

VILLAGE OF LOMBARD
REQUEST FOR BOARD OF TRUSTEES ACTION
For Inclusion on Board Agenda

 X Resolution or Ordinance (Blue) _____ *Waiver of First Requested*
 X Recommendations of Boards, Commissions & Committees (Green)
_____ Other Business (Pink)

TO: PRESIDENT AND BOARD OF TRUSTEES

FROM: Scott R. Niehaus, Village Manager

DATE: February 11, 2014 (B of T) Date: February 20, 2014

TITLE: PC 14-02; Text Amendments to the Zoning Ordinance – Parking Dimensions

SUBMITTED BY: Department of Community Development *WA*

BACKGROUND/POLICY IMPLICATIONS:

Your Plan Commission transmits for your consideration its recommendation regarding the above-referenced petition. The Village of Lombard is proposing text amendments to Sections 155.602 (A)(5) General Requirements – Size and (C) Specific Requirements for parking space, aisle and module dimensions. (DISTRICTS - ALL)

The Plan Commission recommended approval of this petition by a vote of 4-1.

Fiscal Impact/Funding Source:

Review (as necessary):

Village Attorney X _____ Date _____

Finance Director X _____ Date _____

Village Manager X _____ Date _____

NOTE: All materials must be submitted to and approved by the Village Manager's Office by 12:00 noon, Wednesday, prior to the Agenda Distribution.



MEMORANDUM

TO: Scott R. Niehaus, Village Manager

FROM: William J. Heniff, AICP, Director of Community Development *WH*

DATE: February 20, 2014

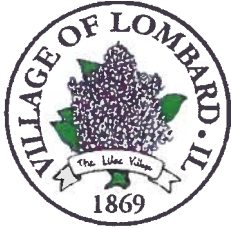
SUBJECT: **PC 14-02; Text Amendments to the Zoning Ordinance – Parking Dimensions**

Please find the following items for Village Board consideration as part of the February 20, 2014 Board meeting:

1. Plan Commission referral letter;
2. IDRC report for PC 14-02; and
3. An Ordinance granting approval of the proposed text amendments regarding the dimensions of off-street parking spaces designated specifically for business, compact, and employee vehicles specifically within the B1, B2, B3, B4, B4A, B5, and B5A Zoning District as well as the parking space, aisle, and module dimensions for forty-five degree (45°) and sixty degree (60°) angled parking throughout the Village.

The Plan Commission recommended approval of this petition by a vote of 4-1. Please place this petition on the February 20, 2014 Board of Trustees agenda.

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VILLAGE OF LOMBARD

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www.villageoflombard.org

February 20, 2014

Village President
Keith T. Giagnorio

Village Clerk
Sharon Kuderna

Trustees
Dan Whittington, Dist. 1
Michael A. Fugiel, Dist. 2
Reid Foltyniewicz, Dist. 3
Peter Breen, Dist. 4
Laura A. Fitzpatrick, Dist. 5
William "Bill" Ware, Dist. 6

Village Manager
Scott R. Niehaus

"Our shared Vision for Lombard is a community of excellence exemplified by its government working together with residents and businesses to create a distinctive sense of spirit and an outstanding quality of life."

"The Mission of the Village of Lombard is to provide superior and responsive governmental services to the people of Lombard."

Mr. Keith T. Giagnorio,
Village President, and
Board of Trustees
Village of Lombard

Subject: PC 14-02; Text Amendments to the Zoning Ordinance – Parking Dimensions

Dear President and Trustees:

Your Plan Commission transmits for your consideration its recommendation regarding the above-referenced petition. The Village of Lombard is proposing text amendments to Sections 155.602 (A)(5) General Requirements – Size and (C) Specific Requirements for parking space, aisle and module dimensions.

After due notice and as required by law, the Plan Commission conducted a public hearing for this petition on January 27, 2014. Sworn in to present the petition was Matt Panfil, AICP, Senior Planner. The staff report was submitted to the public record in its entirety.

Mr. Panfil stated that planning staff undertook a comparative analysis of the Zoning Ordinance's existing parking space, aisle, and module dimensions against current industry standards, particularly the forty-five degree (45°) and sixty degree (60°) angled parking spaces. Finding relatively significant differences, staff is proposing text amendments to bring the Village's standards more in line with today's professional engineering standards. The proposed text amendments were developed in cooperation with the Village's traffic consultant, Javier Millan, of KLOA Inc.

Second, planning staff saw an opportunity to further modernize the Village's parking regulations by providing new provisions for business, employee, and compact vehicles within business-oriented zoning districts. Similar to when the Village approved a reduced parking space width for commuter parking lots, staff suggests that business and employee vehicles do not experience the same rate of parking turnover as customer vehicles and are therefore more suitable for narrower spaces.

Referencing comments in the IDRC report, Mr. Panfil explained that the Fire Department and Private Engineering Service's initial concerns were already addressed in the amendments currently proposed. After discussions with both departments, staff opted for standards established by the Institute of Transportation

Engineers (ITE) rather than the original proposal which was based on standards from the Urban Land Institute (ULI).

Specifically, staff's first recommendation is to add text regarding parking in the B Districts. In the B1, B2, B3, B4, B4A, B5 and B5A Districts the width of parking spaces shall not be less than nine feet (9'), zero (0") inches. Staff suggests the additional phrasing, "However, parking spaces that exceed the minimum amount of parking spaces as required by Table 6-3 of this ordinance may be reduced in width to no less than eight feet (8'), three inches (3"), provided that the reduced spaces are specifically designated for business, employee, and/or compact vehicles." Mr. Panfil then explained that eight feet (8'), three inch (3") wide parking spaces are already allowed In the O Office and I Industrial,

Mr. Panfil reviewed the forty-five degree (45°) and sixty degree (60°) parking space dimensions. In 2005, the Plan Commission approved text amendments regarding the parking space, aisle, and module dimensions for parallel and ninety-degree (90°) parking spaces. The standards established in 2005 are still adequate in comparison to current industry standards.

Mr. Panfil showed a few aerial images of where in the Village one can find forty-five degree (45°) and sixty degree (60°) parking in town. He noted that most of the angled parking in town is ninety degrees (90°), which generally proves to be most efficient.

Mr. Panfil then referenced a series of graphics illustrating the proposed recommendations in comparison to the existing dimensions.

Mr. Panfil noted that the proposed text amendment would not create any nonconformities, as the proposed text amendment actually lessen the existing standards in their recognition that not all parking space, aisle, and module dimensions need to be as large as currently required.

Chairperson Ryan asked for public comment, and, hearing none, opened the meeting for comments among the Commissioners.

Commissioner Mrofcza asked if this proposal is to shorten the length of the parking stall in order to get a wider parking aisle. He is concerned that we would reduce the width of the parking lot and hope everyone pulls all the way into the stall. He stated it is only a more productive use of the space if everyone is compliant. He is apprehensive about shortening the length of the stall and is not convinced that cars today are shorter and notices there are many SUVs and pickup trucks on the road.

Commissioner Sweetser observed when using the commuter parking lot at the former DuPage Theater site that it is almost impossible parking next to a large vehicle. If that car is within the yellow lines it is barely within the yellow and the car on the other side on the yellow line, you practically cannot get out of your car and seem to lose a parking space. She stated that this may or may not pertain to this but it may pertain to a compact car section and a SUV section.

Mr. Panfil explained those parking spaces are eight foot (8') three inches (3'') wide. He was not sure of the drive aisle but he said that it is probably similar in width to staff's proposed dimensions.

Commissioner Sweetser said there needs to be some flexibility in the situation she just described so it would not be replicated.

Mr. Panfil replied to keep in mind the business districts minimum is nine feet (9'). The eight foot (8') three inches (3'') width is only allowed once a business has reached the minimum provided amount of nine foot wide spaces.

Commissioner Sweetser thought the situation could still happen and did not know if staff still wanted to facilitate that situation further.

Commissioner Mrofcza asked if there has been a specific need to address reducing the size of the parking lot to accommodate the same number of cars. Mr. Panfil explained it has been brought forward by a couple of businesses, most notably the Yorktown Shopping Center.

Commissioner Cooper asked if staff has information regarding dimensions of standard vehicles. Mr. Panfil said staff does not have the information on hand but he referred to the cars in the graphics as being to scale.

Commissioner Cooper asked if staff has the current parking dimensions at Yorktown. Mr. Panfil said staff did not have the dimensions on hand but could provide more information.

Commissioner Olbrysh referred to the diagrams and said he did not think the vehicles are a representation of what exists on the road today. He thought the majority of the cars today are SUVs, trucks and vans, over sedans. Mr. Panfil explained these vehicles in the diagram are just a sample of sizes.

Commissioner Burke asked if Yorktown, as an example, would be required to provide nine foot (9') parking spaces. Mr. Panfil explained if they have a number of surplus spaces over the minimum required, they can then designate some of them as smaller spaces.

Commissioner Burke asked when they assign the spaces as eight foot (8') three inches (3'') if they have to assign them as compact cars. Mr. Panfil said the way the text is written they could designate them as compact or employee/business vehicles.

Chairperson Ryan asked if Yorktown would have the choice of where those parking spaces would be located. For instance, if they have 2,500 parking spaces and 2,000 spaces are required could they move the 500 spaces up front close to the store. Mr. Panfil explained it would be up to the business to decide, they could make some of the spots up front for compact cars.

Commissioner Burke referred to the diagrams and noted in depiction of the proposed angles, the vehicle is over the line in three out of the four examples. Mr. Panfil explained there would be some overhang for some of the larger vehicles.

Commissioner Burke said he understands we are trying to upgrade our standards however he is concerned with the snow piling up and the parking space being shorter. Mr. Panfil stated that he understood that the snow is going to occupy some of the spaces however with the design there should be more spaces available. Ms. Ganser added these parking spaces are extra and only in addition to the required nine foot (9') wide parking spaces.

Commissioner Burke said his concern is with the depth of the space being reduced even though we have a bigger drive aisle. Mr. Panfil referred to the diagrams and noted the proposed overall module width is three foot (3') two inches (2'') less than the existing module width, approximately six percent (6%) narrower.

Commissioner Mrofcza expressed concern over the drive aisle area and referred to the diagrams. He stated if more vehicles are going to stick out into the drive aisle area, it will reduce the size of the aisle. Staff is assuming everyone is going to pull up all the way into the space.

Commissioner Cooper asked how many times we have businesses and developments ask to exceed the required parking amount. Mr. Panfil explained it often depends on the characteristics of the lot.

Commissioner Sweetser referred to the new text proposed in 155.602 (B) that eight foot (8') three inch (3'') slots in certain areas is not an adequate size. She stated that there are dinged doors because the spaces are so close. She said if you are going to contemplate having a section for compact cars, perhaps contemplate having a section for larger cars. It does not matter if it is a commuter parking lot. It matters in the use, if you can get in or out of your car and if your car is going to be damaged in the process.

Commissioner Cooper suggested making a recommendation to table the issue until next month and proposing staff come back with additional information and local examples where the proposed standards exist.

Commissioner Burke noted the main issue of petition is the widening the aisle and shortening the stall. Mr. Panfil agreed.

Chairperson Ryan asked if anyone wanted to make a motion.

Commissioner Cooper stated that she is in favor of tightening up our parking module specifications for storm water purposes. However, she is concerned with the grates and bumpers of the cars hitting the curb stop.

Commissioner Burke asked if staff, the Engineering Department, and the Fire Department are all in support of the amendment. Mr. Panfil said that they are all now in agreement and the proposed drive aisle widths exceed those which were originally requested by the Fire Department.

Chairperson Ryan asked the Commission if they would continue, accept, or deny the petition.

On a motion by Commissioner Burke and a second by Commissioner Cooper, the Plan Commission voted 4 to 1 that the Village Board **approve** the proposed text amendments associated with PC 14-02.

Respectfully,

VILLAGE OF LOMBARD

A handwritten signature in black ink, appearing to read "Donald Ryan", written over the printed name.

Donald Ryan, Chairperson
Lombard Plan Commission

c. Lombard Plan Commission

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JANUARY 27, 2014

Title

PC 14-02

Petitioner

Village of Lombard

Property Location

Village-wide

Approval Sought

The Village requests text amendments to Section 155.602 (A)(5) and (C), including Figure 6-1, Table 6-2, and any other relevant sections for clarity, of the Village of Lombard Zoning Ordinance.

Prepared By

Matt Panfil, AICP
Senior Planner

DESCRIPTION

Planning staff undertook a comparative analysis of the Zoning Ordinance's existing parking space, aisle, and module dimensions against current industry standards. Finding relatively significant differences, staff is proposing a text amendment to bring the Village's standards more in line with today's professional engineering standards, more specifically the Institute of Transportation Engineers (ITE).

Second, planning staff saw an opportunity to further modernize the Village's parking regulations by providing new provisions for business, employee, and compact vehicles within business-oriented zoning districts. Similar to when the Village approved a reduced parking space width for commuter parking lots, staff suggests that business and employee vehicles do not experience the same rate of parking turnover as customer vehicles and are therefore more suitable for narrower spaces.

The proposed text amendments were developed in cooperation with the Village's traffic consultant, Javier Millan, of KLOA Inc.

INTER-DEPARTMENTAL REVIEW

Building Division:

The Building Division has no issues or concerns regarding the proposed text amendments to the Zoning Ordinance.

Fire Department:

The Fire Department response to staff's initial proposed dimensions expressed a concern regarding insufficient drive aisle width to accommodate safe navigation and setup of Fire Department apparatus.

The proposed text amendments were then revised by staff to address the Fire Departments concerns. The proposed drive aisle for sixty degree (60°) and forty-five degree (45°) parking is now two feet (2') wider than the Fire Department's minimum request.

Private Engineering Services:

Private Engineering Services provided the following comments in response to staff's initial proposed dimensions:

1. The aisle widths are really narrow as shown.

- a. 1990 ITE standards show that one-way forty-five degree (45°) parking should have a minimum fifteen foot (15') wide drive aisle, one-way sixty degree (60°) parking should have a minimum eighteen foot (18') wide drive aisle, and ninety degree (90°) parking should have a twenty-six foot (26') wide drive aisle. It is PES' opinion that the proposed drive aisles are too narrow.
 - b. If a vehicle breaks down, there is no available width for another vehicle to pass. PES proposes the existing aisle width standards be left as are. This could also be an issue for the fire department in regards to a possible vehicle fire and needing to get a fire truck through the aisles.
2. If using a two-way drive aisle, the sixty degree (60°) dimensions should be as the same as for two-way ninety degree (90°) parking.

Planning staff addressed all of PES' comments and concerns in the revised text amendments that are currently proposed.

Public Works:

The Department of Public Works has no issues or concerns regarding the proposed text amendments to the Zoning Ordinance.

EXISTING & PROPOSED REGULATIONS

New Text ~~Deleted Text~~

§155.602 Off-Street Parking (A) General Requirements (5) Size

Each off-street parking space shall have a standard length of eighteen feet, zero inches (18'-0"). For parking stalls adjacent to landscape islands and more than five feet (5') from a property line, the requisite stall length must be at least sixteen feet (16'-0"). In the case of parallel parking spaces the required length shall be twenty-four feet zero inches (24'-0"). The width of parking spaces shall depend on the district in which the parking spaces are located, as established below:

- (a). In the B1, B2, B3, B4, B4A, B5 and B5A Districts the width of parking spaces shall not be less than 9 feet, zero inches. However, parking spaces that exceed the minimum amount of parking spaces as required by Table 6-3 of this ordinance, may be reduced in width to no less than 8 feet, 3 inches, provided that the reduced spaces are specifically designated for business, employee, and/or compact vehicles.
- (b). In the O Office, I Industrial, all residence districts and publicly owned commuter lots, the width of parking spaces shall not be less than 8 feet, 3 inches.

The requirements for handicapped parking, both in terms of stall size and number of spaces required are established in Section 155.602 (B), below.

§155.602 (C) Specific Requirements

All off-street parking spaces hereinafter required by this ordinance, except those required for one and two family dwellings, shall be designed in accordance with one of the formulae set forth in Figure 6-1 and

Table 6.2, which is attached hereto and made a part hereof. Off-street parking spaces shall be provided in accordance with the specific uses listed in Table 6.3. Parking spaces for accessory activities not specifically enumerated within a parking class shall be assumed to be included in the principal (permitted or conditional) use requirement. If a use is not specifically listed on Table 6.3, the Director of Community Development shall determine like uses listed in the table for the purposes of determining parking space requirements.

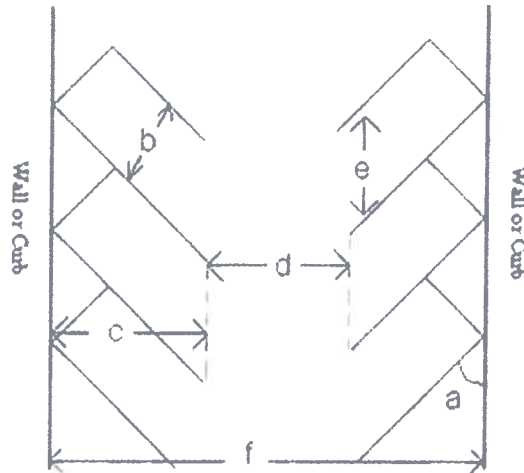


Figure 6-1

Legend	
a. Parking Angle (Degrees)	d. Aisle Width (Ft.-In.)
b. Space Width (Ft.-In.)	e. Width Parallel to Aisle (Ft.-In.)
c. Depth to Wall or Curb (Ft.-In.)	f. Wall to Wall (Curb to Curb) (Ft.-In.)

Table 6.2

Parking Space, Aisle and Module Dimensions ¹				
a b Parking Angle (Degrees)	c Space Depth To Wall (Ft.-In.)	d Aisle Width (Ft.-In.)	e Space Width Parallel (Ft.-In.)	f Module Wall To Wall (Ft.-In.)
Parallel Spaces*	9'-0"		24'-0"	
45 Degrees				
8'-3"	18'-7" 16'-6"	14'-0" 15'-0"	11'-9"	51'-2" 48'-0"
9'-0"	19'-1" 16'-6"	13'-0" 15'-0"	12'-9"	51'-2" 48'-0"
60 Degrees				
8'-3"	19'-1" 18'-0"	18'-0"	9'-6"	57'-6" 54'-0"
9'-0"	20'-1" 18'-0"	17'-0" 18'-0"	10'-5"	57'-2" 54'-0"
90 Degrees*				
8'-3"	18'-0"; or 16'-0" for stalls abutting an internal landscape island	25'-0" for two-way aisles; 20'-0" for one-way aisles	8'-3"	61'-0" unless reduced by parking stall landscape overhang

Table 6.2 (cont.)

Parking Space, Aisle and Module Dimensions ¹				
a b Parking Angle (Degrees)	c Space Depth To Wall (Ft.-In.)	d Aisle Width (Ft.-In.)	e Space Width Parallel (Ft.-In.)	f Module Wall To Wall (Ft.-In.)
9'-0"	18'-0"; or 16'-0" for stalls abutting an internal landscape island	24'-0" for two-way aisles; 20'-0" for one-way aisles	9'-0"	60'-0" unless reduced by parking stall landscape overhang
16'-0"	18'-0"; or 16'-0" for stalls abutting an internal landscape island	24'-0" for two-way aisles; 20'-0" for one-way aisles	16'-0"	60'-0" unless reduced by parking stall landscape overhang

¹ For parking angles other than those established above, please consult the most recent standards established by the Institute of Transportation Engineers (ITE) for "Large-Size Parking Layout Dimension Guidelines."

* Please note that in PC 05-35 (September 19, 2005), the Plan Commission approved text amendments regarding the parking space, aisle, and module dimensions for parallel and ninety-degree (90°) parking spaces. The standards established in 2005 are still adequate in comparison to current industry standards.

STANDARDS FOR TEXT AMENDMENTS

1. *The degree to which the proposed amendment has general applicability within the Village at large and not intended to benefit specific property;*

Should the text amendments be approved, they will be applicable throughout the Village.

2. *The consistency of the proposed amendment with the objectives of this ordinance and the intent of the applicable zoning district regulations;*

The proposed text amendments are intended to address outstanding issues related to off-street parking by updating the Village's standards for parking space, aisle, and module dimensions to be more similar to industry-standards that are deemed the best dimensions for the optimization of parking lot efficiency.

3. *The degree to which the proposed amendment would create nonconformity;*

The proposed text amendments would not create any nonconformities, as they actually lessen the existing standards in their recognition that not all parking space, aisle, and module dimensions need to be as large as are currently required.

4. *The degree to which the proposed amendment would make this ordinance more permissive;*

The proposed text amendment will make the ordinance more permissive because the overall effect is to require less space for parking spaces, aisle, and modules, with the exception of the establishment of a minimum eighteen foot (18') minimum drive aisle for sixty degree (60°) nine foot (9') wide parking spaces.

5. *The consistency of the proposed amendment with the Comprehensive Plan; and*

The Comprehensive Plan recommends and encourages a regular review of development regulations, such as the Zoning Ordinance, as a means of implementing the Plan (Part IV, B). The proposed text amendments are intended to be consistent with this provision. Moreover, the text amendments are also intended to provide for better parking design within the community.

6. *The degree to which the proposed amendment is consistent with village policy as established in previous rulings on petitions involving similar circumstances.*

The Village has a history of amending its Zoning Ordinance to address evolving circumstances presented by petitions or to clarify the intent of the Ordinance provisions. In 2005 (PC 05-35), text amendments to the Zoning Ordinance were adopted that; provided for a reduction in minimum width for commuter parking lots; provided for a reduction in minimum stall length for parking spaces immediately adjacent to parking lot landscape islands; clarified computation for off-street parking demand; amended parking space, aisle, and module dimensions for parallel parking spaces and for one-way drive aisles with perpendicular or parallel spaces; amended parking requirements for multiple family dwellings; and amended height requirements for light poles within parking lots.

The proposed text amendments are similar in scope as they seek to address the ever-evolving parking standards that result from shifts in the dimensions of vehicles over time.

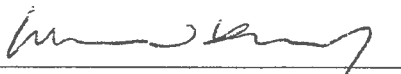
FINDINGS & RECOMMENDATIONS

Staff has prepared the requisite responses to standards for text amendments (above). Staff finds that the proposed amendment is consistent with the objectives of the Zoning Ordinance. The proposed amendment is also consistent with the intent of the Comprehensive Plan in general.

Based on the above findings, the Inter-Departmental Review Committee has reviewed the petition and finds that it meets the standards required by the Zoning Ordinance. As such, the Inter-Departmental Review Committee recommends that the Plan Commission make the following motion recommending **approval** of this petition:

Based on the submitted petition and the testimony presented, the requested text amendments **comply** with the standards required by the Village of Lombard Zoning Ordinance; and, therefore, I move that the Plan Commission accept the findings and recommendations of the Inter-Departmental Report as the findings of the Plan Commission and I recommend to the Corporate Authorities **approval** of PC 14-02.

Inter-Departmental Review Committee Report approved by:



William J. Heniff, AICP
Director of Community Development

c. Petitioner

ORDINANCE _____

**AN ORDINANCE APPROVING TEXT AMENDMENTS
TO THE LOMBARD ZONING ORDINANCE
TITLE 15, CHAPTER 155, SECTION 602
OF THE CODE OF LOMBARD, ILLINOIS**

(PC 14-02: Parking Space, Aisle and Module Dimensions)

WHEREAS, the Village of Lombard maintains a Zoning Ordinance which is found in Title 15, Chapter 155 of the Code of Lombard, Illinois; and

WHEREAS, Section 155.102 (E)(13) of the Zoning Ordinance directs the Director of Community Development to initiate a review of the provisions established within the Zoning Ordinance; and

WHEREAS, the Board of Trustees deem it reasonable to periodically review said Zoning Ordinance and make necessary changes; and

WHEREAS, as the Director has identified and recommends text amendments to the Zoning Ordinance as set forth herein; and

WHEREAS, a public hearing to consider text amendments to the Zoning Ordinance has been conducted by the Village of Lombard Plan Commission on January 27, 2014 pursuant to appropriate and legal notice; and

WHEREAS, the Plan Commission has filed its recommendations with the President and Board of Trustees recommending approval of the text amendments described herein; and

WHEREAS, the President and Board of Trustees approve and adopt the findings and recommendations of the Plan Commission and incorporate such findings and recommendations herein by reference as if they were fully set forth herein.

NOW, THEREFORE, BE IT ORDAINED BY THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF LOMBARD, DU PAGE COUNTY, ILLINOIS, as follows:

SECTION 1: That Title 15, Chapter 155, Section 602 (A)(5) and (C), including Figure 6-1 and Table 6-2, of the Code of Lombard, Illinois is hereby amended to read as follows:

§155.602 OFF-STREET PARKING

A. General Requirements

5. Size

Each off-street parking space shall have a standard length of eighteen feet, zero inches (18'0"). For parking stalls adjacent to landscape islands and more than five feet (5') from a property line, the requisite stall width must be at least sixteen feet (16'0"). In the case of parallel parking spaces the required length shall be twenty-four feet zero inches (24'-0"). The width of parking spaces shall depend on the district in which the parking spaces are located, as established below:

- a. In the B1, B2, B3, B4, B4A, B5 and B5A Districts the width of parking spaces shall not be less than 9 feet, zero inches. **For parking lots with parking spaces that exceed the minimum amount of parking spaces as required by Table 6-3 of this ordinance, the width of any excess spaces shall not be less than 8 feet, 3 inches, provided that the reduced spaces are specifically designated for business, employee, and/or compact vehicles.**

C. Specific Requirements

All off-street parking spaces hereinafter required by this ordinance, except those required for one and two family dwellings, shall be designed in accordance with one of the formulae set forth in Figure 6-1 and Table 6.2, which is attached hereto and made a part hereof. Off-street parking spaces shall be provided in accordance with the specific uses listed in Table 6.3. Parking spaces for accessory activities not specifically enumerated within a parking class shall be assumed to be included in the principal (permitted or conditional) use requirement. If a use is not specifically listed on Table 6.3, the Director of Community Development shall determine like uses listed in the table for the purposes of determining parking space requirements.

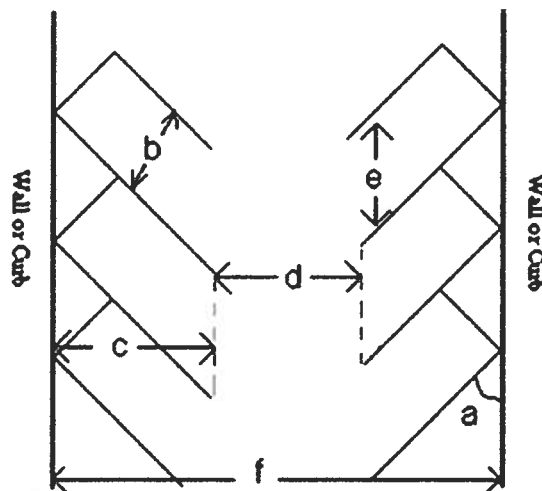


Figure 6-1

Legend	
a. Parking Angle (Degrees)	d. Aisle Width (Ft.-In.)
b. Space Width (Ft.-In.)	e. Width Parallel to Aisle (Ft.-In.)
c. Depth to Wall or Curb (Ft.-In.)	f. Wall to Wall (Curb to Curb) (Ft.-In.)

Table 6.2

PARKING SPACE, AISLE AND MODULE DIMENSIONS

Table 6.2

Parking Space, Aisle and Module Dimensions¹				
a b Parking Angle (Degrees)	c Space Depth To Wall (Ft.-In.)	d Aisle Width (Ft.-In.)	e Space Width Parallel (Ft.-In.)	f Module Wall To Wall (Ft.-In.)
Parallel Spaces	9'-0"		24'-0"	
45 Degrees				
8'-3"	18'-7" <u>16'-6"</u>	44'-0" <u>15'-0"</u>	11'-9"	51'-2" <u>48'-0"</u>
9'-0"	19'-1" <u>16'-6"</u>	43'-0" <u>15'-0"</u>	12'-9"	51'-2" <u>48'-0"</u>
60 Degrees				
8'-3"	19'-1" <u>18'-0"</u>	18'-0"	9'-6"	57'-6" <u>54'-0"</u>
9'-0"	20'-1" <u>18'-0"</u>	17'-0" <u>18'-0"</u>	10'-5"	57'-2" <u>54'-0"</u>
90 Degrees				
8'-3"	18'-0"; or 16'-0" for stalls abutting an internal landscape island	25'-0" for two-way aisles; 20'-0" for one-way aisles	8'-3"	61'-0" unless reduced by parking stall landscape overhang
9'-0"	18'-0"; or 16'-0" for stalls abutting an internal landscape island	24'-0" for two-way aisles; 20'-0" for one-way aisles	9'-0"	60'-0" unless reduced by parking stall landscape overhang
16'-0"	18'-0"; or 16'-0" for stalls abutting an internal landscape island	24'-0" for two-way aisles; 20'-0" for one-way aisles	16'-0"	60'-0" unless reduced by parking stall landscape overhang

¹ For parking angles other than those established above, please consult the most recent standards established by the Institute of Transportation Engineers (ITE) for "Large-Size Parking Layout Dimension Guidelines."

SECTION 2: That this ordinance shall be in full force and effect from and after its passage, approval and publication in pamphlet form as provided by law.

Passed on first reading this ____ day of _____, 2014.

First reading waived by action of the Board of Trustees this ____ day of _____, 2014

Ordinance No. _____

Re: PC 14-02

Page 4

Passed on second reading this ____ day of _____, 2014.

Ayes: _____

Nays: _____

Absent: _____

Approved this _____ day of _____, 2014.

Keith T. Giagnorio, Village President

ATTEST:

Janet Downer, Deputy Village Clerk

Published by me in pamphlet form this ____ day of _____, 2014.

Janet Downer, Deputy Village Clerk