraged to be compatible with the larger family of furnishings proposed for parks and other open spaces within the GNAS Redevelopment Project.

3. PARK LIGHTING

Lighting should be distinctive to the park and compatible with the street lighting proposed for the GNAS Redevelopment Project. Large flood lights are discouraged. Lighting should be of a pedestrian scale, (12' in height). A fluted, flared base precast concrete pole and acorn fixture are encouraged. Refer to page 4.21 for the street and park lighting recommendations.
## 4. PLANTING PALETTE

### TREES

<table>
<thead>
<tr>
<th>Botanical Name</th>
<th>Common name</th>
</tr>
</thead>
<tbody>
<tr>
<td><em>Acer x freemanii</em> (n)</td>
<td>Freeman Maple</td>
</tr>
<tr>
<td><em>Acer xigurn</em> (n)</td>
<td>Black Maple</td>
</tr>
<tr>
<td><em>Acer saccharum</em> (n)</td>
<td>Sugar Maple</td>
</tr>
<tr>
<td><em>Amelanchier canadensis</em> (n)</td>
<td>Shadbrow Serviceberry</td>
</tr>
<tr>
<td><em>Celtis occidentalis</em> (n)</td>
<td>Hackberry</td>
</tr>
<tr>
<td><em>Cercis canadensis</em> (n)</td>
<td>Redbud</td>
</tr>
<tr>
<td><em>Fraxinus americana</em> (n)</td>
<td>White Ash</td>
</tr>
<tr>
<td><em>Fraxinus pennsylvanica</em> (n)</td>
<td>Green Ash</td>
</tr>
<tr>
<td><em>Ginkgo biloba</em></td>
<td>Ginkgo (male only)</td>
</tr>
<tr>
<td><em>Gleditsia triacanthos inermis</em> (n)</td>
<td>Thornless Honeylocust</td>
</tr>
<tr>
<td><em>Malus species</em></td>
<td>Crabapple</td>
</tr>
<tr>
<td><em>Quercus bicolor</em> (n)</td>
<td>Swamp White Oak</td>
</tr>
<tr>
<td><em>Quercus muehlenbergii</em> (n)</td>
<td>Chinkapin Oak</td>
</tr>
<tr>
<td><em>Tilia americana</em> (n)</td>
<td>American Linden</td>
</tr>
<tr>
<td><em>Viburnum prunifolium</em> (n)</td>
<td>Blackhawk Viburnum</td>
</tr>
</tbody>
</table>

### EVERGREEN TREES

<table>
<thead>
<tr>
<th>Pine species</th>
</tr>
</thead>
<tbody>
<tr>
<td><em>Pisca abies</em></td>
</tr>
<tr>
<td><em>Pisca punguis</em></td>
</tr>
<tr>
<td><em>Pisca nigra</em></td>
</tr>
<tr>
<td><em>Pisca strobus</em> (n)</td>
</tr>
<tr>
<td><em>Pisca selsvris</em></td>
</tr>
<tr>
<td><em>Norway Spruce</em></td>
</tr>
<tr>
<td><em>Colorado Spruce</em></td>
</tr>
<tr>
<td><em>Austrian Pine</em></td>
</tr>
<tr>
<td><em>White Pine</em></td>
</tr>
<tr>
<td><em>Scotch Pine</em></td>
</tr>
</tbody>
</table>

### SHRUBS

<table>
<thead>
<tr>
<th>Common name</th>
</tr>
</thead>
<tbody>
<tr>
<td><em>Chimonanthus virginicus</em> (n)</td>
</tr>
<tr>
<td><em>Cornus alternifolia</em> (n)</td>
</tr>
<tr>
<td><em>Cornus mas</em> (n)</td>
</tr>
<tr>
<td><em>Hamamelis vernalis</em> (n)</td>
</tr>
<tr>
<td><em>Hamamelis virginiana</em> (n)</td>
</tr>
<tr>
<td><em>Hydrangea arborescens</em> (n)</td>
</tr>
<tr>
<td><em>Ilex verticillata</em> (n)</td>
</tr>
<tr>
<td><em>Juniperus species</em></td>
</tr>
<tr>
<td><em>Myrica pensylvanica</em> (n)</td>
</tr>
<tr>
<td><em>Taxus species</em></td>
</tr>
<tr>
<td><em>Thuja species</em></td>
</tr>
<tr>
<td><em>Spira x vanhouttei</em></td>
</tr>
<tr>
<td><em>Syringa vulgaris</em></td>
</tr>
<tr>
<td><em>Viburnum species</em></td>
</tr>
<tr>
<td>White Fringetree</td>
</tr>
<tr>
<td><em>Pagoda Dogwood</em></td>
</tr>
<tr>
<td><em>Corcelian Cherry Dogwood</em></td>
</tr>
<tr>
<td><em>Vernal Witchhazel</em></td>
</tr>
<tr>
<td><em>Common Witchhazel</em></td>
</tr>
<tr>
<td><em>Oak Leaf Hydrangea</em></td>
</tr>
<tr>
<td><em>Winterberry</em></td>
</tr>
<tr>
<td><em>Juniper</em></td>
</tr>
<tr>
<td><em>Bayberry</em></td>
</tr>
<tr>
<td><em>Yew</em></td>
</tr>
<tr>
<td><em>Arborvitae</em></td>
</tr>
<tr>
<td><em>Vanhoutte's Spireas</em></td>
</tr>
<tr>
<td><em>Lilac</em></td>
</tr>
<tr>
<td><em>Viburnum</em></td>
</tr>
</tbody>
</table>

(n) = native

March 31, 1996
GENERAL INTENT

Approximately one quarter of the GNAS site area will be devoted to housing. Residential densities will average two to four dwelling units/acre in low-density areas and average five to eight dwelling units/acre in moderate-density areas. Higher density residential, such as senior housing, may also be possible, but will be required to undergo the Planned Development (PD) process in compliance with the Village of Glenview Zoning Ordinance.

The Guidelines emphasize a strong and positive relationship of house to street. Housing is encouraged to build to the street setback line, and orient front doors towards the street. Various densities are encouraged to provide a mix of housing options. Neighborhoods are encouraged
to extend no further than a 10-minute walkable distance from end-to-end. The Guidelines encourage the development of residential neighborhoods that reflect the character and density of traditional Glenview residential areas.

An illustrative platting plan is included in the Residential Design Guidelines section, to provide a graphic example of the Village's design intent for the low-density and moderate density single-family residential neighborhoods. Residential development is encouraged to incorporate the planning principles illustrated in the platting plan, but are not required to conform to this specific platting configuration.

GLENVIEW CHARACTER

Glenview has evolved into an extensive collection of diverse and distinctive neighborhoods over the years. Housing densities range from one-acre lots in some of outlying areas to multi-family densities. The predominant residential density is between two to four dwelling units per acre, found in older neighborhoods such as GlenAyre Park, Glen Oak Acres, Swainwood, and newer neighborhoods such as Glenlake Estates. There are very few "walled" or "gated" communities within Glenview. Most of the "walled" residential subdivisions occur where housing is adjacent to a major thoroughfare, and are typical of more recent developments. The majority of older housing subdivisions within Glenview are oriented towards a local street system that connects neighborhoods. From a planning viewpoint, this is a positive and highly desirable characteristic. The Guidelines encourage slow-moving traffic on residential streets, on-street parking, and interconnected streets rather than a reliance upon cul-de-sac streets.

The scale and diversity of many traditional neighborhoods in Glenview are desirable. The
"sameness" created by large tract development should be avoided. Instead, a fine-grained integration of varied housing types, architectural styles, and building materials is recommended.

Some recent subdivision developments have incorporated a larger scale of house than found in older housing developments within the Village. The Guidelines address this issue by encouraging a maximum width limitation for the front facade placed at the front setback line, to reduce the visual "bulk" mass of the house.

The dominant appearance of garages and garage doors is less apparent in the older neighborhoods than in the newer developments. The Guidelines encourage that garages should be setback or side-loaded so garage doors are less visible.

BUILDING NEIGHBORHOODS

Residential neighborhoods are encouraged to be approximately 10-minute walking distance diameter or about 2000 to 2600 feet (close to a half mile) in width and length.

Each neighborhood will consist of a local residential street network connecting to the adjoining neighborhoods. Multiple street entrances in and out of each neighborhood are important. "Walled" or "gated" communities with limited entry points are not encouraged. Neighborhoods are encouraged to be composed of small rather than large residential blocks to further support a pedestrian environment.

The Guidelines encourage each residential neighborhood to incorporate a small neighborhood open space, preferably at its center. The open spaces provide a communal green space within a 5-minute walk from any house. The open space also creates a unique identity for each residential neighborhood. Triangle Park in Glen Oak Acres is a good example of a small residential neighborhood open space in Glenview.

An illustrative platting plan is included in the low-density subsection of the Residential Design Guidelines, to provide a graphic example of the site planning principles advocated by the guidelines for the low-density and moderate-density single-family residential neighborhoods. The Master Plan locates the moderate-density residential development parcels adjacent to the low-density development parcels, with the intention of "blending" the differing densities to
provide a diversity of housing opportunities within the residential neighborhoods.

The blending of residential densities is encouraged as a way to build diverse neighborhoods with interesting character. A housing density range of 2 to 6 dwelling units per acre (DU/acre) is encouraged for the single-family residential neighborhood. Within each neighborhood, there should be a mix of housing density and lot size, with no neighborhood totally composed of one house type. For example, moderate-density housing is encouraged around neighborhood open spaces and along major streets. Low-density housing is encouraged around the golf course and central areas of the neighborhood.

Three moderate-density development parcels are identified in the Master Plan as appropriate for multi-family housing, configured as townhouses or apartment flats. This designation does not preclude parcel development for single-family housing at a moderate-density configuration permissible within the Village Zoning Ordinance.

The Master Plan identifies two moderate-density development parcels that are appropriate for senior housing developments. Each site is located along the new north-south roadway, adjacent to a retail development parcel and contained within a larger residential neighborhood. Both sites are also within walking distance of the Great Park.
LOW-DENSITY RESIDENTIAL
SINGLE-FAMILY

GENERAL INTENT

The majority of residential land in the GNAS Redevelopment Project will be composed of lower-density R-2, R-3, and R-4 housing. The Village of Glenview Zoning Ordinance allows for R-1 and R-1.3 densities, which can also be developed within these GNAS neighborhoods.

The detached, single-family housing neighborhoods are located between East Lake Avenue to the south and Chestnut/West Lake Avenue to the north. The golf course will provide an identity for these residential neighborhoods.
PLATTING PLAN

The illustrative Platting Plan provides a graphic example of the site planning principles advocated by the guidelines for the low-density and moderate-density single-family residential neighborhoods. Parcel developers are encouraged to incorporate the design principles illustrated here:

- Residential street block configurations which create interconnected neighborhoods, unifying the individual development parcels into a cohesive neighborhood. Inwardly-focussed "walled" or "gated" developments are discouraged.

- Residential block configurations that incorporate small landscaped open spaces, providing neighborhood "pocket parks" for the use of the residents of the immediate neighborhood.

- Residential platting configurations which incorporate a mix of housing densities, providing a variety of house-lot widths and a related diversity of housing products within the individual development parcels.

March 31, 1998
SITE DEVELOPMENT - R-2

1. LOT SIZE

The R-2 lot is a 1/2 acre site that could range in size from approximately 80'x275' to 135'x160'. Residential lots that are no wider than they are deep are recommended to provide functional rear yards. This recommendation also helps to minimize the width of the front facade of the house along the front setback line.

The minimum R-2 lot size allowed by the Village of Glenview Zoning Ordinance is 21,780 SF with a minimum lot width of 80'.

2. SETBACKS

Setback requirements per the Village of Glenview Zoning Ordinance are as follows:
- Front Yard setback 30'-0"
  (varied front setbacks within the R-2 density are encouraged, ranging from 30' to 50')
- Side Yard setback 15'-0"
- Rear Yard setback 25'-0"

In addition, for the GNAS residential lots, a golf course lot rear yard setback of 50'-0" will be enforced. Encouraging a variety of setbacks along the front yard will help to distinguish this density from other densities within the GNAS Redevelopment Project.

3. IMPERVIOUS COVERAGE

The maximum impervious surface coverage includes walkways, driveway, garage and house footprint. Refer to the Zoning Ordinance of the Village of Glenview for further definition of the impervious coverage.
SITE DEVELOPMENT - R-2

4. STREET FRONTAGE & BUILDING MASSING

In an effort to reduce the apparent mass and bulk of the house as viewed from the street, a maximum house facade width is recommended. A maximum streetside facade width not exceeding 44' is encouraged. Additional streetside facade width may be added, but only if located at least 20' behind the main facade. This limitation creates an expression of a "main body" of the house. Side wings should be set back 20' from the front setback line to reduce the apparent building mass. House facades that extend uninterrupted the full width of the site along the setback line are not encouraged.

A height limit not to exceed 35' is required for residential buildings, per the Village of Glenview Zoning Ordinance.
SITE DEVELOPMENT - R-3

1. LOT SIZE

The R-3 lot is a 1/3 acre site that could range in size from approximately 115’ x 130’ to 100’ x 160’ lot configurations. Residential lot widths that are no wider than lot depths are recommended, to provide functional rear yards; this configuration also helps to minimize the width of the front facade of the house along the front yard setback line.

2. SETBACKS

Setback requirements per the Village of Glenview Zoning Ordinance are as follows:

- Front Yard setback: 30’-0”
- Side Yard setback: 12’-0”
- Rear Yard setback: 25’-0”

In addition, for the GNAS residential lots abutting the golf course, a rear yard setback of 50’-0” will be enforced.

3. IMPERVIOUS COVERAGE

The maximum impervious surface coverage calculation includes walkways, driveway, garage and house footprint. Refer to the Zoning Ordinance for further clarification of the impervious coverage regulations.
SITE DEVELOPMENT - R-3

4. STREET FRONTAGE & BUILDING MASSING

To reduce a house's apparent mass and bulk when viewed from the street, a maximum house facade width not to exceed 42' is recommended. Additional streetside building width is allowed, but only if situated at least 20' behind the main facade, to create the expression of a "main section" of the house. Sidewing setbacks of at least 20' from the front yard setback line are encouraged, to visually reduce the apparent building mass. House facades that extend uninterrupted for the full width of the site along the front yard setback line are discouraged.

A maximum height limitation of 35' is enforced for residential buildings, per the Zoning Ordinance.
SITE DEVELOPMENT - R-4

1. LOT SIZE

The R-4 lot is a 1/4 acre site that could range in size from approximately 60'x165' to 85'x120'. Residential lots should not be wider than they are deep to provide functional rear yards.

The minimum R-4 lot size allowed by the Village of Glenview Zoning Ordinance is 10,000 SF with a minimum lot width of 60'.

2. SETBACKS

Setback requirements per the Village of Glenview Zoning Ordinance are as follows:

Front Yard setback 30'-0"
(Porch setback from front property line 25', for unenclosed porches)
(variance required)
Side Yard setback 10'-0"
Rear Yard setback 25'-0"

In addition, for the GNAS residential lots, a golf course lot rear yard setback of 50'-0" will be enforced.

3. IMPERVIOUS COVERAGE

The maximum impervious surface coverage includes walkways, driveway, garage and house footprint. Refer to the Village of Glenview Zoning Ordinance for further definition of the impervious coverage.
SITE DEVELOPMENT - R-4

4. STREET FRONTAGE & BUILDING MASSING

In an effort to reduce the apparent massing and bulk of the house as viewed from the street a maximum house facade width is recommended. A maximum streetside facade width not exceeding 40' is encouraged. Additional streetside facade width may be added, but only if located at least 10' behind the main facade. Side wings should be setback 10' from the front setback line to reduce the apparent building mass. House facades that extend uninterrupted the full width of the site along the setback line are not encouraged.

A maximum height limit not to exceed 35' is required for residential buildings, per the Village of Glenview Zoning Ordinance.
BUILDING ENTRY - R-2, R-3 & R-4

1. ORIENTATION TO THE STREET

Front doors and windows to major rooms are encouraged to address the street. Walkways which lead to the front door, separate from the driveway, are also encouraged. The front door should be a prominent and welcoming feature on the front facade of the house. House designs that create blank wall conditions facing the street or orient front doors so that they are not visible from the street are discouraged.

For R-3 and R-4 lots, non-enclosed porches and porticos of no more than 50 square feet (SF), with a maximum encroachment into the front yard setback of 5', are recommended, but subject to zoning variance approval. Such encroachments will not be allowed for R-2 lots.
DRIVEWAYS & GARAGES - R-2, R-3 & R-4

1. GARAGE ORIENTATION

The front door of the house should be featured, rather than the garage doors. Accordingly, garages facing the street are encouraged to be sited at least 20' for R-2 lots and 10' for R-3 and R-4 lots, behind the front facade of the house as a side wing. Alternately, garages may be built to the front setback line, if side-loaded with the garage doors oriented away from the street. These garage orientations also enable the house to partially screen cars parked in the driveway. Three-car garages are encouraged to be side-loaded, perpendicular to the street, if not sited behind the house.

2. DRIVEWAYS

Excessively wide driveways and circular driveways within the front yard setback are discouraged. Circular driveways create multiple curb cuts, increase the amount of asphalt in the front yard, and encourage parking in front of the house.
DRIVEWAYS & GARAGES - R-2, R-3 & R-4

3. GARAGE DOORS

The single car garage door increment is encouraged to reduce the overall scale of the garage and to shift focus away from the mass of the garage to feature the main entry of the house. Two and three-car garages are encouraged to use multiple increments of the single garage door rather than a double-car garage door.
BUILDING EXPRESSION - R-2, R-3 & R-4

1. BUILDING MATERIALS

The following building materials are encouraged for housing in the R-2, R-3 and R-4 densities:

Siding
- wood or vinyl clapboard
- brick in the color range of red, light red, sand, or brown
- (black and white brick are not encouraged)
- Stucco/plaster
- wood shingles

Roofs
- composite shingles
- wood shingles
- painted metal/standing seam
- slate

2. ROOF FORMS

Simple roof forms, such as a simple gable or hip, are encouraged. Dormers are also encouraged. Multiple gables, and overly-pronounced roof forms are not encouraged.

Skylights, if used, are encouraged to be low-profile. Skylight frames should be a similar color to the selected roof color.

Rooftop plumbing and mechanical vents and other mechanical equipment are encouraged to be screened from street view.
LANDSCAPING - R-2, R-3 & R-4

Front yards should be collectively viewed to create a broad, park-like character along the street. A simple landscape of lawn and tall, broad trees in informal groupings is encouraged.

Decorative wood fences, no greater than 3' high, can be used along the front and side property lines within the front yard setback and along the street. Picket, rail, and "peg and post" fences are all encouraged. These fences must be configured to contain at least 60% unobstructed open space. Any privacy fences constructed along the rear property line are encouraged to be no higher than 6'. Hedges are also encouraged as fencing between yards. Any site furnishings, such as custom lights and railings, within the front yard setback are encouraged to be no higher than 3'.

Rear yard perimeter fencing along the golf course frontage, for the residential lots abutting the golf course, is at the discretion of the residential developer and the individual owners. These decorative fences can be constructed of wood or ornamental metal, and should be no higher than 6' tall.

Refer to the plant list for further information regarding recommended trees. The proposed planting list should be periodically updated by the Village to reflect changing plant availability.
# PLANTING PALETTE

## TREES

<table>
<thead>
<tr>
<th>Botanical Name</th>
<th>Common Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>Acer × freemanii (N)</td>
<td>Freeman Maple</td>
</tr>
<tr>
<td>Acer negundo (N)</td>
<td>Black Maple</td>
</tr>
<tr>
<td>Acer saccharum (N)</td>
<td>Sugar Maple</td>
</tr>
<tr>
<td>Amelanchier canadensis (N)</td>
<td>Shadbrow Serviceberry</td>
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<td>Celtis occidentalis (N)</td>
<td>Hackberry</td>
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<td>Crataegus canadensis (N)</td>
<td>Redbud</td>
</tr>
<tr>
<td>Fraxinus americana (N)</td>
<td>White Ash</td>
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<tr>
<td>Fraxinus pennsylvanica (N)</td>
<td>Green Ash</td>
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<tr>
<td>Ginkgo biloba</td>
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</tr>
<tr>
<td>Gleditsia triacanthos inermis (N)</td>
<td>Thornless Honeylocust</td>
</tr>
<tr>
<td>Malus species</td>
<td>Crabapple</td>
</tr>
<tr>
<td>Prunus virginiana (N)</td>
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</tr>
<tr>
<td>Quercus bicolor (N)</td>
<td>Swamp White Oak</td>
</tr>
<tr>
<td>Quercus muehlenbergii (N)</td>
<td>Chinkapin Oak</td>
</tr>
<tr>
<td>Tilia americana (N)</td>
<td>American Linden</td>
</tr>
<tr>
<td>Viburnum prunifolium (N)</td>
<td>Blackhawk Viburnum</td>
</tr>
</tbody>
</table>

## SHRUBS

| Chimonanthus praecox (N)       | White Fringe Tree                |
| Cornus alternifolia (N)       | Pagoda Dogwood                   |
| Cornus mas (N)                | Cornelian Cherry Dogwood         |
| Hamamelis vernalis (N)        | Vernal Witch Hazel               |
| Hamamelis virginiana (N)      | Common Witch Hazel               |
| Hydrangea quercifolia (N)     | Oak Leaf Hydrangea               |
| Ilex verticillata (N)         | Winterberry                      |
| Juniperus species             | Juniper                          |
| Myrica pensylvanica (N)       | Bayberry                         |
| Pyracantha species            | Yew                              |
| Spiraea × vanhouttei          | Arborvitaee                      |
| Syringa vulgaris              | Vanhoutte's Spireas              |
| Viburnum species              | Lilac                            |

(N) = native
MODERATE-DENSITY RESIDENTIAL SINGLE-FAMILY

GENERAL INTENT

The moderate-density detached single-family housing sites are proposed for development densities ranging from 5 to 6 dwelling units per acre. Several parcels are suitable for such housing developments. The first site is the parcel located adjacent to the proposed Metra Train Station just north of the Great Park; the second site is the parcel southeast of the Chestnut Avenue/North-South Road intersection, the third site is the parcel west of Lehigh Avenue, south of Chestnut Avenue; the fourth site is the parcel south of the golf course along East Lake Avenue.

Similar to the lower density housing, moderate-density single-family housing is encouraged to orient in a strong and positive way to the street.
Off-street parking for this density is encouraged to be located behind the housing, accessible via mid-block streets (alleys).

These moderate-density sites can also accommodate a compatible and appropriate mix of single-family detached houses and multi-family dwelling units, so long as the overall mix is in conformance with the intended development density and design goals of the Master Plan and Design Guidelines.

SITE DEVELOPMENT - R-5

1. LOT SIZE

The minimum R-5 lot size allowed by the Village of Glenview Zoning Ordinance is 8,712 SF with a minimum lot width of 60'.

Residential lots that are no wider than they are deep are preferred to provide functional rear yards.

2. SETBACKS

The setbacks for R-5 per the Village of Glenview Zoning Ordinance are as follows:

- Front Yard Setback 30'-0"
- (Porch setback from front property line 25'-0", for unenclosed porches)
- (variance required)
- Side Yard Setback 7'-2"
- Rear Yard Setback 20'-0" attached garage
- 5'-0" detached garage

In addition for the GNAS residential lots, a golf course lot rear yard setback of 50'-0" will be enforced.

March 31, 1998
SITE DEVELOPMENT - R-5

3. IMPERVIOUS COVERAGE

The maximum impervious surface coverage includes walkways, driveway, garage, and house footprint. Refer to the Village of Glenview Zoning Ordinance for further definition of the impervious coverage.

4. STREET FRONTAGE & BUILDING MASSING

In an effort to reduce the apparent massing and bulk of the house as viewed from the street, a maximum house facade width is recommended. The maximum front facade width is encouraged to not exceed 35' in length. Additional streetside facade width may be added, but only if located at least 10' behind the main facade. This limitation creates an expression of a "main body" of the house. Side wings should be set back 10' from the front setback line to reduce the apparent building mass. House facades that extend uninterrupted the full width of the site along the setback line are not encouraged.

For R-5 lots, non-enclosed porches and porticos of no more than 50 square feet (SP) with a maximum 5' encroachment into the front yard setback are encouraged, but subject to zoning variance appeal.

A maximum height limit not to exceed 35' is required for residences, per the Village of Glenview Zoning Ordinance.
SITE DEVELOPMENT - R-6

The Village intends to amend the Zoning Ordinance to introduce a new R-6 Residential zoning classification for single-family detached housing development that would be applicable to certain GNAS development parcels, as identified in the individual parcel descriptions. The R-6 zoning will include a maximum Floor to Area Ratio (FAR) of 0.4.

1. LOT SIZE

The minimum R-6 lot size to be allowed by the Zoning Ordinance will be 7,500 SF with a minimum lot width of 50'. Residential lot widths that are no wider than lot depths are recommended, to provide functional rear yards; this configuration also helps to minimize the width of the front facade of the house along the front yard setback line.

2. SETBACKS

Setback requirements per the Village of Glenview Zoning Ordinance for R-6 lots will be as follows:

- Front Yard setback: 30'-0"
- (Porch setback from front property line 25'-0", for unenclosed porches)
- (variance required)
- Side Yard setback: 6'-0"
- Rear Yard setback: 20'-0"

In addition, for the GNAS residential lots abutting the golf course, a rear yard setback of 50'-0" will be enforced.
SITE DEVELOPMENT - R-6

3. IMPERVIOUS COVERAGE

The maximum impervious surface coverage permitted for a R-6 lot is 45% of lot area. This calculation includes walkways, driveway, garage and house footprint. Refer to the Zoning Ordinance for further clarification of the impervious coverage regulations.

4. STREET FRONTAGE & BUILDING MASSING

For the R-6 density, house facades should relate to their neighboring houses to create a well-defined street image. R-6 lots will tend to be narrow, so a maximum front facade width limitation is not necessary. The front facade of the house should be placed at the front yard setback line. R-6 density is intended for detached single-family applications.

Garage locations for R-6 lots can be placed at the rear of the site, accessible via a mid-block (alley) street or a sideyard drive.

For R-6 lots, non-enclosed porches and porticos of no more than 50 square feet (SF) with a maximum 5’ encroachment into the front yard setback are encouraged, but subject to zoning variance appeal.

A maximum height limitation of 35’ for residential buildings is enforced per the Zoning Ordinance.
BUILDING ENTRY - R-5 & R-6

1. ORIENTATION TO THE STREET

Front doors and windows to major rooms are encouraged to address the street. Walkways which lead to the front door, separate from the driveway, are also encouraged. The front door should be a prominent and welcoming feature on the facade facing the street. House designs with blank wall conditions facing the street and hidden front doors are discouraged.

Unenclosed front porches which face the street are also encouraged. Porches and porticos of a width no more than half the width of the front facade can encroach no more than 5' into the front yard setback.
DRIVEWAYS & GARAGES - R-5 & R-6

1. GARAGE PLACEMENT & ORIENTATION

Garages at the rear of the site, accessible via mid-block streets are encouraged for moderate-density housing. Rear yard garages may be detached or attached to the house. This enables the addressing street to be unencumbered by garage doors, curb cuts, and driveways. On-street parking can accommodate visitors, while residents may rely on the mid-block street for garage access.

2. DRIVEWAYS

Circular driveways within the front yard setback are not encouraged.

3. GARAGE DOORS

If facing the addressing street, garage doors are encouraged to be in one-car increments. In this application, two doors would be used for a two-car garage. If a rear yard garage faces a mid-block street (alley), a double garage door can be used.

4. DETACHED GARAGES

Detached garages should use the same building material as the house facade, and have similar roof forms.
1. BUILDING MATERIALS

The following building materials are encouraged for housing in the R-5 and R-6 densities:

**Siding**
- wood or vinyl clapboard
- brick in the color range of red, light red, sand, or brown
- (black and white brick are not encouraged)
- Stucco/plaster
- wood shingles

**Roofs**
- composite shingles
- wood shingles
- painted metal/standing seam
- slate

2. ROOF FORMS

Simple roof forms, such as a single gable or hip, are encouraged. Dormers are also encouraged. Multiple gables, and overly-pronounced roof forms are not encouraged.

Skylights, if used, are encouraged to be low-profile. Skylight frames should be a similar color to the selected roof color.

Roof-top plumbing and mechanical vents and other mechanical equipment is encouraged to be screened from the street, preferably behind the ridge or cornice line.
LANDSCAPING - R-5 & R-6

Front yards should be collectively viewed to create a park-like character along the street. A simple landscape of lawn and tall, broad trees in informal groupings is encouraged. Front yard landscaping should also be influenced by the placement of the front porch, steps, and porch roof.

Decorative wood or metal fences, no greater than 3' high, can be used along the front and side property lines. These fences must be configured to contain at least 60% unobstructed open space. A unified fence design is encouraged for all housing units along the street within a block. Any privacy fences constructed along the rear property lines should be no higher than 6'. Hedges are also encouraged as fencing between yards. Any site furnishings, such as custom lights and railings, within the front yard setback are encouraged to be no higher than 3’.

Rear yard perimeter fencing along the golf course frontage, for the residential lots abutting the golf course, is at the discretion of the residential developer and the individual owners. These decorative fences can be constructed of wood or ornamental metal, and should be no higher than 6’ tall.

Refer to the plant list for further information regarding recommended trees. The proposed planting list should be periodically updated by the Village to reflect changing plant availability.
# PLANTING PALETTE

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<th>Botanical Name</th>
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<td>Freeman Maple</td>
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<td>Acer nigrum (N)</td>
<td>Black Maple</td>
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<td>Redbud</td>
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<td>Fraxinus pennsylvanica (N)</td>
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<td>Ginkgo (male only)</td>
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<td>Blackhaw</td>
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## SHRUBS

<table>
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<tr>
<th>Common Name</th>
<th>White Fringetree</th>
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<tr>
<td>Cornus alternifolia (N)</td>
<td>Pagoda Dogwood</td>
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<td>Cornelian Cherry</td>
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<td>Juniper</td>
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<td>Lilac</td>
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<td>Viburnum</td>
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MODERATE-DENSITY RESIDENTIAL
MULTI-FAMILY

GENERAL INTENT

The moderate-density multi-family and single-family attached housing sites are proposed for development densities ranging from 8 to 18 dwelling units per acre, and for senior housing sites, 18 to 53 dwelling units per acre. In the Master Plan, certain development parcels can accommodate moderate-density single-family and multi-family residential development, or a blend of residential housing products, so long as the noted development density parameters are met. Two development parcels are specifically targeted for senior housing development, as previously noted.
MIXED-USE RETAIL CENTER RESIDENTIAL

The development program inclusion of multi-family residential dwelling units above the main street-level or ground-level of mixed-use buildings in the Mixed-Use Retail Center is encouraged. A maximum density of 18 dwelling units per acre, with a minimum of 2,400 square feet (SF) of lot area required per dwelling unit, will be permitted, subject to the underlying bulk restrictions placed upon the Mixed-Use Retail Center development. A maximum building height of 45'-0" and three-stories is applicable to multi-family mixed-use buildings in the Mixed-Use Retail Center.

Minimum rear yard and minimum sideyard setbacks are not stipulated nor required for such residential multi-family development in the Mixed-Use Retail Center. Exterior sideyard setbacks abutting a service or mid-block (alley) street are discouraged. The 5' front yard setback from the property-line is encouraged; this same 5' property-line setback is also encouraged for a building sideyard fronting an addressing street.

The architectural expression of the multi-family residential component of a mixed-use building should be compatible with the overall distinctive and festive character encouraged for the architectural design of the Mixed-Use Retail Center development.

Four sites have been designated for potential multi-family housing development. The first site is located adjacent to the proposed Metra train station just north of the Great Park; the second site is south of the golf course along East Lake Avenue; and the third site is north of the golf course along West Lake Avenue. The fourth site is the Mixed-Use Retail Center, where residential dwelling units are a permissible development component, though restricted to second and third-floor locations within mixed-use buildings.

Similar to the Design Guidelines for single-family residential developments, multi-family housing development design configurations are encouraged to orient the individual dwelling units in a strong and positive way to the street. Whether configured as townhouses or apartment flats, the residential buildings and building entries should face the addressing street(s).

Off-street parking for moderate-density multi-family residential developments should be located behind the residential buildings, accessible via mid-block (alley) streets or service drives.

6.30
SITE DEVELOPMENT - RT-8

1. LOT SIZE

The maximum RT-8 dwelling unit density allowed by the Village of Glenview Zoning Ordinance is determined by the size of the development parcel. Density is determined by the amount of lot area per dwelling unit for a range of development parcel sizes:

<table>
<thead>
<tr>
<th>Development Parcel Size</th>
<th>Allowable Density by Parcel Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt;1 acre parcel</td>
<td>3,445 SF/dwelling unit</td>
</tr>
<tr>
<td>1 to 2 acre parcel</td>
<td>4,356 SF/dwelling unit</td>
</tr>
<tr>
<td>2 to 4 acre parcel</td>
<td>3,630 SF/dwelling unit</td>
</tr>
<tr>
<td>&gt;4 acre parcel</td>
<td>3,100 SF/dwelling unit</td>
</tr>
</tbody>
</table>

The Zoning Ordinance also specifies a minimum lot width of 50' and a maximum 0.5 floor area ratio. Multi-family dwelling units developed under the RT-8 zoning category are required to remain under single-ownership, defined as an individual, business entity, cooperative or condominium having control over the exterior maintenance of the buildings and common areas.

2. SETBACKS

Setback requirements per the Village of Glenview Zoning Ordinance are as follows:

- Front Yard Setback: 30'-0"
  (Unenclosed porch setback from front property-line of 25'-0"; variance req’d)
- Sideyard Setback: 12'-0" for lots 110' or wider 30'-0" for lots adj. a public street
- Rear Yard Setback: 25'-0"

For the GNAS residential lots abutting the golf course, a rear yard setback of 50'-0" will be enforced.

March 31, 1998
SITE DEVELOPMENT - RT-8

3. IMPERVIOUS COVERAGE

The maximum impervious surface coverage includes walkways, driveways, garages and residential building footprints. Refer to the Zoning Ordinance for further definition of impervious coverage.

4. STREET FRONTAGE & BUILDING MASSING

The site plan configuration for a designated RT-8 development parcel should allow the multi-family buildings, whether townhouses or apartment flats, to create a strongly-defined street presence. The front facade planes of the multi-family building is encouraged to relate closely to the front yard setback line, and incorporate some distinction in the building massing to provide visual interest.

An uninterrupted grouping of attached units, such as townhouses, should not exceed six units in width before there is a minimum 10' physical separation between unit groupings. Varied facade planes for apartment buildings and townhouses are also encouraged.

For RT-8 multi-family developments, non-enclosed porches and porticos of no more than 50 square feet (SF) with a maximum 5' encroachment into the front yard setback are encouraged, but subject to zoning variance appeal.

Garages for RT-8 multi-family developments are encouraged to be located at the rear of the site, accessible via a mid-block (alley) street or service drive.

A maximum height limitation of 35' for residential buildings is enforced per the Zoning Ordinance.
SITE DEVELOPMENT - R-18

1. LOT SIZE

The maximum R-18 dwelling unit density allowed by the Village of Glenview Zoning Ordinance is determined by the size of the development parcel. Density is determined by the amount of lot area per dwelling unit, and requires 2,400 SF per dwelling unit with a minimum lot size of 6,250 SF. The Zoning Ordinance also specifies a maximum lot size of two acres (87,120 SF), though this requirement has been waived for other previous projects.

The Zoning Ordinance also specifies a minimum lot width of 80' for R-18 multi-family developments, though the minimum lot width requirement may be waived through a Planned Development application approval, and a maximum 0.5 floor area ratio. Multi-family dwelling units developed under the R-18 zoning category are required to remain under single-ownership, defined as an individual, business entity, cooperative or condominium having control over the exterior maintenance of the buildings and common areas.

2. SETBACKS

Setback requirements per the Village of Glenview Zoning Ordinance are as follows:

- Front Yard Setback: 30'-0"
  (Unenclosed porch setback from front property-line of 25'-0"; variance req'd)
- Sideyard Setback: 12'-0" for lots 110' or wider 30'-0" for lots adj. a public street
- Rear Yard Setback: 25'-0"

For the GNAS residential lots abutting the golf course, a rear yard setback of 50'-0" will be enforced.

March 31, 1978
3. IMPERVIOUS COVERAGE

The maximum impervious surface coverage includes walkways, driveways, garages and residential building footprints. Refer to the Zoning Ordinance for further definition of impervious coverage.

4. STREET FRONTAGE & BUILDING MASSING

The site plan configuration for a designated R-18 development parcel should allow the multi-family buildings, whether townhouses or apartment flats, to create a strongly-defined street presence. The front facade of a multi-family building should relate to the front yard setback line, and incorporate some distinctions in building massing to provide visual interest.

An uninterrupted grouping of attached units, such as townhouses, should not exceed six units in width before there is a minimum 10’ physical separation between unit groupings. Varied facade planes for apartment buildings and townhouses are also encouraged.

For R-18 multi-family developments, non-enclosed porches and porticos of no more than 50 square feet (SF) with a maximum 5’ encroachment into the front yard setback are encouraged, but subject to zoning variance appeal.

Garages for R-18 multi-family developments are encouraged to be located at the rear of the site, accessible via a mid-block (alley) street or service drive.

A maximum height limitation of 35’ for residential buildings is enforced per the Zoning Ordinance.
BUILDING ENTRY - RT-8 & R-18

1. ORIENTATION TO THE STREET

Building front doors and dwelling unit windows to major rooms are encouraged to address the street. Walkways from the street and parking areas should lead to the dwelling unit front door, or to the common building front door for multi-family buildings. Walkways should be separated from driveways. The dwelling unit or common building front door should be a prominent and welcoming feature of the front facade of the building or house. Site plan configurations and building designs that create blank streetside wall conditions or orient front doors so that they are not visible from the street are discouraged.

Unenclosed front porches and porticos which face the street are also encouraged. Porches and porticos, of a width no more than half the front facade width of a townhouse, are encouraged to encroach a maximum of 5' into the front yard setback, subject to zoning variance approval.
DRIVEWAYS & GARAGES - RT-8 & R-18

Multi-family buildings can incorporate below-grade enclosed parking within the footprint of the building, accessible from a mid-block (alley) or service drive. If additional on-site outdoor parking is needed, parking lots should be configured in accordance with the parking lot guidelines outlined in the Mixed-Use Retail Center in Chapter 7 for parking accommodations.

On-street parking can accommodate visitor parking requirements. Current Village Ordinance parking restrictions prohibit overnight on-street parking in residential neighborhoods during portions of the calendar year.

2. DRIVEWAYS

Circular driveways within the individual townhouse front yard setbacks are discouraged. Driveway configurations for all multi-family buildings are subject to the review and approval of the Village of Glenview.

3. GARAGE DOORS

If facing the addressing street, garage doors are encouraged to be restricted to one-car increments. If a rear yard garage faces a mid-block (alley) street or service drive, a double garage door may be used.

4. DETACHED GARAGES

If detached garages or separate garage buildings are provided, the architectural designs for those garages should be compatible with the residential buildings, and utilize similar roof forms. Building materials utilized for such garages should mirror building materials selected for the exterior appearance of the residential buildings.

March 31, 1996

6.36

1. GARAGE PLACEMENT & ORIENTATION

The front doors of the dwelling units or common front door of multi-family buildings should be featured along the street frontage, not the garage doors of the individual units or common garage. Garage placement at the rear of a townhouse, accessible via a mid-block (alley) street or service drive, is encouraged, so that the addressing street is unencumbered by garage doors, curbcuts, and driveways. These rear-yard garages can be attached or detached to the dwelling unit.
BUILDING EXPRESSION - RT-8 & R-18

1. BUILDING MATERIALS

The following building materials are encouraged for multi-family housing in the RT-8 and R-18 densities:

   Exteriorwall Material
   Siding; wood or vinyl clapboard
   Brick; color range of red, light red, sand and brown (black and white brick are not encouraged)
   Stucco/plaster
   Wood shingle
   Clear glass

   Roofing Material
   Composite shingles
   Wood shingles
   Painted metal/standing seam
   Slate

2. ROOF FORMS

Simple roof forms, such as single gable or hip, are encouraged. Dormers are also encouraged. Skylights, if used, are encouraged to remain low-profile. Skylight frames should be a similar color to the selected roof color.

Rooftop plumbing, mechanical vents and mechanical equipment should be screened from street view, preferably through the application of a roof ridge or cornice line in the building massing. On flat roofs, rooftop equipment should be visually screened from all sides, using materials compatible with the overall building facade.
LANDSCAPING - RT-8 & R-18

Front yards for multi-family developments should be collectively addressed in the proposed site plan to create a park-like character along the street for the common enjoyment of residents. A simple landscape of grass lawn and tall broad trees in informal groupings is encouraged. Front yard landscaping design should also be influenced by the placement of the front entrance, porch, steps, and porch roof of the individual dwelling units or the common front door of a multi-family building.

Decorative wooden or ornamental metal fences, no greater than 3'-0" high, can be used along the front and side property lines of a townhouse row or multi-family buildings. Fencing of individual townhouse front yards is not encouraged. If fencing is installed, fence profiles must be configured to contain at least 60% unobstructed open space. A single unified fence design is encouraged for all dwelling units and/or multi-family buildings contained within the street-block.

Privacy fencing is permitted in rear yards. Any privacy fencing constructed along the rear and side yard property lines should be no higher than 6'-0" tall. A single unified fence design is encouraged for such rear yard fencing. The planting of tall hedges in lieu of privacy fencing is encouraged between adjacent yards.

Any site furnishings within the front yard setback, such as railings, and exterior building and walkway lighting, are encouraged to be set no higher than 3'-0" above ground elevation.

For residential dwelling units and multi-family buildings abutting the golf course, rear yard
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**PLANTING PALETTE**

<table>
<thead>
<tr>
<th>TREES</th>
<th>Common Name</th>
</tr>
</thead>
<tbody>
<tr>
<td><em>Acer x freemanii</em> (N)</td>
<td>Freeman Maple</td>
</tr>
<tr>
<td><em>Acer nigrum</em> (N)</td>
<td>Black Maple</td>
</tr>
<tr>
<td><em>Acer saccharum</em> (N)</td>
<td>Sugar Maple</td>
</tr>
<tr>
<td><em>Amelanchier canadensis</em> (N)</td>
<td>Shadbush</td>
</tr>
<tr>
<td><em>Celtis occidentalis</em> (N)</td>
<td>Serviceberry</td>
</tr>
<tr>
<td><em>Corylus americana</em> (N)</td>
<td>Hackberry</td>
</tr>
<tr>
<td><em>Fraxinus pennsylvonica</em> (N)</td>
<td>Redbud</td>
</tr>
<tr>
<td><em>Ginkgo biloba</em></td>
<td>White Ash</td>
</tr>
<tr>
<td><em>Gleditsia triacanthos innermis</em> (N)</td>
<td>Green Ash</td>
</tr>
<tr>
<td><em>Malus species</em></td>
<td>Ginkgo (male only)</td>
</tr>
<tr>
<td><em>Pinus strobus</em> (N)</td>
<td>Thornless</td>
</tr>
<tr>
<td><em>Quercus bicolor</em> (N)</td>
<td>Honeylocust</td>
</tr>
<tr>
<td><em>Quercus muehlenbergii</em> (N)</td>
<td>Crabapple</td>
</tr>
<tr>
<td><em>Tilia americana</em> (N)</td>
<td>White Pine</td>
</tr>
<tr>
<td><em>Viburnum prunifolium</em> (N)</td>
<td>Swamp White Oak</td>
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<tr>
<td></td>
<td>Chinkapin Oak</td>
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<tr>
<td></td>
<td>American Linden</td>
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<td></td>
<td>Blackhaw</td>
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<tr>
<td></td>
<td>Viburnum</td>
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<th>SHRUBS</th>
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<td><em>Amelanchier canadensis</em> (N)</td>
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<tr>
<td><em>Amelanchier canadensis</em> (N)</td>
<td>Viburnum</td>
</tr>
</tbody>
</table>

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**THE RESIDENTIAL GUIDELINES**

**Perimeter Fencing**

Perimeter fencing along the golf course frontage is at the discretion of the residential developer and the individual dwelling unit owners. Such fencing, if installed, should be of a decorative nature and fabricated of wood or ornamental metal, and should be no higher than 6'-0" tall.

Refer to the planting list provided for Moderate-Density - Single Family residential development for further information regarding recommended tree and shrub species. This proposed planting list should also be periodically updated by the Village to reflect changing plant availability.

*March 31, 1998*
SENIOR HOUSING

GENERAL INTENT

The Senior Housing developments are intended to be small communities that are integrated within the surrounding residential neighborhoods. The design intent is to achieve a neighborhood-like feel for the senior residences, and a compatible relationship to the surrounding residential neighborhoods.

The architectural massing of the Senior Housing development will determine its successful neighborhood integration. Smaller-scale residences and low-rise moderate-density senior housing developments may offer accommodation to those seeking an independent-living community. Senior housing developments with townhome or clustered housing components are encouraged to orient these types of dwelling units...
toward the neighborhood streets, and to incorporate a building scale which blends with the surrounding neighborhood. As the level of resident-care increases, the senior housing development will provide services that require a transition in building scale to higher-density building types. These buildings should be organized around landscaped courts and incorporate stepped heights.

Two parcels have been identified by the Land-Use Plan as recommended sites for the development of senior housing. A maximum building height of 50' will be permitted for the senior housing facility at the center of the GNAS site (5-Acre site); the maximum building height of 35' is applicable to the senior housing campus parcel (26-Acre site) at East Lake Avenue.

The smaller of the two sites is located at the southwest corner of Chestnut Avenue and the North-South Road, just south of the Mixed-Use Retail Center. As a moderate to high-density development site, it provides a transition from the moderate-density housing, proposed in the Mixed-Use Retail Center, to the single-family residential neighborhood along the northeast edge of the golf course. Its location offers a short walk to the main shopping amenities, as well as immediate access to the Great Park and lake. The Metra Station is also in close proximity.

The larger site, located at the East Lake Avenue south entry, east of the North-South Road, is suitable for the development of a Continuing-Care Retirement Community (CCRC). As a "community within a community", it is recommended that low-density small cottages and duplexes in which residents can enjoy a degree of independent living, be developed and suitably sited at the parcel perimeter along the secondary street frontage. This program element should be oriented toward the neighborhood streets and compatible in building scale to the residences of the surrounding single-family residential neighborhood. The building massing should feature groups of units that step up in height, increasing the density in the center of the development. A landscaped walking path extending throughout the development is encouraged to provide a recreational amenity to the residents. Additional landscape buffering is encouraged to provide privacy from the adjacent public works facility southeast of the development site. This parcel offers close proximity to neighborhood shopping and the Great Park.

Architectural designs for senior housing developments are encouraged to develop building massing that features smaller groups of units with articulated living and shared spaces, and steps back in height from the neighborhood streets. Buildings with large, bulky masses, devoid of smaller human-scale elements and suggest an institutional structure are discouraged.

Residential units should orient toward interior courtyards, or to the street. Landscaped courts and gardens are also encouraged as central elements for clustered groups of units.

To create a cohesive residential development, the provision of sidewalks on both sides of the streets is encouraged to facilitate pedestrian activity within the neighborhood. Gated or walled-communities are discouraged.

When additional parking is required based upon need, landscaped parking courts located to the side or rear of the residences are encouraged. Attached and detached garagesadjacent to independent-care units are recommended for the lower-density components along the edges of this development.

March 31, 1998
SITE DEVELOPMENT - 5-Acre Senior Housing

The Village of Glenview Zoning Ordinance allows the consideration of a Planned Development application for a designated Senior Citizen Housing Facility with a maximum dwelling unit density of 55 DU/acre. This density provision is made available only for proposed multi-family senior-restricted rental housing developments. Such designation also requires restrictive covenants which prevent any subsequent change in residency from elderly to the non-elderly, or any change in tenancy from renter-occupied to owner-occupied for a period of not less than 50 years.

The Village of Glenview Zoning Ordinance permits a maximum 50' building height for such senior-citizen multi-family rental housing developments. Refer to the Zoning Ordinance for further definition of the Senior Citizen Housing Facility and Planned Development application requirements.

1. PARCEL SIZE

The moderate to high-density senior housing, located south of the Mixed-Use Retail Center, is a 5-acre site that is approximately 280'x700'.

2. SETBACKS

Setback requirements will be determined by the Village of Glenview and will be according to the setbacks required by the adjoining use.

Front Yard setback 30'-0"
Side Yard setback 15'-0"
Rear Yard setback 25'-0"
SITE DEVELOPMENT - 5-Acre Senior Housing

3. DEVELOPMENT DENSITY

The maximum dwelling unit density allowable for this development parcel as a Senior Housing Facility is 55 DU/acre according to the Village of Glenview Zoning Ordinance.

4. STREET FRONTAGE & BUILDING MASSING

This development will create a terminus to the Entertainment Street, the main street of the Mixed-Use Retail Center. Architecturally, it is recommended that the largest building address this terminus. Smaller buildings, or wings should surround this central building to create a scale compatible with the surrounding residential neighborhood, as well as address the two streets that form the boundaries of this corner property. These smaller buildings should respect the height of the surrounding residential neighborhood.

There is a maximum height of 50' for a Senior Housing Facility such as this site.
SITE DEVELOPMENT- 26-Acre Senior Housing

1. PARCEL SIZE

The moderate to high-density senior housing, located south at the south entry, east of the North-South Road, is a 26-acre site.

2. SETBACKS

Setback requirements will be determined by the Village of Glenview and will be according to the setbacks required by the adjoining use.

   Front Yard setback 30’-0"
   Side Yard setback 15’-0"
   Rear Yard setback 25’-0"

3. DEVELOPMENT DENSITY

The maximum dwelling unit density allowable for this development parcel is 18 DU/acre according to the Village of Glenview Zoning Ordinance.

4. STREET FRONTAGE & BUILDING MASSING

Recommended maximum height of 35’ for the senior housing campus is not to be exceeded by any portion of this development, in accordance to the Village of Glenview Zoning Ordinance.
DRIVEWAYS & GARAGES - All Senior Housing

1. GARAGE ORIENTATION

Parking areas and/or garages should be located at the rear of the building, internal to the site. The front door of the house should be featured, rather than the garage doors. Alternately, garages may be built to the front setback line, if side-loaded with the garage doors oriented away from the street.

2. DRIVEWAYS

Excessively wide driveways and circular driveways within the front yard setback are discouraged. Circular driveways create multiple curb cuts, increase the amount of asphalt in the front yard, and encourage parking in front of the house.

3. GARAGE DOORS

The single car garage door increment is encouraged to reduce the overall scale of the garage and to shift focus away from the mass of the garage to feature the main entry of the house. Two and three-car garages are encouraged to use multiple increments of the single garage door rather than a double-car garage door.

4. PARKING AREAS

Surface parking should be landscaped with perimeter shrubs and hedges. Shade trees are encouraged within the parking lots. Smaller lots, or parking courts are preferred to one large parking area.
BUILDING EXPRESSION - All Senior Housing

1. BUILDING MATERIALS

The following building materials are encouraged for either senior housing development:

Siding
- wood or vinyl clapboard trim
- brick in the color range of red, light red, sand, or brown
- (black and white brick are not encouraged)
- stucco/plaster
- wood shingles

Roofs
- composite shingles
- wood shingles
- painted metal/standing seam
- slate

2. ROOF FORMS

Simple roof forms, such as a simple gable or hip, are encouraged. Simple dormers and multiple gables are also encouraged.

Skylights, if used, are encouraged to be low-profile. Skylight frames should be a similar color to the selected roof color.

Rooftop plumbing, mechanical vents and other mechanical equipment should be screened from street view. On flat roofs, rooftop equipment should be visually screened from all sides, using materials compatible with the overall building facade.
LANDSCAPING - All Senior Housing

Front yards should be collectively viewed to create a broad, park-like character along the street. A simple landscape of lawn and tall, broad trees in informal groupings is encouraged.

Decorative wood fences, no greater than 3' high, can be used along the front and side property lines within the front yard setback and along the street. Picket, rail, and "peg and post" fences are all encouraged. These fences must be configured to contain at least 60% unobstructed open space. Any privacy fences constructed along the rear property line are encouraged to be no higher than 6'. Hedges are also encouraged as fencing between yards. Any site furnishings, such as custom lights and railings, within the front yard setback are encouraged to be no higher than 3'.

Refer to the plant list for further information regarding recommended trees. The proposed planting list should be periodically updated by the Village to reflect changing plant availability.
## PLANTING PALETTE

### TREES

<table>
<thead>
<tr>
<th>Botanical Name</th>
<th>Common Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>Acer x freemanii (N)</td>
<td>Freeman Maple</td>
</tr>
<tr>
<td>Acer nigrum (N)</td>
<td>Black Maple</td>
</tr>
<tr>
<td>Acer saccharum (N)</td>
<td>Sugar Maple</td>
</tr>
<tr>
<td>Amelanchier canadensis (N)</td>
<td>Shadlow Serviceberry</td>
</tr>
<tr>
<td>Celtis occidentalis (N)</td>
<td>Hackberry</td>
</tr>
<tr>
<td>Cercis canadensis (N)</td>
<td>Redbud</td>
</tr>
<tr>
<td>Fraxinus americana (N)</td>
<td>White Ash</td>
</tr>
<tr>
<td>Fraxinus pennsylvania (N)</td>
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<td>Pinus strobus (N)</td>
<td>White Pine</td>
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<td>Quercus bicolor (N)</td>
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<td>Quercus muehlenbergii (N)</td>
<td>Chinkapin Oak</td>
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<td>American Linden</td>
</tr>
<tr>
<td>Viburnum prunifolium (N)</td>
<td>Blackhaw Viburnum</td>
</tr>
</tbody>
</table>

### SHRUBS

| Chimonanthus praecox (N)                | White Fringetree       |
| Cornus alternifolia (N)                 | Pagoda Dogwood         |
| Cornus mas (N)                          | Cornelian Cherry Dogwood|
| Hamamelis vernalis (N)                  | Vernal Witchhazel       |
| Hamamelis virginiana (N)                | Common Witchhazel       |
| Hydrangea macrophylla (N)               | Oak Leaf Hydrangea     |
| Ilex verticillata (N)                   | Winterberry            |
| Juniper species                         | Juniper                |
| Myrica pensylvanica (N)                 | Bayberry               |
| Taxus species                           | Yew                    |
| Thuja species                           | Arborvitae             |
| Spiraea x vanhouttei                    | Vanhouette's Spirea    |
| Syringa vulgaris                        | Lilac                  |
| Viburnum species                        | Viburnum               |

(N) = native
THE COMMERCIAL, SPORTS AND ENTERTAINMENT GUIDELINES

CHAPTER 7

MARCH 31, 1998
GENERAL INTENT

There are five retail/commercial development parcels proposed within the Glenview Naval Air Station Redevelopment Project: Willow Triangle for "big-box" retail; East Lake Avenue for community retail; the Metra Station District for convenience and neighborhood retail; and the Mixed-Use Retail Center and Sports/Leisure/Entertainment Zone (S/L/E) for sports and leisure activities, entertainment, and retail. These five distinctive commercial districts mark "gateways" to the GNAS neighborhoods.
GLENVIEW CHARACTER & TRADITION

The character of commercial developments within Glenview varies. Glenview Road provides a more pedestrian-oriented "downtown" retail environment, while Waukegan Road primarily supports an auto-oriented commercial environment.

In recent years, Glenview introduced design standards that promote a more pedestrian-friendly environment. Shopping centers such as Carillon Square and Plaza del Prado offer convenience retail like Waukegan Road, but provide a welcoming pedestrian environment that promotes pedestrian traffic from store to store.

The Master Plan for the GNAS Redevelopment Project encourages a broad range of retail and commercial services that will satisfy the market demands of the Village and nearby communities. The Guidelines accommodate the variety of requirements of the various retail centers proposed for the site, while adhering to design principles that create welcoming, pedestrian-oriented commercial environments.
SPECIAL IDENTITY

THE "GATEWAY BUILDINGS"

The Willow Triangle, the East Lake Avenue retail center, and the Metra Station district mark important gateways into the GNAS Redevelopment Project. The Park District's community center, proposed at Chestnut Avenue and Lehigh Avenue, will also be an important landmark for the community. All these areas will become important civic gathering places for the community. These "gateways" are encouraged to be grand and architecturally unified in character, similar to the traditional treatment of public and civic buildings in Glenview.

The consistent use of building materials such as red brick, and the inclusion of sloping roof forms and architectural elements such as arcaded bases, are encouraged to define a unique identity for the gateway buildings. The gateway buildings are also encouraged to be well-lit and appropriately landscaped to create a welcoming sense of place.
GENERAL INTENT

The Master Plan and Design Guidelines articulate the Village's design intent for the Willow Triangle site as a commercial/retail development. The Willow Triangle site will serve as the northern gateway into the GNAS Redevelopment Project. Large-scale retail developments are often more "vehicular-friendly" rather than "pedestrian-friendly". The Willow Triangle commercial guidelines encourage the development of a retail destination that is well-coordinated and pedestrian-oriented. Development should conform to the following objectives:

1. To create a distinctive retail center that marks the north entry into the GNAS Redevelopment Project.

March 31, 1993
CHARACTER OF LARGE-SCALE RETAIL IN THE REGION

Retail developments have evolved from small merchant-owned one and two-story buildings, closely spaced along a pedestrian oriented street, to large-scale retail "big box" developments with expansive parking lots. Many communities now seek to reinstate a more pedestrian-friendly environment for those large-scale retail developments.

Several examples in and around Glenview can be noted for their conscious efforts to create better shopping environments for pedestrians. The Village Square in Northbrook and Edens Plaza in Wilmette are positive examples of retail developments which achieve a more human-scale. These developments incorporate varied roof forms to reduce the apparent mass of the building; use high-quality building materials; and include continuous sidewalks and arcaded building bases.

Varied building massings; use of high-quality building materials harmonious with residential developments; coordinated architectural styles; and well-designed signage all create retail environments of high-quality that support pedestrian activity.

2. To create clear, direct, and safe vehicular access and egress to the site.

3. To connect the site with the rest of the Redevelopment Project with safe and convenient pedestrian walkways and bicycle trails to Willow Road and Lehigh Avenue.

The Willow Triangle site can support 300,000 to 350,000 SF of building program, including large-scale retail stores, restaurants, service areas and parking. A new interior road alignment should connect Lehigh Avenue to Willow Road, and divide the site to possibly create two out-parcels along the Willow Road frontage.
FRAMEWORK

1. MAJOR STREETS & ACCESS

Access to the Willow Triangle site should be identifiable and convenient. The interior road will connect Lehigh Avenue to the new Willow Road intersection. The signalized North-South/Willow Road intersection will be the main access point to the site. Lehigh Avenue will provide secondary access to the site from downtown Glenview and Glenview Road. The exact placement and configuration of the new interior road linking Lehigh to Willow Road will be determined by the developer of the site and the Village of Glenview.

The existing Willow Road frontage ramps to Lehigh Avenue are anticipated to be removed from service and eventually demolished, subject to IDOT review and approval.

2. INTERIOR ROAD

The configuration of the interior road is encouraged to be similar in design to other commercial streets proposed for the GNAS Redevelopment Project. Refer to the Street System Guidelines for sidewalks, street trees, and lighting recommendations. On-street parking is not encouraged along the interior road.

March 31, 1993
SITE DEVELOPMENT

1. PARCEL SIZE

The location of the interior road should consider the efficient use, access, and size of developable sites while also addressing traffic engineering concerns regarding roadway capacity, traffic speed, and truck-turning radii criteria.

2. BUILDING PLACEMENT & SETBACKS

The placement of buildings on the site should maximize retail storefront visibility from Willow Road. The placement of buildings is encouraged to parallel the rail lines to the west to screen service areas from public view.

A 30' landscaped setback is encouraged along Willow Road to create a landscape buffer. The landscape setback will also help to screen any service areas that may be located along the Willow Road frontage.

3. ORIENTATION TO THE STREET & PARKING

Anchor retail building entrances are encouraged to face Willow Road and the adjacent parking areas. Out-parcel buildings may face the interior road.
SITE DEVELOPMENT

4. BUILDING HEIGHT

A maximum building height of no more than 40' is allowed, per the Village of Glenview Zoning Ordinance. Out-parcel buildings should be lower in height, so as not to block view of the anchor retail buildings from Willow Road.

5. CLUSTERING OF BUILDINGS

The clustering of buildings, linked by sidewalks and arcades, is encouraged to create a pedestrian-friendly environment.

6. PEDESTRIAN LINKAGES

The Guidelines encourage the concept of "walkable neighborhoods". Sidewalks are encouraged to extend from the retail stores to the interior road. Pedestrian crosswalks to the Willow Road intersection will support walking or biking from other neighborhoods to the site. East-west pedestrian connections can be made by providing sidewalks along Willow Road between the railroad overpass and existing Shermer Road. Pedestrian walkways that extend from the parking areas to the retail buildings are also encouraged.
PARKING & SERVICE

1. PARKING LOCATION

Visitor and employee parking areas are encouraged to have multiple points of access that are clearly marked from the interior road.

2. SERVICE LOCATION

Service traffic should be separated from visitor traffic immediately upon entering the site. In compliance with the Village of Glenview Zoning Ordinance, service and loading activities must occur at the rear or non-required side yard of retail buildings. Service areas must be screened from public view. The west railroad embankment can also screen retail service areas.

Service areas located along Willow Road are encouraged to be completely screened from view. Landscape screening, including trees and tall shrubs, is encouraged to create a softer edge along Willow Road. Architecturally-treated screen walls of the same material as the building facade may also be used, with landscaping, to screen these service areas.
BUILDING CHARACTER

1. BUILDING EXPRESSION & SETBACKS

Buildings are encouraged to incorporate a coordinated architectural theme that establishes a unique identity for the site. The northernly gateway into the GNAS Redevelopment Project should be defined by this cluster of buildings.

Setback variation along the front facade is encouraged to reduce the apparent linear massing of the larger "big box" buildings. Setbacks along the front facade also create small outdoor public spaces for pedestrians to gather and sit. Large blank walls visible from Willow Road are not encouraged. Any visible blank walls should incorporate landscaping and architectural treatments to enhance their appearance.

A strong building base expression is recommended and may be achieved by arcaded walkways connecting the cluster of buildings. A clear “main entry” expression at each retail building entrance is also encouraged. Sloping roof forms and a pronounced cornice line are encouraged to provide a strong building “top” expression that will help to unify the buildings.

2. STOREFRONTS & ARCADES

The use of arcaded or covered walkways along the base of the retail buildings should minimize the visual mass of the buildings by creating recesses and shadow lines. Storefronts that are slightly setback or recessed from the primary vertical plane of the front facade provide a more human-scale to the large “big-box” buildings.
BUILDING CHARACTER

Large "big-box" retail buildings exceeding 50,000 SF in building area should be so designed as to be divisible into smaller retail stores if so required by future market demand.

3. ROOF FORMS & SCREENING

The consistent application of architectural design elements such as sloping roof forms and cornices is encouraged to unify the collection of buildings on the site. Sloping roofs also help to screen roof-top mechanical systems. All roof-top mechanical equipment must be screened from view, using materials compatible with the building facade.

4. BUILDING MATERIALS & COLORS

The use of high-quality building materials is strongly encouraged and is consistent with the tradition of retail buildings in Glenview.

Red brick is encouraged as the primary palette for all exterior walls. Limestone, cast stone, and precast concrete details are also encouraged. Painted metal or tile is encouraged for sloping roofs. Clear glass is preferred for all storefront windows.

5. SITE LIGHTING

Site lighting is encouraged to be low in height (15') and coordinated with the design of the retail center. Lower-scaled lighting will add to the visual character and overall scale of the retail center.
LANDSCAPE

1. LANDSCAPE SETBACKS

Landscape treatment is encouraged for the Willow Road setback, to soften the hard edge of the Willow roadway embankment and enhance the identity of the site. The use of trees, shrubs, and seasonal plantings create an inviting entrance into the retail center. Lawn, flowering ground cover, and hedges are all encouraged. Landscaping along the exposed railroad embankments is also encouraged to visually screen the tracks from public view.

2. PARKING LOT LANDSCAPE

Trees planted in the ground in continuous landscaped islands are encouraged throughout the parking lot to visually disrupt the large expanse of pavement. At minimum, landscaped islands should contain both trees and ground cover treatment. Continuous landscaped islands a minimum of 8' wide, are recommended for every other parking bay, or every 120'. Trees should be spaced every 25'. To ensure the future growth of the tree, 250 cubic feet of soil per tree is recommended. Subsurface drainage and irrigation will also ensure proper tree growth.

The perimeter of parking lot areas should also be landscaped, in conformance with the parking lot landscape guidelines. The total tree count for a parking lot area should be no less than one tree for every five provided parking spaces.

3. INTERIOR ROAD LANDSCAPE

A landscaped parkway with sidewalks is recommended along the interior road. Flowering ground cover and lawn are encouraged. Street trees are encouraged to be planted every 30' to 45'. Sidewalks should be at least 5' wide per Village of Glenview Subdivision and Engineering Guide.
LANDSCAPE

4. BUILDING LANDSCAPE

Landscaping is also encouraged along the retail buildings to create a softer edge to the long expanse of building frontage. The public spaces created by facade setbacks offer great opportunities for seasonal plantings.

The total tree count for the site should be no less than one tree for every five provided parking spaces.

Refer to the planting list for recommended planting material for the Willow Triangle site. The planting list should be periodically updated to reflect plant material availability.

PARKING AREA PLANTING PALETTE

TREES
Botanical Name | Common Name
--- | ---
Celtis occidentalis (N) | Hackberry
Craegnus crun-galli inermis (N) | Thornless Hawthorn
Fraxinus americana (N) | White Ash
Fraxinus pennsylvanica (N) | Green Ash
Ginkgo biloba | Ginkgo (male only)
Gleditsia triacanthos inermis (N) | Thornless Honeylocust
Gymnocladus dioica (N) | Kentucky Coffeetree
Tilia cordata (N) | Littleleaf Linden
Ulmus cultivars (N) | Elm (disease resistant cultivars)

SHRUBS (partial list)
Berberis thunbergii
Cornus alternifolia (N)
Cornus mas (N)
Cornus sericea (N)
Forsythia sp.
Juniperus sp.
Stanza sp.
Syringa vulgaris
Viburnum cultivars

GROUND COVERS/GRASSES (partial list)
Ajuga reptans
Calamagrostis canadensis 'Stricta'
Cotonaster apiculatus
Euonymus fortunei 'Coloratus'
Juniperus sp.
Penstemon virginianus cultivars
Rhus aromatica 'Gro-low'
Spirea betulifolia

(N) = Native

Barberry
Pagoda Dogwood
Cornelian Cherry Dogwood
Grey Dogwood
Redtwig Dogwood
Pyrus
Juniper
Spirea
Lilac
Viburnum

Bugleweed
Feather Reed Grass
Cranberry Cotoneaster
Purple Wintercreep
Juniper
Switch Grass
Gro-low Sumac
Prairie Dropseed
EAST LAKE AVENUE COMMERCIAL GUIDELINES

GENERAL INTENT

The East Lake Avenue Commercial district, at the intersection of the North-South Road and East Lake Avenue, is the southernmost "gateway" into the GNAS Redevelopment Project. The careful placement of the buildings on the site and a coordinated architectural expression will create a unique civic entry into the site. The Guidelines for the East Lake Avenue commercial district are based upon the following objectives:

1. To create a strong gateway into the GNAS Redevelopment Project from East Lake Avenue.

2. To create a center or focus to the surrounding neighborhoods both north and south of East Lake Avenue.

March 31, 1990
GLENVIEW CHARACTER

Glenview and neighboring communities have recently developed new retail centers that are more pedestrian-oriented, and compatible with the scale and character of adjacent residential neighborhoods. Carillon Square is a good example of a recent neighborhood retail development that illustrates these principles. The project scale, building materials, and the arcaded walkway are all positive attributes that reinforce a welcoming pedestrian environment.

The proposed retail centers for the GNAS Redevelopment Project are encouraged to support the concept of "walkable neighborhoods" by providing clear and safe pedestrian walkways from adjacent residential neighborhoods to the entrance of the retail development and the individual stores. The recently constructed Dominick's food store in Northfield is a positive example of a large-scale retail development that connects to the surrounding residential neighborhoods by pathways.

GENERAL INTENT

3. To integrate with the adjacent public works campus and potential post office site.

4. To create clear, direct and safe vehicular access and egress to the site.

5. To provide safe and convenient pedestrian walkways from the East Lake intersection at the site entry.

The East Lake site can support 100,000 to 120,000 SF of building program, including an anchor grocery store, retail and restaurant storefronts, service areas, and parking.
FRAMEWORK

1. MAJOR STREETS & ACCESS

Clear and direct vehicular entrances from the North-South Road are encouraged. The primary access to parking must occur from the North-South Road, while service access may occur from East Lake Avenue (right-turn only) or the North-South Road.

2. MAJOR ENTRANCES

The inclusion of a civic landmark element, such as a tower form, is encouraged for the corner of East Lake Avenue and the North-South Road, to mark the retail center and main southerly entrance into the GNAS Redevelopment Project.
SITE DEVELOPMENT

1. BUILDING PLACEMENT & SETBACKS

The East Lake Avenue commercial development is encouraged to place the anchor retail building in a location setback from the street, with smaller out-parcel retail buildings flanking the North-South Road and East Lake Avenue. The smaller retail buildings, grouped with large buildings, help to frame parking lots, minimize the overall scale of the center, and create a positive relationship to the street.

The following setbacks are encouraged:

   - The North-South Road setback - 30'-0”
   - East Lake Avenue setback - 30'-0”
   - Rear setback - 20'-0”

2. ORIENTATION TO THE STREET & PARKING

The anchor retail building is encouraged to orient towards the North-South Road. An East Lake Avenue orientation would improperly locate more service areas directly adjacent to the post office or residential neighborhoods to the north and east of the site. Visible blank building walls should incorporate landscaping and architectural treatments to enhance their appearance. Large blank building walls visible from the North-South Road or East Lake Avenue are not encouraged.
SITE DEVELOPMENT

3. BUILDING HEIGHT

The retail buildings in the East Lake Avenue Commercial district should conform to a maximum height of 40', in compliance with the Village of Glenview Zoning Ordinance. "Gateway" building elements such as the towers and special roof forms may exceed this height limit.

4. CLUSTERING OF BUILDINGS

The grouping or clustering of buildings is encouraged to help frame and define parking lot areas. To encourage walking from store to store, retail building storefronts should be positioned close to one another.

5. PEDESTRIAN LINKAGES

Continuous sidewalks are encouraged to connect the retail buildings to the pedestrian paths along the North-South Road and East Lake Avenue, which link the retail center to other neighborhoods.
PARKING & SERVICE

1. PARKING LOCATION

The Guidelines encourage the development of shared common parking lots that are interconnected. Separate parking lots for individual buildings encourage customers to drive from store to store, and are not recommended. Two vehicular entries to a common parking lot area should occur along the North-South Road frontage; parking lot entries along East Lake Avenue are not encouraged.

2. SERVICE LOCATION & ACCESS

In compliance with the Village of Glenview Zoning Ordinance, service and loading activities must occur at the rear or non-required side yard of retail buildings, and must be screened from public view. Service areas are encouraged to be accessed directly from East Lake Avenue or the North-South Road. The East Lake Avenue service entrance should be restricted to “right-turn in, right-turn out” to minimize traffic conflicts.

3. SERVICE SCREENING

All service areas must be screened from view, in compliance with the Village of Glenview Zoning Ordinance. Landscaping, including trees and tall shrubs, is encouraged to create a softer edge along East Lake Avenue. Architecturally treated walls, constructed of a material consistent with the exterior walls of adjacent buildings, are encouraged to screen these areas from the street and adjacent land uses.
BUILDING CHARACTER

1. BUILDING EXPRESSION & SETBACKS

All retail buildings are encouraged to reflect high-quality design and incorporate a coordinated architectural theme that establishes a unique identity for the site.

Setback variation to the front facade is encouraged to reduce the apparent linear massing of the larger buildings. Setbacks along the front facade will also create small outdoor public spaces for pedestrians to gather and sit.

2. STOREFRONTS & ARCADES

A strong base expression is encouraged and may be achieved by incorporating arcaded walkways and a clear "main entry" expression at each store entrance. Arcades minimize the visual mass of the buildings by creating recesses and shadow lines. Storefronts that are slightly setback or recessed from the primary vertical plane of the front facade provide a more human-scale to these large buildings.

Large "big-box" retail buildings exceeding 50,000 SF in building area should be so designed as to be divisible into smaller retail stores if so required by future market demand.

3. ROOF FORMS & SCREENING

The consistent application of architectural design elements such as sloping roof forms and cornices is encouraged to unify the collection of buildings on the site. Sloping roofs also help to screen roof-top mechanical systems. All roof-top mechanical equipment must be screened from view, using materials compatible with the building facade.
BUILDING CHARACTER

4. BUILDING MATERIALS & COLOR

The use of high-quality building materials is strongly encouraged and is consistent with the tradition of retail buildings in Glenview.

Red brick is encouraged as the primary palette for all exterior walls. Limestone, cast stone, and precast concrete details are also encouraged. Painted metal or tile is encouraged for sloping roofs. Clear glass is preferred for all storefront windows.

5. SITE LIGHTING

Site lighting is encouraged to be low in height (15') and well integrated into the design of the retail center. Lower-scaled lighting will add to the visual character and overall scale of the retail center.
LANDSCAPE

1. LANDSCAPED SETBACKS

The perimeters of the retail center and surface parking lots are encouraged to be well-landscaped with ground cover, shrubs, and trees. Landscaping creates an inviting entrance to the retail center and screens the large parking lots from the street.

2. PARKING LOT LANDSCAPE

Interior streets within parking lots are encouraged to be well-landscaped to visually disrupt the expanse of paved area and to shade parked cars. Trees planted in continuous landscaped islands every other parking bay or every 120' are recommended. The landscape islands should be a minimum of 8' in width and mounded towards the center approximately 1'-0" above the curb for positive drainage. At a minimum, landscaped islands should contain both trees and ground cover treatment. Trees are encouraged to be planted every 25'. To ensure the future growth of the tree, 250 cubic feet of soil per tree is recommended. Subsurface drainage and irrigation will also ensure proper tree growth. The perimeter of parking lot areas should also be landscaped, in conformance with the parking lot landscape guidelines. The total tree count for a parking lot area should be no less than one tree for every five provided parking spaces.

3. STREETSCAPE & LANDSCAPE

A landscaped parkway and sidewalks are recommended along East Lake Avenue and the North-South Road, consistent with the Street System Guidelines. Street trees should be planted every 30' to 45'. Concrete 5' wide sidewalks along East Lake Avenue and the North-South Road are encouraged.
LANDSCAPE

4. BUILDING LANDSCAPE

Landscaping is also encouraged along the retail buildings to create a softer edge to the long expanse of building frontage. The public outdoor spaces created by facade setbacks offer great opportunities for seasonal plantings.

The total tree count for the site should be no less than one tree for every five provided parking spaces.

Refer to the planting list for recommended planting material for the East Lake Avenue Retail site. Planting list should be periodically updated to reflect plant material availability.

<table>
<thead>
<tr>
<th>PARKING LOT PLANTING PALETTE</th>
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</thead>
<tbody>
<tr>
<td><strong>TREES</strong></td>
</tr>
<tr>
<td>Botanical Name</td>
</tr>
<tr>
<td>Celtis occidentalis (N)</td>
</tr>
<tr>
<td>Crataegus crus-galli intermis (N)</td>
</tr>
<tr>
<td>Fraxinus americana (N)</td>
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<td>Fraxinus pennsylvanica (N)</td>
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<td>Ginkgo biloba</td>
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<tr>
<td>Gleditsia triacanthos intermis (N)</td>
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<tr>
<td>Gymnocladus dioicus (N)</td>
</tr>
<tr>
<td>Tilia cordata (N)</td>
</tr>
<tr>
<td>Ulmus cultivars (N)</td>
</tr>
</tbody>
</table>

**SHRUBS** (partial list)
- Berberis thunbergii
- Cornus alternifolia (N)
- Cornus max (N)
- Cornus racemosa (N)
- Cornus sericea (N)
- Forsythia sp.
- Juniperus sp.
- Spiraea sp.
- Syringa vulgaris
- Viburnum cultivars

**GROUND COVERS/GRASSES** (partial list)
- Ajuga reptans
- Calamagrostis arundinacea 'Stricta'
- Cotoneaster horizontalis
- Euonymus fortunei 'Coloratus'
- Juniperus sp.
- Panicum virgatum cultivars
- Ribes nigrum 'Gro-low'
- Sporobolus heterolepis

(N) = Native
SPORTS/LEISURE/ENTERTAINMENT DISTRICT GUIDELINES

GENERAL INTENT

The Sports/Leisure/Entertainment development parcel is located north of the Mixed-Use Retail Center and adjacent to the 18-hole championship golf course and 9-hole executive-style golf course parcels. The general intent of the Guidelines for the Sports/Leisure/Entertainment District ("S/L/E District") is to encourage the development of a sports and entertainment-focused leisure-based center that can support a variety of sports and entertainment venues, and enhance the commercial success of the adjacent Mixed-Use Retail Center. Anticipated major development program components could include athletic training facilities, an ice center, a sports complex, an auditorium for performing arts, an educational institution, a conference center, an exhibition hall, and/or a hotel, or a combination of such components.
GENERAL INTENT

In lieu of a sports-focused leisure center, the Village will also consider development proposals that allow for the Mixed-Use Retail Center's expansion into this adjacent parcel. For such development proposals, the Mixed-Use Retail Center guidelines would be applicable.

The development of the S/L/E District should respond to the following objectives:

1. To create a sports, leisure, and entertainment-focused mixed-use development that is compatible with the Mixed-Use Retail Center and the overall GNAS Redevelopment Project goals.

2. To extend the variety of activities and architectural styles incorporated in the Mixed-Use Retail Center into the S/L/E District.

3. To provide a clear and distinct pedestrian connection and traffic flow from the Mixed-Use Retail Center into the S/L/E District to prominently link these two development parcels.

4. To create clear, direct and safe vehicular and pedestrian access and egress to the site along both the West Lake Avenue and the North-South Road.

The S/L/E District site can support 100,000 SF of building program, including anchor sports, leisure, and entertainment facilities, and related service areas and parking.
S/L/E DISTRICT CHARACTER

The architectural design of the S/L/E District buildings is encouraged to reflect the unique nature of its large-scale sports, leisure and entertainment components. The application of a unique architectural design character is encouraged to create a distinctive and festive sports, leisure, and entertainment center. The S/L/E District design should also be compatible with the design of the Mixed-Use Retail Center.

The S/L/E District can be developed as a single development site comprised of one or more major buildings and shared parking accommodations. Alternately, the S/L/E District can be divided into several separate development sites, possibly also with shared parking accommodations.

FRAMEWORK PARCELIZATION
& MAJOR STREETS

The S/L/E District has street frontages along West Lake Avenue and the North-South Road. The S/L/E District can be configured as a single development site comprised of one or more major buildings and shared parking accommodations, relying upon West Lake Avenue and the North-South Road to serve as addressing streets.

Alternately, the S/L/E District can be divided into several separate development sites, and a clear network of secondary addressing and service streets can be created. If such additional addressing streets are proposed for the S/L/E District, they should be so configured to provide through-traffic access as public streets.

March 31, 1998
SITE DEVELOPMENT

1. BUILDING PLACEMENT & SETBACKS

Building placement and site design within the S/L/E District should be compatible with the nature of the proposed large-scale program components. Generally, buildings are encouraged to orient towards the addressing streets to help define the street and create a pedestrian-friendly environment. Proposed site plans should also provide a park-like setting compatible with the adjacent Great Park and golf course open spaces.

2. BUILDING HEIGHT

A maximum building height of 40'-0" is allowed; however, those S/L/E District buildings primarily intended for public assembly uses, such as sports facilities, theaters, and large-scale buildings, may be built to a maximum 55'-0" height.

3. ROOF FORMS & SCREENING

The use of sloping, barrel-vaulted, or angled roofs is encouraged. Roof forms should also be used to screen roof-top mechanical equipment from public view. On flat roofs, roof-top equipment should be visually screened from all sides, using materials compatible with the overall building facade.

4. BUILDING MATERIALS & COLOR

The use of high-quality building materials that complement the neighboring Mixed-Use Retail Center and Metra District developments is encouraged. The selected building material and color palettes for the S/L/E District buildings should specifically complement the design of the adjoining Mixed-Use Retail Center's building material and color palette.
PARKING & SERVICE

1. PARKING LOCATIONS

The parking requirements for larger S/L/E program uses, which are destination auto-oriented in nature, will be established during the site plan review process. In its review of S/L/E District projects, the Village will give consideration to the proposed building location, its anticipated hours of operation and the availability of alternate parking in determining the number of parking spaces required.

2. SERVICE LOCATIONS

In compliance with the Village Zoning Ordinance, service and loading activities must occur at the rear or interior side yard of commercial buildings, and must be screened from public view on a year-round basis. Service areas should be located behind or to the side of buildings, facing away from the addressing street(s).
LANDSCAPE

1. LANDSCAPE SETBACKS

A 10'-0" landscape setback zone surrounding the perimeter of all surface parking lots and building sites is encouraged for the S/L/E District. Hedges and groupings of small trees planted in the parking lot setbacks will help to screen the parked cars from street view. Lawn and flowering ground cover are also encouraged.

2. PARKING LOT LANDSCAPE

Trees planted in the ground in continuous landscaped planter islands are encouraged for the S/L/E District parking lots, to visually disrupt large expanses of pavement. The landscaped planter islands should contain both trees and ground cover treatment, and contain a minimum 8'-0" planter width. The continuous planter islands should be placed at every other parking bay, or otherwise every 120'-0" of pavement area.

Trees should be planted in the planter islands at a 25'-0" spacing. To ensure continued tree growth, the provision of 250 cubic feet of planting soil per tree is recommended. Subsurface drainage and irrigation will also ensure proper tree growth.

As noted, the parking lot perimeter should also be landscaped, in conformance with the parking lot landscape guidelines. The total tree count for a parking lot area should be no less than one tree for every five provided parking spaces.

3. PLANTING PALETTE

Refer to the planting palette list prepared for the Mixed-Use Retail Center. The planting list should be periodically updated to reflect planting material availability.
GENERAL INTENT

The general intent of the Guidelines for the Mixed-Use Retail Center is to encourage the development of a vital, pedestrian-oriented district that can support a variety of retail, commercial, sports, wellness, and entertainment uses.

The development of this district should respond to the following objectives:

1. To create a mixed-use development that defines an important commercial center for the GNAS Redevelopment Project, and incorporates a variety of activities and architectural styles.

2. To cluster buildings to define the "Entertainment Street".

3. To define a Village Green adjacent to the Hangar One site.

4. To integrate the existing Hangar One building into the development of this district.

5. To create clear, direct and safe vehicular and pedestrian access and egress to site.

The Mixed-Use Retail Center site can support 350,000 to 400,000 SF of building program, including anchor entertainment and retail stores, retail and restaurant storefronts, service areas, and parking. Supplemental 2nd-story retail, professional offices, and residential units may also be incorporated into the building program. Ground floor-level and street-level residential units are specifically precluded.

March 31, 1998
MIXED-USE RETAIL CENTER CHARACTER

The character of new mixed-use development in the Mixed-Use Retail Center is encouraged to build on the history of the Glenview Naval Air Station. The application of a unique architectural design character is encouraged to create a distinctive and festive commercial, entertainment and sports center.

Uniform building treatment is not encouraged within the Mixed-Use Retail Center. A diverse mix of architectural styles is encouraged. The Mixed-Use Retail Center should be a coordinated master retail development that houses entertainment, sports, wellness and retail activities, organized around a framework of pedestrian-oriented streets. The area is envisioned to support coordinated developments that do not compete with the existing retailers in downtown Glenview. The Mixed-Use Retail Center’s development program is also encouraged to supplement ground-floor retail with office, residential, and other retail programmatic uses for the remaining floors. Residential or office use of the ground-floor level, aside from lobby and service accommodations, is discouraged.
The Mixed-Use Retail Center
(aerial perspective)
FRAMEWORK

1. MAJOR STREETS & ACCESS

Creating a clear network of addressing and service streets in the Mixed-Use Retail Center can help to define special streets and create a unique sense of place. The addressing street or "Entertainment Street" is encouraged to have a clear beginning and end. The "Entertainment Street" should be easily accessible from the North-South Road, Chestnut Avenue, and West Lake Avenue.

2. PARCELIZATION

A variety of parcel sizes is encouraged in the Mixed-Use Retail Center to accommodate a diverse mix of program uses, including large and small-scale retail, restaurants, movie theaters, sports venues, and a wellness center. The street network should incorporate block configurations ranging in length from 250 LF to 600 LF of street frontage.
SITE DEVELOPMENT

1. BUILDING PLACEMENT

Buildings are encouraged to orient towards the street to define the street and create a comfortable, pedestrian-friendly environment. Buildings along the addressing streets are encouraged to build to an established "build-to" line set 5' behind the property line. This zone allows for outdoor dining and display areas.

New buildings, adjacent to Hangar One and the Village Green, are encouraged to orient towards the Village Green. These buildings are also encouraged to build to an established "build-to" line set 5' behind the property line. Main entrances and storefronts are encouraged to face the Green to better define this public open space.

2. ORIENTATION TO THE STREET

The Mixed-Use Retail Center streets will be lively, people-oriented places that encourage walking and gathering. Storefronts and main entrances should be oriented towards the street to support these activities.
SITE DEVELOPMENT

3. BUILDING HEIGHT

A variety of building heights may occur within the Mixed-Use Retail Center given its diverse mix of uses. Larger sports-oriented buildings, movie theatres, and large-scale entertainment buildings may be built to a maximum 55' height limit to accommodate special building program requirements. A maximum height of three-stories and 45' is recommended for smaller retail buildings, consistent with surrounding residential neighborhoods.

Buildings surrounding the Village Green are encouraged to maintain a height consistent with the front office wings of Hangar One.

4. BUILDING SETBACKS

Minimum rear yard and minimum interior sideyard setbacks are not stipulated nor required in the Mixed-Use Retail Center. Exterior sideyard setbacks abutting mid-block (alley) streets are discouraged. The 5' front yard setback from the property-line, identified in the Commercial Street and Entertainment Street Design Guideline sections, is encouraged. This same 5' setback from the property-line is also encouraged for the sideyard setback(s) for buildings fronting more than one addressing or service street.
PARKING & SERVICE

1. PARKING LOCATIONS

On-street parking is encouraged for all commercial streets in the Mixed-Use Retail Center. Parking lots are encouraged to be developed at the rear or side of retail, entertainment, and sports buildings. Parking lots are discouraged along the "Entertainment Street" and the Village Green frontages. Common parking lots, easily accessible from the peripheral streets including the North-South Road, are recommended.

Common structured parking-decks, accessible from the peripheral streets of the Mixed-Use Retail Center, are also permissible. The design of such structured parking-decks should be architecturally compatible with the exterior wall appearance of adjacent buildings. Interior wall materials for parking-decks should be consistent with the exterior wall materials utilized for adjacent buildings. Street frontages for parking-decks should incorporate landscaping, including trees and shrubbery, to create a soft planting edge compatible with the adjoining street landscape.

2. SERVICE LOCATIONS

In compliance with the Village of Glenview Zoning Ordinance, service and loading activities must occur at the rear or non-required side yard of retail buildings, and must be screened from public view. Service areas are encouraged to be located behind or to the side of commercial buildings, away from the Entertainment Street. Service areas and loading docks accessed by mid-block streets (alleys) are preferred.
PARKING & SERVICE

3. SERVICE SCREENING

All service areas must be screened from view, in compliance with the Village of Glenview Zoning Ordinance. Landscaping, including trees and tall shrubs, is encouraged to create a softer edge along major streets in the district. Architecturally treated walls, constructed of a material consistent with the exterior wall of adjacent buildings, are encouraged to screen these areas from the street and adjacent land uses.
Awnings may be used to shade storefronts and building entrances and to create signage identity for the building and/or establishment.

2. BUILDING EXPRESSION - SPORTS/ENTERTAINMENT

Large-scale sports and entertainment buildings are encouraged to incorporate continuous street-level retail or other active uses along addressing streets. Windowless, blank walls are not encouraged along the Entertainment Street. At other locations, buildings that require substantially windowless facades should incorporate suitable architectural treatments (detailing) to provide scale and interest to large blank walls.

Graphics incorporating sports images are recommended within the sports and entertainment area. A nostalgic image of the "main street theatre" for the Entertainment Street is also encouraged. Cinemas are encouraged to incorporate brightly-lit marquees and welcoming lobbies.

3. BUILDING EXPRESSION - RESIDENTIAL

The development program inclusion of residential dwelling units above the main street-level or ground-level floor of buildings in the Mixed-Use Retail Center is encouraged. A maximum density of 18 dwelling units per net acre, and a minimum of 2,400 square feet of lot area per dwelling unit, will be permitted, subject to the underlying bulk restrictions placed upon the Mixed-Use Retail Center.
BUILDING CHARACTER

The architectural expression of the residential component of a mixed-use building should be compatible with the overall distinctive and festive character encouraged for architectural design of the Mixed-Use Retail Center.

4. ROOF FORMS & SCREENING

The use of sloping or barrel-vaulted roofs is encouraged. These roof forms can also be used to help screen roof-top mechanical equipment from view. On flat roofs, screening should be provided on all sides of roof-top equipment, using materials compatible with the building facade.

5. BUILDING MATERIALS & COLOR

The use of high-quality materials that complement the architecture of Hangar One and surrounding residential neighborhoods is encouraged for buildings in the Mixed-Use Retail Center. Buildings surrounding the Village Green are encouraged to use material and color palettes that complement the light-colored brick of Hangar One.

Throughout the Mixed-Use Retail Center, diversity in architectural building styles is strongly encouraged. Brick and architectural precast panels are encouraged for exterior walls.
LANDSCAPE

1. LANDSCAPED SETBACKS

A 10' landscaped setback zone around the perimeter of surface parking lots is encouraged in the Mixed-Use Retail Center. Hedges and groupings of small trees planted within the setback will help to screen parked cars from the street. Lawn and flowering ground covers are also encouraged.

2. PARKING LOT LANDSCAPE

Trees planted in the ground in continuous landscaped islands are encouraged throughout the parking lots to visually disrupt the large expanse of pavement. At minimum, landscaped islands should contain both trees and ground cover treatment. Continuous landscaped islands a minimum of 8' wide, are recommended for every other parking bay, or every 120'. Trees should be spaced every 25'. To ensure the future growth of the tree, 230 cubic feet of soil per tree is recommended. Subsurface drainage and irrigation will also ensure proper tree growth.

The perimeter of parking lot areas should also be landscaped, in conformance with the parking lot landscape guidelines. The total tree count for parking lots should be no less than one tree for every 5 provided parking spaces.

3. BUILDING LANDSCAPE

Landscaping is also encouraged along the building base to add seasonal color to the street. Refer to the planting list for recommended planting material for the Mixed-Use Retail Center site.
# PARKING LOT PLANTING PALETTE

## TREES
<table>
<thead>
<tr>
<th>Botanical Name</th>
<th>Common Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>Celtis occidentalis (N)</td>
<td>Hackberry</td>
</tr>
<tr>
<td>Crataegus crus-galli inermis (N)</td>
<td>Thornless Hawthorn</td>
</tr>
<tr>
<td>Fraxinus americana (N)</td>
<td>White Ash</td>
</tr>
<tr>
<td>Fraxinus pennsylvanica (N)</td>
<td>Green Ash</td>
</tr>
<tr>
<td>Ginkgo biloba</td>
<td>Ginkgo (male only)</td>
</tr>
<tr>
<td>Gleditsia triacanthos inermis (N)</td>
<td>Thornless Honeylocust</td>
</tr>
<tr>
<td>Gymnocladus dioica (N)</td>
<td>Kentucky Coffeetree</td>
</tr>
<tr>
<td>Tilia cordata (N)</td>
<td>Littleleaf Linden</td>
</tr>
<tr>
<td>Ulmus cultivars (N)</td>
<td>Elm (disease resistant cultivars)</td>
</tr>
</tbody>
</table>

## SHRUBS (partial list)
| Berberis thunbergii                | Barberry                |
| Cornus alternifolia (N)            | Pagoda Dogwood         |
| Cornus mas (N)                     | Cornelian Cherry Dogwood|
| Cornus racemosa (N)                | Grey Dogwood           |
| Cornus sericea (N)                 | Redtwig Dogwood        |
| Forsythia sp.                      | Forsythia              |
| Juniperus sp.                      | Juniper                |
| Spiraea sp.                        | Spiraea                |
| Syringa vulgaris                   | Lilac                  |
| Viburnum cultivars                 | Viburnum               |

## GROUND COVERS/GRASSES (partial list)
| Ajuga reptans                      | Bugleweed               |
| Calamagrostis arundinacea 'Stricta' | Feather Reed Grass     |
| Cotoneaster horizontalis           | Cranberry Cotoneaster   |
| Euonymus fortunei 'Coloratus'     | Purple Wintercrepe       |
| Juniperus sp.                      | Juniper                 |
| Panicum virgatum cultivars        | Switch Grass            |
| Rhus aromatica 'Gro-low'           | Gro-low Sumac           |
| Sporobolus heterolepis             | Prairie Dropseed        |

(N) = Native
GENERAL INTENT

The new Metra Station District at Lehigh Avenue will be another important "gateway" into the community. The district consists of the new GNAS Metra station and commercial development parcel flanking the proposed realignment of Lehigh Avenue. The site planning and design for the commercial parcel are encouraged to be coordinated with the new Metra station to create a strong and memorable entry into the GNAS Redevelopment Project. The development of the Metra Station Commercial District should be based on the following objectives:

1. To combine the retail, housing, and Metra developments to create a "civic gateway" into the new neighborhood.

2. To create a "center" or focus to the surrounding residential and office neighborhoods.

3. To relate the design character of the commercial buildings to the character of the future Metra station as well as the adjacent Metra Station District residential neighborhood.
GLENVIEW NAVAL AIR STATION

GLENVIEW CHARACTER

The Metra station in downtown Glenview created a new "front door" in the heart of the Village, whose character will influence the architecture of new developments in the downtown area.

The new Metra station will also influence adjacent developments within the GNAS Redevelopment Project. The prairie-style architecture used for the downtown Glenview station should influence the design of the new GNAS station. Red brick walls, limestone details, and sloping slate roofs can create a consistent image between the two stations.

An alternative to the construction of a new Metra station may be to recycle an existing GNAS base building, which would give a unique and historic identity to the proposed station.
SITE DEVELOPMENT

1. BUILDING PLACEMENT & SETBACKS

Commercial buildings within the Metra station District are encouraged to build to an established "build-to" line, set 5' behind the property line. Buildings that incorporate arcaded walkways are encouraged to build to the property line.

2. ORIENTATION TO THE STREET

The orientation of main entrances and storefronts towards the sidewalk and Lehigh Avenue will also support pedestrian activity. Buildings located along the proposed curved alignment of Lehigh Avenue are encouraged to orient towards the Metra station.

3. BUILDING HEIGHT

Commercial buildings along Lehigh Avenue are encouraged to conform to a maximum height of 35'.
PARKING & SERVICE

1. PARKING LOCATION

On-street parking is recommended for all streets in this neighborhood. Small parking lots for commercial buildings should be located at the rear or side of the building, with direct vehicular access from secondary streets.

2. SERVICE LOCATION

In compliance with the Village of Glenview Zoning Ordinance, service and loading activities must occur at the rear or non-required side yard of retail buildings, and must be screened from public view. Service areas are encouraged to be located to the rear or side of commercial buildings. Service areas are encouraged to be accessed from mid-block streets (alleys).

3. SERVICE SCREENING

Service areas located along secondary streets are encouraged to be screened from public view. Architecturally-treated screen walls constructed of the same material as the building facade and/or landscaping are encouraged to screen these areas.
BUILDING CHARACTER

1. BUILDING EXPRESSION

A clear articulation of building base and top is encouraged to create a compatible building scale with the adjacent residential neighborhood. Well-designed storefronts and arcaded walkways will provide a distinct retail definition to the building base. Sloping roof forms and strong cornice lines are encouraged to define the building top and unify the streetwall.

2. STOREFRONTS & ARCADES

Storefronts are encouraged to maximize window display areas. At least half of the ground floor facade facing Lehigh Avenue is encouraged to be devoted to entrances, storefront windows, and displays. Clear, untinted glass is recommended for storefront windows. Awnings may be used at storefront entrances to create a signage identity for the store.

Arcaded walkways are also encouraged. A continuous arcaded building base facing new Lehigh Avenue and the GNAS Metra station can create a memorable and unique identity for this gateway neighborhood.
BUILDING CHARACTER

3. ROOF FORMS & SCREENING

The use of sloping roofs is encouraged to screen roof-top mechanical equipment from public view. On flat roofs, well-designed screen walls are recommended, using a material similar to the building facade.

4. BUILDING MATERIALS & COLOR

The use of high-quality building materials compatible with and complementary to the new Metra station are encouraged. Red brick is encouraged for the building facade, with slate or painted metal in dark or muted colors for the roof.
LANDSCAPE

1. LANDSCAPED SETBACKS

A minimum 5' landscaped setback zone is encouraged around the street perimeter of parking lots. Hedges and groupings of small trees planted within the setback will help to screen parked cars from the street. Ground cover is also encouraged.

2. PARKING LOT LANDSCAPE

Convenience retail may require small parking lots. For these smaller lots, perimeter landscaping and small landscape islands are appropriate. The total tree count for these parking lots should be no less than one tree for every five provided parking spaces. Landscaped islands should contain both trees and ground cover treatment. To ensure proper tree growth, 250 cubic feet of soil per tree is recommended. Subsurface drainage and irrigation will also help to ensure proper tree growth.

3. BUILDING LANDSCAPE

Landscaping is encouraged along the building base to create a pleasant environment for the pedestrian, and can add seasonal color to the street.

Refer to the planting list for recommended planting material for the Metra Station Commercial District. The planting list should be periodically updated to reflect plant material availability.
PARKING LOT PLANTING PALETTE

TREES
Botanical Name
Celtis occidentalis (N)
Crataegus crus-galli 'inermis' (N)
Fraxinus americana (N)
Fraxinus pennsylvanica (N)
Ginkgo biloba
Gleditsia triacanthos 'inermis' (N)
Gymnocladus dioica (N)
Tilia cordata (N)
Ulmus cultivars (N)

Common Name
Hackberry
Thornless Hawthorn
White Ash
Green Ash
Ginkgo (male only)
Thornless Honeylocust
Kentucky Coffee
Littleleaf Linden
Elm (disease resistant cultivars)

SHRUBS (partial list)
Barbaris thunbergii
Cornus alternifolia (N)
Cornus mas (N)
Cornus racemosa (N)
Cornus sericea (N)
Forsythia sp.
Jasminum sp.
Spiraea sp.
Syringa vulgaris
Viburnum cultivars

Barberry
Pagoda Dogwood
Cornelian Cherry Dogwood
Grey Dogwood
Redtwig Dogwood
Forsythia
Juniper
Spirea
Lilac
Viburnum

GROUND COVERS/GRASSES (partial list)
Ajuga reptans
Calamagrostis acutiflora 'Stricta'
Catananche acilulata
Euonymus fortunei 'Coloratus'
Junipers sp.
Panicum virgatum cultivars
Rhus aromatica 'Gro-low'
Sporobolus heterolepis

Bugleweed
Feather Reed Grass
Cranberry Cotoneaster
Purple Wintercreeper
Juniper
Switch Grass
Gro-low Sumac
Prairie Dropseed

(N) = Native
GENERAL INTENT

The Hangar One building is a property eligible for listing in the National Register of Historic Places. The adaptive reuse of Hangar One is strongly encouraged as it will provide the Mixed-Use Retail Center a landmark feature, and for the Village as whole, assurance of the preservation of a historic site. The Hangar One building is well-suited for an adaptive reuse which capitalizes upon its long-span, column-free hangar bays, such as a sports-center, cinema, museum, or conference center.

The Master Plan locates the new Village Green directly in front of the Hangar One entry, separating Hangar One and the Great Park. The adjoining northerly and southerly sections of the new Mixed-Use Retail Center development will flank the Hangar One site. The adaptive reuse development of Hangar One can become the "signature building" of the Mixed-Use Retail Center.

The redevelopment of the Hangar One building should be based upon the following objectives:

1. To preserve through adaptive reutilization the Hangar One building.

2. To integrate the Hangar One building into the overall mixed-use development of the Mixed-Use Retail Center site.

3. To comply with the terms of the Village's Memorandum of Agreement with the Illinois State Historic Preservation Officer regarding the redevelopment of Hangar One.
HANGAR ONE CHARACTER

Hangar One was constructed in three major phases: the original two hangar bay section completed in 1929; the central bay addition in 1937; and the expansion of the building into its present form in 1942. The original building was designed by Chicago architect Andrew Rebori as the Curtiss-Reynolds Airport. His building design was influenced by the International Style, featuring a rectangular plan, horizontal appearance, large expanses of windows, open balconies, and an absence of ornamentation.

The building contained three two-story brick sections containing offices, passenger waiting rooms, and open balconies for spectators. Separating the three brick sections were two hangar bays for aircraft access. The hangar bays created a large open space with a steel truss structure. The Curtiss-Reynolds Airport was not profitable during the Depression; the federal government acquired the building in 1936.

The original building design was changed after the Navy acquired the building for its use in 1937. A new two-story brick central section was constructed on the main (east) facade facing the airfield. Designed by the Navy’s Bureau of Yards and Docks, the addition created a new primary entrance with a surround of structural glass block. Flanking the entrance were continuous bands of steel windows on both floors.

Further construction in 1942 resulted in a completely new appearance for the building. On the east elevation, the north and south office wings were enlarged and designed with brick veneer walls and steel windows similar to those of the 1937 central section addition. At the northeast and southeast corners, three-story octagonal observation towers were built. At the roofline of the
central section a third-story flight operations room was built, and above that, a flight control tower was erected. Another hangar bay was added to the southwest corner of the building, and additional offices and a paint shop added to the rear (west) facade.

GNAS Glenview was an important Navy training facility during World War II and Hangar One is the most representative building of that era. Hangar One has not been extensively altered since 1943, and appears much as it did during World War II. Hangar One retains its original brick veneer walls, steel windows, and flight operations and observation towers. The interior retains its World War II era overall floor plan and finishes.

March 31, 1998
SITE DEVELOPMENT

The Village has signed a Memorandum of Agreement with the Illinois State Historic Preservation Officer ("SHPO"), underscoring the Village's commitment to market the Hangar One property as an adaptive-reuse development parcel. The Agreement also carries certain development responsibilities that transfer to the parcel purchaser as a preservation covenant, including the following developer obligations:

1. To assume responsibility for all repairs to Hangar One necessary to prevent deterioration or demolition by neglect.

2. To seek SHPO review and advance approval for any alterations plans for Hangar One.

3. To prepare Historic American Building Survey ("HABS") and Historic American Engineering Record ("HAER") documentation prior to commencing any building modifications, with duplicate copy to the SHPO.

4. To not demolish, raze, or remove all or any part of Hangar One without specific prior written approval of the SHPO officer and the Village.

5. To not adversely affect the structural integrity of Hangar One without specific prior written approval of the SHPO officer and the Village.

6. To not commence changes or alterations in the exterior facades or interior elements of Hangar One, include partial removal, construction, renovation, remodeling, and/or physical or structural changes, without specific prior written approval of the SHPO officer and the Village, in addition to the normal planning and permitting approval process.

7. To not place signage, billboards or advertisements on Hangar One without specific prior written approval of the SHPO officer and the Village, in addition to the normal planning and permitting approval process.

SHPO generally will rely upon The Secretary of the Interior's Standards for Treatment of Historic Properties (National Park Service 1992) and The Secretary of the Interior's Guidelines for Rehabilitating Historic Buildings (National Park Service 1990) for its evaluations and approval standards. SHPO also retains the right to inspect Hangar One during normal business hours, to confirm compliance with the preservation covenant.
SITE DEVELOPMENT

1. BUILDING PLACEMENT & ORIENTATION TO STREET

Building additions to Hangar One, if considered, are encouraged to spatially align with the established building elevations of the existing Hangar One building mass. The Hangar One main building entrance should remain at the east facade, facing the new Entertainment Street and Village Green, to better define these public spaces. Additional building entries can be oriented towards the new secondary commercial streets flanking Hangar One, and be placed along the west facade.

The Mixed-Use Retail Center's Entertainment Street as well as the secondary commercial streets abutting the Hangar One building and the Village Green will be pedestrian-focused, people-oriented public spaces. Hangar One storefronts and store entries should be oriented towards the Entertainment Street to support these activities.

2. BUILDING HEIGHT

Building additions to Hangar One, if considered, are encouraged to spatially align with the established building heights of the existing Hangar One building mass. The Hangar One control tower should remain the tallest and most prominent building element of the Hangar One building mass.
BUILDING CHARACTER

1. BUILDING EXPRESSION

The adaptive reuse of the existing Hangar One building may include commercial, entertainment, and/or institutional uses. The ground floor facade facing the Entertainment Street is encouraged to be devoted to building entrances, storefronts, and window displays, within the context of the Department of Interior’s established standard for rehabilitating historic buildings. Windowless or blank facades are discouraged along the Entertainment Street building frontages.

Interior and exterior alterations to the Hangar One building must be reviewed and approved by the SHPO officer, in accordance with the previously-noted preservation covenant and SHPO Agreement. Alterations and/or modifications to the west building facades in particular may be necessary to implement a building program suitable for the adaptive reuse of Hangar One.

2. ROOF FORMS & SCREENING

Modifications or alterations to the existing Hangar One roof configurations are subject to the review and approval of the SHPO officer, in addition to the normal Village planning and permitting processes. On flat roofs, architectural screening should be provided for all sides of roof-top equipment, using materials compatible with the building facades.

3. BUILDING MATERIALS & COLOR

The use of high-quality materials that complement the architectural palette of the existing Hangar One building is encouraged for all restoration and alteration work, subject to the historic preservation guidelines established by the Department of the Interior.
PARKING & SERVICE

The Mixed-Use Retail Center's Parking & Service guidelines are also applicable to the Hangar One parcel. Please refer to those guidelines in the previous subsection.

LANDSCAPE

The Mixed-Use Retail Center's landscape design guidelines are also applicable to the Hangar One parcel. Please refer to those guidelines in the previous subsection.
GENERAL INTENT

The office and industrial area of the GNAS Redevelopment Project is envisioned as a campus of low-rise buildings within a strong landscape setting. The framework for the campus should allow for flexibility in development, and accepting the existing prairie remnant, "Prairie Park", as an open-space amenity. The goal of the Guidelines is to create an attractive, high-quality workplace. The character of the office/industrial campus should be compatible with the surrounding neighborhoods in the GNAS project.

The Guidelines for the office and industrial campus are based on the following objectives:

1. To create a street system which offers ready accessibility for visitor, employee, and service traffic.
2. To accommodate flexibility to respond to future development markets and accept a variety of development strategies.
3. To encourage the placement of buildings to define special places, such as the major campus entries and the Prairie Park.
4. To encourage the development of buildings that address the street, reinforce the street edge, and the pedestrian environment.
5. To encourage the design of appropriately-scaled buildings that utilize high-quality materials.
6. To encourage energy-efficiency in the design of buildings through placement and orientation of landscape and use of natural lighting.

March 31, 1998
THE CHARACTER OF OFFICE/INDUSTRIAL DEVELOPMENTS

Many of Glenview's business campus developments feature high-quality buildings with a positive orientation to the street and a well-defined main entrance. Landscape is used to visually link the buildings to the street and to one another to create the campus setting.

The Guidelines for office/industrial developments encourage:

- Buildings oriented towards the street with main entrances and/or windows facing the street.

- Landscape carefully used as a foreground to the building complex.

- Parking placed to the side and rear of the building in order to maintain pedestrian-friendly street edges.

- Service areas placed away from the addressing street and screened from view.

- Well-designed buildings which use high-quality materials.
The Office/Industrial Campus
(aerial perspective)
FRAMEWORK

1. MAJOR STREETS

The location of "the North-South Road" should maximize development flexibility within the office and industrial campus. The recommended alignment and the North-South Road intersection at Willow Road should be located so that a wide development parcel can be created along the west side of the street. The configuration and location of the Willow Road intersection has been subject to IDOT review and approval. Further south, the North-South Road shifts to the western edge of the GNAS property to configure a large "unfragmented" land parcel for future office/industrial development along the east side of the North-South Road.

2. MAJOR ACCESS

The street framework of the office/industrial neighborhood is encouraged to connect into the larger street system. One or more project entries to the campus from Lehigh Avenue and the North-South Road are encouraged, at the discretion of the campus developer and subject to the Village's review and approval.

3. ADDRESSING STREETS

A hierarchy of major "addressing streets" that identify the street address for individual buildings is recommended for the campus. All addressing streets should connect to the North-South Road and Lehigh Avenue to enable a visitor to quickly locate a building.
FRAMEWORK

4. PRAIRIE PARK

According to the Master Plan, the high-quality prairie remnant that exists within the office/industrial campus area is encouraged to be preserved and protected as an open space amenity by the Village. Establishing a Prairie Park will provide a unique open space identity for the campus that will distinguish it from other area developments. The prairie will require restoration to fully realize a prairie preserve. Preservation of the 13.4-acre prairie and 10 foot buffer that combine to form the Prairie Preserve is contingent upon the Village receiving approval of its Wetland Mitigation Application from the U.S. Army Corps of Engineers.

The prairie remnant exists almost in the center of the campus. A detailed botanical survey of the prairie remnant defined the core area of the prairie and recommended boundaries of the proposed Prairie Park. Significant alterations to the core area of the prairie remnant will decrease the quality of the prairie and are discouraged. Regrading and site development work at the site should minimize impacts to the existing prairie remnant. Prairie restoration after site improvements is expected.

Public access to the Prairie Park from Lehigh Avenue is encouraged. A small amount of public parking, informational signage, and simple pedestrian trail ringing the prairie are encouraged. The GNAS public pathway network should also provide pedestrian and cyclist access to the Prairie Park.
FRAMEWORK

5. DEVELOPMENT FLEXIBILITY

The campus plan should accommodate a variety of parcelization schemes which allow for flexibility in responding to market demands. The final campus plan will be configured by the campus developer(s), subject to the Village's review and approval. The entire parcel may be developed as a single site. Other development strategies could have parcels that range in size from 2 to 75 acres. Smaller parcels may be located closer to the southern edge of the campus, commensurate with smaller-scaled development to the south. Larger parcels could be developed in the northern portion of the campus, compatible with adjacent uses along Willow Road and Lehigh Avenue.
SITE DEVELOPMENT

1. BUILDING SETBACKS

A 50' landscaped front yard setback zone is encouraged along all major streets bordering the campus to strengthen the identity of the campus. A similar landscape setback is encouraged around the Prairie Park to create an adequate landscaped transition zone between the native prairie landscape and individual development sites.

Typical building setbacks within the office/industrial campus are recommended as follows:

- front setback 30'-0" - 50'-0"
  (parcels under 30 acres)
  up to 100'-0"
  (parcels over 30 acres)
- side setback 25'-0"
- rear setback 25'-0"

Within the campus, the front yard setback may vary within a 30' to 50' range, to provide development flexibility and a unified appearance along campus streets. For smaller lots, closer to the northerly Metra District and 5 acres or less, the front setback dimension of 30'-0" is also encouraged to serve as a "build-to" line.

Building sites directly adjacent to the northerly Metra District residential parcels are encouraged to maintain a 50' landscape setback from this street to soften the transition between different land uses. The frontage is encouraged to serve as the side yard or rear yard of the building, and not as the front yard for office/industrial buildings.

March 31, 1952
SITE DEVELOPMENT

2. BUILDING PLACEMENT

Buildings are encouraged to have a clear relationship to the street. Buildings sited close to the street, particularly on smaller sites, strengthen the building identity from the street. On larger parcels, where buildings may be located further from the street, a clear and direct entry drive is encouraged to link the building to the street and create a strong building identity.

3. BUILDING ORIENTATION

All campus buildings are encouraged to have similar orientations that locate the “main” building facade either parallel or perpendicular to the street. A coordinated building orientation will enhance the unified image of the campus, while allowing for individual developments to present a distinct corporate identity and presence on the street. Either the front or side elevation of the building can be oriented parallel to the street. Buildings placed at irregular angles to the street are not encouraged. Similarly, multiple buildings and additions on a site are encouraged to maintain a consistent street orientation.

4. PLACEMENT OF MAIN ENTRANCES

Main building entrances are encouraged to be visible from the street, well-lit, and easily accessible by employees and visitors. Entrances that are conveniently located adjacent to visitor and employee parking, and accommodate pedestrian access from public transportation are preferred. Canopies, lighting, and roof forms are encouraged for marking identifiable entrances.

March 31, 1998
SITE DEVELOPMENT

5. BUILDING HEIGHT

Buildings within the campus may be up to 5 stories in height, with adequate setbacks, but are encouraged to "step-down" from Willow Road to the Metra District. Buildings located closer to the neighborhood to the south are encouraged to be lower in height. If predominantly retail/commercial uses are developed in the Metra District, buildings of up to 5 stories may be built if adequate setbacks are provided. Mechanical penthouses should be no more than 12' above the roofline, per the Village of Glenview Zoning Ordinance.

If the proposed neighborhood to the south of the office/industrial campus contains predominantly residential land use, then the campus building heights are encouraged to "step-down" in height from the recommended 5-story maximum height limitation at the northern portion of the site to a more appropriate one and two-story height adjacent to the Metra District.
PARKING & SERVICE

1. PARKING LOCATION

Parking with clear and convenient access for visitors and employees from the addressing streets is encouraged. Parking lots sited along the sides and/or rear of the building with convenient pedestrian access to building entries is encouraged.

Where short-term or visitor parking is necessary, a single row of parking may encroach within the front landscape setback. A landscape zone of no less than 20' is encouraged along the entire front yard setback.
PARKING & SERVICE

2. SERVICE LOCATION

In compliance with the Village of Glenview Zoning Ordinance, service and loading activities must occur at the rear or non-required side yard of the building, and must be screened from public view. Building service areas oriented away from major and addressing streets are encouraged. These areas are to be screened by the main building or by landscaping. Service areas should be screened by walls of a material compatible with the exterior wall of the main building. Service areas should not be visible from the North-South Road or the Metra District residential neighborhood.

4. PARKING & SERVICE ACCESS

Access to visitor/employee parking and service areas is recommended to be clearly marked from the major and addressing streets. Parking and service areas should have distinct access routes to allow for clear circulation within the site. Shared-service drives placed along the property line of adjacent parcels may minimize the duplication of internal roadways.

Service access into the campus from the Metra District streets is discouraged.
BUILDING CHARACTER

1. BUILDING EXPRESSION

Buildings in the office/industrial campus are encouraged to be low in height. Campus buildings are encouraged to have generally consistent window expressions visible from the street. Streetside, windowless building elevations are not encouraged. If such blank walls are necessary to fulfill building operational requirements, alternate building orientation should be considered or those windowless wall elevations should be architecturally-treated to provide visual interest. Landscape is also encouraged to screen blank walls.

2. ENERGY EFFICIENT BUILDINGS

Buildings within the GNAS Redevelopment Project are encouraged to be energy-efficient. The design of the office and industrial buildings are encouraged to incorporate technologies that reduce the need for energy. The amount of glazing, glass types, building orientation, building screening, and shading should all be considered in achieving energy efficient buildings.
BUILDING CHARACTER

3. ROOF FORMS & SCREENING

The treatment of roofs and roof-top equipment is very important in this district as Willow Road rises above the site and the building heights are relatively low. Screening systems will be required around all roof-top equipment, using materials similar to the building facade. Parapets and sloping roofs can also be used to screen mechanical equipment from building view.

4. BUILDING MATERIALS & COLORS

Building materials used within the campus are recommended to be of a high-quality, and compatible with the surrounding neighborhoods. The use of brick, precast concrete, and stucco is encouraged. Glass areas should be clear or lightly-tinted. Reflective and mirrored glass, particularly in areas adjacent to surrounding neighborhoods, are not encouraged. Predominantly-glass curtain wall buildings and strong graphic banding or patterning are also discouraged.

5. BUILDING & SITE LIGHTING

Building lighting should be well-integrated with the site design for each facility, and coordinated with the architecture of the building. Flood lighting is not permitted, in compliance with the Village of Glenview Zoning Ordinance.
LANDSCAPING

1. LANDSCAPED SETBACKS

Given the presence of the prairie in the middle of the campus site, landscaped setbacks adjacent to the prairie are encouraged to reflect the prairie landscape of grasses and wildflowers. Setbacks planted with ground cover, trees, shrubs, and seasonal planting on flat lands or berms, 2' to 4' in height, are encouraged.

2. LANDSCAPED PARKING LOTS

Trees planted in the ground in continuous landscaped islands are encouraged throughout the parking lots to visually disrupt the large expanse of pavement. At minimum, landscaped islands should contain both trees and ground cover treatment. Continuous landscaped islands a minimum of 8' wide, are recommended for every other parking bay, or every 120'. Trees should be spaced every 25'. To ensure the future growth of the tree, 250 cubic feet of soil per tree is recommended. Subsurface drainage and irrigation will also ensure proper tree growth.

In conformance with the parking lot landscape guidelines, landscaping is also encouraged around the perimeter of surface parking lots to reduce the visual presence of parked cars from major streets and adjacent properties. The total tree count for each site should be no less than one tree for every five provided parking spaces. Refer to the planting list for recommended planting material for the office/industrial campus sites. The planting list should be periodically updated to reflect plant material availability.
### Landscaped Setback - Planting Palette

**Shade Trees**

<table>
<thead>
<tr>
<th>Botanical Name</th>
<th>Common Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>Celtis occidentalis (N)</td>
<td>Hackberry</td>
</tr>
<tr>
<td>Crataegus crus-galli 'inermis' (N)</td>
<td>Thornless Hawthorn</td>
</tr>
<tr>
<td>Fraxinus americana (N)</td>
<td>White Ash</td>
</tr>
<tr>
<td>Fraxinus pennsylvanica (N)</td>
<td>Green Ash</td>
</tr>
<tr>
<td>Gleditsia triacanthos 'inermis' (N)</td>
<td>Thornless Honeylocust</td>
</tr>
<tr>
<td>Gymnocladus dioicus (N)</td>
<td>Kentucky Coffeetree</td>
</tr>
<tr>
<td>Juniperus virginiana (N)</td>
<td>Eastern Redcedar</td>
</tr>
<tr>
<td>Platanus occidentalis (N)</td>
<td>Sycamore</td>
</tr>
<tr>
<td>Quercus bicolor (N)</td>
<td>Swamp White Oak</td>
</tr>
<tr>
<td>Quercus marilandica (N)</td>
<td>Chinkapin Oak</td>
</tr>
</tbody>
</table>

**Shrubs**

<table>
<thead>
<tr>
<th>Botanical Name</th>
<th>Common Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aronia melanocarpa (N)</td>
<td>Black Chokeberry</td>
</tr>
<tr>
<td>Cephalanthus occidentalis (N)</td>
<td>Buttonbush</td>
</tr>
<tr>
<td>Cornus americanus (N)</td>
<td>New Jersey Tea</td>
</tr>
<tr>
<td>Cornus alternifolia (N)</td>
<td>Pagoda Dogwood</td>
</tr>
<tr>
<td>Cornus racemosa (N)</td>
<td>Grey Dogwood</td>
</tr>
<tr>
<td>Cornus stolonifera 'Icangl' (N)</td>
<td>Isanti Redtwig Dogwood</td>
</tr>
<tr>
<td>Humulus lupulus (N)</td>
<td>Vernal Witchhazel</td>
</tr>
<tr>
<td>Humulus virginiana (N)</td>
<td>Common Witchhazel</td>
</tr>
<tr>
<td>Ilex verticillata (N)</td>
<td>Winterberry</td>
</tr>
<tr>
<td>Prunus virginiana (N)</td>
<td>Chokecherry</td>
</tr>
<tr>
<td>Rhus aromatica (N)</td>
<td>Fragrant Sumac</td>
</tr>
<tr>
<td>Rhus glabra (N)</td>
<td>Smooth Sumac</td>
</tr>
<tr>
<td>Rosa carolina (N)</td>
<td>Pasture Rose</td>
</tr>
</tbody>
</table>

**Partial Perennials/Grasses List (Not More Than 3 Feet High)**

<table>
<thead>
<tr>
<th>Botanical Name</th>
<th>Common Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>Allium canadense (N)</td>
<td>Nodding Wild Onion</td>
</tr>
<tr>
<td>Amorpha canescens (N)</td>
<td>Lead Plant</td>
</tr>
<tr>
<td>Andropogon scoparius (N)</td>
<td>Little Bluestem</td>
</tr>
<tr>
<td>Boaativa curtispendula (N)</td>
<td>Side-Oats Grama</td>
</tr>
<tr>
<td>Cornus palustris (N)</td>
<td>Prairie Coreopsis</td>
</tr>
<tr>
<td>Echinacea purpurea (N)</td>
<td>Purple Coneflower</td>
</tr>
<tr>
<td>Elymus canadensis (N)</td>
<td>Prairie Wild Rye</td>
</tr>
<tr>
<td>Monarda fistulosa (N)</td>
<td>Wild Bergamot</td>
</tr>
<tr>
<td>Rudbeckia hirta (N)</td>
<td>Black-Eyed Susan</td>
</tr>
<tr>
<td>Thalictrum dasycarpon (N)</td>
<td>Spiderwort</td>
</tr>
<tr>
<td>Meadow Fescue (N)</td>
<td>&quot;No mow&quot; fescue varieties</td>
</tr>
</tbody>
</table>
GENERAL INTENT

The development program for the GNAS Redevelopment Project includes several proposed public buildings. Some of them, including the proposed Glenview Park District community center and the Metra train station, will mark important gateways into the new neighborhoods. Other public buildings proposed for the project include a school, a fire station, a post office, an expanded public works campus, and several smaller ancillary buildings in the Great Park.

These new buildings will serve the entire Glenview community and should be representative of other landmark public buildings in the Village. The Park District office building, the public works campus, and the new downtown Metra train station are strong and positive examples of public buildings. The new public facilities proposed for the GNAS Redevelopment Project should continue this Glenview tradition.

The Guidelines for public buildings within the GNAS Redevelopment Project are intended to achieve the following objectives:

1. To encourage a high-caliber of design using high-quality materials.

2. To strengthen the civic role of the GNAS Redevelopment Project within the Village of Glenview.
COMMUNITY CENTER & SCHOOL

SITE DEVELOPMENT

1. BUILDING PLACEMENT & SETBACKS

The community center and school sites are located within the Great Park along the north street frontage of Chestnut Avenue. In response to Park District site requirements, the buildings are encouraged to be setback from the street. This setback will allow clear vehicular access to designated pick-up and drop-off areas at building entrances. Landscaped parking lots serving these facilities are also encouraged to be located within the front yard setback.

2. ORIENTATION TO THE STREET

The roadway extension of existing Chestnut Avenue through the GNAS Redevelopment Project site will provide the primary vehicular access to the school and community center. These buildings will serve as important landmarks along Chestnut Avenue, and are encouraged to orient their primary building facades and main entrances towards this street.

3. BUILDING HEIGHT & MASSING

In keeping with the scale and character of developments proposed for the GNAS Redevelopment Project, buildings within the "Great Park" are encouraged to be low in height, allowing the park landscape to be the predominant feature on the site. A maximum building height of 45' is recommended for the community center and school, if so required to fulfill building program area needs.

PARKING & SERVICE

1. PARKING LOCATION & ACCESS

Parking and drop-off zones for the community center and school are encouraged to be clearly signed and directly accessible from Chestnut Avenue. Parking lots are encouraged to be located in front of both the community center and school buildings, to provide convenient access and drop-off areas.

2. SERVICE LOCATION & ACCESS

Service driveways are encouraged to be separate from pedestrian and vehicular visitor access. A shared-service drive is encouraged to be developed between the community center and the school buildings. A service area location between the two buildings will screen these activities from the park, lake, and major streets.

March 31, 1993
COMMUNITY CENTER & SCHOOL

BUILDING CHARACTER

1. BUILDING EXPRESSION

As one of the "gateway" buildings in the GNAS Redevelopment Project, the design and character of the Park District community center is encouraged to reflect a strong and civic architectural expression. Both the community center and school building architecture should express their public function. Prominent main entrances, and the use of high-quality architectural details and building materials are encouraged, to create the image of a unique civic destination.

COMMUNITY CENTER & SCHOOL

2. ROOF FORMS & SCREENING

The use of sloping roof forms and strong cornices on the community center and school buildings are encouraged. The use of sloping roofs will help to screen roof-top mechanical equipment. For flat roofs, the use of well-designed screening walls around all roof-top equipment is recommended, using materials similar to the building facade.

3. BUILDING MATERIALS & COLOR

Building materials are encouraged to be of a traditional park pavilion character, incorporating red brick with architectural precast concrete or limestone details. Painted metal roofs and ornamental metal details, in a dark or muted color, are also encouraged.

4. BUILDING & SITE LIGHTING

Site lighting for the community center and school is encouraged to illuminate building entrances and promote safety. Building entrances, outside public spaces, and walkways leading to the buildings should be addressed.

Low-scaled (15') pedestrian site lighting is encouraged to be consistent with the fixtures proposed for the Great Park. Low-scaled parking lot lighting is also encouraged, to enhance the visual character and overall scale of the site. Refer to page 4.21 for lighting standard recommendations.
COMMUNITY CENTER & SCHOOL

LANDSCAPE

1. LANDSCAPED SETBACKS

A 30' landscaped front yard setback is encouraged along the north side of Chestnut Avenue, to create a significant landscape buffer between the residential neighborhood to the south and the parking lots serving the community center and school. Ground cover, prairie grasses, trees, and a variety of mixed shrubs are recommended. Parking lot grade elevations are also encouraged to be slightly depressed, to further screen parked cars and enhance the streetside view of the buildings.

2. PARKING LOT LANDSCAPE

Similar to the Guidelines for large parking lots proposed within the GNAS Redevelopment Project, the community center parking lots are encouraged to incorporate continuous landscaped islands. The landscaped islands should occur every other parking bay, or at a minimum, every 120'. At minimum, landscaped islands should contain both trees and ground cover treatment.

Trees should be spaced every 25'. Landscaped islands a minimum of 8' wide, and mounded towards the center approximately 1'-0" above the curb for positive drainage. To ensure proper tree growth, 250 cubic feet of soil per tree is recommended. Subsurface drainage and irrigation will also help to ensure proper tree growth.

The continuous row of trees will provide shade to parked cars, shade each other, and strengthen the image of the park along the Chestnut Avenue frontage. The perimeter of parking lot areas should also be landscaped, in conformance with the parking lot landscape guidelines. The total tree count for the parking lots should be no less than one tree for every five provided parking spaces.

3. BUILDING LANDSCAPE

Landscaping is also encouraged adjacent to the building facade. Seasonal plantings in planter beds, or in well-designed planters integrated with the building’s exterior, are encouraged. Refer to the Open Space guidelines for landscaping guidelines in the Great Park. These guidelines are also applicable to the community center and school sites.
METRA TRAIN STATION

SITE DEVELOPMENT

2. ORIENTATION TO THE STREET

The primary access to the new train station from the north and south will be from Lehigh Avenue, and from the west along the proposed southern Metra District Street. The main entrance to the station is encouraged to face west along Lehigh Avenue.

3. BUILDING HEIGHT & MASSING

The train station building height is encouraged to be no higher than 35', consistent with the building heights proposed for the adjacent commercial and residential neighborhoods.

PARKING

1. PARKING LOCATION & ACCESS

Planned as a "kiss-n-ride" station, the new Metra train station may eventually require up to 1500 parking spaces. Given its proximity to the retail district and the "Great Park", opportunities exist for shared parking facilities within a 10 minute walk of the station. Clear and direct access to these parking lots from major streets is encouraged. Secured bicycle parking at the train station is also encouraged. Adequate space for bike racks and lockers should be accommodated on the site, in compliance with Metra train station building standards.
METRA TRAIN STATION

BUILDING CHARACTER

1. BUILDING EXPRESSION

To reflect Glenview’s tradition of public architecture, the design of the GNAS Metra train station is encouraged to incorporate a similar level of high-quality materials and design. Like the downtown Glenview train station, a prairie-style architecture can be incorporated, relying upon strong linear elements and roof forms to create a consistent image between the two stations. An alternate approach to the train station building may be to relocate and renovate a suitable existing GNAS base building.

2. BUILDING MATERIALS & COLOR

High-quality building materials, including brick, limestone, and precast concrete are preferred for this important gateway building. Red brick, matching the downtown station, is strongly encouraged. Sloping roof forms of slate, tile, or painted metal in a dark or muted color are encouraged to complement this palette of exterior wall materials.

3. BUILDING LIGHTING

Site lighting for the train station is encouraged to create a welcoming atmosphere. Exterior building lighting may highlight the main entrances and special architectural details on the building.

The double-headed downtown Glenview street light fixture is recommended for the train station. A single-headed light fixture is recommended for the train platforms, similar to the existing downtown station light.
METRA TRAIN STATION

LANDSCAPE

1. LANDSCAPED SETBACKS

A minimum 5' landscaped setback is encouraged around all street edges of parking lots. Hedges and clusters of small trees planted within this setback will screen parked cars from the street.

2. PARKING LOT LANDSCAPE

Similar to the Guidelines for large parking lots proposed within the GNAS Redevelopment Project, the Metra train station parking lots are encouraged to incorporate continuous landscaped islands. The landscaped islands should occur every other parking bay, or at a minimum, every 120'. At minimum, landscaped islands should contain both trees and ground cover treatment.

Trees should be spaced every 25'. Landscaped islands a minimum of 8' wide, and mounded towards the center approximately 1'-0" above the curb for positive drainage. To ensure proper tree growth, 250 cubic feet of soil per tree is recommended. Subsurface drainage and irrigation will also help to ensure proper tree growth.

The perimeter of parking lot areas should also be landscaped, in conformance with the parking lot landscape guidelines. The total tree count for the parking lots should be no less than one tree for every five provided parking spaces.
3. BUILDING LANDSCAPE

Landscaping is also encouraged adjacent to the building facade. Seasonal plantings in planter beds, or in well-designed planters integrated with the building's exterior, are encouraged. Refer to the plant list for recommended plantings. Planting list should be periodically updated by the to reflect plant material availability.

<table>
<thead>
<tr>
<th>PARKING LOT PLANTING PALETTE</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>TREES</strong></td>
</tr>
<tr>
<td>Botanical Name</td>
</tr>
<tr>
<td>Celtis occidentalis (N)</td>
</tr>
<tr>
<td>Crataegus crus-galli serius (N)</td>
</tr>
<tr>
<td>Fraxinus americana (N)</td>
</tr>
<tr>
<td>Fraxinus pennsylvanica (N)</td>
</tr>
<tr>
<td>Ginkgo biloba</td>
</tr>
<tr>
<td>Gleditsia triacanthos inermis (N)</td>
</tr>
<tr>
<td>Gymnocladus dioicus (N)</td>
</tr>
<tr>
<td>Tilia cordata (N)</td>
</tr>
<tr>
<td>Ulmus cultivars (N)</td>
</tr>
</tbody>
</table>

| **SHRUBS** (partial list)     |
| Barberry                      |
| Berberis thunbergii           |
| Cornus alternifolia (N)       |
| Cornus mas (N)                |
| Cornus racemosa (N)           |
| Cornus serissa (N)            |
| Forsythia sp.                 |
| Juniperus sp.                 |
| Spiraea sp.                   |
| Syringa vulgaris              |
| Viburnum cultivars            |

| **GROUND COVERS/GRASSES** (partial list) |
| Calamagrostis acutiflora 'Strikta'         |
| Cotoneaster apiculatus                    |
| Erysimum fortunat's 'Colossus'            |
| Juniper sp.                                |
| Panicum virgatum cultivars                |
| Rubus aromatica 'Gro-low'                 |
| Spirorhiza heterogenius                   |
| Feather Reed Grass                        |
| Cranberry Cotoneaster                     |
| Purple Wintercreeper                      |
| Juniper                                   |
| Switch Grass                              |
| Gro-low Sumac                             |
| Prairie Dropseed                          |

(N) = Native
PUBLIC WORKS CAMPUS

SITE DEVELOPMENT

1. BUILDING PLACEMENT & SETBACKS

All building and site wall elements associated with the expansion of the Public Works campus are encouraged to be setback 30' from East Lake Avenue and existing Shermer Road. Where buildings back up to residential or commercial uses, a rear yard setback of 25' is recommended.

2. BUILDING HEIGHT & MASSING

New buildings within the expanded Public Works campus are encouraged to maintain a height consistent with the existing campus. Building heights of no more than 35' are preferred.

PARKING & SERVICE

1. PARKING LOCATION & ACCESS

Employee and visitor parking for the Public Works campus is encouraged to be located to the side or rear of the main buildings. Parking lots fronting East Lake Avenue are discouraged. Parking lot access is preferred from existing Shermer Road, rather than East Lake Avenue, so as not to conflict with adjacent commercial service access.
BUILDING CHARACTER

1. BUILDING EXPRESSION

The existing Public Works campus on existing Shermer Road and East Lake Avenue is a carefully designed facility that compliments the adjoining residential neighborhoods. The campus expansion is encouraged to follow similar standards of quality and design. Orienting building facades with windows towards the street is encouraged.

2. ROOF FORMS & SCREENING

The use of sloping roof forms and cornices is encouraged. The use of sloping roofs will help to screen roof-top mechanical equipment. On flat roofs, well-designed screen walls are recommended around all roof-top equipment, using a material similar to the building facade.

PUBLIC WORKS CAMPUS

3. BUILDING MATERIALS & COLOR

Red brick, with limestone and/or precast concrete architectural details for the building exterior, and metal for sloping roofs, to match the existing campus buildings, are encouraged for the expansion buildings.

4. BUILDING LIGHTING

Building lighting may highlight the campus and building entrances.

LANDSCAPE

1. LANDSCAPED SETBACKS

The 30' front yard setbacks along the North-South Road and East Lake Avenue are encouraged to be well-landscaped, with ground cover, trees, and shrubs.

PARKING & SERVICE

2. SERVICE LOCATION & ACCESS

Service vehicle access for the Public Works campus should be from the existing Shermer Road. Service areas are encouraged to be screened from public view along both East Lake Avenue and Shermer Road in a manner consistent with the screen wall currently provided. Garage doors are also encouraged to orient away from the addressing streets to minimize their usual impact on the street.
POST OFFICE & FIRE STATION

SITE DEVELOPMENT

1. BUILDING PLACEMENT & SETBACKS

The building designs for the proposed post office and fire station are encouraged to be compatible to the adjacent neighborhoods. The buildings are encouraged to be set back 30' from the street. The primary building facades and main entrances are encouraged to orient towards the street.

2. BUILDING HEIGHT & MASSING

Consistent with the scale of most buildings proposed for the GNAS Redevelopment Project, the post office and fire station are encouraged to maintain a 35' height limit.

PARKING & SERVICE

1. PARKING LOCATION & ACCESS

Visitor and employee vehicular access to parking lots is encouraged to occur from the addressing street. Parking lots located to the side or rear of the main buildings are preferred.

2. SERVICE LOCATION & ACCESS

Service vehicle areas may be accessed from secondary streets. Service areas are encouraged to be located away from the addressing streets and screened from view. Screen walls of the same material as the building facade, and/or landscaping, are encouraged to screen these areas.

BUILDING CHARACTER

1. BUILDING EXPRESSION

The building expression of the post office and fire station should be consistent with the character of other public buildings proposed for the GNAS Redevelopment Project. A well-defined main entrance, sloping roof forms, and unique architectural details will help to create a civic identity for these facilities.

2. ROOF FORMS & SCREENING

The use of sloping roof forms and strong cornices for the post office and fire station buildings is encouraged. The use of sloping roofs will help to screen roof-top mechanical equipment. On flat roofs, well-designed screen walls are recommended around all roof-top equipment, using a material similar to the building facade.

3. BUILDING MATERIALS & COLOR

High-quality materials, including warm-colored brick, stone, and architectural precast concrete are preferred for these buildings. Sloping roof forms of slate, tile or painted metal, in a dark or muted color, are preferred to compliment this palette of exterior wall materials.

4. BUILDING LIGHTING

Exterior building lighting should highlight the main entrance and special architectural details on the building. Pathways from parking to building entrances should also be well-lit.
POST OFFICE & FIRE STATION

LANDSCAPE

1. LANDSCAPED SETBACKS

A 30' front yard landscaped setback, incorporating ground cover, trees and shrubs, is encouraged for the post office and fire station sites. Hedges and groupings of small trees are encouraged, to help screen parking and service areas from view.

2. PARKING LOT LANDSCAPE

Similar to the Guidelines for large parking lots proposed within the GNAS Redevelopment Project, the post office parking lots are encouraged to incorporate continuous landscaped islands. The landscaped islands should occur every other parking bay, or at a minimum, every 120'. At minimum, landscaped islands should contain both trees and ground cover treatment.

Trees should be spaced every 25'. Landscaped islands a minimum of 8' wide, and mounded towards the center approximately 1'-0" above the curb for positive drainage. To ensure proper tree growth, 250 cubic feet of soil per tree is recommended. Subsurface drainage and irrigation will also help to ensure proper tree growth.

The perimeter of parking lot areas for the post office and fire station should also be landscaped, in conformance with the parking lot landscape guidelines. The total tree count for the parking lots should be no less than one tree for every five provided parking spaces.

THE FEDERAL ENCLAVE

SITE DEVELOPMENT

1. GENERAL INTENT

The 28 acre site known as the Federal Enclave will house the proposed Northern Illinois Public Safety Training Academy. This facility will include a training center, offices, classrooms, and outdoor practice fields. The existing brick buildings on the site may be renovated for the academy. The larger former Coast Guard buildings may be demolished.

Placement of new buildings proposed for the site are encouraged to be clustered, to create a sense of campus. Buildings of no more than 35' in height are preferred. Red brick, architectural precast concrete, and metal siding are all acceptable building materials.

The outdoor fields for fire-fighting and police training are encouraged to be located away from main streets and pedestrian activity, to the west and center of the site. A continuous landscaped setback of 30' is encouraged along all major street edges to screen these facilities from view. Screen walls, of a material and color consistent with the buildings on the site, are encouraged to screen these facilities.
GENERAL INTENT

A well-coordinated signage system within a community is one of the most effective ways of creating identity for each neighborhood, while also creating overall way-finding clarity.

The signage system for the GNAS Redevelopment Project may include the following sign types:

1. Building signage
2. Street System signage
3. Banners
4. Informational signage
5. Regulatory signage
BUILDING SIGNAGE

A coordinated standard for the placement, orientation, and size of signs within the GNAS Redevelopment Project will help to create visual unity within each neighborhood. The building signage guidelines will apply for all commercial and office/industrial neighborhoods. The design of signs for public buildings within the GNAS Redevelopment Project is also encouraged to follow a set of coordinated signage standards.

Willow Triangle and East Lake Avenue
Commercial Centers

1. PLACEMENT & ORIENTATION

Building signage for the Willow Triangle and East Lake Avenue districts is encouraged to be well coordinated with the design of the retail buildings. Wall mounted signs placed no higher than the first floor of the building and below the fascia or cornice line of the wall are preferred. Signs for individual tenants are encouraged to be placed directly above the entrance or tenant display window.

2. SIZE & HEIGHT

The total sign area on the facade must be no more than 10% of the front facade, but no larger than 200 SF, per the Village of Glenview Zoning Ordinance. Signs composed of individual letters and graphics are recommended, in lieu of framed or boxed signs projecting from the building facade. Letters are encouraged to be no greater than 4'-0" in height.
BUILDING SIGNAGE

3. ILLUMINATION

Signs made of individual letters are encouraged to be back-lit. Neon signs are encouraged. Flashing or blinking signs are discouraged.

4. MESSAGE

The message and amount of information incorporated in each sign is encouraged to include only the occupant name. Advertisements, slogans, and "time and temperature" devices are discouraged within the commercial districts.
BUILDING SIGNAGE

The Mixed-Use Retail Center

1. PLACEMENT & ORIENTATION

Signs for the Mixed-Use Retail Center are encouraged to be festive, vibrant, and consistent with the unique commercial, sports and entertainment uses proposed for this district. Signs should be harmonious with the building architecture, and well-integrated into the design of the facade, storefront windows, or awnings. Signs which are located no higher than the first floor within a designated area above the storefront or door are preferred.

Freestanding, monolith roof-top, and pylon signs are discouraged. Signage located on awning skirts is encouraged.
BUILDING SIGNAGE

2. SIZE & HEIGHT

The total sign area is encouraged to be no greater than 10% of the front facade of the building and shall be no greater than 200 SF in area, per the Village of Glenview Zoning Ordinance. On retail buildings, letters no higher than an 2'-0" are encouraged. Special exceptions may be considered for the sports and entertainment buildings, including marquees, wall murals, or projecting banners. Repetitive tenant identity signs along a facade or storefront is discouraged.

The size of signs used on storefront windows should be no greater than 10% of the front facade, not to exceed 200 SF in area. Letter heights should be no more than 1'-0". Awning skirt graphics should be no greater than 8" in height, per the Village of Glenview Zoning Ordinance.

3. ILLUMINATION

Given the diversity of commercial uses within the Mixed-Use Retail Center, a variety of signage lighting techniques may be used. Externally-illuminated and neon signs are both encouraged. Back-lit box signs and rear illuminated awnings are discouraged.

4. MESSAGE

Information incorporated in the building signage is encouraged to be limited to the name and address of the building or venue. Signs that display advertisements, slogans, and "time and temperature" devices are discouraged within the Mixed-Use Retail Center.

March 31, 1998
BUILDING SIGNAGE

Office and Industrial Campus

1. PLACEMENT & ORIENTATION

In the office/industrial campus, where building placement is encouraged to address the street, wall-mounted signs which are well-integrated with the design of the building facade are encouraged. Signs are encouraged to be placed no higher than the first floor of the building. Freestanding monument signs may be located within the front yard setback oriented perpendicular to the street. Parapet and roof-top signs are discouraged.

2. SIZE & HEIGHT

Total sign area in the office/industrial campus is encouraged to be no greater than 10% of the building's main facade, and shall not exceed 200 SF in area, per the Village of Glenview Zoning Ordinance. Freestanding monument signs may be no larger than 120 SF in area and should not exceed 4'-0" in height. Letters on freestanding signs should not exceed 2'-0" in height.

3. ILLUMINATION

Back-lit or externally-illuminated signs made of individual letters are encouraged for the office/industrial campus. External light sources for signs should be screened from view. Neon signs are discouraged.

4. MESSAGE

Information incorporated in the building signage is encouraged to include only the name of the building, tenant or corporate logo, and the building address.
PUBLIC BUILDING SIGNAGE

1. PLACEMENT & ORIENTATION

Signs for public buildings in the GNAS Redevelopment Project are encouraged to be wall-mounted and well-integrated with the architecture of the building. Freestanding or monolith signs may be used at the community center.

Wall-mounted signs are encouraged to face the addressing street and be located no higher than the first floor of the building. Freestanding signs are encouraged to be located within the front yard setback and oriented perpendicular to the street.

2. SIZE & HEIGHT

The size of the signs used on public buildings in the GNAS Redevelopment Project is encouraged to be no more than 10% of the building's front facade, and shall not exceed 200 SF in area, in accordance with the Village of Glenview Zoning Ordinance.

Freestanding signs are encouraged to be no more than 4'-0" in height, with a maximum total signage area of 120 SF, per the Village of Glenview Zoning Ordinance. For these freestanding signs, letter heights of no more than 8" are preferred.

3. SIGNAGE CHARACTER & MATERIALS

Signs for public buildings should be well-integrated and compatible with the overall design of the building. Freestanding or monolith signs are encouraged to use high-quality materials.

Signs should be compatible to other public building signage within Glenview. A graphic standard of typeface and color could be developed for all public buildings in Glenview.

4. ILLUMINATION

Signs are encouraged to be externally-illuminated, with the light sources shielded from view. Back-lit and neon signs are discouraged. Lighting is encouraged to be subtle.

5. MESSAGE

The message and amount of information incorporated within each sign is encouraged to include only the facility name. The use of advertisements, slogans, and "time and temperature" devices are discouraged.
STREET SYSTEM SIGNAGE

The goal of the street system signage is to provide a clear way-finding system for the entire GNAS Redevelopment Project. Use of the traditional Glenview street post and sign is encouraged for all streets in the GNAS Redevelopment Project.

In addition to the typical street sign, special neighborhood identity signs may be used for the different districts. These signs are encouraged to be no more than 4 SF in total area, and unique to the character of the district. These signs are traditionally painted white with black letters.

A standard size, color, or shape for all neighborhood street signs should be developed to unify the entire GNAS Redevelopment Project. Lighting is not recommended for these signs.

BANNERS

Festive commercial banners are encouraged for use along the North-South and Chestnut/West Lake Avenue, as well as the "Entertainment Street". The banners should give identity to special places or promote special events in the neighborhood. Banners are encouraged to be located on light posts, mounted perpendicular to the street and above truck clearance height. Banners may be either single or double-mounted. The message and amount of information allowed on banners will be subject to the approval of the Village of Glenview.
INFORMATIONAL SIGNAGE

A coordinated system of informational signs can further unify the community and improve the way-finding system. Informational signs using descriptive text and graphics can identify places of importance, and mark buildings or sites of significance. A coordinated system of informational signs could be developed for the following areas:

- the park and trail system
- the Mixed-Use Retail Center, including a historical narrative for the original GNAS core area
- the memorial plaques at the Golf Course

REGULATORY SIGNAGE

The goal of the regulatory signage system is to address the concerns of vehicular and pedestrian traffic within the GNAS Redevelopment Project. These concerns range from traffic speeds, parking, and accessibility issues.

Regulatory signs must be provided in compliance with Village of Glenview, Cook County, and State of Illinois standards.