
**VILLAGE OF SUGAR GROVE
BOARD REPORT**

TO: VILLAGE PRESIDENT & BOARD OF TRUSTEES
FROM: WALTER MAGDZIARZ, COMMUNITY DEVELOPMENT DIRECTOR
RENEE HANLON, ZONING ADMINISTRATOR
SUBJECT: DISCUSSION: ZONING ORDINANCE TEXT AMENDMENT—OFF-STREET PARKING
AGENDA: OCTOBER 18, 2016 VILLAGE BOARD MEETING
DATE: OCTOBER 28, 2016

ISSUE

Shall the Village Board consider discussion of a comprehensive Zoning Ordinance text amendment of Chapter 12, Off-Street Parking and Loading.

DISCUSSION

In the course of administering the Zoning Ordinance, staff will occasionally encounter situations that are not as clearly regulated by the Zoning Ordinance as necessary. This is the case with current off-street parking and loading regulations. Regulations for the construction and maintenance of off-street parking facilities, as well as the use of parking on single-family lots, are spread throughout the Municipal Code. The purpose of this amendment is to consolidate all off-street parking and loading regulations so that they all appear in Chapter 12 of the Zoning Ordinance.

The Plan Commission held a public hearing on September 21, 2016 to receive public comment, discuss, and determine an appropriate recommendation to the Village Board on this amendment. No member of the public spoke at the public hearing nor has staff been contacted about this amendment. The Plan Commission voted unanimously to recommend approval of this text amendment to the Village Board.

Regulation of off-street parking and loading is not substantially changed by this amendment. The amendment consolidates the regulations found in Titles 6 and 12 and in other Chapters of the Zoning Ordinance into Chapter 12 of the Zoning Ordinance. Having all relevant regulations in one place within the code simplifies the regulation of off-street parking.

The amendment also introduces illustrations where ever practical to help explain the regulations. Beyond the addition of the illustrations, consolidation and clarification, this amendment does change some regulations. Generally, the proposed changes are codification of current policies and practices. Specifically, the changes include:

- Regulations to allow for delaying construction of some parking facilities (land banking).
- Requirement for permeable pavement when excessive parking facilities are constructed.
- Allowance for credit for on-street parking towards required off-street parking totals.
- Requirements for bicycle parking in all off-street parking facilities containing ten (10) or more parking spaces.
- Requirement for the installation of berms within landscape yards along Primary Roads throughout the Village.
- Requirements for LED parking lot lighting.

ATTACHMENT

- PC Recommendation 16-14
- Zoning Ordinance Text Amendment revising Chapter 12 Off Street Parking and Loading

RECOMMENDATION

That the Village Board provide direction and input to staff in order to prepare the Ordinance adopting the text amendment.

VILLAGE PRESIDENT

P. Sean Michels

VILLAGE ADMINISTRATOR

Brent M. Eichelberger

VILLAGE CLERK

Cynthia Galbreath



VILLAGE TRUSTEES

Kevin Geary
Sean Herron
Mari Johnson
Ted Koch
Rick Montalto
David Paluch

COMMUNITY DEVELOPMENT DEPARTMENT

R E C O M M E N D A T I O N
PC16-14

TO: Village President and Board of Trustees
FROM: Planning Commission
DATE: Meeting of September 21, 2016
CASE FILE: 16-014 Zoning Ordinance Text Amendment Chapter 12, Off-Street Parking & Loading

PROPOSAL

The primary purpose of the proposed text amendment is to eliminate redundancies in regulating the use and construction of off-street parking and loading, and to consolidate all of the off-street parking and loading regulations throughout the Village Code and Zoning Ordinance in one location, Chapter 12 of the Zoning Ordinance.

BACKGROUND & HISTORY

The regulation of off-street parking is located in three (3) different places in the Municipal Code; Title 11 Zoning, Title 6 Motor Vehicles and Traffic, and Title 12 Subdivision Regulations. This is problematic when regulating existing parking facilities in that the Subdivision Ordinance does not apply to existing properties. This amendment incorporates the regulations found in the Subdivision Regulations into the Zoning Ordinance so that they apply to all property within the Village. Further, this amendment incorporates the regulations for storing vehicles on private property that currently appear in Title 6 of the Municipal Code. Lastly, this amendment consolidates all off-street parking regulations found in the Zoning Ordinance into this one chapter. Having a chapter that provides a comprehensive approach to regulating off-street parking will make the document much easier to understand and administer.

This amendment also establishes a few different regulations which are not currently included in the Municipal Code. Those provisions are:

- Provision to allow for delaying construction of some parking facilities (land banking).
- Provision to require bicycle parking in all off-street parking facilities containing ten (10) of more parking spaces.

- Requirement for permeable pavement when excessive parking facilities are constructed.
- Requirement for the installation of a berm within landscape yards along Primary Roads throughout the Village.
- Allowance for credit of on-street parking towards required off-street parking totals.
- Requirement for LED parking lot lighting.

EVALUATION & DISCUSSION

This text amendment will provide ease in determining off-street parking and loading regulations. The additional regulations are all necessary to update the Zoning Ordinance and provide flexibility that does not currently exist.

The provision to delay the construction of some parking is intended to allow flexibility and cost savings for new construction projects. In some cases, the required number of parking spaces for a use does not reflect the actual parking needed for that particular use. If the actual need is less than the required parking space count, the Village will have the ability to allow the owner to set aside land for future parking expansion; however, the land will not be paved over until the parking demand requires an expansion of the parking facility.

Along Sugar Grove Parkway, all recent development has included bicycle parking. The goal of providing bicycle parking was established with the adoption of the Route 47 Corridor Plan. Developers do not find this requirement unusual or extraordinary; therefore, this amendment codifies a policy recommendation that has been applied to parking facilities throughout the Village.

The Zoning Ordinance requires a minimum number of parking spaces based on property use; however, the Zoning Ordinance does not prohibit the voluntary construction of surplus parking. Recognizing that paving excessive amounts of land can have detrimental environmental and aesthetic consequences for the community, this amendment requires surplus parking must be constructed with permeable pavement. This will lessen the risk of storm water issues and will result in a more pleasing parking facility. Currently, a few projects under construction are utilizing permeable pavement.

Also, adopted through the Route 47 Corridor Plan is the policy of encouraging berms along the street yard associated with off-street parking facilities. This amendment codifies that policy. This amendment requires a berm to be constructed and maintained in the street yard along all Primary Roads within the Village. The definition section of the Zoning Ordinance has been amended to name the Primary Roads (Sugar Grove Parkway, US 30, IL 56, Galena Boulevard, Bliss Road, Municipal Drive, Prairie Street, Gordon Road, Wheeler Road, Denny Road, Harter Road).

A credit for on-street public parking is also part of this amendment. While there is no specific policy to this effect in the Main Street/Downtown Plan, the proposed amendment allows for some

flexibility in administering the Zoning Ordinance especially in redeveloped areas of the Village such as the Downtown core.

Lastly, LED technology is commonplace in exterior illumination. The current illumination standards are ineffective in regulating this type of illumination. In the past six (6) months, all new construction and redevelopment plans have incorporated LED exterior illumination. Staff has researched LED illumination and how best to regulate exterior illumination which utilizes this new technology and the findings are reflected in the amendment.

ATTACHMENTS

- Text amendment.

PUBLIC COMMENT

The Planning Commission held a public hearing on September 21, 2016 concerning this text amendment. No objectors were present.

RECOMMENDATION

After considering all of the facts and after careful deliberation, the Planning Commission recommends the Village Board approve Petition 16-014 to comprehensively amend Chapter 11 Off-street Parking and Loading of the Zoning Ordinance as presented (attached).

AYES:	L. Jones, J. Gudendorf, H. Lendi, G. Wilson, and I. Oschenslager
NAYS:	None
ABSENT:	B. Sabo J. Ekert

Delete and reserve the following sections of Title 6 Motor Vehicles and Traffic:

6-3-

Delete and reserve the following sections of the Title 11 Zoning Regulations:

11-7-6(G), 11-8-2(A), 11-8-2(B), 11-8-2(F), 11-8-2(M), 11-9-7(A), 11-9-7(B), 11-9-7(G), 11-10-7(A), 11-10-7(B), 11-10-7(G), 11-10A-7(A), 11-10A-7(E)

Delete entirely 11-12 and replace with the following:

Chapter 12

OFF-STREET PARKING AND LOADING

11-12-1: PURPOSE

11-12-2: GENERAL PROVISIONS

11-12-3: NUMBER OF PARKING SPACES REQUIRED

11-12-4: ACCESSIBLE PARKING

11-12-5: DESIGN

11-12-6: SURFACING

11-12-7: LANDSCAPING

11-12-8: LIGHTING

11-12-9: SIGNAGE

11-12-9: BICYCLE FACILITIES

11-12-10: OFF-STREET LOADING

11-12-11: OFF-STREET LOADING STANDARDS

11-12-1: PURPOSE

The purpose of these regulations is to alleviate or prevent the congestion of public streets, and so promote the safety and welfare of the public by establishing minimum requirements for the off-street parking and loading and unloading of motor vehicles in accordance with the use to which property is put.

11-12-2: GENERAL PROVISIONS

A. Scope of Regulations. Off-street parking and loading provisions of this chapter shall apply as follows.

1. For all buildings and structures erected and all uses of land established after the effective date hereof, accessory parking and loading facilities shall be provided as required by the regulations of the district in which such buildings or uses are located. However, where a building permit has been issued prior to the effective date hereof, and provided that construction is begun within one year of such effective date, and diligently prosecuted to completion, parking and loading facilities as required hereinafter need not be provided.
2. When the intensity of use of any building, structure or premises is increased through gross floor area, seating capacity or other unit of measurement specified

herein for required parking or loading facilities, parking and loading facilities as required shall be provided for such increase in intensity of use.

3. Whenever the existing use of a building or structure is changed to a new use, parking or loading facilities shall be provided as required for such new use.

B. Damage or Destruction.

1. For any conforming or legally nonconforming building or use which is in existence on the effective date hereof, which is damaged or destroyed by fire, collapse, explosion or other cause, and which is reconstructed, reestablished or repaired, off-street parking or loading facilities not less than that which existed at the time of such damage or destruction shall be provided.
2. In no case shall it be necessary to restore or maintain parking or loading facilities in excess of those required by this chapter for equivalent new uses or construction.

- C. Submission of Site Plan. Any application for a building permit or certificate of occupancy shall include a site plan, drawn to scale and fully dimensioned, showing parking and loading facilities to be provided in compliance with this chapter.

- D. Time of Completion. Off-street parking and loading facilities required by this chapter shall be constructed at the time of construction, establishment, alteration, or enlargement of the building, structure or use of land for which it is required to serve. The delayed construction of up to fifty percent (50%) of the required off-street parking spaces may be allowed by Special Use Permit in accordance with the standards and procedures provided in Section 11-13-12 of this Title. The following additional minimum conditions must be met in order to delay construction of required off-street parking facilities.

1. Enough land is set aside for the construction of all additional parking facilities on the same lot as the principal use.
2. A parking study, completed by a professional qualified to conduct such study, provides evidence that the amount of parking initially constructed will adequately serve the use/uses on the lot.
3. A site plan, drawn to scale, shall be submitted which clearly indicates the parking spaces to be constructed and the parking spaces to be delayed. The design of all parking facilities must be in full compliance with the entirety of this Title.
4. An agreement, approved by the Village Attorney, for deferred parking construction must be established between the property owner and the Village Board, executed by all parties, and recorded in the office of the Kane County Recorder.

- E. CONTROL OF OFF-SITE OFF-STREET PARKING FACILITIES. When required parking facilities are provided off-site, that is on land other than the zoning lot on which the building or use served by such off-site facilities is located, they shall be and remain in the same possession or ownership as the zoning lot occupied by the building or use

to which the off-street parking facilities serve until and unless the Planning Commission has reviewed the plans and heard the applicant and made findings that the common ownership or possession of the zoning lot and the site of the parking facilities are reasonably certain to continue and that the off-site parking facilities will be maintained at all times during the life of the proposed use of building.

- F. USE OF PARKING FACILITIES. Off-street parking facilities, including off-site parking facilities, accessory to residential uses and developed in any residential district in accordance with the requirements of this Section shall be used solely for the parking of passenger automobiles owned by occupants of the dwellings to which such facilities are accessory or by guests of said occupants. Required parking facilities accessory to residential structures shall not be used for the storage of commercial vehicles or the parking of automobiles belonging to employees, owners, tenants, visitors, or customers of business, office or manufacturing establishments. For the purpose of this paragraph, storage shall mean a vehicle parked on the zoning lot for more than forty-eight (48) hours in any seventy-two (72) hour period. No motor vehicle work or service of any kind, other than temporary repairs, shall be permitted in any off-street parking facility
- G. LOCATION. All required parking spaces, including off-site parking facilities, shall be not more than five hundred (500) feet from the use served, except for spaces accessory to dwelling units which shall be not more than three hundred (300) feet from the uses served. However, no parking spaces accessory to a use in a commercial or industrial district shall be located in a residential district, except that private, free, off-street parking accessory to and located not more than two hundred (200) feet from such uses and municipal parking lots may be allowed by Special Use Permit in accordance with the standards and procedures provided in Section 11-13-12 of this Title.
- H. VEHICLE RESTRICTIONS/STORAGE OF VEHICLES.
1. General Restrictions: General restrictions applicable to all zoning districts.
 - a. If a vehicle is located in the corner side yard, all such vehicles must be screened from view by landscaping or other means approved by the Director of Community Development
 - b. All vehicles in a residential district parked in a front, rear or side yard must be on an improved surface. All vehicles in a nonresidential district parked in a front or side yard must be on an improved surface. All vehicles in a nonresidential district parked in a rear yard must be parked in accordance with the requirements of subsection 3b of this section. Any vehicles so placed, which are subject to Illinois secretary of state licensure, must have a current Illinois registration with the Illinois secretary of state's office.

- c. An "improved surface" as used herein is defined as a continuous surface construction of concrete, blacktop or paving stone, which is complete and uninterrupted underneath all portions of the vehicle being placed on the surface.
- d. Drainage easements shall not be encroached upon by such improved surfaces or vehicles.
- e. Vehicles may not be used as a dwelling unit at any time while parked or stored within the village of Sugar Grove.
- f. Nothing herein shall obviate compliance with any other requirements of improvements to land required by any other provision of this code including, but not limited to, the zoning code and the subdivision control ordinances.

2. Residential Zones. In any residential zone, the following vehicles may only be parked in a side or rear yard of any zoning lot.

Motor homes.

Mini-motor homes.

Truck campers.

Van campers.

Camping trailers.

Boats.

Snowmobiles.

Jet skis.

Utility trailers.

- a. This subsection only applies to the above listed vehicles if such vehicles are subject to licensure requirements by the Illinois secretary of state (regardless of whether any such vehicle in particular is actually licensed by the Illinois secretary of state). Any vehicles so placed, which are subject to Illinois secretary of state licensure, must have a current Illinois registration with the Illinois secretary of state's office.
- b. Rear And Side Yard. No motor vehicle shall be parked or stored within three feet (3') of the rear lot line or within three feet (3') of the side lot line (unless on an improved driveway) and no motor vehicle shall be parked or stored on any sidewalk (except as provided in subsection 6-3-1K of this Title) or other area of the street at the entrance of the driveway to the property except to the extent that it is necessary to temporarily leave a vehicle standing in such area in order to open or close a door or other enclosure to a garage, carport or parking area on the lot or to accomplish other similar necessary actions incidental to the ingress or egress of the vehicle to or from the lot; provided, that any such temporary standing of the vehicle in any such area of the street is not a hazard

to pedestrians, motorists or vehicles on the street and is not in violation of any traffic or street parking regulation imposed pursuant to the zoning or vehicle code.

- c. Driveways. Notwithstanding subsection 2 of this section, vehicles such as those described in said subsection may be parked in a front yard driveway for a period not to exceed a total period of time (whether continuously or in the aggregate) of seventy two (72) hours for the sole purpose of loading and unloading such vehicles within any given fourteen (14) day period.
- d. Exemptions. The Director of Community Development, or someone designated by him or her, is authorized to exempt from the provisions of this section, a nonresident of the village who is temporarily visiting a village resident upon application for such exemption for a period not exceeding fourteen (14) days. Such exemption may only be utilized by a given applicant once per three (3) month period.
- e. Recreational Vehicles. Recreational vehicles may be parked in the front driveway of a zoning lot only if the following conditions are satisfied beyond those exemptions otherwise provided herein.
 - 1. The recreational vehicle is used daily and is the owner's principal means of transportation to and from their place of employment;
 - 2. The length of the recreational vehicle does not exceed twenty five feet (25'); and
 - 3. The owner of the recreational vehicle shall obtain a special parking permit for such use from the Director of Community Development or someone designated by him or her.
- f. Junk Cars And Unusable Vehicles. With regard to this section, nothing herein shall be construed as permitting the storage of abandoned vehicles or junk vehicles rendered unusable and in all cases the storage of any vehicles shall be subject to all other provisions of this code. An "abandoned vehicle or junk vehicle" shall be defined as either: 1) a vehicle that cannot be readily started and moved in an emergency, or 2) any vehicle in a state of disrepair rendering the vehicle incapable of being driven in its condition or any vehicle that has not been moved or used for seven (7) consecutive days or more and is apparently deserted. Except in a wholly enclosed permanent garage or other permanent building, storage of said abandoned vehicles or junk vehicles is hereby prohibited in any areas governed by this section.
- g. Parking On Existing Gravel Driveways. Notwithstanding subsections H1b and H1c of this section, residential properties in a residential zone, shall be permitted to park vehicles (which are otherwise in compliance with this section) on a gravel driveway, provided said driveway was in existence prior to April 20, 1999. Said

driveway may not be expanded or changed (except for routine maintenance of the said driveway) without bringing the entire driveway into full compliance with the terms of this section, including being improved with a continuous surface of concrete, blacktop or paving stone. In order to qualify for this section, a property owner must file with the building and zoning official or his or her designee, a written statement, no later than June 1, 2001, requesting an exemption under this section and the village staff shall then determine whether said driveway qualifies for exemption (based upon the date of creation of said driveway), and if it so qualifies, shall document the approximate dimensions of said driveway.

3. Nonresidential District Standards:

- a. Front And Side Yards: Notwithstanding subsections H1b and H1d of this section, properties in any zone other than a residential zone, shall be permitted to park vehicles (which are otherwise in compliance with this section) on a gravel driveway, parking lot or outdoor storage area (as defined in the village zoning ordinance) in a front or side yard until January 1, 2004, provided said driveway was lawfully in existence prior to April 20, 1999. Said driveway may not be expanded or changed (except for routine maintenance of the said driveway) without bringing the entire driveway, in the front or side yards, into full compliance with the terms of this section, including being improved with a continuous surface of chip seal, concrete, blacktop or paving stone. In order to qualify for this section, a property owner must file with the village building and zoning official or his or her designee, a written statement, no later than June 1, 2001, requesting an exemption under this section and the village staff shall then determine whether said driveway qualifies for exemption (based upon the date of creation of said driveway), and if it so qualifies, shall document the approximate dimensions of said driveway. After January 1, 2004, no vehicles may be parked upon said front yard or side yard, unless it is improved with a continuous surface of chip seal, concrete, blacktop or paving stone, and otherwise complies with all provisions of this section and all other provisions of this code.
- b. Rear Yards: Notwithstanding subsections H1b and H1d of this section, properties in any zone other than a residential zone, shall be permitted to park commercial vehicles and equipment (which are otherwise in compliance with this section) on a gravel driveway, parking lot or outdoor storage area (as defined in the village zoning ordinance) in a rear yard. All other vehicles parked in a rear yard may be parked on a gravel driveway, parking lot or outdoor storage area (as defined in the village zoning ordinance) until January 1, 2004, when all such other vehicles must then be parked on an improved surface of continuous chip seal, concrete, blacktop or paving stone, and otherwise complies with all provisions of this section and all other provisions of this code. "Commercial vehicles and equipment" shall be defined for purposes of this subsection, only as vehicles used in the day to day delivery and/or pick up of goods and services from the business,

or businesses, located on the premises, other than passenger vehicles. After January 1, 2004, vehicles may only be parked in accordance with this subsection if screening is provided for said areas where vehicles are parked. Screening requirements shall be those as defined in section 11-12-7 of this Chapter. All parking not in conformance with this subsection is prohibited.

11-12-3: REQUIRED OFF-STREET PARKING AND QUEUING FACILITIES. This section sets forth the minimum number of parking and queuing spaces required based on the use(s) operating on the property.

- A. Computation Rules. When determining the required number of off-street parking spaces, the following general rules apply.
 - 1. A requirement of a fractional space of one-half ($\frac{1}{2}$) or less may be disregarded while a fraction in excess of one-half ($\frac{1}{2}$) shall be counted as one (1) parking space.
 - 2. Floor area shall be calculated as the sum of the gross horizontal area of the several floors of the building or buildings, excluding:
 - a. Areas used for off-street parking and loading facilities.
 - b. The horizontal areas of the basement and cellar floors that are devoted exclusively to uses accessory to the operation of the entire building.
 - c. The horizontal areas of boiler and mechanical rooms used for heating, ventilating and air conditioning equipment, whether located within the building.
 - d. The horizontal areas used exclusively for storage within the building.
- B. On Street Parking Credits. For on street public parking spaces located contiguous to the property, a reduction in an equal amount will be made to the total required parking space count.
- C. Multiple Uses on a Lot. Where more than one use operates on a lot, the required number of parking spaces shall be a cumulative total of each separate use.
- D. Excess Off-street Parking Spaces. This Chapter does not prohibit the voluntary construction of additional off-street parking facilities above the number required. Where twenty (20) or more parking spaces are required and more than the required number of parking spaces are constructed, the excess parking spaces shall be constructed with a permeable surface material approved by the Village Engineer.
- E. Required Number Of Off-street Parking and Queuing Spaces. Off-street parking and stacking spaces must be maintained at the rate established by use in accordance with the Schedule of Off-street Parking and Queuing Spaces Required table below. If a particular use is not listed, the Director of Community Development shall determine the required number of off-street parking and stacking spaces for that particular use. Queuing spaces shall be designed in accordance with Section 11-4-7-N-4.

SCHEDULE OF OFF-STREET PARKING AND STACKING SPACES REQUIRED

<u>Residential:</u>		
Adult daycare		3.0 spaces per 1,000 square feet of floor area
Assisted living facility		0.50 space per dwelling unit
Congregate housing		1 space per each 2 bedrooms, plus spaces for accessory uses according to this title
Continuing care retirement center		Use individual component requirements
Group housing		1 space per bedroom, plus 1 per employee
Memory care facility		1 space per each 4 beds, plus 1 space per each employee
Mobile home parks		2.25 spaces per mobile home
Multi-family dwellings		2 spaces per dwelling unit
Senior congregate housing		0.75 space per dwelling unit
<u>Senior residential:</u>		
	Single-family detached dwellings	2 spaces per dwelling unit
	Single-family attached dwellings	1.5 spaces per dwelling unit
	Multi-family dwellings	1.15 spaces per dwelling unit
	Single-family attached dwellings	2.25 spaces per dwelling unit
	Single-family detached dwellings	2 spaces per dwelling unit
	Skilled nursing facility	1 space per each 4 beds, plus 1 space per each employee
<u>Retail and service:</u>		
	Arcade and game rooms	10.0 spaces per 1,000 square feet of floor area
	Automobile sales	2.5 spaces per each 1,000 square feet of floor area, plus 1 space per each 2,000 square feet of outdoor sales area
	Banks and financial institutions	4.0 spaces per 1,000 square feet of floor area, plus 6 stacking spaces for each drive-up window provided

Bed and breakfasts	1 space per sleeping room, plus 2 spaces for each 2 permanent residents
Boat dealers	2.0 spaces per 1,000 square feet of floor area, plus 1 space per 3,000 square feet of outdoor sales area
Convenience food stores	6.0 spaces per 1,000 square feet of floor area
Delicatessens	6.0 spaces per 1,000 square feet of floor area
Drugstores and pharmacies	5.0 spaces per 1,000 square feet of floor area
Farm and garden suppliers	5.0 spaces per 1,000 square feet of floor area, 1 space per each 1,000 square feet of outdoor sales area, plus 1 space per each 2 employees
Funeral parlors, mortuaries, undertaking establishments	1.0 space per 100 square feet of floor area, and 1 space per employee, plus 1 space per vehicle owned, leased or rented
Furniture stores	4.0 spaces per 1,000 square feet of floor area
Grocery stores	6.0 spaces per 1,000 square feet of floor area
Hairstyling salons	10.0 spaces per 1,000 square feet of floor area
Hotels/motels/inns	1 space per room, 1 space per employee, plus additional spaces for accessory uses as required by this title
Kennels	1 space per 400 square feet of floor area, but no fewer than 4 spaces
Laundromats	1 space per 2 washing machines
Lumberyards	3.0 spaces per 1,000 square feet of floor area, plus 1 space per 3,000 square feet of outdoor sales area
Mobile home dealers	5.0 spaces per 1,000 square feet of floor area, plus 1 space per each 2,000 square feet of outdoor sales area
Nursery retail sales	5.0 spaces per 1,000 square feet of floor area, plus 1 space per 3,000 square feet of outdoor sales area
Photography studios	4.0 spaces per 1,000 square feet of floor area
Plumbing and heating suppliers	4.0 spaces per 1,000 square feet of floor area
Printing and publishing	3.0 spaces per 1,000 square feet of floor area
Private clubs and lodges	6.0 spaces per 1,000 square feet of floor area

Produce stands	As determined by the planning commission and village board
Repair shops	4.0 spaces per 1,000 square feet of floor area
Restaurants, fast food	13.0 spaces per 1,000 square feet of floor area, plus 8 stacking spaces for each drive-up window through which food and drink is dispensed
Restaurants, sit down, and banquet halls	13.0 spaces per 1,000 square feet of floor area
Restaurants, with live entertainment and dancing	15.0 spaces per 1,000 square feet of floor area
Retail stores	5.0 spaces per 1,000 square feet of floor area
Shoe repair shops	4.0 spaces per 1,000 square feet of floor area
Snowmobile sales/service	5.0 spaces per 1,000 square feet of floor area, plus 1 space per 3,000 square feet of outdoor sales area
Taverns	13.0 spaces per 1,000 square feet of floor area
Veterinary clinics and animal hospitals/shelters	4.0 spaces per 1,000 square feet of floor area
Video rentals	6.0 spaces per 1,000 square feet of floor area
<u>Office:</u>	
Offices (business, professional and governmental)	3.0 spaces per 1,000 square feet of floor area for buildings with 5,000 square feet or more of floor area
	5.0 spaces per 1,000 square feet of floor area, for buildings with less than 5,000 square feet of floor area, and development occurs on an individual zoning lot
Offices and clinics (medical, dental and ophthalmologist)	4.0 spaces per 1,000 square feet of floor area
<u>Automotive/service:</u>	
Car washes (automatic)	1 space per each employee, plus stacking spaces equal to 5 times the capacity of the wash bays
Car washes (manual)	1 space per employee, plus 4 spaces per washing bay (includes bay), 1 of which shall be located directly in front of each bay
Oil change shops	3 spaces per service bay (Note: This requirement does not include the service bay as a parking space.)

Repair shops	4 spaces per repair stall (not including repair stall), 5.0 spaces per 5,000 square feet of floor area devoted to office and/or retail sales, plus 1 space per each vehicle owned, leased or rented
Service stations (full service)	1 space per each gasoline service bay (not including bay), 1 space per repair service bay (not including bay), 1 space per employee, plus 1 space per vehicle owned or leased
Service stations (self-serve)	1 space per each gasoline service bay (not including 1 space per employee), plus 5.0 spaces per 1,000 square feet of floor area devoted to retail sales
<u>Religious/institutional:</u>	
Ambulance services	1 space per each 2 employees or volunteers, plus 1 space per each vehicle owned, leased or rented
Cemeteries	1 space per full time employee
Childcare centers, daycare centers, and nursery schools	1 space per each employee, plus 2 spaces per each 15 children
Churches, temples, mosques, or synagogues	1 space per each 4 seats, or 1 space per each 90 linear inches seating capacity in main chapel or auditorium, based on design capacity
Colleges or universities	1 space per each employee, plus 1 space per each 4 students
Elementary schools	1 space per each full time employee, plus 1 space per each 2 classrooms
High schools	1 space per each full time employee, plus 1 space per each 7 students, based on capacity
Hospitals or clinics	1 space per each 2 beds, 1 space per each 2 employees, and 1 space per each 2 doctors
Libraries	1 space per 300 square feet of floor area
Police or fire stations	1.5 spaces per each employee or volunteer
Post offices	4.0 spaces per 1,000 square feet of floor area, plus 2 spaces per each 3 employees
Religious retreats	1 space per 5 residents plus 1 space per nonresident employee, plus visitor parking as recommended by the village board
Trade schools	1 space per each 5 students, plus 1 space per each 2 employees

<u>Recreational/civic:</u>	
Art galleries	4.0 spaces per 1,000 square feet of floor area
Auditoriums/assembly halls	1 space for each 4 seats or 1 space per each 50 square feet of floor area, where there is no fixed seating
Ball fields	1 space per 4,000 square feet of playing field
Billiard/pool halls	5 spaces per 1,000 square feet of floor area
Bowling alleys	5 spaces per lane, plus additional spaces for accessory uses as required by this title
Community centers	4.0 spaces per 1,000 square feet of floor area, plus 1 space per employee
Game rooms	5.0 spaces per 1,000 square feet of floor area
Golf courses	65 spaces per 18 holes; 45 spaces per 9 holes; 1 space per each employee; plus additional spaces for accessory uses as required by this title
Golf driving ranges	2 parking spaces per tee, plus 1 parking space per employee, plus additional parking for accessory uses as required by this title
Government buildings	5.0 spaces per 1,000 square feet of floor area, plus 1 space for each vehicle leased, owned or rented by the village
Gymnasiums/health clubs	3 spaces per each 1,000 square feet of floor area
Indoor racquet courts	3 spaces per court, plus 1 space per 200 square feet of floor area
Miniature golf courses	2 spaces per hole, plus 5.0 spaces per 1,000 square feet of floor area
Museums	4.0 spaces per 1,000 square feet of floor area
Recreational buildings	Spaces equal to 30 percent of capacity, but not less than 5 spaces per 1,000 square feet of floor area, plus 1 space for each 2 employees
Riding academies and stables	2 spaces per each horse stall
Skating rinks	7.0 spaces per each 1,000 square feet of floor area
Swimming pools	10.0 spaces per 1,000 square feet of pool surface area (not including wading pools or whirlpool baths)

	plus 5.0 spaces per 1,000 square feet of floor area devoted to accessory uses
Tennis courts	2 spaces per court, 1 space per employee, plus additional parking for accessory uses as required by this title
Theaters (indoor)	1 space per each 4 seats
<u>Light industrial:</u>	
Light industrial	1.0 space per each 1,000 square feet of floor area, or 1 space per 1.25 employees (whichever is greater)
Miniwarehouse facilities	4.0 spaces per 1,000 square feet of floor area devoted to office space, 1 space per employee, 2 spaces per each resident manager, plus 1 space per each 50 storage units
Technology and research centers	3.3 spaces per 1,000 square feet of floor area up to 50,000 square feet, and an additional 2.5 spaces per 1,000 square feet over 50,000
Warehouses	1.0 space per each 2,000 square feet of floor area, or 1 space per 1.25 employees (whichever is greater)
<u>Manufacturing/major transportation:</u>	
Airports and heliports	1 space per employee, 1 space for each vehicle associated with the operation of the facility, and enough spaces to accommodate peak demand as determined by the village administrator
Bakeries, exceeding 5,000 square feet of building area	1 space for each vehicle associated with the operation of the facility, plus 1 space per 1,000 square feet of gross floor area or 1 space per 2 employees (whichever is greater)
Brick and structural clay products manufacturers	1 space per employee on the largest work shift plus 1 space for each vehicle associated with the operation of the facility
Chemical processors	1 space for each vehicle associated with the operation of the facility, plus 1 space per 1,000 square feet of gross floor area or 1 space per 2 employees (whichever is greater)
Concrete and clay works	1 space per employee on the largest work shift, plus 1 space for each vehicle associated with the operation of the facility

Food manufacturing, packaging, and processing facilities	1 space for each vehicle associated with the operation of the facility, plus 1 space per 1,000 square feet of gross floor area or 1 space per 2 employees (whichever is greater)
Heavy machinery manufacturers	1 space for each vehicle associated with the operation of the facility, plus 1 space per 1,000 square feet of gross floor area or 1 space per 2 employees (whichever is greater)
Mining, extraction, and mineral processing operations	1 space per employee on the largest work shift, plus 1 space for each vehicle associated with the operation of the facility
Paint and wallpaper manufacturers	1 space for each vehicle associated with the operation of the facility, plus 1 space per 1,000 square feet of gross floor area or 1 space per 2 employees (whichever is greater)
Paper products manufacturers	1 space for each vehicle associated with the operation of the facility, plus 1 space per 1,000 square feet of gross floor area or 1 space per 2 employees (whichever is greater)
Pharmaceutical and cosmetic manufacturers	1 space for each vehicle associated with the operation of the facility, plus 1 space per 1,000 square feet of gross floor area or 1 space per 2 employees (whichever is greater)
Plastic manufacturers	1 space for each vehicle associated with the operation of the facility, plus 1 space per 1,000 square feet of gross floor area or 1 space per 2 employees (whichever is greater)
Public utility and service uses	1 space for each vehicle associated with the operation of the facility and 1 space per 2 employees
Radio, cellular and television towers	1 space for each vehicle associated with the operation of the facility and 1 space per 2 employees, or 2 spaces (whichever is greater)
Railroad yards	1 space per employee on the largest work shift, plus 1 space for each vehicle associated with the operation of the facility
Stone products manufacturers	1 space per employee on the largest work shift, plus 1 space for each vehicle associated with the operation of the facility
Structural steel manufacturers	1 space for each vehicle associated with the operation of the facility, plus 1 space per 1,000 square feet of gross floor area or 1 space per 2.0 employees (whichever is greater)

<u>Other uses:</u>	Uses not listed in this schedule of parking requirements shall be provided according to the most similar use, as determined by the village administrator
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11-12-4 ACCESSIBLE PARKING. Accessible parking spaces shall be provided in accordance with the Illinois Accessibility Code. For all requirements regarding accessible parking spaces, the Illinois Accessibility Code shall supersede and/or supplement the standards established by this Title.

- A. Size. Each accessible parking stall shall consist of an eight (8) foot wide parking space and an adjacent, diagonally striped, eight (8) foot wide access aisle. The length of accessible parking stalls shall be consistent with other parking stalls within the parking facility.
- B. Signage. Each accessible parking space shall be equipped with a sign which complies with the Illinois Accessibility Code. Signs shall be vertically mounted on a post or a wall at the front of the parking space, no more than five (5) feet horizontally from the front of the parking space and set four (4) feet from finished grade of the parking space to the bottom of the sign. The sign must be centered between the accessible parking space and the accessible aisle.
- C. Location. Accessible parking spaces shall be located as close to the main entrance of the building as possible.
- D. Access. The required access aisle must have a smooth transition with adjacent walk surfaces, either by joining at a common level or by use of a curb ramp.
- E. Number of Required Accessible Spaces. Each off-street parking facility shall provide accessible spaces at the rate provided in the Required Number of Accessible Spaces table below.

REQUIRED NUMBER OF ACCESSIBLE SPACES

<u>Total No. Of Stalls</u>		<u>Required No. Of Accessible Stalls</u>
1 to	20	1
21 to	50	2
51 to	75	3
76 to	100	4
101 to	150	5
151 to	200	6
201 to	300	7

301 to	400	8
401 to	500	9
501 to	1,000	2%
Over 1,000		20 plus 1% of amount over 1,000

11-12-5 DESIGN. Off-street parking facilities shall meet the minimum design standards set forth below. Additional standards may be required by the Village Engineer based on unique circumstances and best engineering practices. Queuing spaces shall be designed in accordance with Section 11-4-7-N-4.

A. Access. Each required off-street parking space shall open directly upon an aisle or driveway of such width and design as to provide safe and efficient means of vehicular access to such parking space. Off-street parking facilities shall be designed with appropriate means of vehicular access to a street or alley in a manner which will least interfere with traffic movement.

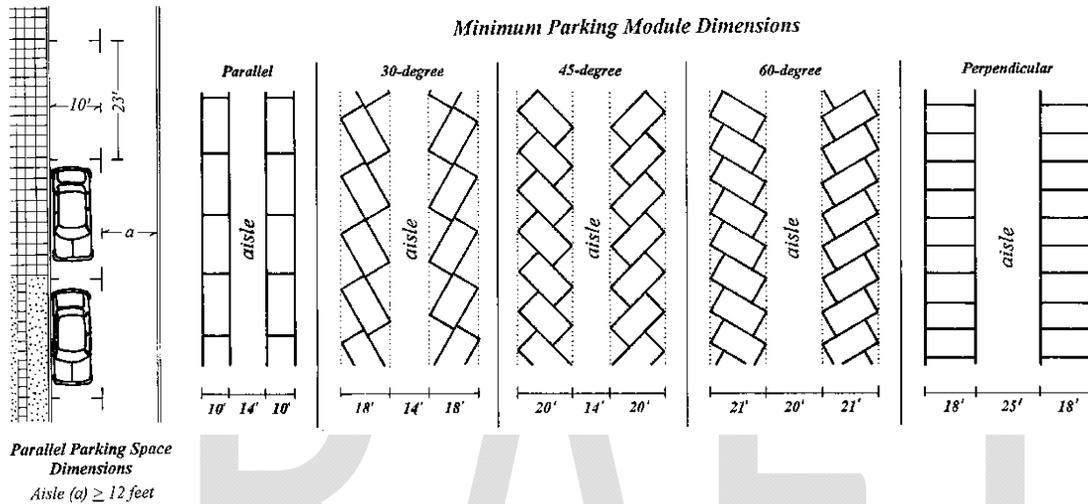
1. Number of Driveways. A maximum of one (1) driveway is permitted per single-family zoning lot. A maximum of two (2) driveways are permitted per two-family zoning lot. The maximum number of driveways for all other zoning lots are limited in number to that which the Village Engineer determines will ensure a safe and congestion free public street network.

2. Width of Driveways. Driveways that provide access to residential properties shall measure no less than nine feet (9') wide nor more than twenty (20) feet wide at the front lot line. Driveways that serve all other uses shall measure no more than twenty feet (20') wide for one-way traffic nor more than thirty-five (35') wide for two-way traffic at the front lot line.

3. Location of Driveways. Driveways on opposite sides of an arterial or collector street shall be either aligned or off-set by no less than one hundred-fifty (150) feet between the centerlines of each opposing driveway. Where physical conditions prohibit this alignment, the Director of Community Development may waive this requirement.

B. Minimum Dimensions. Off-street parking facilities shall be maintained to the following standard dimensions.

1. Required parking stalls shall measure at least nine (9) feet in width and at least eighteen (18) feet in length, exclusive of access drives or aisles, ramps, or columns for parking spaces constructed at a ninety (90) degree angle. For parking spaces constructed at any other angle, the dimensions required for parking spaces and drive aisles are provided by the Minimum Parking Module Dimensions illustration below.



2. A reduction in the paved length of up to twenty four (24) inches in parking space length may be allowed where a parking space is improved with a barrier curb over which an automobile bumper may hang.
 3. Required stacking spaces shall be a minimum of ten (10) feet in width and twenty (20) feet in length.
 4. Queuing spaces shall be provided free of conflict with any off-street parking space or drive aisle. Queuing spaces may not be located within any required landscape yard nor the public right-of-way.
- C. Circulation. Off-street parking facilities must be designed to ensure the safe and efficient circulation of both vehicular and pedestrian traffic and to minimize conflict between the two.
1. Parking spaces shall be separated from any building, other than residential dwellings, by an unobstructed pedestrian walkway measuring at least eight feet (8') in width exclusive of any bumper overhangs.
 2. An unobstructed pedestrian walkway measuring at least five (5) feet wide must be constructed to provide a pedestrian means of connection from each adjacent public right-of-way, through the off-street parking facility to the front entrance of the principal building.

3. Where pedestrian movement is expected across main drive aisles, a pedestrian cross walk must be delineated by pavement markings or a change in pavement material, appearance or texture.

D. Aisles and Parking Rows.

1. The maximum number of contiguous uninterrupted parking spaces is twelve (12). After each twelfth parking space, a landscaped island measuring not less than ten (10') in width shall be provided to provide the required separation. Landscape islands are considered interior landscape areas.
2. Parking rows that end in an unprotected drive aisle must be separated from the drive aisle by a landscaped island measuring at least ten feet (10') in width for the length of the parking spaces.
3. Drive aisles throughout an off-street parking facility shall align as closely as practical in order to create four-way intersections.
4. Driveways that serve off-street parking lots must be located perpendicular to the public street for a distance of at least twenty feet (20') onto the property. No parking space shall be located within this twenty foot (20') required transition area.

11-12-6 SURFACING. All off-street parking lots, driveways and driveway aprons shall be improved with a hard surface, as approved by the Village Engineer.

A. Single and Two Family Residential Driveways.

1. Asphalt. Compacted crushed CA-6 aggregate base (Sub-base Granular Material Type B), not less than six inches (6") thick, and surfaced with Hot Mix Asphalt Surface Course, Mix D, N50, not less than two inches (2") thick.
2. Concrete. Compacted crushed CA-6 aggregate base (Sub-base Granular Material Type B), not less than four inches (4") thick, and Portland cement concrete, Class SI, 6-bag, not less than four inches (4") thick
3. Stamped Concrete. Driveway (i.e. private property) Compacted crushed CA-6 aggregate base (Sub-base Granular Material Type B), not less than five inches (5") thick, and Portland cement concrete, Class SI, 6-bag, not less than four inches (4") thick
4. Pavers. Compacted crushed CA-6 aggregate base (Sub-base Granular Material Type B), not less than six inches (8") thick, sand bedding course not less than one inch (1") thick, and 8,000 psi Portland cement concrete brick, not less than 2.75" thick, or as approved by the Village Engineer.

B. Residential and Commercial Parking Lots and Driveways.

1. Asphalt. Compacted crushed CA-6 aggregate base (Sub-base Granular Material Type B), not less than ten inches (10") thick, and surfaced with Hot Mix Asphalt

Binder Course IL-19.0, N50, not less than 2.5" thick and Hot Mix Asphalt Surface Course, Mix D, N50, not less than two inches (2") thick.

2. Concrete. Compacted crushed CA-6 aggregate base (Sub-base Granular Material Type B), not less than six inches (6") thick, and Portland cement concrete, Class SI, 6-bag, not less than six inches (6") thick
3. Stamped Concrete. Compacted crushed CA-6 aggregate base (Sub-base Granular Material Type B), not less than seven inches (7") thick, and Portland cement concrete, Class SI, 6-bag, not less than six inches (6") thick
4. Pavers. Compacted crushed CA-6 aggregate base (Sub-base Granular Material Type B), not less than eight inches (8") thick, sand bedding course not less than one inch (1") thick, and 8,000 psi Portland cement concrete brick not less than 2.75" thick, or as approved by the Village Engineer.

C. Loading Areas and Driveways Used by Heavy Trucks.

1. Asphalt. Compacted crushed CA-6 aggregate base (Sub-base Granular Material Type B), not less than ten inches (12") thick, and surfaced with Hot Mix Asphalt Binder Course IL-19.0, N50, not less than 2.5" thick and Hot Mix Asphalt Surface Course, Mix D, N50, not less than two inches (2") thick.
2. Concrete. Compacted crushed CA-6 aggregate base (Sub-base Granular Material Type B), not less than eight inches (8") thick, and Portland cement concrete, Class SI, 6-bag, not less than eight inches (8") thick
3. Stamped Concrete. Compacted crushed CA-6 aggregate base (Sub-base Granular Material Type B), not less than nine inches (9") thick, and Portland cement concrete, Class SI, 6-bag, not less than eight inches (8") thick
4. Pavers. Compacted crushed CA-6 aggregate base (Sub-base Granular Material Type B), Portland cement concrete, Class SI, 6-bag, not less than eight inches (8") thick, sand bedding course not less than one inch (1") thick, and 8,000 psi Portland cement concrete brick not less than 2.75" thick or as approved by the Village Engineer.

D. Approaches. Approaches must be improved with a hard surface as required by the Village Engineer.

E. Striping. All off-street parking facilities that contain four (4) or more parking spaces must be maintained with white or yellow striping measuring at least four inches (4") in width. Each parking space, accessible loading space, loading berth and pedestrian crosswalk must be delineated by such striping.

F. Pavement Edge Protection. All off-street parking facilities that contain four (4) or more parking spaces must be improved and maintained with a six inch (6") barrier curb at all pavement edges with the following exceptions:

1. Wheel stops may be utilized in place of barrier curb with approval of the Director of Community Development.
2. An off-street parking facility planned for expansion may be exempt from the pavement edge protection along the edge of the pavement where the expansion is planned. Along this unprotected pavement edge, the aggregate base material shall be extended at least one foot (1') beyond the pavement edge. A vehicle barrier, the design of which must be approved by the Director of Community Development, shall be installed along the unprotected pavement edge.

G. Drainage. All off-street parking and loading facilities must be designed and constructed to provide positive drainage. Surface water shall be discharged into an adequate storm water collection system approved by the Village Engineer.

H. Maintenance. All off-street parking facilities must be properly maintained in compliance with the minimum standards of this Chapter. All off-street parking facilities shall be maintained so that the surface is free of pot holes, surface erosion, cracks, and deteriorated striping. All off-street parking facilities shall be maintained free of trash and debris.

11-12-7 Landscape Yards. All off-street parking facilities shall be setback a minimum distance from property lines based on zoning district and, in some cases, the zoning of adjoining properties. Except for properties zoned agriculture and residential, these required yards shall be improved with live, organic landscape materials.

A. Minimum Landscape Yard by Zoning District.

ZONING DISTRICT	STREET LOT LINE	INTERIOR LOT LINE	REAR LOT LINE	TRANSITION LOT LINE	PRIMARY ROAD
A-1 AGRICULTURAL DISTRICT	50 feet	50 feet	50 feet	NA	75 feet
R-1/R-2/R-3 RESIDENTIAL DISTRICT AND SR TYPE 1 RESIDENTIAL	1 foot	1 foot	1 foot	NA	1 foot
SR SENIOR RESIDENTIAL DISTRICT TYPE 2	30 feet	10 feet	10 feet	30 feet	45 feet
B-1 COMMUNITY SHOPPING DISTRICT	10 feet	0 feet	0 feet	10 feet	45 feet

B-2 GENERAL BUSINESS DISTRICT	30 feet	10 feet*	10 feet	30 feet	45 feet
B-3 REGIONAL BUSINESS DISTRICT	30 feet	10 feet*	10 feet	30 feet	45 feet
BP BUSINESS PARK DISTRICT	40 feet	25 feet*	15 feet	50 feet	45 feet
M-1 LIMITED MANUFACTURING DISTRICT	30 feet	10 feet*	15 feet	50 feet	45 feet
I-1 LIGHT INDUSTRIAL DISTRICT	30 feet	10 feet*	15 feet	50 feet	45 feet

B. Minimum Amount of Landscape Materials by Landscape Yard Type.

ZONING DISTRICT	STREET YARD	INTERIOR YARD	REAR YARD	TRANSITION YARD	PRIMARY ROAD
A-1 AGRICULTURAL DISTRICT	NA	NA	NA	NA	NA
R-1/R-2/R-3 RESIDENTIAL DISTRICT AND SR TYPE 1 RESIDENTIAL	NA	NA	NA	NA	NA
SR SENIOR RESIDENTIAL DISTRICT TYPE 2	1 evergreen tree, 1 shade tree and 6 shrubs per 30 linear feet	1 tree and 6 shrubs per 30 linear feet	1 tree and 6 shrubs per 30 linear feet	Solid Screen	Berm, 1 evergreen tree, 1 shade tree, 1 ornamental tree, and 12 shrubs per 30 linear feet
B-1 COMMUNITY SHOPPING DISTRICT	1 evergreen tree, 1 shade tree and 6 shrubs per 30 linear feet	NA	NA	Solid Screen	Berm, 1 evergreen tree, 1 shade tree, 1 ornamental tree, and 12 shrubs per 30 linear feet

* Setback may be reduced to 0 feet where off-street parking facilities are shared.

B-2 GENERAL BUSINESS DISTRICT	1 evergreen tree, 1 shade tree and 6 shrubs per 30 linear feet	1 tree and 6 shrubs per 30 linear feet [±]	1 tree and 6 shrubs per 30 linear feet	Solid Screen	Berm, 1 evergreen tree, 1 shade tree, 1 ornamental tree, and 12 shrubs per 30 linear feet
B-3 REGIONAL BUSINESS DISTRICT	1 evergreen tree, 1 shade tree and 6 shrubs per 30 linear feet	1 tree and 6 shrubs per 30 linear feet [±]	1 tree and 6 shrubs per 30 linear feet	Solid Screen	Berm, 1 evergreen tree, 1 shade tree, 1 ornamental tree, and 12 shrubs per 30 linear feet
BP BUSINESS PARK DISTRICT	1 evergreen tree, 1 shade tree and 6 shrubs per 30 linear feet	1 tree and 6 shrubs per 30 linear feet [±]	1 tree and 6 shrubs per 30 linear feet	Solid Screen	Berm, 1 evergreen tree, 1 shade tree, 1 ornamental tree, and 12 shrubs per 30 linear feet
M-1 LIMITED MANUFACTURING DISTRICT	1 evergreen tree, 1 shade tree and 6 shrubs per 30 linear feet	1 tree and 6 shrubs per 30 linear feet [±]	1 tree and 6 shrubs per 30 linear feet	Solid Screen	Berm, 1 evergreen tree, 1 shade tree, 1 ornamental tree, and 12 shrubs per 30 linear feet
I-1 LIGHT INDUSTRIAL DISTRICT	1 evergreen tree, 1 shade tree and 6 shrubs per 30 linear feet	1 tree and 6 shrubs per 30 linear feet [±]	1 tree and 6 shrubs per 30 linear feet	Solid Screen	Berm, 1 evergreen tree, 1 shade tree, 1 ornamental tree, and 12 shrubs per 30 linear feet

C. Minimum Standards for Landscape Materials.

[±] Landscape materials are required when landscape yard is required.

1. Required Solid Screen may be provided by any one of the following:
 - a. A six foot (6') solid fence and 6 shrubs per thirty linear feet (30') of transition yard, or
 - b. A six foot (6') solid evergreen hedgerow, or
 - c. An undulating berm averaging 4 feet in height together with 1 evergreen, 1 shade tree, and 6 shrubs per 30 linear feet (30') of transition yard.
 2. Evergreen trees must be installed at six feet (6') in height. Deciduous shade trees must be installed at two and one-half inch (2 ½") caliper measured at four feet (4') above grade. Deciduous ornamental trees must be installed at six feet (6') in height if multi-branched and not less than two inch (2") caliper, measure at four feet (4') above grade, if single stemmed.
 3. Shrubs must be installed at a minimum height of twenty four inches (24"). Ornamental grass may be substituted for shrubs with approval of the Director of Community Development.
 4. An organic ground cover shall be installed and maintained over the entirety of landscape yards. Decorative stone is prohibited.
 5. All shrubs located within the sight triangle, as required in Section 4 of this Chapter, shall be maintained to a maximum height of thirty six inches (36"). All trees located within the sight triangle must be high branched with the lowest branch measuring at least eight feet (8') from the established grade of the intersection.
 6. Berms shall be designed and installed in a meandering and undulating style at a maximum slope of 4:1 and an average height of four feet (4') as measured from the average established grade. Trees shall be planted on the slope of the berm, not on the top of the berm.
 7. The use of drought tolerate landscape materials are strongly encouraged.
 8. The addition of flowering perennials to landscape areas is strongly encouraged.
- D. Interior Landscape Requirement. Not less than ten percent (10%) of the interior of any off-street parking facility containing four (4) or more parking spaces shall be dedicated to interior landscape areas. This requirement is in addition to all other landscape requirements including required foundation landscaping and perimeter landscape yards.
1. One (1) landscaped island measuring at least ten feet (10') in width shall be provided for every twelve (12) parking spaces within the facility.
 2. One (1) shade tree and six (6) shrubs shall be installed and maintained in each landscape island measuring eighteen feet (18') in length. Landscape islands that measure greater than eighteen feet (18') in length must provide one (1) shade tree and six (6) shrubs per eighteen feet (18') or fraction thereof of length.

3. Shrubs shall be maintained at a height not to exceed thirty six inches (36").
4. Ornamental grass may be substituted for shrubs as permitted by the Director of Community Development.
5. Foundation plantings, installed to meet the minimum interior landscape requirement, shall be located in a landscape area not less than eight feet (8') in width along the front foundation of the principal building. One (1) tree and six (6) shrubs are required per twenty linear feet (20') of building foundation.
6. An organic ground cover must be maintained in the interior landscape areas. Decorative stone is prohibited.

E. Maintenance. All landscape materials and ground cover shall be permanently maintained in good condition with at least the same quality and quantity as installed. Dead or unsightly plant materials shall be removed and replaced as necessary.

11-12-8 Parking Lot Illumination Standards. Parking lot illumination shall be required for off-street parking facilities with four (4) or more parking spaces which are used at night.

- A. Light emitting diode (LED) illumination or an energy efficient equivalent, approved by the Director of Community Development, is required.
- B. Illumination must be evenly distributed throughout the off-street parking facility with a maximum average of 4.0 foot-candles.
- C. Each parking space must be illuminated to a minimum .5 foot-candle.
- D. Illumination shall be confined to the property. Excess spillage measuring more than 0.50 foot-candle onto adjacent properties or public rights of way is prohibited.
- E. Lamps shall be designed so that the source of illumination is not visible from the property lines of the subject property.
- F. All parking lot pole mounted luminaires shall be installed and maintained at a ninety (90) degree angle.
- G. Parking lot lighting shall be extinguished one-half ($\frac{1}{2}$) hour after the close of business, except as may otherwise be permitted or required by the Director of Community Development. Parking lot lighting for any multi-family dwelling or uses permitted in the senior residential district may remain on twenty four (24) hours.
- H. Parking lot pole structures shall not exceed twenty five feet (25') in height.
- I. Parking lot pole structures shall be located within landscape areas unless otherwise permitted by the Director of Community Development.
- J. Parking lot poles and lamps shall be dark bronze in color.
- K. Building mounted lighting shall be included in the photometric plan for foot-candle calculation, shall generally be consistent in design with the parking lot lamps, and shall be fully shielded.

11-12-9 Signage. Traffic control signs may be required by the Village Engineer for any off-street parking facility. Traffic control signs must be installed in compliance with Chapter 14 of this Title.

11-12-10 Bicycle Facilities. Provisions for the temporary storage of bicycles is required for all off-street parking facilities.

A. Number of bicycle parking spaces required. Bicycle parking spaces must be provided at a rate of five percent (5%) of the total number of vehicle parking spaces in any off-street parking facility.

B. Location. Bicycle parking facilities shall be located within fifty feet (50') of the entrance of the use served and outside of all vehicle and pedestrian circulation paths.

C. Surfacing. Bicycle parking facilities must be improved with a hard surface and a bicycle rack must be permanently anchored to the surface.

D. Use. Bicycle parking facilities shall be used exclusively for the temporary storage of bicycles.

11-12-11 Off-Street Loading. Every building which requires the receipt or distribution of materials or merchandise by trucks or similar vehicles, shall be required to provide off-street loading zones in accordance with requirements of this section.

A. Required Number of Off-street Loading Berths. Unless otherwise permitted by the Director of Community Development, loading berths shall be provided based on building square footage at the following rate.

1. If a particular use is not listed in the schedule of off-street loading requirements, the Director of Community Development shall determine the loading requirements of said use by assigning the same loading facility requirements as another use which is deemed to be similar in nature to, and compatible with, said unlisted use.

2. Computation. When determining the required number of off-street loading spaces, the following general rules apply.

a. A requirement of a fractional space of one-half (1/2) or less may be disregarded while a fraction in excess of one-half (1/2) shall be counted as one (1) parking space.

b. Floor area shall be calculated as the sum of the gross horizontal area of the several floors of the building or buildings.

Floor Area(measured in square feet)	Loading Berths Required
Less than 5,000	0
5,000 – 15,000	1
15,001 – 50,000	2

50,001 – 100,000	3
Over 100,000	1 per fraction of 100,000

11-12-11 Off-street Loading Design Standards

A. Location of Off-street Loading Facilities. All off-street loading facilities shall be located on the same zoning lot as the use served, unless central loading facilities are established.

1. Central Loading Facilities. The following requirement shall apply to shared loading facilities:

- a. Each lot to be served shall have direct access to the central loading facility without crossing streets or alleys.
- b. The total number of off-street loading zones provided is not less than the sum of the separate requirements for each use.
- c. Each lot to be served shall be no more than three hundred feet (300'), including streets, drives and alleys, from the central loading facility.
- d. Written covenants and easements running with the land assuring the retention, maintenance, and use of said central loading facility shall be executed by the parties concerned. Such covenants and easements shall be reviewed by the village attorney, approved as to content and form by the village board, and filed in the office of the recorder of deeds.

B. Landscape Yard Requirements.

1. Off-street loading facilities shall not be located in any front yard or corner side yard.
2. Where feasible, off-street loading shall either be located inside a building or screened by walls.
3. Minimum yard requirements for all off-street loading facilities shall be as follow.
 - a. Not less than ten feet (10') from side or rear lot lines.
 - b. Not less than twenty feet (20') from transitional lot lines.
 - c. Where rear yards abut a street (through lots), loading facilities shall be set back at least thirty feet (30') from the rear lot line.

C. Landscape Materials Requirement. Landscape materials shall be provided in the required landscape yards in compliance with section 11-12-7 of this Chapter.

D. Design.

1. A loading berth shall measure twelve (12) feet wide and seventy-two (72) feet in length.
2. All off-street loading berths shall have a clear height of fourteen (14) feet.

3. All off-street loading facilities shall be improved with a minimum pavement surface as required by the Village Engineer.
4. All off-street loading facilities shall be designed so that all maneuvering to occur on site and shall not require movement within any public right-of-way.
5. No off-street loading space shall conflict with off-street parking space, drive aisle, nor fire lane.
6. Loading areas shall be clearly defined by pavement striping which discourages automobile parking.
7. All loading areas shall be improved with six (6) inch barrier curb or an equivalent curb design approved by the Village Engineer.
8. Illumination shall be confined to the property. Excess spillage measuring more than 0.50 foot-candle onto adjacent properties or public rights-of-way is prohibited.
9. Lamps shall be designed so that the source of illumination is not visible from the property lines of the subject property.

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