



PC 23-13

2001 S. Highland Ave

Petitioner Response to IDRC Report
Slides/Petitioner Exhibits for Cross - Examination



Slide 2 - Petitioner Exhibit 1.1

Slide 3 - Petitioner Exhibit 1.2

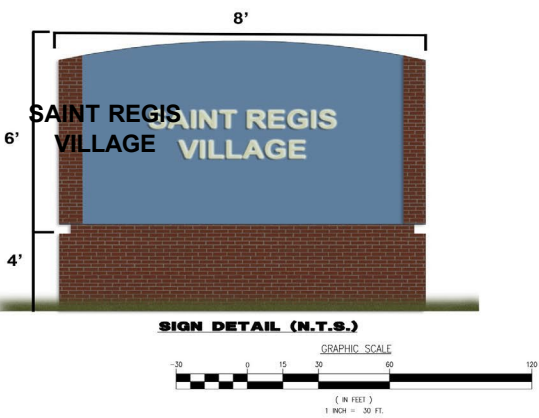


GENERAL NOTES

- THIS PLAN HAS BEEN PREPARED BASED ON REFERENCES INCLUDING:
 ALTA/SUPP LAND TITLE SURVEY
 COMEDA IS SITES - CHICAGO - LOMBARD
 JULI LAND SURVEYING INC
 910 GENEVA STREET
 SHOREWOOD, ILLINOIS 60404
 PROJECT NO. 105944-21000-012-220
 LAST REVISED: 11/29/2021
 NEARMAP AERIAL PHOTOGRAPHY
 CAPTURED: 09/30/2022
- OWNER/
 APPLICANT: CWP CHICAGO LOMBARD I LLC
 198 OCEAN AVE
 WOODBRIDGE, NJ 07159
- PARCEL DATA: PARCEL NUMBER 06-20-307-021
 201 S. HIGHLAND AVENUE & EAST
 VILLAGE OF LOMBARD
 DUPAGE COUNTY, ILLINOIS
 B-3 (COMMUNITY SHOPPING) DISTRICT
 USE: RESIDENTIAL
- THIS PLAN IS INTENDED FOR CONCEPTUAL REVIEW PURPOSES ONLY.
- NO ZONING OR DUE DILIGENCE WAS COMPLETED BY DYNAMIC ENGINEERING.
- UTILITY AVAILABILITY HAS NOT BEEN CONFIRMED.
- THE ACCESS SHOWN ON THE PLAN SHOULD BE CONFIRMED WITH THE APPROPRIATE JURISDICTIONAL AGENCY.
- THIS PLAN IS NOT DEPENDING ON ENVIRONMENTAL CONDITIONS OR A CERTIFICATION/WARRANTY REGARDING THE PRESENCE OR ABSENCE OF ENVIRONMENTALLY SENSITIVE SITE CONDITIONS. DYNAMIC ENGINEERING CONSULTANTS, PC HAS PERFORMED NO EXPEDITORY OR TESTING SERVICES, INTERPRETATIONS, CONCLUSIONS OR OTHER SITE ENVIRONMENTAL SERVICES RELATED TO THE DETERMINATION OF THE POTENTIAL FOR CHEMICAL, TOXIC, RADIOACTIVE OR OTHER TYPE OF CONTAMINANTS AFFECTING THE PROPERTY AND THE UNDERSIGNED PROFESSIONAL IS NOT QUALIFIED TO DETERMINE THE EXISTENCE OF SAME. SHOULD ENVIRONMENTAL CONTAMINATION OR RISKS BE DISCOVERED, THE OWNER AND CONTRACTOR SHALL BE RESPONSIBLE FOR COMPLYING WITH ALL APPLICABLE LAWS AND REGULATIONS.
- DYNAMIC ENGINEERING CONSULTANTS, PC MAKES NO GUARANTEES AS TO THE FINAL YIELD THAT WILL ULTIMATELY BE GRANTED BY THE MUNICIPALITY AND/OR OTHER RELEVANT AGENCIES AT THE END OF THE APPROVAL PROCESS. YIELD IS ULTIMATELY DETERMINED BY MANY FACTORS AMONG THEM ARE LOCAL, POLITICAL, ISSUES AND SITE CONDITIONS RELATED TO SOILS, SLOPES, WATERS, WINDS, FLOOD PLAINS, ENVIRONMENTAL CONDITIONS, ARCHAEOLOGICAL/HISTORICAL DISCOVERIES, AVAILABILITY OF UTILITY SERVICES, SITE CONTAMINATION, ETC., WHICH ARE BEYOND THE CONTROL OF THE CONSULTING.
- THE DEVELOPMENT YIELD REPRESENTED ON THIS PLAN IS BASED ON LIMITED INFORMATION AND MAY EXCEED ACTUAL BUILD OUT POTENTIAL DUE TO FACTORS INCLUDING BUT NOT LIMITED TO GROUND INFRASTRUCTURE, WATER QUALITY, DRAINAGE REQUIREMENTS AND OTHER ENGINEERING REQUIREMENTS. SITE TOPOGRAPHY, SOILS TESTING, SEASONAL HIGH WATER TABLE AND RELATED INFORMATION MUST BE ACQUIRED IN ORDER TO ESTABLISH THE SIZES AND LOCATIONS OF STORMWATER MANAGEMENT FACILITIES THAT WILL BE REQUIRED FOR THIS DEVELOPMENT. ACTUAL DEVELOPMENT YIELD FOR THIS PROPERTY IS SUBJECT TO REDUCTION FROM WHAT IS ILLUSTRATED ON THIS PLAN.

TOTAL EXISTING PARKING = 157 SPACES
TOTAL PROPOSED PARKING = 176 SPACES W/6 ADA SPACES
TOTAL OPEN SPACE = 35.5% (75,284 SF +/-)

BUILDING SQUARE FOOTAGE		TOTAL UNIT COUNT	
BUILDINGS 1-18	= ± 2,122 SF EACH	STUDIO	= 108 UNITS
CLUBHOUSE	= ± 4,098 SF	ONE BEDROOM	= ± 36 UNITS
TOTAL SQUARE FOOTAGE	= ± 42,292 SF (19.9%)	TOTAL UNITS	= 144 UNITS



THIS DRAWING HAS BEEN PREPARED BASED ON CONCEPTUAL SITE PLAN 'A' DATED 02/08/2023, LAST REVISED 05/12/2023

THE AERIAL IMAGE DEPICTED ON THIS PLAN IS BASED ON MATERIAL FURNISHED BY 'NEARMAP' HERE, AND DATED 09/30/22. THE CONDITIONS OF THE SITE AND SURROUNDING AREAS MAY HAVE CHANGED SINCE THE DATE OF AERIAL PHOTOGRAPHY AND THEREFORE THIS PLAN MAY NOT ACCURATELY REFLECT ALL CURRENT EXISTING CONDITIONS.

THIS PLAN IS FOR PERMITTING PURPOSES ONLY AND MAY NOT BE USED FOR CONSTRUCTION.

		1904 Main Street Lombard, IL 60148 P: 630.945.8074 www.dynamiceng.com	
LAND DEVELOPMENT CONSULTING • PERMITTING • GEOCHEMICAL • ENVIRONMENTAL • SURVEY • PLANNING & ZONING			
TITLE: CONCEPTUAL SITE PLAN 'A' RENDERING			
PROJECT: CWP CHICAGO LOMBARD I LLC PROPOSED MULTI-FAMILY DEVELOPMENT	JOB No: 30.39-23-00282	DATE: 05/08/2023	SCALE: 1" = 30'
DESIGNED BY: AJH	CHECKED BY: JEH	CHECKED BY: JEH	SHEET No: 1
JAMES E. HENRY PROFESSIONAL ENGINEER		1 OF 1	

Slide 4 - Petitioner Exhibit 1.3

Our extended stay units are already configured like small apartments, all with fully equipped kitchens with full electric stoves, oven, dishwasher, microwave and garbage disposal:

Studio



One-Bedroom w/ loft



Slide 5 - Petitioner Exhibit 1.4

IDRC Report

PROJECT DESCRIPTION

The petitioner/property owner proposes to change the existing Sonesta Suites Hotel into multiple-family housing (apartments). The eighteen two-story buildings would remain in the same location and be subject to minor internal and external renovation. Seventeen of those buildings are improved as hotel rooms, with the other building being the clubhouse. The Sonesta has 144 hotel rooms and 157 parking spaces. The proposed apartments would have the same number of units at 144, and 176 parking spaces.

A conditional use for a hotel was granted in 1985, PC 85-10, Ordinance 2762 and the hotel was built in 1987.

EXISTING CONDITIONS

The property is an existing extended stay hotel.

Clarifications/ Observations

- The report leads by saying this project involves “change” and overlooks critical existing conditions.
- The existing improvements are already configured as a residential community.
 - Every existing unit has a fully-furnished kitchen and other physical feature of a Dwelling Unit as defined in the Village Zoning Ordinance.
 - The Clubhouse and existing open space provide typical residential amenities.
- These are the only changes at issue:
 - 1) Capital investment to upgrade existing buildings.
 - 2) More parking and improved drainage.
 - 3) Longer term occupancies.
- All three will create net benefits, with no negative impacts on surrounding properties or the Village.



Slide 6 - Petitioner Exhibit 1.5

Characterizations of Project

IDRC Report

Page 1: EXISTING CONDITIONS

The property is an existing extended stay hotel.

Page 1: “The petitioner/property owner proposes to change the existing Sonesta Suites Hotel into multiple-family housing (apartments)”

Page 3: “The requested actions are intended to provide for a change of land use from a commercial land use to a residential one.”

Page 3: “The use conversion would establish a density of over 20 units per acre.”

Clarifications/Observations

- The report consistently omits discussing critical existing features of the property and to repeatedly emphasize that the project involves “change”.
- The existing improvements are already configured as a residential community.
 - Every existing unit has a fully-furnished kitchen and other physical feature of a Dwelling Unit as defined in the Village Zoning Ordinance.
 - The Clubhouse and existing open space provide typical residential amenities.
- Here are the only changes at issue:
 - 1) Capital investment to upgrade existing buildings.
 - 2) More parking and improved drainage.
 - 3) Longer term occupancies.
- All three will create net benefits, with no negative impacts on surrounding properties or the Village.



Slide 7 - Petitioner Exhibit 1.6

Characterizations of Requested Relief IDRC Report

- Page 3:** “Amending the Comprehensive Plan (and a rezoning) are the among the highest levels of relief a petitioner can request.”
- Page 3:** “**Comprehensive Plan Compatibility.** The 2014 Comprehensive Plan recommends Community Commercial for this location, which is also consistent with the assigned B3 zoning district. A hotel would be deemed a compatible land use activity within this designation.”
- Page 3:** “There are other commercial uses that could be appropriate on the subject property and meet the Comprehensive Plan designation and vision.”
- Page 3:** “While the Village recognizes that the project functionally is not a new development, the change of proposed land use within buildings can be viewed in that context.”
- Page 4:** “As previously stated, the current zoning of this property is B3. A hotel is consistent with the B3 zoning district.”
- Page 4:** “As with the Comprehensive Plan, representations have not been made that suggest that commercial land uses are not suitable on the subject property.”
- Page 4:** “The existing hotel use is compatible with the adjacent and neighboring hotels abutting the subject property. It is also compatible to the other neighboring land uses, given that its hotel land use has been in operation for the past 35 years and that it has filled a market need. No information has been provided which suggests that the existing hotel land use is not compatible with adjacent uses.”
- Page 5:** “The B3 district provides for a wide variety of commercial land use types by right or through the conditional use approval process. Given its location at a prominent intersection, this location could continue to be used as its existing hotel use, be readily redeveloped, or modified to accommodate commercial activity consistent with the district designations, without a map amendment being undertaken.”
- Page 5:** “The neighboring hotels have remained open through the pandemic, which suggests that external market forces currently suggest that the hospitality market is still viable. And if this were to change, the location of the property would still make it conducive for other commercial land use activities.”
- Page 6:** “Since the hotel was constructed, past Comprehensive Plans (1998 and 2014) recommended the properties at the northeast intersection of Highland Avenue and 22nd Street for Community Commercial use and they have been developed and operated accordingly. The proposed amendment would be contrary to past visions and land uses that have been in operation.”
- Page 8:** “While the hotel property is unique and the petitioner’s request has not manifested itself in the Village to date, it does not automatically mean that the concept should be uniformly applied to all other hotels or like uses in the Village.”
- Page 8:** “While density reductions could reduce the project yield, that cannot be considered a hardship per the standards.”
- Page 8:** “While staff sees value in preserve the existing pool and clubhouse, The petitioner could meet code requirements by simply razing some of the existing units.”
- Page 9:** “While providing additional open space would reduce the project yield, that cannot be considered a hardship per the standards.”
- Page 10:** “While the lot is surrounded by rights-of-way and an abutting hotel, there is nothing unique to the subject property that could not preclude additional space construction through removal of units.”
- Page 10:** “While the petitioner has offer data to support their request for a reduction in requisite parking for the proposed 1.5 space/unit standard, and that could apply in urban environments and transit-oriented developments (TOD), this has not been the case in Lombard.”

Clarifications/Observations

- Instead of consistently addressing what is actually being proposed, the report:
 1. repeatedly points out that the current use complies current regulations;
 2. repeatedly mis-characterizes the requested relief as extreme, unusual, or dangerously precedential; and
 3. repeatedly brushes off demolition of buildings and potential homes as “simple,” ignoring that demolition would needlessly waste an important resource and public benefit. This is directly contrary to an express goal of the Zoning Ordinance: to conserve property value.

Except where property owners seek to legalize a willful or accidental illegal non-conformity, every case before the Plan Commission involves a property that is compliant with current Codes. The report’s repeated statements about current Code compliance are inconsistent with other Village staff reports and rhetorical/gratuitous. Similarly, the report repeatedly states that commercial uses besides hotel are possible. Does staff expect applicant to disprove the viability of every possible commercial use before granting a map amendment? Since when is that Lombard’s standard for a rezoning?

Rather than acknowledge that relief mechanisms are inherent in zoning law and historically approved by the Village for comparable projects, the report repeatedly chooses to imply or express that the requested relief would be extraordinary.

- Wherever the report actually *does* acknowledge the limited scope of the project, the merits of the project, or the justification for relief, those statements are immediately followed by some undermining, derogatory companion comment, often one that is unsupported, illogical, or patently false.
- Petitioner has reviewed dozens of other Lombard staff reports. We did not find a single other staff report that mis-directed the Planning and Zoning Commission in this manner.



Slide 8 - Petitioner Exhibit 1.7

CHAPTER 152: PLANNING ARTICLE I. COMPREHENSIVE VILLAGE PLAN

§ 152.01 Adoption by reference of official plan.

- (A) The comprehensive plan of the village, which plan has been prepared and was recommended on May 24, 1984 to the village, is adopted and made the official plan of the village, hereinafter designated as the official plan.
- (B) The southwest sub-area plan update is hereby incorporated by reference and made part of the comprehensive plan.
- (C) The northwest sub-area plan update is hereby incorporated by reference and made part of the comprehensive plan.
- (D) The Roosevelt Road corridor study is hereby incorporated by reference and made part of the comprehensive plan. ('70 Code, § 19.08.010) (Ord. 1220, passed - - 66; Am. Ord. 2670, passed 5-24-84; Am. Ord. 3012, passed 12-3-87; Am. Ord. 3049, passed 4-21-88; Ord. 6419, passed 11/19/09)

§ 152.02 Objectives of plan. The official plan as hereby adopted includes and recognizes the following objectives:

- (A) That the character of the village and its environs as essentially a residential community be maintained, with commercial and light industrial enterprises permitted in order to maintain a proper balance of property valuations; and
- (B) That for the promotion of the public health, safety, and convenience and for the attainment of reasonable and practical utility and attractiveness, and for the maintenance and protection of property values, all future developments in the village and its environs shall provide:
 - (1) Adequate street lighting, water supply, sanitary and drainage facilities be constructed and maintained;
 - (2) Highways, streets, and sidewalks be of adequate width and be so constructed and maintained as to avoid the creation of hazardous conditions;
 - (3) Railroad crossings and grade separations be constructed and maintained to provide adequate public safety and conveniences;
 - (4) Landscaping of public and private areas be controlled to avoid the creation of hazardous conditions; and
 - (5) The locations and architectural design, where applicable, of public buildings, schools, parks, recreational facilities, parking areas, and airports be controlled in accordance with the best public interest. ('70 Code, § 19.08.020) (Ord. 635, passed - -54)

§ 152.03 Contents of plan. The official plan as hereby adopted includes:

- (A) Map No. 1. Title, Official Plan, Village of Lombard, DuPage County, Illinois, showing the plan of existing streets and public grounds within the corporate limits of the village and in contiguous territory not more than one and one-half miles beyond the village limits and not included in any municipality, and showing certain improvements which the village intends to put into execution as and when these improvements become advisable and feasible; and
- (B) Subdivision regulations, set forth in Chapter 154 to regulate and control the future physical development of the village and the contiguous territory. ('70 Code, §19.08.030) (Ord. 635, passed -54)

§ 152.04 Interpretation. In interpreting and applying the provisions of §§152.01 through 152.07 such provisions shall in every instance be held to be the minimum reasonable requirements adopted for the promotion of public health, safety, comfort, convenience, morals, and welfare. ('70 Code, §19.08.040) (Ord. 635, passed - 54)

§ 152.05 Changes and amendments. The Plan Commission may from time to time recommend to the Board of Trustees such changes in the official plan as may be deemed necessary by the Board or by the Plan Commission. Such changes shall become part of the official plan after their approval by the Plan Commission and their adoption by the Board as amendments to this subchapter. ('70 Code, § 19.08.050) (Ord. 635, passed - -54)

§ 152.06 Maps and plats to conform to plan. After the passage of this subchapter, no map or plat of any subdivision presented for record, affecting land within the corporate limits of the village or in contiguous territory not more than one and one-half miles from such limits and not included in any municipality, shall be entitled to record or shall be valid unless the subdivision thereon shown conforms with the requirements of the official plan. ('70 Code, § 19.08.060) (Ord. 635, passed - -54)

§ 152.07 Enforcement. It shall be the duty of the Community Development Director to enforce the requirements of the official plan. The Community Development Director may call upon any other departments or officials of the village to furnish him with such information or assistance as he may deem necessary for the observance or enforcement of the official plan. It shall be the duty of such other departments or officials to furnish such information or assistance whenever requested. ('70 Code, § 19.08.070) (Ord. 635, passed - -54)

Slide 9 - Petitioner Exhibit 1.8

This section presents a number of key actions which the Village should undertake to implement the Comprehensive Plan. It is important to note that no attempt was made to document all actions that might be undertaken to implement the Plan. Since the community by its very nature is not static, and it is expected that local conditions will change over time, it is useful to delineate only those implementation strategies which focus on carrying out critical components of the Plan. It is anticipated, therefore, that the Plan will be amended over time to respond to changes in the local community, public policy, and citizen attitudes and intentions.

Village of Lombard Comprehensive Plan, Page 71

Slide 10 - Petitioner Exhibit 1.9

Plan Administration and Amendment

The Comprehensive Plan is not a static document; the planning process must be continuous. **The Plan should be monitored and updated on a regular basis.** The need for Plan amendments are the result of many community influences. Most frequently these are brought about by changes in attitudes or emerging needs not foreseen at the time of Plan adoption.

Village of Lombard Comprehensive Plan, Page 74

Plan Review and Progress Report

Although a proposal to amend the Plan can be brought forth by petition at any time, the Village should regularly undertake a systematic review of the Plan.

Village of Lombard Comprehensive Plan, Page 75

Slide 11 - Petitioner Exhibit 1.10

Use Plan Map culminates many policies, recommendations and programs of the Village, any amendment shall be based upon findings that each of the following criteria are met.

1. The proposed change is consistent with the Goals, Objectives and Policies and the overall Comprehensive Plan.
2. The proposed amendment does not affect the adequacy of existing or planned facilities and services of the Village or planning area generally.
3. The proposed change results in reasonably compatible land use relationships.

Village of Lombard Comprehensive Plan, Page 77

Slide 12 - Petitioner Exhibit 1.11

Vision, Principles & Actions

The Vision Statements and Guiding Principles are the key elements of the Village of Lombard Comprehensive Plan. Their purpose is to describe where the Village desires to be in the future. The Vision Statements are a series of statements that officially declare each particular plan component. Whether it is economic development, transportation, open space or the overall Village image, the eight Vision Statements lay the groundwork for future policy formulation. Followed by each Vision Statement are corresponding Guiding Principles. The Guiding Principles set the tone of each corresponding Vision Statement. Accompanying each Vision Statement and Guiding Principle is a series of actions. Each action is intended to be a quantifiable objective that specifically describes how each Vision Statement will be accomplished.

Slide 13 - Petitioner Exhibit 1.12

Vision 2:

Lombard will foster a diverse housing stock with a sustainable land use pattern.

Guiding Principles

Quality Living Standards - Provide a housing inventory and living environment which will accommodate anticipated future growth and maintain the overall character of the Village.

Diversified Housing Opportunity - Make available a diversified housing stock for all residents of the Village.

Actions

1. Protect residential areas from encroachment by land uses which are incompatible or which may create adverse impacts.

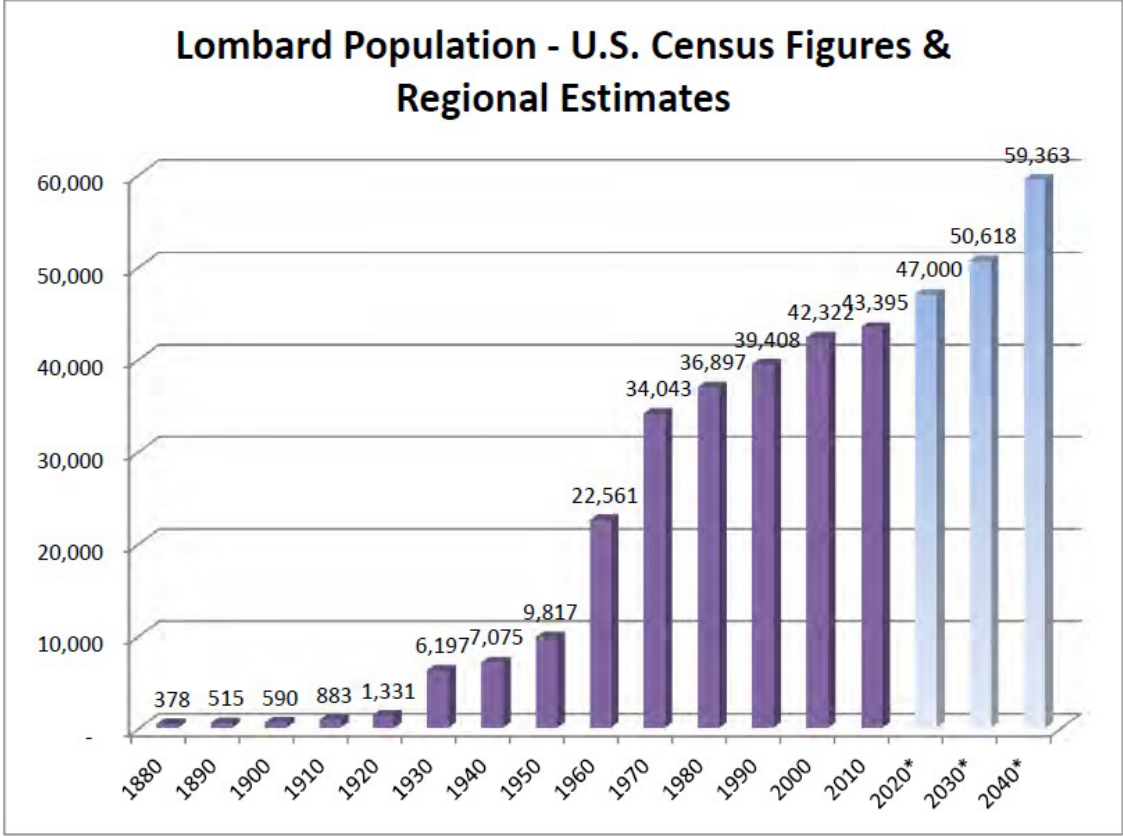
Working Toward a Better Future for Lombard



Sunrise Senior Living is the Village's newest senior housing option with 142 independent and assisted living units at Fountain Square of Lombard.

2. Provide housing to meet the needs of a maturing and diverse population.
3. Encourage new development and infill development which is complementary with the scale and character of surrounding residential uses.
4. Working with property owners and developers, seek a variety of housing types meeting the lifestyles, needs and growth of the community, while ensuring neighborhood stability.

Slide 14 - Petitioner Exhibit 1.13



Source: Chicago Metropolitan Agency for Planning. *2020-2040 estimates from CMAP. The 2040 forecast is the current official CMAP forecast.

Village of Lombard Comprehensive Plan, Page 6



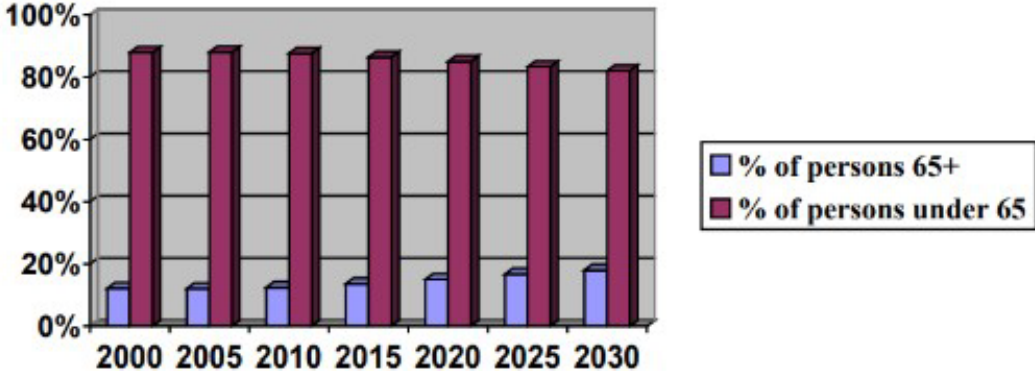
Slide 15 - Petitioner Exhibit 1.14

Analysis of Demographics Information and Projections

There are currently more than 6,000 seniors living within the Village of Lombard, representing 14.5% of the total population. The U.S. Census Bureau projects that the number of Americans aged 65 and older is projected to more than double between 2010 and 2050, largely due to the baby boomers who will begin to turn 65 in 2011.

In Illinois, the senior population is projected to increase by 21% by 2020 and 45% by 2030. This represents an increase of 388,000 seniors in the next 10 years and 811,000 seniors in the next 20 years.

Illinois Population Projections, 2000-2030



If the senior population increases at the same rate in Lombard, the Village will see an increase of 1,100 seniors by 2020 and 2,400 seniors by 2030, at which point nearly 20% of the Village will be at least 65 years old.



Slide 16 - Petitioner Exhibit 1.12

Vision 2:

Lombard will foster a diverse housing stock with a sustainable land use pattern.

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2. Provide housing to meet the needs of a maturing and diverse population.
3. Encourage new development and infill development which is complementary with the scale and character of surrounding residential uses.
4. Working with property owners and developers, seek a variety of housing types meeting the lifestyles, needs and growth of the community, while ensuring neighborhood stability.

Slide 17 - Petitioner Exhibit 1.7 (Enlarged Excerpt)

§ 152.02 Objectives of plan. The official plan as hereby adopted includes and recognizes the following objectives:

- (A) That the character of the village and its environs as essentially a residential community be maintained, with commercial and light industrial enterprises permitted in order to maintain a proper balance of property valuations; and
- (B) That for the promotion of the public health, safety, and convenience and for the attainment of reasonable and practical utility and attractiveness, and for the maintenance and protection of property values, all future developments in the village and its environs shall provide:
 - (1) Adequate street lighting, water supply, sanitary and drainage facilities be constructed and maintained;
 - (2) Highways, streets, and sidewalks be of adequate width and be so constructed and maintained as to avoid the creation of hazardous conditions:
 - (3) Railroad crossings and grade separations be constructed and maintained to provide adequate public safety and conveniences;
 - (4) Landscaping of public and private areas be controlled to avoid the creation of hazardous conditions; and
 - (5) The locations and architectural design, where applicable, of public buildings, schools, parks, recreational facilities, parking areas, and airports be controlled in accordance with the best public interest. ('70 Code, § 19.08.020) (Ord. 635, passed - -54)

Slide 18 - Petitioner Exhibit 1.10

Use Plan Map culminates many policies, recommendations and programs of the Village, any amendment shall be based upon findings that each of the following criteria are met.

1. The proposed change is consistent with the Goals, Objectives and Policies and the overall Comprehensive Plan.
2. The proposed amendment does not affect the adequacy of existing or planned facilities and services of the Village or planning area generally.
3. The proposed change results in reasonably compatible land use relationships.

Village of Lombard Comprehensive Plan, Page 77

Slide 19 - Petitioner Exhibit 1.15

Wheaton, etc. have healthy rents. Mr. LaVaque asked why being a start-up is considered a con and Mr. Milutinovic said they reviewed this from a financial aspect and it's more difficult to obtain a loan.

Mr. Pike said if there is only \$1.2 million in the TIF, where would the rest of the Luxica incentive come from. Mr. Heniff said there is TIF money available; however, TIF cannot be used for everything. For example, construction costs of new buildings are not TIF eligible. He said many Village funds are enterprise funds and are fixed. The General Fund pays for general Village operations. Typically incentives are performance based, so we wouldn't tap into the General Fund. The Village has concerns on borrowing money.

Mr. Bennett clarified that we don't know where the money is coming from and Mr. Heniff said yes. Mr. Bennett said with Luxica it appears the Village will be sharing the risk and getting into the real estate businesses.

Mr. Ladle asked about the impacts of the number of residential on the Holladay project. He also said the Luxica plan has a public space, but that space will have zero revenue. He asked if it is scalable or would the developer option to get rid of that element. Mr. Heniff said that regarding impacts to municipal services, past apartment buildings have proved to have a minimal impact. School age children are usually low; however, if TIF funds are used for a project with school age children, the TIF can compensate the schools. Mr. Rychlicki said in

Slide 20 - Petitioner Exhibit 1.10

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3. The proposed change results in reasonably compatible land use relationships.

Slide 21 - Petitioner Exhibit 1.17

(B) Plan Commission.

The Plan Commission of the Village of Lombard, has been created by Ordinance 614 and amended by Ordinance 741 and any amendment thereto, and has the following authority and duties:

- (1) Review all applications for text or map amendments to this ordinance, hold hearings hereon, and report findings and recommendations to the Village Board in conformance with subsection 155.103 (E), below:
- (3) Review all applications for companion variations made as a part of a petition for map amendment, annexation, conditional use, or plat application, hold hearings thereon, and report findings and recommendations to the Village Board in conformance with subsection 155.103 (C), below;

Slide 22 - Petitioner Exhibit 1.18

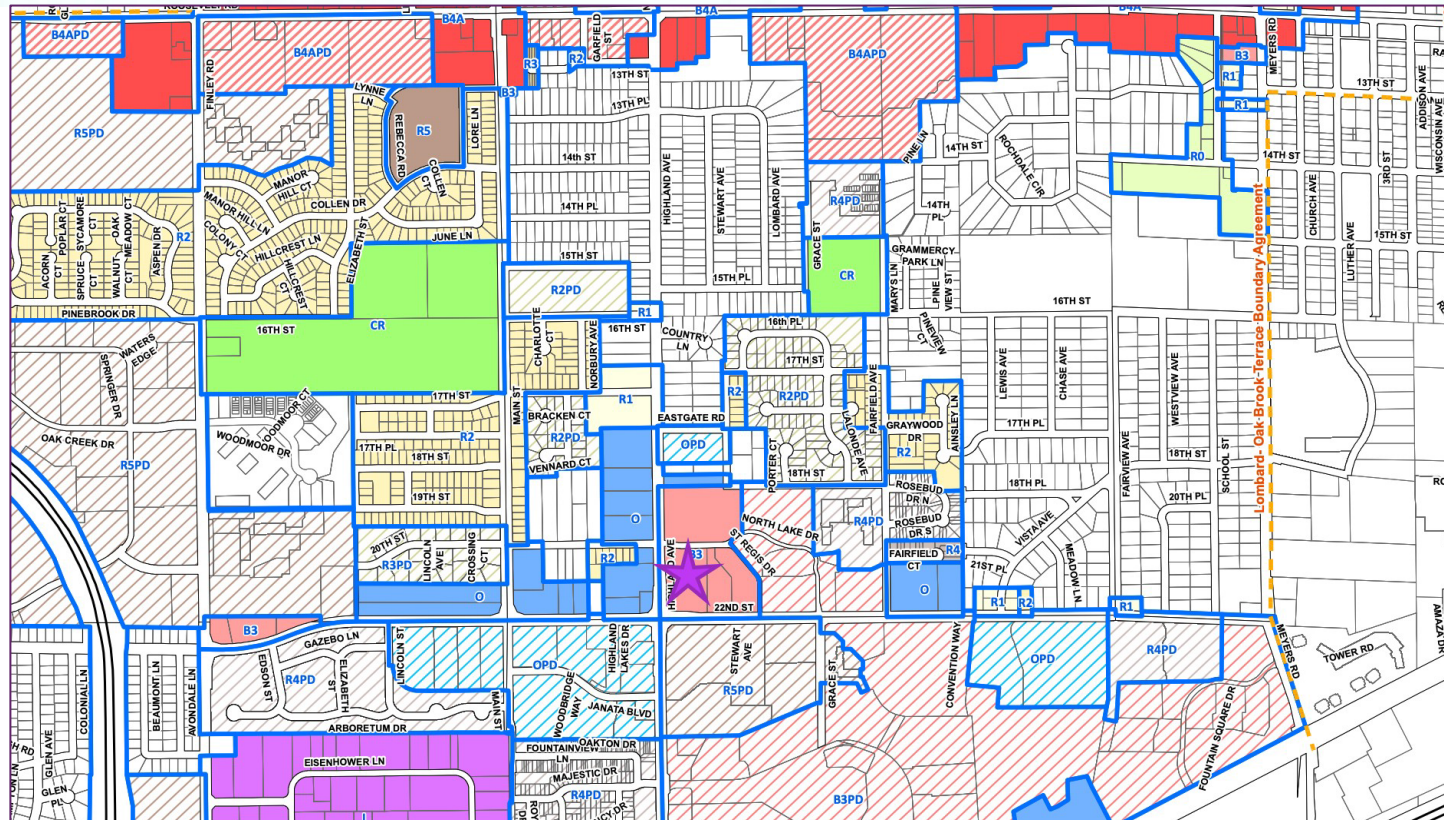
(8) *Standards.* The regulations of this Chapter shall not be amended unless findings based on the evidence presented are made in each specific case that affirm each of the following standards:

- (a) *Map amendments.* Where a map amendment is proposed, the Plan Commission shall make findings based upon the evidence presented to it in each specific case with respect to, but not limited to, the following matters:
- (i) Compatibility with existing uses of property within the general area of the property in question;
 - (ii) Compatibility with the zoning classification of property within the general area of the property in question;
 - (iii) The suitability of the property in question to the uses permitted under the existing zoning classification;
 - (iv) Consistency with the trend of development, if any, in the general area of the property in question, including changes, if any, which have taken place in its present zoning classification;
 - (v) The compatibility of the surrounding property with the permitted uses listed in the proposed zoning classification;
 - (vi) The objectives of the current comprehensive plan for the Village of Lombard and the impact of the proposed amendment on the said objectives;
 - (vii) The suitability of the property in question for permitted uses listed in the proposed zoning classification.

Slide 23 - Petitioner Exhibit 1.19

(v) The compatibility of the surrounding property with the permitted uses listed in the proposed zoning classification;

Staff recognizes the existing multiple family development south of 22nd Street, but as previously noted, there are no properties with R5 zoning north of 22nd Street and east of Main Street.



- There is residential (R1, R2 & R5) to the North and West of 22nd Street and the property, in addition to the previously highlighted R5 to the property's immediate south.



Slide 24 - Petitioner Exhibit 1.20

○ Sonesta ES Suites Chicago - Lombard, 20
⋮
📍 Yorktown Center, 203 Yorktown Shopping

⊕ Add destination

Options

📱 Send directions to your phone

🚶 via S Highland Ave 8 min 0.4 mile
[Details](#)

🚶 via S Highland Ave and Yorktown Mall Dr 8 min 0.4 mile

All routes are mostly flat



Slide 25 - Petitioner Exhibit 1.21

Historically, the Village's planning efforts have supported development of multiple-family residential uses around Yorktown Center. Following approval of the Yorktown Shopping Center Planned Development in 1966, the Village approved the Yorktown Apartments Planned Development in 1967 (Ordinance 1323). This approval granted entitlements for up to 1,722 multiple-family residential units in the area bounded by 22nd Street, Highland Avenue, Yorktown Center, and Grace Street. To date, three developments with a total of 856 dwelling units have been constructed in the Yorktown Apartments PD (Yorktown Apartments, Yorktown Green Condos, and Liberty Square Condos). The proposed development is consistent with this long-term vision for a dense multiple-family residential neighborhood adjacent to Yorktown Center.

Lombard Staff Report for Synergy, Page 5



Slide 26 - Petitioner Exhibit 1.22

Staff notes that the proposed multiple-family development would be a continuation of an ongoing trend that has increased the number of residential units in proximity to Yorktown Center. In 2017-2018, the Elan and Overture apartment buildings were constructed at the intersection of Grace Street and the Yorktown Ring Road, adding a combined 470 multiple-family dwelling units to the area. A 90-unit townhome development is currently under construction on the former site of the Yorktown Convenience Center. Given the success of these other developments, staff believes the proposed residential development will enhance the Yorktown Shopping Center PD.

Lombard Staff Report for Synergy, Page 7



Slide 27 - Petitioner Exhibit 1.18

(8) *Standards.* The regulations of this Chapter shall not be amended unless findings based on the evidence presented are made in each specific case that affirm each of the following standards:

- (a) *Map amendments.* Where a map amendment is proposed, the Plan Commission shall make findings based upon the evidence presented to it in each specific case with respect to, but not limited to, the following matters:
- (i) Compatibility with existing uses of property within the general area of the property in question;
 - (ii) Compatibility with the zoning classification of property within the general area of the property in question;
 - (iii) The suitability of the property in question to the uses permitted under the existing zoning classification;
 - (iv) Consistency with the trend of development, if any, in the general area of the property in question, including changes, if any, which have taken place in its present zoning classification;
 - (v) The compatibility of the surrounding property with the permitted uses listed in the proposed zoning classification;
 - (vi) The objectives of the current comprehensive plan for the Village of Lombard and the impact of the proposed amendment on the said objectives;
 - (vii) The suitability of the property in question for permitted uses listed in the proposed zoning classification.

Slide 28 - Petitioner Exhibit 1.23

5. *The suitability of the subject property for the purposes for which it is presently zoned.*

The subject property is zoned B3 and has entitlements for use of a hotel. The present zoning does not allow for residential.

Slide 29 - Petitioner Exhibit 1.18

(8) *Standards.* The regulations of this Chapter shall not be amended unless findings based on the evidence presented are made in each specific case that affirm each of the following standards:

- (a) *Map amendments.* Where a map amendment is proposed, the Plan Commission shall make findings based upon the evidence presented to it in each specific case with respect to, but not limited to, the following matters:
- (i) Compatibility with existing uses of property within the general area of the property in question;
 - (ii) Compatibility with the zoning classification of property within the general area of the property in question;
 - (iii) The suitability of the property in question to the uses permitted under the existing zoning classification;
 - (iv) Consistency with the trend of development, if any, in the general area of the property in question, including changes, if any, which have taken place in its present zoning classification;
 - (v) The compatibility of the surrounding property with the permitted uses listed in the proposed zoning classification;
 - (vi) The objectives of the current comprehensive plan for the Village of Lombard and the impact of the proposed amendment on the said objectives;
 - (vii) The suitability of the property in question for permitted uses listed in the proposed zoning classification.

Slide 30 - Petitioner Exhibit 1.24

“Staff is not making any comment relative to additional traffic demand for this site. We're going to say that it's functionally *de minimis* one way or another. You have two arterial roadways, four lane highways divided The roadway adjacent street network would be more than adequate to meet any change of land use from a hotel to a residential use. So our staff is not challenging that at all.”

Heniff Testimony on subject case before Plan Commission, June 2023

Slide 31 - Petitioner Exhibit 1.25

“Comprehensive Plan Compatibility. The 2014 Comprehensive Plan recommends Community Commercial for this location, which is also consistent with the assigned B3 zoning district. A hotel would be deemed a compatible land use activity within this designation.” (page 3)

“There are other commercial uses that could be appropriate on the subject property and meet the Comprehensive Plan designation and vision.” (page 3)

“As previously stated, the current zoning of this property is B3. A hotel is consistent with the B3 zoning district.” (page 4)

“As with the Comprehensive Plan, representations have not been made that suggest that commercial land uses are not suitable on the subject property.” (page 4)

“The existing hotel use is compatible with the adjacent and neighboring hotels abutting the subject property. It is also compatible to the other neighboring land uses, given that its hotel land use has been in operation for the past 35 years and that it has filled a market need. No information has been provided which suggests that the existing hotel land use is not compatible with adjacent uses.” (page 4)

“The B3 district provides for a wide variety of commercial land use types by right or through the conditional use approval process. Given its location at a prominent intersection, this location could continue to be used as its existing hotel use, be readily redeveloped, or modified to accommodate commercial activity consistent with the district designations, without a map amendment being undertaken.” (page 5)

“The neighboring hotels have remained open through the pandemic, which suggests that external market forces currently suggest that the hospitality market is still viable. And if this were to change, the location of the property would still make it conducive for other commercial land use activities.” (page 5)

Slide 32 - Petitioner Exhibit 1.26

The screenshot displays a web-based map application interface. At the top, navigation tabs include BUILDINGS, SITES, AREAS, and MY FOLDERS, along with a search bar. Below these are utility icons for LAYERS, DRAW, HEAT MAPS, MAP VIEWS, MEASURE, SHARE, and RESET. The main map area shows a geographic region in Lombard, IL, with a purple boundary and many blue location pins. A sidebar on the left lists building details:

- Showing 50 of 85 buildings by Sqft High
- Add All To Folders | Remove All From Folders
- 401-581 E Roosevelt Road/High Point Shopping Centre**
Lombard, IL
Commercial, Retail
142,526 SF
- 10 W North Avenue**
Lombard, IL
Flex Tech, Industrial, Office
118,680 SF
- 203 Yorktown**
Lombard, IL
Retail
100,000 SF
- 333 E Butterfield Rd/Highland Pointe**
Lombard, IL
Office
85,000 SF
- 665 W North Avenue/Heron Point**
Lombard, IL
Office
76,350 SF
- 360 E 22nd Street**
Lombard, IL
Other
75,000 SF
- 1103-1173 S Main**

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Slide 33 - Petitioner Exhibit 1.27



MEMORANDUM

TO: Trustee Anthony Puccio, Chairperson
Economic and Community Development Committee

FROM: William J. Heniff, AICP, Director of Community Development
VAA

MEETING DATE: June 14, 2021

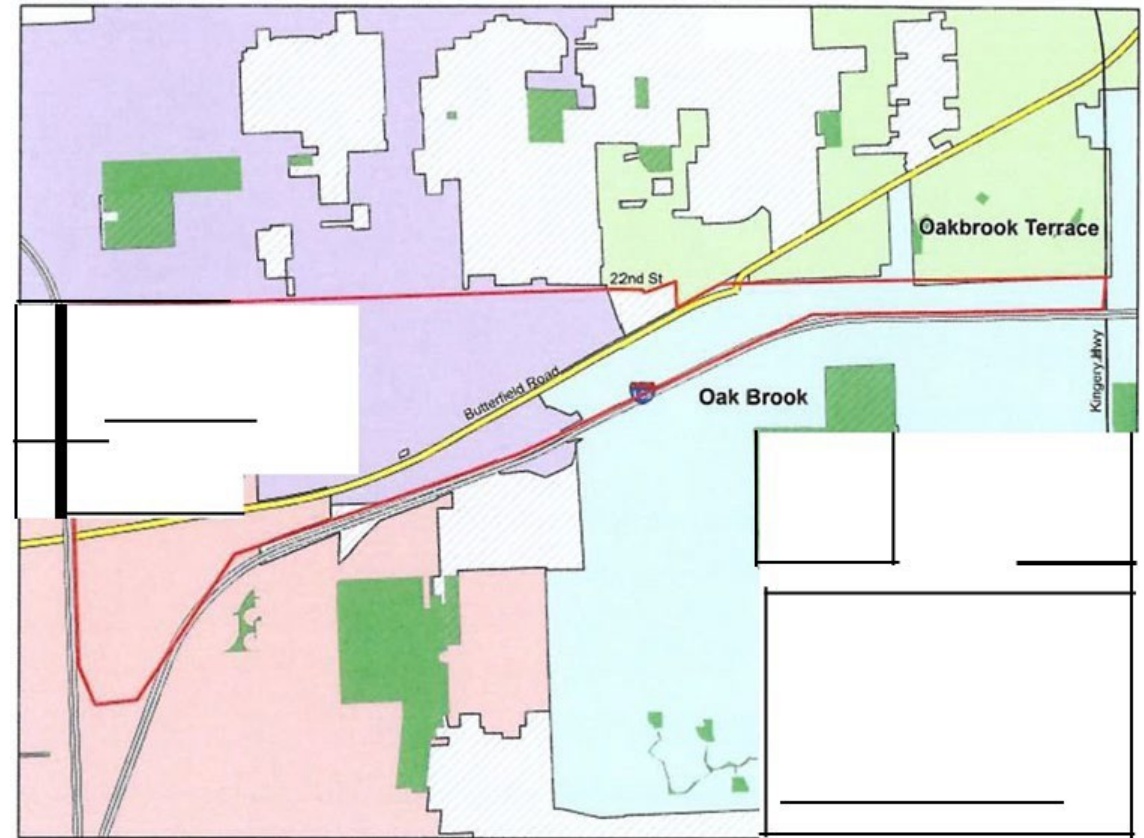
SUBJECT: Butterfield Road Corridor Plan - CMAP Planning Grant

The Chicago Metropolitan Agency for Planning (CMAP) is the comprehensive planning organization for Chicago and the surrounding region (Cook, DuPage, Kane, Kendall, Lake, McHenry and Will counties). Among other initiatives, CMAP runs the Local Technical Assistance (LTA) Program. Through the LTA Program, CMAP provides technical and financial assistance to municipalities and other groups throughout the region engaging in local planning efforts at the community or sub-regional level. LTA Program resources are awarded to local communities through a cyclical grant process. In recent years, CMAP has awarded LTA assistance in partnership with the Regional Transportation Authority (RTA).

In 2019, the Village of Lombard applied to the LTA Program for assistance in developing a Butterfield Road Corridor Strategic Master Plan. As noted in the grant application, the Butterfield Road area of Lombard includes Yorktown Center regional mall as well as a large amount of office and multi-family development. The Corridor has long been a major retail destination and economic driver for Lombard and DuPage County. The ongoing realignment of the retail sector and softening market for office space have altered the composition of the Corridor as property owners seek alternatives to traditional retail and office development. Of particular note, Yorktown Center has seen a shift away from a retail-heavy mix of tenants toward more personal services and experience based businesses. There has also been a significant increase in residential units within the area, as Apex 41 and the Yorktown Commons properties have developed with large multi-family apartment complexes. The subsequent Plan Commission petitions for that property have born this out.

As a result of these trends, the Corridor is transforming from a retail/office corridor into a truly mixed-use suburban area. The Village adopted two business districts and a TIF to secure funding sources for aspects of this transformation. However, the Village has not engaged in a comprehensive planning effort for the Corridor. In the grant application, staff proposed to use LTA resources to engage in such an effort. Staff envisioned the result would be a plan that looked closely at the Butterfield Road corridor within the municipal limits of Lombard, with policy recommendations to guide future land use and financial decisions. Staff identified the following broad planning areas for additional study:

- Analysis of transportation opportunities in light of increasing residential population, with particular emphasis on Pace service.
- Consideration of pedestrian improvements, particularly connectivity between residential development and Yorktown Center.



Slide 34 - Petitioner Exhibit 1.17

(B) Plan Commission.

The Plan Commission of the Village of Lombard, has been created by Ordinance 614 and amended by Ordinance 741 and any amendment thereto, and has the following authority and duties:

- (1)** Review all applications for text or map amendments to this ordinance, hold hearings hereon, and report findings and recommendations to the Village Board in conformance with subsection 155.103 (E), below:
- (3)** Review all applications for companion variations made as a part of a petition for map amendment, annexation, conditional use, or plat application, hold hearings thereon, and report findings and recommendations to the Village Board in conformance with subsection 155.103 (C), below;

Slide 35 - Petitioner Exhibit 1.28

(7) *Standards for variations.* The regulations of this Chapter shall not be varied unless findings based on the evidence presented are made in each specific case that affirms each of the following standards:

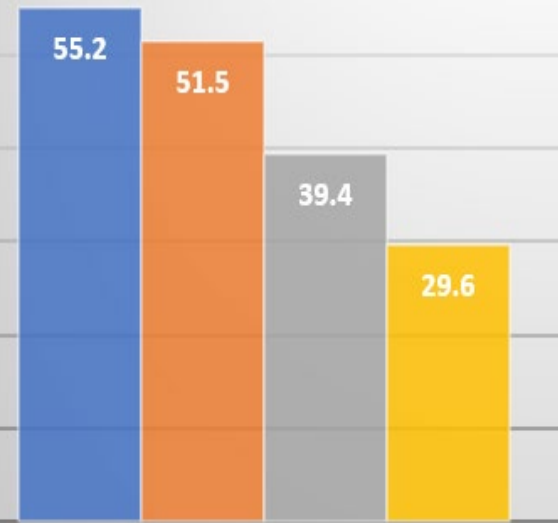
- (a) Because of the particular physical surroundings, shape, or topographical conditions of the specific property involved, a particular hardship to the owner would result, as distinguished from a mere inconvenience if the strict letter of the regulations were to be applied;
- (b) The conditions upon which an application for a variation is based are unique to the property for which the variation is sought, and are not generally applicable to other property within the same zoning classification;
- (c) The purpose of the variation is not based primarily upon a desire to increase financial gain;
- (d) The alleged difficulty or hardship is caused by this ordinance and has not been created by any person presently having an interest in the property;
- (e) The granting of the variation will not be detrimental to the public welfare or injurious to other property or improvements in the neighborhood in which the property is located;
- (f) The granting of the variation will not alter the essential character of the neighborhood; and
- (g) The proposed variation will not impair an adequate supply of light and air to adjacent property or substantially increase the congestion of the public streets, or increase the danger of fire, or impair natural drainage or create drainage problems on adjacent properties, or endanger the public safety, or substantially diminish or impair property values within the neighborhood.

Slide 36 - Petitioner Exhibit 1.29

(a) Because of the particular physical surroundings, shape, or topographical conditions of the specific property involved, a particular hardship to the owner would result, as distinguished from a mere inconvenience if the strict letter of the regulations were to be applied;

Options were presented by staff at a Plan Commission Workshop on April 17, 2023 to remove the density variance. The first is to remove a building (or more), to get the property to the required density per Code. This area could be used to increase open space and/or parking. The second option would be to decrease densities by consolidating hotel rooms into a single dwelling unit. There are no physical surroundings, shape of the property or topographical conditions that are inherent to this property that would preclude the petitioner from meeting Code.

Comparable Density



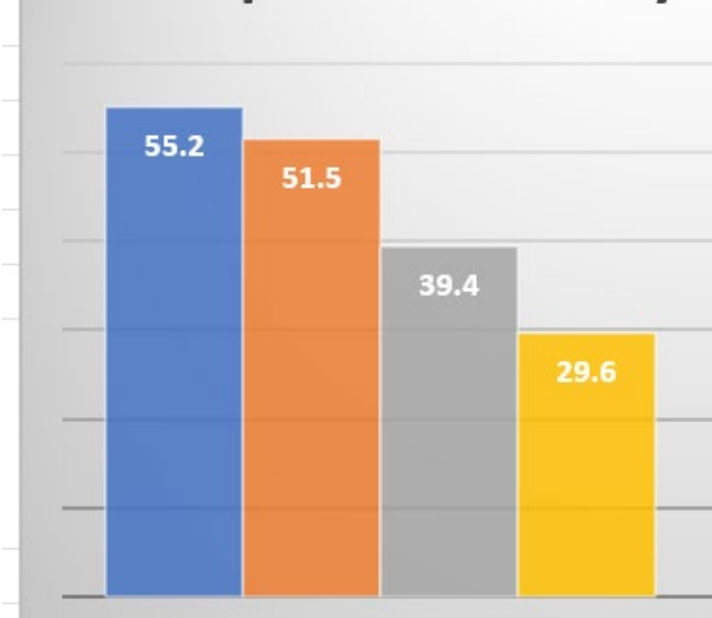
Gilbane – 55.2
Lilac Station – 51.2
Yorktown Reserve – 39.4
Saint Regis Village – 29.6

Slide 37 - Petitioner Exhibit 1.30

(b) The conditions upon which an application for a variation is based are unique to the property for which the variation is sought, and are not generally applicable to other property within the same zoning classification;

While the hotel property is unique and the petitioner's request has not manifested itself in the Village to date, it does not automatically mean that the concept should be uniformly applied to all other hotels or like uses in the Village.

Comparable Density



Gilbane – 55.2

Lilac Station – 51.2

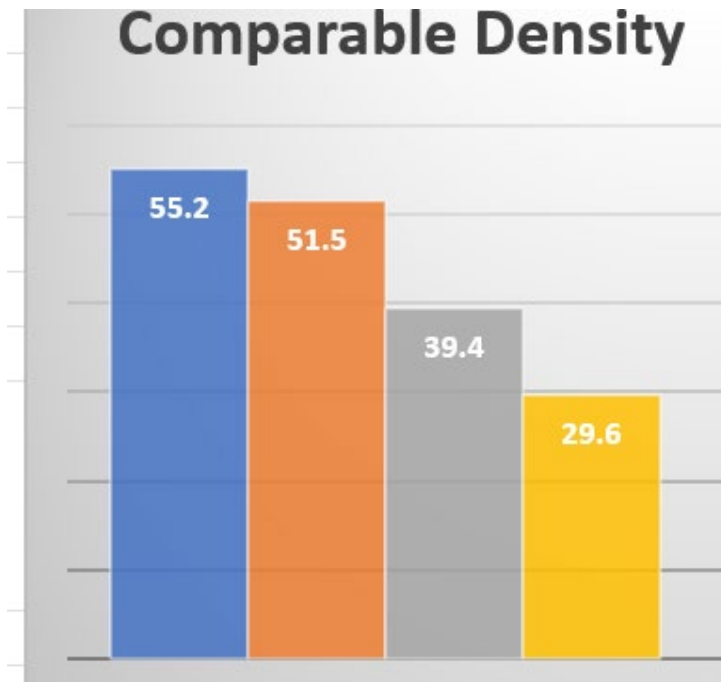
Yorktown Reserve – 39.4

Saint Regis Village – 29.6

Slide 38 - Petitioner Exhibit 1.31

(c) The purpose of the variation is not based primarily upon a desire to increase financial gain;

While density reductions could reduce the project yield, that cannot be considered a hardship per the standards.



Gilbane – 55.2

Lilac Station – 51.2

Yorktown Reserve – 39.4

Saint Regis Village – 29.6

Slide 39 - Petitioner Exhibit 1.32

(d) The alleged difficulty or hardship is caused by this ordinance and has not been created by any person presently having an interest in the property;

Given the nature of the petition and request, the hardship is being created exclusively by the petition, as they acquired it and could continue to operate the property as a hotel under existing code provisions.

The subject property was purchased by the petitioner in May 2022. At time of purchase the property was zoned B3, and an owner's or developer's reasonable expectation would be that the property would be for commercial uses. As with the Comprehensive Plan, representations have not been made that suggest that commercial land uses are not suitable on the subject property.

Slide 40 - Petitioner Exhibit 1.33

TIMING

- Synergy Acquisition of Property: September, 2022
- Plan Commission filing: Fall, 2022
- Village Board consideration: Winter, 2023 (concurrent with consideration of an Economic Incentive Agreement)
- Construction start: Summer, 2023

Slide 41 - Petitioner Exhibit 1.34

(a) Because of the particular physical surroundings, shape, or topographical conditions of the specific property involved, a particular hardship to the owner would result, as distinguished from a mere inconvenience if the strict letter of the regulations were to be applied;

While staff sees value in preserve the existing pool and clubhouse, The petitioner could meet code requirements by simply razing some of the existing units.

Slide 42 - Petitioner Exhibit 1.35

(b) The conditions upon which an application for a variation is based are unique to the property for which the variation is sought, and are not generally applicable to other property within the same zoning classification;

Staff recognizes the uniqueness of the property and concept, but in response, granting relief from open space requirements can set an undesirable precedent.

“As a matter of zoning law, zoning permits and map amendments are all judged on the individual factors and on a case by case basis and the law is quite clear that you don’t establish precedents when you grant a zoning amendment with respect to a particular piece of property because all pieces of property are unique from the perspective of the zoning amendment process.”

Village Attorney, Plan Commission Case 18-08

Slide 43 - Petitioner Exhibit 1.36

(c) The purpose of the variation is not based primarily upon a desire to increase financial gain;

While providing additional open space would reduce the project yield, that cannot be considered a hardship per the standards.

(d) The alleged difficulty or hardship is caused by this ordinance and has not been created by any person presently having an interest in the property;

Given the nature of the petition and request, the hardship is being created exclusively by the petition, as they acquired it within the past year and could continue to operate the property as a hotel under existing code provisions.

Slide 44 - Petitioner Exhibit 1.37

(b) Because of the particular physical surroundings, shape, or topographical conditions of the specific property involved, a particular hardship to the owner would result, as distinguished from a mere inconvenience if the strict letter of the regulations were to be applied;

While the lot is surrounded by rights-of-way and an abutting hotel, there is nothing unique to the subject property that could not preclude additional space construction through removal of units.

(c) The conditions upon which an application for a variation is based are unique to the property for which the variation is sought, and are not generally applicable to other property within the same zoning classification;

The Village has very carefully reviewed this issue with other projects and particularly residential projects, to ensure that adverse conditions do not present themselves. Through this review and noted below, the need to provide sufficient residential parking has been a paramount issue for residential developments.

Slide 45 - Petitioner Exhibit 1.38

(d) The purpose of the variation is not based primarily upon a desire to increase financial gain;

Compliance could be achieved by unit/building reductions, so there is not an inherent hardship offered in this instance. Staff also references the recently approved Yorktown Reserve project. As the Plan Commissioners will recall, this project was required to provide sufficient parking to accommodate residents while ensuring that commercial properties and their REA agreement are met. This has resulted in the developer adding an additional level of deck parking at a significantly additional cost, all to ensure that future parking conflicts will not exist.

(e) The alleged difficulty or hardship is caused by this ordinance and has not been created by any person presently having an interest in the property;

The Zoning Ordinance has been implemented with provisions to ensure residential development meets code provisions.

Slide 46 - Petitioner Exhibit 1.39

(e) The granting of the variation will not be detrimental to the public welfare or injurious to other property or improvements in the neighborhood in which the property is located;

While the petitioner has offer data to support their request for a reduction in requisite parking for the proposed 1.5 space/unit standard, and that could apply in urban environments and transit-oriented developments (TOD), this has not been the case in Lombard. As an example, in a downtown environment, a 1998 standard and companion amendments thereto memorized full parking requirements any new residences in the downtown B5 District and to meet demand. This is offered in response to concerns that transit accommodation can inherently reduce parking need.

The Village has not found that to be the case for many projects in Lombard and support for existing code is justified. Such cases/instances include:

East South Broadway: The Village needed to set up a parking sticker program associated with a 2005 dedication/reconstruction project to help existing tenants achieve a minimum parking level. However, the Village continues to receive additional requests for additional stickers or accommodation for overnight street parking.

Oakview Estates: This 2004 planned development did not provide for a private cap on the number of vehicles within the planned development and as such, condominium owners expressed concerns that this is a Village issue

as the Village standard does not meet their demand for sufficient parking, it has been raised in consideration of an adjacent affordable housing development, and that such additional vehicles are subject to towing.

BlueStem (Ann/Finley): This affordable housing project completed in 2015 did meets minimum code requirements. However, as the management company expressed concerns and required all non-tenant registered vehicles to be off the property during overnight hours, this created neighborhood on-street and overnight parking concerns that have resulted in significant additional engagement with the Police Department.

South Main Street mixed-use building: This nonconforming parking situation has resulted in residents parking on an adjacent strip center development; thereby potentially impacting that property's ability to have sufficient parking for their employees/customers.

Slide 47 - Petitioner Exhibit 1.40

Parking:

A zoning deviation from Section 155.602, Table 6.3 of the Village Code to allow for a reduction of the required number of off-street parking spaces from 1.5 spaces per dwelling unit to 1.2 spaces per dwelling unit, for the residential portion of the development;

Below is a chart of the unit mix. This particular mix of unit sizes will result in most tenants being either single persons or couples, as opposed to families, and that this demographic would not generate a high demand for parking. Per the KLOA traffic report, the proposed parking ratio of 1.2 spaces per unit is consistent with other apartment developments (built or planned) in the Chicagoland area which provides an average parking at a ratio of 1.26 spaces per unit.

Studio	1
1 Bed	75
1 Bed + Den	24
2 Bed	18

The petitioner asserts the spaces will be adequate to meet demand generated by the development. The development is also located in a walkable neighborhood and across the street from the Metra train. Transit orientated development is a popular development trend, especially in suburban downtowns. The proximity of the Metra train and downtown amenities reducing the need for a car.

Slide 48 - Petitioner Exhibit 1.41

(f) The granting of the variation will not alter the essential character of the neighborhood; and

As noted, insufficient parking can change the character of a neighborhood.

Slide 49 - Petitioner Exhibit 1.42

Previous Relevant Cases of Staff and KLOA Support for Parking Relief

Staff has supported similar requests regarding parking relief.

PC-17-08 - 1005-1027 E. Division St.

Applicant granted deviation to reduce the parking ratio for one-bedroom apartment units 1.5 to 1.0 space per dwelling unit, stating this count would adequately serve the building's resident population.

- ✓ KLOA and Staff supported this assertion.

PC 15-21: 611 E. Butterfield Road

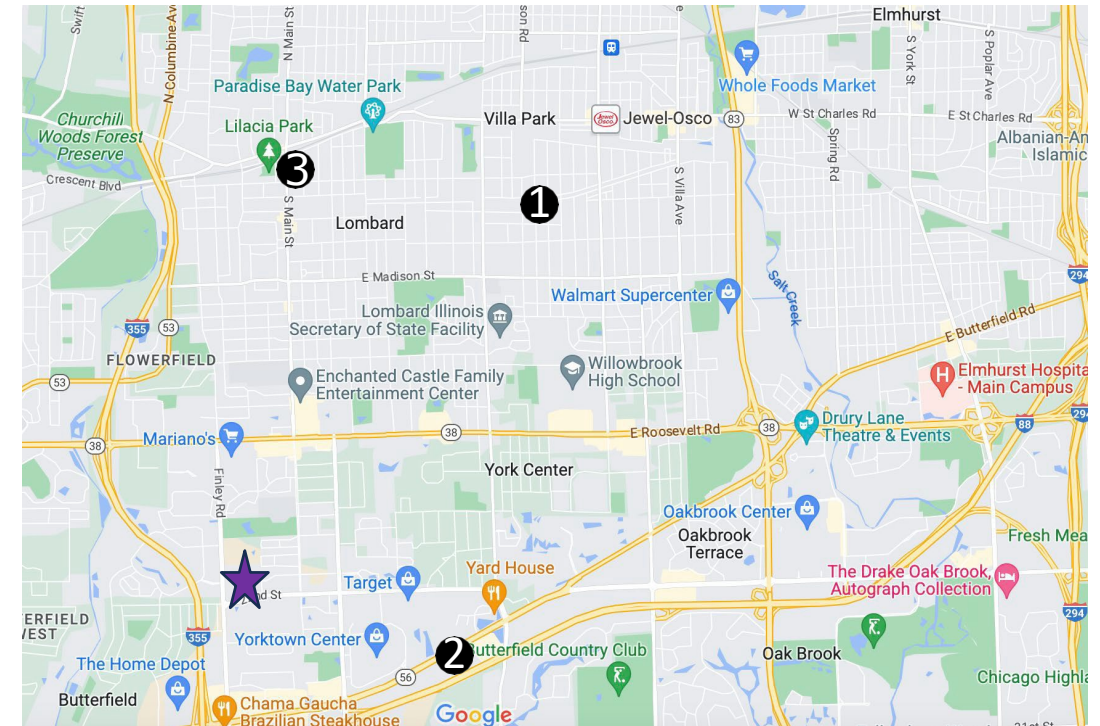
Applicant granted a parking deviation on the assertion that reducing the amount of parking spaces would not limit their ability to provide adequate parking.

- ✓ Staff supported this assertion and noted that the reduction in overall parking spaces would not adversely impact the value or use of any other properties.

PC 19-14 101-109 S Main St Lilac Station

Applicant granted a parking deviation for a reduction of the required number of off-street parking spaces from 1.5 spaces per dwelling unit to 1.2 spaces per dwelling unit.

- ✓ Staff and KLOA supported the request relying specifically on the property's unit mix that would attract non-families (65% of units are studio/one-bedrooms).
- ✓ KLOA report stated that 1.2 spaces per dwelling unit was consistent other apartment complexes in the metro area.
- ✓ KLOA also stated that the property's proximity to public transit would reduce the need for a car.



Slide 50 - Petitioner Exhibit 1.43

Cautions

The quality and quantity of parking demand data vary significantly by land use code. *Parking Generation Manual* should be considered only the beginning point of information to be used in estimating parking demand. Local conditions and area type can influence parking demand. The wide array of data in the manual blends many site conditions and may not best reflect a particular local condition. Therefore, a survey of a site in a comparable local condition should always be considered as one potential means to estimate parking demand. *

Dense Multi-Use Urban—a fully developed area (or nearly so), with diverse and interacting complementary land uses, good pedestrian connectivity, and convenient and frequent transit. This area type can be a well-developed urban area outside a major metropolitan downtown or a moderate size urban area downtown. The land use mix typically includes office, retail, residential, and often entertainment, hotel, and other commercial uses. The residential uses are typically multifamily or single-family on lots no larger than one-fourth acre. The commercial uses often have little or no setback from the sidewalk. Because the motor vehicle still represents the primary mode of travel to and from the area, there typically is on-street parking and often off-street public parking. The complementary land uses provide the opportunity for short trips within the Dense Multi-Use Urban area, made convenient by walking, biking, or transit. The area is served by significant transit (either rail or bus) that enables a high level of transit usage to and from area development.

General Urban/Suburban—an area associated with almost homogeneous vehicle-centered access. Nearly all person trips that enter or exit a development site are by personal passenger or commercial vehicle. The area can be fully developed (or nearly so) at low-medium density with a mix of residential and commercial uses. The commercial land uses are typically concentrated at intersections or spread along commercial corridors, often surrounded by low-density, almost entirely residential development. Most commercial buildings are located behind the parking area or surrounded by parking. The mixing of land uses is only in terms of their proximity, not in terms of function. A retail land use may focus on serving a regional clientele whereas a service land use may target motorists or pass-by vehicle trips for its customers. Even if the land uses are complementary, a lack of pedestrian, bicycling, and transit facilities or services limit non-vehicle travel.

Additional Data

In prior editions of *Parking Generation*, the low-rise multifamily housing sites were further divided into rental and condominium categories. An investigation of parking demand data found no clear differences in parking demand between the rental and condominium sites within the ITE database. As more data are compiled for future editions, this land use classification can be reinvestigated.

The average parking supply ratios for the study sites with parking supply information are shown in the table below.

Setting	Proximity to Rail Transit	Parking Supply Ratio	
		Per Dwelling Unit	Per Bedroom
Dense Multi-Use Urban	Within ½ mile of rail transit	0.6 (12 sites)	0.4 (10 sites)
	Not within ½ mile of rail transit	0.9 (18 sites)	0.6 (18 sites)
General Urban/ Suburban	Within ½ mile of rail transit	1.5 (10 sites)	0.9 (10 sites)
	Not within ½ mile of rail transit	1.7 (52 sites)	1.0 (52 sites)

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), California, Colorado, District of Columbia, Maryland, Massachusetts, Oregon, Pennsylvania, Texas, Washington, and Wisconsin.

It is expected that the number of bedrooms and number of residents are likely correlated to the parking demand generated by a residential site. Parking studies of multifamily housing should attempt to obtain information on occupancy rate and on the mix of residential unit sizes (i.e. number of units by number of bedrooms at the site complex). Future parking studies should also indicate the number of levels contained in the residential building.

Slide 51 - Petitioner Exhibit 1.44

Institute of Transportation Engineers Parking Rates

While the proposed reserved residential parking ratio of 1.20 spaces per unit does not meet the Village code requirement, based on a review of survey data published by the Institute of Transportation Engineers (ITE) in the *Parking Generation Manual*, 4th Edition for Land-Use Code 221 (Low/Mid-Rise Apartments), the following was determined:

- The average peak parking demand ratio based on the number of bedrooms ranged between 0.9 and 1.0 spaces per bedroom.
- The rate shows a direct correlation between the number of bedrooms and the peak parking demand. Developments with less than an average of 1.5 bedrooms per unit had a peak parking demand of 92 percent of the average peak parking demand. This will apply to the proposed development since it is anticipated to have an average of 1.15 bedrooms per unit.

Lilac Station
Lombard, Illinois

28



Saint Regis Village

Comparable
Statistics

108 - Studios

36 - 1 Bedrooms

Furthermore, the proposed parking ratio of 1.20 spaces per unit is consistent with other apartment developments (built or planned) in the Chicagoland area which provides an average parking at a ratio of 1.26 spaces per unit. The location, number of units, and number of parking spaces provided for these developments are summarized in a table included in the Appendix.

Slide 52 - Petitioner Exhibit 1.45



Chicago Metropolitan
Agency for Planning

Transit Oriented Development Parking Characteristics

It should be noted that given the site's proximity to public transportation and its location within the Lombard downtown area as well as the mix of land uses surrounding the site, the proposed land use fits the characteristics of a Transit Oriented Development (TOD). A TOD is, by definition, a type of development that has mixed-uses integrated within a walkable neighborhood and located within ¼ mile from public transportation. Typically, a TOD is characterized by:

- A mix of uses
- Moderate to high density
- Pedestrian orientation/connectivity
- Transportation choices
- Reduced parking

Parking demand/requirements at a TOD development are much lower than the parking demand of developments that are not located within close proximity to public transportation. Based on a 2008 report titled *Effects of TOD on Housing, Parking and Travel*, published by the Federal Transit Administration (FTA), the Transportation Research Board (TRB), and the Transit Development Corporation, typically TOD residents are almost twice as likely to not own a car and own almost half the number of cars of other households.

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Sep 18, 2013

Transit-Oriented Development

In the Chicago region, potential sites for TOD are plentiful. The CTA has 142 stations on its seven rapid transit lines along 100 miles of rail, while Metra's suburban service comprises 239 existing stations, with plans for 33 more potential stations through Metra's four current New Starts projects (UP-W Upgrade, UP-NW Extension and Upgrade, new SouthEast Service Line, and new STAR Line), on 11 existing commuter rail lines along 489.2 route miles. TODs can also be anchored by bus stations or terminals, or near major stops along Bus Rapid Transit (BRT) systems.

Slide 53 - Petitioner Exhibit 1.46



PARKING SUPPLIED AND UTILIZED BY NUMBER OF BEDROOMS

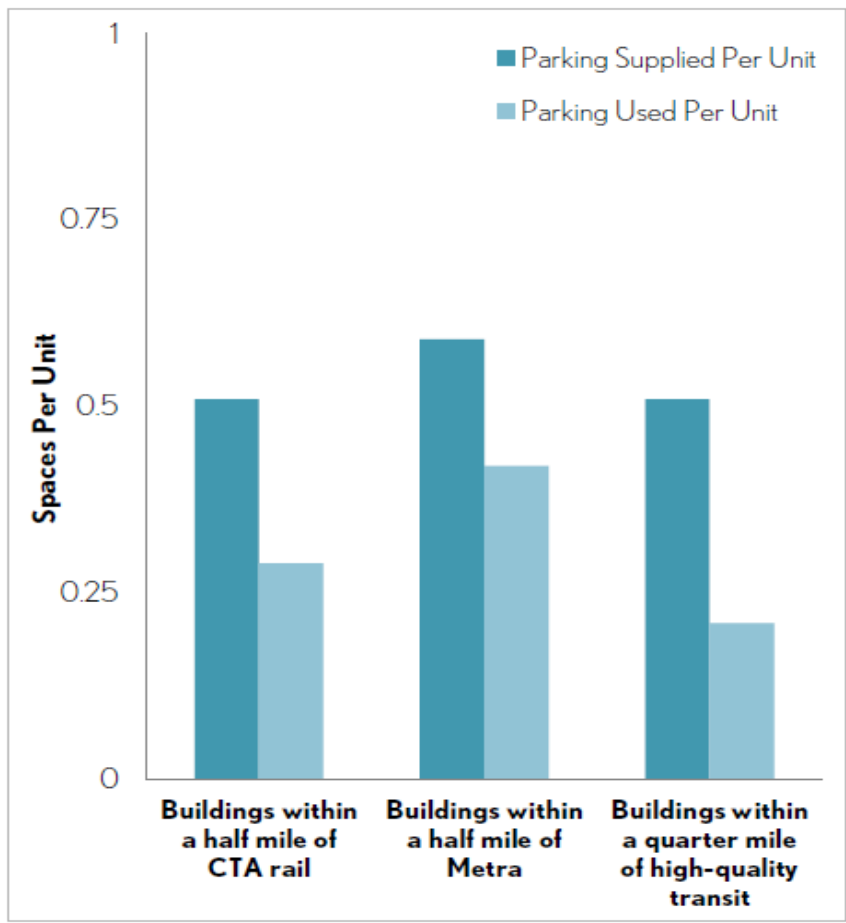
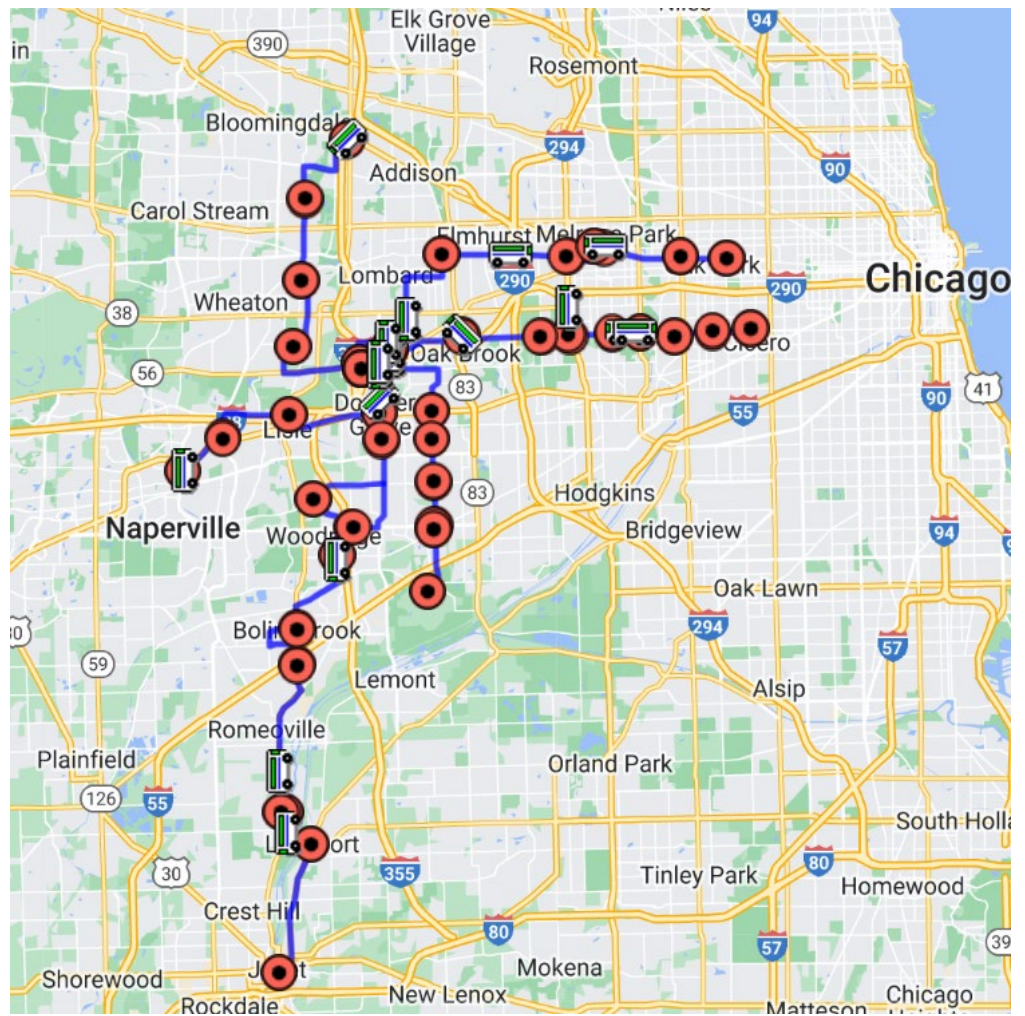


Chart 6



Bus Route : 313 , 322 , 715 , 722 , 834

Source : CNT

Slide 54 - Petitioner Exhibit 1.47



For every 6 inches of snow the property loses 4 spots.

There are 32 visitor spots that are being proposed.