

ARTICLE 16. OFF-STREET PARKING & LOADING

CURRENT CODE	REORGANIZED CODE PROVISIONS
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16.1 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.

§9-104

16.2 AUTHORIZATION

~~Subject to the limitations of this section and subsections 9-101D3 and D4 of this article, Unless specifically restricted by this Code, off-street parking is permitted as an accessory use in all districts. Off-street parking as a principal use is permitted only when expressly authorized by the use regulations applicable to the district in question. Nothing in this Article shall be construed to limit the right of any person to provide off-street parking in excess of the requirements herein established but all such parking shall comply with the standards of this Article.~~

§9-104

16.3 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 ~~in accordance with the provisions of articles X and XII of this code.~~

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 addition of 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 ~~as an accessory use to any structure or use for parking of a vehicle that may lawfully be parked in such space~~ solely 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 ~~an accessory use to such structure or use~~ on the effective date of this Code or such amendment.

E. Use of Remote Parking Spaces for Parking Deficiency

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 within any district adjacent to the district in which the principal use in question is a permitted use, or within the same zoning district as, and within one-thousand (1,000) feet of, the zoning lot on which the use to be served is located. However, such remote parking spaces may be 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.

Item 16.3.E. This item is very unclear and seems far too open. It seems to allow remote parking everywhere, which we doubt the Village desires.

§9-104

16.4 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, except that 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.

There is new introductory language, which articulates the logical interpretation of the Code.

Item 16.4.A: Most communities use a rounding system - under half/over half. The current provision requires any fraction to be considered a required space.

§9-104

16.5 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. In addition, that owner or applicant may pay the same per space fee in-lieu-of providing a greater number of those required additional spaces if, but only 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 undue 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 by a use in the B-2 District pursuant to planned development approval, grant of a variation or some other approval made by the Village, 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.

This section 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.

§9-104

16.6 LANDBANKING OF REQUIRED PARKING

Notwithstanding any other provision of this Article, the Village Board may, by special use permit ~~granted pursuant to section 11-602 of this code~~, reduce the total number of off-street parking spaces required to be paved ~~pursuant to subsection J of this section~~ or the stall length and width dimension required ~~pursuant to subsection I of this section~~ by this Article, subject to acceptance by the property owner of the conditions set forth below. ~~in subsections E2 through E4 of this section.~~

- 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 subsection I of this section or to increase the number of parking spaces provided to serve said development up to the total required by this Article subsection J of this section 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 subsection I of this section and the full number of parking spaces required by this Article pursuant to subsection J of this section. 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 Village Manager, 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 ~~pursuant to subsection E2 of this section~~ 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.

§9-104
§9-101**16.7 LOCATION OF OFF-STREET PARKING AREAS****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.
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, areas, and garages 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 subsection shall not be located in required front or corner side yards.
4. Except when approved as part of a special use permit application, parking lots shall not be permitted as an accessory use in any single-family residential district.

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. Business and Office Districts

- 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.

Item 16.7.A: Many communities allow for flexibility of non-residential uses to use a parking lot some distance away from the use – 600 to 900 feet generally. The current Code does not allow this. Currently, residential and non-residential uses have the same restrictions.

Item 16.7.A: There is confusion in the current Code over where off-street parking can be located. The Code seems to indicate that if parking cannot be accommodated on-site, then a parking lot may be located within 1,000 feet of the use. However, residential use requirements later state that parking must be located on the same lot and that the location of parking spaces is permitted “on surface lots, underground, under a building, or in parking structures.” Without further clarification, these two requirements contradict each other. Language permitting surface lots, parking structures and underground parking are typically reserved for multi-family parking, as this would not be appropriate for a single-family dwelling. The location of off-street parking within 1,000 feet is typically reserved for multi-family and non-residential uses only. In addition, the Code is not clear on where, or even whether or not, parking pads are permitted, and is silent on requiring single-family spaces be located in a garage (detached or attached). There are also significant configuration standards for townhouse development parking lots, which should be evaluated for whether or not they are a practical site design. In order to resolve these various issues, off-street parking location standards should be clearly delineated for the following use categories: single-family and two-family uses; townhouse development; multi-family dwellings; and non-residential uses.

Item 16.7.B: Does the Village wish to address "visitor parking" more directly for multi-family/townhouse developments? It is recommended that provisions be included for such.

§9-101

16.8 OFF-STREET STORAGE OF VEHICLES IN RESIDENTIAL DISTRICTS

The provisions of this section shall govern the off-street storage of all vehicles in all residential districts. For purposes of this section, the term "storage" shall mean the parking of a vehicle for a continuous period longer than twenty-four (24) hours.

A. Classification of Vehicles

1. For purposes of this Code, every vehicle shall be categorized within one (1) of the following three (3) classifications:
 - a. Class I Vehicle: A vehicle that does not exceed twenty (20) feet in length, seven (7) feet in width, or eight (8) feet in height.
 - b. Class II Vehicle: A vehicle that is not a class I vehicle and that does not exceed thirty (30) feet in length, eight (8) feet in width, or eleven (11) feet in height.
 - c. Class III Vehicle: A vehicle that is neither a class I vehicle nor a class II vehicle.
2. In addition, for purposes of this code, every vehicle also shall be categorized within one (1) of the following two (2) additional classifications:
 - a. First Division Vehicle: Every vehicle that is not a second division vehicle.
 - b. Second Division Vehicle: A vehicle that is: designed to carry more than ten (10) persons; designed or used for living quarters; designed for pulling or carrying freight, cargo or implements of husbandry; operated for the purpose of transporting property or ten (10) or more persons in furtherance of any commercial or industrial enterprise; or is a first division vehicle that has been remodeled for use as, and is being used as, a second division vehicle.

B. Storage of Vehicles In Garages

Any number of Class I, Class II Or Class III Vehicles may be stored in a garage in a residential district provided that said garage complies with all applicable provisions of this Code. Class III vehicles shall be stored only in a completely enclosed garage.

C. Storage of Vehicles in Parking Lots

Any number of Class I or Class II Vehicles may be stored in lawfully existing parking lots in any multiple-family residential district or any such lot approved as part of a special use permit application. However, no vehicle shall be stored so as to reduce the availability of off-street parking spaces below the

minimum number of required off-street parking spaces pursuant to subsection 9-104F of this article. No Class III Vehicle shall be stored in any parking lot in a residential district. For purposes of this section, a common parking area provided pursuant to Section 16.7 shall be treated as a parking lot.

D. Storage of Vehicles in Parking Areas

Vehicles may be stored in parking areas only in compliance with the provisions of this section and only in the following locations on a lot in a residential district:

1. Class I Vehicle: Anywhere on the lot, including any required yard.
2. Class II Vehicle: Anywhere on the lot, including the required side and rear yards, but excluding the required front and corner side yards.
3. Class III Vehicle: Shall not be stored on the lot ~~Nowhere on the lot.~~

E. General Regulations and Standards

The following standards and regulations shall apply to the storage of vehicles in parking lots and parking areas on a lot in a residential district:

1. No Class II or III Vehicles shall be stored within three (3) feet of any lot line or any vehicular or pedestrian right-of-way.
2. No motorized vehicle shall be stored except on an all weather stone, gravel, asphalt or cement pavement surface.
3. All Class II Vehicles stored in parking areas in residential districts shall be screened on all sides visible from any neighboring public or private property by an opaque fence, wall or densely planted hedge of at least six (6) feet in height, except as necessary for access.
4. No vehicle shall have its wheels removed or be affixed to the ground so as to prevent its ready removal.
5. No vehicle shall be used for living, sleeping or housekeeping purposes.
6. No vehicle shall be connected to any public utility except for required servicing.
7. No vehicle shall be parked or stored so as to create a dangerous or unsafe condition. The ground under or surrounding the location wherein a vehicle is stored shall be free of noxious weeds, debris and combustible material.
8. Not more than one (1) vehicle with any exterior marking in excess of one (1) square foot in sign area, ~~as provided in subsection 9-106D11 of this article~~, identifying or advertising a commercial enterprise shall be stored in any parking area on any lot in a residential district nor shall any such vehicle be stored in any required front or corner side yard.

F. Temporary Storage

Notwithstanding any other provision of this section, any vehicle may be stored at any location on a lot in a residential district for a temporary period not to exceed seventy-two (72) hours. Unless authorized by the Village Manager based on special circumstances, no more than one (1) such temporary period shall occur in any seven (7) day period. No certificate of zoning compliance shall be required for such temporary storage.

G. Parking of Second Division Motor Vehicles in Residential Districts

No Second Division Vehicle shall be parked on or in any lot, parking lot or parking area in any residential district at any time, except as follows:

1. The vehicle is parked in a completely enclosed garage or other building.
2. The vehicle currently is necessary for the rendering of services currently being provided to a residence in the immediate area where the vehicle is parked.
3. The vehicle is parked for a specific temporary period of time pursuant to the prior express approval of the Hinsdale Police Department.

H. Storage of Inoperable Vehicles

No vehicle incapable of being driven or used for the purpose or use for which it was designed, other than a vehicle awaiting timely repair at an automotive repair shop, gasoline service station, or new or used car dealer, shall be stored in any parking lot or parking area in the Village.

This is a very confusing section that uses an outdated methodology for classifying vehicles. This should be revised to address real demands on residential vehicle storage. Typically passenger vehicles can be addressed simply (if at all) within the Code. Commercial and recreational vehicles require special attention because of their size and traffic considerations. However, because residents may own recreational vehicles, such as boat trailers, jet skis and snowmobiles, and others may own a business where the commercial vehicle is also the household vehicle, considerations for these vehicles to park within residential areas may be required. Commercial and recreational vehicles should be addressed separately, including how long they can be temporarily on-site, screening for vehicles that are permanently stored on site, etc.

§9-104

16.9 DRIVEWAY DESIGN

A. Residential Uses

~~Notwithstanding any other provision of this Code,~~ Driveways serving ~~single-family residential~~ dwellings may traverse any required yard and shall conform to the following regulations:

1. ~~Any enclosed parking~~ All off-street parking facilities, including 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 driveways measured at the lot line on a parcel of property used for residential purposes shall not exceed one-third (1/3) the lot frontage. No single-family detached driveway shall exceed twenty (20) feet when measured at the front and/or corner side lot line. In the case of a detached garage located no more than ten (10) feet from public alley lot line, the driveway shall not exceed the width of the detached garage. The width of the driveway approach measured at the curb shall in no case be greater than five (5) feet more than the width measured at the property line.
4. 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.
5. 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. 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.
6. One (1) driveway and one (1) curb cut or vehicular entrance onto a street or alley shall be permitted per lot, except:

a. Lots Abutting Alleys

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.

b. 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 actual front yard.

ii. Corner Lot

A corner lot with a lot width equal to or greater than seventy-five (75) feet may have a circular driveway with two (2) curb cuts located in the actual 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.

c. Driveway Turnarounds

No driveway turnaround shall be permitted in a ~~required~~ front or corner side yard located between the ~~dwelling structure~~ 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.

d. 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 uses under this Code.

e. 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

~~Notwithstanding any other provision of this code, Driveways serving single-family dwellings 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 ($\frac{1}{2}$) the lot frontage, and no single driveway approach shall exceed thirty (30)

**CURRENT
CODE**

REORGANIZED CODE PROVISIONS

feet measured at the property line. The width of the driveway approach measured at the curb shall in no case be greater than five (5) feet more than the width measured at the lot line.

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 Across Separate Zoning Lot: No such~~ 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, ~~except across a permanent, recorded access unless a cross-access easement is recorded~~ in form and substance satisfactory to the Village Attorney.

Item 16.9.A: This section should be carefully reviewed to ensure that it properly addresses the range of residential uses – single-family, townhouse, multiple-family – rather than just focusing on single-family, which appears to be the case.

Item 16.9.A.4: Should the driveway flare be allowed to extend over the property line?

§9-107

16.10 GENERAL RULES AND CONSTRUCTION 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 constructed after _____(date)_____, other than garages accessory to single-family dwellings, shall comply with the following design standards:
 - a. The exterior walls of the garage shall be such as to 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 Village Manager.
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 parking lots and garages accessory to 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 Village Manager 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 17.

F. Lighting

Fixed lighting shall be provided for all parking lots and garages accommodating more than ten (10) vehicles. Such lighting shall be arranged to prevent direct glare of beams onto any public or private property or streets by the use of luminaire cutoffs. All lighting shall be reduced to security levels at all times of nonuse.

G. Tree Planting Areas

Trees located within planting islands in paved areas shall have a minimum landscaped area of at least thirty-six (36) square feet of surface area and a depth sufficient to allow the bottom of the tree ball to be planted with a washed gravel layer at the bottom of the tree planting area to allow proper drainage. If the soil is impervious, then a drainage pipe shall connect the tree planting area to a drainage structure. Village-owned parking lots shall be exempt from this requirement.

H. 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%).

I. 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.

J. Parking Space Design Requirements

1. No parking spaces shall be designed in "tandem" so that ingress to or egress from one (1) space is blocked by a second space, except for spaces accessory to single-family or multiple-family dwelling units.
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. Each parking space, except spaces accessory to a single-family dwelling, shall be accessed by a circulation aisle of a width, in feet and inches, 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, excluding its associated circulation aisle, shall have the following minimum dimensions, in feet and inches:

Angle	Stall Width	Stall Length	Stall Height
Parallel	8' 0"	20' 0"	6' 8"

CURRENT CODE	REORGANIZED CODE PROVISIONS			
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45°	9' 0"	17' 6"	6' 8"
60°	9' 0"	19' 0"	6' 8"
90°	9' 0"	18' 0"	6' 8"

5. The above stated stall width dimensions shall be increased to sixteen (16) feet for required handicapped parking spaces or to the width required under applicable state law, whichever is greater.

K. Compact Parking Space Design Requirements

1. Office or institutional uses or commuter parking lots may reduce the above stated stall dimensions by one-half (½) foot in length and one-half (½) foot in width for commuter parking lots and structures.
2. Except for parallel parking spaces, the above stated stall dimensions may be reduced by one-half (½) foot in length and one-half (½) foot in width in parking lots and structures accessory to office and institutional uses where the Village Board finds, pursuant to the landbanking procedures of Section 16.6, that the typical parking space in such lot or structure will be occupied by no more than one (1) or two (2) different vehicles during the course of the business day.

The design standards for parking areas within the Village can be enhanced to incorporate modern parking techniques and prevent undesirable parking lot design. See Technical Review Report for examples of additional techniques.

There is a current requirement that drive-through facilities need six stacking spaces, the design, and how these spaces are counted, should also be included in the Code.

Item 16.10.C: Sustainable design practices, such as the use of pervious pavers and the use of bio-swales in parking lot design, should be allowed within the code.

Item 16.10.H: Provisions regarding sidewalk grade belong within the subdivision regulations as they do not pertain to development within the property lines.

Item 16.10.J: Aisle standards should be precise. Currently there is a standard for “back up areas” that says a “sufficient back up area” must be provided. This may be too vague to ensure safe site circulation.

Item 16.10.H: Village staff has indicated that compact space requirements have not been used. We recommended that these provisions be eliminated.

§9-104 16.11 REQUIRED OFF-STREET PARKING SPACES

- A. ~~For the following uses,~~ The minimum number of off-street parking spaces or stacking spaces shall be provided as indicated in the table below.
- B. When the ultimate use of a structure is not known, the maximum number of spaces that might be required for any use to which the structure might reasonably be devoted shall be provided.

Off-street parking requirements should be revisited and 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 anticipates the adoption of a generic use list, as opposed to the Village’s current

**CURRENT
CODE**

REORGANIZED CODE PROVISIONS

specific use list). This allows for tailoring of parking requirements to the nature and physical make-up of the use; for example, rather than requiring one space per 100sf for both restaurants and retail uses, the restaurant requirements can be revised to one space per 60sf of public area, which is the area estimated for a four-person table.

USE	OFF-STREET PARKING SPACES REQUIRED
RESIDENTIAL	
Multiple-family dwellings	1 for each efficiency dwelling unit 2 for each 1- or 2-bedroom dwelling unit 3 for each 3- or more bedroom dwelling unit Plus 1 additional space for each 20 spaces required by the number of bedrooms
Single-family dwellings	3 for each dwelling unit
Senior citizen housing	1 for each dwelling unit + 1 for each 2 employees
Staff dwellings	1 for each 2 rooming units
Transitional service facilities-Community residence	1 for each 3 beds + 1 for each licensed practitioner, not including nurses and assistants, + 1 for each additional 2 employees
RETAIL TRADE	
All retail trade uses not otherwise listed	1 for each 200 square feet of net floor area
Gasoline service stations, not including mini-marts	3 for each service bay + 1 for each employee
Car washes	5 stacking spaces leading to each washing rack or bay + 1 parking space for each employee
Eating and drinking places located outside of the B-1, B-2 & B-3 Districts	1 for each 2 employees + 1 for each 3 persons of design capacity
Eating and drinking places located within the B-1, B-2 & B-3 Districts	1 for each 200 square feet of net floor area
Drive-in facilities	6 stacking spaces leading to each drive-in window
FINANCE, INSURANCE AND REAL ESTATE	
Finance, insurance & real estate	1 for each 250 square feet of net floor area
BUSINESS AND PROFESSIONAL OFFICES	
All uses except as otherwise listed in this subsection J1(d), as follows:	
0-10,000sf	1 for each 250 square feet of net floor area
10,001-50,000sf	1 for each 275 square feet of net floor area
50,001-100,000sf	1 for each 300 square feet of net floor area
100,001sf or more	1 for each 335 square feet of net floor area
SERVICES	
All services not otherwise listed	1 for each 250 square feet of net floor area
Hotels & other lodging places	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
Motion picture theaters	1 for each 3 persons of design capacity
Bowling & billiard establishments	5 for each lane plus 2 for each table
Physical fitness facilities	1 for each 3 persons of design capacity
Membership sports & recreation clubs	1 for each 3 persons of design capacity
Health service offices	1 for each 175 square feet of net floor area
Nursing & personal care facilities	1 for each 3 beds + 1 for each licensed practitioner, not including nurses & assistants, + 1 for each additional 2 employees
Hospitals	1 for each 2 beds + 1 for each active practitioner, not including nurses & assistants, + 1 for each additional 2 employees
Elementary schools	1 for each 2 employees or 1 for each 15 students, whichever is greater
Secondary schools	1 for each 5 students or 1 for each 3 persons of auditorium design capacity, whichever is greater, + 1 for each employee
Libraries & information centers	1 for each 250 square feet of public area + 1 for each 3 persons of auditorium design capacity
Vocational schools, except correspondence schools	1 for each 200 square feet of net floor area

USE	OFF-STREET PARKING SPACES REQUIRED
Child daycare services	1 for each employee + 1 for each 10 children or 3 for each 1,000 square feet of net floor area, whichever is greater
Museums & art galleries	1 for each 250 square feet of public area + 1 for each 3 persons of auditorium design capacity
Undertaking & funeral establishments	25 for first chapel or parlor + 10 for each additional chapel or parlor
Public parks	None for the first acre; plus 5 for each additional acre up to 5 acres; + 5 for each acre in excess of 5 acres; + 1 for each 5 persons of design capacity of any structure or facility located in the park
Golf courses, including all related facilities	80 for each 9 holes
Membership organizations	1 for each 250 square feet of net floor area or 1 for each 4 persons of auditorium design capacity, whichever is greater
Telecommunications equipment facility	120% of the sum of the number of employees working during the largest work shift plus the maximum number of visitors typically expected to be present at any one time
PUBLIC ADMINISTRATION	
Public administration	1 for each 250 square feet of net floor area or 1 for each 3 persons of design capacity, whichever is greater
USES CONDUCTED OUTSIDE STRUCTURES	
All uses except as otherwise specifically listed	1 space for each 1,500 square feet of outdoor area devoted to such use + spaces as above required for any aspect of the use conducted within a structure

CURRENT CODE	REORGANIZED CODE PROVISIONS
§9-105	<p>16.12 GENERAL APPLICABILITY OF OFF-STREET LOADING REQUIREMENTS</p> <p>Subject to the limitations of this section, off-street loading is permitted as an accessory use 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.</p> <p>A. General Applicability</p> <p>Except as provided otherwise in this Article, the provisions of this Article shall apply to all existing and new uses and <u>the required number of</u> off-street loading spaces sufficient to satisfy the requirements of this Article shall be provided in accordance with the provisions of articles X and XII of this code.</p> <p>B. Change In Existing Use</p> <p>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.</p> <p>C. Increase in Use Intensity</p> <p>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.</p>

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, ~~establishing loading requirements with respect to such structure or use~~ shall be required to provide any 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.

§9-105

16.13 GENERAL RULES AND CONSTRUCTION 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. No loading space shall open onto any building facade facing a public right-of-way.
6. 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:

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 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. Tractor trailer: Twelve (12) feet in width by fifty (50) feet in length by fifteen (15) feet in height
- b. Standard: Ten (10) feet in width by twenty-five (25) feet in length by fourteen (14) feet in height

§9-105

16.14 REQUIRED NUMBER OF OFF-STREET LOADING SPACES

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. Unless waived by the Village Manager, the first space required for any building having in excess of ten thousand (10,000) square feet shall be sized to accommodate a tractor trailer and, unless otherwise required by the Village Manager, all other spaces may be standard size. The decision of the Village Manager 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 the following table:

The requirement that the first loading berth for any use be sized to accommodate a tractor-trailer is excessive, based on the types of delivery vehicles that visit most local businesses, especially in the B-2 District, which do not need a tractor-trailer sized space and may not be able to accommodate it on-site. Typically, a standard size space is required unless the Village determines that a larger space is necessary.

USE	REQUIRED NUMBER OF OFF-STREET LOADING SPACES
Hotels	1 for 10,000 to 150,000 square feet of gross floor area + 1 for each additional 200,000 square feet of floor area or fraction thereof
Multiple-family dwellings	1 for each building having in excess of 20,000 feet of gross floor area
Office uses	1 for first 10,000 to 100,000 square feet of gross floor area + 1 for each additional 100,000 square feet of gross floor area up to total of 500,000 square feet + 1 for each additional 500,000 square feet of gross floor area or any fraction thereof
Food stores	1 for first 50,000 square feet of gross floor area or any fraction thereof + 1 for each additional 100,000 square feet of gross floor area or any fraction thereof
Other uses	1 for the first 150,000 square feet of gross floor area or fraction thereof + 1 for each additional 200,000 square feet of floor area or fraction thereof