

MEMORANDUM TO: Andrew Mouw
Lennar Homes

FROM: Andrew Bowen
Consultant

Luay R. Aboona, P.E., PTOE
Principal

DATE: June 6, 2019

SUBJECT: Trip Generation Comparison Evaluation
Naperville Crossings Development – Lot 9
Naperville, Illinois

This memorandum summarizes the methodologies, results, and findings of a trip generation comparison evaluation prepared by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for the proposed Townhome Development to occupy Lot 9 within Naperville Crossings, located in the northwest quadrant of the intersection of IL 59 and 95th Street in Naperville, Illinois. KLOA, Inc. conducted the original traffic study for Naperville Crossings in 2005 and an updated study in 2012. Originally, the land uses for Lot 9 consisted of 150,000 square feet of office space and over 3,000 square feet of retail. A Townhome Development containing 55 units is now proposed for this site.

The purpose of this memorandum is to identify the overall change in estimated vehicle trip generation for the proposed development compared to the previously estimated vehicle trip generation and determine if the roadway and traffic controls are both sufficient and needed to accommodate the newly proposed development site plan. The estimates of traffic to be generated by the proposed development are based upon the land use types and sizes. The volume of traffic generated was estimated using data published in the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 10th Edition*.

Table 1 shows a comparison of Lot 9's total development-generated traffic volumes from the traffic study compared to the revised site plan with the Townhome Development. As presented in Table 1, the development is estimated to generate approximately 1,776 less trips on an overall daily basis. Further, during the weekday morning and evening peak hours, the development will generate between 95 and 174 fewer trips than what would be expected for the previous land use. Because the vehicle trip generation is lower than originally projected based on the revised proposed land use types and densities and per the findings and recommendations of the two traffic studies, the existing roadway and access system will be adequate to accommodate and mitigate the impact from the proposed Townhome Development.

Table 1
VEHICLE TRIP GENERATION COMPARISON

Type/Size	ITE Land Use Code	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Saturday Midday Peak Hour			Daily Two-Way Trips
		In	Out	Total	In	Out	Total	In	Out	Total	
Original Development Plan (150,000 s.f. Office and 3,200 s.f Retail)	710 ¹ 820 ²	146	24	170	47	162	209	64	57	121	2151
Current Development Plan (55 Townhomes)	<u>220³</u>	<u>6</u>	<u>21</u>	<u>27</u>	<u>22</u>	<u>13</u>	<u>35</u>	<u>13</u>	<u>13</u>	<u>26</u>	<u>375</u>
Difference		-140	-3	-143	-25	-149	-174	-51	-44	-95	-1776
(1) General Office Building Land Use Code (2) Shopping Center Land Use Code (3) Multi-Family Housing (Low-Rise) Land Use Code											