

PART 1-B PARKING AND LOADING REQUIREMENTS

9-104: OFF-STREET PARKING

- P. Authorization. Subject to the limitations of this Section 9-104 and Paragraphs 9-101 D3, D4, D5 off-street parking is permitted as an accessory use in all districts. Off-street parking as a principal use is permitted only when expressly authorized by the regulations applicable to the district in question. Nothing herein shall be construed to limit the right of any person to provide off-street parking in excess of the requirements herein established but all such parking shall comply with the standards of this Section.
- Q. General Requirements.
1. Applicability to Existing, New and Expanded Uses.
 - (a) General Applicability. Except as provided otherwise in this Paragraph B1, the provisions of this Section shall apply to, and off-street parking spaces sufficient to satisfy the requirements of this Section shall be provided for, all existing and new uses, in accordance with the provisions of Articles X and XII of this Code.
 - (b) Change in Existing Use. Whenever a use existing on the effective date of this Code is changed thereafter to a new use, parking facilities shall be provided as required herein for such new use; provided, however, that when any such new use is required to have no more than the same number of parking spaces required of such existing use, then such new use may be established with a deficiency in required parking spaces equal in number to not more than the number of spaces such existing use was deficient on the effective date of this Code.
 - (c) Increase in Use Intensity. Whenever the intensity of use of any structure or use is increased through the addition of dwelling units, floor area, seating capacity or other units of measurement specified herein for required parking spaces, parking spaces as required herein shall be provided for such increase in intensity of use.
 - (d) Exception for Nonconforming Locations and Design. Nothing in this Paragraph B1 shall be construed to prohibit the continued utilization of any parking space as an accessory use to any structure or use for parking of a vehicle that may lawfully be parked in such space solely because such space does not satisfy the locational or design requirements of this Code, or any amendment to it, if such space was legally in use as an accessory use to such structure or use on the effective date of this Code or such amendment.
 2. Location of Required Parking Spaces.
 - (a) General Rule. Except as provided in Subparagraphs 2(b) through 2(d) below, parking spaces required by this Section shall be located on the same zoning lot as the use to which they are accessory.

- (b) Parking for Townhouse, Two Family, and Multiple Family Dwellings. Not more than four (4) parking spaces located in a garage, driveway or other area reserved for exclusive use of the residents of an individual dwelling unit shall be counted toward the 4.5 spaces required pursuant to Subparagraph 9-104 F1(a)(5) below. At least one-half (1/2) space required for each dwelling unit shall be located in an area or areas available for use in common by at least three (3) such individual units. Such areas may include parking spaces located in parking areas or lots within the development in which such units are located, whether located on or off the lot on which such units are located; provided, however, that no such required space shall be located farther than 300 feet, measured along a paved established pedestrian circulation route, from the unit it is required to serve.
- (c) Deficiency Spaces. When proposed to provide spaces to eliminate a parking deficiency existing on the effective date of this Code or when required to provide spaces required pursuant to Subparagraph 9-104 B1(b) or Subparagraph 9-104 B1(c) above, parking spaces required by this Section may be located at any location within an adjacent district in which the principal use in question is a permitted use or within the same zoning district as, and within 300 feet of, the zoning lot on which the use to be served is located, but only when such remote site is covenanted to remain so for so long as said parking spaces are required to meet the standards of this Code.

R. Design and Maintenance. Every parking lot and garage shall be designed, constructed and maintained in accordance with the standards and requirements herein set forth:

1. Location on Lot. Except as provided in the applicable district regulations of this Code, off-street parking spaces may be provided on surface lots, underground, under building, in single level parking garages, or in multiple level parking garages. Parking lots and areas shall comply with the yard requirements applicable in the district in which they are located except that parking areas in Single Family Residential Districts may be located in any required yard. See also Paragraph 9-101 D for additional regulations concerning the storage of vehicles in residential districts.
2. Screening and Landscaping. All parking lots and garages shall comply with the screening and landscaping requirements set forth in Section 9-107 of this Article.
3. Design.
 - (a) Access to Street. All parking lots, areas and garages shall be so located and designed as to provide access to adjacent streets with the least interference with through traffic movements. Notwithstanding any other provision of this Code, driveways serving single family dwellings and driveways providing direct access from a parking lot to a street, may traverse any required yard; provided, however, that the surface area of any such driveway giving access from a parking lot or area through any such yard

shall not exceed thirty percent (30%) of the area of such yard. No curb cut across public property shall exceed thirty-five (35) feet in width without the written approval of the Community Development Director. No such access shall be provided through a zoning district other than the district in which the parking lot is located. No such access shall be provided through a zoning lot other than the zoning lot on which the parking is located except across a permanent, recorded access easement in form and substance satisfactory to the Community Development Director.

- (b) Turnaround Area. Every parking lot or garage, other than a parking lot or garage accessory to a single family dwelling, shall be provided with a turnaround area or other means to permit cars to exit the parking lot or garage without backing onto any street or sidewalk.
- (c) Slope. No area of any parking lot or garage excluding access ramps, shall have a slope in excess of five percent (5%). No ramp shall have a slope in excess of either percent (8%).
- (d) Lighting. Fixed lighting shall be provided for all parking lots and garages accommodating more than ten (10) vehicles. Such lighting shall be so arranged as to prevent direct glare of beams onto any public or private property or streets. All lighting shall be reduced to security levels at all times of non-use.
- (e) Tree Planting Areas: Landscaped Islands. Trees located within planting islands in paved areas shall have a minimum landscaped area of 25 square feet of surface area and a depth sufficient to allow the bottom of the tree ball to be planted with a washed gravel layer at the bottom of the tree planting area to allow proper watering and drainage. If the soil is impervious, then a drainage pipe shall connect the tree planting area to a drainage structure. All islands shall be bordered by a six (6) inch high concrete barrier curb and shall be located and constructed in accordance with accepted engineering standards unless sustainable engineering practices are used to in place of the curb.
- (f) Car Stops. Every parking lot and garage, except parking lots and garages accessory to a single family dwelling, shall be bordered by a six (6) inch high concrete curb and shall be provided with curbs, car wheel stops, guard rails, barrier fences or other suitable devices designed and located to protect required screening devices, landscaping, structures and other vehicles from damage by vehicles using such lot or garage. This provision shall not be construed to require car wheel stops for every parking space, but only in those cases where the Community Development Director determines that such stops are necessary or desirable to achieve the purposes of this Subparagraph.
- (g) Circulation Aisles. Each parking space shall be accessed by a circulation aisle of a width, in feet, as specified below:

<u>Parking Angle</u>	<u>One-Way Aisle Width</u>	<u>Two-Way Aisle Width</u>
Parallel	14	24
45°	14	24
60°	16	24
75°	20	24
90°	24	24

- (h) Back-up Area. Each parking space, except spaces accessory to a single family dwelling, shall be provided with a sufficient back-up area to permit egress in one (1) maneuver, consisting of one (1) backward and one (1) forward movement.
- (i) Space Dimensions. Each off-street parking space, excluding its associated circulation aisle, shall have the following minimum dimensions, in feet:

I1 and O1 Zoning Districts: Parking Dimensions (in feet).

<u>Parking Angle</u>	<u>Stall Width</u>	<u>Stall Length</u>	<u>Stall Height</u>
Parallel	9	23	8
30°	8.5	18	8
45°	8.5	18	8
45°	8.5	18	8
60°	8.5	18	8
90°	8.5	18	8

All Zoning Districts except I1 and O1: Parking Dimensions (in feet).

<u>Parking Angle</u>	<u>Stall Width</u>	<u>Stall Length</u>	<u>Stall Height</u>
Parallel	9	23	8
30°	9	20	8
45°	9	20	8
60°	9	20	8
90°	9	20	8

In all zoning districts, except I1 and O1, the above-stated stall length dimensions for non-parallel stalls on the perimeter of a parking lot may be reduced to include only eighteen and one-half (18.5) feet of parking surface plus one and one-half (1 ½) feet of overhang into abutting landscaped areas; provided that such reduction does not reduce the size of any required yard below the requirements in the applicable district.

In all zoning districts, the above-stated stall width dimensions shall be increased to twelve (12) feet or to the width required by state law, whichever is greater, for required handicapped parking spaces.

- (j) Landbanking To Reduce Long-Term Parking Space Dimensions. Except for parallel parking spaces, the above-stated stall dimensions may be reduced, in order to increase the amount of landscaped open space, to 18.5 feet in length and 8.5 feet in width in parking lots and structures accessory to institutional, office and manufacturing uses pursuant to a special permit granted in accordance with the procedures of Subsection E below, and where the City Council finds that the typical parking space in such lot or structure will be occupied by no more than one (1) or two (2) different vehicles during the course of the business day.
- (k) Maintenance. All tree planting areas, landscaped islands, parking lots, garages and areas shall be property maintained at all times so as to be free of weeds, pot holes, broken curbs and other damaged or neglected features.

S. Use; Other Temporary Storage.

- 1. General. No off-street parking lot or area shall be used for any purpose other than the temporary storage of motor vehicles related to the premises, except that merchandise, equipment, or materials related to the use being made of the premises may be stored for a period of time not exceeding three (3) days in any seven (7) day period.

T. Landbanking of Required Parking.

- 1. Landbanking Authorized. Notwithstanding any other provision of this Section, the City Council may, by special permit granted pursuant to Section 11-602 of this Code, reduce the total number of off-street parking spaces required to be paved pursuant to Subsection F of this Section or the stall length and width dimension required pursuant to Subparagraph 9-103C3(i) above, subject to acceptance by the property owner of the conditions set forth in Paragraphs E2 through E4 below; provided, however, that no such special permit shall allow landbanking of more than 50 percent (50%) of the parking spaces required to be provided accessory to any senior citizen housing development.
- 2. Termination of Landbanking. The City Council shall have the right, in its sole and absolute discretion, to require the property owner or his or her successor, at any time, to increase the stall length and width to the dimension required by Subparagraph 9-104 C3(i) above or to increase the number of parking spaces provided to serve said development up to the maximum required by Subsection F of this Section for the property in question as if no special permit for landbanking had been granted.
- 3. Alternate Plans Required. Every application for a special use permit to allow landbanking of required parking spaces shall be accompanied by alternate detailed parking plans. One plan shall show the full stall length and width required by

Subparagraph 9-104 C3(i) above and the full number of parking spaces required pursuant to Subsection F of this Section; the other plan shall show the reduced stall length and width or the reduce number of parking spaces, or both, as the case may be, proposed to be provided pursuant to the special permit being sought and shall also show the landscaping treatment of areas proposed to be reserved for future parking requirements. Both such plans shall show the location on the site of all parking areas, the exact number of parking spaces to be provided, and complete details for:

- (a) Wheel stops,
- (b) Markings,
- (c) Curbing,
- (d) Surfacing,
- (e) Screening and landscaping,
- (f) Lighting,
- (g) Signing, and
- (h) Access.

The design plans for such parking areas shall be subject to the approval of the City Council.

4. Open Space Covenant. As a condition of granting such special permit, the applicant shall file with the Community Development Director his unconditional agreement and covenant in form and substance satisfactory to the City Attorney that areas reserved for future parking shall be maintained as landscaped open space until and unless required to be used for off-street parking pursuant to such special permit. The Ordinance granting such permit, together with such agreement and covenant, shall be recorded with the Recorder of Deeds of Cook County, Illinois.

U. Required Spaces.

1. Specified Uses. For the following uses, the following minimum number of off-street parking spaces shall be provided:

OFF-STREET PARKING REQUIREMENTS BY LAND USE

<u>USE</u>	<u>REQUIRED PARKING SPACES</u>
a) <u>Residential</u>	
(1) Single Family Detached Dwellings	2 per dwelling unit
(2) Senior Housing	1 per dwelling unit, PLUS 1 per 2 employees

(3) Multiple Family	2.5 per dwelling unit
(4) All Other Dwellings	4.5 per dwelling unit
b) Retail Space	
(1) All Uses, except Gasoline Service Stations and Eating and drinking Places	1 per 250 square feet of net floor area
(2) Gasoline Service Stations	3 per service bay, PLUS 1 per employee
(3) Eating and Drinking Places	1 per 2 employees, PLUS 1 per 3 persons of design capacity
c) Finance, Insurance and Real Estate	
All Uses	1 per 250 square feet of net floor area
d) Business and Professional Offices	
(1) All Uses except as otherwise listed in this Subsection	1 per 250 square feet of net floor area
(2) Testing Laboratories	1 per 500 square feet of net floor area
e) Services	
(1) All Services except as specifically listed below	1 per 250 square feet of net floor area
(2) Hotels and other Lodging Places	1 per lodging room PLUS 1 per 200 square feet of net floor area devoted to affiliated meeting, lobby, recreational and administrative uses, PLUS parking for affiliated eating and drinking places as herein specified.
(3) Motion Picture Theaters	1 per 3 persons of design capacity
(4) Bowling and Billiard Establishments	5 per lane PLUS 2 per table
(5) Physical Fitness Facilities	1 per 3 persons of design capacity
(6) Membership Sport & Recreation Clubs	1 per 3 persons of design capacity
(7) Health Service Offices	1 per 200 square feet of net floor area
(8) Nursing and Personal Care Facilities	1 per 3 beds PLUS 1 for each licensed practitioner, not including nurses and assistants PLUS 1 for each additional 2 employees.
(9) Hospitals	1 per bed PLUS 1 for each licensed practitioner, not including nurses and assistants, PLUS 1 for each additional 2 employees
(10) Elementary Schools	1 per 2 employees
(11) Secondary Schools	1 per 5 students OR 1 for each 3 persons of auditorium design capacity, which ever is greater, PLUS 1 for each employee
(12) Libraries and Information Centers	1 per 500 square feet of public area PLUS 1 per 3 persons of auditorium design capacity

(13) Vocational and Correspondence Schools	1 per 200 square feet of net floor area
(14) Day Care Services	1 per employee PLUS 1 for each 10 children or non-employee adults
(16) Public Parks	None for the first acre; PLUS 5 for all additional area up to 5 acres; PLUS 5 for each acre in excess of 5 acres; PLUS one for each 5 persons of design capacity of any structure or facility located in the park
(17) Golf Courses, including all related facilities	80 for each nine holes
(18) Membership Organizations	1 per 250 square feet of net floor area OR 1 for each 4 persons or auditorium design capacity, whichever is greater
<u>f) Public Administration</u>	
All Uses	1 for each 250 square feet or net floor area OR 1 for each 3 persons of design capacity, whichever is greater
<u>g) Construction, Manufacturing, Transportation and Public Utilities</u>	
(1) Production and Assembly	1 per 600 square feet of floor area
(2) Warehouse Storage	1 per 900 square feet of floor area
(3) Office and Other Activities	1 per 250 Square feet of floor area
(4) Automated Warehouse	1 per 900 square feet of floor area
<u>h) Uses Conducted Outside Structures</u>	
All uses except as otherwise specifically listed	1 space per 1,500 square feet of outdoor area devoted to such use PLUS spaces as above required for any aspect of the use conducted within a structure

2. Unspecified Uses. When the ultimate use of a structure is not known, the maximum number of spaces that might be required for any use to which the structure might reasonably be devoted shall be provided.
3. Computation of Required Spaces.
 - (a) Fractional Spaces. When determination of the number of required parking spaces results in the requirement of a fractional space, any fraction shall require one (1) additional parking space.
 - (b) Capacity Calculations. When parking spaces are required on the basis of capacity, capacity shall be determined based on the occupancy standards established by the Building Code.
 - (c) Bench Seating. In stadiums, auditoriums, houses of worship and other places of assembly in which patrons or spectators occupy benches, pews or other similar seating facilities, each 22 inches of such seating facility shall

be counted as one (1) seat for the purpose of determining the requirement for off-street parking facilities under this Code.

- (d) Population Calculations. When parking spaces are required on the basis of the number of employees, customers, students or similar measure, the maximum number for which the structure is designed shall govern except that when the structure has no design capacity, the maximum number present at any one time shall govern.

V. Reduction of Required Number of Parking Spaces for Automated Warehouse.

- 1. Reduction Authorized. Notwithstanding any other provision of this Section, the City Council may, by special permit granted pursuant to Section 11-602 of this Code, reduce the total number of off-street parking spaces required pursuant to Subsection F of this Section for Automated Warehouses to one (1) parking space for each 2,500 square feet of gross floor area subject to acceptance by the property owner of the conditions set forth in Paragraphs G2 through G4 below.
- 2. Alternate Plans Required. Every application for a special use permit to allow reduction of required parking spaces for Automated Warehouses shall be accompanied by alternate detailed parking plans. One plan shall show the number of parking spaces required pursuant to Subsection F of this Section; the other plan shall show the reduced number of parking spaces proposed to be provided pursuant to the special permit being sought and shall also show the landscaping treatment of areas proposed to be reserved for future parking requirements. Both such plans shall show the location on the site of all parking areas, the exact number of parking spaces to be provided, and complete details for:
 - (a) Wheel stops,
 - (b) Markings,
 - (c) Curbing,
 - (d) Surfacing,
 - (e) Screening and landscaping,
 - (f) Lighting,
 - (g) Signing, and
 - (h) Access.

The design plans for such parking areas shall be subject to the approval of the City Council.

- 3. Covenant. As a condition of granting such special permit, the applicant shall file with the Community Development Director his unconditional agreement and covenant in form and substance satisfactory to the City Attorney that should the

property ever cease to be used as an Automated Warehouse, additional off-street parking spaces will be provided in accordance with the then applicable off-street parking requirements for such use to which the property is converted. The Ordinance granting such permit, together with such agreement and covenant, shall be recorded with the Recorder of Deeds of Cook County, Illinois.

H. OFFSTREET PARKING

1. Provision. Any project application requiring administrative review, site plan review or public hearing shall provide automobile parking and bicycle parking in off-street facilities following the minimum parking standards below.
2. Minimum Parking Requirements. Off street parking shall be regulated, as follows:

USE	MINIMUM AUTOMOBILE PARKING REQUIREMENT REFERENCE SECTION 9-104 F	MINIMUM BICYCLE PARKING REQUIREMENT
Office		1 space for every 10 employees
Retail		10% of required automobile parking spaces
Restaurant		10% of required automobile parking spaces
Civic		1 space for every 10 employees
Lodging		1 space for every 10 employees
Residential		1 per dwelling unit, single family residences excluded from requirements

For any facility use not specified above and not specifically excluded, the requirement for bicycle parking spaces shall be equal to 10% of required automobile parking spaces. In all situations there shall be a minimum of two bicycle parking spaces regardless of the requirements specified above.

3. Bicycle Parking Space Design.
 - (a) Residential. Every residential facility shall provide the required minimum number of bicycle parking spaces in a sheltered environment. A space shall be considered sheltered if there is top-side protection from weather. Bicycle parking spaces may be located within a garage, storage shed, basement, utility room or similar area or may be located in front of the building along the street or near the rear access to the building. In those instances in which the building has no parking structure or other easily accessible storage unit, the bicycle parking spaces may also be sheltered from sun and precipitation under an eave, overhang, an independent structure, or similar cover. All bicycle parking spaces must be in an area that is accessible to all residents at all times.
 - (b) Retail and Restaurant. Individual commercial uses may provide their own parking or spaces may be clustered to serve up to six bicycles. Bicycle

parking spaces should be located in front of the stores along the street, either on the sidewalks or in specially constructed areas such as pedestrian curb extensions or may be located to the rear of the building if an automobile parking lot is adjacent. Bicycle parking for a single location must be within 50 feet of the building entrance where possible. Clusters of bicycle parking that serve multiple destinations may be located up to 100 feet away from entrances.

- (c) Office and Civic. Bicycle parking spaces shall be located in a sheltered environment. A space shall be considered sheltered if there is top-side protection from weather. Bicycle parking spaces may be located within a garage (if located in the facility in question), loading dock, indoor space, or may be located in front of the building along the street or near the rear access to the building. In those instances in which the building has no parking structure or other easily accessible storage unit, the bicycle parking spaces may also be sheltered from sun and precipitation under an eave, overhang, an independent structure, or similar cover. All bicycle parking spaces must be in an area that is accessible to all facility users during regular business hours which shall include at minimum the hours of nine o'clock in the morning to five o'clock in the afternoon of each weekday excluding federal holidays. Bicycle parking spaces may be located in an area requiring special security access such as a key, keycard or other access device if such access can be accomplished by the user during the specified hours. Users of bicycle parking spaces shall be granted access to the nearest entrances, exits, stairwells and elevators to the bicycle parking spaces.
- (d) Coordination with Pedestrian Needs. Bicycle parking shall not interfere with pedestrian passage, leaving a clear area of at least 48 inches between bicycles and other existing and potential obstructions.

4. Parking Waivers. The number of off-street bicycle parking spaces required may be reduced by an administratively granted Parking Waiver approved by the Community Development Director or her/his designee under the following conditions:

- (a) The waiver requested is for 50% or less of the total required parking for the site to meet bicycle parking requirements;
- (b) The waiver is not for residential parking requirements. Residential parking requirements cannot be waived;
- (c) The applicant proves that adequate parking exists for such use, based on the unique number, type and use characteristics (i.e. peak hour or day) of those businesses or residences that currently use such a lot;
- (d) Bicycle parking with adequate capacity to accommodate all or a portion of the number of required spaces exists within 100 feet;
- (e) The owner of the building makes a payment equal to a onetime fee of \$250 per bicycle parking space that cannot be provided on the subject lot. The fees collected for the payment in lieu of parking will be used only for

the acquisition of land or construction of municipally owned or leased off street parking facilities for bicycles; landscape or streetscape; bike trails, lanes, or paths; or maintenance or illumination of off-street parking facilities. Fees shall be required for any application for parking waiver, regardless if a waiver has been previously granted.

9-109: OFF-STREET LOADING

- A. Authorization. Subject to the limitations of this Section 9-105, off-street loading is permitted as an accessory use in all districts other than single family residential districts. Nothing herein shall be construed to limit the right of any person to provide off-street loading in excess of the requirements herein established, but all such loading shall comply with the standards of this Section.
- B. General Requirements.
1. Applicability to Existing, New and Expanded Uses.
 - (a) General Applicability. Except as provided otherwise in this Paragraph B1, the provisions of this Section shall apply to and off-street loading spaces sufficient to satisfy the requirements of this Section shall be provided for all existing and new uses in accordance with the provisions of Articles X and XII of this Code.
 - (b) Change in Existing Use. Whenever a use existing on the effective date of this Code is changed thereafter to a new use, loading facilities shall be provided as required herein for such new use; provided, however, that when any such new use is required to have no more than the same number of loading spaces required of such existing use, then such new use may be established with a deficiency in required loading spaces equal in number to not more than the number of spaces such existing use was deficient on the effective date of this Code.
 - (c) Increase in Use Intensity. Whenever the intensity of use of any structure or use is increased through the addition of dwelling units, floor area, seating capacity or other units of measurement specified herein for required loading spaces, loading spaces as required herein shall be provided for such increase in intensity of use.
 - (d) Exception Notwithstanding the foregoing provisions of this Paragraph B1, no building or use lawfully existing on the effective date of this Code, or any amendment of it establishing loading requirements with respect to such structure or use, shall be required to provide any additional loading spaces pursuant to this Paragraph B1 unless and until the aggregate increase in units of measurement shall equal the full number of units for which one additional loading space would be required pursuant to Subsection 9-104 D of this Section, in which event loading spaces as required herein shall be provided for the total aggregate increase.

2. Location of Required Loading Spaces. Loading spaces shall be located on the same zoning lot as the use they serve.

C. Design and Maintenance. Every loading space shall be designed, constructed and maintained in accordance with the standards and requirements herein set forth:

1. Location on Lot. All loading spaces shall comply with the yard requirements applicable to principal uses in the district which they are located except that open loading spaces may be located in a required rear yard. No loading space shall be located within fifty (50) feet of the nearest point of intersection of any two (2) public or private streets. No loading space shall be located closer to any public right-of-way than the façade of the building facing such right-of-way. No loading space shall open onto any building façade facing a public right-of-way. All loading spaces shall be located and arranged to provide logical and convenient access thereto from the use they serve.

2. Screening. All loading spaces shall comply with the screening requirements set forth in Section 9-107 of this Article.

3. Design.

(a) Access of Street. Loading spaces shall be designed and arranged to provide access to a street or alley in a manner that will create the least possible interference with through traffic movements. No curb cut across public property shall exceed forty (40) feet in width without the written approval of the Community Development Director.

(b) Maneuvering Space. Every loading space shall be provided with sufficient maneuvering space on the zoning lot where it is located to allow vehicles to access and exit the space without having to make any backing movement on or into any public or private street.

(c) Surface, Drainage and Markings. Every loading space shall be faced with an asphalt or Portland cement binder pavement providing in all-weather, durable and dustless surface, and all such construction shall meet the minimum standards for structural materials established by the City.

(d) Lighting. Fixed lighting shall be so arranged as to prevent direct glare of beams onto any public or private property or streets. All lighting shall be reduced to security levels at all times on non-use.

(e) Space Dimensions. Each loading space, excluding required maneuvering areas, shall have the following minimum dimensions, in feet:

Standard 10W x 25L x 14H
Tractor-trailer 12W x 50L x 15H

D. Required Spaces.

1. General Requirement. Loading spaces or receiving areas shall be provided in sufficient number, of sufficient size and so located that no loading and unloading operations infringe upon any street or sidewalk.
2. Minimum Requirements. For the following uses, the following minimum number of loading spaces shall be provided:

<u>USE</u>	<u>REQUIRED SPACES</u>
Hotels	1 for 10,000 to 150,000 square feet of gross floor area PLUS 1 for each additional 200,000 square feet of floor area or fraction thereof
Multiple Family Dwellings	1 for each building having in excess of 20,000 feet of floor area
Other Uses	1 for the first 150,000 square feet of gross floor area or fraction thereof PLUS 1 for each additional 200,000 square feet of gross floor area or fraction thereof

The first space required for any building having in excess of 10,000 square feet shall be sized to accommodate a tractor-trailer and, unless otherwise required by the Community Development Director, all other spaces may be standard size. The decision of the Director shall be based upon the anticipated needs of each particular building.