

MEMORANDUM TO: Michael J. Poulakidas, Esq.
JTE Real Estate Services

FROM: Elise Purguette
Consultant

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Principal

DATE: October 5, 2021

SUBJECT: Traffic Impact Statement
Proposed Residential Development
Aurora, Illinois

This memorandum summarizes the results and findings of a traffic evaluation conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for the proposed redevelopment of the former Mary A. Todd Elementary School located at 100 W. Oak Avenue in Aurora, Illinois. The development site is bordered by Spruce Street to the north, Oak Avenue to the east, Grand Avenue to the west, and New York Street to the south. As proposed, the site will be redeveloped with 11 work-force units and 33 parking spaces. Access will be provided off Grand Avenue and Spruce Street. **Figure 1** shows an aerial view of the site.

The purpose of this evaluation is to determine the trip and parking generation characteristics of the proposed residential development and determine the adequacy of the proposed parking supply in accommodating the projected parking demand.

Existing Traffic Conditions

The following provides a detailed description of the physical characteristics of the roadways including geometry and traffic control, adjacent land uses, and average daily traffic volumes along the area roadways.

New York Street is a one-way minor arterial roadway east of Oak Avenue and a two-way local roadway west of Oak Avenue. At its all-way stop-sign controlled intersection with Oak Avenue, New York Street provides an exclusive left-turn lane and a combined through/right-turn lane on the northwest-bound approach and a combined left-turn/right-turn lane on the southeast-bound approach. A high-visibility crosswalk is provided on the west leg of this intersection and a standard style crosswalk on the east leg of this intersection. At its unsignalized intersection with Grand Avenue, New York Street provides a combined through/left-turn lane on the eastbound approach and a combined through/right-turn lane on the westbound approach. In addition, high-visibility crosswalks are provided on the east and west legs of this intersection. New York Street is under the jurisdiction of the City of Aurora, carries an Annual Average Daily Traffic (AADT) volume of approximately 3,800 vehicles (IDOT 2018), and has a posted speed limit of 25 miles per hour and a school zone speed limit of 20 miles per hour.



Aerial View of Site

Figure 1

Oak Avenue is a northeast-southwest local roadway that provides one lane in each direction in the vicinity of the site. At its all-way stop-sign controlled intersection with New York Street, Oak Avenue provides a combined through/left-turn lane on the northeast-bound approach and a combined through/right-turn lane on the southwest-bound approach. Additionally, a high-visibility crosswalk is provided on the north leg of this intersection and a standard style crosswalk is provided on the south leg of this intersection. At its all-way stop-sign controlled intersection with Spruce Street, Oak Avenue provides a combined left/through/right-turn lane on both approaches. In addition, high-visibility crosswalks are provided on all legs of this intersection. Parking is not permitted on both sides of the road on school days from 7:00 A.M. to 3:00 P.M. north of Spruce Street and from 7:00 A.M. to 4:00 P.M. south of Spruce Street. Oak Avenue is under the jurisdiction of the City of Aurora and has a school zone speed limit of 20 miles per hour.

Grand Avenue is a northeast-southwest local roadway that provides one lane in each direction in the vicinity of the site. At its unsignalized intersection with New York Street, Grand Avenue provides a combined left-turn/right-turn lane on the southbound approach under stop sign control. A high-visibility crosswalk is provided on the north leg of this intersection. At its all-way stop-sign controlled intersection with Spruce Street, Grand Avenue provides a combined left-turn/through/right-turn lane on both approaches. In addition, high-visibility crosswalks are provided on all legs of this intersection. Parking is not permitted on the south side of the road on school days from 7:00 A.M. to 4:00 P.M. Grand Avenue is under the jurisdiction of the City of Aurora and has a posted school zone speed limit of 20 miles per hour.

Spruce Street is a local roadway that generally provides one lane in each direction in the vicinity of the site. At its all-way stop-sign controlled intersection with Grand Avenue, Spruce Street provides a combined left-turn/through/right-turn lane on both approaches. In addition, high-visibility crosswalks are provided on all legs of this intersection. At its all-way stop-sign controlled intersection with Oak Avenue, Spruce Street provides a combined left-turn/through/right-turn lane on both approaches. In addition, high-visibility crosswalks are provided on all legs of this intersection. Spruce Street is under the jurisdiction of the City of Aurora and has a posted speed limit of 25 miles per hour and a school zone speed limit of 20 miles per hour.

Traffic Characteristics of the Proposed Development

As previously indicated, the development site, which was previously occupied by the former Mary A. Todd Elementary School, will be redeveloped with 11 work-force units and 33 parking spaces. Access to the former Mary A. Todd Elementary School is provided via the following access drives:

- A full movement access drive on Grand Avenue located approximately 180 feet south of Spruce Street. This access provides one inbound lane and one outbound lane.
- A full movement access drive on Spruce Street located approximately 60 feet east of Grand Avenue. This access provides one inbound lane and one outbound lane.

As proposed, access to the site will continue to be provided via one access drive on Spruce Street and one access drive on Grand Avenue. It should be noted that the Spruce Street access drive will be relocated approximately 10 feet east from its current location. It is recommended that outbound movements be under stop sign control. A copy of the site plan is included in the Appendix.

Development Traffic Generation

The estimates of traffic to be generated by the proposed development are based upon the proposed land use type and size using data published in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 10th Edition. Land-Use Code 220 (Multifamily Housing Low-Rise) was utilized for the proposed residential development. **Table 1** shows the vehicle trips estimated to be generated by the proposed residential development during the weekday morning and weekday evening peak hours in addition to the weekday daily volumes.

Table 1
PROJECTED SITE-GENERATED TRAFFIC VOLUMES

ITE Land Use Code	Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Weekday Two-Way Daily
		In	Out	Total	In	Out	Total	
220	Multifamily Homes (11 units)	1	5	6	5	3	8	42

Trip Generation Comparison

The traffic that will be generated by the proposed residential development was compared to the traffic previously generated by the former Mary A. Todd Elementary School. Based on information provided, the former Mary A. Todd Elementary School had an enrollment of 295 students in kindergarten. Land-Use Code 520 (Elementary School) was utilized in estimating the trips generated by the former Mary A. Todd Elementary School. As can be seen in **Table 2**, the proposed development will generate significantly less traffic during all three peak hours and on a daily basis.

Table 2
PROJECTED SITE-GENERATED TRAFFIC VOLUMES

ITE Land Use Code	Type/Size	Weekday Morning Peak Hour			Weekday Early Afternoon			Weekday Evening Peak Hour			Weekday Two-Way Daily
		In	Out	Total	In	Out	Total	In	Out	Total	
220	Multifamily Homes (11 units)	1	5	6	2	1	3	5	3	8	42
520	Elementary School (295 students)	107	91	198	45	55	100	24	26	50	558
Difference		-106	-86	-192	-43	-54	-97	-19	-23	-42	-516

Traffic Evaluation

As can be seen in Table 1, the proposed residential development will be a low traffic generator and will not significantly increase traffic on the adjacent roadway system. When the estimated weekday morning peak hour, weekday evening peak hour, and daily traffic volumes anticipated to be generated by the proposed residential development are compared to the AADT traffic volumes, the proposed residential development traffic will amount to approximately one percent of the existing traffic along New York Street.

In addition, as can be seen in Table 2, the proposed residential development will generate 192 fewer trips during the weekday morning peak hour, 97 fewer trips during the weekday early afternoon, 42 fewer trips during the weekday evening peak hour, and 516 fewer trips daily.

Given the low estimated traffic to be generated by the proposed residential development, the access drives and area roadway system will be adequate in accommodating the future traffic volumes generated by the proposed residential development.

Access Evaluation

As proposed, access to the site will continue to be provided via one access drive on Spruce Street and one access drive on Grand Avenue. It should be noted that the Spruce Street access drive will be relocated approximately 10 feet east from its current location. In addition, the outbound movements from both access drives should be under stop sign control.

Given the low volume of traffic that will be generated and the flexibility the access system will provide, the proposed access drives via Spruce Street and Grand Avenue will be adequate in accommodating the future traffic volumes.

Parking Evaluation

As proposed, the residential development will provide a total of 33 parking spaces. The parking estimated to be generated by the proposed land use was based on the City of Aurora Zoning Ordinance and the *ITE Parking Generation Manual* 5th Edition. The estimated parking demand for each methodology is as follows:

City of Aurora Zoning Ordinance:

- Multifamily Housing: Two parking spaces per unit
 - 22 spaces required, resulting in a surplus of 11 parking spaces

ITE Parking Generation Manual, 5th Edition

- Multifamily Housing (Low-Rise): Land-Use Code 220
 - Weekday: 85th Percentile Parking Demand: 17 spaces or 1.52 spaces per unit
 - Saturday: 85th Percentile Parking Demand: 18 spaces or 1.61 spaces per unit

As such, the peak parking requirements per the City of Aurora Zoning Ordinance per the ITE *Parking Generation Manual* can be accommodated by the proposed parking supply of 33 parking spaces.

Conclusion

Based on the proposed development plan and the preceding evaluation, the following conclusions and recommendations are made:

- The proposed residential development will be a low traffic generator and will not significantly increase traffic on the adjacent roadway system.
- Given the low estimated traffic to be generated by the proposed residential development, the area roadway system will be adequate in accommodating the future traffic volumes generated by the proposed residential development.
- The proposed access drives via Grand Avenue and Spruce Street will be adequate in accommodating the future traffic volumes.
- The proposed parking supply of 33 residential parking spaces will be adequate in accommodating the parking demand of the development based on the City of Aurora Zoning Ordinance and the information published in the ITE *Parking Generation Manual* 5th Edition.

Appendix

REVISIONS:

DATE 08.26.2021

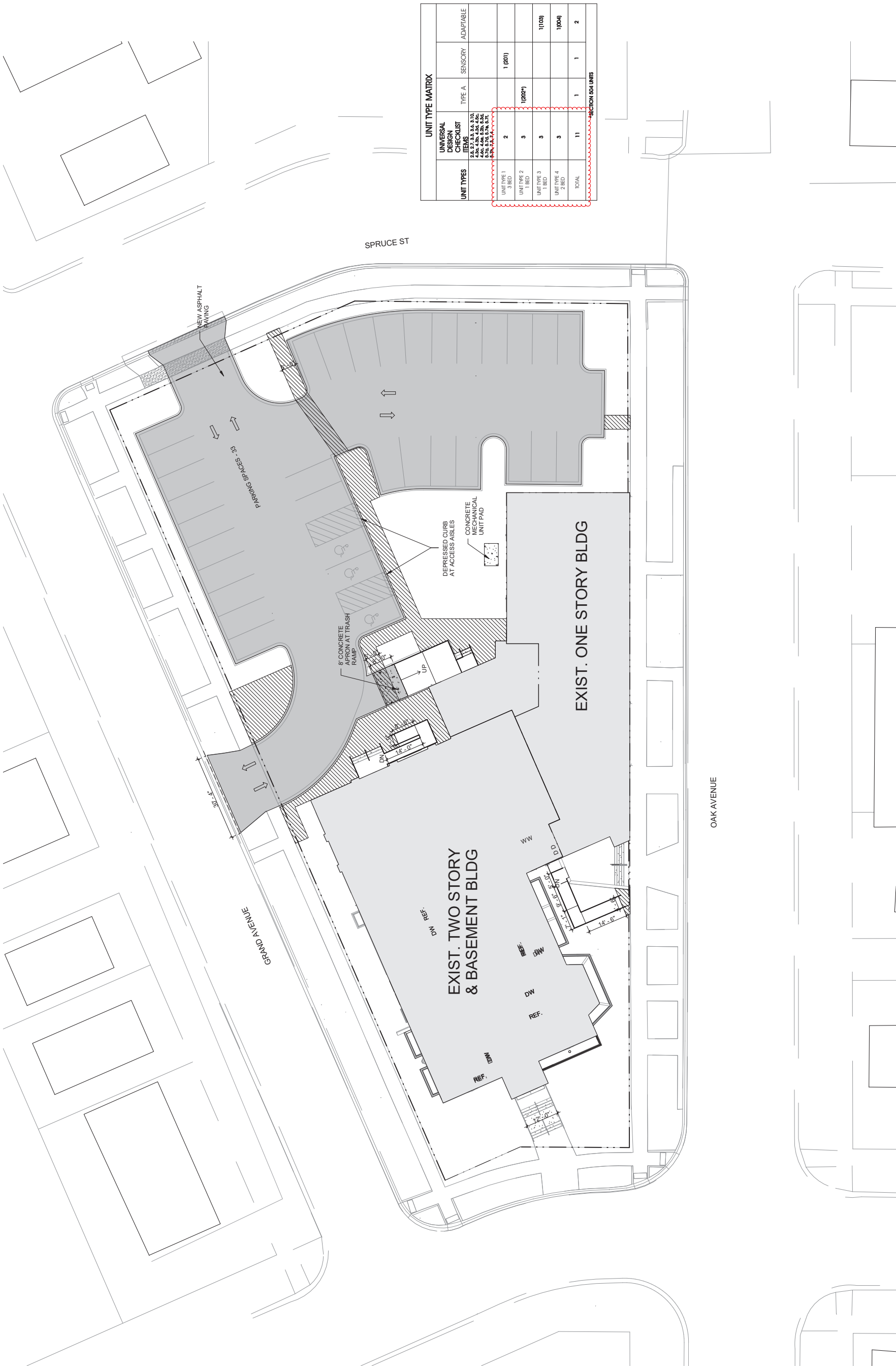
JOB NUMBER 20-359

SITE PLAN

TODD SCHOOL ADAPTIVE REUSE
100 OAK AVE. AURORA, IL
AURORA, IL 60506

FOX ALLEY APARTMENTS, LP
346 N LAK STREET, AURORA, IL 60506

CORDOGAN CLARK
Aurora 960 Rosemary Avenue, Aurora, IL 60506
Tel: 430.956.4678 Fax: 430.956.4987
Chicago 715 North Wabash Street, Chicago, IL 60644
Tel: 312.943.7200 Fax: 312.943.4771



UNIT TYPE MATRIX					
UNIT TYPES	UNIVERSAL DESIGN CHECKLIST	TYPE A	SENSORY	ADAPTABLE	
	ITEMS				
UNIT TYPE 1 3 BED	2. 3.0' x 7.0' x 8.0' x 10.0' x 12.0' x 14.0' x 16.0' x 18.0' x 20.0' x 22.0' x 24.0' x 26.0' x 28.0' x 30.0' x 32.0' x 34.0' x 36.0' x 38.0' x 40.0' x 42.0' x 44.0' x 46.0' x 48.0' x 50.0' x 52.0' x 54.0' x 56.0' x 58.0' x 60.0' x 62.0' x 64.0' x 66.0' x 68.0' x 70.0' x 72.0' x 74.0' x 76.0' x 78.0' x 80.0' x 82.0' x 84.0' x 86.0' x 88.0' x 90.0' x 92.0' x 94.0' x 96.0' x 98.0' x 100.0'			1 (201)	
UNIT TYPE 2 1 BED				1 (202*)	
UNIT TYPE 3 1 BED					1 (103)
UNIT TYPE 4 2 BED					1 (104)
TOTAL	11	1	1		2
SECTION 504 UNITS					