

PRELIMINARY DRAFT ZONING ORDINANCE FOR PUBLIC FORUM

TUESDAY, JUNE 13, 2023

CHAPTER 12

OFF-STREET PARKING-DRIVEWAYS

Section XX Purpose and General Requirements

Purposes. This article is intended to serve and promote multiple purposes to enhance the protection of the public health, safety, and welfare:

- To lessen congestion upon the public streets of the city.
- To accomplish traffic control.
- To ensure that development supplies the parking needed to serve the associated uses, residents, tenants, and visitors.
- To achieve design of parking areas resulting in creation of attractive living and working environments.
- To achieve an appropriate balance between the demand for and supply of off-street parking.
- To promote joint-access and cross-access between adjacent properties.
- To protect surrounding neighborhoods.
- To accommodate and encourage multi-modal transportation usage.
- To assist in the creation of a continuous pedestrian and bicycle environment linking all primary buildings and open space.

Applicability. The regulations in this article support these purposes by requiring the owners and operators of land, structures, and uses to provide parking on their own premises in accordance with the demand generated by the land, structure, or use. The regulations in this article shall apply to all uses in all districts, in addition to any parking requirements imposed by specific zone districts or for special land uses. No land shall be used or occupied, no structures shall be designed or erected, and no use shall be operated unless the requirements in this article are provided and maintained as set forth in this article.

Non-conforming Parking. Conformance to the parking standards in this article for off-street parking or loading spaces for land or structures in use on the effective date of the ordinance from which this article derives, being (*include date*), need not be conformed to, but adherence to the article must be achieved for any additions or expansion to the use or complete reconstruction (removal of all existing pavement) of any parking lot. In cases of reconstruction of a parking lot the Zoning Administrator in consultation with the city engineer may waive some requirements of this Article if existing site conditions do not allow full conformance.

Conformance with Landscaping Standards. Landscaping required to meet these parking regulations shall be in conformance with the standards set forth in Article XX.

Section XX Use and Place Restrictions.

Prohibited Uses. No parking area shall be used for the sale, storage, repair, dismantling, or servicing of any vehicles, equipment, materials, or supplies. Required parking, vehicle stacking spaces, and off-street loading spaces shall be reserved exclusively for their design purpose.

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Prohibited Parking. Parking of any vehicle or part thereof, including but not limited to campers and recreation vehicles, on lawn areas in front or side yards, on areas set aside for landscaping, or on any other area not surfaced for off-street parking as provided in this article is prohibited.

Restrictions on Parking of Vehicles. The following vehicles shall neither be parked nor stored on a residentially zoned lot:

Commercial truck, trailer or construction vehicle or bus exceeding 7,000 pounds empty weight
Truck-tractor
Semi-trailer

This provision shall apply except when the vehicle is being used to render services, such as deliveries, pickups, or construction activity to property.

Vehicles Used for Other Purposes. The following shall not be used for conduct of business or for a dwelling unless in a campground: travel trailer, tent trailer, pick-up camper or coach, or motor home.

Use of Parking Lot for Outdoor Seating During a Pandemic. The zoning administrator may authorize the use of a required parking lot for use as outdoor seating in the case of a pandemic. Any business wishing to use a parking lot for public seating shall submit a zoning application including a site plan to the zoning administrator which identifies the area of parking to be used for seating and how that area shall be protected from vehicles using the balance of the parking lot. Any approval given by the zoning administrator shall state a time frame for which the approval is valid and may be renewed on an annual basis.

Section XX Parking Plan

Parking Plan Required. If a parking lot project is being undertaken as part of a full site development project requiring site plan review then such a project will be reviewed as part of the site plan review process for the full site as provided for in Section XX.

A parking lot project being undertaken which involves full parking lot reconstruction, expansion to an existing parking lot, or which is intended to change the design of the parking spaces or vehicle circulation or access drives shall require a parking lot site plan to be submitted. A parking lot site plan shall follow the same process and have the same submittal requirements as a full development parcel site plan with the exception that it shall only include the areas of the site involving the parking lot or access drives and its connection to the building(s) it serves.

Changes to Parking Plan.

Minor Modifications. Parking expansions or reductions to an approved parking lot site plan may be permitted by the Zoning Administrator if they involve an increase or decrease of 10 percent or less in the number of parking spaces or lot area of the entire parking lot. Changes to ingress or egress driveways or overall parking space design orientation cannot be approved as a minor

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modification. The Zoning Administrator may not approve a minor modification which reduces the minimum number of parking spaces which were required in the original site plan approval for the site.

Section XX Parking and Loading Spaces Required

- 1. Amount of On-Site Parking Required.** No site plan shall be approved or any permit for the erection or occupancy of a building or structure issued unless such use conforms with the parking supply requirements of this section as prescribed in Table XX.

For uses which are not specifically included in Table XX the Zoning Administrator may use the standard for a similar use or where none exist use a new standard based on the latest version of the ITE Parking Generation Manual or other suitable parking study or information secured by the Zoning Administrator or provided by the developer.

Method of Calculating Parking Demand.

Employee Calculation. When the parking calculation shown in Table XX is expressed in parking spaces per number of employees, the number of employees shall mean the peak number of employees present on the site during any one-hour period.

Fractional Space Rounding. Where the required parking calculation results in a fractional parking space the fraction shall be rounded up.

Method of Calculating Parking Supply. For the purposes of meeting the parking supply requirements of Table XX, only parking spaces meeting all the following criteria may be counted:

Dimensional Requirements.

Only parking spaces meeting the minimum dimensional requirements of this article may be counted. The zoning administrator in the cases where there are tight space constraints may allow up to a two-foot reduction in required parking space length or parking aisle width and up to a six-inch reduction in parking space width.

Location.

For commercial or mixed-use developments in the Downtown or Downtown Core zoning districts: parking spaces which are on-site, public on-street parking spaces which are contiguous to the subject parcel, and public off-street parking spaces which are within 300 feet of the subject parcel may be counted.

For all commercial or industrial developments outside of the Downtown or Downtown Core zoning districts parking which is on-site or on other properties within 300 feet for which there is a shared parking agreement may be counted. Any shared parking agreement must be approved by the zoning administrator.

For residential developments outside of the Downtown or Downtown Core zoning districts the parking requirement shall be met on-site.

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Minimum and Maximum Off-Street Parking Required.

The minimum off-street parking requirements for all uses is provided in Table XX. The abbreviation GFA means gross floor area.

Table XX Amount of Off-Street Parking Required

Use Classification	Parking Space Requirements	Other Requirements
Residential		
Single-family detached homes including manufactured homes	2 spaces per dwelling unit	Spaces can be accommodated in a garage located accessory to the dwelling and/or driveway outside of the street right-of-way
Single-family detached homes being used as a residential care facility	Family Care: 4 spaces per dwelling unit. Group Home: 6 spaces per dwelling unit	Parking spaces cannot be in tandem.
Accessory Dwelling Units (internal or external)	1 space	
Two-family (duplex) homes	2 spaces per dwelling unit	Parking spaces cannot be in tandem
Single-family attached homes with 3 or more dwelling units	2 spaces per dwelling unit plus 1 space per dwelling unit for guest parking	Parking spaces cannot be in tandem
Multiple-family units including apartments, condominiums, or attached single-family units within a development complex	1 space per studio unit 1.5 spaces per 1 bedroom dwelling unit 2 spaces per each 2 or 3 bedroom dwelling unit	Apartment complex rental offices shall have a minimum of 5 parking spaces. Community center buildings shall have a minimum of 6 spaces.
Multiple-family units in the Downtown or Downtown Core zoning districts	1 space per unit for studio, 1 and 2 bedroom units, and 1.5 spaces per 3 bedroom unit	
Multiple-family units for senior citizens	1 space per dwelling unit regardless of number of bedrooms.	Complex must be exclusively designed for senior residents 55 years of age and older.
Manufactured Housing Parks	2 spaces per dwelling unit, plus 1 space per 5 dwelling units for guest parking, and 4 spaces for any rental office	Space can be accommodated in a carport or driveway outside of a street right-of-way

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College dormitories	1 space per bedroom plus ¼ space per bedroom or guest parking	
Nursing homes	1.5 spaces per 1,000 square feet of GFA	
Assisted living	.5 spaces per dwelling unit	
Bed and breakfast	1 space per 2 guest rooms plus residential requirement	
Hotel, motel, or inn	1 space per room plus 1 per 100 square feet of meeting and banquet rooms	

Notes for Residential Use:

For accessory dwelling units 1 on-site parking space is required in addition to the number required for the principal use.

For adult foster care family group homes 1 on-site parking space shall be provided for each employee in addition to the parking required for the dwelling unit. A designated passenger loading/unloading space shall be provided near a barrier-free entrance to the home.

For day care group homes a designated passenger loading/unloading area of adequate dimensions shall be provided near a barrier-free entrance to the home.

MOTOR VEHICLE RELATED USES		
Automatic conveyor system	1 space per employee plus required stacking spaces	
Auto Sales and Service	2 spaces per service bay plus 1 space per employee based on average number of employees on site during peak sales day.	
Auto Sales – used	2 spaces per employee	
Auto parts sales	2 spaces per 1,000 square feet of GFA	

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Motor vehicle fuel dispensing stations	Required stacking spaces plus spaces per this table for accessory uses on site such as convenience retail, restaurants, or automotive servicing	
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RETAIL, RESTAURANT, AND OFFICE USES		
Shopping Centers	3.5 spaces per 1,000 square feet of GFA	
Large format-low intensity retail (including office showrooms, carpet stores, and furniture stores)	1 space per 1,000 square feet of GFA	
Large format-high intensity retail (including discount department stores and warehouse clubs)	4 spaces per 1,000 square feet of GFA	
Pet supply superstore	4 spaces per 1,000 square feet of GFA	
Building Supply-Home Improvement	3.25 spaces per 1,000 square feet of GFA, plus 1 space per 2,500 of GFA of outside area used for display and storage	
Pharmacy	2 spaces per 1,000 square feet of GFA, plus required stacking spaces if there is a drive through	
Restaurants – sitdown	10 spaces per 1,000 square feet of GFA	
Restaurants-fast food- with drive through window	10 spaces per 1,000 square feet, plus required spaces for drive through	Must also have 3 spaces for customers waiting on orders.
Restaurants-fast food-without drive through window	8 spaces per 1,000 square feet of GFA	
Convenience stores	4 spaces per 1,000 square feet of GFA	
Office building-general	3 spaces per 1,000 square feet of GFA	
Office building-medical or government	3.5 spaces per 1,000 square feet of GFA	
General retail sales	3 spaces per 1,000 square feet of GFA	
Special trade contractor	1.5 spaces per 1,000 square feet of GFA	

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Hardware store	2 spaces per 1,000 square feet of GFA	
Liquor store	2 spaces per 1,000 square feet of GFA	

PERSONAL SERVICES		
Bank	4 spaces per 1,000 square feet of GFA	
Copy, print, and express ship store	3 spaces per 1,000 square feet of GFA	
Cleaners	2 spaces per 1,000 square feet of GFA	
Hair Salon/Barber shop	1 space per 600 square feet of GFA	
Shoe repair shop	2 spaces per 1,000 square feet of GFA	
Funeral home	6 spaces per 1,000 square feet of GFA	
Health fitness club	6 spaces per 1,000 square feet of GFA	
Day care center	3 spaces per 1,000 square feet of GFA	
Dry cleaners	2 spaces per 1,000 square feet of GFA	

INDUSTRIAL USES		
General Light Industry	1.2 spaces per 1,000 square feet of GFA	
Warehouse	The greater of 1 space per employee, or 1 space per 2,000 square feet of GFA	
Self-Storage	No parking spaces required	If rental office is present then 4 spaces are required
Self-Storage Indoor (heated)	2 spaces plus 1.25 spaces per 100 storage units	
Research and Development	3 spaces per 1,000 square feet of GFA	

PLACES OF PUBLIC ASSEMBLY		
Elementary School	.15 spaces per student	

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Middle School/Junior High School	.09 spaces per student	
High School	.26 spaces per student	
Places of Worship	1 space per 4 seats, or 1 space per 4 persons of maximum occupancy where no fixed seats are provided	
Theater or Auditorium	1 space per 5 seats	
Private Clubs	6 spaces per 1,000 square feet of GFA	
Library	3.5 spaces per 1,000 square feet of GFA	

LODGING		
Hotels and Motels	1 space per room plus such spaces required for eating establishments, assembly rooms and related facilities	
Bed and Breakfast	2 spaces for the resident innkeepers, plus 1 space per guest room	
MEDICAL		
Hospital	2 spaces 1,000 square feet of GFA	
Clinic	4 spaces per 1,000 square feet of GFA	

RECREATION AND ENTERTAINMENT		
Bowling Alley	4.0 spaces per lane	
Live Theater	1 space per 3 seats	
Movie Theater	1 space per 5 seats	
Roller Skating Rink	3 spaces per 1,000 square feet of GFA	

The maximum amount of parking which can be provided off-street shall not exceed 25% more than the minimum parking requirements contained in Table XX.

Schedule of Shared Parking

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In cases where multiple commercial businesses are using a shared parking lot, Table XX Schedule of Shared Parking may be used to lower the required number of parking spaces required if each of the uses were computed separately.

How to use Table XX.

For each applicable general land use category, calculate the number of spaces required for a use as indicated in Table XX as if it were the only use. Use those figures for each land use to calculate the number of spaces required for each of the six time periods by multiplying the full parking requirement by the percentage figure shown. For each time period, add the number of spaces required for all applicable land uses to obtain a grand total for each of the six time periods. Select the single time period with the highest total parking requirement and use that total as the shared parking requirement.

Table XX Schedule Shared Parking						
General Land Use Classification	Weekdays			Weekends		
	Midnight to 7 am	7 am to 6 pm	6 pm to Midnight	Midnight to 7 am	7 am to 6 pm	6 pm to Midnight
Office	5%	100%	5%	0%	5%	0%
Retail	0%	100%	80%	0%	100%	60%
Restaurant	50%	70%	100%	70%	45%	100%
Lodging	100%	65%	100%	100%	65%	100%
Residential	100%	50%	80%	100%	75%	75%
Theater/Recreation	5%	20%	100%	5%	50%	100%
Place of Worship	0%	30%	50%	0%	100%	75%

Parking Reduction Waivers

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Businesses submitting site plans who believe the minimum required parking spaces contained in this ordinance is greater than their actual need may apply to the city for a parking reduction waiver. This waiver will involve the amount of parking that is constructed and will not waive the requirement to show that the minimum required amount of parking spaces can be accommodated on the site.

Applicants seeking a waiver for a reduction of parking spaces of twenty percent or less shall submit to the Zoning Administrator a parking reduction report citing at least three other comparable instances of similar land uses in comparable settings where a reduced amount of parking has proven successful. Such waiver requests may be approved by the Zoning Administrator.

Applicants seeking a waiver for a reduction of parking spaces of more than twenty percent shall submit to the Planning Commission a parking reduction report plus a parking generation study prepared by a profession planner, architect, or engineer. Such waiver requests may be approved by the Planning Commission.

Parking Requirements in the Downtown or Downtown Core Zoning Districts.

The minimum parking space requirements required in Table XX of this ordinance shall also apply to the Downtown and Downtown Core zoning districts, however a lesser amount of parking may be approved based on the location of a business within the parking assessment district or upon a parking generation study submitted by a developer which documents why the proposed amount of parking can successfully support the proposed development. The parking generation study should be prepared by a professional planner, architect, or engineer. The parking generation study may include accepted professional standards within a specific business type, documentation of parking numbers from the same business in another location, or documentation of similar businesses within a similar development context. Such approval of a lower parking number may be granted by the Zoning Administrator, Planning Commission, or City Council depending on which office or body has jurisdiction over the final site plan approval.

Off-Street Loading and Unloading Spaces for Business and Industrial Districts

On the same premises with every building, structure or part thereof, erected and occupied for manufacturing, storage, warehouse, goods, display, department store, wholesale store, market, hotel, hospital, mortuary, laundry, dry cleaning or other uses similarly involving the receipt or distribution by vehicles of materials or merchandise, there shall be provided and maintained on the same lot adequate

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space for standing, loading, and unloading services to avoid undue interference with public use of the streets or alleys and parking areas.

The number of required loading/unloading spaces shall be provided on the basis of 1 space per 25,000 square feet of gross building floor area, however buildings of 2,000 square feet or less shall be exempt from this requirement. The Zoning Administrator may require a lesser or greater number of spaces based on the documented characteristics of the use.

Loading spaces shall be ten (10) feet by fifty (50) feet with a clearance height of fourteen (14) feet.

Barrier Free Parking Requirements.

Handicapped parking space(s) shall be located as close as possible to elevators, ramps, walkways, and entrances so that the physically handicapped are not compelled to wheel or walk behind parked cars to reach them.

Access from the parking lot to the principal use and all accessory uses shall be by a concrete or asphalt surface which does not exceed a slope of 2%. This may require the use of ramps, which if used will require the review of the city engineer.

On each site proposed for use, additions, and/or redevelopment for which the zoning ordinance requires submission of a site plan, designated handicapped parking spaces shall be provided in accordance with the Table XX.

The number of barrier free spaces may be increased if needed to comply with the State Department of Labor, Construction Code Commission, Barrier Free Design Division, or the Americans with Disabilities Act, being 42 U.S.C. §§ 12101 et seq., or for which the Planning Commission, as required, determines may have a higher demand for such spaces.

Such space(s) shall be a minimum of eight feet wide with an adjacent five-foot wide access isle and 20 feet in depth, clearly depicted upon the site plan, and clearly indicated by a sign and/or pavement markings.

Table XX

Total Number of Spaces in the Parking Lot	Number of Barrier Free Spaces Required
1-25	1
26-50	2
51-75	3
76-100	4
101-150	5

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151-200	6
201-300	7
301-400	9
401-500	9
501 or over	2% of total parking spaces

Bicycle Parking.

Minimum Required Spaces.

Any development or addition to an existing development requiring vehicle parking spaces shall be required to provide bicycle parking. Table XX indicates the number of required spaces based on use. Calculations by area are based on gross floor area of the main building(s). Fractions shall be rounded up.

No bicycle parking is required for single-family detached, two-family, attached single-family dwellings, group living, and manufactured housing communities.

Mixed use developments shall calculate the total number of required spaces using the appropriate use category for each use in the development. Developments with multiple buildings shall calculate space requirements for each building.

Table XX Required Bicycle Parking Spaces

Use	Required Spaces	Other Requirements
Multiple-Family Residential	1 per two dwelling units	50% of required spaces may be within garages with Zoning Administrator approval.
Government/Institutional	1 per 3,000 square feet	
Commercial	1 per 3,000 square feet	No fewer than three spaces shall be provided.
Entertainment/Hospitality	1 per 15,000 square feet	
Industrial	1 per 20,000 square feet	
Parking Structures	1 per 20 spaces	

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The Zoning Administrator may waive some or all of the required bicycle parking requirements for businesses which are oriented to auto servicing such as car washes and quick oil change businesses or are located in the Downtown Core Zoning District (C-DTC).

Bicycle Parking Placement.

Bicycle parking shall be placed in close proximity to the primary public entrance to a building in well-lit areas which maximizes visibility from the street and/or from within the business.

Auto Parking Reduction for Bicycle Parking.

The minimum required number of auto parking spaces required by the zoning ordinance may be reduced on a ratio of 1 to 1 up to 10 percent of the total parking requirement.

Design and Construction Requirements.

Surface and drainage requirements. All parking areas shall be surfaced in concrete or asphalt and shall be designed to hold a 10-year storm event. The Zoning Administrator or Planning Commission (depending on who has the review authority) shall have the authority to approve a phase-in of the paving requirement.

Surface striping. All parking spaces, aisles, and unloading zones shall be striped or marked. Such striping or other required demarcation shall be maintained permanently in a condition such that easy interpretation of such markings by intended users is possible. In approved unpaved parking areas, spaces shall be defined by wheel chocks, concrete bumpers, or other similar device.

Lighting. All parking lots shall have lighting and the lighting shall be designed, located, and/or shielded to prevent spill over onto adjacent properties, and shall be arranged to prohibit adverse affects on motorist visibility on adjacent public roadways. The maximum height of parking lot light fixtures shall be 20 feet for any fixture to be located within 150 feet of a residential district or use, and a maximum height of 30 feet for all other locations.

Dimensional standards for parking spaces and aisles. All on-premises parking areas shall meet the minimum parking space and maneuvering lane standards contained in Table XX.

Table XX Minimum Parking Space and Maneuvering Lane Standards

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Parking Pattern (degrees)	Maneuvering Lane Width One-Way (feet)	Maneuvering Lane Width Two-Way (feet)	Parking Space Width¹ (feet)	Parking Space Length⁽²⁾⁽³⁾ (feet)
Parallel	12	20	9.5	25
30 to 50	12	20	9.5	25
54 to 74	13	24	9.5	21
75 to 90	20	24	9.5	20

Notes:

1. Parking space width measured perpendicular to the space center line.
2. Parking space length measured along the space centerline.
3. A one-foot parking space length credit may be granted when a parking space abuts a landscape area or sidewalk, and the planned one-foot car overhang does not negatively impact upon the landscape area or restrict the planned width clearance for the sidewalk.

Although the minimum width for parking spaces is 9.5 feet it is strongly recommended that a minimum of 20 percent of the total number of required parking spaces be designed with a width of 10 feet due to the percentage of larger trucks in the Cadillac area. The Zoning Administrator may reduce the total required number of parking spaces by the number of spaces lost due to converting 9.5 feet wide spaces to 10 feet wide for the recommended 20 percent of parking spaces.

Stacking Spaces for Drive-Through Facilities.

In addition to meeting off-street parking requirements, all uses that provide drive-through facilities for serving customers within their automobiles shall provide adequate off-street stacking space within a defined stacking lane that meets the following requirements:

Sufficient stacking spaces shall be provided such that vehicle stacking does not back up into a public right-of-way.

Each stacking space shall be computed on the basis of ten (10) feet in width and twenty (20) feet in length. Each stacking lane shall be a minimum of twelve (12) feet wide.

Clear identification and delineation between the *drive-through* facility and the parking *lot* shall be provided. *Drive-through* facilities shall be designed in a manner that promotes pedestrian and vehicular safety and which does not block in parking spaces.

The minimum number of *stacking spaces* per service lane shall be provided for the *uses* listed in Table XX. When a *use* is not specifically mentioned, the requirements for *off-street stacking spaces* for a similar use shall apply.

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Table XX Minimum Required Stacking Spaces.

Use	Stacking Spaces	
Banks	4 per station	Includes space which is receiving the service
Pharmacy	4	Includes space which is receiving the service
Drycleaners	4	Includes space which receiving the service
Fast Food Restaurants	10	Includes spaces through the pick up window
Coffee Shops, Ice Cream Shops, and Bakeries	8	Includes spaces through the pick up window
Car Washes (Self-Service)		
Entry	2	Includes the service stall
Exit	1	To be located outside of the service stall
Vacuum Station	1	To be located adjacent to the vacuum equipment
Car Washes (Automatic)		
Entry	6	Spaces to be located outside of the wash building
Exit	1	Space to be outside of the wash building
Fuel Dispensing Station	2 per station	To include the service stall space
Quick Oil Change	2	Outside of service building

Driveways

Number and Location Of Driveways - The number and location of driveways providing direct access to a public or private street shall not exceed those which have been determined by the Zoning Administrator, after consultation with the City Engineer, to be necessary for proper and efficient traffic flow and for the safety of pedestrians and motorists. In making this determination, the Zoning Administrator shall consider the expected trip generation of the use served by the driveways, the posted speed limit on the street, the

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proximity of intersecting streets and driveways, and other applicable circumstances. For single-family lots only one curb cut shall be permitted, however, the zoning administrator in consultation with the city's engineer may approve a second curb cut when a one-way circular drive is being proposed.

Design Standards - All driveways shall meet the following standards:

Driveway Openings (Curb Cuts) - All driveway openings shall meet the design and construction standards of the City of Cadillac.

Driveway Surface Material - Private access driveways providing access to a public right-of-way shall be surfaced with durable pavement including asphalt or cement binder or brick paver and be constructed to the City of Cadillac standards, provided, however, a driveway accessing a non-paved road may be constructed of compacted gravel or stone.

Single-Family Residential - A driveway shall be permitted in the front or side yard subject to the following:

Side Lot Line Distance - Unless otherwise provided for, a driveway and any connected pad shall be at least three (3) feet from a side lot line.

Width - Any portion of the driveway located in a required front yard shall not exceed twenty-five (25) feet in width.

Pad for Exiting - The driveway may include an attached pad for purposes of allowing vehicles exiting a garage, carport, or driveway to back-up (reverse direction) in order to permit forward entry on to the street.

Position - The driveway shall be positioned on the site such that access to the garage or carport is direct. In the event a garage or carport does not exist, the orientation of the driveway shall be to the rear yard.

Parking of Vehicles - Unless otherwise provided for by this Ordinance, the on-site parking of vehicles shall be restricted to the driveway and, as available, an associated garage or carport. No parking in a driveway shall be permitted which blocks a sidewalk.

Common Driveways - A common driveway providing access to adjoining properties may overlap the common property line of both properties.

Duplex (two-family dwelling) - A driveway shall be permitted in the front or side yard subject to the following:

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Single-Family Home Conversions - Single-family dwellings which have been converted to multiple-family use shall comply with the driveway provisions of Single-Family dwellings as detailed above.

Number Of Driveways – A duplex shall include one driveway in common use by the occupants of both dwelling units or on driveway per dwelling unit subject to the following:

Side Lot Line Distance – Unless otherwise provided for, a driveway and any connected pad shall be at least three feet from the side lot lines. The entire driveway approach shall be contained within the property line of the lot it is serving.

Width - Any portion of a common driveway located in a front yard shall not exceed forty (40) feet in width. Individual unit driveways shall not exceed twenty (20) feet in width. Where a garage exists or is proposed, driveways may be tapered out to match the width of the garage.

Multiple Driveways - Multiple driveways shall be at least six (6) feet apart. The separation area shall be landscaped in lawn or a combination of lawn and other plantings.

Position - The driveways shall be positioned on the site such that access to the garage or carport is direct. In the event a garage or carport does not exist, the orientation of the driveway shall be to the rear yard.

Parking of Vehicles - Unless otherwise provided for by this Ordinance, the on-site parking of vehicles shall be restricted to the driveway and, as available, an associated garage or carport.

Driveway Deviations - Deviations to the above requirements may be approved subject to site plan review by the zoning administrator in consultation with the city engineer.

Multiple-Family, Commercial, and Industrial Uses – All driveways shall be subject to site plan review and approval. The site plan review and approval body may require proposed driveways to be reduced or enlarged in size, relocated, and/or otherwise modified as determined necessary and appropriate to ensure public safety.

Driveways shall be a minimum of 20 feet from any side lot line which is shared with any lot used for residential purposes or is in a zoning district intended for residential uses.

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