

**Item #21:**  
**Village Planner Hogue**  
**PCZBA & CSCC Meetings Report**



MEMORANDUM

TO: Village President and Village Board  
FROM: James M. Hogue, Village Planner  
DATE: November 5, 2015  
RE: Board & Commissions Report for 11/10/15

This memo is intended to update the Village Board as to the status of projects and activities of the Long Grove Plan Commission & Zoning Board of Appeals (PCZBA), Conservancy & Scenic Corridor Committee (CSCC) and the Architectural Commission (AC).

PCZBA – Regular Meeting; 11.3.15 (1 Action Item)

**PUBLIC HEARING:** Consideration of a request for an amendment to a previously approved planned unit development/subdivision commonly known as “The Long Grove Commons” including amendments to the previously approved ordinance, plat and plans for an additional drive through for a donut shop (formerly the PNC Bank) and/or additional relief necessary and/or appropriate under the zoning code to allow amendment of the previously approved planned unit development on property currently zoned under the B-2 PUD District classification submitted by ECA Architects on behalf of Mr. Haresh Patel.

Planner Hogue explained that this is a request for a modification of the existing PUD primarily involving the location of the drive-through lanes for the Dunkin Donuts as well as minor modifications involving landscape and trash-enclosure. The plans were previously reviewed by the Architectural Commission, which recommended approval of signage and exterior modifications, as well as treatment of unused drive-through lanes subject to certain conditions outlined in the staff report. The primary issues to be considered by the zoning board include the hours of operation, parking needs, and affect on local traffic.

Mr. Eric Carlson, Architect for the petitioner, testified that traffic is anticipated to be primarily off of Route 22, referring to page three of the traffic study provided to the board. The traffic will consist of mainly existing local traffic. It is anticipated that there will be 9-10 stacking spaces before it overflows into the parking lot. The busiest times are expected to be between 6:00 and 8:00 a.m., before the other businesses are open. The petitioner anticipates business hours to be from 5:00 am to 10:00 pm.

After discussion the PCZBA had no issues with the request and noted this should be a good for this property at that location.

Commissioner Peltin made a motion to recommend approval of (i) an amendment to the Long Grove Commons PUD Ordinance and Final PUD plans to include the additions and modifications proposed by the Applicant in connection with a coffee and donut shop on Lot 5; and (ii) a special use permit for a one-lane drive-through accessory to a coffee shop on Lot 5 and authorizing hours of operation of the coffee shop and drive-through from 5:00 a.m to 10:00 pm. Commissioner Kazmer seconded the motion. On a voice vote, all ayes.

**CSCC – Regular Meeting; 11.4.15 (1 Action Item)**

**CSCC APPLICATION 15-01** ; Consideration of a request to remove dead trees & shrubs and debris (maintenance); replanting of trees, shrubs, grasses and wildflowers and creation of mowed pathways within a lowland conservancy district on property known as 6609 Cobblestone Lane submitted by Lisa Pollman, Brickman Design Group on behalf the property owners Dennis and Jacqueline Raucci.

Chairman Smith explained the request noting that he and Commissioner Wiberg had been to the site. Removal of the materials indicated is a maintenance function and does not require CSCC review and approval. Restoration of the area “disturbed” by the maintenance in the conservancy easement is proposed with a mix of trees, shrubs and plants. Thirty four (34) plant species are proposed for the restoration. Of these twelve (12) are not on the “Approved Species List”. Nature trails are considered permitted uses in the lowland conservancy district per section 7-5-3 (D) of the Village Code.

Mrs. Jacqueline Raucci provides a history of the property noting a drainage problem had destroyed the natural vegetation on this portion of the lot which was in place when they purchased the lot in 1988. The Village of Hawthorne Woods had placed a drainage structure on their property in the conservancy district without their knowledge or permission in 2009. The drainage structure is working and after many years of thought a restoration plan for this portion of the property has been created and is presented to the CSCC for consideration.

The CSCC had concerns with the proposed use of evergreens in the Conservancy District which is not a “permitted species” per the approved species list. The CSCC discussed the use of River Birch in this portion of the Conservancy District. Ms. Lisa Pollman, project consultant with the Brickman Design Group, noted River Birch would not provide the screening from adjacent properties the property owners were interested in. She suggested the use of Bald Cypress instead. The CSCC noted this was not a species on the approved species list but a species native to Illinois. It was also an appropriate species for wet areas such as exists on the petitioners’ property. The CSCC noted three plant species in proposed “meadow seed mix” which were not part of the approved plant species list for conservancy areas. Ms. Pollman noted that Brickman has done many “conservancy” restorations and had become good at it. They have found the plant species in question to provide more color and more blooms for a longer period of time which, in her opinion, enhanced the area and petitioners property. These species also work very well in residential areas.

After discussion, the CSCC made the following motion; Chairman Smith made a motion, seconded by Commissioner Wilson to recommend approval of the Raucci Restoration Plan as submitted (including mowed pathways) by the Brickman Design Group with the exception that the proposed evergreens be removed from the plant mix and substituted with “Bald Cypress” on a trial basis in this location and that the “meadow seed mix” be modified to contain all native species for the “approved plant species” list for conservancy areas as adopted by the Village of Long Grove. On a voice vote; all aye.

As side note, representatives of the CSCC would monitor the success of this “trial” use of the Bald Cypress at this location and consider modifications to the “approved species list” for this and potentially other species as warranted.

**PCZBA; Next Regular Meeting 12.1.15** **CSCC; - Next Regular Meeting; 12.2.15**  
**AC; 11.16.15**

MEMORANDUM TO: Eric Carlson  
ECA Architects and Planners

FROM: Michael A. Werthmann, PE, PTOE  
Principal

DATE: November 3, 2015

SUBJECT: Preliminary Traffic Evaluation  
Proposed Dunkin Donuts Store with Drive-Through Facility  
Long Grove, Illinois

This memorandum summarizes the results of a preliminary traffic evaluation conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for a proposed Dunkin Donuts store to be located in Long Grove, Illinois. The Dunkin Donuts store is to occupy a portion of the former PNC Bank that is part of the Long Grove Commons development located in the northwest quadrant of the intersection of IL 22 with Old McHenry Road. The 3,756 square-foot bank building has a total of four drive-through lanes along the northwest side of the building with access via a single access drive located on the north-south circulation road serving the Long Grove Commons development.

As proposed, the northern portion of the building will be converted to provide a 1,590 square-foot Dunkin Donuts store with a drive-through facility. The existing southernmost drive-through lane (closest to the building) will be used to serve the proposed Dunkin Donuts store with the other three existing drive-through lanes proposed to be converted to a rock garden. Circulation to/from the proposed Dunkin Donuts drive-through facility will be provided via the existing one-way counterclockwise circulation road that extends along the northeast and northwest sides of the building and currently serves the bank's drive-through lanes. The Dunkin Donuts drive-through facility will be able to accommodate nine to ten vehicles without extending into the parking lot serving the subject site. Access to the subject site will continue to be provided via the single access drive located along the north-south circulation road serving the Long Grove Commons development. Finally, the remaining portion of the building is anticipated to eventually be converted to general commercial space.

The purpose of this preliminary traffic evaluation was to (1) determine the traffic to be generated by the Dunkin Donuts store and compare it to what the former bank could generate and (2) review the access and circulation systems proposed to serve the subject site and the drive-through operation.

## Projected Trip Generation

The estimates of the traffic that will be generated by the proposed Dunkin Donuts store and commercial space anticipated to occupy the rest of the building were based on the trip generation rates published in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 9<sup>th</sup> Edition. **Table 1** shows the volume of weekday morning and evening peak hour traffic to be generated by the Dunkin Donuts store and the commercial space.

Table 1  
ESTIMATED SITE-GENERATED TRAFFIC VOLUMES

ITE Land-Use Code	Land Use/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour		
		In	Out	Total	In	Out	Total
937	Dunkin Donuts (1,590 s.f.)	82	78	160	34	34	68
826	Commercial Space (1,986 s.f.)	<u>5</u>	<u>5</u>	<u>10</u>	<u>5</u>	<u>5</u>	<u>10</u>
Total Trips		87	83	170	39	39	78

It is important to note that surveys conducted by ITE have shown that a considerable number of trips made to donut/coffee stores are diverted from the existing traffic on the area roadways. This is particularly true during the weekday morning and evening peak hours when traffic is diverted from the home-to-work and work-to-home trips. Such diverted trips are referred to as pass-by trips. These surveys indicate that on average 89 percent of the peak hour trips generated by donut/coffee stores are diverted from existing traffic on the adjacent roads. As such, only a limited number of trips to be generated by the Dunkin Donuts store will represent new trips to the area roadway system.

## Trip Generation Comparison

In order to provide a trip generation comparison, the traffic that could be generated by the bank that occupies the subject site was estimated based on the trip rates provided in the ITE *Trip Generation Manual*, 9<sup>th</sup> Edition. **Table 2** shows the peak hour traffic that could be generated by the bank and estimated to be generated by the Dunkin Donuts store. The following summarizes the findings of the trip generation comparison:

- During the morning peak hour, the Dunkin Donuts store is projected to generate approximately four times more traffic than the former bank. However, it is important to note that the majority of the Dunkin Donuts store traffic will be generated by the existing traffic on the area roadways, and, as such, will generate a limited volume of new traffic. Further, the other uses within the Long Grove Commons development are generally closed during the morning peak period and, as such, generate very limited traffic along the access and circulation systems of the Long Grove Commons development.
- During the evening peak hour, the former bank is projected to generate approximately two times more traffic than the Dunkin Donuts store.

Table 2  
TRIP GENERATION COMPARISON

ITE Land-Use Code	Land Use/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour		
		In	Out	Total	In	Out	Total
912	Drive-in Bank (4 lanes)	23	14	37	65	68	133
937	Dunkin Donuts (1,590 s.f.)	<u>82</u>	<u>78</u>	<u>160</u>	<u>34</u>	<u>34</u>	<u>68</u>
	Difference	-59	-64	-123	31	34	65

### Access to the Subject Site

Access to the subject site is to continue to be provided via a single access drive located on the north-south circulation road serving the Long Grove Commons development. This access drive has one inbound lane and two outbound lanes with the outbound lanes striped to provide a separate left-turn lane and a separate right-turn lane. The access drive should be sufficient to accommodate the traffic to be generated by the Dunkin Donuts store given the lower volume of traffic along the north-south circulation road, particularly during the morning peak period.

### Internal Circulation and Drive-Through Operation

Parking for the subject site is provided along the southwest and southeast sides of the building with access provided via a two-way circulation road. As proposed, the existing southernmost drive-through lane (closest to the building) will be used to serve the proposed Dunkin Donuts store with the other three existing drive-through lanes proposed to be converted to a rock garden. Circulation to/from the drive-through facility will be provided via the existing one-way counterclockwise circulation road that extends along the northeast and northwest sides of the building and currently serves the bank's drive-through lanes.

The drive-through facility for the proposed Dunkin Donuts store will be able to accommodate nine to ten vehicles without extending into the existing parking lot serving the subject site. Based on KLOA, Inc.'s observations of several coffee/donut shops in the Chicagoland area, the average stacking within a drive-through lane was found to be six to eight vehicles. As such, the stacking capacity provided for this facility will be sufficient to accommodate the drive-through peak demand and the vehicle queues will be contained within the site.

The design of the site, particularly given that it has served as a drive-through bank, will provide efficient and orderly access to and from the site and circulation around the site and the drive-through facility. Nevertheless, the following recommendations were developed to further enhance the operations:

- Appropriate wayfinding signs and striping should be provided within the site directing customers to and from the parking areas and the drive-through facility.
- Do Not Enter signs should be placed where the one-way counterclockwise circulation road meets the two-way access drive.