

## Article 10 OFF-STREET PARKING and LOADING

### **Section 10.1 Purpose**

It is the purpose of this Article to establish standards and requirements to ensure that appropriate parking and circulation shall be adequately provided and maintained on each lot in every District for the off-street parking of motor vehicles as may be necessary, including in association with employees and patrons, ingress, egress, and the receiving and distribution of goods. It is the purpose of this Article to prevent hazards and undue interferences among and between vehicles and pedestrians and protect the public health, safety and welfare.

### **Section 10.2 General Requirements**

**A. Fractional Space:** When units of measurement determining the number of required parking spaces result in a fractional space, any fraction to and including one-half (1/2) shall be disregarded and fractions over one-half (1/2) shall require one (1) parking space.

**B. Requirements for a Use Not Mentioned:** In the case of a use not specifically mentioned, the requirements of off-street parking for a use which is mentioned and which is most similar to the use not listed shall apply. This determination shall be made during site plan review proceedings.

**C. Use of Off-Street Parking and Loading Areas:** Off-street parking and loading areas shall be reserved for the parking of vehicles used to service the establishment to which it is accessory and by its patrons. No commercial repair work, storage, selling or any other activity shall be conducted in an off-street parking area except as may be authorized as part of site plan approval proceedings or other approval under this Ordinance.

**D. Building Additions or Other Increases in Floor Area:** Whenever a use requiring off-street parking is increased in area, or when interior building modifications result in an increase in capacity for any premise use, additional parking shall be provided and maintained in the proper ratio to the increased floor area or capacity.

**E. Decrease in Parking Areas:** No off-street parking area that exists on the date of adoption of this Ordinance or which is provided subsequent thereto, for the purpose of complying with this Ordinance, shall thereafter be relinquished or reduced in any manner below the requirements established by this Ordinance unless additional parking area or space is provided sufficient to meet the requirements of this Article.

**F. Location and Joint Use of Parking Areas:** All off-street parking areas shall be located on the same lot as the use they are intended to serve, but in no case shall such off-street parking areas be located more than 300' from the uses the parking areas are intended to serve except upon a finding by the site plan approving body that, within the context of the specific use and anticipated vehicle and pedestrian patterns, no practical alternative is available and a greater distance shall not encourage excessive traffic in nearby residential areas or otherwise undermine public safety for pedestrians or motorists. The joint use of parking facilities by two or more uses may be granted during site plan review proceedings whenever such joint use is practical and satisfactory to each of the uses intended to be served, and when all requirements of this Article are met.

1. **Computing Capacities:** In computing capacities of any joint use, the total space requirement shall be the sum of the individual requirements that will occur at the same time. If space requirements for individual uses occur at distinctly different times, the total of such off-street parking facilities required for joint or collective use may be reduced by the site plan approving body below the sum total of the individual space requirements. Such reduction shall not exceed twenty-five percent (25%).
2. **Record of Agreement:** A copy of a proposed agreement between joint users, when the joint uses are located on separate lots, shall be filed with the application for a zoning permit and a copy shall be recorded with the County Register of Deeds upon approval of the application. The agreement shall include a guarantee for continued use of the parking facility by each party and a provision requiring written approval by all joint users and the site plan approving body for termination of such agreement. No such joint use shall be approved if vehicular access between the two lots requires the use of a public or private road.

**G. Barrier-Free Parking Spaces:** Barrier-free parking spaces shall be provided in accordance with the most current standards and rules of the Michigan Department of Labor, Construction Code Commission, Barrier Free Design Division. Such spaces shall be placed in the most convenient locations to facilitate access into a building. Such spaces shall be clearly identified by both adequate paint striping and wall or post signs.

### **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° <sup>1</sup>	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.

**Section 10.4 Parking Space Requirements**

**A. Compliance with Required Number of Parking Spaces:**

1. Required Spaces: The minimum number of off-street parking spaces to be provided on each lot shall be as specified in this Section according to land use type. Where a lot is comprised of multiple uses, such as in the case of a motel with a restaurant or a building comprised of office and retail tenants, the total number of spaces to be provided shall be the sum of all of the individual uses except as may be otherwise provided by the Article.
2. Waivers: Where it can be demonstrated according to the discretion of the site plan approving body that the parking requirements of this Section would result in more parking spaces than are necessary for the parking needs of a particular use, the site plan approving body may approve a parking plan with fewer spaces than required by this Section according to the following requirements:
  - a. The applicant shall provide written evidence to the site plan approving body that the parking proposed on the site for the specific use is sufficient to meet the parking needs of those who will patronize the use as well as the parking needs for employees during the largest working shift. Such evidence may consist of: arrangements for nearby shared parking, evidence that the proposed use will also be patronized by pedestrians, evidence from the parking history of the proposed use or a use similar to the proposed use at other locations, or that there is sufficient designated parking within the road right-of-way and such designated parking is authorized by the governmental entity having jurisdiction over the road right-of-way, and the use of such right-of-way will not result in a visible increase in traffic congestion or traffic hazards.
  - b. If a plan is approved to allow fewer parking spaces than required by this Section, such parking plan shall only apply to the stated use. All other uses shall comply with the requirements of this Section.
  - c. The site plan approving body may require a reserved parking area on the lot for possible future use, and the site plan approving body may subsequently require the applicant to construct additional parking spaces on the lot if the site plan approving body finds that the reduced number of parking spaces is not adequate to meet the parking needs of the use and public safety and welfare is at risk. Upon such a determination, the applicant shall convert the reserve parking area into available parking spaces, meeting all requirements of this Article, within six (6) months of such determination. The approved site plan shall clearly identify the location of this reserve area including parking spaces and aisles, and no buildings, structures, or similar improvements shall be established in the reserve area.

**B. Residential Uses:**

1. One and Two Family Dwellings: Two (2) spaces for each single family dwelling unit.
2. Multiple Family Dwellings: Two (2) spaces for each multiple family dwelling unit plus one space per five (5) units for guest parking, and one (1) additional parking space shall be provided for each employee of the largest work shift.
3. Assisted Living Facilities and Group Homes (adult foster care): One (1) space for every three (3) residents of the home, and one (1) additional parking space shall be provided for each employee of the largest work shift.

**C. Commercial Uses:** In addition to the parking spaces required below, an additional one (1) parking space shall be provided for each employee of the largest work shift.

1. Housing, Lodging, and Care Facilities:
  - a. **Bed and Breakfast**: One (1) space for each rental room.
  - b. **Hospital**: One (1) space for each two (2) beds.
  - c. **Motels and Hotels**: One (1) space for each sleeping unit.
  - d. **Medical Clinics**: Two (2) spaces for each examination or treatment room.
  - e. **Day Care Centers, Child Care Center, Nursery School, School of Special Education**: One (1) parking space for each 350 sq. ft. of usable floor space or one (1) space for each seven enrolled persons, whichever is greater, and a drop-off area capable of accommodating six (6) vehicles.
  - f. **Nursing Facility, Convalescent Home, and Home for the Aged**: One (1) space for each three (3) beds.
  - g. **Senior Independent Housing**: One (1) space per living unit.
2. Recreation:
  - a. **Par 3 Golf Courses**: Three (3) spaces for each hole.
  - b. **Par 4 or Greater Golf Courses**: Four (4) spaces for each hole.
  - c. **Miniature Golf Courses**: Two (2) spaces for each hole.
  - d. **Roller Skating Rinks and Pool and Billiard Rooms**: One (1) space for every three (3) persons allowed based on the maximum capacity of the facility as determined by the State Construction Code.
  - e. **Bowling Alleys**: Three (3) spaces for each alley.
  - f. **Athletic Clubs, Physical Exercise Establishments, Health Studios, Self-Defense Clubs**: One (1) space per three (3) patrons based on the occupancy load established by the State Construction Code.
3. Retail Sales:
  - a. **Automobile or Machinery Sales**: One (1) space for each 200 sq. ft. of showroom floor area. Spaces used for storage of vehicles for sale shall not be used to meet parking requirements.
  - b. **Clothing, Furniture, Appliance, Hardware, Automobile, and Machinery Sales**. One (1) space per six hundred (600) square feet of gross floor area.
  - c. **Service Stations**: Two (2) spaces for each repair and service stall (a service stall is not considered a parking space) and one (1) space for every two hundred (200) sq. ft. of gross floor area exclusive of stall areas. Parking spaces available for the fueling of vehicles may be applied to meeting up to seventy percent (70%) of the required one (1) space for every two hundred (200) sq. ft. of gross floor area. See subsection (i) regarding additional spaces in association with retail sales.
  - d. **Standard Restaurants, Taverns, and Bars**: One (1) space for every three (3) seats provided plus one (1) additional space for each fifty (50) sq. ft. of standing room available to customers.
  - e. **Restaurant, Drive-Through (with indoor eating facilities)**: One (1) space for every three (3) seats and fifteen (15) sq. ft. of floor area devoted to placing orders, plus sufficient area for eight (8) stacking spaces for drive-through windows.
  - f. **Restaurant, Drive Through (no indoor eating facilities)**: One (1) space for every 15 sq. ft. of usable floor area.
  - g. **Restaurant, Carry-Out (no indoor eating facilities)**: One (1) space for every fifteen (15) sq. ft. of usable floor area, provided a minimum of five (5) spaces are provided.
  - h. **Supermarket, Convenience Store, Self-Service Food Store**: One (1) space for every three-hundred (300) sq. ft. of useable floor area.
  - i. **Retail Stores and Facilities, (not otherwise specified above)**: One (1) space for every two hundred (200) sq. ft. of usable floor area.

4. Offices and Services:

- a. **Banks and Financial Institutions:** One (1) parking space for every 250 sq. ft. of usable floor area plus sufficient area for five (5) stacking spaces for the first drive-through window and two (2) spaces for each additional window.
- b. **Barber Shops and Beauty Parlors:** Two (2) spaces for each chair and other treatment station.
- c. **Vehicle Service/Repair:** Two (2) spaces for each service bay, but not less than six (6) spaces.
- d. **Car Wash, Automatic:** For those systems which do not operate as a continuous conveyor system accommodating multiple vehicles at a single time, reserve parking or storage for eighty (80) percent of the manufacture's hourly rated capacity for the system in use shall be required.
- e. **Car Wash, Self-Service:** Reserve parking required to accommodate up to five (5) times the maximum number of vehicles able to be undergoing some phase of washing at the same time, determined by dividing the awaiting wash line(s) by twenty (20) feet.
- f. **Funeral Homes and Mortuaries:** One (1) space for every fifty (50) sq. ft. of floor area of chapels and assembly rooms.
- g. **Kennels:** One (1) space for each five (5) animals of the facility's capacity.
- h. **Laundromat:** One (1) space for every three (3) washing or drying machines.
- i. **Offices and Professional:** One (1) space for every two hundred (200) sq. ft. of gross floor area.
- j. **Personal Service Establishments (not otherwise specified above):** One (1) space per four hundred (400) feet of gross floor area.
- k. **Banquet Hall:** One (1) space for every four (4) seats provided plus one (1) additional space for each fifty (50) sq. ft. of standing room available to attendees.

**D. Industrial Uses:** In addition to the parking spaces required below, an additional one (1) parking space shall be provided for each employee of the largest work shift.

- 1. **Industrial or Manufacturing Establishments:** One (1) space for every two-thousand (2,000) sq. ft. of floor area.
- 2. **Warehouses, Wholesale Stores:** One (1) space for every one-thousand (1,000) sq. ft. of floor area.

**E. Other Uses:** In addition to the parking spaces required below, an additional one (1) parking space shall be provided for each employee of the largest work shift. For the purpose of this subsection, in the case where seating is provided by bench seating, including pews, a bench segment of twenty-four (24) inches shall be equal to one (1) seat.

- 1. **Religious Institutions:** One (1) space for each three (3) seats in the main unit of worship.
- 2. **Non-School Auditorium, Theater, Assembly Hall:** One (1) space for each four (4) seats, or one (1) space for each three (3) persons based on the occupancy load as established by the State Construction Code, whichever is greater.
- 3. **Private Civic Club or Lodge:** One (1) space for each three (3) members, based upon the load capacity as determined by the State Construction Code.
- 4. **Elementary and Middle Schools:** One (1) space for each twenty (20) students plus one (1) space for every four (4) seats where the school contains an auditorium and/or stadium or gym.
- 5. **High Schools:** One (1) space for each ten (10) students (based on the capacity of the facility as determined by the State Construction Code), plus one (1) space for every four (4) seats where the school contains an auditorium and/or stadium or gym.
- 6. **Libraries and Museums:** One (1) space for every four hundred (400) sq. ft. of floor area.
- 7. **Outdoor Theaters and Other Outdoor Entertainment Facilities:** One (1) space for every four seats and one (1) additional space for one hundred (100) sq. ft. available to accommodate additional attendees not otherwise restricted to a fixed seating area.

**Section 10.5 Loading and Unloading Space Requirements**

**A. Additional Space:** Loading space required under this Section shall be provided as area additional to off-street parking space required under Section 10.4.

**B. Space Requirements:** There shall be provided an adequate space for standing, loading, and unloading services. Each space shall be a minimum of twelve (12) feet in width and thirty-five (35) feet in length, and fourteen (14) feet in height, open or enclosed, and be of such pavement design to accommodate the anticipated truck traffic. The site plan approval body may require a greater space length where necessitated by the anticipated type of truck traffic. The number of spaces shall be provided as follows:

<u>Gross Floor Area</u>	<u>Spaces Required</u>
Up to 5,000 sq. ft. gross floor area:	1 space, if determined necessary during site plan review.
5,001 to 20,000 sq. ft. gross floor area:	1 space.
20,001 to 50,000 sq. ft. gross floor area:	2 spaces.
50,001 or more sq. ft. gross floor area:	2 spaces, plus 1 space per each 50,000 sq. ft. of gross floor area, or fraction thereof, in excess of the first 50,000 sq. ft.

**C. Access:** Access to a truck standing, loading, and unloading space shall be provided directly from a public road or alley and such space shall be so arranged to provide sufficient off-street maneuvering as well as adequate ingress and egress to and from the road or alley.

**D. Screening:** All loading and unloading areas that are adjacent to or otherwise visible from residentially-used property, or face or are visible from a public road, shall be screened.

**E. Location:**

1. Designated Loading-unloading spaces shall not be located in any front yard.
2. Loading-unloading spaces shall not be located in a required side or rear yard building setback except where such yard is adjacent to a Business or Industrial District, but in no case shall such loading-unloading area be located within ten (10) feet of the lot line.
3. In no case shall loading-unloading spaces be located closer than fifty (50) feet to a lot used principally for residential purposes.

**Section 10.6 Solid Waste Collection Stations**

**A. Enclosure:** In the case where a use relies on a solid waste collection system that relies on a mechanical device to empty the contents of the waste collection units, such as what are commonly referred to as “garbage dumpsters” and “garbage trucks,” the collection station shall be screened on at least three (3) sides by a solid wood fence or masonry wall at least as high as the garbage container. The fourth side of said enclosure may be left open if the container has a lid that is kept locked except when waste is being deposited or removed.

**B. Location:** A solid waste collection station shall be so situated that trucks collecting waste from the station shall not interfere with the orderly flow of traffic onto or through the lot or any parking spaces thereon, and the location of parking spaces and parked vehicles shall not interfere with vehicles intended to access such station. The station shall be located so that trucks collecting waste will not block any portion of a public road or alley. Solid waste collection stations shall comply with the District’s setback standards for accessory buildings and no such station shall be located in a front yard.

**End of Article 10**