

SECTION 13. OFF-STREET PARKING & LOADING

- 13.1 PURPOSE
 - 13.2 GENERAL PROVISIONS
 - 13.3 COMPUTATION
 - 13.4 CONSTRUCTION OF PARKING AND LOADING FACILITIES
 - 13.5 COLLECTIVE PROVISIONS
 - 13.6 LAND BANKED FUTURE PARKING
 - 13.7 LOCATION OF OFF-STREET PARKING SPACES
 - 13.8 DESIGN STANDARDS
 - 13.9 ACCESSIBLE PARKING
 - 13.10 STACKING SPACES FOR DRIVE-THROUGH FACILITIES
 - 13.11 OUTDOOR STORAGE OF TRUCKS, TRAILERS AND BOATS
 - 13.12 REQUIRED OFF-STREET PARKING SPACES
 - 13.13 REQUIRED OFF-STREET LOADING SPACES
 - 13.14 DESIGN OF OFF-STREET LOADING SPACES
-

13.1 PURPOSE

The off-street parking and loading regulations of this Section are intended to provide accessible, attractive, secure and well-maintained off-street parking and loading areas with the appropriate number of spaces in proportion to the needs of the proposed use, increase public safety by reducing congestion of public streets, and encourage the use of alternative modes of transportation where appropriate.

13.2 GENERAL PROVISIONS

The provisions of this Section shall apply as follows:

A. Existing Facilities

1. The existing number of off-street parking and loading spaces shall not be reduced below the requirements of this Section. If the number of such existing spaces is already less than the requirements of this Section, it shall not be further reduced.
2. Existing off-street parking and loading areas which do not conform to the requirements of this Section, but were in conformance with the requirements of this Code at the time the parking or loading facilities were established, are permitted to continue as a legal nonconforming structure.
3. If a building permit for a building or structure was lawfully issued prior to the effective date of this Code, and if construction has begun within one-hundred eighty (180) days of the issuance of a permit, the number of off-street parking and loading spaces shall be provided in the amount required for the issuance of said building permit, regardless of what may be required by this Section.

B. Damage or Destruction

When a building is reconstructed or repaired after being damaged or destroyed, off-street parking and loading facilities shall be restored or maintained in an amount equivalent to that at the time of such damage or destruction. However, it shall not be necessary to restore or maintain parking and loading facilities in excess of the applicable requirements of this Section.

C. Change in Land Use

When the existing use of a structure or land is changed to a new use, parking and loading spaces shall be provided as required for the new use. Additional parking or loading spaces shall be required in the amount by which the requirements for the new use exceed the requirements for the existing use.

D. Change in Intensity of Use

1. When the intensity of use of any structure or land is increased, additional parking and loading spaces shall be provided. The number of additional parking and loading spaces shall be based on the increase in the number of dwelling units, gross floor area, seating capacity, or other unit of measurement used to calculate the number of required number of parking or loading spaces.
2. When the intensity of use of any structure or land is decreased, the number of parking and loading spaces may be reduced so long as the parking requirements of this Section are met for the entire structure or land as modified.

E. Provision of Additional Spaces

Nothing in this Section shall be deemed to prevent the voluntary establishment of additional off-street parking or loading facilities, provided that all regulations governing the location, design and control of such facilities are in accordance with this Section.

13.3 COMPUTATION

The total number of required parking and loading spaces shall be based upon the requirements for the principal use of the lot. However, when more than one (1) use occupies the same lot, the number of required spaces shall be the sum of the separate requirements for each use. All off-street parking facilities shall be completed before occupancy of the structure. In computing the number of off-street parking or loading spaces required by this Section, the following standards for computation shall apply:

- A. Space allocated to any off-street loading space shall not be used to satisfy the requirement for any off-street parking space or access aisle, or portion thereof. Conversely, the area allocated to any off-street parking space shall not be used to satisfy the replacement for any off-street loading space or portion thereof.
- B. A fraction of less than one-half ($\frac{1}{2}$) may be disregarded, and a fraction of one-half ($\frac{1}{2}$) or more shall be counted as one (1) parking or loading space.
- C. In places of assembly in which patrons or spectators occupy benches, pews or similar seating facilities, each twenty-four (24) inches of such seating facility shall be counted as one (1) seat for the purpose of determining the requirement for off-street parking facilities.
- D. Except as otherwise specified, parking or loading spaces required on an employee basis shall be based on the maximum number of employees normally present on the premises at any one time. When the determination of the number of parking spaces is based on the number of employees, the owner and/or manager shall be counted as an employee(s).

13.4 CONSTRUCTION OF PARKING AND LOADING FACILITIES

A. Site Plan Review Required

Site plan review, in accordance with Section 4.6 (Site Plan Review), is required prior to any construction, alteration or addition of any parking facility providing ten (10) or more parking spaces, and for the construction of a new loading berth. For purposes of this section, construction, alteration or addition shall include all paving of previously unpaved surfaces, replacement of pavement with new binder and surface courses, construction of curbing, installation of new parking lot landscaping, and similar activities. Construction, alteration or addition shall not include maintenance activities such as replacement of existing landscaping, repair of existing curbing, repairs, sealing, re-striping, or placement of surface course pavement over previously paved areas. No permit shall be required for maintenance activities.

B. Time of Completion

Off-street parking and loading facilities required by this Section shall be completed prior to the issuance of the occupancy permit for the use they serve.

13.5 COLLECTIVE PROVISIONS

- A.** Off-street parking spaces for separate uses may be provided collectively if the aggregate number of spaces provided is not less than the sum of the spaces required for each use separately. No parking or loading space, or portion thereof, shall serve as the required space for more than one (1) use with the exception of the following shared parking arrangement described in Paragraph B below.
- B.** An off-street parking facility may be shared between two (2) or more uses, provided that use of such facility by each user does not occur at the same time. No shared use of parking spaces shall be permitted unless:
1. Approval is obtained from the Zoning Administrator that confirms that the use of such facility by each user does not take place at the same hours during the same days of the week.
 2. The users of the shared parking facility shall record an agreement to share parking facilities, subject to approval by the Village Attorney. A copy of the recorded agreement shall be given to the Village.
 3. The location and design requirements of this Section are met.
 4. Any subsequent change in ownership or use shall require proof that the minimum parking requirements, per this Section, have been met for each use. The owner of an existing building or use shall have one-hundred eighty (180) days within which to accommodate all required off-street parking or to apply for a variation. If the owner is unable to accommodate the parking or fails to apply for a variation, then the occupancy permit shall be revoked with respect to the use for which the separate parking was required. The occupancy permit shall be reinstated when all applicable provisions of this Section are complied with. As an alternative to a variation, a new shared parking agreement may be arranged in accordance with this Section.

13.6 LAND BANKED FUTURE PARKING

Land banking allows for designating a portion of land on a site that would be required for parking to be held and preserved as open space, rather than constructed as parking. The Zoning Board of Appeals may permit land banking of up to twenty-five percent (25%) of the required parking spaces through the site plan review process.

- A.** Sufficient evidence shall be provided by the applicant that supports the reduced parking needs.
- B.** The area proposed for land banking of parking spaces shall be an area suitable for parking at a future time.
- C.** Landscaping of the land banked area shall be in full compliance of the zoning regulations and, at a minimum, landscaped with turf. As a result of the site plan review process, the Zoning Board of Appeals may require additional landscaping of the land banked area.
- D.** The land banked area cannot be used for any other use and must be part of the same zoning lot and all under the same ownership.
- E.** As part of the site plan review process, the applicant shall show the area to be banked on the site plan and marked as "Land Banked Future Parking."
- F.** The Zoning Administrator, on the basis of increased parking demand for the use, shall require the conversion of all or part of the land banked area to off-street parking spaces.

13.7 LOCATION OF OFF-STREET PARKING SPACES

A. Residential Uses

- 1.** All required parking spaces for residential uses shall be located on the same lot as the building or use served.
- 2.** For single-family, two-family and townhouse dwellings, parking shall be permitted in private driveways, but no such parking may encroach onto the public right-of-way. However, such driveway parking shall not be considered as satisfying the off-street parking requirements for such single-family, two-family and townhouse dwellings.
- 3.** Tandem parking is permitted for townhouse or multi-family dwellings but both spaces must be allotted to the same dwelling unit and located on the same lot as the dwelling.

B. Non-Residential Uses

- 1.** All required off-street parking areas for non-residential uses shall be located on the same lot as, or within three-hundred (300) feet of, the building or use served. However, off-street parking accessory to a non-residential use shall not be located in any residential district.
- 2.** Off-street parking spaces are permitted within the rear, interior side or corner side yard and setback, subject to buffer yard standards of Section 14.11 (Buffer Yards) in all non-residential districts except the C-1 District. No parking is permitted in the front yard of the C-1 District. No required off-street parking spaces are permitted within a required front setback.

13.8 DESIGN STANDARDS

All off-street parking facilities shall comply with the following standards:

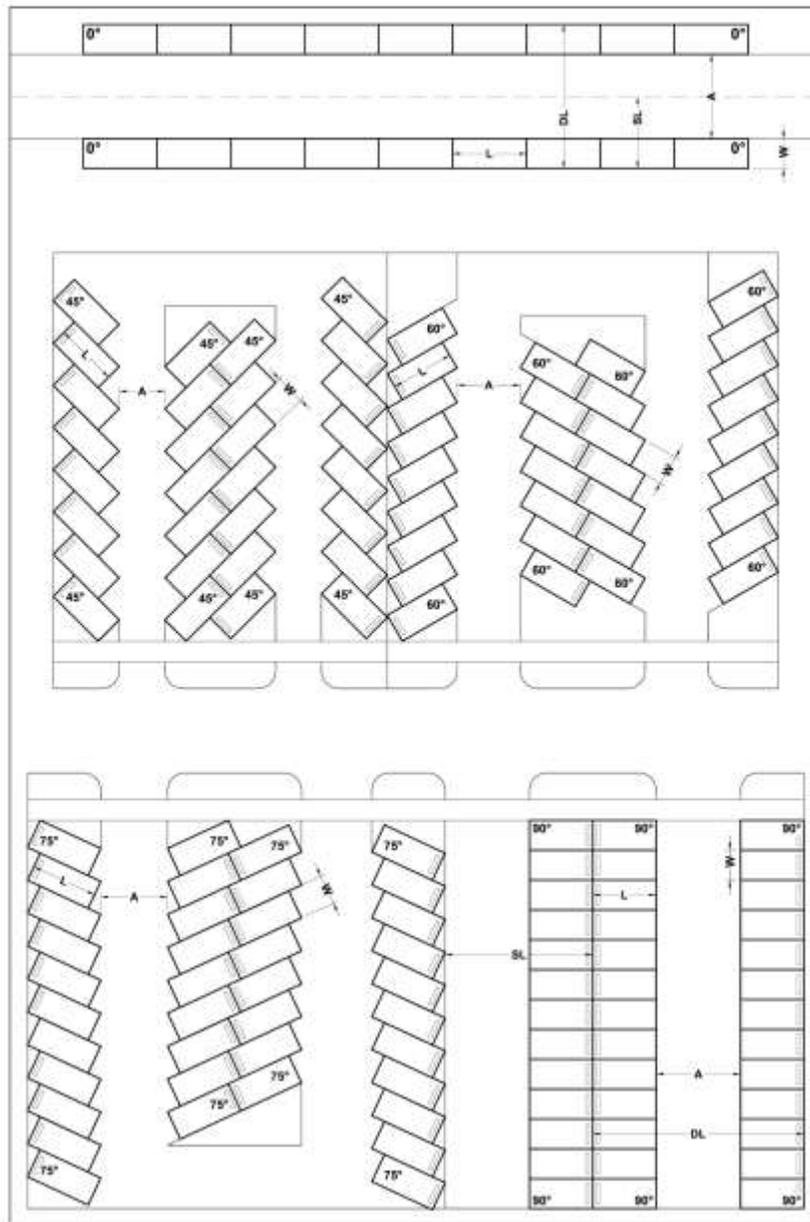
A. Dimensions

1. Off-street parking spaces shall be shall be designed in accordance with Figure 13-1: Off-Street Parking Dimensions.
2. All parking spaces shall have a minimum vertical clearance of seven feet six inches (7' 6").

B. Access

1. Each off-street space shall open directly upon an aisle or driveway of such width as will provide adequate means of vehicular access to such parking space. All off-street parking facilities shall be provided with appropriate means of vehicular access in a manner that least interferes with traffic movement and allows the driver of the vehicle to proceed forward into traffic rather than back out.
2. All required off-street parking facilities shall have vehicular access from a street, alley, driveway or cross-access connection.
3. Within off-street parking facilities one-way traffic aisles shall be at least twelve (12) feet in width and two-way traffic aisles shall be at least twenty-four (24) feet in width. Furthermore, all aisles shall be designed in accordance with Figure 13-1: Off-Street Parking Dimensions.

FIGURE 13-1: OFF-STREET PARKING DIMENSIONS



Parking Angle	Stall Width (W)	Stall Length (L)	Aisle Width (A)	Single Loaded Module ² Width (SL)	Double Loaded Module ² Width (DL)
0°	8.5'	21'	12' / 24' ¹	20.5' / 32.5' ¹	29' / 41' ¹
45°	8.5'	18'	13'	32'	51'
60°	8.5'	18'	18'	38'	58'
75°	8.5'	19'	20'	40.8'	61.6'
90°	8.5'	18'	24' ¹	42' ¹	60' ¹

¹ Two-way traffic permitted

² A module is defined as a drive aisle with automobiles parked on each side of the drive aisle.

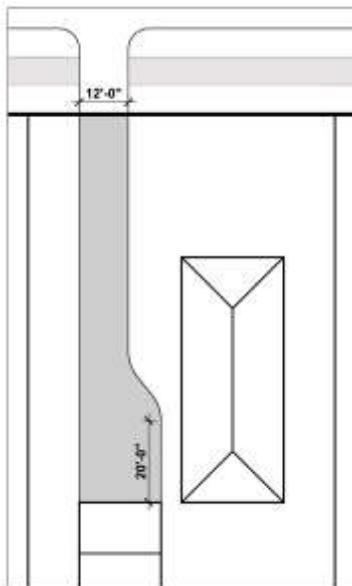
4. Driveways

a. Residential Driveways, Excluding Multi-Family and Townhouse Dwellings

- i. A residential driveway that provides access to a detached garage shall be no more than twelve (12) feet in width. A driveway apron, the width of the garage as measured from the garage walls, is permitted to extend for a distance (depth) of twenty (20) feet from the garage doors before tapering back to the required driveway width to allow access to the additional spaces. (See [Figure 13-2: Residential Driveway Width](#))
- ii. A residential driveway that provides access to an attached garage shall be no wider than the width of the garage. (See [Figure 13-2](#))
- iii. Driveways shall be located a minimum of one (1) foot from the side lot line. However, a residential driveway may be located on the lot line if it physically abuts a driveway on the adjacent lot. This location shall only be allowed if agreed to by the owners of each lot, and such approval is recorded as a shared driveway easement on each plat of survey.
- iv. Single-family and two-family dwellings are permitted an additional paved parking pad. Such parking pads shall not be located in the front or corner side yard or setback, or within the required interior side setback. Any driveways must comply with the requirements of Paragraph i above. The maximum impervious surface requirement for the lot may not be exceeded to accommodate a parking pad. [Figure 13-3: Parking Pad Location](#) illustrates where a parking pad may be located.

FIGURE 13-2: RESIDENTIAL DRIVEWAY WIDTH

DETACHED GARAGE DRIVEWAY WIDTH



ATTACHED GARAGE DRIVEWAY WIDTH

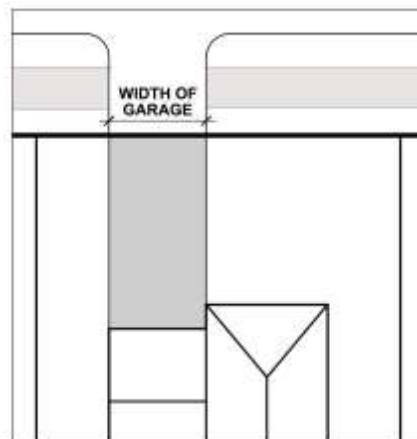
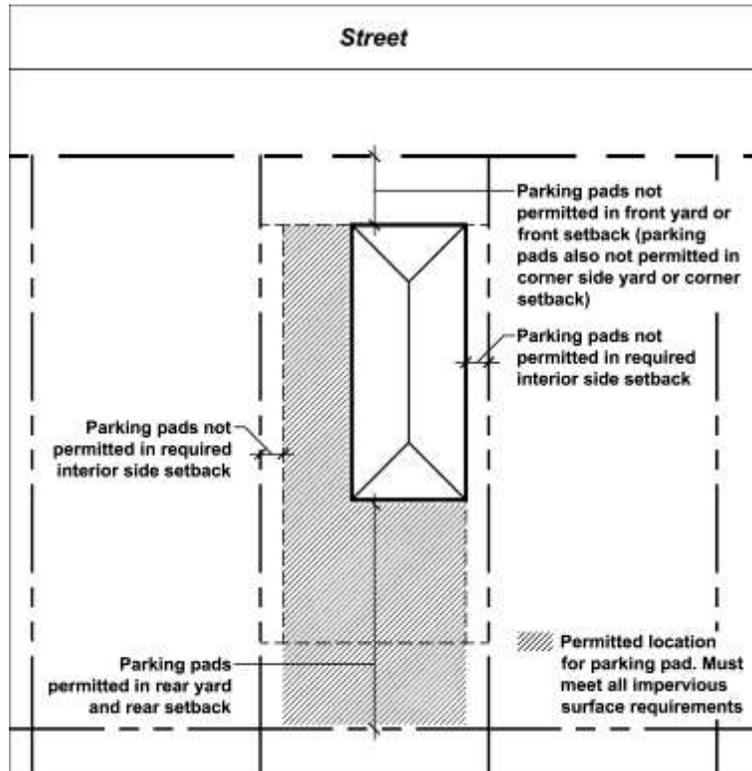


FIGURE 13-3: PARKING PAD LOCATION



b. Multi-Family and Townhouse Dwellings, and Non-Residential Driveways

- i. Except for access to loading berths, no driveway shall have a width exceeding twenty four (24) feet. Driveways shall be a minimum of twelve (12) feet for one-way drives, and a minimum of twenty-four (24) feet for two-way drives.
- ii. Driveways, off-street parking areas and access aisles for multi-family residential and non-residential parking lots shall be designed in accordance with Figure : Off-Street Parking Dimensions.

c. Single-Family and Two-Family Dwelling Driveway Curb Cuts

- i. Only one (1) driveway curb cut shall be permitted on a zoning lot for a new single-family or two-family dwelling, unless the lot has a lot width of fifty-five (55) feet or more. In which case, two (2) curb cuts are permitted to construct a circular drive. In no case, shall the impervious surface requirement be exceeded.
- ii. Existing lots with more than one (1) curb cut and/or a circular driveway that exists at the time of adoption of this Code, may replace and repair the existing driveway, provided that the driveway is not enlarged and that the minimum impervious surface requirement for the lot is not exceeded at the time of replacement or repair.

C. Surfacing

All open off-street parking areas shall be improved with a hard surfaced, all-weather dustless material as approved by the Village Engineer. Semi-pervious materials such as grass-crete and pervious pavers may also be used, subject to the approval of the Village Engineer.

D. Striping

Off-street parking areas of four (4) or more spaces shall delineate parking spaces with paint or other permanent materials, which shall be maintained in clearly visible condition. Parking spaces for handicapped persons shall be identified with the appropriate sign and shall be visible at all times of the year, regardless of snow cover, plant growth or similar conditions.

E. Curbing and Bumper Stops

Bumper stops, wheel stops or curbing shall be provided to prevent vehicles from damaging or encroaching upon any adjacent parking or loading space, sidewalk, landscaped area or parking lot island, fence, wall or building. Curbing shall be at least six (6) inches in height. The length of the parking stall shall be as indicated in Figure 13-1.

F. Drainage and Grading

Except for parking spaces accessory to a single-family detached dwelling, no area of any parking facility shall have a slope of more than five percent (5%). No access ramp shall have a slope of more than twelve percent (12%). Finished grade and drainage shall be designed by an Illinois Registered Engineer and approved by the Village Engineer.

G. Lighting

Parking lot lighting shall be in accordance with Section 12.3 (Exterior Lighting). Illumination of an off-street parking area shall be arranged so as to deflect light away from adjacent properties and streets.

H. Landscaping and Screening

All parking lots shall be landscaped in accordance with Section 14 (Landscaping and Screening).

13.9 ACCESSIBLE PARKING

A. Required Spaces

With the exception of single-family, two-family and townhouse dwellings, in all off-street parking facilities where parking is provided for employees, visitors or both, parking spaces for disabled persons shall be provided. The number of accessible parking spaces shall be included in the total number of required parking spaces and shall be in accordance with the applicable requirements of the Illinois Accessibility Code, as amended from time to time, and all additional governing codes and applicable laws.

B. Dimensions and Design

Such spaces shall comply with the design standards presented in the State of Illinois Accessibility Code, provided that in no instance shall the width of any one (1) space be less than sixteen (16) feet. Such spaces shall be identified by a sign and pavement markings indicating parking for the disabled only. Such spaces shall be the spaces closest to the

entrance of the building or structure, and shall be connected by a paved surface designed to provide safe and easy access.

13.10 STACKING SPACES FOR DRIVE-THROUGH FACILITIES

A. Design

Every drive-through facility shall provide a minimum of two (2) stacking spaces per bay, unless otherwise required by Table 13-1: Required Off-Street Parking or this Code. Stacking spaces provided for drive-through uses shall be:

1. A minimum of nine (9) feet in width, as measured from the outermost point of any service window to the edge of the driveway, and eighteen (18) feet in length. (See Figure 13-4: Measurement of Drive-Through and Figure 13-5: Stacking Spaces)
2. Placed in a single line behind the drive-through facility.
3. Located so that, when in use, they do not obstruct ingress or egress to the site and do not obstruct access to required parking or loading spaces.
4. Stacking spaces shall begin behind the vehicle parked at a last point of service, such as a window or car wash bay.

FIGURE 13-4: MEASUREMENT OF DRIVE-THROUGH

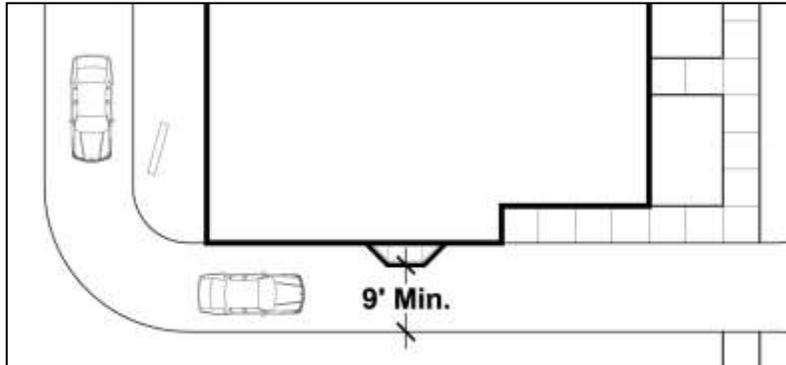
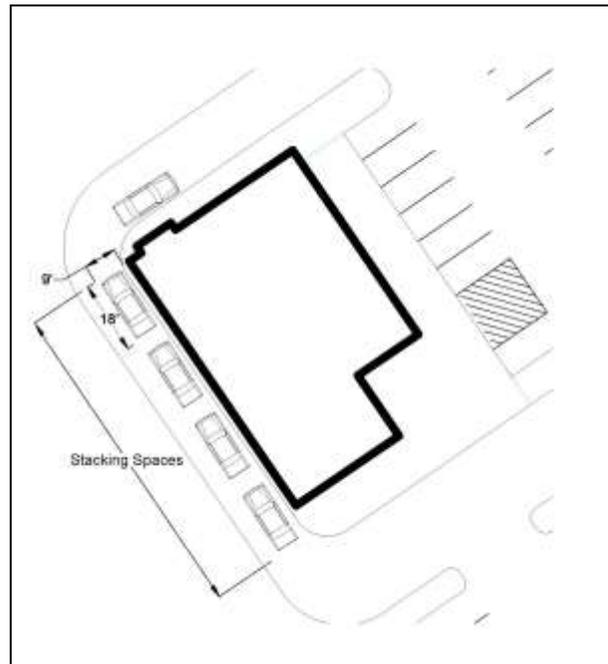


FIGURE 13-5: STACKING SPACES



13.11 COMMERCIAL AND RECREATIONAL VEHICLES

A. COMMERCIAL VEHICLES

1. Commercial vehicles parked or stored on property zoned for non-residential use must be used in the operation of that business on the property. Commercial vehicles shall be stored in parking areas located to the rear or side of the property when such parking areas are available.
2. No commercial vehicle shall be parked on any public right-of-way in a residential district, except for vehicles engaged in loading or unloading, or vehicles in connection with current work being done to the adjacent premises.
3. Only standard-sized passenger commercial vehicles including, but not limited to, automobiles, vans, sports utility vehicles (SUVs) and pick-up trucks are permitted to be stored or parked outdoors overnight on residentially-zoned private property. Permitted commercial vehicles include such vehicles that are owned and used for commercial purposes by the occupant of a dwelling or guest, provided that the vehicle is stored or parked in the permitted parking area; such permitted commercial vehicles may include the logo of the commercial business painted on or applied to the vehicle. All other commercial vehicles including, but not limited to, semi-truck tractor units, with or without attached trailers, commercial trailers, buses, limousines or livery vehicles larger than a standard-sized passenger vehicle, tow trucks, or construction vehicles are not permitted to be stored or parked outside overnight on residentially-zoned property.
4. No stored or parked commercial vehicle shall be occupied or used for human habitation.

B. RECREATIONAL VEHICLES

For the purposes of this Section, recreational vehicles shall include all trailers, campers, motor homes, boats, pop-up campers, and trailers that transport snowmobiles, wave-runners, ATVs, etc.

1. No recreational vehicle or trailer licensed to transport recreational vehicles or equipment shall be parked in the public right-of-way in or in the driveway of a residential district for more than forty-eight (48) hours.
2. Recreational vehicles may be parked or stored in any zoning district but must meet one (1) of the following two (2) conditions:
 - a. Recreational vehicles are located in a fully enclosed permanent structure. Temporary storage tents for recreational vehicles shall not be considered such a structure.
 - b. Recreational vehicles are located in the rear yard at least three (3) feet from any lot line and are completely screened from view by a solid wood fence, masonry screen wall or slatted chain link fence at least six (6) feet in height.
3. No recreational vehicle shall be used for living, sleeping, or housekeeping purposes in any zoning district.
4. All recreational vehicles shall be maintained in mobile condition. No recreational vehicle shall be parked or stored in such manner as to create a dangerous or unsafe condition on the lot where parked or stored. Parking or storage in such fashion that the recreational vehicle, whether loaded or not, may tip or roll shall be considered a dangerous and unsafe condition.
5. This section does not apply to recreational vehicles offered for-sale in an approved outdoor sales and display area of a motor vehicle dealership.

13.12 REQUIRED OFF-STREET PARKING SPACES

- A. The minimum number of off-street parking spaces to be provided for the designated uses shall be as follows in Table 13-1: Off-Street Parking Requirements. Table 13-1 lists parking requirements for the generic uses listed within the districts. In some cases, uses which are considered part of a generic use category are listed with specified parking requirements. These specific uses are listed only for the purposes of this Section and do not indicate whether such uses are permitted or special uses within any district. Certain general uses listed within the districts do not have parking requirements. These types of uses are not listed within Table 13-1.

B. Parking Requirement Exemptions in the C-1 District

1. The first two-thousand (2,000) square feet in gross floor area for commercial uses in the C-1 District are exempt from the parking requirements of Table 13-1. Those commercial uses two-thousand (2,000) square feet or less in gross floor area located within a shopping center configuration (i.e., a “strip mall”) shall not be eligible for this exemption and must provide the required parking. In addition, medical/dental clinics and licensed medical cannabis dispensing organizations are not eligible for this exemption.

2. In the C-1 District, on-right-of-way parking spaces that are located along the front or side property line may be counted toward required off-street parking spaces. New on-right-of-way parking spaces may be created to count toward required off-street parking but must be located along the side or front property line, and must be accessible twenty-four (24) hours a day. At least fifty percent (50%) of the width of an on-right-of-way space must be located along the property line of the property under consideration in order to count toward off-street parking requirements. (See Figures 13-6: On-Right-of-Way Parking and 13-7: On-Right-of-Way Parking Consideration Standard) These spaces are not reserved for the establishments that utilize this exemption. In addition, medical/dental clinics and licensed medical cannabis dispensing organizations are not eligible for this exemption.

FIGURE 13-6: ON-RIGHT-OF-WAY PARKING

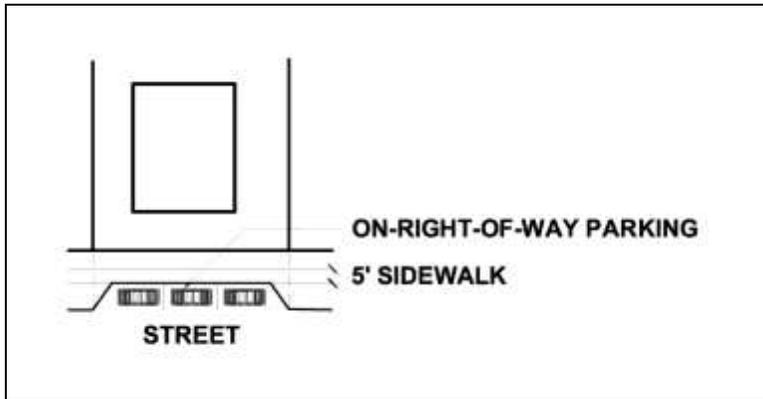
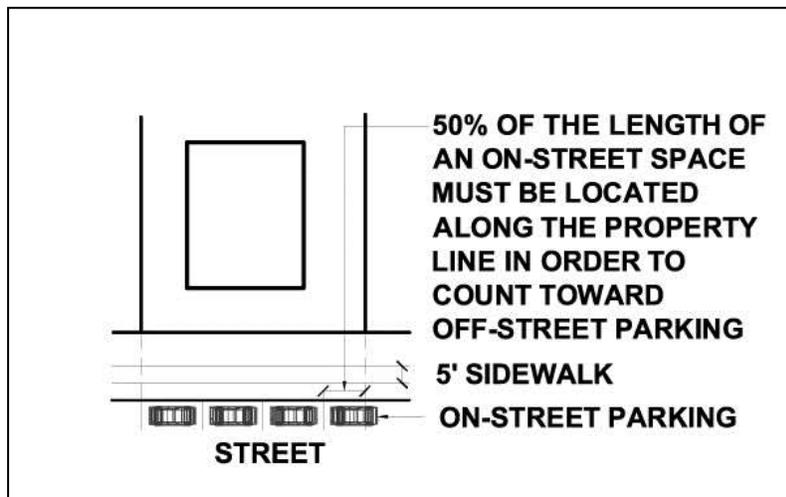


FIGURE 13-7: ON-RIGHT-OF-WAY PARKING SPACE CONSIDERATION STANDARD



**VILLAGE OF LA GRANGE PARK, ILLINOIS
TABLE 13-1: OFF-STREET PARKING REQUIREMENTS**

USE	PARKING REQUIREMENT
RESIDENTIAL USES	
Assisted Living Facility	.25 per bed + 1 per 2 employees
Community Residence	.25 per bed + 1 per 2 employees
Dwelling, Above the Ground Floor	1-bedroom unit: 1 per dwelling unit 2-bedroom or more unit: 1.5 per dwelling unit
Dwelling, Four-Family	2 per dwelling unit
Dwelling, Multi-Family	2 per dwelling unit
Dwelling, Single-Family	2 per dwelling unit
Dwelling, Three-Family	2 per dwelling unit
Dwelling, Townhouse	2 per dwelling unit
Dwelling, Two-Family	2 per dwelling unit
Independent Living Facility	1 per dwelling unit + 1 per 2 employees
Nursing Home	.25 per bed + 1 per 2 employees
GOVERNMENTAL AND EDUCATIONAL USES	
Educational Facility, College/University	1 per 2 students (based on maximum enrollment) + 1 per classroom
Educational Facility, Primary	2 per classroom
Educational Facility, Secondary	1 per 10 students (based on maximum enrollment) + 2 per classroom
Educational Facility, Vocational School	1 per 2 students (based on maximum enrollment)
Government Facility	3 per 1,000sf GFA
Public Safety Facility	1 per 600sf GFA
Public Works Facility	1 per 2 employees
CULTURAL USES	
Cultural Facility	2 per 1,000sf GFA
RELIGIOUS USES	
Place of Worship	1 per 4 seats + 1 per 1,000sf of residential living area if convent or rectory attached
COMMERCIAL USES	
Animal Hospital	1 per full-time employee + 1 per 30sf of waiting room area
Art Gallery	1 per 800sf GFA
Banquet Hall	1 per 4 seats (based on maximum capacity) + 1 per 2 employees (based on largest shift)
Car Wash	1 per bay
Day Care Center, Adult or Child	1 per 2 employees + 1 passenger loading space
Financial Institution	3 per 1,000sf GFA
Funeral Home	12 spaces per chapel + 1 per business vehicle
Gas Station	2 per 1,000sf GFA of any accessory convenience retail and/or food service
Greenhouse/Nursery	1 per 1,000sf GFA + 2 per 1,000sf of outdoor sales & display area
Indoor Entertainment	4 per 1,000sf of public use area
<i>Movie Theater</i>	<i>1 per 4 seats for first 400 seats + 1 per 6 additional seats after first 400</i>
Indoor Recreation	4 per 1,000sf of public use area
<i>Bowling Alley</i>	<i>2 per lane</i>
Kennel/Dog "Day Care" Service	1 per 1,000sf of GFA + 1 per 4 pet owners if animal training classes are taught on-site (based on maximum class size)
Live Entertainment	4 per 1,000sf of public use area

**VILLAGE OF LA GRANGE PARK, ILLINOIS
TABLE 13-1: OFF-STREET PARKING REQUIREMENTS**

USE	PARKING REQUIREMENT
Medical Cannabis Dispensing Organization	4 per 1,000sf of GFA + 1 space per employee based on largest shift
Medical/Dental Clinic	1.5 per exam room
Motor Vehicle Dealership	1 per 1,000sf of public sales & display area (indoor + outdoor)
Motor Vehicle Rental Establishment	1 per 1,500sf of public sales & display area (indoor + outdoor)
Motor Vehicle Service and Repair, Major or Minor	2 per service bay + 1 per 500sf of office & public waiting area
Office Business	3 per 1,000sf GFA
Personal Services Establishment	3 per 1,000sf GFA
Restaurant	1 per 60sf of public seating area (include any outdoor dining area)
<i>Restaurant, Carry-Out</i>	3 per 1,000sf GFA
<i>Bakery</i>	3 per 1,000sf GFA
Retail Goods Establishment	3 per 1,000sf GFA
Tavern/Bar	1 per 60sf of public seating area (include any outdoor dining area)
MANUFACTURING, STORAGE AND RESEARCH USES	
Contractor Storage Yard	2 per 1,000sf of GFA
Manufacturing, General	3 per 1,000sf of GFA
Mini-Warehouse	1 per 50 storage units
Motor Vehicle Operations Facility	1 per 1,000sf GFA
Research and Development Facility	3 per 1,000sf GFA
Warehouse/Distribution	1 per 20,000sf GFA of warehouse space + 1 per 1,000sf of office space
OPEN SPACE USES	
Cemetery	1 per 250sf of office and/or chapel space
Country Club	See applicable uses (golf course, driving range, restaurant, etc.)
Driving Range (Principle Use)	1 per tee
Golf Course	4 per hole
Outdoor Entertainment	2 per 1,000sf of public use area
Outdoor Recreation	2 per 1,000sf of public use area

13.13 REQUIRED OFF-STREET LOADING SPACES

Off-street loading spaces shall be provided for a building, structure or use which requires the receipt or distribution of materials or merchandise by trucks or other vehicles in accordance with [Table 13-2: Off-Street Loading Requirements](#). In the case of multi-tenant buildings or mixed-use developments, required loading spaces shall be calculated on the basis of each individual tenant (for example, if only one (1) commercial tenant of a multi-tenant building is over ten-thousand (10,000) square feet, only one (1) loading space is required; if all tenants are under ten-thousand (10,000) square feet, no loading is required).

VILLAGE OF LA GRANGE PARK, ILLINOIS	
TABLE 13-2: OFF-STREET LOADING REQUIREMENTS	
Use Type	Number Of Spaces Required
Commercial Use	
10,000 - 100,000sf of gross floor area	1 loading space
Each additional 100,000sf of gross floor area	1 loading space
Manufacturing and Warehouse Uses	
5,000 - 10,000sf of gross floor area	1 loading space
10,001 - 40,000sf of gross floor area	2 loading spaces
40,001 - 100,000sf of gross floor area	3 loading spaces
For each additional 100,000sf of gross floor area over 100,001sf of gross floor area	1 loading space

13.14 DESIGN OF OFF-STREET LOADING SPACES

A. Location

1. All off-street loading spaces shall be located on the same lot as the building or use served. No off-street loading spaces shall project into a public right-of-way.
2. Off-street loading spaces shall be located at least twenty-five (25) feet from the intersection of any two (2) streets.
3. No off-street loading space shall be located in a front yard or setback.
4. All off-street loading spaces shall be located a minimum of fifty (50) feet from the lot line of any lot in a residential district, unless completely enclosed by building walls or a uniformly painted solid fence or wall, or any combination thereof, not less than six (6) feet in height.

B. Dimensions

All required off-street loading spaces shall be at least twelve (12) feet in width and at least thirty (30) feet in length, exclusive of aisle and maneuvering space, and shall have a minimum vertical clearance of at least fourteen (14) feet.

C. Surfacing

All off-street loading spaces shall be improved in accordance with the requirements of the Village Engineer

D. Access Control and Signage

Each required off-street loading space shall be designed with adequate means of vehicular access to a street or alley in a manner that will minimize interference with traffic movement.

E. Lighting

Loading facility lighting shall be in accordance with Section 12.3 (Exterior Lighting). Illumination of an off-street loading facility shall be arranged so as to deflect the direct rays of light away from adjacent properties and streets.

F. Landscaping and Screening

All loading facilities shall be landscaped and screened in accordance with Section 14 (Landscaping and Screening).