

Pontiac, Michigan

Downtown Parking Plan

October, 2012

Prepared For:

**Pontiac Downtown Business Association (DBA)/
Main Street Board, and the
City of Pontiac**

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INTRODUCTION

Parking is a key component of a successful, overall management strategy for Downtown Pontiac. In the summer of 2012, the Pontiac Downtown Business Association (DBA) became the Main Street Management Board for Downtown Pontiac as approved by the City of Pontiac and Main Street Oakland County (MSOC). This followed action by the City of Pontiac to dissolve the Pontiac Downtown Development Authority (DDA) effective July 1, 2012. Near that same time, the City's Emergency Manager and Mayor began discussions with the DBA/Main Street Board on the future management of parking within the downtown (Woodward Loop). The DBA/Main Street Board then approached MSOC to assist them in the preparation of a Downtown Parking Plan with the goal of effectively managing downtown parking in the future. MSOC does not normally prepare such plans. However, in view of Pontiac's current economic situation, without any DDA or Downtown Management Staff of any kind, and being part of MSOC, MSOC agreed. The first step in that effort began with an analysis of all off-street and on-street parking, both public and private, within the Woodward Loop, south of M-59 (see appendix). Possible demolition of the Phoenix Center Parking Deck also became an issue at that time, which brought greater relevance and urgency to prepare a Parking Plan. While initial efforts have now focused upon the area within the Woodward Loop, south of M-59, there is a need to complete an inventory of all parking within the entire Woodward Loop as soon as possible. This basic parking plan should serve as the basis for future management of all parking within Downtown Pontiac (the entire Woodward Loop).

Supply of parking (the numbers and locations) is one issue, while management (or in effect, guaranteeing future numbers to the best of our ability) is a very important and necessary separate issue. All of the analysis and recommendations in this parking plan are consistent with the currently adopted City of Pontiac Master Plan dated December 3, 2008 and the June, 2001 Updated Downtown Development Plan. Amendments to the City of Pontiac's Zoning Ordinance, in line with many successful parking management strategies and zoning ordinances in other Oakland County communities, may be necessary in order to address many of the issues discussed in this report. Those recommendations at the end of this report should be strongly considered and implemented as a way to positively address all Downtown Pontiac parking issues in the future. To effectively implement any project consistent with this plan in a quality manner, professional Engineering, Parking, Planning, Design, Architecture and Legal experts should always be consulted and retained by all parties as necessary. All laws (local, state and federal) and local ordinances must be properly addressed and adhered to which may negatively or positively affect future parking needs and any related projects. Involvement of the public in all future actions is also critical to the successful management of parking in Downtown Pontiac. That is very much a basic part of the Main Street management philosophy for downtown management. Successfully meeting the needs of the 2 primary downtown parking user groups (customers and employees) is critical. Sections of this report identify and recognize the different needs of employee and customer parking. Parking management, enforcement, maintenance and associated costs will also be addressed. Education of all parties (public officials, private users (building, property and business owners, residents, employees and customers) will be essential on an on-going basis. Promotion and marketing efforts by the DBA/Main Street Board will be important in that effort. It is important to note that much of the information provided in this report came from similar studies in Rochester, Birmingham, Ferndale, Royal Oak and Ann Arbor, Michigan

PURPOSE

The purpose of this Downtown Parking Plan is to not only identify existing parking (public & private), but, to more importantly provide information on how all parking throughout Downtown Pontiac (the Woodward Loop) can and should be managed in the future. Parking Management is an absolute necessity in any comprehensive management strategy for successful redevelopment of any Downtown. In Pontiac, with their participation in the National Main Street Program for downtown revitalization as a member of the Main Street Oakland County Program, it is seen as an essential, basic component of the downtown's overall economic development efforts for the future.

PHOENIX CENTER PARKING DECK

For the purpose of this report, the Phoenix Center Parking Deck was purposely excluded (in terms of the parking spaces it now provides) due its physical condition as documented in recent studies, and because of action taken by City of Pontiac's Emergency Manager and the Oakland County Board of Commissioners to proceed with demolition as soon as possible. The obvious question is: How will that parking be replaced in both the short-term and long term future of the downtown? It is our belief that the following is true and will be necessary:

- All parking decks, especially those built before the 1990's, were constructed with an expected life span of 30 – 40 years. That is true throughout the United States. Beyond those years, maintenance and the potential for extended deck life become very costly. If proper maintenance has not been provided over the entire life of the deck, then it is even more costly. That was understood over 30 years ago when the Phoenix Center was built.
- It appears, that after a review of the recent parking deck analysis entitled ***“Condition Survey Report & Repair Recommendations for the Phoenix Plaza & Parking Garage, Pontiac, MI”*** dated May, 2012 and prepared by Desman Associates, that there are sufficient reasons why the City and County, in view of costly repairs that would be necessary to make the structure safe for continued use, decided on demolition as a more economically feasible approach.
- When the Phoenix Parking Deck was constructed, it cut off Saginaw Street, the main thoroughfare for the downtown. Cutting off a Main Street in any downtown has a negative impact. That action, together with the creation of a ring road (originally “Wide Track Drive”, now named the “Woodward Loop”, and the installation of many one-way streets throughout the downtown, severely damaged access to the downtown area for pedestrians and vehicular traffic, thus making it difficult for customers, shopper and workers to utilize the downtown. In retrospect, this was a major mistake and was one of several reasons for the demise of the downtown.
- Demolition of the Phoenix Deck will immediately provide improved visibility of the downtown from any direction, will improve access for pedestrians and vehicular traffic and should immediately improve property values for adjacent properties, for property throughout the downtown and the entire City.
- Replacement parking in the short and long term must be provided

- Reconnecting Saginaw after demolition of the Phoenix Deck by creating a new intersection of Saginaw Street and Orchard Lake Road will leave four parcels of land which can be utilized as parking (**see sketch in the appendix from a recent study and analysis of Woodward Avenue and internal streets within the Woodward Loop**).
- Replacement parking will be partially provided in the short term by new surface parking to be constructed on the 4 quadrants of a new Saginaw Street and Orchard Lake Road intersection which would provide 920 parking spaces in total for all 4 quadrants (see sketch in appendix)..
- Fees for replacement parking will be necessary and will be utilized for maintenance, security and management. Fees must be competitive with other public parking in Oakland County Downtowns and the Detroit Metropolitan areas. Current fees paid by users of the Phoenix Deck may be extremely low in comparison to current parking fees elsewhere.
- Lot# 9, adjacent to the north and west edge of the Phoenix Deck is now vacant and is utilized for public parking. A portion of that parking lot could be temporarily designated for use by properties adjacent to the Phoenix Deck during demolition. 612 spaces are now available on Lot#9. Additional parking is available on adjacent parcels of land as well.
- Future parking (including any temporary/transitional parking during demolition) must be paid for by building owners and the private sector users of those parking spaces. This is especially true in view of the fact that in Pontiac's current financial situation, there are no tax increment financing (TIF) dollars available or any other financial means to assist in the cost of construction in Downtown Pontiac at this time.

PARKING GOALS:

- Maintain an inventory of all public and private parking within the Woodward Loop/Downtown Pontiac and update that information on a regular basis
- Determine the proper mix of short and long-term parking spaces and establish easily identifiable locations for both that will benefit shoppers, service customers and employees
- Recognize the needs for customer, residential and employee parking
- Continue to identify and discuss positive and negative parking issues to seek solutions
- Conduct a cost/revenue analysis of anticipated parking fines and anticipated enforcement costs to implement recommended strategies
- Develop enforcement strategies for the necessary turn-over and proper use of all parking
- Regularly conduct an Employee Parking Survey as a tool to better designate short and long-term spaces
- Improve Enforcement: Review current enforcement practices and recommend strategies for effective yet downtown friendly enforcement procedures
- Create a DBA Parking Advisory Committee to advise the City and the Sheriff
- Create a parking management and enforcement program that is financed by parking fines and other parking revenues

- Adopt and Implement a Parking Management and Enforcement Plan: Review and emulate successful downtown parking management and enforcement strategies and practices, including Zoning Ordinance provisions, utilized in other downtowns in Oakland County and throughout Michigan
- Create future parking throughout the downtown which is compatible with the City's adopted Master Plan and the Downtown Development Plan

MANAGEMENT

Preliminary discussion between the City's Emergency Manager, Mayor, Sheriff's Department and the DBA/Main Street Board has already started regarding the potential for the DBA, another group or a contractor to manage all parking in Downtown Pontiac. The DBA has discussed its interest in taking responsibility for parking management with the Oakland County Sheriff. The Sheriff agreed it could provide training and the City through its City Attorney has made it clear that the City of Pontiac must maintain primary control. Quality, comprehensive parking management needs to include enactment of strategies to control and provide adequate employee, customer and residential parking, rate and parking fine review, parking enforcement, issuance of parking permits where necessary (long-term employee and residential), maintenance and lighting. This plan will also identify the problems with enforcement and identify strategies for better enforcement. Proper parking management and enforcement will require the cooperation of downtown merchants, businesses, employees and residents. The DBA (or some defined role with others) may be the best vehicle to seek this cooperation and involvement. At a minimum, a DBA Parking Committee should serve in an advisory capacity/role with regard to: the need for meters (utilizing the latest technology), adjusting meter rates, permit fees, adjustment of short-term/long-term parking areas, special events usage, maintenance and lighting. Greater control of employee parking should be a high priority.

EMPLOYEE PARKING

There are hundreds of employees in the Downtown District (Woodward Loop & fringe) who need parking. Now that mix includes primarily office, hospital and restaurant/entertainment, There are also a few small retail and service businesses, apartment residents and soon to be residential condominium occupants. Workers employed by those establishments occupy a significant portion of the available spaces throughout the downtown area. In many medium sized (15,000 – 65,000 population) and small (200 – 15,000 population) city and village downtowns, this can be as high as 30% - 50% of the total available parking. The actual number of employees now working in Downtown Pontiac is not currently available. A business survey (perhaps by the DBA) would help to determine numbers that would more accurately measure the employee parking impact. It is important to note that not all workers report to work at the same time. Some employees may car pool or be dropped off at their place of employment, while others may walk or ride their bike. Nevertheless, it is safe to say that a large number of public and private parking spaces are now occupied by employees.

Unfortunately, now, especially without any consistent enforcement, many employees park in prime close-in parking locations and on-street directly in front of the businesses they work in.

This presents a definite problem for customers of those businesses who are then forced to park farther away from the business they wish to patronize. Ideally, all close-in parking spaces should be reserved for shoppers and short-time downtown users. Thus, a lack of close-in parking spaces results in an inconvenience to shoppers and detracts from the economic vitality of the downtown. The national publication entitled: Downtown Promotions Reporter reports that “the value in retail sales of a prime parking space is approximately \$500 per day. When employees park in those on-street spaces, it potentially results (\$500 /day x 5 days per week = \$2,500 x 52 weeks = \$130,000) in the loss of at least \$130,000 per year/per space.” That is why this report has identified alternative locations for employee parking along with the proper mix of short-term and long term spaces so that customers and any downtown users are not inconvenienced by a downtown parking shortage.

ALTERNATE EMPLOYEE PARKING LOCATIONS

In order to maximize available parking for customers/shoppers within the downtown area, it is important to identify possible locations for employee (long-term) parking. Typically, these areas would be considered non-prime parking locations and would often fall outside of the areas for retail, restaurant/entertainment, office and service shoppers and customers. This is consistent with the goal which will reserve the prime, close-in and most convenient spaces for shoppers and customers. Those close-in spaces are typically within 300 feet of retail and service establishments and are easily accessible and visible from primary streets and major thoroughfares.

EMPLOYEE PARKING INCENTIVES

We must all recognize that there are frequent problems with employee parking in close-in and short-term parking spaces. There seems to be an inherent selfish attitude that the “rules do not apply to me this time”. This “illegal parking” reduces the amount of available parking for shoppers and customers and presents an image of inadequate parking supply for the downtown. This image also decreases the economic vitality of the entire downtown and is counterproductive to the DBA/Main Street Program and City’s efforts to fill all buildings, and to increase retail, service and office opportunities. To this end, it is important that the DBA/Main Street Program develop employee parking strategies, incentives and management options that will encourage employees to park in satellite parking lots and wherever long-term parking spaces are available. In this manner, there will be more close-in and convenient spaces for shoppers and customers.

EMPLOYEE INCENTIVE PROGRAMS

Incentive programs should be used in conjunction with education and enforcement. The incentive programs should encourage employees to park in long-term lots. Incentives include the following:

- **Pricing:** Parking in long-term employee parking lots is cheaper than close-in short-term meters and paying parking tickets for expired meter parking.
- **Free Parking:** The City and DBA should consider free or reduced rate parking in selected and/or furthest away parking lot locations, This is an essential component in Rochester.
- **Prizes:** Merchandise or services from downtown businesses can be given to an employee who consistently, over a long period of time, utilizes long-term employee parking. The

prizes could be promoted through the DBA/ Main Street Program's website, newsletter, social media and advertising opportunities.

- **Convenience:** Employee parking permits could be easily obtained and accounted for through new technology. All permits should be issued uniformly on a yearly or monthly basis. The City and/or the DBA may wish to consider stickers which can be placed low on windows, as is commonly practiced in many downtowns. The issuance of employee permits aided by new technology must be convenient and easily accessible so that employees are not discouraged in their efforts to obtain employee parking permits. This process could also be used for privately lots available to the public.
- **Safe & Secure Parking Lots:** The employee parking lots must be well maintained, lighted and be in safe and secure locations. The City and/or the DBA must also consider parking lots that are nicely landscaped, as well as clean and secure to encourage employees to consistently use the long-term parking lot areas.

MONITORING THE EFFECTIVENESS OF INCENTIVE PROGRAMS

In order to gauge the effectiveness of incentive programs, the City and/or the DBA should periodically monitor and survey employee parking. A survey of prime on-street spaces should be periodically conducted. If employees do not utilize designated long-term spaces, the incentive programs and education programs can be adjusted. Again, it is the basic nature of the Main Street Program to spread many, if not all, of the labor tasks for incentives (collecting donated items from local businesses) and education among volunteers on the DBA/Main Street Program's Committees according to their individual project work plans.

EDUCATION

Above all, employers (especially those who rely upon daily retail, restaurant/entertainment, office and service customers and shoppers) within the Downtown/Woodward Loop must be educated as to the problems of employee parking. Metered parking, as practiced in the vast majority of downtowns throughout Oakland County and Michigan, are a major tool for the purpose of managing and enforcing employee parking. As long as a reasonable amount of employee parking exists, is properly signed and is available within a reasonable walking distance, the practice and enforcement of meters can be very positive. Education must make owners and their employees aware of the negative economic impact if they park in the close-in parking spaces (see the economic data noted in the Employee Parking section above). Illegal parking in short-term spaces, if enforced, can result in repeated and significant fines. They need to know about the negative impact if nearly 30% - 50% of all close-in and convenient parking is occupied by employees. The responsibility for consistent and ongoing education programs will rest with the DBA/Main Street Program. Information in newsletters, website, social media, maps, brochures, advertising, visible signage and peer pressure will be critical. The DBA and local businesses must be committed to an ongoing employee parking program. Employees must talk to other employees and employers about the common good for their economic vitality and that of the entire downtown. Peer pressure and continuous requests for cooperation will be necessary and should be encouraged.

SUMMARY OF EMPLOYEE PARKING STRATEGIES, INCENTIVES & MANAGEMENT:

Education

- DBA website, newsletters, social media, events, brochures and advertising promotions
- Increased visibility through maps and signage
- Parking area recognition through effective striping
- Seek cooperation through City, DBA, Sherriff, Businesses, Employees & Chamber

Enforcement

- Increased enforcement personnel (City, DBA, Sherriff, contracted?)
- Tire chalking & Ticket writing
- Consider adding limited meters with new technology

Incentives

- Consider free or reduce rate parking in furthest distance parking lots
- Annual & Monthly permitting process. Consider window stickers as part of the permitting
- Consider merchandise prizes to reward consistent employee adherence to long-term parking
- Maintain safe and clean lighted long-term employee parking lots

MIX OF LONG-TERM AND SHORT-TERM PARKING

One of the purposes of this report is to establish the need for the proper mix of short-term and long-term parking spaces. Short-term is typically defined as two-hours or less while long-term spaces are considered as all-day or ten hour use. It is important for the City to properly plan and manage the parking spaces in order to accommodate current and future short and long-term demand. Again, it will be extremely important for the City or the DBA to conduct an Employee Survey of all Downtown (Woodward Loop) businesses to more accurately determine the needs for location and numbers of employee and customer parking. In downtown Rochester, all short-term and long-term off-street parking in public lots is free. And, all parking lots in downtown Rochester have both short and long-term spaces designated. More importantly, there is consistent enforcement and management which makes its availability consistent and convenient to all. Obviously, as the mix of uses and parking demand change over time, the numbers and locations will also need to be changed.

PUBLIC & PRIVATE PARKING

All existing public (municipally owned) parking lots in Downtown Pontiac should remain in public ownership if at all possible in order to provide reasonably affordable and convenient parking for both short and long-term use in the future. The ability to have more control is important. All revenues from enforcement and management (fees and fines) should be utilized to pay for enforcement and maintenance. All public lots should have both short and long-term spaces clearly designated. Private Lots used primarily by private owners, their employees and customers should continue as such. However, the use of private lots after peak private usage, for open and limited public use should be encouraged as is commonly practiced in downtowns throughout Oakland County and Michigan. Signage is essential and needs be very clear and consistent on this subject.

ENFORCEMENT

The City, DBA/Main Street Program and the Sherriff must work together and create a strategy to increase and standardize enforcement measures to ensure that employees do not park in short-term locations. Enforcement strategies using old and new technology typically include the following:

- Tire Chalking. While tire chalking is a labor intensive enforcement tool, it is one of the most effective tools for enforcing short-term parking. A major question becomes, who will hire and pay a full or part-time enforcement officer to chalk tires and write tickets for violations?
- Parking Meters. Parking Meters (especially those now available with new technologies) are an effective tool for encouraging short-term turn over and to produce needed revenues for enforcement and maintenance. There is no longer the need for individual meters at each parking space. A single meter for the face of each block along with a space numbering system is fast becoming the normal new meter systems. Credit cards, dollar bills and coins can be used in the new centralized meters. Thus, parking meters for on-street parking can now be very effective and less expensive. In off-street parking lots parking meters (one or two for an entire parking lot depending upon its size, not for individual spaces, but as a single “mega meter” with a space numbering system, same as block faces for on-street) can be effective if they use new available technology and can accept credit card payments, which is now a common practice in many downtowns. Birmingham and Ann Arbor are good examples of these new parking meter systems. Obviously, the new “mega meters” significantly reduce the need for labor and are more cost effective in the long run with less meter upkeep and maintenance. Reduced labor with less time spent emptying individual meters is also improves accountability and safety.

ENFORCEMENT PRACTICES

Enforcement practices are an important piece in the development of an effective overall parking management strategy and program. Adequate enforcement is needed in order to implement the prescribed management policies and strategies for the overall parking system. To achieve a proper enforcement program, specific enforcement goals must be developed. These goals can be summarized as follows:

- To increase the vitality of the downtown, parking enforcement strategies are adopted to provide adequate parking for shoppers, customers, employees and residents
- To provide for parking space turn-over so that adequate parking spaces can be allocated to visiting shoppers and customers and all users of the downtown. Turn-over is especially needed and important at curb side on-street parking spaces which are the most valuable parking spaces in the downtown parking system throughout the entire Woodward Loop
- To maintain and enforce adequate employee parking controls so that long-term employee parking areas are utilized and so that long-term parking use does not adversely impact short-term shopping and customer use
- To maintain adequate enforcement practices to ensure revenue to properly maintain the parking management system

- To promote parking enforcement programs through support of the City, DBA, Sherriff and local businesses. This local support can then translate into proper local ordinance and legislative enforcement as necessary

PROBLEMS WITH EXISTING ENFORCEMENT

It is largely recognized that there is now inadequate enforcement of parking throughout the entire downtown area (Woodward Loop). This is a result of limited manpower by the Oakland County Sherriff due to the current poor economic conditions within the City of Pontiac. Enforcement manpower is limited to the availability of Sherriff officers within the downtown area. The Sherriff, Emergency Manager and Mayor admit that the issuance of parking tickets is a low priority concern. As a result, enforcement is spotty and inconsistent. The vast majority of all on-street and close-in parking spaces are occupied by business owners and employees during the normal daily working hours of 8:00 a.m. to 6:00 p.m. This makes it very difficult for customers of retail, restaurant and service businesses to find any close-in parking spaces. And, it is detrimental to the success of existing downtown businesses and the prospect of bringing in any new businesses of any kind.

COST/REVENUE ANALYSIS

Any viable parking enforcement and management system should be able to cover all costs of enforcement plus generate some portion of revenue for parking management. This should be a stated goal of the City, Sherriff and the DBA/Main Street Program for all future parking arrangements. In order to determine if this is a realistic goal, an evaluation of potential parking meter (with new technology) revenue, parking fine revenue and any permit fee (long-term employee and residential) revenue must be considered. Consistent part-time or full-time enforcement will require additional costs. Maintenance and lighting for parking lots also have a cost. Together, these costs will require additional revenues and the City will have to consider options to increase revenue. Fortunately increased revenue is a secondary result of increased enforcement which is a primary goal.

LOADING ZONES

The downtown has a number of loading zones. Loading zones are subject to frequent misuse by non-commercial users. The zones also take up valuable on-street parking space that would otherwise be available for short-term parking. Finally, the loading areas are difficult to enforce. They must be signed properly and require frequent patrols by an enforcement officer. If not properly signed, the officer is engaged in arguments concerning use of time limits. Downtown Pontiac is fortunate to have back alleys on most if not all streets which allow rear entrances and loading access. An Advisory Parking Committee could consider and recommend requests from merchants for loading areas on an as needed basis. However, a policy should be adopted which generally discourages loading areas except in areas as designated.

ZONING ORDINANCE & MASTER PLANS (Including “Parking Exempt Zones”)

All required parking is clearly noted in the City of Pontiac’s currently adopted Zoning Ordinance. From time to time a community’s Zoning Ordinance needs to be updated in view of ever changing current conditions. State law requires them to be updated at least every 5 years. It is common in downtowns for parking provisions within a zoning ordinance to be amended as conditions change and as new technology emerges. Examples of parking provisions from other downtowns in Oakland County are included in the appendix of this report. It is also important that any changes in parking locations for parking lots and decks should be compatible with the currently adopted Community Master Plan and the most recent Downtown Development Plan. Pontiac is fortunate because the Downtown Development Plan clearly includes locations for new parking lots and decks in the future (See Downtown Future Land Use Map in the appendix of his report). Most downtowns throughout the United States have what are commonly referred to as “Parking Exempt Zones”. Those zones are at the central core of a downtown only. In those “parking exempt zones” there are no zoning requirements for parking. This recognizes the history and urban character of buildings built adjacent, side-by-side, with common walls and no setbacks from the sidewalk and taking up all or the majority of the long narrow lots fronting on the Main Street. These areas are limited and usually include only those blocks fronting on Main Street and occasionally dense side streets that are an extension of the density of Main Street. Downtown Rochester is a good example (See appendix). Areas in Downtown Pontiac should be identified along Saginaw and Huron Streets for consideration as “Parking Exempt Zones”. The DBA/Main Street Board, its Parking Advisory Committee, the City of Pontiac Planning Commission and the City Planning Consultant should communicate and work together on these issues, as well as special events and input on new developments.

PARKING INVENTORY

An inventory of all public and private parking spaces (on-street and off-street) in the downtown, within the Woodward Loop and south of M-59 (Huron Street) only, was completed in July of 2012 (see copy in the appendix) by Main Street Oakland County at the request of the DBA/Main Street Program. This area was done first in response to the status of the Phoenix Parking Deck. There are a total of 2,768 parking spaces within the Woodward Loop., south of M-59. Of that total, 913 are public and 1,854 are private. It is important to note that the subject parking data is based upon existing actual off-street parking space size, many of which are 10 feet in width x 18 or 20 feet in length. Smaller space sizes are noted in the City’s Zoning Ordinance which could yield more spaces if restriping takes place. Current Parking Standards based upon national engineering and traffic standards can be found in the *Institute of Transportation Engineers Standards for Parking* which is frequently updated and available. The parking data in the July, 2012 Inventory does not include the existing Phoenix Parking Deck. It does include the 612 spaces immediately adjacent to the north. All 2,768 parking spaces south of M-59 in the Woodward Loop are within a 5 minute walk from the existing Phoenix Deck (**see Parking Inventory in appendix**). A complete inventory of all public and private parking spaces north of M-59 within the Woodward Loop should be completed as soon as possible. That information will be valuable for management of all parking within the entire downtown, inside the Woodward Loop.

PARKING SIGNAGE

All parking lots need to be clearly and effectively signed at each entrance. Parking Signs directing people to parking lots should appear throughout the downtown on street signs and as part of any wayfinding system. A simple international symbol for parking is a large Helvetica font letter style “P” on a circle. The “P” is a dark blue inside a dark blue circle. Many communities have those on street signs with a directional arrow pointing in the direction of the nearest public parking lot. There are many good examples of parking signage in downtowns throughout Oakland County. Snow removal signage should be clearly visible. Enforcement Signage which references the City Code must also be visible.

RESIDENTIAL PERMITS

Residential parking permits should be available and provided annually on a fee basis to residents living in the downtown area. The permits (as commonly practiced) could be in the form of a small window sticker applied to the car window. Residential parking must be limited to specific parking lot areas and clearly defined. The Permit application must make it clear that the resident is responsible to move the care immediately after significant snow falls (usually 3 inches or more) for parking lot snow removal.

SPECIAL EVENTS

Parking Lots may be used temporarily for special events on a limited basis. However, prime, close-in parking lots should be rarely used during regular business hours (8:00 a.m. – 6:00 p.m.). Standards need to be developed that clearly place the responsibility for liability insurance and the cost of any repairs if any damage occurs during the use of the parking lot, on the temporary user. All parking revenues for any and all public and private events must be provided to the City and/or the Contracted Parking Management Company, in total, in all cases. Approval by City Council should be mandatory. Recommendations for or against such use must be made to City Council by the Parking Advisory Committee which is to be made up primarily of downtown business owners. It is a generally accepted and practiced standard rule in downtowns throughout the United States, that the closure of streets, especially main streets like Saginaw and Huron Street/M-59, should be limited. Generally, a main street should not be closed for more than a total of 10 business days per year. Same with parking lots! Huron/M-59 is a unique situation and should be closed no more that 2 – 4 days per year for only one or two events. Except for major parades (Holiday, Fourth of July and Memorial Day only) which require only temporary closures (2 – 8 hours, early in the day only), the bottom line should always be that the event itself must cover all costs necessary for City services associated with the event. That type of written agreement must be approved in advance by City Council. The City Attorney, Sherriff and DPW should all be involved in this process.

RECOMMENDATIONS:

1. Enforcement of all parking in the downtown Woodward Loop needs to be consistent and expanded as soon as possible. Future parking decks and parking lots need to be considered for construction throughout the downtown, as noted in the Downtown Development Plan, not as one mega or major parking deck in one end of the downtown as was the case with the Phoenix Parking Deck. Enforcement needs to be consistent with a Downtown Parking Management Plan. Education efforts must take place to support strong enforcement.

2. Business owners and employees should not park in on-street and close-in parking spaces. Those spaces are for business customers
3. Meters using new technology ,that are not located at each individual space, should be considered for all on-street parking and possibly in key parking lots as well. More data should be obtained and the successful use of this new technology in other communities needs to be considered.
4. Consider Employee Parking Incentives and monitor their effectiveness.
5. The City and the DBA/Main Street Program should work together with the Sherriff to create and adopt a reasonable and professional Downtown Parking Management Plan as soon as possible.
6. A Parking Inventory of the area north of M-59, within the Woodward Loop, should be undertaken and completed as soon as possible.
7. Demolition of the Phoenix Center and Parking Deck needs to commence and be completed as soon as possible so that future parking management efforts can comprehensively proceed for the benefit of all downtown businesses and property owners. Demolition due to its age is inevitable.
8. Policies and Procedures need to be established for Special Events use of all parking Lots and Streets which affect parking, business and residents anywhere in the downtown.
9. An Employee Survey of all businesses in the downtown Woodward Loop needs to be taken to determine how many employees work downtown and where. It would then provide more accurate information to plan for short-term and long-term customer and employee parking needs.
10. Adequate Signage must be placed on all parking lots and directional signs should be placed at all downtown street intersections on existing street sign poles, above the street sign itself.
11. Adopt the Downtown Pontiac Transportation Assessment Plan and implement all of the recommendations within that report as soon as possible. That will lead to improved access to all parking in Downtown Pontiac and lead to more positive economic development.
12. Residential Parking Permits should be allowed. Policies and Procedures for that purpose need to be established

13. A Parking Advisory Committee needs to be established by the DBA/Main Street Program and formally recognized by the City. Their purpose will be to provide input and recommendations on all aspects of parking within the Woodward Loop. They must maintain close communication and work with the City (Mayor, Emergency Manager, Sherriff, DPW/City Engineer, City Attorney, Planning Commission, City Planner, etc) as partners.
14. Consider amendments to the City Zoning Ordinance for improved parking, as necessary and based upon best practices successfully utilized in other communities.
15. All parking lots must be well maintained and lighted
16. The DBA/Main Street Board should undertake Parking Promotion & Marketing efforts on its website and by other methods as soon as possible.
17. Community input should be sought before final approval of many items noted above.

APPENDIX

- Parking Inventory (Public & Private) south of M-59 in the Woodward Loop
- Map: Public & Private Parking South of M-59 within the Woodward Loop
- Map: On-Street Parking South of M-59 within the Woodward Loop
- Map: Walking Times to Parking in Downtown Pontiac south of M-59
- Sketch: Proposed Parking at a new Saginaw St. & Orchard Lake Rd. Intersection (after removal of the existing Phoenix Center Deck)
- Downtown Development Plan Future Land Use Map
- Zoning Ordinance Parking Provisions: Sections from the Cities of Pontiac, Rochester, Ferndale, Royal Oak and Birmingham Zoning Ordinances

DOWNTOWN PONTIAC PARKING INVENTORY

South of M-59/Huron Street, Within the Woodward Loop

Revised: September, 2012

Parking Lots (Group A)

Street Location & Parcel I. D. #	Paved Yes/No	# of Spaces	Striped: Yes/No	Ownership: Public/Private	Walking Minutes from Phoenix Deck
Water Street/North Side of Phoenix Deck:					
14-29-484-003	Yes*	72	Yes	Public	1
" " " "	Yes*	30	No	Public	1
14-29-484-007	No/Gravel	72	No	Public	1
14-29-479-010	Yes*	612	Yes	Public/Lot#9	1
14-29-484-007	No/Grass	124	No	Public	1
E. Judson St./South:					
14-32-228-007	No/Gravel	70	No	Private	1
14-32-228-001	Yes	30	No	Private	1
14-32-228-006	Yes	57	Yes	Private	1
Woodward, Between Pike & Water St./North:					
14-29-482-003	Yes	16	Yes	Public	2
14-29-482-001	Yes	50	Yes	Public	2
Mill Street, North of Water Street:					
14-29-481-002	Yes	30	Yes	Private	2
14-29-481-006	Yes	24	Yes	Private	2
14-29-481-001	Yes	29	Yes	Private	2
E. Pike Street, Between Mill & N. Woodward:					
14-29-436-024	Yes	204	Yes	Public	3
14-29-436-023	Yes	55	Yes	Public	3
14-29-436-021	Yes	86	Yes	Private	3
N. Perry Street at E. Pike (Parking Deck, McLaren):					
14-29-478-001	Yes**	552	Yes	Private	4
Wayne & Pike Street:					
14-29-476-034	Yes	17	No	Private	4
14-29-476-033	Yes	65	Yes	Private	4
14-29-476-012	Yes	30	No	Private	4
14-29-476-014	Yes	14	Yes	Private	4
14-29-412-006	Yes**	110	Yes	Private	5

Downtown Pontiac Parking Inventory

September, 2012

Page 2.

Street Location & Parcel I. D. #	Paved Yes/No	# of Spaces	Striped: Yes/No	Ownership: Public/Private	Walking Minutes from Phoenix Deck
Wayne Street, Between Lawrence & Clinton:					
14-29-413-005	Yes	31	Yes	Private	5
14-29-413-004	Yes	50	Yes	Private	5
14-29-413-006	Yes	14	Yes	Private	5
14-29-433-002	Yes	48	No	Private	5
Huron Street (M-59), Between Saginaw & Wayne:					
14-29-433-001	Yes	52	Yes	Private	5
14-29-433-005	Yes	48	Yes	Private	5
Clinton Street, Between Wayne & Woodward, West of Saginaw:					
14-29-412-001	Yes	16	Yes	Private	5
14-29-412-002	Yes	8	Yes	Private	5
14-29-412-004	Yes	57	Yes	Private	5
14-29-413-002	Yes	22	Yes	Private	5
Perry Street, Between Lawrence & Pike, East of Saginaw:					
14-29-477-022	Yes	53	No	Private	5
Huron Street (M-59), Between Woodward & Mill St.:					
14-29-436-022	Yes	147	Yes	Private	5

On-Street Parking (Group B)

Saginaw Street	Yes	69	Yes	Public	2-4
Lawrence Street	Yes	32	Yes	Public	3
Perry Street	Yes	5	Yes	Public	2

* Paving needs maintenance **Parking Deck

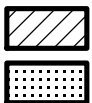
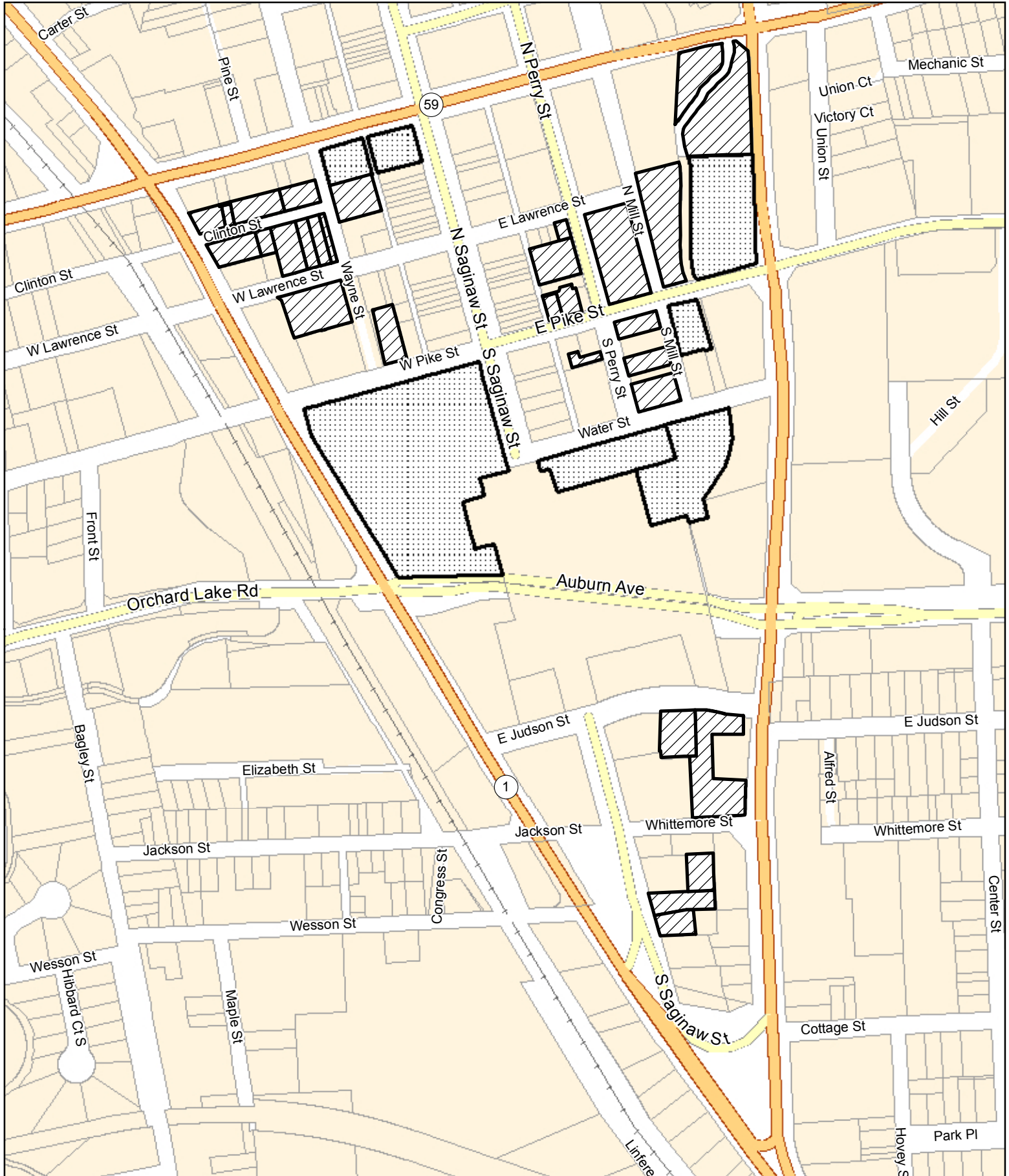
PARKING SPACE SUMMARY:

Group A (Lots) Public Total	1,235
Group A (Lots) Private Total	1,660
Group B (On-Street)Public Total	<u>106</u>
TOTAL	3,001

TOTAL PUBLIC = 1,341**TOTAL PRIVATE = 1,660*****

***Some Private spaces may be available for Public Parking with written/legal agreements or as posted during specific hours.

Downtown Pontiac South of M-59 Public and Private Parking Spaces



Private Parking

Public Parking

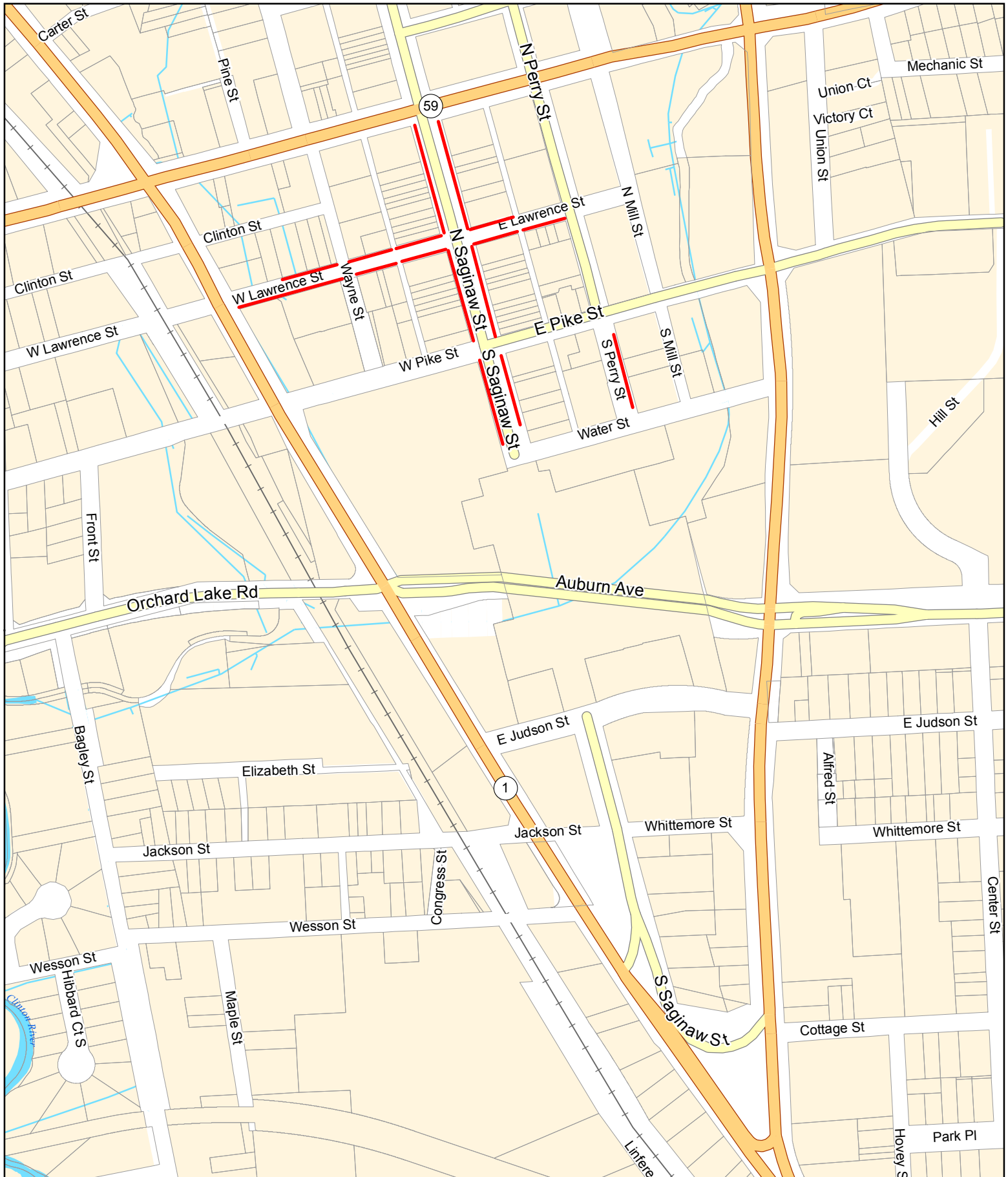
Disclaimer: The information provided herewith has been compiled from recorded deeds, plats, tax maps, surveys and other public records. It is not a legally recorded map or survey and is not intended to be used as one. Users should consult the information sources mentioned above when questions arise.

OAKLAND
COUNTY MICHIGAN
Economic Development & Community Affairs
L. Brooks Patterson
Oakland County Executive

Date Created: January, 2012

1 inch = 400 feet **NORTH**

Pontiac On-Street Parking



On-Street Parking —
***106 Total Parking Spaces**

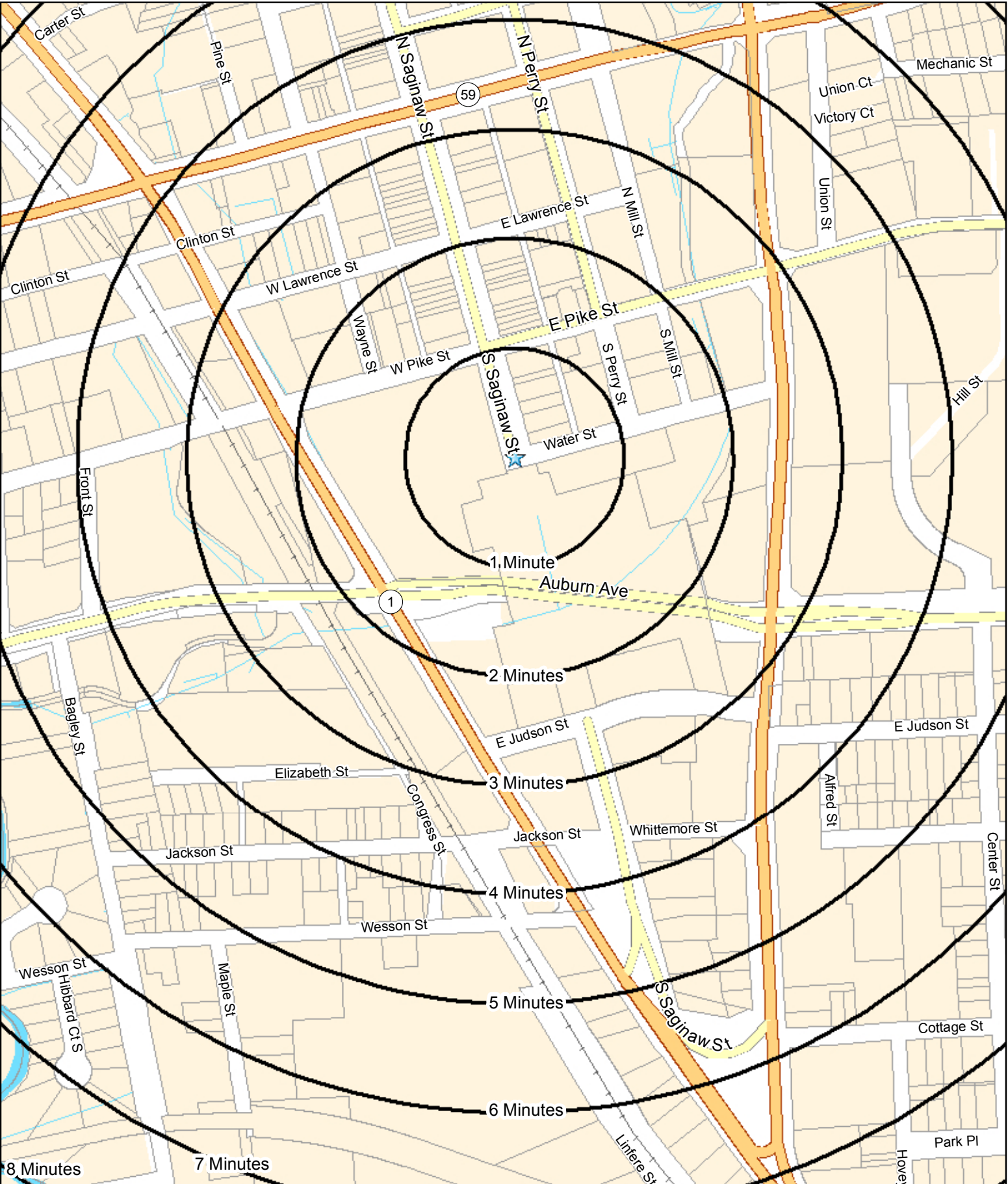
Disclaimer: The information provided herewith has been compiled from recorded deeds, plats, tax maps, surveys and other public records. It is not a legally recorded map or survey and is not intended to be used as one. Users should consult the information sources mentioned above when questions arise.


OAKLAND
 COUNTY MICHIGAN
 Economic Development & Community Affairs
 L. Brooks Patterson
 Oakland County Executive

Date Created: 10/2/2012

1 inch = 400 feet **NORTH**


Downtown Pontiac South of M-59 Walking Time - 1 Minute Intervals

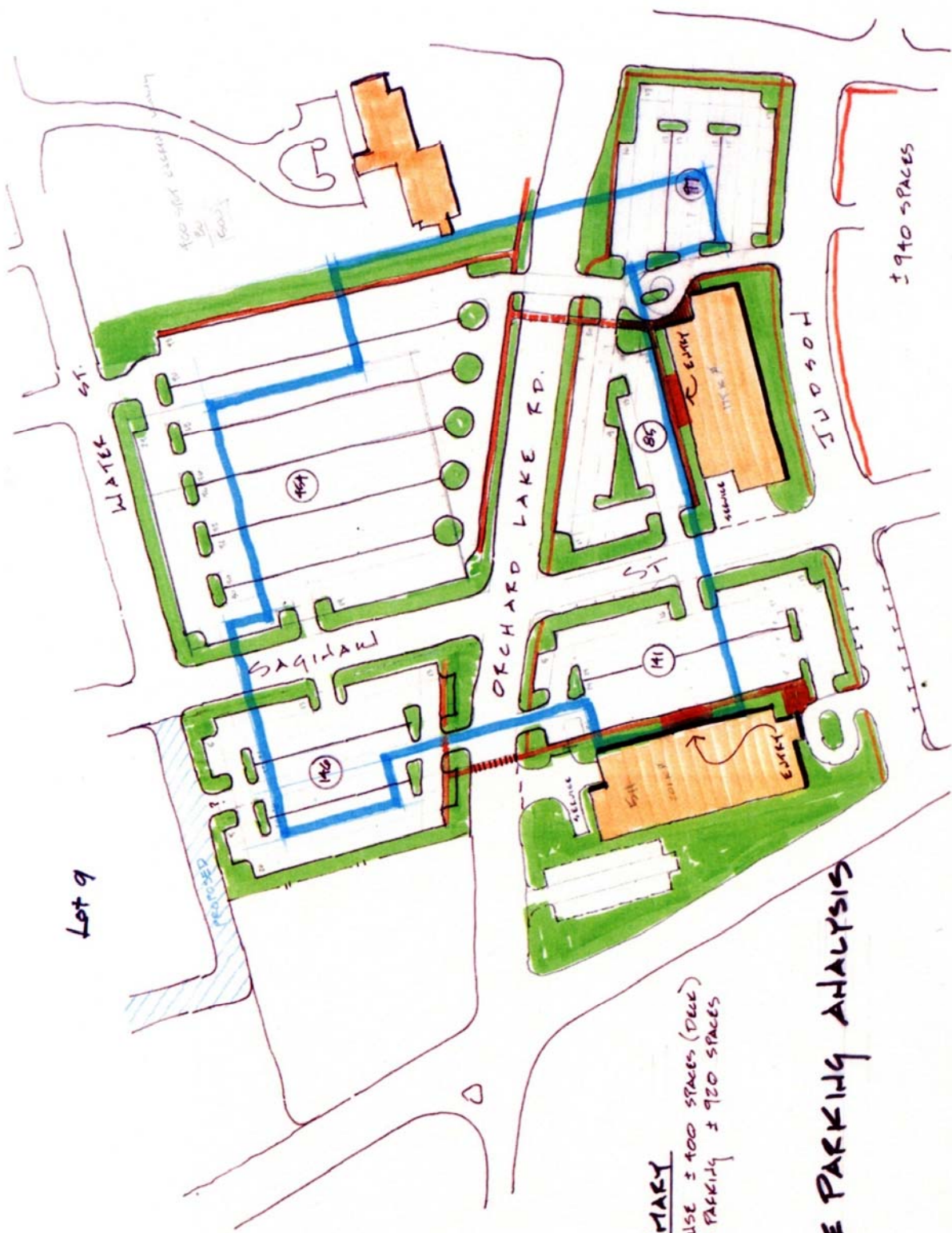


 1 Minute Interval

Disclaimer: The information provided herewith has been compiled from recorded deeds, plats, tax maps, surveys and other public records. It is not a legally recorded map or survey and is not intended to be used as one. Users should consult the information sources mentioned above when questions arise.

OAKLAND COUNTY MICHIGAN
Economic Development & Community Affairs
L. Brooks Patterson
Oakland County Executive

Date Created: 10/4/2012
1 inch = 400 feet  NORTH



Lot 9

SITE SUMMARY

EXISTING PARKING USE ± 400 SPACES (DECK)
 TOTAL SURFACE PARKING ± 920 SPACES

SURFACE PARKING ANALYSIS

1"=50'



Illustration II (Figure 3-13, 2001 Downtown Development Plan)

Pontiac, MI

Parking Zoning Ordinances and Codes

Chapter 10 P-1 Parking District

Section 3.1001 Intent

The intent of this district is to provide specific locations for public or private off-street parking for those uses which are not able to provide adequate on-site parking or parking within their own district boundaries.

Section 3.1002 Permitted Principal Uses and/or Exceptions

Premises in such districts shall be used for an off-street vehicular parking area and shall be developed and maintained according to regulations in [Article 4, Chapter 3](#) and subject to such regulations as are hereinafter provided:

- A. The parking area shall be accessory to, and for use in connection with one or more businesses or industrial establishments located in adjacent nonresidential districts.
- B. The parking area shall be used for parking or passenger vehicles, for incremental periods of less than one day.
- C. No commercial repair work or service of any kind, sale or display thereof, shall be conducted in such parking area.
- D. No signs of any kind, other than signs designating entrances, exits and conditions of use shall be maintained on such parking areas.
- E. Such parking lots shall be situated on premises on premises which have an area of not less than 5000 square feet and shall be contiguous and adjacent to the use it is intended to serve. There may be a private driveway, a public street other than a major or urban thoroughfare as defined in the master thoroughfare plan or public alley between such parking district and the use that it intends to serve. P-1 districts may also be permitted within 300 feet of the use they are intended to serve, provided these additionally permitted P-1 districts are not located across a major or urban thoroughfare, super highway, or freeway, as defined in the master thoroughfare plan, from such use unless a suitable pedestrian crossing exists or can be provided such as an overpass, underpass or controlled signalized crossing.

Section 3.1003 Permitted Accessory Uses

- A. No building other than those for shelter of attendants may be erected upon the premises and shall not exceed 50 square feet in area or ten feet in height.
- B. Walls, fences where permitted, landscape buffers and planting in accordance with regulations set forth in [Article 4, Chapter 4](#).

Section 3.1004 Area, Height, Bulk and Placement Regulations

- A. Where the P-1 district is contiguous to a residentially zoned district and has a common frontage on the same block with residential structures, there shall be a setback equal to the required residential setback (25 feet) and a Type B buffer (see [Article 4, Chapter 4](#)). The land between such setback and street right-of-way line shall be kept free from refuse and debris and shall be planted with shrubs, trees, or lawn and shall be maintained in a healthy growing condition, neat and orderly in appearance. Planting shall be in accordance with [Section 4.406](#).
- B. All regulations set forth in [Article 4, Chapter 3](#) shall apply.

Section 3.1005 Site Plan Review

The planning commission shall review and approve or reject the site plans for all proposed parking lots in accordance with the standards and requirements of this ordinance, as set forth in [Article 6, Chapter 2](#).

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Chapter 3 Parking

Section 4.301 Generally

Whenever a parking lot is built either as required off-street parking lot or is built in a parking district, such parking lot shall be laid out, constructed and maintained in accordance with the regulations of this article. The building of a parking lot is subject to the requirements for a zoning compliance permit.

Section 4.302 General Standards

Off-street parking, in conjunction with all land and building uses shall be provided as herein prescribed:

- A. **Existing Off-Street Parking.** 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 would by this ordinance be required for such building or use.
- B. **Public Provision of Off-Street Parking.** Required off-street parking may be provided either by individual action or by a parking program carried out through public action, whether by a special assessment district or otherwise.
- C. **Location of Parking Spaces.**
 1. Parking Within Required Front Yards. Privately provided off-street parking for nonresidential uses shall not be located within a required front yard in excess of one parking space per 20 feet of frontage of such lot.
 2. Proximity. For those uses located outside the central business district all off-street parking, whether publicly or privately provided for nonresidential uses, shall be either on the same premises as the building or within 300 feet of the building it is intended to serve, measured from the nearest point of the off-street parking lot without crossing any major thoroughfares. EXCEPTION: where there is a parking program for a specified area carried out with public action in accordance with subsection f, the 300 foot proximity requirement may be waived by the reviewing authority.
 3. Single-family residential off-street parking shall consist of a parking strip, driveway, parking bay, garage or combination thereof and shall be located on the premises they are intended to serve. Such single-family residential off-street parking is exempt from the regulations of this article governing a parking lot.
- D. **Landscaping** of off-street parking lots shall be subject to the requirements of [Section 4.406](#).
- E. **Use of Off-Street Parking Areas.** Required off-street parking shall be for use of occupants, employees, visitors, and patrons and shall be limited in use to motor vehicles; the storage of merchandise, motor vehicles for sale, or the repair of vehicles is prohibited.
- F. **Timing of Completion of Required Off-Street Parking.** Off- street parking shall be provided as hereinafter required, prior to the issuance of a certificate of occupancy; provided that where a parking program for a specified area to be carried out by public action is established by an official plan that proposes parking spaces comparable to the quantitative requirements of this chapter and includes a time schedule of land acquisition and construction, certificate of occupancy for all land or building uses within such officially planned area shall not be contingent upon prior provision of off-street parking.

Section 4.303 Parking Requirements

- A. **Measurement Standards.** For the purpose of computing the number of parking spaces required, the following measurement standards are used:
 1. Floor Area. Where floor area is the unit for determining the required number of parking spaces, said unit shall mean gross floor area.

2. **Fractional Spaces.** When calculations for determining the required number of parking spaces results in a fractional space, any fraction of less than one half (1/2) may be disregarded, while a fraction of one half (1/2) or more shall be counted as one space.
3. **Employee Parking.** Parking spaces required for employees shall be based on the maximum number of employees on the premises at any one time during the largest typical daily work shift.
4. **Places of Assembly.** For religious institutions, sports arenas, or similar places of assembly in which those in attendance occupy benches, pews, or similar seating, each twenty (20”) inches of such seating shall be counted as one seat. For places of assembly without fixed seating, the parking requirement shall be calculated on the basis of the maximum permitted occupancy of the structure or facility as permitted by the fire code.
5. **Persons.** Any parking standard calculated on the basis of ‘persons’, ‘students’, or a similar group shall be based upon the maximum permitted occupancy of the structure or facility as permitted by the fire code.
- B. **Minimum Parking Required.** The minimum number of off-street parking spaces shall be determined in accordance with the following Table 8. For the list of uses that are included in each category, refer to Table 2 or the use definition categories in Article 7, Chapter 2
- C. **Maximum Parking Permitted.** To minimize excessive areas of pavement which negatively impact aesthetic standards and contribute to high volumes of storm water runoff, the maximum amount of off-street parking permitted for any use shall not exceed two hundred percent (200%) of the minimum parking requirements of Table 8. This requirement shall not apply to single-family or two-family dwellings. The Planning Commission may permit additional parking over and above the maximum parking limit based on documented evidence indicating that the maximum parking permitted will not be sufficient to accommodate the use on a typical day.
- D. **Uses Not Listed.** For uses not listed in Table 8, the default parking requirement for the category of use shall apply, unless the reviewing authority determines that the standard for another use is more appropriate than the default parking standard.
- E. **C-2 District Minimum Parking Requirements.** The minimum parking requirements shall not apply to nonresidential uses located within the C-2 central business district.

Bicycle Parking. Bicycle parking areas, including racks, are required in conjunction with off-street parking lots that are larger than 25 spaces. One bicycle space shall be provided for every 20 required vehicle parking spaces or fraction thereof. Shelters, bicycle lockers, or other methods of protecting the parked bicycles are encouraged. Bicycle parking spaces may be located anywhere on the site, including inside the building, and need not be located within the boundaries of the vehicle parking lot, but shall be located proximate to building entrances.

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Table 8. Minimum Parking Requirements

USE	MINIMUM REQUIRED OFF-STREET PARKING SPACES
RESIDENTIAL USES	
<i>Default Parking Requirement</i>	<i>2 spaces per dwelling unit</i>
Mixed Use Dwelling Unit	.9 spaces per bedroom
Multiple Family or Townhouse	1.1 spaces per bedroom
COMMERCIAL, OFFICE, and SERVICE USES	
<i>Default Parking Requirement</i>	<i>1 space per 500 sq. ft. of floor area</i>
Bar, Restaurant, Tavern or Alcohol Service Establishment	1 space per 2.25 persons permitted at maximum occupancy
Child Care Center	0.25 spaces per resident or client at maximum occupancy
Lodging Uses	1 space per room
Office, professional or medical	1 space per 300 sq. ft. of floor area
Places of assembly	1 space per 3 persons permitted at maximum occupancy
INDUSTRIAL USES	
<i>Default Parking Requirement</i>	<i>1 space per 550 sq. ft. of shop floor or manufacturing floor area + 1 space per 300 sq. ft. of office area</i>
Mini-Warehouse (outdoor access)	3 spaces
Mini-Warehouse (indoor access)	1 space per 50 leasable storage units
Wholesale Storage/Distribution	1 space per 2,000 sq. ft. of floor area + 1 space per 350 sq. ft. of office area
COMMUNITY, EDUCATION, and INSTITUTION USES	
<i>Default Parking Requirement</i>	<i>1 space per 3 persons permitted at maximum occupancy</i>
Assisted Living or Nursing Home	1 space per 0.5 residents or beds + 0.5 spaces per employee at maximum shift
State Licensed Residential Facility	0.25 spaces per resident or client at maximum occupancy
RECREATION USES	
<i>Default Parking Requirement</i>	<i>1 space per 3 persons permitted or anticipated at maximum occupancy</i>
Private Recreation (small indoor)	1 space per 300 sq. ft. of floor area
Private Recreation (large indoor)	1 space per 600 sq. ft. of floor area
ANIMAL and AGRICULTURE USES	
<i>Default Parking Requirement</i>	<i>No minimum parking requirement</i>
Retail sales associated with an animal or agricultural use	1 space per 500 sq. ft. of retail sales area
ACCESSORY and TEMPORARY USES	
<i>Default Parking Requirement</i>	<i>No minimum parking requirement</i>
Drive-in or drive-through facility	<ul style="list-style-type: none"> 2 entry + 1 exit space per self-service car wash 8 entry + 1 exit space per automatic car wash 3 stacking spaces per general use service window or station 8 stacking spaces per restaurant service window

Section 4.304 Modification of Minimum Parking Requirements

- A. **Modification of Minimum Parking Requirement.** The Planning Commission may modify the numerical requirements for off-street parking based on evidence submitted by the applicant that another standard would be more reasonable because of the level of current or future employment or customer traffic. The Planning Commission may condition the approval of a modification of the parking requirements that binds such approval to the specific use in question.
- B. **Deferred (Land Banked) Parking.** If the intensity or level of traffic anticipated to be generated by a use is lower than the number of spaces required by Table 8 but there is a reasonable expectation that parking demand on the site will increase in the future due to an intensification or change of use, construction of the excess parking spaces may be deferred (land banked) until such time as they are needed. Planning Commission approval is required for deferred (land banked) parking, subject to the following:
1. The deferred parking shall be shown on the site plan and set aside as landscaped open space.
 2. The deferred parking may be constructed at any time at the option of the property owner, or shall be constructed upon request by the Planning Commission.
 3. Deferred parking shall be located in areas that are suitable for future parking, and that comply with the requirements of this Chapter.
- C. **Shared Parking.** Two 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. However, in cases of dual functioning of off-street parking where operating hours do not overlap, the Planning Commission may reduce the required number of parking spaces based on the peak hour demand. Shared parking shall be located within 500 feet of the building it is intended to serve, measured from the property line of the site containing the parking facility. In granting such a reduction, the Planning Commission may require easements be granted to allow for the continued use of the shared parking facility.

Section 4.305 Parking Lot Layout and Design Standards

- A. **Ingress and Egress.** Adequate ingress and egress to the parking lot by means of clearly limited and defined drives shall be provided and approved by the city engineer.
- B. **Maneuvering Lanes.** All parking spaces shall be provided adequate access by means of maneuvering lanes. Backing directly into any public or private street from an off-street parking space shall be prohibited.
- C. **Pedestrian Circulation.** The parking lot layout shall accommodate direct and continuous pedestrian circulation, clearly divided from vehicular areas. Pedestrian crosswalks shall be provided, distinguished by textured paving or pavement striping and integrated into the sidewalk network.
- D. **Barrier Free Parking Spaces.**
1. Barrier Free Spaces Required. Each parking lot that serves a building, except single- and two-family dwelling units, shall have a number of level parking spaces, identified by a sign which indicates the spaces are reserved for physically handicapped persons. Barrier-free parking shall comply with the State of Michigan Barrier-Free Rules (Michigan Public Act No. 1 of 1966, as amended), the adopted City Building Code, and the Federal Americans with Disabilities Act.
 2. Construction Standard. Each barrier-free parking space shall have no more than a nominal 3% grade and shall be not less than 8 feet in width and be adjacent to an access aisle not less than 5 feet in width. Required van-accessible barrier-free spaces must be 8 feet in width and be adjacent to an access aisle not less than 8 feet in width.
 3. Number of Barrier Free Spaces Required. Barrier free spaces shall be required in accordance with the following Table 9. Table 9 is based on the most recent Department of Justice ADA accessible parking

requirements. If the accessible parking requirements are updated, the updated standards shall supersede those listed in the following Table 9.

Table 9. Barrier Free Spaces Required.

Total Spaces in Parking Lot	Total Accessible Spaces Required (including both 60" and 96" aisles)	Van Accessible Spaces Required ⁽¹⁾ (96" wide access aisle)
1 to 25	1	1
26 to 50	2	1
51 to 75	3	1
76 to 100	4	1
101 to 150	5	1
151 to 200	6	1
201 to 300	7	1
301 to 400	8	1
401 to 500	9	2
501 to 1,000	2% of total parking provided in lot	1/8 of total accessible spaces required
1,001 and over	20 plus 1 space for each 100 over 1,000	1/8 of total accessible spaces required

- E. **Parking Space and Maneuvering Lane Dimensions.** The design and construction of off-street parking spaces shall conform with the following requirements:

Table 10. Parking Design Standards

Parking Pattern (degrees)	Maneuvering Lane Width	Parking Space Width	Parking Space Length
0° (parallel)	12 feet (one way) 24 feet (two way) ⁽²⁾	8 feet	22 feet
1° – 70° (angled)	12 feet (one way)	9 feet	20 feet
71° - 90°	12 feet (one way) 20 feet (two way) ⁽³⁾	9 feet ⁽³⁾	20 feet ⁽³⁾

- F. **Striping Requirements.** The striping of off-street parking shall be done with either white or yellow paint. The striping of off-street handicapped parking stalls shall be identified with blue paint. All parking spaces shall be clearly striped with four (4) inch wide lines spaced two feet apart to facilitate movement and to help maintain an orderly parking arrangement, as shown in Figure 9.

¹ Van Spaces Required are Non-Cumulative. The number of van spaces required by Table 9 is part of, and not in addition to, the total number of accessible spaces required.

² Reduction of Parking Space Dimension. The required dimension may be reduced by 2 feet if low impact storm water management methods are incorporated into the parking lot storm water management design. Refer to Section 4.601.

³ Additional Width Required to Accommodate Door Swing. Any parking space abutting a landscaped area on the driver's or passenger's side of the vehicle shall provide an additional 18 inches of width to allow for access without damage to the landscaped area.

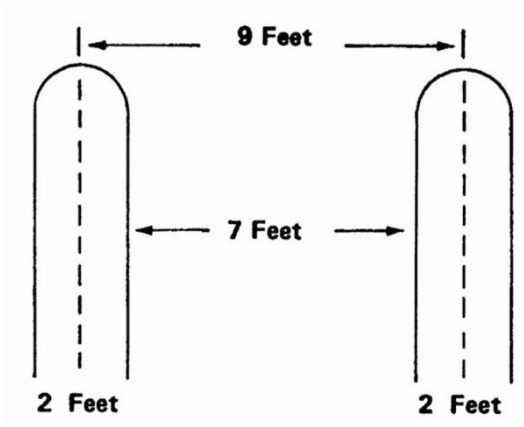


Figure 9. Parking Lot Double Striping

- G. **Vehicle Overhang.** Parking vehicles may hang over the interior landscaped area or curbing no more than two feet, as long as concrete or other wheel stops are provided to insure no greater overhang or penetration of the landscaped area.

Section 4.306 **Surfacing**

- A. **Surfacing.** The entire parking area, including parking spaces and maneuvering lanes, required under this section shall have asphaltic or concrete surfacing; or porous pavers in accordance with specification approved by the city engineer. Such facilities shall provide on-site drainage to dispose of all surface water accumulated in the parking area, unless otherwise approved by the City Engineer.
- Permeable or porous paving methods are encouraged, including open joined pavers, porous concrete/asphalt, and other methods of increasing stormwater infiltration. These methods may only be used when the permeable paving will have sufficient strength to bear expected vehicle loads for the parking area, and shall be designed in accordance with Appendix D of the Low Impact Development Manual for Michigan, available at the Planning Department.
- B. **Pavement Color.** All off-street parking areas are encouraged to use light-colored materials such as concrete, white asphalt, or light-colored pavers to reduce surface temperatures and to reduce the heat island effect.
- C. **Low-Impact Stormwater Management.** Refer to [Article 4, Chapter 6](#).
- D. **When Surfaced.** The parking area shall be surfaced within two months of occupancy of the use it is to serve if it is for a new use, and within two months of the effective date of rezoning if parking area is to serve an existing use or uses, except when weather conditions prohibiting the pouring of concrete extend such time period or otherwise exempted by [Section 4.302.F](#).

Section 4.307 **Off-Street Loading and Unloading**

On the same premises with every building, or part thereof where the principal use involves the receipt or distribution of vehicles or materials or merchandise, there shall be provided and maintained on the lot adequate space for standing, loading, and unloading services adjacent to the opening used for loading and unloading in order to avoid interference with public use of the streets or alleys.

Such loading and unloading space shall be an area in minimum ten feet by 40 feet with a 14 foot height clearance and shall be provided according to the following Table 11:

Table 11. Required Loading Spaces

Gross Usable Floor Area (in square feet)	Loading/Unloading Space Required
0 to 20,000	0
20,000 to 49,999	1
50,000 to 99,999	2
Over 100,000	2 spaces plus one additional space for each additional 100,000 square feet or fraction thereof.

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Rochester, MI

Parking Zoning Ordinances and Codes

Rochester, Michigan, Code of Ordinances >> - CODE OF ORDINANCES >> Chapter 52 - TRAFFIC AND VEHICLES >> ARTICLE II. - STOPPING, STANDING AND PARKING >> DIVISION 2. - PARKING VIOLATIONS BUREAU >>

DIVISION 2. - PARKING VIOLATIONS BUREAU [\[93\]](#)

[Sec. 52-61. - Created.](#)

[Sec. 52-62. - **Parking** fines.](#)

[Secs. 52-63—52-80. - Reserved.](#)

Sec. 52-61. - Created.

The city **parking** violations bureau is hereby continued. The bureau shall be in charge of the city clerk and such assistants as he may designate. The bureau shall accept violation payments as herein provided and shall account for all monies received to the city treasurer. Upon receipt of any such fine, the clerk shall issue a signed receipt for the same, and shall file a duplicate receipt with the city treasurer. The clerk shall keep a record book in which all entries shall be made in chronological order in accordance with the ticket number.

(Code 1982, § 10.1-4(9.6))

Sec. 52-62. - Parking fines.

Any person who is responsible for a **parking** civil infraction shall pay a fine to the **parking** violations bureau. Such fine may be adopted by resolution by the city council from time to time.

(Ord. No. 1987-3, 2-23-1987; Ord. No. 1988-3, 2-8-1988; Ord. No. 1991-19, 11-25-1991; Ord. No. 1992-01, 1-27-1992; Ord. No. 1995-03, 3-27-1995; Code 1982, § 10.1-4a; Ord. No. 2010-15, 6-28-2010)

Secs. 52-63—52-80. - Reserved.

FOOTNOTE(S):

⁽⁹³⁾ **State Law reference**— Authority to establish, MCL 600.8395. [\(Back\)](#)

Rochester, Michigan, Code of Ordinances >> - STATE LAW REFERENCE TABLE >> - CITY OF ROCHESTER ZONING ORDINANCE >> ARTICLE 24. - OFF-STREET PARKING AND LOADING >>

ARTICLE 24. - OFF-STREET AND LOADING

Sec. 2400. - **Parking**, storage, or use or major recreational equipment.

Sec. 2401. - **Parking** and storage of certain vehicles.

Sec. 2402. - Required off-street **parking**, general.

Sec. 2403. - Table of required off-street **parking** spaces.

Sec. 2404. - Off-street **parking** lot layout, construction and maintenance.

Sec. 2405. - Off-street loading and unloading.

Sec. 2406. - **Parking** prohibition on unimproved land.

Sec. 2400. - **Parking** , storage, or use or major recreational equipment.

- (a) For purposes of these regulations, major recreational equipment is defined as including boats and boat trailers, travel trailers, pickup campers or coaches (designed to be mounted on automotive vehicles), motorized dwellings, tent trailers, and the like, and cases or boxes used for transporting recreational equipment, whether occupied by such equipment or not.

Sec. 2401. - **Parking** and storage of certain vehicles.

- (a) Automotive vehicles or trailers of any kind or type without current license plates shall not be **parked** or stored on any residentially zoned property other than in completely enclosed buildings. In residential zones it shall be illegal to **park** any vehicle larger than three-quarter-ton capacity unless in an enclosed building or 100 feet from any lot line, and said commercial vehicle must be owned and operated by a member of the family residing on said lot or parcel.

Sec. 2402. - Required off-street **parking** , general.

Off-street **parking** required in conjunction with all land and building uses shall be provided as herein prescribed:

- (1) The minimum number of off-street **parking** spaces shall be determined in accordance with the following table. The minimum standards of this ordinance are not intended to function as desirable design standards for maximizing site usage. The purpose of these standards is to limit traffic congestion and public inconvenience. For uses not specifically mentioned in the table, off-street **parking** requirements shall be established by the administrative official from requirements for similar uses.
- (2) Any area once designated as required off-street **parking** shall never be changed to any other use unless and until equally required facilities are provided elsewhere. 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 would hereinafter be required for such building or use.
- (3)

The off-street **parking** may be provided either by individual action or by a **parking** program carried out through public action, whether by a special assessment district or otherwise.

- (4) Two 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. However, in cases of dual functioning of off-street **parking** where operating hours do not overlap, the city planning commission may grant a special exception based on the peak hour demand.
- (5) Required off-street **parking** shall be for the use of occupants, employees, visitors, and patrons, and shall be limited in use to motor vehicles. The storage of merchandise, motor vehicles for sale, or the repair of vehicles is prohibited. Required off-street **parking** for nonresidential uses shall be either on the same lot or within 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.
- (6) Off-street **parking** for a one-family dwelling or a two-family dwelling shall be subject to the following requirements:
 - a. Required off-street **parking** for a one-family dwelling or two-family dwelling shall consist of a paved driveway.
 - b. No vehicle shall be **parked** on the lot other than on a paved driveway, or in a garage or carport.
 - c. No vehicle shall be **parked** closer than three feet to a front lot line.
 - d. No driveway shall be located between the dwelling and the front lot line (see definition below) unless:
 1. Approved by the city planning commission in conjunction with its approval of a subdivision final plat; or
 2. Approved by the city planning commission as a special exception, based on the criterion that lots of ample width and area can adequately accommodate such **parking**, subject to article 26; or
 3. Approved by the board of appeals as a variance, subject to article 30.
- (7) The city planning commission may grant special exception to the minimum number of off-street **parking** spaces required to be provided only to the extent that existing public **parking** in the immediate area exceeds the requirements of this ordinance for the existing contiguous buildings. As a condition of special exception, the applicant/owner shall satisfy the requirements for off-street **parking** by a payment-in-lieu of providing said **parking** spaces as set forth in chapter 28, article IV of the City Code. Where off-street **parking** has been provided through special assessment of property, the required number of off-street **parking** spaces may be reduced by the planning commission by that number of spaces which can be allocated to the assessment on that property.
- (8) The following area is exempt from the provision of off-street **parking**: the area bounded on the north by the south line of the Penn Central Railroad; on the east by the alley east of Main Street, and the projection of the centerline thereof to the northern boundary; on the south by Mill and First Streets; and on the west by the alley west of Main Street, and the extension of its centerline to the northern boundary.

Sec. 2403. - Table of required off-street parking spaces.

<i>Uses</i>	<i>Spaces</i>	<i>Per Unit of Measurement (Rounded Off to Nearest Unit)</i>
a. Residential:		
Dwelling units of not more than two bedrooms which are found by the city planning commission to be permanently restricted to elderly and/or disabled persons	1	Dwelling unit.
All other residential	2	Dwelling unit. The minimum number of off-street parking spaces per building occupied or to be occupied by any of the following uses shall be as indicated below, or eight spaces, whichever is greater.
b. Office:		
Banks and similar service offices, such as, but not limited to, insurance, mortgage or loan company service offices, secretary of state office, unemployment compensation office, utility company office	1	<u>200</u> sq. ft. GFA.
General business office	1	300 sq. ft. GFA.
Office of a doctor, dentist or similar medical professional	1	125 sq. ft. GFA.
Office of a psychologist, marriage or similar non-medical counselor, office of a psychiatrist, excluding clinics	1	<u>200</u> sq. ft. GFA.
Psychology, marriage or similar non-medical clinics providing individual and group counseling	1	125 sq. ft. GFA.
c. Commercial:		
Outdoor dining areas on a "weather permitting basis" with seating for 30 or less patrons.		No additional space required.

Outdoor dining areas for more than 30 patrons or those that use awnings, roofs, or similar permanent or temporary structures then the following standards apply:

- (1) If the outdoor seating is 25 percent or less of the seating capacity indoors, no additional **parking** is necessary.
- (2) If the outdoor seating is 26 percent - 50 percent of the seating capacity indoors, the restaurant may be required to provide up to 125 percent of the **parking** required for the indoor space.
- (3)

If the outdoor seating is over 50 percent of the seating capacity indoors, the restaurant may be required to provide up to 150 percent of the **parking** required for the indoor space.

In addition to the above requirements for number of spaces, all uses in commercial, office and industrial districts shall design the off-street **parking** area so that the following objectives are met. Where the planning commission feels that the objectives listed below cannot be met, in their discretion they may require up to an additional 20 percent **parking** spaces.

- (1) Minimizes the likelihood of **parking** interference affecting adjoining residential neighborhood.
- (2) Limits traffic congestion and public inconvenience by providing ample **parking** on-site to meet all foreseeable daily needs.
- (3) Reduces the potential for overflow conditions that might result in undesirable on-street **parking**.
- (4) Provide space on-site for future **parking** expansions.

<i>Uses</i>	<i>Spaces</i>	<i>Per Unit of Measurement (Rounded Off to Nearest Unit)</i>
Bed and breakfast homes	1	Each rental room plus 1 for owner/manager.
General retail stores	1	<u>200</u> sq. ft. GFA.
Furniture and appliance, hardware stores, household equipment repair shops, showroom of a plumber, decorator, electrician or similar trade, shoe repairs	<u>800</u> sq. ft. GFA plus 1 for and similar uses 1 each 2 employees.	
Supermarkets	1	150 sq. ft. GFA.
Barber shops	3	Each chair.
Beauty parlors	<u>3.5</u>	Each treatment station.
Funeral parlors	1	<u>100</u> sq. ft. GFA.
Motor vehicle sales and service establishments	<u>800</u> sq. ft. GFA, plus 1	
	1	For each service stall.
Pool hall or club	1	Each game table, or 1 for each 300 sq. ft. GFA.
Bowling alleys	5	Each bowling lane.
Restaurants without alcoholic beverages	1	150 sq. ft. GFA.
Restaurants with alcoholic beverages	1	<u>100</u> sq. ft. GFA.
Fast food restaurant with	75 sq. ft. GFA, plus 6 indoor seating	

Fast food restaurant without indoor seating	1	25 sq. ft. GFA, plus 6 off-street waiting spaces for each drive-up window.
Theaters and auditoriums (except schools)	1	Each 3 seats.
Laundromats	1	Each 2 washing machines.
Dance halls, roller rinks, exhibitions halls, and assembly	1	Each 4 persons of legal capacity, or 1 for each halls without fixed seats 100 sq. ft. GFA, whichever is greater.
Motel	1	Each rental unit.
Overnight lodging facilities	1	Each rental unit.
Stadium and sports arena, or similar outdoor place of assembly	1	Each 4 seats, or 12 feet of bleachers.
Auto service station and auto service establishments such as tune-up shops, and similar uses	1	For each individual fuel pump plus 5 for each service stall.
d. Institutional:		
Churches and other houses of worship	1	Each 3 seats.
Hospital	3	Each bed.
Homes for the aged and convalescent homes	1	Each 2 beds.
Elementary and junior high schools	1	Each employee, plus 10 visitor spaces.
High schools	1	Each 4 students.
Private club or lodges	1	Each 5 members.
Golf clubs or swim pool clubs	1	Each 5 members.
Fraternity or sorority	1	Each 2 occupants.
e. Industrial:		
Industrial or research establishments	1	Each employee in largest shift, or 1 per 500 sq. ft. GFA, whichever is greater.
Wholesale or warehouse	1	Per 500 sq. ft. GFA.

Upon approval by the planning commission, the paved area for off-street **parking** may be reduced to an area comprising one space for every employee in the largest working shift, or one for every

1,700 square feet of usable floor area, whichever is greater, provided that a surplus area is provided on the site to accommodate the construction of additional off-street **parking** to fulfill the requirements for industrial or research establishments when needed.

The purpose of this subsection is to prevent improved industrial property from being rendered unusable by changing economic conditions, by permitting such uses to develop with reduced numbers of constructed off-street **parking** spaces while retaining additional site area for possible future off-street **parking** use. The applicant shall submit one layout showing the number of spaces to be provided as well as an alternate layout showing the number of spaces to be provided and the number to be landbanked. All areas designated for landbanking shall be maintained as landscaped open space. The applicant shall demonstrate that all landbanked **parking** areas can be developed as future **parking** spaces in accordance with city standards. Landbanked **parking** areas may not be used to satisfy landscaping, buffer, or screening requirements of this ordinance.

Approval for deferral of **parking** space construction (landbanking) shall only be granted upon a finding by the planning commission that adequate **parking** will be available for the proposed use on site; **parking** will not occur on any street or driveway, no traffic or circulation problems will occur on or off site; and the deferral is consistent with and protects public health, safety and welfare.

<i>Uses</i>	<i>Spaces</i>	<i>Per Unit of Measurement (Rounded Off to Nearest Unit)</i>
Auto service center, muffler and brakes shop, and similar uses	5	For each service stall plus one for each employee in the largest working shift.
Bump shops, body shops, engine rebuilders, and similar major auto repair facilities	3	For each one repair stall or station plus one for each employee. 50 percent of required parking may be provided in a storage yard where cars are parked end-to-end. The remaining 50 percent shall be in a standard parking lot.

(Amended 11-25-1996)

(GFA: Gross Floor Area)

(Ord. No. 2009-13, 5-11-2009; Ord. No. 2009-21, pt. 5, 11-9-2009; Ord. No. 2009-22, pt. 4, 11-9-2009)

Sec. 2404. - Off-street parking lot layout, construction and maintenance.

Wherever a **parking** lot is built, such **parking** lot shall be laid out, constructed, and maintained in accordance with the following requirements:

- (1) The construction or initiation of off-street **parking**, except for a single-family dwelling, shall be preceded by an approved site plan, and zoning compliance permit.
- (2) All **parking** spaces shall be laid out in the dimension of nine feet by 18 feet; however, in a **parking** lot of more than 12 **parking** spaces, the city planning commission may approve a site plan providing for up to 25 percent of the spaces in the dimension of nine feet by 16 feet, designated for small cars.
- (3) Adequate ingress and egress shall be provided for vehicles to and from the **parking** lot by means of clearly limited and defined drives

- (4) **Parking** spaces will be set back from abutting residential districts as follows:

<i>Where the parking lot adjoins or faces a residential district at the following:</i>	<i>Required setback of parking spaces:</i>
Side lot lines	Three feet from such side lot line
Contiguous common frontage in same block	Ten feet from front lot line
Across the street and opposite with residential lots fronting on such street	Ten feet from front lot line
Across the street and opposite, or contiguous to and in the block, with residential side lot lines on such street	Ten feet from street lot line
Rear lot line	Three feet from rear lot line

- (5) For the purposes of this section, the land between the setback of **parking** spaces and the lot lines is called a buffer strip. Wheel stops or curbing shall be provided to prevent any vehicle from projecting into a buffer strip or over a lot line. Up to two feet of the distance between the wheel stop or curbing and the buffer strip may be counted towards the depth dimension of the **parking** space(s), if it is designed to accommodate vehicle overhang, and that area shall be paved, stoned, or landscaped. Any portion of a buffer strip which is three feet or less in depth and is screened from adjoining property by a screen wall shall be paved, stoned, or landscaped; all other buffer strips or portions thereof shall be landscaped (including incidental walkways or other paving) pursuant to an approved site plan.
- (6) Wherever a **parking** lot of four or more spaces adjoins or is across the street from a residential district, screen walls shall be constructed in accordance with article 28.
- (7) The off-street **parking** lot shall be provided with asphaltic or concrete or other approved surfacing so as to provide a permanent, durable, and dustless surface, and shall be graded and drained so as to dispose of all surface water accumulated within the area in such a way as to not drain onto adjacent property or building. The construction of the required off-street **parking** shall be completed before a certificate of occupancy is issued; provided, however, for reasons of delay in construction caused by weather or other delay beyond the control of the owner, the planning commission may approve a financial guarantee for the completion of the off-street **parking** within not more than one year of the issuance of a certificate of occupancy, in accordance with [section 2905](#), performance guarantee.
- (8) **Parking** decks and/or structures may be permitted to satisfy off-street **parking** regulations when located in other than a residential or office district. All **parking** decks and/or structures shall require special exception approval by the planning commission. During consideration of the special exception, the commission shall ensure that the following standards are met, in addition to the general requirements of article 26:
- a. Where a **parking** deck or structure is located on property adjacent to a one-family residential district, the following standards shall apply:
 1. It shall be set back from the common lot line a distance not less than 100 feet.
 - 2.

The maximum height of the **parking** structure shall not exceed 48 feet. Where the maximum height of 48 feet will not achieve the required number of **parking** spaces, additional levels of the **parking** garage shall only be permitted below grade.

3. If the **parking** structure will exceed the maximum height allowed in the adjacent one-family district, the minimum setback as required by subsection (8)a.1. of this section shall be increased by an additional two feet for every one foot the structure exceeds the maximum height allowed in the adjacent one-family district.
4. The applicant shall demonstrate that the **parking** structure will not cast a shadow on any adjacent one-family residence in a manner that deprives its occupants of adequate natural light. The planning commission may require a greater setback than otherwise required in order to ensure this standard will be met. For reference, the applicant shall demonstrate what impact the structure's shadow will have on adjacent one-family districts based on the angle of the sun at 12:00 noon and 3:30 p.m. on December 21, and at 12:00 noon and 6:00 p.m. on June 22. The demonstration shall be made using three-dimensional modeling software or an equivalent method approved by the planning commission.
5. The entire area between a **parking** deck or structure and the abutting residential district shall be landscaped with trees, shrubs, and other ornamental plant materials and shall be illustrated on a landscape plan sheet for approval by the planning commission. The plan shall be designed to provide a living buffer and natural transition from the residential lot line to the **parking** structure. For **parking** structures in excess of 25 feet tall, the landscape plan shall provide large deciduous and/or evergreen trees along the face of the **parking** structure as one element of the landscape plan, placed 30 [feet] out from the structure and spaced on 30-foot centers, and interspersed with a variety of ornamental shrubs. The planning commission may approve a green screen or living wall type of planting in place of this first tree row, where it finds such technique will provide equal or greater screening of the building facade than the tree planting.
6. All equipment installed as a part of a **parking** deck or structure shall comply with the regulations for sound in [section 2301](#) of this [zoning] ordinance.
7. The side of a **parking** deck or structure that faces a residential district shall have a finished appearance by the application of face brick or an equivalent material approved by the planning commission. There shall be no openings in the wall of a **parking** deck or structure that faces a residential district, except those required by the building code or necessary to ensure public safety.
8. Lighting fixtures and equipment for a **parking** deck or structure shall be designed so as not to cause glare or otherwise illuminate an adjoining residential district.
9. The planning commission may limit the hours of operation of a **parking** structure where necessary to provide protection to nearby residences.
- 10.

Access to the structure along common lot lines abutting the residential districts shall be limited to access drives for emergency vehicles, when necessary.

- b. Where a **parking** structure is not adjacent to a residential district, it shall meet the height and setback requirements of the current zoning district, in addition to the following standards:
 1. In order to minimize interruptions in the pedestrian experience, structures which front upon streets located in the Central Business district shall be designed with ground floor space, liner buildings, or future building sites for retail or similar uses along the public sidewalk. The planning commission may grant a waiver from this requirement for all or part of the ground level frontage on streets determined to be outside the retail core of the downtown.
 2. In the B-1 and CBD districts, awnings, signage and other architectural elements shall be incorporated that encourage pedestrian activity and enhance the streetscape.
 3. Auto entrances shall be located to minimize pedestrian/auto conflicts.
- (9) The plan for the layout of the **parking** lot shall provide at least the following minimum dimensions to the pattern utilized:

<i>Pattern</i>	<i>Total Dimension Across Two Tiers of Spaces and One Aisle (Maneuvering Lane)</i>	<i>Minimum Aisle Width Dimension</i>
90 degree	60 feet	24 feet
60 degree	54 feet	18 feet
45 degree	48 feet	15 feet
45 degree Herringbone pattern	46 feet	15 feet

Any aisle or maneuvering lane of less than 20 feet width shall be designed and designated for one-way traffic movement.

- (10) The plan for the off-street **parking** lot shall specify the landscaping to be installed, including the placement and specifications of landscape materials, and shall be subject to approval as part of the site plan. The **parking** lot shall be landscaped in accordance with the approved site plan before a certificate of occupancy is issued for use of the **parking** lot. However, if seasonal weather conditions present practical difficulties in the installation or completion of the landscaping, the completion thereof may be deferred for not more than six months. If the landscaping is not fully installed by that time in accordance with the approved plan, occupancy for the use of the **parking** lot shall be revoked by the administrative official.

The owner of the premises upon which the landscaping is located shall maintain such landscaping in good condition so as to present a thriving, neat, and orderly appearance-free from refuse and debris. All diseased and dead material shall be replaced within one year or the next appropriate planting period, whichever, comes first.

All off-street **parking** areas of more than 40 spaces shall incorporate and provide curbed or otherwise protected tree planting spaces to be laid out and constructed to dimensions of not less than five by ten feet, providing not less than 50 square feet of land area for each tree planting space, to be placed so as to be located in an asymmetrical manner throughout the **parking** area. There shall be planted and maintained, trees of a selected variety and varying in size as may be practical for planting and architectural effect, as provided pursuant to section 13, but which shall be of a minimum of 1½ inches in trunk diameter at the time of planting and shall be provided and arranged as to establish a ratio of a least one tree for each 20 **parking** spaces or fraction thereof.

The plan for off-street **parking**, except as accessory to a single-family dwelling, shall be subject to the site plan approval requirements of article 27. **Parking** spaces of a **parking** lot are prohibited within the front 20 feet depth of a lot between the principal building and the front lot line, regardless of whether that area is a required front yard.

If the off-street **parking** lot is intended to serve office, business or commercial use(s), the **parking** lot and associated driveways shall be laid out to facilitate joint usage of driveways and circulation routes with adjoining property in the same block zoned for office, business or commercial use(s), with the intent of minimizing points of driveway access to major thoroughfares, increasing efficiency and safety of traffic circulation and coordinating grades and drainage. The planning commission shall have authority to require the implementation of such joint usage of said driveways and circulation routes by appropriate legal documentation between or among the property owners.

(Ord. No. 2010-16, 7-12-2010)

Sec. 2405. - Off-street loading and unloading.

- (a) On the same premises with every building, structure, or part thereof erected and occupied for manufacturing, storage, warehousing, retailing, wholesaling, or other uses involving the receipt or distribution of vehicles or materials or merchandise, there shall be provided and maintained on the lot adequate space for standing, loading, and unloading services adjacent to the opening used for loading and unloading in order to avoid interference with public use of highways, streets, or alleys.
- (b) Any building(s) designed or used for retailing which have a total of more than 10,000 square feet gross floor area on one lot shall be provided with walls or other architectural elements designed and constructed as integral parts of extension of the building(s) for the purpose of visually screening the loading and unloading areas and activities and refuse storage areas, and such treatment shall require approval as part of the site plan.

Sec. 2406. - Parking **prohibition on unimproved land.**

- (a) The **parking** of motor vehicles is only allowed on **parking** lots meeting the requirements of section 2404, off-street **parking** lot layout, construction, and maintenance, except that:
 - (1) **Parking** for one-family or two-family dwelling is subject to the requirements of section 2402(6);
 - (2) **Parking** of vehicles in public rights-of-way is subject to the traffic code;
 - (3) The temporary **parking** of vehicles in conjunction with on-going construction on the site is excluded from the provisions of this article 24.
 - a. It shall be the responsibility of the property owner to prevent the **parking** of vehicles on the property in violation of subparagraph (a) above by fencing or other physical barriers approved by the administrative official. The failure of the

property owner to install such physical barrier within 90 days written notice by the administrative official shall be a violation of this ordinance.

- b. The planning commission may grant a special exception for the temporary use of land for **parking** which does not meet the requirements of section 2404, for a specified duration, in unusual cases of temporary need, subject to such conditions on grading, drainage and traffic control as the commission shall impose.
- c. Bona fide **parking** lots which are legally initiated before July 25, 1977, and which have continuously served the **parking** needs of premises within 300 feet of the **parking** lot and which do not conform to the requirements of this ordinance may be continued, subject to the conditions and restrictions of article 4 on nonconforming uses.

Rochester, Michigan, Code of Ordinances >> - CODE OF ORDINANCES >> **Chapter 52 - TRAFFIC AND VEHICLES** >> **ARTICLE II. - STOPPING, STANDING AND PARKING** >> **DIVISION 1. - GENERALLY** >>

DIVISION 1. - GENERALLY

Sec. 52-41. - Parking restrictions for one-family or two-family dwellings.

Sec. 52-42. - Parking of commercial vehicles.

Sec. 52-43. - Parking in city limits; restrictions.

Sec. 52-44. - Metered parking zone: violation as civil infraction.

Sec. 52-45. - Unmetered parking zone: violation as civil infraction.

Sec. 52-46. - Penalties for violation of division.

Sec. 52-47. - Restricted parking designations.

Secs. 52-48—52-60. - Reserved.

Sec. 52-41. - Parking restrictions for one-family or two-family dwellings.

No vehicle shall be parked on a lot other than on a paved driveway, or in a garage or carport, where the lot is either a one-family dwelling or a two-family dwelling. For purposes of this section only, boats and trailers are specifically excluded from the term "vehicle."

(Ord. No. 1987-5, 3-9-1987; Ord. No. 1989-6, 2-13-1989; Code 1982, § 10.1-4(8.25))

Sec. 52-42. - Parking of commercial vehicles.

The parking of commercial vehicles within the city limits shall be restricted as follows: No commercial vehicle, whether in a single unit or made up of two or more units, of a greater length than 18 feet shall be permitted to park on streets or in municipal parking lots where parking is permitted, except during loading or unloading operations, or when rendering emergency vehicle service.

(Ord. No. 1987-6, 5-26-1987; Ord. No. 1988-5, 4-11-1988; Code 1982, § 10.6-1)

Sec. 52-43. - Parking in city limits; restrictions.

The parking of vehicles within the city limits shall be restricted as follows: On all streets, highways, or municipal parking lots of the city where parking is not restricted or limited to a shorter period of time, no person shall park any vehicle for more than 24 continuous hours.

(Ord. No. 1988-6, 4-11-1988; Code 1982, § 10.7-1)

Sec. 52-44. - Metered parking zone: violation as civil infraction.

When a parking meter is erected adjacent to a space marked for parking, such space shall be a metered parking zone, and a person:

- (1) Shall not stop a vehicle in any such zone for a period of time longer than that designated on the parking meter.

- (2) Shall deposit a coin of United States currency of a denomination designated on the meter, on the days and during the time the regulations on the meter are in force.
- (3) Shall not deposit or cause to be deposited in a parking meter a coin for the purpose of increasing or extending the parking time of any vehicle beyond the legal parking time which has been established for the parking space adjacent to the parking meter.
- (4) Shall not deposit or cause to be deposited in any parking meter any slug, device or metallic substitute for a United States coin.
- (5) Shall not remove, deface, injure, tamper with, open or willfully break, destroy, or impair the usefulness of any parking meter.

(Ord. No. 2009-04, 1-26-2009)

Sec. 52-45. - Unmetered parking zone: violation as civil infraction.

In an unmetered parking lot (when no parking meter is erected adjacent to a space marked for parking), such space shall be an unmetered parking zone, and a person:

- (1) Shall not stop, stand or otherwise park or allow said vehicle to remain stopped, standing or parked for a period longer than that designated on the signage controlling said unmetered parking lot.
- (2) Shall not move said vehicle within said lot to a different space, or the same parking space, for the purpose of extending the parking time of said vehicle beyond the legal parking time for said lot, which has been established for said parking lot by the sign or signage limiting the time in said lot.
- (3) Shall not intentionally remove, cover, alter or cause to be removed, covered or altered the ordinance officer's "time mark" from the tire of a parked vehicle with the purpose of extending the parking time of said vehicle beyond the legal parking time for said lot, or otherwise shall not do so for the purpose of deceiving the ordinance officer monitoring the time which said vehicle has been parked within the lot. Violation of the provisions of this subsection shall be a civil infraction in addition to any other violation of this section for parking over the posted limit, whereby a separate citation shall be issued for violation of this subsection.

(Ord. No. 2009-04, 1-26-2009)

Sec. 52-46. - Penalties for violation of division.

A person who violates this division is responsible for a civil infraction.

(Ord. No. 2009-04, 1-26-2009)

Sec. 52-47. - Restricted parking designations.

In addition to any other provision in this division, the city may designate certain parking spaces as restricted parking for particular uses including, but not limited to, temporary parking, electric car parking and recharging stations, and emergency or municipal parking. Except as may be required by federal or state regulations, the city may decide the appropriate signage and markings for the restricted parking spaces. Such restrictions shall be enforceable upon adoption of a traffic control order and installation of the appropriate signage and/or markings. Such restrictions shall be in place until the traffic control order is rescinded.

(Ord. No. 2011-11, 8-22-2011)

Secs. 52-48—52-60. - Reserved.

Ferndale, MI

Parking Zoning Ordinances and Codes

Article 7

Parking Districts

Section 7.01 Intent

The P-1 District is intended primarily to accommodate areas to be used solely for off-street vehicular parking, while affording maximum protection to adjacent residential areas by providing landscaped buffer strips, greenbelts or screening and acting as a transitional area between business, commercial and industrial areas and adjacent residential districts.

Section 7.02 Uses

Parking Districts Permitted and Special Land Uses		
	P-1	Additional Requirements
Public, Institutional & Utilities		
Parking lots (public and private)	P	
Parking structures	S	Section 8.13

Section 7.03 Schedule of Regulations

Parking Districts Schedule of Regulations	
	P-1
Maximum Height	
Building height (feet)	45
Lot Size (minimum unless otherwise noted)	
Area (square feet)	--
Lot width (feet)	--
Maximum Lot Coverage	
Buildings	--
Impervious surfaces	--
Maximum Density	
Units per acre	--
Setbacks (minimum unless otherwise noted)	
Front (feet)	--
Side (least) (feet)	--
Side (total) (feet)	--
Rear (feet)	--

1. Every person, firm or corporation who intends to construct, reconstruct, convert or alter any automobile service station shall furnish the Fire Chief and the CDD Director with plans for the proposed service station. These plans shall include the proposed location of pump islands, control console and fire extinguishers.
2. A qualified attendant or supervisor, at least sixteen (16) years of age, shall be on duty at all times that the station is open for business and shall be familiar with and trained to operate the fuel dispensing equipment shut-off controls.
3. Fuel dispensing units shall be located no less than fifteen (15) feet from any lot line and their off-street stacking space shall comply with *Section 10.04 Parking Design*.
4. Service stations shall have no more than eight (8) fuel dispensing units, each accommodating a maximum of two (2) vehicles, and two (2) enclosed stalls for minor repairs. An additional two (2) fuel dispensing units and one (1) enclosed stall may be included for each additional two thousand (2,000) square feet of lot area above the minimum area set forth in *Section 8.21 B Vehicle-Related Businesses*.
5. Where a service station site abuts any residentially zoned district, a screening wall shall be provided in accordance with *Section 9.14 Screening*.

Section 8.22 Vehicle Storage Facilities

The design, construction, screening and landscaping of vehicle storage facilities shall comply with *Section 9.11 Landscaping* and *9.14 Screening* and with *Article 10 Off-Street Parking and Loading*. Facilities must comply with the Environmental Performance Standards Ordinance and with the Sign Ordinance. Unless otherwise provided in this Section, vehicle storage facilities shall comply with the requirements of *Section 8.17 Self-Storage Facilities*. Vehicle storage facilities shall also be subject to the following requirements:

A. Indoor facilities:

1. Floor drains shall be prohibited.
2. Compliance with the Ferndale Fire Prevention Code is required.

B. Outdoor facilities:

1. Minimum site area of two (2) acres; maximum site area of five (5) acres.
2. Screening walls surrounding the property must be built in compliance with *Section 9.14 Screening*. All access points shall have mechanical or electronic locking devices for security. Access shall be restricted to customers and employees only.
3. Site drainage shall comply with all applicable Federal and State laws. Secondary containment shall be required.
4. Site plans shall specify if the facility will allow the storage of any vehicle over thirty (30) feet in length.

C. The following uses shall be prohibited:

1. All commercial, wholesale, retail and industrial business uses with the exception of minor storage-related commercial activity.
2. All residential uses except for a caretaker's apartment. Sleeping or living in the vehicles parked on the premises is strictly prohibited.

3. Vehicle repair, maintenance, detailing and restoration.
 4. Recreational activity.
 5. Installation of electrical, water or sewer connections to individual storage spaces.
 6. Storage of any vehicle carrying toxic, explosive, corrosive, flammable, illegal or hazardous materials.
 7. Storage of contractor materials and construction equipment.
 8. Facilities open between 10 p.m. and 7 a.m.
- D. Outdoor lighting shall be provided in compliance with the Environmental Performance Standards Ordinance.

Section 8.23 Wind Energy Conversion Systems (WECS)

WECS larger than those allowed in *Section 9.03 Accessory Buildings and Structures* and WECS used primarily to generate energy for commercial sale and wind farms, where permitted, shall be subject to the following requirements:

- A. All applications shall be accompanied by the following information, in addition to the site plan as required in *Article 11 Site Plan Review*:
1. Location and height of all purposed buildings, structures, electrical lines, towers, guy wires, guy wire anchors, security fencing and other above ground structures associated with the WECS.
 2. Location of all existing and proposed overhead and underground electrical utility, transmission or distribution lines.
 3. Existing and proposed setbacks for the WECS from all structures located on the property where the WECS will be located.
 4. Description of the proposed maintenance program, including maintenance schedules, the types of maintenance to be performed and removal procedures and schedules should the WECS become obsolete or abandoned.
 5. A copy of the manufacturer's installation instructions and blueprints.
 6. Drawings and engineering calculations certified by a registered engineer licensed in the State of Michigan.
 7. A copy of the Federal Aviation Administration (FAA) Form 7460-1, Notice of Proposed Construction or Alteration, which has been submitted to the FAA. This form must be approved prior to issuance of a building permit.
- B. The permitted maximum total height of a WECS shall be two hundred (200) feet (with the blade in the vertical position). Additional height restrictions may be imposed by the FAA. The WECS shall not be located or erected to a height that would pose a hazard to aircraft operations.
- C. WECS shall be constructed with tubular towers. Lattice towers are prohibited.
- D. The setback for placement of a WECS shall be at least equal to the height of the WECS from all lot lines and any public street right-of-way.

Article 10

Off-Street Parking and Loading

Section 10.01 Intent

The purpose of this Article is to ensure the provision of off-street parking facilities that are sufficient in number, adequately sized and properly designed to meet the range of parking needs and demands that are associated with land uses now in place in the City or with land uses allowed by this Ordinance.

Section 10.02 General Provisions

- A. **Applicability.** For all buildings and uses established after the effective date of this Ordinance, off-street parking shall be provided as required by this Article.
1. Whenever use of a building or lot is changed to another classification of use, off-street parking facilities shall be provided as required by this Article.
 2. If the intensity of use of any building or lot is increased through the addition of floor area, increase in seating capacity or other means, additional off-street parking shall be provided for such increase in intensity of use.
 3. Off-street parking facilities in existence on the effective date of this Ordinance shall not be reduced below the requirements of this Article.
 4. An area designated as required off-street parking shall not be changed to another use unless equal facilities are provided elsewhere in accordance with the provisions of this Article.
- B. **Location.** The required off-street parking shall be located on the same lot or site as the uses that it is intended to serve, except as provided for in subsection G, Collective/Shared Parking Provisions.
- C. **Residential Parking**
1. Residential parking areas shall be located on hard or pervious concrete, asphalt or permeable/grass pavers. Lawn and yard areas, other than designated parking areas, shall not be utilized for off-street parking.
 2. A minimum one (1) foot wide lawn or landscape strip shall be required between the edge of the parking area and all lot lines to provide adequate room for drainage, snow storage and privacy screening.
 3. **Single and Two-Family Dwellings**
 - (a) Parking areas shall consist of a parking strip, driveway, garage or combination thereof and shall be located on the premises they are intended to serve.

- (b) Parking areas shall not exceed twenty percent (20%) of the lot area and the pavement shall not extend into or include any part of that area enclosed by the front lot line, the front line of the principal building and the extended side lines of the principal building.
- (c) One (1) curb cut and approach is permitted per parcel.
- (d) Front yard circular or horseshoe drives are prohibited.
- (e) Residential driveways and garages may not be used for parking or storage of any vehicle with a payload greater than one and a half (1.5) tons.

4. **Recreational Vehicles.** In all Residential Districts, a recreational vehicle may be parked or stored subject to the following conditions:

- (a) No recreational vehicle parked or stored on single-family residential property shall exceed thirty (30) feet in length or ten (10) feet in width.
- (b) Motor homes may be parked on a single or two family lot for a maximum of two (2) weeks in any six (6) month period. During that period only, a motor or mobile home may be occupied and temporarily connected to electricity.
- (c) Recreational vehicles, other than motor homes, may be parked or stored within the side or rear yard, but no closer than three (3) feet from any side or rear lot line.
- (d) Recreational vehicles must be parked or stored on a hard-surface consisting of asphalt, concrete or other material approved by the Building Inspector.
- (e) No recreational vehicle shall have fixed connections to electricity, water, gas or sanitary sewer facilities. Temporary connections for recharging batteries and filling water tanks shall be permitted.
- (f) All recreational vehicles must be kept in good repair and carry a current license and registration.
- (g) No recreational vehicle shall be parked on a public street, alley or right-of-way, except as required for loading and unloading purposes for no more than twenty-four (24) hours.
- (h) Outdoor parking or storage of no more than two (2) recreational vehicles, other than motor homes, is permitted on a single or two-family residential lot. Recreational vehicles may not be parked or stored outdoors in the R-3 and R-4 Districts.

D. **Use Limitations**

- 1. It shall be unlawful for any person, firm or corporation to use private property for vehicle parking without the express consent, authorization or ratification of the owner, holder, occupant, lessee, agent or trustee of the property.
- 2. Off-street parking areas are intended only for temporary vehicle parking for public safety by keeping parked cars off the streets. Except when land is used as storage in compliance *Section 8.22 Vehicle Storage Facilities* or connection with the business of a repair or service garage, use of parking areas or open land is not permitted for the storage or parking of wrecked or junked cars or for creating a junk yard or nuisance in the area.
- 3. Loading spaces and parking spaces are subject to separate requirements and shall be considered separate components on a proposed site plan. In no case shall one (1)

- component be construed as meeting the requirements of the other required components.
4. It shall be unlawful to use a parking lot or open area for the storage of merchandise, materials, trucks, trailers, construction trailers, recreational vehicles and equipment, except as otherwise provided for in this Ordinance. This provision shall not apply to areas designated for fleet and company vehicles provided they are located in the side and rear yards of the business they serve.
 5. It shall be unlawful to use a parking lot or open area to park any vehicle for the purpose of displaying vehicles for sale, except in an approved vehicle dealership or as provided in *Article 8 Use Regulations*.
 6. It shall be unlawful to use a parking lot or open area to repair any vehicle.
 7. Commercial vehicle storage facilities must comply with *Section 8.17 Self-Storage Facilities*. All other vehicle storage must comply with the following standards:
 - (a) In all districts, commercial vehicles or power driven construction equipment shall not be parked or stored outdoors for a period of more than forty-eight (48) hours except in an off-street loading and unloading area as defined in *Section 10.05 Off-Street Loading and Unloading Requirements* or in an approved outdoor vehicle storage facility in compliance with *Section 8.22 Vehicle Storage Facilities*.
 - (b) These requirements shall not apply to contractor's storage yards, which are regulated by *Section 8.04 Contractor's Offices and Storage Yards*, nor to contractor's trailers and equipment situated on a construction site, provided that a temporary permit, renewable every ninety (90) days, shall first be obtained from the Community Development Department.
 - (c) Contractor's trailers must be removed within sixty (60) days after the issuance of the Certificate of Occupancy.
 8. Storage or parking of any vehicle, machinery, or equipment shall not be permitted on vacant lots or parcels. Except as otherwise permitted by this Ordinance, junk vehicles, machinery or equipment may not be parked or stored outdoors at any time.

Section 10.03 Off-Street Parking Requirements

- A. The number of required off-street parking spaces shall be determined in accordance with the table on the following pages.
- B. Required parking shall not include space required for loading and unloading or stacking spaces for drive-through facilities.
- C. **Units and Methods of Measurement.** For the purpose of determining off-street parking requirements, the following units of measurement shall apply:
 1. **Floor Area.** Floor area shall mean eighty percent (80%) of the gross floor area.
 2. **Fractional Requirements.** When units or measurements determining the number of required parking spaces result in a fractional space, one (1) additional parking space shall be provided.

3. **Uses not Listed.** For uses not specifically listed in the Parking Requirements Table the required parking shall be in accordance with that of a similar use as determined by the Community Development Department, based on documentation regarding the specific parking needs of the use.
4. **Bench Seating.** In calculating bench seating for places of assembly, each twenty-four (24) inches of bench, pew or similar seating facilities shall be counted as one (1) seat, except that where specifications and plans filed with the Community Development Department specify a certain seating capacity, they may be used as the basis for required parking space.
5. **Employees.** 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.
6. **Compliance with Codes.** Where parking requirements are based upon maximum seating or occupancy capacity, the capacity shall be as determined by the Building and Fire Codes.

Parking Requirements	
Use	Number of Required Parking Spaces
Residential	
Single- or two-family dwellings	2 per dwelling unit
Multiple-family dwellings	1.5 per dwelling unit, plus 1 per each 10 dwelling units for guest parking
Senior housing	1 per dwelling unit
Upper level residential units in non-residential districts	1 per dwelling unit
Health Care Facilities	
Assisted living facilities	1 per employee per shift, plus 1 for every 10 dwelling units
Hospitals	1 per 4 beds
Medical, dental and physical therapy offices, clinics and medical and dental laboratories and similar uses	1 per each 250 sq. ft. of floor area
State licensed adult foster care facilities	1 per 4 clients, plus 1 per employee
State licensed day care centers	1 per 350 sq. ft. of floor area, plus 1 per employee per shift
Entertainment & Recreational	
Amusement arcades	1 per each 4 occupants
Billiard and pool halls	1 per each 3 occupants
Bowling alleys	1 per each bowling lane
Health, fitness and exercise clubs	1 per each 200 sq. ft. of floor area
Miniature golf courses	2 per each hole
Private clubs	1 per each 3 occupants

Parking Requirements	
Use	Number of Required Parking Spaces
Roller and ice skating rinks and indoor court game facilities	1 per each 4 occupants
Theaters	1 per each 3 occupants
Service, Retail & Office	
Art, music, dance, craft, ceramic, glass, cooking and similar schools and studios	1 per each 2 occupants
Banks, credit unions, savings and loans and similar uses	1 per each 300 sq. ft. of floor area
Business and professional offices	1 per each 300 sq. ft. of floor area
Cemeteries	2 per employee per shift
Drive-through bank and retail facilities (see also restaurants, with drive-through facilities)	4 stacking spaces per window, plus spaces required for principal use
Dry cleaning facilities	1 per each 500 sq. ft. of floor area
Funeral homes or mortuaries	1 per each 100 sq. ft. of viewing area
Laundromats	1 per each 2 washing machines, plus 1 per each employee per shift
Lodging facilities	1 per each guest bedroom
Open air businesses	1 per each 500 sq. ft. of land area being used for retail sales, uses and services
Personal service establishments (including: barber/beauty shops, hair, nail & skin care services, tanning salons)	1 per 300 sq. ft. of useable floor area or 2.5 per barber or beautician's chair/station, whichever is greater
Radio and television studios	1 per each 500 sq. ft. of floor area
Research and development centers	1 per each 300 sq. ft. of office area, plus 1 per each 1,000 sq. ft. of lab/storage area or 1 per each employee at maximum shift capacity
Restaurants, carryout (with limited seating for eating on premises)	6 per service or counter station, plus 1 per each employee
Restaurants, with drive-through facilities	1 per 2 employees, plus 1 per 2 seats, plus 1 space per 30 sq. ft. of building floor area within the waiting area plus 10 stacking spaces per drive-through window
Restaurants, standard	1 per each 100 sq. ft. of floor area
Retail stores except as otherwise specified herein	1 per each 250 sq. ft. of floor area
Self-storage facilities	4 adjacent to the business office, plus 1 per each 200 storage cubicles
Service and repair establishments (photographic studios; barber and beauty	1 per each 800 sq. ft. of floor area

Parking Requirements	
Use	Number of Required Parking Spaces
shops; watch, clothing and shoe repair shops; dressmaking, catering, interior decorating, lock smith, small household appliances, musical instruments, bicycles, furniture, eyeglasses, office or business machines and similar establishments)	
Shops of building trades, caterers, blue printers and similar services	1 per each 800 sq. ft. of floor area
Vehicle dealerships	1 per each 500 sq. ft. of showroom floor area, plus 1 per each service stall
Vehicle filling and service stations	1 per each employee, plus spaces required for other uses within the station, such as the retail floor area, carryout restaurants or automotive repair stalls, subtracted by one half space for each automobile fueling position
Vehicle repair, major and minor	1 per each service stall, plus 1 per each employee
Vehicle wash, full-service	4, plus 10 stacking spaces per washing stall, plus a minimum 20 foot long drying lane at the exit of the wash
Vehicle wash, self-service (coin operated)	4, plus 1 stacking space per washing stall
Veterinary offices and hospitals, groomers	1 per each 400 sq. ft. of floor area
Video stores and rental establishments	1 per each 400 sq. ft. of floor area
Wholesale sales	1 per each 1,000 sq. ft. of floor area
Institutional Uses	
Libraries and museums	1 per each 350 sq. ft. of floor area, excluding area devoted to stacks or archival storage
Educational institutions: senior high, business, technical, trade and vocational schools	1 per employee, plus 1 per 10 students
Educational institutions: elementary or junior high schools	1 per employee, plus 1 per 100 students
Institutions for religious worship and other places of general assembly	1 per each 3 seats in the main place of assembly or 6 ft. of benches/pews
Public buildings (governmental offices, police and fire stations and community centers, but not including service or storage yards)	1 per each 250 sq. ft. of floor area
Industrial Uses	

Parking Requirements	
Use	Number of Required Parking Spaces
Contractor's storage yards	1 per each 300 sq. ft. of office area, plus either 1 per each 1,000 sq. ft. of shop/storage area (exterior or interior), or 1 per employee at maximum shift capacity
Manufacturing, processing and assembly, and reuse facilities	1 per each 300 sq. ft. of office area, plus either 1 per each 1,000 sq. ft. of shop/storage area, or 1 per each employee at maximum shift capacity
Recycling facilities	
Sheet metal fabrication, pattern making shops, tool and die shops and similar uses	
Vehicle storage facilities	1 per each 100 leaseable spaces
Warehouses, distribution centers and freight yards	1 per each 300 sq. ft. of office area, plus 1 per each 2,000 sq. ft. of shop/storage area, or 1 per each employee at maximum shift capacity

D. Barrier Free Parking

1. Within each parking lot, signed and marked barrier free spaces shall be provided in accordance with the Michigan Department of Labor, Construction Code Commission, Barrier Free Design Division.
2. Barrier free spaces shall be located as close as possible to building entrances and walkways.

E. Bicycle Facilities. All developments shall be designed to accommodate bicycle travel, including bike racks. All parking structures and parking lots shall provide sufficient bike racks based on a minimum of one (1) bike for every ten (10) automobiles or one (1) bike for every three thousand (3,000) square feet of building floor area, whichever is greater. The use of enclosed bicycle storage and/or shared facilities is encouraged.

F. Collective/Shared Parking Provisions. Nothing in this Article shall be construed to prevent collective provisions for off-street parking for two (2) or more buildings or uses, provided that:

1. The total number of spaces provided collectively shall not be less than the sum of spaces required for each separate use as required in this Section. However, the Planning Commission may reduce the total number of spaces by up to fifty percent (50%) where it can be determined that one (1) or more of the factors listed in H. apply.
2. Written easements that provide for continued use and maintenance of the parking shall be filed with the Oakland County Register of Deeds and the City. Such agreement shall include provisions to address any changes in use or intensity.
3. The collective off-street parking shall not be located farther than five hundred (500) feet from the buildings or uses being served.

G. Reduction of Parking Requirements. The Planning Commission may reduce the parking requirements based upon a finding that there will be a lower demand for parking due to one (1) or more of the following factors:

1. Shared parking by multiple uses with peak parking demands during differing times of the day or days of the week.
2. Convenient municipal off-street parking or on-street spaces are located within five hundred (500) feet that have the capacity to handle additional parking.
3. Expectation of walk-in business due to sidewalk connections to adjacent residential neighborhoods or employment centers. The site design incorporates pedestrian connections to the site and on-site pedestrian circulation providing safe and convenient access to the building entrance.
4. Availability of other forms of travel such as transit. The Planning Commission may require that the site design incorporate transit stops, pedestrian connections to nearby transit stops or enhanced bicycle parking facilities.
5. The applicant has provided a parking study, conducted by a qualified traffic engineer, that demonstrates that another standard would be more appropriate based on actual number of employees, expected level of customer traffic or actual counts at a similar establishment. The Planning Commission may require a parking study to document that any one of the criteria 1. through 4. above would be met.

H. Maximum Allowed Parking

1. In order to minimize excessive areas of pavement which reduce aesthetic standards and contribute to high rates of storm water runoff, exceeding the minimum parking space requirements by more than ten percent (10%) shall only be allowed with approval by the Planning Commission.
2. In granting such additional space, the Planning Commission shall determine that such parking will be required, based on documented evidence, to accommodate the use on a typical day.
3. The Planning Commission may require that additional spaces be constructed with alternative paving materials, such as permeable/grass pavers or pervious concrete.

I. Banked Parking

1. Where a reduction in the number of parking spaces is not warranted but an applicant demonstrates that the parking requirements for a proposed use would be excessive, the Planning Commission may allow the applicant to defer some of the parking. The site plan shall designate portions of the site for future construction of the required parking spaces, which shall be maintained in a landscaped appearance and not occupy required greenbelts or parking lot setbacks or be used for any other purpose. Landscaping, such as parking lot trees that would otherwise be required for the banked parking, shall be installed in the area of the banked parking.
2. The banked parking shall be required to meet ordinance requirements if constructed. Construction of the deferred parking area to add parking spaces may be initiated by the owner or required by the Community Development Department, based on parking needs or observation, and shall require administrative approval of an amended site plan. The Community Development Department may request a performance guarantee to cover the cost of developing the deferred parking lot.

J. CBD Parking Exemption

1. Buildings and uses located within the CBD Zoning District shall be exempt from providing off-street parking, loading and unloading areas and stacking spaces, except as required for upper level residential units in *Section 8.19 Upper Level Residential*.
2. New buildings must provide parking in compliance with the Table in Section 10.03.
3. In no case shall a building or use in the CBD be expanded to remove off-street parking, loading and unloading areas and stacking spaces in existence on the effective date of this Ordinance, unless an equivalent number of spaces is provided within five hundred (500) feet.

K. Payment in Lieu of Parking in the CBD

1. In lieu of physically providing some or all of the off-street parking spaces required in K., City Council may permit an applicant to pay a one-time fee to the City of Ferndale in lieu of one (1) or more of the required parking spaces upon a finding and determination by Council.
2. City Council shall take into account the current inventory of public parking and future needs of CBD parking, the plan for parking by the applicant necessitated by cash payments in lieu of parking and the amount of cash that will be contributed in lieu of parking, considering the benefit to the public and to private owners from such parking which would subsequently be provided by the City. In implementing such policy, City Council shall assure that the future needs for parking in the CBD shall be adequately met by such cash payments in lieu of parking. Council may approve, deny, or approve in part an application to provide payment in lieu of off-street parking. Where existing parking spaces are proposed for elimination, the payment shall be calculated using the existing number of parking spaces proposed for removal regardless of the spaces' actual configuration, dimensions or compliance with the parking regulations of the Zoning Ordinance.
3. The one-time fee shall be established and reviewed annually by Council. In setting the fee, Council shall take into consideration the cost of constructing a new off-street parking space in a municipal facility, including the cost of land acquisition, the cost of engineering, financing and constructing the facility and other appropriate considerations.
4. Payments and fees collected and interest earned shall be placed in a fund established by City Council to be used for acquisition, development and maintenance of municipally owned or leased off-street parking facilities for the benefit of the CBD.
5. The City Clerk shall maintain records of the fees and parcels involved together with any additional records required or necessary to administer this program.

Section 10.04 Parking Design

Whenever the off-street parking requirements in this Section require the building of an off-street parking facility, such off-street parking lots shall be laid out, constructed and maintained in accordance with the following regulations.

A. Dimensional Requirements

1. All parking lots shall be striped and maintained showing individual parking bays in accordance with the Off-Street Parking Dimensional Requirements Table.

Off-Street Parking Dimensional Requirements				
Parking Pattern	Parking Space		Maneuvering Lane Width	
	Width	Length	One Way	Two Way
0° (Parallel)	9 ft.	24 ft.	12 ft. ¹	20 ft.
30° to 53°	9 ft.	18 ft.	12 ft.	24 ft.
54° to 74°	9 ft.	18 ft.	15 ft.	24 ft.
75° to 90°	9 ft.	18 ft.	24 ft.	24 ft.
¹ May be required to be increased in instances where fire or safety apparatus is required to use maneuvering lanes				

2. Angled parking between these ranges shall be measured to the nearest degree.
3. Space length may be reduced by up to two (2) feet if an unobstructed overhang of not less than two (2) feet is provided, such as a landscaped area or sidewalk. A sidewalk shall have a minimum width of seven (7) feet where abutting a parking area.
4. Up to twenty (20%) percent of the parking spaces may be designated as small car spaces which shall be at least eight (8) feet wide and sixteen (16) feet long and clearly signed "For Small Cars Only".

B. Access

1. All spaces shall be provided with adequate access by means of maneuvering lanes.
2. Adequate ingress and egress to all off-street parking areas shall be provided by means of limited and clearly defined driveways.
3. Ingress and egress driveways shall be located a minimum of twenty (20) feet from any corner at the intersection of the property lines and shall not be more than twenty-five (25) feet wide.
4. Driveways shall be located a minimum of fifty (50) feet apart as measured from the edge of the driveway along the property line.
5. A maximum of two (2) driveways per street frontage shall be allowed.
6. Parking lots shall be designed to prevent vehicles from backing into the street or requiring use of the street for maneuvering between parking rows.

C. Construction and Maintenance.

The construction of any parking lot shall require approval of a site plan in accordance with *Article 11 Site Plan Review*. Construction shall be completed and approved by the Community Development Department before issuance of a Certificate of Occupancy.

1. All parking lots and vehicle and equipment storage areas shall be paved with an asphalt or concrete binder. Alternative paving materials, such as permeable/grass pavers, may be approved based upon the review and recommendation of the City Engineer. For storage areas, the City Engineer may approve a substitute for hard-surfaced pavement upon a determination that there are no adverse effects.

2. Bumper blocks shall not be used in parking lots except where the Planning Commission determines they are necessary, or in the case of administrative approvals, the Community Development Department.
3. Surface water from parking areas shall be detained on site.
4. A six (6) inch concrete curb, or alternative as determined by the Planning Commission, shall be provided around all sides of the parking lot to protect landscaped areas, sidewalks, buildings or adjacent property from vehicles that might otherwise extend beyond the edge of the parking lot. Curb openings are allowed for storm water drainage, as recommended by the City Engineer. Plantings shall be set back two (2) feet from curbs to allow for bumper overhang.
5. Off-street parking areas shall be landscaped in accordance with the requirements of *Section 9.11 Landscaping*. Any end islands shall also comply with *Section 9.17 Visibility at Intersections* and ASHTO standards, as amended.
6. Off-street parking areas shall be illuminated in accordance with the requirements of Environmental Performance Standards Ordinance.
7. Fire lanes shall be designated on the site and posted with signage prior to occupancy. Vehicle circulation shall meet turning radius requirements set by the Fire Department.
8. All parking lots shall be maintained free of trash and debris. Surface, curbing, light fixtures and signage shall be maintained in good condition.

D. **Stacking Spaces for Drive-Through Facilities.** All businesses which provide drive-through facilities for serving customers in their vehicles shall provide adequate off-street stacking spaces and lanes which meet the following requirements:

1. Each stacking space shall measure nine (9) feet in width and twenty (20) feet in length. Each drive-through lane shall be a minimum of twelve (12) feet in width.
2. Clear identification and delineation between the drive-through lanes and stacking spaces and off-street parking areas shall be provided. Drive-through facilities shall be designed in a manner which promotes pedestrian and vehicular safety. Driveways, maneuvering lanes and pedestrian walkways shall not intersect stacking spaces and lanes.
3. For all drive-through facilities which have a single stacking lane, an escape lane shall be provided to allow other vehicles to pass those waiting to be served.
4. Public streets, alleys and sidewalks shall not be used as stacking spaces.
5. The number of stacking spaces required per service lane shall be determined in accordance with the table in the following page. When a use is not specifically mentioned, the requirements for a similar use shall apply.

Stacking Space Requirements	
Use	Stacking Spaces Per Service Lane
Minor auto repair	3
Pharmacy	3
Banks and credit unions	6
Photo service	4
Dry-cleaning	4
Drive-through restaurants	6
Auto wash	In compliance with the auto wash ordinance, 992, Article IX, Section 7-193,

	as amended
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Section 10.05 Off-Street Loading and Unloading Requirements

- A. **When Required.** Adequate space for loading and unloading shall be provided on the same lot as any building erected or altered for any use which involves receiving trucks, delivery vehicles, material or merchandise and whenever else it is required by this Ordinance. The Planning Commission may permit central loading areas to be shared by multiple uses.
- B. **Size.** Loading and unloading areas, unless completely and adequately provided for within a building, shall measure no less than ten (10) feet by fifty (50) feet, with fourteen (14) foot height clearance, and shall be provided in accordance with the following table. The Planning Commission may modify this requirement for uses that will involve smaller delivery trucks.

Off-Street Loading Requirements	
Gross Floor Area of Building (sq ft)	Required Loading and Unloading Spaces
Office Uses	
Less than 10,000	0
10,001 – 50,000	1
Greater than 50,000	2
Commercial and Industrial Uses	
Less than 5,000	0
5,001 – 20,000	1
20,001 – 50,000	2
50,001-100,000	3
Greater than 100,000	4

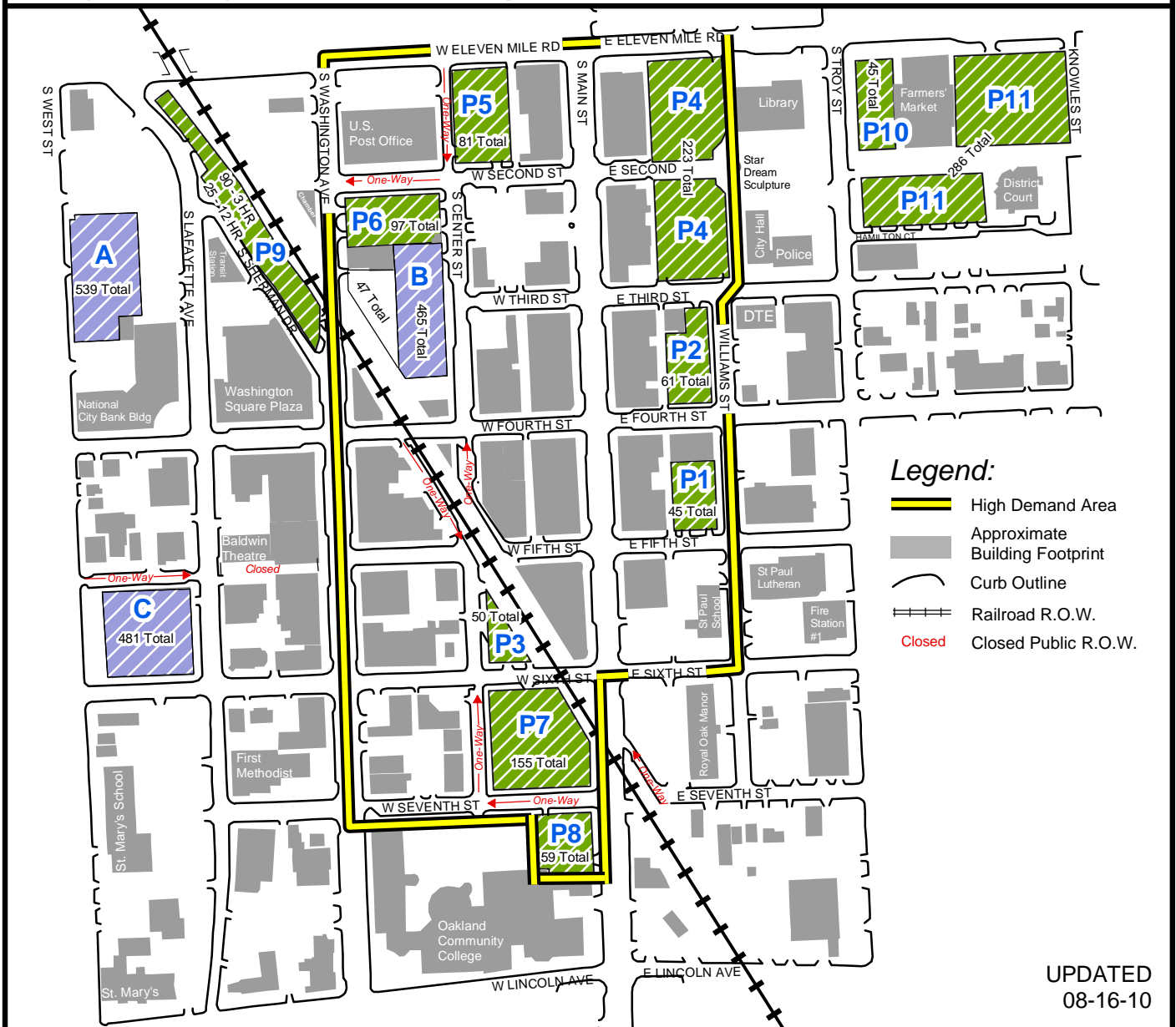
- C. **Location.** Off-street loading and unloading and stacking spaces, including maneuvering lanes, shall not be located within the front greenbelt or yard. Off-street loading and unloading shall be permitted within the required side or rear setbacks, provided that a minimum of ten (10) foot setback is maintained between off-street loading and unloading and the abutting side and rear lot lines. In instances where a public alley is the only means for loading and unloading, no setbacks shall be required.
- D. **Required Greenbelts, Setbacks and Screening.** Off-street loading and unloading which abuts residentially zoned or used property shall be screened in accordance with *Section 9.11 Landscaping*.
- E. **Calculation.** Off-Street loading and unloading spaces shall not be counted as off-street parking spaces or stacking spaces nor shall they conflict with the maneuvering lanes required to access off-street parking areas.

Royal Oak, MI

Parking Zoning Ordinances and Codes

Off-Street Public Parking

within the Central Business District
City of Royal Oak, Michigan



UPDATED
08-16-10

Surface Parking Lots

Rates Inside High Demand Area

10:00 am - 4:59 pm (50 cents / Hour)
5:00 pm - 12:00 am (75 cents / Hour)

P1 5th & Williams St
P2 3rd & Williams St
P3 6th & Center St
P4 Williams St. (City Hall)
P5 Center St (at 2nd St)
P6 2nd St
P7 6th & Main St
P8 7th & Main St

Rates Outside High Demand Area

P9 Sherman Drive (3 HR & 12 HR meters 50 cents / Hour)

P10 Farmers' Market Pay And Display Lot &
P11 Farmers' Market Metered Lot

10:00 am - 4:59 pm (25 cents / Hour)
5:00 pm - 12:00 am (50 cents / Hour)

Farmers' Market lots - FREE during regular market hours

Parking permits cards (1, 3 or 6 months) are available through Ampco Parking by calling (313) 962-2656, visiting abm.com or ampcoroyaloak@abm.com

Amtrak parking passes (\$5 per day) for the Sherman Dr lot are available at the Treasurer's Office or SMART bus station at 202 Sherman Dr

Parking Structures

A Lafayette Ave
B Center Street
C 5th & Lafayette

2 Hours of FREE PARKING
Monday - Saturday 8am - 5pm
Over 2 Hours, 50 cents / hour
Center St Structure
\$ 5 flat rate after 5pm
Monday - Saturday
Lafayette Ave Structure and the 5th & Lafayette Ave Structure
\$ 3 flat rate after 5pm
Monday - Saturday

Lafayette Ave. Structure
5th & Lafayette Structure

1 month \$35
3 months \$95
6 months \$178

Center St Structure
1 month \$40
3 months \$111
6 months \$204

Hours of Enforcement
10 am - 12 am (midnight)
FREE PARKING
City-wide on
Sundays & Civic Holidays

Not To Scale

Note(s): This map is for representational purposes only and should be viewed in light of its accuracy.

Created by: Royal Oak Planning Department
Creation date: August 15, 2010
Source(s): City of Royal Oak, Michigan
Planning Department
Oakland County, Michigan
Department of Information Technology
Footprints based on C.C. Aerial Photo.



On-Street Public Parking

within the Central Business District
City of Royal Oak, Michigan



UPDATED
08-16-10

On-Street Meters in High Demand Area

10:00am - 4:59 pm
(50 cents / Hour)
Nickel - 6 Minutes
Dime - 12 Minutes
Quarter - 30 Minutes

5:00 pm - 12:00 am
(75 cents / Hour)
Nickel - 4 Minutes
Dime - 8 Minutes
Quarter - 20 Minutes

* Post Office meters (50 cents / 30 minutes)

All Other On-Street Meters

10:00 am - 12:00 am
(50 cents / Hour)
Nickel - 6 Minutes
Dime - 12 Minutes
Quarter - 30 Minutes

2 Hour Limit, All On-Street Meters

On-Street Hang Tags - Restricted to Specific Locations

\$9 / day - Construction Parking

Hang Tags Available at the City Treasurer's Office



Created by: Royal Oak Planning Department
Creation date: August 16, 2010
Source(s): City of Royal Oak, Michigan
Planning Department
Oakland County, Michigan
Department of Information Technology
Footprints based on O.C. Aerial Photo.

Legend:

- High Demand Area
- Approximate Building Footprint
- Curb Outline

- Railroad R.O.W.
- X Closed
- X Closed Public R.O.W.

Not To Scale

Note(s):
This map is for representational purposes only
and should be viewed in light of its accuracy.



- (5) Pedestrian walkways shall be separated from vehicular circulation, as found necessary by the City.
- (6) Signage, lighting, landscaping, building materials for the exterior of all structures, and other features of the project, shall be designed and completed with the objective of achieving an integrated and controlled development, consistent with the character of the community, surrounding development or developments, and natural features of the area.
- (7) Where nonresidential uses adjoin off-site residentially zoned property, noise reduction and visual screening mechanisms such as earthen and/or landscape berms and/or decorative walls, shall be employed. The City, in its discretion, shall review and approve the design and location of such mechanisms.
- (8) The Plan Commission shall resolve all ambiguities as to applicable regulations using this chapter, Master Plan, and other City standards or policies as a guide.

§ 770-101. Conditions may be required.

Reasonable conditions may be required with the approval of a PUD, to the extent authorized by law, for the purpose of ensuring that public services and facilities affected by a proposed land use or activity will be capable of accommodating increased service and facility loads caused by the land use or activity, ensuring compatibility with adjacent uses of land, and promoting the use of land in a socially and economically desirable manner.

§ 770-102. Phasing and commencement of construction.

- A. Phasing. Where a project is proposed for construction in phases, the planning and designing shall be such that, upon completion, each phase shall be capable of standing on its own in terms of the presence of services, facilities, and open space, and shall contain the necessary components to ensure protection of the health, safety, and welfare of the users of the PUD and the residents of the surrounding area. In addition, in developments which include residential and nonresidential uses, the relative mix of uses and the scheduled completion of construction for each phase shall be disclosed and determined to be reasonable in the discretion of the Plan Commission.
- B. Commencement and completion of construction. To ensure completion of required improvements, the City is authorized to impose performance guaranties in accordance with § 770-16, Performance guaranty. Substantial construction shall be commenced within one year following final approval of a PUD and shall proceed substantially in conformance with the schedule set forth by the applicant, as required by § 770-12, Site plan review. If construction is not substantially commenced and continues within such time, approval of the PUD shall expire and be null and void. However, an extension for a specified period may be granted by the City Commission upon good cause shown if such request is made to the City Commission prior to the expiration of the initial period. Moreover, in the event approval of the PUD has expired, the City Commission shall require a new application which shall be reviewed in light of then existing and applicable law and ordinance provisions.

§ 770-103. Effect of approval.

When approved, the PUD with all conditions imposed, if any, shall constitute the land use authorization for the property, and all improvement and use shall be in conformity with such authorization. Notice of adoption of the final PUD plan and conditions shall be recorded by the applicant at the Oakland County Register of Deeds.

Article IX. Off-Street Parking and Loading

§ 770-104. Intent.

The purpose of this article is to ensure the provision of off-street parking facilities that are sufficient in number, adequately sized and properly designed to meet the range of parking needs and demands that are associated with land uses now in place in the City or with land uses allowed by this chapter.

§ 770-105. General provisions.

- A. Where required. In all zoning districts, off-street parking facilities for the storage and parking of vehicles for the use of occupants, employees, and patrons of the buildings hereafter erected, altered, or extended after the effective date of this chapter shall be provided as herein prescribed.
- B. Existing off-street parking at effective date of chapter. Off-street parking existing at the effective date of this chapter which serves an existing building or use shall not be reduced in size to less than that required under the terms of this chapter.
- C. Parking in the required greenbelt and setbacks. Off-street parking, including maneuvering lanes, shall not be located within the required front yard setback, except as expressly permitted by this chapter. The Plan Commission may permit parking within the front yard setback when it can be demonstrated that no other reasonable alternative exists. Off-street parking shall be permitted within the required side or rear yard setbacks, provided that when adjacent property is zoned for residential use a minimum ten-foot setback with appropriate screening shall be provided between off-street parking and the side and rear lot lines adjacent to the residential zone. The Plan Commission in the course of its site plan review process may permit off-street parking, including maneuvering aisles, to be placed up to the lot line, provided such parking is screened in accordance with § 770-90D, Screening between land uses.
- D. Parking duration. Except when land is used as storage space, authorized in connection with a principal permitted or special land use, a twenty-four-hour time limit for parking in nonresidential off-street parking areas shall be required. It shall be unlawful to store or park a wrecked, inoperable and/or unlicensed vehicle within any off-street parking area contained within any zoning district. Parking areas shall not be used for the storage of nonmotorized vehicles or trailers or equipment.
- E. Units and methods of measurement. For the purpose of determining off-street parking requirements, the following units of measurement shall apply:
 - (1) Floor area. Where floor area is the unit for determining the required number of off-street parking spaces, said unit shall mean the usable floor area, unless otherwise noted herein.
 - (2) Occupancy. For requirements stated in terms of occupancy, the calculation shall be based upon the maximum permitted occupancy determined by the City of Royal Oak Fire Marshal.
 - (3) Places of assembly. In stadiums, sports arenas, religious institutions, theaters, auditoriums, and other places of assembly in which those in attendance occupy benches, pews, or other similar seating facilities, each 24 inches of such shall be counted as one seat. In cases where a place of assembly has both fixed seats and open assembly area, requirements shall be computed separately for each type and added together.
 - (4) Fractional requirements. When units or measurements determining number of required parking spaces result in requirement of a fractional space, any fraction shall require one parking space.
- F. Location of parking.

- (1) One-family and two-family dwellings. The off-street parking facilities required for one-family and two-family dwellings shall be located on the same lot as the dwellings that are intended to be served but shall not be considered a parking lot under the provisions of this article. Off-street parking shall be located within the side or rear yards.
 - (a) Parking may be located within the front yard, providing a permit is granted by the Engineering Department, based upon the following conditions:
 - [1] For a horseshoe-shaped driveway on a lot with a minimum width of 60 feet, a minimum front yard depth of 35 feet, and a minimum front yard area of 2,100 square feet.
 - [2] For a T-shaped driveway on a lot with a minimum width of 50 feet, a minimum front yard depth of 30 feet, and a minimum front yard area of 1,500 square feet. The appendage of the T-shaped driveway which lies parallel to the street shall be located not less than 15 feet from the front lot line.
 - (b) Off-street parking areas or an area used for the storage of vehicles shall be surfaced as required in § 770-109, Off-street parking lot design and construction.
 - (c) There shall be no more than one driveway per residential dwelling. Said driveway shall be a minimum of eight feet in width and constitute a contiguous area, and be surfaced as required in § 770-109, Off-street parking lot design and construction.
 - (d) Portions of the front, side and rear yards not utilized for such a driveway shall be landscaped.
 - (2) Multiple-family residential. The off-street parking facilities for multiple-family dwellings shall be located on the same lot or site as the dwellings that are intended to be served, and shall consist of a parking lot as set forth in this article. In no event shall any parking space be located further than 300 feet from any principal building.
 - (3) Other land uses. The required off-street parking facilities for other uses shall be located on the same lot or may be serviced by a parking lot within 300 feet of such principal use measured along lines of public access to the property between the nearest points of the parking facility and the principal use to be served. Parking lots for these land uses may also provide the required spaces through collective facilities, as provided for in § 770-106C, Collective provisions.
- G. Use of parking spaces. The use of required parking spaces for material storage, refuse storage and containers, storage and display of vehicles and/or other merchandise, or for vehicle or machinery repair or maintenance is expressly prohibited.

§ 770-106. Off-street parking requirements.

- A. The amount of required off-street parking spaces for new uses or buildings, additions thereto, and additions to existing buildings shall be determined in accordance with the schedule set forth in § 770-107, Table of Off-Street Parking Requirements. Parking requirements listed in § 770-107, Table of Off-Street Parking Requirements, shall not include off-street stacking spaces for drive-through facilities as set forth in § 770-111, Off-street stacking spaces and lanes for drive-through facilities.
- B. Similar uses and requirements. When a use is not specifically mentioned in § 770-107, Table of Off-Street Parking Requirements, the requirements of off-street parking for a similar use shall apply, as determined by the Zoning Administrator.
- C. Collective provisions. Nothing in this section shall be construed to prevent collective provisions of off-street parking facilities for two or more buildings or uses, provided such facilities with two or more uses as determined by the Zoning Administrator collectively shall

not be less than the sum of the requirements for the various individual uses computed separately in accordance with § 770-107, Table of Off-Street Parking Requirements, unless otherwise permitted in this chapter. However, the parking requirements may be reduced by the Zoning Administrator in accordance with the following rules and standards:

- (1) Uses for which the joint off-street parking facilities are to serve do not operate during the same hours of the day or night.
 - (2) Not more than 50% of off-street parking facilities required for theaters, auditoriums, religious institutions, bowling alleys, dance halls, and similar establishments or for any restaurants and establishments serving alcoholic beverages, may be supplied by off-street parking facilities provided for other buildings or uses.
 - (3) The required off-street parking for a particular use shall be reduced by its proportionate share of any publicly owned parking lot for which it has been specially assessed.
 - (4) A copy of the executed agreement between joint users of required parking shall be filed with the application for site plan approval. The agreement shall consist of a permanent property easement, lease, or memorandums of lease. The agreement shall be recorded with the Oakland County Register of Deeds with a copy provided to the City of Royal Oak Planning Department before issuance of a building permit.
- D. 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 § 770-107, Table of Off-Street Parking Requirements, may result in development with inadequate parking or parking far in excess of that 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, depreciation of aesthetic standards, and a waste of space, which could be left as open space.
- (1) Waiver based on use. The Zoning Administrator may grant a waiver in cases where the applicant has sufficiently demonstrated that the minimum parking requirements of § 770-107, Table of Off-Street Parking Requirements, are excessive for their use. Such waivers may be approved if no more than 10% of the required parking per § 770-107, Table of Off-Street Parking Requirements, is being waived. The approved waivers shall apply only to the current site use, and shall not be carried over to another use or occupant of the site.
 - (2) Land banking. The Plan Commission may permit land banking up to 20% of the required parking spaces through the special land use review process. Sufficient land shall be available in the case that the Plan Commission determines the banked spaces need to be constructed based on observed usage. After such determination, banked parking spaces shall be constructed within six months of written notification by the Zoning Administrator. Such land banking requests shall require special land use approval, subject to the requirements of § 770-11, Special land uses; permit procedures, and the posting of an appropriate bond in an amount to be established by the Zoning Administrator or his designee.
- E. Parking within the Central Business District Zone. The provision of off-street parking is not required in the Central Business District Zone, except in the case of residential dwellings, hotels and motels, religious institutions, private and public schools and universities, hospitals, congregate care facilities, senior housing, convalescent or nursing homes. Parking spaces for such uses shall be provided in accordance with the provisions of § 770-107, Table of Off-Street Parking Requirements.

§ 770-107. Table of Off-Street Parking Requirements.

The amount of required off-street parking space for new uses or buildings, additions thereto, and additions to existing buildings shall be determined in accordance with the tables on the following

pages. Based upon the submitted floor plan, the Zoning Administrator or his designee shall determine the usable floor area where applicable for each use and the required off-street parking provisions identified in this section.

Use	Required Number of Parking Spaces Per Each Unit of Measure	Unit of Measurement
Residential Uses		
Residential dwellings, one-, two- and multiple- family	2	Per each dwelling unit
Dwellings within the CBD Zone	1.5	Per each dwelling unit
Adult foster care family homes and senior housing, assisted living facilities	0.5	Per each dwelling unit
Senior housing, independent living	1	Per each dwelling unit
Institutional Uses		
Churches and other religious institutions	1	Per each 4 seats based on maximum seating capacity in the area(s) of assembly therein
Private service clubs, social organizations, lodge halls, banquet and rental halls, and similar meeting and assembly	1	Per each 4 individual members allowed within the maximum occupancy as established by local code
Hospitals	1	Per each 1 bed
Convalescent centers and adult foster care congregate facilities	1.5	Per each 4 beds or 2 rooms, whichever is greater
Day-care centers	1	Per each 350 square feet of usable floor area
Child and adult foster care group home	1	Per each 4 beds or 2 rooms, whichever is greater
Family and group day- care homes:	1	Per dwelling unit
	1	Per 6-person capacity as licensed by the State of Michigan

Use	Required Number of Parking Spaces Per Each Unit of Measure	Unit of Measurement
Municipal, county, state or federal administrative or service buildings	1	Per each 350 square feet of usable floor area
Libraries, museums and fine art centers	1	Per each 200 square feet of usable floor area, excluding area devoted to bookshelves
Business and/or technical schools:	1	Per each classroom, plus
	1	Per each 150 square feet of classroom floor area
Elementary and junior high schools:	1	Per each classroom, plus
	1	Per 5 seats in an appurtenant stadium or gymnasium
Senior high schools:	1	Per each classroom, plus
	1	Per 5 seats in an appurtenant stadium or gymnasium
General Commercial Uses		
Retail sales	1	Per each 250 square feet of usable floor area
Carry-out restaurants (no seating)	1	Per each 200 square feet of usable floor area
Convenience, grocery or liquor stores	1	Per each 200 square feet of usable floor area
Large-scale retail establishments, supermarkets, department stores, garden centers and nurseries or shopping centers over 100,000 square feet	1	Per each 300 square feet of usable floor area
Video rental stores	1	Per each 200 square feet of usable floor area
Transient merchant	1	Per each 250 square feet of usable floor area or exterior sales area

Use	Required Number of Parking Spaces Per Each Unit of Measure	Unit of Measurement
Hotels and motels and bed-and-breakfast operations:	1	Per each sleeping or lodging unit, plus
	1	Per each 800 square feet of usable floor area other than sleeping or lodging unit. Restaurants, bars and lounges, assembly and meeting rooms, and similar uses shall be required to meet the off-street parking provision for that specific use(s) as identified in this section.
Drive-in restaurants	1	Per each 200 square feet of usable floor area in addition to service stalls for customers
Standard and fast-food restaurants	1	Per each 65 square feet of usable floor area including any outdoor cafe
Bars and cocktail lounges	1	Per each 3 persons based on maximum occupancy as established by building code
Retail sales, repair and service of furniture, appliances, bicycles, business machines, lawn mowers and lawn equipment and wholesale stores	1	Per each 800 square feet of usable floor area
Shops of interior decorators, plumbers, electricians, exterminators and similar services and trades	1	Per each 800 square feet of usable floor area
Theaters, cinemas, auditoriums, and concert halls	1.5	Per each 4 seats or 8 feet of bench seating based on the maximum seating capacity
Laundromats	1	Per every 2 washing and/or drying machines
Dry-cleaning outlets	1	Per each 800 square feet of usable floor area

Use	Required Number of Parking Spaces Per Each Unit of Measure	Unit of Measurement
Funeral homes	1	Per 4 people based on the maximum occupancy as established by building code
Dance halls and nightclubs	1	Per 3 people based on the maximum occupancy as established by building code
Mechanical amusement arcades	1	Per 60 square feet of usable floor area
Automotive Uses		
Automobile dealer for sales and rental	1	Per each 200 square feet of usable floor area
Automobile filling station:	1	Per each fuel pump or dispenser, plus
	1	Per each 200 square feet of usable floor area
Automobile repair garages:	1.5	Per each stall or service area, plus
	1	Per each 800 square feet of usable floor area
Automobile service stations:	1	Per each stall or service area, plus
	1	Per each 800 square feet of usable floor area
Automobile washes (self-serve)		Stacking spaces required per § 770 -111E
Automobile washes (automatic):	1	Per each 800 square feet of usable floor area, plus
	2	For post-wash detailing
		Stacking spaces required per § 770 -111E
Recreation vehicle sales and rentals	1	Per each 800 square feet of usable floor area

Office and Services Uses

Use	Required Number of Parking Spaces Per Each Unit of Measure	Unit of Measurement
Medical and dental offices, up to 25% retail sale of drugs and health care products	1	Per each 125 square feet of usable floor area
Business, administrative and professional offices	1	Per each 225 square feet of usable floor area
Banks and other financial institutions:	1	Per each 225 square feet of usable floor area
	2	Per each walk-up automated teller machine
Barbershops, hair salons, manicurists, tattoo parlors and massage establishments	2	Per each work station or styling chair
Tanning salons	1	Per each tanning station
Veterinary offices and hospitals	1	Per each 200 square feet of usable floor area
Data processing centers	1	Per each 250 square feet of usable floor area
Recreational Uses		
Bowling alleys	5	Per bowling lane
Roller and ice skating rinks	1	Per 4 people based upon maximum occupancy as established by building code
Billiard halls	1	Per 4 people based upon maximum occupancy as established by building code
Gymnasiums, fitness centers and health clubs	1	Per 4 people based upon maximum occupancy as established by building code
Miniature golf courses, driving ranges or batting cages	1	Per each hole, tee, or cage
Golf courses	4	Per each hole
Music, dance and artistic studios	1	Per each 200 square feet of usable floor area

Use	Required Number of Parking Spaces Per Each Unit of Measure	Unit of Measurement
Tennis or racquet clubs	4	Per each court
Swimming pools	1	Per 4 people based upon maximum occupancy as established by building code
Indoor soccer centers and athletic fields:	10	Per each field, plus
	1	Per 4 people based upon maximum occupancy for spectator seating as established by building code
Indoor recreation centers	1	Per 4 people based upon maximum occupancy as established by building code
Stadiums and arenas	1	Per every 4 seats based upon maximum occupancy as established by building code
Assembly halls, convention halls, exhibition halls, and similar places of public assembly	1	Per every 4 seats based upon maximum occupancy as established by building code
Industrial Uses		
Manufacturing, research, design, processing, assembly, packaging, fabrication, servicing, testing and repair factories or plants	1	Per each 400 square feet of usable floor area
Self-storage facilities:	3	Spaces, plus
	1	Per each 50 storage units
Warehouses and distribution centers	1	Per each 1,000 square feet of usable floor area
Contractor's establishments	1	Per 400 square feet of usable shop and storage floor area
Metal fabrication and tool and die shops	1	Per each 800 square feet of usable shop floor area

Use	Required Number of Parking Spaces Per Each Unit of Measure	Unit of Measurement
Material recovery facilities:	1	Per each 800 square feet of usable shop floor area, plus
	1	Per each 1,600 square feet of exterior lot area
Kennels, animal boarding, animal shelters, and animal training facilities	1	Per each 400 square feet of usable floor area
Broadcast or recording studios [Added 1-24-2011 by Ord. No. 2011-01]	1	Per each 800 square feet of usable floor area
Motion-picture studios [Added 1-24-2011 by Ord. No. 2011-01]	1	Per each 1,000 square feet of usable floor area, including any outdoor sets or production facilities

§ 770-108. Barrier-free parking requirements.

On each site proposed for use, addition, and/or conversion for which a site plan is required to be submitted by this chapter, off-street parking space shall be designed pursuant to the State of Michigan Barrier-Free Design Standards. Required barrier-free parking spaces shall be in addition to those required under § 770-107, Table of Off-Street Parking Spaces.

§ 770-109. Off-street parking lot design and construction.

The construction of any parking lot shall be in accordance with the requirements of the provisions of this chapter, and such construction shall be completed and approved by the Building Official before a certificate of occupancy is issued. Unless incorporated in a site plan prepared and approved in accordance with § 770-12, Site plan review, plans for the development of any parking lot must be submitted to the Building Official, indicating existing and proposed grades, drainage, pipe sizes, layout and dimensions of parking, curbing, drive and aisle dimensions, lighting, sidewalks, landscaping, and surfacing and base materials to be used.

- A. All such parking lots, maneuvering aisles, driveways, and loading areas shall be hard surfaced with asphalt or concrete pavement, shall be graded and drained so as to dispose of surface water pursuant to City ordinance and shall be completely constructed prior to a certificate of occupancy being issued.
- B. Except for one-family and two-family residential parking lots, all lots shall be illuminated after dark throughout the hours when they are accessible to the public. Such lighting shall comply with the illumination standards set forth in § 770-96, Glare and exterior lighting.
- C. Parking lot landscaping and buffering requirements shall meet the standards set forth in § 770-90, Landscaping, greenbelts, buffers and screening.

- D. Adequate ingress and egress to the parking lot, by means of limited and clearly defined driveways, shall be provided for all vehicles in accordance with the requirements of this chapter. Additionally, all ingress and egress points shall be located no less than 25 feet from any street intersection, and shall be no more than 25 feet wide in a residential zone, and 30 feet wide in all other zones measured at the property line.
- E. No portion of a parking space and/or maneuvering aisle shall obstruct or encroach upon a public sidewalk or required pedestrian walkway.
- F. The layout and striping of off-street parking facilities shall be in accordance with the following minimum regulations [See Figure 13, Parallel Parking, Figure 14, Parking (30° to 53°), and Figure 15, Parking (54° to 90°). *Editor's Note: Figures 13, 14 and 15 are included at the end of this chapter.*]:

Parking Pattern	Maneuvering Lane Width		Parking Space Depth (feet)	Parking Space Length (feet)
	One-Way	Two-Way		
0° (parallel)	12	20	9	25
30°-53°	12	20	9	20
57°-74°	15	20	9	20
75°-90°	N/A	20	9	20

§ 770-110. Off-street loading requirements.

On the same premises with every building or part thereof, erected and occupied for any uses which involve receiving or distribution of trucks and/or delivery vehicles, material or merchandise, except where sufficient loading and unloading areas can be provided in the public alley as determined by the Plan Commission, adequate space for loading and unloading shall be provided in accordance with the following:

- A. Such loading and unloading space, unless completely and adequately provided for within a building, shall be an area 12 feet by 50 feet, with clearance of 14 feet high, and shall be provided according to the following schedule:

Gross Floor Area of Building (square feet)	Required Loading and Unloading Spaces
First 2,000	None
2,000-20,000	1
20,000-100,000	1 plus 1 for each 20,000 square feet in excess of 20,000 square feet
100,000-500,000	5 plus 1 for each 40,000 square feet in excess of 100,000 square feet
Over 500,000	15 plus 1 for each 80,000 square feet in excess of 500,000 square feet

B. Required greenbelt, setbacks, and screening.

- (1) Off-street loading shall not be located in a front yard; nor a side yard of a building facing and directly visible from a street, unless the Plan Commission determines such location is necessary due to the building's location or placement, existing street and traffic patterns, or other relevant factors. Off-street loading shall be located at the maximum distance possible from adjacent residential zones.
- (2) Off-street loading which abuts residentially zoned property shall be screened in accordance with § 770-90, Landscaping, greenbelts, buffers and screening.

C. Double count. Off-street loading space areas shall not be counted as off-street parking spaces, nor shall they conflict with the maneuvering lanes required to access off-street parking.

D. Flexibility in application. The Zoning Administrator may grant a waiver in cases where the applicant has sufficiently demonstrated that the minimum loading and unloading requirements of § 770-110, Off-street loading requirements, are excessive for their use. The approved waiver shall apply only to the current site use, and shall not be carried over to another use or occupant of the site.

§ 770-111. Off-street stacking spaces and lanes for drive-through facilities.

All businesses which provide drive-through facilities for serving customers within their automobile shall provide adequate off-street stacking spaces and lanes which meet the following requirements (See Figure 16, Off-Street Stacking Spaces and Lanes for Drive-Through Facilities. *Editor's Note: Figure 16 is included at the end of this chapter.*):

- A. Each stacking space shall be computed on the basis of nine feet in width and 20 feet in length. Each stacking lane shall be a minimum of 12 feet in width.
- B. No stacking space shall occupy or extend into any street, alley, sidewalk, or right-of-way, or obstruct any required parking space, maneuvering aisle, or loading area, and shall be sufficiently set back to not obstruct the intersection of any driveway and a right-of-way line. The Plan Commission may permit the use of an alley for the required escape lane when it can be demonstrated that no other reasonable alternative exists and minimal conflict would exist between users of the public right-of-way. City Commission approval where necessary.
- C. Clear identification and delineation between the drive-through facility and parking lot shall be provided. Drive-through facilities shall be designed in a manner which promotes pedestrian and vehicular safety.
- D. All drive-through facilities shall provide an escape lane, which allows other vehicles to pass those waiting to be serviced.
- E. The number of stacking spaces per service lane shall be provided for in accordance with the following table. When a use is not specifically mentioned, the requirements for off-street stacking space for a similar use shall apply as determined by the Zoning Administrator.

Use	Stacking Spaces Per Service Lane
Banks or other financial institutions	5
Photographic service, drugstores, dry-cleaning outlets	4
Fast-food restaurants	8

Use	Stacking Spaces Per Service Lane
Automobile service stations	2
Car washes (self-service)	
Entry	3
Exit	1
Car washes (automatic)	
Entry	16
Exit	2

Article X. Nonconforming Uses, Structures and Lots

§ 770-112. Intent.

Certain existing lots, structures and uses of lots and structures were lawful before this chapter was adopted, but have become nonconforming under the terms of this chapter and its amendments. It is the intent of this chapter to permit such nonconformities to remain under certain conditions until they are discontinued or removed, but not to encourage their survival or, where discontinuance or removal is not feasible, to gradually upgrade such nonconformities to conforming status. Nonconformities shall not be enlarged, expanded, or extended, except as provided herein, and shall not be used as grounds for adding other structures and uses of lots and structures which are prohibited. Nonconformities are declared by this chapter to be incompatible with the structures and uses permitted in the various zones.

§ 770-113. Nonconforming lots.

In any zone in which single-family dwellings are permitted, subject to limitations imposed by § 770-21 and other provisions of this chapter, a single-family dwelling and customary accessory buildings may be erected on a lot of record at the effective date of adoption or amendment of this chapter. This provision shall apply even though a lot fails to meet the applicable requirements for area or width, provided that setbacks and other requirements, not involving area or width, shall conform to the regulations for the zone in which such lot is located.

§ 770-114. Nonconforming uses of land.

Where, at the effective date of adoption or amendment of this chapter, lawful use of land exists that is made no longer permissible under the terms of this chapter as enacted or amended, such use may be continued, so long as it remains otherwise lawful, subject to the following provisions:

- A. No such nonconforming use shall be extended to occupy a greater area of a site or greater floor area of a structure than was occupied at the effective date of adoption or amendment of this chapter, unless approved by the Zoning Board of Appeals.
- B. No such nonconforming use shall be moved in whole or in part to any other portion of the lot or parcel occupied by such use at the effective date of adoption or amendment of this chapter, unless approved by the Zoning Board of Appeals.
- C. If such nonconforming use of land ceases operation with the intent of abandonment for a period of more than one year, any subsequent use of such land shall conform to the regulations specified by this chapter for the zone in which such land is located.

Birmingham, MI

Parking Zoning Ordinances and Codes

4.45 PK-01 General Parking Standards

This Parking Standards section applies to the following districts:

R1A R1 R2 R3 R4 R5 R6 R7 R8 01 02 P B1 B2 B2B B2C B3 B4 MX

The following parking standards apply:

- A. Duty of Continuing Compliance: The owner and occupants of real estate on which new buildings have been built after March 31, 1958, and the owner and occupants of real estate on which buildings, whether built before or after March 31, 1958, are substantially altered or additions made thereto after March 31, 1958, shall have the duty to provide and maintain the off-street parking requirements of this Article. The building official may require a written designation of the required off-street parking area in recordable form. Upon any transfer of title to the real estate on which such building or buildings are located, the transferee or transferees and the occupants shall have the continuing duty to maintain the off-street parking requirements of this chapter. It shall be unlawful for the owner and occupants of any building subject to this chapter to discontinue or change, or to cause the discontinuance or change, of the required off-street parking without establishing, prior to such discontinuance or change, alternative off-street parking which meets the requirements of and is in compliance with this Article.
- B. Plans Required: Plans must be submitted to the Planning Board or the Historic District Commission showing how the required parking spaces shall be arranged in the area supplied for that purpose, so as to indicate sufficient space for parking maneuvers, as well as adequate ingress and egress to the parking area.
- C. Site Plan Approval: Plans for all property utilized for the temporary storing of motor vehicles, except when the property so used is located in a district zoned single-family residential by this chapter and the area thereof accommodates 3 or fewer vehicles, shall be submitted to the Planning Board for non-historic site plan approval or the Historic District Commission for historic site plan approval, in accordance with the regulations as set forth in the Site Plan Review Section in Article 7.
- D. Certificate of Occupancy and Use: No certificate of occupancy and use will be issued upon completion of any building or the extension or addition thereto unless and until all off-street parking space requirements, shown on the plans, or made a part of the building permit, are in place and ready for use.
- E. Off-Street Parking:
 1. The off-street parking facilities required under this article shall be used solely by the occupants, employees, visitors, patrons, clientele for motor vehicles. The storage of merchandise, motor vehicles for sale, or the repair of vehicles is expressly prohibited.
 2. Off-street parking facilities shall be provided in an amount not less than specified in this article, for the parking of self-propelled vehicles for the use of the occupants, employees, patrons and clientele of:
 - a. Buildings erected after March 31, 1958; and
 - b. Buildings erected prior to March 31, 1958, at such time that any addition or extension is made to such building.
 3. Whenever the use of any lot or building is changed and under the provisions of the Zoning Ordinance, the new use is required to provide more parking space than was provided for the prior use, all required parking must be provided in an area which meets the requirements of Section 4.53 and the provisions of Chapter 110 of the Birmingham City Code.
 4. Off-street parking spaces being provided as of March 31, 1958, for the parking of automobiles to serve an existing building or use shall not be reduced to an amount less than that hereinafter required for a similar new building or use.
 5. Whenever by virtue of this article, parking facilities must be provided for a building which is used or is to be used for more than one of the types of uses referred to in this article, parking facilities must be provided for each and all of such uses.
 6. Fences are required in connection with off-street parking facilities in accordance with the regulations of Section 4.53.

- F. Additional Parking: In any district, a residential building being used for nonresidential purposes, except places of public assembly, shall provide in addition to the off-street parking space or spaces for the dwelling units required under Section 4.45(A), Section 4.46, Section 4.50, and Section 4.51 off-street parking in the same amounts set forth in Table A for that portion of the floor area which is being utilized for nonresidential purposes.
- G. Methods of Providing Parking Facilities: The required off-street parking facilities for buildings used for other than residential purposes may be provided by any one of the following methods:
1. By providing the required off-street parking on the same lot as the building being served, or where practical, and with the permission of the City Commission, the area in the public right-of-way abutting the property in question may be included as a portion of the required parking area if such area is improved in accordance with plans which have been approved by the engineering department.
 2. By providing the required off-street parking within 100 feet of the building being served, distances being measured along the most direct line of public pedestrian access.
 3. By the collective provisions of the required off-street parking for 2 or more buildings or uses, provided that the total of such off-street parking areas shall not be less than the sum of the requirements of the various buildings or uses computed separately, and the location of such area meets the requirements of subsection (2) of this section, except as provided in Section 4.45(G)(4) below.
 4. By the shared provisions of the required off-street parking for 2 or more buildings or uses, which has been approved by the Planning Board. Shared parking between uses is based on the fact that certain neighboring uses may operate at different times over a 24-hour period with their greatest demand for parking occurring during different times. By allowing uses to share a parking facility, the amount of impervious land in the city may be reduced.
 - a. The total number of combined spaces required for each use may be reduced by up to 50% upon the Planning Board making the determination that the peak parking demands of the uses being served occur at different times and the parking area meets the anticipated demands of all the uses. The Planning Board will make this determination based upon the following information, to be provided by the petitioner:
 - i. The peak hours of operation for each use.
 - ii. The average parking demand and the peak parking demand for each use, based on reliable data. Such data will include actual parking counts for these uses, or at similar uses or actual parking counts are not available, reliable traffic/parking demand models may be used.
 - iii. The impact of shared parking arrangement on adjacent uses.
 - iv. Written legal evidence in the form of deeds, leases or contracts that establish the shared parking facility.
 - b. Once a shared parking arrangement is approved by the Planning Board, such arrangement must be recorded on the land titles for all affected properties. If a shared parking arrangement is subsequently terminated, or if the uses change, Planning Board approval shall be automatically revoked and each use shall be required to comply with the requirements of this section.
 - c. The petitioner(s) shall be responsible for any costs incurred by the city in contracting with consultants to review the proposed site plan as deemed necessary by the Community Development Director.

5. By payment of a special assessment levied against the entire building site where the special assessment district has been created for purposes of constructing a municipal parking facility.
 - a. Required conditions. The following regulations shall apply to all lands in a parking assessment district unless otherwise provided:
 - i. The maximum allowable floor area ratio (FAR) in the parking assessment districts shall not exceed 100%, except that the maximum usable floor area may be increased up to 200% by providing 1 parking space for every 300 square feet over the maximum 100% FAR.
 - ii. Churches in the parking assessment district are exempt from this maximum FAR provision.
 - iii. In the case of churches and buildings occupied by nonprofit organizations providing services to the general public, by securing permission to use the parking facilities of other buildings within 500 feet of the church or community center building when such other building is not normally open, in use, or in operation during the principal hours of use of such church or community center building. Permission to use such other parking facilities shall be evidenced in writing for a period of not less than 1 year. In the case of nonprofit organizations, the parking to be shared must be in a parking or commercial district.
 - iv. In the case of the parking area needed to meet the requirements of the ordinance being in a separate ownership from the building: a permanent exclusive use easement for the required parking with adequate ingress and egress to a public street must be submitted to the city, and such easement must be recorded in the county register of deeds.

4.46 PK-02 Off-Street Parking Spaces Required

This Parking Standards section applies to the following districts:

R1A R1 R2 R3 R4 R5 R6 R7 R8 01 02 P B1 B2 B2B B2C B3 B4 MX

The following parking standards apply:

- A. Off-street parking spaces are required based on land use or land uses for the site. The number of spaces required per land use is detailed in Table A.
- B. Every building intended for residential occupancy shall provide on the same lot with such building, off-street parking facilities based upon the number of habitable rooms per dwelling unit as detailed in Table A.

4.47 PK-03

This Parking Standards section applies to the following district:

R4 R5 R6 R7 R8 01 02 P B1 B2 B2B B2C B3 B4 MX

The following parking standards apply:

- A. All parking facilities shall be screened in accordance with the provisions in Section 4.49.

4.48 PK-04

This Parking Standards section applies to the following district:

R8

The following parking standards apply:

- A. Parking for Dwellings:
 1. The required off-street parking spaces shall be supplied in a garage, carport or in/under the principal building.
 2. Parking, other than on driveways, shall not be permitted in the required front or side open space.

4.49 PK-05

This Parking Standards section applies to the following district:

B2 B2B B2C B3

The following parking standard applies:

- A. Parking On-Site: All required parking for residential uses shall be supplied on the principal building site or on property immediately adjacent to the principal building site.

4.50 PK-06

This Parking Standards section applies to the following districts:



The following parking standards apply:

- A. Parking for Residential Uses: Parking for residential uses shall be provided on the same lot with such building or on adjacent parcels of land having direct access to the principal building, as may be approved by the appropriate reviewing body pursuant to the Site Plan Review and Design Review Sections in Article 7.
- B. Office and Restaurant Parking: Where there is combined within a single building an office use and a commercial restaurant, up to 30% of the parking supplied to meet the requirement of the office use may also be used to meet the requirement for the commercial restaurant.
- C. Office and Residential Parking: Where there is combined within a single building, an office use and a residential use, up to 40% of the parking supplied to meet the requirement for the office use may also be used to meet the requirement for residential use, provided that the number of spaces required for residential parking shall never be less than 1 parking space per dwelling unit.
- D. Office, Residential and Restaurant Parking: Where there is combined within a single building, an office use, a residential use and a commercial restaurant, up to 40% of the parking supplied to meet the requirement for office use may also be used to meet the requirement for residential use and up to 30% of the remaining parking requirement for office use may be used to meet the requirement for the commercial restaurant.

4.51 PK-07

This Parking Standards section applies to the following district:



The following parking standard applies:

- A. Parking for Residential Uses: Parking required for residential uses shall be supplied on site or within 300 feet of the residential lobby entrance of the building.

4.52 PK-08

This Parking Standards section applies to the following district:



The following parking standards apply:

- A. Off-Street Parking Facilities:
 - 1. Off-street parking contained in the first story shall not be permitted within 10 feet of any building facade on a frontage line or between the building facade and the frontage line.
 - 2. The placement of 2 abutting off-street parking facilities with continuous street frontages shall not be permitted.

Table A: Required Off-Street Parking Spaces

Land Use	Number of Off-Street Parking Spaces Required
Commercial Uses	
athletic club, <u>health club/studio</u>	1 space for each 550 sq ft of floor area plus spaces as are required for restaurants, bars, assembly rooms and affiliated facilities
auto wash	spaces equal to 80% of the maximum units of actual or rated hourly productive capacity of the establishment
<u>banquet facility</u>	1 space for each 3 persons of capacity as determined by local, county or state fire, <u>building</u> or health codes
barber and beauty shop, tanning salon	2 spaces per service chair, booth or bed; or 1 space per 300 sq ft of floor area, whichever is greater
bowling alley	5 spaces per lane plus spaces as are required for restaurants, bars, assembly rooms and affiliated facilities
eating establishment - outdoor consumption	1 space for each 50 sq ft of floor area
eating establishment - indoor or combined indoor-outdoor consumption	1 space for each 75 sq ft of floor area plus such spaces as are required for assembly rooms and affiliated facilities, excluding all area utilized for outdoor dining
hospital, nursing home	1 space for each 4 patient beds
<u>hotel</u> , <u>motel</u>	1 space per rental unit plus 1 space per each 25 units plus spaces as are required for restaurants, bars, assembly room and affiliated facilities
laundromat and coin-operated dry cleaners	1 space for each 3 washing and/or dry cleaning machines
<u>meeting room</u>	1 space for each 3 person of capacity as determined by local, county or state fire, <u>building</u> or health codes
mortuary establishment	1 space for each 50 sq ft of assembly room, parlor and slumber room floor space
motor vehicle sales and service establishment	1 space for each 300 sq ft of floor area of sales room plus 1 space for each auto service stall, not to be used for new or used car storage
outdoor sales and/or display of merchandise (excluding motor vehicle sales, service and rental agencies)	1 space for each 300 sq ft of outdoor area
retail store	1 space for each 300 sq ft of floor area
taxicab service	1.5 spaces per taxicab
truck and car rental service	1 space for each 1,000 sq feet of outdoor area
other commercial use	1 space for each 550 sq ft of floor area

Table A: Required Off-Street Parking Spaces (continued)

Land Use	Number of Off-Street Parking Spaces Required
Mixed Uses	
Industrial, research, wholesale and warehousing establishment	1 space for each 500 sq ft of floor area
Office Uses	
bank, financial institution, commercial and professional office other than medical	1 space for each 300 sq ft of floor area
professional office of doctor, dentist, medical and dental clinic and similar use	1 space for each 150 square feet of floor area
Public Assembly Uses	
church, school and other place of public assembly with fixed seats	1 space for each 6 seats
church, school and other place of public assembly without fixed seats	1 space for each six person of capacity as determined by the Fire Marshal
theater	1 space for each 3 seats
Residential Uses in PP, R1A, R1, R2, R3, R4, R5, R6, R7, O1, O2, P and B1	
residential occupancy - 2 or less room unit	1.5 spaces per unit
residential occupancy - 3 or more room unit	2 spaces per unit
special purpose housing	0.5 spaces per unit
Residential Uses in R8	
residential occupancy	2 spaces per unit
Residential Uses in B2, B2B, B3 and MX	
residential occupancy - 2 or less room unit	1 spaces per unit
residential occupancy - 3 or more room unit	1.25 spaces per unit
Residential Uses in B4	
residential occupancy - 2 or less room unit	1.25 spaces per unit
residential occupancy - 3 or more room unit	1.5 spaces per unit