

February 20, 2023

Title

PC 23-02

Property Owners

Synergy Construction Group LLC
2037 W. Carroll Avenue
Chicago, IL 60612

JC Penney
P.O. Box 10001
Dallas, TX 75301

Petitioners

Synergy Construction Group LLC
2037 W. Carroll Avenue
Chicago, IL 60612

Pacific Retail Capital Partners
2029 Century Park E #1550
Los Angeles, CA 90067

Property Location

Former Carson's anchor store and portion of JC Penney parking lot at Yorktown Center

Zoning

B3PD Community Shopping
District Planned Development

Existing Land Use

Regional mall

Comprehensive Plan

Regional Commercial

Approval Sought

Major change to the Yorktown Shopping Center Planned Development to allow a use exception for a multiple-family residential building, and approval of a preliminary plat of subdivision with variations.

Prepared By

Anna Papke, AICP
Senior Planner



LOCATION MAP

DESCRIPTION

The petitioners, Synergy Construction Group, LLC, and Pacific Retail Capital Partners (PRCP), are requesting zoning entitlements in order to construct a multiple-family apartment development on the north side of the Yorktown Center regional mall. The subject property includes the site of the former Carson's anchor tenant store and a portion of the surface parking lot currently owned by JC Penney.

The proposed development consists of 621 apartment units spread across two buildings. Each apartment building incorporates a parking garage and interior courtyard with tenant amenities. The development will include a 0.68-acre plaza space intended for public gatherings, and façade improvements to the portion of Yorktown Center mall adjacent to the plaza. Other project features include a dog park for resident use and reconfigured surface parking.

The subject property is located in the Yorktown Shopping Center Planned Development. The proposed development requires an amendment to the planned development to approve a use exception to permit multiple-family residential buildings with dwelling units on the first floor. The petitioner is also seeking approval of a preliminary plat of subdivision with companion variations.

Project Details

Parcel Size:	15.75 acres
Green space:	3.63 acres
Plaza area:	0.68 acres
Dwelling units:	621
Parking spaces (full buildout):	1,409 (932 garage, 477 surface)
Building height:	Five stories

Submittals

1. Petition for public hearing, dated 01/31/2023, authorization letter from Synergy, JC Penney;
2. Response to standards, prepared by the petitioner's counsel;
3. ALTA/NSPS land title survey (Carson's), prepared by NV5, dated 09/10/2019;
4. Plat of survey (JC Penney), prepared by Terra Technology, dated 02/05/2022;
5. PUD site plan, prepared by V3, dated 02/06/2022;
6. Preliminary engineering, prepared by V3, dated 01/09/2023;
7. Building renderings and elevations, prepared by Ware Malcomb, dated 01/17/23;
8. Landscape plan, prepared by Ware Malcomb, dated 01/13/2023;
9. Preliminary plat of subdivision, prepared by V3, dated 11/18/22;
10. Parking diagrams, prepared by V3;
11. Stormwater and sanitary flow calcs, and fire truck access diagram, prepared by V3; and
12. Parking exhibits, prepared by V3.

Yorktown Center Redevelopment Efforts – Background:

The Yorktown Center regional mall has been located at the intersection of Butterfield Road and Highland Avenue since the late 1960s. The property is part of the Yorktown Shopping Center Planned Development. This planned development was approved by the Village in 1966, prior to construction of the mall, and has been amended several times since in order to address changing conditions. Development on the subject property is subject to the provisions of the Yorktown Shopping Center Planned Development as well as provisions of the Lombard Village Code.

Yorktown Center operated as a traditional regional mall with a retail-focused tenant mix up through the early 2000s. Over the last two decades, the center has faced challenges common to many regional shopping malls, including an increase in online shopping, a decline in market share for traditional anchor tenant department stores, and changing consumer preferences. To address some of these changes, mall ownership (PRCP) has brought in a wider range of non-retail tenants and made capital improvements to the center's common areas.

At the macro level, PRCP has sought out redevelopment opportunities with the goal of repositioning Yorktown Center for long-term economic sustainability. This effort has focused on introducing additional residential units to the vicinity of the mall. Recent development activities at Yorktown include the construction of the Elan and Overture apartment buildings at the intersection of Grace Street and the Yorktown Ring Road. The redevelopment of the site of the former Yorktown Convenience Center into a 90-unit townhome community (Summit at Yorktown) is presently underway.

The Carson's anchor store at Yorktown Center has been vacant since 2018. Synergy Construction Group, in partnership with PRCP, proposes to demolish the vacant anchor store and redevelop the site with a two-phased, 621-unit multiple-family residential development. Earlier versions of the concept plan for the development were introduced to the Plan Commission in workshop sessions on March 28, 2022, and October 17, 2022. The plan currently proposed by the petitioner is generally similar to the concept plans shown at the October workshop.

The petitioner held a neighborhood meeting on May 17, 2022, to which over 1,000 residents from the surrounding area were invited. The neighborhood meeting was conducted in an open house format, providing residents a chance to view the plans, ask questions of the development team, and offer feedback on the concept plans. With these efforts undertaken, the petitioner is proceeding with their formal zoning entitlement effort.

EXISTING CONDITIONS

The subject property is currently developed with a vacant anchor tenant store (former Carson's) and surface parking spaces utilized by mall visitors.

APPROVAL(S) REQUIRED

The petitioner requests that the Village take the following actions on the subject property located within the B3PD Community Shopping District Planned Development (Yorktown Shopping Center Planned Development):

1. Pursuant to Section 155.504(A) of the Lombard Village Code (major changes in a planned development) of the Lombard Zoning Ordinance, amend the Yorktown Shopping Center Planned Development as established by Ordinance Number 1172 and subsequently amended by Ordinance Numbers 3964, 6053, 6180, 6230, 7067, and 7175, to approve a use exception pursuant to Section 155.508(B)(3) of the Lombard Village Code to provide for a multiple-family residential building with dwelling units on the first floor;
2. Pursuant to Chapter 154 of the Lombard Village Code (the Subdivisions and Development Ordinance) approve a preliminary plat of subdivision with the following variations:
 - a. A variation from Section 154.506(D) to allow for lots that do not have frontage on a public street;
 - b. A variation from Section 154.506(F) to allow lots that are not at right angles or radial to street lines; and
 - c. A variation from Section 155.415(E) to allow a lot with a lot width of less than 100 feet, to provide for a driveway connection to Highland Avenue.

INTER-DEPARTMENTAL REVIEW

Building Division:

The Building Division has the following comments on the petition. Additional comments may be forthcoming during permit review.

1. The development site will be completely on private property with little to no public property boarding it. Therefore, the Illinois Accessibility Code and Federal ADA Standard are all applicable regarding a "accessible route" through and around the site. This will need to be taken into consideration as they design sidewalks, etc.
2. Each of the courtyards will be required to have direct access into them with straight run through the building for Fire Department access (ladders, etc.).
3. If the developer plans to use Type 5 construction (wood), this will require the use of a type 13 sprinkler system per local ordinance rather than a typical 13R system.

Fire Department:

The Fire Department has the following comments on the petition. These comments can be addressed during building permitting. Additional comments may be forthcoming during permit review.

1. Verify that all Yorktown Mall FDC's will still be accessible to Fire Apparatus and the hydrants will remain accessible to those FDC locations.
2. Verify the locations of FDC's on new buildings and hydrants are within 100' of those FDC locations.

3. Verify that Fire has direct access to the courtyard areas on new buildings to bring in ground ladders and equipment if necessary.

Private Engineering Services (PES):

Village staff has been working with the petitioner over the past year to address engineering issues pertaining to the site. V3, the petitioner’s engineering firm has submitted and revised preliminary engineering plans and internal staff review efforts have included comments pertaining to:

1. capacity at and connections to the recently completed lift station on Grace Street,
2. rerouting of any existing utility lines,
3. infrastructure sizing
4. the proposed layout of proposed watermain, and
5. the new sanitary sewer and storm sewer lines

With respect to stormwater detention, as this project is redeveloping existing impervious surfaces, the proposed development will decrease the amount of lot coverage. Stormwater will be collected within existing and proposed storm sewer lines and the stormwater runoff will flow to the existing detention facility located immediately north of the AMC movie theatre.

Additional comments may be forthcoming as part of final engineering and permit review.

Public Works:

The Department of Public Works has no comments on the proposed project. Additional comments may be forthcoming during permit review.

Planning Services Division:

The Planning Services Division notes the following:

1. Surrounding Zoning & Land Use Compatibility

	Zoning	Land Use
North	B3PD	Former Carson’s Furniture
East and South	B3PD	Yorktown Center mall
West	B3PD	The Gardner School and Fifth Third Bank

Development in the vicinity of the subject property consists of large-scale commercial development at Yorktown Center and multiple-family residential development adjacent to the mall. The multiple-family development proposed on the subject property is consistent with the zoning and land uses of surrounding properties.

2. *Comprehensive Plan Compatibility*

The subject property is designated Regional Commercial in the Village’s Comprehensive Plan. The Comprehensive Plan describes Regional Commercial as “a larger, more intensively developed mixed-use commercial area that serves as a key activity center for the region.”

The subject property is part of a 107-acre tract that has operated as a regional mall since the late 1960s. The mall owner has been working to enhance the long-term viability of Yorktown Center through redevelopment projects intended to create a mixed-use neighborhood around the mall. The proposed residential development is consistent with these efforts to maintain the mall as a regional activity center. The development also aligns with Visions 2 and 3 in the Comprehensive Plan, which focus on fostering a diverse housing stock and maintaining viable commercial districts, respectively.

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

3. *Compatibility with Yorktown Shopping Center Planned Development*

This development is subject to the standards contained in the Yorktown Shopping Center Planned Development. The planned development was adopted by Ordinance 1172 in 1966. Ordinance 1172 has been amended several times in the intervening years to address changing conditions.

Staff has analyzed the plans submitted by the petitioner against the requirements of Ordinance 1172 and amendments thereto. Staff finds the development to be compliant with the planned development requirements, with the exception of the requested major change to allow for a use exception. The following summarizes staff’s review of the proposed development against the standards of the planned development.

Standard	Ordinance 1172 and amendments	Proposed development
<i>Permitted Uses</i>	All permitted and conditional uses in the Business Districts (B1 through B5A) are permitted in the Yorktown Shopping Center PD.	The petitioner is proposing two five-story apartment buildings. Dwelling units located above the first floor are conditional uses in the B3 District, and thus are permitted at Yorktown Center by Ordinance 1172. The petitioner has requested a use exception to allow for dwelling units located on the first floor.

<i>Height Limitations</i>	No more than four general office buildings shall be permitted to a maximum height of 870 feet above seat level and all other buildings may be constructed to a maximum height of 830 feet above sea level.	The maximum elevation of the proposed buildings will be 819 feet above sea level.
<i>Intensity of Use</i>	In lieu of the ground floor area ratio otherwise provided in the Lombard Zoning Ordinance, up to thirty (30%) of the ground area may be occupied for building purposes provided the remaining area shall remain as Open Spaces, which may be utilized for parking, traffic lanes, pedestrian walkways, landscaping, loading berths and signs.	The Yorktown Center PD is 107 acres in total area. With the proposed development, 24% of the planned development will be occupied by buildings.
<i>Off-Street Parking</i>	There shall be required in lieu of all other off-street parking regulations of the Lombard Zoning Ordinance the construction and maintenance of a minimum of 6,800 parking spaces. <i>Note: Originally the planned development was required to have 7,200 parking spaces. This number was amended to 6,800 in 2016 (Ordinance 7175).</i>	The petitioner has provided parking counts for the planned development. At full buildout of both apartment buildings, there will be 7,237 parking spaces. In the interim between the Phase 1 buildout and the Phase 2 buildout, there will be 7,108 parking spaces in the planned development.
<i>Signs</i>	The planned development contains sign regulations pertaining to shopping center signage. This has been amended several times.	The petitioner has not proposed any signage with the submitted petition. Signage on the site will be subject to the planned development provisions as well as the Village's Sign Ordinance.
<i>Setbacks</i>	In lieu of all other building setback requirements of the Lombard Zoning Ordinance, there shall be a requirement for a setback of 25 feet from the outer perimeter of the tract.	The proposed development is set well inside the perimeter of the planned development.
<i>Screening</i>	All screening requirements provided in the Lombard Zoning Ordinance are waived.	The petitioner has provided a landscape plan that includes landscaping in the plaza area, building courtyards, and parking lot.

4. *Request for major change to a planned development – use exception to provide for a multiple-family residential building with dwelling units on the first floor*

The petitioner is proposing two multiple-family apartment buildings with a total of 621 dwelling units. Dwelling units will be located on all levels of the proposed buildings. Per the terms of Ordinance 1172 and the Village Zoning Ordinance, dwelling units located above the first floor are permitted by right in the Yorktown Shopping Center PD. Dwelling units located on the first floor are not permitted by right.

The petitioner has requested a use exception to the Yorktown Shopping Center PD to allow for a development with dwelling units on the first floor. Village Code provides for use exceptions in planned developments in cases where the use in question would be compatible with and enhance the quality of the planned development, would not be detrimental to surrounding properties, and would not represent more than 40 percent of the development in the planned development.

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

Staff further notes that the proposed development has been designed to be an integrated part of Yorktown Center. The proposed plaza, located between Yorktown Center and the Phase 1 building, provides a point of connection between activity in the mall and activity at the residential development. The petitioner will also complete façade renovations to the tenant spaces adjacent to the multiple-family buildings in order to make the activities inside the center more outward facing, thus fostering opportunities for engagement between the center and the residential buildings. The purpose of zoning regulations that limit first floor dwelling units in B Districts is to ensure that commercial areas retain a reasonable level of pedestrian and vehicle activity to support adjacent businesses. Staff believes these design elements will accomplish this goal. Staff supports the requested use exception for first floor residential units.

5. *Preliminary plat of subdivision with variations for lot frontage, lot geometry, and lot width*

The petitioner intends to subdivide the property into three parcels. Two of the parcels will contain the residential buildings, and will not have frontage on a public right-of-way (the residential buildings will take direct access from the Yorktown Ring Road). The third parcel, containing the plaza and surface parking areas, will have limited frontage on Highland Avenue. All three lots will have geometries that do not comply with the design specifications for lots in the Village's Subdivision and Development Ordinance. Therefore, the petitioner has requested variations to allow lots with atypical geometries and no or limited frontage on a public right-of-way.

The Yorktown Shopping Center Planned Development is unique in that many properties within the PD take access from the privately-owned Yorktown Ring Road, and therefore have very little or even no direct frontage on a publicly-owned right-of-way. Properties in the PD have been subdivided over the

years to address ownership changes or tax assessment concerns. As a result, many of the lots in the PD, including the subject property in its current form, do not conform to the design requirements of the Subdivisions and Development Ordinance. These existing conditions limit the ability of the petitioner to meet the standards of the Subdivisions and Development Ordinance, or to create lots with the required lot width. Staff finds the petitioner has satisfied the standards for variations based on the existing conditions on the subject property and the unique characteristics of the Yorktown Shopping Center PD.

The petitioner has submitted a preliminary plat of subdivision for review by the Plan Commission and Village Board. Should the preliminary plat be approved by the Village, the petitioner will then undertake final engineering. Once final engineering is approved by Village staff, the petitioner will submit a final plat to the Village Board for approval and signature. Staff recommends approval of the preliminary plat with requested variations.

6. *Traffic volume, access, circulation, and parking*

The subject property is currently developed with the former Carson's anchor store, amounting to approximately 224,000 square feet of retail space. Though the store has been vacant for nearly five years, it previously operated for several decades at full capacity with the attendant traffic generated by a large department store.

The Village's traffic consultant, KLOA, conducted a trip generation comparison to analyze how the traffic generated by the proposed multiple-family development would compare to the traffic generated by the anchor store at full occupancy. The trip generation comparison table shows that the proposed development will generate slightly more vehicle trips than the department store did for the weekday morning peak hour. However, the proposed development will generate fewer vehicle trips than the previous department store for the weekday evening peak hour and the Saturday peak hour. In total, the 621 apartment units are expected to generate 7,542 fewer daily trips than the department store. Based on this information, staff concludes the existing roadway network within and adjacent to Yorktown Center has adequate capacity for the traffic generated by the proposed development.

Each apartment building includes a multi-level parking garage. Additional surface parking is provided around the plaza and building perimeters. For multiple-family developments, the Village Code requires one and a half parking spaces per unit for one- and two-bedroom units, and two spaces per unit for three-bedroom or larger units. The parking provided in the parking garages meets the Village Code requirements for the number and mix of units in each apartment building. Based on data from the Institute of Traffic Engineers and other apartment complexes in the region, KLOA finds that the parking provided in the parking garages will meet the anticipated peak parking demand of the apartment buildings.

KLOA reviewed the internal circulation of the proposed development. KLOA notes that the development will eliminate multiple drive aisles that currently connect with the Yorktown Ring Road, thus reducing conflict points and generally improving circulation around Yorktown Center. KLOA identified a number of site modifications intended to improve traffic flow and reduce conflict points within the development (stop signs, do not enter signs, etc.). These recommendations are included in the KLOA memo attached to this report. The petitioner should incorporate these recommendations during final engineering and permit submittal.

7. *Other Site Features*

The submitted plan includes a 0.68-acre plaza space adjacent to the mall building. The petitioner states this plaza will be a flexible open space designed to be used for a variety of activities, including: fitness classes; outdoor seating and fire pits; play areas; and events such as small concerts, outdoor movies, and art shows. This space will be privately owned and programmed. Neither the Village nor the Lombard Park District will be responsible for maintenance of this open space.

The submitted plans show additional green space in the form of parking lot landscaping, building foundation and courtyard landscaping, and several larger landscaped spaces on the perimeter of the Phase 1 building. The development will include internal sidewalks and crosswalks designed to direct pedestrian flow in and around the development.

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.

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 variations, as established by the Lombard Zoning Ordinance. 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 change to a planned development and variations for a preliminary plat of subdivision **complies** with the standards required by the Village of Lombard Zoning Ordinance and Subdivisions and Development Ordinance; 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 23-02, subject to the following conditions:

1. That the major changes to a planned development are valid only for the subject property within the Yorktown Shopping Center 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;
3. That the petitioner shall apply for and receive building permits for the proposed development;
4. That the petitioner shall satisfactorily address all comments noted within the Inter-Departmental Review Committee Report;
5. The petitioner shall address KLOA's comments on internal traffic circulation and control, with revised plans to be reviewed during permit review by engineering staff; and
6. That this approval shall be subject to the commencement time provisions as set forth within Section 155.103(F)(11).



William J. Heniff, AICP
Director of Community Development

Attachment: Memorandum from KLOA to Village of Lombard re: Yorktown Station Development On-Site Circulation and Parking Evaluation, dated February 14, 2023.

c. Petitioner

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MEMORANDUM TO: Anna Papke, AICP
Senior Planner
Village of Lombard

FROM: Javier Millan
Principal

DATE: February 14, 2023

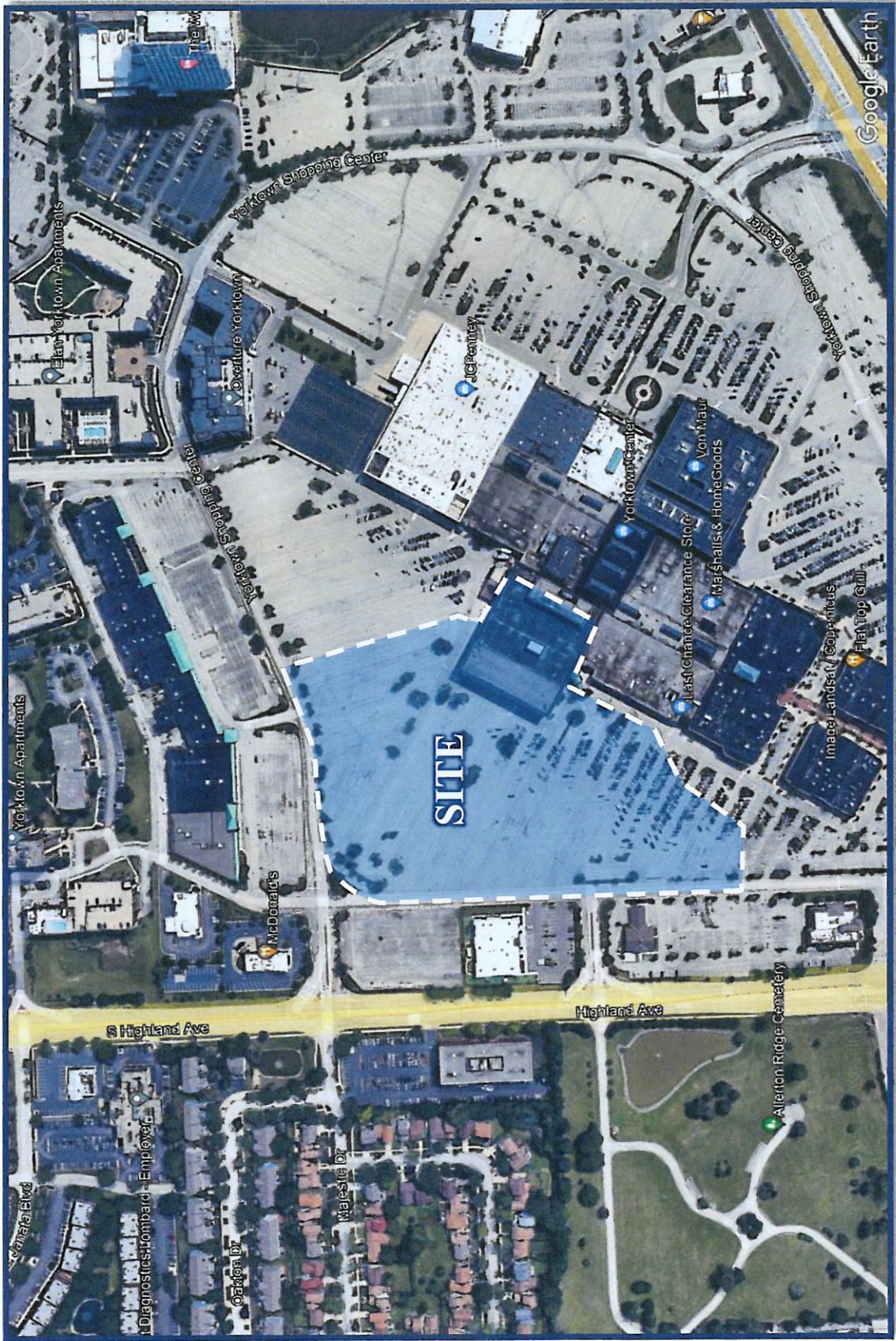
SUBJECT: Yorktown Station Development
On-Site Circulation and Parking Evaluation
Lombard, Illinois

This memorandum summarizes the results of an on-site circulation and parking evaluation conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for the proposed Yorktown Station residential development in Lombard, Illinois. The Yorktown Station development will replace the vacant Carson Pirie Scott storefront within Yorktown Center.

The plans call for developing the site with two apartment buildings. The northern lot (Lot 1) will be developed with a 310-unit apartment building with 466 parking spaces in a parking garage. The southern lot (Lot 2) will be developed with a 311-unit apartment building with 477 parking spaces in a parking garage. Access to both parking garages will be provided internally via a new east-west drive aisle that will bisect the two lots. In addition, a passive park will be developed on the east side of Lot 1, providing an outdoor area for both the proposed development and the existing Yorktown Center.

Site Location

The site is located in the southeast quadrant of the Yorktown Mall Drive first internal intersection (east of the Highland Avenue signalized intersection with Yorktown Mall Drive/Majestic Drive). The site is bordered to the north by the vacant Carson's furniture store and the recently approved Yorktown Commons townhome development, JC Penney and Yorktown Center to the east and south, and the Gardner School and a 5/3 Bank to the west. The principal roadways in the vicinity of the site are illustrated in **Figure 1** and described in the following paragraphs.



Aerial View of Site

Figure 1

Highland Avenue is a north-south, four-lane arterial with exclusive left-turn lanes at all of its intersections. At its signalized intersections with Majestic Drive/Yorktown Mall North Drive and Yorktown Mall Middle Drive/Allerton Ridge Cemetery access drive, Highland Avenue provides an exclusive left-turn lane, two through lanes, and an exclusive right-turn lane on the northbound approach. The southbound approach provides an exclusive left-turn lane, a through lane, and a shared through/right-turn lane. Highland Avenue carries an average daily traffic (ADT) volume of 11,700 vehicles (IDOT 2020).

Yorktown Mall Drive is a three-lane ring road serving Yorktown Center and all of the land uses within the center. The road generally provides one lane in each direction separated by a two-way left-turn lane (TWLTL). At its signalized intersection with Highland Avenue, Yorktown Mall Drive provides a shared left-turn/through lane and dual right-turn lanes on the westbound approach. The eastbound approach (Majestic Drive) provides a shared left-turn/through/right-turn lane. At its first internal intersection east of Highland Avenue, the westbound approach provides an exclusive left-turn lane, a through lane, and an exclusive right-turn lane while the eastbound approach provides an exclusive left-turn lane and a shared through/right-turn lane. The northbound approach provides an exclusive left-turn lane, a through lane, and an exclusive right-turn lane. The southbound approach provides an exclusive left-turn lane and a shared through/right-turn lane.

Trip Generation Comparison

The estimates of the traffic to be generated by the proposed plan and the previous land use was based on trip generation rates found in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 11th Edition. **Table 1** shows a comparison of the estimated weekday morning, weekday evening, and Saturday midday peak hour as well as daily traffic to be generated by the proposed residential plan compared to the previous land use.

Inspection of the trip generation table indicates that the proposed residential development will generate approximately 132 more total (in and out) trips during the weekday morning peak hour, 195 fewer total trips during the weekday evening peak hour, 525 fewer total trips during the Saturday midday peak hour, and 7,542 fewer daily trips. Therefore, the new trips to be generated by the proposed development of 621 apartment units will be substantially less than what the Carson's Pirie Scott store used to generate when it was fully occupied/operational. Given that the development will generate the most traffic during the morning peak hour when the Yorktown Center is generating the least amount of traffic coupled with the fact that the proposed development will generate substantially fewer trips during the weekday evening peak hour, the Saturday midday peak hour, and on a daily basis, the proposed Yorktown Station development will not have a negative impact on the operation of the adjacent roadway system.

Access Evaluation

As proposed, access to each parking garage will be provided internally via a new east-west drive aisle bisecting the two buildings. The proposed access drives will be 25 feet wide, allowing for one inbound lane and one outbound lane. Outbound movements from both access drives should be under stop sign control.

Table 1
TRIP GENERATION COMPARISON

ITE Land Use Code	Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Saturday Midday Peak Hour			Daily Trips		
		In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
221	621 Apartment Units	60	202	262	148	95	243	127	123	250	1,458	1,458	2,916
875	224,724 s.f. Department Store	83	47	130	219	219	438	411	364	775	5,229	5,229	10,458
	Difference	-23	+155	+132	-71	-124	-195	-284	-241	-525	-3,771	-3,771	-7542

Lot 1 will provide a one-way drop-off/pick-up lane on the north side of the building with angled parking provided past the entrance to the building. The outbound movements from this lane should be under stop sign control and a “Do Not Enter” sign should be posted on the outbound lane facing the ring road.

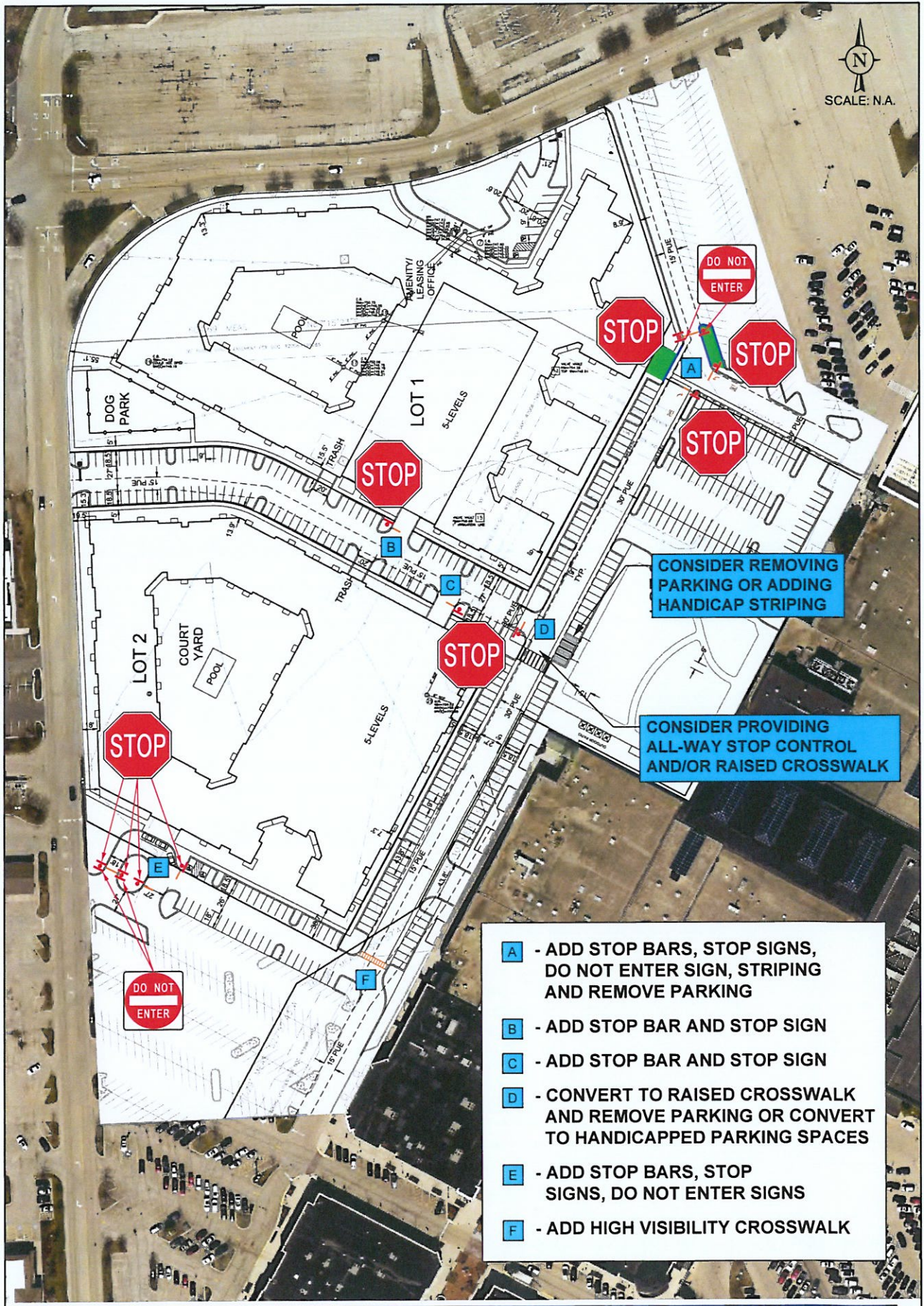
Lot 2 will provide a porte-cochere on the south side of the building immediately east of the Yorktown Mall Ring Road. The porte-cochere will allow for one-way counterclockwise flow. As proposed, a short segment of the existing diagonal drive aisle south of the porte-cochere will be widened to 27 feet in order to allow for two-way traffic. Furthermore and given the proposed two-way drive aisle adjacent to the building, the opening to the porte-cochere will be 27 feet wide, also allowing for two-way traffic. In order to adequately accommodate traffic flow in this area, it is recommended to have the outbound movements from the porte-cochere exit lane, the outbound movements from the two-way opening to the porte-cochere, and the westbound movements from the two-way drive aisle adjacent to the building under stop sign control.

Internal Circulation Evaluation

Based on a review of the proposed site plan, two-way drive aisles will be provided along the periphery of the site and on the drive aisle bisecting Lot 1 and Lot 2 that will extend from the Yorktown Mall ring road east to the north-south drive aisle fronting the Yorktown Mall. The provision of two-way drive aisles will provide for efficient circulation around the site and Yorktown Center. It is important to note that the proposed development will eliminate a substantial number of drive aisles intersecting with the Yorktown Mall Ring Road, reducing the number of conflict points and improving the traffic flow and circulation around the periphery of the center. In order to further improve the flow of traffic, the following modifications should be considered:

- Eliminate the three perpendicular parking spaces and five angled spaces on the internal “Y” intersection between Lot 1 and Lot 3 (See Note A in Exhibit A).
- Provide stop signs and stop bars for all approaches of this intersection (See Note A in Exhibit A).
- Provide striping at this intersection indicating the allowed/permitted movements (See Note A in Exhibit A).
- Consider either eliminating or designating the perpendicular parking spaces adjacent to Lot 3 across the drive aisle bisecting Lot 1 and Lot 2 as handicapped spaces (See Note D in Exhibit A).
- Consider converting the proposed crosswalk between Lot 2 and Lot 3 to a raised crosswalk/Speed Table or providing stop signs and stop bars on all approaches of this intersection (See Note D in Exhibit A).
- Provide a crosswalk between Lot 2’s southern property line and the existing mall (See Note F in Exhibit A).

Exhibit A illustrates the recommendations discussed above.



DO NOT ENTER

STOP

STOP

STOP

STOP

CONSIDER REMOVING PARKING OR ADDING HANDICAP STRIPING

STOP

CONSIDER PROVIDING ALL-WAY STOP CONTROL AND/OR RAISED CROSSWALK

STOP

DO NOT ENTER

- A** - ADD STOP BARS, STOP SIGNS, DO NOT ENTER SIGN, STRIPING AND REMOVE PARKING
- B** - ADD STOP BAR AND STOP SIGN
- C** - ADD STOP BAR AND STOP SIGN
- D** - CONVERT TO RAISED CROSSWALK AND REMOVE PARKING OR CONVERT TO HANDICAPPED PARKING SPACES
- E** - ADD STOP BARS, STOP SIGNS, DO NOT ENTER SIGNS
- F** - ADD HIGH VISIBILITY CROSSWALK

Parking Evaluation

Based on a review of the Village of Lombard Zoning Ordinance, multi-family dwelling buildings should provide 1.5 parking spaces per one/two bedroom units and two parking spaces per three or more bedroom units. The following is a breakdown of the proposed unit mix for each building:

Lot 1

- 50 studio/convertible units
- 155 one-bedroom units
- 103 two-bedroom units
- Two three-bedroom units

Lot 2

- 62 studio/convertible units
- 144 one-bedroom units
- 84 two-bedroom units
- 21 three-bedroom units

Based on the above and the Village of Lombard Zoning Ordinance, the Lot 1 building should provide 466 parking spaces and the Lot 2 building should provide 477 parking spaces. As such, the proposed number of parking spaces will meet the Village's requirements.

Based on a review of the Institute of Transportation Engineers (ITE) *Parking Generation Manual*, 5th Edition, the Lot 1 building will have a peak parking demand of 407 spaces while the Lot 2 building will have a peak parking demand of 408 spaces. Given that the Lot 1 and Lot 2 buildings will be providing 466 and 477 parking spaces, respectively, the proposed development's parking supply will be adequate in accommodating the anticipated peak parking demand based on ITE surveys.

For comparison purposes, KLOA, Inc. reviewed parking surveys of other apartment complexes located throughout the Chicagoland metropolitan area including apartment complexes in Lombard and the vicinity of the site. Based on these surveys, the peak parking demand ranges from a low of 1.17 spaces per unit to a high of 1.49 spaces per unit.

KLOA, Inc. also examined U.S. Census data. Based on the Census data, the average number of vehicles available per renter-occupied household within Census Tract 8443.08 and 8443.10 is 1.48 vehicles per unit. This is consistent with KLOA, Inc.'s surveys of other apartment buildings and the requirements set forth in the Village of Lombard zoning ordinance.

It is also important to note the context of the proposed development, which will be surrounded by numerous parking fields providing an ample supply of parking that can be used by visitors to the residential development and/or Yorktown Center.

Based on the above, adequate parking is being provided to meet the Village's requirements and the anticipated peak parking demand based on ITE rates and surveys of other apartment buildings.

Conclusion

Based on this evaluation, the following is concluded:

- The proposed Yorktown Station development will generate substantially less traffic than the previous land use and, as such, will not have a negative impact on traffic conditions in the area.
- The proposed plan will eliminate numerous drive aisle intersections with the Yorktown Mall Ring Road, reducing the number of conflict points and improving the traffic flow and circulation around the periphery of the center.
- The proposed number of parking spaces for each building will meet the Village's requirements and will accommodate the anticipated peak parking demand based on ITE rates and surveys of other apartment complexes throughout the Chicagoland area.

In order to further improve the flow of traffic, the following modifications should be considered:

- Eliminate the three perpendicular parking spaces and five angled spaces on the internal "Y" intersection between Lot 1 and Lot 3 (See Note A in Exhibit A).
- Provide stop signs and stop bars for all approaches of this intersection (See Note A in Exhibit A).
- Provide striping at this intersection indicating the allowed/permitted movements (See Note A in Exhibit A).
- Consider either eliminating or designating the perpendicular parking spaces adjacent to Lot 3 across the drive aisle bisecting Lot 1 and Lot 2 as handicapped spaces (See Note D in Exhibit A).
- Consider converting the proposed crosswalk between Lot 2 and Lot 3 to a raised crosswalk/Speed Table or providing stop signs and stop bars on all approaches of this intersection (See Note D in Exhibit A).
- Provide a crosswalk between Lot 2's southern property line and the existing mall (See Note F in Exhibit A).