

(2) *Fractions.* When measurements of the number of required spaces result in a fractional number, any fraction of one-half or less shall be rounded down to the next lower whole number and any fraction of more than one-half shall be rounded up to the next higher whole number.

(3) *Area measurements.* Unless otherwise specifically noted, all square footage-based parking standards must be computed on the basis of gross floor area.

(4) *Occupancy- or capacity-based standards.* For the purpose of computing parking requirements based on employees, students, residents, or occupants, calculations shall be based on the largest number of persons working on any single shift, the maximum enrollment or the maximum fire-rated capacity, whichever is applicable and whichever results in the greater number of spaces.

(5) *Unlisted uses.* Upon receiving a development application for a use not specifically listed in an off-street parking schedule, the Planning, Building and Development Director shall apply the off-street parking standard specified for the listed use that is deemed most similar to the proposed use or establish minimum off-street parking requirements on the basis of a parking study prepared by the applicant. A parking study must include estimates of parking demand based on recommendations of the Institute of Transportation Engineers (ITE), or other acceptable estimates as approved by the Planning, Building and Development Director, and should include other reliable data collected from uses or combinations of uses that are the same as or comparable with the proposed use. Comparability will be determined by density, scale, bulk, area, type of activity, and location. The study must document the source of data used to develop the recommendations.

(D) *Off-street parking reductions for large developments.* In order to prevent the establishment of a greater number of parking spaces than actually needed to meet the particular needs of large developments of over 500,000 square feet of gross floor area, a reduction in the number of required off-street parking spaces may be permitted by the Planning, Building and Development Director. Reduction shall be permitted subject to the following conditions.

(1) *Maximum reduction.* A maximum reduction of one parking space per every 1,000 square feet of gross floor area or 20% of the total spaces required (whichever is less) may be permitted. The site plan shall indicate the location and dimensions of the parking area provided.

(2) *Reservation.* Sufficient area shall be reserved to accommodate the total number of off-street parking spaces otherwise required by this section. The purpose of this reservation is to ensure adequate area to meet any future need for additional parking spaces. The reserved area shall be located on the same site and noted on the site plan. The reserved parking area shall not include areas for required landscaping, setbacks, or areas that would otherwise be unusable for parking due to the physical characteristics of the land or the requirements of this chapter.

(3) *Installation of additional spaces.* The Planning, Building and Development Director shall be authorized to require that the developer install additional parking spaces, up to the total number otherwise required by this section, if the Planning, Building and Development Director determines that additional parking spaces are necessary to satisfy the off-street parking needs of the use.

(E) *Off-street parking alternatives.*

(1) *Off-site parking.* The Planning, Building and Development Director may approve the location of required off-street parking spaces on a separate lot from the lot on which the principal use is located, subject to all of following standards.

(a) *Limitation on amount of off-site parking.* No more than 50% of a use's required off-street parking may be located off-site unless the off-site parking is located on a lot that is contiguous to the lot containing the subject use. There shall be no limit on the amount of off-site parking located on a contiguous lot.

(b) *Ineligible activities.* Off-site parking may not be used to satisfy the off-street parking standards for residential uses, restaurants, bars, resorts, convenience stores, or other convenience-oriented uses. Required parking spaces reserved for persons with disabilities may not be located off-site.

(c) *Location.* No off-site parking space may be located more than 600 feet from the primary entrance of the use served.

(d) *Zoning classification.* Off-site parking areas require the same or a more intensive zoning classification than required for the use served.

(e) *Covenant for off-site parking.* If the off-site parking area is under separate ownership from the use to be served by the parking area, an irrevocable written covenant among all owners of record shall be required prior to approval of the off-site parking. An attested copy of the irrevocable covenant between the owners of record must be submitted to the Planning, Building and Development Director for recordation on forms made available in the Planning, Building and Development Department. The covenant must be recorded in the Lake County Recorder's office before any building permits may be issued for any use to be served by the off-site parking area. A shared parking covenant may be revoked only if all required off-street parking spaces will be provided, in accordance with subsection (B) above.

(2) *Shared parking.* The Planning, Building and Development Director may approve shared parking facilities for developments or uses with different operating hours or different peak business periods if the shared parking complies with the all of following standards.

(a) *Location.* Shared parking spaces must be located within 600 feet of the primary entrance of all uses served.

(b) *Zoning classification.* Shared parking areas require the same or a more intensive zoning classification than required for the use served.

(c) *Shared parking study.* Applicants wishing to use shared parking as a means of satisfying off-street parking requirements must submit a shared parking analysis to the Planning, Building and Development Director that clearly demonstrates the feasibility of shared parking. The study must be provided in a form established by the Planning, Building and Development Director and made available to the public. It must address, at a minimum, the size and type of the proposed development, the composition of tenants, the anticipated rate of parking turnover, and the anticipated peak parking and traffic loads for all uses that will be sharing off-street parking spaces.

(d) *Covenant for shared parking.* A shared parking plan will be enforced through an irrevocable, written covenant among all owners of record. An attested copy of the irrevocable covenant between the owners of record must be submitted to the Planning, Building and Development Director for recordation on forms made available in the Planning, Building and Development Department. The covenant must be recorded in the Lake County Recorder's office before any building permits may be issued for any use to be served by the shared parking area. A shared parking covenant may be revoked only if all required off-street parking spaces will be provided, in accordance with subsection (B) above.

COMMENTARY:

Certain large uses, such as regional shopping centers, may need fewer parking spaces than otherwise required by this section, since they typically have a lower trip generation rate than smaller uses. This provision allows a 20% maximum reduction in required parking spaces for the uses, while requiring that land be reserved to accommodate future parking should the need arise.

(F) *Location.*

(1) Except as otherwise expressly provided in this section, required off-street parking spaces shall be located on the same zoning lot as the principal use. Except as otherwise provided in this section, off-street parking and stacking spaces may be located within required setbacks but not within required landscaping and not within five feet of any property line. In lieu of providing side and rear setbacks, landowners of adjoining properties shall be entitled to enter into an agreement that provides for a waiver or partial waiver of the requirements. The agreement shall be in the form of a covenant or deed restriction and shall require approval of the Planning, Building and Development Director. Once approved, the agreement shall be recorded in the Lake County Recorder's office and shall run with the land.

COMMENTARY:

When ultimate right-of-way is reserved but not dedicated to the highway authority, required off-street parking spaces are permitted to be located up to the edge of the ultimate right-of-way.

(2) However, the parking of any car, van, or truck may occur in the front yard in residential zoning districts only on an improved pad not to exceed 400 square feet or on an improved driveway (in both cases either gravel, paved, or otherwise improved with hardscape). In no event shall these personal vehicles be allowed to park on grass in the front yard. This provision shall not apply to nonresidential uses permitted in residential zones.

COMMENTARY:

This provision is not intended to prohibit occasional or "short-term" parking on grass in front yards for special events (such as family functions, parties, and the like).

(G) *Use of off-street parking areas.* Required off-street parking areas are to be used solely for the parking of licensed motor vehicles in operating condition. Required spaces may not be used for the display of goods for sale or lease or for long-term storage of vehicles, boats, motor homes, campers, mobile homes, or building materials.

(H) *Design.*

(1) *Design standards.* The minimum size of each required off-street parking space shall be consistent with the chart below.

	<i>Stall Width</i>	<i>Stall Length</i>	<i>Aisle Width</i>
			<i>One Way/Two Way</i>
Parallel Parking			
0 degrees	9'	22'	12'/22'
45 degrees	9'	18'	13'/24'
60 degrees	9'	18'	18'/24'
90 degrees	9'	18'	24'/24'

(2) *Markings.* Each required off-street parking space shall be designated by lines or parking blocks.

(3) *Surfacing and maintenance.* All off-street parking areas shall be kept in a dust-free condition at all times. Parking areas for nonresidential uses that are located between a public street and the principal building on the parcel shall be paved.

(1) *Vehicle stacking areas.* Vehicle stacking shall be prohibited within public rights-of-way.

COMMENTARY:

The following guidelines will be used in evaluating the adequacy of vehicle stacking areas. Vehicle stacking shall be prohibited within public rights-of-way.

Number of Spaces

Table 151.165(I)-Commentary

<i>Activity Type</i>	<i>Spaces</i>	<i>Measured From</i>
Automated teller machine	3	Teller
Bank teller lane	4	Teller or window
Car wash stall, automatic	6	Entrance
Car wash stall, self-service	3	Entrance
Gasoline pump island	2	Pump island
Pharmacy/drug store	4	Pickup window
Restaurant drive-through	6	Order box
Restaurant drive-through	4	Order box to pickup window
Other uses	3 (minimum)	Pickup window

Design and Layout

1. *Size*

Stacking spaces must be a minimum of 8 feet by 20 feet in size.