

# PLAN COMMISSION

## INTER-DEPARTMENTAL REVIEW COMMITTEE REPORT

### 50 YORKTOWN RING ROAD (YORKTOWN COMMONS PARCEL 2)

**August 29, 2016**

#### Title

PC 16-18

#### Property Owner

YTC Landowner LLC  
100 N. Sepulveda Blvd, Ste. 1925  
El Segundo, CA 90025

#### Petitioner – Developer

Greystar PG II, LLC  
c/o Gary Wallace  
750 Bering Drive, Ste. 200  
Houston, TX 77057

#### Property Location

Southeast corner of Grace Street  
and Yorktown Mall Ring Road

#### Zoning

B3PD Community Shopping  
District Planned Development

#### Existing Land Use

Vacant/Undeveloped

#### Comprehensive Plan

Regional Commercial

#### Approval Sought

Site plan approval for a parcel in  
the Yorktown Commons PD,  
with companion major changes to  
standards of the approved form-  
based code.

#### Prepared By

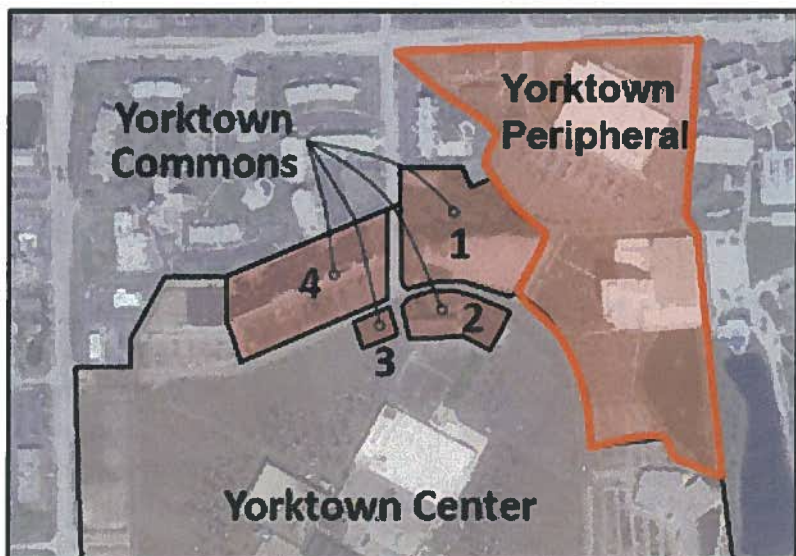
Anna Papke, AICP  
Senior Planner



**LOCATION MAP**

#### DESCRIPTION

In January 2016, the Village Board of Trustees approved Ordinance 7177, establishing the Yorktown Commons Planned Development at the intersection of Grace Street and the Yorktown Mall ring road (PC 15-27C). At that time, the Village also approved the Yorktown Commons Planned Development Design Guidelines, a form-based code (FBC) containing site and building design standards for the four parcels within the Yorktown Commons Planned Development.



Greystar PG II, LLC, was chosen as the developer for Parcels 1 and 2 of the Yorktown Commons Planned Development. At this time,

## PROJECT STATS

### Lot Stats

Parcel Size:	1.81 acres
Proposed Impervious Surface Area:	1.34 acres
Proposed Landscaped Area:	0.47 acres

### Project Details

Dwelling units:	175
Parking spaces:	241
Associated tenant amenities to include lobby and dining area.	

### Applicable Regulations

1. Yorktown Commons PD Design Guidelines (form-based code); and
2. Lombard Zoning Ordinance.

### Requested Changes/Relief

1. Major change to allow seven-story building at a height of 77', where a maximum building height of six stories, 100' was established;
2. Reduce parking ratio to 1.38 per unit;
3. Reduce parking stall width to 8'3";
4. Adjust western build-to line from 21 feet to a range of 21 to 26 feet;
5. Adjust northern build-to line from 20 feet to a range of 21 to 68 feet; and
6. Allow Front Yard Type II landscape treatment where Type I is required.

Greystar (petitioner) requests site plan approval for a proposed multiple-family apartment development on Parcel 2.

### Project Details and Approval Process:

The petitioner proposes to develop the subject property with a seven-story, 175-unit multiple-family apartment complex. The development also will incorporate a parking garage with 241 spaces.

The proposed development is subject to the requirements established in the Yorktown Commons Planned Development Design Guidelines (also referred to as the form-based code, or FBC). The Design Guidelines regulate density, height, design and landscaping, among other elements, for development within the Yorktown Commons PD. Per the Design Guidelines, the Plan Commission oversees development within the planned development through the final plan approval process described in Section IV. Proposed final plans that substantially conform to the preliminary plans approved when the Yorktown Commons Planned Development was established are subject to final approval by the Plan Commission. Proposed final plans that deviate from the preliminary plan in significant ways are subject to the provisions for major changes as defined in the Design Guidelines. Development proposals that include major changes require a public hearing before the Plan Commission and final approval by the Village Board.

The proposed development at 50 Yorktown Ring Road (Parcel 2) incorporates the following changes:

- Major change to allow seven-story building at a height of 77', where a maximum building height of six stories not exceeding 100' was established;
- Amend parking ratio to 1.38 spaces per unit (241 spaces) where a ratio of 1.5 per unit (263) is required by the Zoning Ordinance;
- Reduce parking stall width to 8'3" where 9'0" is required;
- Major change to adjust western build-to line from the 21-foot standard called for in the Design Guidelines to a build-to line ranging from 21 feet to 26 feet;
- Major change to adjust northern build-to line from the 20-foot standard called for in the Design Guidelines to a build-to line ranging from 21 feet to 68 feet; and
- Major change to allow use of Front Yard Type II landscaping treatment along perimeter of development where Front Yard Type I treatment is required.

## **Submittals**

1. Petition for public hearing, dated August 10, 2016;
2. Project narrative, including response to standards for major changes in Yorktown Commons PD Design Guidelines;
3. Civil engineering plans for 50 Yorktown Ring Road (Parcel 2), prepared by Kimley Horn, dated August 5, 2016;
4. Greystar Yorktown Commons Mixed Use Neighborhood – Final Planned Development, Official Submission. Parcel 2: Plan Commission Submission, dated August 8, 2016; and
5. Memorandum from Kimley-Horn to Greystar Development, LLC, RE: parking demand summary for active adult senior housing, dated August 17, 2016.

Due to the requested major changes and parking relief, this petition is subject to the public hearing process and will ultimately require approval by the Village Board. The proposed changes and parking relief are discussed in more depth later in this report.

## **EXISTING CONDITIONS**

Property contains a vacant building (formerly a restaurant).

## **APPROVAL(S) REQUIRED**

Pursuant to Section 155.504 (A) (major changes in a planned development) of the Lombard Zoning Ordinance, amend the Yorktown Commons Planned Development Form Based Code, as required by Section IV(E)(3) and established by Ordinance No. 7177, as follows:

1. Provide for a major change to the height standard to allow a seven-story building with a height of 77 feet, where a maximum building height of six stories not exceeding 100 feet was established;
2. Amend the parking ratio for the proposed development to 1.38 spaces per unit, where a parking ratio of 1.5 spaces per unit was established and is required by Section 155.602(C), Table 6-3 of the Zoning Ordinance;
3. Reduce the parking stall width to a minimum of eight feet, three inches (8'3"), where a minimum parking stall width of nine feet (9') was established and is set forth within Section 155.602(C), Table 6-2 of the Zoning Ordinance;
4. Amend the build-to lines for the proposed multiple-family residential development in the following respects:
  - a. Provide for a major change adjustment to the western build-to line to allow for the exterior building elevation to range between 21 and 26 feet, where a 21 foot build-to line was established, and
  - b. Provide for a major change adjustment to the northern build-to line to allow for the building elevation to range between 21 feet and 68 feet, where a 20 foot build-to line was established.
5. Approve use of Front Yard Type II landscaping treatments along at the perimeter of the development, where the Form-Based Code recommends Front Yard Type I landscaping; and

6. Approve the proposed multiple-family residential development based upon the submitted plans, pursuant to Ordinance 7177 and through Section 155.511 of the Lombard Zoning Ordinance (Site Plan Approvals) and as appropriate.

## **INTER-DEPARTMENTAL REVIEW**

### **Building Division:**

The Building Division has been involved with numerous conversations with the petitioner regarding building type and previously approved Building Code amendments. A full Building Code review will be conducted for any and all future development submissions.

### **Fire Department:**

As the proposal involves only the preliminary stages of an overall redevelopment plan for the area, the Fire Department has no issues or concerns regarding the project at this time.

### **Private Engineering Services (PES):**

Private Engineer Services has the following comments regarding the proposed project:

1. Either the watermain along the north side of what is currently being referred to as "Market Rate" (Parcel 1) either needs to be looped with the required 30-ft easement with the watermain centered in the easement, or the redline mark up for allowing the dead ends that was emailed from Dave Gorman on 8/12/16 be followed. In summary, the email stated: a maximum 150' max hydrant leg and a 250' max dead-end water main with a service at the end to maintain fresh water. A backflow prevention valve on each 4" domestic service inside the building would protect the public water system from reverse flow. The required 30-ft easement, centered on these lines, should be provided for these lines as well.
2. Both of these developments (Parcels 1 and 2) shall be tributary to the proposed Yorktown sanitary pump station that is currently under review by the Village and not the Westin sanitary pump station.
3. The storm sewer bypass pipe system for the "Market Rate" plan (Parcel 1) will be reviewed under final engineering detailed storm sewer design calculation with the sizing based on final grading and overflow route restrictions.
4. As has been discussed with the design engineer, the underground stormwater detention vault will be required to have an external inspection manhole outside of the building footprint. This is not only for Village inspection purposes, but maintenance of the system as well. Similarly, the mechanical best management practices structure and the outlet control structure shall follow the same requirement for the same reasons. The underground vault shall be shifted for visual inspection via the inspection manhole to allow the inspection manhole to be located on top of the vault system

exterior to the building footprint. These items will be reviewed during final engineering for compliance.

5. If a different street lighting is desired along Grace Street, it would be under the purview of Public Works review. The standard would need to be uniform along Grace from 22nd Street to the Yorktown ring road.
6. All other engineering related items will be addressed to meet Village requirements during final engineering review.

**Public Works:**

The Department of Public Works reviewed the submitted plans and offered technical comments. Based on conversation with the Assistant Director of Public Works, Community Development staff is confident that in addressing these comments, the petitioner will not significantly alter the proposed site plan. Public Works comments are as follows:

1. Sheet C0.1:
  - Add to Water Main #15: “Hydrants shall be yellow and per Village of Lombard spec. All stainless steel bolts above and below grade.”
2. Sheet C4.0:
  - Add “Village shall do all water main shut downs, with a minimum 24-hour notice” to General Utility Note #3.
3. Sheet L1.0:
  - The trees between the perimeter sidewalks and roadways should be a variety of at least three species in lieu of monocultures that would be susceptible to concurrent disease/infestation and removal. In addition, maples are not ideal trees for use in such narrow parkways due to their eventual width.

**Planning Services Division:**

The Planning Services Division notes the following:

*1. Surrounding Zoning & Land Use Compatibility*

	Zoning	Land Use
North	B3PD & R5PD	Yorktown Commons Planned Development
South	B3PD	Yorktown Shopping Center Planned Development
East	B3PD	Yorktown Shopping Center Peripheral Planned Developments
West	B3PD	Yorktown Commons Planned Development

The adjacent properties are either part of the same planned development or are part of the Yorktown Shopping Center and Yorktown Peripheral planned developments. Given that existing development on the adjacent properties consists of commercial development (Yorktown Mall) and multi-family

residential development, staff considers the multiple-family apartment complex proposed on the subject property to be consistent with the zoning and land uses of surrounding properties.

## **2. *Comprehensive Plan Compatibility***

When the Yorktown Commons Planned Development was brought before the Plan Commission in late 2015, Village staff stated in IDRC report PC 15-27C that the Yorktown Commons Planned Development is consistent with the Comprehensive Plan's recommendation of a Regional Commercial land use on the subject property. Staff further noted that Vision 3 in the Comprehensive Plan is to "create and maintain viable commercial districts throughout the Village." IDRC report PC 15-27C points out that the Yorktown Commons PD is consistent with Vision 3 because it encourages redevelopment that is compatible with the Yorktown Shopping Center.

As the proposed development on Parcel 2 is consistent with the standards of the Yorktown Commons Planned Development, staff concludes that in furthering the goals of the planned development, the development is also consistent with the intent of the Comprehensive Plan. Staff further notes that Vision 2 of the Comprehensive Plan reads "Lombard will foster a diverse housing stock with a sustainable land use pattern." In providing new residential development in an infill location within the Village, the proposed development of Parcel 2 furthers this vision as well.

## **3. *Compatibility with Yorktown Commons Planned Development Design Guidelines***

This development is subject to the standards contained in the Yorktown Commons Planned Development Design Guidelines. The Design Guidelines include provisions for land uses, build-to lines, open space requirements, parking, landscaping and architectural design, among other standards.

Staff has analyzed the plans submitted by the petitioner against the requirements of the Design Guidelines. Staff finds that with the exception of the major changes and variances noted above and discussed below, the proposed development generally complies with the requirements of the Design Guidelines. The following table summarizes staff's review of the proposed development against the standards of the Design Guidelines.

	<b><u>Design Guidelines Requirement</u></b>	<b><u>50 Yorktown Ring Road (Yorktown Commons Parcel 2)</u></b>
<b>Vision</b>		
<i>Project Description</i>	Creation of a new pedestrian-friendly neighborhood that includes a mix of uses and a strong residential component. Key elements to include: entry from the north along Grace Street with residential buildings lining the street; new public urban spaces; new residential uses with high quality architecture; new neighborhood open spaces.	Proposed development on Parcel 2 consists of a multi-family apartment complex. The proposed design brings the apartment building close to the Grace Street and Yorktown ring road frontages, while parking and services areas are confined to the rear of the development.
<b>Land Use</b>		
<i>Permitted Uses</i>	Permitted uses in the Planned Development include: office and business uses permitted in the B3 Community Shopping district; residential uses, including townhouses and multi-family; hotel; daycare as accessory use; mixed-use buildings.	Developer proposes to build a 7-story multi-family apartment complex consisting of 175 dwelling units.
<i>Recommended Uses</i>	The FBC recommends street-activating uses such as leasing offices, fitness rooms, club rooms and lobbies be located at the intersection of Grace Street and the YT ring road.	The main lobby and other amenities will be located on the ground floor of the northwest corner of the building, where adjacent to the Grace Street/Yorktown ring road intersection.
<i>Density</i>	Maximum number of dwelling units in Planned Development = 970.	Dwelling units proposed for Parcel 2 = 175. Total dwelling units proposed for Parcels 1 and 2 = 550.
<b>Regulating Plan</b>		
<i>Open Space</i>	Minimum 12.5% of total site area to be maintained as open space. In the case of Parcel 2, this results in a minimum requirement of 0.1 acres. The FBC defines open space as including lawns, gardens, parks, linear greens, trails and paths, water features, and gathering spaces such as courtyards, squares and plazas.	Project provides a mixture of open green space (courtyard) and hardscaped open areas. Total open space = 0.57 acres.

<i>Build-to Line</i>	Grace Street = 21 feet; Yorktown ring road = 20 feet; eastern property line = 18 feet.	Build-to line on Grace Street side varies from 21 feet to 26 feet, <u>requiring approval of a major change</u> ; build-to line on Yorktown ring road varies from 21 feet and 68 feet, <u>requiring approval of a major change</u> ; build-to line on eastern property line consistent with FBC requirement.
<i>Frontage Occupancy</i>	Grace Street = 75-100%; Yorktown ring road = 70-90%; eastern property line = 70-90%.	Frontages along Grace Street, Yorktown ring road and eastern property line are consistent with these requirements.
<i>Building Height</i>	Maximum building height = six stories, not to exceed 100 feet.	<u>Proposed building will be seven stories, requiring approval of a major change.</u> Total height of building will be 77 feet.
<i>Urban Design and Architectural Features</i>	South elevation required to be designed to primary façade standards. Prominent corner element required at northwest corner of building, adjacent to Grace Street and ring road intersection.	See building elevations and renderings in petitioner's submission.
<i>Front Yard Types</i>	Front Yard Type II required along east frontage and majority of north frontage of Parcel 2; Front Yard Type I may be substituted for Type II at the NW corner of site; Front Yard Type I required on Grace Street frontage.	Petitioner proposes to use Type II landscaping treatments along entire perimeter of development, <u>requiring approval of a change.</u>

**Development Standards**

<i>Parking and Loading</i>	Parking decks to be designed with liner building facing streets. Number and size of off-street parking spaces and loading spaces as required by Section 155.602 of Lombard Village Code.	Proposed parking deck is enveloped by multi-family building and a liner, not visible from the streets. The petitioner requests a variance from Village Code requirement to allow a parking ratio of 1.39 spaces per DU, as opposed to the required ratio of 1.5 spaces per DU. Petitioner also requests Village allow parking stalls to be 8'3" wide as opposed to required 9'0". <u>Both variations require approval by the Village.</u>
<i>Service Areas</i>	Service areas shall be screened from view of the street. Indoor service areas shall have closable doors recessed into the face of the building, and shall not be located on YT ring road within 200 feet of the Grace Street intersection.	Service areas to be located inside building.

**Architectural Standards**



All	Primary building facades to be oriented to the street; primary entry to be located along primary building façade and designed with architectural features communicating entry; service areas to be located in rear of building; primary facades to have windows of appropriate proportion and spacing; building facade materials to be consistent across facades and continue along secondary facades for 16 inches in depth; utilities and mechanical equipment to be located in interior of block or alongside of buildings.	Developer proposes to meet these architectural standards. See building elevations and renderings in petitioner's submission. Development to include a prominent corner element on the building at the southwest corner of the site as well as parapets along roofline. The submitted plans also show the building façade materials along the primary facades will be carried to the required depth along the secondary façade on the north side of the site. Building materials include: stucco (three shades), brick (two types), metal paneling (two types) and stone.
Multi-family	Minimum building height shall be greater than 18 feet; blank walls not to face streets; maximum of two primary materials used on a façade; exterior lights to match architectural style of building.	Developer proposes to meet these architectural standards. See building elevations and renderings in petitioner's submission.

**4. Major Change and Relief Requests**

The applicant requests the following major changes and relief pursuant to Section 155.504(A) (major changes in a planned development) of the Lombard Zoning Ordinance, and Section IV (E) (major changes) of the Yorktown Commons Planned Development Design Guidelines:

- A. *Major Change – Height Limit: Provide for a major change to the height standard to allow a seven-story building with a height of 77 feet, where a maximum building height of six stories not exceeding 100 feet was established.*

The petitioner proposes to construct a seven story building with an overall height of 77 feet. The Design Guidelines set a maximum building height of six stories with overall height not exceeding 100 feet.

Staff does not anticipate that the addition of an extra story will negatively impact the surrounding neighborhood or the future development of the remaining parcels within the Yorktown Commons Planned Development. As the overall height of the proposed building (77') is less than the overall height permitted by the Design Guidelines (100'), the proposed development will remain consistent with the intent of the Design Guidelines with respect to building height. In the response to standards, the petitioner points out that the development on this parcel will not be immediately adjacent to any currently existing development. The nearest existing residential building is Yorktown Condominiums, which will be buffered by the proposed five-story building on Parcel 1. Staff finds this request is consistent with the requirements for major changes and supports this change.

- B. *Major Change – Parking Ratio Relief: Amend the parking ratio for the proposed development to 1.38 spaces per dwelling unit (resulting in 241 spaces), where a parking ratio of 1.5 spaces per unit is established and required by Section 155.602(C) of the Zoning Ordinance.*

The petitioner proposes to construct 241 parking spaces on the site (236 spaces within the parking deck plus five spaces in the drop-off area in front of the building). This will result in a parking ratio of 1.38 spaces per unit. Section 155.602(C) of the Village's Zoning Ordinance requires a parking ratio of 1.5 spaces per unit for one- and two-bedroom apartment units. This ratio translates into a requirement for 263 parking spaces.

In the response to standards for major changes/parking relief, the petitioner asserts the 241 spaces will be adequate to meet demand generated by the development. The petitioner notes that 57% of the units will be one-bedroom apartments, with the remainder being two-bedroom units. The petitioner suggests 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. The petitioner also points out that proximity of the development to the Yorktown Mall and other points of interest in the immediate vicinity of the development may reduce resident dependency on vehicles and translate into residents owning fewer vehicles. See petitioner's response to standards for more detailed discussion of these points.

The Village's traffic consultant, KLOA, conducted a parking analysis on the proposed development. Survey data published by the Institute for Traffic Engineers (ITE) shows an average parking supply of 1.4 parking spaces per unit in low- and mid-rise apartments. ITE reports an average peak parking demand of 1.23 spaces per dwelling unit. Based on this data and a survey of other properties in Lombard, KLOA concludes a parking space ratio of 1.38 spaces per unit will be sufficient to serve the proposed development. The petitioner provided its own parking study that reached a similar conclusion based on the demographic group the developer proposes to target during leasing. Both studies are provided as an exhibit to this report.

Given the above, staff believes 241 parking spaces will be sufficient to serve the proposed development, and that this relief is consistent with the requirements for major changes/parking relief as specified in the Village Ordinance and the Design Guidelines. Staff supports this relief.

- C. *Major Change – Parking stall width: Reduce parking stall width to a minimum of 8'3", where a minimum parking stall width of 9'0" is established in the Design Guidelines.*

The Yorktown Commons PD Design Guidelines require standard parking spaces in the planned development to be 9'0" wide. The Design Guidelines provide for up to 30% of the required parking spaces to be constructed to compact space standards, which are 8'3" wide. The petitioner proposes to construct all spaces in this development at a width of either 8'6" or 8'3", and requests approval of a major change in order to do so.

In response to standards for a major change, the petitioner points out that Section 155.602(A)(5) of the Village Zoning Ordinance allows residential developments in residential districts to construct all spaces to a width of 8'3". As the proposed development on the subject property will be entirely residential in nature, the petitioner desires to construct the parking spaces accordingly. This change

would apply only to the development of the subject property, and therefore is not expected to have any impact on other development in the planned development or the wider neighborhood. Staff supports the requested change.

- D. *Major Change – Build-to line: Amend the build-to line for the western side of the subject property to allow for a build-to line ranging from 21 to 26 feet, where a 21-foot build-to line was established.*

The petitioner requires a major change to the approved build-to line for the west side of the property in order to accommodate the development. The increased build-to line will allow for modulation of the building façade as well as balconies associated with the residential units. Both features will add architectural interest to the development. Upon review of the site plan, staff finds that the proposed major change in this build-to line will not significantly impact the final development in terms of its ability to meet the intent of the Design Guidelines and the objectives of the Yorktown Commons Planned Development. The requested change will not create public health or safety concerns, nor will it impede the developer's ability to provide adequate public utilities and infrastructure improvements or meet the overall intent of the planned development. Staff supports this major change.

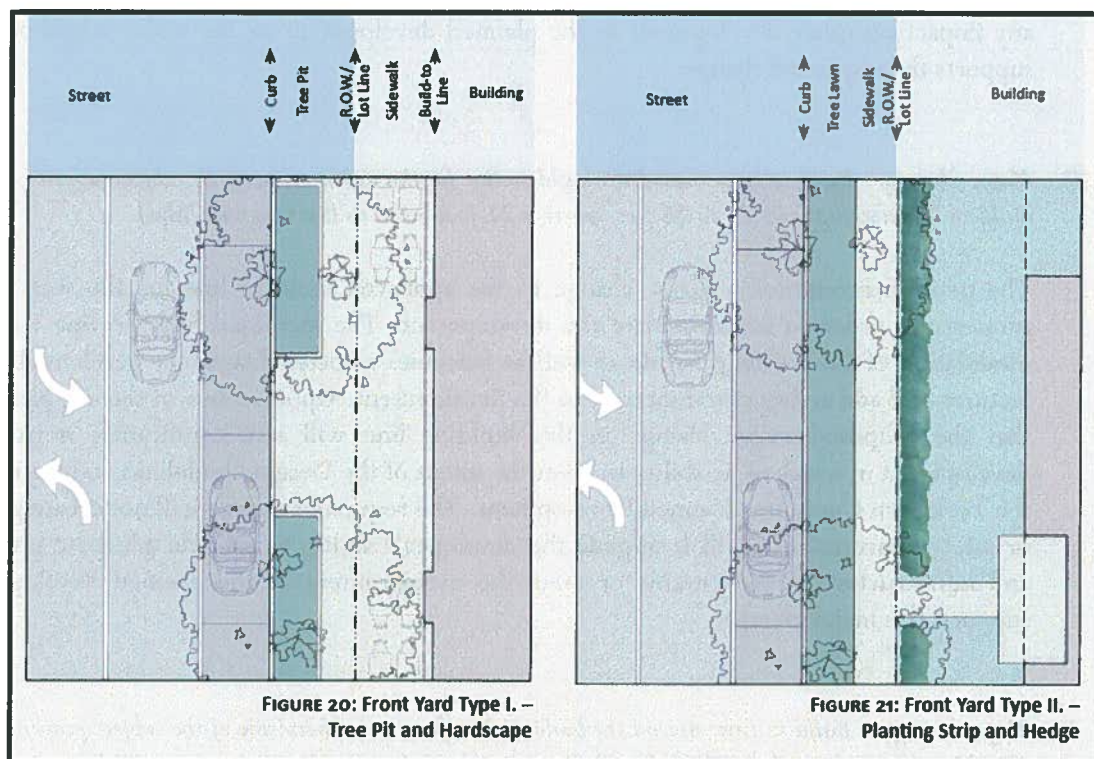
- E. *Major Change – Build-to line: Amend the build-to line for the northern side of the subject property to allow for a build-to line ranging from 21 feet to 68 feet, where a 20-foot build-to line was established.*

The petitioner requires a major change to the approved build-to line for the north side of the property in order to accommodate the development. The proposed building includes a resident and visitor drop-off area along the ring road frontage, with the result that portions of the building will have a significant setback from the property line. The drop-off area does incorporate a canopy that extends almost to the sidewalk and helps to maintain a pedestrian-appropriate sense of scale. The petitioner further points out that the drop-off area will serve to move vehicle loading and delivery activity away from the ring road.

Upon review of the site plan, staff finds that the proposed major change in this build-to line will not significantly impact the final development in terms of its ability to meet the intent of the Design Guidelines and the objectives of the Yorktown Commons Planned Development. The requested change will not create public health or safety concerns, nor will it impede the developer's ability to provide adequate public utilities and infrastructure improvements or meet the overall intent of the planned development. Staff supports this major change.

- F. *Major Change – Approve use of Front Yard Type II landscaping treatments along perimeter of the development where the Design Guidelines recommend Front Yard Type I landscaping treatment.*

The Design Guidelines require a combination of Front Yard Types for the perimeter of the subject property. Type II (planting strip and hedge) is mandated along the east and north sides of the site. Type I (tree pit and hardscape) is mandated along the west side of the site. The petitioner proposes to forego the use of Type I treatment and instead use the Type II treatment along all sides of the site where landscaping is required. The below graphic shows the differences between the two types.



*Front Yard Type I and Type II treatments, as shown in the Yorktown Commons Design Guidelines.*

Upon review of the landscape plan, staff finds that this proposed major change in the landscaping will not significantly impact the final development in terms of its ability to meet the intent of the Design Guidelines and the objectives of the Yorktown Commons Planned Development. Staff notes the use of the Type II treatment will result in more landscaping on the site, which is a benefit to the overall development. Moreover, the requested change will not create public health or safety concerns, nor will it impede the developer's ability to provide adequate public utilities and infrastructure improvements or meet the overall intent of the planned development. Staff supports this major change.

## **SITE HISTORY (NON SIGN-RELATED)**

### **1966: Yorktown Shopping Center Planned Development**

Establishment of the Yorktown Shopping Center Planned Development via Ordinance No. 1172. Note that within the originally approved site plan, Parcel 1 was identified for multi-family residential development and Parcel 4 was designated for use as an office complex.

### **PC 94-14: Yorktown Peripheral Planned Development**

Amendment to the geographic boundaries of the Yorktown Shopping Center Planned Development to remove approximately 15.6 acres to establish the Yorktown Peripheral Planned Development. Staff notes

that within the originally approved site plan, Parcel 1 was identified for use as a 100,000 square foot retail structure.

**PC 15-27A: Amendment to the Yorktown Shopping Center Planned Development**

Amendment to the geographic boundaries of the Yorktown Shopping Center Planned Development to remove approximately 8.3 acres from this planned development in order to establish the Yorktown Commons Planned Development (PC 15-27C). Also amended the number of parking spaces required in the Yorktown Shopping Center PD.

**PC 15-27B: Amendment to the Yorktown Peripheral Planned Development**

Amendment to the geographic boundaries of the Yorktown Peripheral Planned Development to remove approximately 5.9 acres from this planned development in order to establish the Yorktown Commons Planned Development (PC 15-27C).

**PC 15-27C: Yorktown Commons Planned Development**

Established the Yorktown Commons Planned Development via Ordinance 7177. Also adopted the Yorktown Commons Planned Development Design Guidelines as the form-based code regulating development within the Yorktown Commons Planned Development.

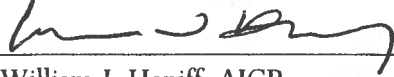
**FINDINGS & RECOMMENDATIONS**

Based on the above findings, the Inter-Departmental Review Committee has reviewed the petition and finds that it meets the standards for major changes to a planned development and standards for site plan approval, as established by the Lombard Zoning Ordinance and the Yorktown Commons Planned Development Design Guidelines. As such, the Inter-Departmental Review Committee recommends that the Plan Commission make the following motion recommending **approval** of this petition:

Based on the submitted petition and testimony presented, the proposed site plan with companion major changes to a planned development **complies** with the standards required by the Village of Lombard Zoning Ordinance and Yorktown Commons Planned Development Design Guidelines; and, therefore, I move that the Plan Commission accept the findings of the Inter-Departmental Review Committee Report as the findings of the Plan Commission and I recommend to the Corporate Authorities **approval** of PC 16-18, subject to the following conditions:

1. That the major changes to a planned development are valid only for Parcel 2 in the Yorktown Commons Planned Development;
2. That the petitioner shall develop the site in accordance with the plans submitted as part of this petition and referenced in the Inter-Departmental Review Committee Report, except as they may be changed to conform to Village Code, or as provided as part of the original planned development approval set forth in Ordinance 7177;

3. That the petitioner shall satisfactorily address all comments noted within the Inter-Departmental Review Committee Report; and
4. Pursuant to the Zoning Ordinance, the project construction shall commence within one (1) year from the date of approval of the ordinance, or this approval shall be come null and void unless a time extension has been granted by the Village Board.



William J. Heniff, AICP  
Director of Community Development

c. Petitioner

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**EXHIBITS**

- Petitioner's Traffic Memo
- KLOA Report