



**Date:** June 8, 2016

**To:** Brandon Stanick, Assistant to the Village Administrator

**CC:** Drew Irvin, Village Administrator

**From:** Jeff Hansen, Village Engineer

**Subject:** 120 E. Scranton Avenue Condominiums Traffic and Stormwater Comments

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### **Traffic & Parking**

The applicant submitted a Traffic Impact Study for the proposed 120 E. Scranton Avenue Condominiums prepared by KLOA, Inc. and dated May 13, 2016. A copy of the study was sent to Baxter & Woodman (the Village's consultant) for review.

It is the conclusion of KLOA, Inc. that the proposed development would not have an appreciable impact on the traffic in the area. The study found the Level of Service for all traffic movements would remain at Level A (refer to page 20 of KLOA, Inc. study). The study also concludes the proposal provides ample parking for the development. The proposed 32 off-street parking spaces exceed the Village requirements for both the Central Business District and R-4 District.

KLOA, Inc. also suggests the Village consider making Oak Avenue a two-way street between East North Avenue and East Scranton Avenue. The traffic impact analysis within the study includes traffic projections and Level of Service analysis for Oak Avenue for both one-way and two-way traffic scenarios. However, the study does not account for any loss of parking along Oak Avenue if it were opened to two-way traffic.

The Village's consultant provided a Technical Memorandum dated June 2, 2016 with the results of their review of the study. The Village's consultant is in general agreement with the conclusions of the study by KLOA, Inc and noted that Oak Avenue is not wide enough to accommodate both two-way traffic and on-street parking.

### **Stormwater**

The applicant submitted a Preliminary Engineering & Stormwater Report prepared by Mackie Consultants, LLC dated May 16, 2016. The report includes an analysis of the requirements of the Lake County Watershed Development Ordinance (WDO) and shows that the project is small enough that no stormwater detention or water quality treatment would be required by the WDO. The WDO does state that local municipalities can require detention if the local storm sewers lack adequate downstream capacity. The storm sewers throughout much of the

Village lack adequate downstream capacity and it has been the standard practice of the Village to require some level of detention and an outlet restriction on development sites throughout much of the Village.

The proposed development includes an additional 0.21 acres of impervious surfaces as compared to the existing bank development. To offset the impact of this increase in impervious surface the applicant proposes installation of permeable pavers in the main east-west driveway and includes an 18" gravel layer beneath the pavers to provide for runoff detention. The volume of the proposed detention area exceeds the Village's typical requirements for sites in this general area.

The Village has not in the past been asked to accept permeable pavers as a means to achieve the detention requirement. The submitted preliminary plans appear to meet the intent of the requirements but the final plans will require review as well as the plans to maintain the system to ensure it continually provides runoff storage. The final grading plan will also require review to ensure drainage of neighboring properties are not negatively impacted by the proposed system.

**Attachment:** Technical Memorandum from Baxter & Woodman

## TECHNICAL MEMORANDUM

DATE: June 2, 2016

TO: Jeff Hansen, PE, Village Engineer

FROM: Jason J. Fluhr, PE, PTOE

SUBJECT: Block 3 Revised Development and Trip Generation (Scranton between Oak and Evanston) Lake Bluff, IL

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### Introduction

The purpose of this memorandum is to review the traffic impact study for the new redevelopment proposal of Block 3 in the Village of Lake Bluff. The previous redevelopment proposal which we reviewed in February 2016 has been withdrawn.

Block 3 is the north side of East Scranton Avenue between Oak Avenue and Evanston Avenue. The existing property was originally occupied by the Northern Trust Bank and was more recently a PNC Bank, which recently closed. A proposed redevelopment to this site is in the planning stage, and includes a multi-family residential building with 16 units.

Overall, we agree with the report and its findings, but have a few comments:

- From a traffic engineering perspective, we have no issue with converting Oak Avenue to two-way traffic between E. North Avenue and E. Scranton Avenue.
- The report states that if Oak Avenue is converted to two-way traffic, a stop sign should be installed for northbound Oak Avenue traffic at E. North Avenue. A stop sign should also be installed for northbound Oak Avenue traffic at E. Scranton Avenue.
- If Oak Avenue is converted to two-way traffic, parking should not be allowed on either side of the road at any time because the road is not wide enough to support two-way traffic and parking.