

## XI. OFF-STREET PARKING & LOADING

### A. Provisions Applying to Off-Street Parking and Loading

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 to land uses generating large traffic volumes 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 adjacent public streets; and
  - c. Minimize nuisance in residential areas from on-street parking of large numbers of vehicles.
  - d. Encourage the joint use of parking and shared access/cross easements where practicable.
2. **Applicability:** The requirements in this Article apply to any provision, removal, enlargement, or alteration of any off-street parking or loading spaces or areas accessory to any building or structure existing as of the effective date of this Ordinance or any new spaces or areas required to be provided under this Ordinance or voluntarily provided in excess of the requirements herein. These provisions shall likewise apply to parking that is the Principal Use of a parcel.
3. **Number and Size of Required Facilities:** Numbers and sizes of off-street parking and loading spaces shall be provided for all new uses and existing uses that are enlarged, expanded, or changed, in conformance with the standards of Tables 4, 5, 6 and 7.

No additional spaces shall be required for expansion or change of an existing use if the standards herein would require an increase over the spaces already provided on the site of less than 15 percent.

4. **Exception for B-4 Downtown District:** In recognition of the existing character and pedestrian orientation of the Village's older downtown business areas, no new off-street parking or loading shall be required for new uses located within buildings existing on the effective date of this Comprehensive revision to the Zoning Ordinance located within the B-4 Downtown Business District provided no off-street parking serving the building on the effective date of this Ordinance is eliminated. This exception is made to recognize the nonconforming nature of such existing buildings, minimize curb cuts disruptive to safe and efficient pedestrian circulation and to encourage provision of off-street parking in centralized locations that serve multiple uses.
5. **Preservation and Replacement of Existing Spaces:** No off-street parking or loading spaces provided in conformity with the provisions of this or a previous Ordinance shall be reduced in size or number below the minimum number of required spaces required herein.

6. **Submission of a Site Plan:** To demonstrate compliance with the parking requirements established by this Ordinance, a Site Plan showing off-street parking and loading facilities shall accompany an application for any of the following for any use required to provide over four (4) off-street parking spaces or one or more off-street loading spaces:
- a. Building Permit or Certificate of Occupancy
  - b. Conditional Use Permit
  - c. Rezoning
  - d. Preliminary or Final Plat approval as provided in the Subdivision control Ordinance
  - e. Variance from off-street parking or loading requirements
  - f. Planned Unit Development Preliminary or Final Plan.
  - g. Use Variance.

The Village Board may waive or defer this requirement in any instance in which the specific use of the premises has not yet been established, and, as a result, the specific parking and loading requirements applicable can not yet determined. The Site Plan shall meet the requirements of Table 2 in the Filing Procedures Article herein.

7. **Storage and Repair:** No storage of any kind, nor motor vehicle repair work (except for emergency services) is permitted in any open off-street parking or loading area except those provided for single-family detached or attached dwellings.
8. **Access:** Each required off-street parking space and loading space shall open directly upon an aisle or driveway of such width and design as to provide a safe and efficient means of vehicular access, and shall have vehicular access to a public thoroughfare in a manner that in the opinion of the Village Engineer will least interfere with traffic movement. Dimensions of aisles and driveways shall be as provided in Table 4.
9. **Grading:** All parking and loading areas shall be graded for proper drainage, and the volume of storm water runoff shall discharge into an approved stormwater drainage system as may be required by Village's Stormwater Management Ordinance.
10. **Maintenance:** All parking and loading areas shall be maintained free of dust, trash and debris. The surfacing, curbing, lighting fixtures, signage, and related appurtenances shall be maintained in good condition so long as such areas are used for required parking or loading purposes.
11. **Landscaping and Screening:** All parking and loading areas shall be landscaped and screened as provided in the Landscaping and Screening article (Article XIII) of this Ordinance.

## B. Off-Street Parking Provisions

1. **Use of Off-Street Parking Spaces:** Except as otherwise provided herein, required off-street parking shall be used solely for parking for patrons, occupants, guests, visitors or employees of the premises on the same lot. Shared access to parking lots on separate lots is encouraged through cross access easements and the use of shared driveways.
2. **Collective Provision:** Required parking spaces for different uses may be provided collectively. Except as provided herein for shopping centers (see subsection 5 following), the total number of spaces so provided shall not be less than the sum of the spaces required for each separate use. No space shall serve as the required space for more than one use.
3. **Shared Access/Cross Easements:** For business and other parking lots located on adjacent lots, the use of shared access drives, private frontage roads and aligned parking lot aisles is encouraged so as to minimize the number of curb cuts, facilitate circulation between lots and reduce the amount of impervious pavement provided. Plans for the specific arrangements and the design of such shared access/cross easements shall be submitted to the Village Engineer and Village Attorney for approval.
4. **Parking Lot Lighting:** Parking lot lighting shall be provided in parking lots containing more than ten (10) parking spaces in Business, office and multifamily residential districts.
5. **Parking for Shopping Centers:** In lieu of the sum of the parking spaces required for each individual use, the number of parking spaces required for all retail and personal service uses located within a shopping center shall be as stipulated the “shopping center” use in Table 7. However, if a shopping center includes restaurants, taverns or drive-in facilities, the parking requirement for such center shall be as provided in Table 7 for such individual restaurant, tavern or drive-in facility use and shall be added to the number of spaces required for the balance of the center’s floor area under the “shopping center” requirement. Similarly, if any single use occupies over 50 percent of the gross leasable area of a center, the number of spaces required for such use shall be added to the number of spaces required for the balance of the center’s floor area under the “shopping center” requirement.
6. **Surfacing and Design of All Parking Areas:** All open off-street parking areas and related vehicular access drives and aisles shall be surfaced with a blacktop, sealcoat, brick, concrete or other similar all-weather dustless pavement as determined by the Village Engineer. The use of appropriate pervious surfaces is also encouraged at the discretion of the Village Engineer if such pervious surfaces provide the benefits of impervious surfaces (such as load bearing capacity, minimizes dust, etc.) Any expansion or extension of such areas shall be surfaced with the same materials as the original installation, except that no expansion of an existing gravel parking area shall

- be permitted unless the entire parking lot is resurfaced with a permissible pavement as listed above. All parking lots shall be designed and constructed with appropriate areas (at the discretion of the Village Engineer) to facilitate adequate vehicle turn around at dead ends and sufficient area to permit the safe backing of vehicles out of parking spaces at the end of parking bays.
7. **Wheel Guards/Stops:** Where parking spaces abut a sidewalk, wheel guards, wheel stops, bumper guards or curbs shall be installed so as to prevent parked vehicles in such spaces from extending into the abutting sidewalk.
  8. **Fuel Sales in Parking Areas:** Fuel or motor oil may be sold in an off-street parking area only to users thereof, only within a completely enclosed building with no advertising signage visible from adjacent property (including ROW) and only with all fuel pumps screened from the view of the street. No fuel or oil shall be sold in a parking area in a Residential District.
  9. **Location of Parking Spaces:**
    - a. **On Same Lot:** Required off-street parking for single-family detached and attached dwellings shall be provided on the same lot as the use served. However, required parking for other uses may be provided on a separate lot that is owned by the owner of the lot containing use served (by deed or appropriate long term lease approved by the Village Attorney), provided the nearest point of the off-site parking area is within three hundred (300) feet of use served.
    - b. **In Yards:** Required off-street parking for single-family detached and attached and townhouse dwellings may be located in front, side, and rear yards. Such parking may be located closer to the front or corner side lot line than the actual building line, only if the parking is located entirely on a paved driveway.

Required off-street parking for other uses may be located in a required front, side, and rear yards in all districts subject to the setback requirements of the applicable zoning district and also subject to the requirements for screening parking lots set forth in the Landscaping and Screening article herein.

#### 10. **Parking of Recreational Vehicles**

- a. **In Residential Districts:** A single (1) recreational vehicle as defined herein per dwelling unit may be parked or stored in a Residential District provided:
  - (1) It is at no time occupied for living or sleeping purposes except as may be allowed by the Village Board on a temporary basis
  - (2) It is not connected to natural gas, water, or sanitary sewer service
  - (3) It is stored in a transportable condition if it is a vehicle of the collapsible type if not stored in a garage
  - (4) It is parked or stored in one of the following locations:
    - (a) In a garage, carport or covered parking space located on the premises provided such structure is large enough to accommodate the entire vehicle.
    - (b) In a location on a paved driveway or other lawfully established open off-

street parking space, but not encroaching upon any public sidewalk.

- b. In Other Districts: There shall be no restrictions on parking of recreational vehicles in non-residential districts, provided such parking complies with regulations concerning outdoor storage.

#### **11. Parking of Commercial Vehicles:**

- a. In Residential Districts: No commercial vehicle as defined herein may be parked or stored in a residential district other than in a completely enclosed garage or on a paved driveway except for loading or unloading of household belongings between 6:00 AM and midnight for the purpose of moving a personal residence or for deliveries, repairs, construction, maintenance or service calls.
- b. In Business Districts: No commercial vehicle as defined herein may be parked or stored in a business district, the O-1 Local Office District or the I-1 or I-2 Industrial District other than in a completely enclosed garage unless it is used in a business located on the same premises as the use it serves; unless it is being parked at the site temporarily by a customer, supplier, contractor or visitor or unless is being used for loading, unloading, moving, construction or maintenance or the repair of the premises.

#### **12. Driveways:**

- a. Definitions: For the purposes of this subsection the following terms shall have the meaning given herein.
  - (1) Approach - that portion of the driveway between the street pavement or curb and the outside edge of the right-of-way/property line.
  - (2) Driveway - the paved area providing vehicular access from a street to an open or enclosed parking area or space.
  - (3) Easement - a strip of privately-owned land occupied or intended to be occupied by a street, bike or walking path, crosswalk, railroad, road, electric, cable television transmission line, oil or gas pipeline, water main, sanitary sewer main, shade trees or for any other special use as determined by the Village President, or his designee.
  - (4) Flare - the difference in width of a driveway approach at the right of way/property line and the street pavement or curb.
  - (5) Parkway - a strip of land within the right-of-way between the street pavement or curb and the outermost edge of the sidewalk, or right-of-way/property line if no sidewalk exists.
  - (6) Right-of-way - a strip of publicly-owned land occupied or intended to be occupied by a street, bike or walking path, crosswalk, railroad, road, electric, cable television transmission line, oil or gas pipeline, water main, sanitary sewer main, shade trees or for any other special use as determined by the Village President, or his designee.
- b. Building Permits:
  - (1) No person shall hereafter construct, build or expand any driveway without first having obtained a permit to do so from the Village. No such permit shall be issued except in accordance with the provisions of this Article.
  - (2) Application for a driveway permit must be made in writing upon forms

furnished by the Village. Said application shall contain the name and address of the person making the application, the name of the contractor or person who will be constructing said driveway, the proposed location and dimensions of such driveway, specifications for the construction of such driveway and any other such information as may be required by the Village.

- (3) Before issuance of any driveway permit the contractor shall file with the Village Clerk a certificate of public liability insurance coverage, in an amount as may be specified from time to time by the Village, conditioned that the insurer shall hold harmless and defend and indemnify the Village against or on account of accidents, damages or claims rising out of or during the construction of any driveway by the said contractor.
  - (4) Before a permit is issued for any driveway construction, the contractor or owner shall pay to the Village Clerk a permit fee as may be established by the Village Board.
  - (5) In addition to the fee for permit, the contractor shall deposit with the Village Clerk for each new driveway to be constructed cash in the amount of One thousand five hundred dollars (\$1,500.00). The Village may deduct from this cash deposit the cost of repair or replacement for any damage done to the public right-of-way by the contractor or owner while constructing the driveway for which the permit has been issued, if after ten (10) days' notice, the contractor or owner fails to repair or replace the damaged public right-of-way. Such deposit, or the remaining balance thereof (in the event of deduction for damage to public right-of-way), shall be returned to the depositor following inspection and approval of the work by the Village.
- c. Supervision; Inspections:  
All such work performed within the right-of-way shall be done under the jurisdiction of the Village Engineer and in accordance with all ordinances of the Village. Inspections by the Village shall be required both prior to paving and upon completion.
- d. Specifications: All driveway plans and specifications must conform to the following minimum requirements before a permit for the construction of any driveway will be issued:
- (1) General specifications. The following general specifications are applicable for all driveway construction:
    - (a) That portion of any driveway approach that crosses an existing public sidewalk (extending away from either side of the approach) shall be constructed in accordance with the standards and specifications for sidewalks specified in the Subdivision Ordinance. The grade of such sidewalk portion shall be established by the Village Engineer but the slope of the driveway approach from a roadway edge of pavement to right-of-way line shall not exceed an algebraic difference of six (6) and sidewalks within a right-of-way shall not exceed a maximum slope of two (2) percent.
    - (b) Where a driveway is constructed across an existing sidewalk the permittee shall take the necessary steps to protect the condition of such walk. However, if such existing walk is either damaged during construction of

the driveway, or is in such condition that, in the opinion of the Village Engineer, warrants immediate and piecemeal replacement, said existing sidewalk shall be removed and replaced with Portland Cement Concrete for the full width of the driveway and for a distance of at least twelve (12) inches on both sides of the driveway. This portion of sidewalk shall be constructed in accordance with the standards and specifications for sidewalks specified in the Subdivision Ordinance.

- (c) All driveways shall be graded between the curb/gutter and the sidewalk so that it will not be necessary to change the established grade of either the curb/gutter or sidewalk and shall not require the elevation or depression of any portion of the curb/gutter and the sidewalk. No part of the proposed driveway shall extend from the property beyond the back of curb. Where elevations or depressions are necessary in the parkway (between the curb and walk), the abutting parkway shall be graded on both sides of the driveway to a distance sufficient to create a gradual ascent or descent. The maximum permissible slope of a driveway is eight (8) percent.
- (d) Combined curb and gutter and separate curbing shall be removed entirely for the full width of the driveway opening at the curb line or may be saw cut where the cutting method has been previously approved by the Village Engineer. If an existing joint in the curb is within five (5) feet of the end of the driveway opening, said existing curbing shall be removed to said joint and replaced in accordance with the standards and specifications for curbing as specified in the Subdivision Ordinance, otherwise said combined curb and gutter or separate curbing shall be cut, at right angles to the edge of the pavement. Integral curbing (that type placed with the pavement and molded as an integral part of such paving) must be removed for the full depth of the top of the curb to the bottom of the pavement or may be saw cut where the cutting method has been previously approved by the Village Engineer. The edges must be cut as described above. No combined curb and gutter, straight curb or integral curb shall be removed within five (5) feet of a public sidewalk.
- (e) Where a proposed driveway crosses an open ditch in the parkways, culverts shall be installed. Said culverts shall be of such size and shall be constructed of such material as determined by the Village Engineer, depending on the existing conditions, grades and expected storm volumes at that location. In no instance shall the area of opening be less than that obtained by a fifteen (15) inch diameter pipe. The length of culvert shall be determined by the following method:
  - i. For ditch depth of two (2) feet or less, the culvert shall not extend less than five (5) feet beyond both edges of the driveway where it crosses the ditch.
  - ii. For each additional foot of ditch depth, add three (3) feet to the above extension, except that no culvert shall be less than twenty (20) feet long and except that where headwalls are constructed at the ends of the culvert, the length and design of such headwall shall be as determined by the Village President or designee.

- iii. Culverts shall have a minimum of one(1) feet of cover under driveways.
- (f) Where an existing catch basin is in the area of the proposed driveway, the frame and grate shall be removed and replaced with an appropriate type frame and grate at the discretion of the Village Engineer and in accordance with sound engineering principles.
- (g) All driveways constructed over, across or upon any public street or public parkway in the Village shall be kept in good repair and maintained at all times in accordance with the provisions herein. Any contractor or owner constructing or repairing a driveway shall maintain suitable barricades to prevent injury to persons or vehicles throughout the course of construction.

### 13. Non-Residential Driveways:

In addition to the foregoing requirements applicable to residential driveways, the following additional specifications are applicable to the construction all non-residential driveways:

- a. Driveways for non-residential uses shall be constructed having a concrete or asphalt surface meeting the following specifications:
  - (1) Portland Cement Concrete shall be at least six (6) inches thick, with an ultimate minimum compressive strength of 4,000 p.s.i, and shall have a base of compacted crushed stone at least four (4) inches thick, or.
  - (2) The asphalt in asphalt-surfaced driveways shall be at least four (4) inches thick without any loose material on top, and shall have a base of compacted crushed stone at least four (4) inches thick.
- b. A driveway approach shall be constructed entirely of Portland Cement Concrete at least six (6) inches thick with a base of compacted crushed stone at least four (4) inches thick. Wire mesh or re-bar shall not be permitted. A one-half (1/2) inch bituminous pre-molded expansion joint with low transmission unit shall be placed between the edge of such pavement or curb and the approach and also between the approach and sidewalk.
- c. Expansions of existing driveways shall be surfaced with the same material as the original driveway.
- d. The width of driveways for non-residential uses shall not exceed twelve (12) feet per lane of traffic, up to a maximum of thirty-six (36) feet, measured at the innermost or street edge of the sidewalk. The width of the driveway opening at the curb line shall not exceed the width of the driveway at the outermost or property edge, plus fifty (50) feet, nor be less than the width of the driveway at the innermost or curbside edge of the sidewalk, plus twenty-five (25). In no instance shall the radius be less than ten (10) feet at the curb corners and such radius may only be used when the driveway is flared. In no instance shall the radius be more than twenty-five (25) feet when the driveway is at right angles to the street line.
- e. The centerline of a driveway must extend at approximately right angles to the curb line or edge of street pavement, for a distance of at least ten (10) feet from said curb line or pavement edge.
- f. Only one (1) driveway shall be permitted per street frontage, however, a single



parcel or series of contiguous parcels under the same ownership having at least one hundred (100) feet of frontage on any one street (measured in a straight line from side lot line to side lot line at the front building line) may have a second driveway provided, in the opinion of the Village Engineer, such additional drive does not constitute a safety hazard. Where two (2) driveways are provided for the same property frontage, a separation of not less than ten (10) feet at the inner or street side of the sidewalk shall be provided.

#### 14. Residential Driveways:

In addition to the foregoing requirements in Subsection 10 above, the following specifications are applicable to all residential driveway construction.

- a. Driveways for residential uses shall be constructed having either a concrete, asphalt or brick paver surface.
- b. Concrete surfaced driveways shall be of Portland Cement Concrete at least four (4) inches thick, with an ultimate minimum compressive strength of 4,000 p.s.i., and shall have a base of compacted crushed stone at least four (4) inches thick.
- c. The asphalt in asphalt-surfaced driveways shall be at least four (4) inches thick without any loose material on top, and shall have a base of compacted crushed stone at least six (6) inches thick.
- d. Brick paver surfaced driveways shall have at least two (2) inches of sand over a base of compacted crushed stone at least six (6) inches thick.
- e. A driveway approach shall be constructed as follows:
  - (1) Where a driveway abuts a street having a concrete pavement or concrete curb and gutter with sidewalk, the approach shall be constructed entirely of Portland Cement Concrete at least six (6) inches thick with a base of compacted crushed stone at least four (4) inches thick. Wire mesh or re-bar shall not be permitted. A one-half (1/2) inch bituminous pre-molded expansion joint with low transmission unit shall be placed between the edge of such pavement or curb and the approach and also between the approach and the sidewalk.
  - (2) Where a driveway abuts a street with curb and gutter and no sidewalk, the approach may be constructed of concrete, as specified above, or asphalt at least four (4) inches thick, with a base of compacted crushed stone at least four (4) inches thick, and a depressed curb and gutter.
  - (3) Where a driveway abuts a street without a curb and gutter, the approach may be constructed of concrete, as specified above, or asphalt at least four (4) inches thick, with a base of compacted crushed stone at least four (4) inches thick.
  - (4) Expansions of existing driveways shall be surfaced with the same material as the original driveway except in the following instances.
  - (5) An expansion of an existing crushed gravel driveway shall not be allowed unless the entire driveway is surfaced with a material approved by this Article.
  - (6) A walking border on either or both sides of that portion of a driveway extending from the sidewalk or property line onto private property may have a surface different than the original driveway, provided that such border does

not exceed eighteen (18) inches in width.

- (7) The width of driveways for residential uses shall be no less than nine (9) feet nor more than twenty (20) feet wide at the inner or street edge of the sidewalk, except that:
- (a) A driveway width of up to twenty-five (25) feet at the inner or street edge of the sidewalk shall be allowed, but only when serving a garage or garages having a minimum of three (3) vehicle stalls.
  - (b) A driveway width of up to thirty (30) feet at the inner or street edge of the sidewalk shall be allowed, but only when serving a garage or garages having a minimum of four (4) vehicle stalls.
  - (c) The width of the driveway at the curb line or road edge shall not exceed the width of the driveway at the outer or property edge, plus four (4) feet (two foot flare on each side), nor shall it be less than the width of the driveway at the outer or property edge.
  - (d) The centerline of all driveways shall be approximately at right angles to the curb line or edge of pavement in the public street, for a distance of at least ten (10) feet from said curb to the pavement edge.
  - (e) Only one (1) driveway shall be permitted, however, a single parcel or contiguous parcels under the same ownership having at least one hundred (100) feet of frontage on any one street, measured in a straight line from side lot line to side lot line at the front building line, may have a second driveway. Where two (2) driveways are provided for the same property:
    - i. A separation of not less than fifty (50) feet at the outer or street side of the sidewalk, or property line where no sidewalk exists, shall be provided.
    - ii. A setback of not less than five (5) feet from a side lot line shall be provided.

**15. State or County Approval Required in Certain Cases:**

In no event shall a permit be issued for the construction, building, establishment or maintenance of driveways on State of Illinois Route 120 or on any McHenry County-maintained road, unless approval shall first have been obtained, by the applicant, from the State of Illinois or McHenry County, as applicable.

**C. Bicycle/Motorcycle Parking**

All uses providing over twenty-five (25) required parking spaces shall also provide space and facilities for bicycle and motorcycle parking of a design and in sufficient numbers to meet the approval of the Village Engineer. However, motorcycle parking spaces shall generally be dimensioned at four (4) feet by seven (7) feet and shall not be used to satisfy the parking requirements of this ordinance.

Bicycle parking shall be located so as to minimize potential conflict between bicycles, pedestrians and motor vehicles.

**D. Off-Street Loading Provisions**

**1. Location of Loading Spaces:**

All required loading spaces shall be located:

- a. On the same lot as the use to be served, except when collectively provided as central loading facilities in conformance with the requirements herein.
- b. Thirty (30) feet or more from the right-of-way lines of the nearest point of intersection of any streets.
- c. Outside of required front and side yards.
- d. Located so that no portion of a vehicle using such space shall project into a street.

**2. Surfacing of Loading Areas:**

All open off-street loading spaces and related vehicular access drives and aisles shall be surfaced with a hard-surfaced all-weather pavement capable of bearing a live load of two hundred (200) pounds per square foot.

**3. Collective Provision:**

Loading spaces required for individual lots may be collectively provided in central facilities provided that all of the following requirements are met:

- a. The number of required spaces provided is not less than that required by the total floor space for each category of use served.
- b. Each lot served has direct access to the central facilities without crossing streets at grade.
- c. The central facilities are not more than five hundred (500) feet from any lot they serve.
- d. Written covenants and easements approved by the Village and recorded with the County provide for the continued use of and maintenance of such facilities.

\* Parking, loading and driveway dimensions shall be in accordance with dimensions shown in Tables 4 and 5.

**Table 4: Required Parking, Loading and Driveway Dimensions**

	<b>Minimum Parking Stall Depth</b> (measured perpendicular to aisle)	<b>Minimum Loading Space For Tractor Trailers</b>	<b>Minimum Loading Space For Other Trucks</b> [a]	<b>Minimum Aisle Width</b>
<b>Angle of Stall/Space</b>				
0 degree [b]	23'	[c]	[c]	12'
30 degrees	13.9'	[c]	[c]	12'
45 degrees	17.3'	[c]	[c]	13'
60 degrees	19.6'	[c]	[c]	18'
90 degrees	19'	60'	25'	24' (2-way traffic authorized)
<b>Minimum Stall/Space Width</b> (measured perpendicular to stall)	9'	14'	10'	
<b>Minimum Vertical Clearance</b> [c]	7'	14'	14'	

[a] Permitted for uses, which in the opinion of the Village President, or his designee, are not normally serviced by tractor-trailers.

[b] Zero degree parking is commonly known as parallel parking.

[c] As interpolated by Village Engineers

[d] Minimum vertical height applies to stalls, aisles and driveways.

**Table 5: Maximum Driveway Width**

<b>Maximum Driveway Width [a]:</b>
<b>Residential</b>
<b>Districts:</b>
Minimum: 9'
Maximum: 20'
<b>Districts:</b>
Maximum: 35'

[a] Measured at edge of right-of-way.

**Table 6: Required Off-Street Parking Spaces for Residential and Lodging Uses**

	Minimum Number of Spaces Required Per Dwelling or Lodging Unit
Residential Units [a]	
Efficiency Units	1.5
1-Bedroom Units	2.0
All Other Units	2.33
Lodging Units [b] [d]	
Hotel	1 [c]
Motel	1 [c]
Apartment Hotel	1
Boarding House	1

Exceptions and Notes:

- [a] Includes single-family detached or attached, townhouses, apartments, and mobile homes. Required spaces include .25 spaces per unit for visitor parking but shall be increased by one (1) space for each roomer or lodger. No more than four (4) spaces shall be provided per dwelling unit.
- [b] Plus one (1) parking space per employee on largest shift.
- [c] Plus spaces for restaurant, retail, and meeting rooms, if any, as provided in Table 7.
- [d] One space for each truck or business vehicle employed by an establishment on the premises shall be provided in addition to the number of spaces indicated in this table.
- See also Table 7 for required spaces for other uses. Fractional spaces shall be rounded to the nearest integer.
- Requirements of this table shall not apply to B-4 Downtown Business District.

**Table 7: Required Off-Street Parking Spaces for Non-Residential and Non-Lodging Uses**

	Minimum Number of Spaces Required [a]		
	Per Employee [b]	Per 1,000 Sq Ft Design Floor Area Capacity [c]	Per Person
<b>Schools</b>			
Elementary	1	--	--
Junior High	1	--	--
High School	1	--	.125 [d]
College or University	1	--	.25 [d]
Commercial	1	--	.25 [d]
<b>Recreational</b>			
Indoor Theater	--	--	.33
Bowling Alley Per Lane	--	--	-- [h]
Restaurant/Bar	--	3	--
Arena or Stadium	--	--	.25
Auditorium (non-school)	--	--	.25
Skating Rink	--	--	.25
Swimming Pool	--	--	.25
Dance or Meeting Hall	--	--	.25
Community Center	--	--	.25
<b>Institutional</b>			
Church	--	--	.25
Public Utility & Service	1	--	--
Philanthropic & Charitable Inst.	--	1	--
Library, Museum, or Gallery	--	2.5	--
Nursing Home	1	--	-- [f]
Child Day Care Center	--	2	--
<b>Medical</b>			
Hospital	1	--	-- [e]
Clinic	--	6.5	--
Animal Hospital	--	2.5	--
<b>Automotive</b>			
Auto Laundry	1	--	-- [i]
Service Station	1	--	-- [k]
Vehicle Sales	--	2.5	--

**Minimum Number of Spaces Required [a]**

	<b>Per Employee [b]</b>	<b>Per 1,000 Sq Ft Design Floor Area Capacity [c]</b>	<b>Per Person</b>
Office Building	--	3.5	--
Shopping Center:			
Under 400,000 Square Feet	--	4	--
400-600,000 Square Feet	--	4.5	--
Over 600,000 Square Feet	--	5	--
Department Store	--	5	--
Supermarket or Food Store	--	5	--
Bank or Financial Institution	.67	5	-- [g]
Restaurant			
Carry Out Only	--	16	--
Drive In and Eat In	--	20	-- [g]
Eat In, No Drive In	--	20	--
Tavern	--	10	--
Mortuary	1	10	-- [1]
Contractor or			
Construction Office	1	--	--
Furniture & Appliance			
Sales or Repair Store	--	1.5	--
Other Retail			
and Personal Service	--	4.5	-- [g]
Industrial			
Cartage & Express Firms	1	--	--
Warehousing/Wholesaling	1	.5	-- [j]
Radio or TV Station/Studio	1	--	--
Manufacturing, Research, Testing	1	1.5	-- [j]

## Notes and exceptions on Table 7:

1. See also Table 6 for required spaces for residential and lodging uses. Parking for uses not listed shall be as provided for the most similar listed use.
2. [a] One space for each truck or business vehicle employed by an establishment on the premises shall be provided in addition to the number of spaces specified in this table.
3. [b] Maximum number of full and part-time employees on duty on the premises at any one time.
4. [c] Per seat in main auditorium or meeting room or per person of design Capacity of the facility. Eighteen (18) inches of seating space shall be considered a seat for purposes of this requirement where individual seats are not discernable.
5. [d] Design Capacity in students
6. [e] Plus one (1) space for every two (2) beds

7. [f] Plus one (1) space for every four (4) beds
8. [g] Plus five (5) stacking spaces per drive-in window
9. [h] Seven (7) spaces per bowling lane
10. [i] Plus stacking spaces equal to five (5) times the capacity of the car wash. The capacity shall be calculated as the number of vehicles that can be accommodated at any one time in any phase of the washing or waxing process.
11. [j] Use employment standard or floor space standard, whichever is greater. If employment is not known when plans are drawn, floor space standard may be used. If upon occupancy the employment standard yields a greater number of required spaces, the Village Board may require the provision of additional parking before granting a Certificate of Occupancy.
12. [k] Plus two (2) spaces per service bay
13. [l] Employee spaces exclude employees resident on premises
14. Requirements of this table do not apply to B-4 Downtown Business District.
15. Floor area shall be net floor area, as defined herein.
16. All required space figures shall be prorated for each establishment. Fractional spaces shall be rounded to nearest integer.
17. When a specific use is not specifically listed, the Village President, or designee shall determine the most similar use for purposes of determining minimum parking requirements.