

MEMORANDUM TO: Russell Whitaker, III
Rosanova & Whitaker, Ltd.

FROM: Javier Millan
Principal

DATE: October 28, 2024

SUBJECT: Traffic Impact Statement
Proposed Residential Development
Naperville, Illinois

This memorandum summarizes a trip generation evaluation conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for the proposed residential development to be located in Naperville, Illinois. The site, which currently contains the Illinois Hospital and Health Association Building office building, is located at 1151 E. Warrenville Road.

The plans call for redeveloping the site to provide 64 townhomes. Access will continue to be provided via the signalized intersection of the existing north-south access drive with Warrenville Road. **Figure 1** shows an aerial view of the site while **Figure 2** illustrates the site plan.

Existing Traffic Conditions

Warrenville Road (County Highway 3) is an east-west arterial roadway that provides two lanes in each direction. At its signalized intersection with the Illinois Hospital and Health Association access drive, Warrenville Road provides an exclusive left-turn lane, a through lane, and a shared through/right-turn lane on both approaches. Warrenville Road is under the jurisdiction of the DuPage County Division of Transportation (DuDOT), carries an Annual Average Daily Traffic (AADT) volume of 11,000 vehicles (IDOT 2020), and has a posted speed limit of 45 mph

The *Illinois Hospital and Health Association access drive* is a private access drive that provides two inbound lanes and two outbound lanes striped for an exclusive left-turn lane and a shared through/right-turn lane at its signalized intersection with Warrenville Road.



Aerial View of Site

Figure 1

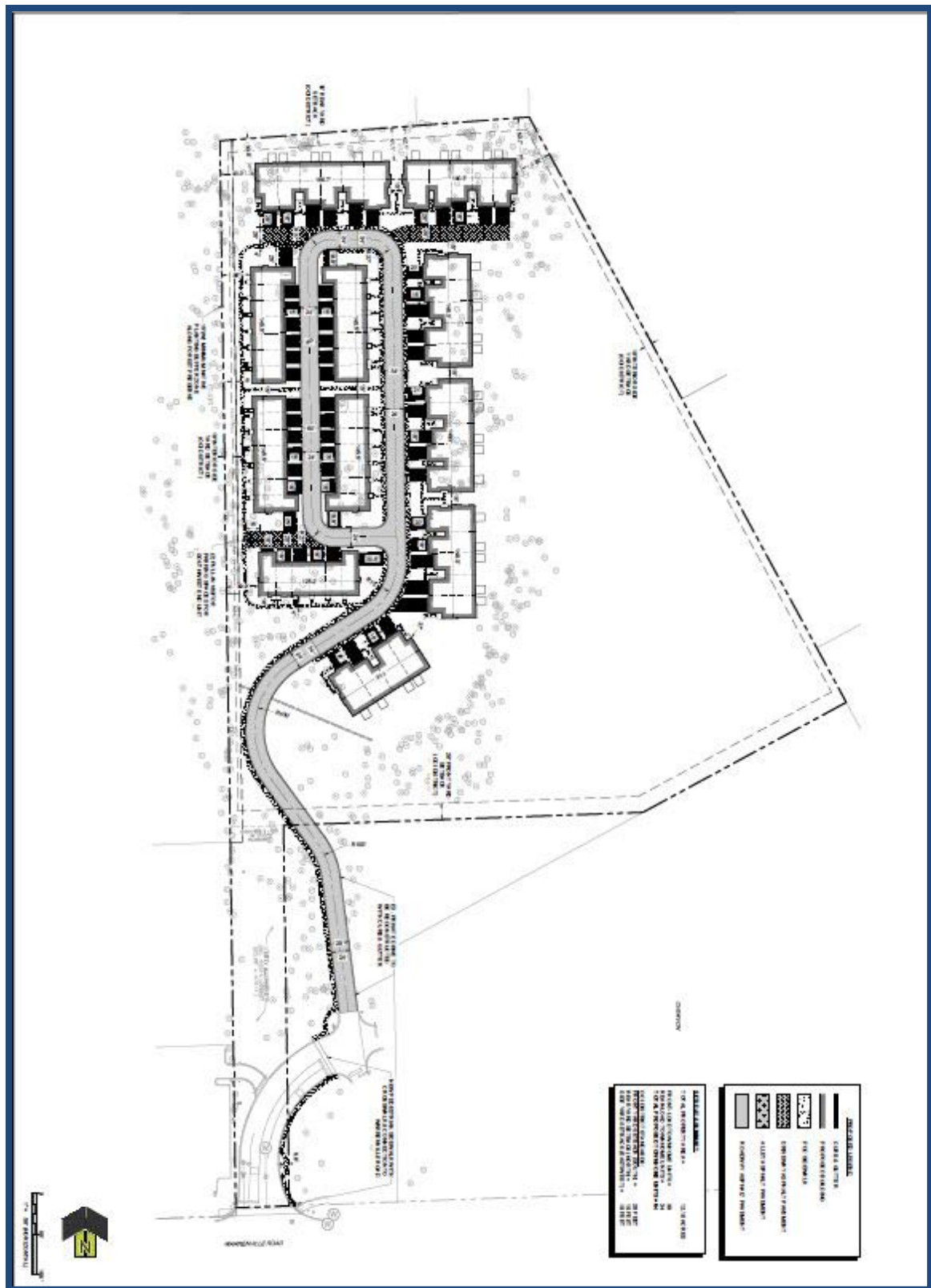


Figure 2

Development Traffic Generation

The estimates of traffic to be generated by the proposed development were based on the proposed land use and number of units and trip generation rates published by the Institute of Transportation Engineers (ITE) in its 11th Edition of the *Trip Generation Manual*. The total trips anticipated with the development for the weekday morning and evening peak hours are shown in **Table 1**.

Table 1
DEVELOPMENT-GENERATED TRAFFIC VOLUMES

ITE Land-Use Code	Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Weekday Daily Trips
		In	Out	Total	In	Out	Total	
215	Single Family Attached Housing (64 units)	7	21	28	20	14	34	437

Trip Generation Comparison

As previously indicated, the site is currently occupied by an approximately 67,000 square-foot office building. The estimate of traffic generated by the building was estimated using data published in the ITE *Trip Generation Manual*, 11th Edition. The estimated trips generated by the existing land use for the weekday morning and evening peak hours as well as the weekday daily traffic volumes are summarized in **Table 2**.

Table 2
TRIP GENERATION COMPARISON

ITE Land-Use Code	Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Weekday Daily Trips
		In	Out	Total	In	Out	Total	
215	Single Family Attached Housing (64 units)	7	21	28	20	14	34	437
	General Office (67,727 s.f.)	105	15	120	20	100	120	827
	Difference	-98	+6	-92	0	-86	-86	-390

Based on a review of Table 2, the development will generate approximately 70 to 80 percent fewer trips during the peak hours and approximately 50 percent fewer trips on a daily basis than the current office building at full occupancy.

Conclusion

Based on the preceding evaluation, the following is concluded:

- The proposed development will have excellent accessibility to the adjacent area roadways given the direct signalized access to Warrenville Road.
- The estimated number of trips generated by the proposed development will be less than what is generated by the office building that occupies the site during the peak hours as well as on a daily basis.
- The roadway system serving the site has adequate capacity to accommodate the traffic that will be generated by the proposed development.