

## ARTICLE 7

# PARKING, LOADING, AND ACCESS MANAGEMENT

### Section 7.01 Purpose.

The purpose of this Article is to protect water quality and the capacity of drainage and stormwater management systems; to limit the number of off-street parking spaces and amount of impervious surfaces that may be permitted on a parcel of land or accessory to a use or building; to establish flexible minimum and maximum standards for off-street parking and loading; and to promote the use and development of shared parking facilities and cross-access between sites.

### Section 7.02 Scope.

The regulations of this Article shall be met in all districts whenever any uses are established; any structure is erected, enlarged, or increased in capacity; a new land use is established; an existing use is replaced by a new use (change of use); or an existing use is expanded or increased in intensity. Such spaces shall be provided in accordance with the provisions of this Article, subject to approval per Section 12.01 (Site Plan Review).

### Section 7.03 General Standards.

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

#### A. Location of Spaces.

Off-street parking shall be on the same lot of the building it is intended to serve, except as otherwise provided for by this Article. Off-street parking spaces shall be located within 500 feet of a primary building entrance for the use to which such spaces are accessory. Off-street parking facilities may be located within required yard setbacks, subject to provision of adequate screening per Section 8.05A (Parking Lot Landscaping and Perimeter Screening).

#### B. Alteration of Existing Off-Street Parking Facilities.

Existing off-street parking facilities accessory to an existing building or use shall not be reduced to an amount less than the minimum required by this Article for a similar new building or new use. The minimum required off-street parking spaces shall not be replaced by any other use unless adequate parking facilities meeting the standards of this Article have first been provided at another location acceptable to the Planning Commission.

#### C. Use.

Use of off-street parking, stacking, and loading facilities shall be further subject to the following:

1. No commercial activity or selling of any kind shall be conducted within required parking areas, except as part of a permitted temporary use.
2. The storage of merchandise, motor vehicles for sale, semi-trucks or trailers, or the repair of vehicles shall be prohibited in off-street parking areas.
3. No person shall park any motor vehicle on any private property without the authorization of the owner, holder, occupant, lessee, agent or trustee of such property. Ownership shall be shown of all lots intended for use as parking by the applicant.

**D. Shared Facilities.**

The development and use of a parking or loading facility shared between two (2) or more contiguous uses shall be permitted where peak activity for each use will occur at different periods of the day or week. Shared facilities shall be subject to acceptance by the Planning Commission of a signed shared facility agreement between the property owners.

Where shared parking facilities are provided, the number of parking spaces shall not be less than eighty percent (80%) nor more than one hundred twenty percent (120%) of the sum of the minimum requirements for the various individual uses specified in Section 7.05 (Schedule Of Required Parking by Use), as follows:

Minimum Shared Parking Requirement = (minimum for use A + minimum for use B) x 80%  
Maximum Shared Parking Requirement = (minimum for use A + minimum for use B) x 120%

**Section 7.04 Residential Parking Standards.**

Required off-street parking for single- and two-family (duplex) dwellings shall consist of a parking strip, parking bay, driveways, garage or combination thereof located on the premises they are intended to serve, subject to the following:

1. **Motor vehicles.** No motor vehicle shall be kept, parked or stored in any district zoned for residential use, unless the vehicle is in operating condition and properly licensed or is kept inside a building.
  - a. This Section shall not apply to any motor vehicle ordinarily used but temporarily out of running condition.
  - b. If a motor vehicle is being kept for actual use, but is temporarily unlicensed, the Zoning Administrator may grant the owner a period of up to 90 calendar days to procure a license.
2. **Recreational vehicles.** The open parking or storage of recreation vehicles, boats or similar vehicles or equipment not owned by a resident of the City on lands not specifically designated for such parking and storage shall be limited to the following circumstances:
  - a. Parking of such vehicles or equipment not owned by a resident of the City shall be allowed for a period of up to 24 hours without a zoning permit.

- b. Parking of such vehicles or equipment not owned by a resident of the City shall be permitted only in the rear yard for a period of up to 30 calendar days, subject to zoning permit approval per Section 1.06 (Zoning Permits).
- c. Residents of the City may park or store their own recreation vehicles, boats or similar vehicles or equipment on their own lot for an indefinite period of time, subject to the following:
  - (1) The vehicles or equipment shall be in operable condition and shall not be stored within any required front or side yard setback area.
  - (2) Such vehicles shall be subject to the standards of Section 15.101 (Accessory Structures).
- d. Such vehicles or equipment shall not be connected to sanitary facilities and shall not be occupied.

### **Section 7.05 Schedule Of Required Parking by Use.**

The minimum number of required off-street parking spaces for an individual use shall be determined in accordance with the following:

#### **A. Parking Calculations.**

Where a use is not specifically mentioned in this Article, the Planning Commission shall apply the standards for a similar listed use. Where calculations determining the number of required parking spaces result in a fractional space, any fraction up to and including one-half ( $\frac{1}{2}$ ) shall be disregarded, and any fraction over one-half ( $\frac{1}{2}$ ) shall be rounded-up to the next highest whole number.

#### **B. Minimum and Maximum Parking Requirements.**

- 1. **Minimum required spaces.** Off-street parking, stacking, and loading spaces shall be provided in accordance with the minimum requirements of Section 7.05C (Schedule Of Required Parking by Use). The Planning Commission may require any use to provide parking spaces above the required minimum, up to the maximum permitted by this Section.
- 2. **Maximum permitted parking spaces.** The maximum amount of off-street parking permitted for any use shall not exceed one hundred twenty percent (120%) of the minimum parking requirements of this Section. This requirement shall not apply to single-family or two-family dwellings, nor to spaces reserved for off-site uses per Section 7.09B (Off-Site Parking Facilities).

**C. Schedule Of Required Parking by Use.**

Use	Minimum Required Parking
<b>RESIDENTIAL USES</b>	
Accessory Dwelling	One (1) per dwelling unit, plus any required spaces for the dwelling.
Bed and Breakfast Inn	One (1) per guest sleeping room, plus any required spaces for the dwelling.
Elderly Housing, Dependent	One (1) per two (2) dwelling units or per four (4) beds, plus one (1) per on-duty employee based upon maximum employment shift.
Elderly Housing, Independent and Senior Housing	One (1) per dwelling unit, plus one (1) per on-duty employee based upon maximum employment shift.
Foster Care Small or Large Group Home or Congregate Care Facility	One (1) per resident sleeping room, plus one (1) per on-duty employee based upon maximum employment shift.
State Licensed Residential Facility or Other Managed Residential Facility	
Group Child Day Care Home	One (1) per on-duty employee based upon maximum employment shift, plus any required spaces for the dwelling.
Manufactured Housing Park	Two (2) per dwelling.
Multiple-Family Housing	One and one-half (1.5) per dwelling unit with up to two bedrooms, and two (2) per three-bedroom or larger dwelling unit.
Two-Family or Duplex Dwelling	
Single Family Dwellings, Detached	Two (2) per dwelling.
<b>OFFICE, SERVICE, AND COMMUNITY USES</b>	
Banks and Financial Institutions	One (1) per 300 square feet of usable floor area.
Barber Shop, Beauty Salon, and Nail Care	One (1) per service chair or station, plus one (1) per on-duty employee based upon maximum employment shift.
Child and Adult Day Care Center or Child Caring Institution	One and one-half (1.5) per six (6) children/adults of state licensed or authorized capacity, plus one (1) per on-duty employee based upon maximum employment shift.
Funeral Parlor or Mortuary	One (1) per four (4) persons allowed within the maximum building occupancy.
Health Club or Fitness Center	One (1) per four (4) persons allowed within the maximum building occupancy, or one (1) per 300 square feet of usable floor area.

**C. Schedule Of Required Parking by Use.**

Use	Minimum Required Parking
Government Offices, Fire and Police Stations	One (1) per on-duty employee based upon maximum employment shift, plus any required spaces for storage of vehicles.
Hospital or Urgent Care Center	One (1) per four (4) beds, plus one (1) per on-duty employee based upon maximum employment shift.
Institutional Uses	One (1) per four (4) seats or eight (8) feet of benches, based upon the maximum seating capacity of the primary assembly space; or One (1) per on-duty employee based upon maximum employment shift, plus one (1) per four (4) persons allowed within the maximum building occupancy.
Medical, Osteopathic, Chiropractic, Optical or Dental Offices, Clinics or Laboratories, Massage Therapists, and Physical Therapy Facilities	One (1) per on-duty employee based upon maximum employment shift, plus one (1) per examination or treatment room.
Offices for Professional, Service or Administrative Uses	One (1) per 300 square feet of usable floor area.
Recreation Facilities, Indoor	One (1) per four (4) persons allowed within the maximum building occupancy, or one (1) per 300 square feet of usable floor area.
Recreation Facilities, Outdoor	One (1) per 7,500 square feet of gross land area.
Veterinary Clinic, Kennel or Animal Shelter	One (1) per 500 square feet of usable floor area, plus one (1) per on-duty employee based upon maximum employment shift.
Workshops and Studios	One (1) per 400 square feet of usable floor area.
<b>COMMERCIAL USES</b>	
Amusement Centers, Indoor or Outdoor.	One (1) per on-duty employee based upon maximum employment shift, plus one (1) per three (3) amusement stations, games, holes or lanes, or one (1) per four (4) persons allowed within the maximum building occupancy.
Big Box Commercial Uses, with more than 50,000 square-feet of total gross floor area	One (1) per 200 square feet of usable floor area.
Car Wash, Automatic or Self-Service	Two (2), plus one (1) per on-duty employee based upon maximum employment shift, plus six (6) stacking spaces per service lane and two (2) for post-wash detailing.

**C. Schedule Of Required Parking by Use.**

Use	Minimum Required Parking
Drive-in or Drive-through Facilities	Two (2) per service window, booth, cubicle or stall, plus six (6) stacking spaces per service lane.
Farm Market	One (1) per 400 square feet of usable floor area, plus one (1) per on-duty employee based upon maximum employment shift.
Hotel or Inn	One (1) per occupancy unit, plus one (1) per on-duty employee based upon maximum employment shift.
Laundromat and Dry Cleaning	One (1) per six (6) washing or drying machines, or one (1) per 300 square feet of usable floor area.
Manufactured Housing Sales	One (1) per 4,000 square feet of outdoor sales or display area, plus one (1) per on-duty employee based upon maximum employment shift.
Dealership Showroom (indoor only) for Sales or Rentals of Motor Vehicles, Recreational Vehicles, Construction or Farming Equipment or Similar Durable Goods	One (1) per 500 square feet of usable floor area of the sales room, plus one (1) per on-duty employee based upon maximum employment shift.
Motor Vehicle Fueling Station	One (1) per on-duty employee based upon maximum employment shift, plus one (1) per fueling location, plus one (1) stacking space per two (2) fueling locations.
Motor Vehicle Service Center	One (1) per on-duty employee based upon maximum employment shift, plus one (1) per service bay, plus one (1) stacking space per service bay.
Motor Vehicle Repair Station	
Open Air Business, Garden Center or Dealership Sales Lot	One (1) per 1,000 square feet of outdoor sales or display area.
Restaurants, Coffeehouses, Doughnut Shops, Delicatessens, and other Food or Beverage Service Establishments, Carry-Out Only	One (1) per 200 square feet of usable floor area, plus one (1) per on-duty employee based upon maximum employment shift.
Restaurants, Coffeehouses, Doughnut Shops, Delicatessens, and other Food or Beverage Service Establishments, with Dine-In Seating	One (1) per four (4) seats, based upon the maximum seating capacity, plus one (1) per on-duty employee based upon maximum employment shift.
Outdoor Café or Outdoor Eating Area	
Retail Stores and COMMERCIAL USES not otherwise specified in this table	One (1) per 250 square feet of usable floor area.

**C. Schedule Of Required Parking by Use.**

Use	Minimum Required Parking
Tavern, Pub, Brewpub, Cocktail Lounge or Night Club	One (1) per three (3) persons allowed, based upon the maximum seating capacity of the primary assembly space, plus one (1) per on-duty employee based upon maximum employment shift.
<b>INDUSTRIAL, RESEARCH, AND LABORATORY USES</b>	
INDUSTRIAL, RESEARCH, AND LABORATORY USES not otherwise listed in this table – established for a known user.	Five (5), plus one (1) per on-duty employee based upon maximum employment shift, plus one (1) per 300 square feet of usable floor area for any offices or other accessory uses.
INDUSTRIAL, RESEARCH, AND LABORATORY USES not otherwise listed in this table – established on speculation, or where the end user or number of anticipated employees is not known.	Five (5), plus one (1) per 2,000 square feet of usable floor area for the industrial, research or laboratory use, plus one (1) per 300 square feet of usable floor area for any offices or other accessory uses.
Outdoor Storage, General	One and one-half (1.5) per on-duty employee based upon maximum employment shift, plus one (1) per 300 square feet of usable floor area for any offices or other accessory uses.
Outdoor Storage, Dismantling or Recycling of Motor or Recreational Vehicles, Boats, Manufactured Houses and Similar Items	
Self-Storage Warehouse	Two (2) for the caretaker's dwelling, plus one (1) per 300 square feet of usable floor area in the principal building.
<b>OTHER USES</b>	
Adult Entertainment Uses and Sexually Oriented Businesses	One (1) per 200 square feet of usable floor area.
Greenhouses and Nurseries	One (1) per on-duty employee based upon maximum employment shift, plus one (1) per 300 square feet of usable floor area for any offices or other accessory uses.

**Section 7.06 Design Requirements.**

Off-street parking facilities, other than parking for single-and two-family (duplex) dwellings subject to Section 7.04 (Residential Parking Standards), shall be designed, constructed, and maintained in accordance with the following:

**A. Barrier-Free Parking Requirements.**

Barrier-free parking spaces shall be provided per the State Construction Code enforced by Sanilac County and the following:

Number of Parking Spaces Provided	Minimum Number of Barrier-Free Spaces Required	Van Accessible Parking Spaces Required	Accessible Parking Spaces Required
Up to 25	1	1	0
26 to 50	2	1	1
51 to 75	3	1	2
76 to 100	4	1	3
101 to 150	5	1	4
151 to 200	6	1	5
201 to 300	7	1	6
301 to 400	8	1	7
401 to 500	9	2	7
501 to 1,000	2% of total parking provided in each lot	1 out of every 8 accessible spaces	7 out of every 8 accessible spaces
1,001 and over	20 plus 1 per 100 spaces over 1,000	1 out of every 8 accessible spaces	7 out of every 8 accessible spaces

1. Such spaces shall be accessible from and conveniently located near each primary building entrance.
2. Such spaces shall be identified by above grade signs and pavement striping (see illustration).

**B. Setbacks and Screening.**

Screening and landscaping shall be provided for all parking and loading facilities in accordance with the provisions of Section 8.05A (Parking Lot Landscaping and Perimeter Screening). Off-street parking spaces and all driveways shall be set back a minimum of ten (10) feet from all street rights-of-way and abutting RESIDENTIAL USES.

**C. Exterior Lighting.**

Parking lot lighting shall comply with the standards of Article 10 (Exterior Lighting).

**D. Ingress/Egress.**

Adequate means of ingress and egress shall be provided for all parking and loading facilities by means of clearly limited and defined drives, curb cuts, and maneuvering lanes. Backing directly onto a street or using a street for maneuvering between parking rows shall be prohibited. Driveways and aisles for off-street parking facilities shall comply with the following:



1. Drive aisles in off-street parking lots shall be at least 20 feet wide, and shall not exceed 200 feet in length without a break in circulation.
2. Each driveway shall be a minimum of 11 feet and a maximum of 15 feet in width per direction. Lanes for entering and exiting traffic shall be clearly marked on the pavement. The driveway shall include an on-site stacking area. The driveway shall intersect the abutting street at a 90-degree angle.
3. Ingress and egress to an off-street parking serving a multiple-family or non-residential use shall not cross land in the R (Single Family Residential) District.
4. Ingress and egress to any off-street parking lot serving a multiple-family or non-residential use shall be set back a minimum of 25 feet from abutting land in the R (Single Family Residential) District or occupied by an existing dwelling.

**E. Pavement and Striping.**

Off-street parking facilities shall be paved with concrete, plant-mixed bituminous asphalt or similar materials. All parking spaces in paved lots shall be marked with pavement striping.

**F. Stacking Spaces.**

Where required by this Article, stacking spaces for drive-through facilities shall be ten (10) feet wide by 20 feet long. Stacking spaces shall not intrude into any street right-of-way or maneuvering lane for an off-street parking lot.

**G. Grading and Drainage.**

Driveways and parking areas shall be graded and provided with adequate drainage to dispose of surface waters in accordance with applicable construction and design standards established by the City, the Sanilac County Road Commission, and the Sanilac County Drain Commissioner. Surface water shall not drain on to adjoining lots, towards buildings or across a public street, except in accordance with an approved drainage plan.

**H. Parking Layout.**

The layout of off-street parking facilities shall be in accordance with the following minimum requirements (see illustration):

<b>Parking Pattern (degrees)</b>	<b>Maneuvering Lane Width</b>	<b>Space Width</b>	<b>Space Length</b>	<b>Width of Maneuvering Lane Plus Two Rows</b>
<b>0° (parallel)</b>	24 feet (two-way)	8 feet	22 feet	40 feet
<b>45°</b>	12 feet (one-way)	9 feet	20 feet	49 feet
<b>60°</b>	16 feet (one-way)	9 feet	20 feet	56 feet
<b>90°</b>	20 feet (two-way)	9 feet	20 feet	60 feet

1. Parking aisles shall not exceed 300 feet without a break in circulation.
2. All parking lots shall be provided with wheel stops or bumper guards so located that

no part of parked vehicles will extend beyond the lot boundaries, into required screening or landscaping, or across sidewalks or pedestrian pathways.

3. No parking lot shall have more than one (1) attendant shelter building. All shelter buildings shall conform to the setback requirements for structures in the district where the parking lot is located.

### **Section 7.07 Construction.**

Construction or alteration of off-street parking lots shall be in accordance with an approved site plan and the following:

1. Proof of any necessary permits or approvals from the Sanilac County Chief Building Official, Road Commission, Drain Commissioner's Office or other agency with jurisdiction shall be provided to the City.
2. Plans for parking lots shall indicate existing and proposed grades, drainage, surfacing and base materials, and the proposed parking layout.
3. In the event that required paving cannot be completed because of cold or inclement weather, the City may require submittal of a performance guarantee to ensure completion per Section 1.08 (Fees and Performance Guarantees).

### **Section 7.08 Off-Street Loading.**

On the same premises with every structure, use or part thereof involving the receipt or distribution of vehicles, equipment, materials or merchandise, there shall be provided and maintained on the lot adequate space for standing, loading, and unloading to avoid undue interference with public use of dedicated rights-of-way. Such space shall be provided as follows:

#### **A. General Standards.**

The following shall apply to loading and unloading areas in all zoning districts:

1. **Setbacks.** Loading spaces shall be set back a minimum of 50 feet from any residential district or use, except where enclosed within a building or screened to the satisfaction of the Planning Commission, per Section 8.04 (Methods of Screening and Buffering).
2. **Hard surface required.** The Planning Commission may require that loading spaces be paved with a surface providing the equivalent load strength of up to nine (9) inches of concrete.
3. **Dimensions of loading spaces.** Each loading space shall be at least ten (10) feet wide and 25 feet long. If roofed, a loading space must have at least 15 feet of vertical clearance. Where a use involves semi-trucks making deliveries on a daily basis, or requires that semi-trailers will be parked in the space for more than one (1) hour at any time, the loading space shall be at least 60 feet long.

4. **Location of loading spaces.** The location and arrangement of loading spaces shall be subject to the following:
  - a. Off-street loading space may be completely enclosed within a building, or may occupy a portion of the site outside of the building. Where any portion of a loading space is open to public view, screening shall be provided in accordance with Section 8.04 (Methods of Screening and Buffering).
  - b. All loading and unloading in an industrial district shall be provided off-street in the rear yard or interior side yard. Loading and unloading facilities shall be prohibited in the front yard.
  - c. Off-street loading facilities that make it necessary or possible to back directly into a public street shall be prohibited. All maneuvering of trucks and other vehicles shall take place on the site and not within a public right-of-way.

**B. Use Standards.**

The minimum size or number of required loading spaces shall be based on the gross floor area of a building or addition. COMMERCIAL USES, and INDUSTRIAL, RESEARCH, AND LABORATORY USES shall be required to provide a minimum number of loading spaces as follows:

1. Buildings up to and including 1,400 square feet of gross floor area shall not be required to provide a dedicated loading space.
2. Buildings with more than 1,400 square feet in gross floor area, but less than 20,000 square feet of gross floor area shall provide at least one (1) space.
3. Buildings with more than 20,000 square feet in gross floor area, but less than 50,000 square feet shall provide a minimum of two (2) spaces.
4. Buildings 50,000 square feet and greater in gross floor area shall provide three (3) spaces plus one (1) space for each additional 50,000 square feet or fraction thereof.

**Section 7.09 Modification of Standards.**

Limited modifications to the standards of this Article shall be permitted, subject to the following:

**A. Special Parking Districts.**

The purpose of a special parking district is to define one or more areas of the City within which a reduction of off-street parking requirements for individual uses shall be permitted due to the availability of public parking lots owned or operated by the City, on-street parking, and similar public parking facilities.

1. Special parking districts may be established by the City Council, after recommendation from the Planning Commission.
2. The boundaries of areas classified as special parking districts shall be delineated on an official map maintained by the City.

3. Individual uses within the boundaries of a special parking district shall not be required to construct or maintain private off-street parking facilities, provided that the use is located within 750 feet of an existing or planned off-street public parking lot.
4. Such special parking districts may be associated with a special assessment district or other financing device intended to provide for establishment or improvement of public parking facilities.

**B. Off-Site Parking Facilities.**

Required parking facilities accessory to non-residential uses in any zoning district may be located off-site (on other than the same zoning lot as the use served), subject to the following:

1. Required parking shall be located within 500 feet of the primary building entrance.
2. A written agreement shall be drawn to the satisfaction of the City Attorney and executed by all parties concerned assuring the continued availability of the off-site parking facilities for the use they are intended to serve.

**C. Exceeding Maximum Number of Required Spaces.**

The Planning Commission may require any use to provide parking spaces above the required minimum, up to the maximum permitted by this Section. Exceeding the maximum parking space requirements shall be prohibited, except where the Planning Commission determines that additional parking is necessary to accommodate the use on a typical day of operation, based upon evidence supplied by the applicant.

**D. 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.

Deferred parking spaces shall be constructed in accordance with the approved site plan upon written request by the City after the Zoning Administrator or Code Enforcement Officer has documented three (3) incidents of problem parking on the site.

**E. Modification of Loading Space Requirements.**

The Planning Commission may modify or waive the requirement for off-street loading areas, upon determining that adequate loading space is available to serve the building or use, or that provision of such loading space is unnecessary or impractical to provide.

**F. Other Circumstances.**

The Planning Commission may modify or waive an off-street parking standard under this Article under any of the following circumstances:

1. A determination that existing off-street parking spaces on or adjacent to the lot can effectively accommodate the parking needs of the proposed use without negatively impacting traffic safety or adjacent uses.
2. Sufficient evidence has been provided by the applicant to demonstrate that an alternative parking standard would be more appropriate for the type, scale or intensity of the proposed use.

**Section 7.10 Maintenance.**

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

1. Alterations to an approved parking or loading facility that are not in accordance with an approved site plan shall be considered a violation of this Ordinance.
2. All parking areas, perimeter landscaped areas, and required screening shall be kept free from tall grass, weeds, trash, and debris. Surfacing, curbing, lighting fixtures, signage, and related improvements shall be kept in good repair.

**Section 7.11 Access Management.**

The purpose of this Section is to protect the substantial public investment in the City’s street system by preserving the traffic capacity of existing streets. It is the further intent of this Section to promote safe and efficient travel within the City; minimize disruptive and potentially hazardous traffic conflicts; establish efficient standards for driveway spacing and the number of driveways; and ensure reasonable vehicular access to properties, though not always the most direct access.

**A. Zoning Districts.**

The standards of this Section shall apply to land in the City’s zoning districts in accordance with the following table:

Zoning District Name	Symbo I	Application of Access Management Standards
Single-Family Residential	R	exempt
Multiple-Family Residential	RM	
Manufactured Housing Park	MHP	
Neighborhood Business	NB	only to lot boundaries abutting state highways M-19 or M-46
Community Business	CB1 CB2	
General Business	GB	

Industrial-Research	I-1	
General Industrial	I-2	
Public/Semi-Public Services	PSP	

**B. County or State Access Management Standards.**

Where the Sanilac County Road Commission (SCRC) or Michigan Department of Transportation (MDOT) have adopted access management standards which are more restrictive than the standards of this Section, the adopted SCRC or MDOT standards shall supercede the standards of this Section.

**C. Driveway Spacing Standards.**

Each parcel or part thereof subject to the standards of this Section shall have no more than one (1) driveway entrance and exit opening to a public street for each 300 feet of frontage or fraction thereof.

1. Where more than one (1) driveway is allowed, the driveways shall be located at least 150 feet apart.
2. No driveway shall be located within 30 feet of a side lot boundary, or within 50 feet of an intersection of two (2) or more street rights-of-way.

**D. Shared Access Standards.**

Vehicle access to parcels or part thereof subject to the standards of this Section may be provided by the development and use of shared driveways, cross-access drives, service drives, and similar means of shared access, subject to the following:

1. **Location.** New shared driveways, cross-access drives, and service drives shall be aligned with existing drives on adjacent lots where feasible, and parallel or perpendicular to the street right-of-way.
2. **Cross-access easement.** Shared driveways, cross-access drives, and service drives shall be located within a dedicated access easement that permits traffic circulation between lots, which shall be recorded with the Sanilac County Register of Deeds office.
3. **Maintenance.** The easement area shall remain clear of obstructions, and shall not be used for parking unless otherwise approved by the Planning Commission. Each property owner shall be responsible for maintenance of the shared access.

**Section 7.12 Traffic Impact Studies.**

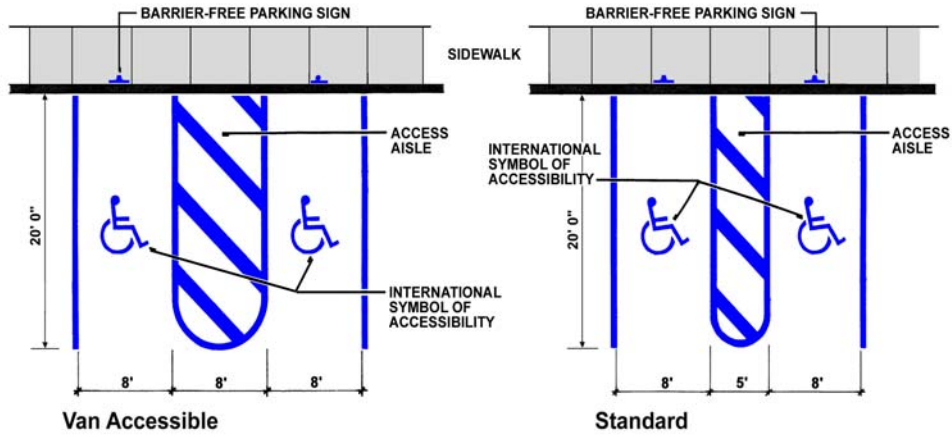
Where authorized by this Ordinance or determined necessary by the Planning Commission, a traffic impact study (TIS) shall be prepared by an applicant to determine the potential future traffic conditions on the adjacent roadways once a proposed use is established or development is completed. The City may utilize its own traffic consultant to review the TIS, with the cost of the review being borne by the applicant per Section 1.08 (Fees and Performance Guarantees).

The results of the TIS shall be used in the final design of access points and internal circulation and may identify necessary off-site street improvements. At a minimum, the TIS shall meet standards of the Michigan Department of Transportation (MDOT) handbook entitled *Evaluating Traffic Impact Studies*. The Planning Commission may modify the TIS requirements or scope based upon site and use location and conditions.

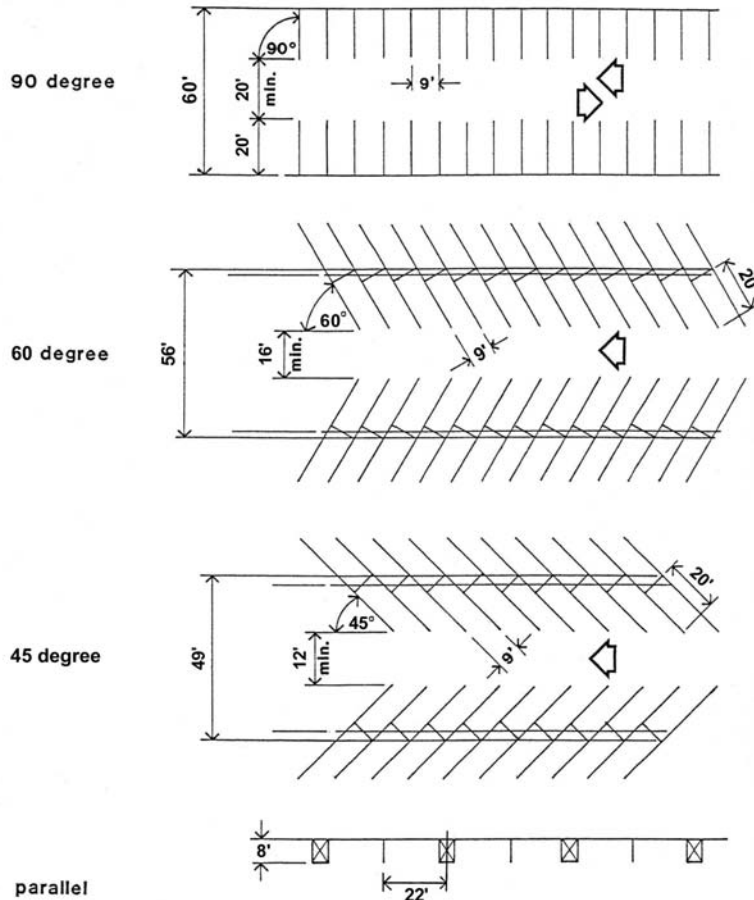
At a minimum, the TIS shall include the following:

1. An analysis of existing traffic conditions or site restrictions using current data.
2. Projected trip generation at the subject site based on the most recent edition of the Institute of Transportation Engineers' *Trip Generation* manual. The City may approve use of other trip generation data if based on recent studies of at least three (3) similar uses at similar locations in Michigan.
3. Illustrations of current and projected turning movements at access points, including identification of potential impacts of the development on the operation of the abutting streets. Capacity analysis shall be based on the most recent edition of the of the Transportation Research Board's *Highway Capacity Manual*, and shall be provided in an appendix to the TIS.
4. Description of the internal vehicular circulation and parking system for passenger vehicles and delivery trucks, as well as the circulation system for pedestrians, bicycles, and other users.
5. Prediction of the peak-hour operational conditions at site driveways and street intersections affected by the development.
6. Justification of need, including statements describing how any altered or additional access points will meet the intent of this Article, preserve public safety and street capacity, and be consistent with the adopted master transportation plans for the City, county or state road authorities.
7. Qualifications and documented experience of the author in preparing traffic impact studies in Michigan. The preparer shall be either a registered traffic engineer (P.E.) or a transportation planner, with at least three (3) years of experience preparing traffic impact studies in Michigan. If the TIS involves geometric design, the study shall be prepared or supervised by a registered engineer with adequate experience in traffic engineering.

## ILLUSTRATIONS



## Barrier-Free Parking Space Layout



## Parking Layout