

MEMORANDUM TO: William Heniff, AIA  
Village of Lombard

FROM: Javier Millan  
Principal

DATE: October 9, 2020

SUBJECT: Parking Demand Evaluation  
Lombard Public Facilities Corporation Site  
70 Yorktown Shopping Center  
Lombard, Illinois

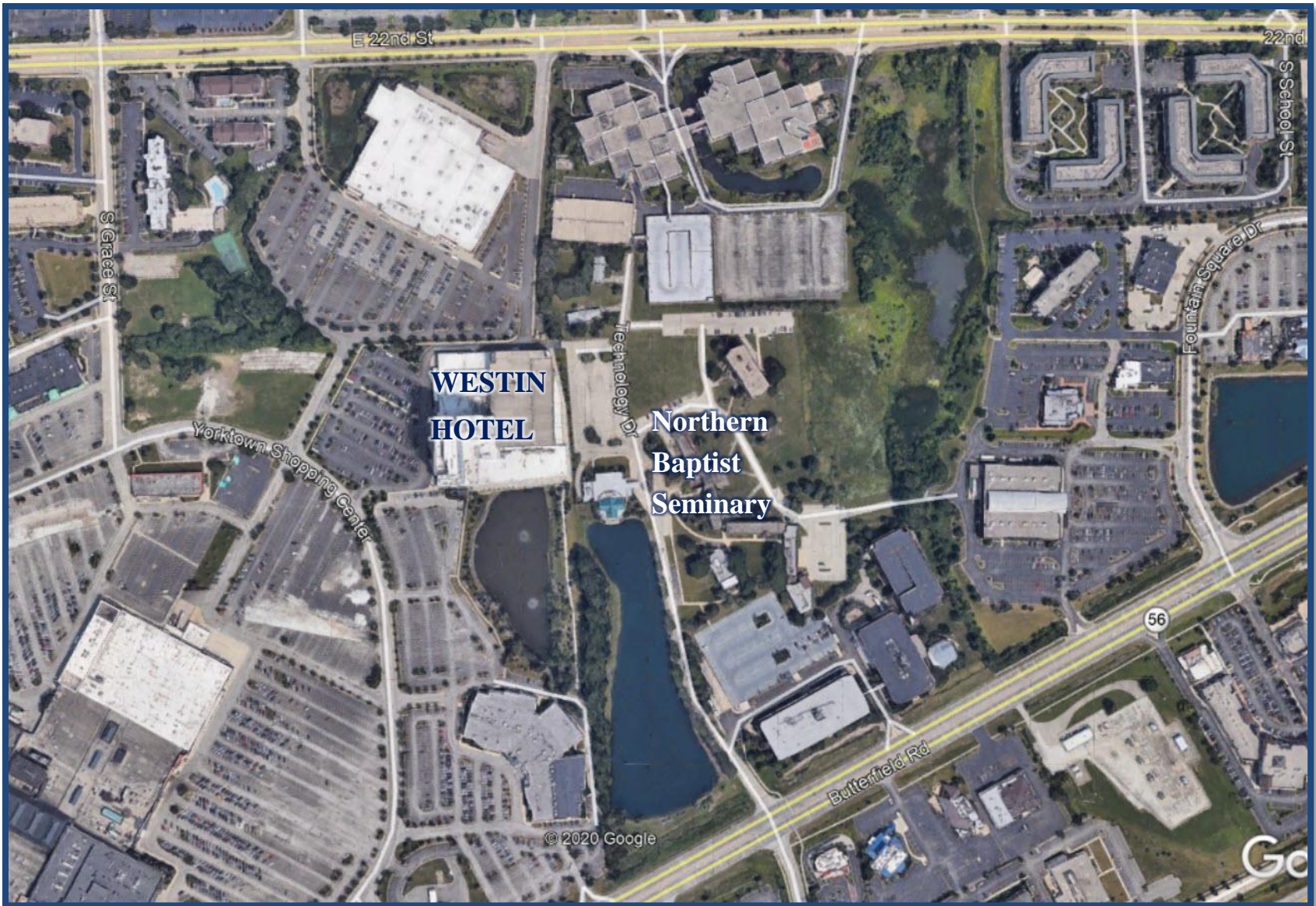
This memorandum summarizes the results of a parking demand evaluation conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for the Lombard Public Facilities Corporation (LPFC) site in Lombard, Illinois. The LPFC site is occupied by a 500-room Westin hotel approximately 50,000 square feet of meeting space, and approximately 16,000 square feet of restaurant (Harry Caray's – 10,000 square feet and Holy Mackerel – 6,000 square feet). Parking for approximately 909 vehicles is provided via 274 surface parking spaces and a parking garage with 635 parking spaces.

The Northern Baptist Seminary located east of the Yorktown Center between Butterfield Road (IL 56) and 22<sup>nd</sup> Street is proposed to be redeveloped with a gas station/convenience store with 32 fueling positions and a car wash, a Golf Social facility, and either 300 to 400 apartment units or an office building. As part of the plan, the Golf Social facility is looking to acquire approximately 300 spaces in the adjacent parking structure serving the Westin Hotel and Convention Center.

The parking requirements set forth within the Lombard Zoning Ordinance for "hotel/convention hall" was established in 2003 (PC 03-29) through a Village code amendment that was undertaken concurrent with consideration of the new existing hotel located on the premises. Table 3 of Section 155.602 of Village Code states that the parking demand for such a use is "as determined and required by the Director of Community Development based upon an individualized study of the facility by a professional traffic and parking consultant." In 2003, KLOA, Inc. undertook an initial study of the anticipated parking demand and the parking spaces approved and constructed on the subject property to reflect the anticipated demand. However, since the facility opened in 2007 and thereafter, it has been agreed upon by the hotel operator and the Village that the operations of the facilities over the past thirteen years has found that the actual demand is significantly lower than what was estimated in the 2003 analysis.

Recognizing this functional surplus of parking spaces, this analysis was intended to determine if the existing supply of parking could be made available to a neighboring property ownership entity, as set forth within Section 155.601(A)(3)(b) and (4) of the Village Code, which provides for such Off-Site Parking as a conditional use in the underlying B3 Community Shopping District. As such, this analysis was undertaken to determine the quantity of existing and observed surplus parking spaces that could be formally deemed to be excessive and therefore made available for off-site parking for adjacent land uses and activities, while still keeping the hotel, convention hall, and restaurants located on the subject property in compliance with Village Code.

**Figure 1** shows an aerial view of the Westin hotel in relation to Northern Baptist Seminary and the area roadway system.



**Aerial View of Westin Hotel**

**Figure 1**

## Parking Analysis

As previously indicated, the LPFC site is occupied by a Westin hotel providing 500 rooms, approximately 50,000 square feet of meeting space, and approximately 16,000 square feet of restaurant. Parking for approximately 909 vehicles is provided via 274 surface parking spaces and a parking garage with 635 parking spaces. In order to determine the parking demand of the hotel and its land uses, the Institute of Transportation Engineers (ITE) *Parking Generation Manual*, 5<sup>th</sup> Edition and the Urban Land Institute (ULI) *Shared Parking Manual*, 3<sup>rd</sup> Edition were utilized to determine the peak parking demand of each land use and the overall hourly parking demand.

Inspection of the ITE *Parking Generation Manual* Land-Use Code 312 (Business Hotel), indicates that the base peak parking demand for a 500-room hotel is 388 vehicles on a weekday and 350 vehicles on a Saturday. Given that a parking field is considered full when it has reached 90 percent of its capacity, the hotel land use (by itself) should provide approximately 427 spaces.

The meeting space (50,000 square feet) includes ballroom, meeting, and pre-function space. Based on the ULI *Shared Parking Manual*, a meeting space of this size has a peak parking demand of 300 vehicles. The two restaurants combined, based on the ITE *Parking Generation Manual*, will have a peak parking demand of 248 parking spaces on a weekday and 284 spaces on a Saturday.

Based on the above, the number of spaces required to accommodate the peak parking demand of each individual land use of the LPFC at full capacity and without any reductions will range between 975 (weekday) and 1,011 (Saturday) parking spaces. However, it is important to note that the LPFC is a collection of interactive components that will operate in a manner that are, at the very least, partially supportive of each other. That is to say that the individual component uses (hotel, restaurant, conference/banquet spaces) will, at times, serve the same clientele and guests. The hotel markets itself primarily to a business clientele. Therefore, some users may be engaged in a conference at the site while some may be staying over for business reasons in the area. Below is a discussion of the typical reductions experienced at these types of land uses.

### **Hotel**

Based on statistical and historic data of business travelers, approximately 50 to 60 percent of the business travelers utilize their personal vehicle or rent a car. Therefore, 40 percent of the travelers rely on rideshare services, taxis, Uber, and/or Lyft rides. However, given that the base numbers presented in the ITE *Trip Generation Manual* already reflect this, no reduction will be taken.

### **Ballroom/Meeting Space**

Based on the *Shared Parking Manual*, as many as 50 percent of the attendees at events within a hotel could be guests. As such, and assuming all attendees drive their personal vehicles, the meeting spaces would require 150 parking spaces (300\*0.50).

### **Restaurants**

Given that the restaurants are amenity to the hotel and based on statistical data, as many as 30 percent of the patrons could be guests of the hotel. As such, the peak parking demand of the restaurants will be approximately 174 spaces on a weekday and 199 spaces on a Saturday.

## Shared Parking Evaluation

As previously indicated, the LPFC is a collection of interactive components and as such the estimated parking demand of each use was based on parking rates and time of day factors provided in the ULI *Shared Parking Manual*, 3<sup>rd</sup> Edition. The shared parking methodology is based on the variations in the peak accumulation of parked vehicles due to time differences in the activity patterns of adjacent or proximate land uses (by hour, by day, by season).

One of the main principles of the shared parking methodology is the relationships among land use activities in a development that result in people being attracted to two or more land uses on a single auto trip. As a result, the parking demand generated by the full-service hotel and the overall development is reduced due to the captive market effects (interaction and/or multipurpose trips) between the various uses.

The hourly parking demand of all of the land uses within the LPFC site is shown in **Tables 1 and 2**.

Table 1  
WEEKDAY HOURLY PARKING DEMAND

Time	Hotel (500 Rooms)		Meeting Space (50,000 s.f.)		Harry Carays (10,000 s.f.)		Holy Mackerel (6,000 s.f.)		Total Demand	Parking Surplus
	Visitor	Employee	Visitor	Employee	Visitor	Employee	Visitor	Employee		
6:00 AM	369	5	0	3	0	0	0	0	377	532
7:00 AM	349	14	0	3	0	4	0	3	373	536
8:00 AM	310	49	75	15	0	11	0	7	467	442
9:00 AM	272	49	150	25	0	17	0	10	523	386
10:00 AM	233	49	150	25	0	20	8	12	497	412
11:00 AM	233	49	150	25	35	20	21	12	545	364
12:00 PM	213	49	150	25	65	20	39	12	573	336
1:00 PM	213	49	150	25	65	20	39	12	573	336
2:00 PM	233	49	150	25	57	20	34	12	580	329
3:00 PM	233	49	150	25	35	17	21	10	540	369
4:00 PM	252	34	150	25	44	17	26	10	558	351
<b>5:00 PM</b>	<b>272</b>	<b>34</b>	<b>150</b>	<b>25</b>	<b>65</b>	<b>22</b>	<b>39</b>	<b>13</b>	<b>620</b>	<b>289</b>
6:00 PM	291	20	75	15	83	22	49	13	568	341
7:00 PM	291	10	45	10	87	22	52	13	530	379
8:00 PM	310	10	45	10	87	22	52	13	549	360
9:00 PM	330	10	15	5	87	22	52	13	534	375
10:00 PM	369	10	00	0	83	22	0	13	497	412
11:00 PM	388	5	0	0	0	19	0	11	423	486
12:00 AM	388	2	0	0	0	8	0	5	403	506

Table 2  
SATURDAY HOURLY PARKING DEMAND

Time	Hotel (500 Rooms)		Meeting Space (50,000 s.f.)		Harry Carays (10,000 s.f.)		Holy Mackerel (6,000 s.f.)		Total Demand	Parking Surplus
	Visitor	Employee	Visitor	Employee	Visitor	Employee	Visitor	Employee		
6:00 AM	328	8	0	3	0	0	0	0	339	570
7:00 AM	311	23	0	3	0	5	0	3	345	564
8:00 AM	276	75	45	15	0	8	0	4	423	486
9:00 AM	242	75	92	25	0	15	0	8	457	452
10:00 AM	207	75	90	25	0	19	0	11	427	482
11:00 AM	207	75	90	25	15	19	9	11	451	458
12:00 PM	190	75	90	25	50	19	30	11	490	419
1:00 PM	190	75	98	25	55	19	33	11	506	403
2:00 PM	207	75	98	25	45	19	27	11	507	402
3:00 PM	207	75	98	25	45	19	27	11	507	402
4:00 PM	224	53	98	25	45	19	27	11	502	407
5:00 PM	242	53	150	25	60	25	36	14	605	304
6:00 PM	259	30	150	25	90	25	54	14	647	262
7:00 PM	259	15	150	25	95	25	57	14	640	269
8:00 PM	276	15	150	25	100	25	60	14	665	244
<b>9:00 PM</b>	<b>293</b>	<b>15</b>	<b>150</b>	<b>25</b>	<b>90</b>	<b>25</b>	<b>54</b>	<b>14</b>	<b>666</b>	<b>243</b>
10:00 PM	328	15	75	15	90	25	0	14	562	347
11:00 PM	345	8	0	3	0	21	0	12	389	520
12:00 AM	345	4	0	3	0	13	0	7	372	537

## Conclusion

Based on a review of Tables 1 and 2, the results of the parking evaluation have shown that the LPFC site, assuming all of the land uses are operating at full capacity, will have a peak parking demand of 620 vehicles on a weekday at 5:00 P.M. and 666 vehicles on a Saturday at 9:00 P.M. As such, at a minimum, there will be a surplus of 243 parking spaces at any given time.