

Article V

PARKING AND LOADING

Section 5.01 OFF-STREET PARKING REQUIREMENTS

The purpose of this section is to provide in all districts at the time of erection or enlargement of any main building or structure, automobile off-street parking space with adequate access to all spaces. Within the Village Commercial (VC) District, two options exist for meeting parking requirements; on site private parking or participation in the voluntary public parking program. Refer to Section 5.09 for public parking program standards. Parking spaces, in conjunction with all land or building uses, shall be provided, prior to the issuance of a certificate of occupancy, as hereinafter prescribed:

- A. Off-street parking spaces may be located within a nonrequired side or rear yard and within the rear yard setback unless otherwise provided in this Ordinance. Off-street parking shall not be permitted within a front yard unless permitted by the Planning Commission.
- B. Off-street parking shall be convenient and pedestrian accessible, either on the same lot or within three hundred (300) feet of the building it is intended to serve, measured from the nearest point of the building to the nearest point of the off-street parking lot. Ownership shall be shown of all lots or parcels intended for use as parking by the Applicant.
- C. Required residential off-street parking spaces shall consist of a parking strip, parking bay, driveway, garage, or combination thereof and shall be located on the premises they are intended to serve, and subject to the provisions for accessory uses, buildings and structures (Section 3.02 Accessory Structures).
- D. Any area once designated as required off-street parking shall not be changed to any other use unless and until equal facilities are provided elsewhere.
- E. Off-street parking existing at the effective date of this Ordinance, in connection with the operation of an existing building or use, shall not be reduced to an amount less than hereinafter required for a similar new building or new use.
- F. Two (2) or more buildings or uses may collectively provide the required off-street parking; in which case, the required number of parking spaces shall not be less than the sum of the requirements for the several individual uses computed separately.

Two (2) or more buildings or uses may collectively provide the required off-street parking, in which case the required number of parking spaces for the uses

calculated individually may be reduced if a signed agreement is provided by the property owners, and the Planning Commission determines that the peak usage will occur at significantly different periods of the day and/or there is potential for a customer to visit two (2) or more uses.

- G. Flexibility in Application. The City recognizes that, due to the specific requirements of any given development, inflexible application of the parking standards set forth in Section 5.03 may result in development with inadequate parking or parking far in excess of which is needed. The former situation may lead to traffic congestion or unauthorized parking on adjacent streets or neighboring sites. The latter situation may result in excessive paving and stormwater runoff and a waste of space, which could be left as open space.

The Planning Commission may permit deviations from the requirements of Section 5.03 and may require more or allow less parking whenever it finds that such deviations are more likely to provide a sufficient number of parking spaces to accommodate the specific characteristics of the use in question.

The Planning Commission may attach conditions to the approval of a deviation from the requirement of Section 5.03 that bind such approval to the specific use in question. Where a deviation results in a reduction of parking, the Planning Commission may further impose conditions, which ensure that adequate reserve area, is set-aside for future parking, if needed.

- H. Where two or more uses are present on the premises, parking requirement shall be calculated for each use, unless specifically provided otherwise herein.
- I. The storage of merchandise, motor vehicles for sale, trucks, or the repair of vehicles is prohibited.
- J. For those uses not specifically mentioned, the requirements for off-street parking facilities shall be in accord with a use which the Planning Commission considers similar in type.

For uses not specifically listed in Section 5.03, the requirements for off-street parking facilities shall be in accordance with a similar use or based on documentation regarding the specific parking needs for the particular use, as determined by the Planning Commission.

- K. Parking lot landscaping see Section 6.04 and 6.08.
- L. During construction, off-street parking shall be provided on site for all construction vehicles and employees.
- M. Carports and garages for multiple-family dwellings shall be calculated as parking spaces on a one to one basis. Carports and garages in multiple-family dwelling developments shall have a maximum height of fourteen (14) feet, measured from

the grade to the peak of the structure. Carports shall be partially screened by landscape screen walls, berms, retainer walls, or a combination thereof, along the sides and front end facing any public streets or internal street or drive.

Section 5.02 PARKING UNITS OF MEASUREMENT

A. Floor Area/Gross Floor Area:

1. In calculating bench seating for places of assembly, each twenty-four (24) inches of benches, pews or other such seating, shall be counted as one seat.
2. Where the number of spaces required is based on the number of employees, calculations shall be based upon the maximum number of employees likely to be on the premises during the peak shift.
3. When units of measurements determining the number of required parking or loading spaces results in a fractional space, any fraction shall be counted as one (1) additional space.
4. See Section 2.02 for Gross Floor Area Definitions.

Section 5.03 PARKING SPACE NUMERICAL REQUIREMENTS

The number of off-street parking spaces by type of use shall be determined in accordance with the following schedule. The Planning Commission encourages the following schedule to be used as maximum requirements unless an applicant can demonstrate a need for additional parking; excessive parking diminishes opportunities for new buildings and new businesses, thereby reducing business activity and commercial viability of businesses within the Village Commercial (VC) District. Less impervious surfaces are also desired to minimize storm water demands and increased run-off pollutants. The Planning Commission strongly encourages participation in the voluntary public parking program within the VC District, which provides more efficient land usage, fewer private curb cuts, improved safety, and higher density.

The following table provides the parking requirements for districts other than the Central Business District (CBD) by usage:

<u>USE</u>	<u>NUMBER OF MINIMUM PARKING SPACES PER UNIT OF MEASURE</u>
<u>Residential</u>	
1. Single and two-family dwellings	2.0 spaces per dwelling unit

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| 2. | Multiple-family dwellings | 2.0 spaces per dwelling unit
0.5 guest space per every 3 dwelling units |
| 3. | Senior independent units | 1.0 spaces per unit |
| 4. | Senior "interim care" and "intermediate care" units retirement Citys, etc. | 1.0 spaces per each room or two beds, whichever is less, plus 1.0 space per each employee expected during the peak shift |
| 5. | Convalescent homes, nursing home units, sanitariums, rest homes, etc. | 1.0 space per each three beds or two rooms, whichever is less, up to 120 beds; plus 3.0 spaces per each additional eight beds over 120 beds |
| 6. | Manufactured homes in a mobile home park | 2.0 spaces per each manufactured/mobile home unit or site |

Institutional

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| 1. | Churches, places of worship | 1.0 spaces per each three seats or six feet of pews |
| 2. | Hospitals, including emergency rooms but excluding areas devoted to outpatient care | 2.5 spaces per each licensed bed; or 1.0 space per each two licensed beds, plus 1.0 space per each staff doctor and employee during peak shifts, whichever is greater (requirements for outpatient care listed separately) |
| 3. | Primary schools (elementary and junior high schools) | 1.0 space per each instructor, employee and administrator, plus spaces required for any assembly hall, auditorium and/or outdoor arena |
| 4. | Secondary (high) schools, commercial schools, colleges required for any assembly hall, auditorium, or outdoor arena | 1.0 per each instructor, plus 1.0 per each employee and administrator, plus 5.0 spaces per each classroom, plus parking |
| 5. | Dance and union halls, fraternal orders, civic clubs, banquet rooms, and similar uses or facilities | 1.0 space per every two persons of capacity authorized by the County Building Code |
| 6. | Fraternity or Sorority | One (1) for each five (5) permitted active members, or one (1) for each two (2) beds, whichever is less |
| 7. | Auditoriums, assembly halls and outdoor arenas | 1.0 space per each three seats or six feet of bleachers |

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| 8. | Theaters and Auditoriums | One (1) for each three (3) seats plus one (1) for each two (2) employees |
| 9. | Child care centers | 2.0 spaces plus 1.0 additional space per each eight children of licensed authorized capacity |
| 10. | Public Libraries | Three (3) spaces per 1,000 square feet of gross floor area |
| 11. | Public Recreation Centers | 5.0 spaces per 1,000 square feet of gross floor area |

Business and Commercial

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| 1. | Planned Commercial or Shopping Center or enclosed malls | Three (3) spaces per 1,000 square feet of gross floor area |
| 2. | Automobile Wash (Automatic)* | Two (2) spaces, plus 1.0 space per each employee on peak shift |
| 3. | Auto Wash (Self-Service or Coin Operated)* | Two (2) spaces for each washing stall in addition to the stall itself |
| 4. | Barber Shop/Beauty Salon | 2.5 spaces per each barber or beautician's chair/station |
| 5. | Bowling Centers | 5.0 spaces per lane plus 25% of the required parking for any lounge |
| 6. | Ice/Roller Skating Rink | 6.0 spaces per 1,000 sq. ft. |
| 7. | Restaurant - sit down type with liquor license. | 12.0 spaces per 1,000 sq. ft. of gross floor area |
| 8. | Bar/lounges/night club with liquor license and dancing | 12.0 spaces per 1,000 sq. ft. of gross floor area |
| 9. | Restaurant - take out with less than six tables and/or booths | 5.0 spaces plus 1.0 space for each employee on peak shift |
| 10. | Restaurant - standard (a family-type restaurant without a bar or lounge area) | 12.0 spaces per 1,000 sq. ft. of gross floor area or 0.5 space per seat, whichever is greater, plus any spaces required for any banquet or meeting rooms. |
| 11. | Restaurant - fast food with drive-through window | 12.0 spaces per 1,000 sq. ft. of gross floor area, plus 1.0 space for each employee on peak shift |
| 12. | Showroom of a plumber, decorator or similar trade | 1.0 space per 1,000 sq. ft. of gross floor area |
| 13. | Appliance Store | 3.0 spaces per 1,000 sq. ft. of gross floor area |

14.	Convenience Store, with or without gasoline service *	4.0 spaces per 1,000 sq. ft. of gross floor area, plus spaces required for an auto service station activities or gasoline sales.
15.	Equipment Repair	1.0 space per 1,000 sq. ft. of gross floor area
16.	Laundromat	1.0 space per each two washing machines
17.	Funeral Homes	1.0 space per 50 sq. ft. of gross floor area for service parlors, chapels and reception area, plus 1.0 space per each funeral vehicle stored on the premises
18.	Motel/Hotel with Lounge, Restaurant, Conference or Banquet Rooms or Exhibit	1.0 space per guest room plus 7.0 spaces per 1,000 sq. ft. of gross floor area lounge, restaurant, conference or banquet rooms or exhibit space
19.	Motel with Restaurant/Lounge	1.0 space per guest room, plus 10.0 spaces per 1,000 sq. ft. of gross floor area for restaurant/lounge space
20.	Motel without Restaurant/Lounge; Bed and Breakfast Inn	1.0 spaces per guest room, plus 2.0 spaces for employees
21.	Automobile Sales	5.0 spaces per 1,000 sq. ft. of gross floor area, plus 2.0 spaces per each auto service bay. The areas devoted to customer service and employee parking shall be clearly delineated on the parking plan and reserved for that purpose.
22.	Auto Service Station and Auto Care Centers without Convenience Goods	2.0 spaces per each service bay, plus 1.0 space per employee, plus 1.0 space per each tow truck, plus 2.0 spaces for each 1,000 square feet of gross floor area devoted to sales of automotive goods
23.	Other general retail uses not specified*	3.0 spaces per 1,000 sq. ft of gross floor area
24.	Health Fitness Centers without Swimming Pool	4.0 spaces per 1,000 sq. ft. of gross floor area
25.	Swimming Pool	1.0 space per each three (3) persons of capacity authorized by the County Building Code
26.	Racquetball/Tennis Centers	1.0 space per 1,000 sq. ft of gross floor area or 6.0 spaces per court, whichever is greater

Offices

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| 1. | Branch Bank, Credit Union or Savings and Loans | 5.0 spaces per 1,000 sq. ft. of gross floor area plus 2.0 spaces per each 24-hour teller |
| 2. | General Office Building | 3.0 spaces per 1,000 sq. ft of gross floor area |
| 3. | Medical/Dental Clinic/Office | 4.0 spaces per 1,000 sq. ft of gross floor area |
| 4. | Business and Professional Offices | 3 spaces per 1000 sq. ft. of gross floor area for second and upper story office uses. |

* See Section 5.04 for required stacking spaces

Industrial (Amended April 22, 1996. Effective May 13, 1996.)

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| 1. | Light Industrial, Manufacturing, testing Labs, Research and Development Centers | 1.5 spaces per 1,000 sq. ft of gross floor area, or 1.2 spaces per employee at peak shift, whichever is less; plus 1.0 space for each corporate vehicle. |
| 2. | Warehousing | 1.5 space per each 1,000sq. ft. of gross floor area, or 1.0 space per employee at peak shift, whichever is greater; plus 1.0 space for each corporate vehicle (separate standard provided for mini-storage) |

Bicycle Parking

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| 1. Commercial, retail, and office buildings | 1.0 bicycle hoop per twenty (20) parking spaces. |
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Section 5.04 STACKING SPACE REQUIREMENTS

A. Separate, outdoor, stacking spaces which will not conflict with traffic accessing the use, and each twenty-five (25) feet in length, shall be provided for the following uses:

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|-----|-------------------------------------|---|--------------------------|
| (1) | Automobile repair station | = | 1 space per bay |
| (2) | Automobile service station | = | 2 spaces per pump island |
| (3) | Convenience store drive through | = | 2 spaces |
| (4) | Drive-through financial institution | = | 4 spaces per window |
| (5) | Drive-through food service | = | 10 spaces |
| (6) | Dry cleaning drop-off station | = | 2 spaces |

- (7) Fully automatic car wash = 10 spaces per bay
- (8) Self serve car wash = 2 spaces per bay
- (9) Semi-automatic car wash = 10 spaces per bay

B. Stacking spaces which block access to parking spaces shall not be included in calculating the required number of spaces.

Section 5.05 BARRIER FREE PARKING REQUIREMENTS

Handicapped parking space(s) shall be located for convenient access 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 means of ramping consisting of asphalt and/or concrete material constructed to the engineering specifications and standards of the City.

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 following table. The number of barrier free spaces may be increased if needed to comply with the Michigan Department of Labor, Construction Code Commission, Barrier Free Design Division, or the Americans with Disabilities Act or for which the Planning Commission determines may have a higher demand for such spaces. Such space(s) shall be a minimum of twelve (12) feet wide and twenty (20) feet in depth, clearly depicted upon the site plan, and clearly indicated by a sign and/or pavement markings. A fifteen (15) foot wide space for vans may also be required.

<u>Total Spaces</u>	<u># Required</u>	<u>Total Spaces</u>	<u># Required</u>
1-25	1	151-200	6
26-50	2	201-300	12
51-75	3	301-400	12
76-100	4	Over 400	12 plus 2 for every 250 or fraction thereof over 400
101-150	5		

Where a curb exists between a parking lot surface and a sidewalk entrance, an inclined approach or curb cut with a gradient of not more than a 1: 12 slope and width of a minimum four (4) feet shall be provided for wheelchair access.

Section 5.06 OFF-STREET PARKING SPACE LAYOUT, STANDARDS, CONSTRUCTION AND MAINTENANCE

Whenever the off-street parking requirements above require the building of an off-street parking facility are provided, such off-street parking lots shall be laid out, constructed and maintained in accordance with the following standards and regulations:

A. No parking lot shall be constructed until a permit is issued by the Zoning Administrator. Applications for a permit shall be submitted in a form specified by the Zoning Administrator. Applications shall be accompanied with two (2) sets of site plans for the development and construction of the parking lot showing that the provisions of this Section will be fully complied with.

B. Plans for the layout of off-street parking facilities shall be in accord with the following minimum requirements:

<u>Parking Pattern</u>	<u>Maneuvering Lane Width</u>	<u>Parking Space Width</u>	<u>Parking Space Length</u>
0° (Parallel parking)	11'	8 ft.	23 ft.
30° to 53°	12 ft.	8 ft. 6 in.	20 ft.
54° to 74°	15'	8 ft. 6 in.	20 ft.
75° to 90°	22'	9 ft.	18 ft.

Note: where a parking space is curbed, the vehicle overhang of the curb may be credited as two feet if abutting landscaping or abutting a sidewalk at least seven (7) feet wide.

C. All spaces shall be provided adequate access by means of maneuvering lanes. Parking lots shall be designed to prevent vehicles from backing into the street or requiring use of the street for maneuvering between parking rows.

D. Adequate ingress and egress to the parking lot by means of clearly defined drives shall be provided for all vehicles. Adequate ingress and egress to the parking facility shall be provided by clearly defined driveways. All driveways and parking lots shall have a concrete or asphalt surface in accordance with specifications of the City of Dexter. The parking area shall be surfaced within one (1) year of the date the occupancy permit is issued.

E. Each entrance and exit to and from any off-street parking lot located in an area zoned for other than single-family residential use shall be at least twenty-five (25) feet distant from adjacent property located in any One Family Residential District.

F. See Article VI for required parking lot screening and internal landscaping.

G. Off-street parking areas shall be drained to prevent surface flow into adjacent property or toward buildings.

Figure 5.1
Parking (75° - 90°)

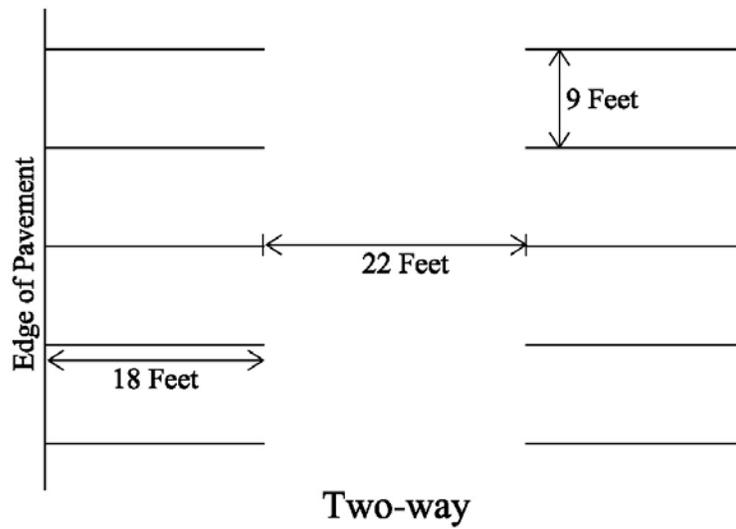
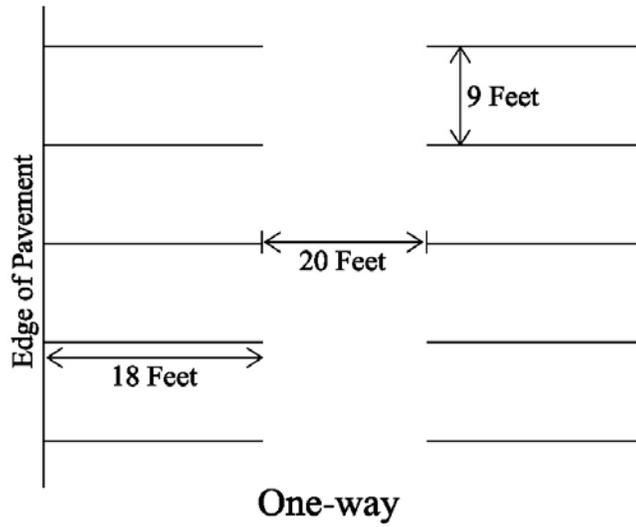


Figure 5.2
Parking (54° - 74°)

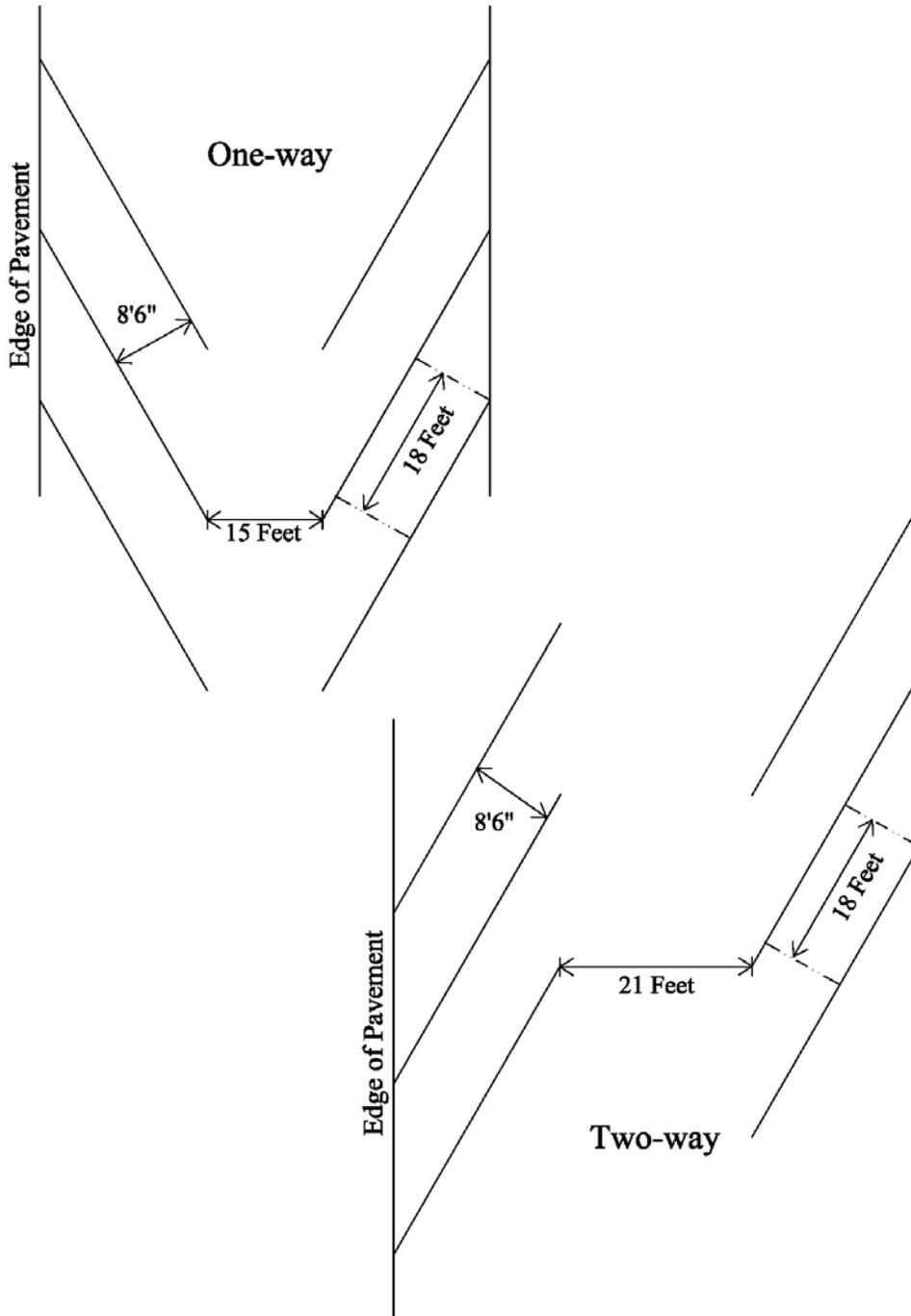
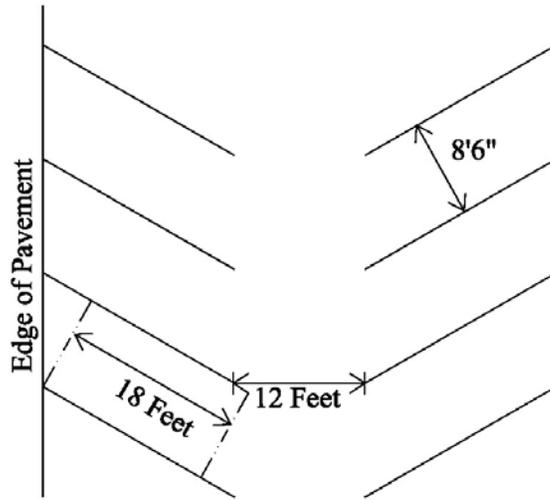
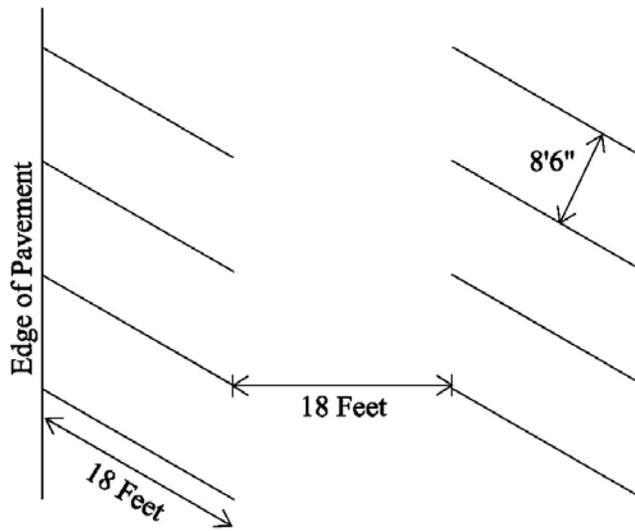


Figure 5.3
Parking (30° - 53°)

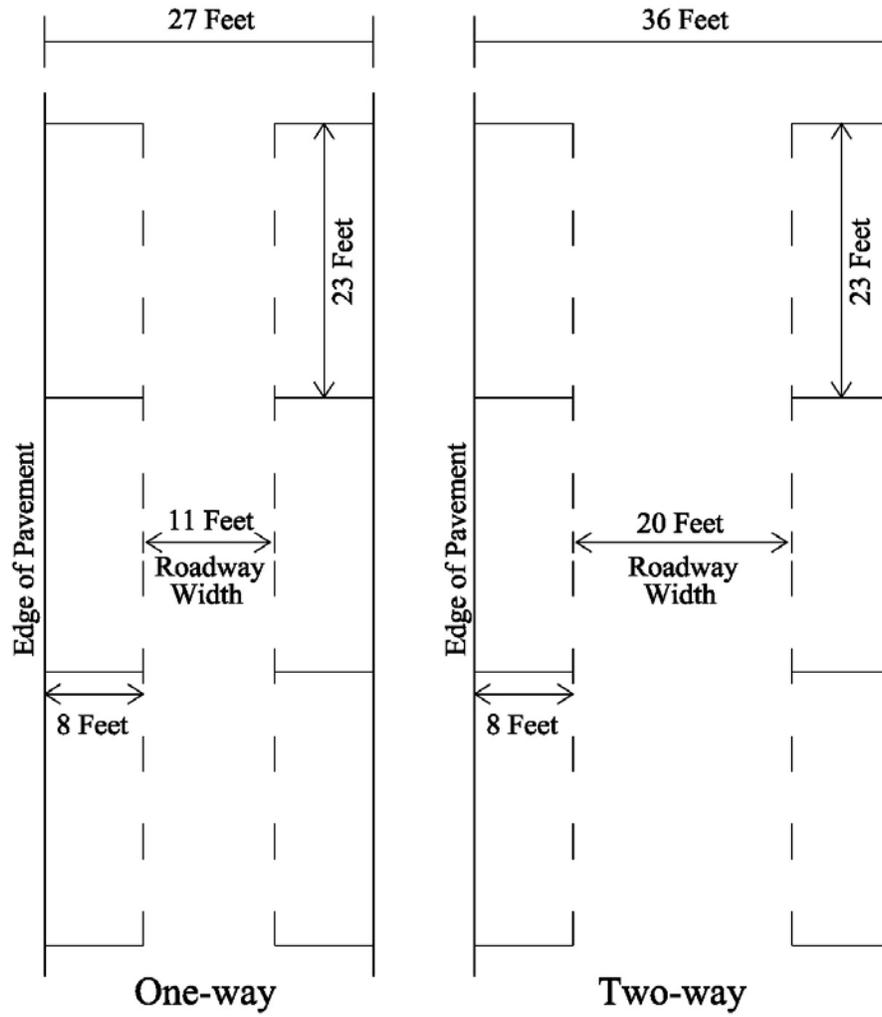


One-way



Two-way

Figure 5.4
Parallel Parking



- H. All lighting used to illuminate any off-street parking area shall be installed to be shielded within and directed onto the parking area only. All parking lot or display lighting shall be designed, located and/or shielded to prevent spill over onto adjacent properties, and shall be arranged to prohibit adverse affect on motorist visibility on adjacent public roadways. All lighting shall be shoebox fixtures with no recessed lighting. (See Section 3.20, Exterior Lighting.)
- I. Curbing or bumper blocks shall be provided where parking spaces abut landscaping, property lines, sidewalks or required setback areas.

Section 5.07 OFF-STREET LOADING AND UNLOADING

On premise space for standing, loading and unloading vehicles shall be provided for each use involving the receipt or distribution of goods.

- A. The size of the loading area shall be sufficient to prevent undue interference with adjacent required parking spaces, maneuvering aisles or traffic flow or public streets.
- B. Loading docks and loading areas facing a residential district shall be adequately screened by a wall and/or landscaping as described in Article VI, Landscape Standards.
- C. Loading/unloading areas or docks shall not be provided in the front yard or on any building side directly visible to a public street.
- D. All required loading and unloading spaces shall be laid out in the dimension of at least ten by fifty (10 x 50) feet, or five hundred (500) square feet in area. Loading dock approaches shall be provided with a pavement having an asphalt or portland cement binder so as to provide a permanent, durable and dustless surface:
- E. All loading and unloading in the I-1 and RD Districts shall be provided off-street in the rear yard or interior side yard, and shall in no instance be permitted in a front yard. In those instances where exterior side yards have a common relationship with an industrial district across a public thoroughfare, loading and unloading may take place in said exterior side yard when the setback is equal to at least fifty (50) feet. Required loading areas shall not be included in calculations for off-street parking space requirements.
- F. The minimum number of loading spaces provided shall be in accordance with the following table:

Gross Floor Area	Minimum Number of Loading and Unloading Spaces
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4,999 sq. ft. or less	0 spaces
5,000 – 15,000	1 space
15,001 – 30,000	2 spaces
30,001 – 90,000	3 spaces
90,001 – 150,000	4 spaces
150,001 and over	4 spaces, plus 1 for each additional 50,000

G. The Planning Commission may permit deviations from the requirements of Section 5.07 and may require more, allow for less, or waive off-street loading and unloading requirements whenever it finds that such changes are more likely to provide a sufficient number of off-street loading and unloading spaces, or that no loading space is required to accommodate the specific characteristics of the use in question.

The Planning Commission may attach conditions to the approval of a deviation to the requirements of Section 5.07 that bind such approval of the specific use in question. Where a deviation results in a reduction or complete waiver of off-street loading and unloading spaces, the Planning Commission may further impose conditions, which ensure that adequate reserve area, is set aside for future off-street loading and unloading spaces, if needed in the future.

Section 5.08 RESTRICTIONS OF THE USE OF PARKING LOTS

- A. Parking and/or storage of recreational vehicles or recreational equipment shall meet the standards listed in the General Provisions (Section 3.19).
- B. Parking or outdoor storage of commercial vehicles greater than one (1) ton, semi-trucks and trailers, mobile homes, tractors, earthmoving equipment, and similar vehicles shall be prohibited from residential districts unless associated with approved construction on the site.
- C. Parking of commercial vehicles over one (1) ton for a period exceeding 24 hours shall be prohibited in the City Commercial and Central Business District, and prohibited in the front yard in the General Business, City Residential and One Family Residential Districts.
- D. The parking of vehicles advertised for sale on land not leased or owned by the owner of the vehicle for over 24 hours shall be restricted to permitted automobile sales establishments.

Section 5.09 VILLAGE COMMERCIAL (VC) DISTRICT PARKING

City Commercial (VC) District Parking may be either on-site private parking as outlined in Section 5.03 or the property owner may participate in the voluntary public parking program to satisfy all or part of the parking requirements of this ordinance.

The Public Parking Program has the same parking requirement by usage per Section 5.03, but may be met by contributing \$2500 for each required space to the voluntary "Public Parking Fund", or such other amount as the City Council may establish by resolution.

Elimination of an existing curb cut provides a credit of \$2000 towards any voluntary "Public Parking Fund" obligation as incurred through participation. No cash refunds are given.

No new mid block curb cuts are permitted. Shared driveways are strongly encouraged. Access changes are permitted where drives can be consolidated or repositioned for sharing, improved safety, or more on-street parking can be provided.

Public Parking/Land Swap Option: Where a portion of a lot can be potentially developed for public parking the DDA and Planning Commission will consider swapping land in exchange for any voluntary Public Parking Fund contribution. Any exchange must be reviewed by the DDA and approved by the Planning Commission prior to the approval of any site plan.

Section 5.10 ACCESS MANAGEMENT

A. Statement of Purpose

The purpose of this section is to provide access standards which will facilitate through traffic operations, ensure public safety along roadways, and protect the public investment in the street system; while providing property owners with reasonable, though not always direct, access. The standards are specifically designed for streets whose primary function is the movement of through traffic, as opposed to local streets whose primary function is access to adjacent properties.

B. Commercial Driveway Definition: 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 serving just an essential public service structure.

C. Application of Standards

1. The access standards contained herein shall be required in addition to, and where permissible shall supersede the requirements of the Washtenaw Road Commissioner.

2. For expansion and/or redevelopment of existing sites where the Planning Commission determines that compliance with all standards of this section is unreasonable, the standards shall be applied to the maximum extent possible. In such situations, suitable alternatives which substantially achieve the purpose of this section may be accepted by the Planning Commission, provided that the applicant demonstrates all of the following apply:
 - a) Size of the parcel is insufficient to meet the dimensional standards.
 - b) The spacing of existing, adjacent driveways or environmental constraints prohibit adherence to the access standards at a reasonable cost.
 - c) The use will generate less than five-hundred (500) total vehicle trips per day or less than seventy-five (75) total vehicle trips in the peak hour of travel on the adjacent street, based on rates developed by the Trip Generation Institute of Transportation Engineers.
 - d) There is no other reasonable means of access.

D. General Standards for Driveway Location

1. 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 to be determined at engineering review.
2. Driveways, including the radii or tapered approach but not including right turn lanes, passing lanes and tapers, shall be located entirely within the right-of-way frontage, unless otherwise approved by the City Engineer and upon written certification (such as an easement) from the adjacent property owner agreeing to such encroachment.

E. 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 commercial driveway. Additional commercial driveways may be permitted at the discretion of the Planning Commission only under one of the following circumstances:

1. One (1) additional commercial driveway may be allowed for properties

with a continuous frontage of over three hundred (300) feet, and one (1) additional driveway for each additional three hundred (300) feet of frontage.

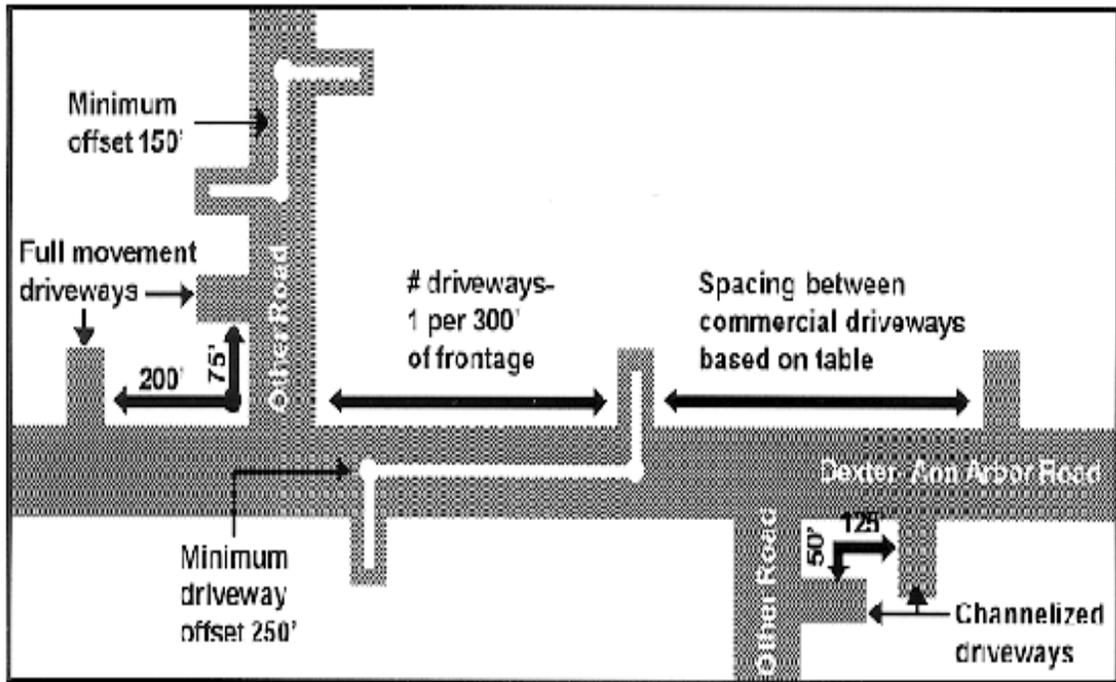
2. Two one-way commercial driveways may be permitted along a frontage of at least one hundred twenty five (125) feet, provided the driveways do not interfere with operations at other driveways or along the street.
3. Additional commercial driveways may be justified due to the amount of traffic generated by the use without compromising traffic operations along the public street, based upon a traffic impact study submitted by the applicant.

F. Driveway Spacing Standards

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

Posted Speed Limit (MPH)	Minimum Driveway Spacing (In Feet)
25	125
30	155
35	185

2. 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, or construction of a driveway along the property line farthest from the intersection.
3. 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 Dexter-Ann Arbor Road 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.
4. Spacing from intersections: Minimum spacing requirements between a proposed full movement or channelized 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. In no instance shall the spacing distance be less than the distances listed in the following table. 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. 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, or construction of a driveway along the property line farthest from the intersection.

MINIMUM COMMERCIAL DRIVEWAY SPACING FROM STREET INTERSECTIONS

Location of Driveway	Minimum Spacing for a Full Movement Driveway	Minimum Spacing for a Channelized Driveway Restricting Left Turns
Along Dexter-Ann Arbor Road	200 feet	125 feet
Along other Roads	75 feet	50 feet

G. Commercial Driveway Design

1. All commercial driveways shall be designed according to the City of Dexter Engineering Standards or Washtenaw County Road Commission, as appropriate.
2. For high traffic generators, or for commercial driveways along roadways

experiencing or expected to experience congestion, the Planning Commission may require two clearly marked egress lanes.

3. 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.
4. All commercial driveways shall provide an unobstructed clear vision of ten (10) feet in a triangular area measured ten (10) feet back from the point of intersection of the driveway edge and the street right-of-way.
5. The edge of commercial driveways shall be setback at least four (4) feet from the side or rear property line. This setback is intended to help control storm water runoff, and permit snow storage on site, and provide adequate area for any necessary on-site landscaping.

H. Shared Driveways and Service Drives

The use of shared driveways and 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 the following cases:

1. Where the driveway spacing standards of this section can not be met.
2. When the driveway could potentially interfere with traffic operations at an existing or potential traffic signal location.
3. Where there is congestion or a relatively high number of accidents.
4. Where the property frontage has limited sight distance.
5. Where the fire department recommends a second means of emergency access.
6. Where the access is serving properties within the same zoning district or the uses are determined by the Planning Commission to be compatible

such as commercial to professional business uses or single family to multiple family development.

7. Where an access agreement between all property owners involved is provided to the City for review.

I. Service Road Design Standards

1. **Location:** Service roads shall generally be parallel or perpendicular to the rear property line and may be located either, adjacent to, or behind, principal buildings and shall not be permitted in front of the principal building. In considering the most appropriate alignment for a service road, the Planning Commission shall consider the setbacks of existing buildings and anticipated traffic flow for the site.
2. **Access Easement:** The service road shall be within an access easement permitting traffic circulation between properties. This easement shall be sixty (60) feet wide. The required width shall remain free and clear of obstructions, unless otherwise approved by the Planning Commission.
3. **Construction and Materials:** Service roads shall have a base, pavement and curb with gutter in accordance with the City Engineering Standards for public streets, except the width of the service road shall have a minimum pavement width of eighteen (18) feet face-to-face of curb.
4. **Parking:** The service road is 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.
5. **Access to Service Road:** The Planning Commission shall approve the location of all accesses to the service road, based on the driveway spacing standards of this Section.
6. **Temporary Access:** The Planning Commission may approve temporary accesses 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. Occupancy permits shall not be issued until monies have been deposited with the City of Dexter.
7. **Elevation:** The site plan shall indicate the proposed elevation of the service road at the right-of-way line and the City shall maintain a record of all service road elevations so that their grades can be coordinated.

8. **Maintenance:** Each property owner shall be responsible for maintenance of the easement and service drive. The required easement agreement shall state the responsibilities of the property owner(s).

J. Modification of Standards for Special Situations

The Planning Commission shall have the authority to modify the standards of this section upon consideration of the following:

1. The standards of this section would prevent reasonable access to the site.
2. Access via a shared driveway or service road is not possible due to the presence of existing buildings or topographic conditions.
3. 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.
4. The use involves the redesign of an existing development or a new use which will generate less traffic than the previous use.
5. The proposed location and design is supported by the City Engineer as an acceptable design under the existing site conditions. The Planning Commission may also request the applicant provide a traffic impact study to support the requested access design.
6. The modification shall be of the minimum amount necessary, but in no case shall spacing to another full-access driveway be less than sixty (60) feet, measured centerline to centerline.
7. 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.
8. Where installation of additional impervious surface and subsequent additional stormwater cannot be properly managed or justified based on the overall plan and purpose of the additional drive.