

Chapter 13

Parking and Loading Spaces

Section 13.01 Purpose

In all zoning districts off-street parking shall be provided for the parking of motor vehicles for the use of occupants, employees and patrons of all buildings or structures hereinafter erected or altered after the effective date of this Ordinance, in accordance with the standards set forth in this Section. Whenever the use of a building or structure or lot is commenced, changed or expanded, off-street parking shall be required in accordance with the standards set forth in this Section. If the intensity of use of any building or structure or lot is increased through the addition of dwelling units, increases in floor area, increases in seating capacity, or through other means, additional parking shall be required in accordance with the standards set forth in this Section.

Section 13.02 General Requirements

The following general standards shall apply to all off-street parking or loading facilities:

- A. **Number of required spaces.** Off-street parking and loading spaces shall be provided for all uses in accordance with the requirements of this Chapter. The Planning Commission may require any use to provide parking spaces above the required minimum, up to the maximum permitted by Section 13.04 (Schedule of Required Parking by Use).
- B. **Downtown Exemption.** Uses in the C-1, Downtown Commercial Zoning District, shall be exempt from compliance with Section 13.04 – Minimum Required Parking Spaces Per Use. However, any parking facilities that are provided in the C-1 district, must still comply with the design and layout standards of this Chapter.
- C. **Off-Street Parking Spaces for One and Two-Family Dwellings.** Off-street parking facilities required for one and two-family dwellings shall consist of a parking strip, driveway, garage, or combination thereof and shall be located on the premises they are intended to serve subject to the provisions of Section 11.11, Accessory Structures and Uses. No parking shall be permitted in the required front yard except on a driveway that leads to an approved parking space.
- D. **Off-Street Parking for Multiple-Family and Non-Residential Uses.** Off-street parking facilities required for multiple-family and non-residential uses shall be located on the same lot or parcel as the building or use they are intended to serve, or within 300 feet of such building or use. (The measurement shall be

based on the walking distance from the nearest point of the parking facility to the nearest normal entrance to the building or use.) Ownership or a use easement, duly recorded with the City, shall be shown for all land areas intended for use as parking by the applicant.

- E. **Similar uses.** Where a use is not specifically mentioned in this Chapter, the Planning Commission shall apply the standards for a similar listed use.
- F. **Shared facilities.** The development and use of a joint parking or loading facility shared between two (2) or more contiguous uses is encouraged. In such cases, the total space requirement is the sum of the individual requirements at the same time of day. The maximum joint requirements will be less than the total individual requirements if the peak needs for the uses occur at distinctly different times of the day from the peaks of the other uses. Shared facilities shall be subject to acceptance by the Planning Commission of a signed shared facility agreement between the property owners.
- G. **Storage, repairs, and displays prohibited.** Except when land is used as permitted storage space in direct connection with a business, a 24 hour time limit for parking in non-residential off-street parking areas shall prevail, provided that it shall be unlawful to permit the storage of wrecked, inoperable, or junked vehicles on any parking area in any district. Parking lots and loading areas shall not be used for parking of inoperable vehicles; outside storage of any equipment, products, or materials; or dumping of refuse. Repairs, performing service, or display of vehicles for sale is prohibited.
- H. **Installation.** No building or structure, for which a parking lot is required, shall be used and no Certificate of Occupancy shall be issued until and after the Zoning Administrator has inspected and certified that the required parking has been constructed as herein required. In instances where the Planning Commission finds that weather conditions prohibit parking lot construction, the construction may be temporarily waived, pending suitable weather, provided that the property owner provides security in accordance with the requirements of Chapter 15.07.
- I. **Irrevocable Use.** Any area once dedicated to off-street parking use shall not be changed to any other use unless and until equal facilities are provided elsewhere.

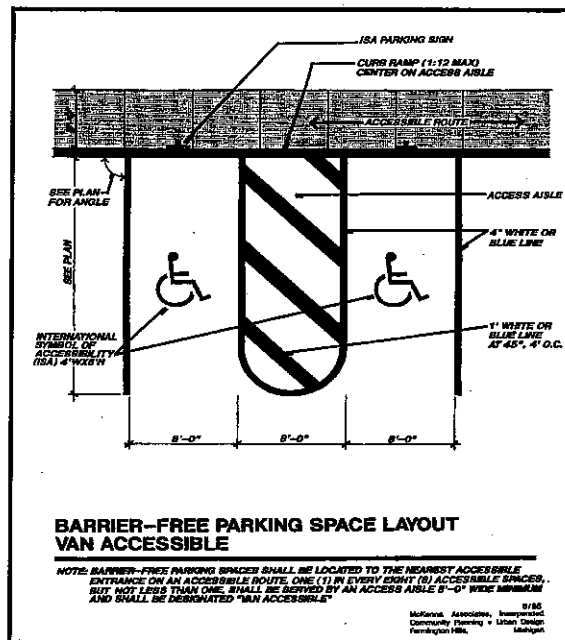
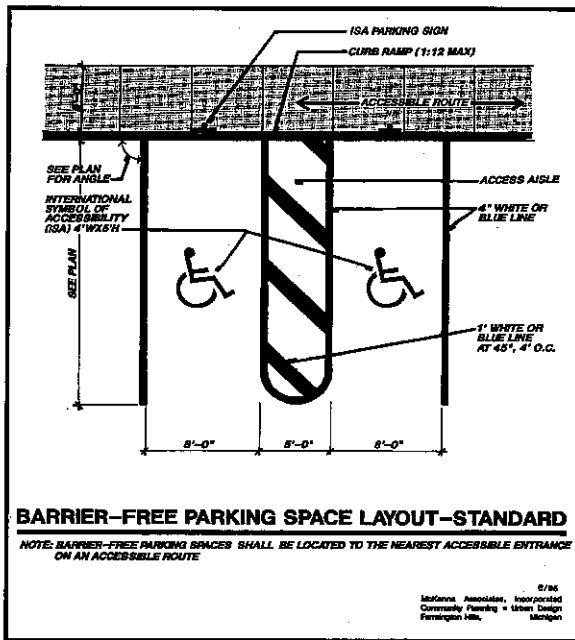
Section 13.03 Design Requirements

A. Barrier-Free Parking Requirements.

- 1. Within each parking lot, signed and striped barrier-free spaces shall be provided at conveniently accessible locations in accordance with the following standards, or with any revised standards of the Michigan

Department of Labor, Construction Code Commission or the Americans with Disabilities Act if the Planning Commission determines that these have a higher requirement.

2. Accessible spaces shall be a minimum width of eight (8) feet.
3. Adjacent to each accessible space shall be at least one access aisle.
4. For the required Van Accessible spaces, the minimum width of the access aisle is eight (8) feet. For all other accessible spaces, the minimum width of the access aisle is five (5) feet.
5. The required number of Van Accessible spaces shall be based on the table shown below.
6. Barrier-free parking spaces shall be identified by signs located approximately six (6) feet above grade.
7. Where a curb exists between a parking lot surface and a sidewalk surface, an inclined approach or a curb cut with a gradient of not more than one (1) foot in 12 feet and a width of not less than four (4) feet shall be provided for wheelchair access.



TOTAL PARKING SPACES	BARRIER-FREE PARKING SPACES REQUIRED	VAN-ACCESSIBLE BARRIER-FREE PARKING SPACES REQUIRED
Less than 25	1	1
25 – 49	2	1
50 – 74	3	1
75 – 99	4	1
100 – 149	6	1
150 – 199	8	2
200 – 299	10	2
300 – 399	12	3
400 or more	14, plus 1 space for each 50 total parking spaces over 400	4, plus 1 space for each 15 total barrier-free spaces

B. **Landscaping.** Landscaping, screening and buffering shall be provided for all parking and loading facilities in accordance with the provisions of Chapter 14, Landscaping and Screening.

Types → C. **Exterior lighting.** Where provided, exterior lighting shall comply with the standards of Section 11.20, Exterior Lighting.

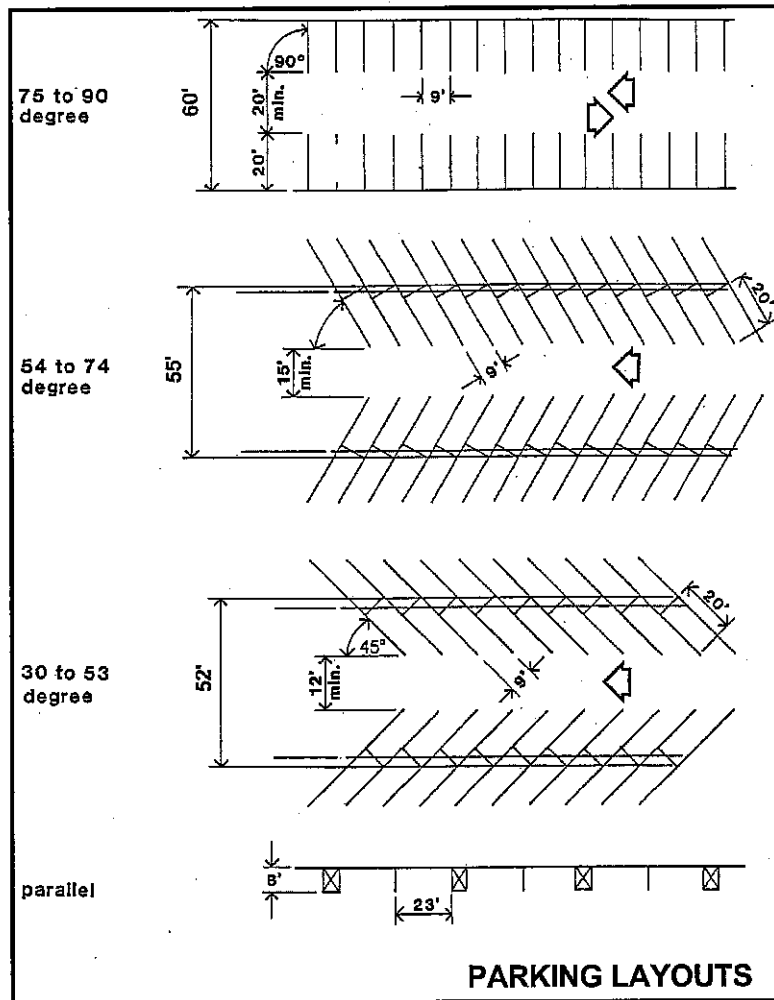
D. **Ingress/Egress.** Adequate means of ingress and egress shall be provided for all parking and loading facilities, and such facilities shall be designed to prevent vehicles from backing into the street or using a street for maneuvering between parking rows. Entrances and exits shall be located so as to minimize traffic congestion. Shared curb cuts are to be utilized whenever possible on arterial roadways.

E. **Curbing.** Parking lots shall be provided with concrete curbs and gutters for the protection of adjoining properties, streets, sidewalks and landscaped areas. The Planning Commission may approve parking facilities without concrete curbs, however bumper stops must be provided in such facilities to prevent vehicles

from bumping any walls or fences or encroaching upon any landscaping or sidewalks. Where necessary for the protection of the public and the adjoining properties, streets, or sidewalks, curbs shall be required.

- F. **Sidewalks.** In all cases where off-street parking spaces directly abut a public or private sidewalk, the sidewalk shall be widened to at least seven (7) feet in width to accommodate encroachment of the vehicle's bumper.
- G. **Stacking spaces for drive-through facilities.**
1. On the same premises with every building, structure or part thereof, erected and occupied for the purpose of serving customers in their automobiles by means of a service window, service bay, or similar arrangement, such as drive-in banks or cleaning establishments, there shall be provided four (4) off-street stacking spaces for each service window or transaction station. Eight (8) off-street stacking shall be provided for each drive-thru transaction station of a restaurant.
 2. Self-service motor vehicle car wash and quick oil change establishments shall provide three (3) off-street stacking spaces for each washing stall. Motor vehicle car wash establishments other than self-service shall provide stacking spaces equal in number to three (3) times the maximum capacity of the wash. "Maximum capacity" shall mean the greatest number possible of automobiles undergoing some phase of washing at the same time, which shall be determined by dividing the length of wash process by 20 feet. A drying lane 50 feet long shall also be provided at the exit of the washing stalls (for both self-service and automatic car washes) in order to prevent undue amounts of water from collecting on the public street and thereby creating a traffic hazard.
 3. An off-street stacking space is defined as an area 10 feet wide by 25 feet long.
- H. **Surfacing.** Off-street parking and loading spaces in the C-1, C-2, and I-1 district as well as off-street parking and loading spaces for institutional, civic, non-residential, and multiple family uses (other than single-family and two-family residential) in the AG, R-1, and R-2 district shall be paved with concrete or bituminous material and maintained in a dust-free condition.
- I. **Grading and drainage.** The parking lot and its driveway shall be designed to meet minimum engineering standards. At a minimum they shall provide adequate drainage to prevent surface flow into adjacent property or toward buildings and be maintained in good condition, free of dust, trash, and debris.
- J. **Parking layout.** Plans for the layout of off-street parking facilities shall be in accordance with the following minimum requirements:

PARKING PATTERN (degrees)	MANEUVERING LANE WIDTH (feet)	PARKING SPACE WIDTH (feet)	PARKING SPACE LENGTH (feet)	TOTAL WIDTH OF ONE ROW OF SPACES PLUS MANEUVERING LANE (feet)	TOTAL WIDTH OF TWO ROWS OF SPACES PLUS MANEUVERING LANE (feet)
0° (parallel)	24' (two-way)	8'	23'	32'	40'
30° to 53°	12' (one-way)	9'	20'	26'	40'
54° to 74°	15' (one-way)	9'	20'	33'	50'
75° to 90°	20' (two-way)	9'	20'	40'	60'



Section 13.04 Minimum Required Spaces Per Use

A. Residential Uses

1. Dwellings	Two (2) per dwelling unit
2. Multiple Family Dwelling Units	One (1) per dwelling unit plus one (1) additional visitor space for every four (4) dwelling units
3. Sanitariums, Convalescent, or Nursing Home	Two (2) per three (3) dwelling units or per five (5) beds, plus one (1) per on-duty employee based on maximum employment shift.
4. Bed & Breakfast Inn	One (1) space per room for guest use plus (2) spaces for the dwelling unit.

B. Community Uses

1. Churches	One (1) for each four (4) seats in the main worship unit based on maximum capacity of the assembly space.
2. Hospitals, Institutions, and clinic	One (1) per bed, plus one (1) per employee during the eight (8) hour shift in which the greatest number of employees are on duty.
3. Libraries, Museums, and Post Offices	One (1) for each 300 square feet of floor area.
4. Private Clubs and Lodges	One (1) for each four (4) people based on the maximum occupancy of the building.
5. Nursery Schools and Day Care Centers	One (1) per 350 square feet of usable floor space.
6. Senior High Schools and Institutions of Higher Learning	One (1) space for each employee, plus one (1) for each 10 students, plus one half (1/2) per classroom for visitor use, plus any additional requirements for the auditorium and stadium if required.
7. Stadiums	One (1) for each four (4) seats or six (6) feet of bleachers plus one (1) per employee on largest employment shift.

8. Theaters, Auditoriums	One (1) for each (4) seats based upon maximum seating capacity of the primary assembly space plus one (1) for each employee on the largest employment shift.
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C. Commercial/Industrial Uses

1. Banks, Business Offices, and Public Buildings not specifically mentioned elsewhere	One (1) for each two hundred (150) square feet of usable floor area.
2. Bowling Alleys	Six (6) for each alley, with an alley consisting of two bowling lanes and one (1) scoring console. One (1) additional space per employee on the largest employment shift shall also be required. If there is a restaurant, bar, or pro shop included with the alley, the minimum required for each of those uses shall be applied.
3. Business Parks and/or similar uses.	One (1) for each 250 square feet of usable floor area.
4. Restaurants, Grills, Dining Rooms, Dairy Bars, Soda Fountains	One space per 100 square feet of usable floor area, plus one (1) per employee during largest employment shift.
5. "Drive-in" establishments	One (1) per 30 square feet of usable floor area with a minimum of 25 parking spaces plus stacking requirements as contained in section 13.03.G
6. Hotels and Motels	One (1) for each two (2) guest rooms plus one (1) per each employee on the largest shift, plus extra spaces for dining rooms, ballrooms, or meeting rooms as required based upon maximum occupancy load.
7. Kennel, Veterinary Clinic	One (1) space per 500 square feet, plus one (1) space per employee on largest employment shift.

<p>8. Manufacturing, Processing, and/or Fabricating, Manufacturing Buildings, and/or Business Offices, and/or Research Laboratories, and/or other facilities related, but not necessarily connected to a manufacturing or industrial building</p>	<p>One (1) per 1000 square feet of usable floor area, plus one (1) per on-duty employee based upon maximum employment shift.</p>
<p>9. Medical Doctors Office or Dental Clinic</p>	<p>One (1) for each 150 square feet of waiting room area plus one (1) for each examining room, dental chair, or similar use area, plus one (1) per employee on duty</p>
<p>10. Mortuaries or Funeral Homes</p>	<p>One (1) for each fifty (50) Square feet of floor area used for services</p>
<p>11. Motor Vehicle Sales and Service Establishments</p>	<p>One (1) for each 200 square feet of usable floor space of sales area and one (1) for each one (1) auto service stall, plus one (1) space per employee on largest employment shift</p>
<p>12. Professional Offices and Buildings</p>	<p>One (1) for each two hundred fifty (250) square feet of floor area</p>
<p>13. Car Wash</p>	<p>One (1) per employee based upon maximum employee shift, plus stacking per Section 13.03.G</p>
<p>14. Retail Stores, Supermarkets, Department Stores, Personal Service Shops - General Business</p>	<p>One for each 150 square feet of usable floor area.</p>
<p>15. Taverns and Bars</p>	<p>One for each 50 square feet of usable floor area.</p>

D. Other Uses

1. Golf Course	Five (5) spaces per hole plus one (1) per each employee on maximum employment shift.
2. Outdoor Recreation Facilities	One per six (6) acres of gross land area.
3. Roadside Stands	One (1) per 250 square feet of usable floor area plus one (1) per employee based upon maximum employment
4. Annual Seasonal Event	To be determined based on information on the particular event presented by the applicant to the Planning Commission.
5. Mixed Uses in the Same Building	See Section 13.02.E
6. Other Uses not Specifically Mentioned	In the case of buildings, which are being developed for uses not specifically mentioned, the standards for the mentioned use most similar in terms of parking demand shall apply to the proposed development.

Section 13.05 Off-street Loading Requirements

Where determined to be necessary by the Planning Commission, adequate space shall be provided for loading and unloading activities on the same premises with a use involving the receipt or distribution of vehicles, materials, or merchandise to avoid undue interference with the public use of streets and alleys. Each loading or unloading space shall be 10 feet wide by 50 feet long, with a 15 foot height clearance, unless the Planning Commission determines that an alternative size is more appropriate for the site. Such spaces shall be designated strictly for loading and unloading purposes and clearly shown on any submitted site plans. Loading and unloading spaces shall be provided in accordance with the following schedule:

USABLE FLOOR AREA (square-feet)	LOADING AND UNLOADING SPACES REQUIRED BY DISTRICT	
	C-1 / C-2 Districts	Industrial District
0 to 2,000	None	None
2,001 to 5,000	1	1
5,001 to 20,000	1	1 plus 1/5,000 in excess of 5,000
20,001 to 50,000	1 plus 1/20,000 in excess of 20,000	3 plus 1/15,000 in excess of 20,000
50,001 to 100,000	1 plus 1/20,000 in excess of 20,000	5 plus 1/10,000 in excess of 50,000
100,001 to 300,000	5 plus 1/100,000 in excess of 100,000	10 plus 1/100,000 in excess of 100,000
300,001 to 500,000	10 plus 1/100,000 in excess of 300,000	10 plus 1/100,000 in excess of 300,000
Over 500,000	12 plus 1/250,000 in excess of 500,000	14 plus 1/150,000 in excess of 500,000

- A. No loading space shall be located closer than 50 feet to any residential district or use, except where located within an enclosed building or adequately screened to the satisfaction of the Planning Commission.
- B. Loading spaces shall not be provided in the front yard or on any building facade facing or visible from a public street, except where the Planning Commission determines such a location is necessary due to the location or placement of the building, existing street pattern, or other factors.
- C. Loading spaces shall be paved with concrete or plant-mixed bituminous material in accordance with the requirements of the City.

Section 13.06 Modification of Standards

- A. **Deferment of parking spaces.** Where an applicant demonstrates to the satisfaction of the Planning Commission that the minimum required number of parking spaces is excessive, the Planning Commission may approve the construction of a lesser number of parking spaces, provided that the deferred parking is shown on the site plan and set aside as open space, and provided that the applicant agrees to construct the additional parking upon request by the City after the Zoning Administrator or other City official documents more than one (1) incident of problem parking on the site.

B. Special circumstances. Under the following circumstances, the Planning Commission may permit alternative means (other than the construction of private off-street parking or loading facilities) of complying with the parking or loading requirements of this Chapter:

1. Existing off-street parking and/or loading spaces on the lot can effectively accommodate the parking and loading needs of a given use.
2. Existing on-street spaces adjacent to the lot can effectively accommodate the parking and loading needs of a given use without negatively impacting traffic safety or adjacent uses.
3. Existing public parking lots and alleys near the lot can effectively accommodate the parking and loading needs of a given use without negatively impacting traffic safety or adjacent uses.
4. An agreement for shared facilities is in place between adjacent property owners to set aside existing off-street parking and/or loading spaces on an adjacent lot to accommodate the requirements of a given use.

Section 13.07 Maintenance

All parking and loading areas shall be maintained in accordance with the provisions of this Chapter, an approved site plan, and the following:

- A. Any alterations to an approved parking or loading facility that is not in accordance with an approved site plan shall be a violation of this Ordinance.
- B. Parking and loading facilities for an established use shall not be encroached upon, unless the site maintains the minimum number of required parking spaces as provided in this Chapter. If not, accommodations for additional parking must be made in order to satisfy the minimum requirements for that use.
- C. All land between the boundaries of the parking facility and required screening, as well as the surface of the parking area, shall be kept free from tall grass, weeds, rubbish, refuse and debris, and shall be landscaped to conform with the requirements of this Ordinance.