

Section 10.3 Site Development Requirements

All off-street parking areas, except for single family and two family dwellings, shall be designed, constructed and maintained in accordance with the following standards and requirements.

A. Marking and Designation: Parking areas shall be so designed and marked as to provide for orderly and safe movement and parking of vehicles.

B. Driveways:

1. Adequate ingress and egress to the parking area by means of clearly defined drives shall be provided. A driveway shall not be used for off-street parking except where specifically designed to accommodate such parking and approved during site plan review proceedings.
2. Two-way drives for ingress and egress to a parking area shall be not less than twenty-five (25) feet wide and all turning radii shall comfortably accommodate vehicle turning patterns.
3. Each entrance to and exit from an off-street parking area shall be at least twenty-five (25) feet from a side lot line, fifty (50) feet from another driveway, and seventy-five (75) feet from an intersection. The site plan approval body may modify these standards as applied to a specific site plan based on review comments by the County Road Commission or Michigan Department of Transportation.

C. Surface: All required off-street parking areas intended to accommodate four (4) or more spaces, including aisles and driveways, shall be paved with concrete, bituminous asphalt or similar material approved by the site plan approving body. Such body may waive this requirement in the case of a lot outside of a Business or Industrial District upon its determination that such paving is not in character with the surrounding and intended land use pattern, the lack of paving will not cause a dust or noise nuisance to current and future residents, and the nature of the use generates comparatively low traffic volumes on a day-to-day basis. Paved parking spaces shall be marked with striping.

D. Drainage: All required off-street parking areas shall provide adequate surface drainage facilities to collect and properly manage storm water runoff. Off-street parking areas shall be drained so as to prevent increased rates of runoff onto abutting properties and public roads.

E. Location/Setback:

1. Side and Rear Yard Setbacks: Off-street parking areas shall be set back a minimum distance of fifteen (15) feet from side and rear lot lines except that the setback shall be increased to thirty (30) feet when adjacent to a lot in an Agricultural or Residential District.
2. Front Yard Setbacks: Off-street parking areas shall be set back a minimum distance of twenty (20) feet from the front lot line.
3. Building and Pedestrian Way Setbacks: Off-street parking areas shall be designed and arranged to prohibit a parked vehicle from being closer than five (5) feet to a building or extend into or over a designated pedestrian circulation way, including any bumper overhang. Curbs, bumper rails and/or other measures may be employed to comply with these requirements.

F. Lighting: Required off-street parking areas shall be provided adequate light levels to enable pedestrians to safely move through such areas during hours when the use is operational. Lighting fixtures shall comply with height and setback requirements for accessory structures for the applicable District.

G. Service Drives and Connections to Adjacent Parking Areas: To minimize traffic hazards and congestion and protect the public health, safety and welfare through appropriate access management, the site plan approving body may require the development of a lot in a Business or Industrial District to include one or both of the following improvements, where practical and feasible:

1. Off-street parking areas shall provide for direct vehicular access to existing or potential off-street parking areas on adjacent lots to minimize the necessity for additional curb cuts onto public roads to gain access to nearby lots or businesses, through the extension of a driveway stub to the shared lot line.
2. Off-street parking areas shall include a service drive across the front or rear of the respective lot to collect traffic from parking areas and funnel the traffic to one or more curb cuts along a public road, so as to reduce the number of curb cuts that would otherwise be required if each parking area accessed the public road. Such service drives shall be designed to afford connections to existing or potential service drives on adjacent lots.

H. Parking Spaces and Maneuvering Lanes: Each parking space within an off-street parking area shall be provided with adequate access by means of maneuvering lanes. No parking space shall require a vehicle to back in or out directly from and/or onto a public road. The layout of off-street parking areas shall comply with the following minimum standards.

Parking Pattern	Maneuvering Aisle Width	Parking Space Width	Parking Space Length (as measured along shortest space stripe)	Combined Width of Double-Loaded Parking Aisle and Spaces (curb to curb)
0°/Parallel	12.0' – One Way 24.0' – Two Way	9.0'	23'	30.0' – One Way 42.0' – Two Way
30° ¹	12.0'	9.0'	18.0'	48.0'
45°	12.0'	9.0'	18.0'	50.0'
60°	18.0'	9.0'	18.0'	54.0'
90°	24.0'	9.0'	18.0'	60.0'

1. 30°, 45°, and 60° parking shall permit one-way vehicle movement only. 90° parking shall permit two-way vehicle movement only.
2. Except in the case of parallel parking, the length of all parking spaces shall be capable of accommodating a rectangle of a minimum dimension of twenty (20) feet in length and nine (9) feet in width. In the case of 30°, 45°, and 60° parking, parking space length shall be measured along the shortest of the two (2) parking space width stripes to ensure compliance with this requirement.

I. Number of Spaces: See Section 10.4.

J. Landscaping and Screening: See Article 11.

K. Clear Vision: Off-street parking shall comply with Section 20.22.