

WESTGATE AT THE GLEN

PLAN COMMISSION REVIEW APPLICATION



Presented to

The Village of Glenview



By

EDWARD R. JAMES PARTNERS, LLC



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A. DEVELOPMENT PLAN OVERVIEW

Our development plan for Westgate on the Glen has been designed as a Planned Development, with a focus on the design criteria included in the Village’s Request for Proposal for Parcel 24, along with the broader guidelines incorporated in the Glenview Naval Air Station (GNAS) Design Guidelines. There were several key design principles recommended in the RFP that helped shape our development plan. We have strived to create a development plan that features urban design consistent with GNAS Design Guidelines, incorporating a pedestrian-friendly, urban street framework, and featuring a mix of classical and attractive product types. Our planned development proposal includes a distinctive and cohesive site plan, allowing for strong architectural expression of buildings along Shermer Road and throughout the community.

As shown in Section 3 of this package, the proposed site plan addresses these design goals, and incorporates three distinct product types as summarized in the chart below:

RESIDENTIAL UNIT SUMMARY	#
Rowhomes	71
Mews Townhomes	68
Single Family Cluster Homes	<u>34</u>
Total Lots/Units:	173

The southern end of the development includes 34 single family cluster units, and the middle and northern sections contains 68 Mews Townhomes and 71 Rowhomes, broken into two neighborhoods divided by Constellation Drive. Each neighborhood, north and south of Constellation Drive includes a mix of both the Rowhomes and Mews Townhomes, designed to accelerate the sales absorption and build-out. From a construction standpoint, the entire area south of Constellation Drive is planned as Phase 1 of our development, while the area north of Constellation Drive is planned as Phase 2.

Based on our past experience, the typical buyer profile for these units is expected to include: a) empty-nesters seeking the benefits of first floor master bedrooms, maintenance free ownership, and proximity to The Glen’s amenities; b) singles (divorced, widows, young professionals); c) dual income professionals with no kids; and d) couples with babies and/or pre-school aged children. The cluster single-family homes and the rowhomes offer first-floor main living areas and first-floor master bedrooms, and are two stories in height. The Mews townhomes, with the garages tucked under the living units, will be three stories in height, with the main living area on the second floor, and all bedrooms on the third floor.

Included within this submittal package are our applications for rezoning, along with our detailed development plans, including various types of classical architectural styles for the homes, attractive landscaping plans, and detailed preliminary civil and traffic engineering design plans. Each of these development plan components have been designed in conjunction with the Village’s goals, objectives and requirements for the site, and also in accordance with our company’s mission statement, “to enhance the quality of life for our residents, and the communities in which we build.”

B. CURRENT AND PROPOSED ZONING

The property is currently zoned P-1, Public Lands, and with this development plan submittal, we are seeking rezoning as a Planned Development. The applicable zoning designations, as defined under the Village Code, include R-4/PD for the southern area of the site containing the single family cluster (SFC) neighborhood, and RT-8/PD for the remaining area of the site containing the rowhomes and mews townhomes. A summary of the approvals requested with this application package is as follows:

Regulatory Review
A. Comprehensive Plan Amendment
B. Official Map Amendment
C. Rezoning
D. Planned Development
E. Final Site Plan Review
F. Preliminary Subdivision
G. Variation(s)

Based on these regulatory review requirements, copies of the following required written Village application forms are included in Section 2 of this application package:

Application Forms included in Section 2
A. Rezoning & Official Map Amendment Application
B. Planned Development Application
C. Final Site Plan Review Application
D. Preliminary Subdivision Application

Based on our discussions with Village staff, and based on the Village Code requirements, the only technical variance of our development plan from the Planned Development code requirements is for a request of less than a 50’ perimeter setback. As may be seen from our development plans, the proposed perimeter setbacks are an integral part of the overall plan for the site, and are designed with the above-stated design goals in mind. Based on our recent experience, we believe that this plan will provide for a very attractive addition to the community, while also providing for alternative housing types within the Glen itself.

As stated above, the proposed zoning is R-4/PD for the southern SFC area of the site, and RT-8/PD for the remaining area of the site. These densities within our proposed planned development are consistent with those called for in the underlying R-4 and RT-8 zoning districts. On a combined basis, the gross density of the entire site would total 5.91 units per acre.

C. PRELIMINARY SITE PLAN:

The proposed site plan is included within Exhibit 3, and shows a total of 173 units over approximately 29.25 acres (subject to confirmation from the final survey). This results in an overall gross density of 5.91 units per acre, with an average land area of 7,365 SF per dwelling unit.

The southern end of the development includes 34 single family cluster units, and the northern section contains 68 Mews Townhomes and 71 Rowhomes. The rowhomes along Shermer are planned to be slightly elevated above the roadway. Steps up to front stoops of the residences from the community sidewalk along Shermer would be integrated into a raised berm, facilitating both a strong streetscape along Shermer Road, and enhanced views from these homes at the first and second floors overlooking the Glenview Prairie Club Golf Course across the street. The front Doors of both the rowhomes and townhomes will be featured along the street frontage, and the garages shall be placed at the rear of each unit, accessible via a mid-block service drive.

Each neighborhood, north and south of Constellation Drive includes a mix of both the Rowhomes and Mews Townhomes, designed to accelerate the sales absorption and build-out. From a construction standpoint, the entire area south of Constellation Drive is planned as Phase 1 of our development, while the area north of Constellation Drive is planned as Phase 2.

Both the detached and attached product design generally utilize near zero-lot line, fee-simple lots, which allows for maximum common area space. The landscaped common area space, along with foundation landscaping in fee-simple areas, will be maintained through the HOA in a nearly “maintenance-free” environment.

Access to the site is proposed from West Lake Avenue, Shermer Road, Valcour Drive, Dauntless Drive, and Saipan Drive. The proposed site plan removes the existing Avenue D connection to Shermer Road, as requested in the RFP. The HOA will own and maintain the private auto courts and drive aisles that will serve the individual units. On-street parking shall be allowed, subject to the Village’s requirements, and supplemental guest parking is included on the site plan. A summary of the streets and drive aisles planned for the community is as follows:

Roadway Ownership and Dimensions

Single Family Cluster Neighborhoods – Private Access Drive off of Valcour

- Type of Street: Private
- Road: Two proposed one-way drive aisles of 16’, with requested parking restrictions by ordinance.
- Sidewalks: 5’
- Planting strip: 5.5’

Single Family Cluster Neighborhoods – Auto Courts

- Type of Street: Private
- Road: Back of Curb to Back of Curb: 25’
- Sidewalks: None
- Utility Easement Area: 10’ from Back of Curb.

Dauntless & Saipon Drives

- Type of Street: Public
- 60’ ROW, per Village Standard
- Roadway: 28’ B-T-B, Per Village Standard
- Sidewalks: 5’

Rowhome & Mews Neighborhoods – Internal Alleys

- Ownership: Private

- 22' Drive Aisle
- Drive Aisle Pavement Area: 20'

D. PRELIMINARY LANDSCAPE PLAN

The landscaping plan is including within Section 4 of this submittal package, and will provide for individual plantings in and about the residences, as well as selected perimeter hardscape, landscape and contouring. The landscape plan will feature a generous assortment of trees, shrubs, perennials and groundcover that will offer seasonal interest to the development landscape. The use of ornamental grasses and perennials at key areas of the site will further emphasize and compliment the community's variety of architectural styles. The development's retention pond will be a wet bottom retention basin planted with a gradient of native grass and wildflowers that will augment the project theme and maintain the water quality of the ponds. As appropriate, evergreen trees will be planted to screen adjacent uses to the west and northeast.

The landscape improvements will be further enhanced within the numerous mini-parks throughout the community. These mini-parks will be centrally located within the various neighborhoods and will be embellished with hardscape structures such as bench seating planters, gazebos, pergolas, seat walls and ornamental fencing. In addition to functioning as central gathering places for the individual neighborhoods' residents, the 'front door' locations of these parks off the internal streets will help foster the New Urbanist character of the community that is characteristic of the previously developed neighborhoods in the Glen. The use of hardscape materials that evoke the East Coast theme will be carried over in the design of the entrance monuments. These monuments shall be located at the two entries from Shermer Road, and at the West Lake Avenue entry.

E. ARCHITECTURE:

The proposed architecture for Westgate at the Glen will feature three building types designed to appeal to empty-nesters, young professionals, active adults, and move down buyers. These building types shall include Single Family Cluster (SFC) Homes, Village Mews and Village Row Homes. The Mews Townhomes are three stories, while the SFC and rowhomes are two stories. Additional detail is provided below, and preliminary elevations and floor plans are included in Section 5 of this submittal package.

A. Overview

1) **Target Market:** The buyer profile for the residences at Westgate at The Glen is expected to include: a) empty-nesters seeking the benefits of first floor master bedrooms, maintenance free ownership, and proximity to the Glen's amenities; b) singles (divorced, widows, young professionals); c) dual income professionals with no kids; and d) couples with babies and/or pre-school aged children. The size of the homes, lack of yards, prohibitions against outdoor recreational equipments (basketball hoops), the price points and the monthly HOA assessments will discourage traditional detached single family home purchasers. Of the three product types, the single family cluster homes and the rowhomes will be most appealing to empty-nesters, given that each program offers first-floor master bedrooms and is limited to two stories. The master bedrooms for the mews townhomes will be located on the third floor.

2) **Architectural Styles:** The architectural styles will include the following:

Single Family Cluster: (1) New England shingle, (2) French Country, and (3) Old English

Rowhomes: (1) New England shingle, (2) Classic Revival, and (3) Old English

Townhomes: (1) New England shingle, (2) Craftsman, and (3) Federal

All of the elevations will incorporate design details including shutters, dormers, gables and hips to create visual interest.

3) **Function and Features:** The residences proposed at Westgate will offer the following common functions and features:

- **Bedroom Count:** All product types will offer three bedrooms.
- **Rear Loaded Garages:** The Rowhomes and Mews Townhomes will all be rear-loaded to provide attractive community streetscapes. The Single Family Cluster homes will have front and side-loaded garages.
- **First Floor Master Bedrooms:** All of the Single Family Cluster homes will offer first floor master bedrooms; and the majority of the rowhomes will offer first floor master bedrooms.
- **Parking:** All homes will offer two attached parking spaces, and the homes will include apron parking for an additional two cars. On-street parking will be allowed within the community, subject to restrictions per code on overnight parking. Supplemental guest parking is located between in various locations on the proposed site plan.
- **Fee Simple Ownership:** Fee simple ownership will be common to all three programs, by virtue of no over/under unit designs.
- **HOA Maintenance and Regulations:** All residences will be part of a homeowners association that will be established through a declaration of Covenants, Conditions and Restrictions. The CCR's will govern the use and maintenance of the common areas, and will establish the obligations and restrictions with respect to changes to the exterior, and the overall long-term appearance of the community. The HOA will assess residents for the costs of landscape maintenance, snowplowing of the private roadway and sidewalk areas, and for the rowhomes and mews, the maintenance of the exteriors.
- **Private Outdoor Spaces:** Each of the homes will offer an outdoor living space. The rowhomes will have at grade patios, and/or front porchs. The mews townhomes, unlike traditional rear-loaded townhomes, will have either an expanded porch/deck or an integrated screened porch. The single family cluster homes will each have their own rear private patios.

4) **Form, Massing, Height and Footprints:** We have intentionally created footprint dimensions that will enable us to offer a variety of unit sizes within each program, in order to implement the segmentation strategy that we have used successfully in other communities to accelerate absorption and the project sellout.

5) **Materials and Specifications:** The goal for Westgate is to achieve a quality community of residences that provide attractive and durable exterior facades, and high-value quality interior finishes. The industry has come a long way in terms of providing exterior materials in the way of composites that replicate both the look and feel of wood, while providing excellent R-value thermal protection and a greater degree of weather resistance. The benefits accrue both to the owners in the form of lower ownership costs, and to the community in terms of longer-term appeal without the degradation that can

occur over time with natural wood. Accordingly, we plan to use a mix of both natural and composite materials that will include the following:

Exterior Specifications	
Roofs	Architectural Composite Shingle
Siding	Masonry, including brick and/or stone; together with CertainTeed brand polymer and/or cementitious siding in clapboard and shingle forms.
Trim	CertainTeed Smart Trim or equivalent
Driveways	Asphalt
Garage Doors	Insulated Steel
Front Entry Doors	Insulated Fibreglass
Garage Access to Home	Steel
Gutters	Prefinished Aluminum
Shutters	Louvered Polymer
Patios and Stoops	Concrete
Decks and Porches	Weather-resistant Wood

B. Village Single Family Cluster Homes

The Single Family Cluster homes shall be located in a distinctive neighborhood area at the south end of the site. The character style of the homes will be designed to reflect a variety of architectural themes. Patios and outdoor living areas will be carefully positioned to afford the optimal amount of privacy for residents. There will be a mix of side- and front-loaded garages, none of which will face the nearby main roadways. All garages will have spaces for two cars and sufficient space in front of each unit for two additional spaces. The homes will feature an assortment of Cape Cod units that will offer master bedrooms on the first floor. Options will also be provided to allow the homes to have screened porches and sunrooms for three season living.

C. Village Row Homes

Each building assembly will feature a combination of horizontal siding and masonry materials that evoke different architectural styles. Additionally, these homes shall have rear garage access that eliminates a garage dominated streetscape, and front porches that will promote neighborhood friendly interaction and a Neotraditional character. The two story building massing of these homes will also help to provide a warm and friendly pedestrian scaled streetscape environment.

There will be a variety of Village Row Home model types available for purchase. A majority of the rowhomes will feature first-floor master bedrooms, while some of the rowhomes will feature second floor master bedrooms, in order to appeal to those buyers (whether empty nester or young professionals) who prefer a second floor master bedroom location. All units shall have two car garages connected to the main living portion of the home with a utility room and private outdoor living area. Two-car guest parking behind the garages shall also be provided for each home.

D. Village Mews

The Village Mews that will be offered at Westgate will be a variation of the three-story townhome building type that for years has been the #1 selling multifamily design in the greater Chicagoland area. Architectural styles for the Mews townhomes will include the East Coast Shingle, Craftsman, and Federal styles. This building type will feature three story homes that will primarily attract the young professional and dual income buyer without children, but may also appeal to the empty nester buyer who does not require the first floor master bedroom. Like the rowhomes, the Village Mews will feature rear loaded garages and front porch elements. Unique to the design of these units, the second and third floors will step back from the rear auto court. This approach will allow for each home's outdoor living space to occur at the rear of each unit in the form of a Lanai terrace that will be located off the main living area on the second floor, resting over a portion of the first-floor garage. We believe this feature will significantly enhance the livability of these homes, and believe this feature will appeal to all types of buyers. Options will be offered to allow the conversion of these outdoor spaces into three season sun rooms or screened porches.

F. PRELIMINARY ENGINEERING

The preliminary engineering plans and storm water management report have been prepared by our civil engineering consultant, Spaceco, Inc., and are included in Section 6.

Key Engineering Assumptions

- Since the site was previously developed, any remaining pavement and utilities that previously serviced the naval base, but not included in our plans, will need to be removed, including roadways, sidewalk, storm sewer, watermain, and sanitary sewer.
- There are some existing utility easements, and an AT&T duct bank crosses the site from east to west just north of Constellation Drive. The relocation of these easements and existing utilities will need to be coordinated with the Village and the utility companies.
- As design progresses an earthwork balance calculation for the site will need to be reviewed and verified with the proposed elevations, in order to provide a balanced site.
- The proposed plan provides adequate stormwater detention storage, in conjunction with the concurrent zoning proposal for the Willow Creek Church, which is to be located north of Valcour Drive. On the proposed Westgate site, the retention pond is located near the corner of West Lake Avenue and Shermer Road. We will also share the retention pond located north of Valcour Drive with the Willow Creek Church.
- The proposed roadway and private motor court system have been detailed on the plan. The Village of Glenview standard pavement section for public roads will be required for Dauntless Drive, Saipan Drive and Valcour Drive. The Village pavement section is 1.5" asphalt surface course, 2" asphalt binder course, 6" BAM, and 4" Aggregate Base. The privately owned motor courts and circles will have a pavement cross section of 1.5" asphalt surface course, 2.5" asphalt binder course and 11" of Aggregate Base.
- The proposed utility layouts for the storm sewer, sanitary sewer and water main have been designed to provide service to all residential units within the site.
- The Village of Glenview will be installing a by-pass sewer through the site to service areas to the north. The size of the By-pass sewer will range between 48" and 72". A route for the by-pass sewer

has been coordinated with the site plan and proposed utilities to minimize crossings and potential conflicts. The route of the By-Pass sewer is depicted on the Conceptual Engineering Drawings.

G. LIGHTING PLANS

In conjunction with the preliminary engineering plans provided by Spaceco, our lighting consultant Kornacki and Associates has designed a preliminary lighting plan, which is included in Section 7 (and is also reflected within Spaceco’s preliminary engineering plans). The light poles depicted along private motor courts and circles include the photometric calculations provided by Kornacki and Associates. The development assumes the use of the Village’s Sternberg fixture.

H. TRAFFIC ENGINEERING

Sam Schwartz Engineering has completed a traffic study for the development, which is included in Section 8. Based on input and review from the Village staff, this study is a combined study for both the Westgate at the Glen residential development, along with the adjacent proposed development of the Willow Creek Church. The complete study provides a summary of existing conditions, site traffic characteristics, projected new traffic generation, road design recommendations, and a qualitative analysis of each of the proposed use’s impact on the surrounding roadway network.

A summary of the estimated daily trip generation for the Westgate at the Glen subdivision is as follows:

Traffic Impact Assessment	Residential Traffic Generation
AM Peak Hour Trips	101
PM Peak Hour Trips	119
Total Daily Trips	1,230

The traffic study recommends construction of a westbound right-turn lane along West Lake Avenue, a southbound right-turn lane along Shermer at Valcour, and a northbound left-turn lane on Shermer Road at Valcour, and signal and geometric improvements at Shermer Road and West Lake Avenue. These recommended improvements are currently being analyzed in conjunction with Village staff, and the cost of the improvements will be shared through the provisions of a recapture agreement that is in process.

Factoring in the use of off-duty police officers for the Willow Creek Church Sunday services, the study concludes that with the planned implementation of geometric and signal improvements permits, the surrounding roadways and intersections to operate at acceptable levels of service at all hours.

I. PROPOSED SALES TRAILER AND MARKETING SIGN TEXT

Section 9 of this package includes a preliminary plan for a temporary sales trailer and for the marketing sign text. The proposed location of the sales trailer, and the preliminary text for the marketing sign, are both preliminary, and are subject to change based on further refinements of our marketing plans. The

final location, size, and specifications of both the temporary sales trailer and the marketing sign will be developed and submitted to the Village for consideration prior to Final Subdivision Approval.

J. HOMEOWNERS ASSOCIATION AND DECLARATION OF COVENANTS, CONDITIONS, AND RESTRICTIONS

The Covenants, Conditions and Restrictions for Westgate will be developed and submitted to the Village for consideration prior to Final Subdivision Approval. Following is a matrix outlining the proposed amenity installation, ownership and maintenance schedule for each parcel that shall be reflected in the final documents.

**AMENITY INSTALLATION OWNERSHIP AND MAINTENANCE SCHEDULE
WESTGATE AT THE GLEN**

Parcel/Amenity	Public/ Private	Developer and/or Home Owners Association				Village of Glenview			
		Install	Own	Maint	Plow	Install	Own	Maint	Plow
Entry Features	Private	X	X	X					
Utilities	Public	X					X	X	
Primary Roads/ROW	Public	X					X	X	X
Street Lights	Private	X	X	X			X	X	
Landscape	Private	X	X	X					
Pocket Parks	Private	X	X	X					
Rowhome and Mews Autocourts	Private	X	X	X	X				
Alley (Mews TH)	Private	X	X	X	X				
Alley (Rowhomes)	Private	X	X	X	X				
SFC Autocourts	Private	X	X	X	X				