

FIGURE 3.2
Opportunities for Additional Parking Areas in Downtown Lombard

» Area A:

Consolidated parking area at the northwest corner of St. Charles Rd and Park Ave

The separate but adjacent parking areas serving uses at the northwest corner of St. Charles Road and Park Avenue could be consolidated as a single parking area. A majority of these parking areas are currently private lots serving businesses. In addition to creating a single, larger size lot, a consolidated parking area would help minimize site access points and encourage cross access between adjacent lots. This parking area could be constructed as either a surface lot or a structured lot (or a combination).

» Area B:

Consolidated parking area at the northeast corner of St. Charles Rd and Park Ave

Similar to Area A, the separate but adjacent parking areas serving uses at the northeast corner of St. Charles Road and Park Avenue could be consolidated as a single parking area. One of the existing parking areas is currently owned by the Village as a public parking lot. In addition to creating a single, larger size lot, a consolidated parking area would help minimize site access points and encourage cross access between adjacent lots. This parking area could be constructed as either a surface lot or a structured lot (or a combination).

» Area C:

New parking area on the 23 N. Main St parcel, near the northeast corner of St. Charles Rd and Main St

A vacant commercial building on the 23 N. Main Street parcel holds the potential for redevelopment as a new parking area near the northeast corner of St. Charles Road and Main Street. Given its small size, this parking area could be constructed as a surface lot.



» Parking Analysis

	Existing Parking				Proposed Parking ¹				Total Gain
	Public	Private	Commuter	Total	Public	Private	Commuter	Total	
Area A	13	8	0	21	44	0	0 ²	44	+23
Area B	108	103	0	211	108	103	0 ²	211	+0
Area C	0	23	0	23	54	0	0 ²	54	+31

Summary: This parking analysis evaluates existing and proposed parking for the three areas bounded by the red dotted lines. Consolidation of parking will help Areas A and C gain 23 and 31 additional spaces, respectively. However, Area B will have a zero net gain because the existing parking layout is presently conducive to consolidation with only minor site improvements (i.e. no removal of buildings or major reconfiguration of parking). Once preferred concept options are selected for each of the seven development sites, the allocation of parking for public, private, and commuter uses will be determined. The general parking needs of existing businesses and Metra will also help determine this allocation.

NOTES: ¹ Proposed parking assumes a surface lot; a structured lot would yield more parking. // ² The three parking areas have the potential to accommodate part or all of the 200 additional commuter parking spaces needed by Metra.