

#050537
III

LEGAL NOTICE

**NOTICE OF PUBLIC HEARINGS IN REGARD TO
THE VILLAGE OF LOMBARD'S USE OF BUSINESS DISTRICTS AND
THE CREATION OF LOMBARD BUSINESS DISTRICT NO. 1**

Notice is hereby given that public hearings will be held on Thursday, October 6, 2005, at 7:30 P.M. and on Thursday, October 20, 2005, at 7:30 P.M. as part of the Regular Lombard Village Board meetings, at the Lombard Village Hall, Board Room, 255 East Wilson Avenue, Lombard, Illinois, in regard to amending the Lombard Village Code to provide for the creation of business districts within the Village, the proposed creation of Lombard Business District No. 1 (including a "blighted area" designation in relation thereto), and the approval of a redevelopment plan in relation to Lombard Business District No. 1, all pursuant to 65 ILCS 5/11-74.3-1 *et seq.*

The proposed Lombard Business District No. 1 is generally located at the Northeast corner of Butterfield Road and Highland Avenue on the Yorktown Mall property, generally consists of the former Montgomery Wards store site and surrounding areas and is legally described as follows:

LOT 1 IN TBA RESUBDIVISION, BEING A SUBDIVISION OF PART OF SECTION 29, TOWNSHIP 39 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED NOVEMBER 13, 2003 AS DOCUMENT R2003-433529, IN DUPAGE COUNTY, ILLINOIS.

ALSO THAT PART OF LOTS 2, 3 AND 4 IN YORKTOWN, BEING A SUBDIVISION OF PART OF SECTION 29, TOWNSHIP 39 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED SEPTEMBER 27, 1968 AS DOCUMENT R68-44972 IN DUPAGE COUNTY, ILLINOIS AND DESCRIBED AS FOLLOWS: BEGINNING AT THE SOUTHWEST CORNER OF SAID LOT 4; THENCE NORTHERLY ALONG THE WEST LINE OF SAID LOTS 4, 3 AND 2 TO THE NORTHWEST CORNER OF SAID LOT 2; THENCE NORTH 89 DEGREES, 44 MINUTES, 47 SECONDS EAST, ALONG THE NORTH LINE OF SAID LOT 2, A DISTANCE OF 558.70 FEET TO A POINT OF CURVATURE; THENCE NORTHEASTERLY, 189.37 FEET ALONG THE ARC OF A CURVE CONCAVE NORTHWESTERLY, SAID CURVE HAVING A RADIUS OF 500.00 FEET; THENCE SOUTH 22 DEGREES, 23 MINUTES, 10 SECONDS EAST, A DISTANCE OF 301.25 FEET TO THE NORTH LINE

42 SECONDS WEST, A DISTANCE OF 604.76 FEET; THENCE SOUTH 66 DEGREES, 33 MINUTES, 07 SECONDS WEST, A DISTANCE OF 515.96 FEET; THENCE SOUTH 67 DEGREES, 08 MINUTES, 52 SECONDS WEST, A DISTANCE OF 189.32 FEET TO A POINT ON THE WEST LINE OF SAID LOT 6; THENCE SOUTH 30 DEGREES, 00 MINUTES, 00 SECONDS WEST, ALONG SAID WEST LINE, A DISTANCE OF 314.64 FEET TO THE SOUTHWEST CORNER OF SAID LOT 6; THENCE NORTH 67 DEGREES, 08 MINUTES, 52 SECONDS EAST, ALONG THE SOUTH LINE OF SAID LOT 6, A DISTANCE OF 377.85 FEET; THENCE NORTH 00 DEGREES, 20 MINUTES, 12 SECONDS WEST, A DISTANCE OF 97.52 FEET; THENCE NORTH 66 DEGREES, 07 MINUTES, 38 SECONDS EAST, A DISTANCE OF 169.70 FEET; THENCE SOUTH 02 DEGREES, 57 MINUTES, 12 SECONDS EAST, A DISTANCE OF 97.10 FEET TO THE SOUTH LINE OF SAID LOT 6; THENCE NORTH 66 DEGREES, 33 MINUTES, 07 SECONDS EAST, ALONG SAID SOUTH LINE, A DISTANCE OF 821.09 FEET TO THE SOUTHWEST CORNER OF SAID LOT 1; THENCE NORTH 02 DEGREES, 58 MINUTES, 03 SECONDS WEST, ALONG THE WEST LINE OF SAID LOT 1, A DISTANCE OF 295.00 FEET; THENCE NORTH 87 DEGREES, 01 MINUTES, 57 SECONDS EAST, ALONG THE NORTH LINE OF SAID LOT 1, A DISTANCE OF 150.00 FEET TO THE POINT OF BEGINNING.

P.I.N.'s: Pt. 06-29-101-036; 06-29-101-037; Pt. 06-29-101-038;. 06-29-101-039; Pt. 06-29-101-040; Pt.06-29-200-017; Pt. 06-29-200-028; Pt. 06-29-200-054; Pt. 06-29-301-008;. 06-26-301-012; and Pt. 06-29-400-002.

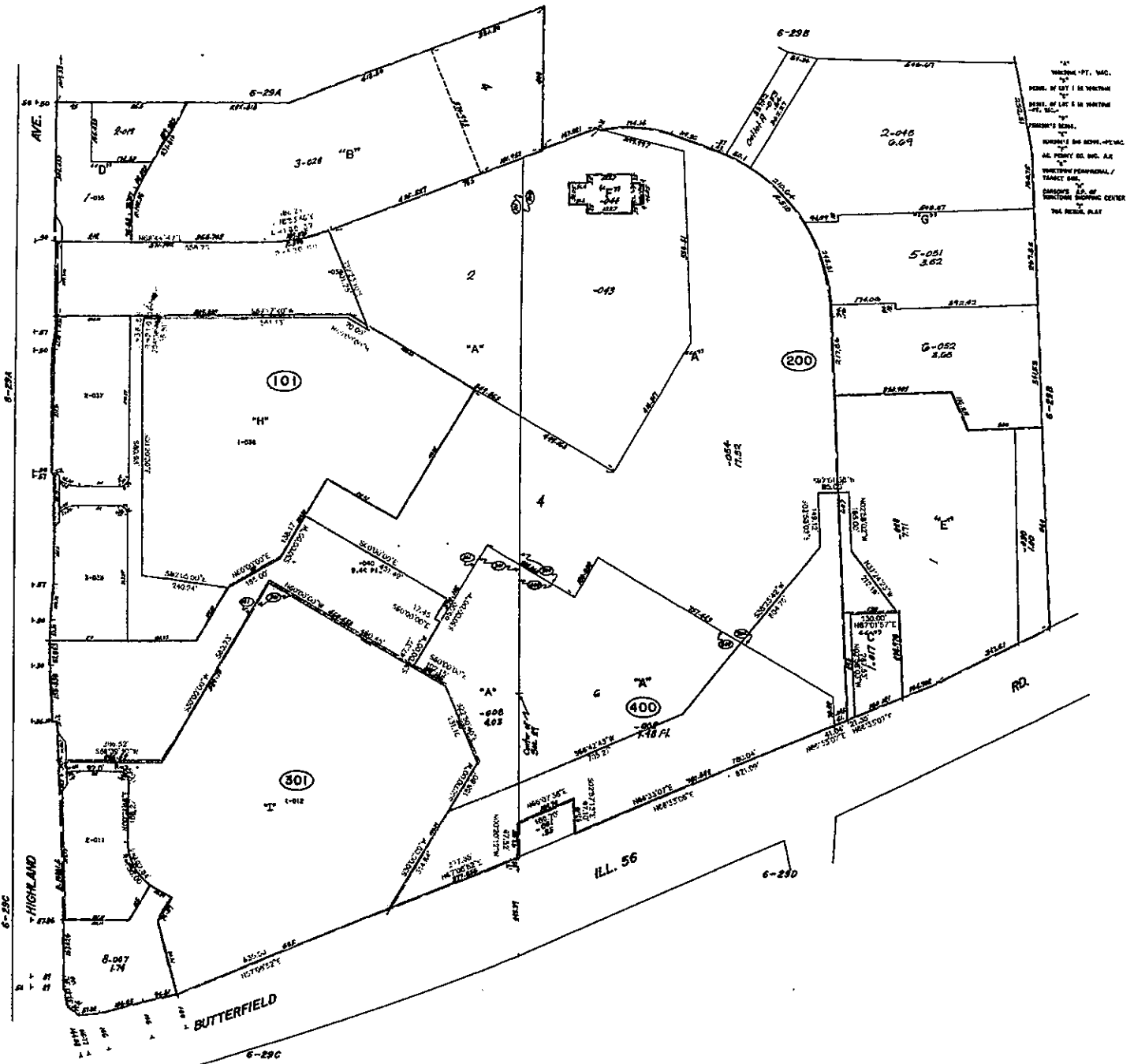
In so designating Lombard Business District No. 1 and approving the business district redevelopment plan in relation thereto, the Village of Lombard intends to make a "blighted area" finding, pursuant to 65 ILCS 5/11-74.3-5, so as to enable the Village to levy a business district retailers' occupation tax and a business district service occupation tax within the boundaries of Lombard Business District No. 1 at a rate of one percent (1.0%) of gross receipts of retail sales made within Lombard Business District No. 1.

At the public hearings, Village staff and the Village's consultant will make a presentation in regard to the "blighted area" finding and the proposed redevelopment plan relative to Lombard Business District No. 1. The proposed developer of Lombard Business District No. 1 will also be in attendance at the public hearings to make a presentation relative to the redevelopment of the above-described property should it be designated as Lombard Business District No. 1.

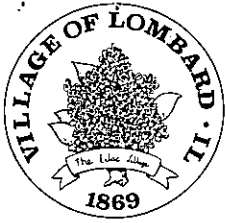
At the public hearings, all interested persons may submit written comments or be heard orally with respect to any issues regarding the proposed amendment to the Village Code to provide for the creation of business districts within the Village, the designation of the above-described property as Lombard Business District No. 1, the “blighted area” designation in relation to Lombard Business District No. 1 and/or the redevelopment plan in relation Lombard Business District No. 1. The public hearings may be adjourned by the President and Board of Trustees without further notice other than a motion to be entered upon the minutes of the hearing, fixing the time and place of any subsequent hearings.

Published and mailed by order of the
Corporate Authorities of the Village of
Lombard, DuPage County, Illinois
Brigitte O’Brien, Village Clerk

Lombard Business District 1



YORK TWP. PT. SEC. 29 T.39N. R.11E.



WRC
9/29/05

MEMORANDUM

To: William T. Lichter, Village Manager

From: David A. Hulseberg, AICP, Director of Community Development *JEH*

Date: September 29, 2005

Subject: Lombard Business District #1 Plan

This memorandum provides an overview as to what a business district is and the rationale for the creation of the same. Further, this memorandum reviews the proposed Lombard Business District #1 for Yorktown Mall and a staff recommendation of the same.

Background:

Since 1970, municipalities have had the ability to create Business Districts. These business districts may be instituted wherever the local officials wish to stimulate economic growth. A business district allows the local community to designate a particular targeted area within a municipality that is identified as being in need of "economic development" and provides for certain municipal powers within that district that do not exist in the balance of the municipality. The Village of Lombard has only created Tax Increment Financing (TIF) districts and has also initiated two sales tax rebate agreements as ways to promote economic redevelopment.

In 2004, a proposal was approved by the legislature, which provided an additional provision to business districts in Illinois. This new provision allowed certain qualified business districts to impose up to an additional 1.0% sales tax on purchases within that district. The additional 1.0% could be used to assist in redevelopment initiatives much like a TIF. Expenditures such as land write downs, infrastructure improvements, traffic enhancements, remediation assistance, demolition, site preparation, extraordinary costs, all are examples of eligible expenses.

Yorktown Mall Challenges:

Yorktown Mall has been in the process of finding a suitable and appropriate big box user for the vacant Wards space. As a result, the vacancy of Wards has negatively impacted the 1st and 2nd floors of the adjacent mall wing connected to that space for some time. Additional challenges include:

- available outlots around the ring road that have never been developed;
- watermains throughout the mall needing replacement;

- access to the property has been limited since the State removed one access into the mall along Butterfield when it improved the Highland/Butterfield intersection; and
- aesthetic improvements to the façade and lighting of the mall are needed; and
- the reciprocal easement agreements controlling the mall are expiring (these agreements provide for cross-parking rights, ingress-egress rights, land development approvals, cost maintenance sharing provisions).

Business District Plan #1:

The proposed Lombard Business District #1 Plan would provide the existing or future owners of Yorktown Mall to proceed with the redevelopment identified as Exhibit B of the plan. The plan provides that the Village has identified an area of Yorktown Mall that it believes would qualify as a business district under the Act, including qualification for a “blighted area” designation under the Act. Yorktown Mall ownership desires to proceed with redevelopment within the area of the proposed Lombard Business District #1, however, because of the current condition of this area, redevelopment is only possible with the development assistance provided for under the Act. As part of the plan approval, this plan requires two public hearings to establish and designate Lombard Business District #1, pursuant to the Act, and thereafter approve a redevelopment agreement with the developer. Staff is presently working with the developer on this agreement and it will come before the Village Board as a separate matter. At that time the developer will provide documentation to justify the requested reimbursement. In a like manner, the Village of Lombard will provide justification for reimbursement of its expenses that relate to the plan.

It is estimated that there will be up to \$32,000,000 in requested eligible expenses by the Village of Lombard, Yorktown Mall ownership, or its successors in making a redevelopment possible. The term of the life of Lombard Business District #1 would not extend beyond 23 years. The Village would not bond any debt for the project and would only reimburse the developer as funds are received from the additional sales tax that is imposed on the district. It is proposed that the full 1.0% additional tax would be levied for this district. It is conservatively estimated that the Lombard Business District #1 will create more than \$1,000,000 annually in direct benefit to the Village from its share of the current 1.0% retailers’ occupation taxes as a result of redevelopment.

Recommendation:

Staff recommends approval of Lombard Business District #1. A qualified Business District allows up to an additional 1.0% sales tax to be levied on the district. Thus, the Village will not be required to share any of its typical sales tax revenue with the developer because all expenses would be reimbursed from the additional 1% levy. Yorktown Mall has numerous challenges that need to be addressed.

Lombard Business District #1

Page 2

September 29, 2005

The proposed business district is the most practical means to address those challenges with no financial impact upon the Village or any other governmental unit. Further, the Village will receive economic redevelopment of this area, which will add revenue to the existing sales tax base. Consumers purchasing within this area will underwrite the eligible improvements at no cost to the Village.

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Draft Dated September 28, 2005

**VILLAGE OF LOMBARD
HIGHLAND AVENUE/BUTTERFIELD ROAD
BUSINESS DISTRICT NO. 1 PLAN**

Prepared by:

Kane, McKenna and Associates, Inc.

Prepared for:

Village of Lombard

September, 2005

**Village of Lombard
Highland Avenue/Butterfield Road
Business District No. 1**

<u>Section</u>	<u>Table of Contents</u>	<u>Page</u>
I	INTRODUCTION	1
	A. Background	1
	B. Village Goals and Objectives	3
II	QUALIFICATION OF THE BUSINESS DISTRICT	5
III	BUSINESS DISTRICT DESCRIPTION	7
	A. General Description	7
	B. Legal Description	7
IV	BUSINESS DISTRICT REDEVELOPMENT	8
	A. Business District Policy Criteria	8
	B. Private Development Actions	9
	C. General Project Description	9
	D. Business District Project Costs	9
V	VILLAGE PUBLIC FINANCING ASSISTANCE	12
VI	SOURCES OF FUNDS TO PAY DEVELOPMENT PROJECT COSTS	14
VII	ESTABLISHMENT AND TERM OF THE BUSINESS DISTRICT	15
VIII	FORMAL FINDINGS	16
IX	PLAN AMENDMENTS	17

Table of Contents (Continued)

EXHIBITS

Exhibit A	-	Legal Description
Exhibit B	-	Boundaries
Exhibit C	-	Existing Land Use
Exhibit D	-	Traffic Report
Exhibit E	-	Engineering Report

I. INTRODUCTION

A. Background

The Village of Lombard (the "Village"), has identified that certain portions of the Village's Yorktown Shopping Center, specifically the former Montgomery Wards site and interior retail spaces adjacent to the former Montgomery Wards site, outlots near the former Montgomery Wards site, and parking fields adjacent to or near the former Montgomery Wards site, and roadways adjacent to and/or providing access to the former Montgomery Wards site, located near Butterfield Road and Highland Avenue (the "Business District") which would benefit from the utilization of a business district designation as specifically provided for in 65 ILCS 55/11-74.3-1 et. seq., (the "BD Act" or "Business District Act"). Kane, McKenna and Associates, Inc. ("KMA") has been retained to assist the Village in preparing the Business District plan for the area described above.

The Business District is generally located at the northeast corner of the intersection of Butterfield Road and Highland Avenue, as legally described in Exhibit A attached hereto and made part hereof, and graphically depicted on the map attached hereto as Exhibit B and made part hereof.

The Yorktown Mall (the "Mall") was originally constructed between 1966 and 1968. According to Mall management, the Montgomery Ward retail store opened in 1968.

The former store consists of approximately 218,000 sq. ft. and occupies two (2) levels. The Montgomery Ward retail operation closed in 2001. A Magellan furniture store occupied approximately 109,000 sq. ft. of the space for almost one year (2003), but then terminated operations at the Mall. The former Montgomery Ward space has been completely vacant since late 2003.

Mall management has indicated that retail uses adjacent to the store in the wing of the Mall adjacent to the store have experienced reductions in sales and many of these leases have shorter terms due to the loss of the anchor. Immediately adjacent spaces to the Montgomery Ward space are also vacant - including a former Woolworth store and Barrett's Audio store. Portions of the adjacent wing would also be included in the Business District, as well as portions of the parking lots and interior roads located adjacent to the former Montgomery Ward space.

The Village recognizes that economic development initiatives can offer communities the opportunity to realize various goals, including increased property and sales taxes and the capture of sales taxes and users from the immediate area. A diversified tax base, increased employment and services to local residents, and reductions in blight and vacancies are also important to the Village. Finally, local control over projects is desired when federal or State dollars are not readily available.

The Highland Avenue/Butterfield Road Business District No. 1 Plan (the "Plan") developed by the Village is an initial step in an effort to maintain and strengthen Village retail and commercial advantages, preserve area strengths, and to develop a flexible and workable approach in order to maintain retail and commercial uses within the Village. The former Montgomery Ward store redevelopment will require that portions of the space are demolished and reconfigured in order to address obsolete characteristics for newer market uses.

It is hoped that the Plan's goals and objectives will be supplemented by ongoing efforts as well as integrated with new proposed efforts that take into account and attempt to balance both the marketplace and Village planning preferences.

The Business District Act authorizes Illinois municipalities to designate an area within the municipality as a business district. A business district must be established in conformance with a specific plan for business districts officially approved by the corporate authorities of the municipality after public hearings.

In accordance with the Act, the Village may exercise the following powers in carrying out a business district development plans:

1. To approve all development and redevelopment proposals for a business district;
2. To exercise the use of eminent domain for the acquisition of real and personal property for the purpose of a development or redevelopment project;
3. To acquire, manage, convey or otherwise dispose of real and personal property acquired pursuant to the provisions of a development or redevelopment plan;
4. To apply for and accept capital grants and loans from the United States or the State, for business district development and redevelopment;
5. To borrow funds as it may be deemed necessary for the purpose of business district development and redevelopment, and in this connection issue such obligation or revenue bonds as it shall be deemed necessary, subject to applicable statutory limitations;
6. To enter into contracts with any public or private agency or person;
7. To sell, lease, trade or improve such real property as may be acquired in connection with business district development and redevelopment plans;
8. To employ all such persons as may be necessary for the planning, administration and implementation of business district plans;
9. To expend such public funds as may be necessary for the planning, execution and implementation of the business district plans;

10. To establish by ordinance or resolution procedures for the planning, execution and implementation of business district plans;
11. To create a Business District Development and Redevelopment Commission to act as agent for the municipality for the purposes of business district development and redevelopment;
12. To impose a retailers' occupation tax and a service occupation tax ("Sales Tax") in the business district for the planning, execution, and implementation of business district plans and to pay for business district project costs as set forth in the business district plan approved by the municipality.
13. To impose a hotel operators' occupation tax in the business district for the planning, execution, and implementation of business district plans and to pay for the business district project costs as set forth in the business district plan approved by the municipality.
14. To issue obligations in one or more series bearing interest at rates determined by the corporate authorities of the municipality by ordinance and secured by the business district tax allocation fund set forth in Section 11-74.3-6 [65 ILCS 5/11-74.3-6] for the business district project costs.

The service occupation and retailers' occupation taxes may be imposed at a rate of not exceeding one percent (1%), must be imposed in quarter percent (0.25%) increments, may not be imposed on "food for human consumption that is to be consumed off the premises where it is sold (other than alcoholic beverages, soft drinks, and food that has been prepared for immediate consumption, prescription and nonprescription medicines, drugs, medical appliances, modifications to a motor vehicle for the purposes of rendering it usable by a disabled person, and insulin, urine testing materials, syringes, and needles used by diabetics, for human use," and may only be imposed for no more than twenty-three (23) years. These taxes, if imposed, shall be collected by the Illinois Department of Revenue and then disbursed to the Village. The hotel operators' occupation tax may be imposed at a rate of not to exceed one percent (1%), must be imposed in quarter percent (0.25%) increments, may only be imposed for no more than twenty-three (23) years and, if imposed, must be collected by the Village.

In accordance with the Business District Act, the Plan sets forth the necessity for, the objectives of, and the development program for the Business District in the Village.

B. Village Goals and Objectives

Village Goals

- To provide for implementation of economic development and redevelopment strategies that benefit the Village and its residents.
- To encourage positive and feasible redevelopment of vacant properties and/or underutilized facilities.
- To provide public infrastructure improvements within the Village to promote growth.
- To strengthen the property tax base and sales tax base of the Village.
- To create new jobs and retain existing jobs for the Village and area residents.
- To coordinate all redevelopment within the Village in a comprehensive manner.

Village Objectives

- 1) Encourage the redevelopment of the former Montgomery Wards store.
- 2) Stabilize retail operations in the space located adjacent to the former Montgomery Wards store.
- 3) Encourage the development of outlots within the Business District.
- 4) Improve water mains and water service within the Business District.
- 5) Improve ring road, access/egress features, and intersections.
- 6) Coordinate aesthetic improvements relating to facade and lighting.
- 7) Coordinate parking and access/egress related agreements within the Business District, as well as the adjacent Yorktown Shopping Center.

In addition to specific goals relating to commercial development and planning, the Village also has developed a strong economic development orientation.

Diversified economic growth within the Village is essential to the community's development. Economic growth is important since it provides both employment opportunities for residents and strengthens the Village's tax base.

II. QUALIFICATION FOR THE BUSINESS DISTRICT

The Business District is described in Exhibit A and a map of the Business District boundaries is contained in Exhibit B. Exhibit C, attached hereto and made part hereof, contains a description of existing land uses.

Business district development and redevelopment is specifically provided for in 65 ILCS § 5/11-74.3-1 *et seq.* Pursuant to 65 ILCS § 5/11-74.3-2 and § 5/11-74.3-5, the Village Board may designate a specific area of the Village as a business district, with the authority to levy an additional Sales Tax therein, but only after the holding of at least two (2) public hearings and the making of a formal finding as to the following:

- (i) the business district is a blighted area that, by reason of the predominance of defective or inadequate street layout, unsanitary or unsafe conditions, deterioration of site improvements, improper subdivision or obsolete platting, or the existence of conditions which endanger life or property by fire or other causes, or any combination of those factors, retards the provision of housing accommodations or constitutes an economic or social liability or a menace to the public health, safety, morals, or welfare in its present condition and use; and
- (ii) the business district on the whole has not been subject to growth and development through investment by private enterprises or would not be reasonably anticipated to be developed or redeveloped without the adoption of the business district development or redevelopment plan.

The Business District is a "blighted area" as defined by the Business District Act due to:

- 1) "Defective or inadequate street layout".

Exhibit D, attached hereto and made part hereof, includes a report prepared by Kenig, Lindgren, O'Hara Aboona, Inc. ("KLOA"), dated September 1, 2005. The report identifies the following inadequate street layout issues and unsafe conditions:

Defective or inadequate street layout

(Note: the section below are excerpted from the KLOA report attached as Exhibit D pages 4 and 7).

- Fairfield Avenue's (as extended of Butterfield Road) cross-section which provides dual left-turn lanes, dual right-turn lanes and a through lane provides sufficient capacity to accommodate exiting traffic volumes as well as winter holiday traffic volumes. However, the throat width accommodating exiting movements (60 feet) creates weaving problems.

Based on accident data provided by the Village of Lombard for the past two years, there have been 14 weaving accidents at this location.

- The provision of dual left-turn lanes on Butterfield Road into the shopping center also creates a weaving problem, although not to the same degree as for existing traffic. Theoretically, the outside lane would be the right turn on while the inside lane is the left turn onto the ring road. The weave is due to the driver's inappropriate selection of the left-turn lane on Butterfield Road.
- The existing street layout, as well as cross section, is obsolete and inadequate due to travel pattern changes and as such is not completely efficient. The wide cross section has created safety issues developed by the large number of weaving maneuvers created by the dual left-turn lane on the west approach of Butterfield Road. This driveway should be reworked to improve safety.

2) "Unsanitary or unsafe conditions".

Unsafe Conditions

(Note: the sections below are excerpted from the KLOA report attached as Exhibit D, page 7).

KLOA, Inc. collected historical accident data from the Village of Lombard in order to determine if the intersections of Fairfield Avenue (as extended north of Butterfield Road) with Butterfield Road and the shopping center's ring road are high accident locations. The past three years data were reviewed (2002, 2003 and 2004). The intersection of Fairfield Avenue with Butterfield had 48, 32 and 40 accidents during the years 2002, 2003 and 2004, respectively. Based on the data provided by the Village, this intersection is continuously in the top ten highest accident incident intersections in the Village of Lombard. This is mainly due to the high volume of traffic experienced on both legs and the existing weaving problems between the ring road and Butterfield Road (see above).

It should be noted that many years ago when Highland Avenue intersected Butterfield Road as an at-grade intersection, the shopping center had a right-in/right-out access drive off Butterfield Road in addition to Fairfield Avenue. When the grade separation of Highland Avenue and Butterfield Road was completed, the shopping center lost the right-in/right-out access drive on Butterfield Road and more external right-turn movements and internal left/right-turn movements were transferred to the Fairfield Avenue intersection with Butterfield Road and the Yorktown ring road, respectively. This increase in turning movements have exacerbated the typical weaving problem at these intersections.

3) "Deterioration of site improvements".

Exhibit E includes information provided by the Village's Director of Public Works and Burns and McDonnell, engineers retained by the Village, which identify deteriorated conditions associated with the water system that serves the Business District.

In its present conditions and use, the vacancies associated with the former Montgomery Ward space and adjacent Mall spaces have resulted in the loss of sales taxes, employment opportunities, and retail/commercial services to the Village. As such, the Business District properties, in conjunction with the findings described above, constitute an economic liability as set forth in the Business District Act.

Based upon review of annual sales information provided by the Mall management, the former Montgomery Ward wing (adjacent to the vacant store) has not performed well in relation to the remainder of the Mall. The age of the former Montgomery Ward structure and its special use nature (anchor department store space) have also resulted in less than optimal utilization within the marketplace. The current vacant condition of the space supports the finding that the Business District has not been subject to private growth and development.

As part of this Plan's preparation, the Village hereby makes a formal finding that the Business District is a "blighted area" pursuant to the requirements of the Business District Act due to the predominance of defective or inadequate street layout, unsafe conditions and deterioration of site improvements present within the Business District (this finding is also included in Section VIII) and furthermore, that the Business District constitutes an economic liability to the Village in its present condition and use.

III. BUSINESS DISTRICT DESCRIPTION

A. General Description

The Business District is generally described as being bounded by Highland Avenue on the west, Butterfield Road on the south, portions of the Mall wing adjacent to the former Montgomery Ward store to the northeast, and the parking lot and interior Mall road to the east.

B. Legal Description

The legal description is included in Exhibit A and includes only parcels of real property that will be directly and substantially benefited by this Plan.

IV. BUSINESS DISTRICT REDEVELOPMENT

A. Business District Policy Criteria

The Village has established the following policy criteria to guide development activities within the Business District:

- (1) Preserve and create an environment within the Business District which will promote the economic and social welfare of the Village including opportunities for new retail/ commercial growth and for retention of existing commercial activities.
- (2) Exercise powers provided for under the Business District Act in the promotion of the public interest and enhancement of the tax base and tax revenues to the Village.
- (3) Enhance the economic well-being and strengthen the retail/commercial sector within the Business District by encouraging private investment and reinvestment through public financing vehicles, if necessary, to increase business activity, attract sound and stable commercial growth, create and retain job opportunities and enhance and diversify the tax base.
- (4) Address the need for economic feasibility, cost efficiency and economies of scale in development through encouragement of coordinated development of projects and through prudent and appropriate acquisition and assemblage of parcels. The Village will review projects on an individual basis in order to determine the need for assistance.
- (5) Provide necessary public infrastructure that enhances the Business District to create an attractive service and/or shopping environment to encourage and support private investment.
- (6) Establish adequate and safe vehicular and pedestrian circulation and provide adequate parking in locations easily accessible for patrons and other users of commercial activities.

B. Private Development Actions

The Village has a commitment to be prudent regarding the use of public resources in the assistance of economic development activities. Accordingly, Village assistance to economic development projects located within the Business District, as generally described below, (the "Development Project(s)) will require thorough Village review of the need for public assistance and the Village Board of Trustees will need to approve the terms of assistance in development agreements with private entities. Private development actions must conform to the Village's Business District Policy Criteria set forth in Section IV.A. above.

Private entities will need to evidence capacity to implement Development Projects and they must conform to the appropriate Village planning provisions. The Village seeks to expand and diversify its economic and tax base; Development Projects must serve to improve the economic and tax base of the Village.

C. General Project Descriptions

The Village intends to provide or enter into agreements with developers or other private sector interests to provide certain public and private improvements in the Business District to enhance the immediate area and to serve the needs of development.

Potential projects include the redevelopment of the former Montgomery Wards facility and the adjacent areas into modern, renovated retail/commercial uses, including the redevelopment of a "lifestyle center".

Village projects may include:

- Improvement of public utilities including construction or replacement of the water mains and related system improvements;
- Improvement of ring roads; entryway related features, and intersections;
- Installation of new traffic signalization and/or signs;
- Beautification and installation of identification markers, landscaping/streetscaping; and
- Relocation and/or burial of utility lines.

To achieve the objectives of this Plan, the Village may additionally enter into agreements with one or more developers or other private sector interests in order to implement the objectives of this Plan.

D. Business District Project Costs

In undertaking the activities described above, the Village may incur and expend funds related to the implementation of the projects described above. A list of the types of costs that the Village may undertake to fund follows below. The exact amount of assistance that the Village would be embodied in development agreements for each individual project.

**Village of Lombard
Highland Avenue/Butterfield Road Business District No. 1
Types of Business District Project Costs and
Estimated Budget Allocations**

Estimated costs are shown below. Adjustments to these cost items may be made without amendment to the Plan. **The costs represent estimated amounts and do not represent actual Village commitments or expenditures. Rather, they are a ceiling on possible expenditures of funds in the Business District.**

(a)	Land Acquisition/Assembly (including parking space allowances)	\$ 1,000,000
(b)	Public Infrastructure (Watermains, construction or reconstruction of roadways, curb and gutter)	\$ 4,000,000
(c)	Traffic Signalization/Signage/Roadway Related Improvements	\$ 2,000,000
(d)	Site Preparation (including parking improvements); demolition; grading; excavation	\$10,000,000
(e)	Rehabilitation of Structures	\$14,000,000
(f)	Utility Relocation/Burial Note: associated planning, architect/engineering, legal, and other professional costs may be included within each line item.	<u>\$ 1,000,000</u>
	Total Maximum Expenditure	\$32,000,000

All project cost estimates are in 2005 dollars. In addition to the above stated costs, any bonds or debt obligations (including notes) issued by the Village may include an amount of proceeds sufficient to pay customary and reasonable charges associated with the issuance of such obligations as well as to provide for capitalized interest and reasonably required reserves. Adjustments to the estimated line item costs above are expected. The individual costs will be reevaluated in light of the nature of the private development and resulting tax revenues as each project is considered for public financing alternatives that the Village may provide.

The totals of line items set forth above are not intended to place a total limit on the described expenditures. Adjustments may be made in line items within the Total Maximum Expenditure, either increasing or decreasing individual line item costs.

Adjustments to these cost items may be made without amendment to the Plan as long as the Total Maximum Expenditures remain unchanged.

V. VILLAGE PUBLIC FINANCING ASSISTANCE

Although the Business District is in a location along arterial roads; the size and configuration of parcels, certain site characteristics, and the provision of public improvements may require public assistance. Anticipated costs of public and site improvements and/or land assembly required for the Development Projects may render private development infeasible. Accordingly, public assistance may be required to off-set certain costs of initial development.

Village assistance will be limited to the amounts required to implement the Development Projects in a feasible and fiscally prudent manner. Development Projects must conform to applicable Village codes and plans and serve to provide an adequate return/benefit to the Village. The extent of assistance, if any, shall be determined by the Board of Trustees of the Village upon a full review of any proposed Development Projects.

The Village has an obligation to be prudent with the use of public resources in commercial development activities. For this reason it is very important that, whenever the use of public financing is at issue in relation to commercial redevelopment goals for the Development Projects, the Village have a process in place to govern conditions under which it will make private development incentives available for a given project.

That process must allow for adequate analysis of a request for public financial assistance and the evaluation of a project to determine if it meets the needs and objectives of the Village. All this should be incorporated into a business development agreement which can only become effective with approval by the Village's Board of Trustees. This process should include the following steps.

- (1) Developer approaches Village for specific private development incentives assistance and presents a request to the Village.
- (2) Village will review request. If deemed a potentially viable and beneficial project, Village will begin review of Development Project.
- (3) Village will review and analyze information submitted by developer. Any additional information required by the Village shall be submitted to the Village.
- (4) If request is deemed feasible, then the request may be processed by the Village.
- (5) Village attorney will initiate a business development agreement.
- (6) Negotiations on the Development Project will then be held. (By developer with Village staff).

- (7) Development Project presented with Village staff recommendation for review and approval by the Village's Board of Trustees.

Note: Many of the steps could be consolidated, depending upon the timetable and characteristics of the Development Project.

The Village may issue obligations secured by the "Highland Avenue/Butterfield Road Business District No. 1 Tax Allocation Fund" established for the District pursuant to the Business District Act.

Any and/or all obligations issued by the Village pursuant to this Plan and the Business District Act shall be retired not more than twenty-three (23) years from the date of adoption of the ordinance approving this Plan. One or more series of obligations may be issued from time to time in order to implement this Plan. The total principal and interest payable in any year on all obligations shall not exceed the amount available in that year or projected to be available in that year, may be payable from incremental sales tax revenues and from bond sinking funds, capitalized interest, debt service reserve funds, and all other sources of funds as may be provided by Village ordinance.

Such securities may be issued on either a taxable or tax-exempt basis, as general obligation bonds, general obligation debt certificates, alternate bonds or revenue bonds, or other debt instruments, with either fixed rate or floating interest rates; with or without capitalized interest; with or without deferred principal retirement; with or without interest rate limits except as limited by law; and with or without redemption provisions, and on such other terms, all as the Village may determine.

VI. SOURCES OF FUNDS TO PAY DEVELOPMENT PROJECT COSTS

Upon designation of the Business District by Village ordinance, the Village intends to impose the service occupation and retailer's occupation taxes provided for by the Business District Act, within the Business District at a rate of one percent (1%) of gross sales for the term of the Business District; not to exceed twenty-three (23) years (the "Special Business District Taxes") as provided for in the Business District Act. Said Special Business District Taxes shall be source of funding for paying Business District Project Costs within the Business District.

A separate Village ordinance shall also be adopted by the Village's Board of Trustees that will create a separate fund entitled the "Highland Avenue/Butterfield Road Business District No. 1 Tax Allocation Fund" in order to receive the Special Business District Taxes from the Illinois Department of Revenue. Pursuant to the Business District Act, all funds received from these taxes must be deposited into this special fund.

VII. ESTABLISHMENT AND TERM OF THE BUSINESS DISTRICT

The establishment of the Business District shall become effective upon adoption of an ordinance by the Village's Board of Trustees adopting this Plan and designating the Business District. Development agreements between the Village and any developers or other private parties shall be consistent with the provisions of the Business District Act and this Plan.

Pursuant to the Business District Act, the Special Business District Taxes described in Section VI may not be imposed for more than twenty three (23) years pursuant to the provisions of the Business District Act. It is expected that the Business District shall expire upon the termination of the imposition of the Special Business District Taxes and the final payout of the same from the "Highland Avenue/Butterfield Road Business District No. Tax Allocation Fund." described above.

VIII. FORMAL FINDINGS

Based upon the information described in Section II, and the attached Exhibits, the Village's Board of Trustees hereby finds and determines as follows:

- (a) The District is a "blighted area" as defined in the Business District Act by reason of the predominance of defective or inadequate street layout, unsafe conditions and deterioration of site improvements;
- (b) The Business District constitutes an economic liability to the Village in its present condition and use; and
- (c) The Business District on the whole has not been subject to growth and development by private enterprises or would not reasonably be anticipated to be developed or redeveloped without the adoption of this Plan.

IX. PLAN AMENDMENTS

The Village's Board of Trustees may amend this Plan from time to time by adopting an ordinance providing for such amendment.

Co:/Lombard/Reports and Plans/Highland Avenue-Butterfield Road Business District Plan Clean
09.28.05

*Highland Avenue/Butterfield Road Business District Plan
Village of Lombard*

EXHIBIT A
Legal Description

EXHIBIT A

Legal Description

LOT 1 IN TBA RESUBDIVISION, BEING A SUBDIVISION OF PART OF SECTION 29, TOWNSHIP 39 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED NOVEMBER 13, 2003 AS DOCUMENT R2003-433529, IN DUPAGE COUNTY, ILLINOIS.

ALSO THAT PART OF LOTS 2, 3 AND 4 IN YORKTOWN, BEING A SUBDIVISION OF PART OF SECTION 29, TOWNSHIP 39 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED SEPTEMBER 27, 1968 AS DOCUMENT R68-44972 IN DUPAGE COUNTY, ILLINOIS AND DESCRIBED AS FOLLOWS: BEGINNING AT THE SOUTHWEST CORNER OF SAID LOT 4; THENCE NORTHERLY ALONG THE WEST LINE OF SAID LOTS 4, 3 AND 2 TO THE NORTHWEST CORNER OF SAID LOT 2; THENCE NORTH 89 DEGREES, 44 MINUTES, 47 SECONDS EAST, ALONG THE NORTH LINE OF SAID LOT 2, A DISTANCE OF 558.70 FEET TO A POINT OF CURVATURE; THENCE NORTHEASTERLY, 189.37 FEET ALONG THE ARC OF A CURVE CONCAVE NORTHWESTERLY, SAID CURVE HAVING A RADIUS OF 500.00 FEET; THENCE SOUTH 22 DEGREES, 23 MINUTES, 10 SECONDS EAST, A DISTANCE OF 301.25 FEET TO THE NORTH LINE OF SAID LOT 3; THENCE NORTH 60 DEGREES, 00 MINUTES, 00 SECONDS WEST, ALONG SAID NORTH LINE, A DISTANCE OF 70.00 FEET; THENCE SOUTH 89 DEGREES, 17 MINUTES, 40 SECONDS WEST, ALONG SAID NORTH LINE, 561.13 FEET; THENCE SOUTHWESTERLY, 36.55 FEET ALONG THE ARC OF A CURVE CONCAVE SOUTHEASTERLY, SAID CURVE HAVING A RADIUS OF 210.00 FEET AND A CHORD BEARING SOUTH 04 DEGREES, 38 MINUTES, 41 SECONDS WEST, 36.51 FEET; THENCE SOUTH 00 DEGREES, 20 MINUTES, 30 SECONDS EAST, A DISTANCE OF 680.98 FEET; THENCE SOUTH 82 DEGREES, 05 MINUTES, 50 SECONDS EAST, A DISTANCE OF 240.24 FEET; THENCE NORTH 60 DEGREES, 00 MINUTES, 00 SECONDS EAST, A DISTANCE OF 165.00 FEET; THENCE NORTH 30 DEGREES, 00 MINUTES, 00 SECONDS EAST, A DISTANCE OF 138.17 FEET; THENCE SOUTH 60 DEGREES, 00 MINUTES, 00 SECONDS EAST, A DISTANCE OF 451.49 FEET; THENCE SOUTH 30 DEGREES, 00 MINUTES, 00 SECONDS WEST, A DISTANCE OF 65.00 FEET; THENCE SOUTH 60 DEGREES, 00 MINUTES, 00 SECONDS EAST, A DISTANCE OF 17.45 FEET; THENCE SOUTH 30 DEGREES, 00 MINUTES, 00 SECONDS WEST, A DISTANCE OF 147.37 FEET; THENCE NORTH 60 DEGREES, 00 MINUTES, 00 SECONDS WEST, A DISTANCE OF 460.45 FEET; THENCE SOUTH 30 DEGREES, 00 MINUTES, 00 SECONDS WEST, A DISTANCE OF 580.73 FEET; THENCE SOUTH 89 DEGREES, 39 MINUTES, 30 SECONDS WEST, A DISTANCE OF 286.52 FEET TO THE POINT OF BEGINNING;

ALSO THE WESTERLY 20.00 FEET OF LOT 1 IN THE RESUBDIVISION OF LOT 5 OF YORKTOWN, BEING A SUBDIVISION OF PART OF SECTION 29, TOWNSHIP 39 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED AUGUST 4, 1971 AS DOCUMENT R71-37779, IN DUPAGE COUNTY, ILLINOIS; ALSO PART OF LOTS 4 AND 6 IN YORKTOWN, BEING A SUBDIVISION OF PART OF SECTION 29,

TOWNSHIP 39 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED SEPTEMBER 27, 1968 AS DOCUMENT R68-44972 IN DUPAGE COUNTY, ILLINOIS; ALSO PART OF LOT 1 IN PEHRSON SECOND RESUBDIVISION OF LOTS 2 AND 3 IN THE RESUBDIVISION OF LOT 5 OF YORKTOWN, BEING A SUBDIVISION OF PART OF SECTION 29, TOWNSHIP 39 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT OF SAID PEHRSON SECOND RESUBDIVISION, RECORDED SEPTEMBER 3, 1976 AS DOCUMENT R76-62393 IN DUPAGE COUNTY, ILLINOIS AND DESCRIBED AS FOLLOWS: BEGINNING AT THE NORTHEAST CORNER OF SAID LOT 1 IN THE RESUBDIVISION OF LOT 5 OF YORKTOWN; THENCE NORTH 37 DEGREES, 24 MINUTES, 23 SECONDS WEST, A DISTANCE OF 212.19 FEET; THENCE NORTH 02 DEGREES, 58 MINUTES, 02 SECONDS WEST, A DISTANCE OF 165.00 FEET; THENCE SOUTH 87 DEGREES, 01 MINUTES, 58 SECONDS WEST, A DISTANCE OF 85.00 FEET; THENCE SOUTH 02 DEGREES, 58 MINUTES, 02 SECONDS EAST, A DISTANCE OF 149.12 FEET; THENCE SOUTH 38 DEGREES, 25 MINUTES, 42 SECONDS WEST, A DISTANCE OF 604.76 FEET; THENCE SOUTH 66 DEGREES, 33 MINUTES, 07 SECONDS WEST, A DISTANCE OF 515.96 FEET; THENCE SOUTH 67 DEGREES, 08 MINUTES, 52 SECONDS WEST, A DISTANCE OF 189.32 FEET TO A POINT ON THE WEST LINE OF SAID LOT 6; THENCE SOUTH 30 DEGREES, 00 MINUTES, 00 SECONDS WEST, ALONG SAID WEST LINE, A DISTANCE OF 314.64 FEET TO THE SOUTHWEST CORNER OF SAID LOT 6; THENCE NORTH 67 DEGREES, 08 MINUTES, 52 SECONDS EAST, ALONG THE SOUTH LINE OF SAID LOT 6, A DISTANCE OF 377.85 FEET; THENCE NORTH 00 DEGREES, 20 MINUTES, 12 SECONDS WEST, A DISTANCE OF 97.52 FEET; THENCE NORTH 66 DEGREES, 07 MINUTES, 38 SECONDS EAST, A DISTANCE OF 169.70 FEET; THENCE SOUTH 02 DEGREES, 57 MINUTES, 12 SECONDS EAST, A DISTANCE OF 97.10 FEET TO THE SOUTH LINE OF SAID LOT 6; THENCE NORTH 66 DEGREES, 33 MINUTES, 07 SECONDS EAST, ALONG SAID SOUTH LINE, A DISTANCE OF 821.09 FEET TO THE SOUTHWEST CORNER OF SAID LOT 1; THENCE NORTH 02 DEGREES, 58 MINUTES, 03 SECONDS WEST, ALONG THE WEST LINE OF SAID LOT 1, A DISTANCE OF 295.00 FEET; THENCE NORTH 87 DEGREES, 01 MINUTES, 57 SECONDS EAST, ALONG THE NORTH LINE OF SAID LOT 1, A DISTANCE OF 150.00 FEET TO THE POINT OF BEGINNING.

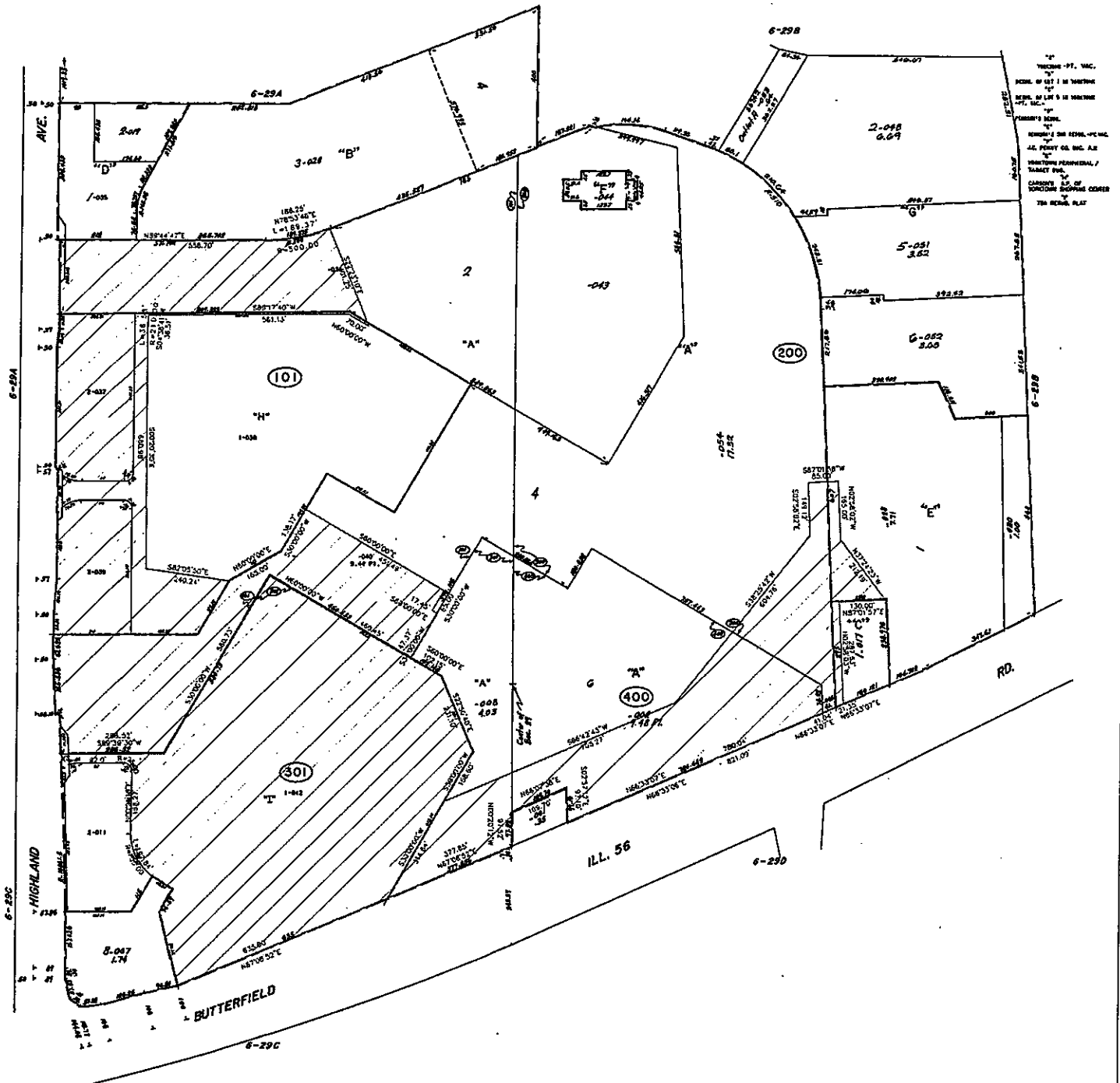
EXHIBIT B

Business District Boundaries

Exhibit B Boundary Map

Cross hatched areas include property within the Business District boundaries

Lombard Business District 1



YORK TWP. PT. SEC. 29 T.39N. R.11E.

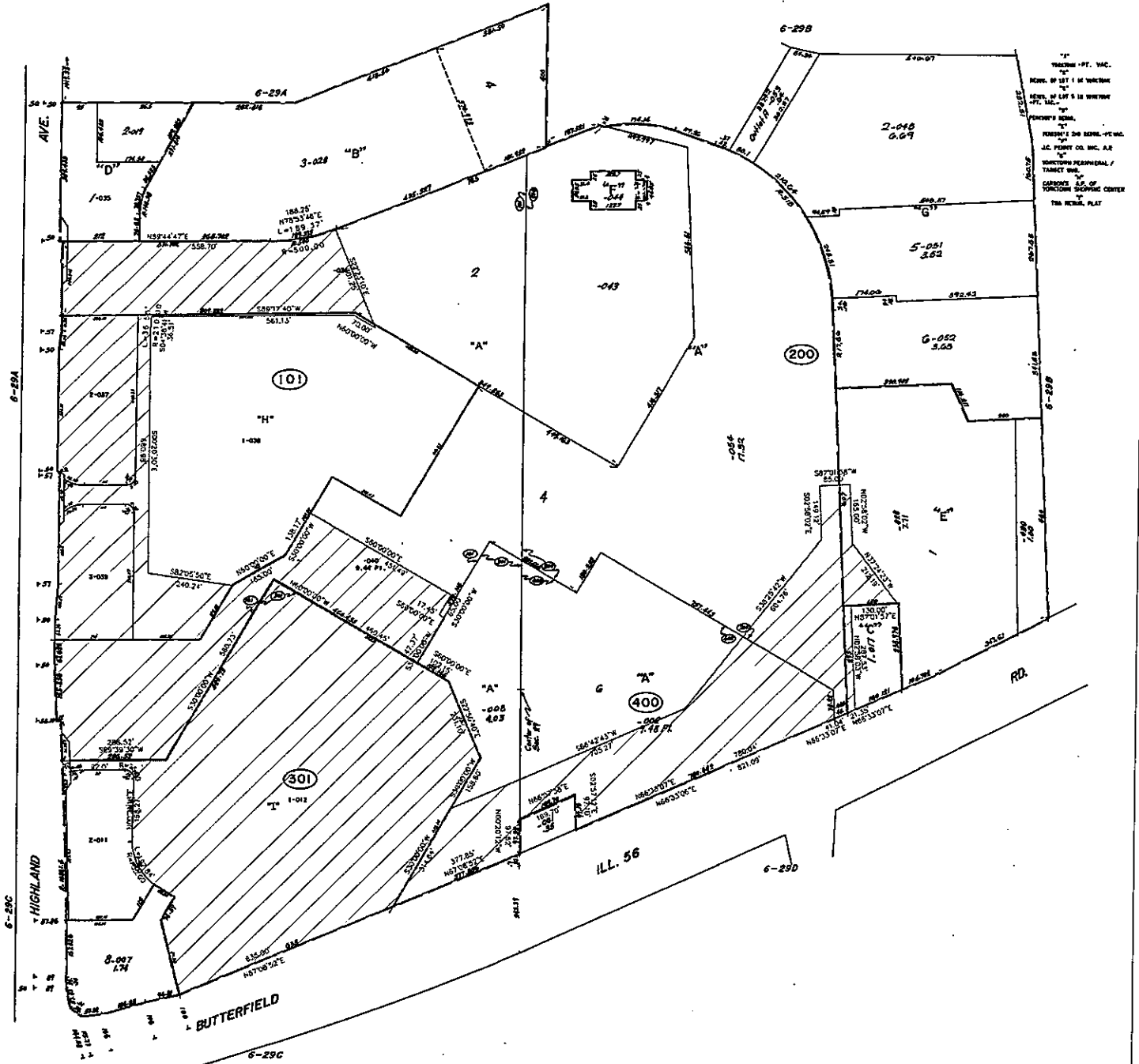
EXHIBIT C

Existing Land Use

Exhibit C Existing Land Use Map

Cross hatched areas include retail and commercial uses

Lombard Business District 1



YORK TWP. PT. SEC. 29 T.39N. R.11E

Exhibit D
Traffic Report



KENIG, LINDGREN, O'HARA, ABOONA, INC.

9575 W Higgins Road • Suite 400
Rosemont, Illinois 60018

(847) 518-9990 • Fax (847) 518-9987
email: kloa@kloainc.com

MEMORANDUM TO: Dave Hulseberg
Village of Lombard

FROM: Donald O'Hara
Principal

Javier Millan
Senior Consultant

DATE: September 1, 2005

SUBJECT: Yorktown Shopping Center
Business District Designation
Lombard, Illinois

This memorandum summarizes the results of a preliminary access evaluation conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for the existing Yorktown Shopping Center in Lombard, Illinois. The shopping center is located on the north of Butterfield Road (IL 56) on the east side of Highland Avenue. The main signalized access drive (Fairfield Avenue) off Butterfield Road is located approximately 2,300 feet east of Highland Avenue.

The purpose of this preliminary study was to evaluate the proposed Yorktown Business District for qualification pursuant to 65ILCS 5/11-74.3-2 and 5/11-74.3-5. Should the Village concur that this area be identified as a blighted area, this study supports that this area is impacted by reason of predominance of defective or inadequate street layout and further that these conditions impact the safety of those traveling in the area.

Existing Conditions

Fairfield Avenue, as mentioned previously, is located approximately 2,300 feet east of Highland Avenue. The shopping center is bordered to the south by Butterfield Road and Highland Avenue to the east. The principal roadway in the vicinity of the site as well as its main access drive are illustrated in Figures 1 and 1A and described in the following paragraph.

Butterfield Road (IL 56) is a six-lane major arterial in the vicinity of the site with a posted speed limit of 45 mph. At its signalized intersection with Fairfield Avenue, Butterfield Road provides an exclusive left-turn lane, three through lanes and an exclusive right-turn lane on the east approach while the west approach provides dual left-turn lanes, three through lanes and an exclusive right-turn lane. Butterfield Road is under the jurisdiction of the Illinois Department of Transportation (IDOT) and has been designated as a Strategic Regional Arterial (SRA) by IDOT.



PROJECT:

YORKTOWN SHOPPING CENTER
LOMBARD, ILLINOIS

TITLE:

SITE LOCATION

PROJECT NO:

05-130



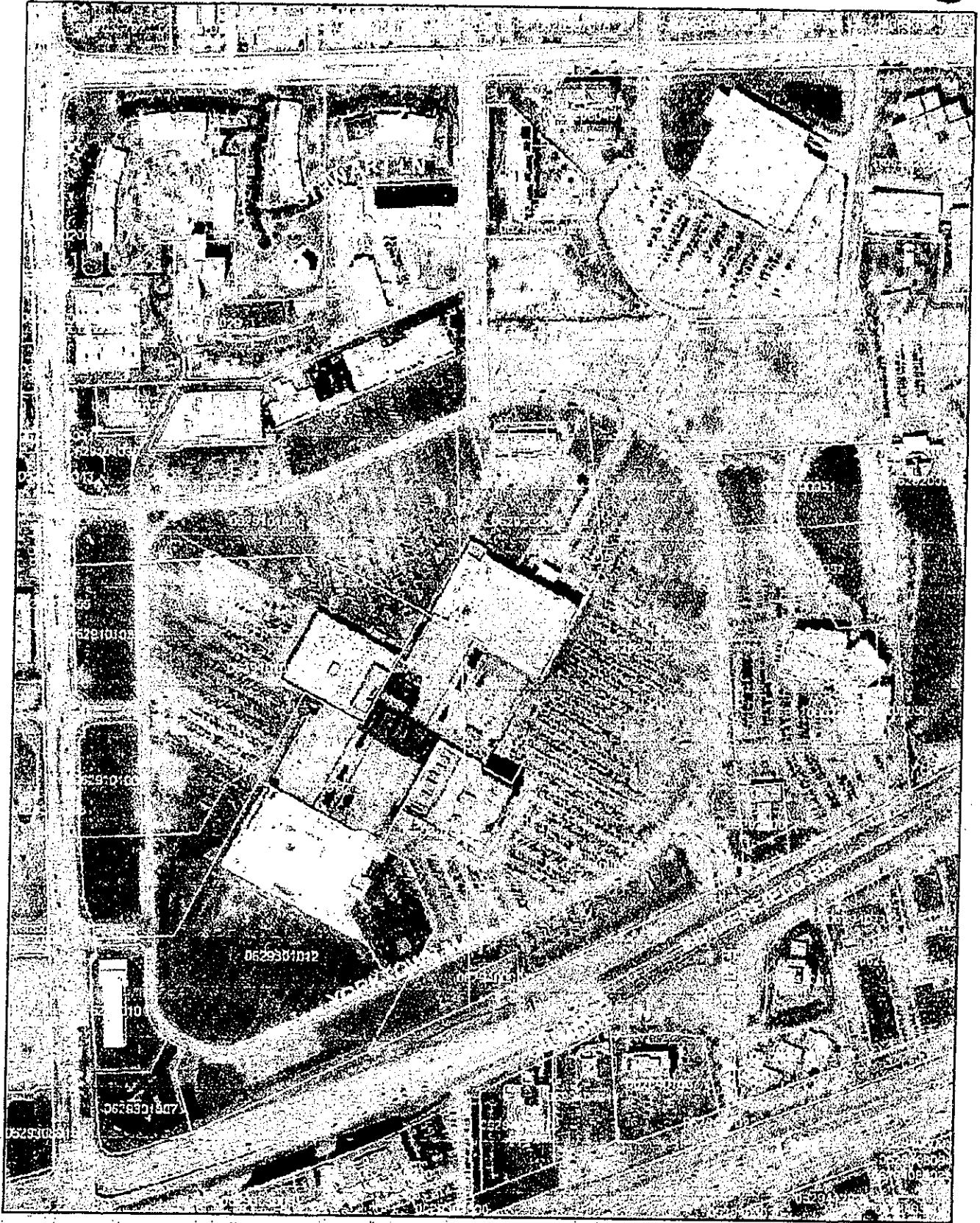
KLOA, Inc.

FIGURE NO:

1

Yorktown Aerial

1 inch equals 400 feet



PROJECT: YORKTOWN SHOPPING CENTER LOMBARD, ILLINOIS	TITLE: YORKTOWN SHOPPING CENTER TAX MAP	PROJECT NO: 05-130 KLOA INC. FIGURE NO: IA
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Fairfield Avenue is a north-south road that serves a business park to the south and the Yorktown shopping center to the north. At its signalized intersection with Butterfield Road, Fairfield Avenue provides dual left-turn lanes, a through lane and dual right-turn lanes on the north approach while the south approach provides dual left-turn lanes and a combined through/right-turn lane. Fairfield Avenue at its unsignalized "T" intersection with the Yorktown shopping center's ring road provides an exclusive left-turn lane and an exclusive right-turn lane

Yorktown Shopping Center Ring Road provides two lanes in each direction around the shopping center. At its intersection with Fairfield Avenue, the east and west approaches are under stop sign control.

Existing Traffic Volumes

In order to determine current traffic conditions on the existing roadway system, KLOA, Inc. conducted peak period traffic counts at the intersection of Butterfield Road with Fairfield Avenue and Fairfield Avenue with the shopping center's ring road on Wednesday July 20 and Saturday, July 23, 2005 during the evening weekday peak period (4:00 to 6:00 P.M.) and the Saturday midday peak period (11:00 A.M. to 1:00 P.M.). The results of the traffic counts showed that the weekday evening peak hour of traffic occurs from 4:45 to 5:45 P.M. and the Saturday midday peak hour from 12:00 to 1:00 P.M. Figure 2 illustrates the existing traffic volumes. The existing turning movement traffic volumes were also increase by 18 percent to recreate Christmas season traffic volumes. Figure 3 illustrates the Christmas season traffic volumes.

Site Circulation Evaluation

Based on a review of the existing lane configuration on Fairfield Avenue serving the Yorktown center, our observations and the results of our analyses we offer the following:

- Fairfield Avenue's cross-section which provides dual left-turn lanes, dual right-turn lanes and a through lane provides sufficient capacity to accommodate exiting traffic volumes as well as Christmas season traffic volumes. However, the throat width accommodating exiting movements (60 feet) creates weaving problems. Based on accident data provided by the Village of Lombard for the past two years, there have been 14 weaving accidents at this location.
- The provision of dual left-turn lanes on Butterfield Road into the shopping center also creates a weaving problem, although not to the same degree as for exiting traffic. Theoretically, the outside lane would be the right turn on while the inside lane is the left turn onto the ring road. The weave is due to the driver's inappropriate selection of the left-turn lane on Butterfield Road.


N

NOT TO SCALE

YORKTOWN RING ROAD

FAIRFIELD AVENUE

IL 56 (BUTTERFIELD ROAD)

- LEGEND**
-  - EXISTING SIGNAL
 - 00 -PM PEAK HOUR (4:45-5:45 PM)
 - (00) -SATURDAY MIDDAY PEAK HOUR (12:00-1:00 PM)

40 (40)
215 (235)

40 (35)
325 (355)

185 (420)
410 (475)

200 (220)
15 (15)
325 (365)

200 (355)
140 (175)
50 (75)

365 (525)
2360 (1310)
35 (30)

200 (55)
30 (15)
90 (30)

PROJECT:
YORKTOWN SHOPPING CENTER
ACCESS EVALUATION
LOMBARD, ILLINOIS

TITLE:
EXISTING PEAK HOUR
TRAFFIC VOLUMES

PROJECT NO: 05-130F

KLOA INC.

FIGURE NO: 2



NOT TO SCALE

**YORKTOWN
RING ROAD**


47 (41)
383 (419)

47 (47)
254 (277)

218 (495)
484 (560)

**FAIRFIELD
AVENUE**

LEGEND

 - EXISTING SIGNAL

00 -PM PEAK HOUR
(4:45-5:45 PM)

(00) -SATURDAY MIDDAY PEAK HOUR
(12:00-1:00 PM)

236 (261)
15 (5)
386 (430)

431 (619)
2360 (1310)
35 (30)

IL 56
(BUTTERFIELD ROAD)

236 (419)
1410 (1175)
50 (75)

200 (55)
35 (17)
90 (30)

PROJECT:

YORKTOWN SHOPPING CENTER
ACCESS EVALUATION
LOMBARD, ILLINOIS

TITLE:

EXISTING PEAK HOUR
TRAFFIC VOLUMES
(CHRISTMAS SEASON)

PROJECT NO:

05-130 F

KLOA INC.

FIGURE NO:

3

Due to the slight offset between the north and south leg of Fairfield Avenue with Butterfield Road, the left-turn movements for tractor trailer rigs could be a problem. Modification to this intersection may be necessary. However, this offset has been functioning for several years without an accident according to the data provided. Changes to the medians in this area are likely to cost up to \$250,000.

- The existing street layout, as well as cross section, is obsolete and inadequate due to travel pattern changes and as such is not completely efficient. The wide cross section has created safety issues developed by the large number of weaving maneuvers created by the dual left-turn lane on the west approach of Butterfield Road. This driveway should be reworked to improve safety.

Access Data Analysis

KLOA, Inc. collected historical accident data from the Village of Lombard in order to determine if the intersections of Fairfield Avenue with Butterfield Road and the shopping center's ring road are high accident locations. We looked at the past three years data (2002, 2003 and 2004) and based on a review of the historical data. The intersection of Fairfield Avenue with Butterfield had 48, 32 and 40 accidents during the years 2002, 2003 and 2004, respectively. Based on the data provided by the Village, this intersection is continuously in the top ten highest accident incident intersections in the Village of Lombard. This is mainly due to the high volume of traffic experienced on both legs and the existing weaving problems between the ring road and Butterfield Road.

It should be noted that many years ago when Highland Avenue intersected Butterfield Road as an at-grade intersection, the shopping center had a right-in/right-out access drive off Butterfield Road in addition to Fairfield Avenue. When the grade separation of Highland Avenue and Butterfield Road was completed, the shopping center lost the right-in/right-out access drive on Butterfield Road and more external right-turn movements and internal left/right-turn movements were transferred to the Fairfield Avenue intersection with Butterfield Road and the Yorktown ring road, respectively. This increase in turning movements have exacerbated the typical weaving problem at these intersections.

In order to alleviate and/or reduce the weaving movements and the number of lanes vehicles would have to cross, we have developed five potential alternatives. The possible alternatives are discussed below. Figures 4 through 8 illustrate the different alternatives.

Alternative 1

This alternative would, by placement of barrier medians, restrict the left-turn movement into the ring road and would allow the westbound through movement along the ring road as well as exiting the ring road to proceed through the intersection with Fairfield Avenue in a free flow manner. Eastbound traffic on the ring road desiring to turn left to continue around the ring road should be under stop sign control. Inbound traffic into the shopping center would also operate as a free flow movement.

Pros

- Reduces the number of conflicts at the Fairfield Avenue intersection with the ring road.
- Allows westbound ring road traffic to operate in a free flow manner.
- Continues to allow inbound and outbound traffic to operate in a free flow manner to/from the northeast.
- Controlled access to/from the restaurant site north and east of Butterfield Road intersection with Fairfield Avenue.

Cons

- Does not allow for the provision of inbound left-turn movements from Fairview Avenue onto the ring road to the west.
- The weaving problem from exiting vehicles is still present.
- Existing traffic from the west is under stop sign control. As the center develops, this traffic control may be an issue.

Alternative 2

This alternative is very similar to Alternative 1 but inbound left-turn movements from Fairview Avenue into the ring road are allowed. The alternative also uses more barrier medians to guide vehicles into their desired path and reduces the throat at its intersection with the ring road to two lanes. Once outbound vehicles are in Fairview Avenue, the throat width will open to provide the existing number of lanes.

Pros

- Reduces the number of conflicts at the Fairfield Avenue intersection with the ring road by allowing westbound ring road traffic to operate in a free flow manner.
- Continues to allow inbound traffic to operate in a free flow manner.
- Reduces the weaving problem by constricting the road with to two lanes instead of five lanes. Then, approaching Butterfield Road, Fairfield Avenue widens to meet the curb of the existing five outbound lanes.

Cons

- The weaving problem for exiting vehicles is still present.
- The heavy outbound left turn from the ring road to Fairfield Avenue must yield to entering traffic (left from Fairfield to west on the ring road) which may result in significant vehicular queues exiting Yorktown at the driveway.

Alternative 3

While Alternative 3 is very similar in nature to Alternative 2, inbound traffic on Fairfield Avenue at its intersection with the ring road is split into two specific movements, left or right turns.

Pros

- Better guidance for inbound traffic.
- Distance between Butterfield Road and the ring road is increased thus providing more storage area for exiting vehicles.
- Free flow inbound right turn onto the ring road.
- Free flow right-turn lane from the ring road onto Fairfield Avenue.

Cons

- The weaving problem for exiting vehicles is still present.
- Traffic on the ring road is stopped with exception of the free flow lanes

Alternative 4

Alternative 4's main attribute is the provision of a free flow right-turn lane on the ring road at its intersection with Fairview Avenue as well as the provision of a free flow westbound through lane for the ring road.

Pros

- Reduces the amount of conflict points by providing two free flow movements.
- Provides increased northbound capacity via the ring road.
- Free flows entering traffic to/from the ring road and Fairfield Avenue.

Cons

- Left turns to the ring road are required to stop

Alternative 5

This alternative realigns Fairview Avenue as well as the east approach of the ring road to intersect Fairview Avenue as a "T." The ring road would have an eastbound to southbound free flow right-turn lane and the westbound through movement along the ring road would also operate as a free flow movement. The westbound to southbound movement on the ring road would be channelized into one lane thus reducing the weaving problem that currently exists. Under this alternative, the dual right-turn lane was reduced to a single right-turn lane to allow vehicles to perform a right-turn on red when traffic conditions allow it

Pros

- Increases the storage distance between Butterfield Road and the ring road.
- Reduces the number of weaving conflicts.
- Reduces the number of overall conflicts at the Fairview Avenue intersection with the ring road by providing a free flow right turn and a free flow westbound through movement on the ring road.

Cons

- Although the distance between the ring road and Butterfield Road will be increased, there is a potential for northbound to westbound left-turn backups.

It should be noted that a traffic signal at the ring road "T" intersection with Fairview Avenue (under Alternative 5) could be explored as it could reduce the potential for inbound left-turn backups on Fairfield Avenue. A signal at this location should be at a minimum located 600 feet north of the existing traffic signal at Butterfield Road in order to be able to maintain north/south progression and avoid queuing problems.

Another alternative that should be considered in conjunction with all of the alternatives presented is the potential for providing a right in only access drive off the westbound Butterfield Road ramp into Highland Avenue. By virtue of providing a right in only drive on this ramp, the left-turning movements from Fairfield Avenue into the ring road can easily be reduced by 50 percent thus reducing the impact at the Fairfield Avenue intersection with the ring road. This should be pursued diligently since, as previously mentioned, the shopping center used to have a right-in/right-out access drive west of Fairfield Avenue and when it was closed additional traffic and weaving movements were added to the Fairfield Avenue intersection with Butterfield Road and the Yorktown shopping center's ring road.

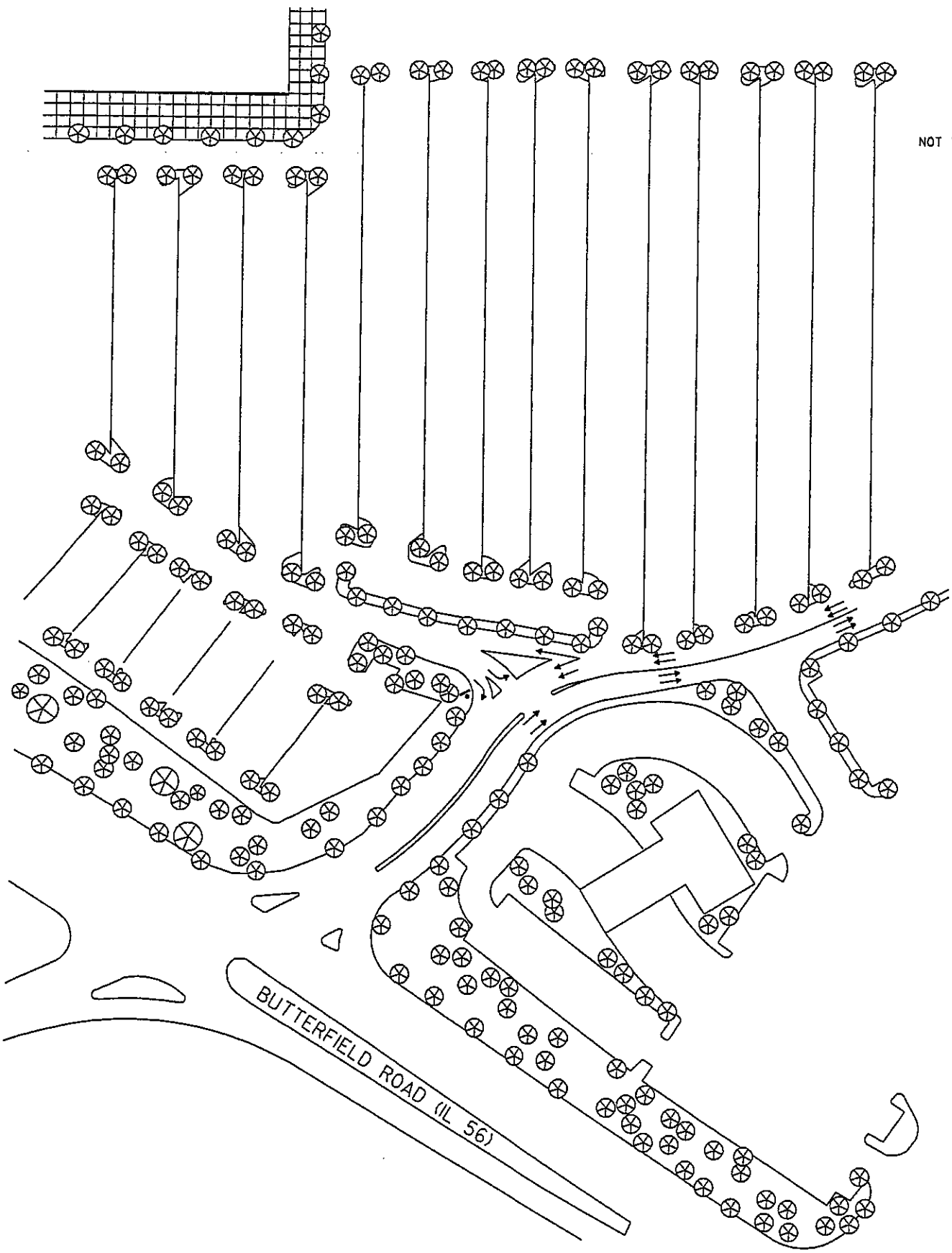
It should be noted that the approximate cost to implement one of these alternatives would be anywhere between \$175,000 and \$250,000. However, this does not include any work or right-of-way acquisition from IDOT should it be necessary.

Conclusion

Based on a review of the previously discussed alternatives and our preliminary evaluation, it is our professional opinion that Alternative 5 (in conjunction with the provision of a right-in only drive off the Butterfield Road ramp) is the one that offers the most flexibility and improvement to the current conditions. Second to Alternative 5 would be Alternative 4. As plans for the redevelopment of the Yorktown shopping center periphery are prepared, a more thorough investigation which would include all of the existing access drives serving the shopping center should be conducted to determine the feasibility and adequacy of the preferred alternatives.

NOT TO SCALE

N



PROJECT:

YORKTOWN SHOPPING CENTER
LOMBARD, ILLINOIS

TITLE:

YORKTOWN MAIN ACCESS DRIVE
ALTERNATIVE 1

PROJECT NO:

05-130



KLOA, Inc.

FIGURE NO:

4



PROJECT:

YORKTOWN SHOPPING CENTER
LOMBARD, ILLINOIS

TITLE:

YORKTOWN MAIN ACCESS DRIVE
ALTERNATIVE 1

PROJECT NO:

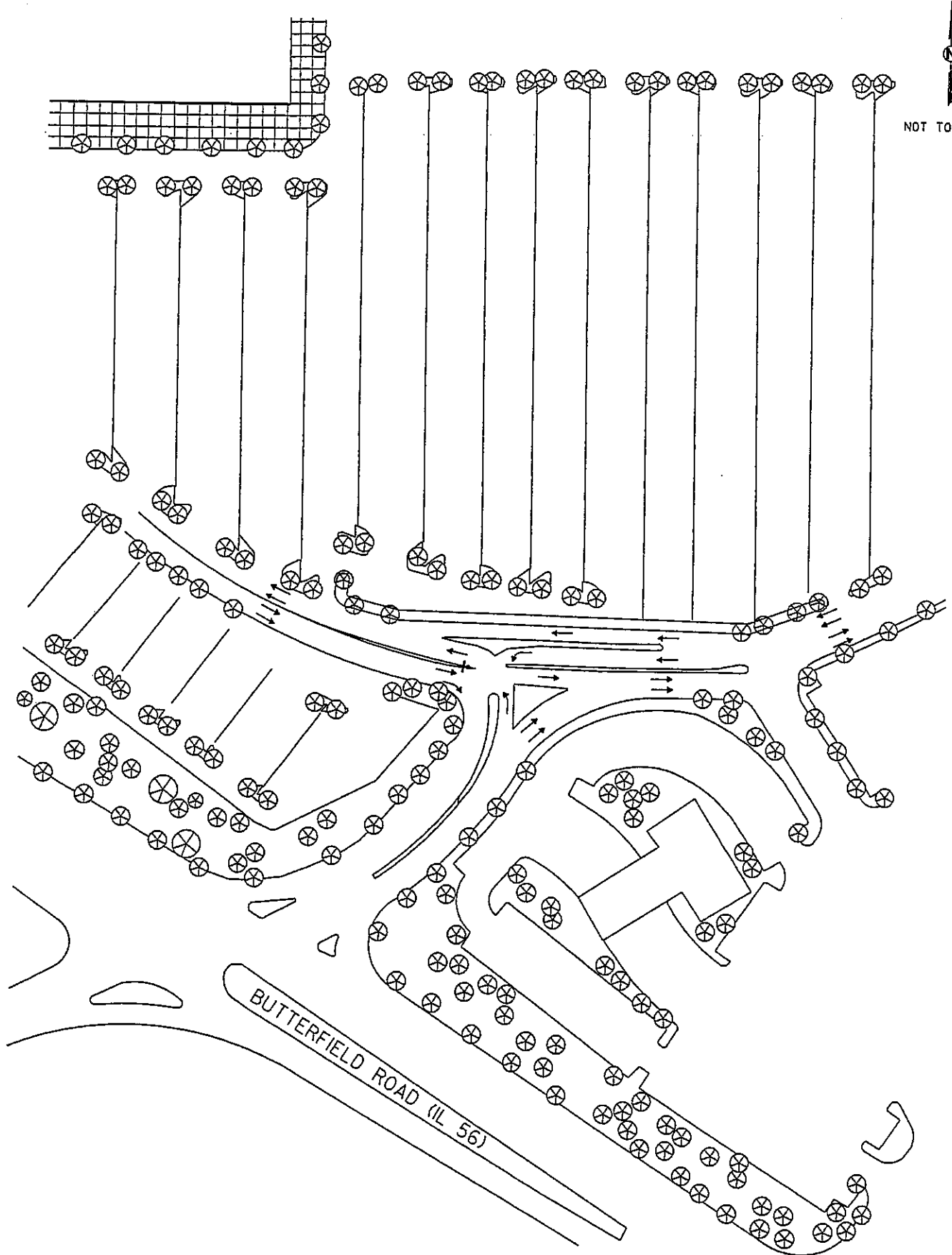
05-130



KLOA, Inc.

FIGURE NO:


5




 NOT TO SCALE

PROJECT:
 YORKTOWN SHOPPING CENTER
 LOMBARD, ILLINOIS

TITLE:
 YORKTOWN MAIN ACCESS DRIVE
 ALTERNATIVE 2

PROJECT NO: 05-130
 **KLOA, Inc.**
 FIGURE NO: 5

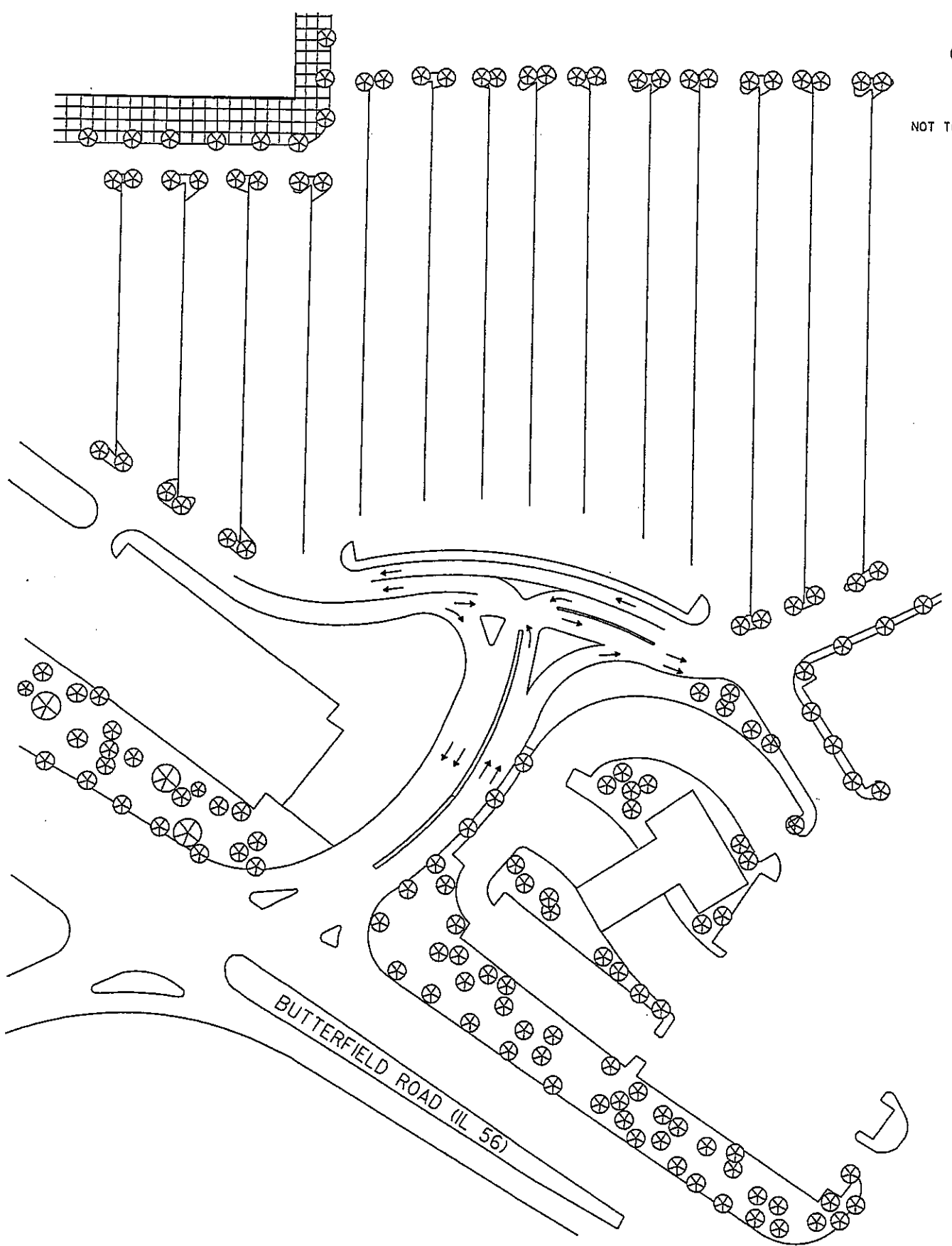


PROJECT:
YORKTOWN SHOPPING CENTER
LOMBARD, ILLINOIS

TITLE:
YORKTOWN MAIN ACCESS DRIVE
ALTERNATIVE 2

PROJECT NO: 05-130
KLOA, Inc.
FIGURE NO: 5

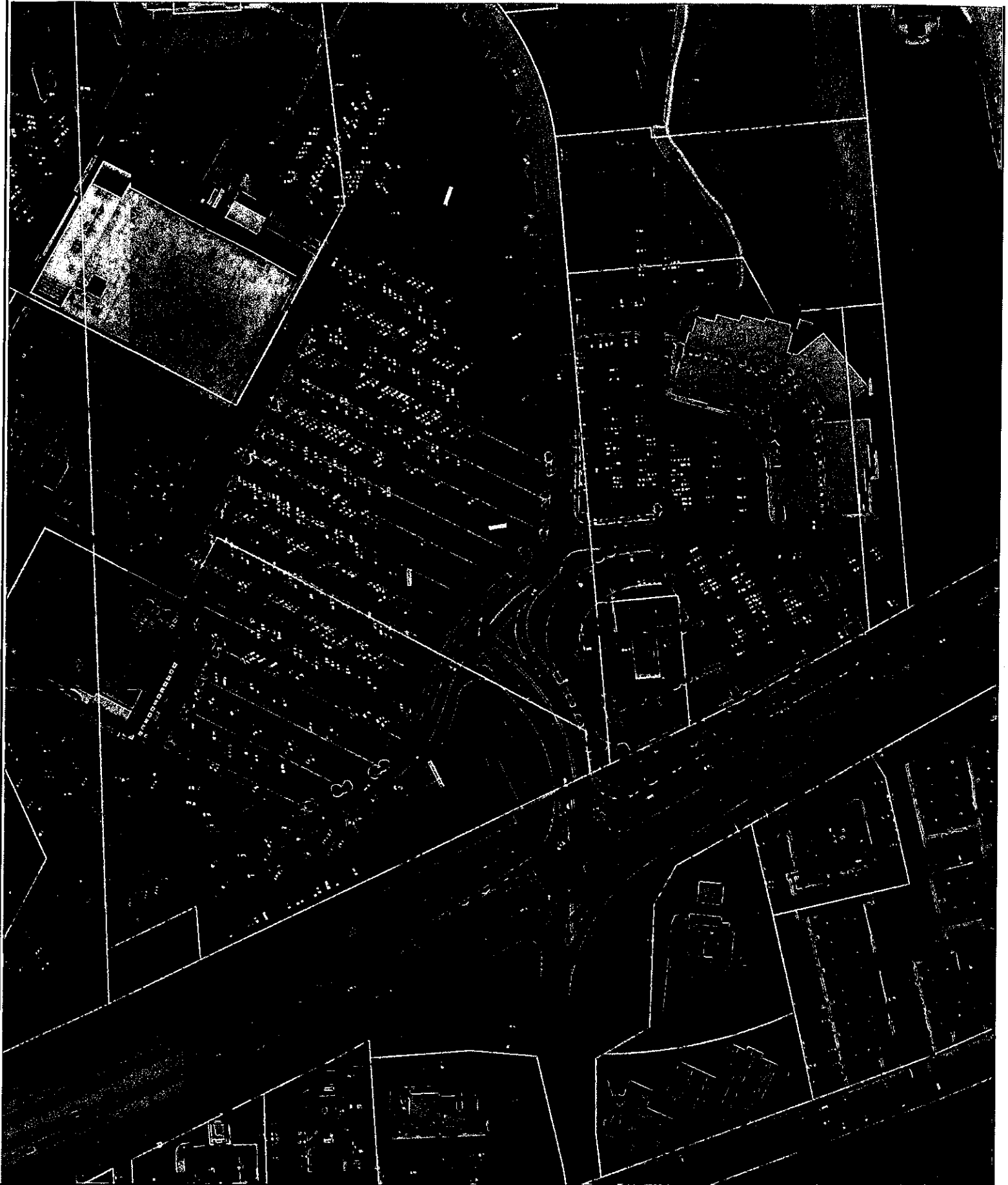
NOT TO SCALE



PROJECT:
YORKTOWN SHOPPING CENTER
LOMBARD, ILLINOIS

TITLE:
YORKTOWN MAIN ACCESS DRIVE
ALTERNATIVE 3

PROJECT NO: 05-130
KLOA, Inc.
FIGURE NO: 6



PROJECT:

YORKTOWN SHOPPING CENTER
LOMBARD, ILLINOIS

TITLE:

YORKTOWN MAIN ACCESS DRIVE
ALTERNATIVE 3

PROJECT NO:

05-130



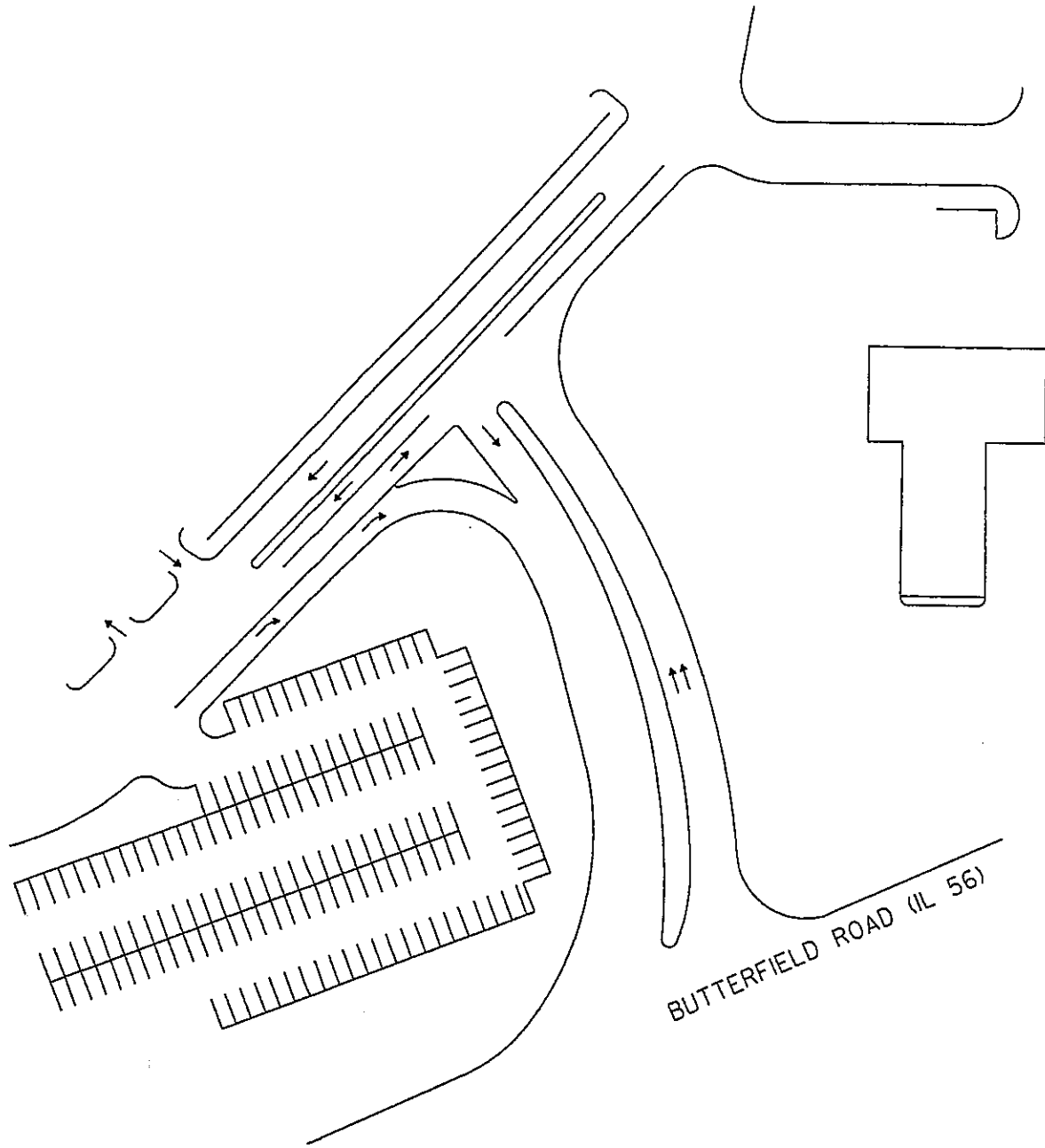
KLOA, Inc.

FIGURE NO:

6



NOT TO SCALE



BUTTERFIELD ROAD (IL 56)

PROJECT:

YORKTOWN SHOPPING CENTER
LOMBARD, ILLINOIS

TITLE:

YORKTOWN MAIN ACCESS DRIVE
ALTERNATIVE 4

PROJECT NO:

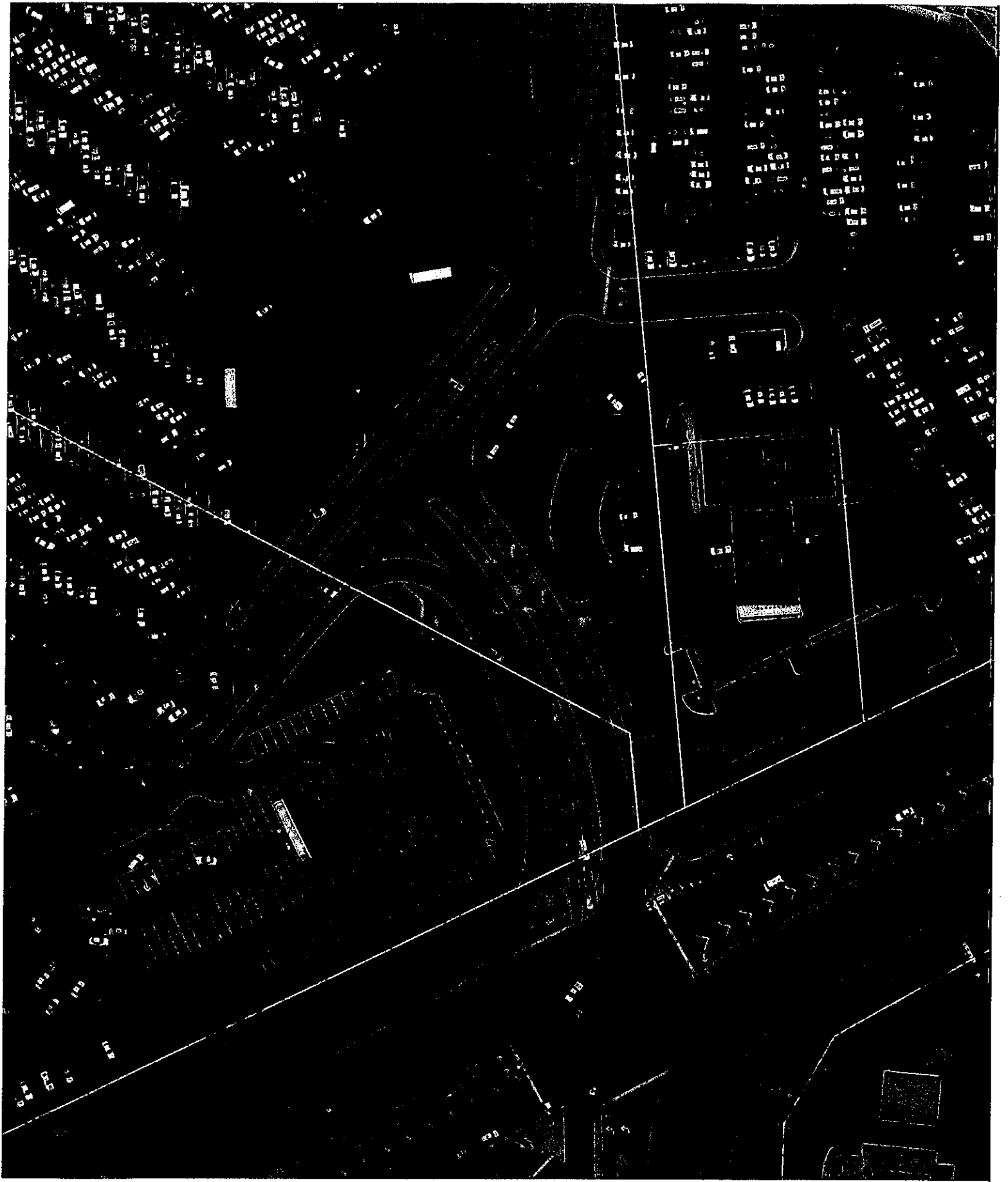
05-130



KLOA, Inc.

FIGURE NO:

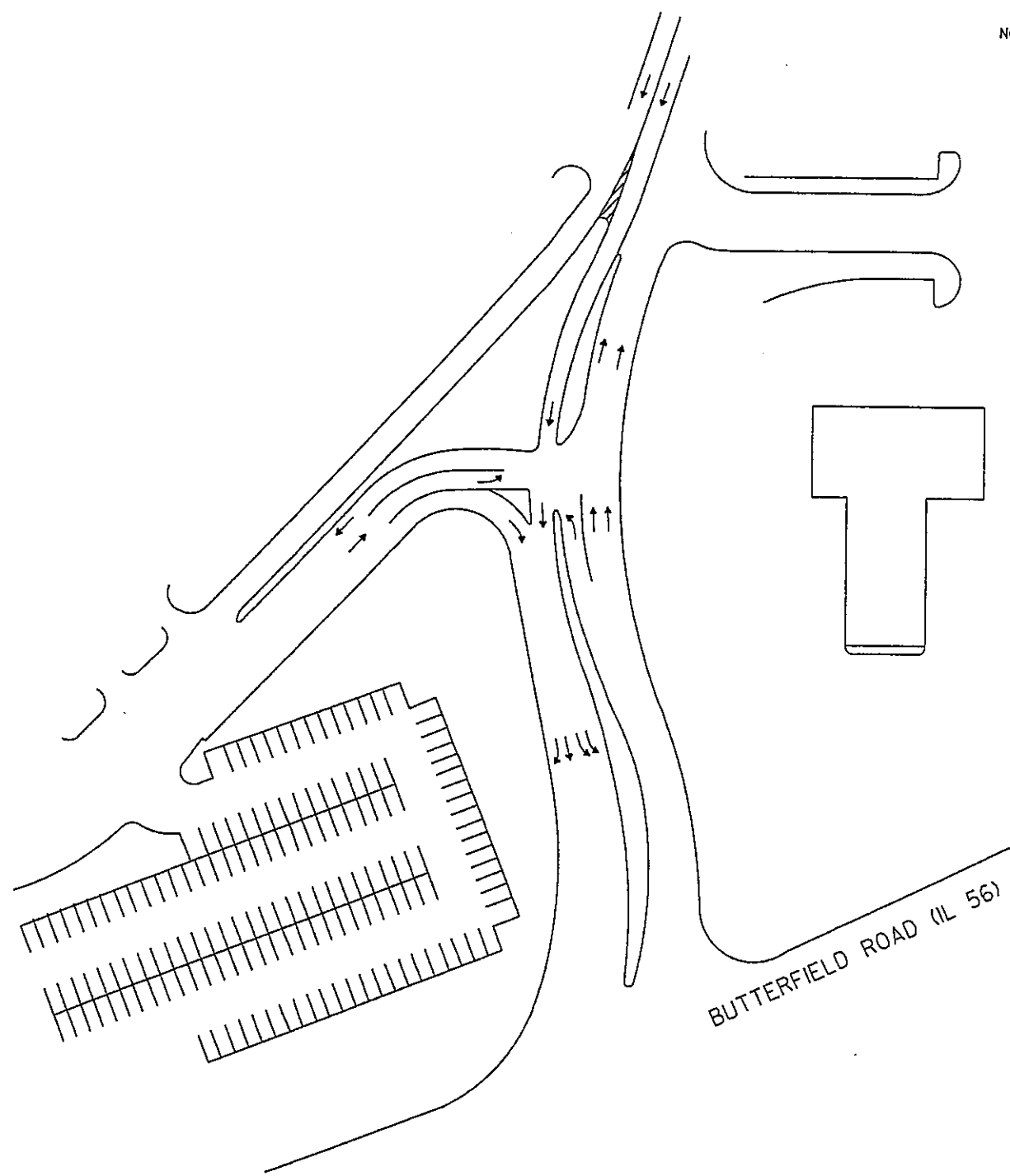
7



<p>PROJECT: YORKTOWN SHOPPING CENTER LOMBARD, ILLINOIS</p>	<p>TITLE: YORKTOWN MAIN ACCESS DRIVE ALTERNATIVE 4</p>	<p>PROJECT NO: 05-130  KLOA, Inc. FIGURE NO: 7</p>
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NOT TO SCALE



BUTTERFIELD ROAD (IL 56)

PROJECT:
YORKTOWN SHOPPING CENTER
LOMBARD, ILLINOIS

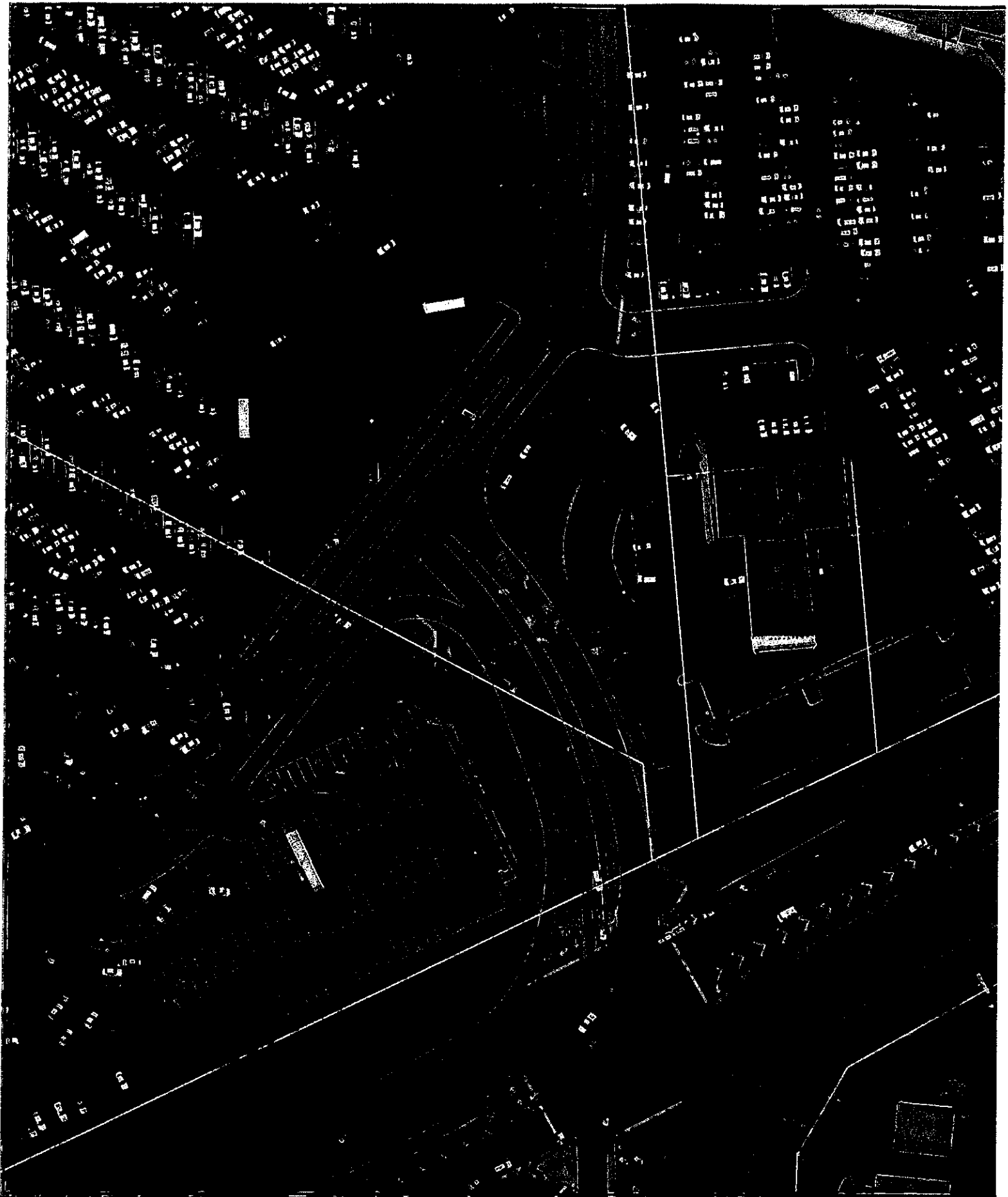
TITLE:
YORKTOWN MAIN ACCESS DRIVE
ALTERNATIVE 5

PROJECT NO: 05-130



KLOA, Inc.

FIGURE NO: 8



PROJECT:

YORKTOWN SHOPPING CENTER
LOMBARD, ILLINOIS

TITLE:

YORKTOWN MAIN ACCESS DRIVE
ALTERNATIVE 5

PROJECT NO:

05-130



KLOA, Inc.

FIGURE NO:

8

Year 2002 Accident Data

2002 TRAFFIC CRASH TOTALS
(1/1/02-12/13/02)

2002	EAST / WEST STREET	NORTH / SOUTH CROSS STREET	TOTAL
	NORTH	RT 53	103
	ROOSEVELT	WESTMORE MEYERS	66
	ROOSEVELT	FINLEY	52
	ROOSEVELT	MAIN	51
	BUTTERFIELD	FAIRFIELD	48
	NORTH	I-355	46
	NORTH	MAIN	44
	ROOSEVELT	HIGHLAND	31
	BUTTERFIELD	HIGHLAND	29
	NORTH	GRACE	29
	22ND	FINLEY	28
	ST CHARLES	MAIN	27
	ST CHARLES	RT 53	27
	NORTH	LOMBARD	21
	EDWARD	MAIN	19
	ROOSEVELT	FAIRFIELD	19
	BUTTERFIELD	TECHNOLOGY	17
	MAPLE	WESTMORE MEYERS	17
	JACKSON	WESTMORE MEYERS	16
	ROOSEVELT	STEWART	16
	ST CHARLES	WESTMORE MEYERS	16
	ANN	MAIN	14
	ROOSEVELT	LINCOLN	14
	MADISON	MAIN	12
	MADISON	WESTMORE MEYERS	12
	ST CHARLES	GRACE	12
	22ND	HIGHLAND	11
	CENTRAL	MAIN	11
	MAJESTIC	HIGHLAND	10
	MAPLE	MAIN	10
	22ND	FAIRFIELD	9
	BUTTERFIELD	WESTMORE MEYERS	9
	PARKSIDE	MAIN	9
	ROOSEVELT	EDGEWOOD	9
	WASHINGTON	WESTMORE MEYERS	9
	WILSON	MAIN	9
	HARRISON	MAIN	8
	HICKORY	MAIN	8
	OAK CREEK	FINLEY	8
	22ND	MAIN	7
	ST CHARLES	CRESCENT	7
	WILSON	WESTMORE MEYERS	7
	YORKTOWN	HIGHLAND	7
	13TH	HIGHLAND	6
	HARRISON	RT 53	6
	JANATA	HIGHLAND	6
	MAPLE	GRACE	6
	MORRIS	MAIN	6
	ST CHARLES	ELIZABETH	6

2002 TRAFFIC CRASH TOTALS
(1/1/02-12/13/02)

2002	EAST / WEST STREET	NORTH / SOUTH CROSS STREET	TOTAL
	SUNSET	GRACE	6
	WILSON	RT 53	6
	22ND	WESTMORE MEYERS	5
	DIVISION	WESTMORE MEYERS	5
	FOUNTAIN SQUARE	WESTMORE MEYERS	5
	MADISON	ELIZABETH	5
	MAPLE	FINLEY	5
	NORTH	GARFIELD	5
	REBECCA	MAIN	5
	ROOSEVELT	AHRENS	5
	WILSON	ELIZABETH	5
	WILSON	FINLEY	5
	YORKTOWN	FAIRFIELD	5
	CHARLES	RT 53	4
	CRESCENT	FINLEY	4
	EISENHOWER	FINLEY	4
	FOXWORTH	FINLEY	4
	GOEBEL	MAIN	4
	HARRISON	FINLEY	4
	LOMBARD	WESTMORE MEYERS	4
	MADISON	FINLEY	4
	MADISON	PARK	4
	MAPLE	ELIZABETH	4
	MEADOW	RT 53	4
	NORTH	CRAIG	4
	NORTH	SWIFT	4
	PARKVIEW	RT 53	4
	PLEASANT	RT 53	4
	SIDNEY	RT 53	4
	ST CHARLES	CHARLOTTE	4
	WILSON	FAIRFIELD	4
	WILSON	GRACE	4
	ASH	MAIN	3
	COLLEN	MAIN	3
	GLEN OAK	FINLEY	3
	GROVE	CHARLOTTE	3
	HARDING	MAIN	3
	MADISON	FAIRFIELD	3
	MAPLE	CHASE	3
	ST CHARLES	GLENVIEW	3
	ST CHARLES	PARK	3
	TAYLOR	MAIN	3
	WILSON	LINCOLN	3
	14TH	MAIN	2
	16TH	FINLEY	2
	17TH	MAIN	2
	18TH	MAIN	2
	20TH	MAIN	2
	CENTRAL	STEWART	2

2002 TRAFFIC CRASH TOTALS
(1/1/02-12/13/02)

2002	EAST / WEST STREET	NORTH / SOUTH CROSS STREET	TOTAL
	EDGEWOOD	FINLEY	2
	GREENFIELD	PARK	2
	GROVE	MAIN	2
	HARRISON	CHARLOTTE	2
	HIGHLAND	HIGHLAND AV RAMP	2
	HILL	I-355	2
	JANATA	MAIN	2
	MADISON	AHRENS	2
	MADISON	GRACE	2
	MAPLE	CHARLOTTE	2
	MAPLE	LINCOLN	2
	MAPLE	LODGE	2
	MAPLE	PARK	2
	MARLBOROUGH	FINLEY	2
	MICHAEL MCGUIRE	PARK	2
	NORTH	DUPAGE	2
	NORTH	JOYCE	2
	NORTH	RIDGE	2
	NORTON	WESTMORE MEYERS	2
	PRAIRIE	GRACE	2
	PROGRESS	MAIN	2
	ROOSEVELT	EDSON	2
	ST CHARLES	HIGHLAND	2
	ST CHARLES	WEST	2
	SUNSET	MAIN	2
	VIEW	CHARLOTTE	2
	VIEW	LOMBARD	2
	WASHINGTON	MAIN	2
	WILSON	STEWART	2
	WOODLAND	RT 53	2
	YORKTOWN	GRACE	2
	16TH	MAIN	1
	18TH	FAIRFIELD	1
	19TH	MAIN	1
	20TH	HIGHLAND	1
	22ND	ELIZABETH	1
	22ND	STEWART	1
	22ND	VISTA	1
	ADAMS	WESTMORE MEYERS	1
	ANN	FINLEY	1
	ASH	EDSON	1
	BERKSHIRE	CRAIG	1
	BERKSHIRE	EDGEWOOD	1
	BERKSHIRE	JOYCE	1
	BERKSHIRE	MAIN	1
	BUTTERFIELD	FOUNTAIN SQUARE DR	1
	BUTTERFIELD	MAXANT	1
	CENTRAL	FAIRFIELD	1
	CHARING CROSS	NORBURY	1

2002 TRAFFIC CRASH TOTALS
(1/1/02-12/13/02)

2002	EAST / WEST STREET	NORTH / SOUTH CROSS STREET	TOTAL
	CHARLES	FINLEY	1
	CHARLES LN	FINLEY	1
	COLLEN	MAIN	1
	COURTLAND	MAIN	1
	CRESCENT	I-355	1
	DIVISION	AHRENS	1
	EASTGATE	STEWART	1
	EISENHOWER SOUTH	EISENHOWER	1
	ELM	GRACE	1
	EMERSON	WESTMORE MEYERS	1
	ETHEL	LINCOLN	1
	ETHEL	MAIN	1
	GAZABO	LINCOLN	1
	GOEBEL	GRACE	1
	GRAHAM	ELIZABETH	1
	GRAHAM	MAIN	1
	GREEN VALLEY	PARK	1
	GREENFIELD	MAIN	1
	GROVE	ELIZABETH	1
	GROVE	PARK	1
	HARDING	ELIZABETH	1
	HARDING	FAIRFIELD	1
	HARDING	FINLEY	1
	HARDING	RT 53	1
	HICKORY	EDSON	1
	I-88	HIGHLAND	1
	KENILWORTH	WESTMORE MEYERS	1
	LEMOYNE	MAIN	1
	LOMBARD CIRCLE	WESTMORE MEYERS	1
	MADISON	CRAIG	1
	MADISON	EDSON	1
	MADISON	HAMMERSCHMIDT	1
	MADISON	LALONDE	1
	MADISON	LOMBARD	1
	MADISON	STEWART	1
	MAJESTIC	MAIN	1
	MAJESTIC	YORKTOWN	1
	MANOR HILL	FINLEY	1
	MAPLE	3RD	1
	MAPLE	AHRENS	1
	MAPLE	FAIRFIELD	1
	MAPLE	HIGHLAND	1
	MAPLE	LEWIS	1
	MAPLE	STEWART	1
	MARCUS	GRACE	1
	MARCUS	LALONDE	1
	MARTHA	RANDOLPH	1
	MEADOW	TROY	1
	MICHAEL MCGUIRE DR	MAIN	1

2002 TRAFFIC CRASH TOTALS
(1/1/02-12/13/02)

2002	EAST / WEST STREET	NORTH / SOUTH CROSS STREET	TOTAL
	MORNINGSIDE	GRACE	1
	MORRIS	FINLEY	1
	NORTH	BROADVIEW	1
	NORTH	LALONDE	1
	OAKTON	MAIN	1
	PARKSIDE	CRAIG	1
	PARKSIDE	GRACE	1
	PARKSIDE	PARK	1
	PINEBROOK	FINLEY	1
	PLEASANT	CHARLOTTE	1
	PLEASANT	EDGEWOOD	1
	PLEASANT	GARFIELD	1
	PLEASANT	LALONDE	1
	POTOMAC	ELIZABETH	1
	PRAIRIE	MAIN	1
	PRAIRIE PATH	RT 53	1
	PROGRESS	GARFIELD	1
	ROOSEVELT	GARFIELD	1
	ROOSEVELT	SCHOOL	1
	SCHOOL	LOMBARD	1
	SOUTH BROADWAY	LODGE	1
	SPRINGER	WATERS EDGE	1
	ST CHARLES	BIERMANN	1
	ST CHARLES	BROADVIEW	1
	ST CHARLES	CRAIG	1
	ST CHARLES	GARFIELD	1
	ST CHARLES	I-355	1
	SUNSET	EDGEWOOD	1
	SUNSET	GARFIELD	1
	SUNSET	JOYCE	1
	TAYLOR	CHARLOTTE	1
	TAYLOR	ELIZABETH	1
	TAYLOR	GRACE	1
	TOWER	WESTMORE MEYERS	1
	UNION PACIFIC BRIDGE	MAIN	1
	UNION PACIFIC RAILRO	GRACE	1
	VIEW	CRAIG	1
	WASHINGTON	GRACE	1
	WASHINGTON	HIGHLAND	1
	WEST	GOEBEL	1
	WEST	ST CHARLES	1
	WILLOW	MAIN	1
	WILSON	ADDISON	1
	WILSON	APPLE	1

Year 2003 Accident Data

2003 TRAFFIC CRASH TOTALS
(1/1/03-12/31/03)

2003	EAST / WEST STREET	NORTH / SOUTH CROSS STREET	TOTAL
	NORTH	RT 53	91
	ROOSEVELT	FINLEY	68
	ROOSEVELT	MAIN	58
	ROOSEVELT	HIGHLAND	55
	NORTH	I-355	50
	NORTH	MAIN	45
	NORTH	GRACE	34
	ST CHARLES	GRACE	33
	ST CHARLES	RT 53	33
	22ND	FINLEY	32
	BUTTERFIELD	FAIRFIELD	32
	ROOSEVELT	WESTMORE MEYERS	47
	ROOSEVELT	FAIRFIELD	30
	BUTTERFIELD	HIGHLAND	24
	ROOSEVELT	LINCOLN	23
	NORTH	LOMBARD	21
	ROOSEVELT	STEWART	19
	ST CHARLES	MAIN	17
	22ND	HIGHLAND	16
	EDWARD	MAIN	14
	ROOSEVELT	AHRENS	14
	WASHINGTON	WESTMORE MEYERS	14
	JACKSON	WESTMORE MEYERS	13
	ANN	MAIN	12
	BUTTERFIELD	TECHNOLOGY	12
	NORTH	RIDGE	12
	ROOSEVELT	EDGEWOOD	12
	WILSON	MAIN	12
	MADISON	MAIN	11
	MAPLE	MAIN	11
	MAPLE	WESTMORE MEYERS	11
	22ND	MAIN	10
	PARKSIDE	MAIN	10
	HARDING	MAIN	9
	MADISON	WESTMORE MEYERS	9
	WILSON	FINLEY	9
	MAJESTIC	HIGHLAND	8
	NORTH	WEST	8
	ROOSEVELT	GARFIELD	8
	ROOSEVELT	WESTMORE MEYERS	8
	ST CHARLES	WESTMORE MEYERS	8
	ST CHARLES	WESTMORE MEYERS	8
	22ND	WESTMORE MEYERS	7
	BUTTERFIELD	WESTMORE MEYERS	7
	COLLEN	MAIN	7
	MEADOW	RT 53	7
	NORTH	DUPAGE	7
	NORTH	GARFIELD	7
	CENTRAL	MAIN	6

2003 TRAFFIC CRASH TOTALS
(1/1/03-12/31/03)

2003	EAST / WEST STREET	NORTH / SOUTH CROSS STREET	TOTAL
	MADISON	FINLEY	6
	ROOSEVELT	CHURCH	6
	ROOSEVELT	SCHOOL	6
	ST CHARLES	BROADVIEW	6
	WILSON	WESTMORE MEYERS	6
	YORKTOWN	FAIRFIELD	6
	16TH	FINLEY	5
	22ND	GRACE	5
	BUTTERFIELD	FOUNTAIN SQ	5
	DIVISION	WESTMORE MEYERS	5
	HIGHRIDGE	WESTMORE MEYERS	5
	ST CHARLES	CRESCENT	5
	ST CHARLES	ELIZABETH	5
	ST CHARLES	LINCOLN	5
	ST CHARLES	PARK	5
	WILSON	LINCOLN	5
	YORKTOWN	HIGHLAND	5
	BUTTERFIELD RAMP	HIGHLAND	4
	CRESCENT	FINLEY	4
	EDGEWOOD	FINLEY	4
	FOXWORTH	FINLEY	4
	GROVE	MAIN	4
	HARRISON	FINLEY	4
	HARRISON	MAIN	4
	HARRISON	RT 53	4
	HICKORY	MAIN	4
	HIGHLAND	MAJESTIC	4
	MORRIS	WESTMORE MEYERS	4
	PARKVIEW	RT 53	4
	TAYLOR	MAIN	4
	YORKTOWN	GRACE	4
	18TH	MAIN	3
	22ND	FAIRFIELD	3
	CENTRAL	STEWART	3
	EISENHOWER	FINLEY	3
	GLEN OAK	FINLEY	3
	GOEBEL	MAIN	3
	GRACE	MARCUS	3
	HARRISON	CHARLOTTE	3
	KENILWORTH	WESTMORE MEYERS	3
	LEMOYNE	MAIN	3
	LOMBARD	WESTMORE MEYERS	3
	MADISON	EDSON	3
	MAPLE	FINLEY	3
	MORRIS	MAIN	3
	NORTH	BROADVIEW	3
	NORTH	JOYCE	3
	NORTH	SWIFT	3
	OAK CREEK	FINLEY	3

2003 TRAFFIC CRASH TOTALS
(1/1/03-12/31/03)

2003	EAST / WEST STREET	NORTH / SOUTH CROSS STREET	TOTAL
	PARKSIDE	GRACE	3
	PINEBROOK	FINLEY	3
	PLEASANT	RT 53	3
	PRAIRIE	GRACE	3
	PRAIRIE	MAIN	3
	ST CHARLES	GLENVIEW	3
	ST CHARLES	WEST	3
	WASHINGTON	MAIN	3
	WILSON	EDSON	3
	22ND	FAIRVIEW	2
	ANN	FINLEY	2
	BERKSHIRE	GRACE	2
	BERKSHIRE	LOMBARD	2
	BERKSHIRE	MAIN	2
	BUTTERFIELD	YORKTOWN	2
	CHARLES	RT 53	2
	GRAHAM	MAIN	2
	GREENFIELD	ELIZABETH	2
	GREENFIELD	MAIN	2
	HIGHLAND	MAPLE	2
	JANATA	HIGHLAND	2
	KUFRIN WAY	WESTMORE MEYERS	2
	LEMOYNE	JOYCE	2
	LOMBARD	MAPLE	2
	MADISON	ARTHUR	2
	MADISON	FAIRFIELD	2
	MADISON	HAMMERSCHMIDT	2
	MADISON	LODGE	2
	MADISON	NORBURY	2
	MORRIS	FINLEY	2
	PARK	MAPLE	2
	PARKSIDE	ELIZABETH	2
	PARKSIDE	PARK	2
	REBECCA	MAIN	2
	ROOSEVELT	ROYAL GLEN	2
	SIDNEY	GRACE	2
	SIDNEY	RT 53	2
	SOUTH BROADWAY	LODGE	2
	ST CHARLES	AHRENS	2
	ST CHARLES	CHARLOTTE	2
	ST CHARLES	GRACE	2
	ST CHARLES	WESTERN	2
	SUNSET	RT 53	2
	VIEW	MAIN	2
	WILLOW	MAIN	2
	WILSON	FAIRFIELD	2
	WILSON	HAMMERSCHMIDT	2
	WILSON	RT 53	2
	WOODLAND	RT 53	2

2003 TRAFFIC CRASH TOTALS
(1/1/03-12/31/03)

2003	EAST / WEST STREET	NORTH / SOUTH CROSS STREET	TOTAL
	WOODROW	WESTMORE MEYERS	2
	13TH	HIGHLAND	1
	13TH	MAIN	1
	14TH	MAIN	1
	17TH	HIGHLAND	1
	17TH	NORBURY	1
	20TH	HIGHLAND	1
	20TH	LINCOLN	1
	20TH	MAIN	1
	22ND	HIGHLAND LAKES	1
	22ND	WESTMORE MEYERS	1
	ADAMS	WESTMORE MEYERS	1
	ARBORETUM	MAIN	1
	ASH	MAIN	1
	BERKSHIRE	CHARLOTTE	1
	BERKSHIRE	CRAIG	1
	BERKSHIRE	FAIRFIELD	1
	BERKSHIRE	GARFIELD	1
	BUTTERFIELD	MAXANT	1
	BUTTERFIELD	WESTMORE MEYERS	1
	CHARLES	FINLEY	1
	CHARLOTTE	MAPLE	1
	CITY VIEW	HIGHLAND	1
	COLLEN	REBECCA	1
	CRAIG	MAPLE	1
	CRESCENT	VANCE	1
	CRYSTAL	MAIN	1
	E.S.BROADWAY	LODGE	1
	EASTGATE	HIGHLAND	1
	EDGEWOOD	MAPLE	1
	EDWARD	FINLEY	1
	EDWARD	STEWART	1
	EDWARD	WESTMORE MEYERS	1
	ELIZABETH	MAPLE	1
	ELM	WESTMORE MEYERS	1
	ETHEL	FINLEY	1
	ETHEL	LINCOLN	1
	ETHEL	MAIN	1
	FOXWORTH	LLOYD	1
	GREAT INDOOR	HIGHLAND	1
	GREENFIELD	WEST	1
	GROVE	CHARLOTTE	1
	GROVE	GARFIELD	1
	GROVE	LINCOLN	1
	HARDING	EDSON	1
	HARDING	ELIZABETH	1
	HARDING	FINLEY	1
	HARDING	LALONDE	1
	HARRISON	EDSON	1

2003 TRAFFIC CRASH TOTALS
(1/1/03-12/31/03)

2003	EAST / WEST STREET	NORTH / SOUTH CROSS STREET	TOTAL
	HARRISON	FAIRFIELD	1
	HARRISON	LINCOLN	1
	HICKORY	CRAIG	1
	HICKORY	ELIZABETH	1
	HICKORY	LOMBARD	1
	HUNTER	WHITEHALL	1
	JACKSON	ADDISON	1
	JANATA	MAIN	1
	LODGE	MAPLE	1
	LOMBARD CIRCLE	WESTMORE MEYERS	1
	LOY	ELIZABETH	1
	MADISON	AHRENS	1
	MADISON	CHASE	1
	MADISON	ELIZABETH	1
	MADISON	GRACE	1
	MANOR HILL	FINLEY	1
	MAPLE	AHRENS	1
	MAPLE	CHARLOTTE	1
	MAPLE	HIGHLAND	1
	MAPLE	LINCOLN	1
	MAPLE	MARTHA	1
	MCGURIE	MAIN	1
	MORNINGSIDE	MAIN	1
	NORTH	CRAIG	1
	NORTH	EDGEWOOD	1
	NORTH	ELIZABETH	1
	NORTH	FAIRFIELD	1
	NORTH	LALONDE	1
	NORTH BROADWAY	WESTMORE MEYERS	1
	ORCHARD TERRACE	PARK	1
	OUTER MALL	HIGHLAND	1
	PARKSIDE	LOMBARD	1
	PARKSIDE	MARTHA	1
	PLEASANT	CRAIG	1
	PLEASANT	GARFIELD	1
	PLEASANT	GRACE	1
	PLEASANT	STEWART	1
	POTOMAC	RIDGE	1
	PRAIRIE	CRAIG	1
	PRAIRIE	LALONDE	1
	PRAIRIE PATH	MAIN	1
	PRAIRIE PATH	RT 53	1
	PROGRESS	MAIN	1
	ROOSEVELT	EDSON	1
	ROOSEVELT	LLOYD	1
	ROOSEVELT	SURREY	1
	ROSEBUD	FAIRFIELD	1
	ST CHARLES	CHARLES	1
	ST CHARLES	GARFIELD	1

2003 TRAFFIC CRASH TOTALS
(1/1/03-12/31/03)

2003	EAST / WEST STREET	NORTH / SOUTH CROSS STREET	TOTAL
	ST CHARLES	HIGHLAND	1
	SUNSET	CRAIG	1
	SUNSET	EDGEWOOD	1
	SUNSET	GRACE	1
	SUNSET	MAIN	1
	SUNSET	RIDGE	1
	TAYLOR	GRACE	1
	TAYLOR	HAMMERSCHMIDT	1
	TAYLOR	LALONDE	1
	TAYLOR	NORBURY	1
	UNION PACIFIC RAILRO	RT 53	1
	UNION PACIFIC TRACKS	ELIZABETH	1
	WASHINGTON	AHRENS	1
	WASHINGTON	EDGEWOOD	1
	WASHINGTON	ELIZABETH	1
	WASHINGTON	FAIRFIELD	1
	WASHINGTON	GRACE	1
	WASHINGTON	HIGHLAND	1
	WASHINGTON	LEWIS	1
	WASHINGTON	LODGE	1
	WASHINGTON	STEWART	1
	WEST	GREENFIELD	1
	WEST	MEADOW	1
	WEST	WINDSOR	1
	WILLOW	LINCOLN	1
	WILSON	HIGHMOOR	1
	WOODLAND	BROADVIEW	1
	WOODROW	ADDISON	1
	WOODROW	WESTMORE MEYERS	1
	YORKTOWN	MAJESTIC	1

Year 2004 Accident Data

2004 TRAFFIC CRASH TOTALS
(1/1/04-12/31/04)

2004	EAST / WEST STREET	NORTH / SOUTH CROSS STREET	TOTAL
	NORTH	RT 53	82
	ROOSEVELT	FINLEY	65
	ROOSEVELT	MAIN	62
	NORTH	I-355	52
	ROOSEVELT	WESTMORE MEYERS	47
	BUTTERFIELD	FAIRFIELD	40
	ST CHARLES	GRACE	40
	ROOSEVELT	FAIRFIELD	38
	22ND	FINLEY	35
	ROOSEVELT	STEWART	32
	BUTTERFIELD	HIGHLAND	31
	NORTH	MAIN	31
	ROOSEVELT	HIGHLAND	31
	ST CHARLES	RT 53	31
	NORTH	GRACE	30
	MAPLE	MAIN	22
	ROOSEVELT	AHRENS	22
	22ND	HIGHLAND	21
	JACKSON	WESTMORE MEYERS	20
	ST CHARLES	MAIN	19
	ST CHARLES	WESTMORE MEYERS	17
	NORTH	LOMBARD	16
	ROOSEVELT	EDGEWOOD	16
	ANN	MAIN	15
	WASHINGTON	WESTMORE MEYERS	15
	MADISON	WESTMORE MEYERS	14
	ROOSEVELT	SCHOOL	13
	22ND	WESTMORE MEYERS	12
	MAPLE	WESTMORE MEYERS	12
	ROOSEVELT	GARFIELD	12
	BUTTERFIELD	TECHNOLOGY	11
	HARRISON	RT 53	10
	JANATA	HIGHLAND	9
	ST CHARLES	CRESCENT	9
	BUTTERFIELD	WESTMORE MEYERS	8
	EDWARD	MAIN	8
	PARKSIDE	MAIN	8
	ST CHARLES	ELIZABETH	8
	WILSON	WESTMORE MEYERS	8
	22ND	MAIN	7
	MANOR HILL	FINLEY	7
	OAK CREEK	FINLEY	7
	WILSON	FINLEY	7
	COLLEN	MAIN	6
	FOXWORTH	FINLEY	6
	HARRISON	FINLEY	6
	HARRISON	MAIN	6
	MADISON	MAIN	6
	NORTON	WESTMORE MEYERS	6

2004 TRAFFIC CRASH TOTALS
(1/1/04-12/31/04)

2004	EAST / WEST STREET	NORTH / SOUTH CROSS STREET	TOTAL
	ST CHARLES	CHARLOTTE	6
	WILSON	MAIN	6
	YORKTOWN	FAIRFIELD	6
	YORKTOWN	HIGHLAND	6
	22ND	FAIRFIELD	5
	CENTRAL	MAIN	5
	DIVISION	WESTMORE MEYERS	5
	MADISON	FAIRFIELD	5
	MAJESTIC	HIGHLAND	5
	PLEASANT	RT 53	5
	ST CHARLES	AHRENS	5
	ST CHARLES	WEST	5
	CENTRAL	STEWART	4
	EDGEWOOD	FINLEY	4
	EISENHOWER	FINLEY	4
	GROVE	MAIN	4
	HIGHRIDGE	WESTMORE MEYERS	4
	MAPLE	FINLEY	4
	MEADOW	RT 53	4
	MORRIS	MAIN	4
	NORTH	BROADVIEW	4
	NORTH	DUPAGE	4
	ST CHARLES	PARK	4
	WASHINGTON	MAIN	4
	WILSON	ELIZABETH	4
	WILSON	LINCOLN	4
	13TH	HIGHLAND	3
	20TH	MAIN	3
	ASH	MAIN	3
	BUTTERFIELD	FOUNTAIN SQUARE	3
	ETHEL	FINLEY	3
	HARRISON	EDSON	3
	HICKORY	MAIN	3
	LOMBARD	WESTMORE MEYERS	3
	MADISON	GRACE	3
	MAPLE	ELIZABETH	3
	MORRIS	WESTMORE MEYERS	3
	NORTH BROADWAY	WESTMORE MEYERS	3
	ROOSEVELT	CHURCH	3
	ST CHARLES	I-355 BRIDGE	3
	TAYLOR	MAIN	3
	WILSON	CHARLOTTE	3
	WILSON	RT 53	3
	16TH	FINLEY	2
	16TH	MAIN	2
	22ND	EDSON	2
	22ND	GRACE	2
	22ND	LINCOLN	2
	BERKSHIRE	MAIN	2

2004 TRAFFIC CRASH TOTALS
(1/1/04-12/31/04)

2004	EAST / WEST STREET	NORTH / SOUTH CROSS STREET	TOTAL
	BUTTERFIELD	MAXANT	2
	CITY VIEW	HIGHLAND	2
	EDWARD	FINLEY	2
	GLEN OAK	FINLEY	2
	GOEBEL	MAIN	2
	GROVE	CHARLOTTE	2
	HARDING	CHARLOTTE	2
	HARDING	MAIN	2
	HARRISON	GRACE	2
	ILLINOIS PRAIRIE PATH	ELIZABETH	2
	KENILWORTH	WESTMORE MEYERS	2
	KUFRIN WAY	WESTMORE MEYERS	2
	LOMBARD CIRCLE	WESTMORE MEYERS	2
	LOY	ELIZABETH	2
	MADISON	ELIZABETH	2
	MADISON	LOMBARD	2
	MAPLE	LODGE	2
	NORTH	RIDGE	2
	PARKSIDE	ELIZABETH	2
	PARKSIDE	PARK	2
	PLEASANT	VISTA	2
	PRAIRIE	MAIN	2
	ROOSEVELT	SURREY	2
	ST CHARLES	BIERMANN	2
	ST CHARLES	LINCOLN	2
	ST CHARLES	PARK	2
	SUNSET	GRACE	2
	TAYLOR	HAMMERSCHMIDT	2
	UNION PACIFIC RAILROAD	ELIZABETH	2
	VIEW	MAIN	2
	WASHINGTON	HIGHLAND	2
	WILLOW	ELIZABETH	2
	WOODLAND	RT 53	2
	YORKTOWN	GRACE	2
	16TH	HIGHLAND	1
	16TH	STEWART	1
	17TH	HIGHLAND	1
	17TH	MAIN	1
	18TH	MAIN	1
	20TH	HIGHLAND	1
	22ND	STEWART	1
	22ND	VISTA	1
	AHRENS	SCHOOL	1
	BERKSHIRE	JOYCE	1
	BROOK	FINLEY	1
	BROOKFIELD	ELIZABETH	1
	BROWN	MAIN	1
	CENTRAL	ELIZABETH	1
	CENTRAL	FAIRFIELD	1

2004 TRAFFIC CRASH TOTALS
(1/1/04-12/31/04)

2004	EAST / WEST STREET	NORTH / SOUTH CROSS STREET	TOTAL
	CENTRAL	GRACE	1
	CENTRAL	HAMMERSCHMIDT	1
	CHARLES	RT 53	1
	CORTLAND	LOMBARD	1
	CORTLAND	MAIN	1
	CRESCENT	FINLEY	1
	CRYSTAL	RIDGE	1
	DIVISION	HIGHLAND	1
	E NORTH BROADWAY	CHASE	1
	EAST NORTH BROADWAY	WESTMORE MEYERS	1
	EASTGATE	HIGHLAND	1
	EASTGATE	WESTMORE MEYERS	1
	EDWARD	EDSON	1
	ELM	GRACE	1
	EMERSON	2ND	1
	ETHEL	MAIN	1
	FOUNTAIN SQUARE	WESTMORE MEYERS	1
	GREAT WESTERN TRAIL	RT 53	1
	GREENFIELD	GRACE	1
	GREENFIELD	PARK	1
	GREENFIELD	WEST	1
	GROVE	ELIZABETH	1
	GROVE	PARK	1
	HARDING	FINLEY	1
	HARRISON	CHARLOTTE	1
	HARRISON	NORBURY	1
	HICKORY	BREWSTER	1
	HICKORY	CRAIG	1
	HICKORY	FINLEY	1
	HICKORY	GRACE	1
	HICKORY	STEWART	1
	HILL	RT 53 OVERPASS	1
	HUNTER	DOWNING	1
	I-88	HIGHLAND	1
	JACKSON	ADDISON	1
	LEMOYNE	GARFIELD	1
	LEMOYNE	GRACE	1
	MADISON	AHRENS	1
	MADISON	CRAIG	1
	MADISON	EDGEWOOD	1
	MADISON	FINLEY	1
	MADISON	LODGE	1
	MADISON	STEWART	1
	MAGNOLIA CIRCLE	CHERRY	1
	MAPLE	2ND	1
	MAPLE	EDGEWOOD	1
	MAPLE	GRACE	1
	MAPLE	HIGHLAND	1
	MAPLE	PARK	1

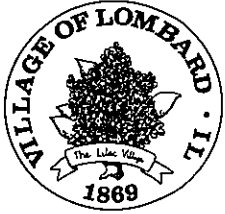
2004 TRAFFIC CRASH TOTALS
(1/1/04-12/31/04)

2004	EAST / WEST STREET	NORTH / SOUTH CROSS STREET	TOTAL
	MAPLE	STEWART	1
	MARCUS	JOYCE	1
	MARLBOROUGH	FINLEY	1
	MEADOW	BROADVIEW	1
	MEADOW	WEST	1
	MICHAEL MCGUIRE	MAIN	1
	MORNINGSIDE	MAIN	1
	NEW	HAMMERSCHMIDT	1
	NORTH	FAIRFIELD	1
	NORTH	LALONDE	1
	NORTH	LOMBARD	1
	NORTH	SWIFT	1
	NORTON	GRACE	1
	OAK CREEK	SPRINGER	1
	OAKCREEK	FINLEY	1
	PARKSIDE	CHARLOTTE	1
	PARKSIDE	GRACE	1
	PINEBROOK	FINLEY	1
	PLEASANT	GRACE	1
	PLEASANT	STEWART	1
	PLEASANT	WESTWOOD	1
	POTOMAC	RIDGE	1
	PRAIRIE	LEWIS	1
	PROGRESS	GARFIELD	1
	PROGRESS	MAIN	1
	RAILROAD TRACKS	GRACE	1
	REBECCA	MAIN	1
	REGENCY	HIGHLAND	1
	ROOSEVELT	EDSON	1
	SIDNEY	RT 53	1
	SOUTH BROADWAY	EDGEWOOD	1
	ST CHARLES	ADDISON	1
	ST CHARLES	BROADVIEW	1
	ST CHARLES	CRAIG	1
	ST CHARLES	MARTHA	1
	ST CHARLES	PARKSIDE	1
	ST.REGIS DR	HIGHLAND	1
	SUNSET	DUPAGE	1
	SUNSET	RT 53	1
	SUNSET	VISTA	1
	SYDNEY	RT 53	1
	TAYLOR	CHARLOTTE	1
	TAYLOR	GRACE	1
	TAYLOR	LALONDE	1
	UNION PACIFIC	GRACE	1
	UNION PACIFIC TRACKS	FINLEY	1
	UNION PACIFIC TRACKS	MAIN	1
	UNION PACIFIC TRACKS	PARK	1
	VIEW	CHARLOTTE	1

2004 TRAFFIC CRASH TOTALS
(1/1/04-12/31/04)

2004	EAST / WEST STREET	NORTH / SOUTH CROSS STREET	TOTAL
	VIEW	GARFIELD	1
	VIEW	GRACE	1
	VIEW	MARTHA	1
	WASHINGTON	3RD	1
	WASHINGTON	CRAIG	1
	WASHINGTON	GRACE	1
	WASHINGTON	LODGE	1
	WASHINGTON	LOMBARD	1
	WASHINGTON	SCHOOL	1
	WASHINGTON	STEWART	1
	WILSON	FAIRFIELD	1
	WILSON	GRACE	1
	WILSON	HAMMERSCHMIDT	1
	WILSON	HIGHMOOR	1
	WILSON	LOMBARD	1
	WOODROW	ADDISON	1
	YORKTOWN	MAJESTIC	1

Exhibit E
Engineering Report



Public Works Department
August 4, 2005

Mr. David Hulseberg, AICP
Director of Community Development
Village of Lombard
255 E. Wilson Avenue
Lombard, Illinois 60148 - 3969

Re: Yorktown Business District Qualification: Water Distribution System

Dear Mr. Hulseberg:

The project to replace the water main loop that supports Yorktown Mall is currently programmed in the Village's Capital Improvement program (CIP). The CIP project budget for construction is \$2,720,200 (Phase 2 & 3). The CIP budget includes resident engineering and construction material testing. Funding is a component of the proposed Yorktown Conference Center bond issue. The current schedule is to replace the water main in three (3) phases. This is outlined in an exhibit dated 02/16/05, as prepared by Burns & McDonnell.

Phase 1: Phase 1 is currently under construction and includes the completed portion by the two (2) restaurants (Buca di Beppo and Claim Jumpers) in the southwest corner of the mall. The second segment of this phase includes replacement of the water main behind the Convenience Center. This work will resume once the bond issue is resolved. Current construction cost is \$561,590.63. After resuming work, construction should be completed in 60 days.

Phase 2: Phase 2 is currently under design. It includes water main serving Von Maur and will be placed in the ring road from approximately the new Shops on Butterfield, past the Butterfield Road entrance and continuing on to the northwest entrance to the mall across from Majestic Drive. This work will be bid once easement issues with JC Penny are resolved. Current construction cost is estimated at \$1,725,000. Construction is estimated to take 225 days.

Phase 3: Phase 3 is currently under design, it includes water main serving Carson Pirie Scott. The new main will be placed in the ring road from approximately the northwest entrance to the Mall (across from Majestic Drive) to the west side of the new Shops on Butterfield. This work will be bid once Phase 2 is completed. The easements with Carson Pirie Scott need to be signed prior to the start of construction. Current construction cost is estimated at \$550,000. Construction is estimated to take 75 days.

Construction is currently scheduled over two (2) construction seasons (March to November), if the timing of the bidding is right and all easements are secured, Phase 2 and 3 could be constructed together as one project. Please note cost estimates for Phase 2 and 3 are in 2004 dollars. The Village has seen a marked rise in construction costs over that past season.

Sincerely,

Wesley B. Anderson
Director of Public Works



July 20, 2005

Mr. David Hulseberg, AICP
Director of Community Development
Village of Lombard
255 E. Wilson Avenue
Lombard, Illinois 60148 - 3969

Re: Yorktown Business District Qualification: Water Distribution System

Dear Mr. Hulseberg:

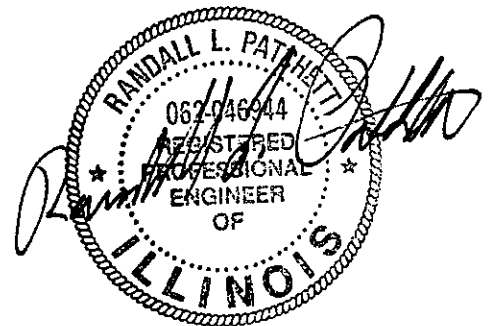
Burns & McDonnell Engineering Company, Inc. was retained by the Village of Lombard in November of 2003 to provide design engineering services for the replacement of the Yorktown Water Main. The project generally consists of the replacement of approximately 11,700 linear feet of existing ductile iron water main that serves the Yorktown Mall and adjacent businesses.

The Yorktown water main was constructed in the late 1960's and consists of main line piping, valves, service lines and fire hydrants. It provides water to the Yorktown Mall for potable and commercial use. It provides water for the Mall's fire suppression system and serves as the primary fire protection loop in the area. The existing water main is approaching 50-years of service life and is located in fairly corrosive soils. In the process of acquiring and reviewing background data for the project it became apparent that this section of water main requires significantly more maintenance than other areas in the Village. Over the last 15.5 years the Village has experienced an average of 1.2 repairs per mile per year on the Yorktown Mall water main distribution system. This rate is 1.5 times greater (50% greater) than the average rate of 0.8 repairs per mile per experience in the Village's entire system. A summary of the repair history is attached in Table A. The location of the repairs and the planned water main replacement project is presented in Figure 1.

An increase in the rate and severity of main line breaks and leakage can be expected in the existing system due to its age and the environment in which it is installed. It is my professional opinion that the Yorktown Water Distribution System (System) has experienced significant deterioration when compared to other areas in the Village of Lombard and that the magnitude of impact of the deterioration, while significant at this time will be greater in future years.

Sincerely,
Burns & McDonnell

Randall L. Patchett, P.E.





**Table 1 -Comparison of History of Main Breaks
Yorktown Water Distribution System vs. Village-Wide System
prepared by Burns & McDonnell Engineering Company**

Yorktown Water Main Repairs

41
repairs
2.2 miles of water main
1990-2005 (15.5yr) history

1.200 repairs per mile per year

Village-wide Water Main Repairs

2112 repairs
170 miles of water main
1990-2005 (15.5yr) history

0.8: repairs per mile per year

Yorktown Water Main experiences 1.5 times more repairs per year per mile.

YORKTOWN WATERMAIN REPAIRS

 NOT TO SCALE
 14 LOCATIONS
 WATER
 SANITARY
 STORM

