

**VILLAGE OF LOMBARD**  
**INTER-DEPARTMENTAL REVIEW GROUP REPORT**

TO: Lombard Plan Commission

HEARING DATE: April 19, 1999

FROM: Department of  
Community Development

PREPARED BY: David Sundland, AICP  
Senior Planner

**TITLE**

**PC 99-11; 837 South Westmore-Meyers:** Requests conditional use approval to establish a Planned Development in the B3 Community Shopping District to allow for an existing shopping and for additional outbuildings, conditional use approval to allow multiple buildings on one lot-of-record, conditional use approval for a three-lane drive-through facility, conditional use approval for outdoor display and sales, and exceptions to the standards for rear setback, transitional yard setback, transitional landscape yard, open space, off-street loading, landscaping, and signage.

**GENERAL INFORMATION**

Owner/Petitioner: Inland Real Estate Corporation  
2901 Butterfield Road  
Oak Brook, IL 60523

**PROPERTY INFORMATION**

Existing Zoning: B3 Community Shopping District  
Existing Land Use: Eastgate Shopping Center  
Size of Property: Approximately 12.53 acres  
Comprehensive Plan: Community Commercial

**SURROUNDING ZONING AND LAND USE**

North: B3 Community Shopping District / West Suburban Bank, and R2 Single-Family Residence District / Single-Family Residences  
South: R4 PD Limited General Residence District – Planned Development / Cambria Townhomes  
East: R4 PD Limited General Residence District – Planned Development / Cambria Townhomes, and B3 Community Shopping District / DuPage County Public Health Center  
West: R2 Single-Family Residence District / Single-Family Residences

## ANALYSIS

### SUBMITTALS

This report is based on the following documents filed on March 15, 1999, with the Department of Community Development:

1. Petition for Public Hearing.
2. Description of request.
3. Plat of Survey, prepared by Webster, McGrath, and Ahlberg, Ltd., dated December 30, 1997.
4. Site plans, titled "Redevelopment Plat," "Landscape Plan," and "Future Possible Improvements," prepared by Land Development Services, dated October 18, 1998, last revised March 15, 1999.
5. Sign criteria.
6. Plans for freestanding signs, prepared by Olympic Signs, Inc.

### DESCRIPTION

The Eastgate Shopping Center, at 837 South Westmore-Meyers Road, was recently purchased by Inland Commercial Property Management. Inland intends to make substantial improvements to the center, and is requesting Planned Development approval in order to bring the property into compliance with the Zoning Ordinance. Improvements which will be made will include repair to and reconfiguration of the parking lot, the relocation of one entrance/exit drive, the addition of landscaping, and the screening of dumpsters. The petitioner is also requesting approval to be able to provide outbuildings at some point in the future.

### ENGINEERING

#### Public Works

The Engineering Division of the Public Works Department has no comments.

#### Private Engineering

The Private Engineering Services Division has no objection to the proposal. The following comments were provided:

- When the outbuildings are constructed, stormwater detention will have to be provided for the disturbed area.
- The closest 10" watermain to which a connection can be made is at the Wilson intersection.
- A thirty-foot (30') easement will have to be granted for any new watermain.
- Engineering plans will have to be submitted for any site changes which will alter stormwater runoff.
- Any patching of Westmore/Meyers due to construction shall be completed to Village of Lombard standards.

## **BUILDING AND FIRE**

The Fire Department does not object to the proposal. The Fire Department does, however, have concerns regarding the relocation of one of the principal entrances (the second entrance from the south). The Fire Department wants to ensure that fire vehicles can easily get next to all parts of each building, and, as such, has required that the second entrance from the north (off of Westmore-Meyers) remain open and that two of the landscape islands which are to the southeast of the second entrance from the south be reduced to provide a thirty-five foot (35') radius. The Fire Department wants to make sure that when the new outbuildings are constructed, the north side of the south wing of the shopping center is still accessible. The Fire Department therefore wants to make sure that they have the ability to review plans for the outbuildings when they are submitted so that fire access can be analyzed.

## **PLANNING**

### **Compatibility with the Comprehensive Plan**

The Comprehensive Plan recommends Community Commercial uses for this location. The shopping center is an appropriate use within this designation.

### **Compatibility with the Surrounding Land Uses**

The subject property is located on Westmore-Meyers, a minor arterial with a mix of single-family residential, medium-density residential, commercial, and office uses. Surrounding uses include a bank to the north, offices to the east, and townhomes to the east and south. Single-family residences exist to the west and north, though the homes to the west face away from Eastgate and have fencing between their rear yards and Eastgate. The improvements to the center which are proposed as part of this approval will enhance the compatibility of the center with the surrounding area.

### **Compatibility with the Zoning Ordinance**

The petitioner is working to bring the site into compliance with the Zoning Ordinance where possible, and is requesting exceptions for those nonconformities which cannot be remedied without reconstructing the shopping center. Proposed improvements, requests for conditional use approval or exceptions, and other aspects of the site are as follows:

Access

The petitioner is proposing to close the second entrance drive from the south (which is directly to the north of the south wing of the shopping center) and open a new entrance drive farther to the north. This will reduce on-site conflicts in two ways. First, it will reduce conflicts between pedestrians and vehicles, as the volume of traffic using the drive which is closest to the building (which would be crossed quite frequently by pedestrians) will be reduced. Second, since no parking spaces back onto this primary drive aisle, vehicular conflicts will also be reduced.

The petitioner had originally proposed eliminating the second entrance drive from the north (which is directly to the south of the north wing of the shopping center) as well. This plan, however, was rejected by the Fire Department, as they were concerned that this would not provide easy enough access to the south side of the north wing of the shopping center.

The petitioner next proposed eliminating the northernmost drive off of Westmore-Meyers. This would be of substantial benefit given the drive's proximity to the intersection of Jackson and Westmore-Meyers and the large number of conflicting traffic movements that exist around the White Hen (the Lombard Police Department reports an inordinate number of accidents involving traffic entering or leaving the White Hen). This would also provide more parking for White Hen, as an extra six (6) spaces could be provided in the space which is presently occupied by the entrance drive. White Hen, however, objected to this plan and stated that they have an easement which guarantees that the access be provided. A copy of that easement agreement, which is binding as long as the White Hen lease is in effect, was provided to staff, and it does indeed require that the access be provided.

Staff's principal concern regarding this entrance drive (and the principal cause of accidents) is with vehicles making left turns into and out of this drive. The petitioner has stated that White Hen will not allow the entrance to be reduced to right-in, right-out only; however, staff did not see anything in the easement agreement which would prohibit making such a change. The language talks only of "a non-exclusive right and easement" and necessary maintenance, but does not specify the type of access that must be provided. Additionally, the language states that the easement is "subject... to reasonable rules and regulations which may be promulgated... by Eastgate." Additionally, if the language could be construed to not allow a porkchop or other traffic control devices to be located within the easement, then such devices could be located entirely within right-of-way. Staff is therefore recommending that the drive become right-in, right-out only unless it is demonstrated that White Hen's lease would prohibit such a change.

Another concern regarding access in and around the White Hen was pointed out to staff by residents who had been notified of the public hearing. A number of vehicles park in the drive aisles by White

Hen rather than using actual parking spaces (regardless of whether or not spaces are available). Additionally, delivery vehicles park in the drive aisles west of the bank rather than parking behind the White Hen. Staff went to the site to verify this, and observed two different vehicles park in the drive aisle to the south of the White Hen (next to the sign threatening the towing of unauthorized vehicles), each blocking access to the White Hen sidewalk when doing so. Staff also observed a school bus, a delivery vehicle, and another vehicle all parked next to each another in the drive aisle to the west of the bank. Although this area is extremely wide at present, the three vehicles left little room for two-way traffic, particularly when people were using the drive-up mailbox which is located in the same drive aisle.

Staff believes that one of the problems with the current situation to the east of the bank is that the area is presently too open – it is too large to be just a drive aisle, yet there is no clear indication as to the intended function of the excessive space. The addition of landscape islands and new parking lot striping should improve the situation somewhat by “formalizing” the area and providing that needed indication of the area’s function. Staff believes that additional visual cues should be provided as well – areas in which parking is prohibited should be so marked with signage and painted curbs, and appropriate loading areas should be selected, marked, and enforced (and drive aisles and/or dumpster locations adjusted accordingly).

At present, a drive-up mailbox and a drive-up FedEx box exist just to the south of the White Hen. These boxes would have to be removed in order to provide the parking that is proposed in the area. Staff suggests that, if the boxes are to be relocated on-site, they be located on the east side of the long landscape island that will be installed parallel to Westmore-Meyers (the island that is between the two primary entrance drives, directly east of the first double row of parking).

### Drive-Throughs

The bank at the west end of the north wing of the shopping center (formerly LaSalle) presently has three drive-up windows (one of which is closed), accessed by what appears to be two (2) lanes which are actually intended to cross one another. The petitioner is requesting conditional use approval for three (3) drive-through lanes, and will be improving the existing situation by providing more functional lanes and by separating the area from the adjacent drive aisle with a landscape island. The petitioner is also proposing a new canopy over these lanes.

Staff has two concerns about the drive-through lanes. First, only three (3) to four (4) vehicles can be stacked at each window (eight (8) stacking spaces are required by code), and any additional vehicles will be blocking the drive on the south side of the White Hen. Staff has two suggestions for making the most out of the available space. First, the drive-through windows or machines should be located as far to the south as possible in order to maximize stacking space. Second, a landscaping island could be extended from the northwest corner of the bank to the south side of White Hen, closing the drive aisle to the south of the White Hen. The drawback to this idea is that any traffic which presently goes on the south side of the White Hen would then have to go to the north side of the White Hen. The benefits are that more stacking would be provided for the bank, the traffic conflicts between the bank and White Hen would be reduced, and additional loading space could be provided behind White Hen (though delivery vehicles would no longer be able to pull straight in from

Westmore-Meyers as they do now). The area between the White Hen and the bank, however, is also in the White Hen easement that was mentioned above, so White Hen would have to agree to closing the drive aisle.

Staff's second concern with the drive-throughs is that the shopping center sidewalk ends right where the vehicles leave the drive-throughs. The natural inclination of pedestrians who are walking from the shops to Westmore-Meyers or the parking spaces to the west would be to cross the drive-through lanes. Visibility here is poor and drivers may not be watching for pedestrians when pulling away from the bank window. Staff suggests placing a two-foot (2') wall at the west end of the sidewalk, and providing a new sidewalk in the landscape island which is being provided to the south of the west end of the sidewalk. This sidewalk should be at five feet (5') wide and should extend from the existing shopping center to the south tip of the island, with a depressed curb on the south tip of the island, facing west. This will move the pedestrians farther from the drive-through windows and improve the visibility of those pedestrians. Additionally, a stop sign and a "Watch for pedestrians" sign should be provided for the drive-through lanes, and a walkway should be striped on the pavement. The sidewalk should also be continued through the landscape islands to the west.

### Parking

The petitioner is proposing to improve the parking lot and to change the layout from angled parking to 90° parking. The petitioner is also providing handicap-accessible spaces per Code and providing landscape islands at the end of each row of parking. The proposed improvements will bring parking into conformance with Code requirements and will dramatically improve the appearance and function of the parking lot.

The petitioner has also submitted a revised layout for the southeast corner of the site (see Page 3, "Future Possible Improvements," of the Site Plan). This area is presently used by the State of Illinois Drivers Services Facility as a testing area, and that tenant has been resistant to changes in the existing layout (which is shown on Pages 1 and 2 of the Site Plan). The layout of this area will remain as it presently exists as long as the Drivers Services Facility is a tenant of the shopping center. Should the Drivers Services Facility ever move out of the shopping center, then the layout would be changed to the layout shown on the Future Possible Improvements plan.

### Landscaping

As stated above, the petitioner is providing landscape islands at the end of each row of parking and also to the west of the bank drive-throughs. Additionally, the petitioner will be providing a large landscape island to the west of the first double row of parking (parallel to Westmore-Meyers), parkway trees, landscaping around the building where possible, and substantial buffering along Jackson. The petitioner is requesting exceptions to the requirements for foundation landscaping around the existing buildings, transitional landscaping along the south property line and a portion of the east property line, and perimeter landscaping along the remainder of the east property line. As landscaping in these areas would require building demolition, the removal of service drives, and/or the loss of substantial amounts of parking, staff is supporting these exceptions.

The landscaping plans were reviewed by the Village's landscaping consultant, who did express the following concerns regarding the plans:

- The evergreens which have been selected for the north property line will grow to be too large for the space and need to be reduced in quantity
- The evergreen trees need to be eliminated from the site control area for the easternmost Jackson drive, and the shrubs in this area need to be replaced with low-lying species.
- The spruce trees which are proposed around the Ace Hardware storage area will grow to be too large for the area. An upright arborvitae could be used instead.
- The shrub species which have been selected for the parking lot landscape islands and at the entrances will grow to be too large (they can grow to be ten feet (10') tall and ten feet (10') in diameter) and will cause sight problems. The species and cultivar need to be specified for the shrubs as well.
- The ornamental tree species which are proposed are unacceptable for the islands. Ornamental trees in the islands need to be single-stem and upright. The trees chosen are multi-stemmed, suckering, and the plums are weedy.
- The birch and plums are not salt-tolerant.

### Screening

The petitioner is proposing to enclose all of the dumpsters on the site with eight-foot (8') high board-on-board fences and to fence the storage area behind Ace Hardware. The fence type for the storage area is not specified; staff suggests an eight-foot (8') high board-on-board fence to match the dumpster enclosures.

The dumpster behind White Hen is already enclosed with a six-foot (6') high wood fence, and the petitioner is not proposing to make any changes to that enclosure. The enclosure is in good condition, however, the south half of the dumpster is a darker shade than the north half. Staff suggests that the enclosure be painted to match the back of the White Hen building.

Fencing presently exists along the south property line and a portion of the east property line to provide screening of the center from the townhomes. This fence, which was actually installed by the townhomes and is on their property, is eight feet (8') high along the south property line and a portion of the east property line, and then drops to five feet (5') at about the north end of the Drivers Services Facility testing area. The fence ends at the DuPage County Health Department's parking lot (though it does continue to the east, along the south side of the Health Department property, for thirty to forty feet (30' to 40')). Staff has received a letter from a resident of the Cambria Townhomes (attached) requesting that additional fencing be installed between Eastgate and the Health Department property. Staff is hesitant to make this a requirement, as both properties are zoned B3, and as the developers of the townhomes (who installed the existing fence) did not find it necessary

to provide any additional fencing. If additional fencing is to be provided, it would best be provided around the perimeter of the Health Department property.

### Outdoor Sales and Service

As stated above, a storage area is being provided for Ace Hardware. Ace presently has a storage area behind their store, enclosed by a slatted chain link fence. Materials are often stored outside of the fence and are typically visible above the fence. This storage overflow violates Code; when the new fence is installed around the storage area all materials must be stored within the fence and cannot be visible above the fence. The petitioner has proposed a larger storage area in order to ensure that adequate space is provided. Staff can support conditional use approval for this outdoor sales and service area, with the provision that if materials are stored outside of the fence or are visible above the fence the conditional use may be revoked by the Village Board of Trustees.

Ace Hardware also displays merchandise on the sidewalk in front of the store. If assurance could be provided that the display could take place without obstructing the sidewalk or becoming unsightly, staff could consider supporting conditional use approval to allow this display to take place. Language which would provide that assurance, however, has not been submitted, and it would be difficult to establish rules for the display without creating a Code Enforcement nightmare. Staff suggests that conditional use not be granted for the display in front of the store, and that the display be allowed only through the temporary event (seasonal sales) process. This will provide for an annual review of any display and will establish the same rules as must be followed by all other businesses in the Village which request seasonal sales.

The petitioner is also requesting approval to be able to use the large sidewalk area in the “bend” of the south building as an outdoor seating area. Staff believes that this will be a positive amenity and supports conditional use approval for this seating area.

### Multiple Principal Structures on One Lot-of-Record

Having more than one (1) principal structure on a lot-of-record (or “zoning lot,” as the Zoning Ordinance presently reads) requires conditional use approval. The petitioner is requesting approval not only for the four (4) buildings which presently exist on the site (three (3) shopping center buildings and White Hen), but also for up to two (2) additional outbuildings. The petitioner does not have a specific tenant in mind for these buildings or a known timeframe for their construction, but is requesting the authority to build them at some point in the future. Since the size and layout of these buildings is presently unknown, the petitioner is not submitting a specific design at this point, but will come back to the Plan Commission for Site Plan Approval once the buildings are desired.

The area in which the buildings would be constructed is shown on Page 3 of the site plans, entitled “Future Possible Improvements.”

The petitioner has proposed the following parameters for the outbuilding(s):

- Maximum of two (2) single-story structures.



- A total area not to exceed 13,500 square feet of retail space.
- Expansion subject to all applicable codes for parking (4 spaces per 1000 square feet) and landscaping.
- Exterior of buildings will complement existing architecture.

Staff recommends that the words “retail space” be removed from the floor area parameter. This was most likely included to account for the Village’s allowance for storage and mechanical areas (which can be subtracted from the floor area when determining parking requirements), but this leaves the parameter too open-ended, as it would also exempt office and service areas from the calculation. Additionally, staff recommends that the outbuildings be subject to the following:

- The outbuildings shall be subject to Site Plan Approval by the Lombard Plan Commission.
- The outbuildings shall not interfere with fire truck access to the shopping center.
- On-site traffic conflicts shall be minimized.

#### Other Exceptions

The petitioner is requesting exceptions to reduce the required rear setback from to thirty feet (30') to twenty-three feet (23'), to reduce the required transitional building setback from forty feet (40') to twenty-three feet (23'), to reduce the required transitional landscape yard from thirty feet (30') to zero (0), and to reduce the required open space from ten percent (10%) to 6.4%. All of these exceptions are necessary due to the locations of existing buildings. The petitioner is also requesting a variation to the requirements for off-street loading, as off-street loading areas are provided but cannot meet the dimensional requirements of the Zoning Ordinance. Since all of these exceptions are necessary due to the locations of existing buildings, staff supports all of these requested exceptions.

#### Signage

The petitioner has submitted proposed sign criteria for tenant signs within Eastgate (attached). The criteria specify that all new tenant signage shall be of individually illuminated channel letters, with Plexiglas faces and neon tubing illumination, with a maximum of two (2) lines of text, a maximum span of 75% of the store frontage, and a size range for letters of 12" to 24". The petitioner also states that Lombard’s Sign Ordinance shall prevail if the criteria conflict with the Sign Ordinance, and that all signage must be approved by the landlord.

Staff suggests the following changes to the criteria:

- If a conflict exists between the criteria and the Sign Ordinance, then the *sign criteria* should prevail. This will ensure that consistent signage is provided for the center regardless of

whether or not the Sign Ordinance changes over time, and will provide more predictable (and user-friendly) standards for the landlord and tenants.

- The criteria specifies that two lines of text should be provided; a *maximum* of two lines of text should be specified so that no one is led to believe that a single line of text is unacceptable.
- The criteria should specify a maximum separation between lines of text if two lines are provided. Staff suggests a maximum two foot (2') separation.
- The sign criteria should be modified somewhat for the outbuildings (including White Hen). The sign criteria can be applied to the outbuildings as they are written, but some consideration should be given to the fact that the outbuildings will have four (4) visible sides. Staff suggests that the same Procedure, Type, Style, and Installation standards should be applied to the outbuildings as to the rest of the center, and that the following Size criteria be established:
  - If the outbuilding has a single tenant, then one sign facing Westmore-Meyers should be allowed, with the same size criteria as the other signs in the center. Additionally, secondary signs should be allowed on the south and north sides, with the same letter specifications as the rest of the center, only one (1) line of text, and a maximum span of 50% of the building depth. Signage should be allowed on the east side only if there is a customer entrance on the east side, and then that signage should have only one (1) line of text and a maximum span of 50% of the building width.
  - If the building has multiple tenants, then each tenant should be allowed one primary sign, which can have up to two (2) lines of text and a span of 75% of the store frontage. Corner tenants, or tenants with customer entrances on more than one side, would be allowed a secondary sign (on a different wall than the primary sign) with one (1) line of text and a span of 50% of the store frontage on which the sign is located. Again, signage would be allowed on the east side only if there is a customer entrance on the east side.
- In addition to the sign facing south, the bank should be allowed one sign on the west side of the canopy, with one (1) line of text and a span of 75% of the canopy width. Up to three (3) wall signs of up to four (4) square feet in size should also be allowed on the north side of the canopy to provide information for each of the drive-through lanes. Ground-mounted directional signs per Code would also be appropriate, but staff *does not* support allowing the bank to continue to have its own freestanding sign.

The petitioner has also submitted plans for two (2) freestanding shopping center identification signs. These signs (proposed at 100 square feet each) would be smaller than the existing freestanding sign (161 square feet), but would still be larger than is permitted outright by Code. The Sign Ordinance allows only one freestanding sign of up to fifty (50) square feet in area. Because the shopping center is large and some of the tenants are difficult to see from the street, and because the proposed signs are smaller than the existing sign, staff supports the proposed exceptions.

### Sidewalks

Sidewalks presently exist along Westmore-Meyers, along Jackson Street from Westmore-Meyers to the first entrance drive, and from the second entrance drive to the east property line. No sidewalk exists between the two entrance drives on Jackson. This is the only section of Jackson between Westmore-Meyers and Lombard's eastern limits which does not have sidewalks; this last section of sidewalk should be provided.

### **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:

Based on the information and testimony presented, the proposed planned development, conditional uses, and exceptions comply with the standards required by the Lombard Zoning Ordinance, and, therefore, I move that the Plan Commission recommend to the Corporate Authorities approval of PC 99-11, subject to the following conditions:

1. The site shall be developed in substantial compliance with the site plans, titled "Redevelopment Plat," "Landscape Plan," and "Future Possible Improvements," prepared by Land Development Services, dated October 18, 1998, last revised March 15, 1999, except as modified below.
2. The northernmost drive off of Westmore-Meyers shall be reduced, by means of appropriate curbing and signage, to right-in, right-out only, unless prohibited by the "Agreement as to Easements and Restrictions" between the White Hen Pantry and Eastgate, dated December 11, 1988. If such improvements are prohibited by the agreement, then those improvements shall be made when the agreement expires.
3. An appropriate loading area for the White Hen shall be identified. This loading area shall not obstruct any drive aisles (two-way drive aisles must be a minimum of twenty-four feet (24') wide) or interfere with traffic circulation or pedestrian safety. Plans for this loading area shall be submitted for approval to the Community Development Director, and the loading area shall be appropriately marked with signs and pavement markings. Every effort shall be made to require delivery vehicles to load from this loading area only.
4. Those drive aisles which are to the south of and within one-hundred forty feet (140') of the White Hen which are not designated as loading areas shall be appropriately marked with signs, curb paint, and pavement markings as "no parking."
5. If a drive-by mailbox and/or FedEx box is to be provided on-site, the location of that (those) box(es) shall not interfere with traffic movement. Staff suggests that the box(es)

be located on the east side of the long landscape island which is proposed to be installed parallel to Westmore-Meyers.

6. The drive-through windows for the bank shall be located as far to the south as possible.
7. A stop sign and a "Watch for pedestrians" sign shall be installed at the bank drive-throughs.
8. A two-foot (2') tall wall shall be installed at the west edge of the existing sidewalk on the south side of the north wing of the shopping center (adjacent to the bank). A new five-foot (5') wide sidewalk shall be installed to move pedestrians further south, and then across the drive aisles to the sidewalk along Westmore-Meyers. This sidewalk shall be installed from the west end of this shopping center sidewalk to the south end of the adjacent landscape island, with a depressed curb provided at the end of this sidewalk, facing west. Pavement markings shall then take this walk west to the sidewalk along Westmore-Meyers, with sidewalk provided whenever the walk crosses a landscape island.
9. The possibility of closing the drive aisle between the White Hen and bank shall be investigated. If it is closed, it shall be closed with a curbed landscape island with a minimum width of ten feet (10').
10. If the State of Illinois Drivers Services Facility moves out of the shopping center, then the southeast corner of the property shall be improved in substantial compliance with the "Future Possible Improvements" plans.
11. One (1) of every three (3) evergreen trees which are proposed along the north property line shall be removed from the plans. An evergreen species shall be selected which will not ultimately interfere with the overhead power lines.
12. The evergreen trees shall be eliminated from the site control area for the easternmost Jackson drive, and the shrubs in this area replaced with low-lying species.
13. The spruce trees which are proposed around the Ace Hardware storage area shall be replaced with a species, such as an upright arborvitae, which will not grow to be too large for the area.
14. A shrub species which will not cause sight problems shall be selected for the landscape islands. The species and cultivar of the shrubs shall be specified on the landscaping plans.
15. Trees used in the landscape islands shall be single-stem and upright.
16. The birch and plums which are proposed in the parking lot islands shall be replaced with species which are salt-tolerant.

17. The White Hen dumpster enclosure shall either be painted to match the building or replaced with an enclosure constructed of materials which match the building.
18. 8' solid wood fencing shall be used for screening the Ace Hardware outdoor storage area.
19. Materials shall not be stored outside of the outdoor storage area or be visible above the fence. Violation may result in revocation of the conditional use approval for outdoor storage by the Village Board of Trustees.
20. No outdoor display shall be permitted in front of any store without a temporary event permit from the Village of Lombard.
21. A minimum five foot (5') clear area shall be maintained around the outdoor seating area for pedestrians.
22. Additional outbuildings may be constructed on the site if the existing on-site public water mains are replaced with new public water mains. These water mains must be installed per Village standards and will be accepted and maintained by the Village of Lombard.
23. Additional outbuildings are subject to Site Plan Approval by the Plan Commission and must follow the following criteria:
  - A. No more than two (2) additional outbuildings shall be permitted.
  - B. Outbuildings shall be single-story.
  - C. The total floor area of all new outbuildings shall not exceed 13,500 square feet.
  - D. A minimum of four (4) parking spaces per 1000 square feet shall be provided for the shopping center at all times.
  - E. Applicable landscaping requirements shall be met.
  - F. The exterior of buildings shall complement existing architecture.
  - G. The outbuildings shall not interfere with fire truck access to the shopping center, and plans shall be subject to review by the Lombard Fire Chief.
  - H. On-site traffic conflicts shall be minimized.
24. The sign criteria shall be changed to specify that a maximum of two lines of text can be provided, to specify a maximum separation between lines of text, and to take into consideration special sign needs for the outbuildings and the bank. It is suggested that

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the language be changed so that the sign criteria prevails in conflicts between the Sign Ordinance and the sign criteria.

25. The freestanding sign for the bank shall be removed.
26. A five-foot (5') sidewalk shall be installed along Jackson Street, between the two entrance drives.

Inter-Departmental Review Group Report Approved By:

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David A. Hulseberg, AICP  
Director of Community Development

DAH:DCS:jd

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