

Yorktown Area Development Activity and Traffic Analyses

Lombard Public Safety & Transportation
Committee

February 5, 2018

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Approved Developments: 2012-2017

- Yorktown Ring Road improvements



- Dunkin Donuts



- Yorktown Commons Planned Development
 - GreyStar Development (Elan and Overture apartments)



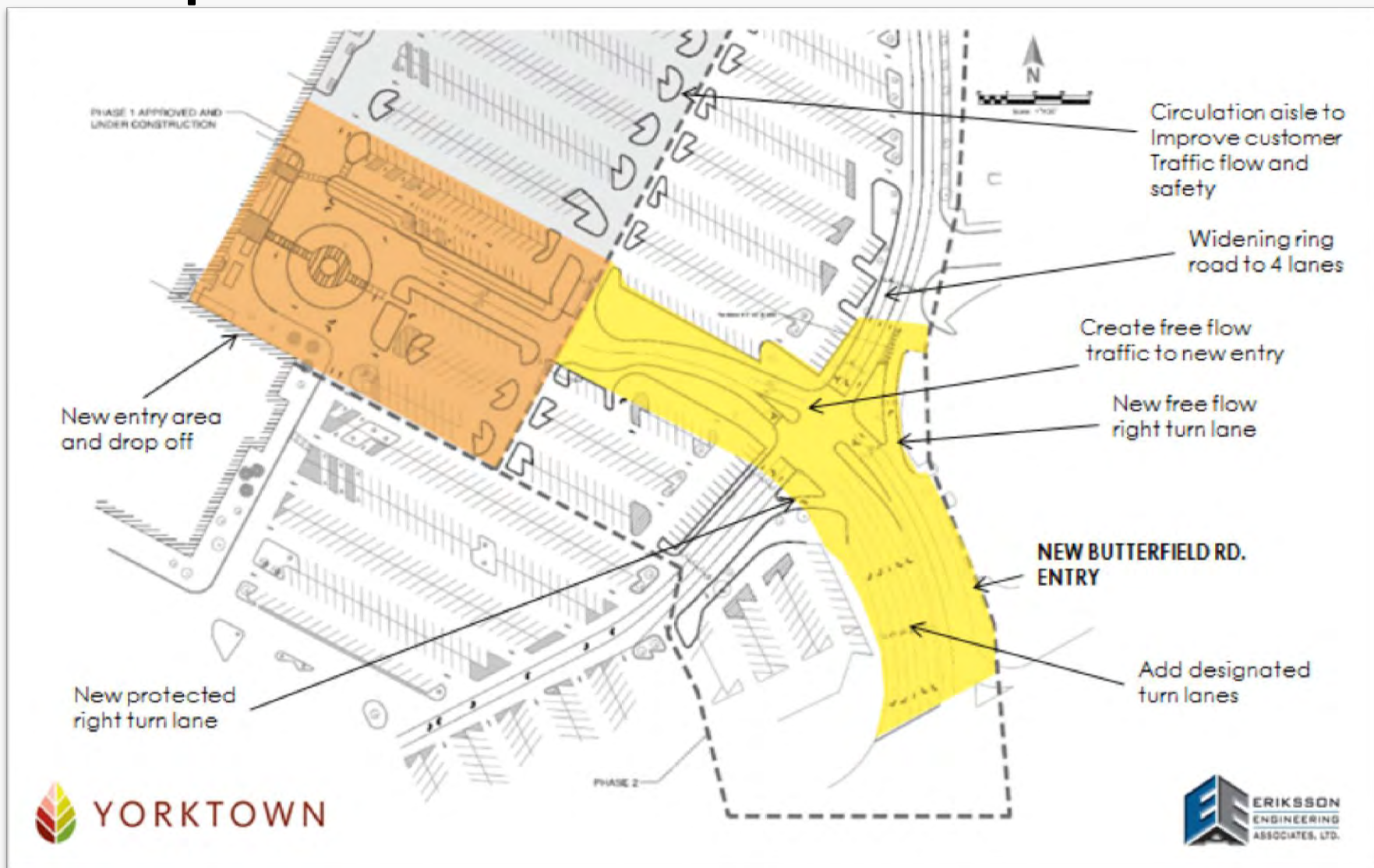
- Other nearby projects
 - 777 E. Butterfield, Yard House
 - Apex 41



Yorktown Ring Road & Parking Lot Improvements

- **2012 Improvements (internal parking lot):**
 - New drop-off area at main entrance
 - Center island and drive aisle to guide traffic efficiently
 - New landscape islands
- **2015 Improvements (Butterfield Road entrance):**
 - Add free-flow right turn lane from westbound Butterfield Rd
 - Free-flow traffic to and away from entrance
 - Add designated turn lanes for exiting traffic
 - Widen Ring Road to four lanes near intersection
- **Results**
 - Reduce intersection delays
 - Reduce outbound traffic and queuing delays
 - Less weaving across multiple lanes

Yorktown Ring Road and Parking Lot Improvements



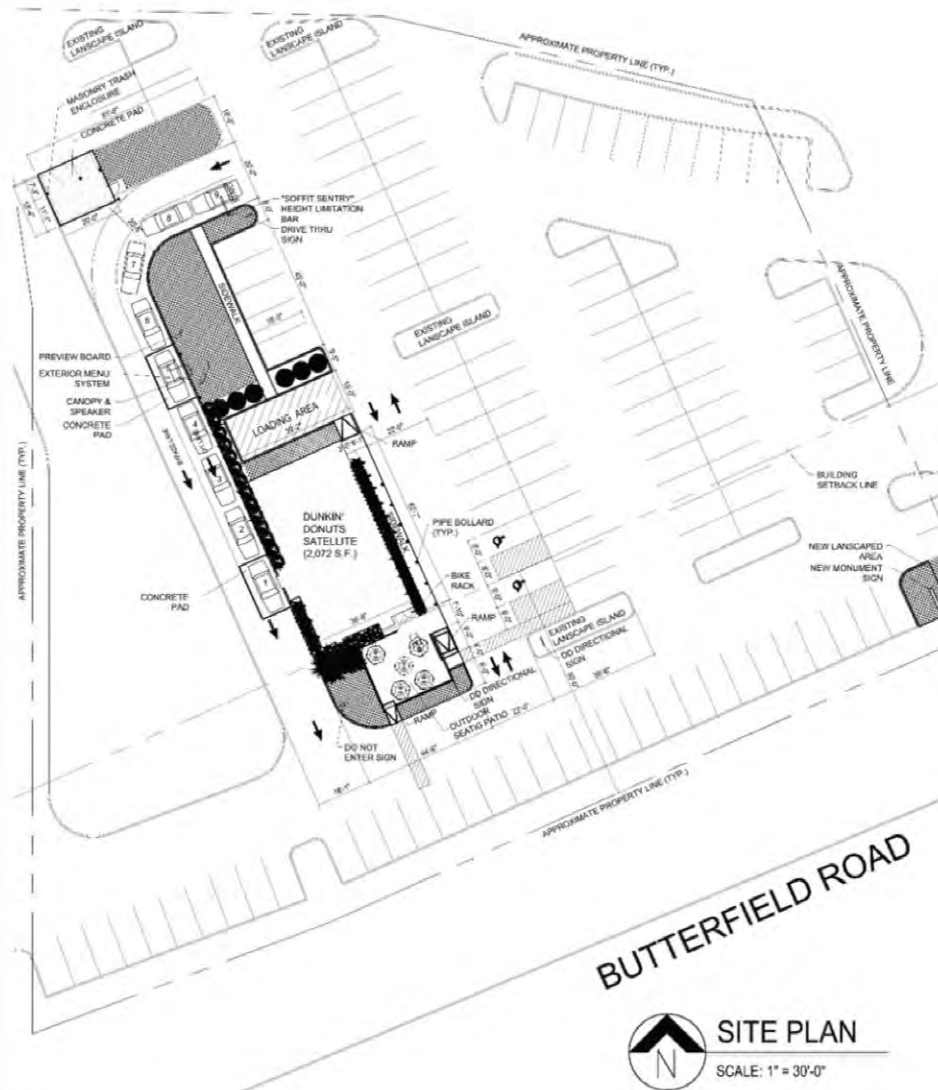
Traffic Study: 2015 Ring Road Improvements

- Traffic study by EEA for Yorktown Ring Road improvements:
 - Modeled the internal intersection at the Ring Road and the intersection of Butterfield and Fairfield at the main mall entrance.
 - EEA concluded the proposed improvements would reduce vehicular delay by two thirds and cut traffic queues in half as compared to the then-existing conditions.
 - Improvements would reduce circuitous movements throughout the center.
- Village's traffic consultant, KLOA, reviewed the petitioner's traffic study and incorporated proposed Sam's Club into modeling effort.
- Concluded proposed reconfiguration would provide direct access to the mall without creating adverse impacts on traffic flow in the center.

Highlands of Lombard/Apex 41



Dunkin Donuts



777 E. Butterfield



777 E. Butterfield

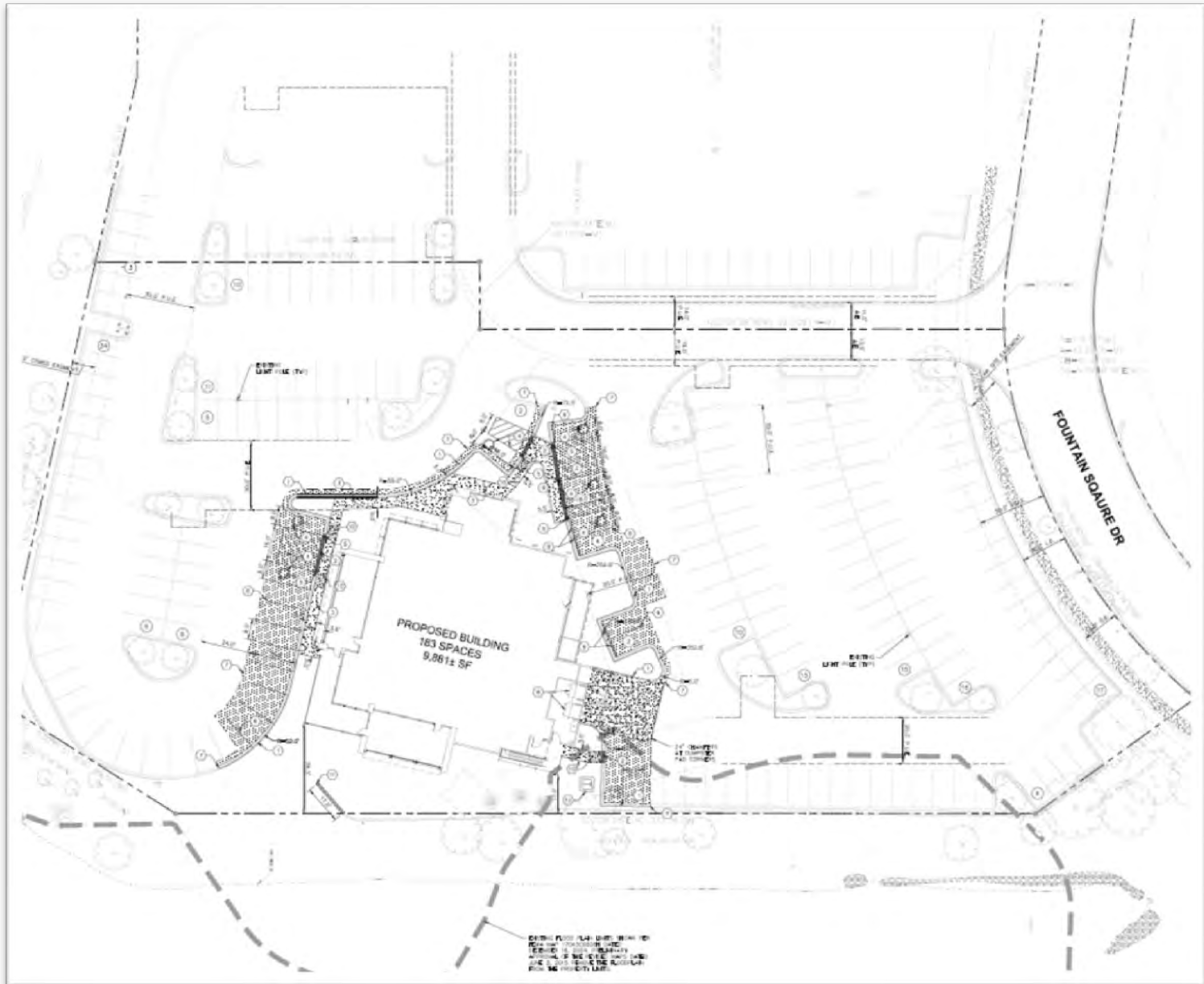


PERSPECTIVE VIEW

Fountain Square of Lombard Yard House Restaurant



Yard House Restaurant Site Plan



Traffic Studies: Apex 41, Yard House and 777 E. Butterfield Road

Apex 41

- Traffic study conducted by KLOA, on behalf of the Village, concluded the following:
 - Traffic generated by a 181-unit apartment building during peak hours will be low (approximately 1.5 to 1.95 trips per hour) and should be accommodated by the existing roadway network and planned access drives.
 - The 2000 Highlands of Lombard development agreement previously established a trip generation bank that capped the number of trips that could be created by development within the Highlands of Lombard Planned Development. Accounting for 181 additional apartment units, the trip generation bank would still have over 700 remaining trips in the bank.

Yard House and 777 E. Butterfield

- Both developments replaced previously existing restaurants. No significant increase in traffic over previous conditions anticipated. Drive-through movements reviewed for new Starbuck's.

Yorktown, 1974



Yorktown, 1993





Yorktown Commons Planned Development

- New Planned Development approved in 2015
- Yorktown Commons Design Guidelines (a form-based code) established to steer development
- Uses permitted in the Yorktown Commons PD:
 - 970 dwelling units
 - 28,000 SF retail uses
 - 100,000 SF other commercial uses
 - 150 hotel rooms



Yorktown Commons – GreyStar Development



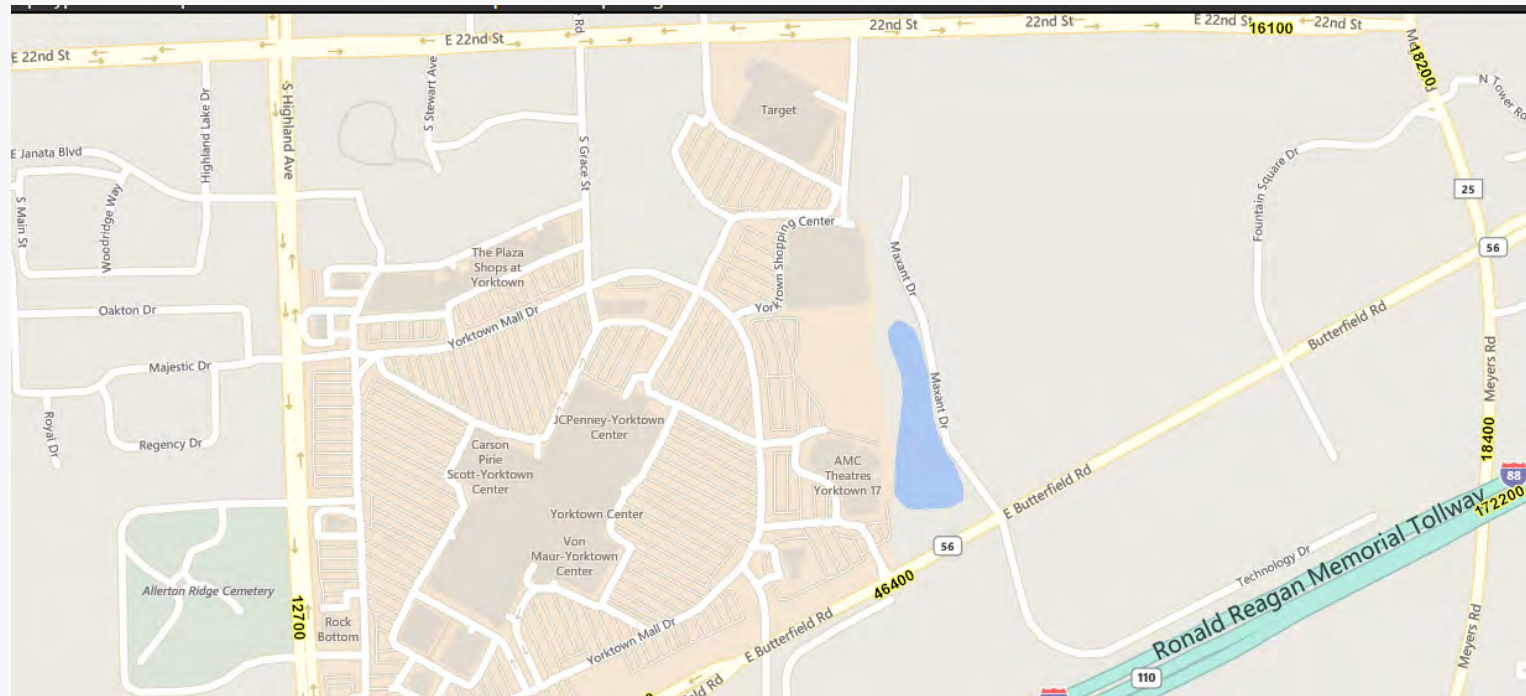
Yorktown Commons – GreyStar Development

- Elan (Parcel 1)
 - 290 market rate units
 - Parking garage on site
- Overture (Parcel 2)
 - 175 active adult units
 - Parking garage on site
- Approved by Village Board in October 2016
- Construction began Summer 2017

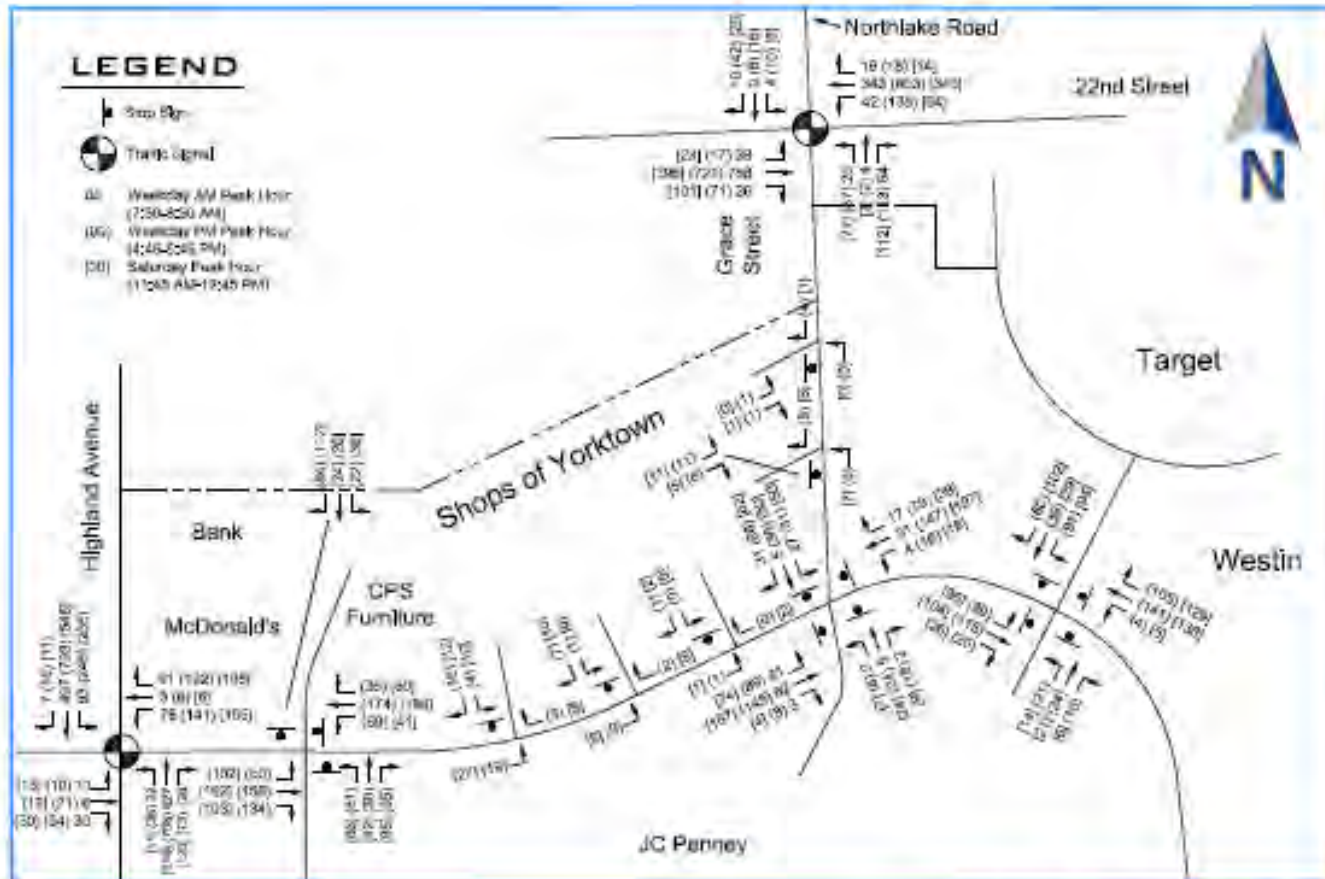


FIGURE 01: Yorktown Commons PD Location

Average Daily Traffic Volumes (ADTV) in Yorktown Area



	<u>2005</u>	<u>Latest</u>
22 nd Street, east of Highland Av.	13,600	16,100
Butterfield Road, east of Highland Av.	45,900	46,400
Highland Av, south of 22nd St.	13,300	12,700
Meyers Road, at 22nd Street	17,300	18,200
Source: IDOT		



Traffic Study: Generation Breakdown

Parcel	Use	Size	ITE LUC	Morning Weekday			Evening Weekday			Saturday Peak		
				In	Out	Total	In	Out	Total	In	Out	Total
One	Retail	5,000 sq. ft.	820	3	2	5	9	10	19	14	10	24
	Apartments	400 units	220	40	160	200	154	83	237	92	92	184
Two	Retail	5,000 sq. ft.	820	3	2	5	9	10	19	14	10	24
	Apartments	170 units	220	17	70	87	72	39	111	44	44	88
Three	Restaurant	8,000 sq. ft.	931	4	2	6	40	20	60	51	35	86
Four	Retail	10,000 sq. ft.	820	6	4	10	18	19	37	28	20	48
	Apartments	400 units	220	40	160	200	154	83	237	92	92	184
Total Traffic				113	400	513	456	264	720	335	303	638

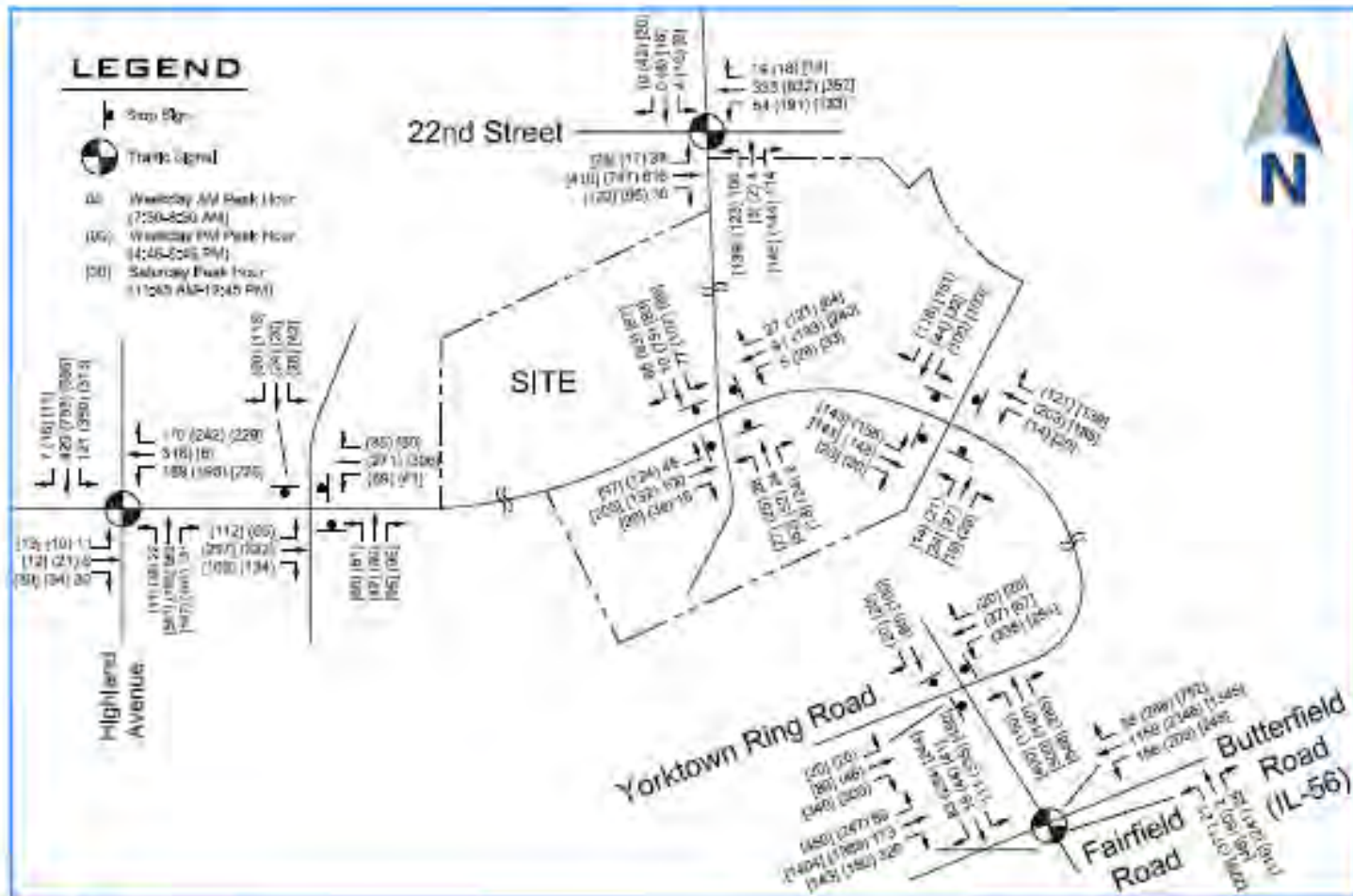
Traffic Study: Traffic Assignment



Site Traffic Volumes

Figure 8

Traffic Study: Full Buildout



Traffic Study: Yorktown Commons

Level of Service Criteria for Intersections

Level of Service	Description	Control Delay (seconds/vehicle)	
		Signals	Stop Signs
A	Minimal delay and few stops	<10	<10
B	Low delay with more stops	>10-20	>10-15
C	Light congestion	>20-35	>15-25
D	Congestion is more noticeable with longer delays	>35-55	>25-35
E	High delays and number of stops	>55-80	>35-50
F	Unacceptable delays and over capacity	>80	>50

Source: Highway Capacity Manual (2010)

Traffic Study: Intersection LOS

Table 8
Yorktown Ring Road at JC Penney/Target/Westin Access
Intersection Level of Service and Total Delay

Approach	PM Peak Hour		Saturday Peak Hour	
	2015	2021	2015	2026
Eastbound	B-10.2	B-12.3	B-10.0	B-11.7
Westbound	B-12.0	C-17.3	B-11.9	C-15.7
Northbound	B-10.1	B-11.5	A-9.9	B-10.9
Southbound	B-10.4	B-12.0	B-10.2	B-11.5
Overall Intersection	B-10.9	B-13.9	B-10.7	B-13.0

Highland Avenue at North Yorktown Entrance and Majestic Drive
Intersection Level of Service and Total Delay

Approach	AM Peak Hour		PM Peak Hour		Saturday Peak Hour	
	2015	2021	2015	2021	2015	2026
Eastbound	C-22.7	B-15.9	C-20.6	B-17.8	C-23.5	C-20.7
Westbound	C-30.5	C-29.6	C-24.7	C-23.0	C-25.3	C-25.3
Northbound	A-7.0	B-12.8	B-14.9	C-22.0	B-13.2	B-16.6
Southbound	A-5.8	B-10.4	B-11.7	B-18.4	B-11.2	B-14.6
Overall Intersection	A-9.8	B-15.3	B-15.2	B-20.5	B-15.0	B-17.8

Traffic Study: Intersection LOS

Table 6
22nd Street at Grace Street/Northlake Road
Intersection Level of Service and Total Delay

Approach	AM Peak Hour		PM Peak Hour		Saturday Peak Hour	
	2015	2021	2015	2021	2015	2026
Eastbound	A-8.1	A-9.9	B-10.5	B-11.2	A-8.8	A-9.1
Westbound	A-6.7	A-8.1	A-8.5	A-8.7	A-8.4	A-8.5
Northbound	B-18.2	C-25.0	C-21.5	C-26.7	B-19.8	C-24.5
Southbound	C-30.2	C-30.1	C-26.9	C-26.9	C-31.3	C-31.3
Overall Intersection	A-8.6	B-11.6	B-11.0	B-12.3	B-11.2	B-12.8

Table 7
Yorktown Ring Road at Grace Street/JC Penney Access
Intersection Level of Service and Total Delay

Approach	AM Peak Hour		PM Peak Hour		Saturday Peak Hour	
	2015	2021	2015	2021	2015	2026
Eastbound	A-8.1	A-9.1	B-10.4	B-14.9	B-10.3	B-13.4
Westbound	A-7.8	A-9.1	B-11.4	C-20.5	B-11.4	C-16.9
Northbound	A-7.8	A-8.8	A-9.2	B-11.8	A-9.2	B-11.2
Southbound	A-7.8	A-8.9	A-10.0	B-13.6	B-9.9	B-12.5
Overall Intersection	A-7.9	A-9.0	B-10.6	C-16.1	B-10.5	B-14.1

Traffic Study: Yorktown Commons Planned Development

Table 10
Highland Avenue at Yorktown Ring Road and Majestic Drive
Intersection Level of Service and Total Delay

Approach	AM Peak Hour		PM Peak Hour		Saturday Peak Hour	
	2015	2021	2015	2021	2015	2026
Eastbound	B-16.9	B-12.0	C-25.9	C-30.6	C-25.5	C-30.3
Westbound	B-15.8	B-16.4	C-30.1	D-38.3	B-18.5	C-27.5
Northbound	D-44.6	C-31.4	E-56.4	E-58.2	D-47.2	E-57.0
Southbound	D-42.1	D-38.8	D-54.0	D-55.0	D-48.8	E-61.6
Overall Intersection	B-17.5	B-17.7	C-33.7	D-40.0	C-26.0	D-35.2

Table 11
Yorktown Butterfield Entrance at the internal Ring Road
Intersection Level of Service and Total Delay

Approach	PM Peak Hour		Saturday Peak Hour	
	2015 Existing Geometrics	2021 Proposed Improvements	2015 Existing Geometrics	2021 Proposed Improvements
Overall Intersection	B-19.7	B-12.6	F-59.4	D-34.4

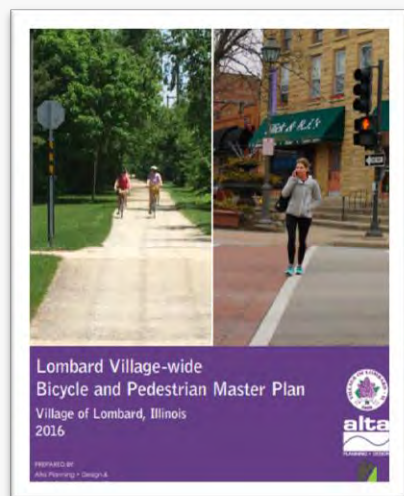
Traffic Study: Yorktown Commons Planned Development

- Traffic study submitted to support petition for Yorktown Commons PD. Major conclusions of this study included:
 - Proposed development of Yorktown Commons and its associated traffic volumes **can be accommodated by area road network**.
 - Suggested upgrading striping and signage at intersection of the Ring Road and the North Entrance.
 - **Traffic volumes will work well at Fairfield/Yorktown Center intersection** given ongoing modifications to the Butterfield Entrance to the mall and proposed improvements associated with Sam's Club.
 - Recommended sidewalks along Grace Street and the ring road, and to connect YTC development to the mall.
 - Recommended modifying Grace Street to add a bike lane and convert driving lane into on-street parking.
- Village's traffic consultant, KLOA, reviewed the petitioner's traffic study and concurred with the findings.

Mobility Improvements: 2016 Village-Wide Bike and Pedestrian Plan

Recommended non-motorized improvements:

- Shared-use path on Butterfield, Highland, 22nd Street, mall ring road
- Intersection improvements in the Yorktown Mall area:
 - Continental crosswalks
 - Countdown timers
 - Improved curb ramps
 - Improved curb radii
 - Bike detection/actuation



Mobility Improvements: 2016 Village-Wide Bike and Pedestrian Plan

2016 Bike/Ped Plan proposes a shared use path along Grace Street to facilitate access to and around Yorktown Center.

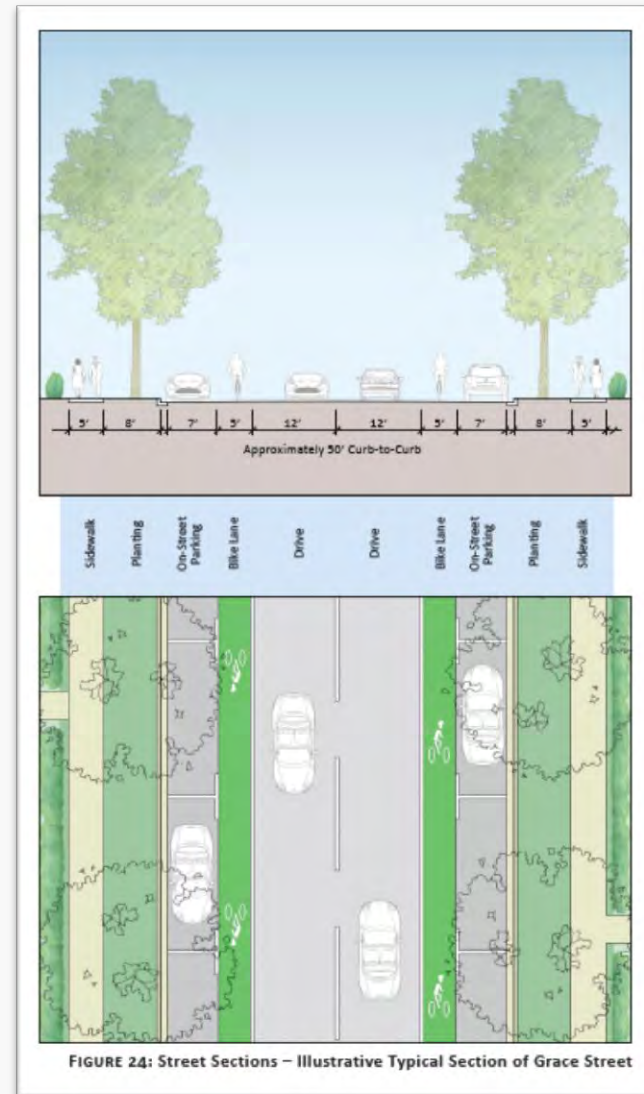


Figure 58. A photosimulation illustrating a possible design to improve pedestrian and bicycle access to Yorktown Mall.

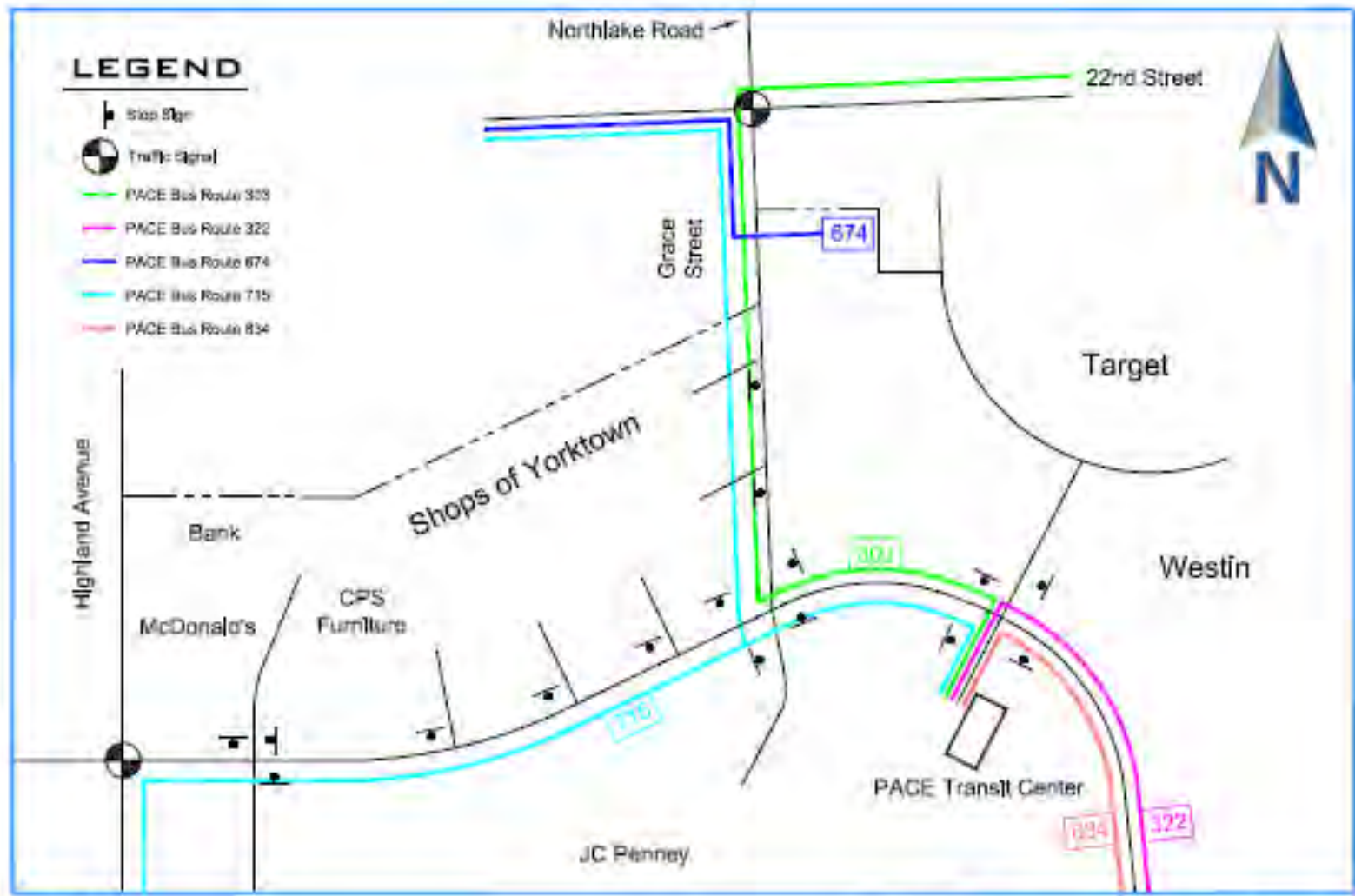
Mobility Improvements: Yorktown Commons Planned Development

Yorktown Commons Design Guidelines recommend the following improvements to Grace Street between 22nd Street and Yorktown Ring Road:

- On-street parking
- Bike lanes



Yorktown Commons: Pace Service



Future Development: Yorktown Commons Planned Development

Parcel 3

- Ground floor retail required
- Open plaza area on ring road frontage

Parcel 4

- Convenience center area to be redeveloped
- Retail, commercial, hotel or residential uses

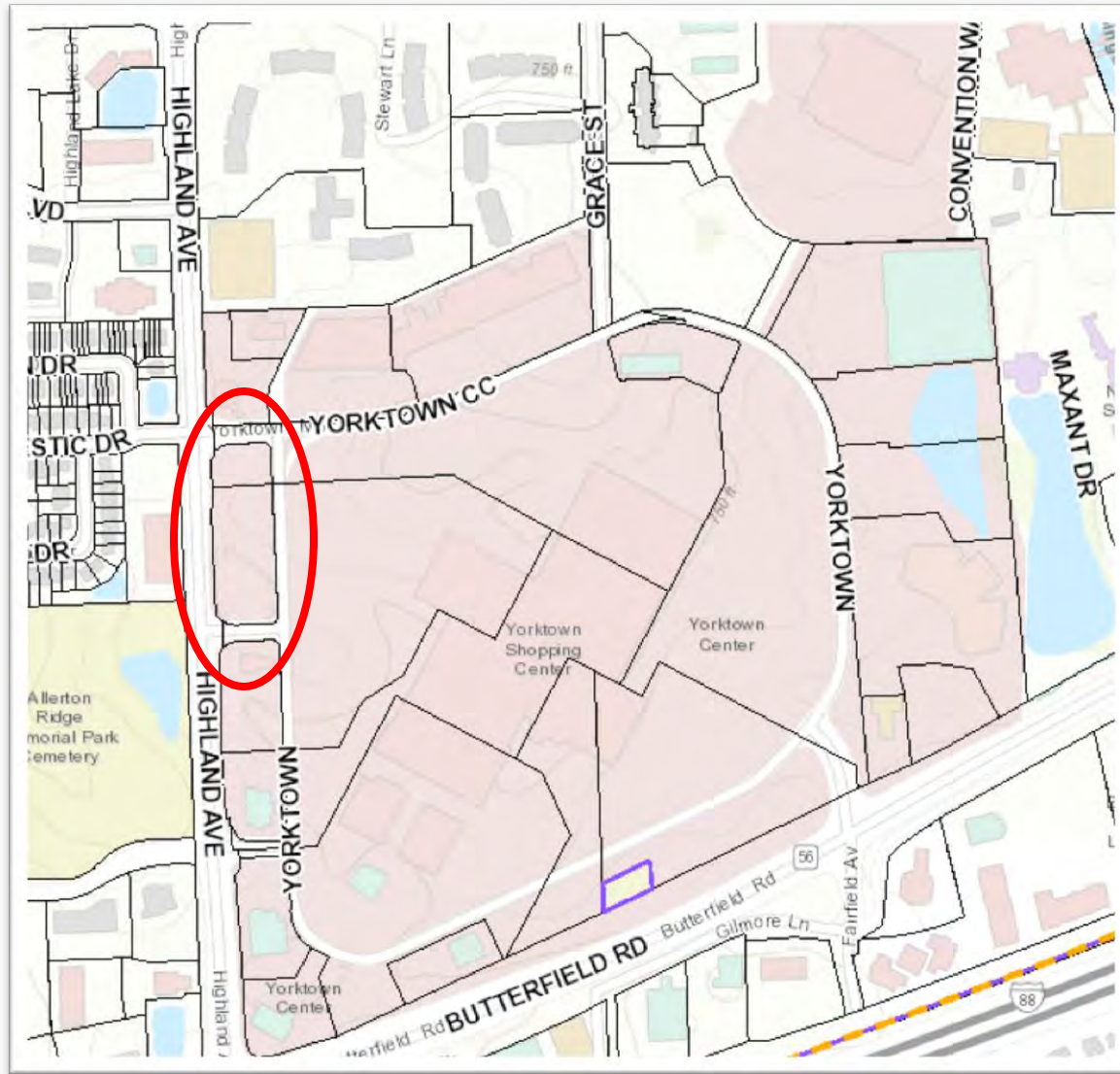


FIGURE 01: Yorktown Commons PD Location



Possible development scenario with a View of Plaza at corner of Yorktown Ring Road and Grace Street

Future Development: Yorktown Perimeter Lots

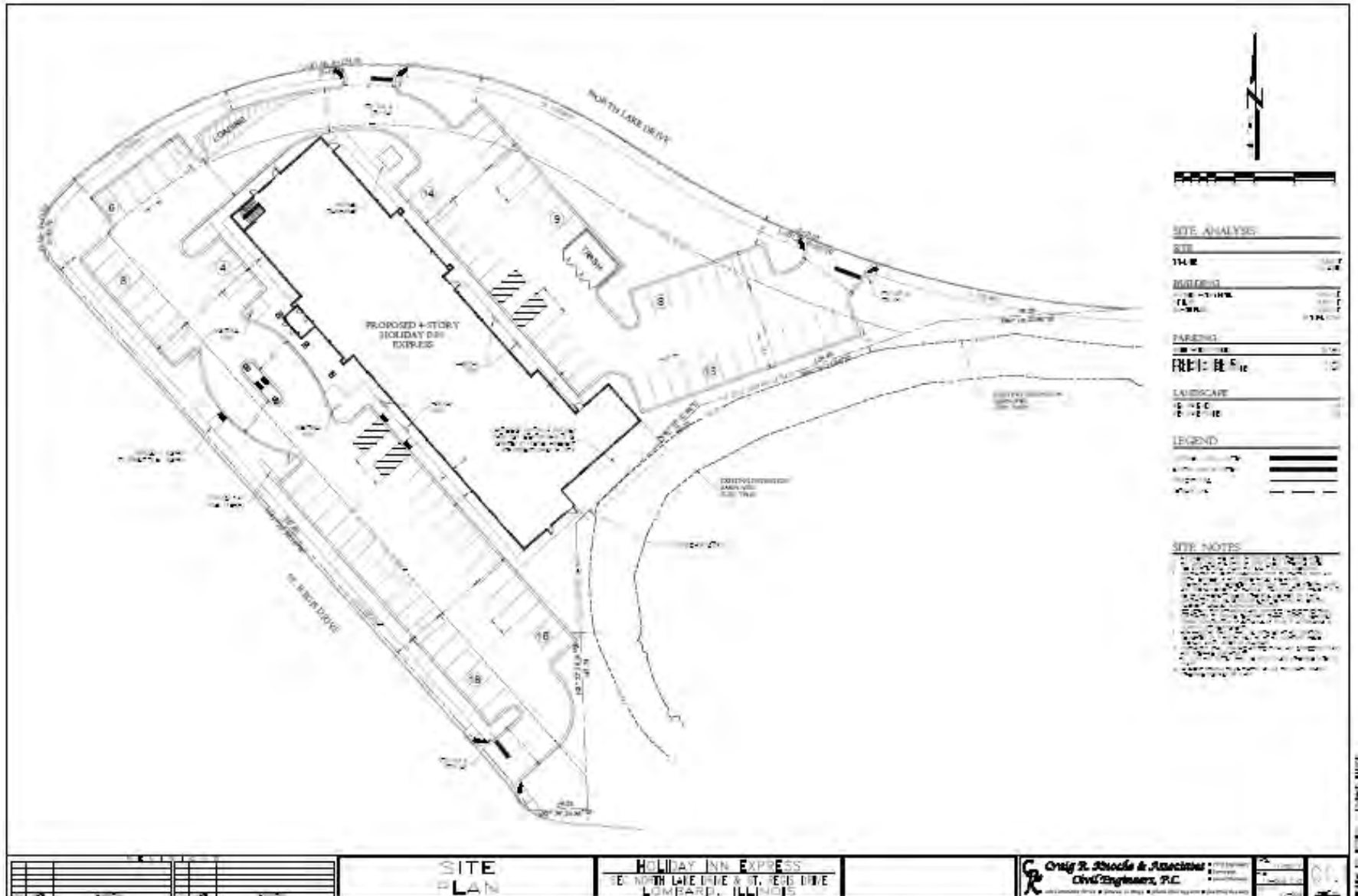


Future Development: Holiday Inn Express

- 2100 St. Regis Drive, St. Regis Planned Development
- 96-room hotel with 96 parking spaces



Future Development: Holiday Inn Express



Future Development: 55 E. 22nd Street (Hilton Tru)



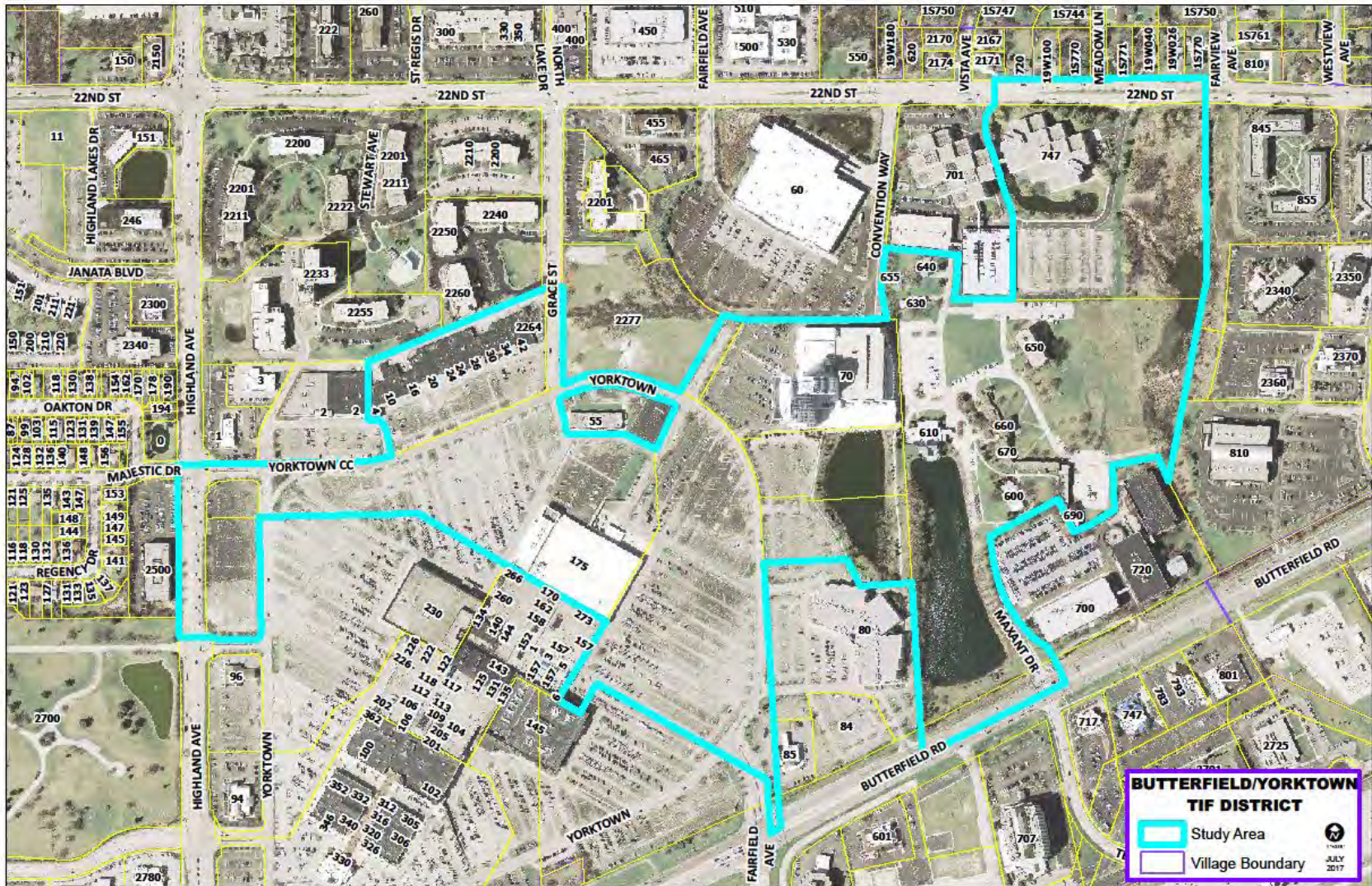
Future Development: Northern Seminary Redevelopment

- Property at 610 E. Butterfield Road is on the market and pending sale for private redevelopment
- Potential redevelopment on the site could include commercial, office or residential uses
- Butterfield Yorktown TIF approved in November, 2017

Future Development: Butterfield-Yorktown TIF District



Future Development: Butterfield-Yorktown TIF District



The Future of Malls

Yorktown, 2016



Changing Nature of Retail

- Increased customer preference for internet shopping has impacted traditional retail settings such as regional malls.
- Increased consumer spending on fitness and other personal services.
 - Yorktown “self-care precinct”



The Barre Code®



Changing Housing Demands

- Smaller household size
- Delayed homeownership for millennials
- Increased demand for rental units
- High-end rental properties with amenities

Questions?