

MEMORANDUM TO: Peter Kyte
The Roanoke Group

FROM: Luay R. Aboona, PE
Principal

DATE: June 19, 2014

SUBJECT: Traffic Circulation and Parking Study
Proposed Stonebridge Development
Lake Bluff, Illinois

This memorandum summarizes the results of a circulation and parking evaluation of the proposed Stonebridge development to be located in Lake Bluff, Illinois. This memorandum is an addendum to the January 2014 Site Traffic Analysis conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.). The evaluation addressed the following issues:

- Adequacy of the overall street system
- Adequacy of the Cottage area street system
- Adequacy of the parking supply for residents
- Adequacy of the parking supply for Manor House

Overall Site Circulation

The proposed plans call for the use of Jensen Lane as it currently exists to provide on-site circulation and access to the various home sites proposed within the development. The existing street provides 23 feet of pavement width (back of curb to back of curb) and a 66-foot right-of-way which adheres to the design guidelines for residential streets with no parking as determined in the Lake Bluff Subdivision Regulations. On-street parking spaces will be added at select locations along one side of Jensen Lane to provide additional parking for the residents and visitors of the development. A total of approximately 76 spaces are proposed. To ensure that two-way flow is maintained, "No Parking Any Time" signs should be posted at various intervals along the same side of the street of the parking cutouts and along the opposite side of the street. The design of the street is adequate for the following reasons:

- The width of the pavement is appropriate for two-way traffic.
- The street will carry a low volume of traffic based on the density of the development.
- There will be no cut-through traffic and the use by larger vehicles will be rare, except for occasional moving vans, garbage trucks or other maintenance/delivery vehicles.
- The right-of-way allows for the provision of additional parking as indicated above.
- Sidewalks are provided on both sides within the proposed subdivision.
- The meandering design of the street with the existing width provides the necessary measures for calming traffic traveling through the subdivision.

Cottage Area Streets

The Cottage areas of the development will consist of approximately 27 units with two car garages that will access twenty feet back to back two-way streets (Streets A and B depicted on the site plan) with a 22-foot right-of-way. The garages will be set back seven feet providing 36 feet of separation. The proposed streets are adequate for the following reasons:

- The width of the streets will allow for safe passage of two-way traffic.
- Restricting the streets to one-way traffic is not necessary as it will impede accessibility resulting in unnecessary circulation and is difficult to enforce.
- Fire trucks will be able to access the Cottage area adequately.
- Passenger cars will be able to maneuver in and out of the garages adequately.
- The width of these streets will force traffic to slow down and, as such, safety will not be compromised.
- The attached exhibits prepared by Mackie Consultants reflect the ability of passenger vehicles and fire trucks to maneuver within the Cottage area street system.

Residential Parking Supply

Based on the Village of Lake Bluff's parking code, the proposed development will require two spaces per unit. The proposed development calls, except for the Cottages, for the single family homes and duplexes to provide two car garages plus space for two cars to park on the driveway. The Cottages will provide two car garages plus one parallel space per unit for 25 of the units. This translates into a total of 363 parking spaces or a ratio of approximately 3.7 spaces per unit which is approximately 85 percent more than the Village's requirement. Combined with the proposed 42 on-street parking spaces (excluding the 39-space near the Manor House), a total of 405 spaces will be available which translates into a parking ratio of over four spaces per unit. This parking supply is adequate for the following reasons:

- The parking ratio exceeds the Village of Lake Bluff's parking code requirements which call for a ratio of two spaces per unit.
- The parking ratio exceeds the parking requirements of 2.14 spaces per unit as published by the Institute of Transportation Engineers (ITE) in its 4th Edition of the *Parking Generation Manual*.
- Only 196 spaces will be covered (in garages) which allows for the remainder to be used by residents and visitors as necessary.
- Approximately 31 parking spaces will be provided along Jensen Lane at various locations in proximity to all the units to provide the necessary visitor parking.

- While additional parking can be provided along Jensen Lane, the need for it should be determined in the future after the development is complete and fully occupied. These spaces can be “land banked” in the unlikely event they are needed. This land banking will maintain the green open space and will result in less impervious surface.

Manor House Parking

The Manor House upon its renovation will be available for use by residents. The Manor House will also hold various events that will be limited in size which will likely take place during the day. Approximately 39 spaces are being provided in close proximity to the Manor House. These spaces should be adequate for the following reasons:

- The events will likely be limited in size and will be held during the day when all of these spaces will be available.
- With the number of parking spaces provided, between 80 and 100 people can be accommodated based on vehicle occupancies ranging from 2.0 to 2.5 persons per vehicle. This should exceed the typical events that will be held.
- In the event that future programming determines that the demand for parking is greater, additional parking spaces can be provided within Jensen Lane’s right-of-way. These spaces, though, should be land banked to minimize the amount of impervious surface.