# ARTICLE 7
# OFF-STREET PARKING AND LOADING/UNLOADING

## §7.01 STORAGE IN FRONT YARD

Nothing in this Ordinance shall permit the storage or parking of any vehicle or non-permanent structure within the required front yard of any lot within a residential district, except that the parking of a licensed operable passenger vehicle on a driveway located on private property shall not be prohibited.

## §7.02 OFF STREET PARKING AND LOADING SPACE REQUIREMENTS

A. Off-street parking spaces shall be provided for each land use activity in accordance with the following minimum schedule.

**TABLE 7-1**
**Off-Street Parking and Loading/Unloading**

| Use | Required Number of Parking Spaces | Per Unit of Measure as Follows |
|---|---|---|
| Residential Uses | | |
| a. Dwelling Unit | 2 | per unit unless the development project is a senior citizens housing complex in which case a minimum of 1.25 parking spaces per unit shall be required, with the ability to expand up to two spaces per unit upon demand by the City of Clio Commission. |
| b. Motels | 1 | space per rooming unit |
| c. Hotels | 1 | space per room |
| d. Rooming houses, fraternity houses, dormitories, etc. | 2 | spaces per 3 persons for whom accommodations are provided |
| e. Mobile home parks | | (regulated by MHC) |
| f. Travel trailer park | 1 | space per site |
| Institutional and Public Assembly Uses | | |
| a. Nursery, elementary and junior high schools | 5 | spaces plus 1 per classroom, or 1 per 10 seats in the assembly hall, whichever is greater |
| b. High Schools and colleges with dormitory facilities | 10 | spaces plus 1 per classroom plus 1 per 5 students, or 1 per 10 seats in the assembly hall, whichever is greater |

**TABLE 7-1**
**Off-Street Parking and Loading/Unloading**

| Use | Required Number of Parking Spaces | Per Unit of Measure as Follows |
|---|---|---|
| c. Colleges without dormitory facilities | 1 | space per classroom plus 1 space per adult student, or 1 per 10 seats in the assembly hall, whichever is greater |
| d. Stadia and sport arena | 1 | space per 4 seats |
| e. Swimming pools | 1 | space per 100 square feet of pool surface area |
| f. Assembly halls, churches, mortuaries, theaters | 1 | space per 5 seats of the largest assembly area |
| g. Hospitals | 1 | space per 2 beds |
| h. Convalescent homes, homes for the aged | 1 | space per 4 beds |
| Commercial Uses | | |
| a. Business offices, except as otherwise specified herein | 1 | space per 300 square feet of floor area |
| b. Professional offices of architects, attorneys, accountants, engineers, real estate brokers, etc. | 1 | space per 300 square feet of floor area |
| c. Medical and dental clinics | 1 | spaces per 300 square feet of floor area, but not less than 5 spaces |
| d. Retail stores, except as other-wise specified herein | 1 | space per 300 square feet of gross floor area |
| e. Retail stores of appliances, furniture, motor vehicles, lumber and building materials | 1 | space per 600 square feet of sales area |
| f. Restaurants and bars | 1 | space per 200 square feet of floor area |
| g. Beauty or barber shops | 2 | per station plus 1 per 2 employees |
| h. Service shops | 1 | space per 300 square feet |
| i. Bowling alleys | 2 | spaces per alley |
| j. Pool rooms, bow and arrow, and other recreation facilities | 1 | space per 300 square feet |
| k. Service Stations | 1 | space per 200 square feet of floor area pump locations are not to be included as a parking space. |
| Industrial Uses | | |
| | | |

| TABLE 7-1<br>Off-Street Parking and Loading/Unloading | | |
|---|---|---|
| Use | Required Number of Parking Spaces | Per Unit of Measure as Follows |
| a. Parking space requirements for all industrial uses shall equal at least the employee load factor, as proposed in the application for a building permit, or at a rate of at least one space per 50 square feet, whichever appears reasonable and accurate to the City Planning Commission; provided, however, parking requirements for administrative offices shall be in addition to any such industrial use requirement. | | |
| Exception<br>a. The parking requirements for all uses proposed on a lot shall be cumulative, unless the City Planning Commission shall find that the parking requirements of a particular land use occur at different hours from those of other contiguous land uses, such that such particular land use parking requirements can be advantageously used during other non-conflicting hours by the other contiguous land uses, in which event the required parking spaces for such particular land uses may be reduced by the City Planning Commission to a minimum of the greatest number of spaces required for any of such contiguous land uses.<br>b. During site plan review, the Planning Commission may reduce the required off-street parking otherwise required by up to 20% if they determine that such a reduction is appropriate based on information provided by the applicant. | | |

B. Off-street Parking Regulations Within a Residential District.

1. All residential buildings or non-residential buildings in a residential district shall be provided with required parking areas on the same lot with the building or on a lot immediately adjacent to the lot with the building intended to be served.

2. Such parking areas shall not be located in any required front yard or required side yard except in a case of a dwelling with a driveway leading to a garage or parking area, the drive may be used for parking. Yard requirements for parking areas shall be the same as those required for buildings in the residential district in which such parking is located.

3. All parking areas, except for one (1) and two (2) family dwellings, shall be screened on all sides abutting a residential district or a street. Such screening shall consist of an ornamental fence, or planting hedge not less than three (3) feet or more than six (6) feet high of a type which will obscure vision at all seasons from adjoining property. In the event that a hedge is used, the above minimum height shall be achieved no more than three (3) years after planting.

4. No parking area shall be used for parking or storing of any commercial vehicle exceeding one (1) ton capacity in a residential district.

5. No commercial repair work, servicing, or selling of any kind shall be conducted on such areas, and no sign of any kind other than those indicating entrances, exits and conditions of use shall be erected thereon. No charge shall be made for parking or storage of vehicles.

6. The establishment and operation of off-street parking areas in such parts of a residential district that is immediately adjacent to or across an alley from a business or industrial district and is intended to serve said business or industry may be authorized by the City Planning Commission subject to the conditional use provisions of Section 13.01, and subject to the following requirements:

   a. Entrance and exit drives shall be at a distance of at least twenty (20) feet from any adjoining property line in a residential district.
   b. All requirements of this Section shall be complied with together with any other requirements deemed necessary or desirable by the Planning Commission for the protection of the parking area and the residential district in which such parking areas are to be located.

C. Off-street loading spaces for specified land uses shall be provided in accordance with the following requirements.

1. Retail Uses: All retail sales facilities will provide one (1) loading space. All retail sales facilities exceeding 10,000 square feet in floor area shall provide two (2) loading spaces plus one (1) loading space for each additional 30,000 square feet of floor area over 10,000 square feet.

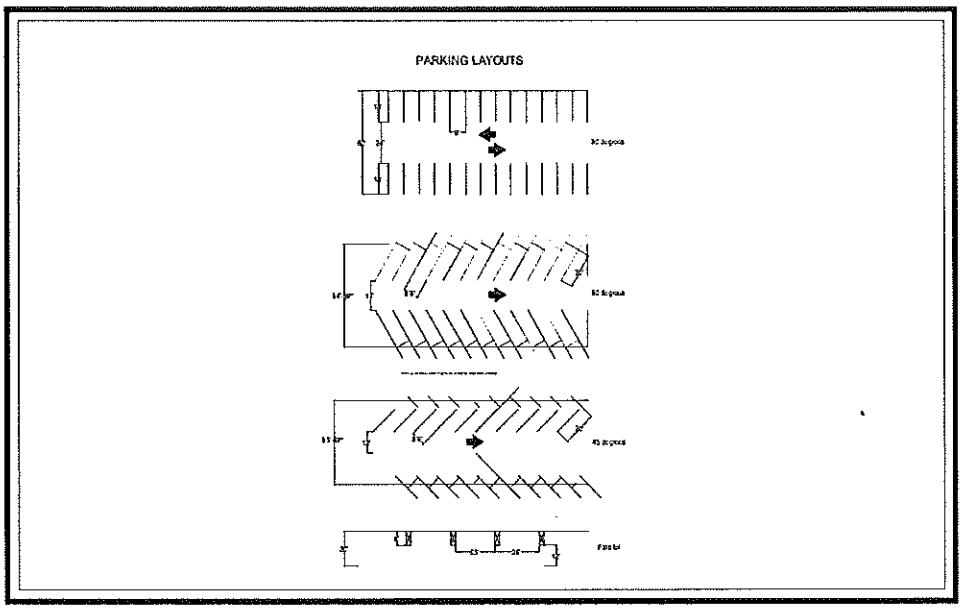
2. Industrial Uses: All industrial land uses shall provide one (1) loading space for each 10,000 square feet of floor area, with a minimum of not less than two (2) loading spaces.

3. All loading spaces shall be located and designed to avoid creating traffic hazard to public use of all public rights-of-way.

D. Design Requirements: An off-street parking and/or loading area and dimensional requirements showing compliance with this Ordinance shall be submitted to the Building Inspector for approval before the issuance of a building permit for the structure for which the parking facility and/or loading area is required.

1. Each parking space shall consist of an area not less than ten (10) feet wide by twenty (20) feet deep; provided, however, such dimensions shall be increased, when necessary, to permit safe ingress and egress thereto and provided that a 2 foot over hang allowance may be granted spaces fronting on a sidewalk. Variations in the minimum parking space area is permitted in the case of angle parking for angles less than ninety (90) degrees as shown in Figure 7-1 in Section 8.04. A stacking space shall require an area a minimum of ten (10) feet wide and twenty five (25) feet long.

**Figure 7-1**




2. Required off-street parking areas for three (3) or more automobiles shall have individual spaces marked, and shall be so designed, maintained, and regulated that no parking or maneuvering incidental to parking shall be on any public street, walk, or alley, and so that any automobile may be parked and maneuvered without moving or damaging another.

3. For purposes of rough computation, an off-street parking space and necessary access and maneuvering room may be estimated at three hundred (300) square feet, but off-street parking requirements will be considered to be met only when actual spaces meeting the requirements above are provided and maintained, or improved in a manner appropriate to the circumstances of the case, and in accordance with all ordinances and regulations of the City.

4. There shall be a curb or bumper rail provided wherever an off-street parking and loading area adjoins a public sidewalk or right-of-way so designed to prevent any portion of a vehicle from encroaching upon said walk or right-of-way.

5. Any lighting used to illuminate any off-street parking and loading area shall be so arranged so as to direct light away from adjoining property and streets.

6. Off-street parking and loading areas shall be surfaced with asphalt, bituminous or concrete pavement, and shall be graded and drained to dispose of all surface water into storm sewer system.

7. Any construction or rearrangement of existing drives which involve the ingress and/or egress of vehicular traffic to or from a public street shall be so arranged so as to insure the maximum of safety and the least interference with traffic upon said streets and shall be approved by the Building Inspector, in writing.

8. Fractional requirements. When units or measurements determining number of required parking spaces result in requirement of a fractional space, any fraction up to, and including one half (½) be disregarded and fractions over one half (½) require one (1) parking space.

9. Usable floor area. Calculations of usable floor area, for the purpose of determining parking requirements shall follow the definition of useable floor area in Article 2 of this Ordinance.

10. Seating capacity. As used in this article for parking requirements, seats shall mean that each twenty four (24) inches of seating facilities shall be counted as one (1) seat, except that where specifications and plans filed with the Building Inspector specify a certain seating capacity for a particular building, such specified seating capacity shall be used as the basis for required parking space.

11. Similar uses and requirements. In the case of a use not specifically mentioned, the parking requirement of a use listed in Table 7-1 that is expected to generate similar off-street parking demands will be used. The selection of a similar use will be made by the Planning Commission for developments requiring site plan review. All other cases will be handled by the Zoning Administrator.

12. Protective screening. Protective screening will be provided for parking lots as required under the provisions of Article 11 of this Ordinance.

13. Existing off-street parking at effective date of this ordinance. Off-street parking existing at the effective date of this Ordinance which serves an existing building or use, shall not be reduced to a size that is less than that required under the terms of this Ordinance.

14. Collective provisions. Nothing in this section shall be construed to prevent collective provisions of off-street parking facilities for two (2) or more buildings or principal uses, provided such facilities collectively shall not be less than the sum of the requirements for the various individual uses computed separately in accordance with this Article.

15. Joint use. Where two or more abutting parcels in any Commercial Zoning District provide paved vehicular access between hard surfaced parking areas, allowing travel from one parcel to another without use of a public street, the total number of off-street parking spaces required for each parcel may be reduced by ten percent (10%) in addition to reductions allowed by other provisions of this section.

16. Spaces reserved for parking. All approved parking spaces shall be reserved for parking only and shall not be used for storage, outdoor sales or other uses. This provision does not apply to areas within parking lots approved during site plan review for other uses such as shopping cart corrals.

17. Changes in use. For changes in use which increase the number of required parking spaces, the additional parking spaces shall be provided.

18. Parking for events. For infrequent events held at places of assembly (including but not limited to churches, clubs, and lodges) which generate a higher parking demand than normal, parking may be provided in a temporary, unimproved overflow parking area on site. Parking for such events shall not be on the street.

19. Parking in C-1. Businesses in the C-1 zoning district are not required to provide off street parking, but accessory apartments are required to have the necessary off street parking.

20. In the C-2 Zoning District, there shall be dedicated to the City an easement to be regulated by the City Commission, upon the advice and recommendation of the City Planning Commission, providing for vehicle access to adjacent parking lots to minimize the need for driveways to each land use area and thereby decreasing hazards to vehicular traffic. The advice and recommendation of the City Planning Commission shall cover the design and layout of the entire parking area, including roadways, and be based on documented findings of safe ingress and egress from the public right-of-way and maneuvering within said parking area, and such other requirements as deemed necessary to provide a safe and healthy environment for the general public.

21. Parking in IBP District. All parking required for uses in the IBP District shall be located on the lot that the use is located on. For the purposes of this requirement two or more contiguous lots of record shall be considered the same lot.