

**Plan Commission Meeting – November 16, 2023**  
**Agenda Item 3**

**Mixed Use Development – Office, Multi-Family, Coffee Shop**  
**Southeast Corner Everett and Waukegan Roads**

Staff Report  
City Engineer's Comments  
Vicinity Map  
Air Photo

**Previous Plans**

- Plan Introduced to the Commission – September, 2023
- Site Circulation Plan 2021 – Previously Approved

*New Materials Submitted by the Petitioners Since the September Meeting*  
Statement of Changes Made Since September Meeting  
Site Plan – Illustrating Changes Made  
Site Plan – Circulation, Parking, Proposed Parcel Reconfiguration  
Site Coverage Data

*Traffic and Parking Information*

Auto-turn Studies  
Accessible Parking Spaces  
Comparison Charts  
Bike Parking  
Traffic Impact Study – Updated 11/27/2023

*Pedestrian Connections/Green Space*

Site Plan – Illustrating Pedestrian Connections/Green Space  
Illustration of Walking Distances  
Green Space Chart

*Building Height Information/Comparisons*

Comparison/Overlay – Previous Medical Office Building &  
Proposed Multi-Family Building  
Comparisons to Surrounding Buildings

Correspondence



## STAFF REPORT AND RECOMMENDATION

TO:	Chairman Dixon and members of the Plan Commission
DATE:	November 16, 2023
FROM:	Catherine J. Czerniak, Director of Community Development
SUBJECT:	<i>Commercial/Multi-Family Development - SE Corner Waukegan and Everett Roads</i>

### Property Owner

1015 LLC and 1045 LLC  
Carmine Iosue 65%  
Luke and Nicole Mertens 14%  
Joshua Iosue 7%  
Megan Iosue 7%  
Joseph Iosue 7%

### Property Location

Southeast Corner –  
Waukegan/Everett Roads

### Zoning District

B-1 – Neighborhood Business  
District

Applicant: Iosue Investments, LLC (Developer)  
1025 W. Everett Road  
Lake Forest, IL 60045

Representative: Jack Frigo, Real Estate Advisor  
Various consultants

Multi-Family Residential Developer: Greg Van Schaack – Van Wille Homes  
(Contract Purchaser – proposed south parcel)

In September 2023, the Plan Commission heard an introduction of this petition. The comments offered by the Plan Commission and by members of the public at the September meeting were supportive of development of the long vacant site and supportive of a mix of uses on the site. However, both the Commission and members of the public expressed strong concerns that the plan presented proposes too much development for the site. Some of the observations are listed below.

- Access points are limited due to the configuration of the parcel, the existing building in the northeast corner of the overall site, and the proximity to the Waukegan and Everett Roads intersection.
- Parking demand is intended to be met through sharing parking on the residential multi-family building site with the office building at 1025 Everett Road, and through a parking agreement with private property owners across the street that would allow employees of the 1025 Everett Road building to park on the north side of Everett Road.
- On site circulation is circuitous.
- Parking spaces are less than the standard depth required resulting in potential impacts of limitations on landscape buffers and narrowing of the travel lanes between parking rows.
- Cross easements on the parcels are proposed to accommodate circulation on the site from the access points to the various uses, to parking, to a shared trash/recycling enclosure that would be used by both the office and residential buildings, and a delivery/loading zone. The loading zone for the coffee shop is proposed on the multi-family residential property).
- Green space on each of the parcels is limited.

- The multi-family building as proposed exceeds the allowable height of 35 feet.

The Commission recognized that some compromise and flexibility on the part of the City will likely be necessary to see the site developed with uses that contribute to the Waukegan Road/Settler's Square Business District. The Commission also noted that the site plan and density of development must be workable for the long term to avoid ongoing problems on the site, negative off site impacts, and to achieve a quality development that is compatible with the Settlers' Square Business District and the adjacent residential development.

### **Summary of the Request**

Importantly, this is a new petition. The prior approval of a plan for this site in 2021 for a medical office building, coffee shop with a single lane drive through, and incorporating the office building at 1025 Everett Road, does not commit the City to approving this new request. However, the prior plan is informative and is included in the Commission's packet. The new plan introduced to the Commission in September 2023 is also included in the Commission's packet along with an annotated updated plan detailing the changes made by the petitioner in response to comments offered at the September meeting.

This petition requests approval of a Special Use Permit, variances from the City Code for parking, building height, and a minor encroachment into the corner yard setback, variances from some of the City's engineering standards, and tentative and final approval of a plat of subdivision. Approval of the site plan will be incorporated into the Special Use Permit. To date, a tentative plat of subdivision has not yet been submitted pending further evaluation of the proposed site plan.

The site plan now before the Commission is consistent with the site plan introduced to the Commission in September with limited modifications as detailed in the petitioner's statement and on the accompanying plan.

### **History**

For many years, this property was owned by the Wilson family and was formerly the site of an Amoco gas station and the Pasquesi Home and Garden store. Both businesses vacated the site in 2008 and the site has been unoccupied since that time. The gas station building and the underground fuel tanks were removed from the site a number of years ago. Originally, the Wilson family also owned the 1025 Everett Road property but sold that off to Richard Kendler several decades ago and was later sold to the Iosue family.

In 2008, the City approved a plan for redevelopment of this site with retail and service businesses. A drug store with a drive thru for a pharmacy was proposed on the southern part of the site, and a smaller, multi-tenant commercial building was proposed on the northern end of the site, at the corner. Due to the economic downturn, the redevelopment of the site as approved in 2008 did not proceed.

In 2011, the property, two parcels, was acquired by IP Properties, the local Stuart family, as a long term investment. In 2015 and 2016, the Plan Commission considered a petition for a gas station, car wash and convenience store on this property. That proposal did not receive approval due to the industrial nature of the use and the potential for off site impacts including noise, lights, traffic congestion and early morning and late night activity.

In 2019, Iosue Investments purchased the property, two parcels, and cleaned up the site including removal of the former Pasquesi Garden Store building. The acquisition enabled Iosue Investments,

the owners of the 1025 Everett Road (Acute Care) property, to consider a consolidated development across the three parcels. The consolidated ownership presented opportunities given the limitations for ingress and egress due to the proximity of the site to a busy intersection.

In 2021, Iosue Investments brought forward and received approval for a redevelopment plan for this site. The approved plan differs from the plan now presented in several ways.

- A **four story multi-family rental residential building** is proposed on the south portion of the site instead of a **three story medical office building**. A variance was granted for a tower element located at the center of the medical office building to conceal roof top mechanical equipment.
- The architecture of the building has changed to reflect the change in use. (Building Review Board consideration of the revised design and variance from the allowed building height has not yet occurred pending Plan Commission review.)
- A row of single story detached garages is proposed for ten resident vehicles. Surface parking for the residential building is also proposed. No below grade parking is proposed for the residential units.
- As noted above, the site will no longer be in a single ownership. Cross easements will be needed for vehicle and pedestrian on site circulation, shared parking, a loading area and a shared trash/recycling area.
- The direct vehicle access to the coffee shop from the Everett Road ingress is eliminated requiring coffee shop customers to maneuver along the east side of the Acute Care building, adjacent to the neighboring residential development, and west across the site before arriving at the coffee shop. Vehicle access to the coffee shop is still available from Waukegan Road.
- As this project moves forward, the owner and developer have indicated an interest in having approvals for the coffee shop and the residential portions of the development move forward on separate tracks. To date, a tentative plat of subdivision detailing the proposed cross easements has not yet been submitted.
- The drive through for the coffee shop is reconfigured to provide a double stacking lane instead of a single lane tightening up the site and resulting in some changes to the site plan including more limited access to the coffee shop.
- The current plan does not reflect a corner feature at the Waukegan and Everett Roads intersection as was proposed in the previous plan.
- On site employee parking is designated on the coffee shop parcel. Off site parking in the City's public parking lot on the west side of the railroad tracks, for at least some of the employees on the site was anticipated in the previously approved plan.
- The architecture and massing of the coffee shop differs from the previously approved plan.
- The on site circulation is more circuitous.
- The access to Everett Road is different than in the previously approved plan. The designated left turn lane was eliminated. The driveway is expanded to the east, near Everett Road, on or very close to the shared property line with the adjacent residential property.

### **Description of the Property**

The property proposed for redevelopment is about one and a half acres in size and is configured in an L-shape with the narrower portion of the site at the southeast corner of Everett and Waukegan Roads. The southern portion of the site, the bottom of the "L", is wider and borders residential developments to the east and south.

### **Review of Proposed Site Plan**

The petitioner proposes to construct two new buildings and one accessory garage building on the site creating a campus type development in combination with the existing 1025 Everett Road building, with shared access, circulation, parking, and other shared facilities.

Parcel A - 20,642 square feet (.47 acres)

- A 2,200 square foot coffee shop is proposed with double stacking drive through lanes.
- Six employee parking spaces, eight customer spaces, and one accessible parking space are proposed on this parcel.
- A small outdoor patio is located on the north side of the building, adjacent to the drive through lanes.

Parcel B - 22,800 square feet (1.21 acres)

- The plan proposes a full four story multi-family residential building on the south portion of the site.
- Fifty-four (54) surface parking spaces, two accessible parking spaces, and parking spaces for ten additional vehicles in a single story garage support the residential building. (Based on staff's understanding, fifteen of the spaces at the northeast corner of the residential parcel are intended to be available during the day for use by visitors, patients, and limited tenants of the 1025 Everett Road office building.)
- No below grade parking is proposed for the multi-family residential building.
- A landscaped area with walking paths is located between the building and Waukegan Road.

Unlike the previously approved plan, the south parcel would be sold to a residential developer, the entire site will no longer be a single zoning lot under the ownership of a single owner. Because of the configuration, size, and amount of development proposed, cross easements on the parcels are necessary as noted above.

Parcel C - 26,766 square feet (.61 acres)

- The existing office building at 1025 Everett Road will remain in its present footprint.
- Fifteen (15) parking spaces and two (2) accessible spaces will remain on this parcel.
- The existing driveway on the east side of the building will be widened toward the office building to the extent possible, about two feet, to facilitate traffic flow through this parcel to the residential and coffee shop.
- This parcel will be reduced from its current size which is 30,473 square feet (.69 acres).
- As noted above, the office building would have access to some of the surface parking spaces on the residential parcel.

### **Key Considerations**

#### **❖ Comprehensive Plan**

The Comprehensive Plan Chapter pertaining to the Waukegan Road/Settlers' Square Business District was recently updated. This site is identified as an "Opportunity Area" for mixed use development.

An evaluation of the proposed development based on the Fundamental Concepts of the Comprehensive Plan is provided below.

*Comprehensive Plan: Encourage a balance of different types of commercial uses recognizing that retail and restaurant businesses require support from professional offices, located nearby to add to the customer base.*

The proposed coffee shop adds a commercial use to this intersection. Although a coffee shop at this location could result in the loss of the existing coffee shop in Forest Square to the north, the coffee shop at the corner will be in a more prominent location. A residential building will offer an increased customer base for new and existing businesses in the area.

*Comprehensive Plan: Provide flexibility; the ability to incorporate various types of uses along Waukegan Road to create synergy and a vital business district.*

The plan as proposed will establish more residential units near the business district, adjacent to existing residential developments to the east and south.

*Comprehensive Plan: Limit uses in the district to those that are low impact non-industrial in nature with respect to noise, lighting levels, late night activity, public safety, congestion, odors, exhaust and mechanical equipment.*

The proposed plan is non-industrial in nature. The uses proposed are generally consistent with existing uses with respect to off site impacts.

The four story building could result in light and shadow impacts on the neighboring one and a half to two and a half story residential developments. Unlike with an office building, an after hours light reduction plan for the upper floors and parking lot is not an option with a residential use. The four story residential building, unlike the previously approved professional office building, will be occupied through the evening and nighttime hours. The mechanical equipment on the roof of the residential building will need to be fully screened to mitigate visual and noise impacts on neighboring residential properties and on the streetscape.

*Comprehensive Plan: Encourage partnerships, collaboration and cooperation among businesses, institutions and professional offices in the district.*

The goal of this project is to create a shared campus type environment however, the tightness of the site and density of development proposed present challenges. It is important that development be right sized recognizing the limitations of the site.

Shared use of parking spaces is an example of cooperation between nearby property owners and can be workable particularly with business uses that have distinctly different peak times. Planning to accommodate the parking needs of a business through the use of parking for a residential development is more difficult from operational and practical perspectives.

Off site parking is proposed for some of the staff at the 1025 Everett Road building. Over the course of ten days, City staff conducted parking counts at the 1025 Everett Road building. Currently, some parking for this building is currently occurring on the vacant parcel to the south, the parcel planned for development with the residential multi-family building. Mid-morning parking counts ranged from a high of 24 vehicles to a low of 13 vehicles. Mid-afternoon parking counts ranged from a high of 22 to a low of 7 vehicles. Given the availability of the lot to the south currently, staff assumes that none of the employees are currently parking off site, on the north side of Everett Road.

If off site parking is to be relied on for future employee parking for the 1025 building, it will be important that the parking is available consistently, and over the long term.

Shared pedestrian connections are provided on the site.

*Comprehensive Plan: Reserve land for future right-of-way dedication as redevelopment occurs along Waukegan and Everett Roads as determined to be necessary by IDOT and the City Engineer to meet future road improvement needs.*

The petitioner is aware of and configured the plan to accommodate the additional right of way on the south side of Everett Road that will be needed for the intersection improvement project planned by IDOT.

The project as currently planned adds a right turn lane on southbound Waukegan Road and a right turn lane on eastbound Everett Road. The right turn lane on Everett Road will extend west, across the railroad tracks, to provide for significant stacking. A right turn lane is also proposed on westbound Everett Road to facilitate turning movements on to northbound Waukegan Road. Everett Road will be widened on the south side to facilitate turning movements from northbound Waukegan Road on to eastbound Everett Road. The existing left turn stacking lane for vehicles traveling westbound on Everett Road will be extended to the east to provide additional space for queuing. The project is intended to allow traffic to flow more smoothly through the intersection recognizing the confined space available. This intersection project has been in the queue with Federal and State agencies and with Metra for quite some time however, the project still appears to be several years out, 2028 as currently projected.

*Comprehensive Plan: Encourage outlots, close to the streetscape to increase visibility and awareness of the business district.*

Both the single story coffee shop and the four story residential building are close to the street and will have a streetscape presence. Although parking on the parcels will be visible to some extent from the roadway, the parking lot will not be first and foremost on the site. The buildings will be prominent on the streetscape.

The four story building is inconsistent with building in the immediate area and with other buildings in the Settler's Square business district. There are no other buildings in the area with a full fourth floor.

*Comprehensive Plan: Encourage below grade/ low structure parking as redevelopment occurs to meet parking needs. Minimize the expanse of surface parking lots to provide opportunities for increased density and intensity of use.*

No below grade parking is proposed. The petitioner has stated that the project is not economically feasible with underground parking. Hardscape for parking covers almost 50% of the site, parking is maximized on the site limiting the amount of *meaningful* green space available.

*Comprehensive Plan: Provide transition/ buffer areas for adjacent residential uses. Direct the placement of delivery and trash areas away from neighboring homes.*

A ten foot wide landscape buffer is located along the east property line and a smaller buffer, about six feet, is located along the south perimeter of the development. Up to two feet of the landscaped buffer will be needed at times to accommodate vehicle bumper overhangs because as proposed, the parking stalls are two feet shorter than the City standard.

Six foot tall, solid fences are proposed on the east and south property lines as a buffer between the proposed development and the adjacent residential properties.

Two trash/recycling collection areas are proposed, one for the coffee shop on Parcel A and a second to be shared between the residential and office buildings which appears to straddle the property line between the parcels. The shared trash/recycling enclosure is proposed along the east property line, adjacent to the ten foot landscape buffer and screened by the enclosure and six foot fence along the east property line. The location will result in a commercial waste hauler maneuvering in this area several times a week.

A loading zone for the coffee shop is provided on Parcel B, adjacent to the residential building. As described to staff, deliveries for the coffee shop will be delivered by hand cart to the store from a vehicle parked in the loading zone next to the residential building. Delivery trucks for the coffee shop will not enter on to Parcel A.

There is not a separate loading zone for the multi-family residential building. As explained to staff, move-ins will be done with a “box truck” rather than a semi-truck. Move-in activity will occur through the front door, on the east facing elevation. One elevator is proposed in the building, near the entrance lobby. The floor plans do not reflect a service elevator.

*Comprehensive Plan: Direct all exterior lighting downward and require fixtures to shield the source of light to avoid off site impacts on adjacent residential properties. Reduce lighting levels after business hours.*

Lighting will be reviewed by the Building Review Board. It is reasonable to assume that lighting on the site, in the parking lot will be shielded to avoid negative impacts to the units in the new building as well as the neighboring residential units.

#### ❖ Zoning

The purpose of the B-1 district as stated in the Zoning Code is as follows:

*The B-1 Neighborhood Business District is designed to accommodate small retail and service businesses required to meet the frequently recurring needs of residents in adjacent or nearby residential areas.*

The proposed coffee shop will provide an amenity on a prominent corner for residents in the area and for those traveling through the area. The existing office building will continue to offer services needed by the community.

The following requirements in the B-1 Zoning District are applicable to this development.

*Setbacks.* Front and corner side yard setbacks of 20 feet are required in the B-1 Zoning District. The 20 foot setback line is shown as a dashed blue line on the colored site plan provided by the petitioner and included in the Commission’s packet.

- The coffee shop building fully complies with the 20 foot setback along Everett Road. It is important to note that the 20 foot setback is measured from the existing property line, prior to the planned expansion of Everett Road just east of Waukegan Road. However, the coffee shop building as proposed appears to also meet the setback from the adjusted right of way line because of the location of the double lane drive through lanes on the north side of the building.
- A small portion of what appears to be all four floors of the southwest corner of the multi-family building encroaches a small distance into the 20 foot setback along Waukegan Road. The extent of the encroachment is not clearly dimensioned on the plan but appears to be



five (5) at the maximum.

***A variance is requested.***

- The single story garages along the south property line appear to comply with the required six (6) foot side yard setback. (The plan is not entirely clear in this area and the intent to comply with the require setback should be verified by the petitioners.)

*Lot Coverage.* The B-1 District allows buildings, not including parking lots and other impervious surface, to cover up to 30% of the entire land area of a parcel. The Code provides for a development bonus allowing coverage of up to 45% through the issuance of a Special Use Permit if the development is deemed to warrant such consideration. Based on information provided by the petitioner, the plan complies with the building coverage requirements.

Parcel A – The coffee shop building covers 10.7 percent of the parcel.

Parcel B – The multi-family residential building and garages cover 27.1 percent of the parcel.

Parcel C – The existing office building covers 23.6 percent of the parcel.

Again, Parcel C is intended to be subdivided and held in a separate ownership. The parcels going forward will not constitute a single zoning lot.

*Open Space.* The B-1 District requires 15% of the site to be open space. “Open Space” is defined in the Code as “permanent open space configured on the site to provide a gathering space to accommodate pedestrian uses associated with the use and other uses in the area. Such open space shall be designed to enhance the visual character of the streetscape in the vicinity of the lot. The open space shall be landscaped in accordance with an approved plan and **shall be continuous ground area unobstructed by buildings or surface parking areas.** Walkways, pedestrian gathering areas and bicycle paths shall be counted as open space even though they may be an impervious surface.” The public right of way, the parkway, cannot be included in the open space calculations.

The petitioner provided open space calculations as follows however, the areas included do not appear to fully meet the requirement for “continuous ground area unobstructed by buildings or surface parking areas.” The calculations appear to include perimeter landscaping and parking lot landscaping. A continuous area of open space is provided between the residential building and Waukegan Road, this area appears to be meaningful and usable by the residents of the building. The following percentages were provided by the petitioner. A site plan clearly indicating the areas counted as continuous open space would be helpful to verify the following percentages provided by the petitioner.

Parcel A – 31.4 percent open space.

Parcel B – 25.1 percent open space.

Parcel C – 30.5 percent open space.

*Perimeter Buffering.* The Code does not establish a specific setback distance for parking lots from adjacent residential properties but does require that the parking lots be adequately screened by landscaping, fencing or both.

A landscape strip of ten (10) feet is planned along the east property line. As noted above, two feet of this landscape buffer may be needed to accommodate vehicle bumper overhang. A six foot fence is proposed along the east property line.

A landscape strip of six feet, seven inches (6'-7") is planned along the south property line. Again, two feet of this buffer may be needed to accommodate vehicle bumper overhang for the outdoor parking spaces. A six foot fence is proposed along the south property line.

*Screening of Trash Enclosures.* Two trash areas are reflected on the site plan, one centrally located for the coffee shop and the other located ten (10) feet from the south property line straddling the property line between the office and multi-family residential parcels. Details on the enclosure will be reviewed by the Building Review Board. Pickup procedures and times should be explained in detail to allow an understanding of the potential impacts, or lack thereof, on the adjacent residential areas. No deliveries or trash pick ups are permitted before 7 a.m.

#### ❖ **Density**

As proposed, the four story residential building will have a density of 26.44 units per acre. The land area used for this calculation *includes* portions of the property that will be encumbered by cross easements. Generally, areas encumbered by easements are not used in density calculations. If the easement areas were excluded, the density per acre would be higher.

Densities for nearby residential developments are provided below for information.

Lake Forest Chateau (immediately to the east) 4.5 units/acre  
Villas (immediately to the south) 12.3 units per acre  
Colony Square (south of the Villas on Waukegan Road) 5.8 units per acre  
Wood Creek Court (east of Sunset Foods) 1.89 units per acre

#### ❖ **Safe and efficient ingress and egress.**

A Traffic and Parking Study was prepared and provided to the Commission in September and an update is included in the current Commission packet.

The City Engineer's preliminary review was provided to the Commission in September. Updated comments from the City Engineer are provided under separate cover.

A total of three access points to the entire 2.3 acre site are proposed.

- A full access is proposed at the southwest corner of the site, on to Waukegan Road. This access will accommodate full turning movements.
- An access with limited turning movements, right in and right out, is proposed between the multi-family residential building and the coffee shop on Waukegan Road. This access is set away from the intersection but for safety, left turn movements in to or out of the site are not permitted.
- A third access point is located at the northeast corner of Parcel C. This access point already exists at the entrance to the 1025 Everett Road office building and will be widened but as proposed, will remain two lanes. This access will continue to allow full turning movements. The left turn stacking lane for westbound Everett Road will be elongated, extended to the east to facilitate turning movements into the development site.

Bicycle racks are provided on the site at two locations to support and encourage alternative modes of transportation.

#### ❖ **Parking**

Based on the plan submitted, 100 parking spaces are proposed on the three parcels, ten in garages along the south property line, and 90 surface spaces. Based on the uses and square footages presented by the petitioner, the Code requires 123 parking spaces on the site.

A residential building demands sufficient on site parking for residents and guests, it is difficult to impose a requirement for off site parking as was anticipated for employees of the previously approved medical office building. In the case of the previously approved medical office building, traffic on the site as well as parking demand was going to be reduced because employees were going to park in the City lot, on the west side of the railroad tracks, and walk to the site.

The petitioner proposes to meet the parking demand through use of off site parking on privately owned properties located on the north side of Everett Road. No documentation has been submitted to provide certainty that the off site spaces will be available on an ongoing basis including in the unlikely event of the transfer of ownership of the off site property. The Zoning Code states, "In cases where parking facilities are permitted on a lot other than the zoning lot on which the building or use served is located, the party in possession of such lot shall be the same as the party in possession of the zoning lot occupied by the building or use to which the off site parking facilities are accessory. Possession of the off site parking facilities may be either by deed or lease, the term of such deed or lease to be approved by the City Council and such deed or lease shall be filed in the office of the Recorder of Deeds of the County. The deed or lease shall require such possessor and his, her, or its successors, heirs and assigns to maintain the required number of parking facilities on the off site lot for the duration of the use served or of the deed or lease, whichever shall terminate sooner."

The plan also proposes that fifteen (15) parking spaces on the residential property will be shared with the existing office building to meet fluctuating demand.

Overall, the parking spaces and travel lanes are tight in some areas of the site and do not fully meet the City's engineering standards. Parking lots that are not designed with sufficient space can cause ongoing problems due to narrow travel lanes and limited ingress and egress as is proposed in front of the 1025 Everett office building and on the coffee shop site.

#### ❖ *Drive Thru*

As noted above, the petitioner is requesting approval of a double lane drive through for a coffee shop proposed at the northwest corner of the site, adjacent to the intersection of Everett and Waukegan Roads. The double lane, as opposed to the previously proposed single lane drive through makes the coffee shop site tighter and limits maneuverability.

The Code requires that a drive thru be authorized through a Special Use Permit issued to a specific business. The anticipated hours of operation of the drive thru are 4:30 a.m. to 8 p.m. weekdays and 5 a.m. to 7:30 p.m. Saturdays and Sundays consistent with the hours for the existing Starbucks to the north on Waukegan Road.

Criteria for drive through facilities and findings are offered below.

1. Ingress and egress points are located in a manner than does not create safety hazards for pedestrians or other vehicles.

The entrance to the drive through requires driving past the parking spaces on the coffee shop property. Vehicles pulling into or backing out of the spaces could be in conflict with the vehicles approaching the drive through lanes.

Pedestrians approaching the coffee shop from the east or south will need to cross traffic entering or exiting the drive through lanes.

2. Pedestrian pathways are provided in areas that are separated from the drive through facility and separated from the ingress and egress points to the drive through facility.

Pedestrian pathways are provided along the perimeter of the overall development site and at some points through the development site. In some areas, pedestrians will need to cross traffic lanes used by vehicles approaching the drive through.

3. The drive through facility is sited configured and screened in a manner that is consistent with the character of the area through landscaping, grade change, fences, walls or structures so as to minimize the visual impacts on the streetscape.

The drive through lanes as reflected on the plan appear to be well screened with landscaping in a manner that is consistent with the character of the area. Perimeter landscaping will enhance this corner of the intersection which has long needed attention.

4. It has been demonstrated that the building can be adapted to different additive uses in the future.

The coffee shop building could be adaptively reused in the future for other food/beverage service uses or possible for a retail use.

5. For new buildings, the development provides pedestrian links between the development and nearby retail uses.

Connections to public sidewalks are proposed as part of the development although access is circuitous and requires pedestrians to cross parking spaces and travel lanes on the site.

6. For new buildings and buildings over 500, additive uses are incorporated into the development.

Although the multi-family residential buildings will be developed and owned separate from the coffee shop, the combination of uses will overall add to the vitality and customer base for the Settlers' Square Business District.

The drive thru as proposed does not interfere with on street traffic. The access points to the overall development are set apart from the drive thru lane.

### **Public Comment**

Public notice of this petition was provided by the petitioner in accordance with applicable requirements. A notice was sent by certified mail to surrounding property owners by the petitioner. Notice of the public hearing was also mailed by the Community Development Department to surrounding properties and a notice was published in the local newspaper. The agenda for this meeting was posted at various public locations and on the City's website. Correspondence received is included in the Commission's packet.

**Staff Recommendation**

Staff finds that this plan needs to be scaled down to respond to the size of the property, to provide for a site circulation plan that is functional, less congested, safe, and more aesthetically pleasing. The building height and proposed density is out of character with the surrounding area.

Staff recommends continuation of the petition with strong direction to the petitioner to reduce the intensity of the development proposed for the site. This plan is not ready for Commission action.

If the Commission desires to move forward with a recommendation to the City Council, staff recommends denial of the Special Use Permit for the drive through based on the findings detailed above and denial of the requested variances from parking, building height, and setback regulations based on the findings detailed in this staff report and the lack of consistency with the City's engineering standards, and disapproval of the site plan as presented. In adopting findings in support of denial, the Commission should clearly reiterate support for a mixed use on this property and support for development of the site. Additional findings in support of a motion from the Commission should be clearly detailed for incorporation into the record.

No action can be taken on the request for subdivision since a tentative subdivision plat is not yet before the Commission.

November 14, 2023

625 Forest Edge Drive, Vernon Hills, IL 60061

TEL 847.478.9700 ■ FAX 847.478.9701

[www.gha-engineers.com](http://www.gha-engineers.com)

Mr. Cathy Czerniak  
City of Lake Forest  
800 N. Field Drive  
Lake Forest, IL 60045

Re: Everett & Waukegan Road  
Preliminary Submittal Review #2

Dear Ms. Czerniak:

We have reviewed the revised preliminary submittal for the proposed development located at the southeast corner of Everett Road and Waukegan Road. Our review is based on the following documents.

- Concept Site Plan titled "Proposed 2023 Plan Highlighting Changes (1 sheet) prepared by Teska, dated October 31, 2023.
- Memorandum prepared by Frigo & Company, dated November 1, 2023.
- KLOA AutoTurn Exhibits

Generally the changes to the site plan were minor and did not address many of the comments and concerns issued in our September 7, 2023 review letter. The parking areas are not sufficient to meet City code in terms of number or size of parking spaces provided, and based on the AutoTurn exhibits submitted the site geometry does not accommodate single unit trucks or larger vehicles without encroaching into oncoming lanes. The following comments remain to be addressed:

**Preliminary Submittal Review**

1. The access to Everett Rd has been reduced to a single outbound lane vs the two outbound lanes shown on the previous plan. We strongly recommend that the second outbound exit lane be restored given the proximity of the access to Waukegan Rd and the difficulty associated with making left turns out onto Everett. This will impact parking on the north side of Building C which needs to be revised anyway – see below.
2. There remains a shortage of parking spaces relative to City code (123 required, 98 now provided), with two more spaces lost compared to the September 2023 site plan. The site remains dependent upon neighboring sites to meet the parking requirements of the City code.
3. While Starbucks circulation and parking access has been slightly improved from previous plans, the parking on the north side of Building C is now dead end with no turn around space. Modifications here are required, otherwise patrons could face a situation where they must back out the length of the building and into the inbound traffic lane from Everett Road. The current design is not acceptable. One parking space was removed from this dead end parking area but it did not increase maneuverability in this area.
4. The drive aisle on the east side of Building C is 20-ft wide (face of curb to face of curb) and appears to be a two-way drive. That is too narrow and should be 24 ft minimum. (It's not

dimensioned on the old site plan) and the site does not function in our opinion if that has to be a one way drive. This comment was not addressed.

5. The developer should confirm that they have maintained contact with IDOT with respect to the Waukegan Road access points.
6. The approved intersection design study for the proposed Waukegan Road and Everett Road intersection improvements indicates the need for 10 additional feet of right-of-way along the south side of Everett Road as well as additional right-of-way at the corner. These ROW limits appear to be reflected in the preliminary engineering plans submitted. If this development moves forward, we would recommend that dedication of this right-of-way be made a condition to approval of the development.
7. A minimum parking lot stall depth of 18.5' is required. The parking stall depths shown in the preliminary engineering plan vary but are as little as 16' in the parking lot east of Building B. This comment was not addressed.
8. The grading shown to the southeast of Building C results in slopes in excess of 3H:1V from the back of curb in the parking stall to the back of curb in the drive aisle. Revisions are needed to create a maintainable slope. (This comment appears to have been addressed with the revised turning radius, but grading information will be needed to confirm.)
9. The AutoTurn exhibits submitted demonstrate that a single-unit truck or fire engine has to encroach into outbound lanes to enter the site from Everett or Waukegan Road. Similarly, these design vehicles have to enter the opposing lane to maneuver within the site.

The above review comments are provided based on the preliminary engineering information submitted. Additional comments may be generated as the final plans and associated materials are prepared. The applicant should include with the final engineering submittal a cover letter with a written response to each of the above comments.

Review prepared by:  
Gewalt Hamilton Associates, Inc.



Daniel J. Strahan, P.E., CFM  
City Engineer  
[dstrahan@gha-engineers.com](mailto:dstrahan@gha-engineers.com)

cc: Byron Kutz, Engineering Supervisor





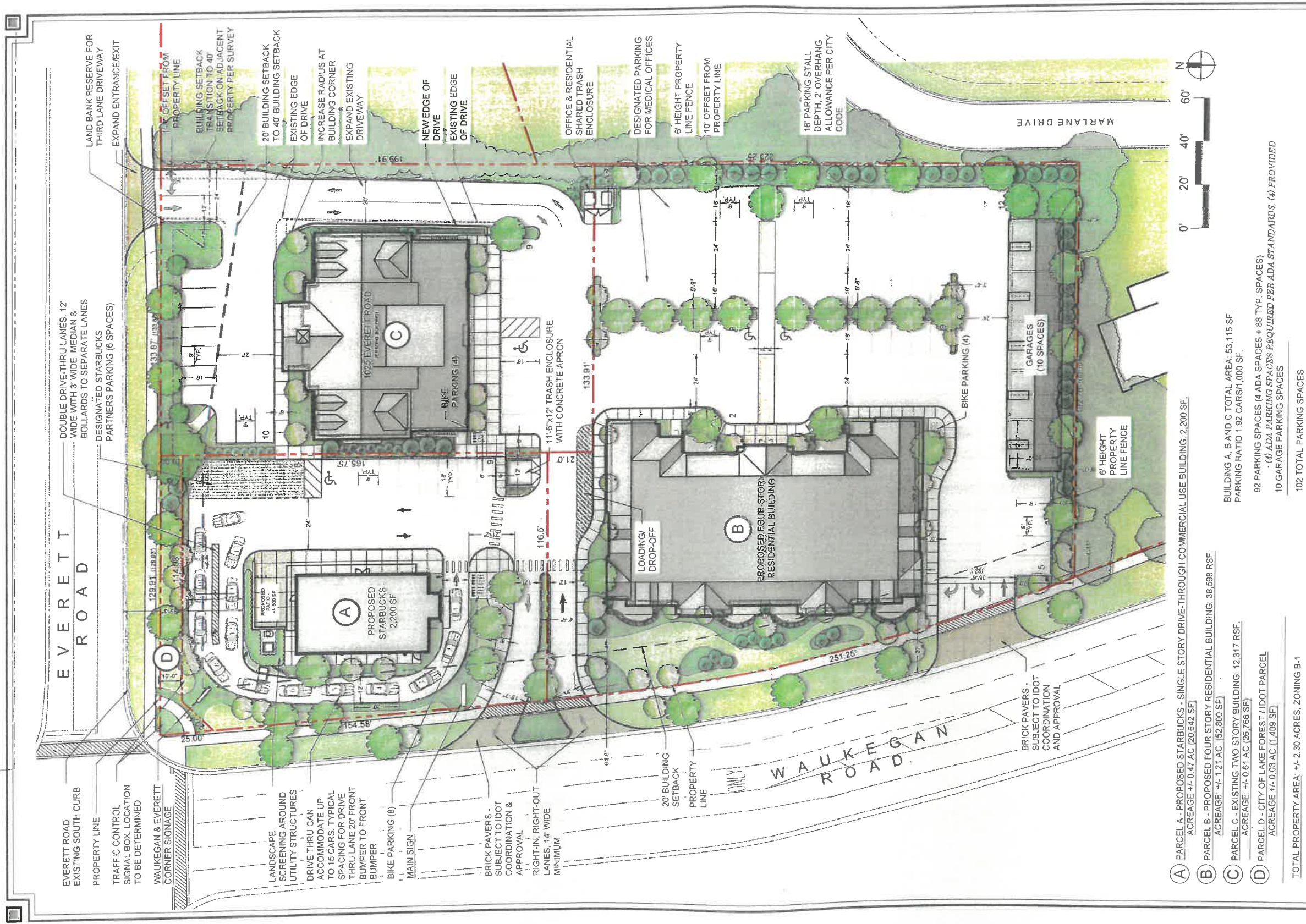




Area of Redevelopment



## Previous Plans

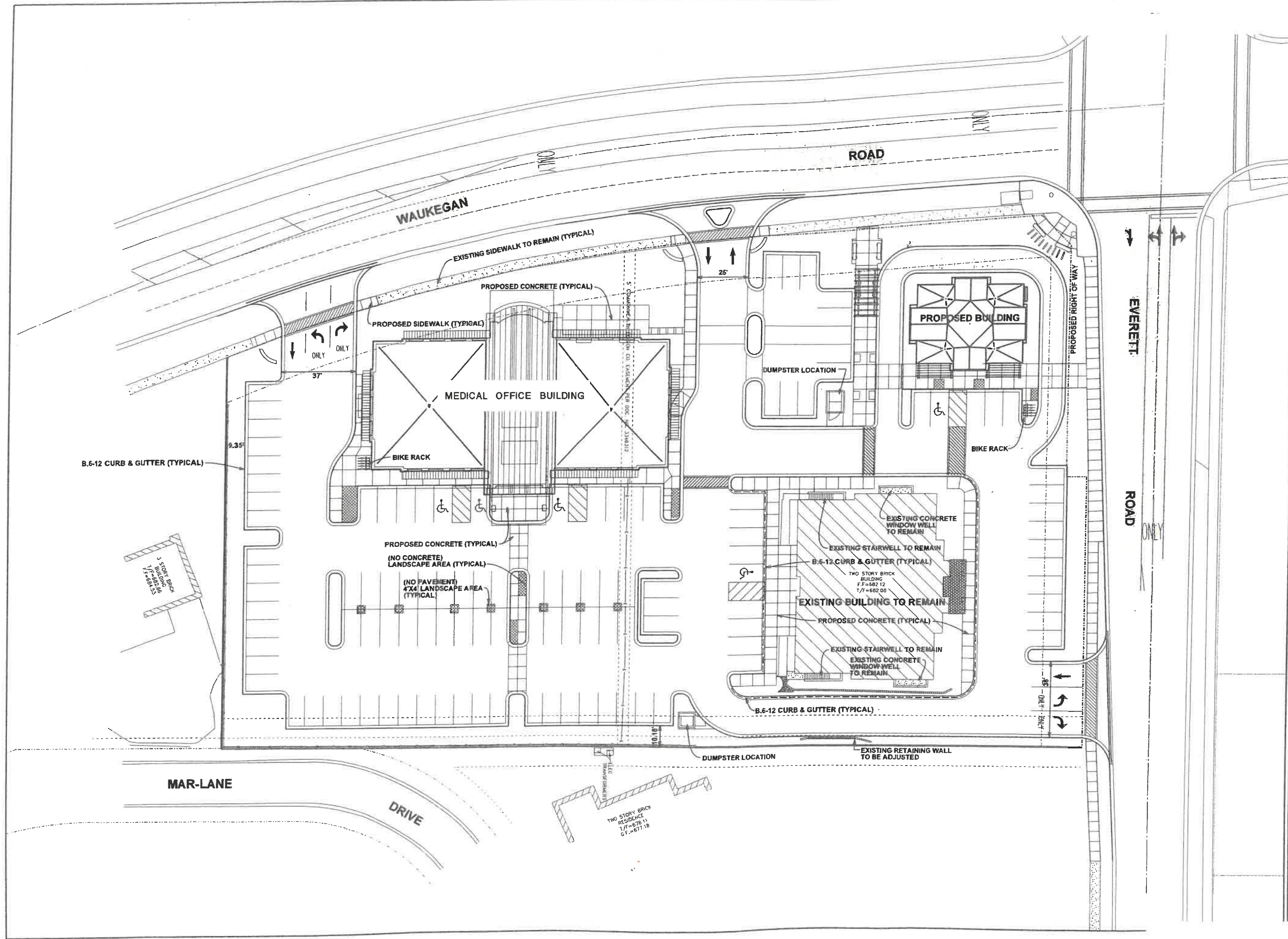


Jack Frigo  
(847) 940 2200  
Jack@FrigoCompany.com

Iosue Investment, LLC  
1025 Everett Road  
Lake Forest, IL 60045

ILLUSTRATIVE SITE PLAN  
**EVERETT AND WAUKEGAN ROAD**  
Lake Forest, IL  
August 1, 2023





**EVERETT AND WAUKEGAN ROAD**

LAKE FOREST, ILLINOIS  
**PEARSON, BROWN & ASSOCIATES, INC.**  
CONSULTING ENGINEERS  
1800 W. WINCHESTER ROAD - SUITE 205  
LAKE FOREST, ILL. 60048  
PHONE: (847) 397-2887  
FAX: (847) 397-2887  
E-MAIL ADDRESS: pba@pearsonbrown.com  
© COPYRIGHT 2001 PEARSON, BROWN & ASSOCIATES, INC. ALL RIGHTS RESERVED

DESIGNED BY: R.A.A.  
DRAWN BY: A.K.Z.  
CHECKED BY: J.F.C.  
ORIGINAL ISSUE: 06/21/01

**REVISIONS**

DATE BY	DESCRIPTION
12/17/01 JFC	OWNER REVISIONS

**SITE PLAN**

SHEET NUMBER  
JOB No. 1865



707 SKOKIE BLVD., SUITE 600  
NORTHBROOK, ILLINOIS 60062  
TELEPHONE: (847) 940-2200  
FACSIMILE: (847) 940-3735  
EMAIL: jack@frigocompany.com

**DATE:** November 1, 2023  
**TO:** Cathy Czerniak  
**FROM:** Jack Frigo  
**RE:** Iosue / Van Schaack Plan Modifications and Comments

Carmine Iosue and Greg Van Schaack have made a number of plan modifications in response to the Lake Forest Plan Commissioners' and public's comments at the September 13, 2023 Plan Commission Meeting. Below is a description of the modifications and responses to the Plan Commission's comments:

**The Apartment Building is too tall:**

- The apartment building submitted on September 13th was 54' tall
- In response to the Plan Commissioners' comments, the apartment building height has been reduced to 49', which is equal to the height of the previously approved medical office building.
- The building is a welcoming gateway to the community with its four-sided articulated façade and roof line, complimentary to the character of the West Lake Forest Settlers Square District and surrounding Villas and Chateau's residences.

**There is too much on the site:**

- The development contains the same three (3) buildings:
  - Existing 12,317 SF 1025 W. Everett Road
  - Planned 2,200 SF Starbucks at 1015 S. Waukegan Road
  - Planned 32-Unit Apartment Building at 1045 S. Waukegan Road
- The proposed buildings and sizes are necessary to be operationally and financially viable.
- Vehicle circulation has been improved
- Green space consideration:
  - The originally approved plan dated February 10, 2021 had 17% green space
  - The current plan dated October 31, 2023 has 19% green space
  - The current Lake Forest Code requires 15% green space
- The 24-hour residential presence on the campus compliments the nearby residential properties.

**The flow looks difficult:**

- Vehicle circulation, including emergency vehicle circulation, has been improved as a result of KLOA's study and turning radius recommendations. Specific locations on the attached Teska "Plan Change" exhibit show those circulation improvements.
- Per the City Engineer's comment, a parking space was removed at the west end of the north parking lot of 1025 W. Everett Road to allow for more maneuverability.
- Note that the proposed plan is estimated to have 863 fewer vehicle trips per day than the previously approved February 10, 2021 medical office building plan.

**Too few parking spaces:**

- The three (3) proposed uses are very compatible in their staggered use of parking spaces and allow for comfortable, shared on-site parking.

- Ingress/egress and parking will be controlled by reciprocal easements.
- Per the attached KLOA Shared Parking Analysis, the peak demand period for parking is at 10:00 AM when the parking demand is approximately 76 spaces of the 100 spaces.
- Total Peak Parking Demand for the three uses, at individual peak times, is 98 spaces.
- Leases at the 1025 W. Everett Road building require that the office staff park off-site. Office staff typically parks in spaces provided by Landlord at the St. Mary's parking lot, further reducing parking demand from the above-described demand.
- The 1025 W. Everett Road parking lot is reserved for patients, visitors and five tenant spaces.

**The Everett Road access is too narrow:**

- The existing Everett Road curb cut is approximately 18' wide.
- The current plan widens the curb cut to approximately 25' wide.
- There is additional land reserved on the west side of the access lane to accommodate further widening if the City feels it is necessary in the future.
- Our view is that with the greatly reduced number of vehicles per day visiting the site (863 fewer vehicles) the 25' width is more than adequate. As described above, if the City requires additional widening in the future, the property owner will comply.

**There should be more outdoor space for families and visitors:**

- An outdoor landscaped gathering space has been added at the northwest corner of the apartment building.
- The Starbucks features a sidewalk café and terrace for outdoor social gathering.
- Note that there is 19% green space on the plan vs. the 15% of green space required by code.

**Accessible Parking Spaces:**

- A member of the public recommended there be an additional accessible parking space and that it be located nearby an accessible ramp.
- An additional accessible space has been added at the south entrance of the 1025 W. Everett Road entrance, located nearby the accessible ramp.
- There were four (4) accessible spaces in the previous plan. The current plan has five (5) accessible spaces.

As we all acknowledge, the site at the southeast corner of Waukegan Road and Everett Road is a very challenging site to develop. It has been vacant and underutilized for fifteen (15) years.

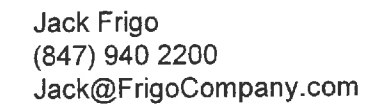
We believe the current plan, developed by the Iosue / Van Schaack team, has resolved many of the challenges and favorably responds to the Plan Commissioners' comments. Traffic is greatly reduced from the previously approved medical office building plan and the campus has been carefully designed to be pedestrian friendly with comfortable gathering spaces.

Additionally, the proposed development is consistent with the City of Lake Forest Comprehensive Plan in that it incorporates three compatible uses along Waukegan Road to create synergy and add to an already vibrant business district. It also creates collaboration and cooperation among the businesses and residents within the southeast quadrant of this important gateway to West Lake Forest

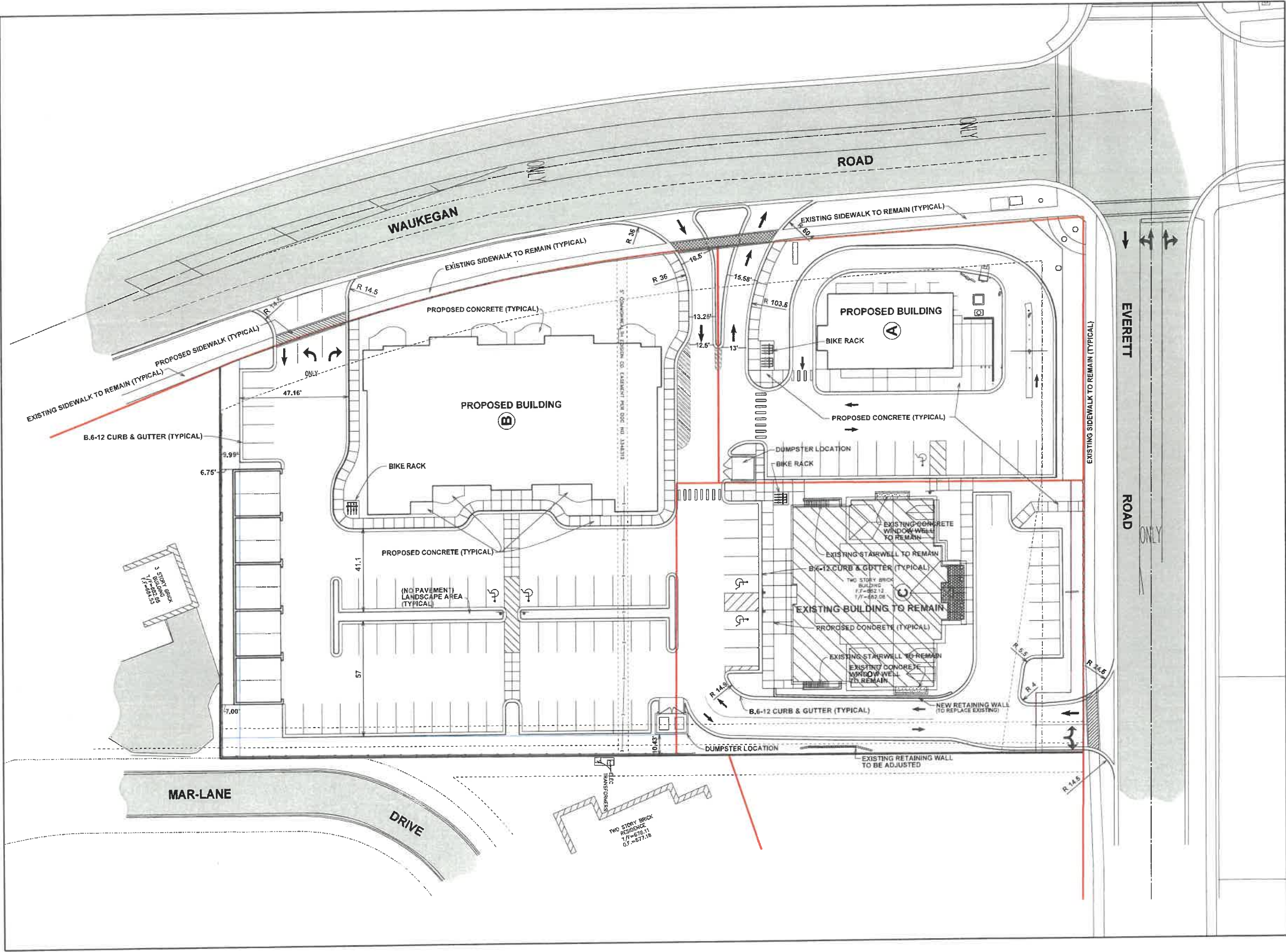
If approved, very high-quality improvements will be developed, commencing in 2024, which will contribute to the Lake Forest community for many years to come.

**New Materials Submitted by the Petitioner  
Since the September 2023 Meeting**









**NORTH**

20' 10' 0' 20'

SCALE: 1" = 20'

**EVERETT AND WAUKEGAN ROAD**

PEARSON, BROWN & ASSOCIATES, INC.

CONSULTING ENGINEERS

1850 W. WINCHESTER ROAD - SUITE 205  
LIBERTYVILLE, IL 60448  
PHONE: (847) 315-2587  
FAX: (847) 315-2587  
E-MAIL ADDRESS: pba@pearsonbrown.com

DESIGNED BY: R.A.A.  
DRAWN BY: A.K.K.  
CHECKED BY: J.E.C.  
ORIGINAL ISSUE: 07/07/23

DATE	BY	DESCRIPTION
10/06/23	JFC	ISSUED FOR PLAN COMMISSION

**REVISIONS**

SHEET NUMBER

OF 5 SHEETS

JOB No. 1985

## SITE COVERAGE DATA

<b>Starbucks (Parcel A)</b>			<b>Percentage of Lot</b>	
Parcel	20,642 SF			
Building Footprint	2,200 SF	10.7	%	
Open Space	6,526 SF	31.6	%	
Hardscape	11,904 SF	57.7	%	
<b>Residential (Parcel B)</b>				
Parcel	52,800 SF			
Building Footprint <i>(includes garage building)</i>	14,327 SF	27.1	%	
Open Space	13,257 SF	25.1	%	
Hardscape	25,192 SF	47.7	%	

<b>1025 Everett (Parcel C)</b>			<b>Percentage of Lot</b>	
Parcel	26,766 SF			
Building Footprint	6,311 SF	23.6	%	
Open Space	8,167 SF	30.5	%	
Hardscape	12,289 SF	45.9	%	
<b>Total of Parcels A, B, &amp; C</b>				
Parcel	100,208 SF			
Building Footprint	22,838 SF	22.8	%	
Open Space	27,949 SF	27.9	%	
Hardscape	49,385 SF	49.3	%	

## **Traffic and Parking Information**

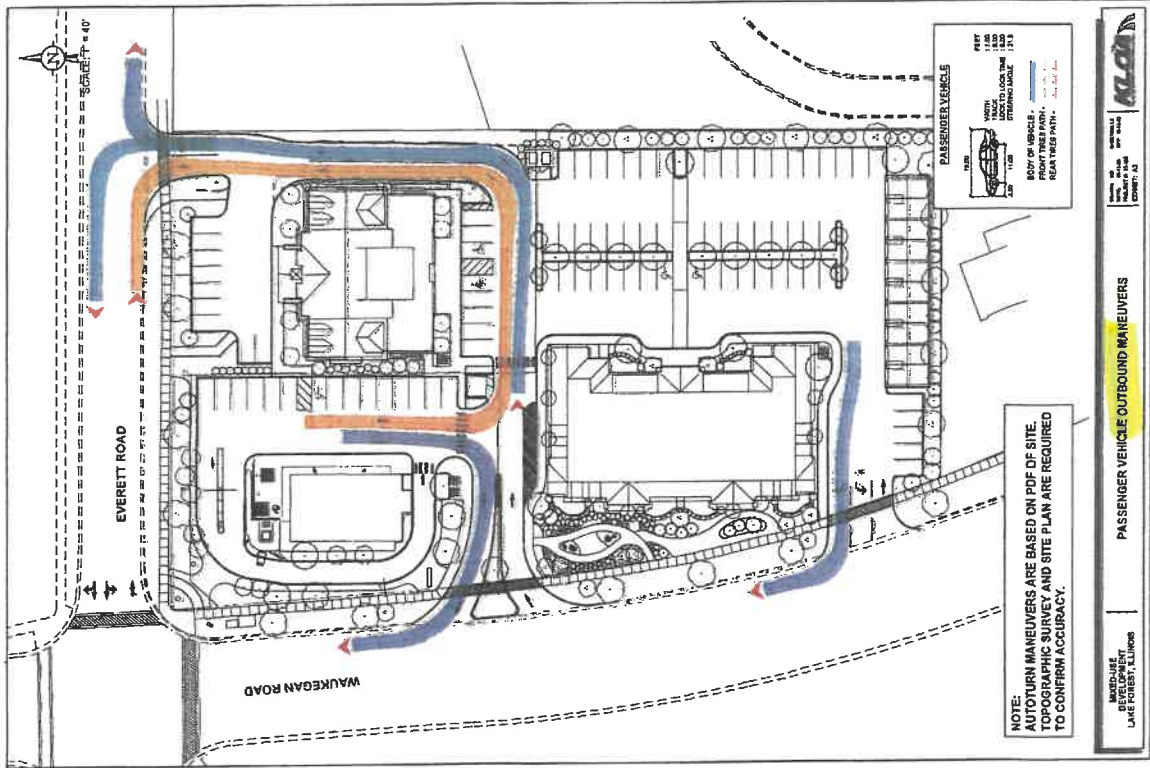
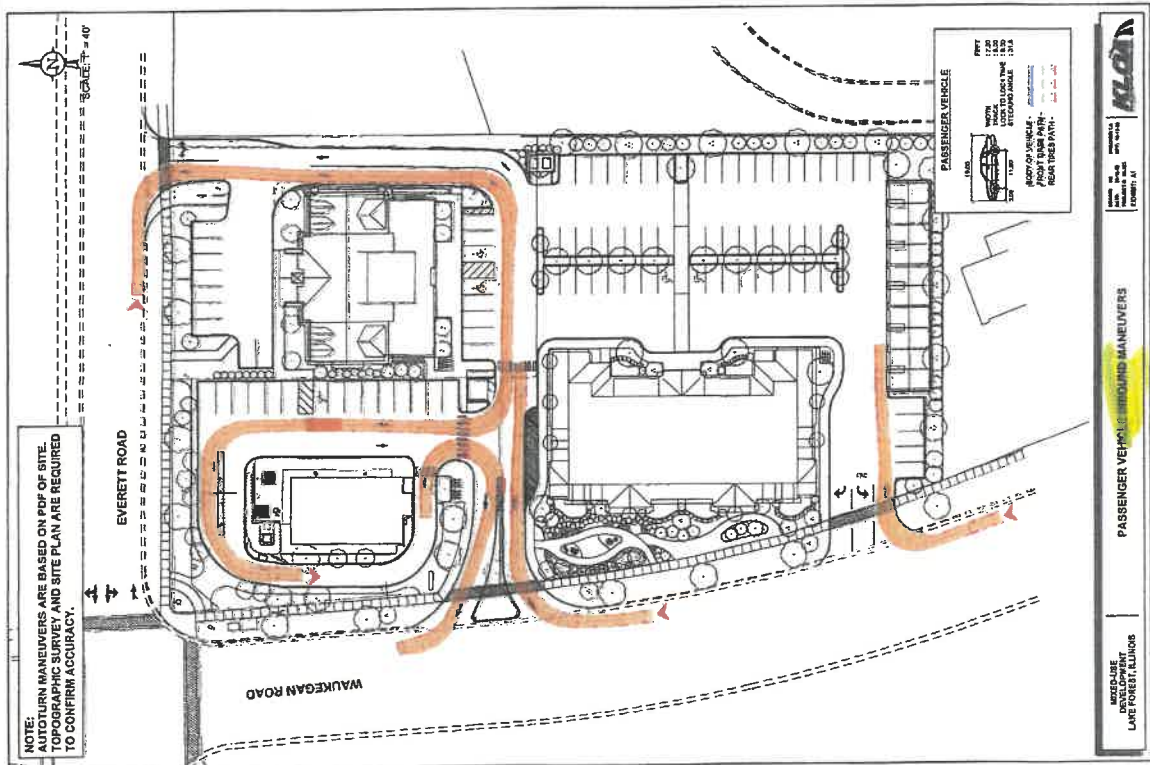
10

## **Auto-Turn Studies**

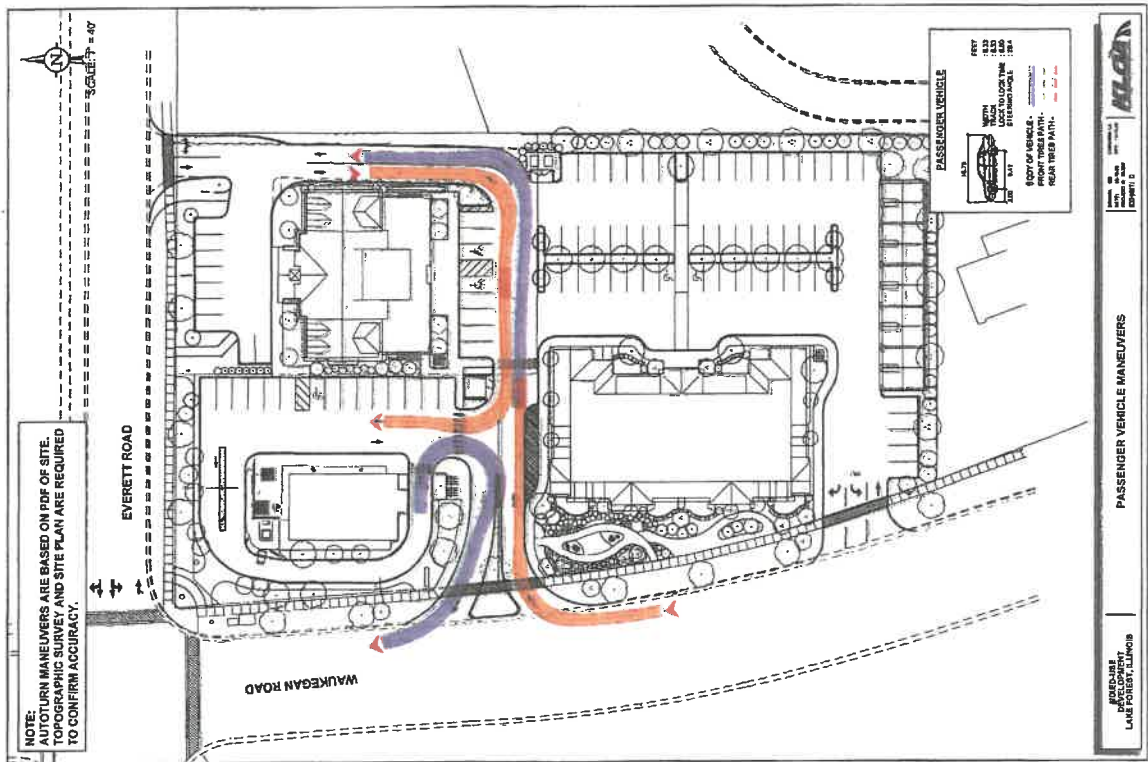
**Studies of Adequacy of Turning Radii for Various Vehicles**



# AUTO-TURN DIAGRAMS



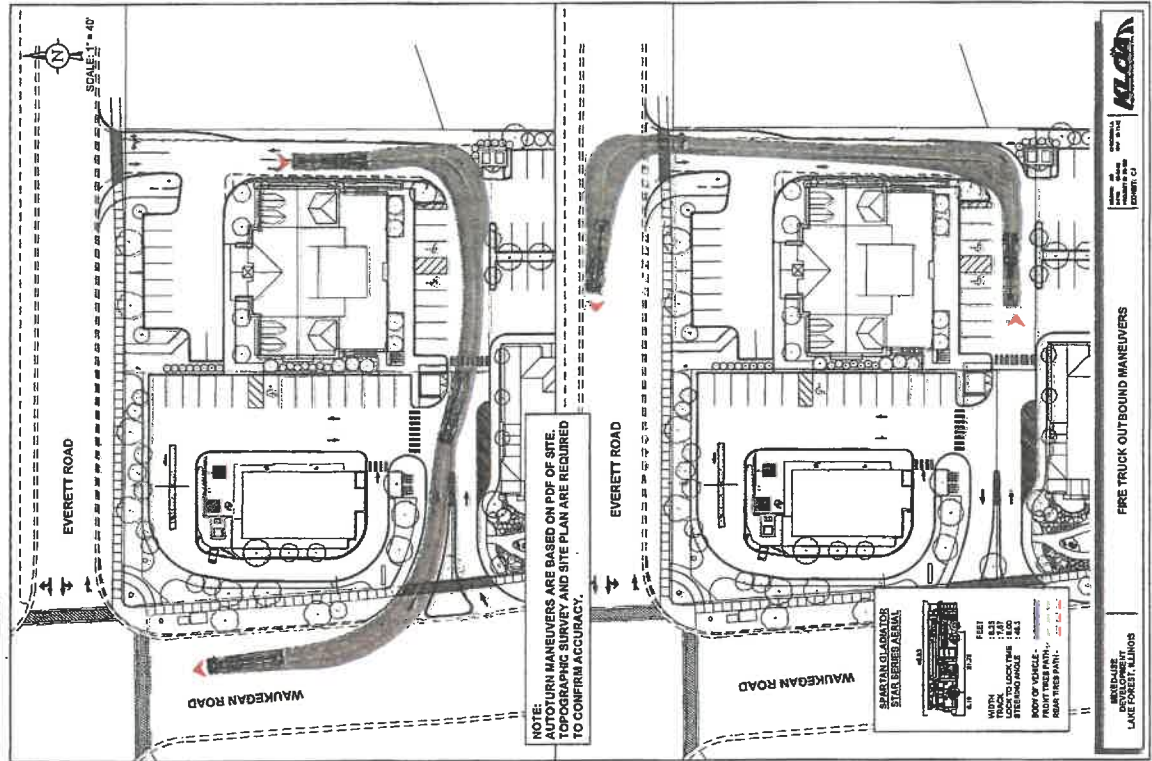
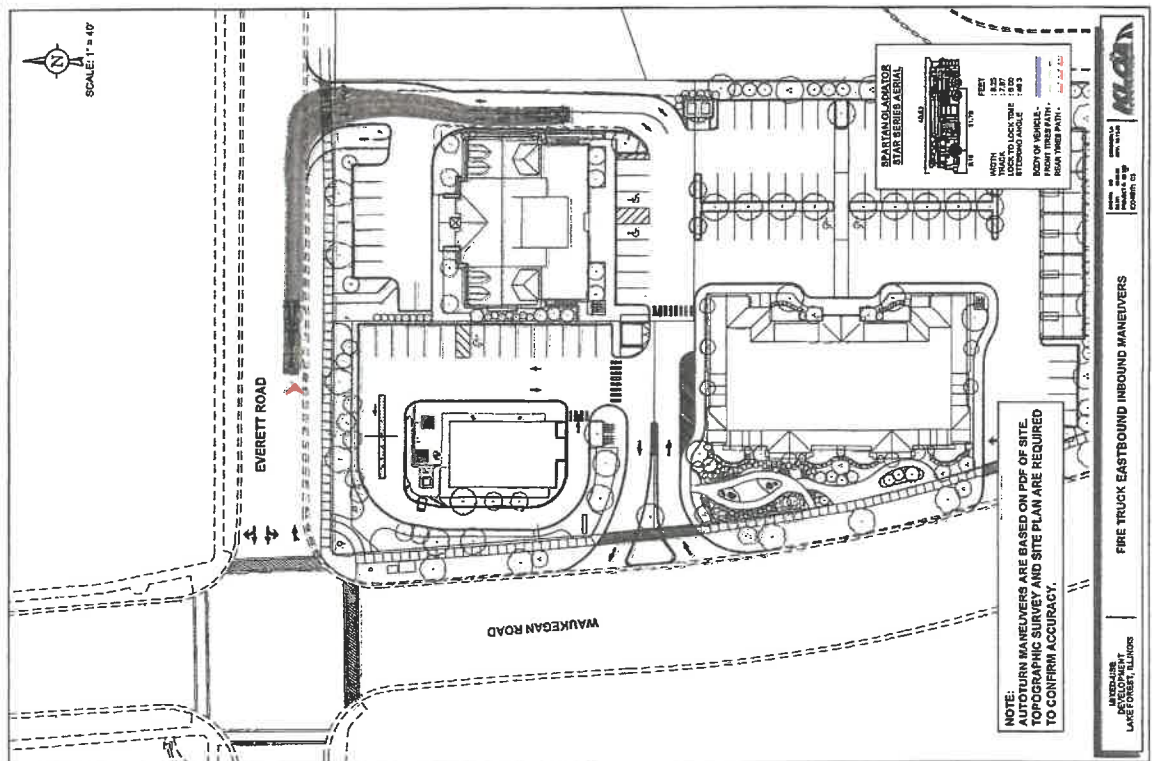
# AUTO-TURN DIAGRAMS



SINGLE UNIT TRUCK



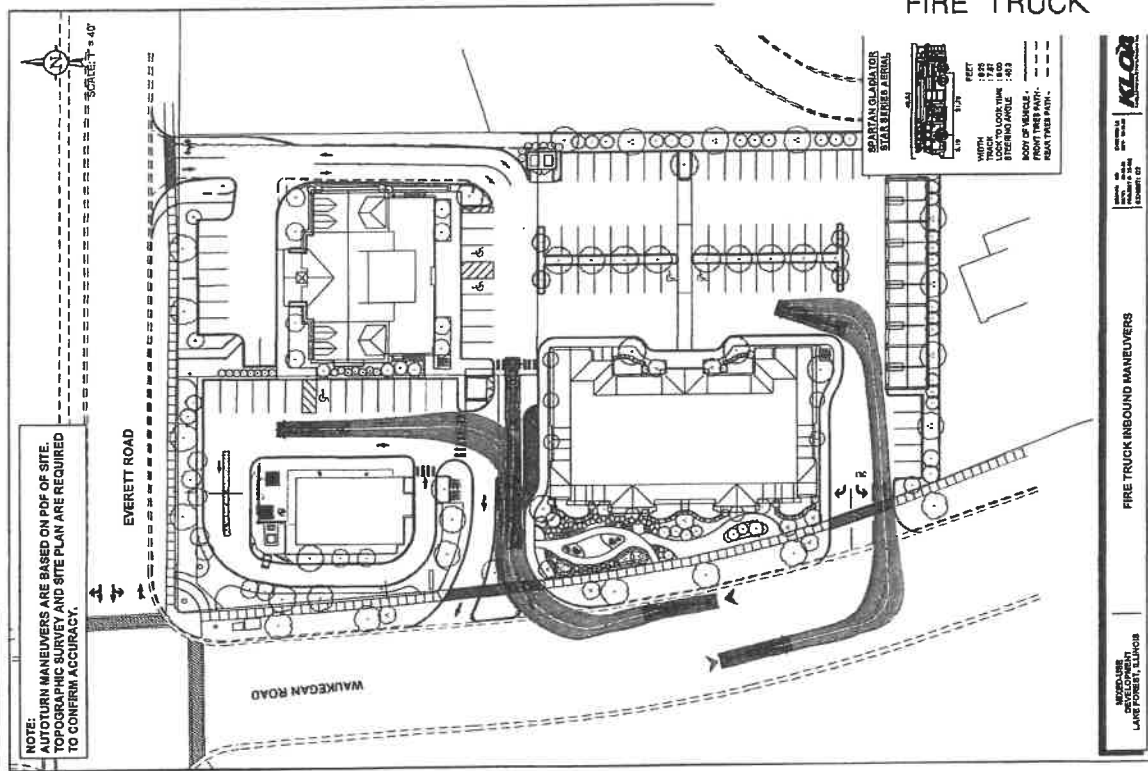
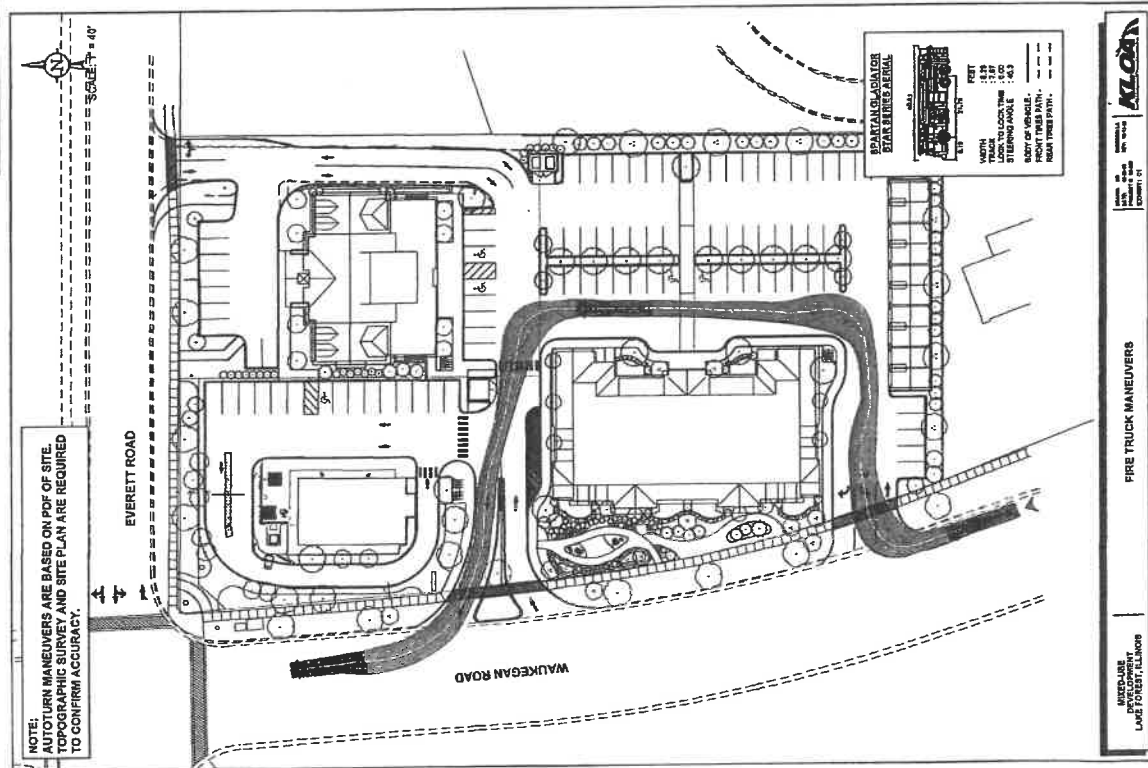
# AUTO-TURN DIAGRAMS

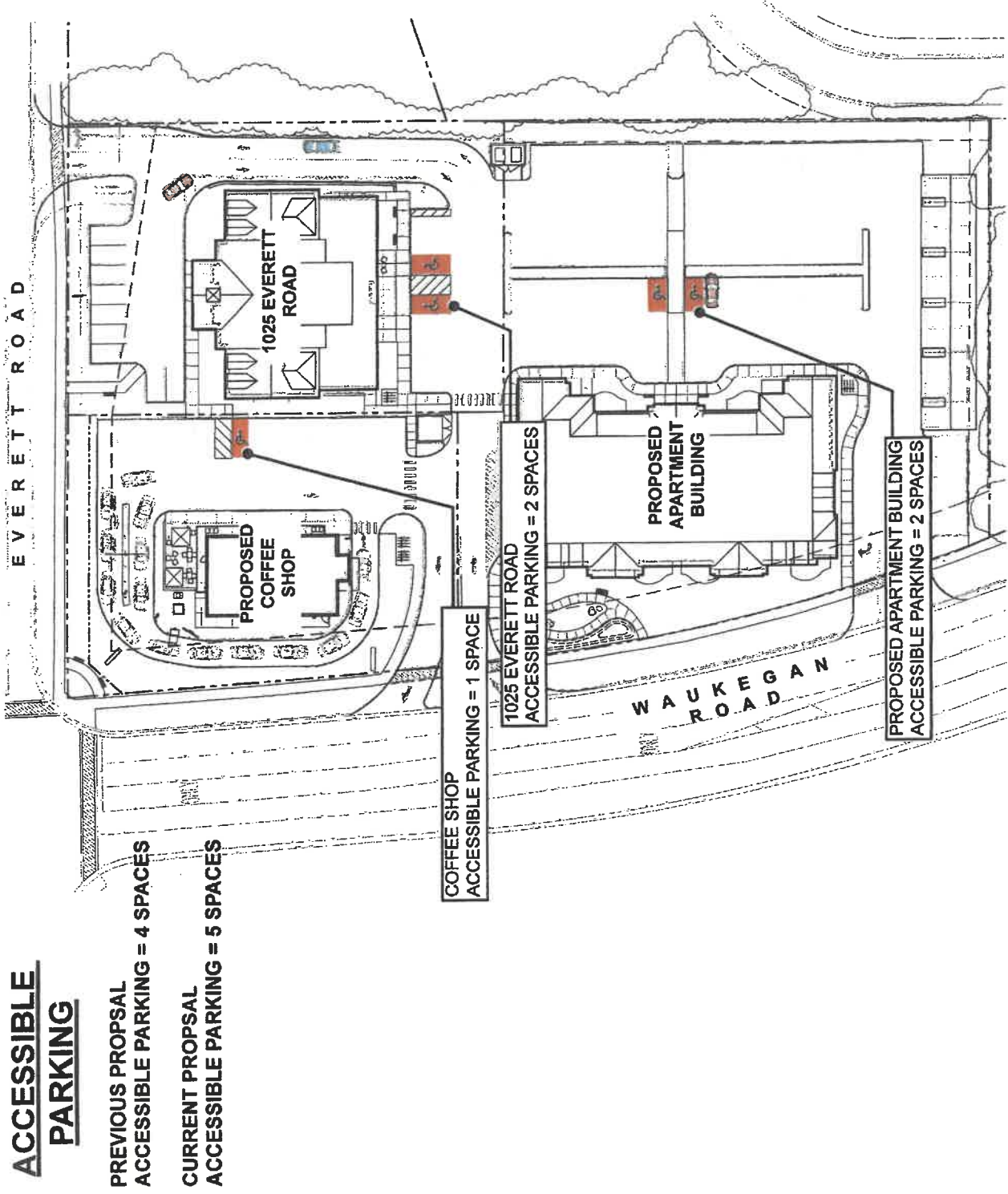


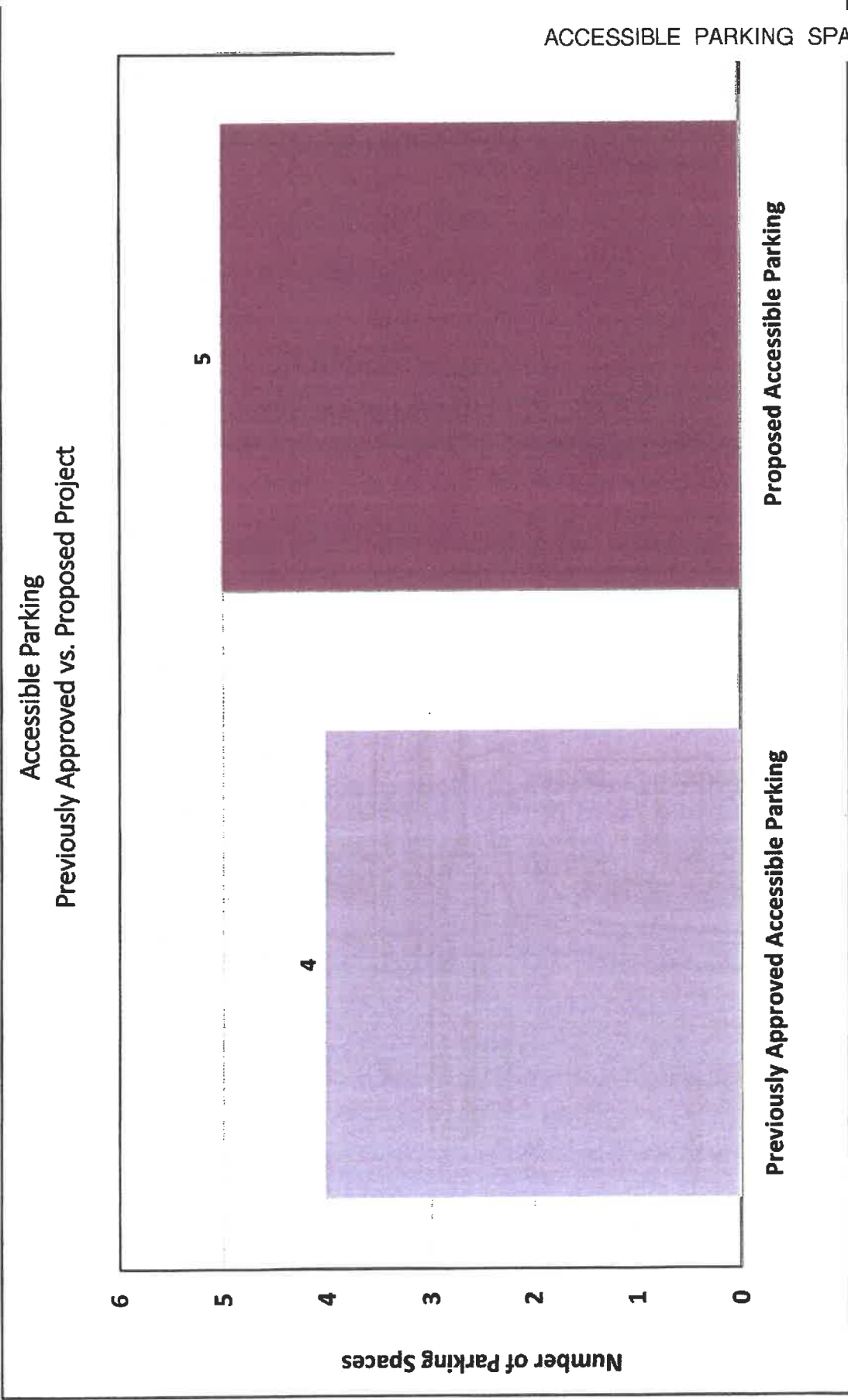
FIRE TRUCK



FIRE TRUCK

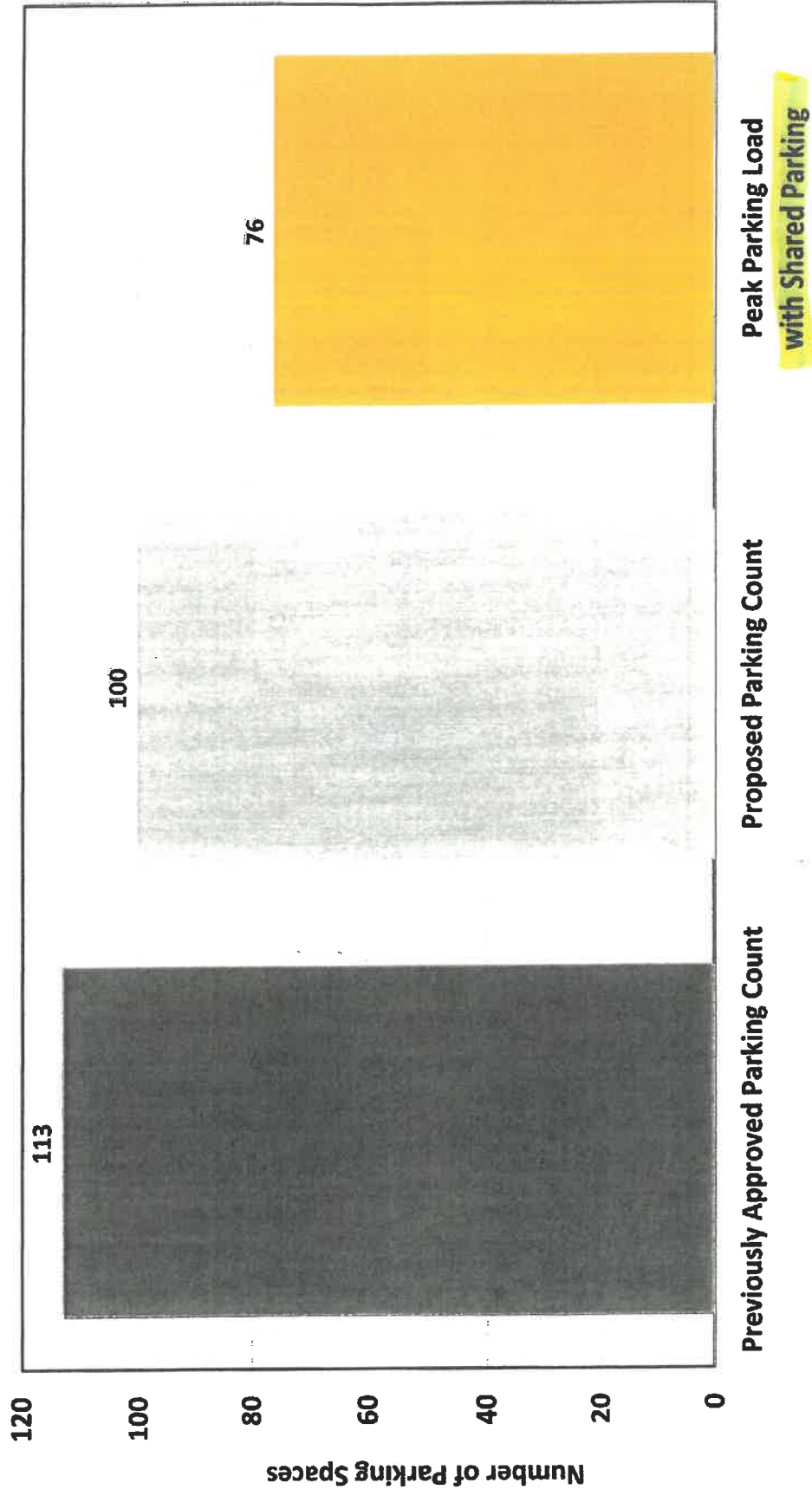






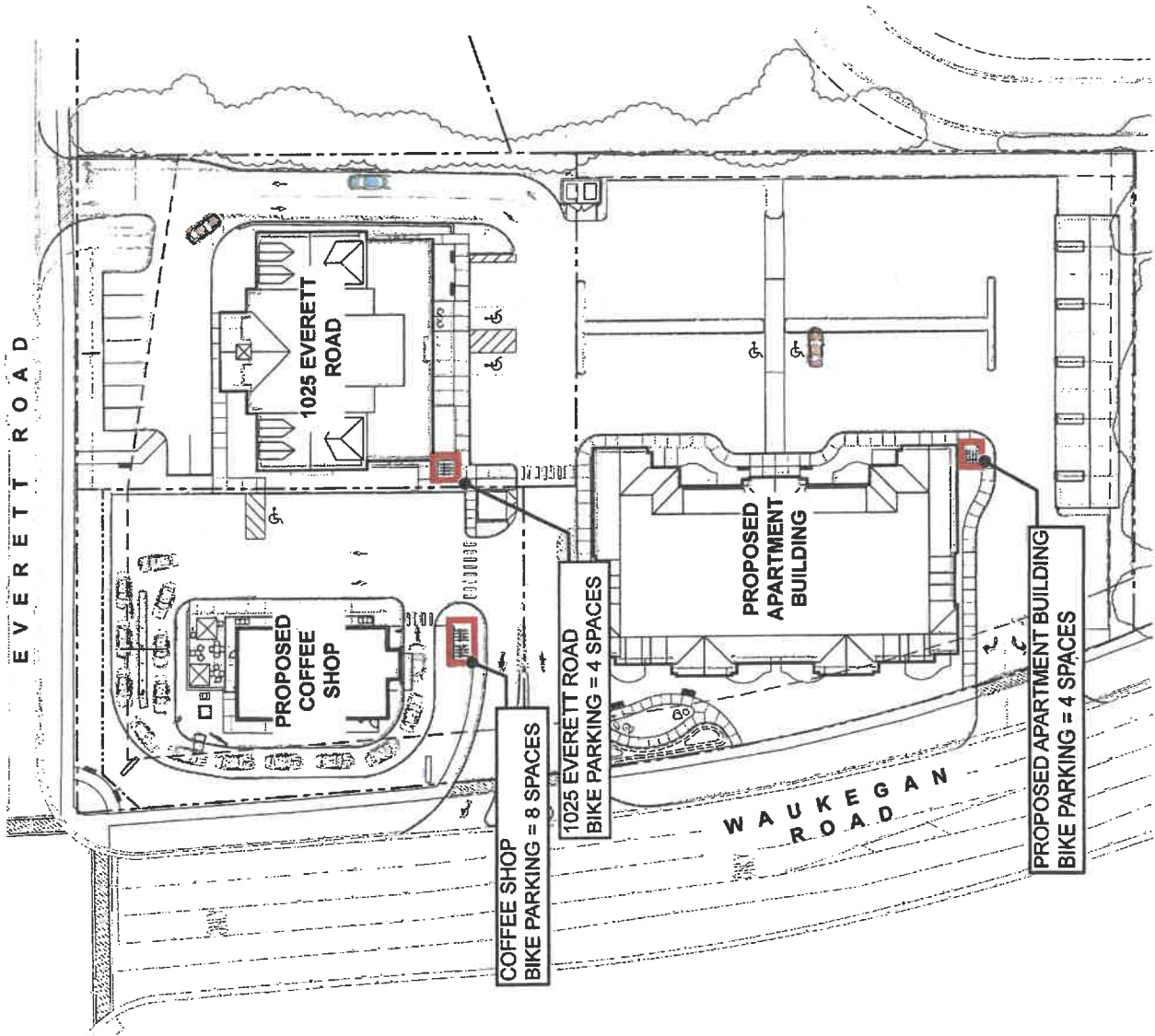
**SOURCE: KLOA PARKING & TRAFFIC ANALYSIS STUDY**

Parking Count Comparison  
Previously Approved vs. Proposed Project



SOURCE: KLOA PARKING & TRAFFIC ANALYSIS STUDY

# BIKE PARKING





# Traffic Impact Study Proposed Mixed-Use Development Lake Forest, Illinois



Prepared For:

## Iosue Investments, LLC



October 27, 2023

# 1. Introduction

This report summarizes the methodologies, results, and findings of a traffic impact study conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for a proposed mixed-use development to be located in Lake Forest, Illinois. The site is located in the southeast corner of the intersection of Waukegan Road (IL Route 43) and Everett Road and currently contains vacant land and the medical office building located at 1025 Everett Road. As proposed, the vacant portion of the site will be developed to contain an approximately 2,200 square-foot coffee shop with a drive-through, and a four-story building containing 32 residential units. Access to the site will be provided via the existing access drive off Everett Road, and via a proposed full-movement access drive and a right-in/right-out access drive off Waukegan Road.

The purpose of this study was to examine background traffic conditions, assess the impact that the proposed development will have on traffic conditions in the area, and determine if any additional roadway or access improvements are necessary to accommodate traffic generated by the proposed development. **Figure 1** shows the location of the site in relation to the area roadway system. **Figure 2** shows an aerial view of the site.

The sections of this report present the following:

- Existing roadway conditions
- A description of the proposed development
- Directional distribution of the development traffic
- Vehicle trip generation for the development
- Future traffic conditions including access to the development
- Traffic analyses for the weekday morning, weekday evening, and Saturday midday peak hours
- Recommendations with respect to adequacy of the site access and adjacent roadway system
- Evaluation of the adequacy of the proposed parking supply

Traffic capacity analyses were conducted for the weekday morning, weekday evening, and Saturday midday peak hours for the following conditions:

1. Existing Traffic Conditions – Analyzes the capacity of the existing roadway system using peak hour traffic volumes conducted in 2023.
2. Year 2029 No-Build Conditions – Analyzes the capacity of the existing roadway system using existing traffic volumes increased by an ambient area growth factor not attributable to any particular development.
3. Year 2029 Total Projected Conditions – Analyzes the capacity of the future roadway system using the projected traffic volumes that include the Year 2029 no-build volumes and the traffic estimated to be generated by the proposed development.



Site Location

Figure 1



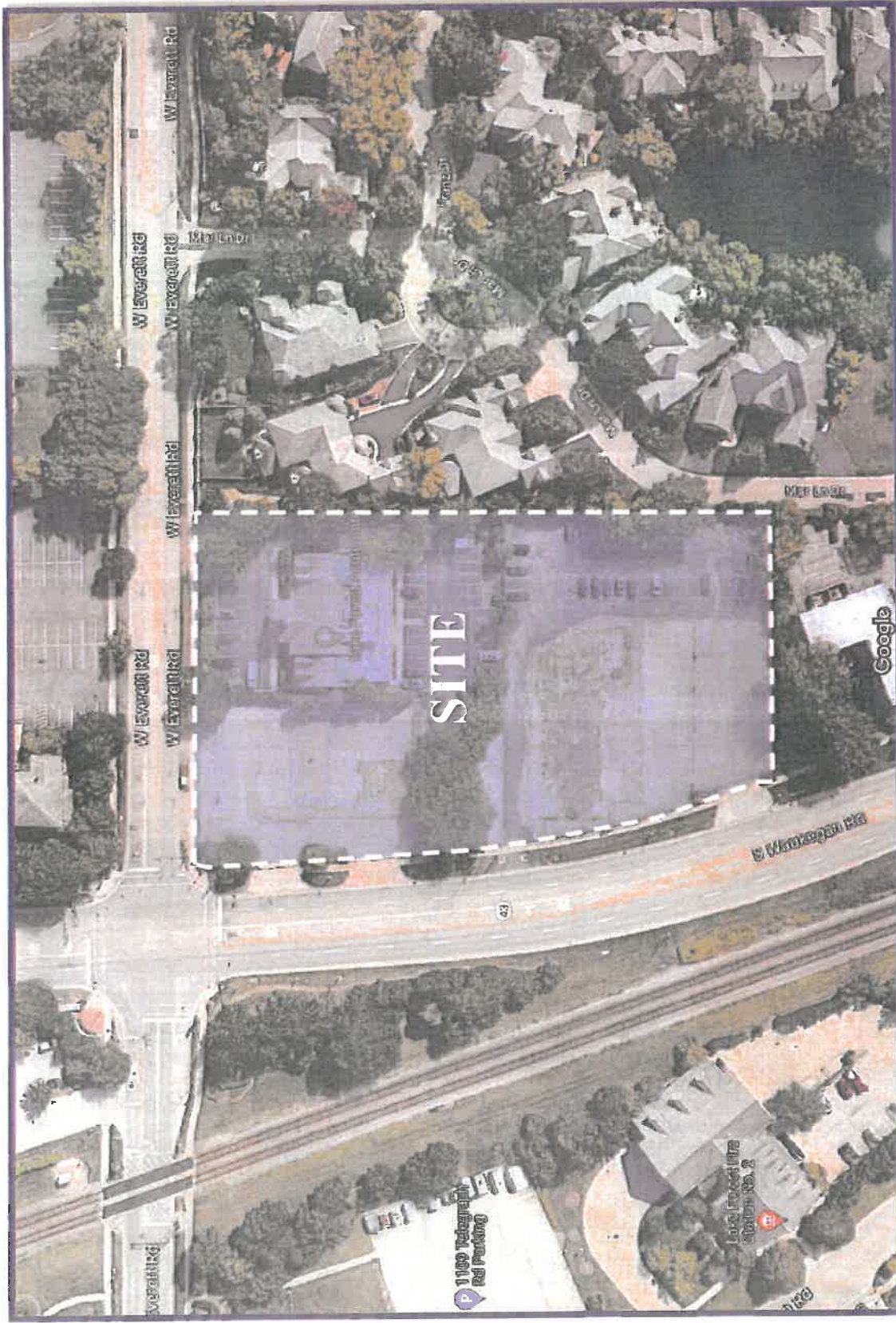


Figure 2

Aerial View of Site

Mixed-Use Development  
Lake Forest, Illinois

## 2. Existing Conditions

Existing transportation conditions in the vicinity of the site were documented in order to obtain a database for projecting future conditions. The following provides a description of the geographical location of the site, physical characteristics of the area roadway system including lane usage and traffic control devices, and existing peak hour traffic volumes.

### Site Location

The site is located in the southeast quadrant of the intersection of Waukegan Road with Everett Road and contains the existing office building at 1025 West Everett Road. The site is bounded by Waukegan Road on the west, Everett Road on the north, Lake Forest Chateau residential duplex community on the east and the Villas of Lake Forest Condominiums on the south. It should be noted that the Lake Forest Metra station is located 1,000 feet to the northwest of the site.

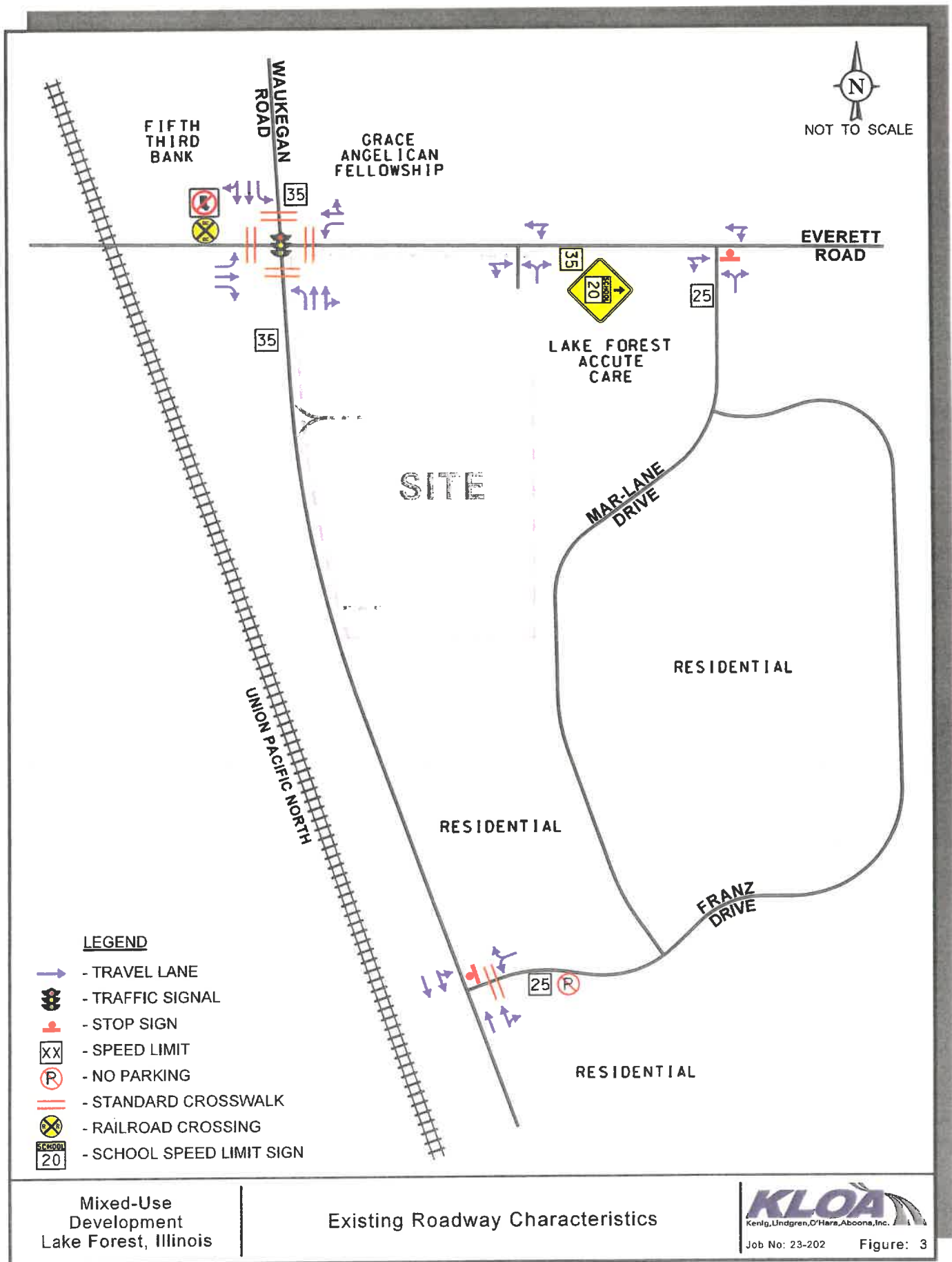
### Existing Roadway System Characteristics

The characteristics of the existing roadways near the development are described below and illustrated in **Figure 3**.

*Waukegan Road (IL Route 43)* is a north-south minor arterial roadway that provides two through lanes in each direction. At its signalized intersection with Everett Road, Waukegan Road provides an exclusive left-turn lane, a through lane, and a shared through/right-turn lane on the northbound and southbound approaches. Standard style crosswalks and pedestrian signals are provided on all four legs of this intersection. At its unsignalized “T” intersection with Franz Drive, Waukegan Road provides a through lane and a shared through/right-turn lane on the northbound approach and a through lane and a shared left-turn through lane on the southbound approach. Waukegan Road is under the jurisdiction of Illinois Department of Transportation (IDOT), carries an Annual Average Daily Traffic (AADT) volume of approximately 15,200 vehicles (IDOT 2021) north of Everett Road and 12,700 vehicles (IDOT 2021) south of it. Waukegan Road is not classified as a Strategic Regional Arterial (SRA) in the vicinity of the site and has a posted speed limit of 35 miles per hour.

*Everett Road* is an east-west minor arterial roadway that provides one through lane in each direction. At its signalized intersection with Waukegan Road, Everett Road provides an exclusive left-turn lane, a through lane, and an exclusive right-turn lane on the eastbound approach and an exclusive left-turn lane and a shared through/right-turn lane on the westbound approach. At its unsignalized “T” intersections with the existing access drive to the site and Mar-Lane Drive, Everett Road does not provide any exclusive turn lanes. Everett Road is under the jurisdiction of the City of Lake Forest, carries an AADT of 2,950 vehicles (IDOT 2019) east of Waukegan Road and 6,550 vehicles (IDOT 2019) west of it. Everett Road has a posted speed limit of 35 miles per hour and a school speed limit of 20 miles per hour.





*Mar Lane Drive* is a north-south local roadway that loops around the west side of Lake Forest Chateau Pond serving the residential houses around the lake. provides on through lane in each direction. At its unsignalized “T” intersection with Everett Road, Mar Lane Drive provides a shared left-turn/right-turn lane on the northbound approach. Mar Lane Drive is under the jurisdiction of the City of Lake Forest and has a posted speed limit of 25 miles per hour.

*Franz Drive* is a north-south local roadway that loops around the east side of the Lake Forest Chateau Pond and joins Mar Lane Drive. At its unsignalized “T” intersection with Waukegan Road, Franz Drive provides a shared left-turn/right-turn lane on the westbound approach. Franz Drive is under the jurisdiction of the City of Lake Forest and has a posted speed limit of 25 miles per hour.

## Existing Traffic Volumes

In order to determine current traffic conditions within the study area, KLOA, Inc. utilized peak period traffic counts conducted at the following intersections:

- Waukegan Road with Everett Road
- Waukegan Road with Franz Drive
- Everett Road with Mar Lane Drive
- Everett Road with the 1025 W. Everett Road Access Drive

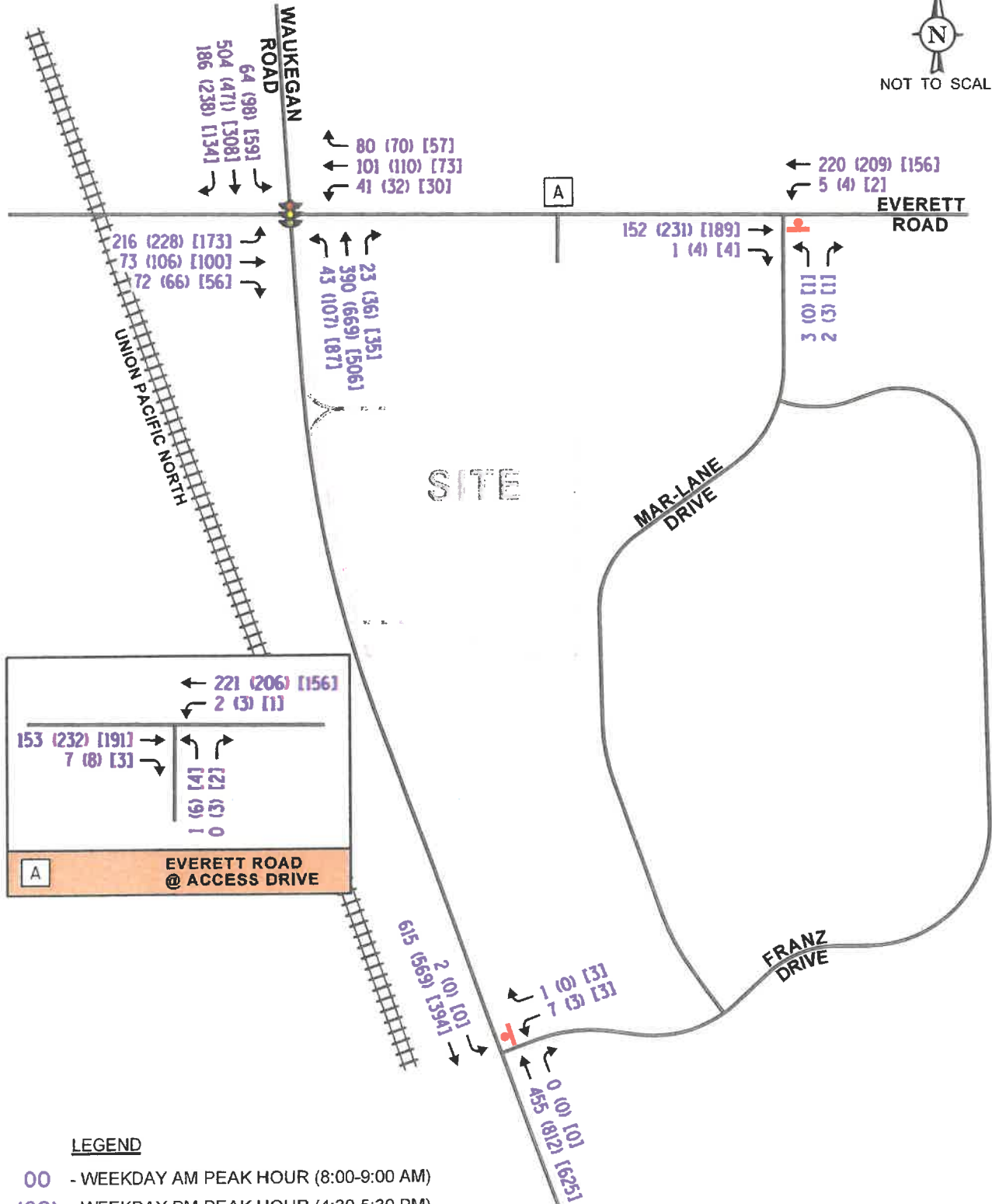
The traffic counts were conducted on Thursday, July 20, 2023 during the weekday morning (7:00 A.M. to 9:00 A.M.) and weekday evening (4:00 P.M. to 6:00 P.M.) peak periods and on Saturday, July 22, 2023 during the midday (12:00 P.M. to 2:00 P.M.) peak period. The results of the traffic counts show that the peak hours of traffic generally occur between 8:00 A.M. and 9:00 A.M. during the weekday morning peak period, between 4:30 P.M. and 5:30 P.M. during the weekday evening peak period, and between 1:00 P.M. to 2:00 P.M. during the Saturday midday peak period. Copies of the traffic count summary sheets are included in the Appendix. The existing traffic volumes are illustrated in **Figure 4**.

## Train Observations

As previously indicated, approximately 1,000 feet to the northwest of the site is the Lake Forest Metra Station which is served by the Union Pacific North line. The tracks are located approximately 175 feet west of Waukegan Road. This line has approximately 23 inbound and outbound trains on a weekday and 13 inbound and outbound trains on Saturday. During the weekday morning peak period, there are four inbound trains and two outbound trains, during the weekday evening peak period there are two inbound trains and four outbound trains, and during the Saturday midday peak period there is one inbound train and one outbound train. Observations conducted during the peak periods indicated that there were approximately six inbound trains and three outbound trains during the weekday morning peak period, five inbound and outbound trains during the weekday evening peak period, and 3 inbound trains and two outbound trains during the Saturday midday peak period. During inbound trains, the gates were down for a range of one to three minutes. During outbound trains, gates were down for approximately one minute. Only one freight train was observed that occurred during the Saturday midday peak period in which the gates were down for approximately three minutes.



NOT TO SCALE



Mixed-Use  
Development  
Lake Forest, Illinois

Existing Traffic Volumes

## Crash Analysis

KLOA, Inc. obtained accident data for the most recent available past five years (2018 to 2022) for the intersections of Waukegan Road with Everett Road, Waukegan Road with Franz Drive, and Everett Road with Mar Lane Drive. The crash data at the intersections of Waukegan Road with Everett Road is summarized in **Table 1**. A review of the data indicated the following:

- The intersection of Everett Road with Mar Lane Drive experienced zero crashes between 2018 and 2022.
- The intersection of Waukegan Road with Franz Drive experienced one angle crash in 2021 and zero crashes in the other four years.
- No fatalities were reported at any of the study area intersections during the reviewed period.

**Table 1**  
**WAUKEGAN ROAD WITH EVERETT ROAD – CRASH SUMMARY**

Year	Type of Crash Frequency							Total
	Angle	Pedestrian/ Pedalcyclist	Object	Rear End	Sideswipe	Turning	Other	
2018	1	2	1	3	0	6	0	13
2019	1	0	0	4	2	2	0	9
2020	0	0	0	0	0	3	0	3
2021	0	0	0	0	0	0	0	0
2022	0	0	0	2	0	3	1	6
<b>Total</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>9</b>	<b>2</b>	<b>14</b>	<b>1</b>	<b>31</b>
<b>Average</b>	<b>&lt; 1</b>	<b>&lt; 1</b>	<b>&lt; 1</b>	<b>1.8</b>	<b>&lt; 1</b>	<b>2.8</b>	<b>&lt; 1</b>	<b>6.2</b>

### 3. Traffic Characteristics of the Proposed Development

In order to properly evaluate future traffic conditions in the surrounding area, it was necessary to determine the traffic characteristics of the proposed development, including the directional distribution and volumes of traffic that it will generate.

#### Proposed Site and Development Plan

As proposed, the vacant area of the site will be developed with a 2,200 square-foot coffee shop with drive-through and a four-story building with 32 residential units consisting of 11 one bedroom units, 13 two bedroom units, and 8 three bedroom units. The existing medical office building at 1025 W. Everett Road will remain and all three buildings will share access. A total of 100 parking spaces will be provided for the site. Access to the development will be provided via the following:

- The existing full movement access drive off Everett Road located approximately 290 feet east of Waukegan Road. This access drive provides one inbound lane and one outbound lane. As part of the proposed development, a stop-sign should be provided for outbound movements.
- A proposed full movement access drive on Waukegan Road located approximately 410 feet south of Everett Road. This access drive will provide one inbound lane and two outbound lanes striped for an exclusive left-turn lane and an exclusive right-turn lane. Outbound movements should be under stop-sign control. Left-turn movements from Waukegan Road onto the access drive can be accommodated with the striped median available along Waukegan Road.
- A proposed right-in/right-out access drive on Waukegan Road located approximately 210 feet south of Everett Road. This access drive will provide one inbound lane and one outbound lane with turning movements restricted to right-turns only via a raised concrete median. This restriction should also be reinforced via signage. Outbound movements should be under stop-sign control.

A copy of the preliminary site plan is included in the Appendix.

It should be noted that the site currently provides four curb cuts on Waukegan Road and three curb cuts on Everett Road. As such the proposed development will result in the elimination of four curb cuts within the vicinity of the signalized intersection of Waukegan Road with Everett Road. Furthermore, the site is being designed to provide additional right of way along the Everett Road frontage to allow for the future widening of Everett Road to provide a westbound right turn lane which will increase the capacity at the signalized intersection of Waukegan Road with Everett Road.



## Directional Distribution

The directions from which residents, employees, and patrons will approach and depart the site were estimated based on existing travel patterns, as determined from the traffic counts. **Figure 5** illustrates the directional distribution of the development-generated traffic. Figure 5 also shows the distance, in feet, between the existing intersections and proposed access drives.

## Peak Hour Traffic Volumes

The number of peak hour trips estimated to be generated by the proposed residential development was based on vehicle trip generation rates contained in *Trip Generation Manual*, 11<sup>th</sup> Edition, published by the Institute of Transportation Engineers (ITE). The “Multi-family Housing Mid-Rise (Land-Use Code 221) rates were utilized for the proposed residential units. Furthermore, “Coffee Shop with Drive-Thru” (Land-Use Code 937) rates were utilized for the proposed coffee shop.

It is important to note that surveys conducted by ITE have shown that approximately 89 percent of trips made to coffee/donut shops with drive-through windows are diverted from the existing traffic on the roadway system. This is particularly true during the weekday morning and evening peak hours when traffic is diverted from the home-to-work and work-to-home trips (pass-by traffic). However, in order to provide a conservative analysis, the new site traffic to be generated by the proposed Starbucks were only reduced by 70 percent to account for pass-by traffic.

Furthermore, based on census data available for residences within one-half mile of the Lake Forest Metra station indicate that approximately 10 percent of residents utilize public transportation, bicycle, or walk to work. However, in order to provide a conservative analysis, no reduction was applied to the trips generated by the proposed residential units.

**Table 2** shows the peak hour traffic to be generated by the proposed development. The ITE trip generation summary sheets are included in the Appendix.

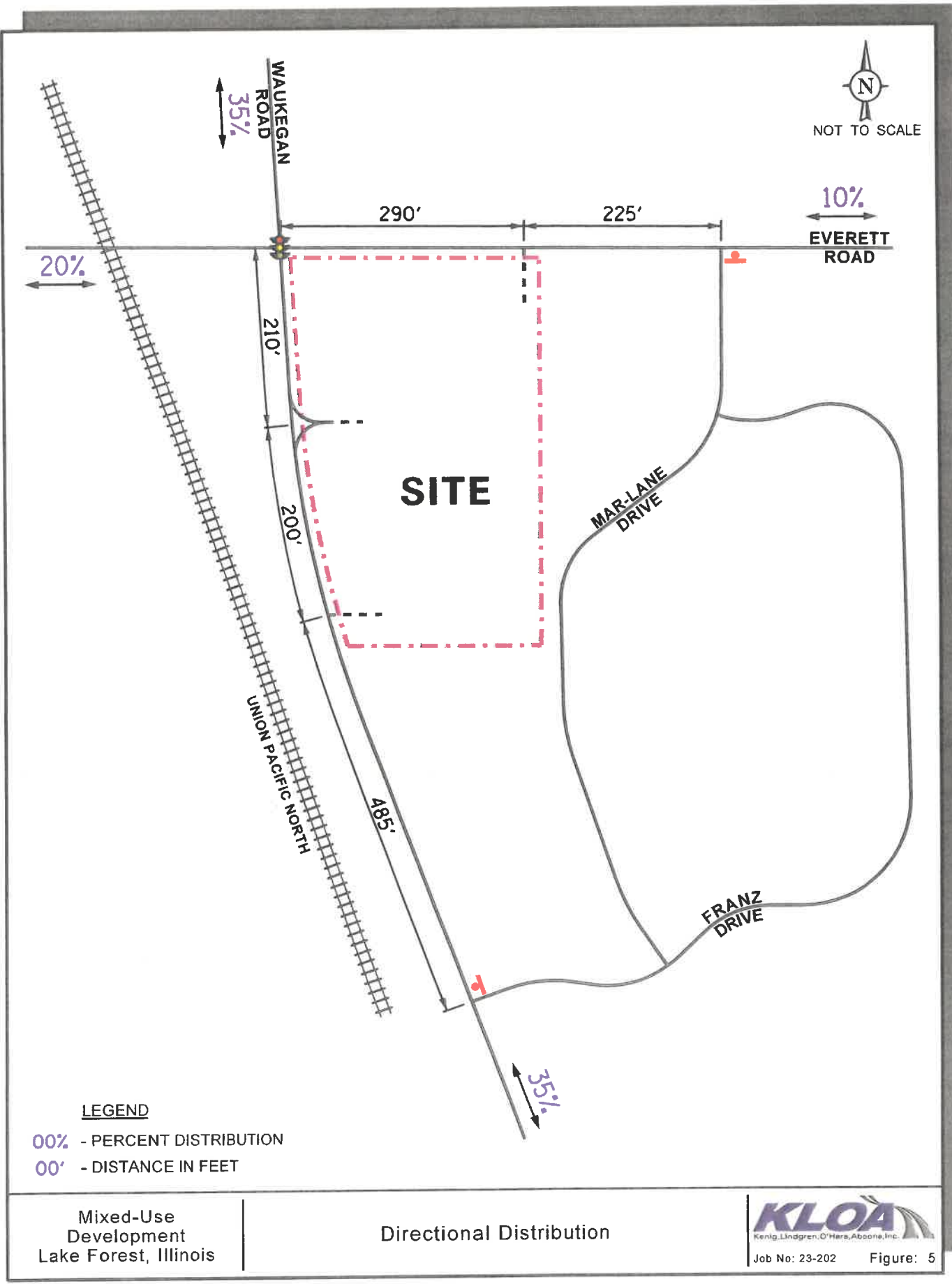


Table 2

ESTIMATED PEAK HOUR DEVELOPMENT-GENERATED TRAFFIC VOLUMES  
 SITE-GENERATED TRIP ESTIMATES – 2 PEAK HOURS AND DAILY BREAKDOWN

ITE Land- Use Code	Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Saturday Midday Peak Hour		
		In	Out	Total	In	Out	Total	In	Out	Total
	1025 W. Everett Road (Existing Trip Generation)	9	1	10	11	9	20	4	6	10
221	Multifamily Housing (32 Units)	3	8	11	8	4	12	6	6	12
937	Coffee Shop with Drive-Thru (2,200 s.f.)	96	93	189	43	43	86	97	96	193
	70 % Pass-By Reduction <sup>1</sup>	-66	-66	-132	-30	-30	-60	-68	-68	-136
	<b>Total Existing Trips</b>	<b>9</b>	<b>1</b>	<b>10</b>	<b>11</b>	<b>9</b>	<b>20</b>	<b>4</b>	<b>6</b>	<b>10</b>
	<b>Total New Trips</b>	<b>33</b>	<b>35</b>	<b>68</b>	<b>21</b>	<b>17</b>	<b>38</b>	<b>35</b>	<b>34</b>	<b>69</b>
	<b>Total Pass-By Trips</b>	<b>66</b>	<b>66</b>	<b>132</b>	<b>30</b>	<b>30</b>	<b>60</b>	<b>68</b>	<b>68</b>	<b>136</b>
	<b>Total Trips</b>	<b>108</b>	<b>102</b>	<b>210</b>	<b>62</b>	<b>56</b>	<b>118</b>	<b>107</b>	<b>108</b>	<b>215</b>
1 – Applied to the trip generation of the proposed coffee-shop with drive-through										

## 4. Projected Traffic Conditions

The total projected traffic volumes include the existing traffic volumes, increase in background traffic due to growth, and the traffic estimated to be generated by the proposed subject development.

### Development Traffic Assignment

The estimated weekday morning, weekday evening, and Saturday midday peak hour traffic volumes that will be generated by the proposed development were assigned to the roadway system in accordance with the previously described directional distribution (Figure 5). The new traffic assignment for the development is illustrated in **Figure 6** and the pass-by traffic assignment for the development is illustrated in **Figure 7**.

### Background (No-Build) Traffic Conditions

The existing traffic volumes (Figure 4) were increased by a regional growth factor to account for the increase in existing traffic related to regional growth in the area (i.e., not attributable to any particular planned development). Based on Average Daily Traffic (ADT) projections provided by the Chicago Metropolitan Agency for Planning (CMAP), the existing traffic volumes were increased by an annually compounded growth rate of 0.65 percent per year for six years (buildout year plus five years) for a total of approximately four percent to project Year 2029 background conditions. A copy of the CMAP 2050 projections letter is included in the Appendix.

Additionally, the traffic estimated to be generated by a proposed commercial development located in the northeast quadrant of the intersection of Half Day Road (IL 22) with Waukegan Road (IL 43) was included in the background traffic volumes.

**Figure 8** illustrates the Year 2029 no-build conditions.

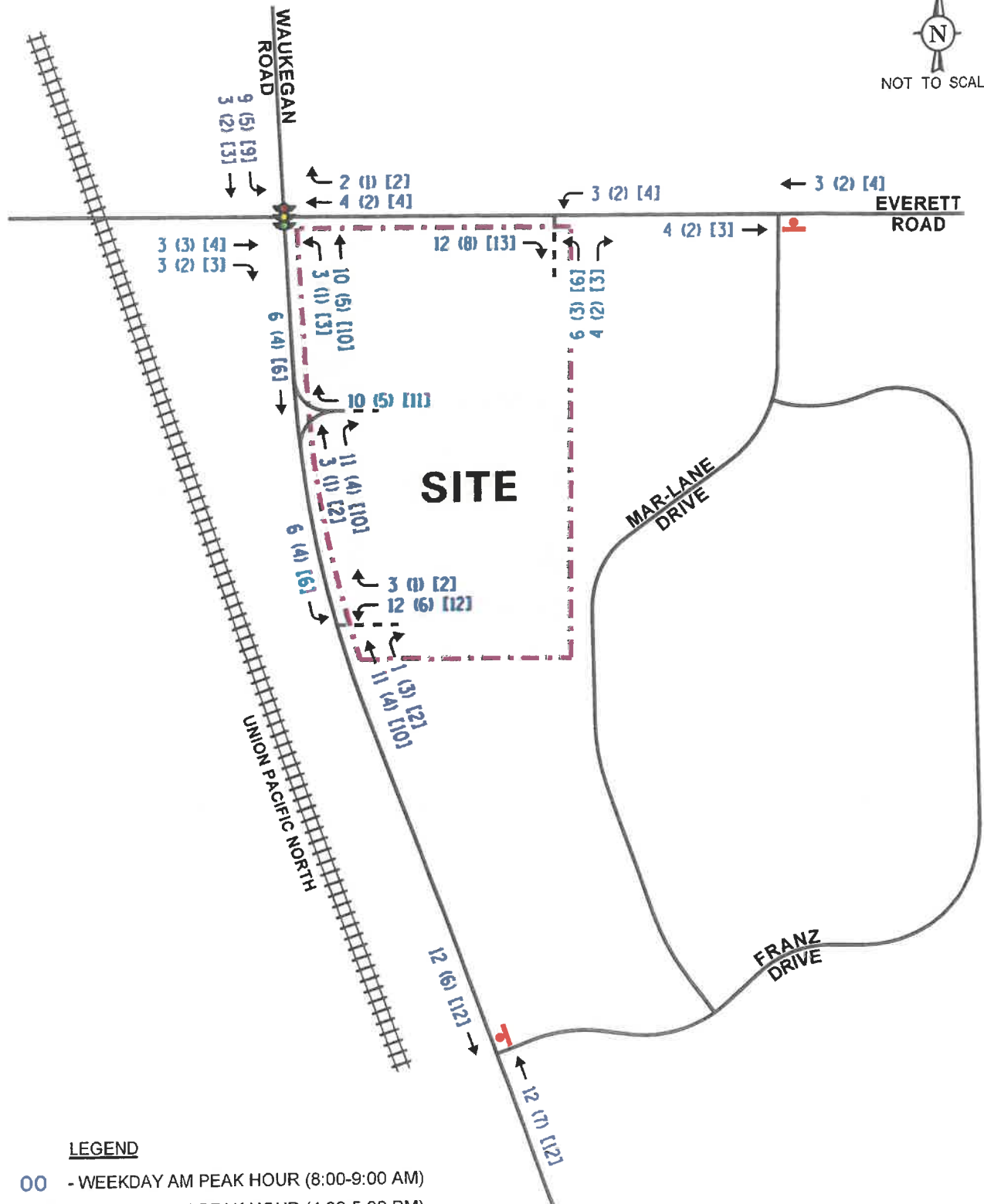
### Total Projected Traffic Volumes

The development-generated traffic (Figures 6 and 7) was added to the Year 2029 no-build traffic volumes (Figure 8) to determine the Year 2029 total projected traffic volumes, as shown in **Figure 9**.





NOT TO SCALE



**LEGEND**

- 00** - WEEKDAY AM PEAK HOUR (8:00-9:00 AM)
- (00)** - WEEKDAY PM PEAK HOUR (4:30-5:30 PM)
- [00]** - SATURDAY MIDDAY PEAK HOUR (1:00-2:00 PM)

Mixed-Use  
Development  
Lake Forest, Illinois

**New Site Traffic Assignment**

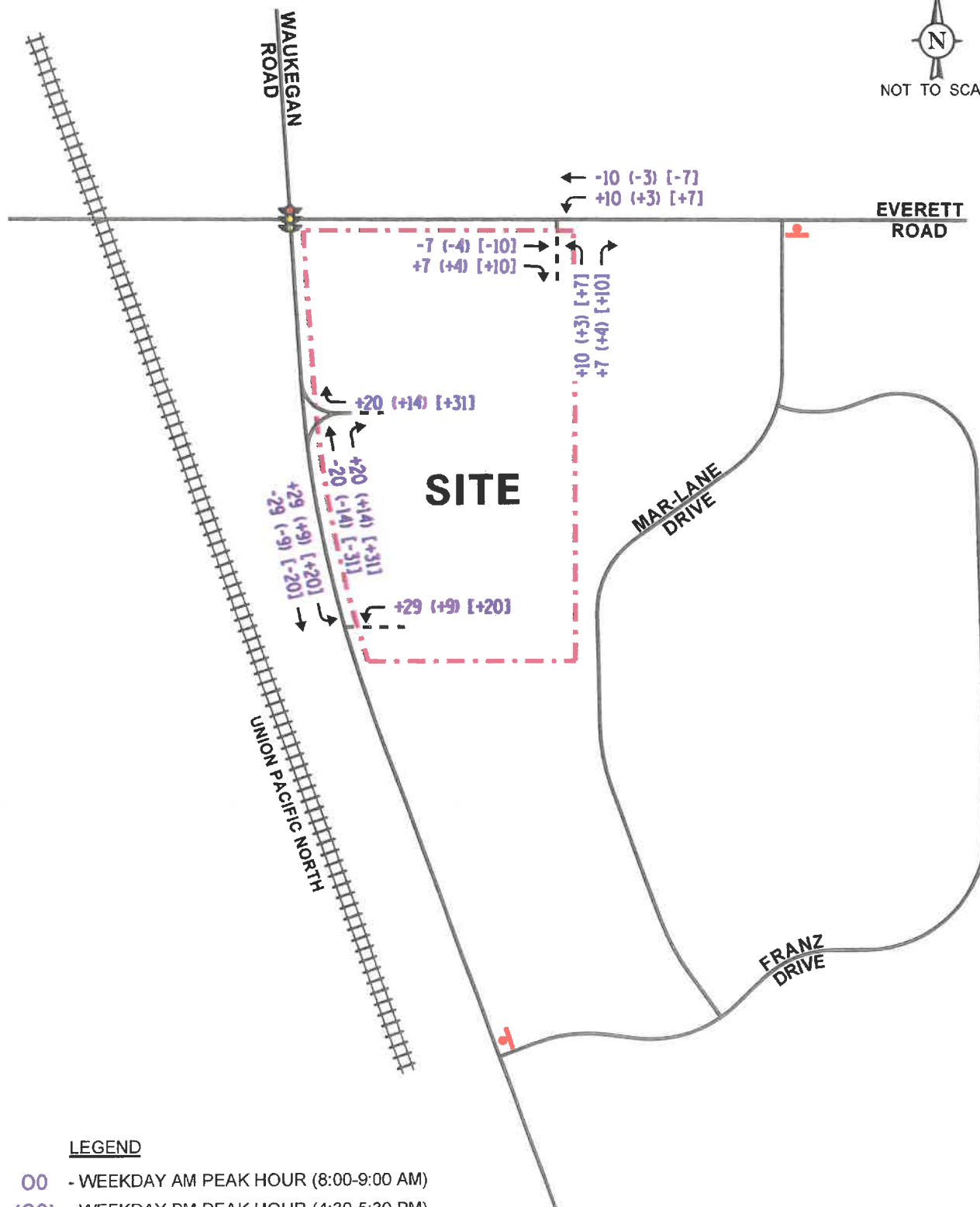


Job No: 23-202

Figure: 6



NOT TO SCALE



**LEGEND**

- 00** - WEEKDAY AM PEAK HOUR (8:00-9:00 AM)
- (00)** - WEEKDAY PM PEAK HOUR (4:30-5:30 PM)
- [00]** - SATURDAY MIDDAY PEAK HOUR (1:00-2:00 PM)

Mixed-Use  
Development  
Lake Forest, Illinois

**Pass-By Traffic Volumes**

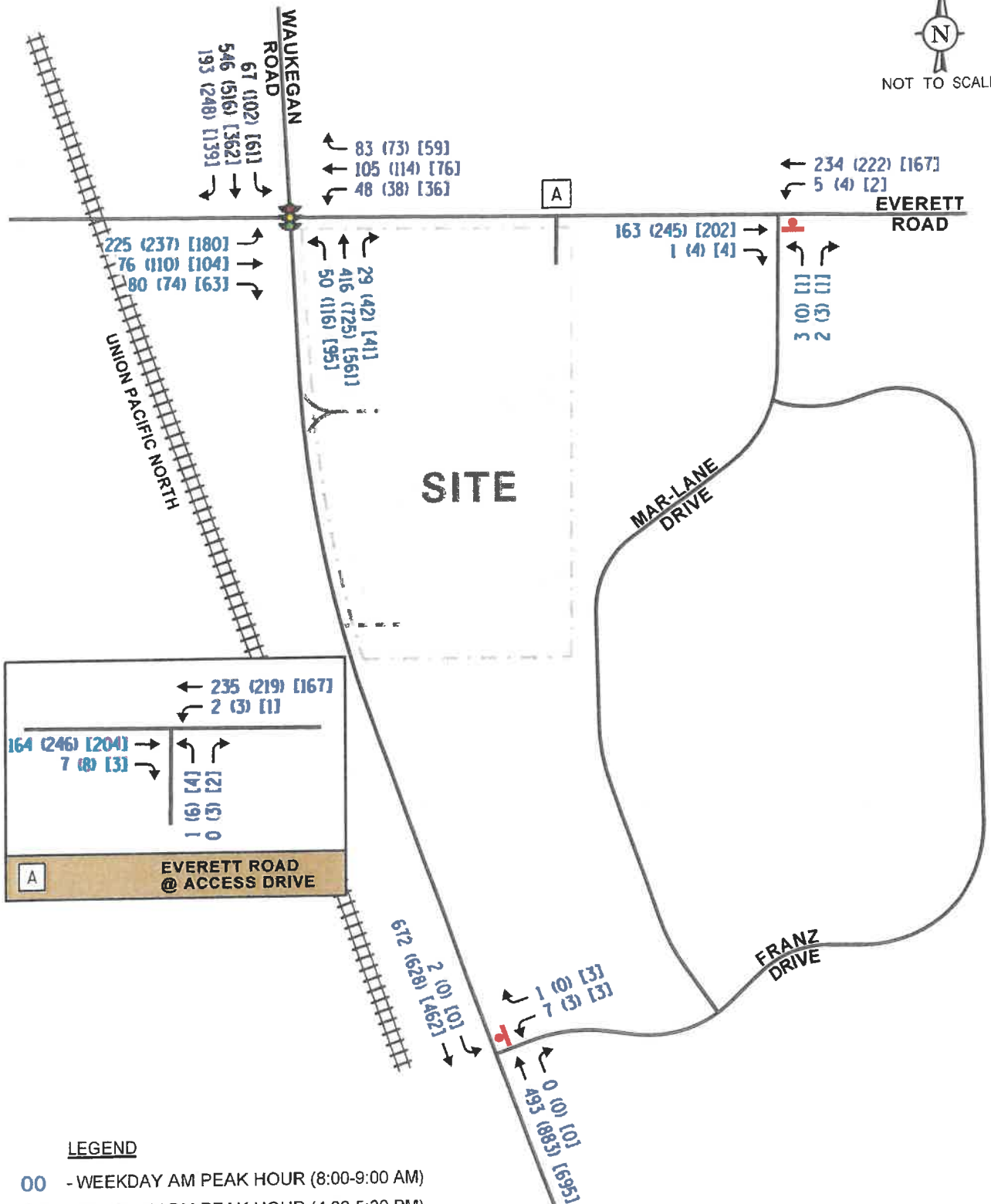


Job No: 23-202

Figure: 7

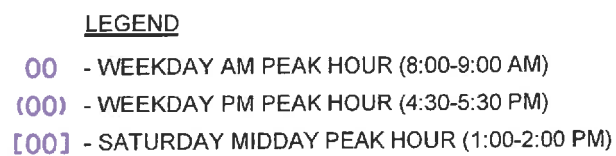
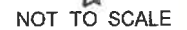


NOT TO SCALE



Mixed-Use  
Development  
Lake Forest, Illinois

Year 2029 No-Build Traffic Volumes





## 5. Traffic Analysis and Recommendations

The following provides an evaluation conducted for the weekday morning, weekday evening, and Saturday midday peak hours. The analysis includes conducting capacity analyses to determine how well the roadway system and access drives are projected to operate and whether any roadway improvements or modifications are required.

### Traffic Analyses

Roadway and adjacent or nearby intersection analyses were performed for the weekday morning, weekday evening, and Saturday midday peak hours for the existing, Year 2029 no-build, and Year 2029 total projected traffic volumes.

The traffic analyses were performed using the methodologies outlined in the Transportation Research Board's *Highway Capacity Manual (HCM)*, 6<sup>th</sup> Edition and analyzed using Synchro/SimTraffic 11 software. The analysis for the traffic-signal controlled intersections were accomplished using actual cycle lengths and phasings to determine the average overall vehicle delay and levels of service.

The analyses for the unsignalized intersections determine the average control delay to vehicles at an intersection. Control delay is the elapsed time from a vehicle joining the queue at a stop sign (includes the time required to decelerate to a stop) until its departure from the stop sign and resumption of free flow speed. The methodology analyzes each intersection approach controlled by a stop sign and considers traffic volumes on all approaches and lane characteristics.

The ability of an intersection to accommodate traffic flow is expressed in terms of level of service, which is assigned a letter from A to F based on the average control delay experienced by vehicles passing through the intersection. The *Highway Capacity Manual* definitions for levels of service and the corresponding control delay for signalized intersections and unsignalized intersections are included in the Appendix of this report.

Summaries of the traffic analysis results showing the level of service and overall intersection delay (measured in seconds) for the existing, Year 2029 no-build, and Year 2029 total projected conditions are presented in **Tables 3** through **6**. A discussion of each intersection follows. Summary sheets for the capacity analyses are included in the Appendix.

Table 3

## CAPACITY ANALYSIS RESULTS – WAUKEGAN ROAD WITH EVERETT ROAD – SIGNALIZED

	Peak Hour	Eastbound			Westbound			Northbound			Southbound			Overall
		L	T	R	L	T/R		L	T/R		L	T/R		
Existing Conditions	Weekday Morning	D 41.5	D 38.9	C 29.1	C 28.3	E 65.6		B 13.1	C 20.7		B 12.8	C 23.8		C 29.7
			D – 38.5			E – 58.7			B – 20.0			C – 22.8		
	Weekday Evening	D 41.7	D 39.2	C 26.4	C 28.9	E 65.5		B 13.6	C 23.2		B 13.2	C 24.0		C 28.8
			D – 38.5			E – 60.1			C – 21.9			C – 22.7		
	Saturday Midday	C 34.0	D 37.4	C 24.8	C 26.3	D 54.2		A 9.7	B 17.0		A 9.6	B 17.5		C 23.0
			C – 33.5			D – 48.9			B – 16.0			B – 16.6		
No-Build Conditions	Weekday Morning	D 44.9	D 39.5	C 29.6	C 28.8	E 65.5		B 13.2	C 20.7		B 12.7	C 24.3		C 30.2
			D – 40.6			E – 58.1			B – 19.9			C – 23.4		
	Weekday Evening	D 45.5	D 41.5	C 28.0	C 29.3	E 65.4		B 13.8	C 23.3		B 13.3	C 24.5		C 29.4
			D – 41.4			E – 59.3			C – 22.1			C – 23.2		
	Saturday Midday	D 36.4	D 38.9	C 25.9	C 27.2	D 54.2		A 9.4	B 17.0		A 9.3	B 17.5		C 23.0
			D – 35.2			D – 48.5			B – 15.9			B – 16.6		
Projected Conditions	Weekday Morning	D 44.8	D 39.3	C 29.3	C 28.4	E 65.3		B 13.5	C 21.8		B 13.2	C 24.8		C 30.5
			D – 40.4			E – 58.0			C – 20.9			C – 23.7		
	Weekday Evening	D 45.6	D 41.5	C 27.9	C 29.3	E 65.7		B 14.0	C 23.6		B 13.6	C 24.7		C 29.5
			D – 41.1			E – 59.5			C – 22.3			C – 23.3		
	Saturday Midday	D 36.2	D 38.7	C 25.6	C 26.9	D 54.2		A 9.6	B 17.4		A 9.6	B 17.8		C 23.3
			D – 35.0			D – 48.6			B – 16.4			B – 16.8		
Letter denotes Level of Service Delay is measured in seconds.		L – Left Turn			R – Right Turn									
		T – Through												

Table 4

## CAPACITY ANALYSIS RESULTS – UNSIGNALIZED – EXISTING CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour		Saturday Midday Peak Hour	
	LOS	Delay	LOS	Delay	LOS	Delay
<b>Waukegan Road with Franz Drive</b>						
• Westbound Approach	B	10.7	C	17.1	B	12.2
• Southbound Left Turn	A	8.3	A	0.1	A	0.1
<b>Everett Road with Mar Lane Drive</b>						
• Northbound Approach	B	10.4	A	9.0	A	9.8
• Westbound Left Turn	A	7.6	A	7.7	A	7.6
<b>Everett Road with Access Drive</b>						
• Northbound Approach	B	11.5	B	10.5	B	10.0
• Westbound Left Turn	A	7.6	A	7.7	A	7.6
Note: All intersections under two-way stop sign control. LOS = Level of Service Delay is measured in seconds.						

Table 5

## CAPACITY ANALYSIS RESULTS – UNSIGNALIZED – NO-BUILD CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour		Saturday Midday Peak Hour	
	LOS	Delay	LOS	Delay	LOS	Delay
<b>Waukegan Road with Franz Drive</b>						
• Westbound Approach	B	11.0	C	18.9	B	13.0
• Southbound Left Turn	A	8.4	A	0.1	A	0.1
<b>Everett Road with Mar Lane Drive</b>						
• Northbound Approach	B	10.6	A	9.0	B	10.0
• Westbound Left Turn	A	7.6	A	7.7	A	7.7
<b>Everett Road with Access Drive</b>						
• Northbound Approach	B	11.7	B	10.7	B	10.2
• Westbound Left Turn	A	7.6	A	7.7	A	7.6
Note: All intersections under two-way stop sign control. LOS = Level of Service Delay is measured in seconds.						

Table 6

## CAPACITY ANALYSIS RESULTS – UNSIGNALIZED – PROJECTED CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour		Saturday Midday Peak Hour	
	LOS	Delay	LOS	Delay	LOS	Delay
<b>Waukegan Road with Franz Drive</b>						
• Westbound Approach	B	11.2	C	19.1	B	13.2
• Southbound Left Turn	A	8.4	A	0.1	A	0.1
<b>Everett Road with Mar Lane Drive</b>						
• Northbound Approach	B	10.6	A	9.0	B	10.0
• Westbound Left Turn	A	7.6	A	7.7	A	7.7
<b>Everett Road with Access Drive</b>						
• Northbound Approach	B	11.2	B	10.6	B	10.3
• Westbound Left Turn	A	7.7	A	7.7	A	7.7
<b>Waukegan Road with Full Movement Access Drive</b>						
• Westbound Left Turn	B	12.7	C	17.5	C	15.4
• Westbound Right Turn	A	9.9	B	11.6	B	10.7
• Southbound Left Turn	A	8.6	A	10.0	A	9.3
<b>Waukegan Road with Right-In/Right-Out Access Drive</b>						
• Westbound Right Turn	B	10.1	B	11.8	B	11.2
Note: All intersections under two-way stop sign control. LOS = Level of Service Delay is measured in seconds.						



## Discussion and Recommendations

The following summarizes how the intersections are projected to operate and identifies any roadway and traffic control improvements necessary to accommodate the development-generated traffic.

### *Waukegan Road with Everett Road*

The results of the capacity analyses indicate that this intersection overall currently operates at level of service (LOS) C during the weekday morning, weekday evening, and Saturday midday peak hours. All of the approaches currently operate at LOS D or better during the peak hours except for the westbound approach which operates at LOS E during the weekday morning and weekday evening peak hours. Under Year 2029 no-build and total projected conditions, this intersection overall is projected to continue operating at LOS C during all three peak hours with increases in delay of less than one second over existing conditions. Furthermore, the eastbound approach is projected to operate at LOS D during all three peak hours while the westbound, northbound and southbound approaches are projected to continue operating at the existing levels of service during the peak hours with increases in delay of less than two seconds. Overall, the proposed development is only projected to increase the volume of traffic traversing this intersection by approximately two percent or less during the peak hours.

As previously indicated, the at grade railroad crossing is located approximately 175 feet west of Waukegan Road on Everett Road. During train events, the traffic signal reverts to a northbound/southbound green phase following an eastbound clearance phase. During this time, northbound left-turns and southbound right-turns are prohibited which results in queueing that blocks southbound through movements and can result in northbound left-turn queues extending beyond the available storage. However, following the train events, these queues clear in one to two signal cycles. In addition, as part of the proposed development, additional right-of-way is being dedicated along the Everett Road frontage to allow for the future widening of Everett Road to provide an exclusive westbound right-turn lane. While this turn lane will improve the operations of the westbound approach, it will also allow westbound right-turn movements to occur during train events and not be blocked by a through vehicle.

Overall, this traffic projected to be generated by the proposed development will have a limited impact on the operations of this intersection and the proposed improvements to this intersection will further improve the capacity of the intersection and better accommodate queueing of vehicles during train events.

### *Waukegan Road with Franz Drive*

The results of the capacity analyses indicate that the Franz Drive approach currently operates at LOS B during the weekday morning and Saturday midday peak hours and at LOS C during the weekday evening peak hour. Under Year 2029 no-build and total projected conditions, the Franz Drive approach is projected to continue operating at existing levels of service with increases in delay of approximately two seconds. Furthermore, southbound left-turn movements are projected to continue operating at LOS A during the peak hours. As such, the traffic estimated to be generated by the proposed development will have a limited impact on the operations of this intersection.

### *Everett Road with Mar Lane Drive*

The results of the capacity analyses indicate that the Mar Lane Drive approach currently operates at LOS B during the weekday morning peak hour and at LOS A during the weekday evening and Saturday midday peak hours. Under Year 2029 no-build and total projected conditions, the Mar Lane Drive approach is projected to operate at LOS B during the weekday morning and Saturday midday peak hours and LOS A during the weekday evening peak hour with increases in delay of less than one second. Furthermore, westbound left-turn movements are projected to continue operating at LOS A during the peak hours. As such, the traffic estimated to be generated by the proposed development will have a limited impact on the operations of this intersection.

### *Everett Road with Full Movement Access Drive*

The results of the capacity analyses indicate that outbound movements from the access drive onto Everett Road currently operate at LOS B during the weekday morning, weekday evening and Saturday midday peak hours. Under Year 2029 no-build and total projected conditions, outbound movements from the access drive onto Everett Road are projected to continue operating at LOS B during the peak hours with increases in delay of less than one second over existing conditions. Observations conducted during the peak periods indicated that during train events (and during the westbound Everett Road red phase at Waukegan Road during the weekday evening peak hour) westbound queues on Everett Road would occasionally extend beyond the location of this access drive on Everett Road. However, these queues clear with each following westbound green phase at Waukegan Road. Furthermore, the future widening of Everett Road frontage to provide an exclusive westbound right-turn lane will reduce the westbound queue and allow queues to dissipate more quickly. It should be noted that when the right-turn lane volumes are compared to the turn lane warrant criteria published in Chapter 36 of the IDOT Bureau of Design and Environment (BDE) manual, an exclusive eastbound right-turn lane at this access drive is not warranted. As such, this access drive has sufficient reserve capacity to accommodate the traffic estimated to be generated by the proposed development and will ensure efficient and flexible access is provided to all three land-uses.

### *Waukegan Road with Proposed Access Drives*

The results of the capacity analyses indicate that outbound movements from the proposed access drives onto Waukegan Road are projected to operate at LOS C or better during the weekday morning, weekday evening, and Saturday midday peak hours. Furthermore, southbound left-turn movements from Waukegan Road onto the access drive are projected to operate at LOS A during all three peak hours. It should be noted that there is enough space within the striped median along Waukegan Road that can accommodate a southbound vehicle waiting to make a left turn movement. As published in Chapter 36 of the IDOT BDE Manual, a right-turn lane is warranted at any intersection where a capacity analysis determines a right-turn lane is necessary to meet the level-of-service criteria or for uniformity of intersection design along the highway if other intersections have right-turn lanes. Given that the results of the capacity analyses indicate that the two access drives operate at acceptable levels of service, and that no other intersections or access drives within the vicinity of the site provide right-turn lanes, a right-turn lane is not warranted at either access drive.

It should be noted that the right-turn lane warrant figures are not appropriate for this evaluation given that Waukegan Road at this location has a posted speed limit of 35 miles per hour. As previously indicated, during train events the traffic signal at the intersection of Waukegan Road with Everett Road reverts to a northbound/southbound green phase. However, northbound left-turn movements are not able to occur. During this time left-turn queues extend beyond the location of the right-in/right-out access drives. However, this is a limited occurrence during the peak periods, and these queues clear with the following northbound left-turn phase.

As such, the proposed access drives on Waukegan Road will be adequate in accommodating the traffic estimated to be generated by the proposed development and will ensure that efficient and flexible access is provided.

## Parking Evaluation

As proposed, the site will provide a total of 100 parking spaces of which four spaces will be accessible spaces and ten will be garage spaces for the residential units. All of the parking spaces will be perpendicular and access to the parking spaces will be provided via two-way drive aisles. The majority of the parking spaces are to the east of the proposed residential building and to the south of the existing 1025 Everett Road office building.

All of the parking spaces are available for use by residents, patients, guests and patrons of the existing and proposed land-uses except for six parking spaces located within the vicinity of the proposed coffee shop which will be restricted to parking for the coffee shop employees only and the 10 garage spaces which will be for residents only.

As previously indicated, the 32 residential units consists of 11 one-bedroom units, 13 two-bedroom units, and 8 three-bedroom units.

The parking estimated to be generated by the proposed land-uses was based on the City of Lake Forest Code of Ordinances and information published in the ITE *Parking Generation Manual* 5<sup>th</sup> Edition. The estimated parking demand for each methodology is as follows:

### City of Lake Forest Code of Ordinances:

- Coffee-Shop with Drive-Through: 11 spaces at five parking spaces per 1,000 square feet.
- Multifamily Housing (1 or 2 Bedroom): 44 spaces or 1.83 spaces per unit.
- Multifamily House (3 or More Bedroom: 19 spaces at 2.33 space per unit.
- 1025 Everett Road Office Building: 49 spaces or four spaces per 1,000 square feet.
- Development Total: 123 Parking Spaces

It should be noted that the multifamily parking requirements take into consideration guest parking at 0.33 spaces per unit.

ITE Parking Generation Manual, 5<sup>th</sup> Edition

- Coffee Shop with Drive-Through: Land-Use Code 937
  - Weekday: 11 spaces or 5.22 spaces per 1,000 s.f.
  - Saturday: 19 spaces or 8.70 spaces per 1,000 s.f.
- Multifamily Housing: Land-Use Code 221
  - Weekday: 42 spaces or 1.31 spaces per unit
  - Saturday: 39 spaces or 1.22 spaces per unit
- 1025 Everett Road Office Building: Land-Use Code 720
  - Weekday: 41 spaces or 3.32 spaces per 1,000 s.f.
  - Saturday: 7 spaces or 0.56 spaces per 1,000 s.f.
- Development Total
  - Weekday: 94 spaces
  - Saturday: 65 spaces

Additionally, parking occupancy surveys were conducted at the existing 1025 Everett Road office building since it is an existing land-use that will remain on site. The parking occupancy surveys were conducted in half-hour intervals on Tuesday, July 18, 2023, between 9:00 A.M. and 6:00 P.M. and on Saturday, July 22, 2023 between 9:00 A.M. and 2:00 P.M. The results of the parking occupancy surveys indicated the following:

- The peak parking demand on the weekday was 30 spaces occurring at 10:30 A.M.
- The peak parking demand on Saturday was 15 spaces occurring at 10:00 A.M.

**Table 7** summarize the half-hour peak parking demand for the 1025 Everett Road office building. When the results of the parking occupancy surveys are combined with the parking estimated to be generated by the two proposed buildings based on the previously described methodologies, the following was determined:

- The estimated peak parking demand based on the City of Lake Forest Code of Ordinances and parking occupancy surveys is 104 parking spaces.
- The estimated peak parking demand based on the *ITE Parking Generation Manual*, and the parking occupancy surveys is 83 parking spaces on a weekday and 73 parking spaces on a Saturday.

As can be seen from the above, while the proposed parking supply of 100 parking spaces results in a deficit of 23 parking spaces compared to City Code, the proposed 100 parking spaces will be adequate in accommodating the parking estimated to be generated by the proposed development based on information provided in the *ITE Trip Generation Manual*, 5<sup>th</sup> Edition, based on available information for other similar type residential developments, and when taking into consideration the parking occupancy surveys conducted at the existing 1025 W. Everett Road office building.



Table 7  
PARKING OCCUPANCY SURVEYS – 1025 EVERETT ROAD

Time	Tuesday, July 18, 2023	Saturday, July 22, 2023
9:00 A.M.	27	11
9:30 A.M.	29	12
10:00 A.M.	28	15
10:30 A.M.	30	12
11:00 A.M.	29	10
11:30 A.M.	29	11
12:00 P.M.	27	10
12:30 P.M.	25	14
1:00 P.M.	26	12
1:30 P.M.	26	11
2:00 P.M.	24	8
2:30 P.M.	24	--
3:00 P.M.	21	--
3:30 P.M.	20	--
4:00 P.M.	20	--
4:30 P.M.	20	--
5:00 P.M.	18	--
5:30 P.M.	19	--
6:00 P.M.	16	--
<b>Inventory</b>	<b>68</b>	<b>68</b>

Furthermore, the evaluation assumes all parking peaks at the same time, whereas the peak parking demand for the coffee shop and the 1025 W. Everett Road office building peaks during the day while the parking demand of residential uses peak in the evening/overnight. As such, the proposed land-uses provide good parking synergy with peak parking occurring at different times.

Lastly, it should be noted the parking lot serving St. Mary's currently accommodates 20 parking spaces for the employees of the existing 1025 Everett Road office building. Should any additional parking be required, additional arrangements should be made to accommodate additional parking for employees of the 1025 W. Everett Road office building.

As such, the proposed 100 parking spaces will be adequate in accommodating the estimated peak parking demand for the proposed development.

### Drive-Through Stacking Evaluation

As proposed, the drive-through serving the coffee shop will provide a total of 15 parking spaces, with additional space available within the north-south drive aisle to accommodate vehicle stacking without blocking customer parking spaces.

Based on surveys conducted at the Starbucks located in Lisle, Illinois, the Starbucks had an average queue of six vehicles and a maximum queue of 11 vehicles occurring two times during the weekday morning peak period. During the weekday midday peak period, the Starbucks had an average queue of three vehicles and a maximum queue of six vehicles occurring one time, and during the weekday evening peak period, the Starbucks had an average queue of one vehicle and a maximum queue of four vehicles occurring one time.

As such, the proposed stacking for fifteen vehicles will be adequate in accommodating the peak drive-through stacking for the coffee shop.

## 6. Conclusion

Based on the preceding analyses and recommendations, the following conclusions have been made:

- The signalized intersection of Waukegan Road with Everett Road has sufficient reserve capacity to accommodate the traffic estimated to be generated by the proposed development.
- As part of the proposed development, additional right-of way is being dedicated to allow for the future widening of Everett Road to provide a westbound right turn lane. This widening will improve the operations of the westbound Everett Road approach at Waukegan Road.
- The traffic estimated to be generated by the proposed development will have a limited impact on the operations of Waukegan Road with Franz Drive and Everett Road with Mar Lane Drive.
- The proposed access system will be adequate in accommodating the traffic estimated to be generated by the proposed development and will ensure efficient and flexible access is provided.
- The elimination of four access drives will reduce traffic conflicts and will improve overall traffic conditions.
- Exclusive northbound right-turn lanes are not warranted at any of the access drives on Waukegan Road and Everett Road.
- The proposed 100 parking spaces will be adequate in accommodating the estimated peak parking demand for the proposed development.
- The proposed stacking of 15 vehicles will be adequate in accommodating the estimated peak drive-through stacking for the proposed coffee shop.

# Appendix

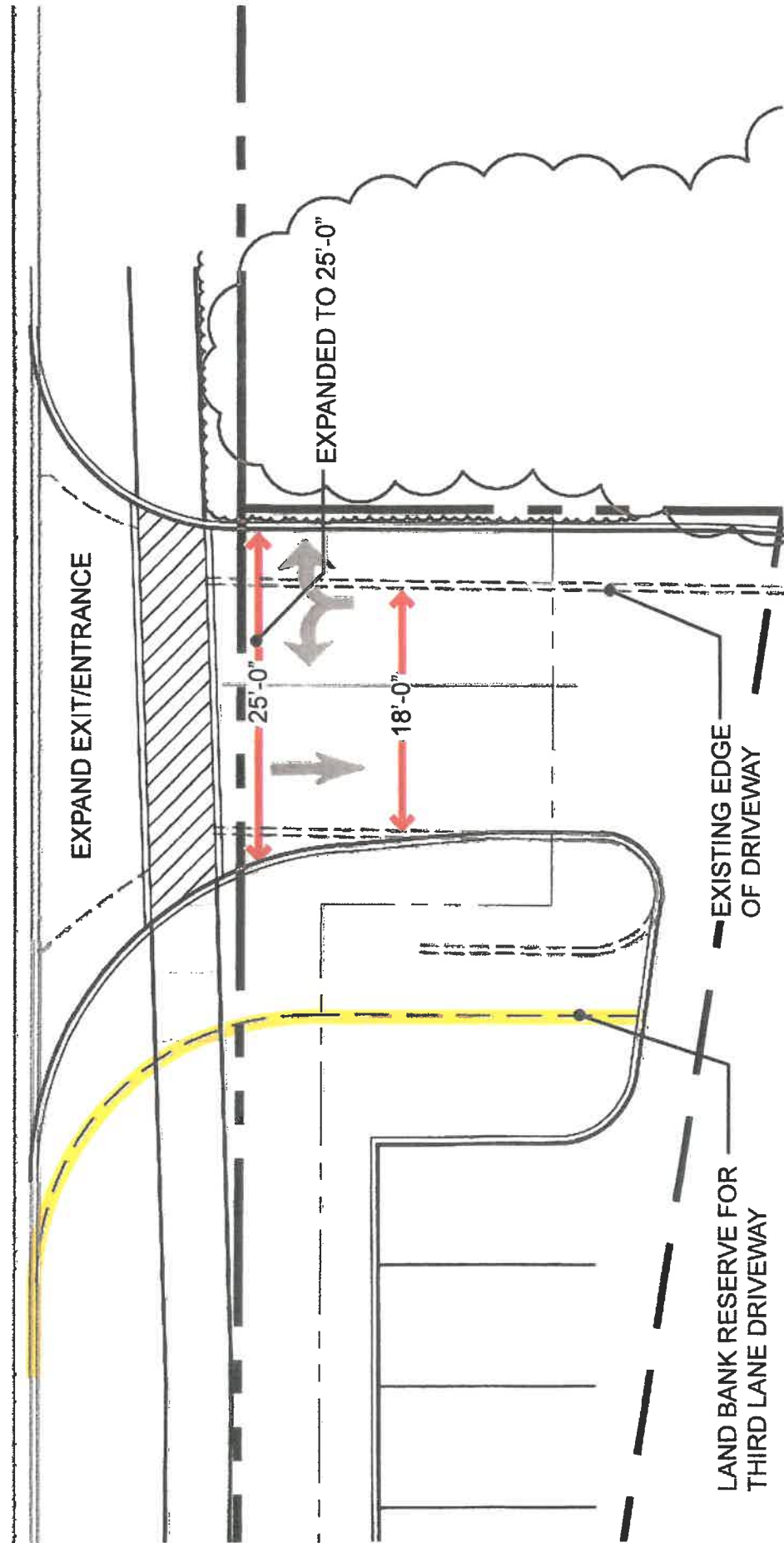
Traffic Count Summary Sheets  
Site Plan  
ITE Trip Generation Summary Sheets  
CMAP 2050 Projections Letter  
Level of Service Criteria  
Capacity Analysis Summary Sheets

AVAILABLE UPON REQUEST FROM THE COMMUNITY DEVELOPMENT DEPARTMENT



**FUTURE LANE EXPANSION AT EVERETT ROAD**

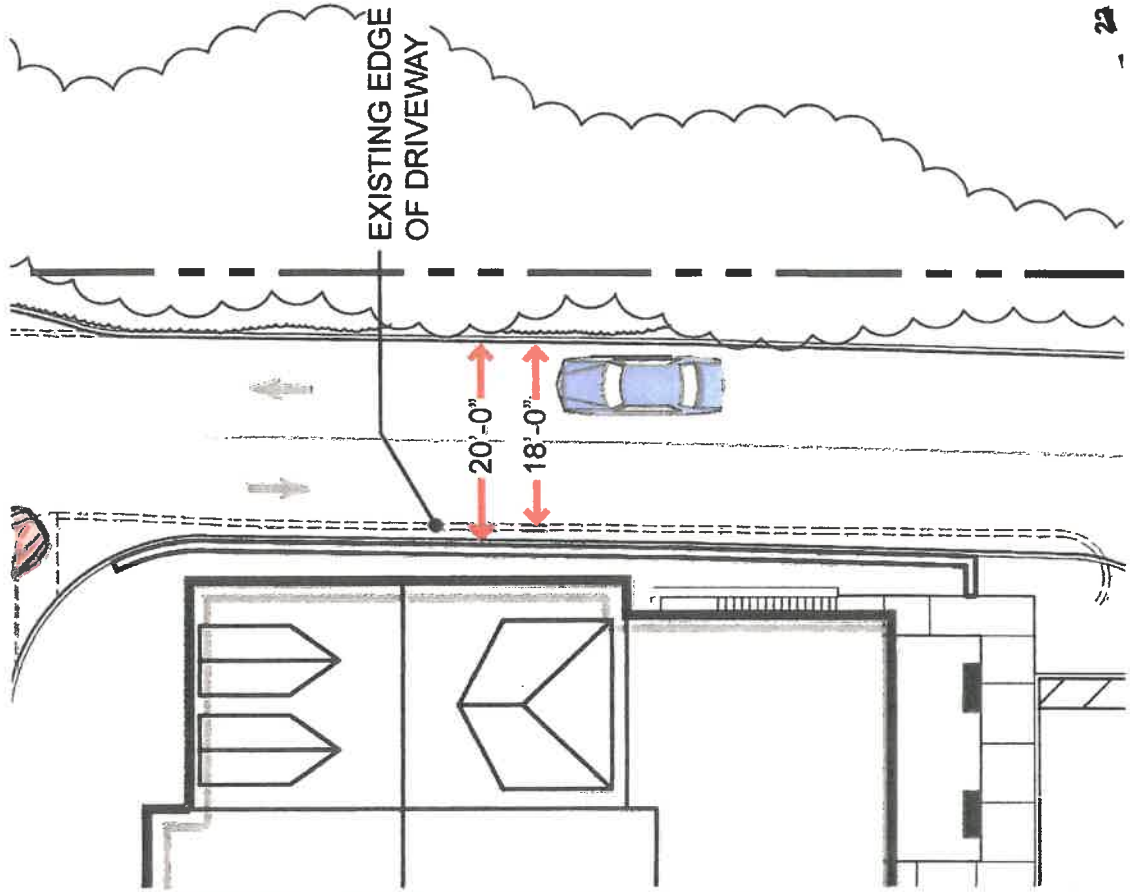
EVERETT ROAD

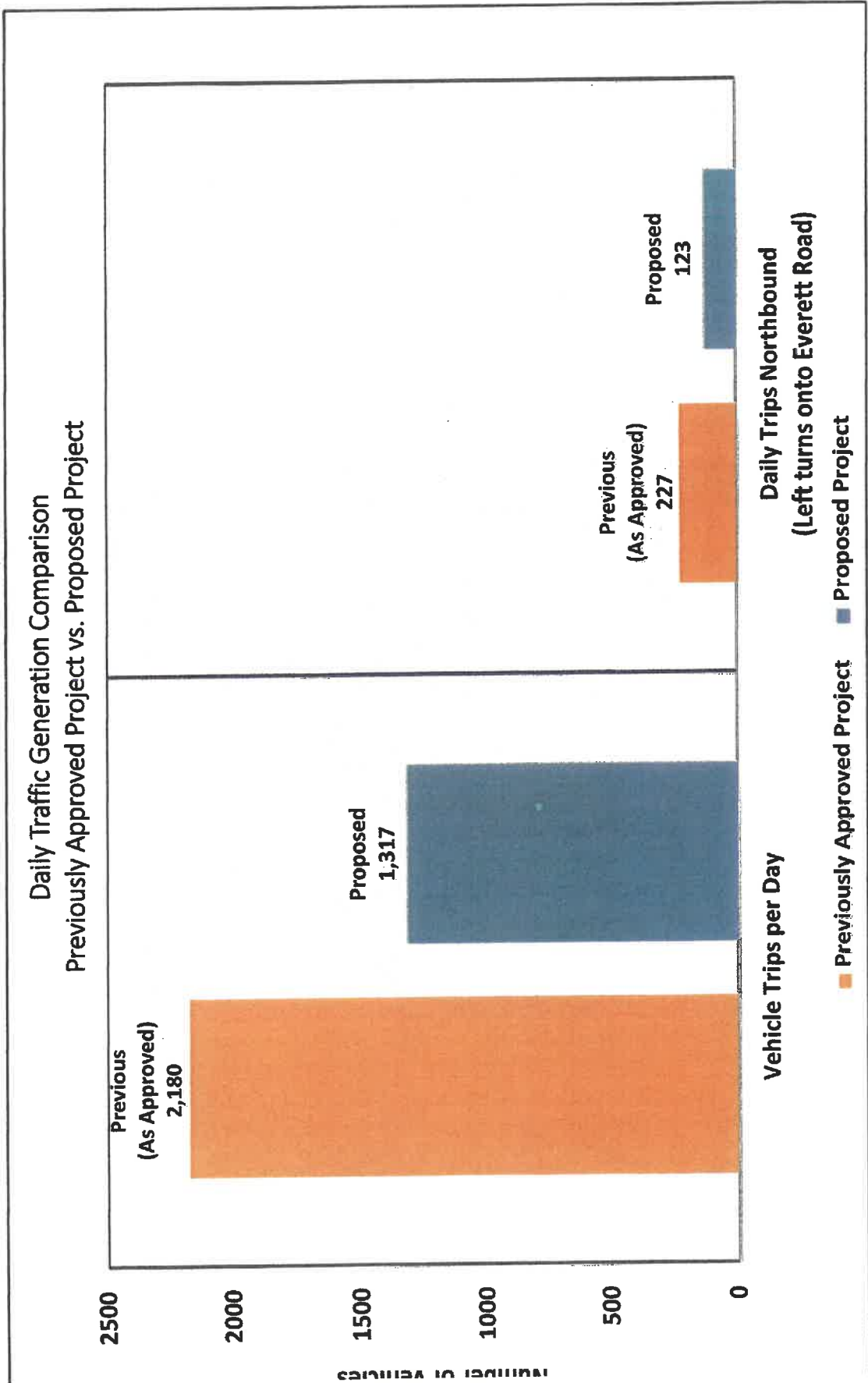


**EXISTING LANE  
WIDTH 18'**

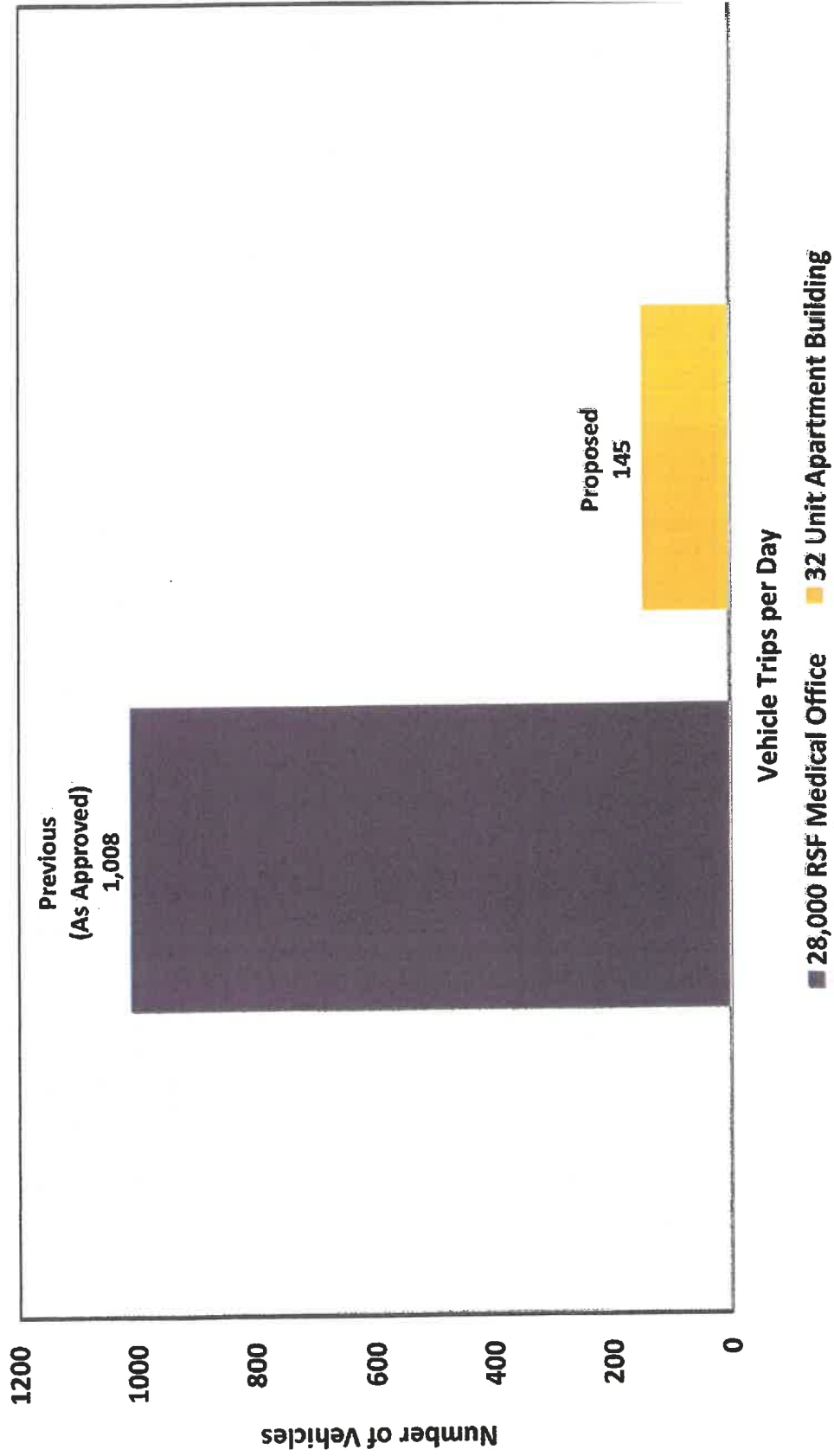


**PROPOSED DRIVE  
EXPANDED 2' WEST**





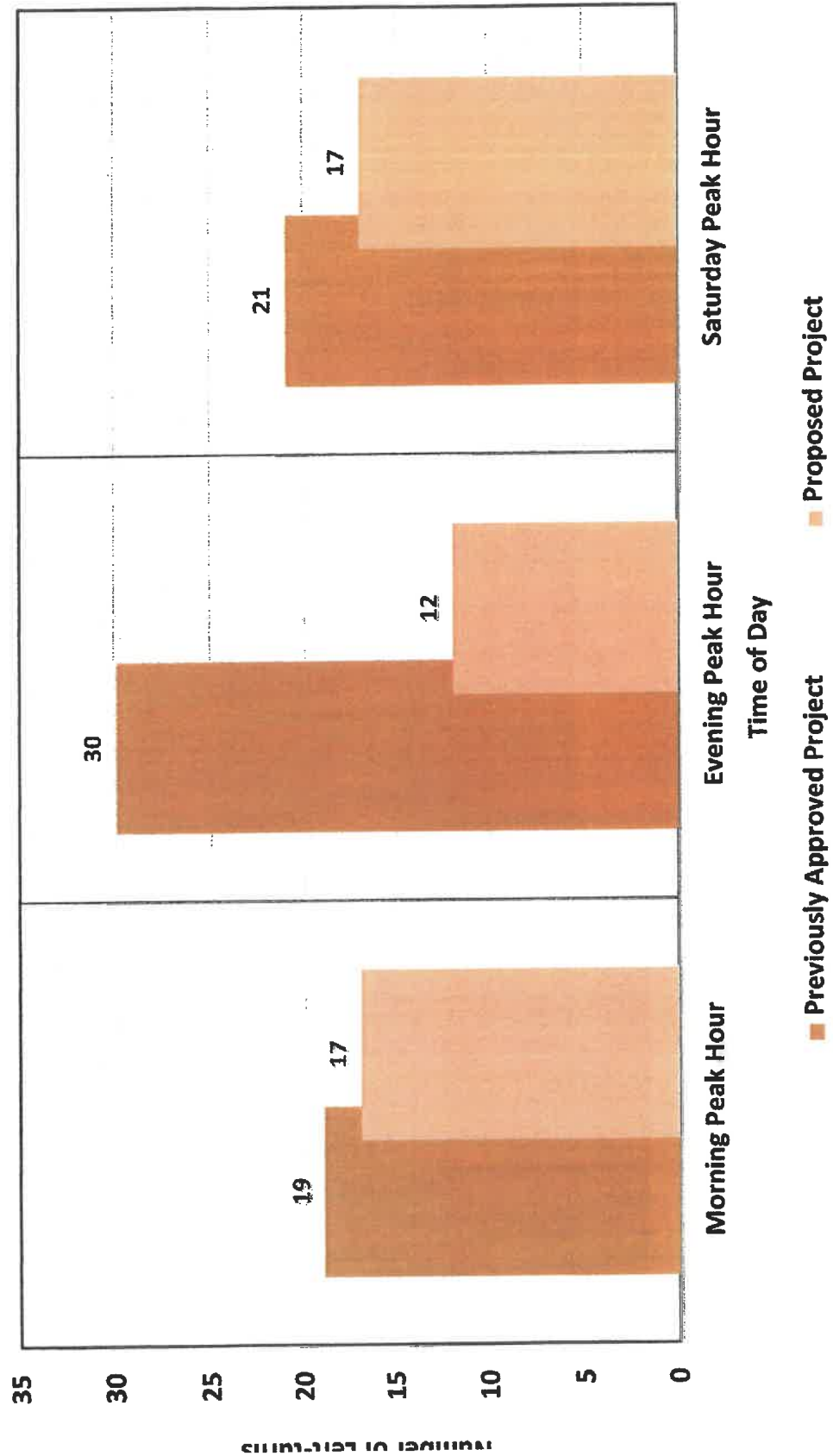
**Daily Traffic Generation Comparison**  
**Previously Approved M.O.B. vs. Proposed Apartment Building**



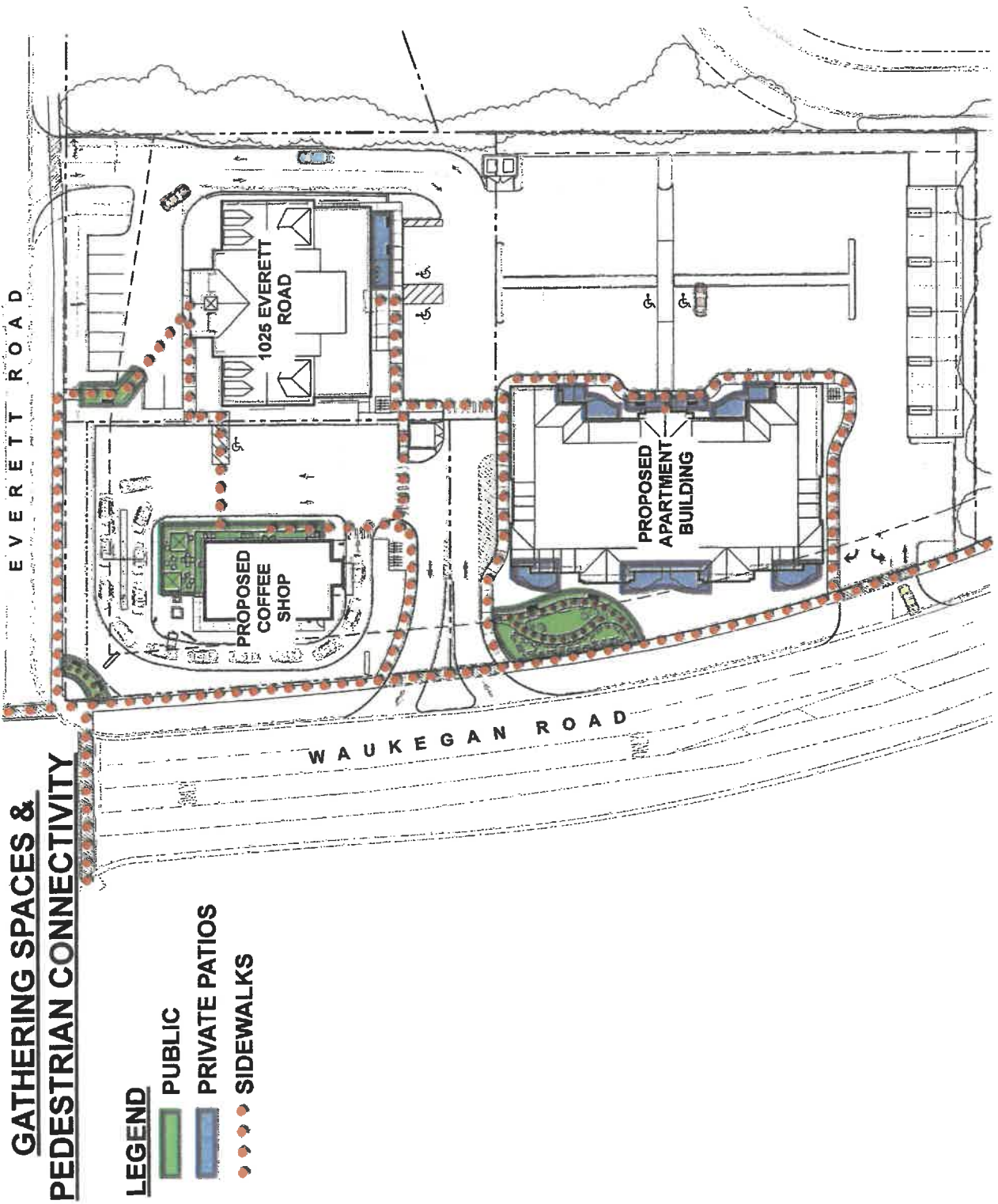
**SOURCE: KLOA PARKING & TRAFFIC ANALYSIS STUDY**



Previous Approved Traffic Levels vs. Proposed  
West bound left-turns from 1025 Everett Road



## **Pedestrian Paths/Green Space**



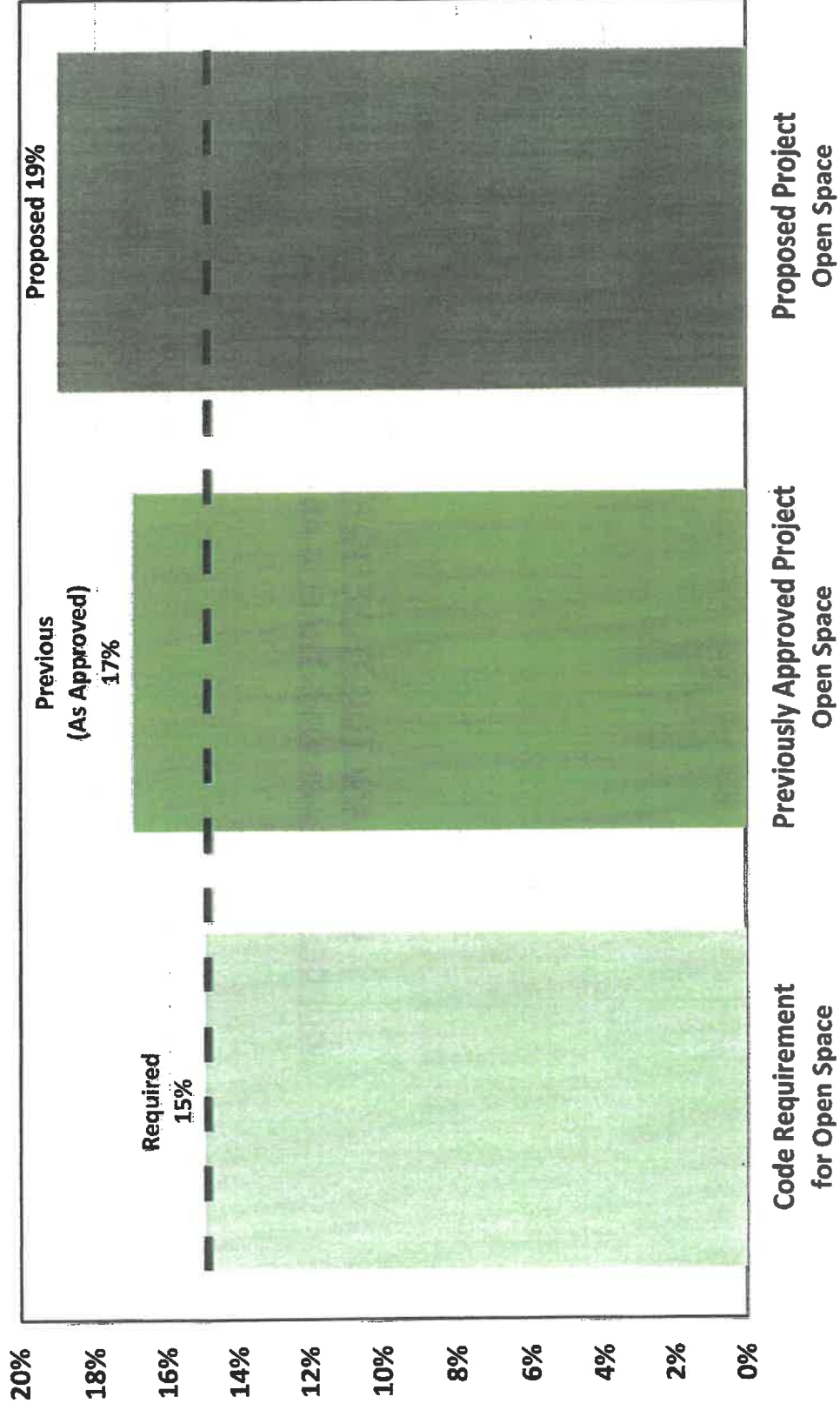
The map illustrates the proposed Westwood Transit Center and its accessibility. Two concentric red dashed circles represent travel time zones: an inner circle labeled 'approx. 3 minutes' and an outer circle labeled 'approx. 7 minutes'. The center of these circles is the proposed transit center, located at the intersection of South Western Road and Westwood Road. The map shows the surrounding residential and commercial areas, including the San Francisco Peninsula and the San Francisco Bay Area. Key roads labeled include South Western Road, Teheran Road, and Westwood Road. The map also shows the San Francisco Peninsula and the San Francisco Bay Area.





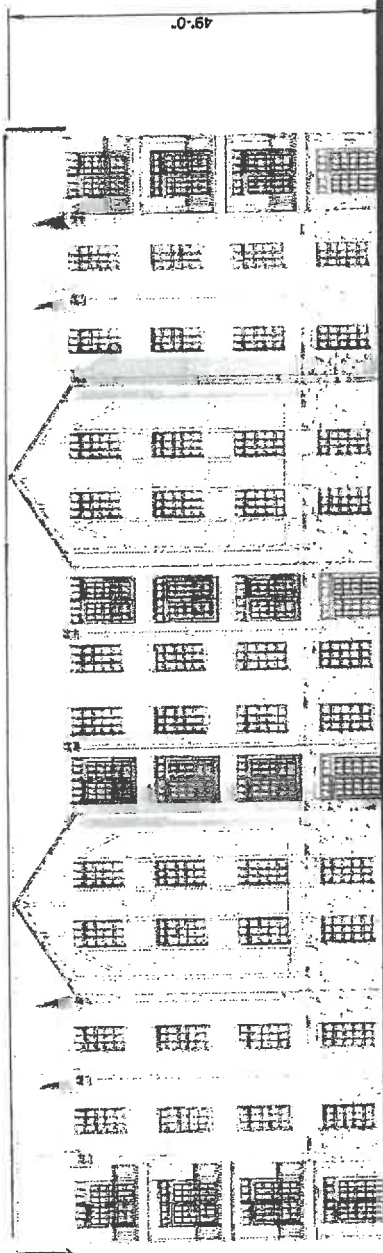
## OPEN SPACE COMPARISON CHART

Pervious Open Space (Landscape Area) Comparison  
Previously Approved Project vs. Proposed Project



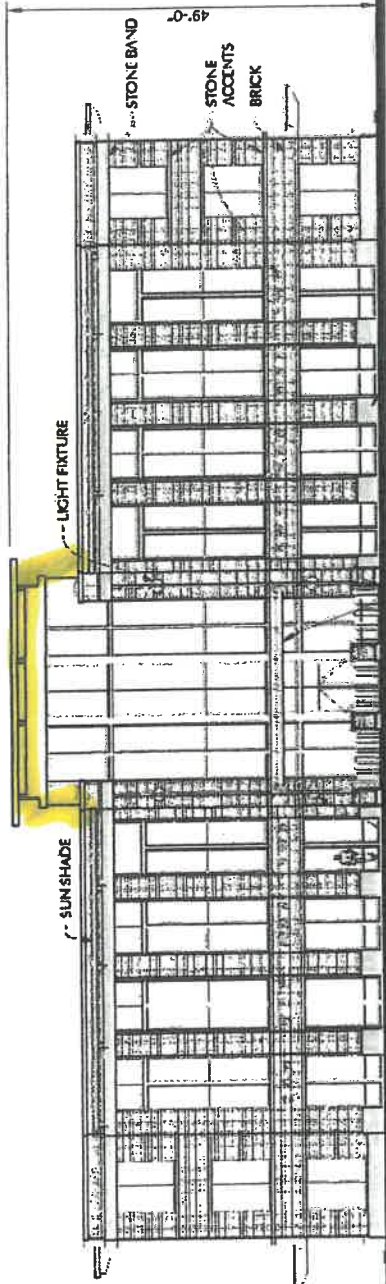
## **Building Height Information/Comparisons**

**WEST FACADE ELEVATION STUDY**



CURRENT PROPOSAL

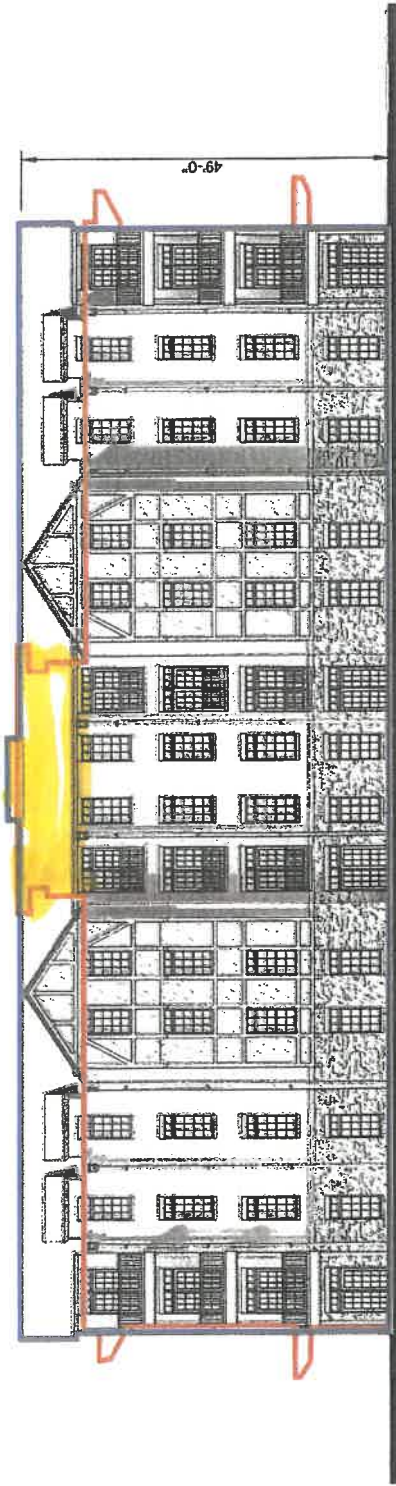
4 FLOORS



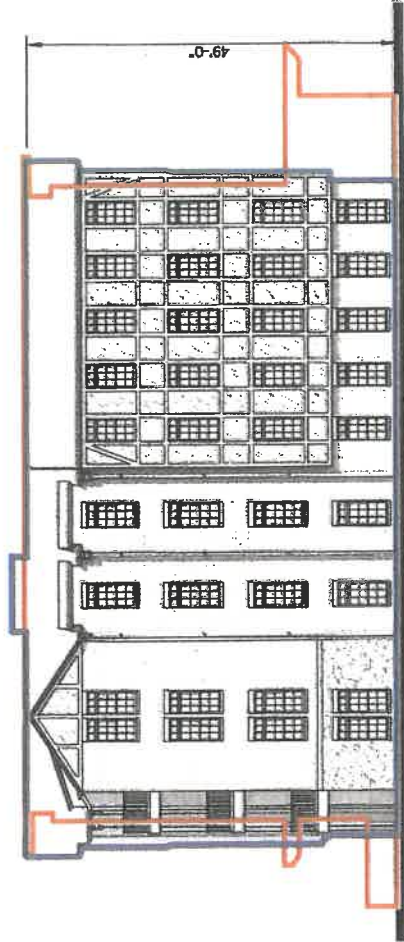
PREVIOUSLY APPROVED MEDICAL OFFICE BUILDING

3 FLOORS

**COMPARATIVE OVERLAY ELEVATION STUDY**



WEST FACADE

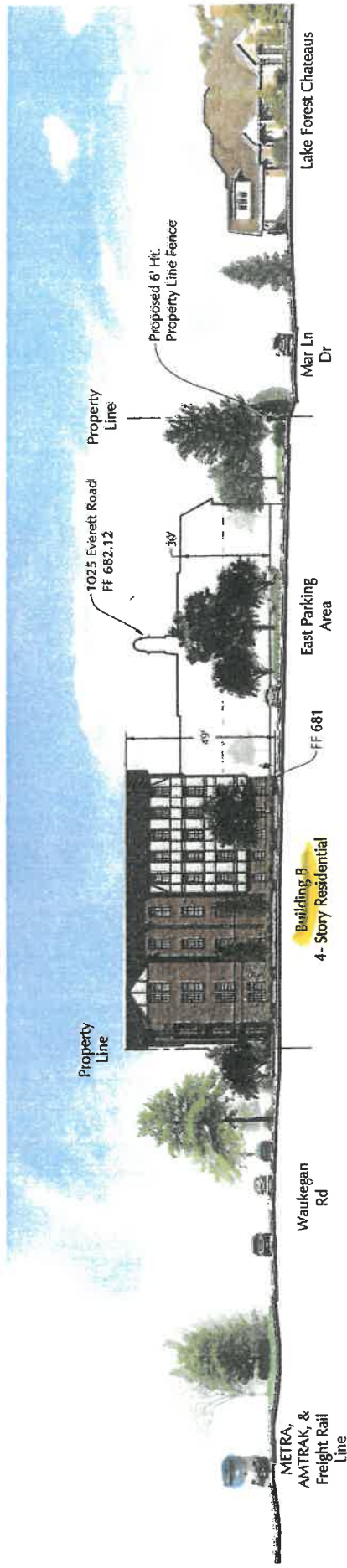


SOUTH FACADE

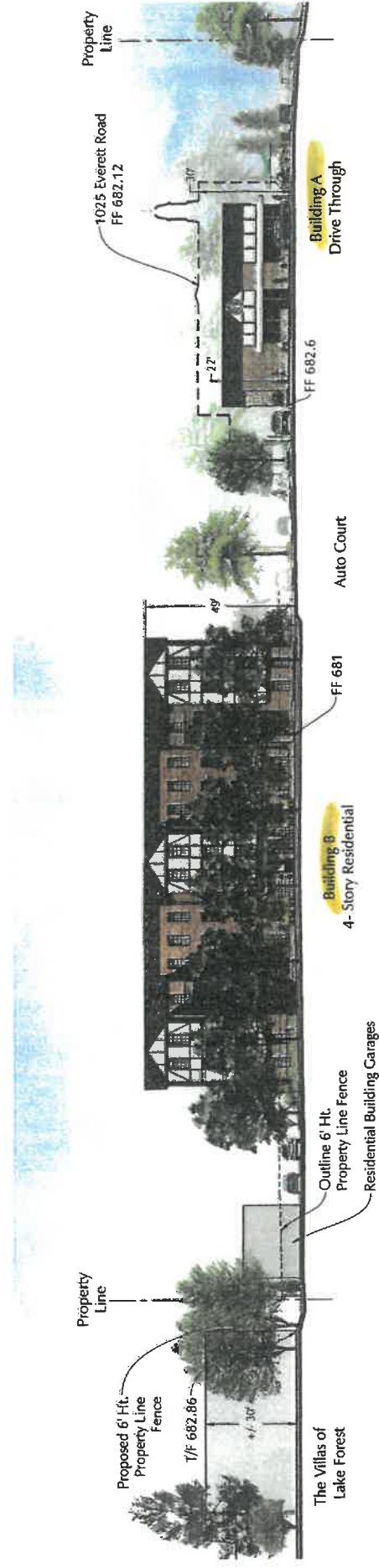
ORANGE = PREVIOUSLY APPROVED MEDICAL OFFICE  
BLUE = PROPOSED APARTMENT BUILDING



## SECTION GRAPHICS



SECTION VIEW LOOKING NORTH (TOWARDS EVERETT ROAD)



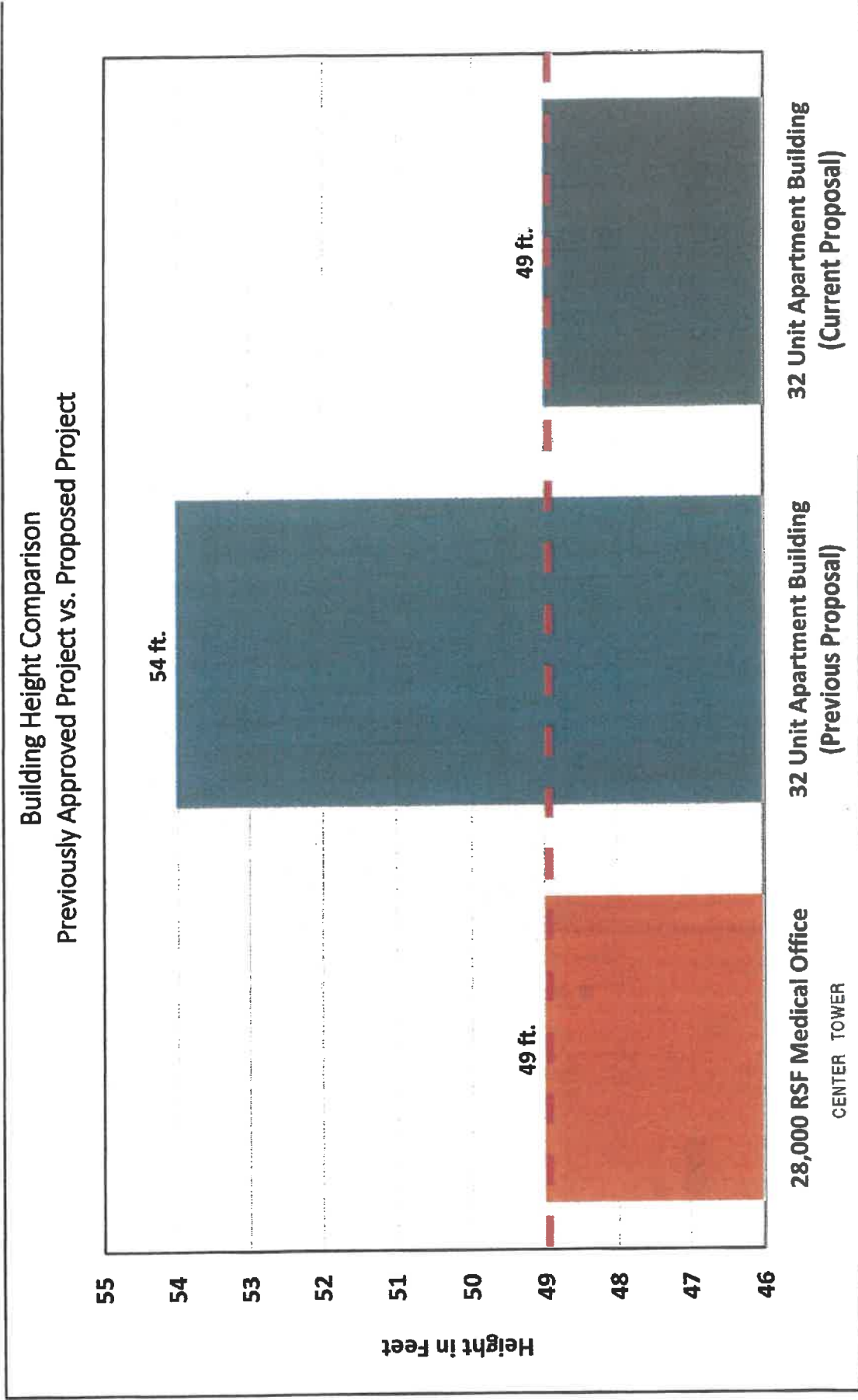
SECTION VIEW LOOKING WEST (TOWARDS WAUKEGAN ROAD)

## SECTION GRAPHICS



SECTION VIEW LOOKING EAST (TOWARDS MAR LANE)

# BUILDING HEIGHT COMPARISON CHART



FULL FLOOR

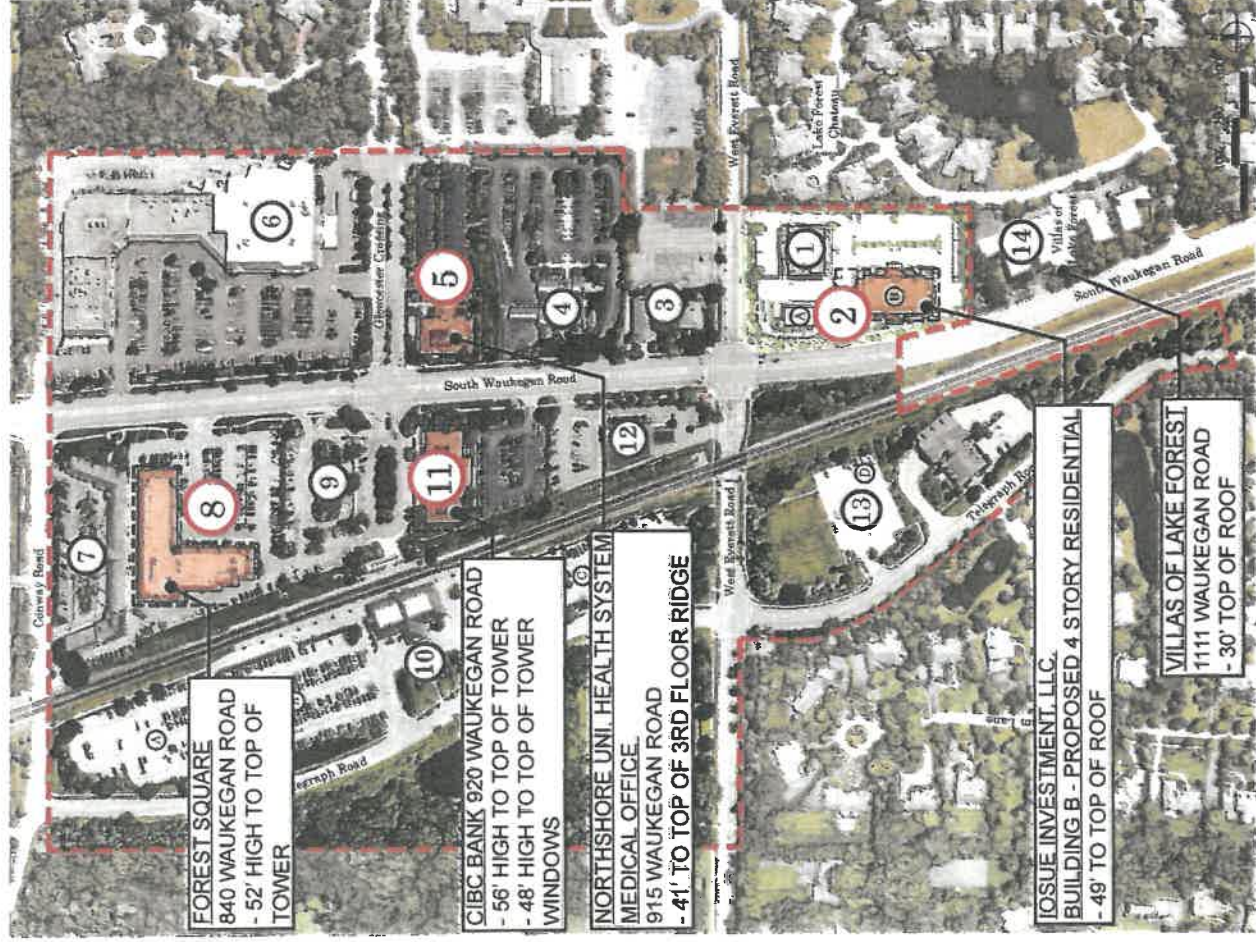
SEPTEMBER PLAN



## BUILDING HEIGHT CONTEXT PLAN

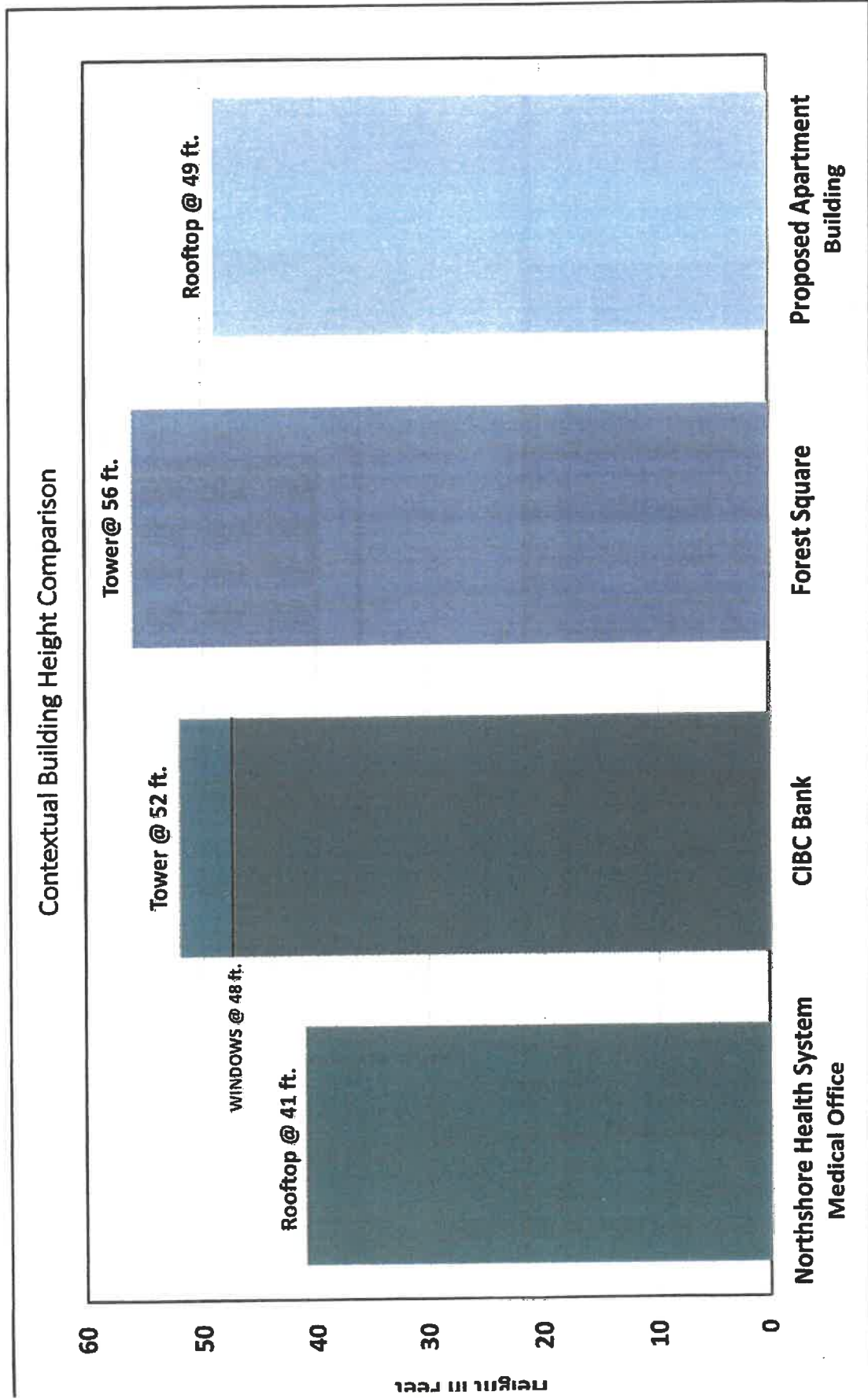
- ① Lake Forest Acute Care / 1025 Everett Road
- ② Proposed (A) Retail & (B) Multi-Family
- ③ St. Patrick's Church
- ④ Lake Forest Bank / OB-GYN Associates of Lake Forest
- ⑤ Northshore University Health System Medical Office
- ⑥ Sunset Food Mart and Crossing Shopping Court
- ⑦ Conway Court Plaza
- ⑧ Forest Square
- ⑨ Chase Bank
- ⑩ Lake Forest Metra Station  
Parking Lots A,B, &C (480 Spaces)
- ⑪ CIBC Bank
- ⑫ Fifth Third Bank / Forward Focus Medical
- ⑬ City of Lake Forest Fire Station &  
Public Parking Lot D (68 Spaces)
- ⑭ Villas of Lake Forest

--- B-1 Neighborhood Business Zoning District

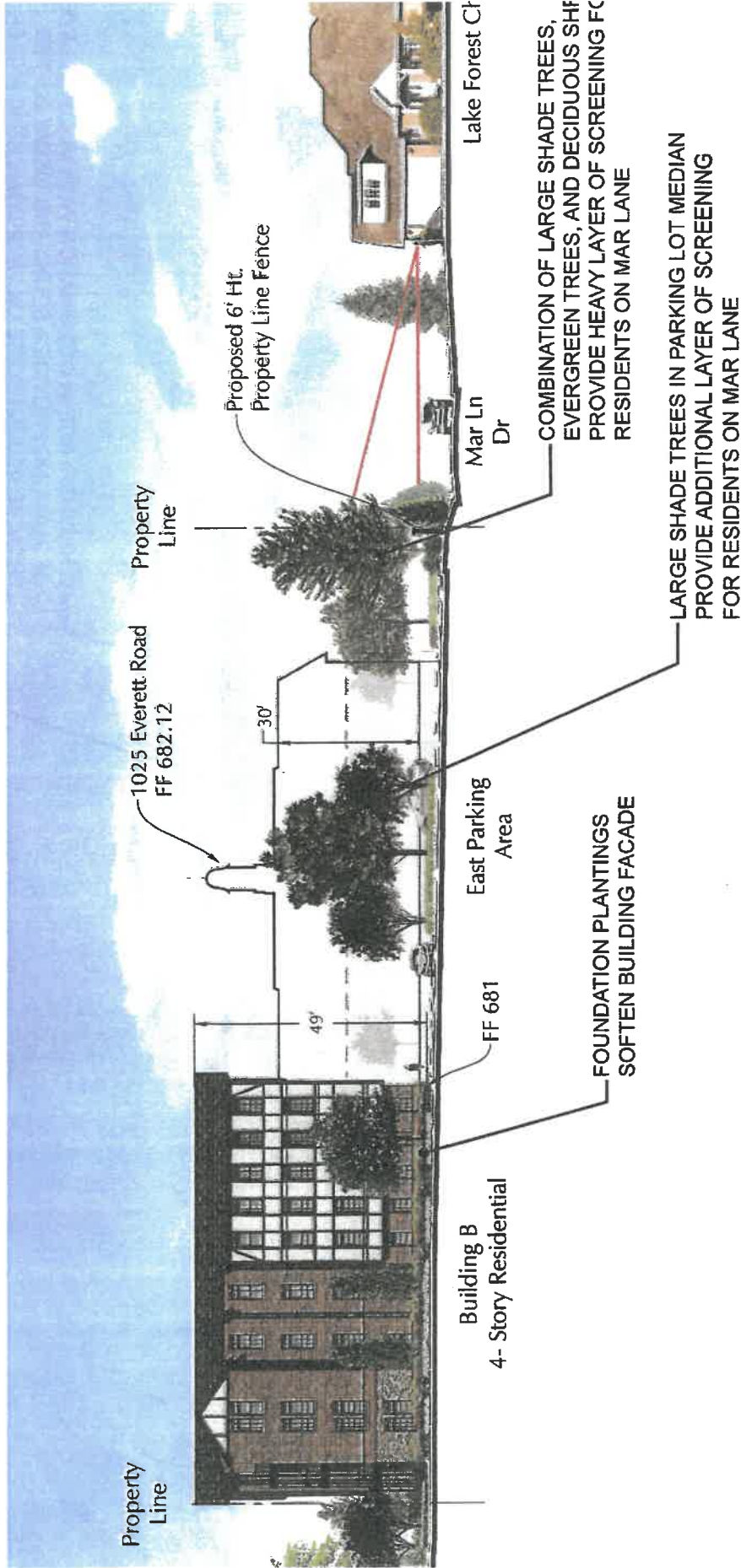




## BUILDING HEIGHT COMPARISON CHART



**SECTION ENLARGEMENT**  
**PLANT SCREENING**



**SECTION ENLARGEMENT**  
**SOUND & VIEW ATTENUATION**

