

MEMORANDUM TO: Jennifer Ganser
Assistant Director of Community Development
Village of Lombard

FROM: Javier Millan
Principal

DATE: January 9, 2020

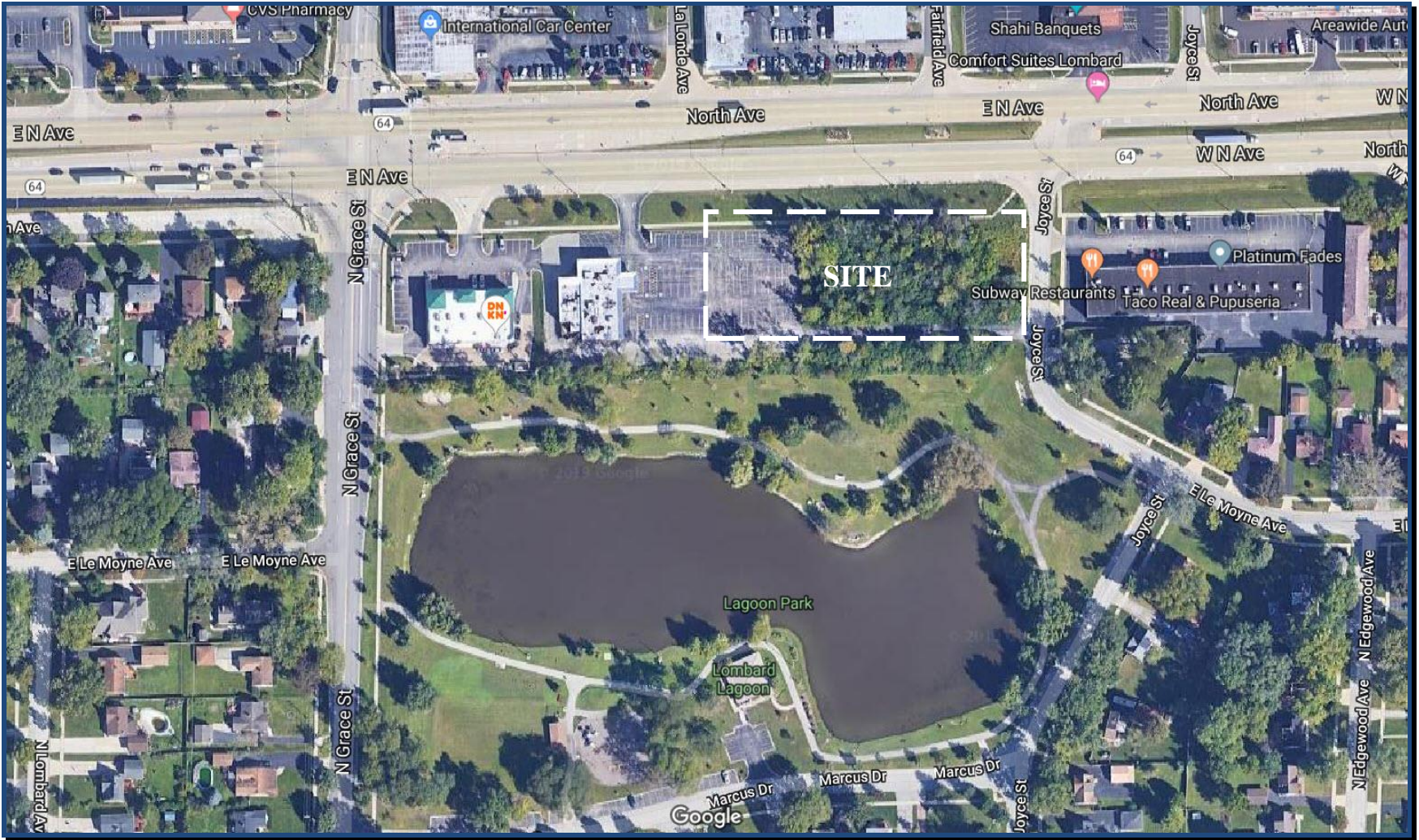
SUBJECT: Holiday Inn Express
On-Site Circulation and Access Evaluation
Lombard, Illinois

This memorandum summarizes the results of an on-site circulation and access evaluation conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for the proposed development of a Holiday Inn Express hotel to be located in the southwest quadrant of the unsignalized intersection of North Avenue (IL 64) with Joyce Avenue in Lombard, Illinois.

The site, which is partially vacant, is planned to be developed with an 85-room hotel with 87 parking stalls. Access to the site is proposed off North Avenue and Grace Street via cross-access with the Signature Banquets (former Casey's restaurant) and the Lombard Plaza retail center. In addition, a right-in/left-out access drive is proposed to be provided on Joyce Avenue opposite the King's Point retail center access drive.

Existing Conditions

The site, as mentioned previously, is located in the southwest quadrant of the unsignalized intersection of North Avenue with Joyce Avenue. The site is bordered by Signature Banquets to the west, the Lombard Lagoon to the south, and the King's Point retail center to the east. The principal roadways in the vicinity of the site are illustrated in **Figure 1** and described in the following paragraphs.



Aerial View of the Site

Figure 1

North Avenue (IL 64) is an east-west other principal arterial with a six-lane divided cross-section in the site’s vicinity. At its signalized intersection with Grace Street, North Avenue provides an exclusive left-turn lane, three through lanes and an exclusive right-turn lane on the eastbound approach. The westbound approach provides dual left-turn lanes, three through lanes and an exclusive right-turn lane. At its unsignalized intersection with Joyce Avenue, North Avenue provides three through lanes and an exclusive right-turn lane on the eastbound approach. The westbound approach provides an exclusive left-turn lane and three through lanes. North Avenue has a posted speed limit of 45 mph and carries an Annual Average Daily Traffic (AADT) volume of approximately 42,700 vehicles (Year 2017) in the vicinity of the site. On-street parking is not allowed on either side of the road in the vicinity of the site. North Avenue is classified as a Strategic Regional Arterial (SRA) and is under the jurisdiction of the Illinois Department of Transportation (IDOT).

Grace Street is a north-south collector street that runs from Fullerton Avenue in Addison south to its terminus at a cul-de-sac south of Central Avenue. Grace Street at its signalized intersection with North Avenue provides an exclusive left-turn lane, a through lane and an exclusive right-turn lane on the northbound approach. The southbound approach provides an exclusive left-turn lane, a through lane and a shared through/right-turn lane. On-street parking is not allowed on either side of the road in the vicinity of the site. Grace Street has a posted speed limit of 30 mph, carries an AADT volume of approximately 7,550 vehicles (Year 2016) and is under the jurisdiction of the Village of Lombard.

Joyce Avenue is a north-south local road in the vicinity of the site that provides one lane in each direction. At its unsignalized intersection with North Avenue, Joyce Avenue provides one inbound lane and one left/right-turn lane under stop sign control. Joyce Avenue is under the jurisdiction of the Village of Lombard.

Trip Generation

As previously mentioned, the site is planned to be developed with an 85-room hotel with 87 parking stalls. The traffic that will be generated by the proposed development was estimated based on trip rates for Land-Use Code 312 published by the Institute of Transportation Engineers (ITE) in their *Trip Generation Manual*, 10th Edition. **Table 1** lists the amount of traffic projected to be generated by a hotel with 85 rooms.

Table 1
ESTIMATED DEVELOPMENT-GENERATED TRAFFIC VOLUMES

ITE Land-Use Code	Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Weekday Daily
		In	Out	Total	In	Out	Total	
312	Hotel – 85 rooms	14	20	34	15	12	27	398

As can be seen in Table 1, the traffic to be generated by the proposed hotel during the peak hours translates into approximately one trip every two minutes and, as such, will have a minimal impact on traffic conditions in the area.

Trip Generation Comparison

It is our understanding that other land uses are likely and/or permissible and could be developed within the site. For comparison purposes, we estimated the number of trips that will be generated by the following land uses:

1. High Turnover Restaurant – 6,000 square feet
2. Fast Food restaurant with no drive-through windows – two at 2,000 square feet each
3. Retail Strip Center – 6,000 square feet
4. Medical Office Building – 18,000 square feet

Table 2 shows a comparison of the trips to be generated by the above four land uses and those to be generated by the proposed hotel.

Table 1
TRIP GENERATION COMPARISON

ITE Land-Use Code	Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Weekday Daily
		In	Out	Total	In	Out	Total	
312	Hotel – 85 rooms	14	20	34	15	12	27	398
932	High Turnover Restaurant (6,000 s.f.)	33	27	60	37	23	60	674
933	Fast Food Restaurant (2 - 2,000 s.f. each)	119	79	198	57	56	113	1,384
820	Retail Center (6,000 s.f.)	4	2	6	33	35	68	888
720	Medical Office (18,000 s.f.)	38	11	49	18	45	63	604

As can be seen from Table 2, the estimated volume of peak hour trips and daily trips to be generated by the proposed land use will be generally lower than those that will be generated by other permissible land uses within the site.

Access Evaluation

Access to the proposed development, as previously indicated, will be off North Avenue and Grace Street via cross-access with the Signature Banquets and the Lombard Plaza retail center. The existing full access drive on Joyce Avenue will be closed and relocated to the north opposite the King's Point retail center access drive. Based on a review of the site plan, this access drive will be restricted to right-in/left-out movements only with outbound movements under stop sign control. In order to ensure that the turn restriction is enforced, it is recommended that a "No Right Turn" sign be posted below the stop sign facing west and a left-turn only arrow should be painted on the exit lane.

Internal Circulation Evaluation

Based on a review of the site plan dated January 7, 2020 and prepared by Geotech, Inc., all of the drive aisles within the site will be at least 24 feet wide, thus allowing for two-way traffic. The proposed drop-off/pick-up area will be 20 feet wide, which is adequate to accommodate the drop-off/pick-up operations while still allowing enough room to bypass a standing vehicle. In order to ensure that efficient site circulation is provided, Auto Turn runs for passenger vehicles, garbage trucks, and emergency vehicles should be provided.

Conclusion

Based on this evaluation, the proposed development will generate a limited amount of traffic that will have a negligible impact on traffic conditions in the area. The provision of cross-access to the west with Signature Banquets and the Lombard Plaza retail center coupled with the provision of a right-in/left-out access drive on Joyce Avenue will disperse traffic without overloading a single intersection. Outbound movements from the access drive off Joyce Avenue should be under stop sign control. In order to enforce the turn restrictions on the access drive off Joyce Avenue, a "No Right Turn" sign should be posted below the stop sign facing west and a left-turn only arrow should be painted on the exit lane.