

MEMORANDUM TO: Jerry Ruffino
Fenwick High School

FROM: William R. Woodward
Senior Consultant

Luay R. Aboona, PE, PTOE
Principal

DATE: May 24, 2019

SUBJECT: Traffic Addendum – Proposed Parking Garage
Fenwick High School
Oak Park, Illinois

This memorandum serves as an addendum to the traffic study report prepared by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) dated February 1, 2019 for the proposed parking garage on the Fenwick High School Campus (FHS Campus), which is located at 505 Washington Boulevard in Oak Park, Illinois. The parking garage is to provide on-site parking for students and potentially decrease the need for the off-site parking lot, as well as the designated on-street parking areas. The design development plans called for an approximate 350-space parking garage to be located on the eastern portion of the campus.

The current design development plans call for an approximate 327-space parking garage, which is approximately 23 less parking spaces than originally proposed. Vehicle access to the FHS Campus and the proposed garage will continue to be provided via access drives off East Avenue, Madison Street, and from an east-west public alley that extends between East Avenue and Scoville Avenue.

The proposed 327-space parking garage will continue to provide the following benefits with respect to traffic and parking conditions in the area.

- Reduces and/or removes S4 permit on-street parking on the surrounding roadways.
- Reduces unnecessary vehicle circulation on the surrounding neighborhood roadways or students searching for an on-street parking space.
- Consolidates all FHS traffic to the campus. No additional traffic is anticipated to be generated in conjunction with the proposed garage development.
- Based on parking surveys, the former Lot 116 off-site parking lot was at 50 percent occupancy during peak school hours. As such, reducing the garage parking by 23 parking spaces will have a low impact on the projected peak parking demand.

- The overall findings from the projected conditions traffic capacity analysis, which includes an analysis of the road diet condition along Madison Street, remain the same with this design change.
- No additions or modifications to the recommended improvements outlined in Table 8 of the traffic impact study report are proposed as a result of this design change.