

DIVISION 7**OFF-STREET PARKING AND LOADING REGULATIONS**

The following regulations are established to increase safety and lessen congestion in the public streets, to provide adequate but not excessive off-street parking facilities for commercial and residential properties, to set standards for the requirement of off-street parking and loading unique to the particular needs of the district in which the use is located according to the anticipated amount of traffic generated by such uses, and to reduce the on-street storage of vehicles in targeted areas of the community. In connection with any building hereafter erected or substantially altered or enlarged, or any parking lot hereafter installed, there shall be provided off-street parking and loading areas meeting all the minimum requirements of this Section and the landscaping provisions of Division 14 (Community Design Standards). (Amended 9/21/09 by Ord. No. 5293)

SEC. 15.7-1 GENERAL PROVISIONS.

- A. Permissive Parking and Loading Facilities. Nothing in this section shall be deemed to prevent the voluntary establishment of off-street parking and loading facilities beyond those required by this Code to serve any new or existing uses of land or buildings, provided that there is adherence to all regulations herein governing the location, design and operation of such facilities.
- B. Damage or Destruction. When any building, structure or use which is in existence on the effective date of this ordinance is restored and continued in operation after being damaged or destroyed by fire, collapse, explosion, or other cause, to the extent that the cost of restoration does not exceed fifty percent (50%) of the fair cash market value, there shall be required only off-street parking and loading facilities equivalent to any maintained at the time of such damage or destruction. However, in no case shall it be necessary to restore or maintain off-street parking or loading facilities in excess of those required by this Code.
- C. Existing Uses. Whenever the existing use of a building or structure erected prior to the effective date of this Code shall hereafter be changed to a new use, additional off-street parking or loading facilities shall be required for such use only in the event the floor area, seating capacity, number of dwelling units or some other factor affecting off-street parking requirements is increased and then only to the extent required by the additional floor area, seating capacity, number of dwelling units, or other factor affecting the parking requirements.
- D. Parking and Loading Area Plan. No application for a building permit for a new, enlarged, or altered structure or improvement shall be issued, unless there is included within the application a plan showing the location, layout, and critical dimensions of all off-street parking and loading facilities. Such plan shall be drawn to scale and show vehicular access and circulation patterns.

SEC. 15.7-2 OFF-STREET PARKING.

- A. Use. Required off-street parking spaces accessory to uses listed in this Section shall be solely for the parking of motor vehicles. Each required space shall be kept available at all times for the parking of one motor vehicle.
- B. Storage of Major Recreational Equipment. Any owner of major recreational equipment or domestic utility trailer may park or store such equipment in a residence district subject to the following conditions:
1. At no time shall such parked or stored equipment be occupied or used for dining, sleeping or housekeeping purposes while parked or stored in a residence district except for a period of not to exceed fourteen (14) days in one calendar year, provided, however, that such mobile home, travel trailer, pick-up coach, motor-home or camping trailer may be used only for sleeping purposes during such fourteen (14) day period.
 2. During the period from November 1 through April 1, if the major recreational equipment is parked or stored outside of a garage, it shall be parked or stored to the rear of the front building line of the principal structure on the lot. (Amended 11/20/95 by Ord. No. 4356)
 3. Major recreational equipment or domestic utility trailer must be parked a minimum of five (5) feet from a side or rear yard lot line.
 4. No major recreational equipment or domestic utility trailer may be parked or stored in a corner side yard at anytime.
 5. If parked to the front of the front building line of the principal structure on the property, major recreational equipment must be on a hard surface.
 6. If the major recreational equipment is a self-propelled vehicle, not stored on a trailer, (such as a motor-home), it must be parked on a hard-surface whether it is parked to the front or rear of the front line of the principal structure on the property. Camping trailers, domestic utility trailers, boats on trailers, and other items of major recreational equipment stored on trailers do not need to be on a hard-surface if such major recreational equipment is stored or parked to the rear of the front building line of the principle structure on the property.
 7. Domestic utility trailers may be parked in a rear yard or side yard in a location not visible from the street. Domestic utility trailers may not be parked in a front yard or corner side yard.

(SEC. 15.7-2(A) & (B) Amended 12/17/01 by Ord. No. 4760 – Effective 4/1/02)(SEC. 15.7-2(B) Amended 7/15/02 by Ord. No. 4804)

- C. Location.

1. Except as provided in Subsection 2 below, required off-street parking spaces in residence districts shall be located on the same lot as the use served.
2. Parking spaces required in the R-3A and R-3B Zoning Districts and in all non-residential districts shall be located on the same lot or on an adjoining lot, provided however that where ten (10) or more parking spaces are required:
 - a. Such parking spaces may be provided on a lot located not more than five hundred (500) feet as one walks from the lot requiring said parking.
 - b. Such lot shall be owned by the owner of the use requiring the parking or in the case of Non-Residential Districts controlled by a five (5) year lease on such lot.
 - c. No parking spaces permitted by (a) above, shall be located in a residence district, except when such spaces are located in an R-3A or R-3B Residence District and are required for uses in the R-3A and R-3B Zoning Districts.

(SEC. 15.7-2(C)(1) and SEC. 15.7-2(C)(2) were amended 1/16/01 by Ord. No. 4707)

3. Accessory off-street parking spaces shall not be located in the following locations:
 - a. In Single-Family and Two-Family Residential Zoning Districts, accessory offstreet parking spaces shall not be located in the front yard, side yard, or corner side yard, except on a driveway or a parking pad constructed of a hard surface, such as asphalt or concrete, and in compliance with the following:
 - (1) A turnaround pad may be constructed on properties taking access from roadways designated as minor arterial or arterial by the Town Engineer, provided the turnaround pad is:
 - (i) A minimum of 5 feet from the property lines;
 - (ii) A maximum length of 16 feet measured from the existing driveway edge to the far end of the turnaround pad;
 - (iii) Constructed perpendicular to the existing driveway;

(iv) Constructed to maintain at least 50 percent greenspace in the required yard in which the turnaround is located; and

(v) Used only for the vehicular turning, not storage.

(Subsection (a) Amended 11/17/08 by Ord. No. 5221)

(2) A parking pad may be located adjacent to a single-car driveway in the side yard or corner side yard, provided the parking pad is (a) at least 3 feet from the property line; and (b) not within a drainage easement.

(3) Where a parking pad adjacent to a single-car driveway will encroach into a drainage easement or encroach into the minimum side yard setback of 3 feet, the parking pad may be located adjacent to the single-car driveway in the front yard.

b. In all other districts in the required front yard or corner side yard unless otherwise authorized in this Code;

c. It shall be unlawful for any person to park a motor vehicle or for the owner of a lot to permit such vehicle to remain parked at a location where off-street parking spaces would be prohibited by this section. When any vehicle shall be parked in violation of any provision of this section, the person in whose name the vehicle is registered shall be prima facie responsible for such violation and subject to the penalties therefore. Defenses to the prima facie case shall be limited to a showing that the vehicle was not parked illegally or that the individual was not the registered owner at the time of the alleged violation.

- D. Exemptions. Permitted business and office uses in the B-2 Central Business District need not provide off-street parking spaces. In no instance shall this exemption apply to residential dwelling uses.
- E. Computation. When computation of the required number of off-street parking spaces results in a requirement of a fractional space, a fraction of less than one-half (1/2) shall be disregarded and a fraction of one-half (1/2) or more shall be counted as one space.
- F. Collective Provision. Two (2) or more buildings or uses may collectively provide the required off-street parking, in which case the number of parking spaces provided shall not be less than the sum of the separate requirements for each such building or use.
- G. Design, Construction and Maintenance Standards.
1. Open and Enclosed Spaces. Accessory off-street parking spaces may be open to the sky or enclosed or partially in a structure.
 2. Surfacing.
 - a. Prior to surfacing any open, off-street parking area, private drive, or access way from the public right-of-way to or through such parking area, the owner, developer, or contractor shall obtain a permit from the Town. A permit shall not be required for resurfacing or repairing existing hard surfaced parking areas, private drives, or access ways. A permit shall not be required for the surfacing of any open off-street parking area, private drive, or access way from the public right-of-way to or through such parking area in connection with any single-family residential use or two-family residential use. A permit shall be issued upon compliance with the following:
 - (1) Submission and Town approval of three (3) sets of construction plans and specification showing compliance with construction standards imposed by the Town. Duplicate plans and specifications are not required where the Town has on file previously submitted plans and specifications meeting this requirement.
 - (2) Payment of a permit fee in the amount of \$25.00 plus \$1.00 per proposed parking space.

- b. All off-street parking areas and private drives or access ways from the public right-of-way to or through these parking areas, which parking areas, private drives, or accessways are accessory to single-family residential or two-family residential use, shall be improved with a minimum of six (6) inches of crushed aggregate base and two (2) inches of bituminous concrete surface or four (4) inches of P.C. concrete surface. (Amended 9/19/88)
- (1) Exception: Where a garage exists utilizing a common driveway and the garage is replaced with a new garage, the gravel driveway may continue if the adjoining property owner will not contribute to the cost of the hard surfaced driveway. (Added by Ord. 3784, 6/20/88)
- c. All off-street parking areas and private drives or accessways from the public right-of-way to or through these parking areas, which parking areas, private drives, or accessways are necessary to non-single-family residential use or non-two-family use, shall be improved with a minimum of eight (8) inches of crushed aggregate base and three (3) inches of bituminous concrete surface or five (5) inches of P.C. concrete surface, except off-street parking areas in the M-1 and M-2 Manufacturing Zoning Districts used or designated for the parking of equipment and multi-unit trucks may be improved with a minimum of eight (8) inches of crushed aggregate CA6 gradation or equal. The limited exception for certain parking areas in the M-1 and M-2 Zoning Districts shall not apply to customer or employer parking areas in said Districts. (Amended 9/19/88)
- d. All construction of parking areas, private drives, or accessways from the public right-of-way to or through these parking areas shall be in accordance with the State of Illinois Department of Transportation's latest Standards for Road and Bridge Construction, which includes, but is not limited to, trench backfill for utility cuts crossing any parking area, driveway, or accessway. Such Standards or Road and Bridge Construction are adopted by reference. Three (3) copies of such standards are on file in the office of the Town Clerk and are available for public use, inspection, and examination. Where the word "engineer" is used in such standards, it shall mean a designated agent or employee of the Town. The Town shall have the right to approve any of the following waivers or impose any of the additional conditions in connection with the surfacing of any parking area, driveway, or accessway:
- (1) Variations in the state road and bridge standards for asphalt plant equipment, operation, mix, and recycled material, if approved in writing prior to construction;

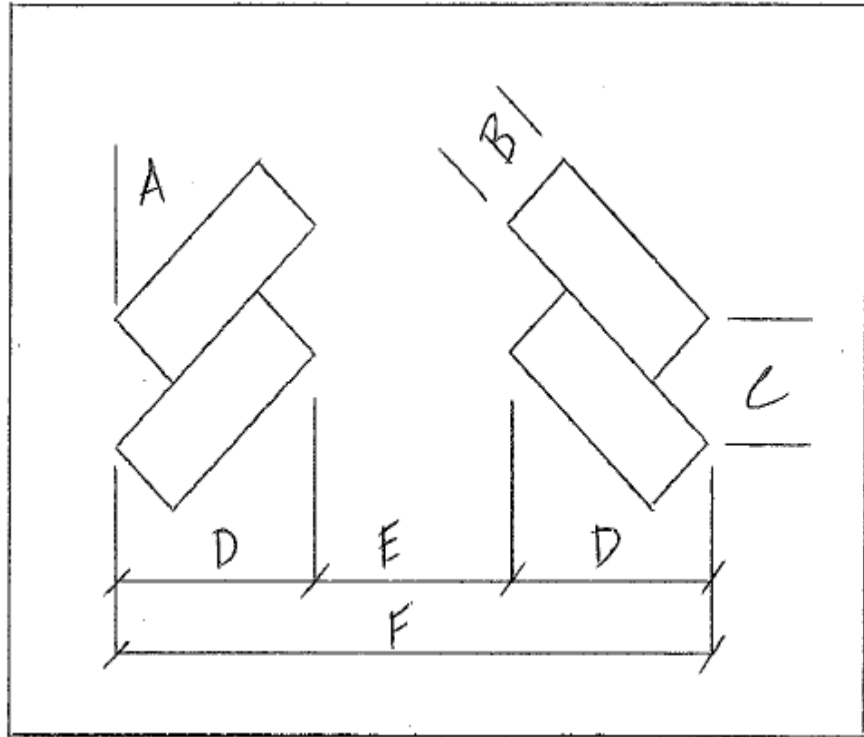
- (2) The Permittee shall be responsible for setting stakes for line and grade;
 - (3) The subgrade and any base course shall be test rolled and approved in accordance with the following procedure. Trucks shall be loaded as follows: 27,000 lbs. on two (2) axles and 45,000 lbs. on three (3) axles with the tolerance not to exceed ten percent (10%). The truck shall make a pass over the entire length of the parking lot, a distance of approximately ten (10) feet apart. Any areas which show rutting, cracking, or rolling of the compacted subgrade upon test rolling will not be accepted. The areas that fail shall be reconstructed and test rolled again prior to acceptance.
 - e. Material used for surfacing shall be from a source approved by the Illinois Department of Transportation, and the Contractor shall furnish proctors and marshall values as approved by the State.
 - f. Each operation in the construction of a parking lot, driveway, or accessway shall be inspected and approved, including, but not limited to, subgrade, aggregate base, and surface construction, before the next operation starts. Contractor shall notify the Town at least 24 hours before each of the operations is to be checked. The Town may impose a \$15.00 reinspection fee where Town reinspection is caused by substantial failure to meet construction standards.
3. Drainage. All parking areas shall be pitched and drained so as to prevent the flow of water from such areas directly onto adjoining property. All off-street parking areas or more than four (4) spaces shall provide storm water storage facilities as required by Chapter 7 of this Code.
4. Screening and Landscaping.
- a. All lots with off-street parking areas containing more than four (4) parking spaces that adjoin a lot zoned R-1AA, R-1A, R-1B or R-4 shall be screened the entire length of the property line where such contiguity exists with either a solid fence, wall or landscaping in accordance with SEC. 15.4-7(C).
 - b. All off-street parking areas must comply with Division 14 of this Code.
 - c. Plantings of trees and shrubs in containers shall not be considered as meeting the requirements of this Section of the Code.
- (Amended 1/20/04 by Ord. No. 4926)

5. Size and Access.

- a. All off-street parking facilities shall be provided with appropriate means of vehicular access to a street or alley in a manner which will least interfere with traffic movements. Each required parking space shall open directly upon an aisle, a driveway, or a public-way of such width and design as to provide safe and efficient means of vehicular access and egress to such parking space at all times. Each off-street space shall be marked on the ground to delineate its exact location. In no case shall the dimensions of such parking space or means of access be less than the following:

Parking Space & Aisle Design Standards – Fifty percent (50%) of the required spaces may be eighteen (18) feet in length where adjacent to a drive aisle of at least twenty-three (23) feet. (Added 6/16/2014 by Ord. No. 5548)

A	B	C	D	E	F
Parking Angle	Stall Width (feet)	Curb Length (feet)	Stall Depth (feet)	Aisle Width (feet)	Unit Depth (feet)
				1-Way or 2-Way	1-Way or 2-Way
0	8 8'-6" 9	20 22'-6" 22'-6"	NA	12 or 20	NA
30	8 8'-6" 9	16 17 18	21 21'-6" 22	10 or 20	52 or 62 53 or 63 54 or 64
45	8 8'-6" 9	11'-6" 12 12'-6"	20 20'-6" 21	12 or 20	52 or 60 53 or 61 54 or 62
60	8 8'-6" 9	9'-6" 10 10'-6"	17 17'-6" 18	18 or 20	52 or 54 53 or 55 54 or 56
90	8 8'-6" 9	8 8'-6" 9	20 20 20	25 24 23	65 64 63



Angle parking other than the above shall be sized according to specifications required by the Building Commissioner.

- b. Common driveways in residential districts are prohibited.
- c. No driveway shall be less than ten (10) feet in width.
- d. No part of a driveway shall be located within three (3) feet of a side property line unless:

- (1) Where there existed prior to May 1, 1980, a driveway which was not hardsurfaced, the driveway may be hardsurfaced over the same area as existed, provided all of the other requirements of this Code are met; or
- (2) Where there existed prior to May 1, 1980, a lot with a structure on it without a driveway, then the three (3) foot minimum distance from a side property line may be reduced to one (1) foot it, in the opinion of the Building Commissioner, there is no other place for a driveway to be installed.

6. Wheel Stops. All open off-street parking areas that have parking spaces abutting a property line, a building, required landscaping or screening materials or some other structure shall be required to have wheel stops of masonry, steel, or heavy timber placed so as to prevent the protrusion of vehicles over property lines or into buildings, fences or required screens.

Where B-6.18 Curb and Gutter, as detailed in Illinois Department of Transportation Highway Standards, Standard A-7.5 is utilized as the wheel stop, the gross depth of the parking stall may be reduced by two (2) feet as measured from the back of the curb. This reduction may only be utilized when there is an additional two (2) feet beyond the curb to allow for the overhang of the vehicle.

7. Lighting. Any off-street parking area with four (4) or more spaces and accessory to a business or commercial use that is located within forty (40) feet of a residence district, shall extinguish such lighting within one-half hour after the close of business. Other lot lighting shall comply with Division 14 of this Code. (Amended 11/20/95 by Ord. No. 4356)(Amended 1/19/99 by Ord. No. 4576)(Amended 1/20/04 by Ord. No. 4926)
8. Best Management Practices. All new parking lots with 300 or more parking spaces are required to employ Best Management Practices to improve the quality of stormwater runoff in a manner approved by the Public Works Director. (Added 9/21/09 by Ord. No. 5293)

- H. Required Number of Off-Street Parking Spaces. There shall be provided for each building, structure, and use hereafter erected, structurally altered or enlarged, the minimum number of off-street parking spaces in accordance with the following:

1. Public Assembly Property.
 - a. Auction house: One (1) space for each one hundred fifty (150) square feet of gross floor area.
 - b. Auditorium; Radio, TV station: One (1) space for each one hundred sixty (160) square feet of gross floor area.

- c. Bowling, billiard center; amusement Center; Ice Rink; Roller Rink; Swimming Facility; Ballroom, dance hall, gymnasium; Exhibition hall, exposition hall; Arena, stadium; Funeral parlor; Indoor athletic club; Clubs, not elsewhere classified; Legislation hall, Heliport; Bus passenger terminal: One (1) space for each two hundred (200) square feet of gross floor area.
- d. Churches and other places of public worship: One (1) space for every three (3) seats in the sanctuary. (Amended 9/21/09 by Ord. No. 5293)
- e. Restaurant (specializing in food primarily for consumption on the premises); Restaurant, drive-in (specializing in quick food service for both consumption on the premises and carry-out): One (1) space for each seventy-five (75) square feet of gross floor area.
- f. Country Club: Sixty (60) spaces for every nine (9) holes of golf; five (5) spaces for every tennis court.
- g. Library; Museum, art gallery: One (1) space for each four hundred (400) square feet of gross floor area.
- h. Motion picture theatre: One (1) space for each eighty (80) square feet of gross floor area.
- i. Nightclub, supper club; Eating, drinking places not elsewhere classified; Theater: One (1) space for each one hundred (100) square feet of gross floor area.
- j. In buildings containing a mixture of commercial uses such as office, retail, and restaurant, the parking requirement shall be at least one (1) space per two hundred (200) square feet of gross floor area. (Added 9/21/09 by Ord. No. 5293)

(Entire Subsection 15.7-2(H)(1) amended 11/20/95 by Ord. No. 4356)

2. Educational Property.

- a. Nursing School: One (1) space for each six hundred (600) square feet of gross floor area.
- b. Elementary School: One (1) space for each five hundred (500) square feet of gross floor area.
- c. Junior High School; High School; Vocational School; Business School; Specialty School; Schools not elsewhere classified; Junior College classroom building; College, university classroom building: One (1) space for each four hundred (400) square feet of gross floor area.

3. Institutional Property.

- a. Nursing Home; Hospital; Institutional property not elsewhere classified: One (1) space for each two hundred fifty (250) square feet of gross floor area.
- b. Day Care Center: One (1) space for each six hundred (600) square feet of gross floor area.
- c. Correctional Institutions, detention centers and rehabilitation centers: One (1) space for each one thousand five hundred (1,500) square feet of gross floor area.
- d. Therapeutic Group Care Home: Two (2) spaces plus one (1) space for each four (4) residents.

4. Residential Property.

- a. Single-family and two family dwellings: One (1) space per dwelling unit, except that no more than four (4) spaces shall be provided for each single-family dwelling or four (4) spaces for each two-family dwelling.
- b. Multiple-family dwellings: One and one half (1.5) parking spaces for each efficiency/one bedroom dwelling unit; two (2) parking spaces for each dwelling unit with more than one bedroom, except in the Parking Impact Zone as set forth in SEC. 15.7-4; .75 parking spaces for each bedroom for each dwelling unit with more than two (2) bedrooms. (Amended 1/19/99 by Ord. No. 4576)(Amended 8/21/00 by Ord. No. 4666)(Amended 8/20/01 by Ord. No. 4742)(Amended 9/21/09 by Ord. No. 5293)
- c. Hotels, motels, tourist homes and tourist courts: One (1) space per dwelling and/or lodging unit.
- d. Rooming Houses, fraternities and sororities: Two (2) spaces plus one (1) space for each two (2) roomers.
- e. Bed and Breakfast Establishments: Two (2) spaces plus one space for each lodging room. (Added 7/19/99 by Ord. No. 4606)

5. Store Property.

- a. Market, grocery store; Specialty food store; Liquor store; Dairy Store; Delicatessen; Clothing store; Shoe store; Shoe repair store; Tailor; Dress making shop; Fur store; Dry goods store; Furniture store; Appliance store; Hardware store; Music store; Wallpaper, paint store; Rug, floor covering store; Furniture repair shop;

Appliance repair shop; Book, stationery store; Newsstand, tobacco shop; Drug store; Jewelry store; Gift shop; Leather Goods shop; Florist shop; Optical Goods sales; Hobby, toy shop; Sporting Goods sales; Photographic supply sales; Garden supply store; Retail lumber sales; Pet store; Barber, beauty shop; Art supply, school supply store; Laundry, dry cleaners; Linen supply house; Restaurant supplies and services; Automobile service station; Motor vehicle repairs, paint shop; Motor vehicle sales; Motor vehicle parts and accessory sales; Boat sales; Car wash; Department store; Variety store; Mail order store; Trailer rental and sales: One (1) space for each three hundred (300) square feet of gross floor area.

6. Office Property.

- a. General business Office: One (1) space per three hundred (300) square feet of gross floor area with a minimum of five (5) spaces. (Amended 11/20/95 by Ord. No. 4356)
- b. Bank: One (1) space for each four hundred (400) square feet of gross floor area, plus extra (reservoir) parking spaces equal in number to fifteen percent (15%) of the number of vehicle spaces used for service customers.

7. Basic Industry, Utility, Defense Property.

- a. Laboratories; Radio, radar site; Fire, police station; Telephone exchange; Computer, data-processing center: One (1) space for each three hundred (300) square feet of gross floor area.
- b. Utilities – Electric power plant and substation; Gas company plant and facilities; Water filtration and treatment plant: One (1) space for each one thousand two hundred (1,200) square feet of gross floor area but no less than two (2) spaces shall be provided.

8. Manufacturing Property.

- a. Nonmetallic minerals, mineral products manufacture – glass manufacture; Pottery, china, earthenware manufacture; Food – dairy products manufacture; manufacture of grain mill products; Bakery; Snack foods manufacture; Food industries not elsewhere classified; Beverages, Tobacco, essential oils – distilling, rectifying, blending spirits; Soft drinks, carbonated water industry; Textiles – cotton, spinning, weaving; Textile manufacture; Knitting mills, all fibers; Cordage, rope, twine and net manufacture; Footwear, wearing apparel, leather, rubber – footwear manufacture; Wearing apparel manufacture; Rubber, rubber products manufacture; Wood, furniture, paper, printing – wooden, cane containers, cane manufacture; Wood, cork products manufacture; Furniture, fixture, bedding manufacture; Newspaper, magazine printing and publishing;

Chemical, plastic, petroleum – plastic, plastic products manufacture; Pharmaceuticals manufacture; Asphalt products manufacture; Metal, metal products – metal products manufacture; Machinery manufacture; Electrical and electronic machinery manufacture; Electrical appliance manufacture; Vehicle assembly or manufacture – boat manufacture; Motor vehicle manufacture, assembly and repair; Aircraft manufacture and assembly; Manufacture of transport equipment; Other manufacturing – instrument manufacture; Photographic, optical goods manufacture; Watch, clock manufacture; Jewelry manufacture; Musical instruments manufacture; Toys, sporting goods manufacture; Other manufacturing not elsewhere classified: One (1) space for each six hundred (600) square feet of gross floor area.

9. Storage Property.

- a. Agricultural products storage – seeds, beans, nuts, silage storage in bulk; Loose or bagged agricultural products storage; Riding stables (including commercial riding stables); Grain elevators; Agricultural products storage; Processed food, tobacco storage, packaged foodstuff storage – canned or bottled food or soft drink storage; Loose or bagged processed food storage; Food locker plants; Bulk sugar storage; Bulk flour or starch storage; Packaged tobacco product storage; Petroleum products and alcoholic beverage storage; Wood and paper products storage – lumberyard, building materials storage; Wood products, furniture storage; Fiber products storage; Rolled paper storage; Paper, paper products storage; Chemical or plastic product storage – non-hazardous chemical or plastic product storage; Plastic, plastic product storage; Metal, metal products storage – metal parts storage; Heavy machinery and equipment storage; Electrical appliance and supply storage; Finished metal products storage; Vehicle storage – automobile dealer storage; Heavy machinery and equipment storage; Bagged mineral product storage; Packaged mineral product storage; Freight terminal; Ice storage: One (1) space for each two thousand four hundred (2,400) square feet of gross floor area. (Amended 11/20/95 by Ord. No. 4356)
- b. General Item Storage:
- (1) General Compartmentalized Warehouse Storage: One (1) space for each compartment when compartmentalized or multi-occupied, and one (1) space for each two thousand four hundred (2,400) feet of gross floor area when under one user, whichever is greater.

- (2) Mini-Warehouse Storage: No parking spaces are required, however, a minimum 25' aisle shall be provided that serves all storage spaces. (Subsection (b) amended 11/20/95 by Ord. No. 4356)

SEC. 15.7-3 OFF-STREET LOADING.

- A. Location. All loading berths shall be off-street and shall be located on the same lot as the building to be served. No permitted loading berth shall be located within 25 feet of the nearest point of intersection of any two street lot lines, nor shall it be located in a required front, corner or side yards. (Amended 11/20/95 by Ord. No. 4356)
- B. Size. Unless otherwise specified in this ordinance or amendment thereto, a loading berth shall be at least ten feet in width by at least 25 feet in length, exclusive of aisle and maneuvering space, and shall have vertical clearance of at least 14 feet. (Amended 11/20/95 by Ord. No. 4356)
- C. Access. Each loading berth shall be served by appropriate means of vehicular access to a street or alley in a manner which will least interfere with traffic movements as determined by the Traffic Engineer. (Amended 11/20/95 by Ord. No. 4356)
- D. Surfacing. All open loading berths shall be improved with a minimum of eight (8) inches of crushed aggregate base and two (2) inches of bituminous concrete surface or six (6) inches of P.C. concrete surfaces provided, however, areas in the M-1 and M-2 Manufacturing Districts used or designated for the parking of equipment and multi-unit trucks may have an eight (8) inch crushed aggregate base and bituminous surface treatment class A-3.
- E. Off-Street Loading Berths. Loading spaces accessory to designated uses shall be provided in off-street locations. Each off-street loading space shall be designed with appropriate means of vehicular access to a street or alley in a manner which will least interfere with traffic movement. Space allocated to any off-street loading space shall not, while so allocated, be used to satisfy the space requirements of any off-street parking facilities or portions thereof. (Amended 11/20/95 by Ord. No. 4356)

SEC. 15.7-4 PARKING IMPACT ZONE.

- A. Purpose. The Parking Impact Zone is an area of the Town of Normal in which, due to density and use, there exist greater parking needs than are customary in other areas of the Town. Restrictions regarding location, size and construction of parking in these areas are eased to facilitate a greater number of parking spaces. Additionally, it is the purpose and design of the Parking Impact Zone to relax certain lot density restrictions so density is controlled by required green space, building height, and off-street parking requirements.

- B. Designation. Property in the following area is designated as a Parking Impact Zone:

Beginning at North Fell Avenue at Cypress Alley – West extended to University Court – North to Bowles – West to Main Street – South to College Avenue – West to Adelaide Street – South to Hovey – East to Kingsley – South to Woodrow Avenue – East to Main Street – South to Cullom Street – East to Alley (between Main and University) North to Church Street – East to Franklin Avenue – North to Vernon Avenue – East to Linden Street – South to the Constitution Trail – East to the West Edge of the Vernon Stables PUD – North to Lindell – East to Hillview – North to Vernon Avenue – West to Flora Way – North extended to Maple Street – North to Locust Street – East to Beech Street – North to Willow – West to Linden Street – North to Cypress – West to Fell Avenue – North to Cypress Alley. (Amended 11/15/2010 by Ord. No. 5352)(Amended 4/18/2016 by Ord. No. 5636)

- C. Conformance With Other Code Sections. Except as specifically set forth in this Section, all other Zoning Code and Municipal Code Sections remain in full force and effect in the Parking Impact Zone. In the event of conflict or ambiguity in application of the Zoning Code, the Zoning Administrator is directed to give priority to code provisions that require a greater number of off-street parking spaces and allow greater lot density for residential use within the Parking Impact Zone.
- D. Side Yard Parking. In the Parking Impact Zone, off-street parking spaces may be constructed in the side yard and corner side yard in derivation of SEC. 15.4-5(C) and SEC. 15.7-2(C)(3). All corner side yard parking areas shall be surrounded by vegetation to minimize visual impact of the parking area from the street.
- E. Below Grade Parking. In the Parking Impact Zone, off-street parking spaces may be constructed below grade in the front yard in derivation of SEC. 15.4-5(C) and SEC. 15.7-2(C)(3) provided that the required front yard be provided above grade and landscaped with vegetation.
- F. Dimension of Parking Spaces and Driving Aisles. In the Parking Impact Zone, parking spaces are permitted to have a minimum width of eight feet (8'), minimum depth of seventeen feet (17'), and a minimum aisle dimension of no less than twenty-one feet (21') in derivation of SEC. 15.7-2(G)(5). Stacked spaces shall have a minimum length of thirty-four feet (34'). The foregoing shall not apply to parking spaces required for persons with disabilities.
- G. Through Lots. In the Parking Impact Zone, off-street parking areas may be constructed in one of the front yards of through-lots, in derivation of SEC. 15.7-2(C)(3) and SEC. 15.4-5(C). Any front yard parking shall be screened by vegetation to minimize the visual impact of the parking area from the street.

- H. Front Yard Parking. In the Parking Impact Zone, in areas zoned R-3B, off-street parking may be constructed in the front yard, outside of the required front yard setback as measured from the property line, in derivation of SEC. 15.7-2(C)(3) and SEC. 15.4-5(C). Any front yard parking shall comply with Division 14 in regard to screening space and number of plantings. This subsection shall apply only to multiple family dwelling units constructed prior to October 2001. (Added 10/15/01 by Ord. No. 4751). (Amended 9/21/09 by Ord. No. 5293)
- I. Parking Pads in the Front Yard. In the Parking Impact Zone, in areas zoned R-1A, R-1AA, R-1B, or R-2, parking pads may be constructed in the front yard in front of the building, and may have a minimum width of eight feet (8') in derivation of SEC. 15.7-2(C)(3), and provided that one-half (1/2) of the required front or corner side yard is maintained in a landscaped condition.
- J. Shared Parking Areas. In the Parking Impact Zone, adjoining property owners may agree to join parking lots and/or waive the requirements of parking blocks placed to prevent the protrusion of vehicles over property lines.
- K. Special Uses. In the Parking Impact Zone, the following shall be permitted as Special Uses with the issuance of a Special Use Permit pursuant to SEC. 15.10 of this Code:
1. Temporary Parking Lots. A special use may be granted for a period of not to exceed five years for temporary parking lots which do not comply with Town requirements regarding surfacing or drainage in derivation of SEC. 15.7-2(G)(2) and SEC. 15.7-2(G)(3). Any such special use permit shall be conditioned upon the lot being constructed to meet all off-street parking requirements or the area returned to vegetation at the end of the five-year period. In determining whether to grant a special use permit under this Section, the Zoning Board of Appeals shall consider whether the proposed parking area will create drainage problems for the street or neighboring properties, and whether the surface proposed is likely to have significant potholes and ruts when used in its expected manner. The temporary lot shall be constructed with a non-porous or semi-porous surface not consisting of gravel. The Zoning Board of Appeals is encouraged to maximize parking opportunities in this area in preference to other considerations listed in SEC. 15.10-5(A)(2).
 2. Expanded Parking Lots. A special use may be granted for an expansion of a currently existing off-street parking area for an area not to exceed one-third the size of the existing parking area, which said expanded area does not comply with Town requirements regarding drainage in derivation of SEC. 15.7-2(G)(3). In determining whether to grant a special use permit under this Section, the Zoning Board of Appeals shall consider whether the proposed expanded parking area will create drainage problems for the street or neighboring properties. The Zoning Board of Appeals is encouraged to maximize parking opportunities in this area in preference to other considerations listed in SEC. 15.10-5(A)(2).

- L. Stacking of Vehicles. In the Parking Impact Zone, off-street parking areas may provide for stacking of vehicles in which one parked vehicle may block another parked vehicle in derivation of SEC. 15.7-2(G)(5). However, no more than two vehicles may be stacked in one space.
- M. Multiple Curb Cuts. In the Parking Impact Zone, multiple curb cuts on residential properties will be permitted in derivation of SEC. 8.3-3(B)(7) of the Municipal Code of the Town of Normal.
- N. First Floor Parking. In the Parking Impact Zone, in the B-1 Zoning District, parking is permitted as a commercial use on the first floor of a building in derivation of SEC. 15.6-17 of the Municipal Code of the Town of Normal. Such parking must be screened by a combination of masonry or decorative fencing and dense planting material. (Amended 9/21/09 by Ord. No. 5293)
- O. Building Height. Except for properties zoned R-1A, R-1B, or R-2 in the Parking Impact Zone, the greater of the height allowed in the underlying zoning district or four stories or forty-five feet (45') will be permitted in derivation of other applicable code sections.
- P. In the Parking Impact Zone in areas zoned R-3A Medium Density Multiple Family Residence District and District R-3B High Density Multiple Family Residence District, the required front yard may be reduced from the required minimum setback to the greater of ten (10) feet minimum or the width of a public utility easement located in said front yard, provided that the rear yard set back is increased a distance equal to the distance that the front yard set back is reduced. The purpose of this section is to permit the construction of High Density Multiple Family Residence District dwelling units closer to the street and use the distance gained for additional rear yard motor vehicle parking or rear yard open space.
- Q. Density. Except for properties zoned R-1A, R-1B, or R-2 within the Parking Impact Zone, lot density shall be controlled by building height allowed within the Parking Impact Zone, required number of off-street parking spaces and required yards within the underlying zoning district. The following code sections shall not apply within the Parking Impact Zone:
1. Transitional yard requirements set forth in SEC. 15.4-5(B);
 2. Minimum lot size per dwelling unit as required in the underlying zoning district regulations;
 3. Maximum net density, maximum floor area, minimum open space, and minimum common recreational space required in R-3A and R-3B Planned Unit Developments as set forth in SEC. 15.9-14.