

## **CHAPTER 16**

### **OFF-STREET PARKING AND LOADING**

#### **SECTION 16.1 PURPOSE**

The purpose of this Chapter is to ensure adequate and well designed parking and loading areas are provided. Off-street parking and loading areas are to be designed, maintained and operated in a manner that will ensure their efficient use, promote public safety, improve aesthetics and, where appropriate, protect surrounding uses from undesirable impacts.

#### **SECTION 16.2 GENERAL REQUIREMENTS**

- A. Sufficient parking shall be provided, either on the same lot as the use, or within a shared parking lot located within five hundred (500) feet of the subject site, measured from the nearest public entrance of the building to the nearest point of the off-street parking lot.
- B. The storage of merchandise or products, motor vehicles displayed for sale, or the repair of vehicles is prohibited in any off-street parking lot.
- C. Residential off-street parking spaces shall consist of a driveway, garage, or combination thereof and shall be located on the premises they are intended to serve. Such parking spaces shall be paved with an asphalt or Portland cement binder so as to provide a permanent, durable and dustless service and shall occupy no greater than thirty-three (33) percent of the required front yard.
- D. Minimum required off-street parking spaces shall not be reduced to an amount less than required, nor may any use be replaced by any other use unless and until equal facilities are provided elsewhere, in compliance with this Chapter.
- E. Two (2) or more buildings or uses may collectively provide the required off-street parking.

#### **SECTION 16.3 PARKING LOT DESIGN STANDARDS**

- A. Parking lots shall be designed to provide safe ingress, egress and logical circulation within the site. Where feasible, they shall provide cross-connections to adjacent parking lots to improve circulation between sites, and shall present a logical extension of existing development patterns. Modifications to the dimensions prescribed may be authorized by the Planning Commission if they are needed to achieve these objectives and are generally consistent with recognized design standards for off-street parking facilities.
- B. **Parking Lot Setbacks**
  - 1. **From Street Rights-of-Way.** Parking lots, including maneuvering aisles but excluding driveways, must be setback a minimum of twenty (20) feet from any adjacent street right-of-way line.

2. **From Non-Residential Districts.** Parking lots shall have a minimum setback of ten (10) feet from any nonresidential property line that is not a street right-of-way line. This requirement may be waived by the Planning Commission where a shared access driveway, connected parking lots, frontage road, or rear service drive is provided.
3. **From Residential Districts.** Parking lots shall have a minimum rear and side yard setback of fifty (50) feet from any single-family residential zoning district and twenty (20) feet from any multiple-family residential zoning district.

C. Minimum dimensions of parking spaces and maneuvering aisles shall be in accordance with the following requirements:

Parking Pattern	Two-Way Aisle Width	One-Way Aisle Width	Width	Length
Parallel Parking	18 Ft.	12 Ft.	9 Ft.	25 Ft.
30-75 degree angle	24 Ft.	12 Ft.	9 Ft.	21 Ft.
76-90 degree angle	24 Ft.	15 Ft.	9 Ft.	18 Ft.

- D. All parking lots shall be paved with asphalt or other acceptable hard surface so as to provide a permanent, durable and dustless surface. Each designated parking space shall be delineated with durable striping on the pavement surface.
- E. All parking lots shall be constructed so as to permit proper drainage and prevent ponding or storage of water within the lot. Drainage shall be in accordance with the requirements of the Village of Maybee and the County Drain Commission.
- F. All parking lots shall be provided with adequate lighting. Parking lot lighting shall be shielded to prevent light from spilling onto adjacent residential districts or uses.
- G. **Changes to Existing Parking Lots.** It is the intent of this Section to encourage improvements to existing parking lots that increase compliance with this Ordinance. Therefore, certain changes may be permitted by the Ordinance Administrator if it is determined that such changes will not create adverse affects. In reviewing changes, the Ordinance Administrator may confer with the Village Engineer to ensure proper drainage and design is incorporated. changes to an existing parking lot may be made according to following:
  1. **Major Changes.** Major changes shall require review by the Planning Commission. A major change consists of one or more of the following:
    - a. Replacement or alteration of existing drainage elevations or structures affecting more than fifty (50) percent of the existing parking lot.
    - b. Any expansion or addition of a parking lot equal to or greater than twenty-five (25) percent of the area of the existing parking lot.

- c. Reconstruction of the parking lot, including the removal of existing pavement or drainage structures, which affects more than twenty-five (25) percent of the existing parking lot.
  - d. Any other change which, in the opinion of the Ordinance Administrator, constitutes a major change.
2. **Minor Changes.** Minor changes may be approved by the Ordinance Administrator. A minor change consists of the following:
- a. Minor changes to parking layout, installation of curbing, or other general improvements that do not increase impervious coverage or drainage.
  - b. Any change that is not considered major, as described above.

**SECTION 16.4 OFF-STREET PARKING REQUIREMENTS**

- A. Required off-street parking spaces are noted in the table below for the uses listed. For those uses not specifically mentioned, the requirements for off-street parking shall be in accord with a use which the Planning Commission or Ordinance Administrator considers similar in type.
- B. When units of measurement determining the number of required off-street parking spaces result in the requirement of a fractional space that fraction shall require one (1) parking space.
- C. The minimum number of off-street parking spaces shall be determined in accordance with the following tables:

USE	PARKING SPACE PER UNIT OF MEASUREMENT
<b>Residential</b>	
Single-family dwellings	2 for each dwelling unit
Two-family dwellings	2 for each dwelling unit
Multiple-family dwellings	2 for each dwelling unit
Convalescent or nursing homes	One 1 space for each two 2 dwelling units
<b>Institutional</b>	
Churches and other places of worship	1 space for each 4 seats in the main unit of worship, or 1 space per each 8 feet of pew length, whichever is greater
Hospitals	Two (2) spaces per bed
Schools, elementary and middle	1.5 spaces for each classroom, plus amount required for auditorium or gymnasium seating
Schools, secondary and institutions of higher learning	1 space for each eight (8) students, plus 1.5 spaces for each classroom, plus amount required for auditorium or gymnasium seating

Theaters, assembly areas, auditoriums, gymnasiums	2 spaces for each five 5 seats or each eight (8) feet of bench or pew length or 1 space for each 3 persons allowed within the maximum occupancy load established by any applicable codes or ordinances, whichever is greater
<b>Commercial</b>	
Barber shop	2 spaces per barber chair
Beauty shop	3 spaces per stylist chair
Bowling alleys	4 spaces for each bowling lane plus required spaces for each accessory use
Convenience stores	1 space per 200 square feet of usable floor area
Funeral homes and mortuary establishments	1 space for each 50 square feet of gross floor area
Furniture stores	1 space for each 500 square feet of usable floor area
Hotels and motels	5 spaces for each 4 guest rooms, plus required spaces for any accessory uses
Open air business	1 space for each 200 square feet of indoor usable area plus 1 space for each 1000 square feet of outdoor display area
Personal service establishments, not otherwise specified	1 space for each 50 square feet of usable floor area
Restaurants without drive-through facilities	1 space for each 100 square feet of usable floor area or 1 space for each 2 persons allowed within the maximum occupancy load established by any applicable codes or ordinances, whichever is greater
Restaurants with drive-through facilities	1 space for each 75 square feet of usable floor area or 1 space for each 2 persons allowed within the maximum occupancy load established by any applicable codes or ordinances, whichever is greater
Retail stores not otherwise specified	1 space for each 200 square feet of gross floor area
Vehicle repair establishments	1 space per 800 square feet of gross floor area plus 3 spaces per stall or service bay
Vehicle service stations	1 space for each employee on the maximum shift plus amount required for convenience stores, vehicle wash, or other applicable accessory uses
Vehicle wash (automatic)	1 space per each employee on the maximum shift plus vehicle stacking space as required in the special use standards of <i>Chapter 19</i>
Vehicle wash (self service)	1 space plus vehicle stacking space as required in the special use standards of <i>Chapter 19</i>
Video rental stores	1 space for each 100 square feet of usable floor area plus 1 space for the maximum number of employees on the premises at any one time

<b>Offices</b>	
Banks, credit unions, savings and loan associations, post offices, and other similar uses	1 space for each 200 square feet of usable floor area plus 3 spaces for each ATM machine or drive-through teller window.
Medical and dental offices and clinics	1 space for each 75 square feet of waiting room area plus 1 space for each examining room, dental chair, or similar use area
Offices not otherwise specified	1 space for each 300 square feet of gross floor area
<b>Industrial</b>	
Manufacturing, processing, and research establishments	1 space for each 1000 square feet of gross floor area plus those spaces required for offices located on the premises
Warehouses and wholesale	1 space for each 2000 square feet of gross floor area plus those spaces required for offices located on the premises

### **SECTION 16.5 DEFERRED PARKING FOR COMMERCIAL OR INDUSTRIAL DISTRICTS**

The Planning Commission may allow an applicant to defer construction of a portion of the required parking in cases where the applicant can show the minimum parking required is in excess of what is required for their business. The applicant shall show that the deferred portion of the parking is possible to construct on the site by showing it on the site plan. The Village may require construction of the deferred parking if observations of the use indicate that the amount of parking is insufficient. In such cases, the Village shall give the applicant written notice to construct the parking, and the applicant shall begin construction within 90 days, weather permitting.

### **SECTION 16.6 OFF-STREET LOADING REQUIREMENTS**

- A. In the C-1 and C-2 Districts:
  - 1. All loading spaces shall be provided at a ratio of at least ten (10) square feet per front foot of building and shall be computed separately from off-street parking requirements.
  - 2. Loading spaces shall be located in the rear yard.
- B. In the I-1 District:
  - 1. At least one (1) loading space shall be provided. All loading spaces shall be at least ten feet by fifty feet (10 x 50), or a minimum of five hundred (500) square feet in area.
  - 2. Loading spaces shall only be permitted off-street and in the rear yard or interior side yard.
- C. Where an alley exists in the rear yard, loading requirements may be computed from the center of the alley.
- D. All dedicated loading spaces shall be provided with a pavement having an asphalt or Portland cement binder so as to provide a permanent, durable and dustless service.