

VILLAGE OF LOMBARD
INTER-DEPARTMENTAL REVIEW GROUP REPORT

TO:	Lombard Plan Commission	HEARING DATE:	September 19, 2005
FROM:	Department of Community Development	PREPARED BY:	William Heniff, AICP Senior Planner

TITLE

PC 05-35; Text Amendments to the Lombard Zoning Ordinance: The Village of Lombard is proposing amendments to the following sections of the Lombard Zoning Ordinance as it pertains to off-street parking requirements:

- Section 155.602 (A)(5) – providing for a reduction in minimum stall width for commuter parking lots.
- Section 155.602 (A)(5) – providing for a reduction in minimum stall length for parking spaces immediately adjacent to parking lot landscape islands.
- Section 155.602 (A)(8) – clarifying computation section for off-street parking.
- Section 155.602 (C), Table 6-2 – establishing and amending parking space aisle and module dimensions for parallel parking spaces and for one-way drive aisles with perpendicular or parallel spaces.
- Section 155.602 (C), Table 6-2 – amending parking requirements for multiple family dwellings.
- Section 155.602(A)(4) – amending height requirements for light poles within parking lots.

BACKGROUND:

The Planning Services Division of the Community Development Department is proposing several text amendments to the Zoning Ordinance associated with off-street parking requirements. These amendments are intended to clean-up selected sections of Section 155.602 (i.e., the parking regulations) and provide amendments to the Code as warranted.

Parking Lot Stall Width

Section 155.602 (A)(5) outlines the requirements for parking stall widths for parking lots. Simply stated, in the B Business Districts, the minimum stall width is required to be nine feet (9') wide. In the residential, office and industrial districts, the stall width can be reduced to eight feet, three inches (8'3"). This reduction is offered within the code as the number of trip movements in and out of these stalls are typically less than commonly found in the B Districts.

The proposed amendment is intended to add commuter parking lots to the sites in which reduced stall widths are permitted. Staff finds that these lots function more like the office district spaces (commuters park in the morning, stay away during the day and return and exit in the evening). The only real difference is that the occupants of these spaces do not work where their car is parked. This reduction can also provide additional parking flexibility for the Village should additional commuter parking stalls be desired in the downtown in the future.

Parking Stall Length

Currently, parking stalls for perpendicular parking spaces must be eighteen feet (18') in length. Within the landscape sections of the Zoning Ordinance, landscape islands must be at least five feet (5') in width around the parking lot perimeter adjacent to a property line. However, the island size is not defined when such islands are located within the interior of the parking lot.

In order to provide a greater amount of green space within the parking lot and/or to provide more parking on a lot, staff has allows for a two foot (2') overhang for parking spaces that abut interior parking lot islands. The proposed amendment attempts to more clearly codify this provision into the parking standards.

Off-Street Parking Computations

Section 155.602 (A)(8) is being modified to clarify the computation section for off-street parking. No substantive changes are being proposed with this amendment.

Parking Space Dimensions

Staff proposed amendments to Section 155.602 (C), Table 6-2. The proposed table modifications will add the 24-foot parallel parking space dimension noted in Section 155.602 (A)(5) into the table and will add drive aisle widths for establishing and amending parking space aisle and module dimensions for parallel parking spaces and for one-way drive aisles with perpendicular or parallel spaces.

Parking Requirements for Multiple Family Dwellings

Section 155.602 (C), Table 6-2 sets forth the parking lot requirements for various land uses. Staff is proposing an amendment to the parking requirements for multiple family dwellings for cases in which parking spaces are specifically assigned and designated. This amendment is intended to provide a location for visitor parking in these cases.

Historically, many multiple family dwelling projects use a parking float – residents and guests both use the field of available parking to accommodate their parking demand and needs. For most complexes, this configuration works quite well. However, for selected projects where specific spaces are assigned, the ability to provide a float of available spaces is lost. Consequently visitors are forced to park off-site, on-street or in an assigned space. The proposed amendment would place a requirement to provide for unassigned parking in cases where assigned parking spaces are implemented. This provision is not intended to necessarily increase the requisite parking spaces above code requirements, but instead is intended to ensure that after all assigned spaces are given away that there is still a supply available for visitors.

Staff is proposing the following formula for unassigned parking spaces:

For multiple family dwellings that are utilizing assigned parking spaces for dwelling residents, unassigned parking spaces must be provided based upon the following formula: 0.2 spaces must be provided for each unit of the first twenty (20) units plus 0.05 spaces for each unit above the first twenty units.

Using this formula, the amount of requisite unassigned parking spaces would be as follows:

# of units		15	20	50	75	150	200	215	400
Units 1-20	.2 per unit	3	4	4	4	4	4	4	4
Units 21+	.05 per unit			1.5	2.75	6.5	9	9.75	19
total unassigned spaces		3	4	6	7	11	13	14	23

Based upon an empirical review of the figures relative to operations for multiple family developments, staff believes that this computation would give site an ample supply of a parking float to meet the demand for such projects.

Parking Lot Light Pole Height Requirements

Section 155.602(A)(4) regulates height requirements for light poles within parking lots. Light pole height restrictions are established to ensure that excessive light spill is minimized and that light poles do not create a “beacon” effect. The Zoning Ordinance currently caps the maximum height for a parking lot light pole at forty feet (40’). In discussions with lighting contractors working on improvements at Yorktown Mall, they note that many standard light poles for regional malls are 39 feet in length. As they like to put the poles onto three-foot high concrete pedestals to minimize vehicle damage to the poles, this would result in the pole height being 42 feet.

Staff is proposing an amendment to relax the pole height requirements to allow for light poles within parking lots for Shared Pedestrian Access Shopping Centers (i.e., shopping malls) to be up to forty-five feet (45’) in height. This amendment allows for a better overall light coverage over large spans of customer parking lot area but is still in keeping with the intent of the regulations. Moreover, by limiting it to regional malls, other commercial uses in close proximity to residential areas (i.e., strip shopping centers, automotive dealers, commuter parking lots), the impacts on adjacent properties will be minimal. This amendment does not change the foot-candle light standards for parking lots.

Proposed Text Amendments

The proposed text amendments are included within Appendix A. **Proposed changes to the ordinances are denoted by striking out old text and underlining new text. Additional staff discussion regarding the proposed changes is included in *italics*.** The Standards for Text Amendments is included within Appendix B.

Appendix A
Proposed Text Amendments to the Lombard Zoning Ordinance

SECTION 6: OFF-STREET PARKING AND LOADING REQUIREMENTS

155.601 SCOPE AND APPLICATION

A. Scope of Regulations

The off-street parking and loading provisions of this Ordinance shall apply as follows:

1. For all buildings and structures erected and all uses of land, accessory parking and loading facilities shall be provided as required below. However, where a building permit has been issued prior to the effective date of this Ordinance and provided that construction is begun within six (6) months of such effective date and diligently executed to completion (completion to be accomplished within 18 months of the effective date of this ordinance), parking and loading facilities in the amounts required for the issuance of said building permit may be provided in lieu of any different amounts required by this Ordinance.
2. When the intensity of use of any building, structure, or premises shall be increased through the addition of dwelling units, gross floor area, seating capacity, or other units of measurement specified herein for required parking or loading facilities, parking and loading facilities as required herein shall be provided for such increase in intensity of use and for 100 percent of any existing deficiency in parking or loading facilities.

B. Existing Parking and Loading Facilities

Accessory off-street parking and loading facilities in existence on the effective date of this Ordinance and located on the same lot as the building or use served shall not hereafter be reduced below, or if already less than, shall not be further reduced below, the requirements for a similar new building or use under the provisions of this Ordinance.

C. Permissive Parking and Loading Facilities

Nothing in this Ordinance shall be deemed to prevent the voluntary establishment of off-street parking or loading facilities to serve any existing use of land or buildings, provided that all regulations herein governing the location, design, and operation of such facilities are adhered to.

D. Damage or Destruction

For any conforming or legally nonconforming building or use which is in existence on the effective date of this Ordinance, which subsequently thereto is damaged or destroyed by fire, collapse, explosion, or other cause, and which is reconstructed, reestablished, or repaired, off-street parking or loading facilities need not be provided except that parking or loading facilities equivalent to any maintained at the time of such damage or destruction shall be restored or continued in operation. However, in no case shall it be necessary to restore or

maintain parking or loading facilities in excess of those required by this Ordinance for equivalent new uses or construction.

E. Submission of Required Plans

Any application for a Building Permit, shall include therewith a site plan drawn to scale and fully dimensioned showing any off-street parking or loading facilities to be provided in compliance with this Ordinance. Other information shall also be provided as required by the Director of Community Development to determine compliance including; number of existing parking spaces, seating capacity, number of employees or other information indicating the intensity of the principal use.

155.602 OFF-STREET PARKING

A. General Requirements

1. Minimum Spaces Required

In any Business or Industrial District, parking shall be required as provided for in this Section and a minimum of three (3) spaces shall be provided for each use.

2. Central Area Parking Regulations

In the B5 Central Business District, the Village desires to minimize disruptive curb cuts and driveways, and to encourage the consolidation of parking spaces in appropriate locations. Therefore, off-street parking in the B5 Central Business District shall be provided as follows:

- a. For the construction of new buildings, fifty percent (50%) of the number of off-street parking spaces indicated in Table 6.3 below shall be provided for non-residential uses, and one hundred percent (100%) of the number of off-street parking spaces indicated in Table 6.3 below shall be provided for residential uses, with a minimum of three (3) parking spaces per lot-of-record.
- b. Parking shall be provided to the side or rear of the building and shall be a minimum of five feet (5') from the right-of-way.

3. Location

- a. All parking spaces required to serve buildings or uses erected or established after the effective date of this Ordinance shall be located on the same zoning lot as the building or use served, except as otherwise provided for in Sections 155.602 (A) (3) (b) and (f), below. Existing buildings or uses altered such that additional parking is required shall provide such parking on the same zoning lot, except as otherwise provided for in Sections 155.602 (A) (3) (b) and (f), below.
- b. Off-site parking spaces may be used to serve buildings and/or uses in the R6, O, B3, B4, B5, B5A and I Districts. No off-site parking

space shall be located further than 300 feet from the main entrance of the principal building to be served. Off-site parking shall be a conditional use in the above districts. Off-site parking facilities shall be subject to Section 155.602 (A) (4), below.

- c. Owners of property, legally nonconforming as to parking and located in a district which does not allow off-site parking as a conditional use, shall be allowed to provide parking off-site to become otherwise conforming. In such circumstances, the provision of such off-site parking shall be considered a conditional use and subject to the provisions of Section 155.103 (F) of this Ordinance.
- d. Off-street parking spaces, open to the sky, may be located in any yard, except that in the R4, R5, O, and I Districts, off-street parking shall not be located in a required front or corner side yard. However, in the R1 and R2 Districts, not more than two (2) vehicles may be parked overnight in a required front or corner side yard, and not more than three (3) vehicles may be parked overnight in the required rear yard.
- e. All off-street parking spaces shall be located in a manner which allows for compliance with the provisions in Section 155.700 of this Ordinance.
- f. For all property owned by the Lombard Park District and located within the CR Conservation/Recreation District, required parking spaces may include those legal parking spaces within adjacent public rights-of-way that are located on the same side as, and abutting the subject property. The calculation of on-street parking for compliance with the parking requirements of this section shall be subject to the review and approval of the Director of Community Development.
(Ord. 4119, passed 1/18/96)

4. Control of Off-Site Parking facilities

In cases where parking facilities are permitted on land other than the zoning lot on which the building or use served is located, such facilities shall be in the same possession as the zoning lot occupied by the building or use to which the parking facilities are accessory. Such possession may be either by deed or long-term lease, the term of such lease to be determined by the Village Board. The deed or lease shall require such owner or his or her heirs and assigns to maintain the required number of parking facilities for the duration of the use served or of the deed or lease, whichever shall terminate sooner.

5. Size

Each off-street parking space shall have a standard length of eighteen feet, zero inches (18'-0"). For parking stalls adjacent to landscape islands and more than five feet (5') from a property line, the requisite stall width must be at least sixteen feet (16'-0"). In the case of parallel

parking spaces the required length shall be twenty-four feet zero inches (24'-0"). The width of parking spaces shall depend on the district in which the parking spaces are located, as established below:

- a. In the B1, B2, B3, B4, B5 and B5A Districts the width of parking spaces shall not be less than 9 feet, zero inches.
- b. In the O Office, I Industrial, ~~and~~ all residence districts and publicly owned commuter lots, the width of parking spaces shall not be less than 8 feet, 3 inches.

The requirements for handicapped parking, both in terms of stall size and number of spaces required are established in Section 155.602 (B), below.

6. Access

Except on single-family residential lots, each off-street parking space shall open directly upon an aisle or driveway of a width in conformance with the requirements of this ordinance. All off-street parking facilities shall be designed with appropriate means of vehicular access to a street or alley in a manner which will least interfere with traffic movement.

7. Collective Provision

Off-street parking facilities for separate uses may be provided collectively if the total number of spaces so provided is not less than the sum of the separate requirements of each use and the facilities adhere to all regulations governing location of accessory parking spaces in relation to the use served. Further, no parking space or portion thereof shall serve as a required space for more than one (1) use.

8. Computation

~~The calculation of off-street parking based on floor area shall be interpreted to include all floor area as defined by Section 155.802 of this ordinance except that floor area for the purposes of measurement of off-street parking spaces shall not include:~~

- ~~a. Floor area devoted primarily to storage purposes (except accessory storage areas located within selling or working space such as counters, racks, closets, and any floor area devoted to retailing activities, to the production or processing of goods or to business or professional offices);~~
- ~~b. Floor area devoted to off-street parking or loading facilities, including aisles, ramps, and maneuvering space, or;~~
- ~~c. Mechanical or storage floor area other than area devoted to retailing activities, to the production or processing of goods, or professional offices.~~

a. The calculation of off-street parking based on floor area shall be interpreted to include the following:

- i. all floor area as defined by Section 155.802 of this ordinance;
 - ii. accessory storage areas located within selling or working space such as counters, racks, closets;
 - iii. any floor area devoted to retailing activities;
 - iv. any floor area devoted to the production or processing of goods;
 - v. any floor area devoted to business or professional offices;
- b. For purposes of measurement of off-street parking spaces, the following spaces shall not be included:
- i. Floor area devoted primarily to storage purposes (unless specifically listed in subsection a above);
 - ii. Floor area devoted to off-street parking or loading facilities, including aisles, ramps, and maneuvering space, or;
 - iii. Mechanical or storage floor area (unless specifically listed in subsection a above).

When determination of the number of off-street parking spaces required by this ordinance requires a computation of square footage of gross floor area, any portion of the gross floor area between the 1,000 square foot intervals shall also be included in the computation.

Example: Freestanding Retail Store: 11,600 square feet of gross floor area. Required Parking: 4 spaces per 1,000 square feet of gross floor area

In this example, the parking requirement shall be computed by dividing the 4 spaces per 1,000 square feet of gross floor area, which equals 250 square feet per parking space. Divide the square footage of gross floor area of the use (11,600) by the 250 square feet per parking space to derive the requisite parking of 46.4 spaces (11,600 / 250 = 46.4 spaces).

When determination of the number of off-street parking spaces required by this ordinance results in a requirement of a fractional space, any fraction of less than one-half (1/2) may be disregarded, while a fraction of one-half (1/2) or more shall be counted as one (1) parking space. Parking spaces required on an employee basis shall be based on the maximum number of employees on duty or residing on the premises at any one time.

To continue the previous example, the calculated parking requirement of 46.4 spaces would be rounded down to 46 spaces.

9. Utilization

Required accessory off-street parking facilities provided for uses listed in Section 155.602 (B), below, shall be solely for the temporary parking of passenger automobiles of patrons, occupants, or employees of such uses.

10. Design and Maintenance

All off-street parking lots shall be designed and maintained in conformance with the specific requirements established below.

a. Plan

The design of parking lots shall be subject to the approval of the Director of Community Development in accordance with standards established by this ordinance, and those established by the Plan Commission and the Board of Trustees in the case of variations, conditional uses and planned developments.

b. Character

Accessory parking spaces may be opened to the sky, or enclosed in a building or structure.

c. Surfacing

All open off-street parking areas and maneuvering areas shall be surfaced with dustless, all weather material of asphalt or concrete. Parking is not permitted within any open space, on grass, or in a landscape area. Proper drainage of parking lots shall be required.

d. Lighting

- 1). Parking lots shall be illuminated according to the standards listed below at all times that the parking lot is open for general use.
- 2). Parking lot lighting shall be provided at a minimum intensity of 0.5 foot-candles at all points within the parking lot, and at an average intensity of no less than 2.0 foot-candles.
- 3). Any lighting used to illuminate off-street parking areas shall be directed away from adjacent properties and streets in such a way as not to create a nuisance. In no case shall such lighting exceed 0.5 foot-candles at any property line which is shared by a residentially-zoned property, a property which has residential uses on the first floor, or a residential street. In no case shall such lighting exceed 3.0 foot-candles at any property line.
- 4). ~~Lamp~~ Light poles which are used for parking lot lighting shall not exceed forty (40) feet in height. Light poles which are used for parking lot lighting for shared pedestrian access shopping centers (i.e., regional shopping malls), parking lot light poles shall not exceed forty-five feet (45') in height.

e. Cleaning and Maintenance

Except in the I Industrial District, no cleaning or maintenance of parking lots utilizing motorized equipment may be performed

between 11:30 P.M. and 6:00 A.M. each day, except for the removal of snow.

f. Curbing

All parking lots shall be provided with perimeter concrete curbing (6 inch barrier curb). Such curbing shall be designed so that no part of any parked vehicle shall encroach into a required yard.

g. Shelter Building

No parking lot for accessory off-street parking shall have more than one (1) attendant shelter building per entrance which shall conform to all setback requirements for accessory structures established by Section 155.210 of this Ordinance, and any other applicable requirements of this ordinance.

h. Signs

Accessory signs shall be permitted on parking areas in accordance with the provisions specified in the Village of Lombard Sign Ordinance.

i. Repair and Service

No motor vehicle repair work or service of any kind shall be permitted in conjunction with parking or loading facilities provided in any district, except that:

- 1). Emergency repair service necessary to start vehicles shall be permitted in all districts, and
- 2). In the I District, repair work or service shall be allowed if such work is not done within 200 feet of a Residence District. Washing of accessory vehicles shall also be permitted.

11. Business Vehicle Parking Spaces

All business vehicles shall be parked in designated business vehicle parking spaces. The Director of Community Development shall review and approve the proposed location of business vehicle parking spaces. When site considerations allow, business vehicle parking spaces shall be visually separated from public streets and residential areas.

I. Accessible Parking Requirements

Accessible (handicapped) parking spaces shall be provided in compliance with the Illinois Accessibility Code (410 ILCS 25/1). The standards described below reflect the Illinois Accessibility Code. For all requirements regarding accessible (handicapped) parking spaces, the above referenced code supersedes and adds to the standards established by this ordinance.

1. Size

Each accessible parking stall shall consist of an eight foot wide parking space and an adjacent eight foot wide access aisle. The standard length of accessible parking stalls shall be the same as all other parking stalls.

2. Number

All parking lots required by this Ordinance shall provide the following number of accessible parking stalls:

Table 6.1

Number of Parking Spaces	Required Number of Accessible Spaces	Number of Parking Spaces	Required Number of Accessible Spaces
1 to 20	1	201 to 300	7
21 to 50	2	301 to 400	8
51 to 75	3	401 to 500	9
76 to 100	4	501 to 1000	2%
101 to 150	5	Over 1000	20+1 per 100 over 1000
151 to 200	6		

3. Access

The required access aisle must have a smooth transition with adjacent walk surfaces, either by joining at a common level or by use of a curb ramp.

4. Identification

Each accessible parking space shall be equipped with a sign which complies with Section 11-301 of the Illinois Rules of the Road. Signs shall be vertically mounted on a post or a wall at front center of the parking space, no more than 5 feet horizontally from the front of the parking space, and set 4 feet from finished grade of the parking space to the bottom of the sign.

J. Specific Requirements

All off-street parking spaces hereinafter required by this ordinance, except those required for one and two family dwellings, shall be designed in accordance with one of the formulae set forth in Figure 6-1 and Table 6.2, which is attached hereto and made a part hereof. Off-street parking spaces shall be provided in accordance with the specific uses listed in Table 6.3. Parking spaces for accessory activities not specifically enumerated within a parking class shall be assumed to be included in the principal (permitted or conditional) use requirement. If a use is not specifically listed on Table 6.3, the Director of Community Development shall determine like uses listed in the table for the purposes of determining parking space requirements.

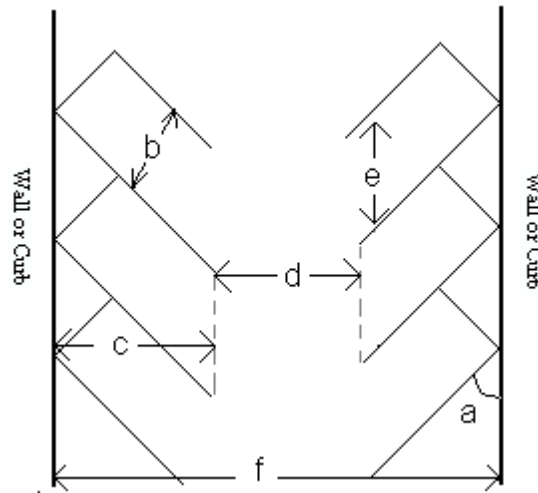


Figure 6-1

Legend	
a	Parking Angle (Degrees)
b	Space Width (Ft.-In.)
c	Depth to Wall or Curb (Ft.-In.)
d	Aisle Width (Ft.-In.)
e	Width Parallel to Aisle (Ft.-In.)
f	Wall to Wall (Curb to Curb) (Ft.-In.)

Table 6-2
 Parking Space, Aisle and Module Dimensions

a b Parking Angle (Degrees)	c Space Depth To Wall (Ft.-In.)	d Aisle Width (Ft.-In.)	e Space Width Parallel (Ft.-In.)	f Module Wall To Wall (Ft.-In.)
Parallel Spaces	<u>9'-0"</u>		<u>24'-0"</u>	
45 Degrees				
8'-3"	18'-7"	14'-0"	11'-9"	51'-2"
9'-0"	19'-1"	13'-0"	12'-9"	51'-2"
60 Degrees				
8'-3"	19'-1"	18'-0"	9'-6"	57'-6"
9'-0"	20'-1"	17'-0"	10'-5"	57'-2"
90 Degrees				
8'-3"	18'-0"; or <u>16'-0"</u> for stalls abutting an internal landscape island	25'-0" for two-way aisles; <u>20'-0"</u> for one-way aisles	8'-3"	61'-0" unless reduced by parking stall landscape overhang

9'-0"	18'-0" or 16'-0" for stalls abutting an internal landscape island	24'-0" for two-way aisles; 20'-0" for one-way aisles	9'-0"	60'-0" unless reduced by parking stall landscape overhang
16'-0"	18'-0" or 16'-0" for stalls abutting an internal landscape island	24'-0" for two-way aisles; 20'-0" for one-way aisles	16'-0"	60'-0" unless reduced by parking stall landscape overhang

Table 6.3
SCHEDULE OF OFF-STREET PARKING REQUIREMENTS (ABRIDGED)

USE	PARKING REQUIREMENTS
RESIDENTIAL	
Single Family Detached Dwellings	Two (2) Spaces per dwelling unit
Attached Single-Family Dwellings Two or less bedrooms or dens Three or more bedrooms or dens	Two spaces per dwelling unit One space per bedroom or den (minimum three spaces per unit)
Multiple-Family Dwellings ¹ : One and two bedrooms; Three or more bedrooms	One & one-half (1.5) spaces per dwelling unit Two(2) parking spaces per dwelling unit <u>¹ For multiple family dwellings that are utilizing assigned parking spaces for dwelling residents, unassigned parking spaces must be provided based upon the following formula: 0.2 spaces must be provided for each unit of the first twenty (20) units plus 0.05 spaces for each unit above the first twenty units. These requisite spaces are not required to be in addition to the parking requirements noted above.</u>
Fraternities and Dormitories	Plus one (1) space per manager, employee
Rooming House	Two spaces (2) plus one (1) space for each room for rent
Hotel/Motel	One (1) space per guest room plus one (1) space per employee on peak shift
Hotel/Convention Hall	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.
Convalescent Home/Nursing Home	One (1) space per guest room plus one (1) space per employee on peak shift
Elderly Housing	One (1) space per four (4) units plus one space (1) per employee



Appendix B

Standards for Text Amendments

1. *The degree to which the proposed amendment has general applicability within the Village at large and not intended to benefit specific property*

The proposed amendment would be uniformly applied to all properties in the Village and would be applicable to all parking lots, except as specifically noted within the amendments.

2. *The consistency of the proposed amendment with the objectives of this ordinance and the intent of the applicable zoning district regulations*

The Ordinance changes are intended for purposes of clarify and to address outstanding issues related to off-street parking as noted within the Ordinance.

3. *The degree to which the proposed amendment would create nonconformity; and*

The Ordinance would only create nonconformities as it relates to those multiple-family developments with fully allocated parking spaces that do not have any locations for unassigned spaces.

4. *The degree to which the proposed amendment would make this ordinance more permissive*

The amendments would relax the standards for parking stalls and aisles in limited and unique cases. The lighting amendments would be more permissive in the same regard.

5. *The consistency of the proposed amendment with the Comprehensive Plan*

The Comprehensive Plan recommends and encourages a regular review of development regulations, such as the Zoning Ordinance, as a means of implementing the Plan (Part IV, B). The proposed amendments are intended to be consistent with this provision. Moreover, the amendments are also intended to provide for better parking design within the community.

6. *The degree to which the proposed amendment is consistent with Village policy as established in previous rulings on petitions involving similar circumstances.*

These amendments would be consistent with past Village Board actions as well as staff and Board policies.

RECOMMENDATION:

Based on the above considerations, the Inter-Departmental Review Committee recommends that the Plan Commission make the following motion recommending **approval** of the request as proposed:

Based on the information and testimony presented, the proposed text amendments comply with the standards required by the Lombard Zoning Ordinance, and, therefore, I move that the Plan Commission accept the findings and recommendations of the Inter-departmental Review Report as the findings of the Plan Commission and therefore, I recommend to the Corporate Authorities **approval** of the text amendments described in PC 05-35.

Inter-Departmental Review Group Report Approved By:

David A. Hulseberg, AICP
Director of Community Development

DAH:WJH:jd