

## ARTICLE 15. OFF-STREET PARKING & LOADING

### NOTES ON REVISION

Fee-In-Lieu: This section is unchanged but needs to be clarified in terms of how the fee-in-lieu system works and what the required fees are. It currently reads that when an existing, new or change of use in the B-2 District requires additional parking spaces, there is an option for seven of those spaces to pay an in-lieu-of fee of \$2,500 per space. Additional flexibility granted by variation, PD or other approval requires an in-lieu of fee of \$10,000. The two sums should not be different because the reasoning – flexibility in parking in the B-2 District with collected sums to be used for a parking facility – are the same. Also, it is not clear what the “triggers” are between these two are and how they differ.

Collective Parking: New flexibilities in providing joint parking areas have been added.

Compact Spaces: We have eliminated compact space requirements from the design standards because these are addressed in the landbanked parking provisions. We recommend that these be eliminated from that provision as well as they have not been proven effective in conserving space or creating better circulation.

Commercial/Recreational Vehicles: The current Code is confusing on the permitted storage of these vehicles and uses an outdated methodology for classifying vehicles. This was revised to a simple set of standards.

Stacking Space: There is a current requirement that drive-through facilities need six stacking spaces – this was reduced to two spaced unless otherwise noted in the parking requirements. The design, and how these spaces are counted, were also included in the Code.

Required Parking: Off-street parking requirements were adjusted to reflect local standards and current demand. Modern codes include a table that requires a certain amount of off-street parking by each use listed in the district. This allows for tailoring of parking requirements to the nature and physical make-up of the use. In many cases, parking requirements were reduced from current standards, which were very high.

## ARTICLE 15. OFF-STREET PARKING & LOADING

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### 15.1 PURPOSE

The purpose of the requirements in this Article is to further the appropriate provision and design of off-street parking and loading areas that will:

- A. Provide access for occupants, employees, customers, clients and visitors to land uses in a community dependent on automobile and truck transportation.
- B. Foster safe and efficient circulation of vehicles and pedestrians both on private property and on public streets.
- C. Minimize nuisance in residential areas from on- or off-street parking of large numbers of, or incompatible types of, vehicles.

### 15.2 APPLICABILITY

#### A. General Applicability

Except as provided otherwise in this Article, the provisions of this Article shall apply to all existing and new uses and the required number of off-street parking spaces sufficient to satisfy the requirements of this Article shall be provided.

#### B. Changes In Existing Use

Whenever a use existing on the effective date of this section is changed to a new use, parking spaces shall be provided as required by this Code for the new use. If the existing use was deficient in required parking spaces on the effective date of this Article, then the new use may be established with a parking space deficiency only as follows:

1. If the number of spaces required for the new use is greater than the number of spaces required for the existing use, and the existing use does not provide enough spaces, then the new use may be established with a deficiency equal in number to the preexisting deficiency.

2. If the number of spaces required for the new use is less than the number of spaces required for the existing use, but the existing use does not provide enough spaces, then the new use may be established with a deficiency equal in number to the number of spaces required for that new use minus the number of existing spaces.
3. If the number of spaces required for the new use is the same as the number of spaces required for the existing use, then no deficiency shall be permitted for the new use.

**C. Increase In Use Intensity**

Whenever the intensity of use is increased through the addition of dwelling units, floor area, seating capacity or other units of measurement specified herein for required parking spaces, parking spaces as required herein shall be provided for such increase in intensity of use. However, this shall not apply to the additional dwelling units in any structure in the B-2 District.

**D. Exceptions to Provision of Additional Parking Spaces**

**1. Minor Additions**

No building or use lawfully existing on the effective date of this Code, or any amendment to it, shall be required to provide additional parking spaces pursuant to this Article unless and until the aggregate increase in the units of measurement by which the parking requirement is calculated shall equal ten percent (10%) or more of the units of measurement required upon such effective date, in which event parking spaces as required herein shall be provided for the total aggregate increase.

**2. Nonconforming Locations and Designs**

Nothing in this Article shall be construed to prohibit the continued utilization of any parking space because such space does not satisfy the location or design requirements of this Code, or any amendment to it, if such space was validly in use as a parking space on the effective date of this Code or such amendment.

**3. Damage or Destruction**

When a building is reconstructed or repaired after being damaged or destroyed, off-street parking and loading facilities shall be restored or maintained in an amount equivalent to that at the time of such damage or destruction. However, it shall not be necessary to restore or maintain parking and loading facilities in excess of the applicable requirements of this Article.

**E. Provision of Additional Spaces**

Nothing in this Article shall be deemed to prevent the voluntary establishment of additional off-street parking or loading facilities, provided that all regulations governing the location, design and control of such facilities are in accordance with this Article.

**15.3 COMPUTATION OF REQUIRED SPACES**

The total number of required parking and loading spaces shall be based upon the requirements for the principal use of the lot. However, when more than one (1) use occupies the same lot, the number of required spaces shall be the sum of the separate requirements for each use. In computing the number of off-street parking or loading spaces required by this section, the following standards for computation shall apply:

- A. When determination of the number of required parking spaces results in the requirement of a fractional space, any fraction shall require one (1) additional parking space.
- B. When parking spaces are required on the basis of capacity, capacity shall be determined based on the occupancy standards established by the Hinsdale Building Code.
- C. In stadiums, auditoriums, places of worship, and other places of assembly in which patrons or spectators occupy benches, pews or other similar seating facilities, each twenty-two (22) inches of seating facility shall be counted as one (1) seat for the purpose of determining the requirement for off-street parking facilities under this Code.
- D. When parking spaces are required on the basis of the number of customers, students or similar measure, the maximum number for which the structure is designed shall govern. When the structure has no design capacity, the maximum number present at any one time shall govern. When parking spaces are required on the basis of the number of employees, the number of employees working during the largest work shift shall govern.

**15.4 PARKING LOCATION AND SETBACK REQUIREMENTS**

**A. General Location Requirements**

- 1. Parking spaces required by this Article shall be located on the same zoning lot as the use to which they are accessory unless otherwise permitted by this Code.
- 2. Driveways serving single-family dwellings and driveways providing direct access from a parking lot to a street (and not serving as a circulation aisle), may traverse any required yard. Off-street parking spaces may be provided on surface lots, underground, under a building, or in parking structures. Parking lots and structures shall comply with the yard requirements made applicable to them by the regulations of the district in which they are located.
- 3. Non-enclosed off-street parking for non-residential uses specified in this section shall not be located in required front or corner side yards.
- 4. When proposed to eliminate a parking deficiency or when required because of a change in use or an increase in use intensity, parking spaces may be located:
  - a. Within any district adjacent to the district where the principal use is also a permitted use.
  - b. Within the same zoning district as the use.
  - c. Within one-thousand (1,000) feet of the zoning lot on which the use to be served is located. However, such spaces shall not be located in an R1, R2, R3 or R4 District.

Remote parking spaces are allowed only when such remote site is covenanted to remain as parking for as long as the parking spaces are needed to meet the standards of this Code.

**B. Location Requirements for Townhouse Uses**

- 1. No more than two (2) parking spaces located in a garage, driveway or other area reserved for the exclusive use of the residents of an individual townhouse dwelling unit shall be counted toward the parking spaces required pursuant to this Article.

2. One (1) space is required to be located in an area available for use in common by at least three (3) such individual townhouse dwelling units, and no more than two (2) spaces shall be located in a common area. Such areas may include parking spaces located in parking areas or lots within the development in which such units are located, whether located on or off the lot on which such units are located. However, no such required space shall be located farther than three-hundred (300) feet from the townhouse dwelling unit it is required to serve, as measured along an established pedestrian circulation route.

**C. Setbacks for Off-Street Parking Areas**

**1. Single-Family and Multiple-Family Residential Districts**

Accessory parking areas located within the rear twenty-percent (20%) of a zoning lot shall be located at least two (2) feet from any interior or rear lot line.

**2. Commercial Districts and HS District**

- a. When the interior side or rear yard is contiguous to any property zoned residential, accessory parking areas located within the rear twenty percent (20%) of the lot shall be located at least ten (10) feet from any interior or rear lot line.
- b. When the interior side or rear yard is not contiguous to any property zoned residential, accessory parking areas located within the rear twenty percent (20%) of the lot shall be located at least five (5) feet from any interior or rear lot line.

**3. IB and OS Districts**

Parking areas located within the rear twenty percent (20%) of the lot shall be located at least ten (10) feet from any interior or rear lot line.

**15.5 DESIGN STANDARDS FOR OFF-STREET PARKING**

**A. Design and Maintenance**

1. All tree planting areas, parking lots, garages and areas shall be properly maintained at all times so as to be free of potholes, broken curbs, and other damaged or neglected features.
2. Every parking lot and garage shall be designed, constructed and maintained in accordance with the standards and requirements contained in the Village Code. Driveway approaches shall comply with Sections 7-1A-4 and 7-1A-5 of the Village Code.
3. Every parking garage, other than garages for single-family dwellings, shall comply with the following design standards:
  - a. The exterior walls of the garage shall shield all parked vehicles from view from the exterior of the garage.
  - b. The exterior surface of the garage shall be constructed of the same materials as, or materials architecturally and aesthetically compatible with, the principal building to which it is accessory.

**B. Access to Street**

1. All parking lots, areas, and garages shall be located and designed to provide access to adjacent streets with the least interference with through traffic movements.

2. Driveways shall have return radii of twenty (20) feet at the point of access to the street.
3. No curb cut across public property shall exceed thirty (30) feet in width without the written approval of the Zoning Administrator.
4. Every parking lot or garage, other than a parking lot or garage accessory to a single-family dwelling, shall be provided with a turnaround area or other means to permit cars to exit the parking lot or garage without backing out onto any street or sidewalk.

**C. Surface, Drainage and Markings**

1. Every off-street parking lot and garage shall be surfaced with a bituminous or Portland cement concrete pavement providing all weather, durable and dustless surface. Unless otherwise approved by the Village Engineer, such construction shall meet the following minimum standards for structural materials derived from the "Illinois Department Of Transportation Design Manual," current edition:
  - a. For parking areas designed and intended principally for passenger automobiles, a minimum coefficient rating of 2.25.
  - b. For parking areas designed and intended for vehicles other than the above, a minimum coefficient rating of 2.40.
2. All parking surfaces shall be graded and drained to dispose of surface water accumulation by means of a positive storm water drainage system connected to a public storm sewer system. Individual stalls shall be clearly identified by painted markings four (4) inches to six (6) inches in width.

**D. Car Stops**

Every parking lot and garage, except those for a single-family dwelling, shall be provided with curbs, car wheel stops, guardrails, barrier fences or other suitable devices designed and located to protect required screening devices, landscaping and structures from damage by vehicles using such lot or garage. This provision shall not be construed to require car wheel stops for every parking space, but only in those cases where the Zoning Administrator determines that such stops are necessary or desirable to achieve the purposes of this section.

**E. Screening and Landscaping**

All parking lots and garages shall comply with the screening and landscaping requirements set forth in Article 16 (Landscaping and Screening).

**F. Lighting**

Fixed lighting shall be provided for all parking lots and garages accommodating more than ten (10) vehicles. Such lighting shall be in accordance with Section 13.4 (Exterior Lighting). All lighting shall be reduced to security levels at all times of nonuse.

**G. Sidewalk Grade**

Where an existing sidewalk is more than eighteen (18) inches above grade of the street as measured at the gutter line, the Superintendent of Public Works may permit the sidewalk to be lowered across and adjacent to the driveway approach. In lowering the walk, no steps shall be permitted and the maximum sidewalk grade permitted shall be ten percent (10%).

**H. Use**

No off-street parking lot or garage shall be used for any purpose other than the temporary storage of motor vehicles related to the premises. The storage of merchandise and the sale or commercial repair of vehicles is prohibited.

**I. Parking Space Design Requirements**

1. No parking spaces for a non-residential use shall be designed in tandem so that ingress to or egress from one (1) space is blocked by a second space. Tandem spaces may be permitted for residential uses.
2. Each parking space, except spaces accessory to a single-family dwelling, shall be provided with a sufficient backup area to permit egress in one (1) maneuver, consisting of one (1) backward and one (1) forward movement, and shall be designed so that no vehicle is required to back up onto any street.
3. Parking lots shall have a circulation aisle of a width as specified below:

| Angle    | One-Way Aisle Width | Two-Way Aisle Width |
|----------|---------------------|---------------------|
| Parallel | 12' 0"              | 24' 0"              |
| 45°      | 12' 6"              | 24' 0"              |
| 60°      | 14' 6"              | 24' 0"              |
| 90°      | 22' 6"              | 24' 0"              |

4. Each off-street parking space shall have the following minimum dimensions, in feet and inches:

| Angle    | Stall Width | Stall Length | Stall Height |
|----------|-------------|--------------|--------------|
| Parallel | 8' 0"       | 20' 0"       | 6' 8"        |
| 45°      | 9' 0"       | 17' 6"       | 6' 8"        |
| 60°      | 9' 0"       | 19' 0"       | 6' 8"        |
| 90°      | 9' 0"       | 18' 0"       | 6' 8"        |

**J. Accessible Parking**

**1. Required Spaces**

With the exception of single-family, two-family and townhouse dwellings, in all off-street parking facilities where parking is provided for employees, visitors or both, parking spaces for disabled persons shall be provided. The number of accessible parking spaces shall be included in the total number of required parking spaces and shall be in accordance with the applicable requirements of the Illinois Accessibility Code, as amended from time to time, and all additional governing codes and applicable laws.

**2. Dimensions and Design**

Such spaces shall comply with the design standards presented in the State of Illinois Accessibility Code, provided that in no instance shall the width of any one (1) space be less than sixteen (16) feet. Such spaces shall be identified by a sign and pavement markings indicating parking for the disabled only. Such spaces shall be the spaces closest to the entrance of the building or structure, and shall be connected by a paved surface designed to provide safe and easy access.

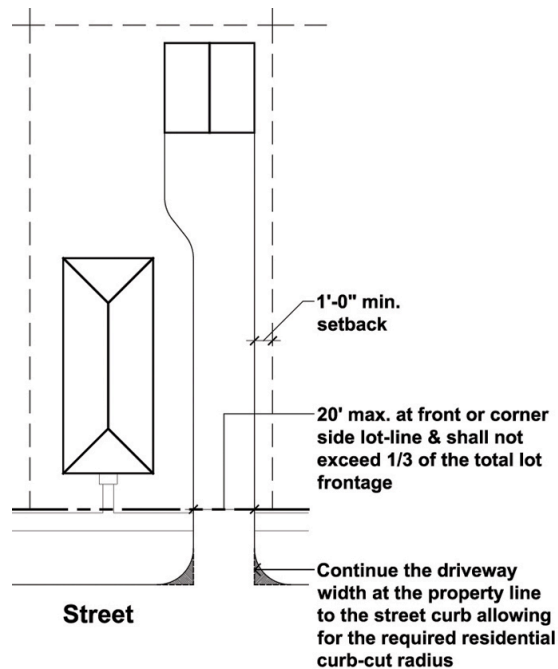
**15.6 DRIVEWAY DESIGN**

**A. Residential Uses**

Residential driveways shall conform to the following regulations:

1. All off-street parking facilities, including detached garages, and driveways shall comply with the applicable lot coverage requirements.
2. All driveway approaches which give access to an improved street with curb and gutters shall be surfaced with a permanent dust-proof surface, either concrete, bituminous concrete, asphalt, brick or other material approved by the Village.
3. The total width of residential driveways measured at the lot line shall not exceed one-third (1/3) of the lot frontage. No single-family or two-family driveway shall exceed twenty (20) feet when measured at the front and/or corner side lot line. (See Figure 15-2: Residential Driveway Width)

**FIGURE 15-2: RESIDENTIAL DRIVEWAY WIDTH**



4. A lot abutting an alley may have a vehicular entrance from the alley only if the vehicular entrance does not connect to a driveway accessed from the public street right-of-way/frontage. Where a detached garage is located no more than ten (10) feet from public alley lot line, the driveway shall not exceed the width of the detached garage.

5. Residential driveways shall be located no closer than one (1) foot from the property line. No driveway approach shall extend over the property line extended to the curb, except that the flare may extend no more than two (2) feet beyond the property line extended. (See [Figure 15-2](#))
6. Driveways serving residential uses and driveways providing direct access from a parking lot to a street and not serving as a circulation aisle, may traverse any required yard. Parking lots, areas and garages shall comply with the yard requirements made applicable to them by the regulations of the district in which they are located.
7. One (1) driveway and one (1) curb cut or vehicular entrance onto a street or alley shall be permitted per lot, except:

**a. Circular Drive**

**i. Interior Lot**

An interior or corner lot having a lot width of seventy-five (75) feet or more may have a circular driveway with two (2) curb cuts located in the front yard.

**ii. Corner Lot**

A corner lot with a lot width and lot depth equal to or greater than seventy-five (75) feet may have a circular driveway with two (2) curb cuts located in the front or corner side yard, and one (1) additional curb cut that serves as access to a permitted parking space that is not located along the same frontage of the circular driveway.

**b. Driveway Turnarounds**

No driveway turnaround shall be permitted in a front or corner side yard located between the principal building and the street, except where the garage on the premises accommodates only one (1) car and the lot has frontage on an arterial street as designated in the Village's General Development Plan. All driveway turnarounds must be a minimum of nine (9) feet in width and eighteen (18) feet in depth.

**c. Through Lots**

In the case of a through lot in a single-family residential district on which any front yard faces another through lot, no driveway may traverse the front yard that is not the front yard toward which the front of the principal dwelling structure is oriented for the purpose of reaching the zoning lot frontage of that same front yard. However, any such driveway existing prior to January 1, 2001, shall not be deemed nonconforming under this Code.

**d. One Lane-One Outlet Rights-of-Way**

- i. When a driveway approach to a residential lot intersects with an alley or other right-of-way that has only one (1) lane and is constructed to connect only to one (1) other right-of-way, thus providing only one (1) direction for ingress and egress, then that driveway approach and driveway shall be constructed to provide enough maneuvering room, in the determination of the Village's Director of Public Services, to permit the direction of a vehicle to be reversed so that the vehicle may both enter into and exit from the residential lot in such a manner that the vehicle may be driven forward along the one (1) lane right-of-way. The intent

of this provision is to prohibit the creation of any need for any vehicle to be driven in reverse down a one (1) lane-one (1) outlet alley or other right-of-way for any distance away from a residential lot.

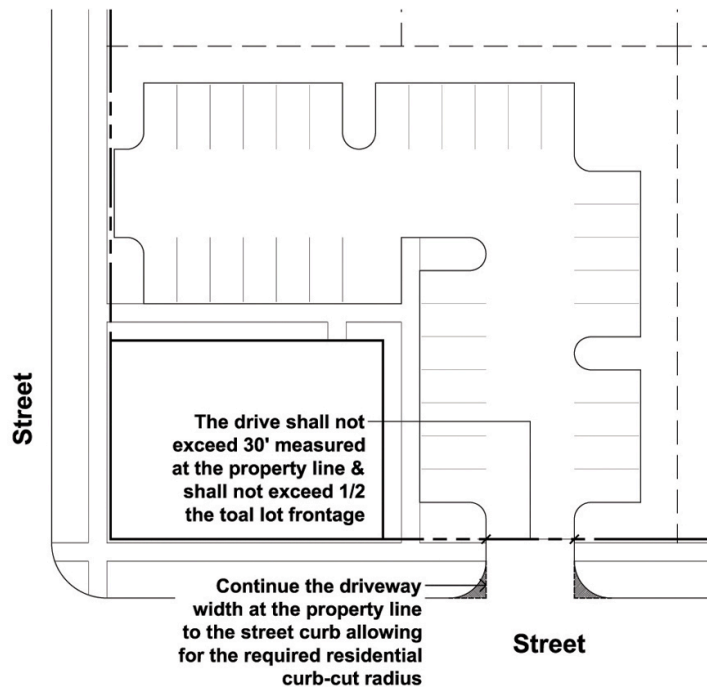
- ii. If a garage is constructed on a residential lot under the circumstances stated in Paragraph i above, then the wall of the garage farthest from the right of way shall be located not less than forty-two (42) feet from the existing terminus of the driving surface of the one (1) lane-one (1) outlet right-of-way.

**B. Non-Residential Uses**

Driveways may traverse any required yard and shall conform to the following regulations:

1. Any off-street parking, drive aisle or driveway shall comply with the applicable lot coverage requirements.
2. All driveway approaches which give access to an improved street with curb and gutters shall be surfaced with a permanent dust-proof surface, either concrete, bituminous concrete, asphalt, brick or other material approved by the Village.
3. The total width of driveways measured at the lot line on a parcel of property used for non-residential purposes shall not exceed one-half (1/2) the lot frontage, and no single driveway approach shall exceed thirty (30) feet measured at the property line. (See Figure 15-3: Non-Residential Driveway Width)

**FIGURE 15-3: NON-RESIDENTIAL DRIVEWAY WIDTH**



4. No non-residential driveway approach shall be located within five (5) feet of the property line, or within ten (10) feet of any other driveway approach as measured at the property line.

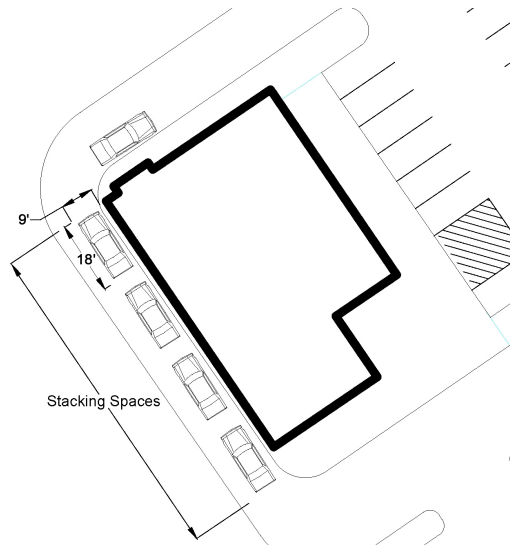
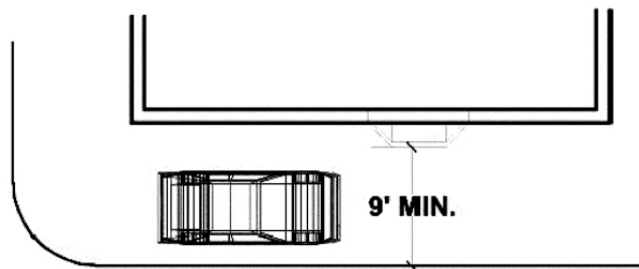
- 5. Access to an adjacent street shall not be provided through a zoning lot other than the zoning lot on which the parking lot is located, unless a cross-access easement is recorded in form and substance satisfactory to the Village Attorney.

**15.7 STACKING SPACES FOR DRIVE-THROUGH FACILITIES**

Every drive-through facility shall provide a minimum of two (2) stacking spaces per bay, unless otherwise required by Table 15-1: Required Off-Street Parking or this Code. Stacking spaces provided for drive-through uses shall be:

- A. A minimum of nine (9) feet in width, as measured from the outermost point of any service window to the edge of the driveway, and eighteen (18) feet in length. (See Figure 15-4: Stacking Spaces)

**FIGURE 15-4: STACKING SPACES**



- B.** Placed in a single line behind the drive-through facility.
- C.** Located so that, when in use, they do not obstruct ingress or egress to the site and do not obstruct access to required parking or loading spaces.
- D.** Stacking spaces shall begin behind the vehicle parked at a last point of service, such as a window or car wash bay.

**15.8 COMMERCIAL VEHICLES IN RESIDENTIAL DISTRICTS**

The following restrictions shall apply to the parking or storage of commercial vehicles on property zoned for residential use.

- A.** No commercial vehicle shall be parked on any public right-of-way in a residential district, except for vehicles engaged in loading or unloading, or vehicles in connection with current work being done to the adjacent premises.
- B.** No stored or parked commercial vehicle shall be occupied or used for human habitation.
- C.** Only standard-sized, passenger vehicles including, but not limited to, automobiles, vans, sports utility vehicles (SUVs) and pick-up trucks are permitted to be stored or parked outdoors overnight on residentially-zoned private property.
- D.** Permitted commercial vehicles, as described in Paragraph C above, shall include such vehicles that are owned and used for commercial purposes by the occupant of a dwelling or guest, provided that the vehicle is stored or parked in the permitted parking area; such permitted commercial vehicles may include the logo of the commercial business painted on or applied to the vehicle. All other commercial vehicles including, but not limited to, semi-truck tractor units, with or without attached trailers, commercial trailers, utility trailers, buses, limousines, tow trucks, construction vehicles or other large commercial or non-standard size livery vehicles, are not permitted to be stored or parked outside overnight on residentially-zoned property.

**15.9 RECREATIONAL VEHICLES IN RESIDENTIAL DISTRICTS**

For the purposes of this section, recreational vehicles shall include all trailers, campers, motor homes, boats, pop-up campers, and trailers that transport snowmobiles, wave-runners, ATVs, etc.

- A.** No recreational vehicle or trailer licensed to transport recreational vehicles or equipment shall be parked in the public right-of-way in or in the driveway of a residential district for more than forty-eight (48) hours.
- B.** Recreational vehicles not stored within an enclosed structure may be stored in the rear yard only and must be located at least five (5) feet from any lot line. When stored in the rear yard, recreational vehicles must be screened from public view.
- C.** No recreational vehicle shall be used for living, sleeping, or housekeeping purposes in any zoning district.
- D.** All recreational vehicles shall be maintained in mobile condition. No recreational vehicle shall be parked or stored in such manner as to create a dangerous or unsafe condition on the lot where parked or stored. Parking or storage in such fashion that the recreational vehicle, whether loaded or not, may tip or roll shall be considered a dangerous and unsafe condition.

- E. This section does not apply to recreational vehicles offered for-sale in an approved outdoor sales and display area of a motor vehicle dealership.

**15.10 REQUIRED OFF-STREET PARKING SPACES**

The minimum number of off-street parking spaces or stacking spaces shall be provided as indicated in Table 15-1: Off-Street Parking Requirements. Certain parking exemptions, as described in Sections 15.11, 15.12 and 15.13 below, may be applicable.

| <b>VILLAGE OF HINSDALE, ILLINOIS</b>                            |   |
|---|---|
| <b>TABLE 15-1: OFF-STREET PARKING REQUIREMENTS</b>              |   |
| <b>USE</b>  | <b>PARKING REQUIREMENT</b>  |
| <b>RESIDENTIAL USES</b>   |   |
| Assisted Living Facility  | .5 per bed + 1 per 2 employees  |
| Community Residence   | 1 for each 3 beds + 1 for each licensed practitioner, not including nurses and assistants, + 1 for each additional 2 employees  |
| Dormitory   | 1 per 2 rooms   |
| Dwelling, Above the Ground Floor                                | 1 for each efficiency dwelling unit<br>2 for each 1- or 2-bedroom dwelling unit<br>2 for each 3- or more bedroom dwelling unit<br>Plus 1 additional space for each 20 spaces required by the number of bedrooms |
| Dwelling, Multi-Family  | 1 for each efficiency dwelling unit<br>2 for each 1- or 2-bedroom dwelling unit<br>3 for each 3- or more bedroom dwelling unit<br>Plus 1 additional space for each 20 spaces required by the number of bedrooms |
| Dwelling, Single-Family   | 3 per dwelling unit   |
| Dwelling, Townhouse   | 3 per dwelling unit   |
| Dwelling, Two-Family  | 3 per dwelling unit   |
| Independent Living Facility                                     | 1 per dwelling unit + 1 per 2 employees   |
| Nursing Home  | .25 per bed + 1 per 2 employees   |
| <b>GOVERNMENT AND EDUCATIONAL USES</b>                          |   |
| Educational Facility, College/University                        | 1 per 2 students (based on maximum enrollment) + 1 per classroom  |
| Educational Facility, Primary                                   | 1 for each 2 employees or 1 for each 15 students, whichever is greater  |
| Educational Facility, Secondary                                 | 1 for each 5 students or 1 for each 3 persons of auditorium design capacity, whichever is greater, + 1 for each employee  |
| Educational Facility, Vocational School                         | 1 for each 250sf of net floor area  |
| Government Facility   | 3 per 1,000sf GFA   |
| <b>RELIGIOUS, CULTURAL, RECREATIONAL AND ENTERTAINMENT USES</b> |   |
| Cultural Facility   | 4 per 1,000sf of public use area + 1 for each 3 persons of auditorium design capacity   |
| Indoor Entertainment  | 4 per 1,000sf of public use area  |
| Indoor Recreation   | 4 per 1,000sf of public use area  |
| <i>Bowling Alley</i>  | <i>3 per lane + 2 per table if billiard tables</i>  |
| <i>Billiard Hall</i>  | <i>2 per table</i>  |
| Live Entertainment  | 3 per 1,000sf of public use area  |
| Movie Theater   | 1 per 3 seats for first 400 seats + 1 per 6 additional seats after first 400  |
| Place of Worship  | 1 per 4 seats + 1 per 1,000sf of residential living area if convent or rectory attached   |
| <b>RETAIL AND SERVICE USES</b>                                  |   |

VILLAGE OF HINSDALE, ILLINOIS  
 TABLE 15-1: OFF-STREET PARKING REQUIREMENTS

| USE  | PARKING REQUIREMENT  |
|--|--|
| Animal Hospital                                  | 1 per full-time employee + 1 per 60sf of waiting room area   |
| Art Gallery                                      | 2 per 1,000sf GFA  |
| Bakery   | 3 per 1,000sf GFA  |
| Banquet Hall                                     | 1 per 4 seats (based on maximum capacity) + 1 per 2 employees (based on largest shift)   |
| Car Wash   | 5 stacking spaces per washing rack or bay + 1 parking space for each employee  |
| Day Care Center, Adult or Child                  | 1 for each employee + 1 for each 10 children or 3 for each 1,000sf of net floor area, whichever is greater   |
| Financial Institution                            | 3 per 1,000sf GFA + 2 stacking spaces for each drive-through (shall not exceed 2 stacking space per drive-through lane)  |
| Funeral Home                                     | 12 spaces per chapel + 1 per business vehicle  |
| Gas Station                                      | 3 per service bay + 1 for each employee + 2 per 1,000sf GFA of any accessory convenience retail and/or food service  |
| Greenhouse/Nursery                               | 1 per 1,000sf GFA + 2 per 1,000sf of outdoor sales & display area  |
| Health Club                                      | 1 for each 3 persons of design capacity  |
| Heavy Retail, Rental & Service                   | 3 per 1,000sf GFA, including outdoor sales & display area  |
| Hospital   | 1 for each 2 beds + 1 for each active practitioner, not including nurses & assistants, + 1 for each additional 2 employees   |
| Hotel  | 1 for each lodging room + 1 for each 200 square feet of net floor area devoted to affiliated meeting, lobby, recreational & administrative uses + parking for affiliated eating & drinking places as herein specified  |
| Medical/Dental Clinic                            | 1.5 per exam room  |
| <i>Physical Therapy Office</i>                   | <i>1 for each 3 persons of design capacity</i>   |
| Motor Vehicle Dealership                         | 1 per 1,000sf of public sales & display area (indoor + outdoor)  |
| Motor Vehicle Rental Establishment               | 1 per 1,500sf of public sales & display area (indoor + outdoor)  |
| Motor Vehicle Service and Repair, Major or Minor | 2 per service bay + 1 per 500sf of office & public waiting area  |
| Office Business                                  | 0-10,000sf: 1 for each 250sf of net floor area<br>10,001-50,000sf: 1 for each 275sf of net floor area<br>50,001-100,000sf: 1 for each 300sf of net floor area<br>100,001sf or more: 1 for each 335sf of net floor area |
| Personal Services Establishment                  | 3 per 1,000sf GFA  |
| Restaurant                                       | 1 per 60sf of public seating area (excluding outdoor dining area) + 3 stacking spaces per drive-through window   |
| Research and Development Facility                | 0-10,000sf: 1 for each 250sf of net floor area<br>10,001-50,000sf: 1 for each 275sf of net floor area<br>50,001-100,000sf: 1 for each 300sf of net floor area<br>100,001sf or more: 1 for each 335sf of net floor area |
| Retail Goods Establishment                       | 3 per 1,000sf GFA  |
| Social Club or Lodge                             | 1 for each 250sf of net floor area or 1 for each 4 persons of auditorium design capacity, whichever is greater   |
| Tavern/Bar                                       | 1 per 60sf of public seating area (excluding outdoor dining area)  |
| <b>OPEN SPACE USES</b>                           |  |
| Cemetery   | 1 per 250sf of office and/or chapel space  |
| Country Club                                     | See applicable uses (golf course, driving range, restaurant, etc.)   |
| Driving Range (Principle Use)                    | 2 per tee  |
| Golf Course                                      | 80 per each 9 holes  |
| Outdoor Entertainment                            | 4 per 1,000sf of public use area   |
| Outdoor Recreation                               | 4 per 1,000sf of public use area   |

**15.11 IN-LIEU-OF FEE FOR B-2 DISTRICT**

- A. When an owner or applicant is required to provide additional off-street parking spaces for an existing, new or change of use in the B-2 District, that owner or applicant may pay to the Village a per space in-lieu-of fee of two-thousand five-hundred dollars (\$2,500.00) in lieu of providing up to seven (7) of those required additional spaces.
- B. The owner or applicant may pay the same per space fee in-lieu-of providing more than seven (7) required additional spaces if that owner or applicant establishes to the satisfaction of the Village Board that all of the following standards are satisfied:
  - 1. The elimination of more than seven (7) spaces will not have an unduly adverse effect on the purposes of this Code, the purposes for which the regulations of B-2 District were established, or the general purpose and intent of the official Comprehensive Plan.
  - 2. The elimination of more than seven (7) spaces will not have an unduly adverse effect on adjacent property or the public health, safety and general welfare.
  - 3. The elimination of more than seven (7) spaces will not cause undue traffic congestion.
  - 4. The proposed use or development for which those additional spaces are required complies with all standards imposed on it by the particular provision of this Code authorizing that use or development.

The in-lieu-of fees paid to the Village shall be used by the Village for improvements benefiting the B-2 District, including the possible development and maintenance of additional parking facilities in the B-2 District or on property abutting the B-2 District.

- B. If any owner or applicant to which the requirements of this subsection apply is authorized to reduce the number of off-street parking spaces existing on the effective date of this Code for a use in the B-2 District, then that owner or applicant shall pay to the Village the sum of ten thousand dollars (\$10,000.00) per space for each space reduced. Payment shall be in addition to any payment made pursuant to Paragraph A above. In-lieu-of fees paid to the Village shall be used by the Village for improvements benefiting the B-2 District, including the possible development and maintenance of additional parking facilities in the B-2 District or on property abutting said district.

**15.12 LANDBANKING OF REQUIRED PARKING AND COMPACT SPACE**

The Village Board may, by special use permit, reduce the total number of off-street parking spaces required to be paved or the stall length and width dimension required by this Article, subject to acceptance by the property owner of the conditions set forth below.

- A. The Village Board shall have the right to require the property owner or his/her successor to increase the stall length and width to the dimension required by this Article or to increase the number of parking spaces provided to serve said development up to the total required by this Article for the property in question as if no special use permit for landbanking had been granted.
- B. Every application for a special use permit to allow landbanking of required parking spaces shall be accompanied by alternate detailed parking plans. One plan shall show the full stall length and width required by this Article and the full number of parking spaces required by this Article. The other plan shall show the reduced stall length and width or the reduced number of parking spaces or both, as the case may be, proposed to be provided pursuant to the special use permit being sought. It shall also show the landscaping treatment of areas proposed to be reserved for future parking requirements. Both such plans shall show the

location of all parking areas, the exact number of parking spaces to be provided, and complete details for wheel stops, markings, curbing, surfacing, screening and landscaping, lighting, signs, and access. The design plans for such parking areas shall be subject to the approval of the Village Board.

- C. As a condition of granting such special use permit, the applicant shall file his/her unconditional agreement and covenant with the Zoning Administrator, in form and substance satisfactory to the Village Attorney, that shows areas reserved for future parking shall be maintained as landscaped open space until and unless required to be used for off-street parking or until such covenant is released by the Village Board. The ordinance granting such special use permit, together with such agreement and covenant, shall be recorded with the applicable County Recorder of Deeds.

**15.13 COLLECTIVE PROVISIONS**

- A. Off-street parking spaces for separate uses may be provided collectively if the aggregate number of spaces provided is not less than the sum of the spaces required for each use separately. No parking or loading space, or portion thereof, shall serve as the required space for more than one (1) use with the exception of the following shared parking arrangement described in Paragraph B below.
- B. An off-street parking facility may be shared between two (2) or more uses, provided that use of such facility by each user does not occur at the same time. No such shared use of parking spaces shall be permitted unless:
  - 1. Approval is obtained from the Village Board. Such approval shall confirm that the use of such facility by each user does not take place at the same hours during the same days of the week.
  - 2. The users of the shared parking facility shall record an agreement to share parking facilities, subject to approval by the Village Attorney. A copy of the recorded agreement shall be given Village.
  - 3. The location and design requirements of this Article are met.
  - 4. Any subsequent change in ownership or use shall require proof that the minimum parking requirements, per this Article, have been met for each use. The owner of an existing building or use shall have one-hundred eighty (180) days within which to accommodate all required off-street parking or to apply for a variation. If the owner is unable to accommodate the parking or fails to apply for a variation, then the occupancy permit shall be revoked with respect to the use for which the separate parking was required. The occupancy permit shall be reinstated when all applicable provisions of this Article are complied with. As an alternative to a variation, a new shared parking agreement may be arranged in accordance with this section.

**15.14 GENERAL APPLICABILITY OF OFF-STREET LOADING REQUIREMENTS**

Subject to the limitations of this section, off-street loading is permitted in all districts other than single-family residential districts. Nothing herein shall be construed to limit the right of any person to provide off-street loading in excess of the requirements herein established, but all such loading shall comply with the standards of this section.

**A. General Applicability**

Except as provided otherwise in this Article, the provisions of this Article shall apply to all existing and new uses and the required number of off-street loading spaces sufficient to satisfy the requirements of this Article shall be provided.

**B. Change In Existing Use**

Whenever a use existing on the effective date of this Code is changed to a new use, loading facilities shall be provided as required for such new use. However, when any such existing use was deficient in required loading spaces on such effective date, such new use may be established with a deficiency in required loading spaces equal in number to, but not more, than such preexisting deficiency.

**C. Increase in Use Intensity**

Whenever the intensity of use is increased through the addition of dwelling units, floor area, seating capacity, or other units of measurement specified for required loading spaces, the required loading spaces shall be provided. However, this regulation shall not apply to the addition of dwelling units in any structure in the B-2 District.

**D. Exception**

Notwithstanding the foregoing provisions of this section, no building or use lawfully existing on the effective date of this Code, or any amendment to it, shall be required to provide additional loading spaces unless and until the aggregate increase in units of measurement shall equal the full number of units for which one (1) additional loading space would be required, in which event loading spaces shall be provided for the total aggregate increase.

**15.15 DESIGN STANDARDS FOR OFF-STREET LOADING SPACES**

**A. Location of Required Off-Street Loading Spaces**

1. Loading spaces shall be located on the same zoning lot as the use they serve.
2. All loading spaces shall comply with the yard requirements applicable to principal uses in the district in which they are located, except that open loading spaces may be located in a required rear yard.
3. No loading space shall be located within fifty (50) feet of the nearest point of intersection of any two (2) public or private streets.
4. No loading space shall be located closer to any public right-of-way than the facade of the building facing such right of way.
5. All loading spaces shall be located and arranged to provide logical and convenient access thereto from the use they serve.

**B. Design And Maintenance**

Every loading space shall be designed, constructed and maintained in accordance with the following standards and requirements. Loading spaces or receiving areas shall be provided in sufficient number, of sufficient size, and so located that no loading and unloading operations infringe upon any street or sidewalk.

**1. Screening**

Every loading space visible from any lot zoned for residential use, whether or not such residential use is within the Village, shall be screened on all sides visible from any such lot by an opaque fence, wall or densely planted evergreen hedge of not less than six (6) feet in height, except as necessary for access.

**2. Access to Street**

Loading spaces shall be designed and arranged to provide access to a street or alley in a manner that will create the least possible interference with through traffic movements. No curb cut across public property shall exceed thirty (30) feet in width without the written approval of the Village Manager.

**3. Maneuvering Space**

Every loading space shall be provided with sufficient maneuvering space on the zoning lot where it is located to allow vehicles to access and exit the space without having to make any backing movement on or into any public or private street.

**4. Surface, Drainage and Markings**

- a. Every loading space shall be surfaced with asphalt or Portland cement pavement providing an all-weather, durable and dustless surface. Unless otherwise approved by the Village Engineer, such construction shall have a coefficient rating of 2.5 for structural materials as derived from the "Illinois Department Of Transportation Design Manual," Current Edition.
- b. All loading space surfaces shall be graded and drained to dispose of surface water accumulation by means of a positive storm water drainage system connected to a public sewer system. Individual stalls shall be clearly identified by markings four (4) inches to six (6) inches in width.

**5. Lighting**

Fixed lighting shall be so arranged as to prevent direct glare of beams onto any public or private property or streets by the use of luminaire cutoffs. All lighting shall comply with the requirements of Section 13.4 (Exterior Lighting). All lighting shall be reduced to security levels at all times of nonuse.

**6. Space Dimensions**

Each loading space, excluding required maneuvering areas, shall have the following minimum dimensions, in feet:

- a. Standard: Ten (10) feet in width by twenty-five (25) feet in length by fourteen (14) feet in height
- b. Panel truck: Ten (10) feet in width by thirty (30) feet in length by fifteen (15) feet in height

**15.16 REQUIRED NUMBER OF OFF-STREET LOADING SPACES**

Unless waived by the Zoning Administrator, the first space required for any building having in excess of ten thousand (10,000) square feet shall be sized to accommodate a panel truck space and, unless otherwise required by the Zoning Administrator, all other spaces may be standard size. The decision of the Zoning Administrator shall be based upon the anticipated needs of each particular building. The minimum number of off-street loading spaces shall be provided as indicated in Table 15-2: Required Off-Street Loading:

| <b>TABLE 15-2: REQUIRED OFF-STREET LOADING<br/>REQUIRED NUMBER OF OFF-STREET LOADING SPACES</b>   |  |
|---|--|
| <b>USE</b>  |  |
| <b>HOTELS</b>   | 1 for 10,000 to 150,000 square feet of gross floor area<br>+ 1 for each additional 200,000 square feet of floor area or fraction thereof   |
| <b>MULTI-FAMILY DWELLINGS</b>   | 1 for each building having in excess of 20,000 square feet of gross floor area   |
| <b>OFFICE</b>   | 1 for first 10,000 to 100,000 square feet of gross floor area<br>+ 1 for each additional 100,000 square feet of gross floor area up to total of 500,000 square feet<br>+ 1 for each additional 500,000 square feet of gross floor area or any fraction thereof |
| <b>COMMERCIAL - EXCLUDING FOOD STORE</b>  | 1 for the first 150,000 square feet of gross floor area or fraction thereof<br>+ 1 for each additional 200,000 square feet of floor area or fraction thereof   |
| <b>COMMERCIAL - FOOD STORES</b>   | 1 for first 50,000 square feet of gross floor area or any fraction thereof<br>+ 1 for each additional 100,000 square feet of gross floor area or any fraction thereof  |
| <b>MULTIPLE-USE BUILDING – EXCLUDING USE OF FOOD STORES</b><br><br><b>A FOOD STORE USE WITHIN A MULTIPLE-USE BUILDING SUBJECT TO “COMMERCIAL – FOOD STORES” REQUIREMENT ABOVE</b> | 1 for 10,000 to 100,000 square feet of gross floor area<br>+ 1 for each additional 100,000 square feet of floor area or fraction thereof   |