

Chapter 8

OFF STREET PARKING AND LOADING

9-8-1: OFF STREET PARKING:

9-8-2: PARKING SPACE REQUIREMENTS:

9-8-3: OFF STREET LOADING REQUIREMENTS:

9-8-1: OFF STREET PARKING:

A. Location: In all districts at the time of erection, conversion or enlargement of any main building or structure, automobile off street parking spaces shall be provided as follows:

1. For residential buildings, off street parking shall be provided on the lot or in a building thereon. (Ord. O-16-63, 10-14-1963)
2. For all commercial buildings and all buildings combining commercial and residential uses, off street parking shall be provided on the lot or in a building on the lot, or on a lot or in a building on a lot within two hundred fifty feet (250') thereof.
3. All off street parking spaces shall have adequate access and egress and all off street parking spaces and maneuvering and access areas shall be surfaced with a dustproof or hard surface meeting the standard specifications of the village. (Ord. O-30-65, 10-25-1965)

B. General Requirements:

1. For the purpose of this title, a required parking space shall consist of an area in the form of a rectangle measuring not less than nine feet (9') in width by nineteen feet (19') in depth, and such additional space as shall be necessary for maneuvering and access area. Each such space shall be accessible from streets, alleys or private driveways or aisles leading to streets and driveways. In any residential district, no required off street parking space, except that area required for access to such parking space, shall occupy any portion of a front yard or a side yard. (Ord. O-4-66, 2-28-1966)
2. "Floor area" shall mean the gross floor area and the open land area required for service to the public as customers, patrons, clients or patients, including areas occupied by fixtures and equipment used for display or sale of merchandise. It shall not include areas used as restrooms, or areas or parts of areas used principally for nonpublic purposes, such as storage, automobile parking, incidental repairs, processing or packaging of merchandise, show windows or for offices incidental to the management or maintenance of stores or buildings.
3. Every parcel of land hereafter used as a parking space or a loading space shall have an all weather surface. All public off street parking spaces shall be illuminated, and all lights used to illuminate said parking spaces shall be so arranged as to reflect the light away from

adjoining lots in residential districts. No signs other than those necessary for orderly parking control are to be erected or displayed in any public parking area. (April 1969)

The standard specifications for the construction of certain municipally owned parking lots, including the lots located at 7418 Randolph and 415 Beloit in the village, and such other locations as may be designated from time to time by the corporate authorities, are hereby declared to be satisfied by the installation of a gravel parking surface, provided that such gravel parking surface shall be replaced with a surface meeting the standard specifications of the village, as provided in this subsection B3, at such time as the corporate authorities authorize the expenditure of funds for the construction of such standard parking surface. (Ord. O-44-03, 10-27-2003)

4. The parking of more than one commercial vehicle, or the parking of a commercial vehicle of more than one ton capacity, on any lot in any residential district shall be considered a commercial use and is hereby prohibited. (April 1969)
5. For the purpose of providing off street parking spaces as required in accordance with this title, plans must be submitted to and approved by the director of public health and safety before issuance of a building permit. The plans shall show how the required off street parking spaces shall be arranged and shall indicate sufficient space for turning maneuvers, as well as adequate ingress and egress to the parking area.
6. Before issuance of a building permit, the director of public health and safety shall obtain the approval of the plan commission for all such plans requiring six (6) or more off street parking spaces. (April 1969; amd. Ord. O-7-10, 2-8-2010)
7. Whenever a building permit has been granted and the plans so approved for off street parking, the subsequent use of such property shall be deemed to be conditional upon the unqualified continuance and availability of the parking provisions contained in such plans. Any use of such property in violation hereof shall be deemed a violation of this title. Should the owner or occupant of any building to whom a building permit has been granted containing off street parking requirements so change the use to which such building is put as to increase off street parking as required under this title, it shall be unlawful and a violation of this title to begin or maintain such altered use until such time as the increased off street parking provisions of this chapter are complied with.
8. No addition, conversion or enlargement of an existing building or use shall be permitted unless the parking requirements of this title are met for the entire building or use.
9. In the case of mixed uses, the total requirements for off street parking space shall be the sum of the requirements of the various uses computed separately as specified in this chapter, and the off street parking space for one use shall not be considered as providing the required off street parking for any other use. (April 1969)

9-8-2: PARKING SPACE REQUIREMENTS:

Automobile parking spaces shall be provided according to the following schedule and shall be subject to the following conditions in any district in which any of the following uses shall

be established, except the DBD downtown business district, for which such standards are set forth in section [9-4C-6](#) of this title: (Ord. O-23-06, 4-10-2006)

Residential:		
Single-family Dwellings, attached or detached		2 parking spaces for each dwelling unit
Multiple-family Dwellings		MX districts: 1.15 space for each studio and one-bedroom dwelling unit plus 2 spaces for each 2-bedroom or larger dwelling unit. All other districts: 2 parking spaces for each dwelling unit
Commercial:		
Banks, savings and loan associations, businesses or professional offices		MX districts: 1.0 space for each 333 square feet of gross floor area open to the public. All other districts: 1 parking space for each 50 square feet of floor area, plus 1 space for each 2 employees
Barbershops and beauty parlors		3 off street parking spaces for each operator
Community shopping district areas		1 parking space for each 50 square feet of floor area
Furniture and appliance stores, wholesale stores, household equipment, furniture repair offices or machinery sales		MX districts: 1.0 space for each 333 square feet of gross floor area. All other districts: 1 parking space for each 75 square feet of floor area
Medical cannabis dispensary		1 parking space for each 250 square feet of floor area
Medical or dental offices		5 parking spaces per doctor engaged in clinic
Motels and tourist homes		1 off street parking space for each guestroom, plus 1 additional space for the owner or manager
Motor freight terminals and local cartage companies		1 space for each 2 employees, based on the maximum number of persons to be employed for any work period, plus 1 adequate space for each vehicle used in the conduct of such operations

Office, general, business (not listed elsewhere)	MX districts: 1.0 space for each 400 square feet of gross floor area.
Restaurants, bars, taverns, nightclubs and all other similar dining and/or drinking establishments	MX districts: 1.0 space for each 200 square feet of waiting/eating area. All other districts: 1 off street parking space for each 50 square feet of floor area exclusive of kitchen, restroom and storage area
Retail stores	MX districts: 1.0 space for each 333 square feet of gross floor area. All other districts: 1 parking space for each 75 square feet of floor area
Public places and schools:	
Churches	1 off street parking space for each 5 seats and/or 1 off street parking space for each 90 linear inches of pew space in said church
Places of public assembly including private clubs, lodges, and fraternal buildings not providing overnight accommodations; assembly halls, auditoriums, skating rinks, dance halls, bowling alleys, theaters, stadiums, gymnasiums, amusement parks, funeral homes, community centers, libraries	1 off street parking space for each 4 seats provided for patron use and/or 1 off street parking space for each 50 square feet of floor area used as public assembly but not containing fixed seats
Schools, including elementary, junior high schools, high schools and all other similar institutions of learning	1 off street parking space for each 2 employees, based on the maximum number of persons to be employed for any work period, plus 1 off street parking space for each 10 high school, college or university students predicated upon the designed capacity of the physical plant
Industrial:	
Manufacturing and industrial uses	1 parking space for each 2 employees based upon the maximum number of persons to be employed at any 1 work period during the day or night, plus 1 adequate space for each vehicle used in the conduct of such operation
Other uses:	

All other uses not specifically provided for in this section	1 parking space provided for each 200 square feet of floor area
--	---

(April 1969; amd. Ord. O-4-66, 2-28-1966; Ord. O-48-02, 8-26-2002; Ord. O-22-14, 9-8-2014)

9-8-3: Parking Credits and Reductions:

The following parking credits are available for use in the MX Districts.

A. Joint Parking Facilities:

Joint or "shared" parking refers to the practice of 2 or more users who have need for parking at different times voluntarily agreeing to make use of some of all the same parking spaces. Joint parking is encouraged as a means of conserving scarce land resources, reducing stormwater runoff, reducing the heat island effect caused by large paved areas and improving village appearance. Conditional use permit approval is required for approval of joint parking arrangements. ~~Conditional~~ Conditional use permits for joint off-street parking and/or loading facilities may be approved if the applicant demonstrates to the village's satisfaction that such combination of buildings, structures and/or use is of such a unique nature that the cumulative number of parking and/or loading spaces can be reduced. However, the granting of such a special use permit will require proof from the petitioner that no increased congestion in the public streets nor any other violation of the intent and purpose of this chapter will occur. The village may establish criteria and stipulations with the granting of any such special use permit to provide safeguards from building, structure or use changes which will create congestion upon the public streets or otherwise measurably degrade the health, safety, or the general welfare of the public. Such safeguards may include, but are not limited to, the holding of vacant land in retention for future parking space needs, voiding licenses for business operation in the village, establishment of a performance bond, or other such action. The burden of proof showing that a reduction in the number of parking and/or loading spaces as required by this chapter is solely the responsibility of the petitioner. Each such request shall be reviewed in light of its own merits.

B. Motorcycle and Scooter Parking:

In parking lots containing more than 10 parking spaces, the provision of motorcycle or scooter parking spaces may be credited toward satisfying the minimum off-street parking requirements of Sec. 62-290 at the rate of one motor vehicle parking space for each 2 motorcycle or scooter parking spaces. The maximum credit allowed under this provision is 2 spaces or 10% of the total minimum motor vehicle parking requirement for the subject property, whichever is greater. To receive credit, each motorcycle and scooter space must have a concrete surface and minimum dimensions of 4 feet by 8 feet. This provision applies to existing and proposed parking lots.

C. Car-share and Bike-share Service:

The following parking credits apply to nonresidential uses that are required to provide 10 or more motor vehicle parking spaces and to residential or mixed-use projects that are required to provide 20 or more motor vehicle parking spaces.

1. The number of required motor vehicle parking spaces is reduced by 4 spaces for each parking space that is leased by a village-approved car-share program for use by a car-share vehicle.

2. The number of required motor vehicle parking spaces is reduced by 2 spaces for uses that provide space for a village-approved bike-share program facility with a minimum of 10 bicycle parking docks.

D. Long-term Bicycle Parking:

Each 6 long-term bicycle parking spaces is credited as one motor vehicle space.

1. Long-term bicycle parking spaces provided to receive parking credit must be provided in the building or in a weather-protected area. Long-term bicycle parking spaces must be protected from access by unauthorized persons.

2. Long-term bicycle parking spaces provided to receive parking credit must:

- a. Consist of bike racks or lockers anchored so that they cannot be easily removed;
- b. Allow both the bicycle frame and the wheels to be locked with the bicycle in an upright position using a standard U-lock;
- c. Be designed so as not to cause damage to the bicycle;
- d. Facilitate easy locking without interference from or to adjacent bicycles; and
- e. Have minimum dimensions of 2 feet in width by 6 feet in length, with a minimum overhead vertical clearance of 7 feet. Bicycle lockers are exempt from overhead clearance requirements.

E. Public Parking:

Nonresidential uses may receive credit for parking spaces within a nearby public parking lot or public parking garage, as follows:

1. The nearest pedestrian entrance to the public parking lot or garage must be located within 1,000 feet of the lot on which the subject use is located;

2. The parking facility must be open to the general public from at least 8:00 a.m. to 8:00 p.m.;

3. Minimum parking requirements may be reduced by one parking space for every 4 parking spaces within the public parking lot or garage, not to exceed a total reduction of more than 25 spaces.

F. On-Street Parking:

Nonresidential uses may count on-street parking spaces on public street rights-of-way abutting the subject property towards satisfying off-street motor vehicle parking requirements. One on-street parking space credit may be taken for each 20 linear feet of abutting right-of-way where on-street parking is allowed. Only space on the same side of the street as the subject use may be counted, except that the opposite side of the street may be counted if the property on that side of the street does not have the potential for future development. In calculating credit for on-street parking, all fractional spaces are rounded down.

9-8-3: OFF STREET LOADING REQUIREMENTS:

A. General Requirements:

1. For the purpose of this title, an off street loading space shall mean an on the property space for the standing, loading and unloading of vehicles to avoid undue interference with the public use of streets, alleys and sidewalks. Such space shall be not less than twelve feet in width and thirty feet in length (12' x 30'), exclusive of access aisles and loading space; and such loading space shall have a minimum overhead clearance of fourteen feet (14').
2. All area provided in accordance with the off street requirements shall be surfaced with a bituminous or other all weather dust free surface.
3. Within any commercial or light manufacturing district, all vehicular entrances and exits on public streets, alleys and highways shall be designed and constructed in a manner to best facilitate the flow of traffic to and from the premises and such entrances and exits shall be subject to the approval of the traffic or highway authority having jurisdiction over the street or highway on which they are located.
4. The off street loading facilities required shall in all cases, be on the same lot or parcel of land as the structure they are intended to serve. In no case shall the required off street loading space be part of the area used to satisfy the off street parking requirements of this title.

B. Off Street Loading Space Required: In the use of land for any purpose other than residential, no building or structure shall be erected unless provision is made for the location on the lot of off street loading space on the basis of one off street loading space for each twenty thousand (20,000) square feet of gross floor area. (April 1969)