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MEMORANDUM

Date: June 23, 2016

To: Anthony Repp
Planner
Village of Glenview

DRAFT

From: Daniel H. Schoenberg, PE
Project Engineer

Re: Culvers of Glenview
Northeast corner of Waukegan Rd and Glenwood Avenue
Glenview, Illinois
Job No. 1394.078

At your request we have reviewed the following documents for the proposed development of the former Matty's Restaurant site:

- Addendum to Traffic Impact Study prepared by KLOA dated June 21, 2016
- Addendum to Traffic Impact Study prepared by KLOA dated June 22, 2016
- Geometric Plans prepared by Spaceco Inc. dated April 22, 2016

The addenda update the April 21, 2016 study previously reviewed. Since that study was submitted, the ultimate land use of the 4,400 square foot south building has become indeterminate. A previously proposed fast food restaurant occupant has withdrawn. The possible land uses of the south building are a sit down or fast food restaurant or some commercial space. The proposed size of the south building has not changed. The access to the entire development site has not changed – a full access opposite Chestnut Street, two right-in-right-out (RIRO) accesses from Waukegan Road and a cross-access to the property to the south is proposed.

The previously depicted detention area at the southeast corner of the development now has surface parking, creating a new offset internal circulation aisle intersection. The trash enclosure for Taco Bell has been moved to the north row of parking. The drive-through entrance has been narrowed and relocated north to create compensatory parking spaces. The Culver's layout has not changed. The south building has been moved west. The perpendicular parking spaces near Waukegan Road have been eliminated. The two-way drive aisle west of the south building has been converted to one-way southbound.

We offer the following comments:

Traffic Generation.

The April study assumed two new restaurants not open for breakfast and with most intensive trip generation during the midday. The June 21 letter says the Culver's ITE-based trip

projections are too conservative based upon counts at a similar Culver's. The use of site-specific information is always preferred, but more specifics about the size, location and functional classification of the street on which the comparable site is located are needed to verify compatibility. Another south building land use other than a fast food restaurant without drive-through previously studied should result in lower generated trips during the midday and evening peaks. Lower projected volumes will improve performance. The June 21 addendum concludes the projected midday and evening peak performance of nearby intersections determined in the April study are still valid. Table 5 in the June 21 addendum was intended as a copy of Table 3 of the April report. Unfortunately, the midday peak hour delays in Table 5 mistakenly copied the morning peak values and should be corrected.

If a fast food restaurant with breakfast service were to operate from the south building, Table 3 of the June 21 addendum correctly predicts an additional 190 vehicular trips on the road network during the morning peak. The morning peak hour of this development scenario has not been evaluated and should be.

The April study did not analyze Saturday midday traffic, a time with significant restaurant trips. The June 22 addendum provides that analysis. The performance of the intersections are consistent with other peak periods evaluated in the April report.

The April analysis projected very few peak hour motorists accessing the site coming from Glenwood Avenue. This is consistent with the observation that the restaurants will draw primarily from the major routes of the region. In our opinion, it is unlikely visitors to the new development will cut through Glenwood and Woodlawn Avenue neighborhoods to travel to and from the development site. This has not changed.

Waukegan Road improvements must meet the requirements of IDOT. It appears the layout of the RIROs does not meet minimum state dimensions. However, we understand IDOT may approve these layouts due to constraints between the edge of pavement and the right-of-way line. The elimination of southbound left turns into the Taco Bell is a safety improvement. Signage to prohibit southbound left turns from Waukegan into the RIROs should be provided.

Internal circulation. The redesigned entrance to the Taco Bell drive-through cannot be entered from the common north-south internal circulation aisle east of Taco Bell. Due to inadequate room to turn. Taco Bell patrons approaching from this common circulation aisle should be directed to the north Taco Bell entrance via signage and striping. Directional signage and striping should be provided. As we remarked in our May review, a turning analysis is needed to confirm the vehicles expected to enter the Taco Bell and Culver's drive-throughs can make the turn into the lanes.

The layout of the proposed Culver's has not changed, but the narrowed one-way one-lane aisle to the south does not appear wide enough to accommodate service vehicles for this building. Service vehicles for the south building will also face difficulty entering and exiting this aisle. It is also possible that motorists not finding parking between the Culver's and south buildings will try to turn left from the driveway near the south RIRO to look for more parking. The curb radius is too sharp for left turns. A larger radius turn should be provided to allow recirculation. Although we agree with the concept of a southbound aisle near the RIRO to reduce turning conflicts near Waukegan Road, we suggest re-aligning the one-way lane to accommodate service vehicles and eastbound traffic. See the attached sketch. It is important that the pedestrian crossing west of Culver's be located south of the stop bar for the aisle.

DRAFT

Culver's of Glenview
Glenview, Illinois
June 23, 2016

The Village Code does not require a minimum number of stacking spaces for a drive-through. The site plan does not show the position of the order board or pick-up window. The petitioner should provide information about typical queuing requirements for a Culver's and how many queuing spaces are provided.

We recommend the south building trash receptacle be relocated to another corner of the parking lot so the south leg of the offset intersection at the southeast corner of the parking lot can be aligned to eliminate conflicting vehicle paths for vehicles leaving the south end of the parking lot.

Parking. Section 98-293b(10) of the Village Code requires the number of parking spaces based upon seating, which counts have not been provided. The spaces meet the size requirements of Section 98-294 except the new south row of perpendicular parking at Taco Bell. The spaces are 18' long, not counting overhang.

Since both buildings are under 5K square feet, neither requires the provision of a loading space per Section 98-296.

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