



**VILLAGE OF HANOVER PARK**  
**DEVELOPMENT COMMISSION**  
**REGULAR MEETING**

**Municipal Building, Village Board Room 214**  
**2121 W. Lake Street**  
**Hanover Park, IL 60133**

**Thursday, February 9, 2012**

**7:00 p.m.**

**AGENDA**

- 1. CALL TO ORDER: ROLL CALL**
- 2. PLEDGE OF ALLIEGENCE:**
- 3. ACCEPTANCE OF AGENDA:**
- 4. PRESENTATIONS/REPORTS:** None.
- 5. APPROVAL OF MINUTES:**
  - 5-a. Request to Approve**
    1. Regular Meeting Minutes of December 8, 2011
    2. Workshop Minutes of January 10, 2012
- 6. ACTION ITEMS:**
  - 6-a. Recommendation:** Discuss commercial vehicle parking regulations and make a recommendation to the Village Board related to such regulations.
- 7. TOWNHALL SESSION:**

Persons wishing to address the public body must register prior to Call to Order.  
Please note that public comment is limited to 5 minutes per speaker.
- 8. OLD BUSINESS (NON-ACTION ITEMS):**
- 9. NEW BUSINESS (NON-ACTION ITEMS):**

**9-a. Planning Commissioner Education and Training** – Village Planner Katie Bowman

**9-b. Community Development Update** – Village Planner Katie Bowman

**10. ADJOURNMENT:**



**VILLAGE OF HANOVER PARK**  
**DEVELOPMENT COMMISSION**  
**REGULAR MEETING**

**Municipal Building, Village Board Room 214**  
**2121 W. Lake Street**  
**Hanover Park, IL 60133**

**Thursday, December 8, 2011**

**7:00 p.m.**

**MINUTES**

**1. CALL TO ORDER: ROLL CALL**

Chairman Bakes called the meeting to order at 7:00 p.m.

**Chairman Bakes appointed Auxiliary Member Scot Neil as a full voting member of the Commission for this meeting.**

**PRESENT:** Commissioners: Arthur Berthelot, Mark Mercier, Scot Neil,  
Virginia Wachsmuth, Chairman Jeffrey Bakes  
**ABSENT:** Commissioners: Robert Hain, Phil McBride, Roy Pouse, Patrick  
Watkins  
**ALSO PRESENT:** Trustee Ed Zimel, Jr., Village Planner Katie  
Bowman, BC John Doubek, Secretary Regina  
Mullen

**2. PLEDGE OF ALLIEGENCE:**

**3. ACCEPTANCE OF AGENDA:**

Motion by Commissioner Wachsmuth to accept the Agenda as presented, seconded by  
Commissioner Mercier.

Voice Vote:  
All AYES.

**Motion Carried:** Accept Agenda.

**4. PRESENTATIONS/REPORTS: N/A**

**5. APPROVAL OF MINUTES:**

**5-a. Request to Approve** the Regular Meeting Minutes of:

1. October 13, 2011

Motion by Commissioner Neil to approve the Minutes of October 13, 2011, seconded by Commissioner Mercier.

2. November 10, 2011

Motion by Commissioner Wachsmuth to approve the Minutes of November 10, 2011, seconded by Commissioner Mercier.

Voice Votes:

All AYES.

**Motions Carried:** Approved the Minutes of October 13 and November 10, 2011.

**6. ACTION ITEMS:**

**6-a. Public Hearing:** Consider a request by Round Ground Metals (applicant) on behalf of Industrial Developments International (property owner) for a Variance from the Village of Hanover Park Zoning Ordinance for a 15 foot variance from the required 35 foot north side yard setback at 4800 Gary Avenue, Hanover Park, Illinois and legally described as follows:

**Property Details for 4800 Gary Avenue, Hanover Park, Illinois 60103**

Commonly Known As: Vacant Parcel South of Fuji Film, 4800 Gary Avenue, Hanover Park, Illinois 60133

Village Planner Bowman stated the public hearing was property posted in the *Daily Herald* on November 19, 2011. Return Receipt Cards have been received. A summary was presented of Round Ground Metal's application request.

Chairman Bakes entertained a Motion to open the Public Hearing.

Motion by Commissioner Wachsmuth to open the Public Hearing, seconded by Commissioner Mercier.

Voice Vote:

All AYES.

**Motion Carried:** Opened the Public Hearing.

Chairman Bakes swore in the following petitioners: John Benson, IDI, 500 Park Boulevard, Ste 750, Itasca, IL 60143; Michael J. Sparks, Sparks Architects, Inc., 107 Adell Place, Elmhurst, IL 60126; John Pechan, General Manager, Round Ground Metals, Hanover Park, IL 60174

The Applicants conducted a presentation of their request.

Chairman Bakes turned the meeting over to the Commissioners for questions.

Commissioner Mercier – Clarified square footage.

Commissioner Wachsmuth – Questioned the tower height.

Commissioner Neil – No Questions.

Commissioner Berthelot – Clarified green space and curb cuts.

Chairman Bakes – Questioned staging of trucks and concern of back up on Gary Avenue.

John Pechan addressed all concerns and stated their intention to create a truck staging area on the side of the facility.

Village Planner Katie Bowman presented the Draft Findings of Fact.

Chairman Bakes entertained a Motion to accept the Draft Findings of Fact.

Motion by Commissioner Mercier to accept the Draft Findings of Fact, seconded by Commissioner Wachsmuth.

**Roll Call Vote:**

AYES: Commissioners: Berthelot, Mercier, Neil, Wachsmuth,  
Chairman Bakes

NAYS: Commissioner: None.

ABSENT: Commissioners: Hain, Neil, Pouse, Watkins

**Motion Carried:** Approved Draft Findings of Fact.

Chairman Bakes entertained a Motion to approve Round Ground Metals request pursuant to the Draft Findings of Fact.

Motion by Commissioner Mercier to approve the request by Round Ground Metals, seconded by Commissioner Neil.

**Roll Call Vote:**

AYES: Commissioners: Berthelot, Mercier, Neil, Wachsmuth,  
Chairman Bakes

NAYS: Commissioner: None.

ABSENT: Commissioners: Hain, Neil, Pouse, Watkins

**Motion Carried:** Approved request of Round Ground Metals.

Chairman Bakes entertained a motion to close the Public Hearing.

Motion by Commissioner Mercier to close the Public Hearing, seconded by Commissioner Berthelot.

Voice Vote:

All AYES.

**Motion Carried:** Closed Public Hearing.

**TOWNHALL SESSION: N/A**

Persons wishing to address the public body must register prior to Call to Order. Please note that public comment is limited to 5 minutes per speaker.

**8. OLD BUSINESS (NON-ACTION ITEMS): N/A**

**9. NEW BUSINESS (NON-ACTION ITEMS):**

**9-a. Community Development Update – Katie Bowman**

1. Presented an overview of Village Center Open House of December 6, 2011.
2. Firestone Sign Variance – At the Village Board meeting of December 1, 2011, the Board tabled this item. The Board requested it be sent back to this Commission, as the Board would like to see shared signage throughout this shopping center.
3. Senior Housing at Old Menards – At the Village Board Workshop of December 1, 2011, staff briefed the Board on the applicant's request for a building permit waiver. The Board requested information on building codes in other communities. The Fire Department will be presenting to the Board at a later date.
4. On-line training is required by all Commissioners. This training will be available online in January and must be complete in March 2012.

**10. ADJOURNMENT:**

Motion by Commissioner to Adjourn, seconded by Commissioner Mercier.

Voice Vote:

All AYES.

**Motion Carried.** Meeting adjourned at 7:33 p.m.

**Recorded and Transcribed by:**

\_\_\_\_\_  
**Regina Mullen, Secretary**  
**On this 8 day of December, 2011**

\_\_\_\_\_  
**Jeffrey Bakes, Chairman**



**DRAFT – Agenda Item # 5-a.2**

**VILLAGE OF HANOVER PARK  
SPECIAL MEETING  
DEVELOPMENT COMMISSION  
WORKSHOP**

**Municipal Building, Room 214  
2121 Lake Street  
Hanover Park, IL 60133**

**Thursday, January 12, 2012  
6:00 p.m.**

**MINUTES**

**1. CALL TO ORDER - ROLL CALL**

Chairman Bakes called the meeting to order at 6:05 p.m.

PRESENT: Commissioners: Chairman Jeff Bakes, Vice Chairman Philip  
McBride, Arthur Berthelot, Robert Hain,  
Scot Neil, Virginia Wachsmuth  
ABSENT: Commissioners: Mark Mercier, Roy Pouse, Patrick Watkins  
ALSO PRESENT: Village Board Liaison Trustee Ed Zimel,  
Jr., Director Patrick Grill, Fire Battalion  
Chief Doubek, Village Planner Katie  
Bowman

**2. ACCEPTANCE OF AGENDA:**

At the direction of Chairman Bakes, Acceptance of Agenda is not needed to conduct a Workshop.

**3. DISCUSSION TOPIC:**

3a. “D” Plates – Village Planner Katie Bowman introduced the discussion on the regulation of the parking of commercial vehicles in residential districts, specifically those with “D” class license plates (D Plates). Vehicles with a weight of 8,001 – 12,000 pounds have a “D” license classification. Under current regulations, such vehicles are prohibited to park or be stored in residential districts, except when making a delivery or performing work. She shared information collected on similar regulations in surrounding communities and photos taken of existing “B” and “D” plate vehicles in the Village.

**Chairman Bakes** discussed the history of the current commercial vehicle parking regulations, noting that the current regulations based upon the D Plate designation were established as a clear and simple means of regulating commercial parking. He noted that the regulations were further discussed and affirmed by the Development Commission during their extensive review of the Comprehensive Plan. He also noted that the Village roads and many driveways are not designed to carry commercial vehicles over 10,000 pounds in weight. He opened the meeting up for discussion by Commissioners and Trustess, who shared the following:

**Trustee Konstanzer** made a presentation, sharing her research and photos related to existing “B” and “D” plate vehicles in the Village and the related regulations in surrounding communities. She points out how many vehicles with a D Plate have a positive appearance, while many commercial vehicles of a lesser classification (generally “B” class trucks) may have a poor appearance, with uncontained materials and ladders. She states that residents who utilize D Plate trucks for their employment should be able to park such vehicles at their home. She notes that various municipalities successfully permit and regulate D Plates. She recommends that the Village permit D Plates in a controlled manner, recommending they be regulated through the issuance of permits or variance based upon evaluation criteria. She does not find that the addition of weight brought by vehicles with D Plates will do significantly more damage than is already being caused by delivery and work trucks already travelling on Village streets.

**Commissioner Berthelot** notes that the goal of commercial vehicle regulations should be to maintain a clean appearance in the Village. He recommends that, due to the discrepancies in weight and form evidenced in discussion and photos, commercial vehicles be regulated based upon size and operation rather than vehicle class. Such regulation would address the problem of unkempt or oversized commercial vehicles, while allowing responsible working people to operate their vehicles from their home. He finds the permittance of D Plates to be acceptable and is not overly concerned with the fact that some D Plates may have a weight above that permitted on the streets, noting that most D Plates within the Village are likely below 10,000 pounds.

**Commissioner Wachsmuth** recommends that regulations of commercial vehicles be simple and reasonable. She points out portions of surrounding communities’ regulations that could be utilized, including the regulation of vehicles by size rather than class, requirement that stored material be contained in a permanent cover (not tarp), and requirement that commercial vehicles be owned or operated by the owner or tenant of the residence.

**Commissioner Hain** requests that the Commission identify the goals of commercial vehicle regulation, which he finds to be maintenance of an aesthetic ‘curb appeal’. He recommends that the Commission discuss specific characteristics of commercial vehicles that they would like to regulate, such as the storage of ladders and display of advertising, and encourages strong code enforcement within the Village in order to maintain high quality neighborhoods.

**Commissioner Neil** states that he finds the parking of work trucks that are clean and contain storage materials to be acceptable. He would not like to restrict the livelihood of working persons.

**Commissioner McBride** does not find that current regulations should be changed. He recommends that the Commission consider the impact of regulations on all persons and be careful that they do not bring about unintended consequences. He finds that regulations should be able to be clearly enforced, noting that height regulations may not be. He notes that the current regulations based upon D Plates were established because they are clear, rational, and easily enforceable. He evaluates the small proportion of residents that have received tickets and the cost of such tickets and questions whether there is a problem with the current regulations.

**Trustee Zimel** notes that the weight of D Plate commercial vehicles on Village streets needs to be considered, noting that D Plate vehicles may be up to 12,000 pounds, while residential streets in the Village generally have a maximum weight of 10,000 pounds. He also notes that the Development Commission has considered the issue in the past and recommended that D Plate vehicles not be permitted to park in residential districts.

**Chairman Bakes** states that he may find the regulation of D Plates through the variance process to be acceptable, but questions the criteria that such variance will be based upon and what would constitute a hardship for the variance. Recommends that if regulations change, that they apply to all vehicles, not just those with D Plates.

**Community Development Director Grill** notes that the discussion has been focused on two separate aspects, being the regulation of aesthetics and D Plate classification. He notes that no regulation will benefit all residents and that the Commissioners should consider who will be hurt the worst from existing or proposed regulations. He recommends that the Commissioners continue to consider the topic and propose acceptable regulation parameters at the next meeting. He notes that staff will investigate past D Plate tickets and gather

additional information, as available.

The majority of Development Commissioners were open to a text amendment to permit D Plates within certain parameters.

3b. Development Update – None provided at this meeting.

**4. ADJOURNMENT:**

Meeting adjourned at 8:35 p.m.

Recorded and transcribed by:

\_\_\_\_\_  
Katie Bowman  
Village Planner  
On this 12<sup>th</sup> day of January, 2012.

\_\_\_\_\_  
Chairman Jeffrey Bakes



**Village of Hanover Park  
Community Development Department**

**INTEROFFICE MEMORANDUM**

---

**TO:** Chairman Bakes and members of the Development Commission

**FROM:** Katie Bowman, Village Planner

**SUBJECT:** Discussion of the regulation of Commercial Vehicles

**ACTION**

**REQUESTED:**  Approval  Disapproval  Recommendation

**MEETING DATE:** February 9, 2012

---

**REQUEST SUMMARY:**

The following topic is scheduled for Development Commission discussion at 7:00 p.m. on February 9, 2012 in Room 214 of the Municipal Building, 2121 Lake Street:

Regulation of the parking of commercial vehicles in residential districts, as outlined in:

- Zoning Code Section 110-6.2.4.a

Staff requests that the Development Commission make a recommendation to the Village Board related to whether such regulations should change and if so, how they would change.

**BACKGROUND/DISCUSSION**

Under current Village regulations, commercial vehicles in excess of 8,001 pounds are prohibited to park or be stored in residential districts, except when making a delivery or performing work. Vehicles with a weighing over 8,000 pounds are classified by their weight, with those weighing 8,001 – 12,000 pounds within class “D”, commonly called D Plates.

At their workshop of December 15, 2011, the Village Board discussed the regulation of parking of class “D” vehicles in residential districts. Due to the concerns of some board members and residents, they requested that the matter be researched and discussed by the Development Commission.

At their workshop of January 12, 2012, the Development Commission discussed the regulation of parking of commercial vehicles in residential districts. See minutes from the meeting for a summary of their discussion, included in the meeting packet. The majority of the Development Commissioners were open to a text amendment to permit D Plates within certain parameters. However, due to a lack of consensus on these parameters, they agreed to propose acceptable regulation parameters at their next meeting. Per their request, Staff is also providing further information on the types of vehicles receiving D Plate tickets, as available

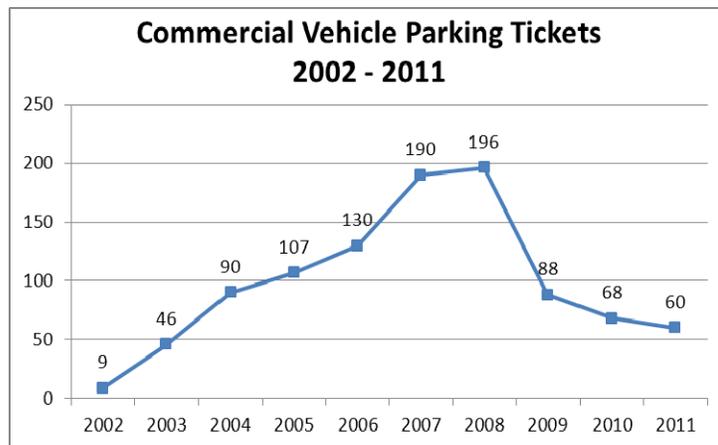
The following details related to the parking of commercial vehicles were discussed:

- storage of equipment and ladders on the top of vehicles
- storage of equipment in the rear of vehicles, and the enclosure of such equipment
- height and length of commercial vehicles
- number of commercial vehicles
- ownership or operation of such vehicles
- regulation of different types of D Plate vehicles, such as pickup trucks and box trucks
- regulation of different classes of commercial vehicles, particularly B Plate trucks
- means of regulation, with possibilities including a change in regulation, variance process, or permit process

Such parameters may not be desired and are not necessarily recommended, but are only listed here to assist in the discussion. The Development Commission and Village Board may recommend additional parameters, or none of the above.

A review of commercial vehicle tickets for the year of 2011 shows that a total of 60 tickets were issued for the parking of a commercial vehicle in a residential district. Of these tickets, 32 (53%) were issued to D Class commercial vehicles and 23 (38%) were issued to vehicles of a higher or heavier classification. Approximately 7 vehicles received multiple tickets, with several receiving 3 or 4 tickets. Research also shows that the number of vehicles ticketed for this violation has decreased over the past 5 years, approximately 30 below the 10-year average. See below and Exhibits 1 and 2 for more details.

2011 Tickets for Commercial Vehicle Parking		
<b>D Plate</b>	<b>32</b>	<b>53%</b>
<b>Heavier Class</b>	<b>24</b>	<b>40%</b>
Semi	3	5%
Tow Truck	3	5%
Interstate	6	10%
F	9	15%
H	2	3%
Q	1	2%
<b>Total Tickets</b>	<b>60</b>	<b>100%</b>



**RECOMMENDATION**

Staff requests that the Development Commission make a motion to forward their recommendation related to the regulation of commercial vehicle parking in residential districts, as finalized as the meeting, to the Village Board.

**ATTACHMENTS**

- Exhibit 1 – 2011 Commercial Vehicle Parking Violation Details
- Exhibit 2 – 2011 Commercial Vehicle Parking Violations Map
- Exhibit 3 – Commercial Vehicle Parking Restrictions Survey

## Commercial License Plate Violation Parking Citations - 2011

<i>Date</i>	<i>P Ticket #</i>	<i>Location of Violation</i>	<i>Make</i>	<i>Color</i>	<i>Class</i>	<i>Multiple Tickets</i>
1/5/2011	4154057	BRIARWOOD & ASTOR	Land Rover	Wht	interstate	
1/19/2011	4153347	NEWPORT	Ford	Wht	D	
1/26/2011	4151546	1900 ELM COURT	Semi	Blue	semi	x
1/26/2011	4153337	1875 VICTOR	Chevy	Wht	D	
1/27/2011	4153216	1920 ELM COURT	Semi	Blue	semi	x
1/30/2011	4151547	6910 PINETREE	Freight	Wht	interstate	
2/18/2011	4154688	1461 WALNUT	Ford	Wht	D	x
2/21/2011	4151554	1461 WALNUT	Ford	Wht	D	x
2/27/2011	4155260	1700 ONTARIOVILLE RD	Ford	wht	F	
3/2/2011	4155375	3885 SHOAL	Ford	Wht	voided	
3/4/2011	4154520	1681 ST ANN	GMC	wht	D	
3/6/2011	4155452	1325 HIALEAH	Ford	Wht	D	
3/7/2011	4155223	2298 BREEZEWOOD	Ford	Wht	D	
3/27/2011	4155236	1920 ELM COURT	Ford	Wht	D	
4/2/2011	4141360	AMARILLO&&FRESNO	Frieght	Wht	semi	
4/11/2011	4156613	6841 ORCHARD	Ford	Wht	H	
4/13/2011	4156749	2300 GLENDALE TERR	Chevy	Red		
4/21/2011	4155865	977 GLENSIDE	Tow	Wht	tow	
4/26/2011	4155995	1580 MAPLEWOOD	Ford	Wht	F	
6/11/2011	4157896	6988 PLUMTREE	Ford	red	F	
6/15/2011	4157166	2314 WILDWOOD LN	GMC	wht	F	
6/15/2011	4157168	2371 LEEWARD LN	Ford	red	F	
6/19/2011	4157169	1920 ISLE ROYAL LN	Chevy	Wht	D	
6/19/2011	4157170	1862 GROSSE POINTE CIR	Ford	silver	D	x
6/19/2011	4157171	2168 WILDWOOD LN	Ford	wht	D	x
6/23/2011	4157172	1862 GROSSE POINTE	Ford	silver	D	x
6/23/2011	4157173	2168 WILDWOOD LANE	Ford	wht	D	x
7/10/2011	4159011	2021 OSAGE	Chevy	Red	tow	
7/12/2011	4159021	8228 DARTMOUTH	Dodge	Blk	D	
7/17/2011	4154711	7800 STRATHMORE LN	Intl	Orange	Q	

Exhibit 1

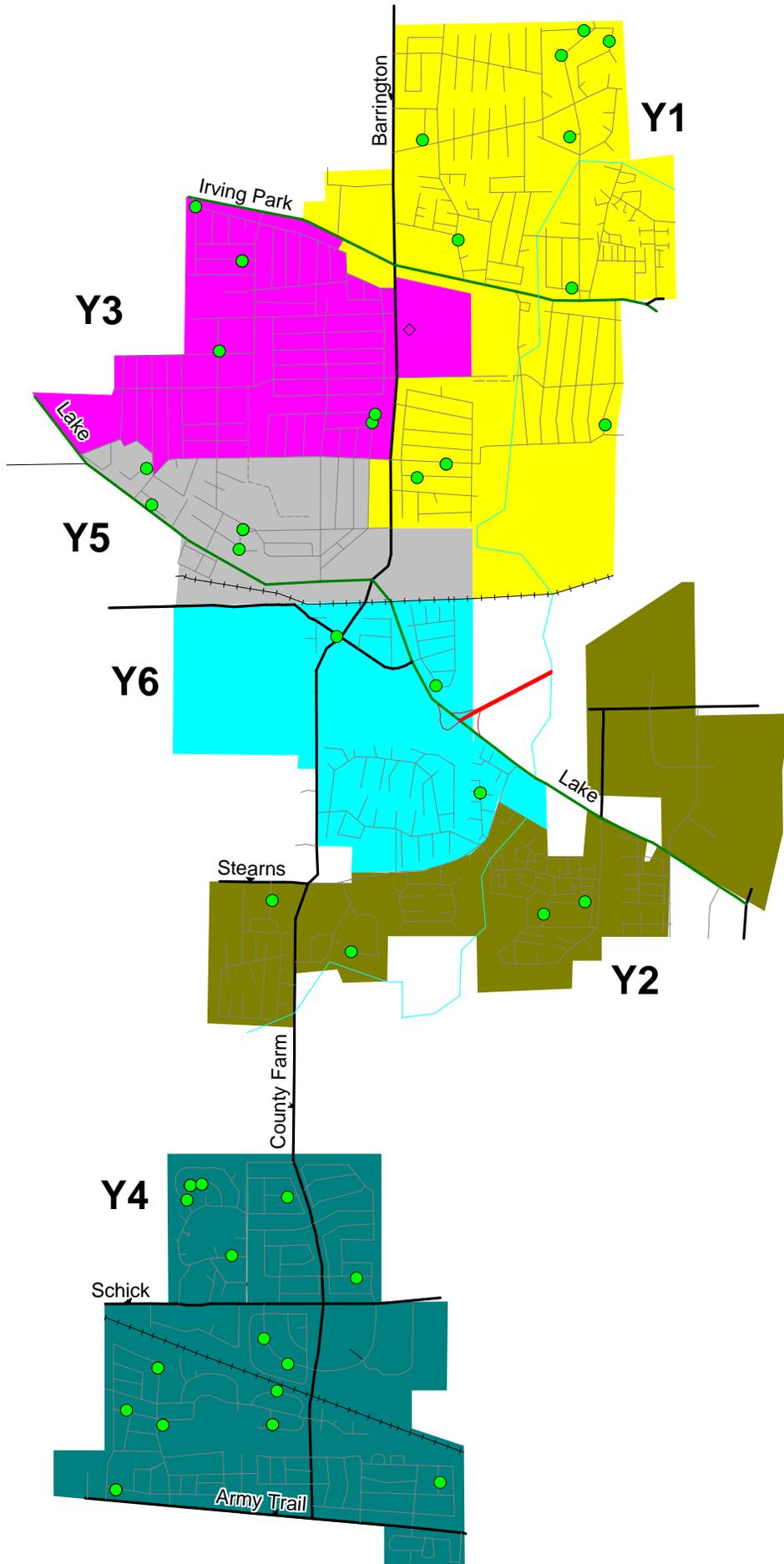
7/21/2011	4159287	1135 HIALEAH	Ford	Wht	D	
8/6/2011	4160313	7577 KINGSBURY	Volvo	Red	interstate	
8/6/2011	4160315	1417 FREMONT	Chevy	Wht	D	
8/15/2011	4158479	AMARILLO&&WILSHIRE	Isuzu	Wht	F	
8/19/2011	4160322	920 PRINCETON	Chevy	wht	D	
8/20/2011	4160334	2021 OSAGE	Chevy	Red	tow	
8/28/2011	4157178	<i>No address listed</i>	<i>unk</i>	unk	H	
9/16/2011	4160808	2134 BALDWIN CT	Chevy	Wht	D	
9/17/2011	4161458	7115 CENTER	unk	unk		
9/20/2011	4160812	1862 GROSSE POINTE CIR	Ford	silver	D	x
9/21/2011	4162124	2371 LEEWARD	Ford	red	F	x
9/25/2011	4162138	2371 LEEWARD LN	Ford	red	F	x
9/26/2011	4162139	2371 LEEWARD LN	Ford	red	F	x
10/4/2011	4162287	2134 BALDWIN CT	Chevy	Wht	D	x
10/4/2011	4162288	2088 BALDWIN	Chevy	Wht	D	x
10/5/2011	4162292	2134 BALDWIN	Chevy	Wht	D	x
10/5/2011	4162293	2088 BALDWIN	Ford	wht	D	x
10/5/2011	4162294	1862 GROSSE POINTE CIR	Ford	silver	D	x
10/10/2011	4161798	SHELBORNE	Freight	wht	interstate	
10/18/2011	4163107	BALDWIN	Ford	wht	D	x
10/19/2011	4163109	BALDWIN	Ford	wht	D	x
10/19/2011	4163111	4202 WOODLAKE DR	Dodge	wht	D	
10/31/2011	4165419	1743 ZEPPELIN	Volvo	Red	interstate	
11/1/2011	4163118	1865 WINDMILL	Chevy	Wht	D	x
11/1/2011	4163119	2239 CAMDEN LANE	Chevy	Wht	D	
11/1/2011	4163120	1925 WINDMILL DR	Dodge	wht		
11/1/2011	4165621	4202 WOODLAKE DR	Dodge	wht	D	
11/13/2011	4163076	831 HASTINGS LN	Ford	wht	D	
11/13/2011	4166312	VOIDED				
12/1/2011	4166451	8 PLUM TREE CT	Volvo	red	interstate	
12/8/2011	4165633	255 W LARA DR	Chevy	Wht	D	

Classification	Weight
<b>D</b>	<b>8001 - 12000</b>
<b>F</b>	<b>12001 - 16000</b>
<b>H</b>	<b>16001 - 26000</b>
J	26001 - 28000
K	28001 - 32000
L	32001 - 36000
N	36001 - 40000
P	40001 - 45000
<b>Q</b>	<b>45001 - 50000</b>
R	50001 - 54999
S	55000 - 59500
T	59501 - 64000
V	64001 - 73280
X	73281 - 77000
<b>Z</b>	<b>77001 - 80000</b>

interstate      Apportioned plate - interstate commercial vehicle

2011 Tickets for Commercial Vehicle Parking		
<b>D Plate</b>	<b>32</b>	<b>53%</b>
<b>Heavier Class</b>	<b>24</b>	<b>40%</b>
Semi	3	5%
Tow Truck	3	5%
Interstate	6	10%
F	9	15%
H	2	3%
Q	1	2%
<b>Total Tickets</b>	<b>60</b>	<b>100%</b>

Vehicles w/ multiple tickets      7



**HANOVER PARK POLICE DEPARTMENT**  
**Inter-Office Memo**

**To:** Chief David Webb

**From:** Code Enforcement Unit Supervisor Patrick Hamill

**Subject:** Commercial Vehicle Parking Restrictions Survey

**Date:** November 10, 2011

---

I conducted a survey of some surrounding communities to learn if their ordinances regarding the parking of commercial vehicles in residential areas differed from our ordinance. As you are aware, Hanover Park's Ordinance 110.6.2.4.a. prohibits residents from parking any commercial vehicle with a plate higher than a "B" Truck classification on a residential drive. Generally speaking, a truck bearing a "B" Truck plate is rated 8,000 lbs. and less (gross weight in pounds including vehicle and maximum load) per the Illinois Vehicle Code. The next higher rated plate is a "D" Truck plate rated 8,001 pounds to 12,000 pounds.

**Hanover Park** Chapter 110, Section 6.2.4. General parking provisions.

- a. Parking of commercial vehicles in residential districts. No commercial vehicle having a gross weight in pounds, including vehicle and maximum load, in excess of 8,001 pounds and bearing a class designation other than "A" or "B" under the provisions of section 5/15-111 of the Illinois Vehicle Code (625 ILCS 5/15-111), as amended, shall be parked or stored on any residential premises except when making a delivery or rendering a service at such premises. The storage of a commercial vehicle or contractor's equipment at a place of residence shall not constitute the making of a delivery or the rendering of a service and shall be prohibited.

**Carol Stream**, Chapter 16, Section 13-2(F)3

(3) Parking of commercial vehicles in the residential district. No commercial vehicles bearing a class designation other than A or B under the provisions of ILCS Ch. 625, Act 5, §§ 3-801 et seq. shall be parked or stored on any residential premises classified as a residential district, except when making a delivery or rendering a service at such premises.

(4) No construction equipment or vehicles shall be parked or stored in a residential district, unless specifically permitted under § [16-13-2\(F\)\(3\)](#), or unless such equipment or vehicle is being used in the construction, alteration, excavation or repair of property within a residential district. In the event that such equipment or vehicle is not

being used in the construction, alteration, repair or excavation of property in a residential district, such equipment or vehicle shall not be parked or stored overnight unless it is parked or stored at least 500 feet from an occupied residence. Maintenance equipment may be stored in a garage in multi-family areas. Equipment used solely for snow plowing may be stored on the premises where such equipment will be used during the period from November 1 through March 31 each season.

**Streamwood's** Ordinance classifies commercial vehicles into types (I, II, and III) and below is their applicable ordinance with definitions, cut and pasted from their website:

**TYPE I VEHICLE:** A motor vehicle that is not greater than seven feet six inches (7'6") in height, not greater than twenty two feet (22') in length, with a weight of not over eight thousand (8,000) pounds and that is not a prohibited "commercial vehicle" or a "recreational vehicle" as defined herein.

**TYPE II VEHICLE:**

A. A motor vehicle that would, without roof attachments, qualify as a type I vehicle, but which does not exceed eight feet (8') in height with roof attachments, or

B. A motor vehicle that would, without a snowplow blade attachment, qualify as a type I vehicle, or

C. A motor vehicle with both of the circumstances described in subsections A and B of this definition, or

D. Limousines that do not exceed the type III vehicle size thresholds.

**TYPE III VEHICLE:** A motor vehicle that is:

A. Either greater than seven feet six inches (7'6") in height or greater than twenty two feet (22') in length, or more than eight thousand (8,000) pounds and that is not a type II vehicle, or a "recreational vehicle" as defined herein, or

B. Either less than seven feet six inches (7'6") in height or less than twenty two feet (22') in length, or less than eight thousand (8,000) pounds and allows for property to be stored and/or transported in a manner that is not safe or completely enclosed.

**11-4-5-7: COMMERCIAL VEHICLES AND TRAILERS:**

A. Findings And Purpose:

1. The village board finds that the presence in residential neighborhoods of excessively large motor vehicles and certain motor vehicles that, by virtue of their design, type, or characteristics, are not customary and incidental to the use or occupancy of residential property, has a detrimental and blighting impact upon the residential quality and

character of such neighborhoods and that more than one such vehicle upon a lot compounds the blighting impact. The village board finds that these vehicles intrude upon the aesthetics and visual peace and quiet of a residential neighborhood, that they can impair the free flow of traffic on residential streets and by their size are detrimental to residential traffic safety, that they often create excessive noise for such surroundings, that their presence tends to encourage and effectuate the expansion of uses that are inconsistent with or inappropriate to residential areas, and that their presence therefore is likely to have a negative impact upon residential property values. For similar reasons, the village board finds that the parking and storage of large trailers also has a detrimental and blighting impact upon residential areas.

2. The purpose of this section, therefore, is to prohibit or restrict (with some exceptions), in residential districts, the parking or storage of vehicles and trailers that, by virtue of their excessive size, or by virtue of their design, type, or characteristics, are incompatible with such districts, and to thereby reduce the blighting and negative impacts of such vehicles and trailers in those districts.

**B. Vehicle Parking And Storage Limitations And Requirements:**

**1. Certain Vehicles Prohibited And Permitted:**

- a. Type III vehicles shall not be parked or stored on a residentially zoned lot or in the public right of way or street immediately abutting any residentially zoned lot, except as provided under subsection B5 of this section, and subject to any other applicable provisions of this section and of this code.
- b. Type I and II vehicles shall be permitted to be parked or stored on a residentially zoned lot or in the public right of way or street immediately abutting any residentially zoned lot, subject to the provisions of this section and any other applicable provisions of this code. However, a vehicle that is a type II vehicle by reason of the attachment of a snowplow blade may be parked or stored with blade attached only between November 1 and April 30.

2. Measurement: For purposes of the measurement of vehicle dimensions under this section, the "height" of a vehicle shall be the vertical distance between the lowest part of the tires of the measured vehicle to the top of the highest part of the vehicle, and the "length" of a vehicle shall be the horizontal distance between the front edge of the vehicle to the rear edge of the vehicle. For purposes of these measurements, accessories, attachments, and materials fixed upon such vehicle shall be considered part of the vehicle (with the exception of aerial antennas and movable equipment stored in racks).

3. Limitations On Numbers Of Vehicles In Residential Districts (R-0, R-1, R-2, R-3, R-4, And R-5):

a. Number Of Vehicles: The number of vehicles that may be parked or stored in residential districts shall be limited to the following:

(1) Type I vehicles are not numerically restricted. Type II vehicles that are parked or stored within a building, are not numerically restricted. No more than one type II vehicle shall be permitted to be parked in the open on an approved surface. However, all vehicles must be lawfully parked as defined elsewhere in this code;

Exception: type II vehicles that exceed eight feet (8') in height, but do not exceed nine feet (9') in height, which are lawfully parked behind the front of the principal structure.

(2) Type III vehicles are not permitted, except as provided under subsection B5 of this section.

b. Counting Of Vehicles: Vehicles temporarily parked at a residence for visitation or business service reasons, "recreational vehicles" (as defined in section [11-2-2](#) of this title), and motorcycles that are housed in a garage, shall not be counted for purposes of these numerical limitations. Nothing in this section shall be interpreted as permitting the storage of vehicles if such storage is not otherwise permitted by this code.

4. Ownership: No type II vehicle shall be parked or stored at a premises unless that vehicle is owned or leased or regularly used by a person physically residing at that premises.

5. Exceptions: The parking and storage limitations and requirements of this subsection B are subject to the following exceptions and limitations:

a. Vehicles otherwise restricted by this section may be temporarily parked on or in front of a residentially zoned lot while being loaded or unloaded or while rendering a service at that location.

b. Vehicles otherwise restricted by this section may be parked on a residentially zoned lot when the lawful principal use of the lot under this zoning code is other than residential and the vehicle is directly related to that lawful use.

c. Vehicles designed or used for the purpose of accommodating the needs of disabled occupants of the site and exceeding the height limitations of this section shall not be prohibited under this section, provided that the vehicle displays a handicapped license plate or handicapped parking sticker issued by the state.

d. "Recreational vehicles", as defined in section [11-2-2](#) of this title, shall not be subject to the regulations of this section unless otherwise provided herein.

**Bartlett's** ordinance regarding parking commercial vehicles in residential drives is as follows:

Commercial vehicles, including those that contain equipment racks to carry commercial equipment and those that have signage and lettering on any side, front or rear of the vehicle, may be parked or stored on a residential zoning lot if located within a fully enclosed garage; or if visible from adjacent rights-of-way or properties, shall meet all of the following requirements:

1. The commercial vehicle must display an "A", "B" or "D" license plate; provided, however, a commercial vehicle with a "D" license plate shall not exceed a height of eight (8) feet six (6) inches tall measured from the existing grade to the top of the vehicle roof;
2. The commercial vehicle must be parked on a paved surface at least ten (10) feet from the side or rear property line in the zoning lot;
3. The equipment and materials stored in the bed of a pick-up or flatbed truck must be covered by a commercially manufactured bed cap, cover (e.g. Tonneau cover) or tarp; and
4. The commercial vehicle must be owned or legally controlled by one of the owners or occupants of the principal use.

**Schaumburg's** ordinance regarding parking commercial vehicles in residential drives is as follows:

G) Parking Restrictions In Residential Districts:

(1) Parking Of Commercial Vehicles Prohibited In Residential Districts: It shall be unlawful for any person to park a commercial vehicle, including contractors' equipment, having a gross weight when fully loaded in excess of eight thousand (8,000) pounds and/or bearing a classification other than "B" under the provisions of the Illinois Vehicle Code, in any zoning area classified as a residential district at any time, except where making a delivery or rendering a service at such premises or as listed below. The parking of a commercial vehicle or contractors' equipment by the operator of said vehicle or equipment at their place of residence shall not constitute the making of a delivery or the rendering of a service and shall be prohibited.

(a) Box trucks shall be prohibited to be parked or stored in a residential district regardless of size or license plate classification, except when making a delivery or rendering a service in the residential district.

(b) Commercial vehicles having a gross weight when fully loaded in excess of eight thousand (8,000) pounds and bearing

a classification of "D" under the provisions of the Illinois Vehicle Code may be permitted to be parked in a zoning area classified as a residential district with the following restrictions:

1. Storage of commercial/contractors' equipment and materials within the vehicle shall be completely concealed from view, and without the use of a tarp or other temporary means, except that ladders may remain on top of the vehicle parked in a residential district. The maximum height of the vehicle shall be no taller than nine feet (9'), including ladders on top of the vehicle. One (1) commercial vehicle shall be permitted to be parked per residential property.
  2. Any commercial vehicle located on residentially zoned property on the effective date hereof which does not conform to the provisions of this chapter shall be removed from the property or stored inside a structure on the property no later than January 1, 2008.
- (c) It shall be unlawful for any person to park a public passenger vehicle in any zoning area classified as a residential district between the hours of 6:00 p.m. and 6:00 a.m. except when dropping off or picking up a passenger.

### More Info Regarding Carol Stream's Regulations

**From:** Webb, David  
**Sent:** Wednesday, December 21, 2011 2:54 PM  
**To:** Grill, Patrick  
**Subject:** Fwd: Commercial Vehicle Parking in Carol Stream  
Pat  
Fyi. Some info from pat hamill

**From:** "Hamill, Patrick" <[phamill@hpil.org](mailto:phamill@hpil.org)>  
**Date:** December 21, 2011 1:23:49 PM CST  
**To:** "Webb, David" <[dwebb@hpil.org](mailto:dwebb@hpil.org)>  
**Subject: Commercial Vehicle Parking in Carol Stream**

As requested, following is a summary of information I obtained regarding Parking Commercial Vehicles in Residential Areas of Carol Stream:

- The attachment to this email has the ordinance number and wording of Carol Stream's ordinance, which closely mirrors our ordinance.
  
- I spoke with three Carol Stream Village employees regarding their ordinance:
  - Deputy Village Clerk Sherry Craig who told me there is a mechanism for residents to request a variance from this ordinance by paying \$640.00 for a hearing to request a variance to park a "D" plated vehicle at their residence. The resident can request the variance before the Plan Commission/Zoning Board. The Board may then make a recommendation to the full Village Board to approve, or disapprove, the variance. Deputy Clerk Craig told me during the last eight (8) years only two residents have applied for such a variance, and both requests were denied.
  - "Helene" from the Finance Department told me she could not remember anyone getting this type of a variance in the 17 years she has worked for Carol Stream.
  - Keith Anderson of the Carol Stream Community Development Department told me he could only remember one or two residents applying for a variance from this ordinance in the 12 years he has worked for Carol Stream. He wasn't sure if the variances were granted.

H.P. Village Trustee Jenny Konstanzer told me she spoke with a male Carol Stream Village employee, whose name she could not recall, who told her that there were seven residents of Carol Stream who received permission to park "D" plated vehicles at their residences, and that "either two or three" other residents were denied. She did not have a time frame for when this occurred.

Pat