

PLAN COMMISSION

INTER-DEPARTMENTAL REVIEW COMMITTEE REPORT

AMENDMENT TO THE YORKTOWN SHOPPING CENTER PLANNED DEVELOPMENT

NOVEMBER 23, 2015

Title

PC 15-27A

Property Owner

KRE YTC Venture LLC
203 Yorktown
Lombard, IL 60148

Petitioner – Consultant

Rosanova & Whitaker, Ltd.
c/o Russell Whitaker
30 W. Jefferson St., Ste. 200
Naperville, IL 60540

Property Location

Northeast corner of Butterfield
Rd. and Highland Ave.
Trustee District #3

Zoning

B3PD Community Shopping
District Planned Development

Existing Land Use

Regional Shopping Center

Comprehensive Plan

Regional Commercial

Approval Sought

Approve a Major Plat of
Subdivision and amend the
Yorktown Shopping Center
Planned Development to change
its geographical extent and reduce
the amount of required off-street
parking.

Prepared By

Matt Panfil, AICP
Senior Planner



LOCATION MAP

DESCRIPTION

The Village has received a petition for a series of major planned development amendments associated with the existing Yorktown Shopping Center area. Due to its complexity, both staff and the petitioner are advancing the petition as a series of three (3) separate requests and assigned sub-case identifiers A through C.

For PC 15-27A, the petitioner is proposing to amend the geographic boundaries of the Yorktown Shopping Center Planned Development by removing the property identified below as Parcel 2, Parcel 3, and Parcel 4 and reducing the overall amount of parking required within the Yorktown Shopping Center Planned Development from 7,500 parking spaces to 6,800 spaces.

PC 15-27B includes a request to remove the property identified as Parcel 1 from the Yorktown Peripheral Planned Development. PC 15-27C seeks to establish Parcels 1 through 4 as a new, approximately fifteen (15) acre, mixed-use planned development entitled Yorktown Commons.

This report addresses the zoning actions associated with PC15-27A, which is intended to further change the geographical extent of the existing Yorktown Shopping Center Planned Development and reduce the requisite number of parking spaces for the proposed smaller planned development. No development actions are sought with this petition.

PROJECT STATS

Planned Development Size

Existing: 193.3 acres

To be Removed from PD

Parcel 2 1.8 acres

Parcel 3 0.5 acres

Parcel 4 6.0 acres

Proposed: 185 acres

Parking Spaces

Existing Yorktown Shopping Center PD: 7,986

Existing Yorktown Peripheral PD: 1,858

Total: 9,844

Spaces Lost with Parcel 2: 98

Spaces Lost with Parcel 3: 71

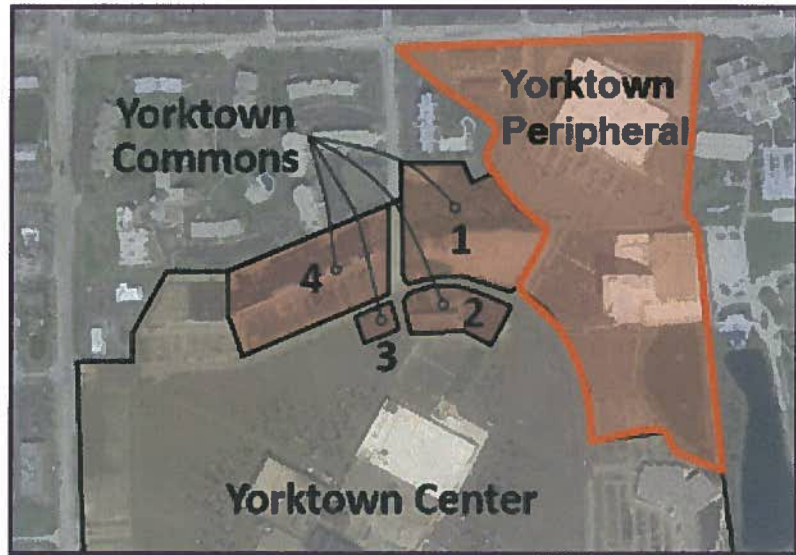
Spaces Lost with Parcel 4: 307

Total Spaces Lost: 476

Consult the Parking Memorandum from Eriksson Engineering Associates for a detailed analysis of the requested PD amendment to reduce parking.

Submittals

1. Petitions for public hearings, dated October 19, 2015;
2. Three (3) separate project narratives with responses to standards corresponding to each item, PC 15-27 A through C, dated October 19, 2015;
3. Yorktown Commons PD Design Guidelines, prepared by Torti Gallas + Partners, and dated October 19, 2015;
4. Yorktown Commons Traffic Study and Appendix, prepared by Eriksson Engineering Associates, Ltd., and dated October 19, 2015;



APPROVAL(S) REQUIRED

In order for Parcels 2, 3, and 4 to be incorporated into a new planned development, they must be removed from the existing Yorktown Shopping Center Planned Development. Therefore, pursuant to Section 155.504 (A) (major changes in a planned development) of the Lombard Zoning Ordinance, the petitioner requests to amend the Yorktown Shopping Center Planned Development, as established by Ordinance No. 1172, and any companion zoning approvals, as follows:

1. A change to the geographical extent of the previously approved planned development and any companion zoning approvals;
2. Amend Section 3 (d) of Ordinance No. 1172 (Yorktown Shopping Center Planned Development) to read as follows:

Off-Street Parking. 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 ~~7,500~~ **6,800** parking spaces; and

3. Approve a Major Plat of Subdivision.

EXISTING CONDITIONS

The geographic area to be removed from the Yorktown Shopping Center Planned Development is as follows:

- Parcel 2: Vacant structures (former Bamboo Room)
- Parcel 3: Surface parking for JC Penny's Department Store
- Parcel 4: Eastern part of the Yorktown Convenience Center

Submittals (cont.)

5. Parking Memorandum from Stephen B. Corcoran, P.E., PTOE, Dir. of Traffic Engineering for Eriksson Engineering, Associated, Ltd., dated October 15, 2015;
6. Natural Resource Review prepared by the Illinois Dept. of Natural Resources at the request of V3 Companies, Ltd., and dated July 21, 2015;
7. Civil Design Guidelines, prepared by V3 Companies, Ltd., and dated October 19, 2015;
8. Prelim. Stormwater Analysis, prepared by V3 Companies, Ltd., and dated October 19, 2015;
9. Wetland Delineation and Assessment Report, prepared by V3 Companies, Ltd., and dated August 12, 2015;
10. Prelim. Plat of Subdivision, prepared by V3 Companies, Ltd., and dated October 14, 2015; and
11. Five (5) ALTA/ACSM Land Title and Topographic Surveys, one each for Parcels One through Three and both an east and west survey for Parcel Four, prepared by V3 Companies, Ltd., and dated October 5, 2015.

As indicated in the table included within the petitioner's submittal and within this report, there are approximately 476 parking spaces that will also be removed from the overall number of parking spaces within the Yorktown Shopping Center Planned Development. While this number does not in and of itself reduce the total number of parking spaces below the minimum required 7,500 parking spaces, other improvements to the Yorktown Shopping Center identified within the submitted Parking Memorandum are anticipated to reduce the overall number of parking spaces to 6,928.

INTER-DEPARTMENTAL REVIEW

Building Division:

The Building Division has no issues regarding the petition.

Fire Department:

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

Private Engineering Services (PES):

Private Engineering Services does not have any comments regarding the planned development amendment.

Public Works:

There are no comments associated with this portion of the petition.

Planning Services Division:

The Planning Services Division notes the following:

1. Surrounding Zoning & Land Use Compatibility

	Zoning Districts	Land Use
North	B3PD & R5PD	Yorktown Peripheral PD and Yorktown Apartments
South	O & OPD	Various Office Buildings
East	OPD	Northern Baptist Theological Seminary
West	B3PD, CRPD, & R4PD	Highlands of Lombard, Allerton Ridge Cemetery, Multi-Tenant Office, and Highland Green Townhomes

In consideration that the nearest adjacent property to the area to be removed from the Yorktown Shopping Center Planned Development is land that was either once part of the same

development (Yorktown Peripheral) or is multi-family residential, staff finds the proposal to remove Parcels 2, 3, and 4 for redevelopment as either mixed or residential-only uses is consistent with the zoning and land uses of surrounding properties.

2. *Comprehensive Plan Compatibility*

As this item relates only to the modification of the geographic boundaries and amount of parking required for the Yorktown Shopping Center Planned Development, staff finds the proposal consistent with the Comprehensive Plan's recommendation of regional commercial uses.

3. *Zoning Ordinance & Planned Development Compatibility*

Should the proposed changes to the geographic boundaries of the planned development be approved, the Yorktown Shopping Center Planned Development will maintain its compliance with Section 155.509 of the Lombard Zoning Ordinance in regard to the minimum size and frontage required for a planned development. Therefore, staff finds the proposal to be consistent with the Zoning Ordinance.

Parking:

The loss of 476 parking spaces associated with the removal of Parcel 2, Parcel 3, and Parcel 4 from the Yorktown Shopping Center Planned Development results in a decrease to a total number of 7,510 parking spaces within the planned development, and therefore does not itself necessitate an amendment to the planned development. However, the property owner anticipates future projects throughout the planned development that will further reduce the amount of parking spaces. Based on the submitted Parking Memorandum, future development of the subject area will result in a further decrease in the amount to a total of 6,928 parking spaces. The 6,800 parking space request is proposed to allow for some flexibility based on minor changes to anticipated development.

The consultant's report was reviewed by the Village's traffic consultant, Javier Millan of Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA). In review of the request, Mr. Millan finds that the reduction should not be detrimental to the Yorktown Shopping Center's operation and will still provide ample parking to accommodate the peak holiday parking demand. Further comments are offered within the attached memo (Exhibit C).

Staff can support the request to reduce the minimum amount of required parking spaces based on the Parking Memorandum's conclusion that reducing the minimum required amount of parking spaces from 7,500 to 6,800 parking spaces will still exceed the peak holiday parking demand by 256%.

4. *Preliminary Plat of Subdivision*

Although only a Preliminary Plat of Subdivision (Exhibit D) was submitted at this time, the petitioner has been provided review comments to be incorporated into the Final Plat of Subdivision, to be approved at a later date.

SITE HISTORY (NON SIGN-RELATED)

1966: Yorktown Shopping Center Planned Development

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.

PC 08-20: 3 Yorktown Center (Cole Taylor Bank)

Variations to waive transitional landscape yard and perimeter lot landscaping requirements.

PC 14-13: 1-378 Yorktown Center

Major change to a planned development for an amended roadway configuration for the perimeter ring road and the Fairfield Avenue entrance.

SPA 05-02ph: 92 Yorktown Center (Claim Jumpers)

Site Plan Approval with wall signage deviations.

SPA 05-03ph: 87 Yorktown Center (Capital Grille)

Site Plan Approval with signage deviations.

SPA 05-04ph: 94 Yorktown Center (Rock Bottom Brewery)

Site Plan Approval with wall signage deviations.

SPA 06-02ph: 145 Yorktown Center (Shops on Butterfield)

Site Plan Approval with signage deviations.

SPA 07-07ph: 96 Yorktown Center (5th/3rd Bank)

Site Plan Approval with wall signage deviations.

SPA 10-01ph: 1 Yorktown Center (McDonald's)

Site Plan Approval with roof and wall sign deviations.

SPA 11-02ph: 85 Yorktown Center (Chase Bank)

Site Plan Approval with wall signage deviations.

FINDINGS & RECOMMENDATIONS

Staff finds the proposed amendments to the planned development and the major plat of subdivision to be consistent with the objectives of the Zoning Ordinance, Yorktown Shopping Center Planned Development, and the intent of the Comprehensive Plan in general.

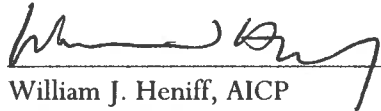
Based on the above findings, the Inter-Departmental Review Committee has reviewed the petition and finds that it meets the standards required by the Lombard Zoning Ordinance. As such, the Inter-Departmental Review Committee recommends that the Plan Commission make the following motion recommending **approval** of this petition:

Based on the submitted petition and testimony presented, the requested conditional use amendments **comply** with the standards required by the Village of Lombard Zoning Ordinance; and, therefore, I move that the Plan Commission accept the findings and recommendations of the Inter-Departmental Review Committee Report as the findings of the Plan Commission and I

recommend to the Corporate Authorities **approval** of PC 15-27A, subject to the following conditions:

1. That this relief is valid only with the subsequent approval of both PC 15-27B and PC 15-27C;
2. That this relief is limited to a change in the geographic boundaries and reduction in the amount of minimum required parking spaces for the Yorktown Shopping Center Planned Development; and
3. That the petitioner shall submit a Final Plat of Subdivision prior to or concurrent to any proposed development activity associated with PC 15-27C.

Inter-Departmental Review Committee Report approved by:



William J. Heniff, AICP
Director of Community Development

c. Petitioner

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EXHIBIT A – PROJECT NARRATIVE WITH RESPONSE TO STANDARDS

STATE OF ILLINOIS)
)
COUNTY OF DUPAGE)
)
VILLAGE OF LOMBARD)

**PETITION TO THE VILLAGE OF LOMBARD FOR AMENDMENT TO
THE YORKTOWN SHOPPING CENTER PLANNED DEVELOPMENT**

YTC Mall Owner, LLC and YTC Land Owner, LLC (the “**Petitioner**”), as the owners or contract purchaser of certain property as more specifically set forth below, respectfully petition the Village of Lombard (the “**Village**”) to grant a conditional use for a planned unit development with use exceptions and deviations for the property hereafter defined as Yorktown Commons. In support of the requested relief, Petitioner hereby represents to the Village as follows:

1. YTC Mall Owner, LLC, a Delaware limited liability company, is the owner of the property legally described on **Exhibit A** (the “**Mall Property**”).
2. YTC Land Owner, LLC, a Delaware limited liability company, is the owner of the property legally described on **Exhibit B** (the “**Land Property**”).
3. J.C. Penney Company, a Delaware Corporation (“**JCP**”), is the owner of the property legally described on **Exhibit C** (the “**JCP Property**”).
4. YTC Land Owner, LLC is the contract purchaser of the JCP Property.
5. Collectively, the Mall Property, the Land Property and the JCP Property (the “**YC Property**”), comprise approximately fifteen acres zoned B-3 in the Village of Lombard.
6. Individual parcels of the YC Property are hereinafter referred to as “**Parcel 1**,” “**Parcel 2**,” “**Parcel 3**” and “**Parcel 4**,” each as depicted on **Exhibit D**.
7. Parcel 1 is presently vacant and unimproved. In its existing condition, Parcel 1

does nothing to support the long-term success of the Yorktown Shopping Center.

8. Parcel 2 is presently improved with a 10,000 square foot restaurant building and associated parking. Parcel 2 has been vacant for an extended period of time and does nothing to support the long-term success of the Yorktown Shopping Center.

9. Parcel 3 is improved with surface parking originally intended to serve the adjacent J.C. Penny's store and the associated stores at Yorktown Shopping Center. The parking is not regularly utilized by patrons of either J.C. Penny's or the Yorktown Shopping Center and does nothing to support the long-term success of either J.C. Penny's or the Yorktown Shopping Center.

10. Parcel 4 is improved with an in-line retail building and associated surface parking commonly known as "The Shops at Yorktown." The vast majority of the retail square footage at The Shops of Yorktown is vacant and does nothing to support the long-term success of the Yorktown Shopping Center.

11. Petitioner believes that the YC Property is a valuable asset for both the Yorktown Shopping Center and the Village of Lombard and should be utilized in a manner to support the long-term success of the Yorktown Shopping Center and the surrounding commercial district.

12. To facilitate the beneficial redevelopment of the YC Property, Petitioner hereby requests that the Village approve a conditional use for a Planned Development with use exceptions and deviations as more specifically set forth below.

13. Petitioner believes that the proposed "Yorktown Commons Planned Development" will facilitate the creation of a vibrant urban environment on the north end of the Yorktown Shopping Center and help position the shopping center for long-term success.

14. The proposed Yorktown Commons Planned Development meets the applicable standards for a conditional use and a planned development with use exceptions and deviations as follows:

A. Standards for Conditional Uses:

i. That the establishment, maintenance, or operation of the conditional use will not be detrimental to, or endanger the public health, safety, morals, comfort, or general welfare;

The establishment, maintenance, or operation of the conditional use will not be detrimental to, or endanger the public health, safety, morals, comfort, or general welfare. As outlined above, the YC Property can be characterized as an under-utilized asset that does nothing to support the surrounding environment. Continued operation of the YC Property in its current configuration will result in additional deterioration and vacancies that will ultimately have a negative impact on surrounding properties. To avoid the continued under-utilization of the YC Property and prevent the establishment of blight in and around the YC Property, Petitioner proposed a mixed-use redevelopment of the YC Property as more specifically set forth in the Design Guidelines submitted herewith. The Design Guidelines do not establish a specific plan for development of the YC Property, but rather establish parameters or “rules of the game” that will ultimately facilitate the redevelopment of the YC Property. The goal of the ultimate redevelopment of the YC Property is a mixed-use urban environment geared toward current trends in the environment.

The Yorktown Shopping Center and the framework of the surrounding environment was established in the 1960’s and 1970’s during a time of westward suburban expansion driven by appetites for homeownership and new-found accessibility by virtue of the automobile. Post 2000’s recession, appetites for homeownership have decreased and both businesses and residents are trending away from suburban sprawl toward more traditional urban type environments-

environments where one can live/work/play all in close proximity. The existing Yorktown Shopping Center provides an established building block- the most difficult building block to obtain- around which a very attractive urban environment can be constructed, an environment that would attract a new generation of Lombard residents and position the Yorktown Shopping Center for continued growth and long-term success.

ii. That the conditional use will not be injurious to the uses and enjoyment of other property in the immediate vicinity for the purposes already permitted, nor substantially diminish and impair property values within the neighborhood in which it is to be located;

The proposed development will not be injurious to existing uses nor will it diminish property values around the YC Property. The vacancy and general condition of existing improvements to the YC Property create a negative environment that may well, in current form, impair the use and enjoyment or the value of surrounding property. To the contrary, the creation of a vibrant urban environment will bring new life and create a different energy in and around the YC Property. This type of mixed-use environment and the associated energy it is intended to create is entirely consistent with both the adjacent residential and commercial uses. The adjacent residential use is a high-density condominium development built in the 1970's and surrounded by dense commercial development and high-traffic arterial roadways. The proposed development will supplement the existing supply of residential units with new high-end product that will reinvigorate interest in the area as an urban residential destination. The new residential units will also benefit the surrounding commercial uses (retail, restaurant and office) by creating a new supply of potential customers in very close proximity, but also by creating a new segment of residential product geared toward young workers that are presently leaving the suburbs for a more urban living environment.

iii. That the establishment of the conditional use will not impede the normal and orderly development and improvements of the surrounding property for uses permitted in the district;

The area surrounding the YC Property is largely developed and utilized in a manner that is more productive than the present use of the YC Property. The proposed redevelopment of the YC Property is specifically intended to support the surrounding commercial development as outlined above. Moreover, the value created in the residential development of the YC Property should increase interest and value in the adjacent residential uses and justify reinvestment therein.

iv. That adequate public utilities, access roads, drainage and/or necessary facilities have been or will be provided;

As detailed in the traffic and parking studies submitted herewith, the existing road network will support the proposed redevelopment of the YC Property. Certain improvements to Grace Street are proposed, but those improvements are not designed to increase capacity, but rather create an urban environment consistent with vision set forth in the Design Guidelines. Other public utilities are available to the property and Petitioner, through its civil engineer, is working with the Village and appropriate third party entities to ensure that the development can be served without negatively impacting existing uses surrounding the YC Property.

v. That adequate measures have been or will be taken to provide ingress and egress so designed as to minimize traffic congestion in the public streets;

The YC Property is proximate to an existing high-capacity arterial network with efficient access to both highways and public transportation nodes. As set forth in the traffic study, this well established network will provide necessary and appropriate access to the proposed development of the YC Property.

vi. That the proposed conditional use is not contrary to the objectives of the current comprehensive plan for the Village of Lombard; and

The Village's Comprehensive Plan focuses on maintaining and fostering improvement to the Yorktown Shopping Center and the surrounding commercial network. To this end, the proposed development of the YC Property is absolutely consistent with the objectives of the Village's Comprehensive Plan.

vii. That the conditional use shall, in all other respects, conform to the applicable regulations of the district in which it is located, except as such regulations may, in each instance, be modified pursuant to the recommendation of the Plan Commission.

The manner in which the conditional use will not comply with the applicable district regulations is more specifically detailed below in Sections B and C, which detail the use exceptions and the variations Petitioner proposes for the Yorktown Commons Planned Development.

B. Standards for Planned Developments with Use Exceptions:

i. Proposed use exceptions enhance the quality of the planned development and are compatible with the primary uses;

Petitioner, in consultation with the Village staff, proposes to retain the underlying B-3 zoning of the Property. The B-3 zoning is consistent with the existing use of the YC Property and the adjacent Yorktown Shopping Center and will facilitate maintenance of existing improvements and the continued use of Parcel 4 pending a specific user and development proposal for each individual parcel. Moreover, given the possible mixed-use nature of any ultimate development of the YC Property, the maintenance of the underlying commercial zoning is appropriate. Nevertheless, an essential component of redevelopment proposal are residential units that will

serve as the predominant use of the YC Property upon redevelopment. Accordingly, Petitioner proposes a use exception to permit the residential uses outlined in Section VI - Land Use of the Design Guidelines. Permitted residential uses include single-family, two-family, townhouse/attached single-family, stacked townhouse and multi-family product. However, unlike typical zoning regulations that establish parameters for residential development, the Design Guidelines establish form-based standards that will dictate the look and feel of the ultimate residential development so as to ensure that the intended urban environment is appropriately created. Moreover, Petitioner will maintain some additional degree of control over ultimate development through private covenants and an architectural review committee.

ii. Proposed use exceptions are not of a nature, nor are located, so as to create a detrimental influence in the surrounding properties; and

The proposed use exceptions will not detrimentally influence surrounding properties. The residential development will be complimentary to and supportive of the existing residential uses located to the north of the YC Property as outlined above. Petitioner is the single largest owner of adjacent commercial properties and has obtained necessary consents for the development from other anchor users associated with the Yorktown Shopping Center.

iii. Proposed use exceptions shall not represent more than 40 percent of the site area or more than 40 percent of the total floor area, whichever is less. However, in a residential planned development area no more than ten percent of the site area or the total floor area shall be devoted to commercial use; furthermore, no industrial use shall be permitted.

While the underlying zoning is B-3, the Yorktown Commons Planned Development is a residential planned development. The ultimate floor area of the total development of the YC Property is undetermined, but no industrial uses shall be permitted and the total square footage of

commercial uses will not exceed 28,000 square feet. Upon ultimate development, the overall YC Property will exceed 280,000 square feet of residential uses (28,000 being 10% of 280,000). It is the intent of the Petition that the 28,000 square feet of commercial use may be spread amongst one or more parcels comprising the YC Property, irrespective of the ratio of commercial to residential use on each individual parcel or the timing of development of each parcel (commercial may precede development of residential irrespective of any ratio requirement).

C. Standards for Planned Developments with Deviations:

i. Any reduction in the requirements of this Chapter is in the public interest;

Petitioner does not seek individual deviations from the underlying zoning requirements. Rather, Petitioner proposes that the Design Guidelines be adopted as the primary regulating document for the Yorktown Commons Planned Development and that the Design Guidelines and the strictures of the Yorktown Commons Planned Development approvals supplant the B-3 zoning standards and certain other zoning and subdivision standards otherwise applicable to the YC Property. These departures are necessary and appropriate to facilitate the creation of the intended urban environment- a goal or objective that is not found or facilitated in the Village general zoning regulations. The adoption of the Design Guidelines as the regulating document will ultimately facilitate the improvement of both the YC Property and the surrounding areas and thereby serve the public interest.

ii. The proposed deviation would not adversely impact the value or use of any other property;

The proposed Design Guidelines appropriately address the relationship of the YC Property to the surrounding environment. The Design Guidelines incorporate height restrictions, build-to lines and architectural standards all designed to ensure that the ultimate development of the YC

Property is consistent with the vision for the Yorktown Commons Planned Development and consistent with the existing use of surrounding properties.

iii. That such deviations are solely for the purpose of promoting better development which will be beneficial to the residents or occupants of the planned development as well as those of the surrounding properties;

The proposed deviations are not intended to provide greater flexibility or to increase profit, but are designed to facilitate a specific form and character of the ultimate development of the YC Property. Petitioner has gone to great lengths to create a comprehensive document that goes far beyond typical zoning regulations in order to clearly establish “rules of the game” for the ultimate development of the YC Property. So long as a proposal complies with the rules established in the Design Guidelines, development of each individual parcel will be permissive. However, to the extent that a proposal is inconsistent with the rules and regulations established in the Design Guidelines, said proposal would require additional zoning relief generally consistent with the Village’s PD standards to modify the Design Guidelines as applicable to the specific development proposal. Any such modification may occur on a parcel-by-parcel basis and approval of other parcel owners shall not be required except as set forth in private covenants further restricting use of the YC Property.

iv. That the overall floor area of the planned development shall not exceed by more than 40 percent the maximum floor area permitted for the individual uses in each applicable district;

There are no floor area restrictions in the B-3 zoning district.

v. That in residential planned developments the maximum number of dwelling units allowed shall not exceed by more than 40 percent the number of dwelling units permitted in the underlying district; and

The B-3 zoning district does not restrict the number of dwelling units.

vi. That all buildings are located within the planned development in such a way as to dissipate any adverse impact on adjoining buildings and shall not invade the privacy of the occupants of such buildings and shall conform to the following:

In lieu of a setback requirement typical of a suburban zoning ordinance, the Design Guidelines utilize a build-to line and frontage occupancy requirements that dictate the location and relationship of structures to the surrounding area. The proposed location of buildings will create a new and unique urban environment, but will not adversely impact buildings located on adjacent properties.

a. The front, side or rear yard setbacks on the perimeter of the development shall not be less than that required in the abutting zoning district(s) or the zoning district underlying the subject site, whichever is greater;

As outlined above, the Design Guidelines utilize build-to lines rather than traditional setbacks.

b. All transitional yards and transitional landscape yards of the underlying zoning district are met; and

Due to the urban nature of the development, transitional yards are not intended for the proposed development within the Yorktown Commons Planned Development. Due to the form and mixed-use nature of the buildings, the various uses can exist within relatively close proximity atypical of traditional suburban development.

c. If required transitional yards and transitional landscape yards are not adequate to protect the privacy of property adjacent to the development, the Plan Commission shall recommend either or both of the following

requirements:

- i. All structures located on the perimeter of the planned development must set back by a distance sufficient to protect the privacy and amenity of adjacent existing uses; and*

Petitioner objects to specific privacy setback requirements. Individuals residing within the development will do so largely to avoid the segregated nature of typical suburban development.

- ii. All structures located along the entire perimeter of the planned development must be permanently screened with sight-proof screening.*

Petitioner objects to such sight-proof screening as it is inconsistent with the vision of the Yorktown Commons Planned Development. Individuals residing within the development will do so largely to avoid the segregated nature of typical suburban development.


WHEREFORE, by reason of the foregoing, the undersigned Petitioner requests the Village Board and Plan Commission take the necessary steps to grant a conditional use for a planned unit development with the associated residential use exceptions and deviations to substitute the Design Guidelines in lieu of the underlying zoning requirements and facilitate the vision of the Yorktown Commons Planned Development pursuant to the provisions of the Lombard Municipal Code.

RESPECTFULLY SUBMITTED this 19th day of October, 2015.

PETITIONER:

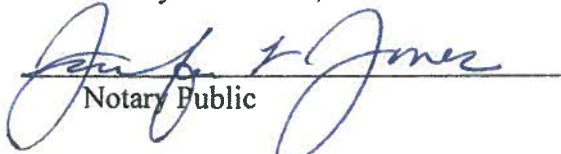
YTC Mall Owner, LLC
YTC Land Owner, LLC

By:



Rosanova & Whitaker, Ltd.,
Its Attorney

SUBSCRIBED and SWORN to before me
this 19th day of October, 2015.



Notary Public

Exhibit List:

Exhibit A: Legal Description of Mall Property

Exhibit B: Legal Description of Land Property

Exhibit C: Legal Description of JCP Property

Exhibit D: Parcel Map

Exhibit A

Legal Description of Mall Property

Mall Property:

Parcel 1: Lot 2 in Highland-Yorktown Resubdivision of Lot 4 in Yorktown, being a subdivision of part of Section 29, Township 39 North, Range 11, East of the Third Principal Meridian, according to said Plat of Highland-Yorktown Resubdivision recorded September 5, 2006 as document R2006-170876, and certificates of correction recorded as documents R2006-191219, R2006-219358 and R2008-138794,

(except that part of said Lot 2 described as Commencing at a Southwest corner of said Lot 2, being a point on the Northwestern right-of-way line of Old Butterfield Road; thence North 2 degrees 58 minutes 03 seconds West, along a Westerly line of said Lot 2, a distance of 78.22 feet to an angle corner in said Lot 2; thence North 60 degrees 00 minutes 00 seconds West, along the Southwesterly line of Lot 2 aforesaid, 757.443 feet to an angle corner in said Lot 2; thence South 30 degrees 00 minutes 00 seconds West, along a Southeasterly line of Lot 2 aforesaid, 130.252 feet to an angle corner in said Lot 2, said point being also on the Southwesterly line of said Lot 2; thence North 60 degrees 00 minutes 00 seconds West, along said Southwesterly line, 282.665 feet to another angle corner in said Lot 2, said point being also the point of beginning of the parcel of air space herein described; thence North 30 degrees 00 minutes 00 seconds East, perpendicular to the last described line, 17.69 feet; thence South 60 degrees 00 minutes 00 seconds East, 160.98 feet; thence South 30 degrees 00 minutes 00 seconds West, perpendicular to the last described line, 17.69 feet to the point of intersection with the Southwesterly line of Lot 2 aforesaid; thence North 60 degrees 00 minutes 00 seconds West, along said Southwesterly line, 160.98 feet to the hereinabove designated point of beginning, said parcel having as a lower limit a horizontal plane of elevation +758.58 feet (National Geodetic Survey Datum) and having as an upper limit a horizontal plane of elevation +775.58 feet (National Geodetic Survey Datum))

also except that part of the following described tract lying within said Lot 2 described as follows: That part of Lots 2 and 4 in Yorktown, according to the plat thereof recorded September 27, 1968 as document R68-44972, described as follows: Commencing at the Southwest corner of Lot 2 in Pehrson Second Resubdivision of Lots 2 and 3 in the Resubdivision of Lot 6 of Yorktown (aforesaid) according to the plat thereof recorded September 3, 1976 as document R76-62393; Thence North 2 degrees 58 minutes 03 seconds West along the West line of the aforesaid Lot 2 in Pehrson Second Resubdivision 217.86 feet to the point of beginning of the herein described tract: Thence 611.59 feet Northwesternly along the arc of a circle tangent to the last described line convex Northeasterly having a radius of 518.00 feet and whose chord bears North 35 degrees 46 minutes 29 seconds West 575.58 feet; Thence North 70 degrees 36 minutes 56 seconds West along a line tangent to the last described curve 119.25 feet; Thence 265.51 feet Westerly along the arc of a circle tangent to the last described line, convex Northerly having a radius of 368.00 feet and whose chord bears South 88 degrees 42 minutes 54 seconds West 259.79 feet to a point on the Northwesternly line of the aforesaid Lot 2 in Yorktown, said point being 105.99 feet Northeasterly of the Southeast corner of Lot 4 in the Resubdivision of Lot 1 in Yorktown (aforesaid) according to the plat thereof recorded August 3, 1971 as document R71-37751; Thence North 68 degrees 02 minutes 44 seconds East along a line tangent to the last described curve and being the Northwesternly line of the aforesaid Lots 2 and 4 in Yorktown 604.01 feet to a corner in the Northerly line of Lot 4 in Yorktown; Thence South 89 degrees 57 minutes 16 seconds East along the North line of said Lot 4 a distance of 120.00 feet to the Northeast corner of said Lot 1; Thence South 2 degrees 58 minutes 03 seconds East along the East line of said Lot 4 a distance of 722.27 feet to the hereinabove described point of beginning)

also except that part of said Lot 2 in Highland-Yorktown Resubdivision aforesaid described as beginning at a point on the East right of way line of Highland Avenue as dedicated by document R68-10768 and the South line of said Lot 2; Thence Easterly along said South line having an Illinois East Zong Grid bearing

of North 87 degrees 35 minutes 17 seconds East 20.02 feet; Thence North 04 degrees 57 minutes 24 seconds West 49.21 feet; Thence North 29 degrees 57 minutes 24 seconds West 47.32 feet to a point on said East right of way line of Highland Avenue; Thence South 04 degrees 57 minutes 24 seconds East 91.21 feet along said East right of way line to the point of beginning)

all in Du Page County, Illinois

Convenience Center Parcel:

Parcel 1: Lots 3 and 4 (except that part of said Lot 4 dedicated for Grace Street per document R72-57164 recorded September 20, 1972) in the Resubdivision of Lot 1 in Yorktown, being a resubdivision in Section 29, Township 39 North, Range 11, East of the Third Principal Meridian, according to the Plat of said Resubdivision of Lot 1 recorded August 4, 1971 as document R71-37751, in Du Page County, Illinois

Exhibit B

Legal Description of Land Property

Vacant Parcel

Lot 4 in Yorktown Peripheral/Target Subdivision, being a part of the Northeast 1/4 of Section 29, Township 39 North, Range 11, East of the Third Principal Meridian, according to the plat thereof recorded November 17, 1995 as document R95-162762, in Du Page County, Illinois.

Bamboo Room parcel

Tract 1: Parcel 3 in Highland Avenue Assessment Plat of Lot 2 in Yorktown, being a subdivision of Section 29, Township 39 North, Range 11, East of the Third Principal Meridian, according to said Highland Avenue Assessment Plat recorded January 30, 2012 as document R2012-12175, in Du Page County, Illinois

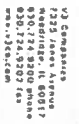
Exhibit C

JCP Property Legal Description

Tract 1: Parcel 2 in Highland Avenue Assessment Plat of Lot 2 in Yorktown, being a subdivision of Section 29, Township 39 North, Range 11, East of the Third Principal Meridian, according to said Highland Avenue Assessment Plat recorded January 30, 2012 as document R2012-12175, in Du Page County, Illinois

Exhibit D

Parcel Map

[illegible][illegible]

**YORKTOWN COMMONS
REDEVELOPMENT**

YORKTOWN COMMONS AT
YORKTOWN CENTER LOCATION
MAP

DATA SWD 400

EX



**EXHIBIT B – PARKING MEMORANDUM FROM STEPHEN B. CORCORAN, P.E., PTOE,
DIRECTOR OF TRAFFIC ENGINEERING FOR ERIKSSON ENGINEERING ASSOCIATES, LTD.**

MEMORANDUM

To: Mr. Russell G. Whitaker, III
Rosanova & Whitaker, Ltd.

From: Stephen B. Corcoran, P.E., PTOE
Director of Traffic Engineering

Date: October 15, 2015

Re: Yorktown Shopping Center Planned Development Amendment
Parking Requirements
Lombard, Illinois



This memorandum documents the proposed changes the parking requirements for the Yorktown Shopping Center Planned Development (PD). The proposed changes are a result of boundary revisions to the PD, changes in the existing parking layouts for the Butterfield Road entrance improvements, and future outlot developments.

Yorktown Shopping Center Planned Development

In 1960, the original planned development for Yorktown Shopping Center was created and then amended in 1994, for the Yorktown Peripheral and the Westin Hotel Planned Developments. The boundaries of the current Yorktown Shopping Center PD consist of Highland Avenue to the west and Butterfield Road to the south. The eastern boundary follows the east property line by AMC Theater and then crosses north of the AMC building to the Yorktown Ring Road and follows it to Grace Street. The northern border follows the property line north of MB Bank and the Shops of Yorktown east to Grace Street and then south to the Yorktown Ring Road. **Figure 1** shows the boundaries of the Yorktown Shopping Center PD. (All figures can be found at the end of this memorandum).

The Yorktown Shopping Center PD has the following parking requirements:

Section 3 - (d) Off-Street Parking. 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 7,500 parking spaces.

Inconjunction with proposed changes to the overall planned development, a reduction in the parking requirement is requested from a minimum of 7,500 parking spaces to 6,800 parking spaces.

Yorktown 2013 Parking Surveys

A parking inventory and demand study was conducted at Yorktown Center in October and December of 2013. The mall's parking area was subdivided into 30 subareas. Parking inventory and vehicle counts were also conducted at the Westin Hotel and the Target store to identify potential parking overflow/interaction between the properties. Parking usage surveys were conducted during pre-holiday and holiday periods from 9:00 AM to 10:00 PM on a Friday and Saturday. The pre-holiday counts were completed on October 19th and 25th, 2013. Holiday counts were conducted on December 13th and 14th, 2013. A detailed copy of the 2013 parking surveys is provided in the **Appendix. Figure 2** illustrates the parking sub-areas.

Please note that the boundaries of the parking study for Yorktown Center included the northern portion of the AMC parking lot in the overall totals for Yorktown Center which actually falls within the boundaries of the Yorktown Peripheral PD.

Table 1 summarizes the total parking demand around Yorktown Center. Overall there was plenty of parking available on-site with the peak demand of 5,445 occupied spaces or 65% peak occupancy. The peak holiday demand is only 73% of the current minimum parking requirement of 7,500 parking spaces.

Table 1
Yorktown Center Parking Survey Results

User	Total Spaces	Friday Parking Vehicles			Saturday Parked Vehicles			
		October	December	%	October	December		%
						Mail Peak	Overall Peak	
Yorktown Center	8,333	3,042	4,979	+63%	3,407	5,445	5,396	+58%
Target	604	238	588	+147%	284	663	603	+112%
Westin Hotel	907	551	829	+50%	237	317	623	+163%
Total	9,844	3,831	6,396	+67%	3,928	6,425	6,622	+68%
Peak Time		7:00 PM	2:00 PM		2:00 PM	3:00 PM	5:00 PM	

Parking Space Inventory

During the 2013 parking surveys, an inventory of the parking spaces was completed and is shown in **Table 2**. The totals shown were based on the separate parking areas for the Westin and Target with the remaining areas considered Yorktown Center.

Table 2
Yorktown 2013 Parking Supply Totals

User	Regular	Accessible	Total
Yorktown Center	8,172	161	8,333
Target	592	12	604
Westin Hotel	880	27	907
Total	9,644	200	9,844

During this analysis, the boundaries of the two PD's were identified which indicated that the northern portion of the AMC Theater parking lots are in the Yorktown Peripheral PD so the parking inventory was adjusted as shown in **Table 3**. AMC Theater Lot 1 (178 spaces) and the majority of AMC Lot 2 (169 out of 224 spaces) was reassigned accordingly (347 spaces in total). The Yorktown Shopping Center PD had 7,986 parking spaces in December, 2013.

Table 3
Yorktown 2013 Parking Supply
by Planned Development

Planned Development	Regular	Accessible	Total
Yorktown Shopping Center	7,825	161	7,986
Yorktown Peripheral	1,819	39	1,858
Total	9,644	200	9,844

Yorktown Shopping Center PD Changes

Parking at Yorktown Shopping Center PD over the last 18 months has started undergoing changes including projects recently constructed, under construction, approved, and for the future. These changes are summarized below:

1. Mall Entrance Drop-Off Lot Revisions – The parking lots on the south side of Yorktown Center between Von Maur and JC Penney have been partially reconstructed (Lot E) for a new drop-off area by the mall entrance, improved landscaping, and a new internal circulation road. This was completed in 2014.
2. Butterfield Road Mall Entrance Improvement – The entrance to Yorktown Mall at the ring road from Butterfield Road is under construction with improvements that were proposed and approved in the spring of this year. They will be completed later this year. These improvements impacted Lot E along with Butterfield Outlot Number 1.

The above improvements reduced the overall parking count by 372 spaces.

3. Dunkin Donuts – A Dunkin Donuts restaurant has received preliminary approval in the southeast corner of the planned development along Butterfield Road. The approximately 2,100 square foot building with a drive-thru will displace 42 parking spaces, out of 184 spaces total, in AMC Lot Number 4, east of the Chase Bank.
4. Yorktown Commons Planned Development – The Yorktown Commons PD is currently being reviewed by the Village of Lombard staff and Plan Commission as a mixed-use residential and commercial development. It is made up of four development parcels. One parcel is in the Yorktown Peripheral PD. The other three parcels are part of the Yorktown Shopping Center PD. All four parcels will be removed from their current PD and incorporated in the Yorktown Commons PD. **Figure 3** illustrates the boundaries of the four parcels.

Parcel 1 – This lot is currently vacant and has no parking. It is part of the Yorktown Peripheral Planned Development and will not affect the Yorktown Shopping Center PD and its parking count.

Parcel 2 – The vacant Bamboo Room restaurant (10,539 sq. ft.) and 98 parking spaces are currently on this parcel and will be removed.

Parcel 3 – This parcel is located within Parking Lot K and will incorporate a future building with a maximum of 8,000 square feet

of commercial uses. The net loss in parking spaces could be up to 71 spaces depending upon the final site plan.

Parcel 4 – The Shops of Yorktown (70,430 sq. ft.) and their 307 parking spaces will be removed for redevelopment. The Carson Pirie Scott Furniture store and its parking would remain.

5. Highland Parcel Development – The outlot parcel along Highland Avenue between the North and Center Mall Entrances has 389 parking spaces and is slated for future development. Assumptions were made for the development of two restaurant buildings totaling 14,000 square feet on the lot which would remove approximately 168 parking spaces with 221 spaces remaining. No development proposals have been submitted to the Village.

The total building area within the Yorktown Shopping Center PD will see a net loss of 64,839 square feet with the loss of the Shops of Yorktown and the Bamboo Room (80,969 square feet removed) and the gain of the Dunkin Donuts and two future building pads along Highland Avenue (16,100 square feet added).

The total number of parking spaces will be reduced from 7,986 spaces to 6,928 spaces with the proposed changes in the boundaries, additional commercial buildings, and the Butterfield/Mall Entrance improvements. **Table 3** documents the individual changes to the planned development.

Amended Parking Requirements

The current Yorktown Shopping Center PD requires a minimum of 7,500 parking spaces to be provided. Existing holiday parking counts saw a peak demand of 5,445 vehicles or 73% of the minimum required spaces or 65% of the available parking. An excessive quantity of parking is available at Yorktown Center.

Changes to the planned development's parking lots, boundaries, and reduction in commercial space will result in a reduced parking supply of 6,928 spaces.

The requested amendment is to reduce the minimum required number of spaces from 7,500 to 6,800 parking spaces. The lower amount of 6,800 parking spaces is proposed to allow some flexibility for parking spaces for minor changes to the site in the future in lieu of using the 6,928 spaces.

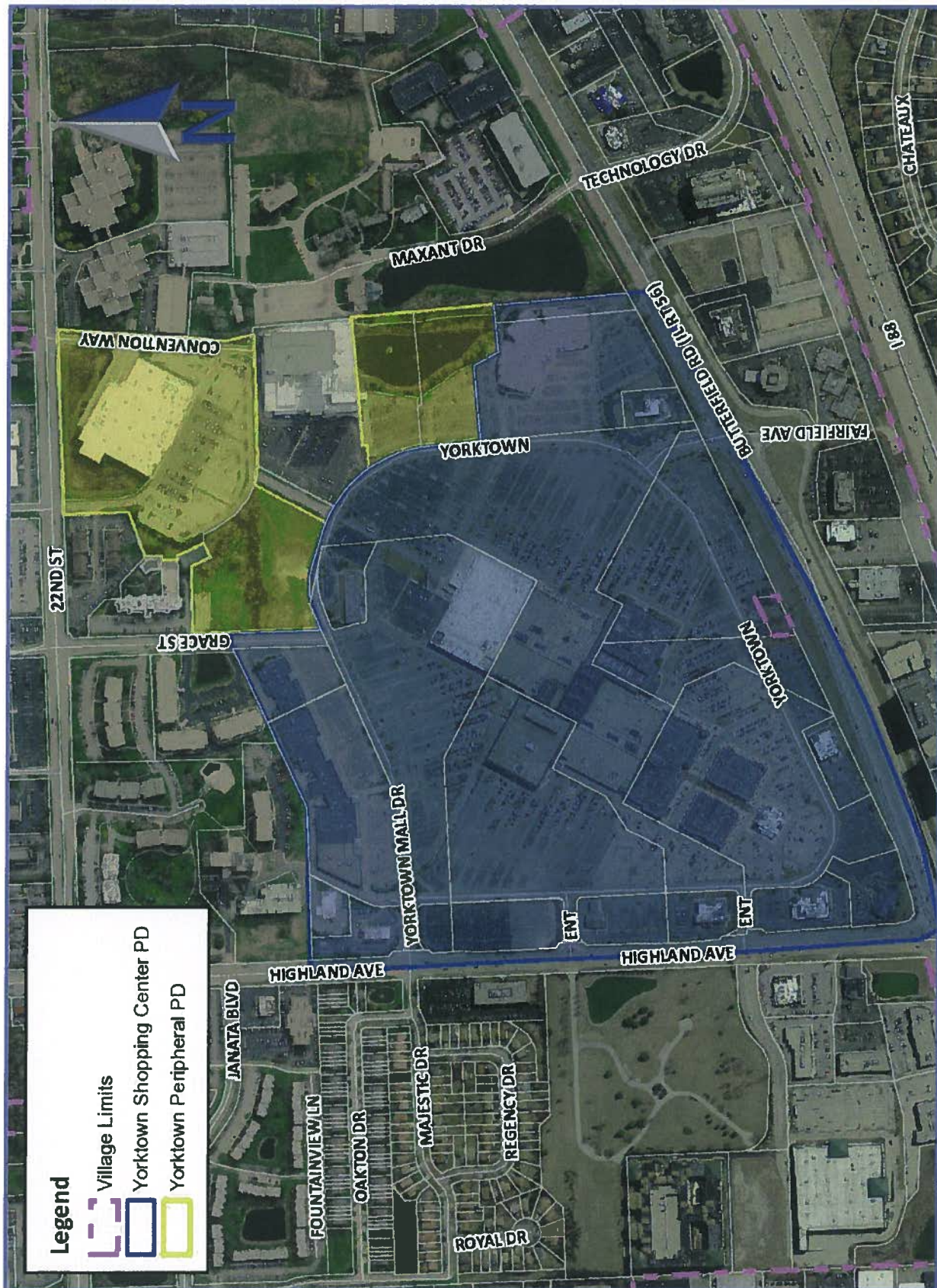
Table 3
Summary of Changes to Yorktown Shopping Center PD

Parking Lots And Development	Existing Conditions		Proposed Conditions		Notes
	Size (sq. ft.)	Parking (spaces)	Size (sq. ft.)	Parking (spaces)	
Inside the Ring Road					
Von Maur	190,000		190,000		
J.C. Penney	249,207		238,668		Bamboo Room Removed
Carson Pirie Scott	217,887		217,887		at 10, 539 sq. ft.
Yorktown Center Retail Shops	373,677		373,677		
The Shops on Butterfield	182,914		182,914		
subtotal	1,213,685		1,203,146		
Lot A		28		-	Commons Lot 2 (-28)
Lot B		70		-	Commons Lot 2 (-70)
Lot C		211		211	
Lot D		568		568	
Lot E		1468		1100	
Lot F		409		409	
Lot G		199		199	
Lot H		97		97	
Lot I		121		121	
Lot J		1234		1234	
Lot K		1050		979	Commons Lot 3 (-71)
Lot L		25		25	
subtotal		5,480		4,943	Loss of 537 spaces
Outparcels Outside of the Ring Road					
MB Bank	5,666	29	5,666	29	
McDonalds	4,467	71	4,467	71	
Highland Parcel	0	389	14,000	221	2 Future Buildings (-168)
Rock Bottom	9,500	73	9,500	73	
5/3rd Bank	4,200	141	4,200	141	
Claim Jumpers	13,800	115	13,800	115	
Bucca di Beppo	11,000	93	11,000	93	
Chase Bank	4,265	76	4,265	76	
AMC Theater	78,485	472	80,585	430	Dunkin Donuts (-42)
Butterfield (B1-4)/Capitol Grill	8,600	601	8,600	597	Butterfield Improv. (-4)
Shops at Yorktown: CPS Furniture	45,700	139	45,700	139	
Shops of Yorktown: Retail	70,430	307	-	-	Commons Parcel 4 (-307)
subtotal	256,113	2,506	201,783	1,985	Loss of 521 spaces
Planned Development Totals	1,469,798	7,986	1,404,929	6,928	Net Loss = 1,058 spaces

Conclusions

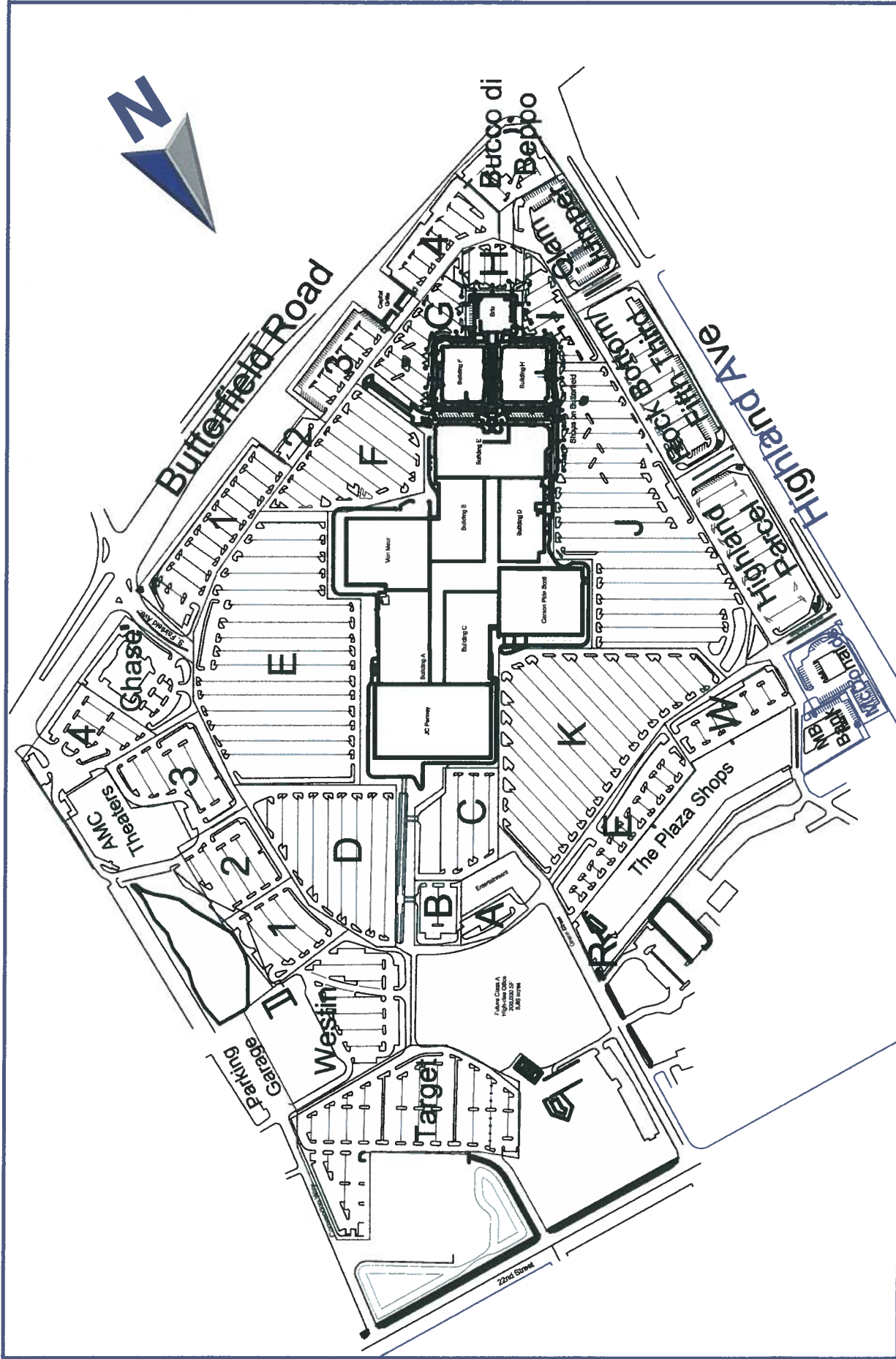
Based on the existing parking observations and changes to the Yorktown Shopping Center PD, the following conclusions were reached:

1. Yorktown Shopping Center PD has excess parking with its peak holiday usage at only 65% its total available spaces.
2. The proposed changes to the planned development will reduce the number of parking spaces to 6,928 spaces which is still in excess of the holiday peak demand (76 % occupied spaces).
3. The proposed amendment to the Yorktown Shopping Center PD to provide a minimum 6,800 spaces from 7,500 spaces will still be able to serve the needs of the Yorktown Center and still which exceed the peak holiday parking demand by 256%.



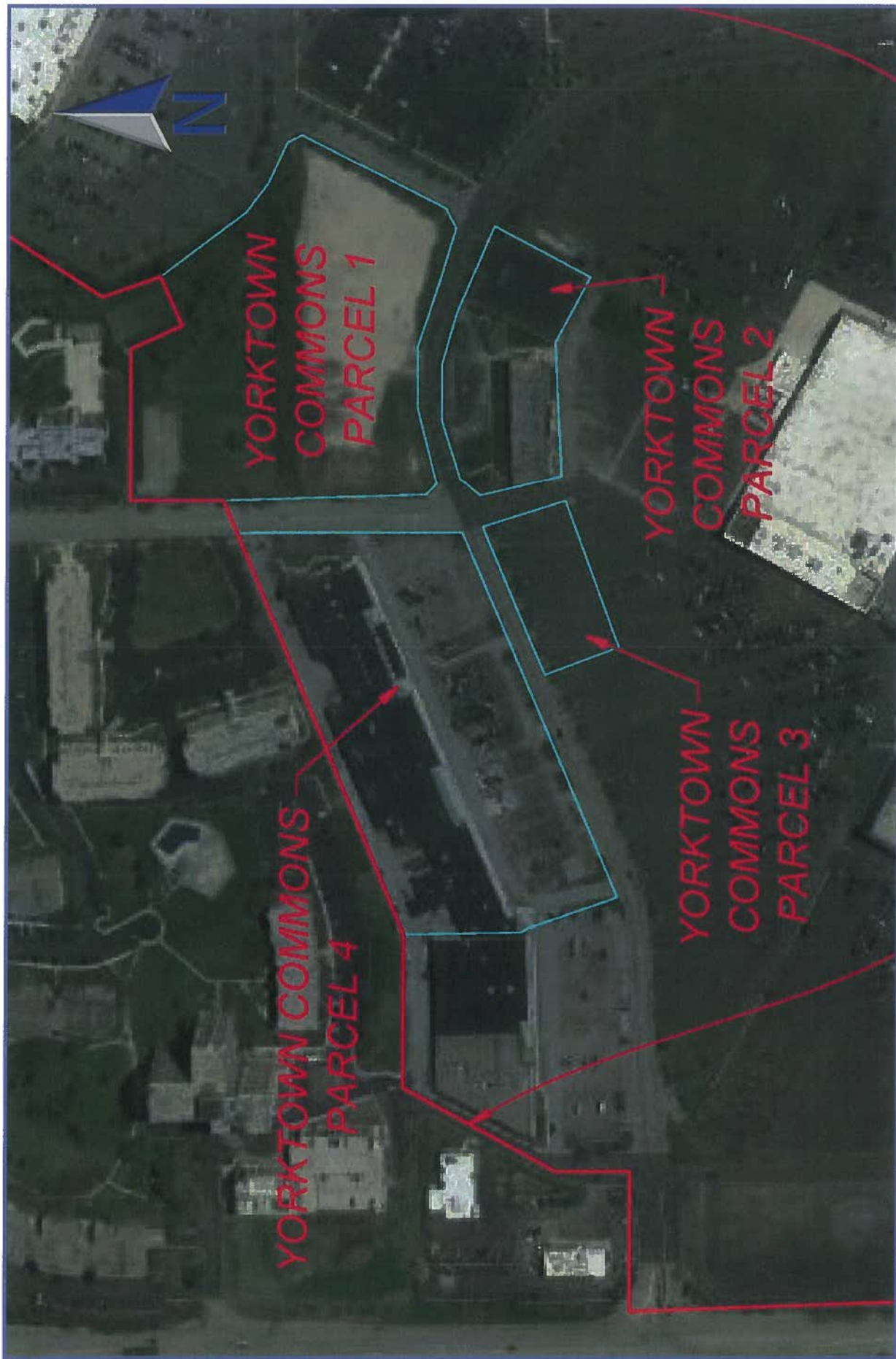
Planned Development Boundaries

Figure 1



Parking Survey Sub-Areas

Figure 2



Yorktown Commons Parcels

Figure 3



Appendix

- **2013 Yorktown Center Parking Surveys**

MEMORANDUM

To: Donna Blair
Jerry Cohen
Yorktown Center

From: Stephen B. Corcoran, P.E., PTOE
Director of Traffic Engineering

Date: January 7, 2014

Re: Yorktown Center
Parking Surveys
Lombard, Illinois



This memorandum summarizes the results of parking surveys at Yorktown Center shopping center in Lombard, Illinois. The purpose of this study was to document the number of parking spaces at the center and how they were used during the fall and holiday periods.

METHODOLOGY

The surveys began with an inventory of the existing parking spaces to identify their quantity, location, and designation. This inventory was based on the recent topographic surveys of the mall and outlots, aerial surveys, and ground counts. Snow fell overnight and during the early part of the December 14th parking survey. As a result, each parking lot temporarily lost a small percentage of its total capacity due to snow storage.

Parking usage surveys were conducted during pre-holiday and holiday periods between 9:00 AM to 10:00 PM on a Friday and Saturday. The pre-holiday counts were completed on October 19th and 25th, 2013. Holiday counts were conducted on December 13th and 14th, 2013.

Yorktown Center was subdivided into 30 subareas. Parking counts were also conducted at the Westin Hotel and the Target store to identify any parking overflow/interaction between the properties.

Figure 1 illustrates the parking sub-areas.

PARKING INVENTORY

The available parking supply at Yorktown Center was identified from aerial photographs, topographic surveys, and field observations which provided the number of parking stalls on the property. The parking inventory in this report is based on the number of painted parking spaces at Yorktown Center. The Village of Lombard requires a parking space to be nine feet in width. Spot checks of the parking stall sizes show several of the lots have stalls approximately 8.75 feet in width, principally in Lots E, D, K, and J. When these lots are repaved and properly striped, there may be a 2-3% decrease in the number of spaces.

Yorktown Center currently has 8,333 parking spaces with 5,480 spaces inside the ring road and 2,853 within the various outlots. Target has 604 spaces and the Westin Hotel surface parking and garage have a total of 907 parking spaces. **Tables 1 and 2** summarize the number of parking spaces by subarea.

Table 1
Yorktown Center Parking Inventory

Yorktown Center (within ring road)				AMC Theater Lots			
Lot	Regular	Accessible	Total	Lot	Regular	Accessible	Total
A	28	0	28	1	178	0	178
B	70	0	70	2	224	0	224
C	206	5	211	3	223	10	233
D	564	4	568	4	178	6	184
E	1,445	23	1,468	subtotal	803	16	819
F	403	6	409	Yorktown Out Parcels			
G	188	11	199	Lot	Regular	Accessible	Total
H	97	0	97	Chase Bank	74	2	76
I	119	2	121	Bucca Di Beppo	89	4	93
J	1,211	23	1,234	Claim Jumper	110	5	115
K	1,036	14	1,050	Rock Bottom 5/3rd Bank	205	9	214
L	21	4	25	Highland Lot	389	0	389
subtotal	5,388	92	5,480	McDonalds	68	3	71
Yorktown Plaza Shops				Cole Taylor	27	2	29
Lot	Regular	Accessible	Total	Butterfield #1	259	0	259
East Lot	256	12	268	Butterfield #2	28	0	28
West Lot	121	12	133	Butterfield #3	137	4	141
Rear Lot	45	0	45	Butterfield #4	173	0	173
subtotal	422	24	446	subtotal	1,559	29	1,588
Westin Hotel				Target			
Lot	Regular	Accessible	Total	Lot	Regular	Accessible	Total
Surface	266	9	275	Main	592	12	604
Garage	614	18	632				
subtotal	880	27	907				

Table 2
Yorktown Parking Supply Totals

User	Regular	Accessible	Total
Yorktown Center	8,172	161	8,333
Target	592	12	604
Westin Hotel	880	27	907
Total	9,644	200	9,844

PARKING SURVEYS

Yorktown Center was subdivided into 30 subareas. Parking counts were also conducted at the Westin Hotel and the Target store to identify and parking overflow between the properties. Parking usage surveys were conducted during pre-holiday and holiday periods. The counts were conducted from 9:00 AM to 10:00 PM on a Friday and Saturday. The pre-holiday counts were completed on October 19th and 25th 2013. Holiday counts were conducted on December 13th and 14th, 2013.

Charts 1 thru 4 summarize the hourly parking totals at Yorktown Center without Target and the Westin Hotel. Detailed parking totals are provided in Appendix **Tables 1 thru 11** at the back of the report.

Overall Results

On Fridays, Yorktown Center has two peak parking periods in the early afternoon (1-2:00 PM) and a secondary peak in the early evening (7:00 PM). During the December count, the two peaks were almost identical. The holiday counts were 63% higher than the October counts. On Saturdays, the peak parking occurred at 2:00 or 3:00 PM with the 7:00 PM evening peak 5-7% less than the afternoon results. **Table 3** summarizes the total parking demand at Yorktown Center.

Table 3
Yorktown Center Survey Results

User	Total Spaces	Friday Surveys			Saturday Surveys			
		October	December	%	October	December		%
						Mall Peak	Overall Peak	
Yorktown Center	8,333	3,042	4,979	+63%	3,407	5,445	5,396	+58%
Target	604	238	588	+147%	284	663	603	+112%
Westin Hotel	907	551	829	+50%	237	317	623	+163%
Total	9,844	3,831	6,396	+67%	3,928	6,425	6,622	+68%
Peak Time		7:00 PM	2:00 PM		2:00 PM	3:00 PM	5:00 PM	

Overall there was plenty of parking available on-site with the peak demand of 5,445 occupied spaces or 65% peak occupancy.

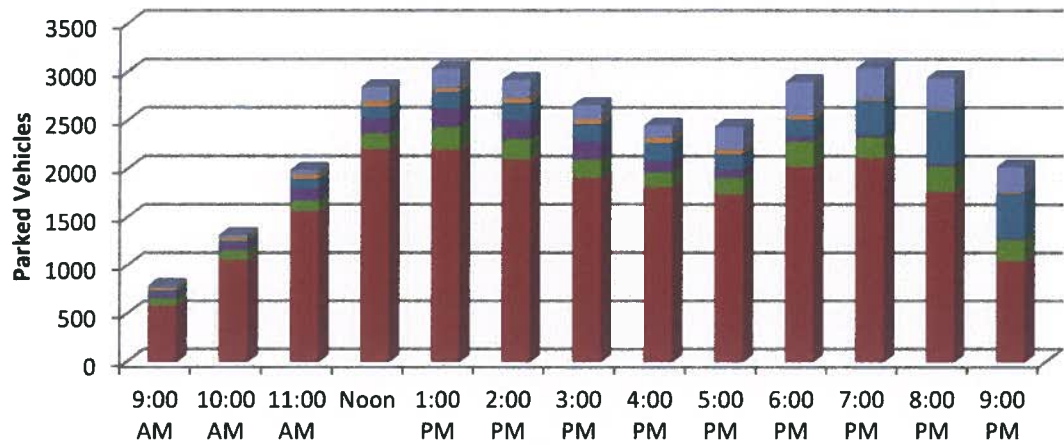


Chart 1
 Yorktown Center - Friday 10/25/13 Parking Survey

Yorktown Center Butterfield Outlots Plaza Shops
 AMC/Chase McD/Cole/Highland Restaurants

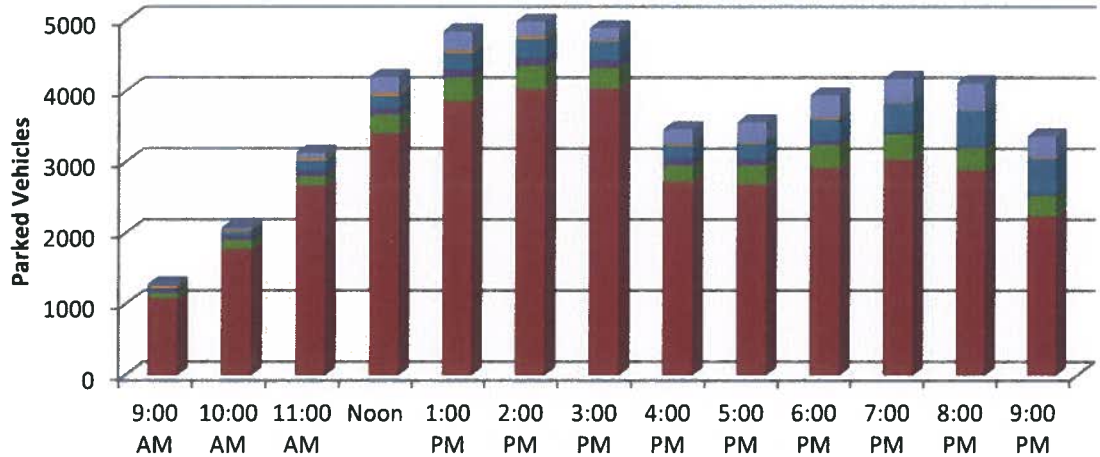


Chart 2
 Yorktown Center - Friday 12/13/13 Parking Survey

Yorktown Center Butterfield Outlots Plaza Shops
 AMC/Chase McD/Cole/Highland Restaurants

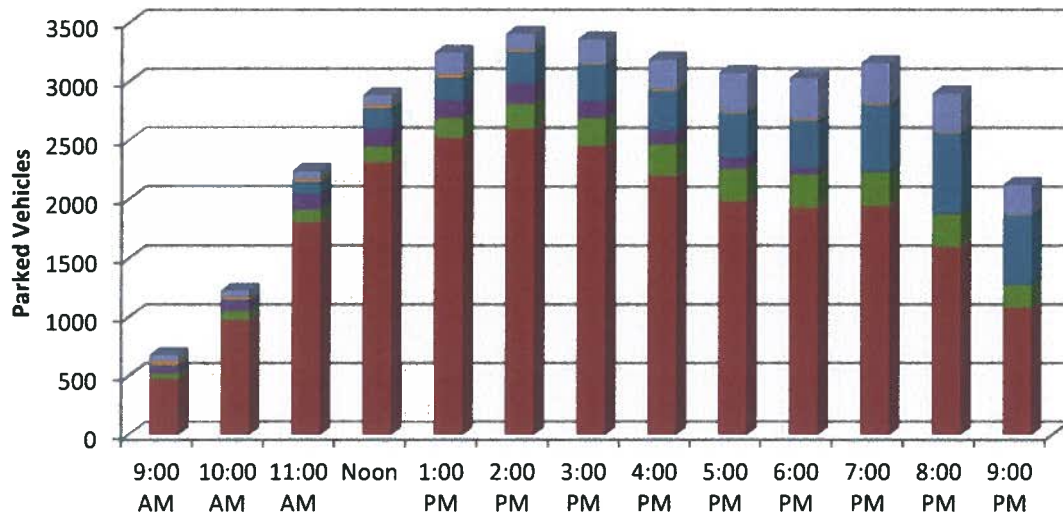


Chart 3
Yorktown Center - Saturday 10/19/13 Parking Surveys

■ Yorktown Center ■ Butterfield Outlots ■ Plaza Shops
■ AMC/Chase ■ McD/Cole/Highland ■ Restaurants

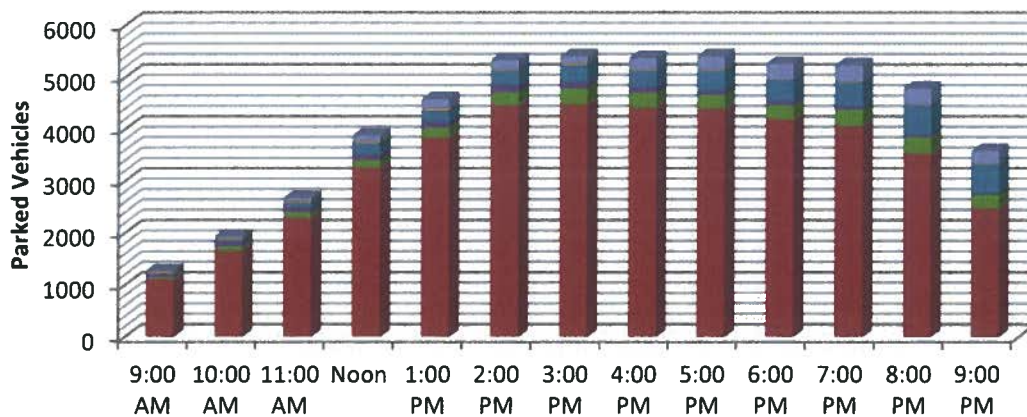


Chart 4
Yorktown Center - Saturday 12/13/14 Parking Surveys

■ Yorktown Center ■ Butterfield Outlots ■ Plaza Shops
■ AMC/Chase ■ McD/Cole/Highland ■ Restaurants

SUB-AREA OBSERVATIONS

The following observations were made based on the count data and observations during the surveys.

Yorktown Center (within the ring road)

Lots A and B

Lots A and B are adjacent to the vacant Bamboo Club building. These spaces were used for construction equipment staging during the surveys and were not available to mall patrons. Due to their location and the vacant building, these lots would of remained empty during the parking surveys.

Lot C

Lot C is the upper level parking area northeast of JC Penney and is lightly used with peak occupancy at 40%.

Lot D

Lot D is located between JC Penney and the Westin/AMC. Approximately 120 spaces were fenced off in Lot D which represents 21% of the lot's 568 spaces. During the October counts, Lot D reached a maximum capacity of 41% and the construction staging did not impact of the usage of the lot. During the December counts, the peak occupancy was 71% of total spaces (92% of available spaces) on Friday afternoon and 76% (97% available) on Saturday evening.

After 7:00 PM, on Saturdays, approximately 200 (October) to 400 (December) vehicles are using lot D to park for the AMC Theater. It is assumed that they are parking there to avoid the post movie traffic congestion that can occur on the ring road around the theater.

Lot E

Lot E had some spaces fenced off for construction staging. During the Saturday count in December, this lot reached capacity resulting in patrons spilling over into the Butterfield Lot # 1 across the ring road.

Lot F

Lot F is located between the Von Maur and the upper level parking for the Shops of Butterfield. It was frequently near or at capacity during the afternoon counts.

Lot G, H, I, and L

These lots primarily serve the Shops on Butterfield which contain a mixture of restaurants and stores. They are frequently near or at capacity on both Friday and Saturday counts from lunchtime though dinner and into the evening.

Lot J

Lot J is located north of Carson Pirie Scott, Lucky Strike, and the Shops of Butterfield. Its peak usage was 95% during the December counts. In October, Lot J was less than half full.

Lot K

Lot K serves Carson Pirie Scott and JC Penney and was used less than 40% of its capacity in October. In December, the peak usage was 85%.

Butterfield Outlots

Butterfield Lot #1 is next to the Butterfield Road entrance. During the surveys, the west portion of the lot was used by employees of the mall. The central portion was used as overflow parking from Lot E. Its peak occupancy was 66%.

Lot #2 is a small employee lot next to the cemetery and filled during most of the survey days.

Lot #3 is the primary parking for the Capitol Grill restaurant and overflow parking from Lots F and G. Valet parking for the restaurant customers is reserved along the south side of the lot. The lot peaks occur in the evening with occupancies ranging from 67-98%.

Lot #4 is between the Capital Grill and Bucco di Beppo restaurants. It accommodates a small amount of employee parking from the restaurants and some overflow from Lots G and H. The lot peaks occur in the evening with occupancies ranging from 67-98%.

The Shops at Yorktown Plaza

The overall occupancy of these lots was 45% or less at any given time. With the relocation of Land's End into the Yorktown Center, the peak demand fell from 201 to 103 vehicles on Friday and 172 to 120 vehicles on Saturday. Occasionally several McDonald's customers, 1-4, were observed parking in the Plaza lot and walking into the restaurant to avoid the on-site drive-thru lane queues.

AMC Theater/Chase Bank

During Chase bank's hours of operation, their parking demand ranges from 5 to 10 vehicles. In the evening this lot was used for overflow parking from the AMC Theater. AMC Lots 2, 3, and 4 accommodated the demand at the theater. AMC Lot #1 was not used by theater patrons and served as an overflow lot for the Westin Hotel.

McDonald's/Cole Taylor Bank/Highland Parcel

The McDonald's restaurant and Cole Taylor Bank provided sufficient parking for their own customers on their respective outlot. Occasionally several McDonald's customers were observed parking in the Plaza lot and walking into the restaurant to avoid the on-site drive-thru lane queues. The Highland lot had Christmas trees for sale that generated minimal parking. No overflow parking from within the ring road occurred on this lot.

Westin Hotel Parking

The Westin Hotel has two parking areas, a 275 space surface lot west of the building and main entrance and a 632 space parking garage with access on the north side of the building. It provides valet parking. During the surveys, Westin Hotel patrons also parked in AMC Lot #1. No AMC Theater patrons were in Lot #1 during the surveys. The peak demand on Saturday night (8:00 PM) on December 14, 2013 was 886 spaces or 98% of the capacity of Westin's two parking areas. One and twenty six of those vehicles (14%) parked in the AMC Lot #1. AMC Lot #1 is located adjacent to the hotel surface lot and experiences overflow parking from the hotel complex. This overflow volume could be accommodated within the hotel parking garage.

Target Parking

Detailed summaries of the Target store parking summaries are in the **Appendix**. The results show the target parking lot exceeded its capacity on Saturday but did not spill over into any of the Westin Hotel or Yorktown Center lots.

CONCLUSIONS

Based on the observations, the following conclusions were reached:

1. Yorktown Center has sufficient parking with its peak usage at 65% of total available spaces.
2. December holiday demand was 58-63% higher than the October counts at Yorktown Center.
3. Westin Hotel can accommodate its own demand within its own parking lot and structure but uses AMC Lot #1 for overflow parking.
4. Target parking is self-contained to its own site
5. Traditional regional mall's peak parking occurs in the early afternoon on weekdays and Saturdays. Yorktown Center has an early afternoon peak and a secondary early evening peak (7:00 PM). The secondary peak is due to the amount of restaurants at the mall, along with the theater, generating more activity at the mall.



Appendix

- Yorktown Parking Survey Tables

2013 Parking Study

Table A-1

Friday Parking Surveys at Yorktown Center

Time	October 25th, 2013						TOTAL	Target	Westin	Total with Target/Westin
	Yorktown Center	Butterfield Outlets	Plaza Shops	AMC/Chase	McDonald's/Caterpillar/Highland	Restaurant Outlets				
9:00 AM	582	76	56	23	32	22	791	131	394	1316
10:00 AM	1059	97	73	26	32	30	1317	182	392	1891
11:00 AM	1564	111	126	96	40	54	1991	176	382	2549
Noon	2202	165	151	125	59	144	2846	214	384	3444
1:00 PM	2195	239	190	169	43	200	3036	293	422	3751
2:00 PM	2096	210	201	171	55	186	2919	343	444	3706
3:00 PM	1909	186	192	172	51	149	2659	344	447	3450
4:00 PM	1812	154	114	186	59	124	2449	351	425	3225
5:00 PM	1736	173	88	154	49	236	2436	238	411	3085
6:00 PM	2020	265	51	172	43	347	2898	192	415	3505
7:00 PM	2109	217	28	349	20	319	3042	238	551	3831
8:00 PM	1762	262	21	558	15	321	2939	234	559	3732
9:00 PM	1048	220	12	466	15	261	2022	167	636	2825
December 14th, 2013										
9:00 AM	1069	84	33	31	33	25	1275	197	235	1707
10:00 AM	1766	131	45	70	28	30	2070	331	411	2812
11:00 AM	2666	130	68	153	40	68	3125	298	458	3881
Noon	3392	273	85	171	50	227	4198	411	580	5189
1:00 PM	3849	339	103	236	49	263	4839	533	766	6138
2:00 PM	4020	334	101	274	43	207	4979	588	829	6396
3:00 PM	4026	298	102	263	22	173	4884	578	801	6263
4:00 PM	2717	231	86	189	25	213	3461	386	595	4442
5:00 PM	2682	271	79	219	25	281	3557	366	535	4458
6:00 PM	2900	338	53	303	24	321	3939	360	464	4763
7:00 PM	3024	367	33	393	20	334	4171	403	601	5175
8:00 PM	2872	324	22	495	12	383	4108	303	607	5018
9:00 PM	2230	294	12	504	20	306	3366	375	591	4332
Inventory	5480	601	446	895	489	422	8333	604	907	9844

2013 Parking Study

Table A-2

Saturday Parking Surveys at Yorktown Center

Time	October 19th, 2013										TOTAL				Total with Target and Westin	
	Yorktown Center	Butterfield Outlets	Plaza Shops	AMC/Chase	McDonald's/Cafe/Target/Highland	Restaurant Outlets	TOTAL				Target	Westin	TOTAL		Target	Westin
9:00 AM	472	48	63	9	35	51	678				100	315	100	315	1093	1093
10:00 AM	976	77	83	11	26	55	1228				116	306	116	306	1650	1650
11:00 AM	1806	107	132	100	29	65	2239				183	278	183	278	2700	2700
Noon	2313	138	151	171	27	87	2887				235	271	235	271	3393	3393
1:00 PM	2522	169	149	191	32	183	3246				284	238	284	238	3768	3768
2:00 PM	2599	213	172	269	20	134	3407				284	237	284	237	3928	3928
3:00 PM	2455	234	146	304	14	206	3359				288	239	288	239	3886	3886
4:00 PM	2199	268	120	335	16	250	3188				292	280	292	280	3760	3760
5:00 PM	1981	279	95	374	13	331	3073				265	319	265	319	3657	3657
6:00 PM	1930	284	55	398	17	346	3030				206	376	206	376	3612	3612
7:00 PM	1943	289	11	556	15	344	3158				196	421	196	421	3775	3775
8:00 PM	1594	281	5	677	10	333	2900				160	428	160	428	3488	3488
9:00 PM	1080	194	1	587	8	256	2126				110	468	110	468	2704	2704
December 14th, 2013																
9:00 AM	1100	42	53	21	28	21	1265				184	412	184	412	1861	1861
10:00 AM	1642	94	82	48	33	27	1926				288	406	288	406	2620	2620
11:00 AM	2274	115	90	101	33	57	2670				364	292	364	292	3326	3326
Noon	3239	157	97	217	31	127	3868				373	203	373	203	4444	4444
1:00 PM	3822	196	109	226	39	179	4571				491	248	491	248	5310	5310
2:00 PM	4448	259	121	294	25	180	5327				640	245	640	245	6212	6212
3:00 PM	4463	311	120	331	30	140	5395				663	317	663	317	6375	6375
4:00 PM	4402	294	94	330	25	214	5359				668	441	668	441	6468	6468
5:00 PM	4387	262	71	389	25	262	5396				603	623	603	623	6622	6622
6:00 PM	4179	277	64	416	15	301	5252				515	598	515	598	6365	6365
7:00 PM	4042	327	52	469	18	315	5223				493	779	493	779	6495	6495
8:00 PM	3512	326	36	574	13	314	4775				396	886	396	886	6057	6057
9:00 PM	2462	270	18	555	15	252	3572				401	884	401	884	4857	4857
Inventory	5480	601	446	895	489	422	8333				604	907	604	907	9844	9844

2013 Parking Study

Table A-3

Yorktown Center (within ring road) OCTOBER COUNTS

Inventory	A	B	C	D	E	F	G	H	I	J	K	L	Total
	28	70	206	564	1445	403	188	97	119	1,211	1036	21	5388
Regular:													
Accessible:	0	0	5	4	23	6	11	0	2	23	14	4	92
Total Parking:	28	70	211	568	1468	409	199	97	121	1234	1050	25	5480

FRIDAY 10/25/2013

Time	A	%	B	%	C	%	D	%	E	%	F	%	G	%	H	%	I	%	J	%	K	%	L	%	Total	%
9:00 AM	0	0%	0	0%	3	1%	46	8%	169	12%	57	14%	26	13%	8	8%	15	12%	155	13%	103	10%	0	0%	582	11%
10:00 AM	0	0%	0	0%	9	4%	67	12%	324	22%	120	29%	42	21%	14	14%	28	23%	247	20%	187	18%	21	84%	1059	19%
11:00 AM	0	0%	0	0%	12	6%	72	13%	389	26%	206	50%	116	58%	15	15%	44	36%	437	35%	249	24%	24	96%	1564	29%
Noon	0	0%	0	0%	14	7%	73	13%	564	38%	357	87%	167	84%	35	36%	40	33%	545	44%	384	37%	23	92%	2202	40%
1:00 PM	0	0%	0	0%	12	6%	96	17%	549	37%	307	75%	172	86%	46	47%	117	97%	582	47%	291	28%	23	92%	2195	40%
2:00 PM	0	0%	0	0%	15	7%	73	13%	512	35%	343	84%	128	64%	33	34%	79	65%	587	48%	302	29%	24	96%	2096	38%
3:00 PM	0	0%	0	0%	8	4%	54	10%	466	32%	306	75%	146	73%	41	42%	68	56%	523	42%	274	26%	23	92%	1909	35%
4:00 PM	0	0%	0	0%	8	4%	56	10%	460	31%	218	53%	196	98%	41	42%	95	79%	465	38%	250	24%	23	92%	1812	33%
5:00 PM	0	0%	0	0%	8	4%	61	11%	408	28%	208	51%	171	86%	77	79%	85	70%	483	39%	211	20%	24	96%	1736	32%
6:00 PM	0	0%	0	0%	8	4%	56	10%	475	32%	268	66%	187	94%	92	95%	121	100%	518	42%	273	26%	22	88%	2020	37%
7:00 PM	0	0%	0	0%	4	2%	61	11%	492	34%	257	63%	194	97%	87	90%	119	98%	588	48%	284	27%	23	92%	2109	38%
8:00 PM	0	0%	0	0%	4	2%	55	10%	403	27%	181	44%	194	97%	77	79%	106	88%	482	39%	235	22%	25	100%	1762	32%
9:00 PM	0	0%	0	0%	4	2%	45	8%	138	9%	115	28%	141	71%	68	70%	78	64%	286	23%	154	15%	19	76%	1048	19%

SATURDAY 10/19/2013

Time	A	%	B	%	C	%	D	%	E	%	F	%	G	%	H	%	I	%	J	%	K	%	L	%	Total	%
9:00 AM	0	0%	0	0%	3	1%	15	3%	165	11%	39	10%	24	12%	7	7%	12	10%	130	11%	72	7%	5	20%	472	9%
10:00 AM	0	0%	0	0%	8	4%	32	6%	327	22%	104	25%	36	18%	9	9%	19	16%	233	19%	194	18%	14	56%	976	18%
11:00 AM	0	0%	0	0%	11	5%	53	9%	595	41%	232	57%	100	50%	28	29%	30	25%	435	35%	307	29%	15	60%	1806	33%
Noon	0	0%	0	0%	14	7%	55	10%	690	47%	336	82%	175	88%	43	44%	58	48%	567	46%	350	33%	25	100%	2313	42%
1:00 PM	0	0%	0	0%	19	9%	58	10%	777	53%	360	88%	188	94%	38	39%	58	48%	597	48%	403	38%	24	96%	2522	46%
2:00 PM	0	0%	0	0%	12	6%	62	11%	806	55%	393	96%	185	93%	35	36%	44	36%	635	51%	404	38%	23	92%	2599	47%
3:00 PM	0	0%	0	0%	21	10%	67	12%	748	51%	392	96%	184	92%	27	28%	35	29%	601	49%	355	34%	25	100%	2455	45%
4:00 PM	0	0%	0	0%	13	6%	62	11%	650	44%	346	85%	174	87%	30	31%	30	25%	548	44%	323	31%	23	92%	2199	40%
5:00 PM	0	0%	0	0%	11	5%	65	11%	599	41%	304	74%	164	82%	35	36%	42	35%	471	38%	266	25%	24	96%	1981	36%
6:00 PM	0	0%	0	0%	3	1%	98	17%	522	36%	265	65%	196	98%	93	96%	120	99%	423	34%	187	18%	23	92%	1930	35%
7:00 PM	0	0%	0	0%	5	2%	220	39%	477	32%	221	54%	193	97%	93	96%	120	99%	435	35%	154	15%	25	100%	1943	35%
8:00 PM	0	0%	0	0%	6	3%	235	41%	349	24%	168	41%	184	92%	67	69%	113	93%	330	27%	122	12%	20	80%	1594	29%
9:00 PM	0	0%	0	0%	4	2%	206	36%	151	10%	79	19%	174	87%	65	67%	92	76%	219	18%	71	7%	19	76%	1080	20%

75-89% Occupied 90-99% Occupied 100% Occupied

2013 Parking Study

Table A-4

Yorktown Center (within ring road) DECEMBER COUNTS

Inventory	A	B	C	D	E	F	G	H	I	J	K	L	Total
Regular:	28	70	206	564	1445	403	188	97	119	1,211	1036	21	5388
Accessible:	0	0	5	4	23	6	11	0	2	23	14	4	92
Total Parking:	28	70	211	568	1468	409	199	97	121	1234	1050	25	5480

FRIDAY 12/13/2013

Time	A	%	B	%	C	%	D	%	E	%	F	%	G	%	H	%	I	%	J	%	K	%	L	%	Total	%
9:00 AM	0	0%	0	0%	2	1%	86	15%	284	19%	84	21%	58	29%	10	10%	4	3%	269	22%	268	26%	4	16%	1069	20%
10:00 AM	0	0%	0	0%	6	3%	100	18%	519	35%	205	50%	95	48%	10	10%	31	26%	427	35%	353	34%	20	80%	1766	32%
11:00 AM	0	0%	0	0%	8	4%	118	21%	793	54%	338	83%	76	38%	20	21%	71	59%	784	64%	433	41%	25	100%	2666	49%
Noon	0	0%	0	0%	17	8%	169	30%	974	66%	405	99%	196	98%	76	78%	62	51%	903	73%	565	54%	25	100%	3392	62%
1:00 PM	0	0%	0	0%	28	13%	395	70%	1151	78%	405	99%	185	93%	27	28%	58	48%	975	79%	600	57%	25	100%	3849	70%
2:00 PM	0	0%	0	0%	50	24%	402	71%	1138	78%	392	96%	187	94%	77	79%	78	64%	1003	81%	668	64%	25	100%	4020	73%
3:00 PM	0	0%	0	0%	40	19%	403	71%	1176	80%	381	93%	185	93%	76	78%	70	58%	1012	82%	658	63%	25	100%	4026	73%
4:00 PM	0	0%	0	0%	31	15%	203	36%	793	54%	314	77%	180	90%	69	71%	36	30%	685	56%	387	37%	19	76%	2717	50%
5:00 PM	0	0%	0	0%	35	17%	131	23%	797	54%	322	79%	187	94%	61	63%	105	87%	628	51%	394	38%	22	88%	2682	49%
6:00 PM	0	0%	0	0%	9	4%	187	33%	806	55%	292	71%	191	96%	97	100%	121	100%	766	62%	408	39%	23	92%	2900	53%
7:00 PM	0	0%	0	0%	15	7%	163	29%	865	59%	240	59%	189	95%	97	100%	120	99%	800	65%	510	49%	25	100%	3024	55%
8:00 PM	0	0%	0	0%	7	3%	98	17%	870	59%	208	51%	192	96%	97	100%	117	97%	790	64%	472	45%	21	84%	2872	52%
9:00 PM	0	0%	0	0%	7	3%	90	16%	577	39%	293	72%	180	90%	73	75%	101	83%	578	47%	310	30%	21	84%	2230	41%

SATURDAY 12/14/2013

Time	A	%	B	%	C	%	D	%	E	%	F	%	G	%	H	%	I	%	J	%	K	%	L	%	Total	%
9:00 AM	0	0%	0	0%	3	1%	73	13%	311	21%	105	26%	20	10%	3	3%	34	28%	271	22%	275	26%	5	20%	1100	20%
10:00 AM	0	0%	0	0%	3	1%	80	14%	498	34%	164	40%	97	49%	6	6%	40	33%	396	32%	348	33%	10	40%	1642	30%
11:00 AM	0	0%	0	0%	4	2%	93	16%	693	47%	284	69%	90	45%	15	15%	81	67%	598	48%	396	38%	20	80%	2274	41%
Noon	0	0%	0	0%	12	6%	170	30%	976	66%	323	79%	177	89%	32	33%	89	74%	879	71%	559	53%	22	88%	3239	59%
1:00 PM	0	0%	0	0%	36	17%	198	35%	1200	82%	363	89%	194	97%	34	35%	93	77%	980	79%	699	67%	25	100%	3822	70%
2:00 PM	0	0%	0	0%	84	40%	208	37%	1320	90%	409	100%	139	70%	82	85%	122	101%	1172	95%	887	84%	25	100%	4448	81%
3:00 PM	0	0%	0	0%	81	38%	209	37%	1337	91%	409	100%	145	73%	75	77%	121	100%	1180	96%	881	84%	25	100%	4463	81%
4:00 PM	0	0%	0	0%	79	37%	206	36%	1310	89%	406	99%	126	63%	96	99%	125	103%	1175	95%	858	82%	21	84%	4402	80%
5:00 PM	0	0%	0	0%	65	31%	292	51%	1489	101%	374	91%	162	81%	92	95%	29	24%	1083	88%	777	74%	24	96%	4387	80%
6:00 PM	0	0%	0	0%	35	17%	243	43%	1445	98%	304	74%	194	97%	90	93%	39	32%	1103	89%	703	67%	23	92%	4179	76%
7:00 PM	0	0%	0	0%	15	7%	311	55%	1430	97%	224	55%	190	95%	92	95%	81	67%	1072	87%	604	58%	23	92%	4042	74%
8:00 PM	0	0%	0	0%	8	4%	432	76%	1095	75%	132	32%	191	96%	95	98%	47	39%	891	72%	598	57%	23	92%	3512	64%
9:00 PM	0	0%	0	0%	5	2%	250	44%	698	48%	36	9%	164	82%	27	28%	34	28%	676	55%	550	52%	22	88%	2462	45%

75-89% Occupied 90-99% Occupied 100% Occupied

2013 Parking Study

Table A-5

The Shops of Yorktown Plaza

Inventory	10/25/2013			12/13/2013				
	West	East	Rear	Total	West	East	Rear	Total
Regular:	121	256	45	422				
Accessible:	12	12	0	24				
Total Parking:	133	268	45	446				

Note: During October Surveys, Land's End was open in the plaza
It was relocated into the mall when the December counts were done

Note: During October Surveys, Land's End was open in the plaza
It was relocated into the mall when the December counts were done

FRIDAY 10/25/2013

Time	West	%	East	%	Rear	%	Total	%
9:00 AM	10	8%	46	17%	-	0%	56	13%
10:00 AM	23	17%	50	19%	-	0%	73	16%
11:00 AM	33	25%	92	34%	1	2%	126	28%
Noon	42	32%	109	41%	-	0%	151	34%
1:00 PM	56	42%	134	50%	-	0%	190	43%
2:00 PM	57	43%	144	54%	-	0%	201	45%
3:00 PM	54	41%	138	51%	-	0%	192	43%
4:00 PM	39	29%	75	28%	-	0%	114	26%
5:00 PM	28	21%	60	22%	-	0%	88	20%
6:00 PM	33	25%	18	7%	-	0%	51	11%
7:00 PM	13	10%	15	6%	-	0%	28	6%
8:00 PM	10	8%	11	4%	-	0%	21	5%
9:00 PM	8	6%	4	1%	-	0%	12	3%

12/13/2013

Time	West	%	East	%	Rear	%	Total	%
9:00 AM	18	14%	13	5%	2	4%	33	7%
10:00 AM	21	16%	23	9%	1	2%	45	10%
11:00 AM	22	17%	44	16%	2	4%	68	15%
Noon	31	23%	53	20%	1	2%	85	19%
1:00 PM	43	32%	59	22%	1	2%	103	23%
2:00 PM	34	26%	64	24%	3	7%	101	23%
3:00 PM	35	26%	65	24%	2	4%	102	23%
4:00 PM	34	26%	50	19%	2	4%	86	19%
5:00 PM	23	17%	55	21%	1	2%	79	18%
6:00 PM	20	15%	31	12%	2	4%	53	12%
7:00 PM	17	13%	15	6%	1	2%	33	7%
8:00 PM	19	14%	2	1%	1	2%	22	5%
9:00 PM	8	6%	3	1%	1	2%	12	3%

SATURDAY 10/19/2013

Time	West	%	East	%	Rear	%	Total	%
9:00 AM	9	7%	54	20%	-	0%	63	14%
10:00 AM	18	14%	65	24%	-	0%	83	19%
11:00 AM	34	26%	98	37%	-	0%	132	30%
Noon	42	32%	109	41%	-	0%	151	34%
1:00 PM	40	30%	109	41%	-	0%	149	33%
2:00 PM	50	38%	122	46%	-	0%	172	39%
3:00 PM	41	31%	105	39%	-	0%	146	33%
4:00 PM	29	22%	91	34%	-	0%	120	27%
5:00 PM	23	17%	72	27%	-	0%	95	21%
6:00 PM	13	10%	42	16%	-	0%	55	12%
7:00 PM	4	3%	7	3%	-	0%	11	2%
8:00 PM	3	2%	2	1%	-	0%	5	1%
9:00 PM	0	0%	1	0%	-	0%	1	0%

12/14/2013

Time	West	%	East	%	Rear	%	Total	%
9:00 AM	12	9%	40	15%	1	2%	53	12%
10:00 AM	19	14%	58	22%	5	11%	82	18%
11:00 AM	28	21%	57	21%	5	11%	90	20%
Noon	32	24%	57	21%	8	18%	97	22%
1:00 PM	39	29%	60	22%	10	22%	109	24%
2:00 PM	43	32%	68	25%	10	22%	121	27%
3:00 PM	36	27%	74	28%	10	22%	120	27%
4:00 PM	29	22%	54	20%	11	24%	94	21%
5:00 PM	21	16%	41	15%	9	20%	71	16%
6:00 PM	18	14%	38	14%	8	18%	64	14%
7:00 PM	10	8%	31	12%	11	24%	52	12%
8:00 PM	3	2%	23	9%	10	22%	36	8%
9:00 PM	4	3%	4	1%	10	22%	18	4%

75-89% Occupied

90-99% Occupied

100% Occupied

2013 Parking Study

Table A-6

Yorktown Outlots: Bucca Di Beppo, Claim Jumpers, and Rock Bottom Brewery Restaurants and 5/3rd Bank

Inventory		Bucca		Claim Jmpr		Rock-5/3rd		Total	
Regular:		89	110	205	404				
Accessible:		4	5	9	18				
Total Parking:		93	115	214	422				
FRIDAY 10/25/2013									
Time	Bucca	%	Claim Jmpr	%	Rock-5/3rd	%	Total	%	
9:00 AM	5	5%	5	4%	12	6%	22	5%	
10:00 AM	5	5%	5	4%	20	9%	30	7%	
11:00 AM	7	8%	15	13%	32	15%	54	13%	
Noon	17	18%	77	67%	50	23%	144	34%	
1:00 PM	21	23%	90	78%	89	42%	200	47%	
2:00 PM	11	12%	64	56%	111	52%	186	44%	
3:00 PM	15	16%	52	45%	82	38%	149	35%	
4:00 PM	19	20%	32	28%	73	34%	124	29%	
5:00 PM	36	39%	88	77%	112	52%	236	56%	
6:00 PM	87	94%	110	96%	150	70%	347	82%	
7:00 PM	93	100%	110	96%	116	54%	319	76%	
8:00 PM	93	100%	111	97%	117	55%	321	76%	
9:00 PM	12	13%	85	74%	164	77%	261	62%	
12/13/2013									
Time	Bucca	%	Claim Jmpr	%	Rock-5/3rd	%	Total	%	
9:00 AM	6	6%	5	4%	14	7%	25	6%	
10:00 AM	6	6%	6	5%	18	8%	30	7%	
11:00 AM	24	26%	16	14%	28	13%	68	16%	
Noon	77	83%	83	72%	67	31%	227	54%	
1:00 PM	77	83%	105	91%	81	38%	263	62%	
2:00 PM	74	80%	62	54%	71	33%	207	49%	
3:00 PM	37	40%	52	45%	84	39%	173	41%	
4:00 PM	73	78%	53	46%	87	41%	213	50%	
5:00 PM	91	98%	104	90%	86	40%	281	67%	
6:00 PM	90	97%	115	100%	116	54%	321	76%	
7:00 PM	90	97%	115	100%	129	60%	334	79%	
8:00 PM	90	97%	113	98%	180	84%	383	91%	
9:00 PM	81	87%	109	95%	116	54%	306	73%	
12/14/2013									
Time	Bucca	%	Claim Jmpr	%	Rock-5/3rd	%	Total	%	
9:00 AM	6	6%	5	4%	10	5%	21	5%	
10:00 AM	6	6%	6	5%	15	7%	27	6%	
11:00 AM	9	10%	20	17%	28	13%	57	14%	
Noon	29	31%	50	43%	48	22%	127	30%	
1:00 PM	44	47%	60	52%	75	35%	179	42%	
2:00 PM	57	61%	53	46%	70	33%	180	43%	
3:00 PM	30	32%	44	38%	66	31%	140	33%	
4:00 PM	75	81%	77	67%	62	29%	214	51%	
5:00 PM	87	94%	97	84%	78	36%	262	62%	
6:00 PM	88	95%	113	98%	100	47%	301	71%	
7:00 PM	93	100%	115	100%	107	50%	315	75%	
8:00 PM	93	100%	115	100%	106	50%	314	74%	
9:00 PM	84	90%	78	68%	90	42%	252	60%	
SATURDAY 10/19/2013									
Time	Bucca	%	Claim Jmpr	%	Rock-5/3rd	%	Total	%	
9:00 AM	28	30%	8	7%	15	7%	51	12%	
10:00 AM	27	29%	7	6%	21	10%	55	13%	
11:00 AM	28	30%	10	9%	27	13%	65	15%	
Noon	18	19%	24	21%	45	21%	87	21%	
1:00 PM	20	22%	79	69%	84	39%	183	43%	
2:00 PM	28	30%	51	44%	55	26%	134	32%	
3:00 PM	53	57%	75	65%	78	36%	206	49%	
4:00 PM	76	82%	92	80%	82	38%	250	59%	
5:00 PM	89	96%	111	97%	131	61%	331	78%	
6:00 PM	93	100%	113	98%	140	65%	346	82%	
7:00 PM	93	100%	111	97%	140	65%	344	82%	
8:00 PM	93	100%	110	96%	130	61%	333	79%	
9:00 PM	78	84%	66	57%	112	52%	256	61%	
75-89% Occupied									
90-99% Occupied									
100% Occupied									

2013 Parking Study

Table A-7

Yorktown Outlots: McDonald's, Cole Taylor Bank, and Highland Parcel

Inventory	McDonald's		Cole Taylor		Highland Lot		Total	
	Regular:	68	27	389	0	484		
	Accessible:	3	2	0	5			
Total Parking:	71	29	389	489				

FRIDAY 10/25/2013									
Time	McDonald's	%	Cole Taylor	%	Highland	%	Total	%	
9:00 AM	25	35%	7	24%	0	0%	32	7%	
10:00 AM	22	31%	10	34%	0	0%	32	7%	
11:00 AM	30	42%	10	34%	0	0%	40	8%	
Noon	48	68%	9	31%	2	1%	59	12%	
1:00 PM	33	46%	9	31%	1	0%	43	9%	
2:00 PM	46	65%	8	28%	1	0%	55	11%	
3:00 PM	42	59%	9	31%	0	0%	51	10%	
4:00 PM	49	69%	9	31%	1	0%	59	12%	
5:00 PM	42	59%	5	17%	2	1%	49	10%	
6:00 PM	38	54%	2	7%	3	1%	43	9%	
7:00 PM	20	28%	0	0%	0	0%	20	4%	
8:00 PM	12	17%	0	0%	3	1%	15	3%	
9:00 PM	14	20%	1	3%	0	0%	15	3%	

SATURDAY 10/19/2013									
Time	McDonald's	%	Cole Taylor	%	Highland	%	Total	%	
9:00 AM	31	44%	4	14%	2	1%	35	7%	
10:00 AM	23	32%	3	10%	0	0%	26	5%	
11:00 AM	26	37%	3	10%	0	0%	29	6%	
Noon	25	35%	2	7%	3	1%	27	6%	
1:00 PM	32	45%	0	0%	0	0%	32	7%	
2:00 PM	20	28%	0	0%	1	0%	20	4%	
3:00 PM	14	20%	0	0%	0	0%	14	3%	
4:00 PM	16	23%	0	0%	1	0%	16	3%	
5:00 PM	13	18%	0	0%	0	0%	13	3%	
6:00 PM	17	24%	0	0%	0	0%	17	3%	
7:00 PM	15	21%	0	0%	0	0%	15	3%	
8:00 PM	10	14%	0	0%	0	0%	10	2%	
9:00 PM	8	11%	0	0%	1	0%	8	2%	

12/13/2013									
Time	McDonald's	%	Cole Taylor	%	Highland	%	Total	%	
9:00 AM	22	31%	8	28%	3	1%	33	7%	
10:00 AM	17	24%	10	34%	1	0%	28	6%	
11:00 AM	25	35%	9	31%	6	2%	40	8%	
Noon	36	51%	11	38%	3	1%	50	10%	
1:00 PM	39	55%	6	21%	4	1%	49	10%	
2:00 PM	30	42%	6	21%	7	2%	43	9%	
3:00 PM	15	21%	6	21%	1	0%	22	4%	
4:00 PM	19	27%	4	14%	2	1%	25	5%	
5:00 PM	17	24%	4	14%	4	1%	25	5%	
6:00 PM	19	27%	3	10%	2	1%	24	5%	
7:00 PM	17	24%	0	0%	3	1%	20	4%	
8:00 PM	10	14%	0	0%	2	1%	12	2%	
9:00 PM	17	24%	1	3%	2	1%	20	4%	

12/14/2013									
Time	McDonald's	%	Cole Taylor	%	Highland	%	Total	%	
9:00 AM	23	32%	4	14%	1	0%	28	6%	
10:00 AM	25	35%	6	21%	2	1%	33	7%	
11:00 AM	27	38%	5	17%	1	0%	33	7%	
Noon	27	38%	3	10%	1	0%	31	6%	
1:00 PM	34	48%	3	10%	2	1%	39	8%	
2:00 PM	23	32%	0	0%	2	1%	25	5%	
3:00 PM	29	41%	0	0%	1	0%	30	6%	
4:00 PM	24	34%	0	0%	1	0%	25	5%	
5:00 PM	23	32%	0	0%	2	1%	25	5%	
6:00 PM	13	18%	0	0%	2	1%	15	3%	
7:00 PM	16	23%	0	0%	2	1%	18	4%	
8:00 PM	11	15%	0	0%	2	1%	13	3%	
9:00 PM	13	18%	0	0%	2	1%	15	3%	

100% Occupied									
90-99% Occupied									
75-89% Occupied									

2013 Parking Study

Table A-8

Butterfield Outlots

Inventory	#1	#2	#3	#4	Total
Regular:	259	28	137	173	597
Accessible:	-	0	4	0	4
Total Parking:	259	28	141	173	601

FRIDAY 10/25/2013

Time	#1	%	#2	%	#3	%	#4	%	Total	%
9:00 AM	42	16%	14	50%	7	5%	13	8%	76	13%
10:00 AM	50	19%	21	75%	11	8%	15	9%	97	16%
11:00 AM	57	22%	23	82%	9	6%	22	13%	111	18%
Noon	65	25%	24	86%	51	36%	25	14%	165	27%
1:00 PM	101	39%	24	86%	81	57%	33	19%	239	40%
2:00 PM	94	36%	24	86%	52	37%	40	23%	210	35%
3:00 PM	80	31%	24	86%	46	33%	36	21%	186	31%
4:00 PM	67	26%	16	57%	39	28%	32	18%	154	26%
5:00 PM	72	28%	18	64%	44	31%	39	23%	173	29%
6:00 PM	70	27%	17	61%	95	67%	83	48%	265	44%
7:00 PM	62	24%	18	64%	61	43%	76	44%	217	36%
8:00 PM	63	24%	11	39%	84	60%	104	60%	262	44%
9:00 PM	56	22%	11	39%	55	39%	98	57%	220	37%

12/13/2013

Time	#1	%	#2	%	#3	%	#4	%	Total	%
9:00 AM	44	17%	23	82%	10	7%	7	4%	84	14%
10:00 AM	66	25%	28	100%	13	9%	24	14%	131	22%
11:00 AM	68	26%	28	100%	14	10%	20	12%	130	22%
Noon	126	49%	28	100%	89	63%	30	17%	273	45%
1:00 PM	140	54%	28	100%	121	86%	50	29%	339	56%
2:00 PM	131	51%	22	79%	126	89%	55	32%	334	56%
3:00 PM	112	43%	28	100%	108	77%	50	29%	298	50%
4:00 PM	85	33%	23	82%	83	59%	40	23%	231	38%
5:00 PM	65	25%	21	75%	78	55%	107	62%	271	45%
6:00 PM	67	26%	16	57%	104	74%	151	87%	338	56%
7:00 PM	47	18%	15	54%	138	98%	167	97%	367	61%
8:00 PM	39	15%	11	39%	132	94%	142	82%	324	54%
9:00 PM	45	17%	11	39%	112	79%	126	73%	294	49%

SATURDAY 10/19/2013

Time	#1	%	#2	%	#3	%	#4	%	Total	%
9:00 AM	23	9%	6	21%	12	9%	7	4%	48	8%
10:00 AM	39	15%	14	50%	16	11%	8	5%	77	13%
11:00 AM	59	23%	13	46%	23	16%	12	7%	107	18%
Noon	64	25%	28	100%	31	22%	15	9%	138	23%
1:00 PM	68	26%	28	100%	61	43%	12	7%	169	28%
2:00 PM	95	37%	28	100%	75	53%	15	9%	213	35%
3:00 PM	79	31%	28	100%	77	55%	50	29%	234	39%
4:00 PM	80	31%	28	100%	83	59%	77	45%	268	45%
5:00 PM	68	26%	27	96%	88	62%	96	55%	279	46%
6:00 PM	53	20%	21	75%	105	74%	105	61%	284	47%
7:00 PM	32	12%	17	61%	95	67%	145	84%	289	48%
8:00 PM	32	12%	15	54%	88	62%	146	84%	281	47%
9:00 PM	29	11%	13	46%	71	50%	81	47%	194	32%

12/14/2013

Time	#1	%	#2	%	#3	%	#4	%	Total	%
9:00 AM	29	11%	6	21%	4	3%	3	2%	42	7%
10:00 AM	56	22%	23	82%	7	5%	8	5%	94	16%
11:00 AM	66	25%	28	100%	13	9%	8	5%	115	19%
Noon	88	34%	27	96%	33	23%	9	5%	157	26%
1:00 PM	99	38%	27	96%	61	43%	9	5%	196	33%
2:00 PM	137	53%	28	100%	82	58%	12	7%	259	43%
3:00 PM	170	66%	28	100%	95	67%	18	10%	311	52%
4:00 PM	151	58%	23	82%	89	63%	31	18%	294	49%
5:00 PM	99	38%	24	86%	78	55%	61	35%	262	44%
6:00 PM	64	25%	15	54%	113	80%	85	49%	277	46%
7:00 PM	54	21%	12	43%	131	93%	130	75%	327	54%
8:00 PM	46	18%	7	25%	129	91%	144	83%	326	54%
9:00 PM	40	15%	3	11%	116	82%	111	64%	270	45%

75-89% Occupied

90-99% Occupied

100% Occupied

2013 Parking Study

Table A-9

AMC Theater and Chase Bank Lots

Inventory	AMC #2	AMC #3	AMC #4	Chase	Total
Regular:	224	223	178	74	699
Accessible:	-	10	6	2	18
Total Parkings:	224	233	184	76	717

Note: AMC Lot #1 was included in the Westin Hotel Summary due to overflow demand from the hotel into that lot. Chase Bank was included for overflow parking from the theater onto the bank lot in the evening hours

FRIDAY 10/25/2013

Time	AMC #2	%	AMC #3	%	AMC #4	%	Chase	%	Total	%
9:00 AM	2	1%	1	0%	12	7%	8	11%	23	3%
10:00 AM	4	2%	10	4%	2	1%	10	13%	26	4%
11:00 AM	7	3%	71	30%	9	5%	9	12%	96	13%
Noon	7	3%	100	43%	7	4%	11	14%	125	17%
1:00 PM	8	4%	115	49%	36	20%	10	13%	169	24%
2:00 PM	6	3%	97	42%	59	32%	9	12%	171	24%
3:00 PM	5	2%	102	44%	57	31%	8	11%	172	24%
4:00 PM	7	3%	111	48%	54	29%	14	18%	186	26%
5:00 PM	5	2%	79	34%	63	34%	7	9%	154	21%
6:00 PM	7	3%	79	34%	79	43%	7	9%	172	24%
7:00 PM	12	5%	195	84%	110	60%	32	42%	349	49%
8:00 PM	87	39%	233	100%	183	99%	55	72%	558	78%
9:00 PM	132	59%	165	71%	118	64%	51	67%	466	65%

12/13/2013

Time	AMC #2	%	AMC #3	%	AMC #4	%	Chase	%	Total	%
9:00 AM	9	4%	16	7%	2	1%	4	5%	31	4%
10:00 AM	8	4%	48	21%	6	3%	8	11%	70	10%
11:00 AM	9	4%	111	48%	27	15%	6	8%	153	21%
Noon	10	4%	112	48%	41	22%	8	11%	171	24%
1:00 PM	91	41%	92	39%	40	22%	13	17%	236	33%
2:00 PM	123	55%	103	44%	33	18%	15	20%	274	38%
3:00 PM	115	51%	104	45%	32	17%	12	16%	263	37%
4:00 PM	18	8%	104	45%	51	28%	16	21%	189	26%
5:00 PM	10	4%	133	57%	68	37%	8	11%	219	31%
6:00 PM	7	3%	184	79%	104	57%	8	11%	303	42%
7:00 PM	30	13%	209	90%	151	82%	3	4%	393	55%
8:00 PM	93	42%	213	91%	179	97%	10	13%	495	69%
9:00 PM	109	49%	198	85%	173	94%	24	32%	504	70%

SATURDAY 10/19/2013

Time	AMC #2	%	AMC #3	%	AMC #4	%	Chase	%	Total	%
9:00 AM	3	1%	0	0%	1	1%	5	7%	9	1%
10:00 AM	2	1%	2	1%	2	1%	5	7%	11	2%
11:00 AM	4	2%	81	35%	10	5%	5	7%	100	14%
Noon	4	2%	124	53%	39	21%	4	5%	171	24%
1:00 PM	5	2%	143	61%	41	22%	2	3%	191	27%
2:00 PM	7	3%	183	79%	77	42%	2	3%	269	38%
3:00 PM	10	4%	186	80%	108	59%	0	0%	304	42%
4:00 PM	12	5%	193	83%	129	70%	1	1%	335	47%
5:00 PM	15	7%	206	88%	145	79%	8	11%	374	52%
6:00 PM	27	12%	213	91%	152	83%	6	8%	398	56%
7:00 PM	95	42%	231	99%	183	99%	47	62%	556	78%
8:00 PM	209	93%	233	100%	182	99%	53	70%	677	94%
9:00 PM	194	87%	199	85%	154	84%	40	53%	587	82%

12/14/2013

Time	AMC #2	%	AMC #3	%	AMC #4	%	Chase	%	Total	%
9:00 AM	1	0%	14	6%	3	2%	3	4%	21	3%
10:00 AM	5	2%	36	15%	4	2%	3	4%	48	7%
11:00 AM	5	2%	79	34%	11	6%	6	8%	101	14%
Noon	6	3%	135	58%	68	37%	8	11%	217	30%
1:00 PM	7	3%	128	55%	82	45%	9	12%	226	32%
2:00 PM	13	6%	178	76%	95	52%	8	11%	294	41%
3:00 PM	18	8%	182	78%	126	68%	5	7%	331	46%
4:00 PM	21	9%	182	78%	122	66%	5	7%	330	46%
5:00 PM	35	16%	206	88%	142	77%	6	8%	389	54%
6:00 PM	45	20%	203	87%	158	86%	10	13%	416	58%
7:00 PM	86	38%	206	88%	165	90%	12	16%	469	65%
8:00 PM	149	67%	227	97%	173	94%	25	33%	574	80%
9:00 PM	145	65%	222	95%	168	91%	20	26%	555	77%

75-89% Occupied

90-99% Occupied

100% Occupied

2013 Parking Study

Table A-10

Westin Hotel

Inventory	Garage	Surface	AMC-1	Total
Regular:	614	266	178	1,058
Accessible:	18	9	-	27
Total Parking:	632	275	178	1085

Note: During the parking survey, AMC LOT #1 served as an overflow lot for the Westin Hotel and Harrey Carey restaurant

FRIDAY 10/25/2013

Time	Garage	%	Surface	%	AMC-1	%	Total	%
9:00 AM	118	19%	238	87%	38	21%	394	36%
10:00 AM	148	23%	203	74%	41	23%	392	36%
11:00 AM	118	19%	219	80%	45	25%	382	35%
Noon	139	22%	203	74%	42	24%	384	35%
1:00 PM	164	26%	201	73%	57	32%	422	39%
2:00 PM	176	28%	208	76%	60	34%	444	41%
3:00 PM	169	27%	220	80%	58	33%	447	41%
4:00 PM	110	17%	236	86%	79	44%	425	39%
5:00 PM	94	15%	234	85%	83	47%	411	38%
6:00 PM	90	14%	242	88%	83	47%	415	38%
7:00 PM	108	17%	270	98%	173	97%	551	51%
8:00 PM	105	17%	276	100%	178	100%	559	52%
9:00 PM	167	26%	276	100%	193	108%	636	59%

12/13/2013

Time	Garage	%	Surface	%	AMC-1	%	Total	%
9:00 AM	194	31%	16	6%	25	14%	235	22%
10:00 AM	195	31%	190	69%	26	15%	411	38%
11:00 AM	194	31%	234	85%	30	17%	458	42%
Noon	218	34%	266	97%	96	54%	580	53%
1:00 PM	332	53%	262	95%	172	97%	766	71%
2:00 PM	401	63%	257	93%	171	96%	829	76%
3:00 PM	393	62%	254	92%	154	87%	801	74%
4:00 PM	342	54%	168	61%	85	48%	595	55%
5:00 PM	291	46%	179	65%	65	37%	535	49%
6:00 PM	179	28%	211	77%	74	42%	464	43%
7:00 PM	217	34%	267	97%	117	66%	601	55%
8:00 PM	203	32%	269	98%	135	76%	607	56%
9:00 PM	259	41%	220	80%	112	63%	591	54%

SATURDAY 10/19/2013

Time	Garage	%	Surface	%	AMC-1	%	Total	%
9:00 AM	86	14%	229	83%	28	16%	315	29%
10:00 AM	77	12%	229	83%	47	26%	306	28%
11:00 AM	81	13%	197	72%	55	31%	278	26%
Noon	93	15%	178	65%	69	39%	271	25%
1:00 PM	84	13%	154	56%	51	29%	238	22%
2:00 PM	89	14%	148	54%	29	16%	237	22%
3:00 PM	87	14%	152	55%	36	20%	239	22%
4:00 PM	97	15%	183	67%	45	25%	280	26%
5:00 PM	107	17%	212	77%	65	37%	319	29%
6:00 PM	108	17%	268	97%	118	66%	376	35%
7:00 PM	145	23%	276	100%	175	98%	421	39%
8:00 PM	152	24%	276	100%	177	99%	428	39%
9:00 PM	194	31%	274	100%	156	88%	468	43%

12/14/2013

Time	Garage	%	Surface	%	AMC-1	%	Total	%
9:00 AM	201	32%	190	69%	21	12%	412	38%
10:00 AM	203	32%	182	66%	21	12%	406	37%
11:00 AM	173	27%	97	35%	22	12%	292	27%
Noon	102	16%	79	29%	22	12%	203	19%
1:00 PM	145	23%	79	29%	24	13%	248	23%
2:00 PM	133	21%	88	32%	24	13%	245	23%
3:00 PM	181	29%	102	37%	34	19%	317	29%
4:00 PM	272	43%	122	44%	47	26%	441	41%
5:00 PM	290	46%	281	102%	52	29%	623	57%
6:00 PM	373	59%	174	63%	51	29%	598	55%
7:00 PM	399	63%	276	100%	104	58%	779	72%
8:00 PM	488	77%	272	99%	126	71%	886	82%
9:00 PM	490	78%	273	99%	121	68%	884	81%

2013 Parking Study

Table A-11

Target

Inventory

Regular:	592	spaces
Accessible:	12	
Total Parking:	604	spaces

FRIDAY 10/25/2013

Time	Vehicles	%
9:00 AM	131	22%
10:00 AM	182	30%
11:00 AM	176	29%
Noon	214	35%
1:00 PM	293	49%
2:00 PM	343	57%
3:00 PM	344	57%
4:00 PM	351	58%
5:00 PM	238	39%
6:00 PM	192	32%
7:00 PM	238	39%
8:00 PM	234	39%
9:00 PM	167	28%

12/13/2013

Vehicles	%
197	33%
331	55%
298	49%
411	68%
533	88%
588	97%
578	96%
386	64%
366	61%
360	60%
403	67%
303	50%
375	62%

SATURDAY 10/19/2013

Time	Vehicles	%
9:00 AM	100	17%
10:00 AM	116	19%
11:00 AM	183	30%
Noon	235	39%
1:00 PM	284	47%
2:00 PM	284	47%
3:00 PM	288	48%
4:00 PM	292	48%
5:00 PM	265	44%
6:00 PM	206	34%
7:00 PM	196	32%
8:00 PM	160	26%
9:00 PM	110	18%

12/14/2013

Vehicles	%
184	30%
288	48%
364	60%
373	62%
491	81%
640	106%
663	110%
668	111%
603	100%
515	85%
493	82%
396	66%
401	66%

75-89% Occupied

EXHIBIT C – PARKING MEMORANDUM REVIEW FROM KLOA

MEMORANDUM TO: William Heniff
Village of Lombard

FROM: Javier Millan
Senior Consultant

DATE: November 17, 2015

SUBJECT: Yorktown Shopping Center Planned Development Amendment
Lombard, Illinois

This memorandum summarizes the results of a review conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) of the parking study for the proposed Yorktown Shopping Center Planned Development (PD) changes prepared by Eriksson Engineering Associates, Ltd (EEA).

Background

The Yorktown Shopping Center PD was amended in 1994 for the recent development around the periphery of the Center. Based on the latest PD the center should provide a minimum of 7,500 parking spaces. Based on the proposed changes (Yorktown Commons) and other either planned or approved developments, the Center is requesting a change in the minimum number of parking spaces from 7,500 to approximately 6,800 parking spaces.

Parking Demand Review

Based on a review of a parking survey conducted by EEA on 2013, the overall center (including Target and the Westin Hotel) provides approximately 9,844 parking spaces. The Yorktown Mall not including Target, the Westin Hotel, the parking spaces provided on Lot 1 of the AMC Theater and approximately 169 spaces within the AMC Lot 2 (See Figure 2 of the EEA October 15, 2015 memo) provide approximately 7,986 parking spaces. Based on the December 13th and 14th parking surveys, the Yorktown Mall had a peak parking demand of 5,396 parked vehicles on Saturday at 5:00 P.M. This translates into an approximate parking occupancy of 67 percent leaving approximately 2,590 parking spaces available.

Based on the assumptions provided in the study, approximately 1,058 parking spaces will be eliminated to accommodate various planned and/or approved developments along the periphery of the Yorktown Mall. As such, the future parking supply of the Yorktown Mall would be reduced to 6,928 parking spaces. However, for planning purposes and in order to provide some flexibility to accommodate minor changes to the site that could happen as plans are developed, an amendment to the minimum number of parking spaces required from 7,500 to 6,800 is being contemplated.

Given the observed December peak parking demand of 5,396 vehicles and taking into account the requested minimum number of parking spaces (6,800), the Yorktown Mall will utilize approximately 79 percent of the parking spaces during the holiday season which leaves approximately 1,404 parking spaces still available. For comparison purposes, industry standards consider a parking area at capacity when it is 90 percent occupied. This ten percent buffer is recommended in order to avoid having vehicles circling endlessly around the parking areas trying to find the last parking space. Based on the fact that the Yorktown Mall observed holiday peak parking demand will only amount to 79 percent of the proposed number of parking spaces, ample parking is still readily available and the parking reduction will not be detrimental to the Yorktown Mall operations. It is important to note that these parking spaces do not include the parking spaces for the Westin Hotel or Target as they have their own parking areas and they will remain as they currently are.

Conclusion

Based on our review, it is our opinion that the proposed parking reduction of the Yorktown Mall to accommodate the future planned developments will not be detrimental to the Center's operation and will still provide ample parking to accommodate the peak holiday parking demand.

EXHIBIT D – PRELIMINARY PLAT OF SUBDIVISION

PRELIMINARY PLAT OF SUBDIVISION OF YORKTOWN COMMONS LOMBARD, ILLINOIS

LEGAL DESCRIPTION

LOT 4 IN YORKTOWN PERMANENT TRACT SUBDIVISION, BEING A PART OF THE NORTHEAST QUARTER OF SECTION 28, TOWNSHIP 38 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED NOVEMBER 17, 1988 AS DOCUMENT 895-18762, IN DEPAUL COUNTY, ILLINOIS.

TOGETHER WITH

LOT 2 IN HIGHLAND-YORKTOWN RECONVERSION OF LOT 4 IN YORKTOWN, BEING A SUBDIVISION OF PART OF SECTION 28, TOWNSHIP 38 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT OF HIGHLAND-YORKTOWN RECONVERSION, RECORDED SEPTEMBER 8, 2008 AS DOCUMENT 82008-170878, AND CERTIFICATES OF CORRECTION RECORDED AS DOCUMENTS 82008-191216, 82008-191218 AND 82008-18761, IN DEPAUL COUNTY, ILLINOIS.

TOGETHER WITH

PARCELS 1 AND 2 IN HIGHLAND AVENUE ASSESSMENT PLAT OF LOT 2 IN YORKTOWN, BEING A SUBDIVISION OF SECTION 28, TOWNSHIP 38 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT OF HIGHLAND AVENUE ASSESSMENT PLAT RECORDED JANUARY 30, 2012 AS DOCUMENT 82012-012175, IN DEPAUL COUNTY, ILLINOIS.

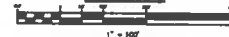
TOGETHER WITH

LOTS 3 AND 4 EXCEPT THAT PART OF SAID LOT 4 DEDICATED FOR GRACE STREET PER DOCUMENT 877-3778 RECORDED SEPTEMBER 20, 1978 AS THE RECONVERSION OF LOT 3 IN YORKTOWN, BEING A RECONVERSION IN SECTION 28, TOWNSHIP 38 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT OF SAID RECONVERSION OF LOT 3 RECORDED AUGUST 4, 1971 AS DOCUMENT 877-3778, DESCRIBED AS FOLLOWS:

P.L.N. NUMBERS

08-10-101-001
08-10-101-002
08-10-101-003
08-10-101-004
08-10-101-005
08-10-101-006
08-10-101-007

GRAPHIC SCALE



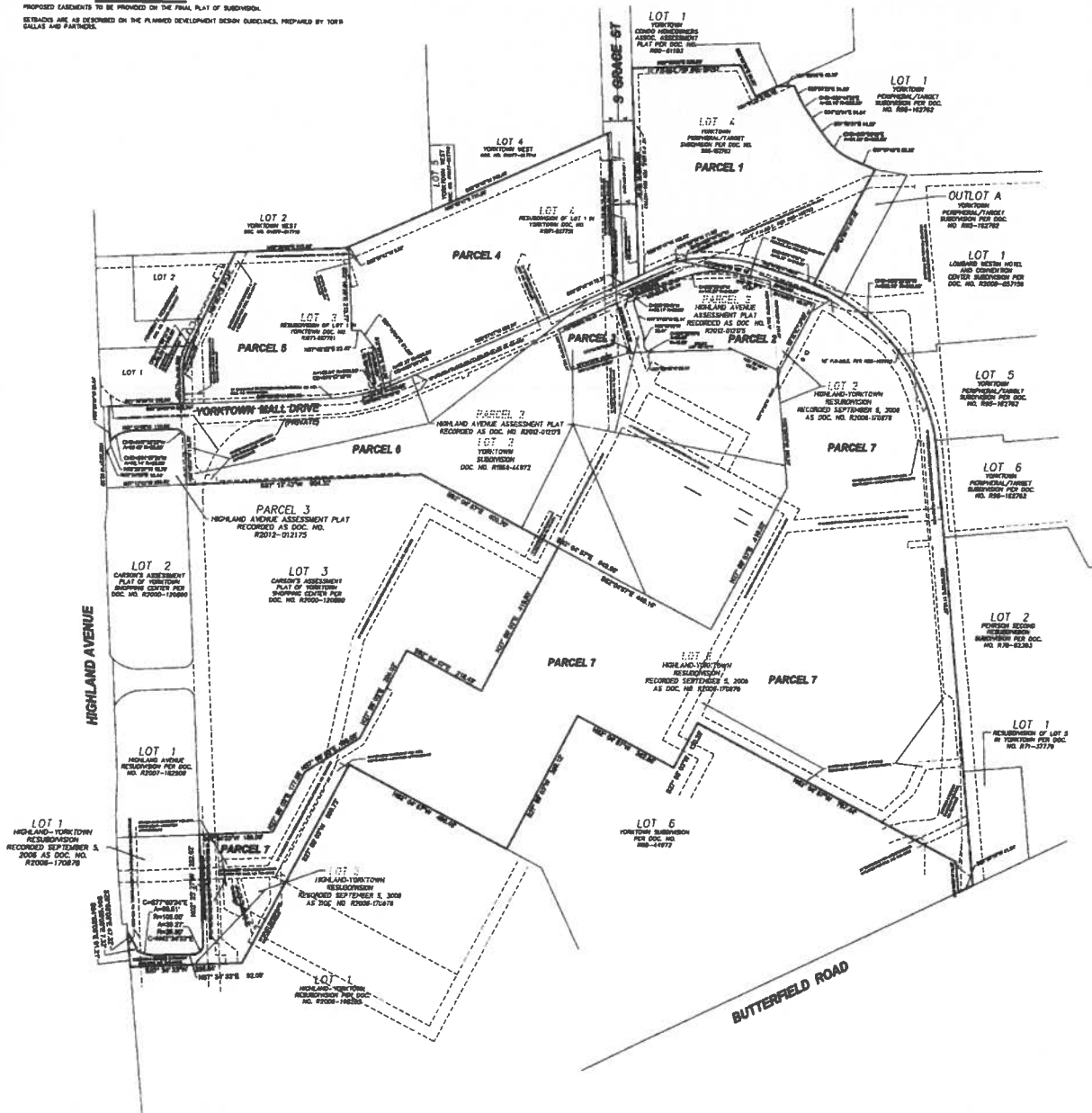
BASE OF BEARINGS

THE BASE OF BEARINGS IS THE ILLINOIS STATE PLANE SYSTEM - EAST ZONE
DIFFERENCE BETWEEN STATE PLANE SYSTEM
AND RECORD BEARINGS SYSTEM IS 294737"

AREA

PARCEL	SQ. FT.	AC.
PARCEL 1	294,725	6.7638
PARCEL 2	78,573	1.8084
PARCEL 3	30,000	0.6901
PARCEL 4	881,363	20.0000
PARCEL 5	188,800	4.3000
PARCEL 6	847,884	19.3300
PARCEL 7	1,088,130	24.8347
TOTAL	3,518,849	81.0475

NOTES
PROPOSED EASEMENTS TO BE PROVIDED ON THE FINAL PLAT OF SUBDIVISION.
EASEMENTS ARE AS DEFINED ON THE PLANNED DEVELOPMENT DESIGN GUIDELINES, PREPARED BY YORKTOWN COMMONS PARTNERS.



2125 Jones Avenue, Suite 100
Woodridge, IL 60017
830.734.8000 voice
830.734.0348 fax
www.vsa.com

PREPARED FOR:
CONTINUUM PARTNERS LLC
1400 15th Street, SUITE 320
DENVER, CO 80202
303-573-0050

NO.	DATE	REVISIONS
1		DESCRIPTION
2		
3		
4		
5		
6		
7		
8		
9		
10		

PRELIMINARY PLAT OF SUBDIVISION	
YORKTOWN COMMONS	
FILE NAME: PRE1947	DRAWN BY: CDS
DATE: 08/01/2012	CHECKED BY: CDS
	DATE: 08/01/2012
	SCALE: 1" = 100'
	FROM: 100% COMPLETE
	DATE: 08/01/2012

Project No:
19147
Group No:
VPA-2
Sheet No:
1 of 1