

ARTICLE 10.00
PARKING, LOADING AND DRIVEWAYS

Section 10.1. Purpose

Off-street parking and loading shall be provided in all districts in accordance with the provisions herein at the time any structure or use is established, constructed, altered, or expanded.

Section 10.2. General Provisions

10.2.1. Off-Street Parking.

- A. Off-street parking for residential uses shall be located on the same lot or parcel as the residence they are intended to serve.
- B. Off-street parking for non-residential uses shall be located on the same lot or parcel or within three hundred (300) feet of the building it is intended to serve provided the provisions of Section 10.2.2., Collective Parking, are met.
- C. A minimum area of 200 square feet shall be provided for each vehicle parking space and each space shall be designated and reserved for parking.
- D. A suitable means of ingress and egress shall be provided and located to minimize traffic congestion and interference with pedestrian movement. The location of all entrances and exits and directional signs, shall be approved by the Planning Commission, and where required by the Livingston County Road Commission and the Michigan Department of Transportation.
- E. Parking areas with a capacity of four or more vehicles shall be hard surfaced (either concrete, bituminous asphalt or other stabilized engineered surface) prior to occupancy and shall provide adequate drainage facilities to dispose of all collected surface water. The requirement for paving may be waived by the Planning Commission through paragraph 10.2.1 (I).
- F. Except for single-family residential lots, lighting shall be provided for use when a parking area is in operation. The installation of such lighting shall be hooded or shielded as to reflect the light away from abutting or neighboring property.
- G. When required off-street parking in a non-residential district abuts a residential district, there shall be located a landscaped buffer strip fifteen (15) feet wide and parallel to the mutual boundary. The buffer strip shall be composed of trees and/or foliage. In lieu of a buffer strip, the Planning Commission may permit or require a solid fence or wall between six (6) and eight (8) feet in height shall be located along the mutual boundary.
- H. Federal and State requirements regarding handicapped parking and access shall apply.
- I. Where the Planning Commission determines that a gravel off-street parking lot or loading area would be preferable to hard surface paving for environmental and drainage reasons, a gravel parking lot and/or loading area may be permitted. This determination will be based upon the following criteria.
 - 1. The types of uses to be conducted in the storage area;

2. The types and amounts of hazardous materials to be used at the site;
3. The extent of natural vegetation to filter dust generated by a gravel parking or loading area;
4. The existence of adjacent uses which may be impacted by dust generated by a gravel parking or loading area;
5. Existing hydrologic and ecologic features such as adjacent wetland complexes which may be better protected by the reduced runoff resulting from gravel parking or loading area;
6. Existing soil permeability sufficient to provide desired infiltration;
7. The potential for, or ability to minimize, erosion and sedimentation from a gravel parking or loading area.

10.2.2. Collective Parking.

- A. The collective provision of off-street parking for two or more structures or uses is permitted provided that the number of spaces provided collectively is not less than the sum of the requirements for various individual uses.
- B. The total of such off-street parking facilities required for joint or collective use may be reduced by the Zoning Administrator in accordance with the following rules and standards:
 1. Uses for which the collective off-street parking facilities are to serve do not operate during the same hours of the day or night.
 2. Not more than fifty (50) percent of the off-street parking facilities required for theaters, churches, bowling alleys, dance halls, and establishments for sale and consumption of alcoholic beverages, food, or refreshments may be supplied by off-street parking facilities provided for other buildings.
 3. The required off-street parking for a particular use may be reduced by its proportionate share of any publicly-owned parking lot within three hundred (300) feet of street travel, or for which it has been assessed.

10.2.3. Off-Street Loading.

- A. Uses involving the receipt or distribution by vehicles of materials or merchandise shall provide and permanently maintain adequate space for standing, loading, and unloading services in order to avoid undue interference with public use of the streets or alleys, and thus, help relieve traffic congestion.
- B. Every such building or structure housing such a use and having over 5000 square feet of gross floor area shall be provided with at least one truck standing, loading, and unloading space on the premises not less than 12 feet in width, 25 feet in length, and 14 feet in height. One additional truck space of these dimensions shall be provided for every additional 20,000 square feet or fraction thereof of gross floor area in the building.
- C. Off-street loading space and access drives shall be paved, drained, lighted, and shall have appropriate bumper or wheel guards where needed. Any light used for illumination shall be so arranged as to reflect the light away from adjoining premises and streets. The

requirement for paving may be waived by Planning Commission through paragraph 10.2.1 (I).

- D. When required off-street loading in a non-residential district abuts a residential district, there shall be located a landscaped buffer strip fifteen (15) feet wide and parallel to the mutual boundary. The buffer strip shall be composed of trees and/or foliage. In lieu of a buffer strip, the Planning Commission may permit or require a solid fence or wall between six (6) and eight (8) feet in height shall be located along the mutual boundary.
- E. Loading spaces shall not be construed as supplying off-street parking space.

10.2.4. Collective Loading.

- A. The collective provision of off-street loading space for two or more structures or uses is permitted provided that the loading space collectively is not less than the sum of the requirements for the various individual uses.

Section 10.3. Parking Space Requirements

The minimum number of off-street parking spaces required for any structure or use which is established, constructed, altered, or expanded is set forth in Section 10.3.1, Schedule of Parking Space Requirements. In the case of a use not specifically mentioned, the requirements of off-street parking facilities for a use which is so mentioned and similar in character to the use not listed shall apply. When units of measurements determining the number of required parking spaces result in requirement of a fractional space, any fraction up to and including one-half (1/2) shall be disregarded and fractions over one-half (1/2) shall require one (1) parking space.

10.3.1. Schedule of Parking Space Requirements.

<u>Use</u>	<u>Required Spaces</u>
1. One-family dwellings	Two (2) parking spaces for each family dwelling unit.
2. Multiple dwellings	One and one-half (1/2) parking spaces per dwelling unit.
3. Auto courts, motels, tourist homes	One (1) parking space for each individual living or sleeping unit, plus two (2) spaces for operating personnel.
4. Boarding and lodging houses, fraternities, private clubs	Two (2) parking spaces for each three (3) beds.
5. Hotels	One (1) parking space for each two (2) sleeping rooms, plus one (1) additional space for each two (2) employees.

10.3.1. Schedule of Parking Space Requirements (continued).

<u>Use</u>	<u>Required Spaces</u>
6. Auditoriums (incidental to schools), churches, theaters, buildings for similar uses with fixed seats	One (1) parking space for each four (4) seats, plus additional spaces equal in number to fifty percent of the number of employees.
7. Auditoriums (other than incidental to schools), lodge halls, or buildings of similar uses without fixed seats	One (1) parking space for each six (6) persons permitted in such edifice as determined in the capacity limitations, thereof, by the Fire Marshall.
8. Convalescent home orphanage, or similar use	One (1) parking space for each four (4) beds plus one (1) space for each two (2) employees.
9. Hospitals, sanitariums	One (1) parking space for each three (3) patient beds; plus one (1) space for each staff or visiting doctor; plus one (1) space for each two (2) employees.
10. Clinics	Four (4) spaces for each doctor plus one (1) space for each employee.
11. Elementary and junior high schools	One (1) parking space for each two (2) employees (including teachers and administrators).
12. High schools and colleges	One (1) parking space for each two (2) employees (including teachers and administrators) plus one (1) for each ten (10) students in addition to the requirements of the auditorium.
13. Stadium and sports areas	One (1) parking space for each four (4) seats.
14. Dance halls, pool and billiard rooms, exhibition	One (1) parking space for each three (3) persons permitted in such edifice as determined in the capacity limitations, thereof, by the Fire Marshall.
15. Bowling alleys	Five (5) parking spaces for each alley plus one (1) space for each employee.
16. Mortuaries or funeral homes	One (1) parking space for each twenty-five (25) sq. ft. of floor area in the slumber rooms, parlors, chapels, or individual funeral service rooms.

17. General office building One (1) parking space for each 400 sq. ft. of gross floor area excluding auto parking within or on the building.

10.3.1. Schedule of Parking Space Requirements (continued).

<u>Use</u>	<u>Required Spaces</u>
18. Bank, professional office building	One (1) parking space for each 200 sq. ft. of floor area plus one (1) parking space for each professional person working within the building.
19. Retail stores, except as otherwise specified herein	One (1) parking space for each 150 sq. ft. of floor area excluding auto parking space within or on the building.
20. Establishment for sale and consumption inside a building of alcoholic beverages, food, or refreshments	One (1) parking space for each four (4) patron seat, plus one (1) parking space for each two (2) employees.
21. Drive-in and drive-through restaurants	One (1) parking space for each 50 sq. ft. of eating area, plus one (1) parking space per employee, plus ten (10) stacking spaces for each drive-through window.
22. Drive-through banks and other drive-through establishments	Four (4) stacking spaces for drive-through window or transaction station, in addition to the requirements for the remainder of the use.
23. Gasoline filling and service stations	One (1) parking space for each repair and service stall, plus one (1) space for each employee in the two (2) shifts which have the greatest number of employees.
24. Furniture and appliance stores, personal services (except beauty parlors and barber shops), household equipment or furniture repair shops, clothing or shoe repair or service shops, hardware stores	One (1) parking space for each 400 sq. ft. of floor area.
25. Beauty shops and barber shops	Two (2) parking spaces for each beauty and/or barber shop chair.

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| 26. Automotive sales and service garages | One (1) parking space for each 200 sq. ft. of floor area. |
| 27. Warehouses, wholesale stores | One (1) parking space for each 800 sq. ft. of floor area. |

10.3.1. Schedule of Parking Space Requirements (continued).

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| 28. Libraries, museums, post offices | One (1) parking space for each 800 sq. ft. of floor area plus one (1) parking space for each two (2) employees. |
| 29. Fruit and vegetable stands | Five (5) parking spaces, plus one (1) parking space for each twenty-five (25) sq. ft. of floor area. |
| 30. Industrial establishments, including manufacturing, research and testing labs, creameries, bottling works, printing and engraving shops | One (1) parking space for each employee expected to work on the two (2) shifts which have the greatest number of employees every day, plus ten (10) parking spaces for visitor parking purposes. |
| 31. Auction for the sale of livestock | Two (2) sq. ft. of parking area for each one (1) sq. ft. of buildings, pens, and all enclosed area on the premises of the auction facility. |

Sections 10.4. through 10.7. Reserved for Future Use

Section 10.8. Driveway Standards

10.8.1. Purpose.

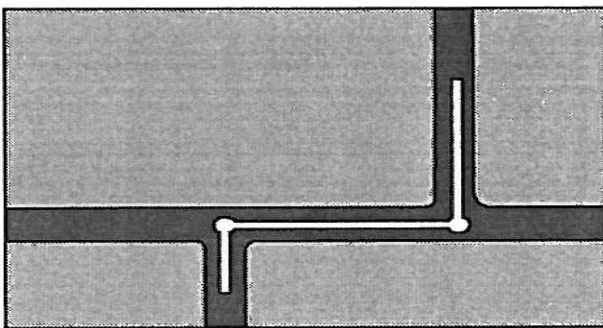
The intent of this section is to establish standards for driveway spacing and the number of driveways for application during the site plan review process. The standards of this section are intended to promote safe and efficient travel within the township; minimize disruptive and potentially hazardous traffic conflicts; separate traffic conflict areas by reducing the number of driveways; provide efficient spacing standards between driveways, and between driveways and intersections; implement the Master Plan, the and other subarea plan recommendations; protect the substantial public investment in the street system; and to ensure reasonable access to properties, though not always the most direct access.

The standards herein apply to site plans and plats along roads which are under the jurisdiction of the Livingston County Road Commission or Michigan Department of Transportation (MDOT). Both of those agencies have driveway design and permit requirements, however, those general

standards may not be sufficient to meet the particular traffic issues and objectives of Hamburg Township. Therefore, the driveway standards herein may be more restrictive than those provided by the road agencies. Construction within the public right-of-way under the jurisdiction of Livingston County or MDOT still must also meet the permit requirements of the road agency. Where any conflicts arise, the more stringent standard shall apply.

10.8.2. Definitions.

- A. **Arterials, Collectors and Local Roads.** Arterials, collectors and local roads are as classified in the Township Master Plan. Arterial Roads are as follows:
1. M-36;
 2. Hamburg Road;
 3. Winans Lake Road;
 4. Chilson Road;
 5. Strawberry Lake Road;
 6. Pettysville Road;
 7. McGregor Road; and,
 8. Whitewood/Shehan Road.
- B. **Commercial Driveway.** For the purposes of this section, a commercial driveway is defined as any vehicular access except those serving one (1) or two (2) dwelling units or an essential public service use, building or structure.
- C. **Offset.** The distance between the centerline of the subject driveway and the centerline of driveways on the opposite side of the street.



OFFSET OF ACCESS POINTS

10.8.3. General Standards for Driveway Location.

- A. Driveways shall be located so as to minimize interference with the free movement of traffic, to provide adequate sight distance, and to provide the most favorable driveway grade.
- B. Driveways, including the radii but not including right turn lanes, passing lanes and tapers, shall be located entirely within the right-of-way frontage, unless otherwise approved by

Livingston County or the Michigan Department of Transportation and upon written certification from the adjacent property owner agreeing to such encroachment.

10.8.4. Standards for the Number of Commercial Driveways.

The number of commercial driveways shall be the minimum necessary to provide reasonable access for regular traffic and emergency vehicles, while preserving traffic operations and safety along the public roadway. A single means of direct or indirect access shall be provided for each separately owned parcel. Where possible, this access shall be via a shared driveway or a service drive. Where it is not possible to provide shared access, this access may be by a single driveway. Additional driveways may be permitted for a property only under one of the following:

- A. One (1) additional driveway may be allowed for properties with a continuous frontage of over five hundred (500) feet, and one (1) additional driveway for each additional five hundred (500) feet of frontage, if the Planning Commission determines there are no other reasonable access opportunities.
- B. Two one-way driveways may be permitted along a frontage of at least one hundred twenty five (125) feet, provided the driveways do not interfere with operations at other driveways or along the street.
- C. The Planning Commission may determine additional driveways are justified due to the amount of traffic generated by the use without compromising traffic operations along the public street, based upon a traffic impact study submitted by the applicant.

10.8.5. Driveway Spacing Standards.

- A. **Between Driveways.** The minimum spacing between two commercial driveways on the same side of the road shall be determined based upon posted speed limits along the parcel frontage. The minimum spacings indicated below are measured from centerline to centerline.

Table 10.8.5. A

<u>Posted Speed Limit (MPH)</u>	<u>Minimum Driveway Spacing (In Feet)</u>
25	125
30	155
35	185
40	225
45+	300

- B. For sites with insufficient street frontage to meet the above criterion, the Planning Commission may require construction of the driveway along a side street, a shared driveway with an adjacent property, construction of a driveway along the property line farthest from the intersection or require a service/frontage road.

- C. **Offsets.** To reduce left-turn conflicts, new commercial driveways should be aligned with driveways or streets on the opposite side of the roadway where possible. If alignment is not possible, driveways should be offset a minimum of two hundred fifty (250) feet along an Arterial roadway and one hundred fifty (150) feet along other roadways. Longer offsets may be required depending on the expected inbound left-turn volumes of the driveways, or sight distance limitations.
- D. **Spacing from Intersections.** Minimum spacing requirements between a proposed commercial driveway and an intersection either adjacent or on the opposite side of the street may be set on a case-by-case basis by the Planning Commission during site plan review but in no instance shall be less than the distances listed below. The following measurements are from the near edge of the proposed driveway, measured at the throat perpendicular to the street, to the near lane edge of the intersecting street or pavement edge for uncurbed sections.

Table 10.8.5. B

<u>Minimum Commercial Driveway Spacing from Street Intersections</u>		
<u>Location of Driveway</u>	<u>Minimum Spacing for a Full Movement Driveway</u>	<u>Minimum Spacing for a Channelized Driveway Restricting Left Turns</u>
Along Arterial from intersection with another Arterial	300 feet	300 feet
Along Arterial from intersection with a Collector or Local Street	250 feet	125 feet
Along Collector or Local Street from an intersection with an Arterial	125 feet	75 feet
Along a Collector from intersection with a non-arterial	125 feet	125 feet
Along a Local Street or Private Road from intersection with a non-arterial intersection	75 feet	75 feet

For sites with insufficient street frontage to meet the above criterion, the Planning Commission may require construction of the driveway along a side street, a shared driveway with an adjacent property, construction of a driveway along the property line farthest from the intersection or require a service/frontage road.

10.8.6. Standards for Shared Driveways and Service/Frontage Roads.

The use of service roads, in conjunction with driveway spacing, is intended to preserve traffic flow along major thoroughfares and minimize traffic conflicts, while retaining reasonable access to the property. Where noted above, or where the Planning Commission determines that reducing the

number of access points may have a beneficial impact on traffic operations and safety while preserving the property owner's right to reasonable access, access from a side street, a shared driveway or service road connecting two or more properties or uses may be required. In particular, service drives, frontage roads or at least a connection between uses may be required in the following cases:

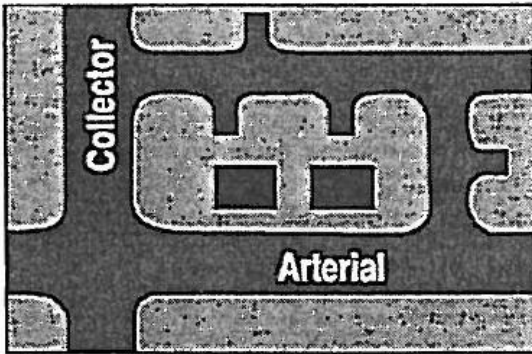
- A. Where the driveway spacing standards of this section cannot be met.
- B. Where recommended in the Township Master Plan and other corridor or sub-area master plans.
- C. When the driveway could potentially interfere with traffic operations at an existing or potential traffic signal location.
- D. The site is along an Arterial, particularly along segments experiencing congestion or a relatively high number of accidents.
- E. The property frontage has limited sight distance.
- F. The fire department recommends a second means of emergency access.

10.8.7. Design Standards for Service Drives.

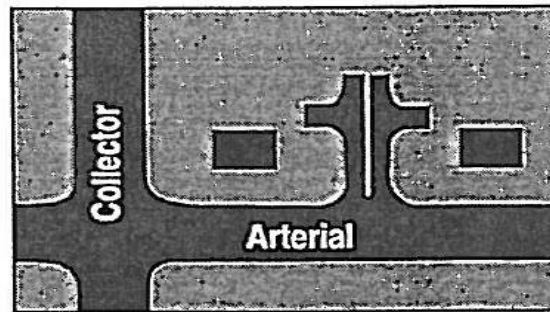
Service roads, as an alternate to numerous individual driveways serving a series of uses or lots, shall be designed according to the following additional standards:

- A. **Location.** Service roads shall generally be parallel or perpendicular to the front property line and may be located either in front of, adjacent to, or behind, principal buildings and may be placed in required yards. In considering the most appropriate alignment for a service road, the Planning Commission shall consider the setbacks of existing and/or proposed buildings and anticipated traffic flow for the site.
- B. **Access Easement.** The service road shall be within an access easement permitting traffic circulation between properties. This easement shall be at least forty (40) feet wide.
- C. **Construction and Materials.** Service roads shall have a base, pavement, and curb and gutter in accordance with Township standards, except the width of the service road shall be twenty-six (26) feet wide, measured from curb edge-to-edge.
- D. **Parking.** The service road is typically intended to be used exclusively for circulation, not as a parking maneuvering aisle. The Planning Commission may require the posting of "no parking" signs along the service road. In reviewing the site plan, the Planning Commission may permit temporary parking in the easement area where a continuous service road is not yet available, provided that the layout allows removal of the parking in the future to allow extension of the service road. The Planning Commission may approve angled or parallel parking.
- E. **Access Points.** The Planning Commission shall approve the location of all accesses to the service/frontage road, based on the driveway spacing standards of this Article. The throat depth of the access points shall be considered adequate to minimize conflicts with traffic on the public road, in consideration of expected traffic volumes.

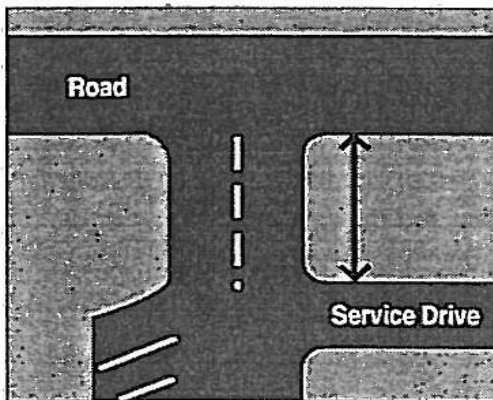
- F. **Temporary Access.** The Planning Commission may approve temporary access points where a continuous service road is not yet available and a performance bond or escrow is created to assure elimination of temporary access when the service road is continued.
- G. **Elevation.** The site plan shall indicate the proposed elevation of the service/frontage road at the property line and the Township shall maintain a record of all service road elevations so that their grades can be coordinated.
- H. **Maintenance.** Each property owner shall be responsible for maintaining the service/frontage road.



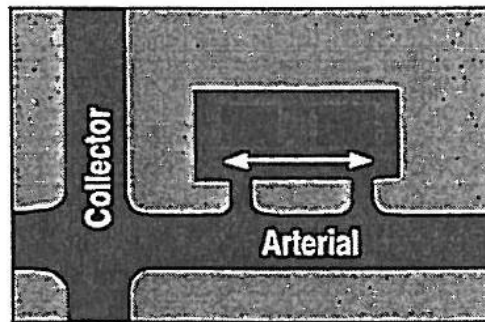
REAR SERVICE DRIVES



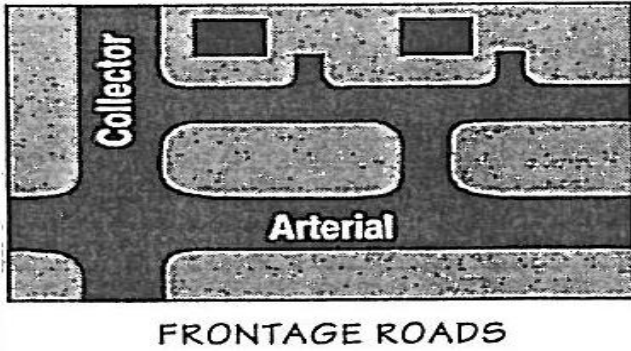
SHARED DRIVEWAY



THROAT DEPTH



PARKING LOT CONNECTIONS (RETROFIT)



10.8.8. Commercial Driveway Design.

Commercial driveways shall be designed according to the standards of the Livingston County Road Commission or MDOT, as applicable, and in accordance with the following:

- A. For high traffic generators, or for commercial driveways along roadways experiencing or expected to experience congestion, all as determined by the Planning Commission, two egress lanes may be required (one being a separate left turn lane).
- B. Where a boulevard entrance is desired by the applicant or Planning Commission, a fully curbed island shall separate the ingress and egress lanes. The radii forming the edges on this island shall be designed to accommodate the largest vehicle that will normally use the driveway. The minimum area of the island shall be one hundred eighty (180) square feet. The Planning Commission may require landscaping on the section outside the public right-of-way. Such landscaping shall be tolerant of roadway conditions. Direct alignment of boulevard entrances is discouraged.
- C. All commercial driveways shall provide an unobstructed clear vision area between a height of three (3) feet and ten (10) feet in a triangular area measured ten (10) feet back from the point of intersection of the driveway and the street right-of-way (see graphic)

10.8.9. Standards For Shared Residential Driveways (Residential Zoning Districts).

- A. The number of residential driveways shall be the minimum necessary to provide reasonable access for regular traffic and emergency vehicles, while preserving traffic operations and safety along the public roadway. A single means of direct or indirect access shall be provided for each separately owned parcel. Where possible along arterials and collectors, access shall be via a shared driveway. Where it is not possible to provide shared access, this access may be by an individual driveway.
- B. A lot split for a parcel that has frontage along an arterial road that will result in more than one parcel with access to said arterial, shall meet the following shared access requirements:

Table 10.8.9. A

<u>Road Type</u>	<u>One Driveway For Each</u>
M-36	500 ft. of frontage

Other Arterials	250 ft. of frontage
Other Roads	Based on minimum lot width (frontage) of the zoning district.

1. All lots created that do not provide the above required frontage shall have shared access from the single driveway meeting the standards of subsection C below, a private road meeting the standards of the Township Private Road Ordinance or a public street.
 2. The Planning Commission may approve additional driveways where safe traffic operations will be maintained based upon vehicular speeds, traffic volumes relationship to other access points, sight distance and comments of MDOT or the Livingston County Road Commission.
- C. Two (2) single-family lots may have access from a private driveway when the following conditions are met:
1. The driveway surface shall be a uniform minimum sixteen (16) feet wide, measured edge to edge. The width may be reduced to twelve (12) feet if the length of the shared driveway is less than three hundred (300) feet or if there are significant topographic, wetland, or other natural features on the site and sixteen (16) foot wide passing flares are provided at least every three hundred (300) feet.
 2. The driveway shall be constructed of materials suitable to accommodate emergency vehicles.
 3. There shall be a recorded shared access easement. The applicant shall provide record of the shared access agreement and documentation that shared access agreement has been recorded with the Livingston County Register of Deeds prior to the issuance of a land use permit.
 4. The driveway shall be maintained by the landowners to ensure adequate access for emergency vehicles. (It is the land owners’ responsibility to maintain this access).

10.8.10. Modification of Standards for Special Situations.

During site plan review the Planning Commission shall have the authority to modify the standards of this Article upon consideration of the following:

- A. The standards of this section would prevent reasonable access to the site.
- B. Access via a shared driveway or service/frontage road is not possible due to the presence of existing buildings or topographic conditions.
- C. Roadway improvements (such as the addition of a traffic signal, a center turn lane or bypass lane) will be made to improve overall traffic operations prior to project completion, or occupancy of the building.
- D. The use involves the redesign of an existing development or a new use which will generate less traffic than the previous use.

- E. The proposed location and design is supported by the Livingston County Road Commission or MDOT as an acceptable design under the conditions. The Planning Commission may also request the applicant provide a traffic impact study to support the requested access design.
- F. The modification shall be of the minimum amount necessary, but in no case shall spacing of a full-access driveway be less than sixty (60) feet, measured centerline to centerline.
- G. Where there is a change in use or expansion at a site that does not comply with standards herein, the Planning Commission shall determine the amount of upgrade needed in consideration of the existing and expected traffic pattern and the capability to meet the standards herein to the extent practical. (See also Section 11.8, Nonconforming sites).